



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

**Monday, January 22, 2018 – 7 p.m.
Council Chambers, 1st Floor**

**Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1**

OPENING STATEMENT

Page

- OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9215 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9216**
(File Ref. No. 12-8060-20-009215; 12-8060-20-009216; RZ 14-672055) (REDMS No. 5630259 v. 2; 5655559; 5655561)

PH-6

See Page PH-6 for full report

- Location:** 4700 No. 3 Road
- Applicant:** Bene (No. 3) Road Development Ltd.
- Purpose of OCP:** To allow for an additional Village Centre Bonus of Maximum 0.50 FAR on the subject site.
- Purpose of Rezoning:** To rezone the subject property from the “Auto-Oriented Commercial (CA)” zone to a new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, to permit development of a 10-storey commercial and office use building.
- First Reading:** December 11, 2017
- Order of Business:**
- Presentation from the applicant.

Page

2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9215.

2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9216.

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9755**
(File Ref. No. 12-8060-20-009755; RZ 17-778596) (REDMS No. 5505704 v. 5; 5508951)

PH-60

[See Page PH-60 for full report](#)

Location: 9211, 9251, 9271, 9291 Odlin Road

Applicant: Polygon Development 302 Ltd.

Purpose: To create the “Low Rise Apartment (ZLR31)” zone, and rezone the subject properties from “Single Detached (RS1/F)” zone to “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” zone, to permit development of two 4 to 6 storey multi-family apartment buildings over a common parkade.

First Reading: December 20, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9755.

Page

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9760**
(File Ref. No. 08-4057-05; 12-8060-20-009760) (REDMS No. 5647136 v. 5; 5585520)

PH-107

See Page PH-107 for full report

Location: City Wide
Applicant: City of Richmond
Purpose: To update the affordable housing contribution rates and requirements for residential zones, and to increase the density bonus provision for the Downtown Commercial 1 (CDT1) zone.

First Reading: December 11, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9760.

2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9760.

4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9780**
(File Ref. No. 12-8060-20-009780; RZ 17-769242) (REDMS No. 5677534 v. 2; 5677535; 5599036)

PH-126

See Page PH-126 for full report

Location: 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road
Applicant: Concord Pacific
Purpose: To amend the site-specific “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” zone to include 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road; and

Page

To rezone the subject property from “Single Detached (RS1/F)”, “Roadside Stand (CR)”, “Auto-Oriented Commercial (CA)”, and “Gas and Service Stations (CG1)” to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, to permit a high-rise, mixed use development adjacent to the future Capstan Canada Line Station comprising 43,819 m² (471,658 ft²) of residential uses (504 market dwelling units and 29 affordable housing units) and 11,230 m² (120,880 ft²) of office, retail, arts, and other commercial uses, together with the extension of Hazelbridge Way and new public open space.

First Reading: December 20, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9780.



5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9790**
(File Ref. No. 12-8060-20-009790; RZ 17-784715) (REDMS No. 5642763; 4573372; 5643095)

PH-220

See Page PH-220 for full report

Location: 9071 Dayton Avenue

Applicant: Rav Bains

Purpose: To rezone the subject property from the “Single Detached (RS1/B)” zone to the “Single Detached (RS2/K)” zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Dayton Avenue.

First Reading: December 11, 2017

Order of Business:

1. Presentation from the applicant.

Page

2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9790.

6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9812**
(File Ref. No. 12-8060-20-009812; RZ 16-741722) (REDMS No. 5206079 v. 5; 5686380)

PH-236

See Page PH-236 for full report

Location: 9980 Westminster Highway

Applicant: Bene No 4 Development Ltd.

Purpose: To rezone the subject property from the “Gas & Service Stations (CG2)” zone to a new “Town Housing (ZT83) – North McLennan (City Centre)” zone, to permit development of seventeen (17), three (3) storey townhouse units with a driveway access from No. 4 Road.

First Reading: December 20, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9812.

ADJOURNMENT




To: Planning Committee
From: Wayne Craig
Director, Development
Date: November 20, 2017
File: RZ 14-672055
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**

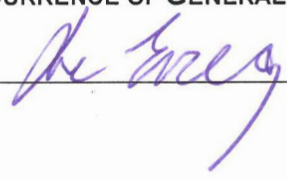
Staff Recommendation

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	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

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

- A single 10-storey tower with two floors of commercial retail units, six floors of office space and four levels of parking.
- A total floor area of approximately 7,285.4 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 m^2 calculated using the proposed floor area [$1.0 \times 0.05 \times 2,082 \text{ m}^2$]).
- VCB additional density increase of 0.5 FAR with 10% of this area expected to be provided back to the City in the form of floor area for a community amenity (104 m^2 calculated using the proposed floor area [$0.05 \times 0.1 \times 2,082 \text{ m}^2$]).

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

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

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

3. Utility Infrastructure

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

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

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

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

4. Transportation

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

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

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

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

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

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

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

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

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

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

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

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

5. Development Concept Review

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

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

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

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

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

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

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

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

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

Financial Impact or Economic Impact

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

Conclusion

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

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



Sara Badyal
Planner 2
(604-276-4282)

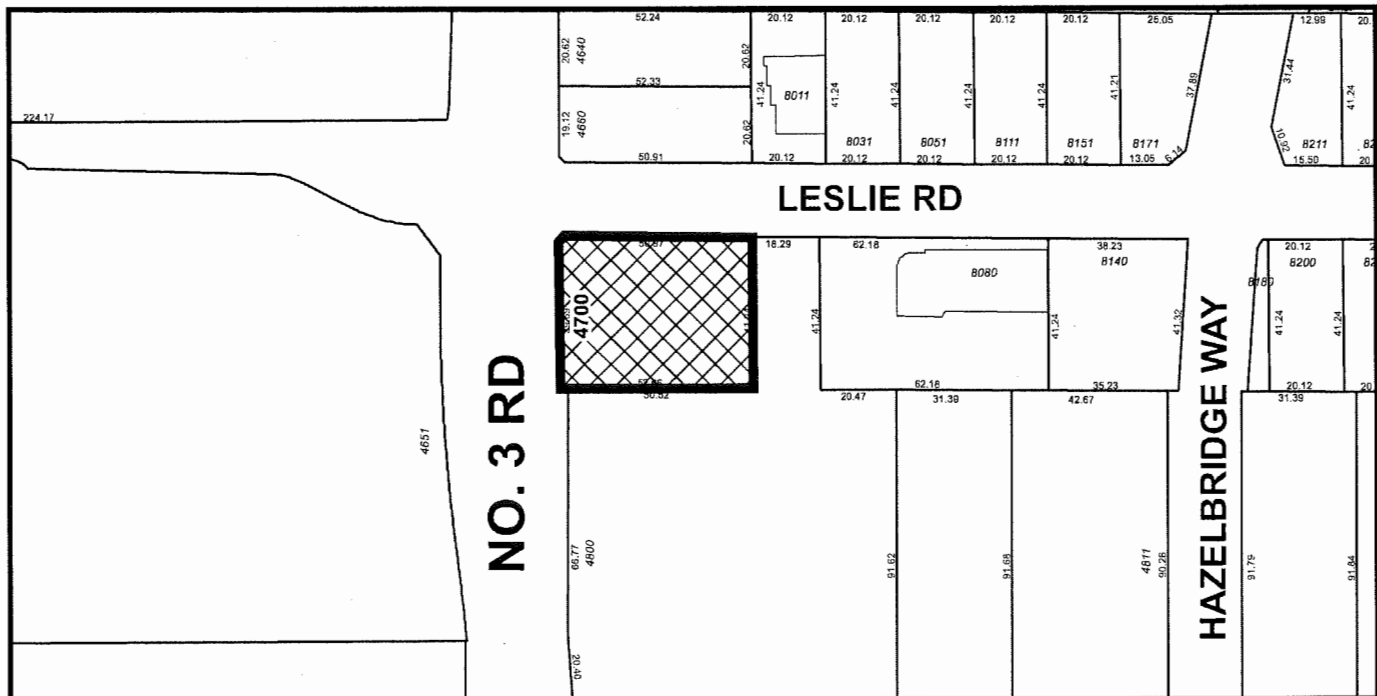
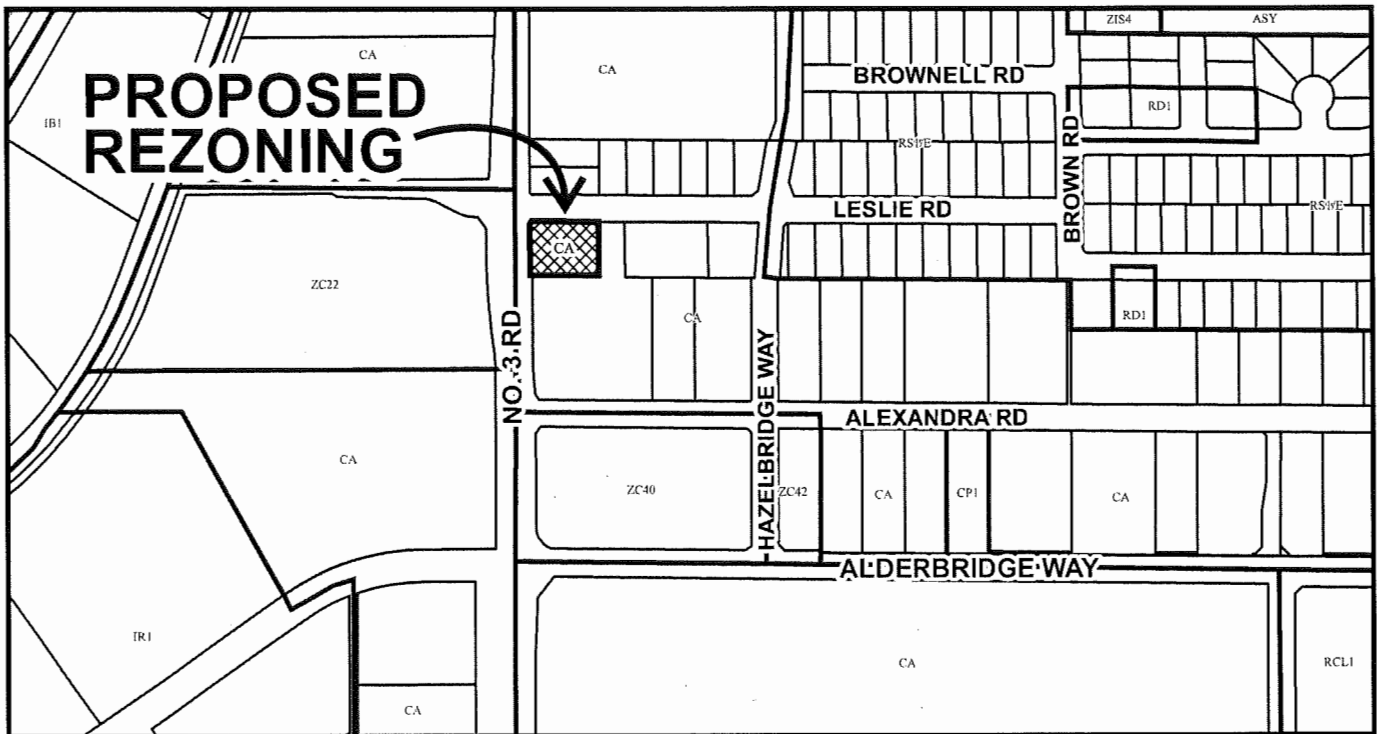
SB:blg

Attachments:

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



City of
Richmond



RZ 14-672055

Original Date: 09/15/14

Revision Date: 11/20/17

Note: Dimensions are in METRES



City of
Richmond



**SUBJECT
PROPERTY**

NO. 3 RD

BROWN RD

BROWNELL RD

LESLIE RD

HAZELBRIDGE WAY

ALEXANDRA RD

ALDERBRIDGE WAY



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES

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

CONSULTANT TEAM

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

LANDSCAPING

SURVEY
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
 #320 - 11120 HORSESHOE WAY
 RICHMOND, BC V7A 5H7
 PHONE: 604.270.9331
 FAX: 604.270.4137

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

PROJECT INFORMATION

CIVIC ADDRESS:
 4700 NO. 3 ROAD RICHMOND, BC

LEGAL DESCRIPTION:
 LOT 95, SECTION 33, BLOCK 5 NORTH,
 RANGE 6 WEST, NEW WESTMINSTER
 DISTRICT PLAN 56151

PARCEL ID:
 003-795-705

CURRENT ZONING:
 AUTO-ORIENTED COMMERCIAL(CA)

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

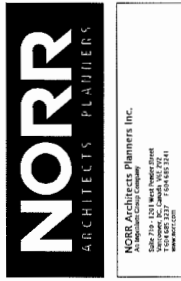
LIST OF DRAWINGS

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

MAY 15, 2017

NORR JOB NO. OCVA14-0004

CONCEPTUAL
 DEVELOPMENT
 PLANS

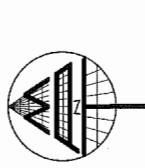


DP00-00-00

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

PARCEL IDENTIFIER (PID): 003-795-705

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

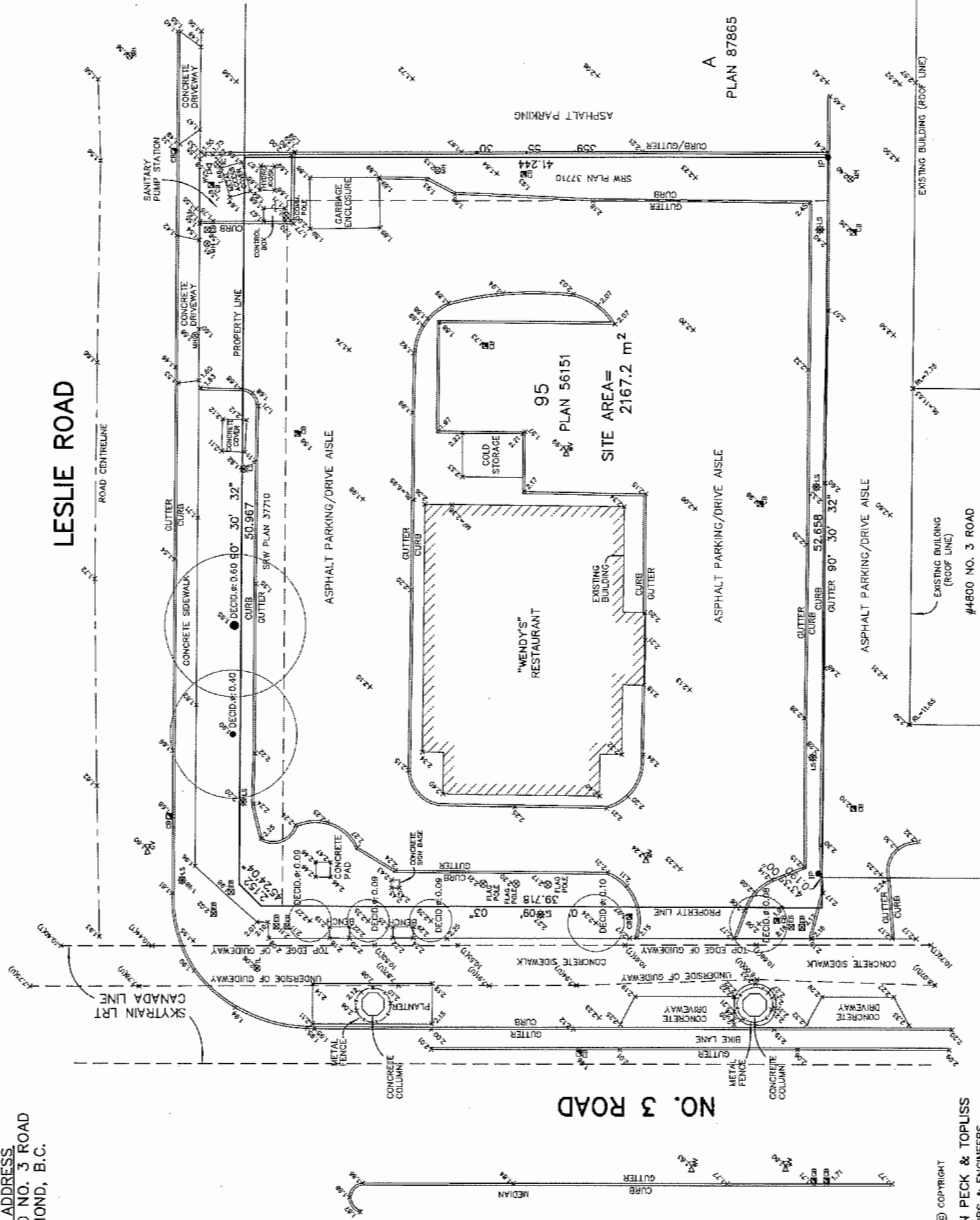


LEGEND
SCALE: 1:200

ALL DISTANCES ARE IN METRES.

- INDICATES SPOT ELEVATION
- CB INDICATES CATCH BASIN
- EB INDICATES ELECTRICAL BOX
- ELS INDICATES LAMP STANDARD
- CMH INDICATES MANHOLE
- TL INDICATES TRAFFIC LIGHT
- GAV INDICATES GAS VALVE
- WV INDICATES WATER VALVE
- RL INDICATES MAIN FLOOR
- (*) INDICATES TOP OF GUTTERWAY
- (U) INDICATES UNDERSIDE OF GUTTERWAY
- IP INDICATES IRON POST FOUND

NOTES:
- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND MFM MONUMENT #186 (17/14/97) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINES ARE PRELIMINARY AND DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND PLAN 87865.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND NO. 8057, ARE SHOWN HEREON.



DP00-01-00
B.C.L.S.
DATE OF SURVEY: MAY 29, 2014

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

© COPYRIGHT
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#200 - 11320 HURONSIDE WAY
RICHMOND, B.C. V7A 5H7
PH: 604-270-4330
FAX: 604-270-4127
CADFILE: 17951-001-TPC-000.DWG

DATE	ISSUED FOR	REV
2016-03-23	FOR CITY REVIEW	
2016-03-27	RESUBMITTED FOR REVISIONING	
2016-04-19	RESUBMITTED FOR COMBINED ZADP	
2016-06-02	FOR REVIEW	
2016-11-09	PROGRESS MEETING	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-11-29	REVISED FOR CITY'S FINAL REVIEW	
2016-12-09	DP SUBMISSION	
2017-02-07	DP SUBMISSION CITY COMMENTS	
2017-05-14	DP SUBMISSION CITY COMMENTS	

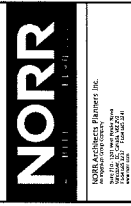
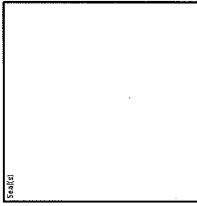
This drawing has been prepared solely for the use of the Client and is not to be used for any other purpose without the express written consent of the Architect. The Architect shall not be responsible for any party with whom NORR Architects Planners Inc. has not entered into a contract. For information purposes only, the Architect's name and contact information are provided herein for identification purposes only. The Architect's name and contact information are provided herein for identification purposes only. The Architect's name and contact information are provided herein for identification purposes only.

North Arrow

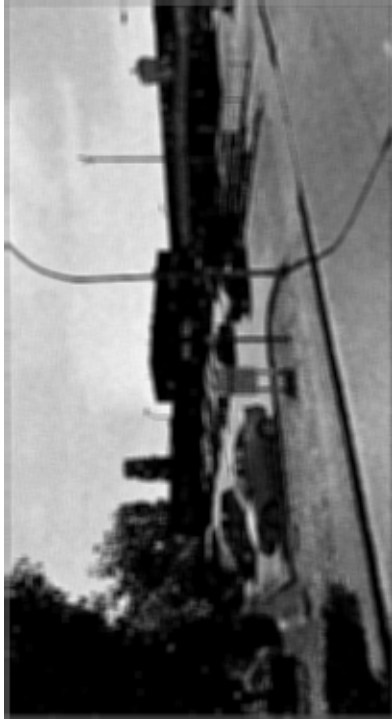
Detail Symbol

Consultant:
Civil
Architectural
Mechanical
Electrical

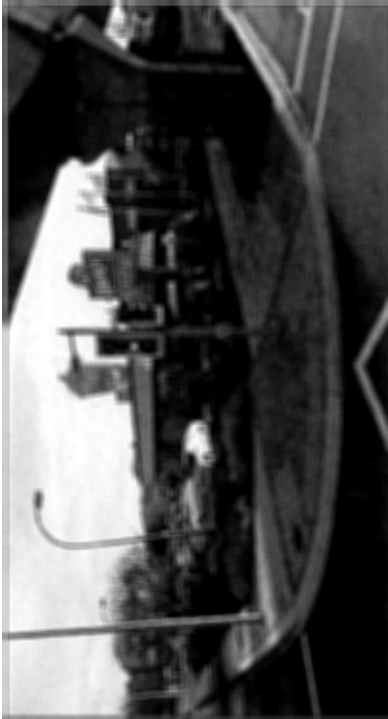
SEASIDE



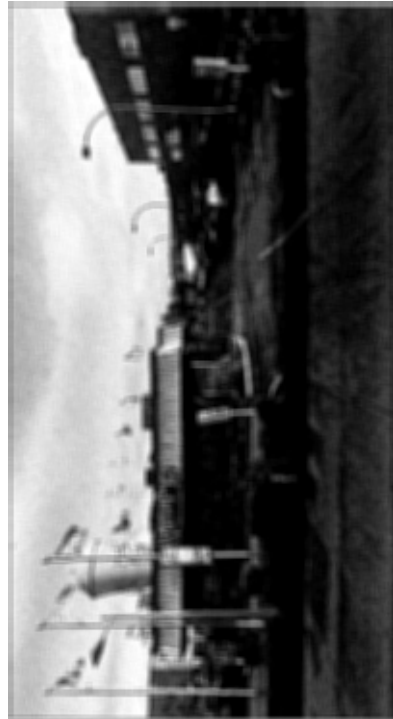
NORR	
NORR ARCHITECTS PLANNERS INC. 1000 AVENUE OF THE STARS SUITE 2000 FARMINGTON HILLS, MI 48334 www.norr.com	
Project Manager	David S. MAZJ
SJCS	Site Leader
SJCS	Site Leader
Client:	Kumayan International Group
Project:	2700 No. 3 Road Office Building
Drawing Title:	CONTEXT PLAN & SITE PICTURES
Check Sheet (map only) reviewed by:	g. Dagram
Project No.:	OCVA14-0004
Drawing No.:	DP10-01-00



PICTURE 01



PICTURE 02



PICTURE 03



CONTEXT PLAN



PICTURE 04

DATE	ISSUED FOR	REV
2016-06-13	RESUBMIT FOR COMBINED ZAZAP	
2016-06-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVIEW FOR CITY COMMENTS	
2016-11-24	REVIEW FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION-CITY COMMENTS	
2017-02-07	DP SUBMISSION-CITY COMMENTS	
2017-02-07	DP SUBMISSION-CITY COMMENTS	
2017-02-07	DP SUBMISSION-CITY COMMENTS	

North Arrow

North Arrow

Diurnal Symbol

Diurnal Symbol

Consultants
 Civil
 Architectural
 Mechanical
 Electrical

Client
 Kinyuan International Group

NORR
 1111
 1111
 1111

Project Manager	Shawn S. Maki
Project Leader	Shawn S. Maki
Client	Kinyuan International Group
Project	7700 No. 3 Road Office Building
Drawing Title	PROJECT STATISTICS
Drawing No.	3D VIEWS
Client's Scale (mm) x (ft)	1/8" = 1'-0"
Project No.	OCVA14-0004
Drawing No.	DP10-01-01

Development Application Data Sheet

PROJECT SITE DATA	4700 No. 3 Road, Richmond BC Lot 55, Section 39, Block 5 North Range 4 West New Westminster District Plan 36151 7000 (100' x 100')
Geos Project Site Area	19,466.6 (48,188 sqm)
Land Use	22,705 sqft (2081.52 sqm) Auto Oriented Commercial (CA) New Zoning District to be created Urban Office 15 (UO15)

PROJECT BUILDING SITE STATISTICS	
Zoning Requirements	Proposed
Floor Area Ratio	3.50
Site Coverage	53%
BUILDING SETBACKS	Proposed
North (Lettie Road)	3.0 m
West (NO. 3 Road)	6.0 m
South (Rear Yard)	0.0 m
East (Side Yard)	3.05 m
Corner Line Setback (Guideline)	6.0 m

Level	Use	GFA (sq.m)	Vertical Distinction (m)	FAR (sq.m)	FAR (sq.m)	GFA (sq.m)
Ground floor	Commercial Retail	10066	0	10066	935	7844
1st floor	Commercial Retail (lobby only)	386	16	214	20	371
2nd floor	Commercial Retail	5339	703	4636	435	360
3rd floor	Office (lobby only)	634	18	462	41	0
4th floor	Office (lobby only)	694	19	462	41	0
5th floor	Office	91650	649.9	462	41	783.0
6th floor	Office	118400	1083.5	10781.0	1002.5	10487.0
7th floor	Office	118400	1083.5	10781.0	1002.5	10487.0
8th floor	Office	118400	1083.5	10781.0	1002.5	10487.0
9th floor	Office	118400	1083.5	10781.0	1002.5	10487.0
10th floor	Office	118400	1083.5	10781.0	1002.5	10487.0
TOTAL		829284	4312.9	28415.3	2163.4	6708.4

* Parking/Waste/Receiving Room are not included.

AUTOMOBILE PARKING REQUIREMENTS

Use	Ratio	Required	Provided
Commercial (CNU)	3.75 spaces/100 sq. m GFA	40	
Office (including mail room/locker and TC)	3.75 spaces/100 sq. m GFA	112	
Required (ODA reduction for DDA)		151	106
Commercial Retail Area (feasible)	1024 (sq.m) / 11569 (sq.ft)		
Office Area (feasible)	5634 (sq.m) / 62644 (sq.ft)		

PARKING STALL SIZE SUMMARY

Ratio	Required	Provided
Regular Car	58	
Small Car	43	
Unoccupied	5	
TOTAL	106	106

BICYCLE PARKING REQUIREMENTS

Use	Ratio	Required	Provided
Class 1	0.27 spaces/100 sq. m GFA	19	
Class 2	0.4 spaces/100 sq. m GFA	28	
TOTAL		47	47

DATE	ISSUED FOR	REV
2018-01-21	FOR CITY REVIEW	
2018-03-27	RESUBMITTED FOR REASONING	
2018-04-18	RESUBMITTED FOR COMBINED AZDOP	
2018-06-02	FOR REVIEW	
2018-11-09	PROCESSED REVIEW	
2018-11-18	REVISED FOR CITY COMMENTS	
2018-12-28	FOR SUBMISSION	
2017-09-13	FOR SUBMISSION-CITY COMMENTS	

Contractor:
Civil, Architectural, Mechanical, Electrical, Structural, etc.

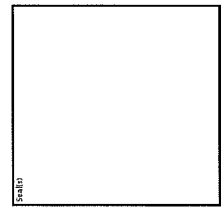
Scale:
AS SHOWN

North Arrow

Dashed Symbols

XX
XXXX
XXXXX

XXXX



Project:
4700 No. 3 Road
Office Building

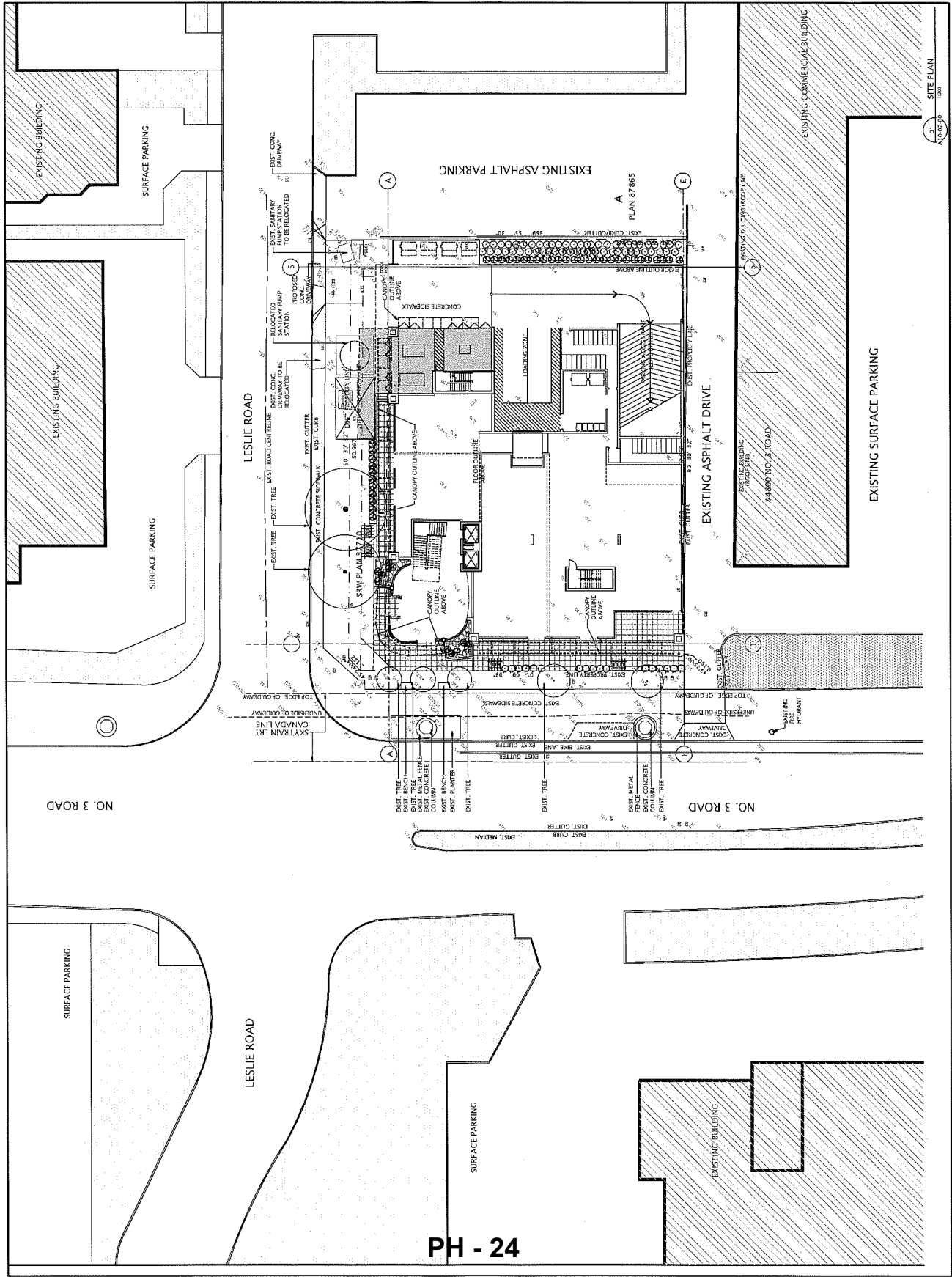
Drawings Title:
SITE PLAN
EXISTING CONTEXT

Project No:
CCVA14-0004

Drawing No:
DP10-02-00

Project Engineer	Drawn
Project Leader	Checked
Client	Chief
	Chief
	Chief
	Chief

Client:
Kuryan International Group



DATE	ISSUED FOR	REV
2016-01-27	FOR CITY REVIEW	
2016-03-07	REVISED FOR REZONING	
2016-04-19	REVISED FOR COMBINED Z&AP	
2016-06-02	FOR REVIEW	
2016-11-08	PROGRESS REVIEW	
2016-11-28	REVISED FOR CITY COMMENTS	
2016-12-09	DP SUBMISSION	
2017-05-17	DP SUBMISSION - CITY COMMENTS	
2017-05-17	DP SUBMISSION - CITY COMMENTS	

North Arrow

Detail Symbol

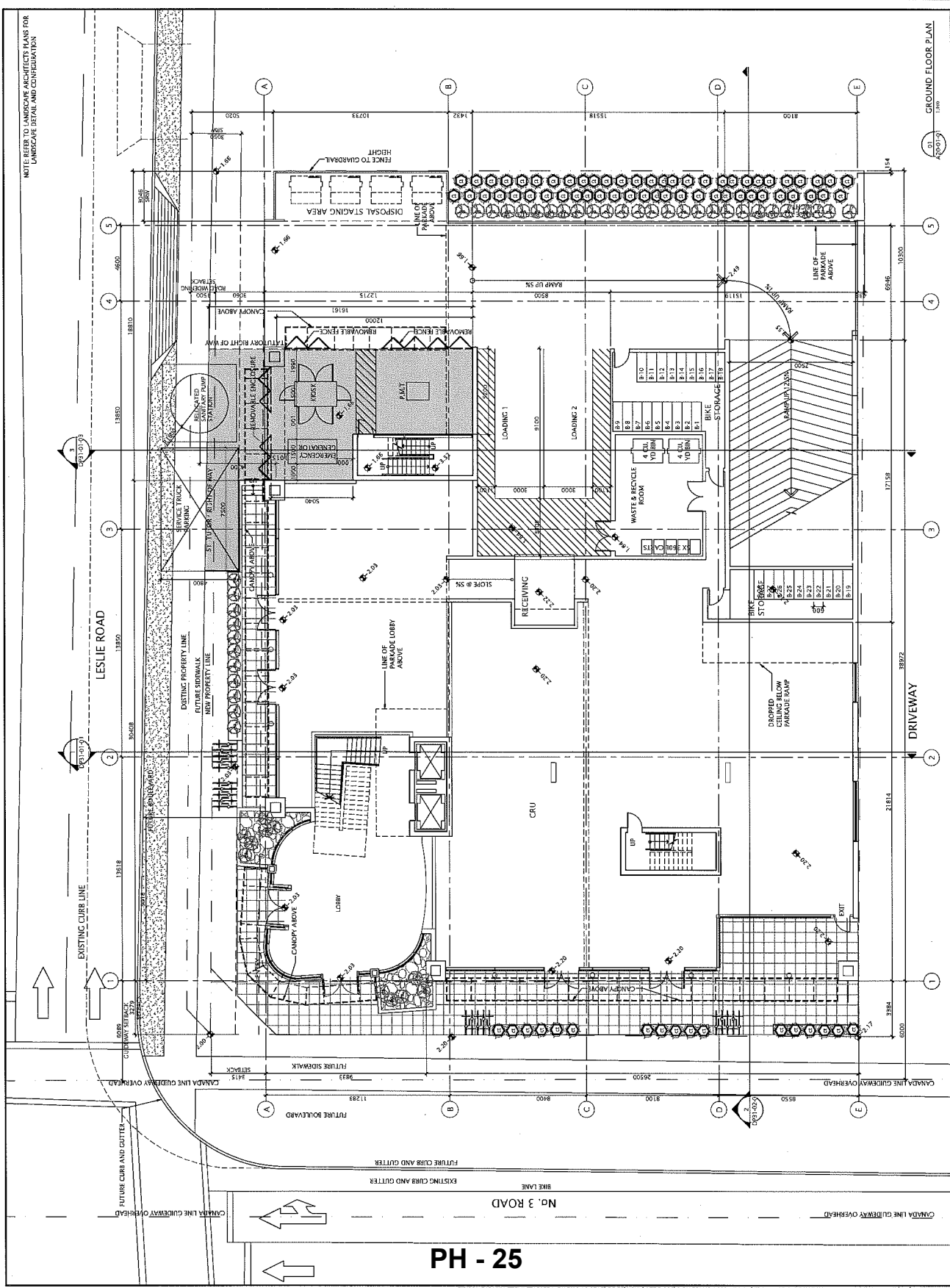
Consultants

Civil
Architectural
Mechanical
Electrical

CONTRACT

NORR ARCHITECTURE INC.
111-1111
111-1111

Project Manager	CLARA SUNDI
Lead Designer	CLARA SUNDI
Client	Kuryliyan International Group
Project	4770 No. 3 Road Office Building
Drawing Title	GROUND FLOOR PLAN
Check Scale	1:100 (from the plan reduced)
Project No.	OCVA14-0004
Drawing No.	DP20-01-01



DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
2016-03-07	RE-ISSUED FOR RE-ZONING	
2016-04-19	RE-ISSUED FOR COMBINED AZAPF	
2016-05-02	FOR REVIEW	
2016-11-29	PROCESS REVIEW	
2016-11-18	ISSUED FOR CITY COMMENTS	
2016-12-28	ISSUED FOR CITY'S FINAL REVIEW	
2017-02-07	DP SUBMISSION	
2017-02-07	DP SUBMISSION: CITY COMMENTS	
2017-02-15	DP SUBMISSION: CITY COMMENTS	

Consultant:
 CH2M
 Hill
 Architectural
 Mechanical
 Electrical
 Structural

North Arrow

Detail Symbol

XX
 XXXX
 XXXXX

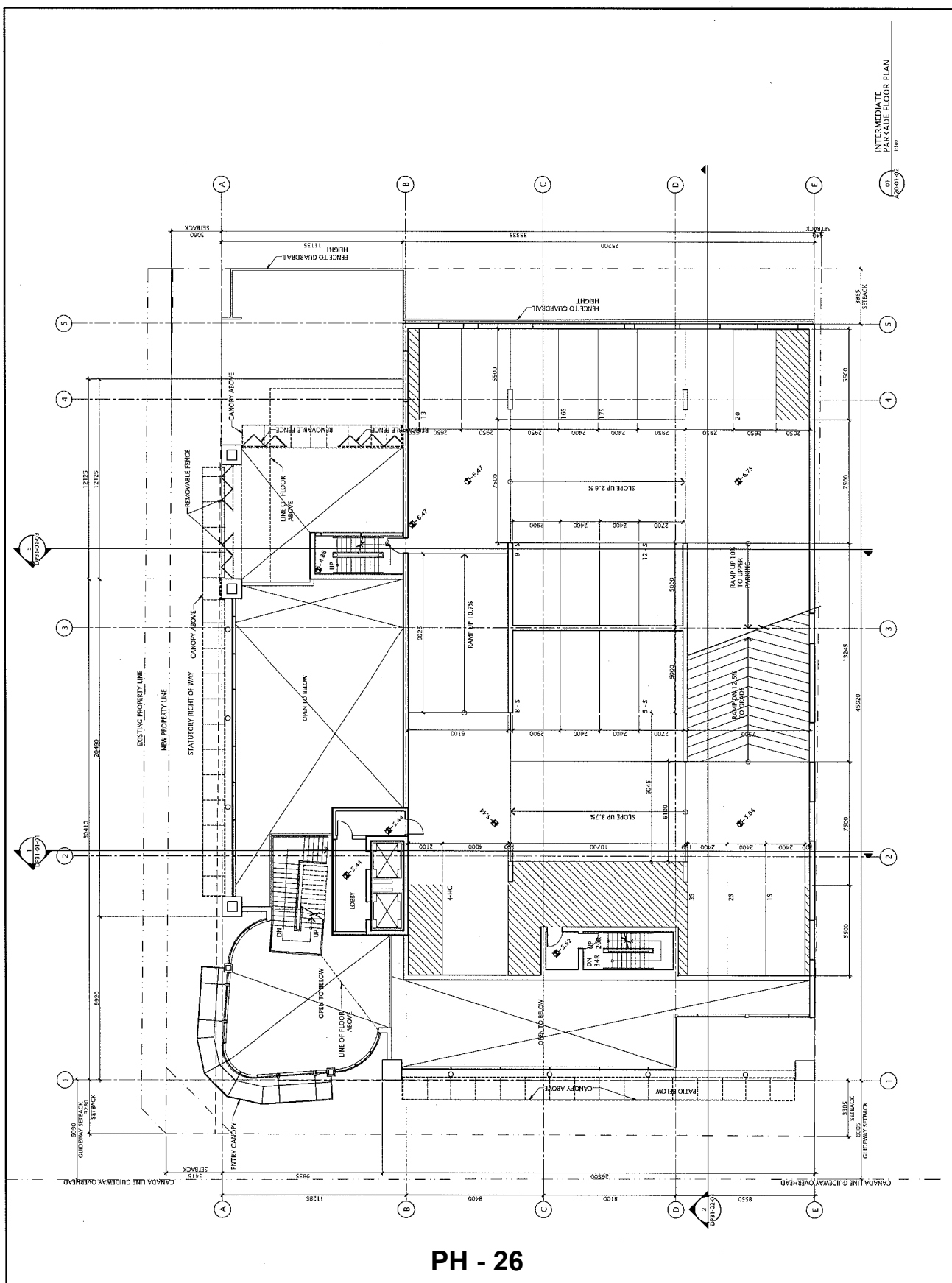
Consultant:
 CH2M
 Hill
 Architectural
 Mechanical
 Electrical
 Structural

NORR

1111 S. 11th St.
 Phoenix, AZ 85019
 602.495.1111

Project Manager: Shawn S. Smith
 Designer: S. Smith
 Checker: S. Smith
 Client: Kuryuan International Group

Project:	4700 No. 3 Road Office Building
Drawing Title:	INTERMEDIATE PARKADE FLOOR PLAN
Check Scale from:	As Shown / Reduced 0 - 10mm
Project No.:	CCVA14-0004
Drawing No.:	DP20-01-02

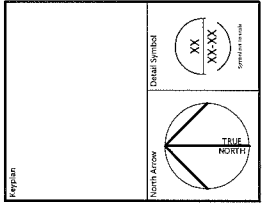


PH - 26

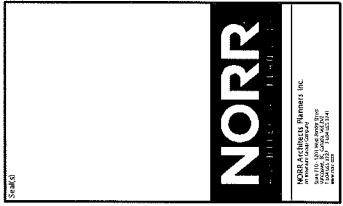
PH DATE: 10/15/2017 TIME: 2:59 PM FULL PATH AND FLOORNAME: 2:\CCVA14-0004\OFFICE\NO.3\5100\DELTA\ARCH\02\DP\DP20-01-02\02C_PLOT\TYPE TABLE: TMA-STD-100.dwg

DATE	ISSUED FOR	REV
2016-01-21	PER CITY REVIEW	3
2016-02-07	RESUBMIT FOR REZONING	
2016-04-19	RESUBMIT FOR COMBINED RZ-27	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	RECORD PER CITY COMMENTS	
2016-11-29	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	CP SUBMISSION	
2017-02-07	CP SUBMISSION CITY COMMENTS	
2017-05-15	CP SUBMISSION CITY COMMENTS	

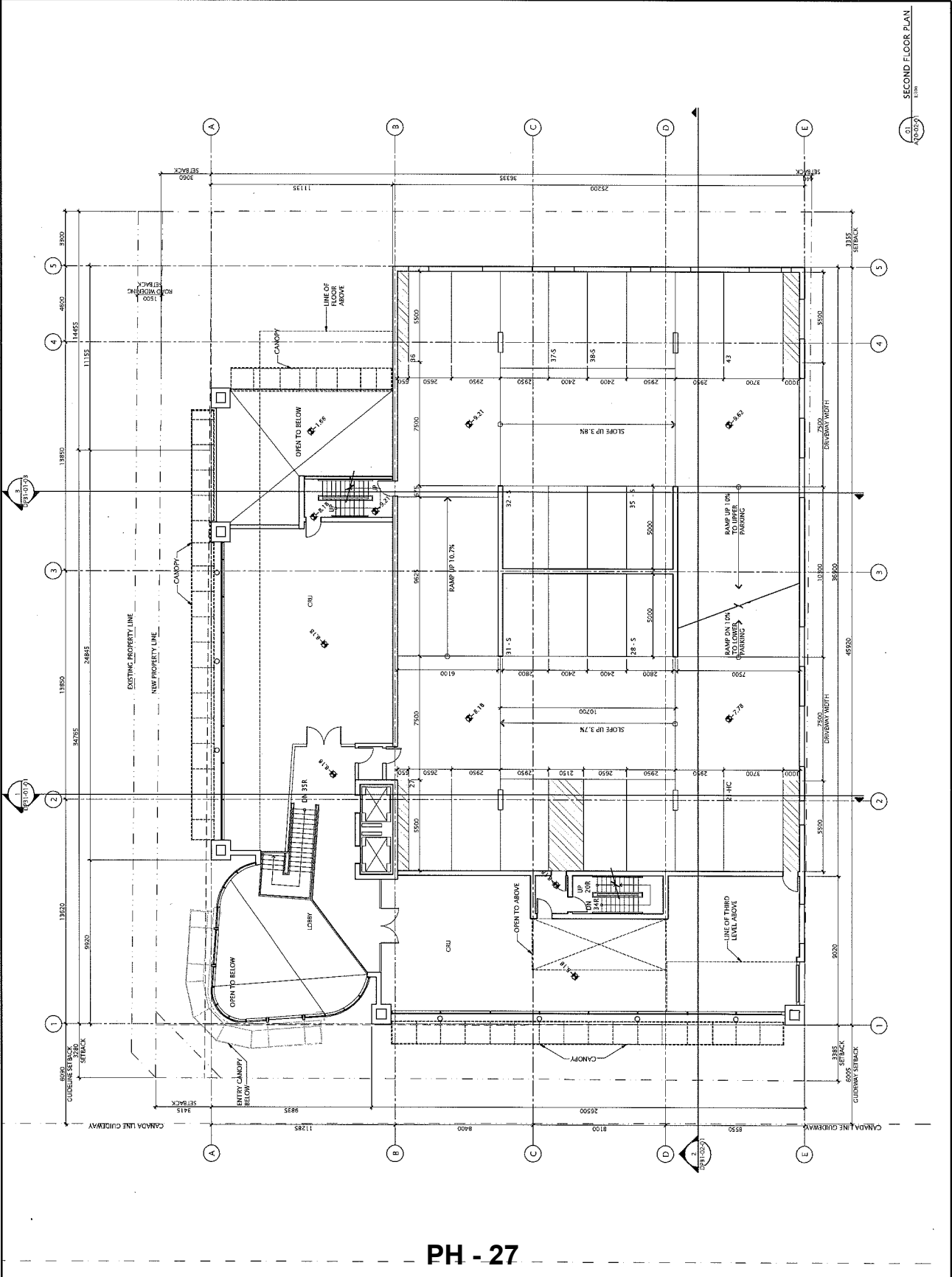
This drawing has been prepared solely for the use of the CLIENT and there are no representations or warranties made by the Architect or any party with whom NORR Architects Planners Inc. has entered into a contract. For construction purposes with the said appearing herein is signed and sealed by the Architect or Engineer.



CONSULTANTS
 CIVIL
 MECHANICAL
 ELECTRICAL
 PLUMBING
 STRUCTURAL
 ARCHITECTURAL
 INTERIORS
 ENVIRONMENTAL



Project: 800 No. 3 Road
 Office Building
 Drawing Title: **SECOND FLOOR PLAN**
 Check Scale may be reduced: 0, 10mm
 Project No: OCV/A14-0004
 Drawing No: DP20-02-01



PH - 27

DATE	ISSUED FOR	REV
2016-09-27	FOR CITY REVIEW	
2016-09-27	RESUBMITTED FOR REZONING	
2016-04-19	RESUBMITTED FOR COMBINED REZONING	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-12-08	FOR SUBMISSION	
2017-02-07	FOR SUBMISSION CITY COMMENTS	
2017-05-15	FOR SUBMISSION CITY COMMENTS	

This drawing has been prepared solely for the use of the client and is not to be used for any other purpose without the written consent of NORR Architects Planners Inc. The client acknowledges that the drawings are prepared for construction purposes and the use of any drawings hereon is signed and sealed by the Architect or Engineer.

North Arrow

Detail Symbol

Consultant

Civil
Mechanical
Electrical

CONSULTANT

NORR Architects Planners Inc.
1111
1111

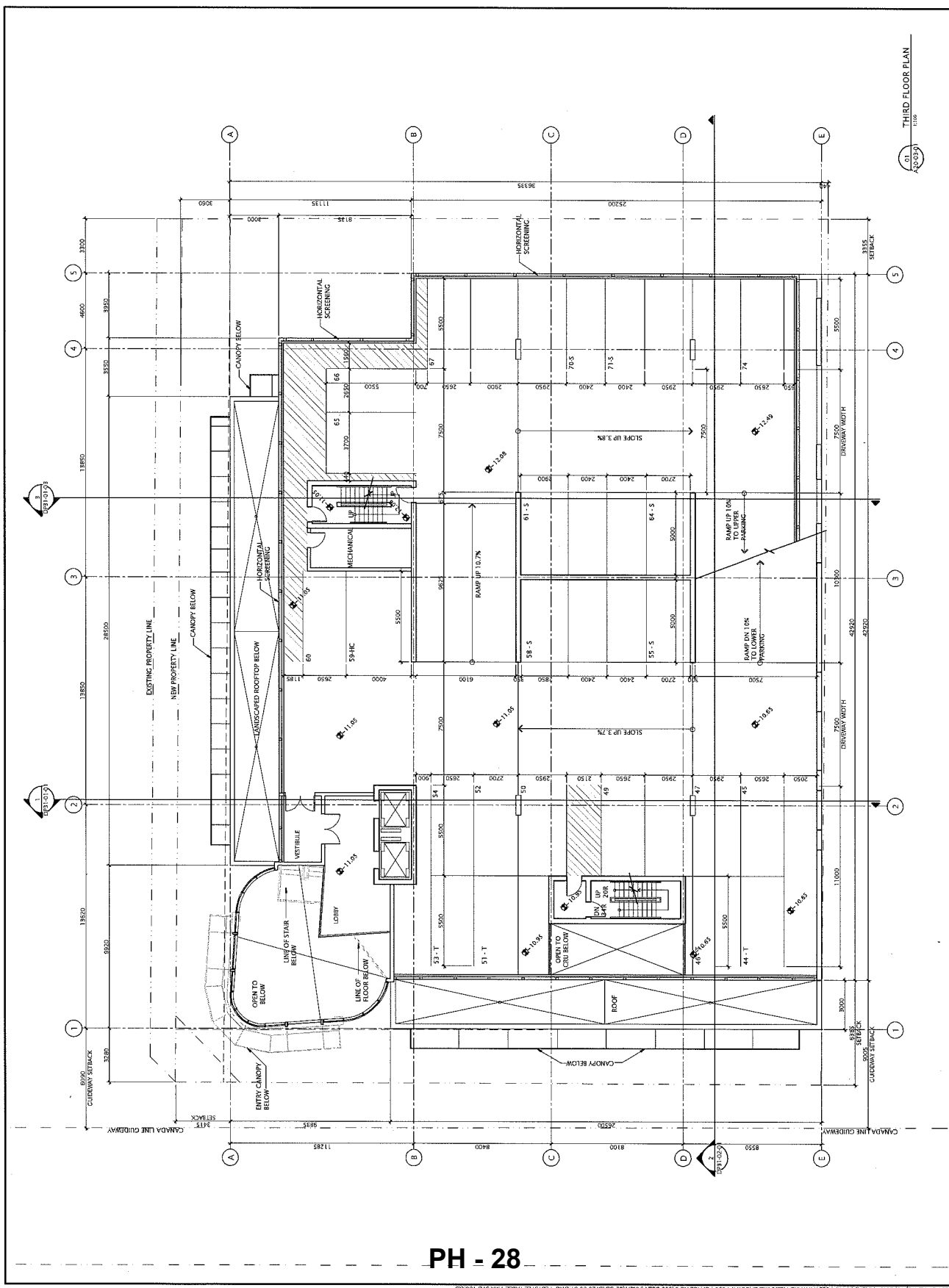
Project: 4700 No. 3 Road
Office Building

Client: Kuyuan International Group

Project Manager: [Name]
Architect: [Name]
Mechanical: [Name]
Electrical: [Name]

Drawn: [Name]
Checked: [Name]
Reviewed: [Name]

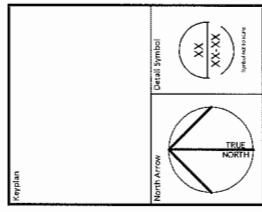
Project No.	OCVA14-0004
Drawing No.	DP20-03-01
Project Name	4700 No. 3 Road Office Building
Client	Kuyuan International Group
Project Manager	[Name]
Architect	[Name]
Mechanical	[Name]
Electrical	[Name]
Drawn	[Name]
Checked	[Name]
Reviewed	[Name]



THIRD FLOOR PLAN
1:500

PRINT DATE: MAY 15, 2017 TIME: 2:58 PM FULL PATH AND FILENAME: Z:\OCVA14-0004\OFFICE\NO.31500\DELVA\KMK\02-02\DP20-03-01\PH3\FLOOR PLAN\PH-28.DWG PLOT STYLE TABLE: PHA-STD-100.LSP

DATE	ISSUED FOR	REV
2016-03-21	FOR CITY REVIEW	
2016-03-27	RE-SUBMITTED FOR REZONING	
2016-04-15	RE-SUBMITTED FOR COMBINED ZONING	
2016-06-02	FOR REVIEW	
2016-11-29	PROCESSES REVIEW	
2016-11-18	REVIEW FOR CITY COMMENTS	
2016-12-08	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	FOR SUBMISSION	
2017-02-07	FOR SUBMISSION - CITY COMMENTS	
2017-05-15	FOR SUBMISSION - CITY COMMENTS	



CONSULTANTS
 Civil, Structural, Architectural, Mechanical, Electrical, Fire Protection

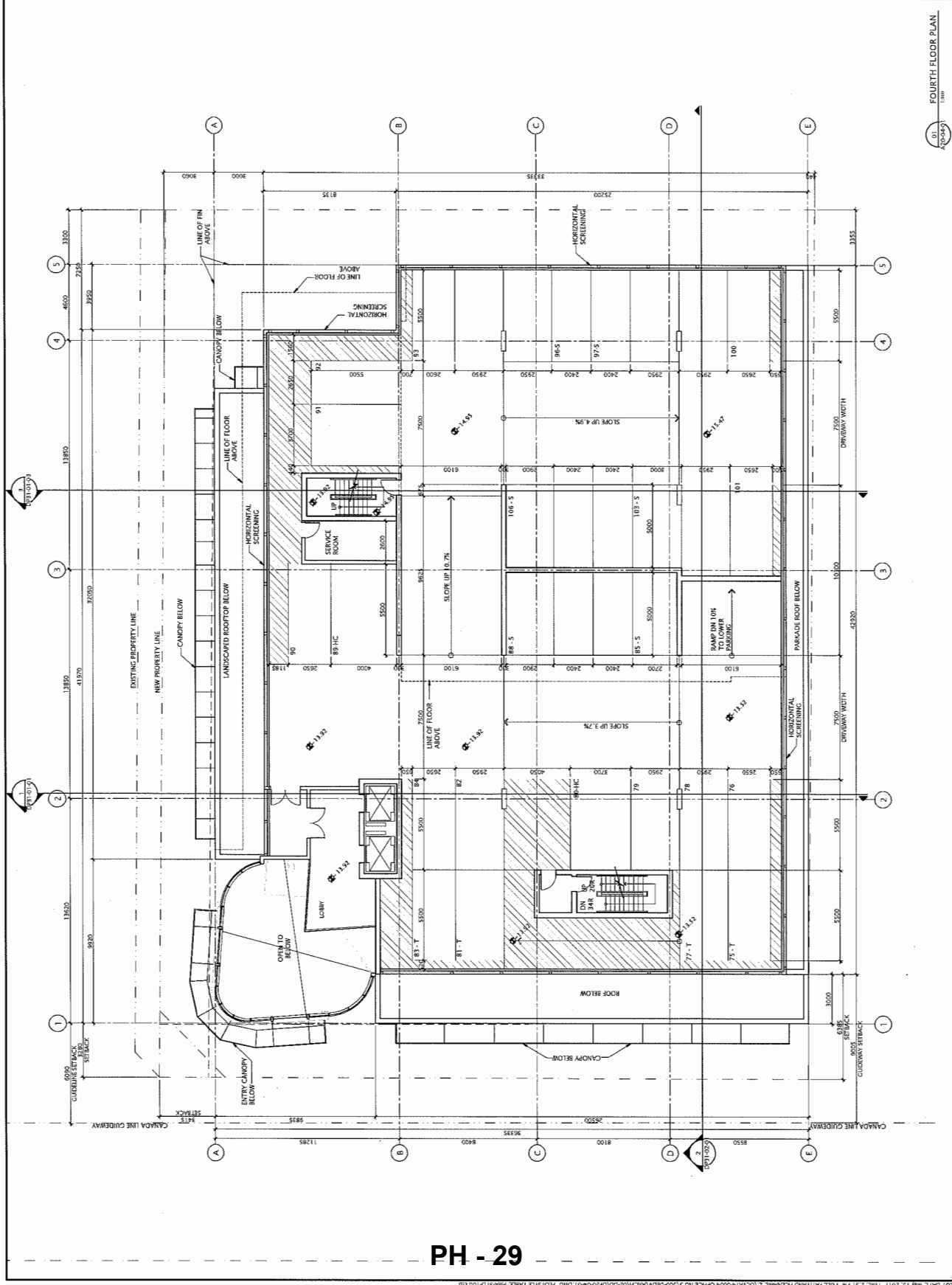


1000 GUYANVILLE AVENUE, SUITE 100
 NEW ORLEANS, LOUISIANA 70119
 TEL: 504-585-1100
 WWW.NORRCONSULTANTS.COM

Project Manager: STEPHEN J. RAJZ
 Senior Designer: JACOB S. HICKS
 Designer: DANIEL L. WICK
 Client: Kunylian International Group

Project: 1400 No. 3 Road
 Office Building
 Drawing Title: **FOURTH FLOOR PLAN**

Check: Scales may differ; dimensions in 1/8" = 1'-0" unless otherwise indicated.
 Project No.: OCVAI-14-0004
 Drawing No.: **DP20-04-01**



PH - 29

FOURTH FLOOR PLAN
 1/8" = 1'-0"

PLT DATE: May 15 2017 TIME: 2:51 PM FILE: I:\7\14\1400\FLOOR PLANS\PH-29.dwg OFFICE NO: 3550-CEVA-ARCH-02-DR-00-04-01 DMS: RJO/SYS/E TABLE PH-A-ST-D-100.dwg

DATE	ISSUED FOR	REV
2016-03-21	FOR CITY REVIEW	
2016-03-27	RE-ISSUED FOR REZONING	
2016-04-15	RE-ISSUED FOR COMBINED ROAD	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESSED REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-12-08	FOR SUBMISSION	
2017-02-07	FOR SUBMISSION	
2017-05-15	FOR SUBMISSION	
2017-05-15	FOR SUBMISSION	

North Arrow

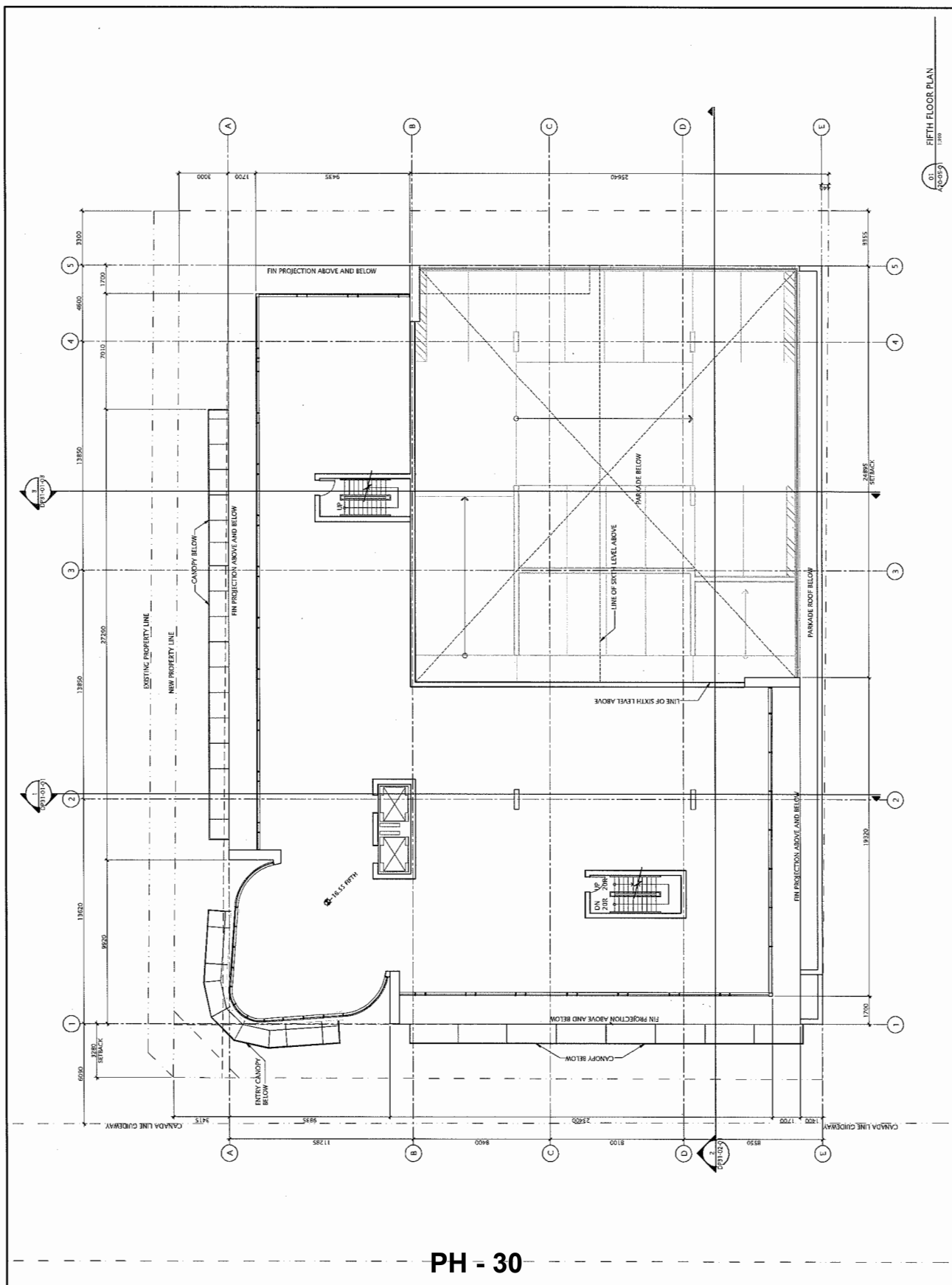
Detail Symbol

Comments:
 Civil
 Mechanical
 Architectural
 Electrical
 Structural
 Botanical

Sheets

Northwest Architects, Planners Inc.
 1000 West Broadway, Suite 100
 Vancouver, BC V6C 2G8
 Tel: 604.681.1111
 Fax: 604.681.1112
 www.norr.ca

Project Manager	S. Bickel
Project Engineer	S. Bickel
Project Designer	S. Bickel
Project Checker	S. Bickel
Project Approver	S. Bickel
Client	Kinyuan International Group
Project No.	CCVA14-0004
Drawing No.	DP20-05-01



PH - 30

FIFTH FLOOR PLAN
 1:100

DATE	ISSUED FOR	REV
2016-04-19	REQUIRED FOR COMBINED RAZOP	
2016-06-03	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	REQUIRED FOR CITY COMMENTS	
2016-11-28	REQUIRED FOR CITY COMMENTS	
2016-12-08	REQUIRED FOR CITY COMMENTS	
2017-02-01	FOR SUBMISSION	
2017-02-07	FOR SUBMISSION	
2017-02-15	FOR SUBMISSION	
2017-02-28	FOR SUBMISSION	
2017-03-09	FOR SUBMISSION	
2017-03-16	FOR SUBMISSION	
2017-03-29	FOR SUBMISSION	
2017-04-06	FOR SUBMISSION	

North Arrow

Detail Symbol

Consultants

Chief Architect
Architectural
Mechanical
Electrical

Comments

Chief Architect
Architectural
Mechanical
Electrical

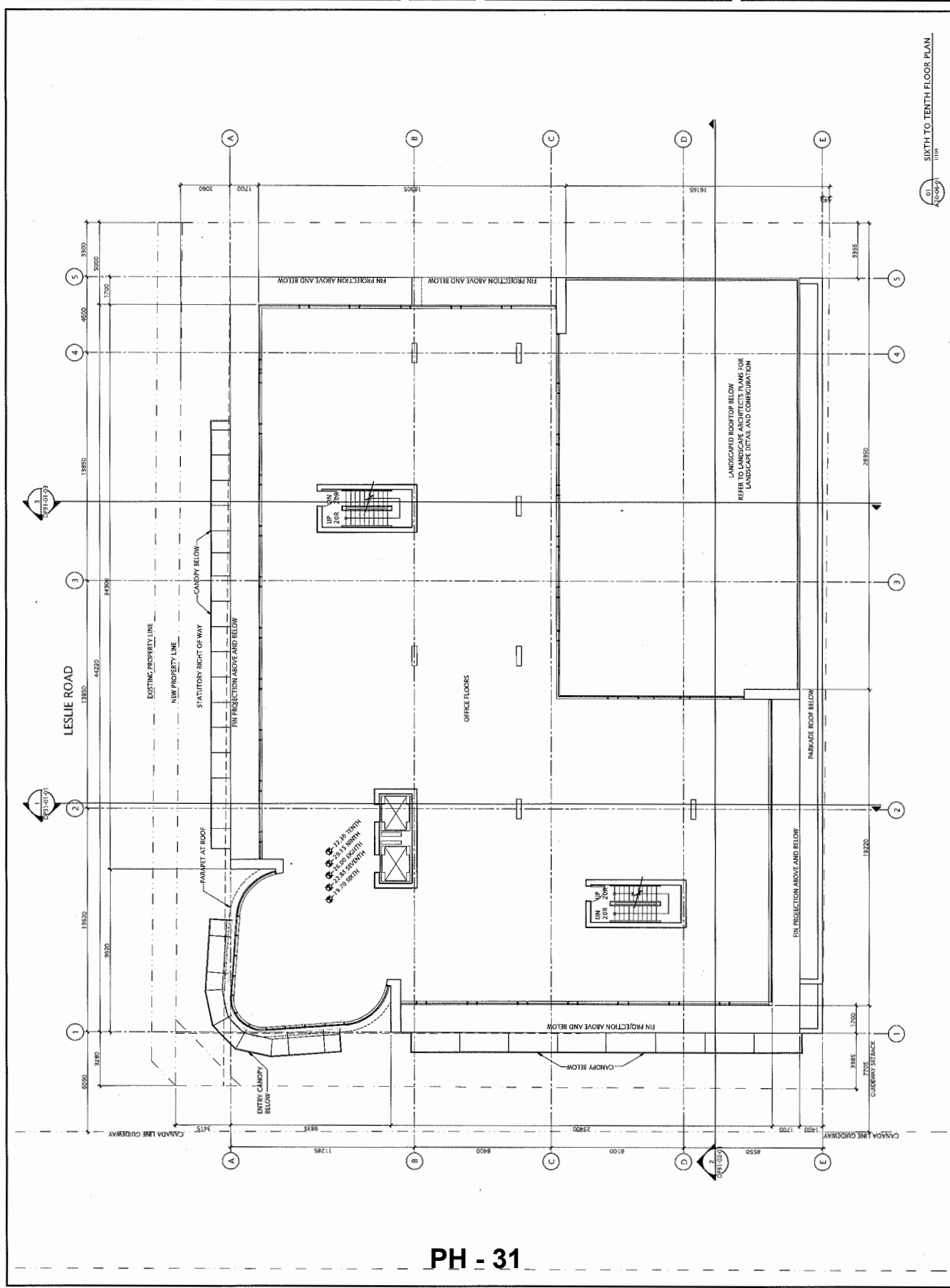
NORR ARCHITECTS INC.

1000 UNIVERSITY AVENUE, SUITE 100
VANCOUVER, BC V6L 1A8
TEL: 604-271-8888
WWW.NORRARCHITECTS.COM

Project Manager: [Blank]
Design: [Blank]
Site: [Blank]
Checked: [Blank]
Chief: [Blank]

Kuryuan International Group

Project	4700 No. 3 Road Office Building
Drawing Title	SIXTH TO TENTH FLOOR PLAN
Project No.	CCVA14-0004
Drawing No.	DP20-06-01



01
Approval

SIXTH TO TENTH FLOOR PLAN

PH - 31

DATE	ISSUED FOR	REV
2016-09-27	FOR CITY REVIEW	
2016-09-07	REISSUED FOR REZONING	
2016-04-19	RE ISSUED FOR COMBINED SZADP	
2016-06-03	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	RECEIVED PER CITY COMMENTS	
2016-12-08	2P SUBMISSION	
2017-02-07	2P SUBMISSION	
2017-05-13	2P SUBMISSION CITY COMMENTS	

This drawing has been prepared solely for the use of the party indicated on the drawing. It is not to be used for any kind of construction or other purposes until the seal appearing hereon is signed and dated by the Architect or Engineer.

North Arrow

Detail Symbol

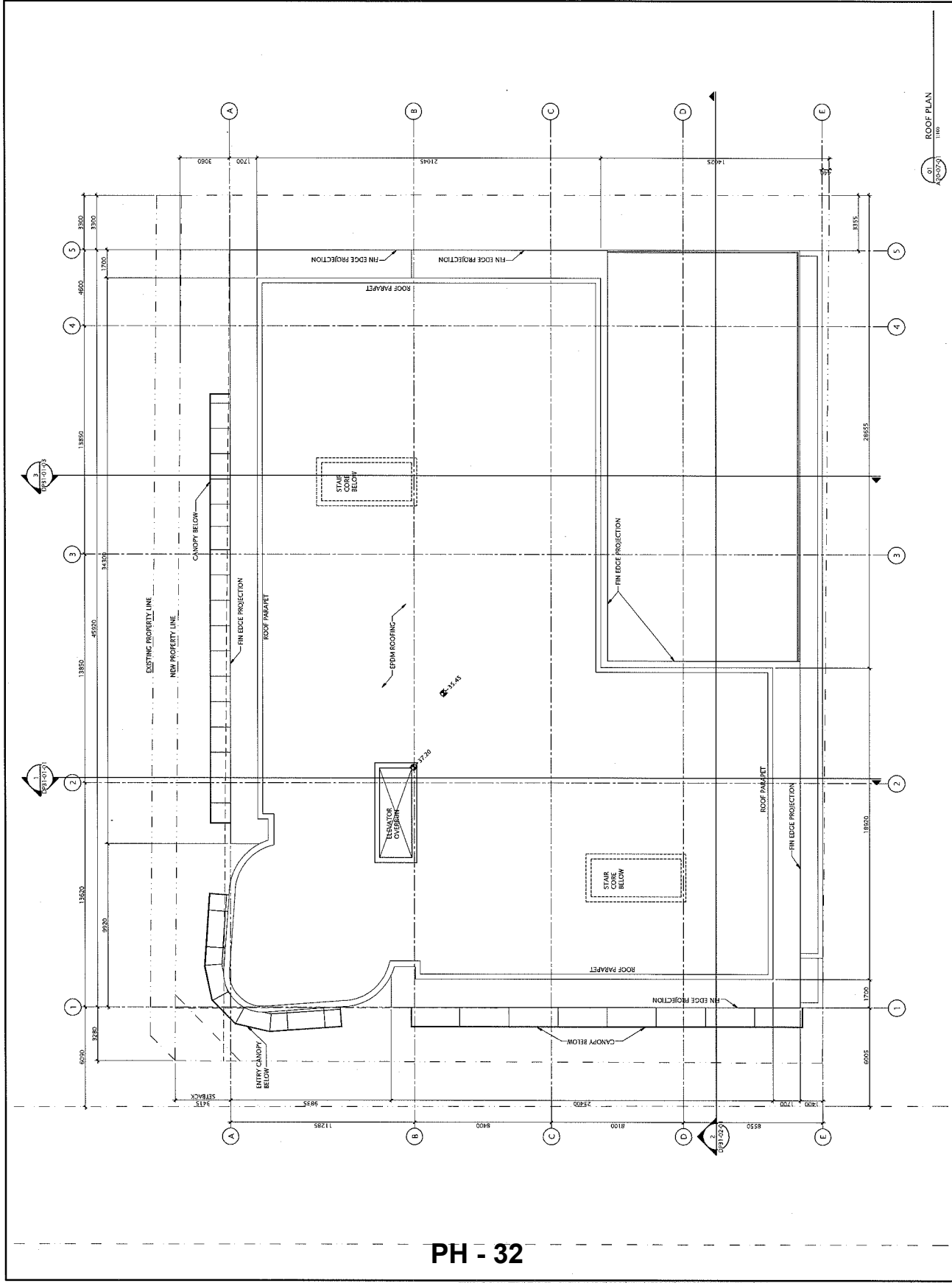
Consultants
 CIVIC
 Architectural
 Architectural
 Mechanical
 Electrical

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

NORR

NORR Architects, Engineers, Inc.
 47700 No. 3 Road
 Office Building
 Kuyuan International Group

Project Manager	Drawn
Senior Leader	Checked
Client	Approved
	Scale
	Notes
	47700 No. 3 Road
	Office Building
	Roof Plan
	Check Each Item by Marking redcheck 0 Down
	Project No. CCVA14-0004
	Drawing No. DP20-07-01



PH - 32

ROOF PLAN
 1/8" = 1'-0"

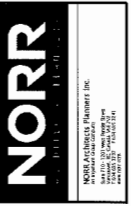
DATE	ISSUED FOR	REV
2016-01-27	FOR CITY REVIEW	
2016-03-07	RE-ISSUED FOR REZONING	
2016-04-19	RE-ISSUED FOR COMBINED RZAP	
2016-05-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-12-09	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-09	DP SUBMISSION	
2017-02-07	DP SUBMISSION CITY COMMENTS	
2017-05-15	DP SUBMISSION CITY COMMENTS	

North Arrow

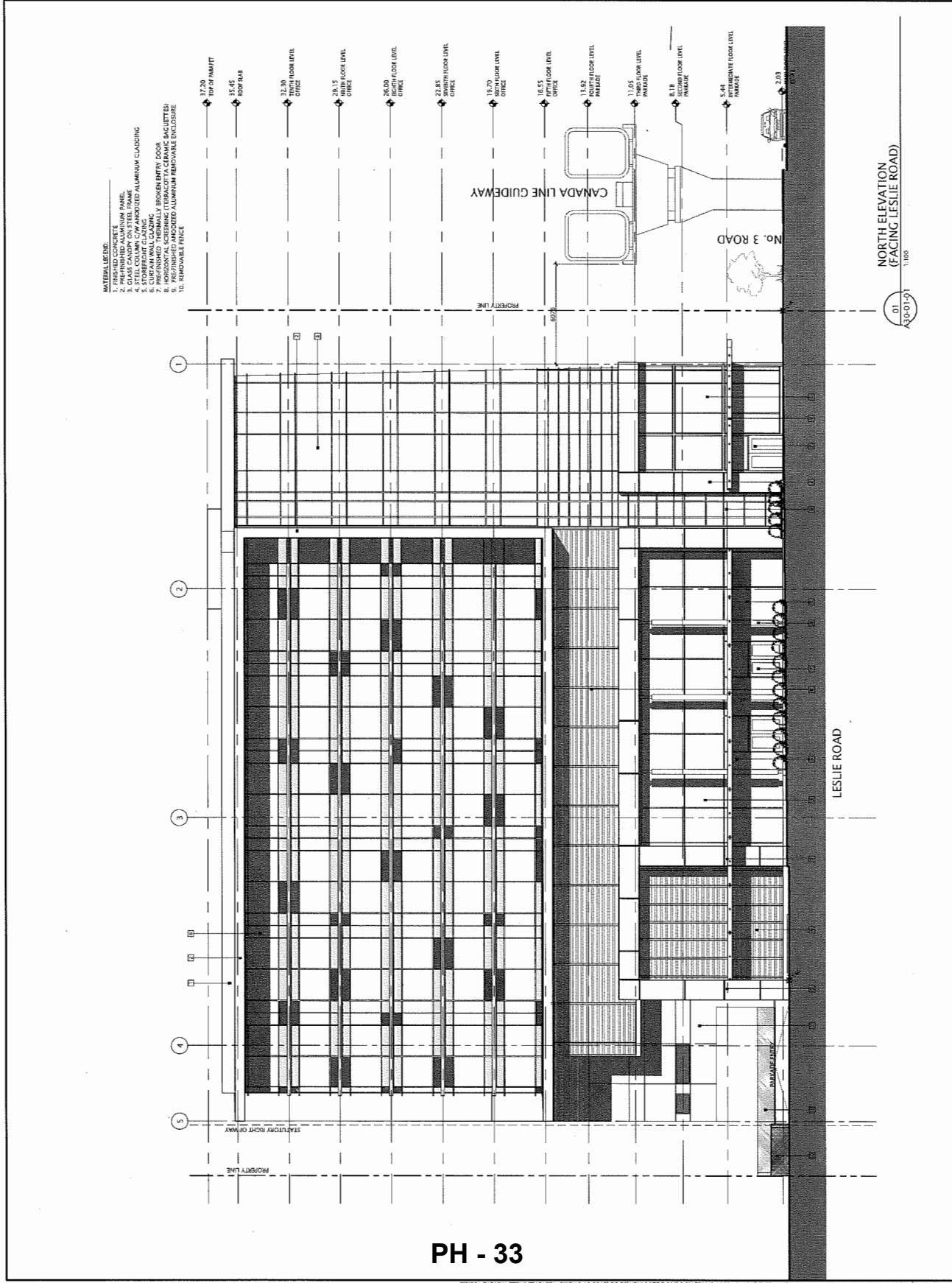
Default Symbol

CONSULTANTS
 Civil
 Architectural
 Mechanical
 Electrical

SHARED



Project Manager		Drawn
S. AD		S. BMAZ
Project Leader		S. BMAZ
Client		S. BMAZ
Kuryuan International Group		
Project		
4700 No. 3 Road		
Office Building		
Drawing Title		
NORTH ELEVATION		
Check & Submit new drawing reduced		
0 10mm		
Project No. CCVA14-0004		
Drawing No. DP30-01-01		



DATE	ISSUED FOR	REV
2016/03/21	FOR CITY REVIEW	
2016/03/27	RESUBMITTED FOR REZONING	
2016/04/19	RESUBMITTED FOR COMBINED RZOP	
2016/06/02	FOR REVIEW	
2016/11/09	PROCESS REVIEW	
2016/11/18	PROVIDED PER CITY COMMENTS	
2016/11/28	ISSUED FOR CITY'S FINAL REVIEW	
2016/12/08	DP SUBMISSION	
2017/02/27	DP SUBMISSION CITY COMMENTS	
2017/05/15	DP SUBMISSION CITY COMMENTS	

North Arrow

North Arrow

Digital Symbol

XX
XX-XX
LAYER TO EXIST

Consultants

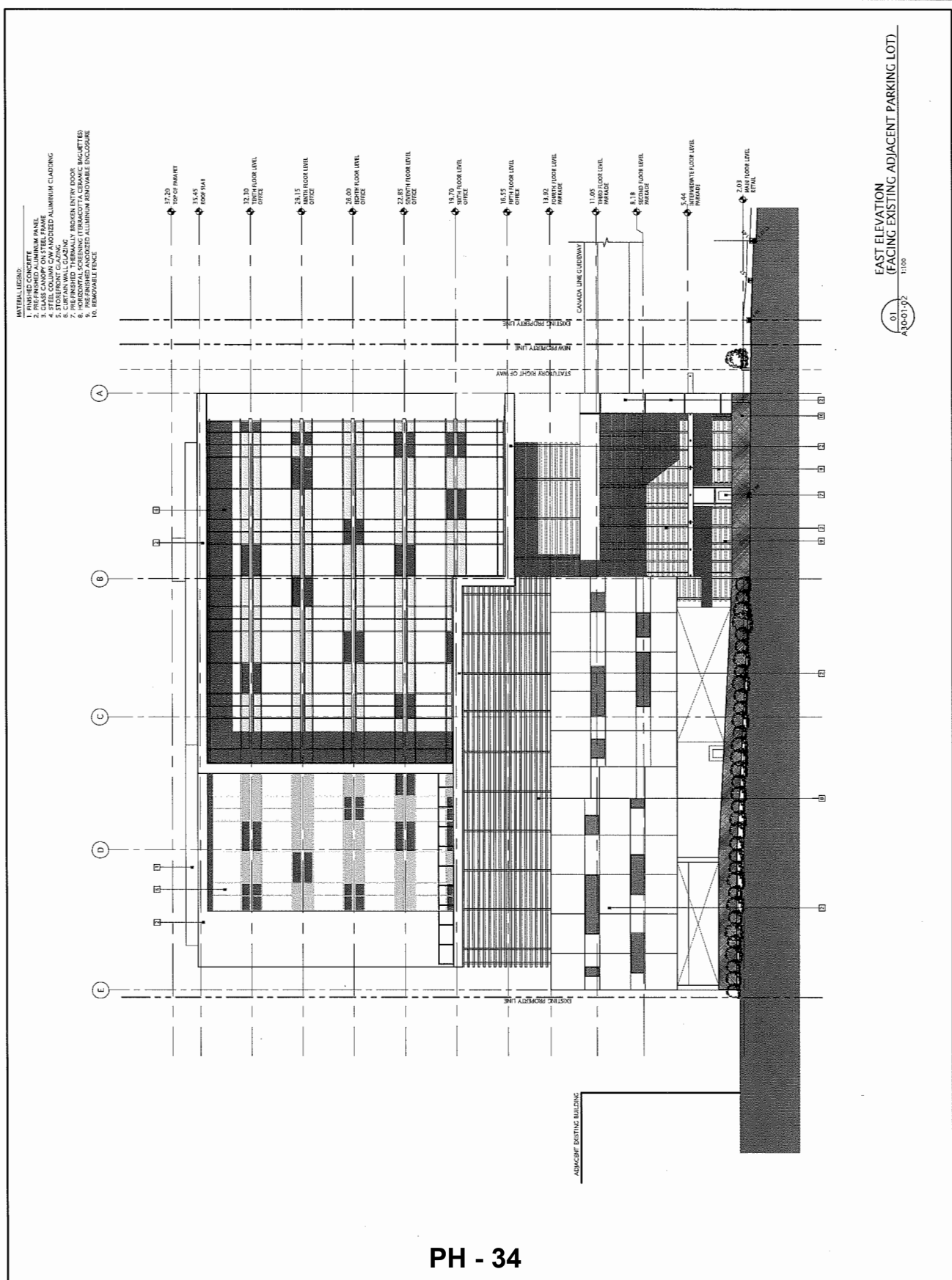
CAD: [blank]
 Architectural: [blank]
 Mechanical: [blank]
 Electrical: [blank]

SHR00

NORR
1111 1111

ARCHITECTURE | INTERIOR DESIGN
 4700 No. 3 Road
 Suite 200, Park Royal
 Vancouver, BC V6P 6G6
 Tel: 604.273.8888
 Fax: 604.273.8889
 www.norr.ca

Project Manager	Oliver
Sr. Designer	S. Buzi
Designer	C. Hui
Client	Kunyuan International Group
Project	4700 No. 3 Road Office Building
Drawing Title	EAST ELEVATION
Check & Issue only	By [blank] Reduced 0 10mm
Project No.	OCVA14-0004
Drawing No.	DP30-01-02



DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
2016-01-27	REISSUED FOR RECORDING	
2016-04-19	REISSUED FOR COMBINED RZLOP	
2016-06-02	FOR REVIEW	
2016-11-09	REVISED REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-12-08	ISSUED FOR CITY'S FINAL REVIEW	
2017-02-07	FOR SUBMISSION	
2017-05-15	FOR SUBMISSION - CITY COMMENTS	

North Arrow

Detail Symbol

CONSULTANTS
 CIVIL
 ARCHITECTURAL
 MECHANICAL
 ELECTRICAL
 PLUMBING

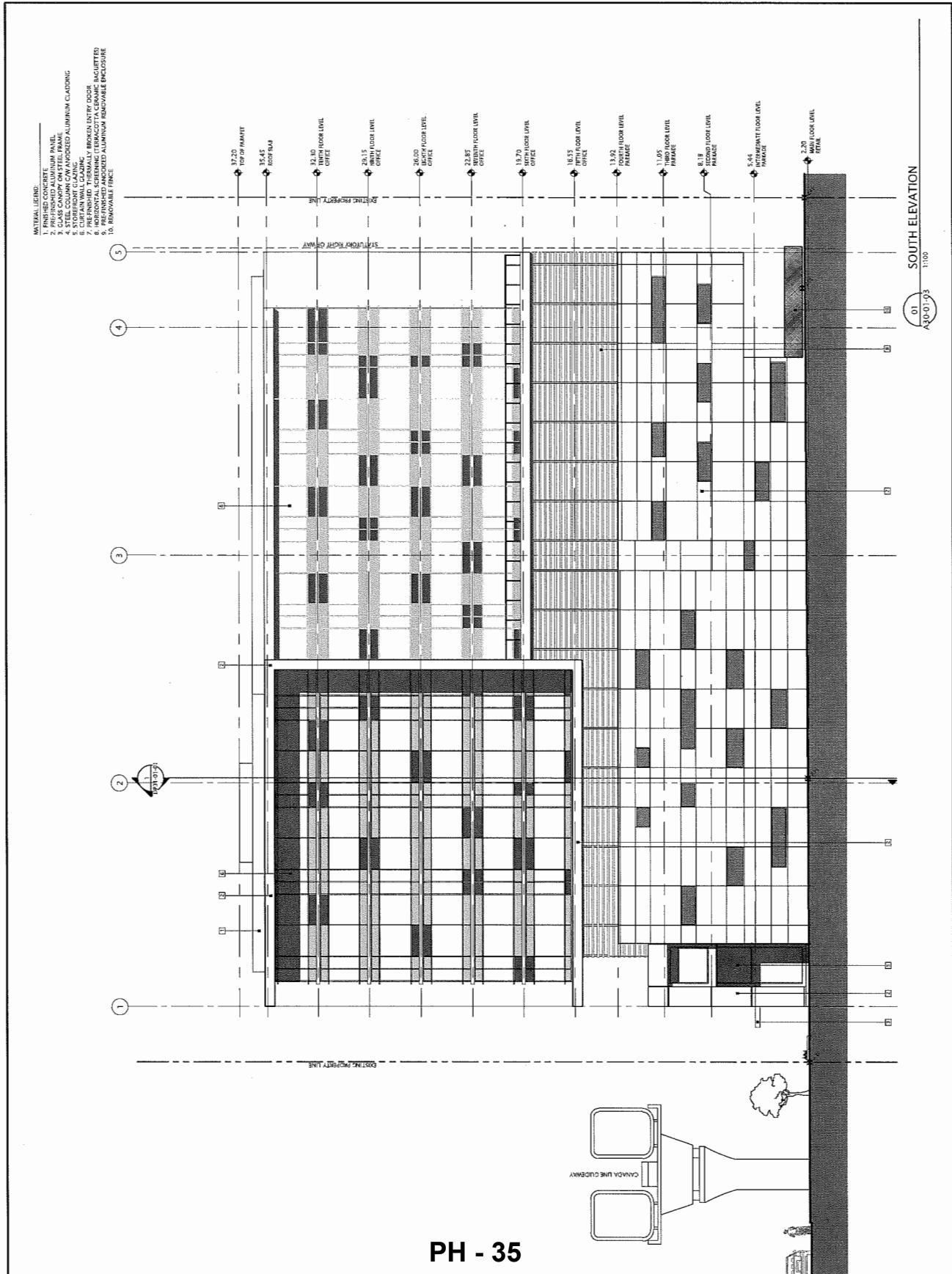
SHEET 09

NORR

ARCHITECTURAL FIRM INC.
 1000 UNIVERSITY AVENUE
 SUITE 1000
 SAN FRANCISCO, CA 94103
 TEL: 415.774.1100
 WWW.NORRARCHITECT.COM

Project Manager	Chuan
Sr. Project Architect	Y. Y. Chen
Project Engineer	S. Y. Chen
Client	Kunyuan International Group
Project	4700 No. 3 Road Office Building
Drawing Title	SOUTH ELEVATION

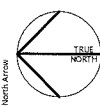
Check scale may vary. Dimensions: 0, 10mm
 Project No.: CCVA 14-0004
 Drawing No.: DP30-01-03



PH - 35

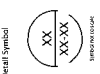
DATE	ISSUED FOR	REV.
2016.01.21	FOR CITY REVIEW	
2016.03.07	REVISIONS FOR REZONING	
2016.04.19	REVISIONS FOR COMBINED RECORD	
2016.06.22	FOR REVIEW	
2016.11.29	PROGRESS REVIEW	
2016.11.18	REVISED FOR CITY COMMENTS	
2016.12.28	FOR SUBMISSION	
2017.02.07	FOR SUBMISSION CITY COMMENTS	
2017.05.15	FOR SUBMISSION CITY COMMENTS	

KEEP IN



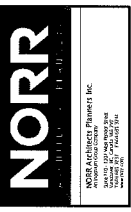
North Arrow

Special Symbol



Consultants
 Civil: [Redacted]
 Architectural: [Redacted]
 Structural: [Redacted]
 Electrical: [Redacted]

Scale:



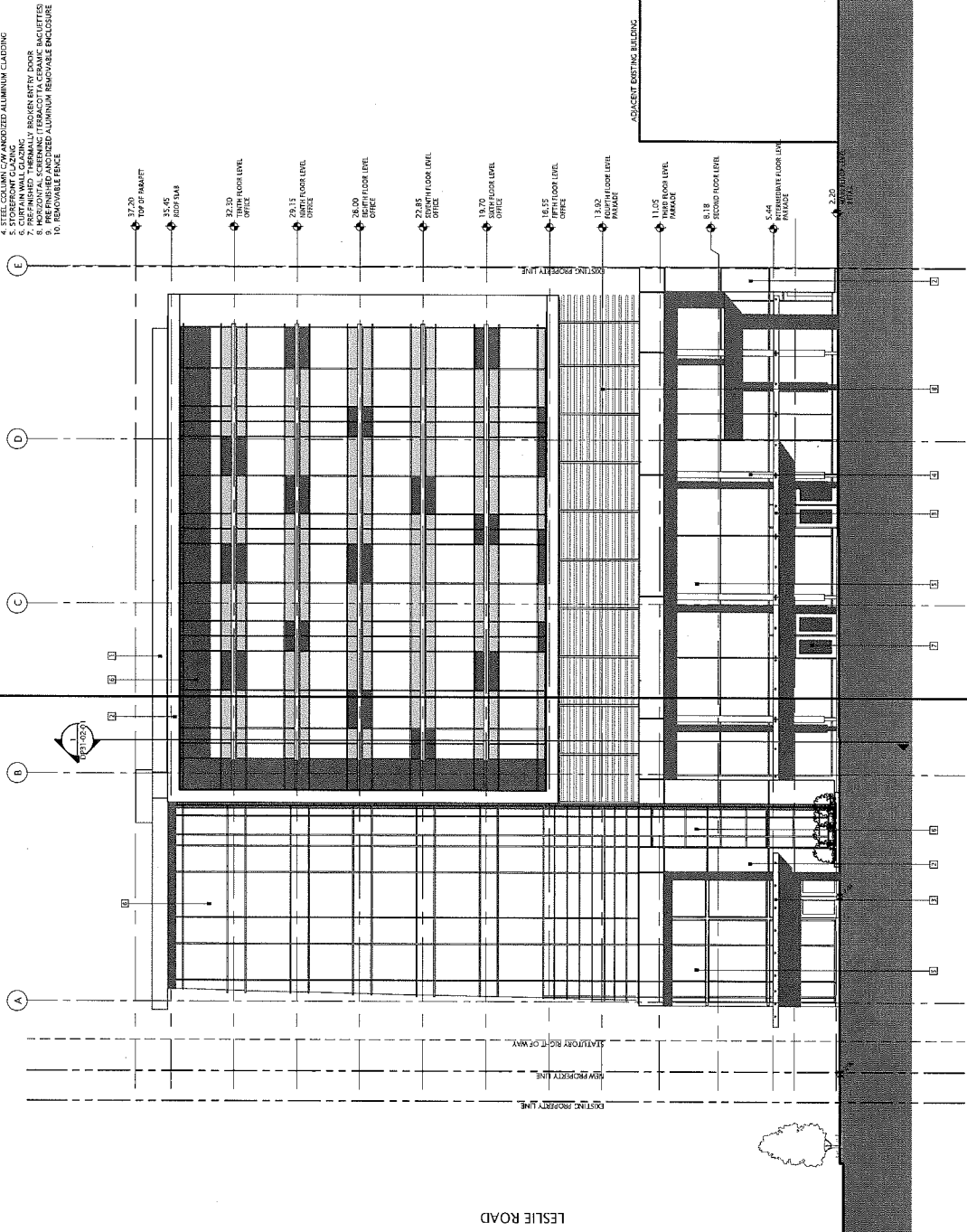
Project Manager: S. MC
 Project Leader: S. RAZI
 Client: Kunyian International Group

Project: 4700 No.3 Road
 Office Building

Drawing Title: WEST ELEVATION

Check Scale may be allowed released 0 10mm
 Project No: OCVA14-0004
 Drawing No: DP30-01-04

- MATERIAL LEGEND:
1. GLAZING
 2. PREFINISHED ALUMINUM PANEL
 3. CLASS CANOPY ON STEEL FRAME
 4. CLIPPING WALL GLAZING
 5. STONEFRONT GLAZING
 6. CLIPPING WALL GLAZING
 7. HORIZONTAL SCREENING (TERRAZO) TA CERAMIC BACKLETTERS
 8. HORIZONTAL SCREENING (TERRAZO) TA CERAMIC BACKLETTERS
 9. HORIZONTAL SCREENING (TERRAZO) TA CERAMIC BACKLETTERS
 10. REMOVABLE FENCE



01 WEST ELEVATION
 A30301-04 1:100

DATE	ISSUED FOR	REV
2016-03-21	FOR CITY REVIEW	
2016-03-27	REVISED FOR REVISION	
2016-04-19	REVISED FOR COMBINED RAZOP	
2016-06-20	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-12-09	FOR SUBMISSION	
2017-03-14	FOR SUBMISSION CITY COMMENTS	
2017-03-14	FOR SUBMISSION CITY COMMENTS	

North Arrow

Detail Symbol

Consultants
 Civil
 Architectural
 Mechanical
 Electrical

Scale

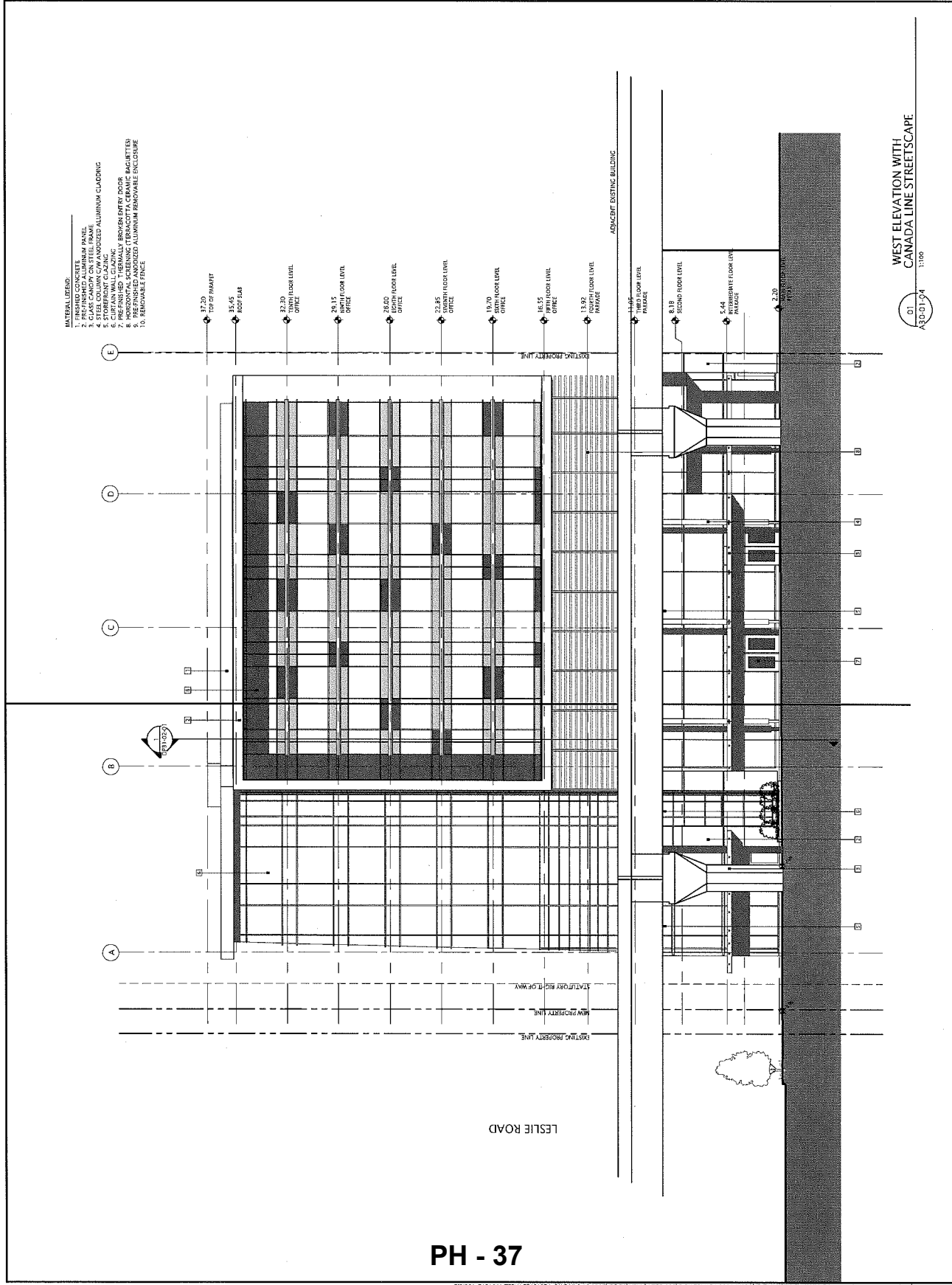
NORR

NORR ARCHITECTURE & INTERIORS INC.
 1000 BROADVIEW AVENUE
 SUITE 100
 TORONTO, ONTARIO M4W 1G3
 TEL: 416-463-1111
 WWW.NORRARCHITECTURE.COM

Project Manager	David S. BAZZ
Project Leader	Shao S. HO
Client	Kunyuan International Group
Project	400 No. 3 Road Office Building
Drawing Title	WEST ELEVATION

Checked by: [Signature] Date: [Blank] 0 10mm

Project No. CCAVA14-0064
 Drawing No. DP30-01-04A



PH - 37

DATE	ISSUED FOR	REV
2016-03-24	FOR CITY REVIEW	
2016-03-07	REISSUED FOR REZONING	
2016-04-18	REISSUED FOR COMBINED ZONING	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESSES REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-11-28	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION CITY COMMENTS	
2017-05-15	DP SUBMISSION CITY COMMENTS	

This drawing has been prepared solely for the use of the client and is not to be used for any other purpose without the written consent of the architect. The architect shall not be held responsible for any loss or damage caused by the use of this drawing for any purpose other than that intended by the architect. This drawing shall not be used for construction purposes until the seal appearing hereon is signed and dated by the architect or engineer.

North Arrow

Detail Symbol

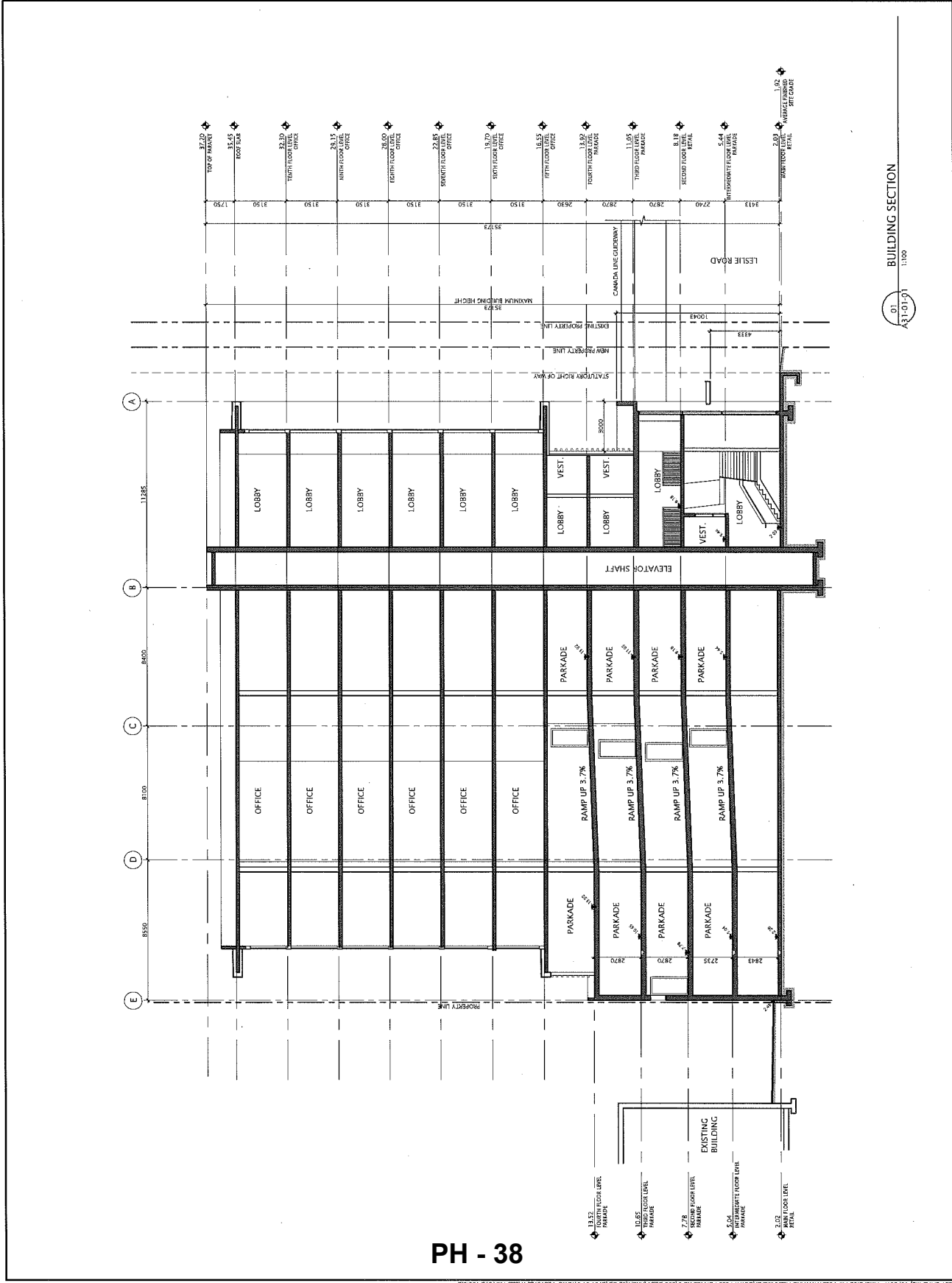
XXXX

Consultants
 Civil Engineer
 Architectural
 Mechanical
 Electrical

NOORR

NOORR ARCHITECTURE PLANNERS INC.
 47700 No. 3 Road
 Office Building
 47700 No. 3 Road
 Richmond, BC V6X 2E6
 Tel: 604.273.1111
 Fax: 604.273.1112
 Email: info@noorr.ca

Project Manager	Drawn
Client	Checked
Scale	Scale
Project No.	Project No.
Drawing No.	Drawing No.



01 BUILDING SECTION
 A31-01-01 1:100

DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
2016-09-07	RESUBMITTED FOR REZONING	
2016-04-19	RESUBMITTED FOR COMBINED RZMP	
2016-06-02	FOR REVIEW	
2016-11-09	PROCEEDS REVIEW	
2016-11-18	MAILED FOR CITY COMMENTS	
2016-11-29	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-09	DP SUBMISSION	
2017-02-07	DP SUBMISSION-CITY COMMENTS	
2017-05-15	DP SUBMISSION-CITY COMMENTS	

North Arrow

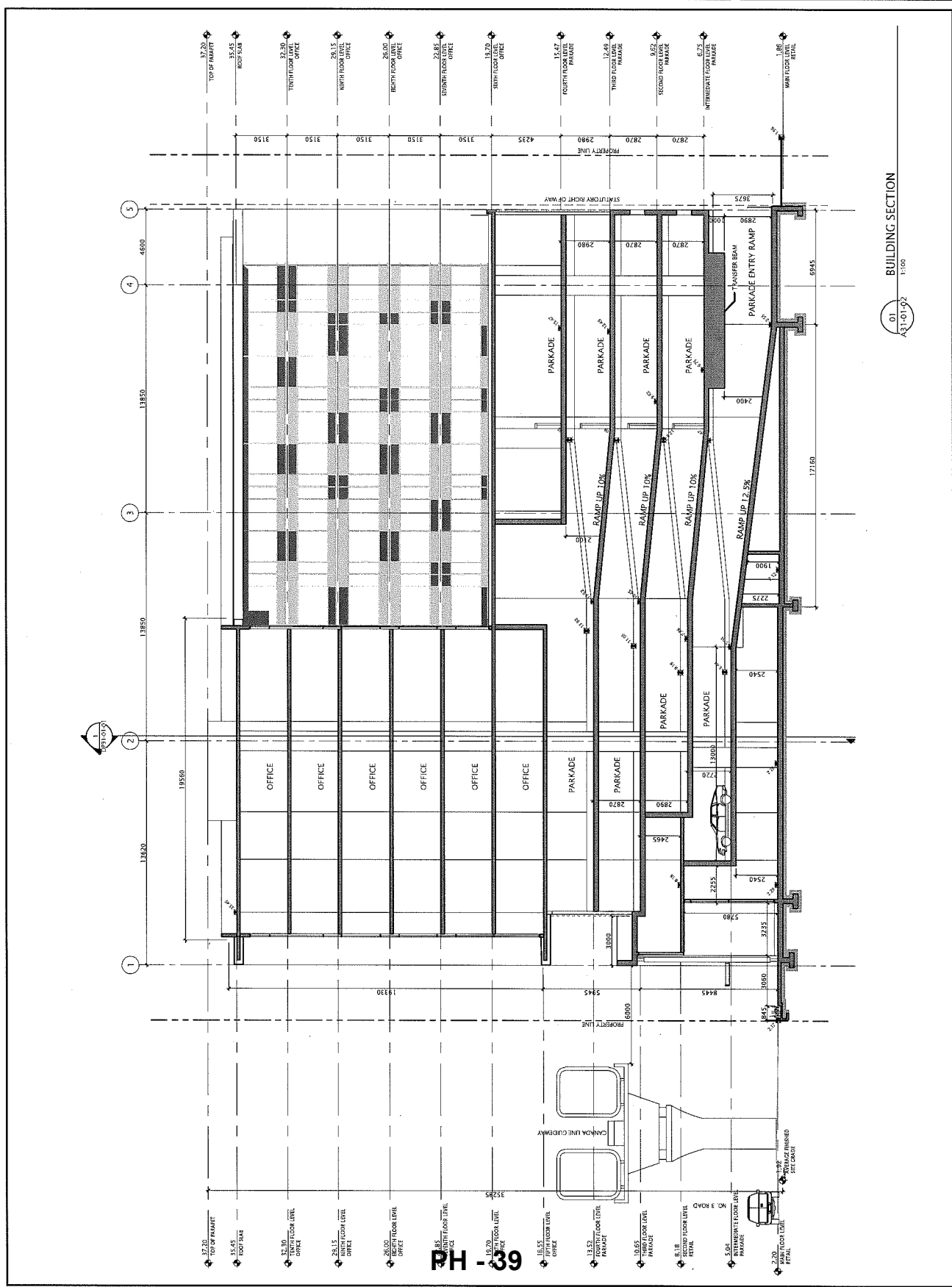
Details Symbol

Consultants
 Civil
 Structural
 Architectural
 Mechanical
 Electrical

584810

NORR Architects, Planners & Engineers, Inc.
 4700 No. 3 Road
 Office Building

Project Manager	SWAN
Senior Designer	S. RUCH
Lead Designer	S. RUCH
Designer	S. RUCH
Client	Kunyuan International Group
Project No.	OCV14-0004
Drawing No.	DP31-01-02



DATE	ISSUED FOR	REV
2016-01-27	FOR CITY REVIEW	
2016-03-07	REISSUED FOR REZONING	
2016-04-19	REISSUED FOR COMBINED RZ2P	
2016-05-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-12-28	ISSUED FOR CITY'S FINAL REVIEW	
2017-02-07	DP SUBMISSION	
2017-09-13	DP SUBMISSION - CITY COMMENTS	

North Arrow

Detail Symbol

Consultants
 Civil
 Architectural
 Mechanical
 Electrical

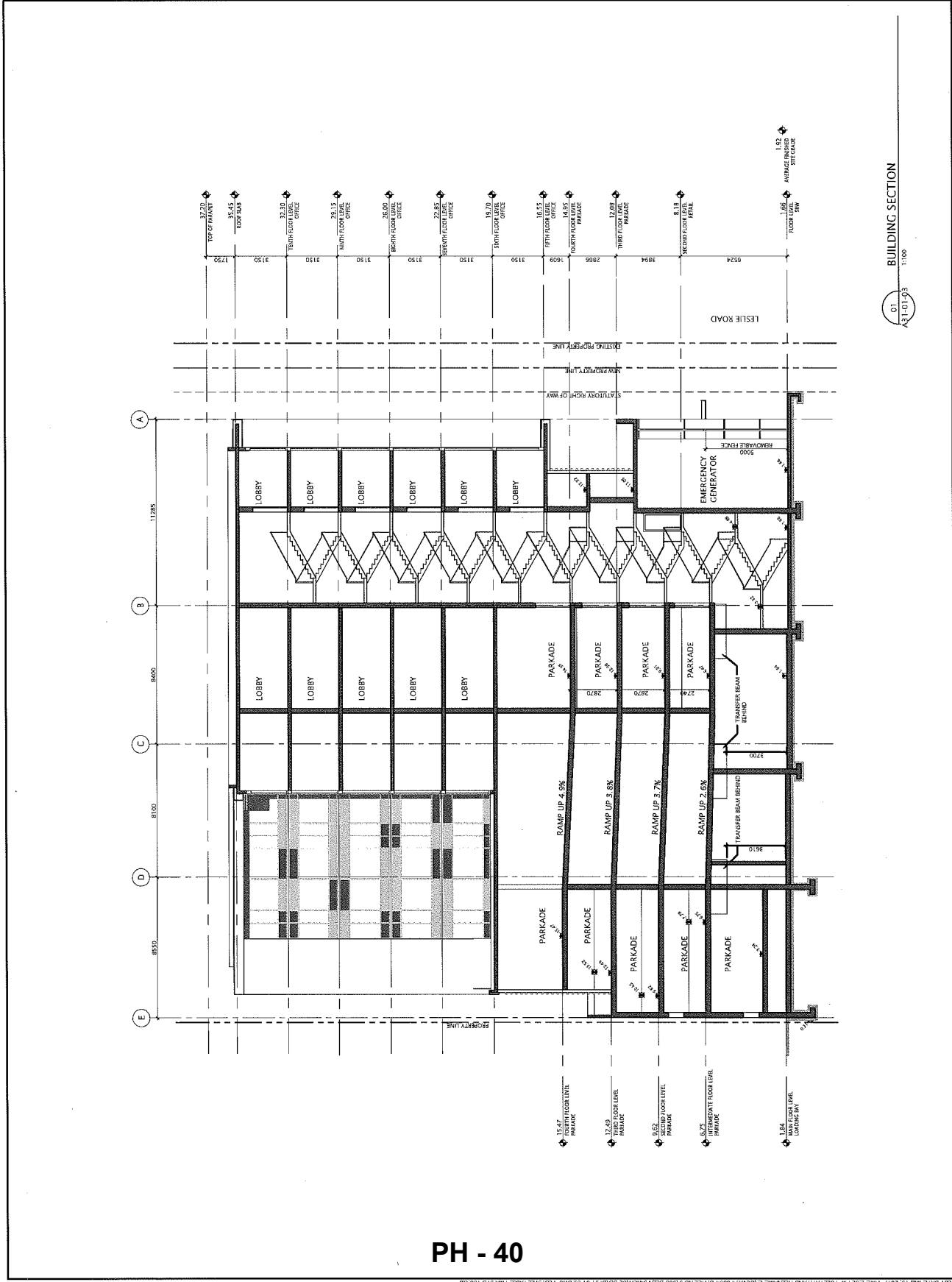
Project
 4700 No. 3 Road
 Office Building

NORR

11111 17111

NORR Architecture, Planner, Inc.
 11111 17111
 11111 17111

Project Manager	David E. Brock
Senior Designer	John S. Lee
Designer	John S. Lee
Client	Kuryuan International Group
Project	4700 No. 3 Road Office Building
Drawing Title	BUILDING SECTION
Checked Scale	1/8" = 1'-0" (As Shown)
Project No.	OCVA14-0004
Drawing No.	DP31-01-03



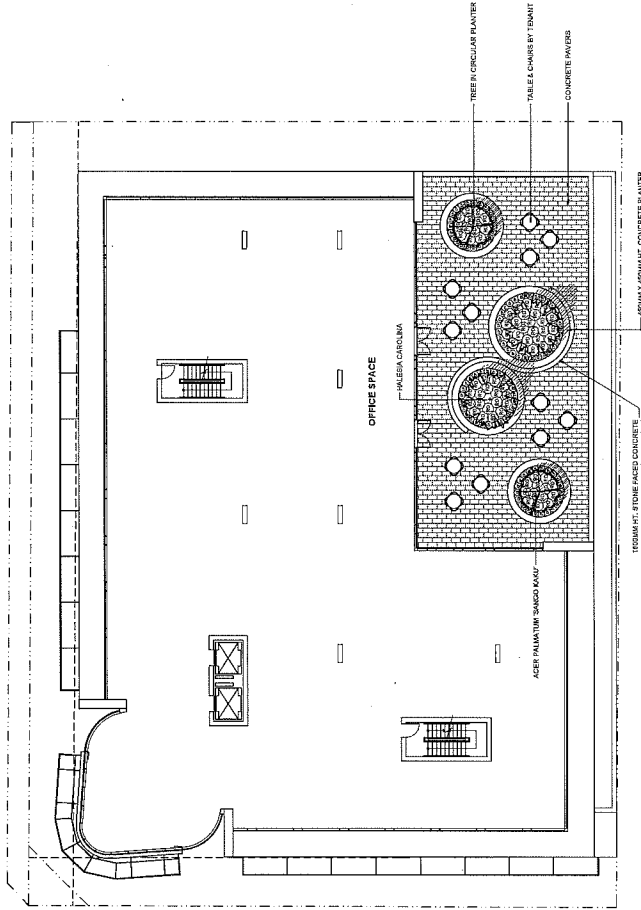
01 BUILDING SECTION
 1:100
 A31-01-03

PH - 40

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

pmg
LANDSCAPE ARCHITECTS
 6500 No. 3 Road
 Richmond, British Columbia V6X 2E9
 P: 604.264-0011 F: 604.264-0022

SEAL:



- ROOF DECOR PLANTING:
 1. ACER PALANTIN SANGRI KAWU
 2. PALLESA CAROLINA
 3. BIRUHA SANGRI
 4. BIRUHA SANGRI

NO.	REVISED / MODIFIED / COMMENTS	BY	DATE

CLIENT: KUNYUAN INTERNATIONAL GROUP

PROJECT: OFFICE BUILDING
 4700 No. 3 ROAD
 RICHMOND, BC

DRAWING TITLE: LANDSCAPE ROOF PLAN

DATE: 12 APRIL 16 DRAWING NUMBER: L2
 SCALE: 1:30
 DRAWN: MCK
 DESIGNED: MCK
 CHECKED: MCK
 PROJECT NUMBER: 17-034
 OF 2



170143.02



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

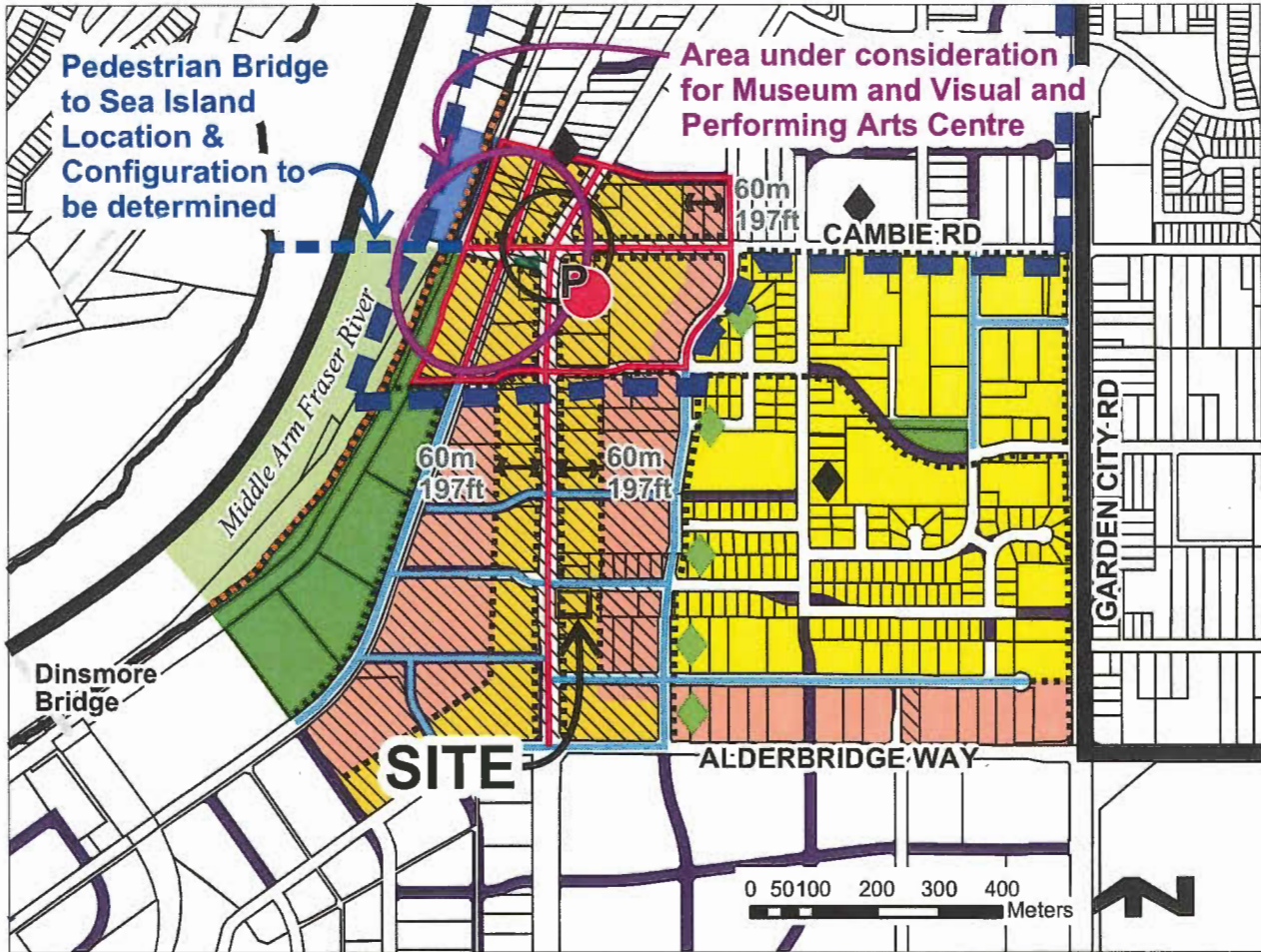
	Bylaw Requirement	Proposed	Variance
Base FAR (Max.):	2.0	2.0	
Village Centre Bonus (VCB) (Max.):	1.5	1.5	
Total FAR (Max.):	3.5	3.5	
Commercial FAR (Max.):	2.0	0.67	
Office FAR (Max.):	3.5	2.83	
Commercial (Max.):	4,163.2 m ²	1,388 m ²	
Office (Max.):	7,285.6 m ²	5,897.4 m ²	
Floor Area (Max.):	7,285.6 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.

Specific Land Use Map: Aberdeen Village (2031)





Address: 4700 No. 3 Road

File No.: RZ 14-672055

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

1. Final Adoption of OCP Amendment Bylaw 9215.
2. Road dedication of 1.5 m along the entire Leslie Road frontage and 4 m x 4 m corner cut measured from the new property lines.
3. Granting of an approximately 114 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 subdivision (including stratification and/or air space parcels) of the office space (single owner for office space).
8. Registration of a legal agreement on Title, ensuring that no more than 16 parking spaces are provided in a tandem arrangement and are limited to employee parking use only, any pair of tandem parking spaces must be assigned to the same tenant/unit and conversion of tandem parking area into habitable space is prohibited.
9. Registration of a legal agreement on Title, ensuring that all parking spaces (except tandem parking spaces) are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units. This includes four parking spaces provided with two electric vehicle quick-charge (240V) charging stations provided as a Transportation Demand Management (TDM) measure. The charging stations should be located to provide for convenient use by vehicles parked in any of the four spaces.
10. Registration of a legal agreement on Title, ensuring the loading spaces are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units.
11. Registration of a legal agreement on Title, ensuring bicycle storage is provided for the shared use of all tenants/units and is not permitted to be used for habitable space (e.g., other storage uses).

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

- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
 - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further statutory right-of-way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /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 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.

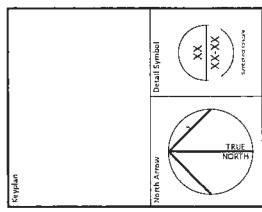
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

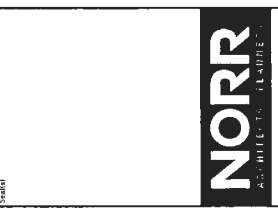
Signed

Date

DATE	ISSUED FOR	REV
2015-01-21	FOR CITY REVIEW	
2015-02-27	REVISION FOR REVISIONS	
2015-04-15	REVISION FOR COMMENTS 2&3P	
2015-05-29	FOR REVIEW	
2015-11-19	FOR COMMENTS 1&2	
2016-11-23	FOR COMMENTS 1&2	
2016-12-29	FOR COMMENTS 1&2	
2017-02-27	FOR COMMENTS 1&2	
2017-05-15	FOR COMMENTS 1&2	
2017-05-15	FOR COMMENTS 1&2	



Consultants:
Landscape Architecture
Site Planning
Structural
Mechanical
Electrical



NORR Architects, Planners
10710, 107th Avenue SW
Edmonton, Alberta T6E 1C4
Canada
Phone: 780.443.1111
Fax: 780.443.1112
www.norr.ca

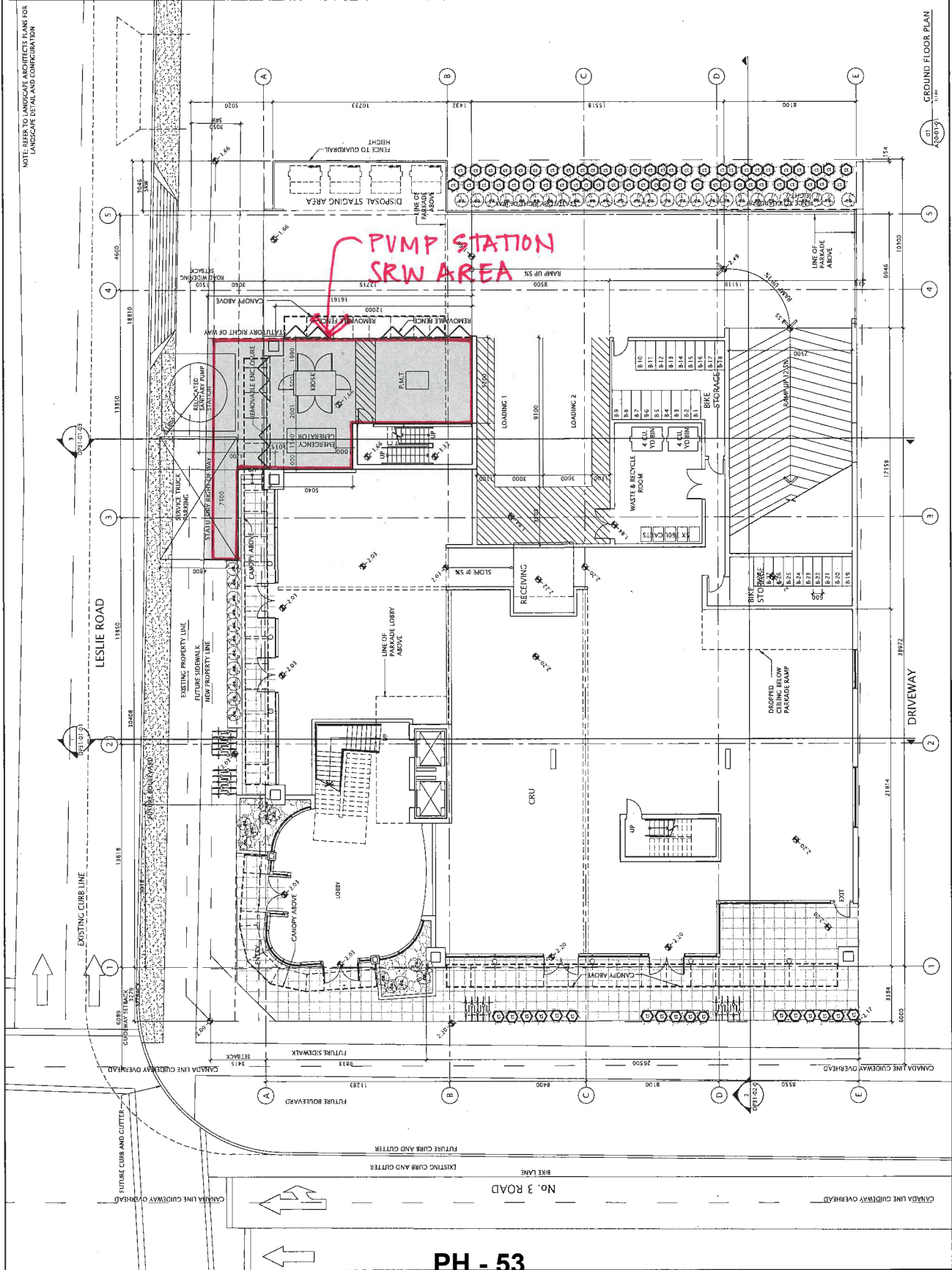
Project Manager	D
Project Leader	C
Designer	B
Checker	A

Project:
4700 No.3 Road
Office Building

Scale:
1:100

Project No.: OCVA14-
Drawing No.: DP20-1

Appendix A



PH - 53



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), is amended by:
a) Repealing the existing Overlay Boundary - Village Centre Bonus Map (2031) on page M-4 of the CCAP and replacing it with the revised Overlay Boundary - Village Centre Bonus Map (2031) as contained in Schedule A attached to and forming part of this bylaw.
b) Inserting the following text in 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-13 of the CCAP, in alphabetical order:
“c)the southeast corner of Leslie Road and No. 3 Road the Village Centre Bonus shall be maximum of 1.5 FAR for the provision of office uses only.”
and renumbering the current “c” 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

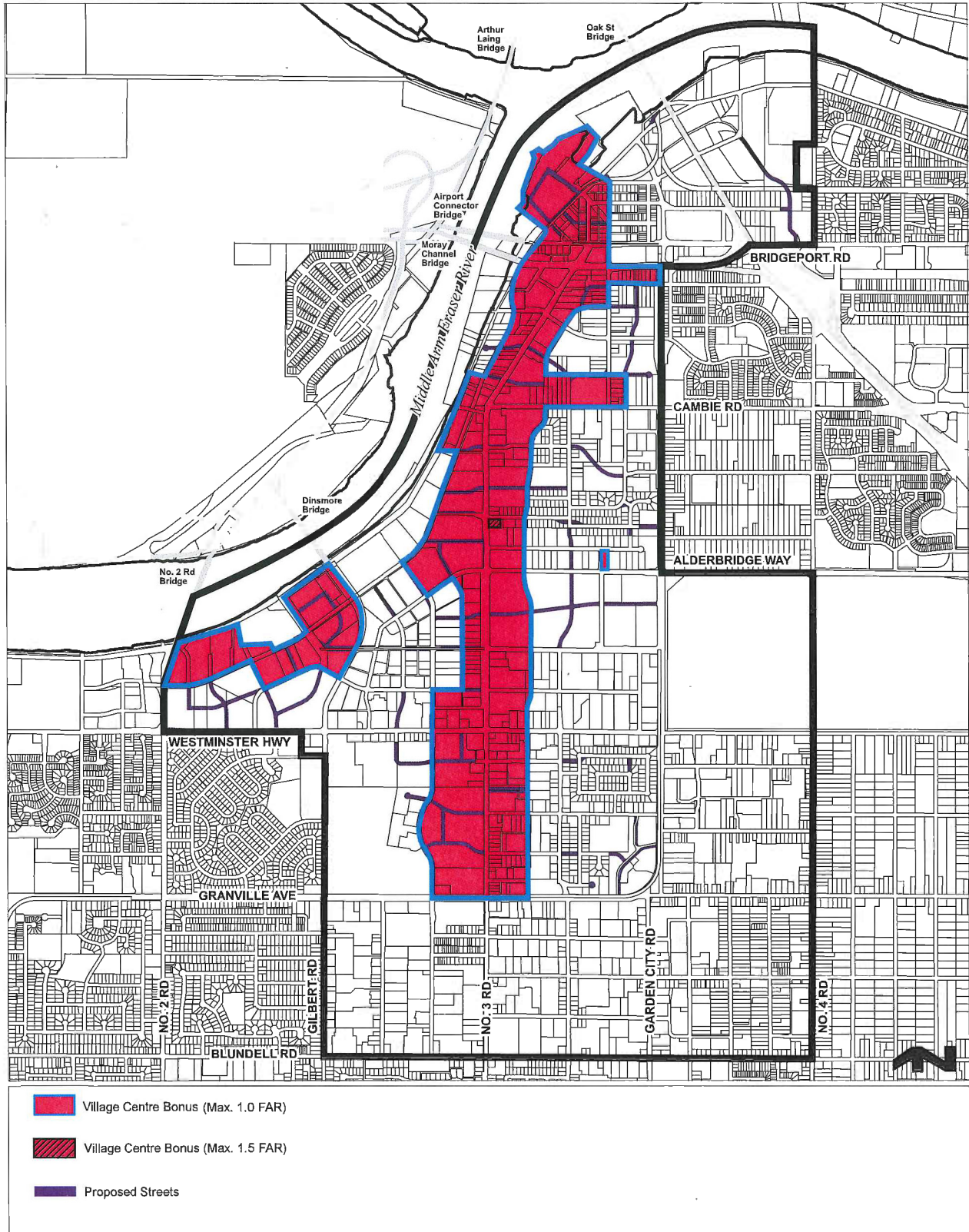
DEC 11 2017

CITY OF RICHMOND
APPROVED by
8B.
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

Overlay Boundary - Village Centre Bonus Map (2031) Bylaw 9593
2017/05/08





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. The zone provides for density bonuses that would be used for rezoning applications in the Village Centre Bonus Map area of the City Centre to achieve City objectives for amenity and commercial use.

22.44.2 Permitted Uses

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

22.44.3

Secondary Uses

- n/a

22.44.4 Permitted Density

1. The maximum floor area ratio of the site is 2.0.
2. Notwithstanding Section 22.44.4.1, the reference to "2.0" is increased by a maximum density bonus floor area ratio of 1.0 provided that:
a) the lot is located within the Village Centre Bonus Area designated by the City Centre Area Plan;
b) the owner uses the density bonus floor area ratio of 1.0 for office use only; and

- c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.
3. Notwithstanding Section 22.44.4.1 and Section 22.44.4.2, the maximum **floor area ratio** is increased by an additional maximum **density bonus floor area ratio** of 0.5 provided that:
- a) the **lot** is located within the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the additional **density bonus floor area ratio** of 0.5 for **office use** only; and
 - c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 10% of the additional **density bonus floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.

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;
 - 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.
- 2. The minimum **setbacks** from the drip line of the Canada Line shall be 6.0 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 **structures** is 5.0 m.

22.44.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 2,000 sq. m.
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 3.75 spaces per 100.0m² of **gross leasable floor area** on the first 2 floors of a **building**; and 1.275 spaces per 100.0m² of **gross leasable floor area** for all floors above the first 2 floors of a **building**.
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 employee parking only is permitted. Any pair of **parking spaces** in a **tandem arrangement** must be assigned to the same tenant/unit.

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, minor health service, office, and financial service**.
 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following 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

DEC 11 2017

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by SB.
APPROVED by Director or Solicitor RK

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 13, 2017

File: RZ 17-778596

Re: Application by Polygon Development 302 Ltd. for Rezoning at 9211/9251/9271/9291 Odlin Road from Single Detached (RS1/F) to Low Rise Apartment (ZLR31)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 to create the “Low Rise Apartment (ZLR31)” zone, and to rezone 9211/9251/9271/9291 Odlin Road from “Single Detached (RS1/F)” zone to “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” zone, be introduced and given first reading.

Wayne Craig
Director, Development

WC:dc
Att. 6

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

Staff Report

Origin

Polygon Development 302 Ltd. has applied to the City of Richmond for permission to rezone 9211, 9251, 9271, 9291 Odlin Road from “Single Detached (RS1/F)” to a new site specific zone, “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” in order to construct two 4 to 6 storey multi-family apartment buildings over a common parkade. The proposed development will contain approximately 265 residential apartment units including 13 affordable housing units. The net area of the proposed buildings is approximately 24,990 m² (268,989 ft²). A Statutory Right of Way (SRW) will be provided along the east side of the development site along with provisions for the completion of the existing interim pedestrian greenway. Road dedications will be required along the western side of the site for the construction of a portion of the new Dubbert Street and along portions of Odlin Road. Two of the properties have single family dwellings that will need to be demolished.

A location map is provided in Attachment 1. The site’s context in the Alexandra Neighbourhood Land Use Map is shown in Attachment 2. Conceptual Development Plans are provided in Attachment 3 and a Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 4.

Findings of Fact

The proposed development will require the consolidation of the four properties and the installation of various services and utilities. The most significant Engineering Servicing requirements to accommodate the proposed development are as follows:

- Partial construction of Dubbert Street to an interim ‘half road’ standard, along the site’s western frontage;
- Road widening of Odlin Road along the site’s entire frontage;
- Installation of approximately 160 m of new watermain along the new section of Dubbert Street;
- Installation of new fire hydrants along the new section of Dubbert Street;
- Installation of new storm sewer service along approximately 160 m of Dubbert Street;
- Installation of sidewalks and landscaped boulevards along the Dubbert Street and Odlin Road frontages;
- Provision of street lighting along Odlin Road and Dubbert Street frontages;
- Undergrounding of existing private utility overhead lines (e.g. hydro, Telus and Shaw) along Odlin Road; and
- Predicting for future hydro, telephone and cable utilities along the Odlin Road and Dubbert Street frontages.

The detailed list of Engineering Servicing requirements is included in the Rezoning Considerations (Attachment 6).

Surrounding Development

Surrounding development is as follows:

To the North: Four vacant lots to be consolidated and rezoned to “Town Housing (ZT79)” under RZ 15-692812 (pending adoption). The proposed development is for 59 three-storey townhouse units. The proposal’s Development Permit (DP 17-760368) has been reviewed and endorsed by Development Permit Panel on July 12, 2017.

To the South (across Odlin Road): Three 4-storey apartment buildings approved under RZ 06-344033 and consisting of approximately 259 dwelling units. The site is zoned “Low Rise Apartment (ZLR20)”

To the East: An existing 5 m (16.4 ft.) wide pedestrian greenway and an existing medium density multi-family residential apartment complex (approved under RZ 10-537689 - Mayfair Place Homes) consisting of 4 four storey buildings over a common parking podium on a property zoned “Low Rise Apartment (ZLR24)”. The existing greenway will be doubled in width as a result of the subject proposal.

To the West: (Across the future Dubbert Street): Several large lots currently zoned “Single Detached (RS1/F)”. These lots are part of a 10 lot consolidation and development application currently under staff review (RZ 14-654114). The development proposal is for a mixed-use building with approximately 320 residential units and 6,668 m² (71,774 ft²) of office/commercial uses.

Related Policies & Studies

Official Community Plan/West Cambie Area Plan – Schedule 2.11A Alexandra Neighbourhood Land Use Map

The Official Community Plan (OCP) land use designation is “Apartment Residential (APT)”. The proposed four, five and six storey apartment development complies.

The proposed development site is located within the West Cambie Area Plan’s “Medium Density Housing (Character Area 4)” area which permits street-oriented townhouses and apartments, typically between two and four storeys in height. The Plan does allow for up to six storey residential buildings provided that no additional overshadowing of neighbouring properties occurs and increased open space is provided.

The development proposal maintains four storeys for both buildings within the northern 48 m (157 ft.) of both buildings “A” and “B”. The balance of the eastern building (“building B”) adjacent to the greenway is then raised to five storeys. The western building, “building A”, steps up to five storeys for the middle portion of the building’s length and then to six storeys within its southern 54 m (177 ft.) of the property (i.e. adjacent to Odlin Road).

This height arrangement allows the development’s buildings to be pulled away from the property to the north increasing the building separation between the two projects to approximately 18 m (59 ft.). Although building B does increase to five storeys for the southern two thirds of its

length, the building to building separation with the existing development to the east (9399 Odlin Road) will be a minimum of 15 m (49 ft.) reducing potential overshadowing by the additional storey.

The extra height also contributes to the provision of approximately 30% more outdoor open space on the site than required under the Official Community Plan. Without the additional height the building's mass would need to use more ground space to achieve the same density. From both these perspectives the proposal complies with the height conditions outlined in the West Cambie Area Plan Character Area 4. The proposed Amendment Bylaw 9755 ensures that the building massing respects the objectives established in the Area Plan.

Per the Alexandra Neighbourhood Land Use Map, the permitted base density at the subject site is 1.50 FAR increasing to a base density maximum of 1.70 FAR with the addition of a density bonus for affordable housing and amenity space. The proposed development will comply with the Alexandra Neighbourhood Land Use Map by providing thirteen built affordable housing units in the development.

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.

Analysis

Built Form and Architectural Character

The proposed development will have two 4 to 6 storey buildings constructed on top of a common parkade. The two buildings will run parallel to each other with a common courtyard area running north-south between them. The western most building (Building A) is proposed to have three different heights from four storeys at the north end to five storeys in the middle section and six storeys closest to Odlin Road in the south. The eastern most building (Building B) is proposed to have two different heights from four storeys at the north end to five storeys at the southern end. In addition to the variations in height the buildings are proposed to be designed to reflect three distinct segments in terms of the exterior finishes and color patterns.

Terraces of landscaping and access stairways leading from the podium units are proposed to line both the Dubbert Street frontage as well as the greenway side (east side) of the development providing a softer edge to the development and allowing for greater animation of the street and greenway. The interior courtyard will be accessible from both apartment buildings via separate entrances as well as a grand stairway connecting to Odlin Road.

The preliminary designs are consistent with West Cambie Area Plan's Medium Density Housing (Character Area 4) and compatible with developments in the surrounding area.

Existing Legal Encumbrances

A restrictive covenant (AB224298) is currently registered on the title of 9291 Odlin Road. The covenant permits only one residential dwelling on that property and will need to be discharged to accommodate the development proposal. The Rezoning Considerations include a requirement for this restrictive covenant to be discharged from title prior to rezoning adoption.

Transportation and Site Access

The vehicle parkade entrance is proposed to be located on the Dubbert Street frontage while the building's two lobbies will be oriented toward Odlin Road. Two (2) loading areas are proposed – one at the south-east corner of the site and the other at the north-west corner of the site providing each building with its own loading bay.

The Zoning Bylaw No. 8500 parking space requirement for apartments is currently 1.50 spaces for residents and 0.2 spaces for visitors. The applicant has requested a reduced parking rate for the proposal of 1.44 spaces (1.26 spaces for residents + 0.18 spaces for visitors) per dwelling unit. The rationale for the requested reduction is provided via a parking analysis prepared by Bunt and Associates (dated November 22, 2017). The report notes that the subject site has high access to transit services in the area and is similar to another nearby Polygon development (Trafalgar Square at 9500 Tomicki Avenue) which was provided with the same parking variance (DP 16-740665). A detailed parking demand survey undertaken for the Trafalgar Square concluded that, based on observations of parking demand for several existing apartments in the area, the parking requirements of the Zoning Bylaw overestimates supply needs for both resident and visitor parking spaces within the local area. Bunt and Associates' parking analysis concludes that the same conditions apply to the subject site.

The report has been reviewed and accepted by the Transportation Department. Based on the technical findings from the report, staff recommend support of the requested reduced a parking rate subject to the provision of the following Transportation Demand Measures (TDM):

- Construct an interim 1.5 m wide walkway along the north side of Odlin Road, separated by physical barriers from traffic lanes and parking area, from Dubbert Street to Garden City Road;
- Curb extensions on the south side of Odlin Road at Dubbert Street and at existing greenway crossing near the eastern limit of the site;
- Enhanced crossing treatment (raised crosswalk) at the existing greenway crossing near the eastern limit of the site; and
- Provide 120 v electric plug-ins for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120 v electric plug-in is required).

The proposed TDM measures are similar to those provided by other developments in the area. The TDM conditions have been accepted by the developer and are incorporated into the Rezoning Considerations for Council's consideration.

The conceptual design plans (Attachment 3) provide for 352 resident parking spaces, 49 visitor parking spaces, 2 SU9 loading spaces and 8 handicapped parking spaces.

Regarding the provision of bicycle spaces, the conceptual plans include 332 Class 1 spaces (secured at 1.25 spaces/unit) and 53 Class 2 spaces (unsecured at 0.2 spaces/unit). These provisions meet the Zoning Bylaw No. 8500 requirements of 1.25 Class 1 spaces per unit and 0.2 Class 2 spaces per unit. All the Class 1 spaces are contained in rooms with a maximum of 40 bicycle spaces in compliance with provisions of Zoning Bylaw 8500.

The Rezoning Considerations also include a requirement for the submission of a construction parking and traffic management plan prior to the issuance of a Building Permit.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report (Pacific Sun Tree Services dated Nov. 13, 2017) which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report indicates that 56 bylaw sized trees are located on the subject property, nine additional trees are located along Odlin Road boulevard, one tree is shared with the City along Odlin Road and another tree is located on private property to the north (9300 Cambie Road).

The report recommends retention and protection of the ten street trees and the single shared tree. All 56 trees on site are recommended for removal due to poor condition or in conflict with the proposed building footprint.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings. The Coordinator notes that all retained trees should be protected as per City of Richmond's Tree Protection Information Bulletin Tree-03. Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 56 on-site trees (as indicated in Attachment 5). The 2:1 replacement ratio would require a total of 112 replacement trees. The applicant has agreed to plant approximately 161 trees on the lot. The tree species and sizes will be reviewed through the Development Permit.

Tree Protection

The nine street trees plus the shared tree along Odlin Road (#203, 204 and A-H) as well as the single tree (#478) on a neighbouring property to the north (9300 Cambie Road) shown on Attachment 5) are currently proposed to be retained and protected under the proponent's tree protection plan. Given the extent of proposed frontage and greenway works these trees will need to be assessed through the required Servicing Agreement. In the interim, to ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of

proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to demolition of the existing 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.

Should it be necessary to remove any of these protected trees as a result of the required frontage works, appropriate compensation, relocation or replacement measures will be determined by Parks staff through the Servicing Agreement.

Affordable Housing Strategy and Basic Universal Housing

The rezoning application seeks a density of 1.70 including a density bonus of 0.2 FAR with the provision of affordable housing. Under the West Cambie Area Plan, 1/3 of the density bonus of 0.2 FAR (i.e. approximately 980 m² / 10,549 ft²) must be provided for affordable housing. The conceptual plans submitted with the rezoning application indicate that an area of approximately 995 m² (10,711 ft²) of floorspace is proposed to be allocated for affordable housing creating a total of 13 affordable units. The developer is proposing to undertake the construction in two phases with approximately half of the affordable housing units in each building. The proposed unit types and sizes have been reviewed and supported by Affordable Housing staff. The proposed unit types and allocation between the two phases is shown in the table below

Phase 1 Building B – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
One Bedroom + Den	2	59.9 m ² (645 ft ²)	\$975	\$38,250 or less
Two Bedroom	2	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom + Den	2	87.1 m ² (938 ft ²)	\$1,218	\$46,800 or less

Phase 2 Building A – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Two Bedroom	1	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom	6	79.9 m ² (860 ft ²)	\$1,218	\$46,800 or less

** May be adjusted periodically as provided for under adopted City policy.

The Rezoning Considerations include requirements for the registration of the City's standard Housing Agreement to secure the affordable housing units. Staff have also encouraged a range of unit sizes for the affordable units and partnerships with a non-profit agency to own/manage the secured units. These details plus the specific locations of the affordable units will be refined through the forth coming Development Permit and subsequent legal agreements.

In addition to the affordable housing units the proposal includes 19 basic universal housing units, all of which will be three bedroom corner units spread throughout the two buildings.

Renewable Energy

The subject site is within the Alexandra District Energy Utility and connection to the utility will be required for this development. The Rezoning considerations include requirements for the registration of legal agreements ensuring that the building will be capable of accommodating the ADEU connection and ensuring that the service connection will be made prior to occupancy.

Amenity Space

The proposed Bylaw 9755 provides for additional 0.1 FAR provided that it is used entirely for amenity space. The proposed development provides 477.15 m² (5,136 ft²) of indoor amenity space via a 67 m² (721 ft²) library space on the main floor and a two level 410 m² (4,415 ft²) fitness centre, music practice rooms and study lounges at the southern end of Building B, which will meet the minimum requirements.

The outdoor amenity courtyard covers approximately 2,075 m² (22,335 ft²) and will contain an open lawn area, a central plaza, a raised patio overtop of a mounded electrical/mechanical room, a children's play area and an outdoor social rooms area. The children's play area complies with the Official Community Plan policies at 600 m² (6,459 ft²) and is proposed to include a variety of play structures.

Greenway

Included in the Servicing Agreement requirements outlined in the Rezoning Considerations is a requirement for the provision of a 5 m wide SRW and the design and construction of the pedestrian greenway along the entire east side of the site. An existing 5 m (16.4 ft.) wide SRW and interim pedestrian pathway was constructed along the corridor as part of a previous Polygon development to the east at 9399 Odlin Road (Mayfair Place Homes RZ 10-537689).

With this development the greenway will be widened to the ultimate width of 10 m (33 ft.) with the pathway realigned and new landscaping installed. Entry nodes will be located at both the Odlin Road and McKim Way entry points and a new central node will be created with unit pavers and seating within the 10 m (33 ft.) wide corridor. New lighting will be provided along the length of the greenway. Pedestrian connections are also proposed from the podium units of the subject development to the greenway to further animate the greenway.

The conceptual design and cross section for the greenway is included in the Conceptual Development Plans in Attachment 3. Once the greenway has been completed to the satisfaction of the City, the maintenance and liability will be the responsibility of the City as outlined in the

Rezoning Considerations. The proposed “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” bylaw ensures that building separations of at least 15 m (49 ft.) are maintained with the existing development to the east (9399 Odlin Road) and that the subject site’s buildings are setback from the greenway by at least 2.5 m (8.2 ft.).

West Cambie Area Plan Developer Contributions

In compliance with section 9.3.2 of the West Cambie Area Plan the City will accept required developer contributions as follows:

- Child Care: \$6.45 per m² (\$0.60 per ft²) estimated at \$163,690.20 based on the submission.
- City Beautification: \$6.45 per m² (\$0.60 per ft²) estimated at \$163,690.20 based on the submission.
- Community and Engineering Planning Costs: \$0.75 per m² (\$0.07 per ft²) estimated at \$19,097.19 based on the submission.

Prior to Building Permit Issuance payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood will be required. The payment will be based on \$7.56 per ft² net buildable (estimated at \$2,033,556).

These contributions have been included in the Rezoning Considerations.

Public Art

A public art contribution based on \$0.83 per buildable square foot (e.g. \$217,548.00) is included in the Rezoning Considerations. The contribution will be made to the City’s public art fund for public art to be incorporated with the new West Cambie Neighbourhood Park or alternatively other neighbourhood Greenway opportunities. The amount is based on 262,106 ft² net floor area (excluding Affordable Housing) at \$0.83/ft².

Site Servicing and Frontage Improvements

The Rezoning Considerations include a requirement for a 10 m (33 ft) wide road dedication along the entire western side of the property to accommodate the partial construction of Dubbert Street. The developer will be responsible for the design and construction of frontage improvements including an interim 6 m wide driving surface, a 1 m wide paved shoulder on the western road edge and along the east road edge a curb/gutter, a 2 m wide sidewalk and an interim boulevard.

Along Odlin Road (i.e. along the southern property boundary) the developer will be responsible for widening the entire frontage to the ultimate cross section inclusive of an 11.2 m wide road pavement with curb and gutter, a 2 m wide sidewalk and a treed and grassed boulevard. A design review will be undertaken through the Servicing Agreement to determine whether any further road dedications will be required to accommodate the ultimate cross section.

Street lighting will be required along both the Dubbert Street and Odlin Road frontages.

A four by four corner cut dedication will also be required at the northeast corner of Odlin Road and Dubbert Street.

The combined gross area of the four lots is approximately 16,210.08 m² (174,483.9 ft²). After the aforementioned road dedications the net site will be approximately 14,699.96 m² (158,229 ft²).

Latecomer Agreement (Alexandra Neighborhood Development Agreement)

The proposed development is within the Alexandra Neighbourhood Development Agreement area and is therefore subject to a latecomer charge (\$1,836.72) for each unit constructed plus applicable interest in accordance with that agreement, which must be paid prior to Building Permit issuance.

Issues to be Addressed at Development Permit Stage

- Refine the garbage / recycling loading area
- A waste management overlay plan will need to be submitted and reviewed
- Refine the greenway landscaping and design
- Finalize the overall site landscaping plan
- Confirm the location, size and configuration of the affordable housing units
- Verify maximum heights and setbacks to ensure compliance with the new site-specific zone
- Identify site lighting
- Review and adjust vehicle parking spaces as necessary
- Verify that non-monetary TDM measures are incorporated into the design

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 for the on-going maintenance of these assets is \$2,921.85. This will be considered as part of the 2019 Operating budget.

This initial OBI does not include costs for bike lanes and traffic signals.

Conclusion

The proposed rezoning is to accommodate approximately 265 residential apartment units, including 13 on-site affordable housing units within two (2) four, five and six storey wood framed apartment buildings over a common parking podium.

The proposal generally conforms to the Official Community Plan, the West Cambie Are Plan and the Alexandra Neighbourhood Land Use Map designations. Staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 to create the “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9211, 9251, 9271, 9291 Odlin Road from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)”, be introduced and given first reading.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 be introduced and given first reading.



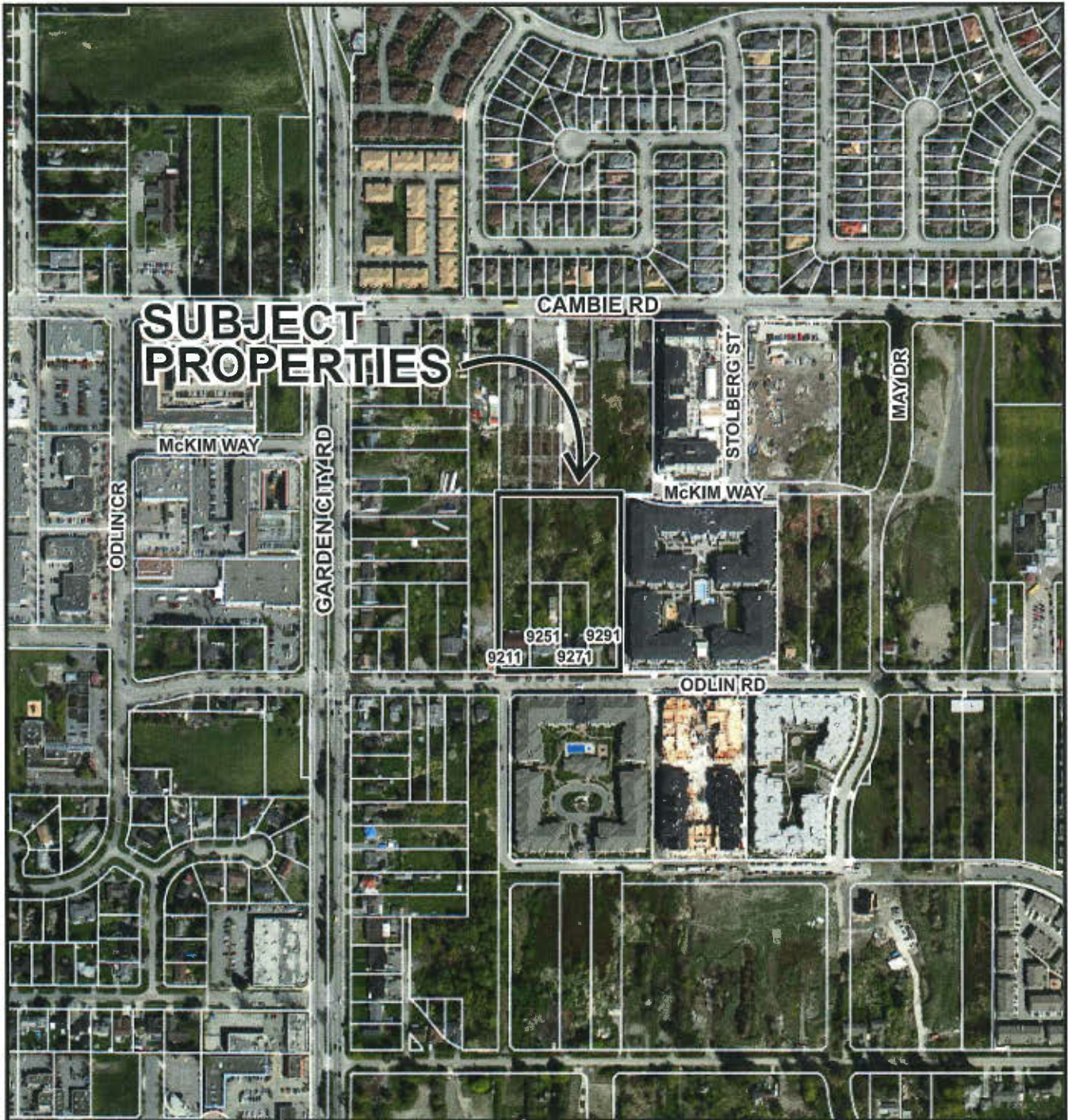
David Brownlee
Planner 2

DCB:rg

- Attachment 1: Location Map
- Attachment 2: Alexandra Neighbourhood Land Use Map
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



City of Richmond



RZ 17-778596

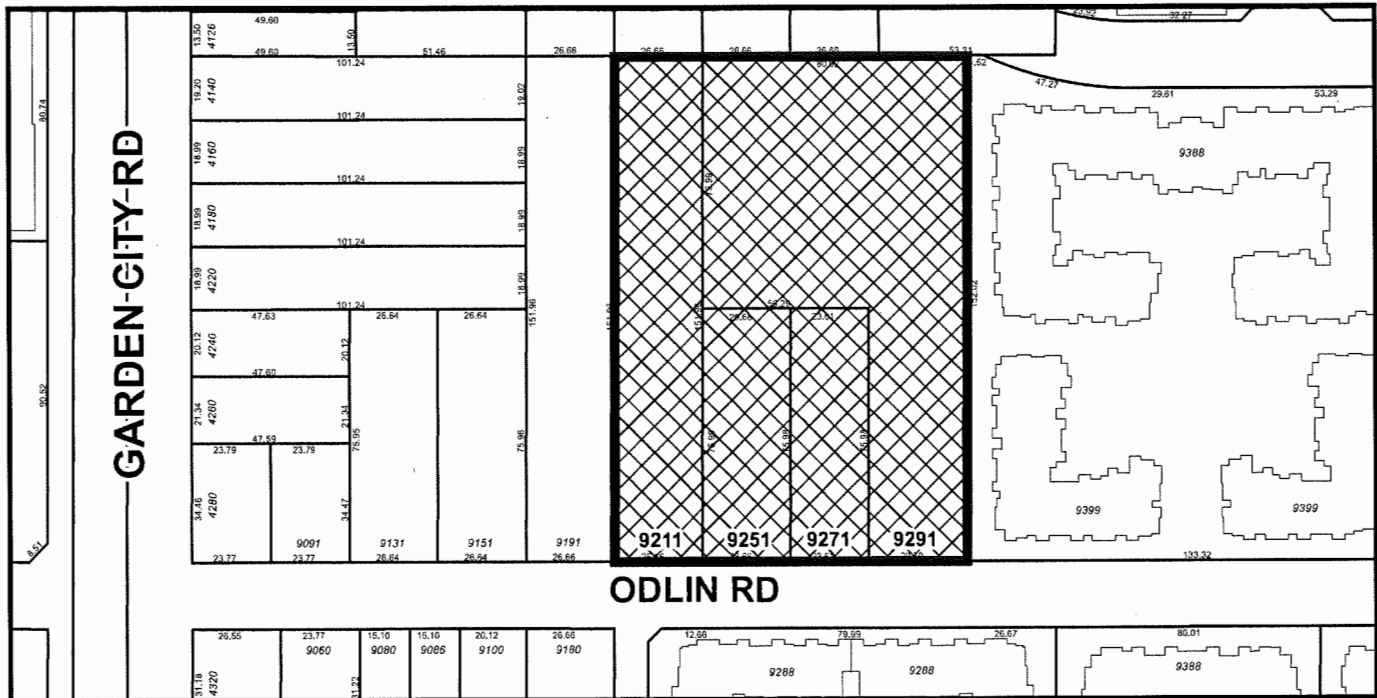
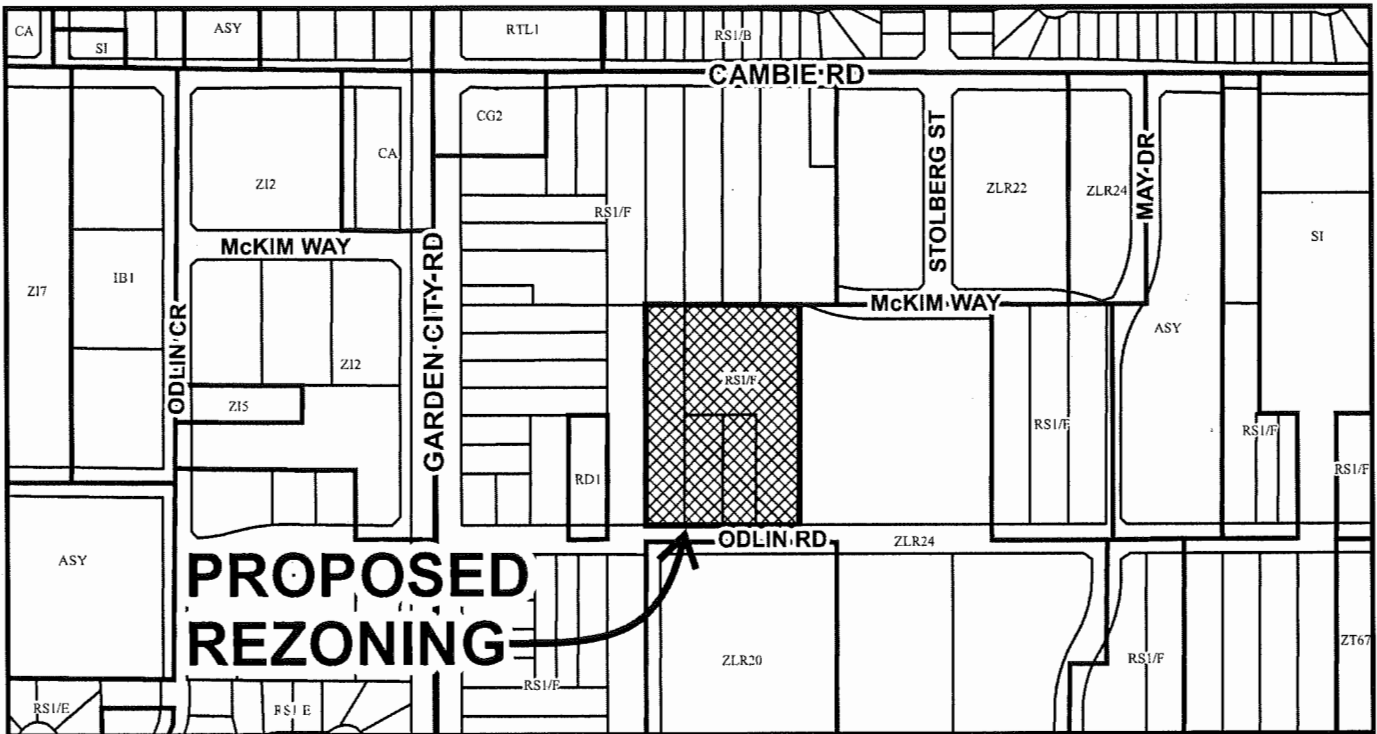
Original Date: 08/09/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 17-778596

Original Date: 08/09/17

Revision Date:

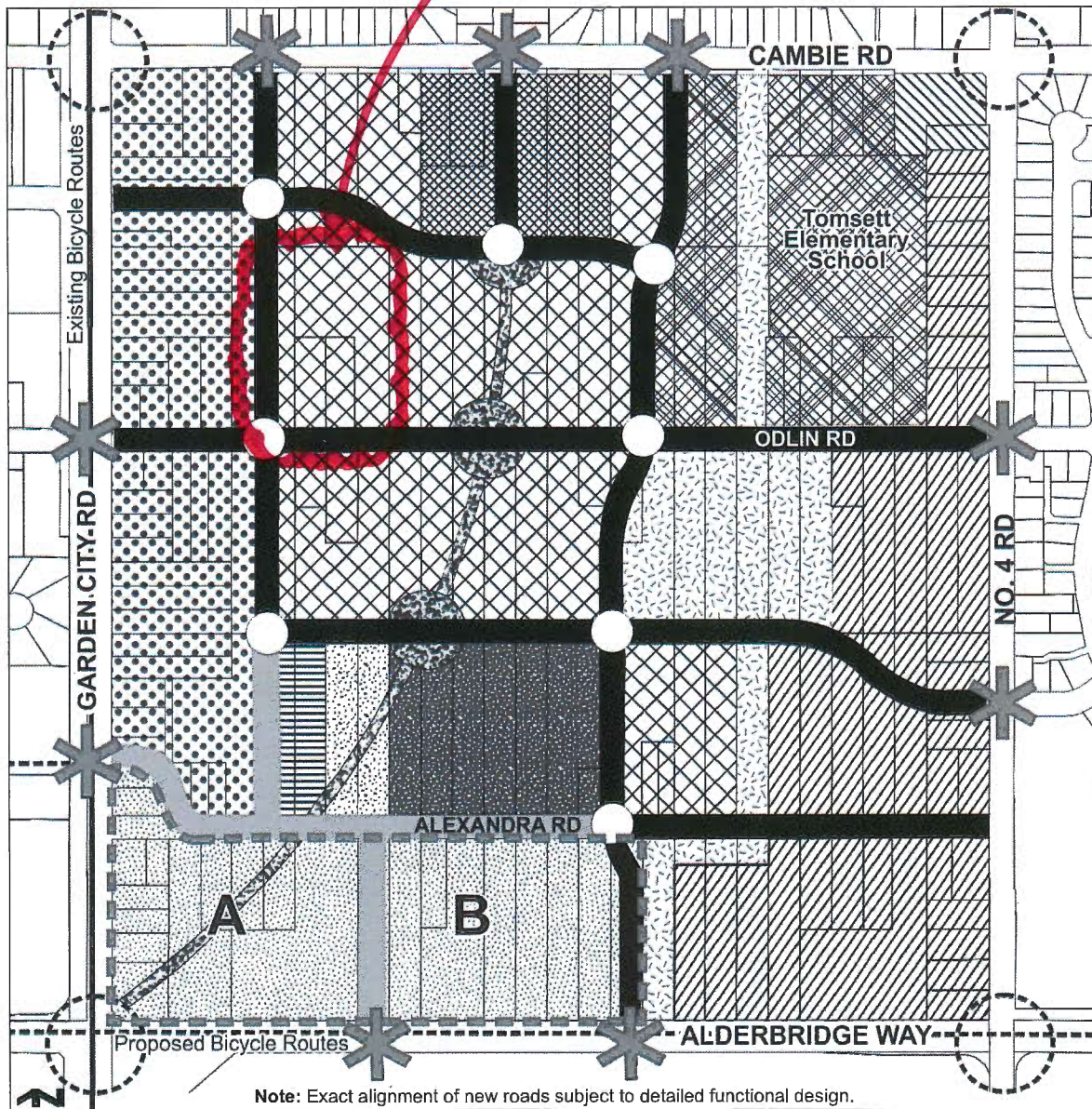
Note: Dimensions are in METRES

Subject Site

City of Richmond

Alexandra Neighbourhood Land Use Map

Bylaw 9121
2015/06/15



Note: Exact alignment of new roads subject to detailed functional design.

Area of No Housing Affected by Aircraft Noise	Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing)
Mixed Use Employment – Residential (Minimum 0.52 FAR Employment space) - base FAR of 0.52 (Maximum 1.8 FAR, subject to Section 8.2.1.)	Residential Mixed Use • a mix of low to medium density residential with low to medium density residential over retail or live/work uses. Max. 1.25 FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).	New Traffic Signals
Convenience Commercial	Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR	Feature Intersections - details to be developed
Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)	Community Institutional	Feature Landmarks in Combination with Traffic Calming Measures
Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).	Park: North Park Way, Central Park, South Park Way	
Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (6-storey maximum).	Alexandra Way (Public Rights of Passage Right-of-way)	
	Proposed Roadways	
	High Street	

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



RAYMOND LETKEMAN
 ARCHITECTS
 220720 Avenue A, Vancouver, B.C. V6Z 2R7
 Tel: 604.278.2277 Fax: 604.278.2277

Copyright. All rights reserved. Reproduction in whole or in part without the written permission of Raymond Letkeman Architects is prohibited. This drawing is the property of Raymond Letkeman Architects and is to be used only for the project and site identified herein. It is not to be used for any other project, site or purpose without the written consent of Raymond Letkeman Architects. All dimensions and conditions are to be taken from the drawings and conditions on the drawings.

Revised for Rezoning & Development Permit
 Rebased for Rezoning & Development Permit
 November 22, 2017

DRAWING LIST:

- ARCHITECTURAL
 - A-0.00 Cover Sheet
 - A-1.01 Development Summary
 - A-1.02 Context Photos
 - A-1.03 Site Plan
 - A-1.04 Site Plan
 - A-1.05 Shadow Study
 - A-2.00 Parking Level Overall Plans
 - A-2.01 Main Floor Overall Plans
 - A-2.02 2nd Floor Overall Plans
 - A-2.03 3rd Floor Overall Plans
 - A-2.04 4th Floor Overall Plans
 - A-2.05 5th Floor Overall Plans
 - A-2.06 6th Floor Overall Plans
 - A-2.07 Main Floor Area Overlay
 - A-2.08 2nd Floor Area Overlay
 - A-2.09 3rd Floor Area Overlay
 - A-2.10 4th Floor Area Overlay
 - A-2.11 5th Floor Area Overlay
 - A-2.12 6th Floor Area Overlay
 - A-3.00 Elevations
 - A-3.01 Elevations
 - A-3.02 Elevations
 - A-3.03 Elevations
 - A-3.04 Bldg A Colour and Material Elevations
 - A-3.05 Bldg B Colour and Material Elevations
 - A-4.00 Sections
 - A-4.01 Sections
 - A-5.00 Unit A Plan
 - A-5.01 Unit B Plan
 - A-5.02 Unit C Plan
 - A-5.03 Unit D Plan
 - A-5.04 Unit E Plan
 - A-5.05 Unit F Plan
- LANDSCAPE
 - L1.0 Overall Landscape Plan
 - L1.1 Landscape Amenity and Precedents
 - L1.2 Play Area Engagement Plan
 - L1.3 Greenway Plan and Section
 - L1.4 Planting Schedule & Parade Entrance Plan
 - L2.0 Plant List & Materials



BERKELEY HOUSE
 REZONING & DEVELOPMENT PERMIT
 SUBMISSION
 NOVEMBER 15, 2017



Berkeley House
 9213 & 9233 Odlin Road
 Richmond, BC

For Polygon

Cover Sheet

November 22, 2017



RAYMOND LETEMAN
 CONSULTANTS, P.L.L.C.
 200-119 Avenue B, Westover, A.C. 19292
 Tel: 484-447-2244 Fax: 484-447-1501

Except as otherwise indicated, the contents of this report are the property of Raymond Leteman Consultants, P.L.L.C. and shall remain the property of Raymond Leteman Consultants, P.L.L.C. until the project is completed. No part of this report may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Raymond Leteman Consultants, P.L.L.C. The user of this report shall be deemed to have accepted the contents of this report as presented and shall be responsible for any errors or omissions.

Revised for Planning & Development Permit
 November 22, 2017

Revised for Reporting & Development Permit
 November 22, 2017

Berkeley House
 Residential Development, 5213, 9233 Odlin Road, Richmond, B.C.

November 22, 2017
 updated

Project Name	Berkeley House Residential Development
Project Address	5213, 9233 Odlin Road, Richmond, B.C.
Project Status	Development Permit Application
Project Owner	Berkeley House Residential Development Ltd.
Project Architect	Raymond Leteman Consultants, P.L.L.C.

Site Area	1,000 sq. ft.
Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.

Site Coverage	15.0%
Site Use	Residential Development
Site Zoning	RS-1
Site Location	5213, 9233 Odlin Road, Richmond, B.C.



Berkeley House
 9233 & 9233 Odlin Road
 Richmond, BC
 For Polygon

Development
 Summary

November 22, 2017



RAYMOND LETKEMAN
ARCHITECTS

200-170 Avenue 55, Vancouver, B.C. V6P 1K7
Tel: 604-271-2129 Fax: 604-271-1811

Copyright. All rights reserved. Reproduction in whole or in part without the written permission of Raymond Letkeman Architects is prohibited. This document is the property of Raymond Letkeman Architects and is intended for the use of the client only. It is not to be distributed, copied, or used for any other purpose without the written permission of Raymond Letkeman Architects.

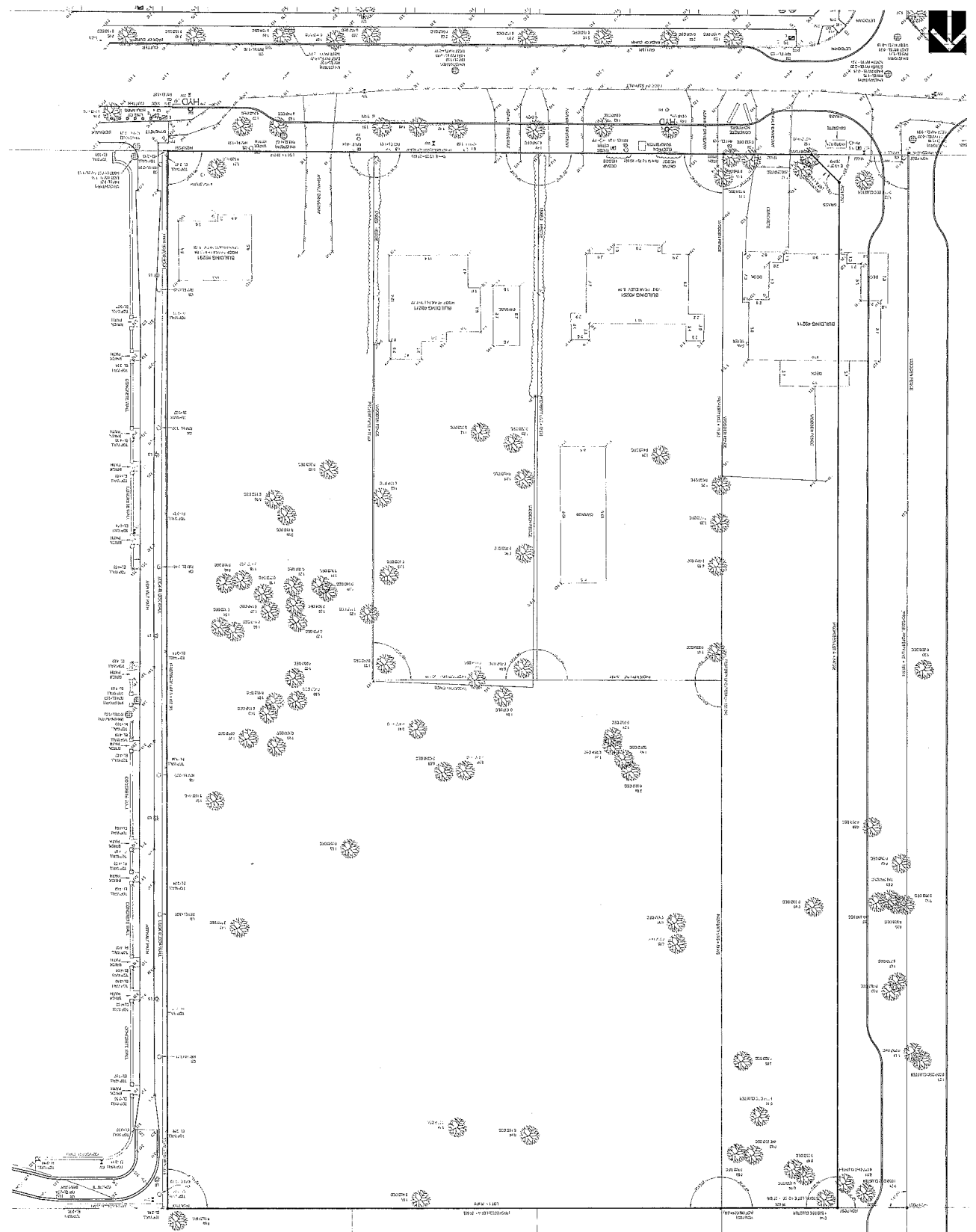
Prepared for: Planning & Development (Permit)
Number: 15-0017
Revised for: Rezoning & Development Plan
November 22, 2017



Berkeley House
9213 & 9229 Odlin Road
Richmond, BC
For Polygon

Context Plan
N.T.S.
November 22, 2017







RAYMOND LETKEMAN
ARCHITECTS

300-570 Avenue St. Vancouver, B.C. V6B 2Y7
Tel: 604 681-2228 Fax: 604 681-2227

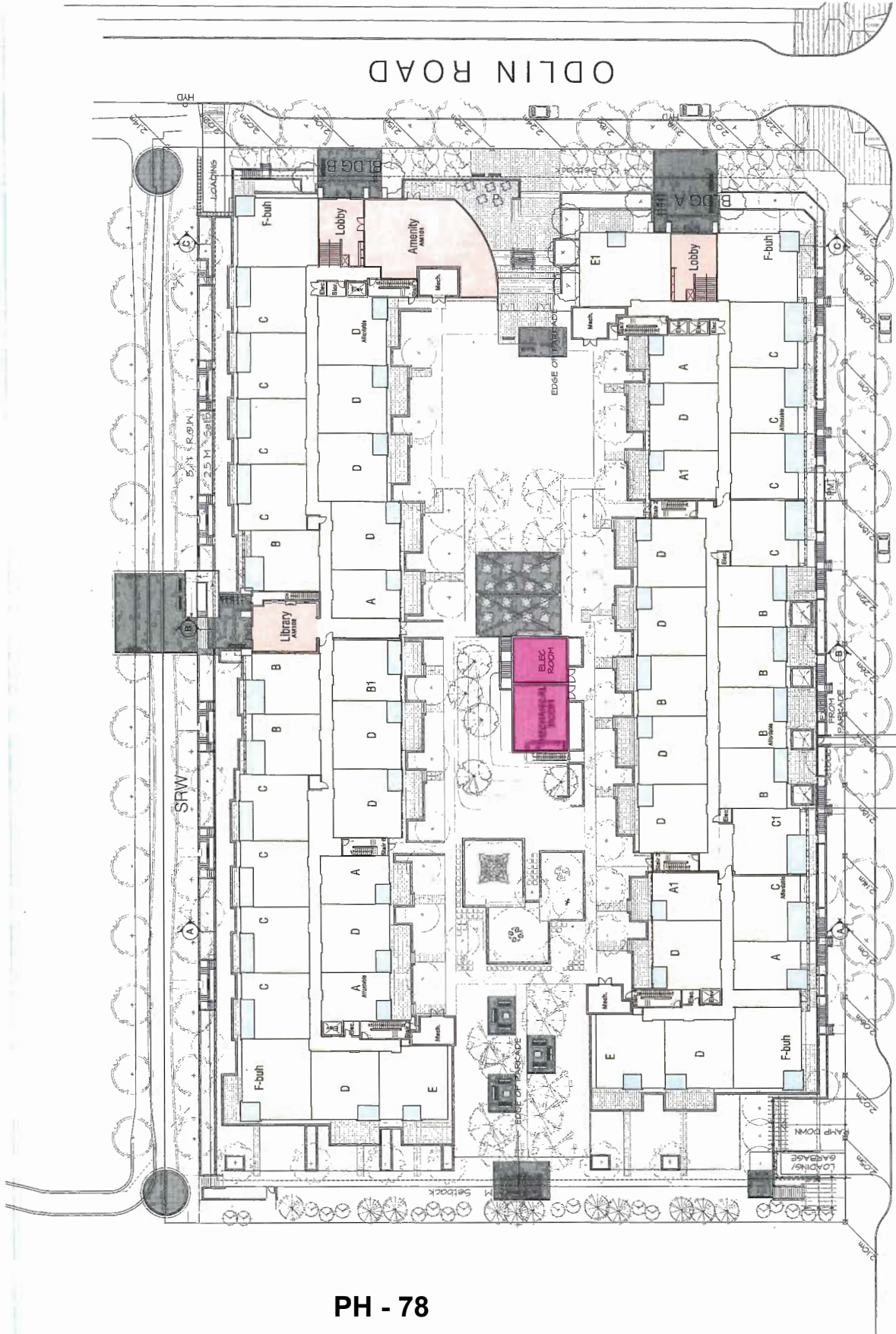
Copyright. All rights reserved. Reproduction in whole or in part is prohibited without the written consent of Raymond Letkeman Architects. This drawing is the property of Raymond Letkeman Architects and is not to be used for any other project without the written consent of Raymond Letkeman Architects. The architect shall not be responsible for any construction or other work that may be undertaken in reliance on this drawing without the written consent of the architect.

Approved for Planning & Development Permit
15-0017
Revised for Planning & Development Permit
November 22, 2017



Berkeley House
9213 & 9203 Odlin Road
Richmond, BC
For Polygon

Site Plan
1" = 20' 0"
November 22, 2017



ODLIN ROAD

DUBBERT STREET

PH - 78



A-1 04



RAYMOND LETKEMAN
ARCHITECTS

2200 31st Street, Suite 200, Virginia Beach, VA 23462

757-464-3331 Fax: 757-464-3321

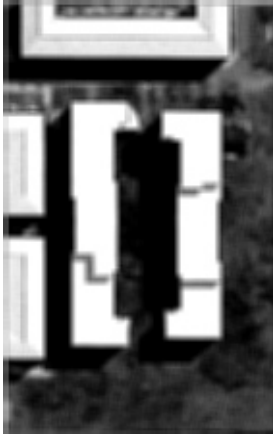
Copyright © 2017 Raymond Letkeman Architects. All rights reserved. This document is the property of Raymond Letkeman Architects. It is to be used only for the project and location specified. No part of this document may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Raymond Letkeman Architects.

Revised for Rezoning & Development Permit

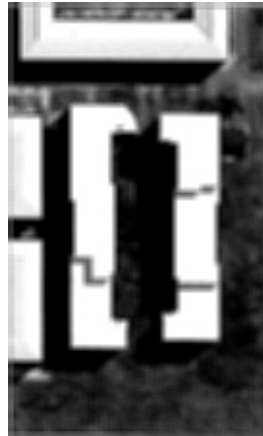
November 15, 2017

Revised for Rezoning & Development Permit

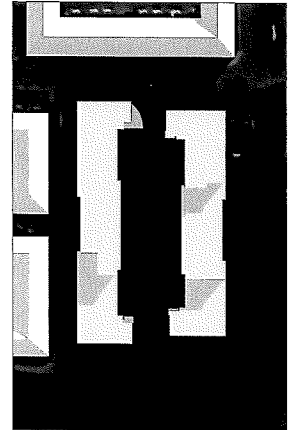
November 22, 2017



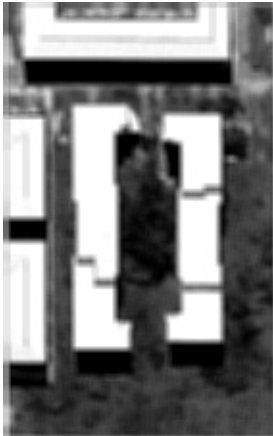
March 21, 3PM



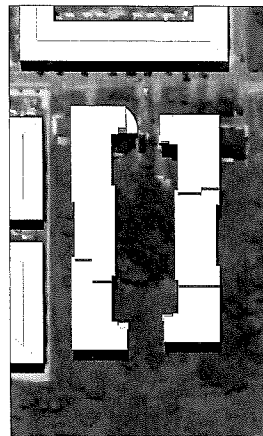
June 21, 3PM



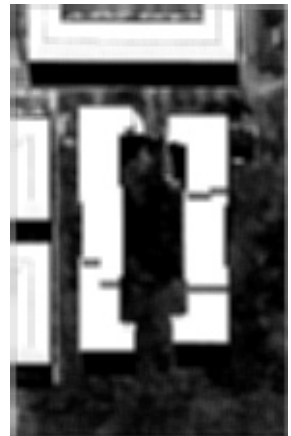
December 21, 3PM



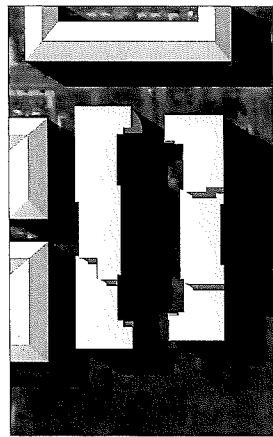
March 21, 12PM



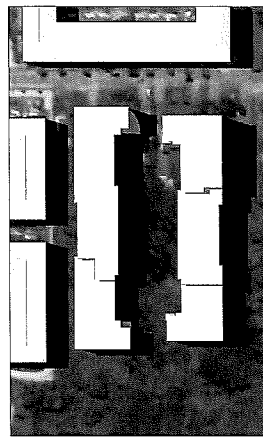
June 21, 12PM



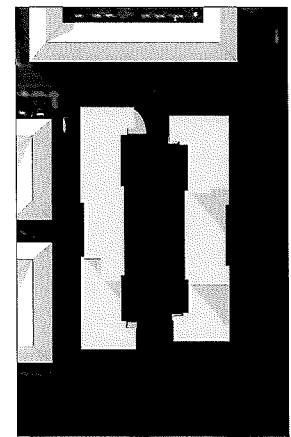
December 21, 12PM



March 21, 9AM



June 21, 9AM



December 21, 9AM



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Shadow Study

NIS
November 22, 2017



Shadow Study

A-1 05



RAYMOND LETKEMAN
 ARCHITECTS
 242-232-1000
 1000 N. 10th St., Suite 200, Raleigh, NC 27601

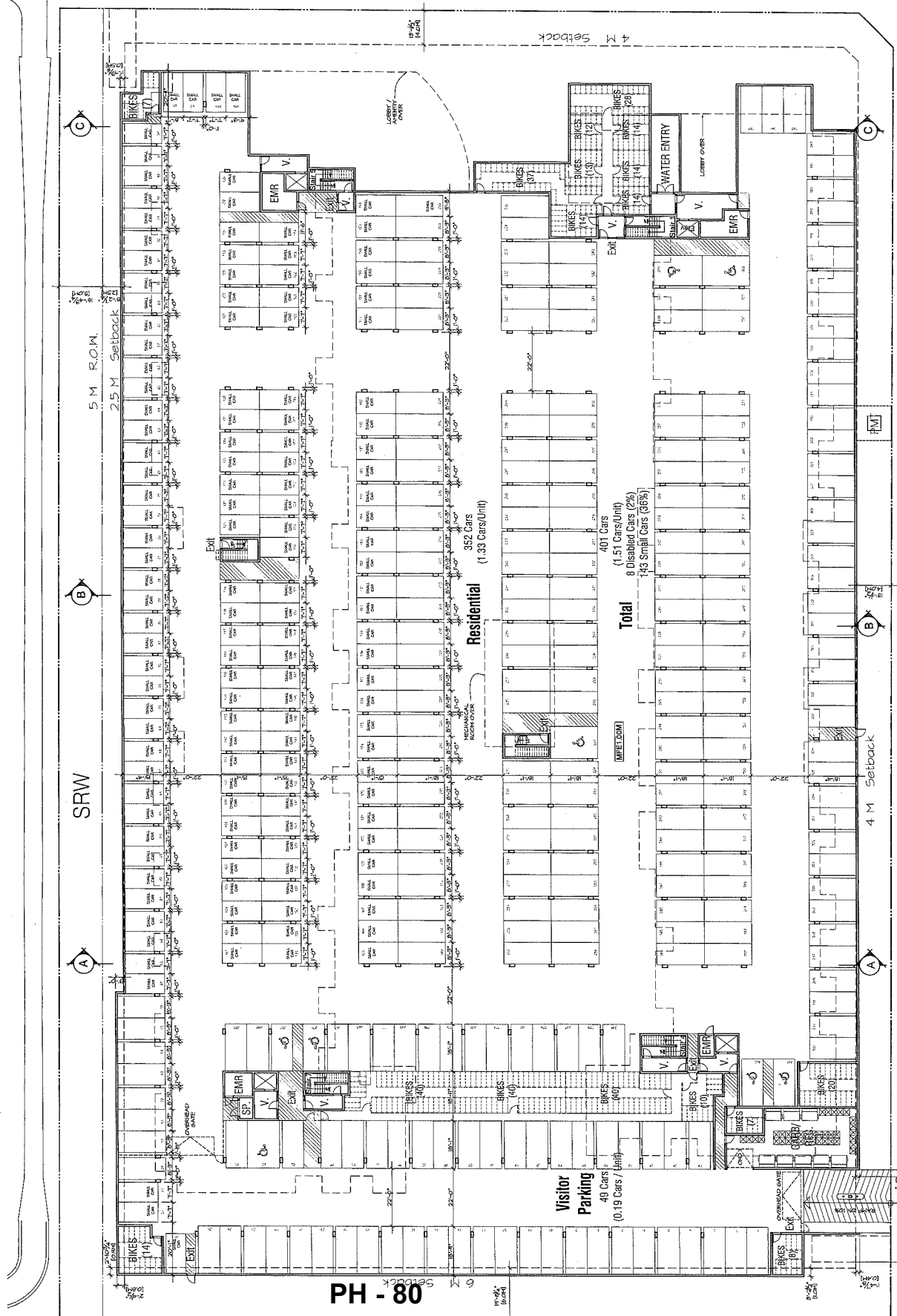
Copyright © 2017 Raymond Letkeman Architects, LLC. All rights reserved.
 This drawing is the property of Raymond Letkeman Architects, LLC. No part of this drawing may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Raymond Letkeman Architects, LLC. The user of this drawing is responsible for the accuracy and completeness of the information and for the results of any use of this drawing.

Revised: November 22, 2017
 Prepared for: Planning & Development Permit
 Submitted: U.S. 2017
 Prepared for: Planning & Development Permit
 November 22, 2017



Berkeley House
 2013 & 2028 Orlin Road
 Richmond, BC
 For: Polygon

Overall Parking Plan
 UPR - 1307
 November 22, 2017



PH - 80



A-2 00



RAYMOND LETKEMAN
ARCHITECTS

200 600 Avenue G, Vancouver, B.C. V6K 3P7
Tel: 604.687.2333 Fax: 604.687.2337

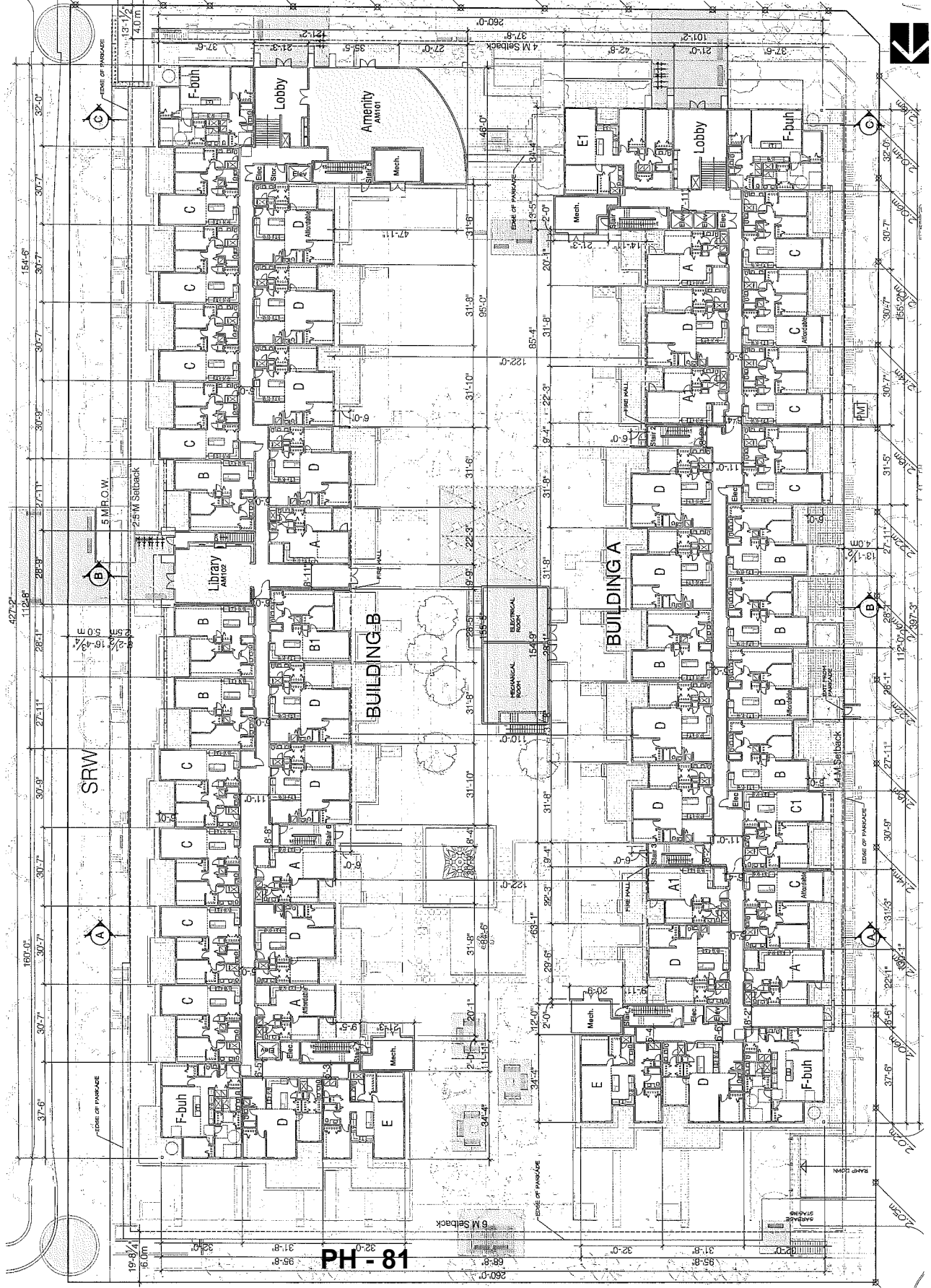
Prepared for: Planning & Development Permit
November 18, 2017
Revised for Planning & Development Permit
November 22, 2017

Copyright: All rights reserved. Permission to copy or reproduce this drawing is granted only for the specific project and site shown. No other use, reproduction, or distribution is permitted without the written consent of Raymond Letkeman Architects. All drawings are subject to the terms and conditions of the contract and any amendments thereto. The drawings are prepared for the use of the client and are not to be used for any other purpose without the written consent of Raymond Letkeman Architects.



Berkeley House
8213 & 8233 Odlin Road
Richmond, BC
For Polygon

Overall Main Floor Plan
1102 - 1107
November 22, 2017



PH - 81



A-2 01



RAYMOND LEIKEMAN
ARCHITECTS, INC.
1000 WEST 10TH AVENUE, SUITE 200
DENVER, CO 80202

These drawings were prepared by the undersigned architect in accordance with the provisions of the Colorado Revised Statutes, Title 12, Article 101, and the rules and regulations of the State Board of Architecture, and the undersigned architect is not responsible for the accuracy of the information provided by the client or other sources. The undersigned architect is not responsible for the accuracy of the information provided by the client or other sources. The undersigned architect is not responsible for the accuracy of the information provided by the client or other sources.

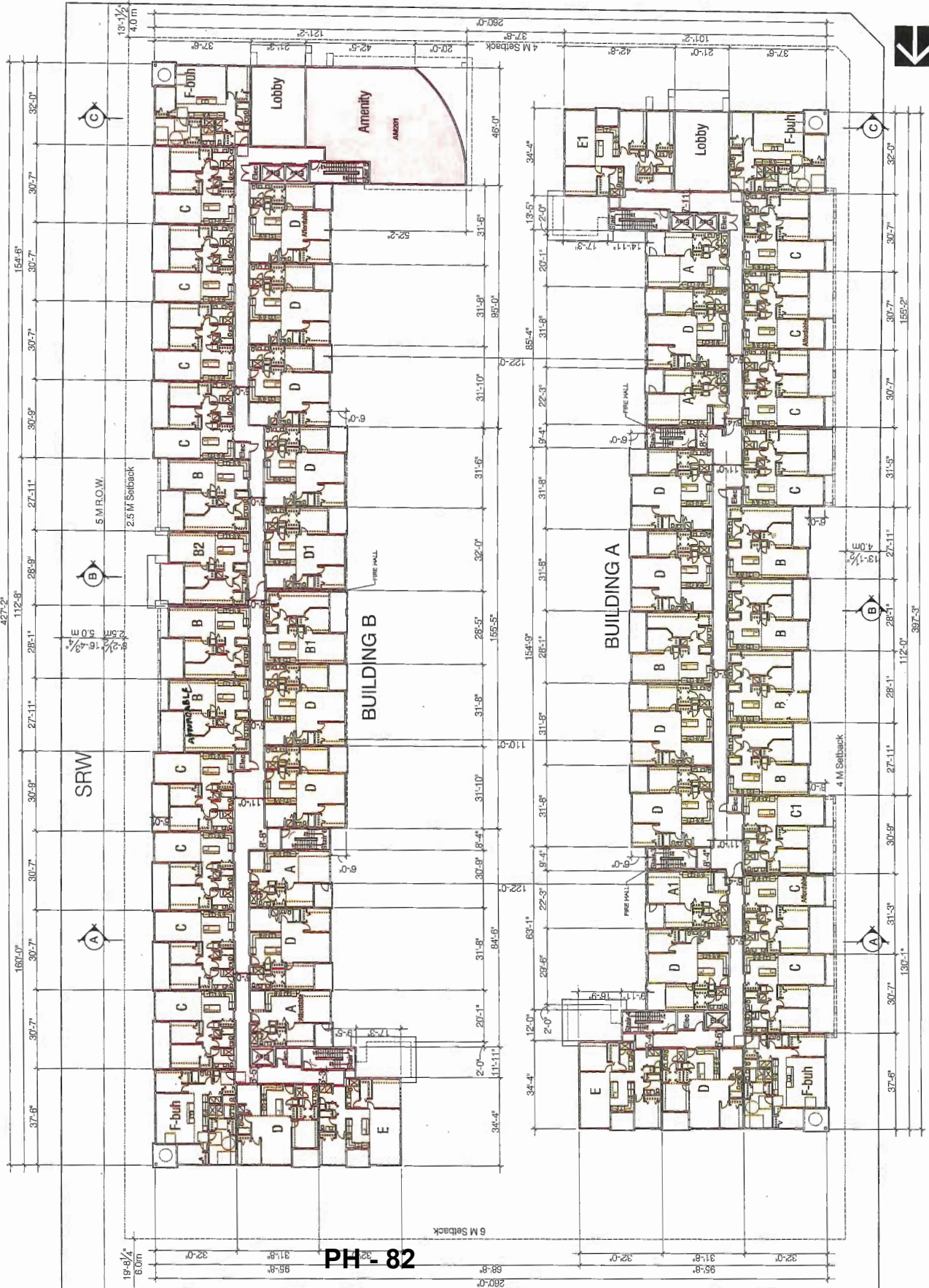
Prepared for Planning & Development Permit
November 15, 2017
Revised for Planning & Development Permit
November 22, 2017



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Overall
Level 2 Plan
1/8" = 1'-0"
November 22, 2017

A-2.02



PH - 82



RAYMOND LEIKEMAN
architects inc.
100-10333 101st Ave. S.W., Unit 100
Richmond, BC V6V 2G9

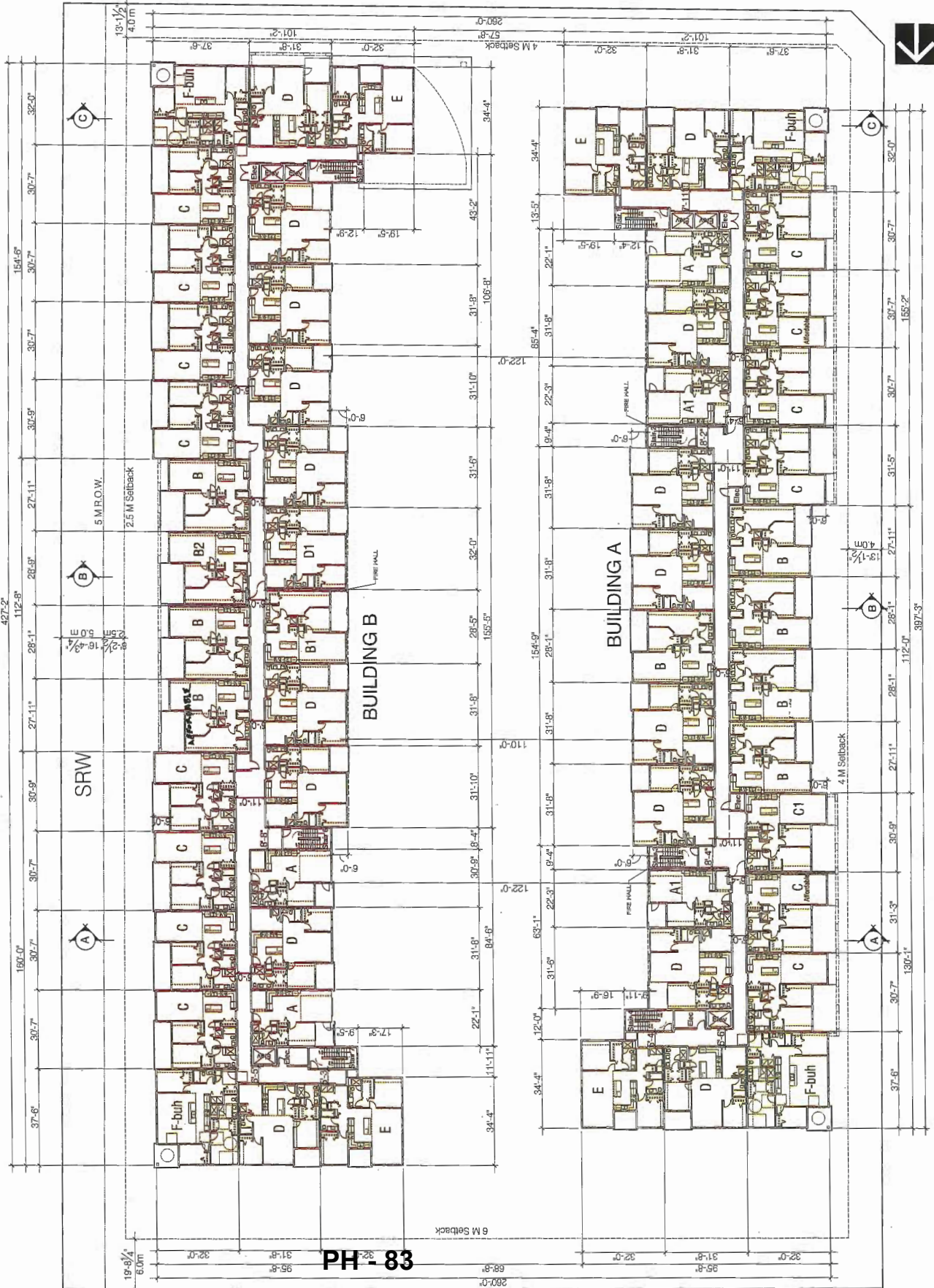
Subject: Berkeley House
Project No: 2007-001
This drawing is a preliminary drawing and is not to be used for construction or other purposes without the written consent of the architect. The architect shall not be responsible for any errors or omissions in this drawing or any drawings prepared hereunder. The architect shall not be responsible for any delays or interruptions in the construction of the project. The architect shall not be responsible for any costs or expenses incurred by the client in connection with the project.

Issued for Planning & Development Permit
November 15, 2017
Revised for Planning & Development Permit
November 15, 2017
November 22, 2017



Berkeley House
8213 & 8233 Odlin Road
Richmond, BC
For Polygon

Overall
Level 3 Plan
1/8" = 1'-0"
November 25, 2017



PH - 83



A-2.03



RAYMOND LIRKEMAN
 ARCHITECT
 82203 Irene E. Wainwright, R.C. 42907
 141.541.347 FAX 141.541.1411

Owner: All rights reserved. Reproduction or use for any other project without the written consent of Raymond Lirkeman is prohibited. This drawing is the property of Raymond Lirkeman and shall remain the property of Raymond Lirkeman. No part of this drawing shall be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Raymond Lirkeman.

Project:
 Board for Planning & Development Permit
 Robinson for Planning & Development Permit
 November 22, 2017

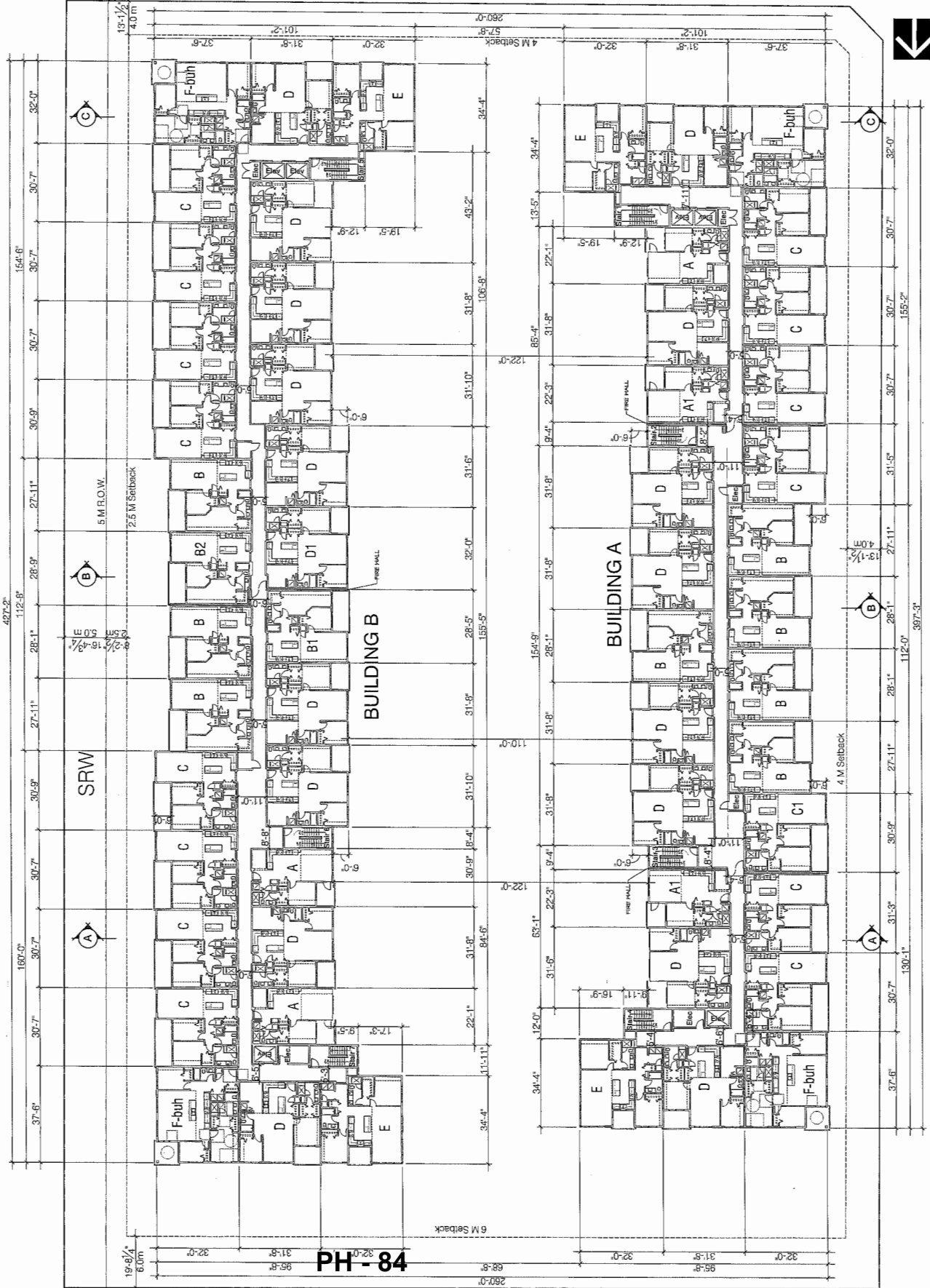


Berkeley House
 8213 & 8233 Collin Road
 Richmond, BC
 For Polygon

**Overall
 Level 4 Plan**

MAP-157
 November 22, 2017

A-2 04



PH-84



RAYMOND LEIKEMAN
 2000 S. 11th Street, Suite 100
 Vancouver, BC V6Z 1Y1
 Tel: 604-275-3337 Fax: 604-275-3331

Original of this record must be retained and made available for inspection by the public for a period of 10 years after the date of the final approval of the record. This record is for informational purposes only and does not constitute a contract. The user of this record is advised that the user should verify the accuracy of the information contained herein before relying on it for any purpose. The user of this record is advised that the user should verify the accuracy of the information contained herein before relying on it for any purpose.

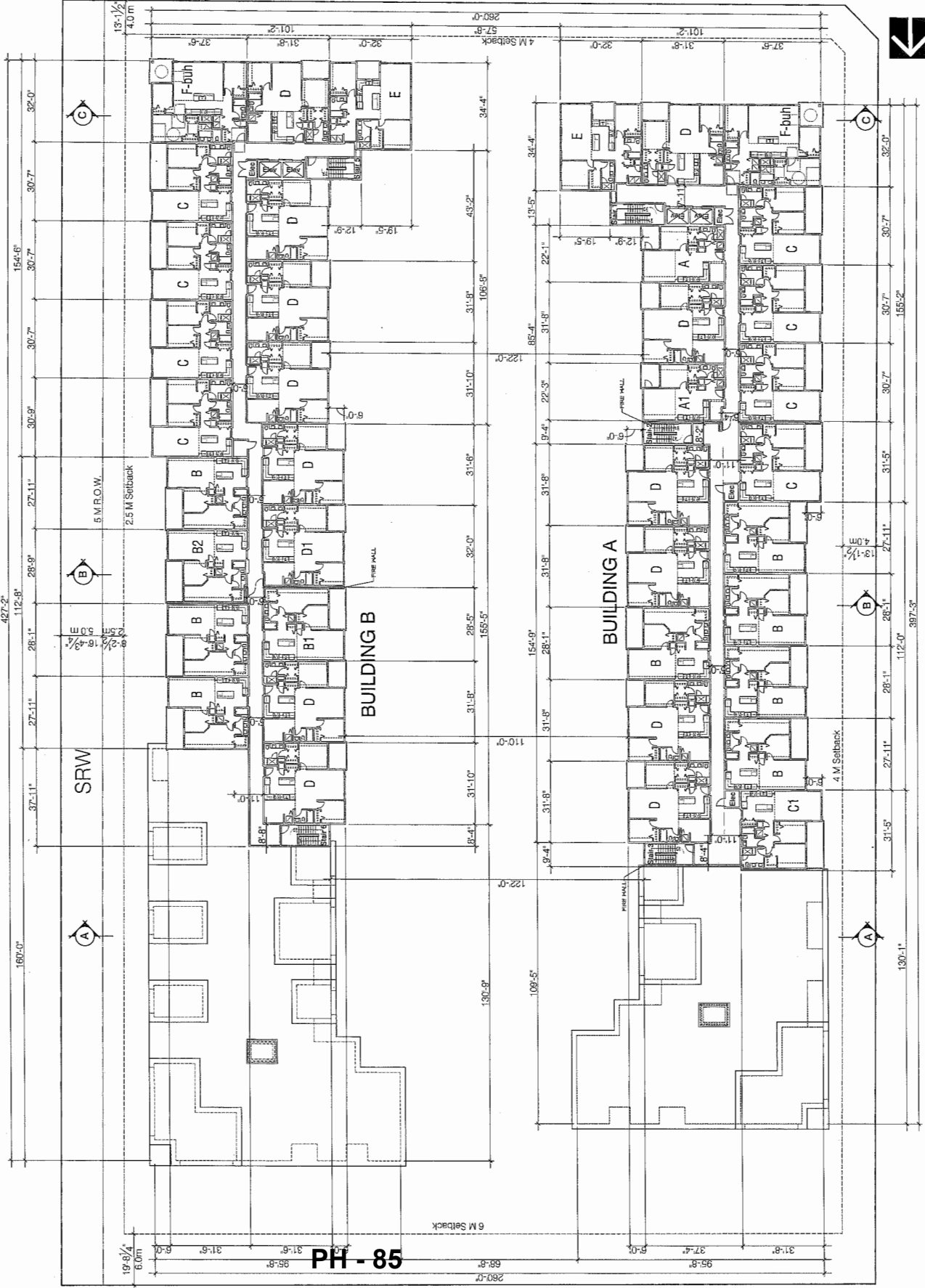
Revised
 Issued for Planning & Development Permit
 November 16, 2017
 Issued for Planning & Development Form
 November 22, 2017



Berkeley House
 8213 & 8233 Odlin Road
 Richmond, BC
 For Polygon

**Overall
 Level 5 Plan**
 1/16" = 1/8"
 November 22, 2017

A-2 05



PH - 85



RAYMOND LETKEMAN
ARCHITECTS

200-012 Street, St. Vincent, A.C. 94807
Tel: 510.537.7222 Fax: 510.537.4511

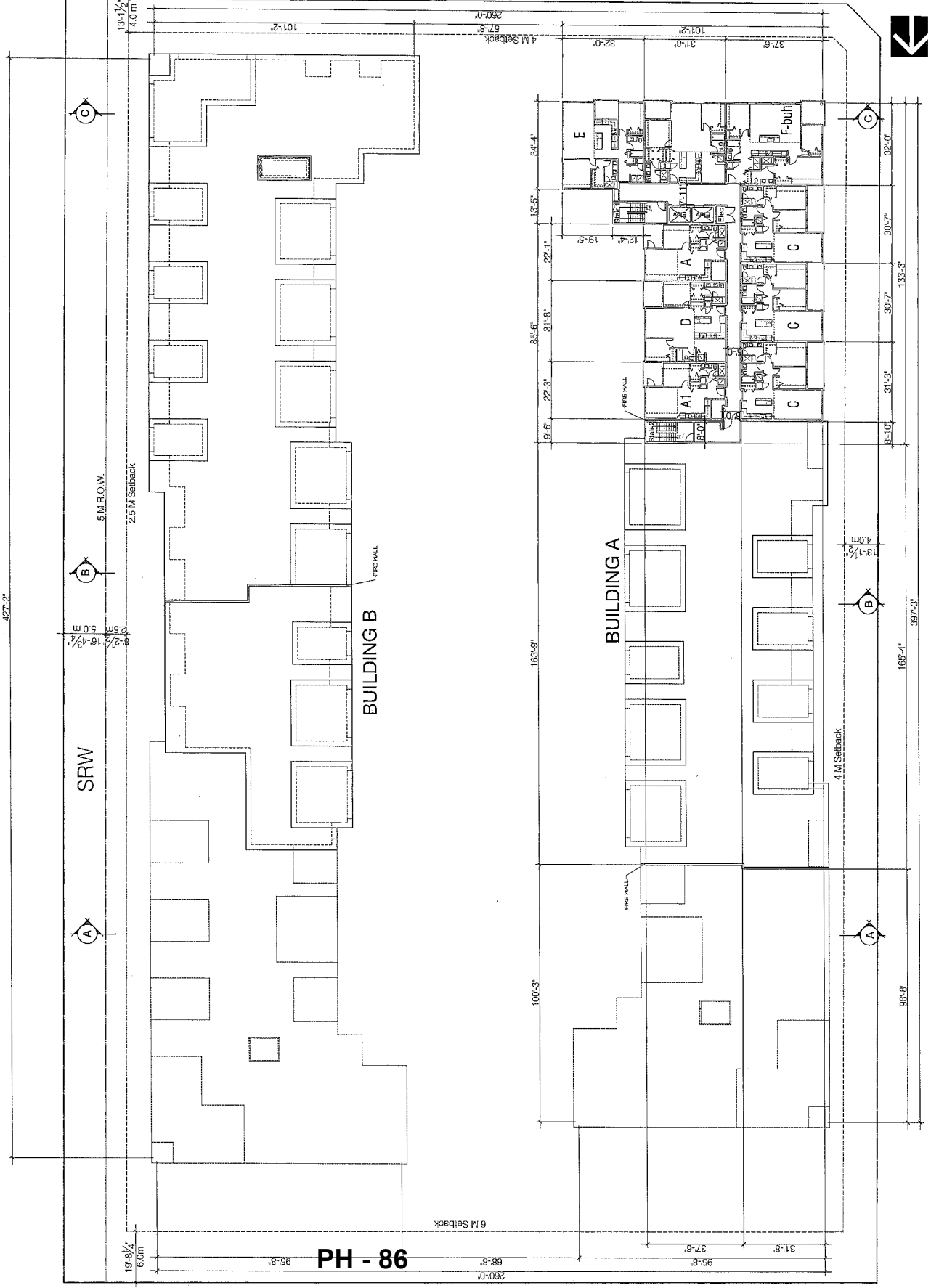
Approved: All rights reserved. Reproduction in whole or in part without the written permission of Raymond Letkeman Architects is prohibited. This drawing is the property of Raymond Letkeman Architects and shall remain confidential. No part of this drawing may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system without the prior written permission of Raymond Letkeman Architects.

Revision:
1. Revisions for Planning & Development Permit
November 15, 2017
2. Revised for Planning & Development Permit
November 22, 2017

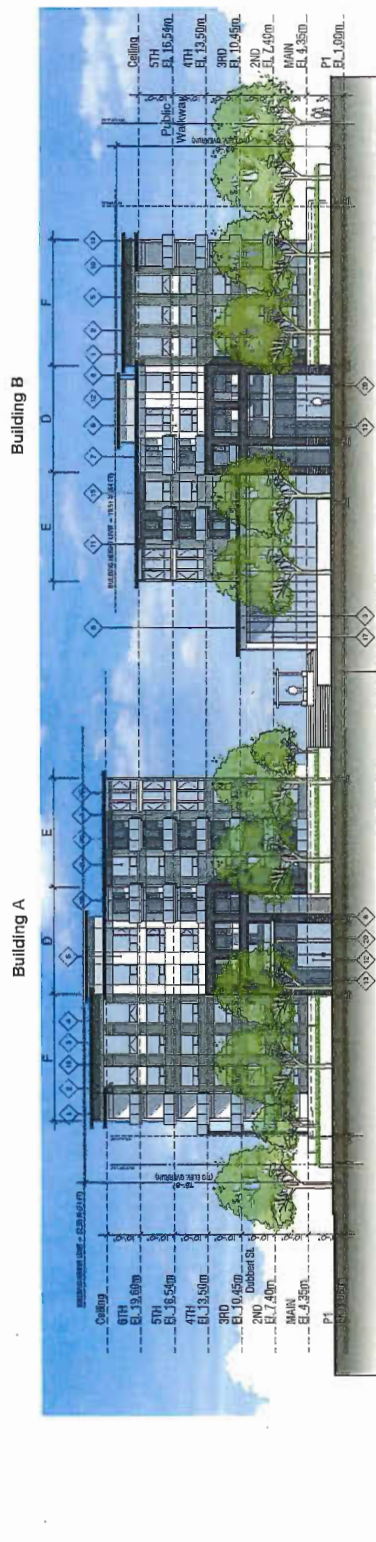


Berkeley House
9213 & 9243 Odlin Road
Richmond, BC
For Polygon

Overall Level 6 Plan
11/22 - 11/22
November 22, 2017



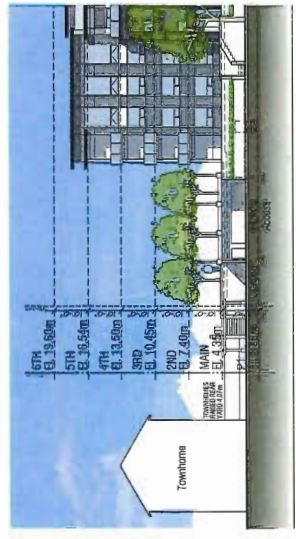
A-2 06



Ocdin Street (South) Elevation



Dubbett Street (West) Elevation -- Building A



Partial West Elevation
 Adjacent Site Conditions

Material Legend

1	Roof	8-1/2" GBC Insulation covered with Copper, 1/2" Insulation	17	Finishing	Pre-finished Aluminum cladding
2	Roof Flashing & Coping	Handmade Slate Coping	18	Lobby Doors	Anodized Aluminum cladding
3	Roof Soffit	Handmade Slate Coping	19	Lobby Windows	Stainless Steel, 304, 1/2" x 1/2" x 1/2"
4	Exterior Walls	Handmade Slate Coping	20	Balcony Doors & Windows	Stainless Steel, 304, 1/2" x 1/2" x 1/2"
5	Exterior Walls	Handmade Slate Coping	21	Balcony Doors & Windows	Wood, finished to match exterior cladding
6	Exterior Walls	Handmade Slate Coping	22	Balcony Doors & Windows	Wood, finished to match exterior cladding
7	Exterior Walls	Handmade Slate Coping	23	Balcony Doors & Windows	Wood, finished to match exterior cladding
8	Exterior Walls	Handmade Slate Coping	24	Balcony Doors & Windows	Wood, finished to match exterior cladding
9	Windows	Handmade Slate Coping	25	Balcony Doors & Windows	Wood, finished to match exterior cladding
10	Ground Floor	Handmade Slate Coping	26	Balcony Doors & Windows	Wood, finished to match exterior cladding



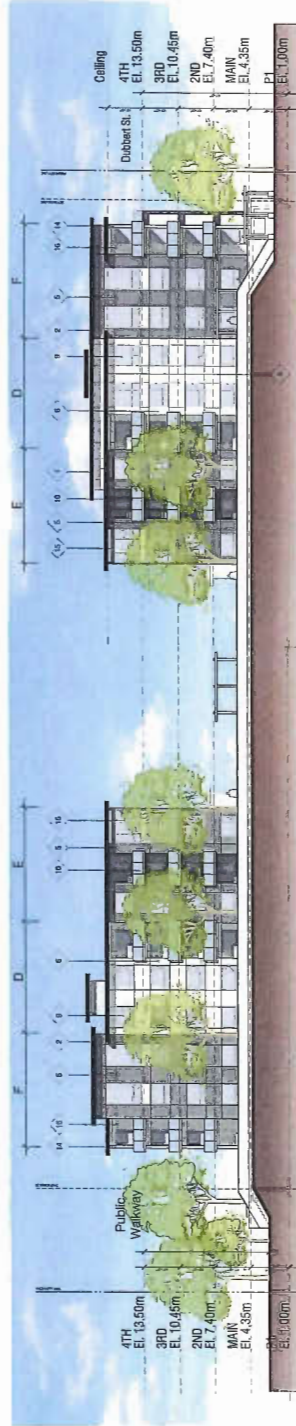
RAYMOND LEIKEMAN
ARCHITECTS
100-1001 15th Street, Suite 100
Vancouver, BC V6P 1M1

Client: For Planning & Development Permit
November 15, 2017
November 22, 2017

Issue: For Planning & Development Permit
November 15, 2017
November 22, 2017

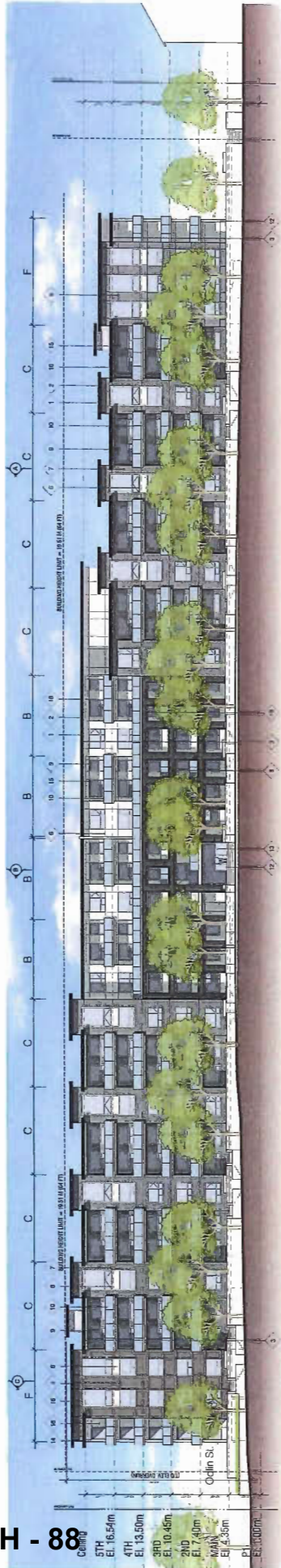
Building A

Building B



North Elevation

PH - 88



Pedestrian Pathway (East) Elevation ~ Building B



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Elevations

1/16" = 1'-0"
November 22, 2017

Material Legend

- | | | | | | |
|----|--------------------------|---|----|------------------------|--|
| 1 | Roof: | 2-ply GBC Membrane covered with Copalast, Grey | 11 | Finishing: | Pre-finished Aluminum
Color to match exterior cladding |
| 2 | Roof/Facades & Canopies: | Roof/Facades: Concrete Board
Hardsi Fibre Concrete Board Gable, Black (M 7132-U)
Huron White BM CC-07 | 12 | Lobby Doors: | Pre-finished Aluminum, Panels
Browall Profile, Smooth Finish, 4" recess
Stretcher, Double Glazed, Aluminum Frame |
| 3 | Roof Soffits: | Hardsi Fibre Concrete Board Gable, Black (M 7132-U)
Huron White BM CC-07 | 13 | Lobby Windows: | Stretcher, Double Glazed, Aluminum Frame
Accession Finish |
| 4 | Exterior Walls: | Huron White BM CC-07
Huron White BM CC-07
Copalast Grey, BM MC-103 | 14 | Balcony Posts & Beams: | Wood, Painted to match exterior cladding |
| 5 | Exterior Walls: | Hardsi Fibre Concrete Board Gable, Black (M 7132-U)
Huron White BM CC-07 | 15 | Zone: | Wood, Painted to match exterior cladding |
| 6 | Exterior Walls: | Huron White BM CC-07
Huron White BM CC-07 | 16 | Balcony Door: | Wood, Painted to match exterior cladding |
| 7 | Exterior Walls: | Huron White BM CC-07
Huron White BM CC-07 | 17 | Glazed Curbside Wall: | Wood, Painted to match exterior cladding
on Steel Structure |
| 8 | Exterior Walls: | Huron White BM CC-07
Huron White BM CC-07 | 18 | Garage & PNL: | Pre-finished Aluminum, Color: Black,
Huron White BM CC-07
Color to match black |
| 9 | Windows: | Low-E Double Glazed, 1" Spig Frames
Stanchion White | 19 | Concrete Curbage: | Color: Medium & Light
Color to match black |
| 10 | Guard Rail: | Aluminum Frame w/ Tempered Glass Panels
Grey Colour | 20 | Entry Canopies: | Steel Fabric Primed, Painted Black
Safety Glass Canopy Panels, Laminated Finish |

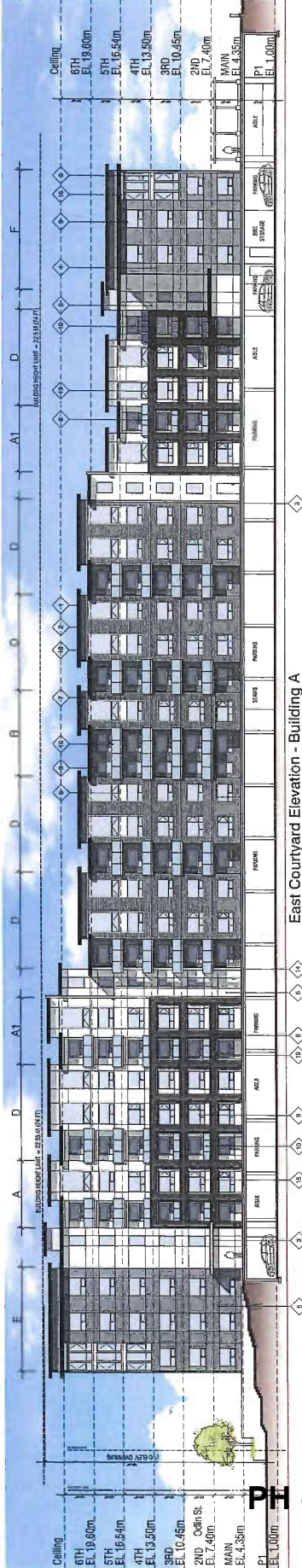
A-3 01



RAYMOND LECKMAN
ARCHITECTS
280-575-1000, 21, Vancouver, B.C. V6Z 2W7
16, 601 - 487 - 2557, 1st Fl., 100 - 1111

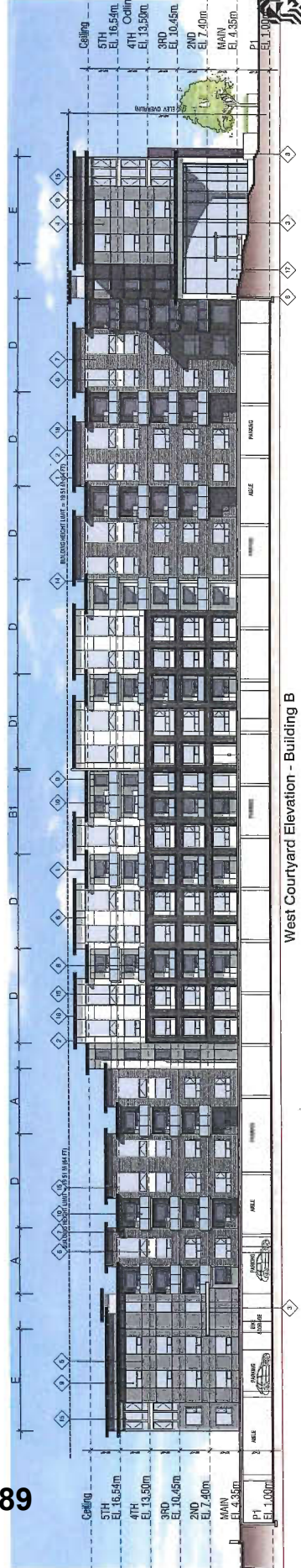
Copyright © 2017 Raymond Leckman Architects
This drawing is the property of Raymond Leckman Architects and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Raymond Leckman Architects. All rights reserved.

Approved for Rezoning & Development Permit
Revised for Rezoning & Development Permit
November 22, 2017



East Courtyard Elevation - Building A

PH - 89



West Courtyard Elevation - Building B

Berkeley House
9213 & 9233 Cadlin Road
Richmond, BC
For Polygon

Elevations
1/16" = 1" = 1/8"
November 22, 2017

A-302

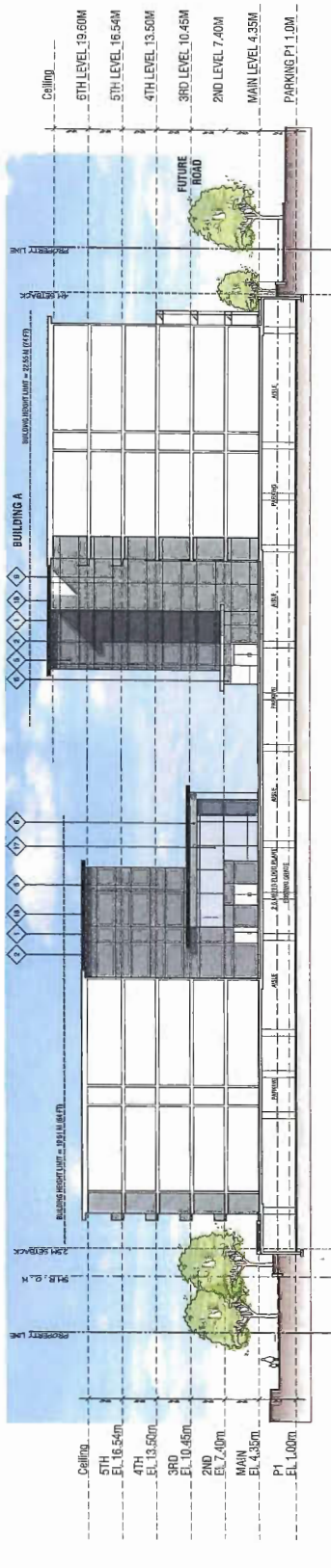


RAYMOND LETKEMAN

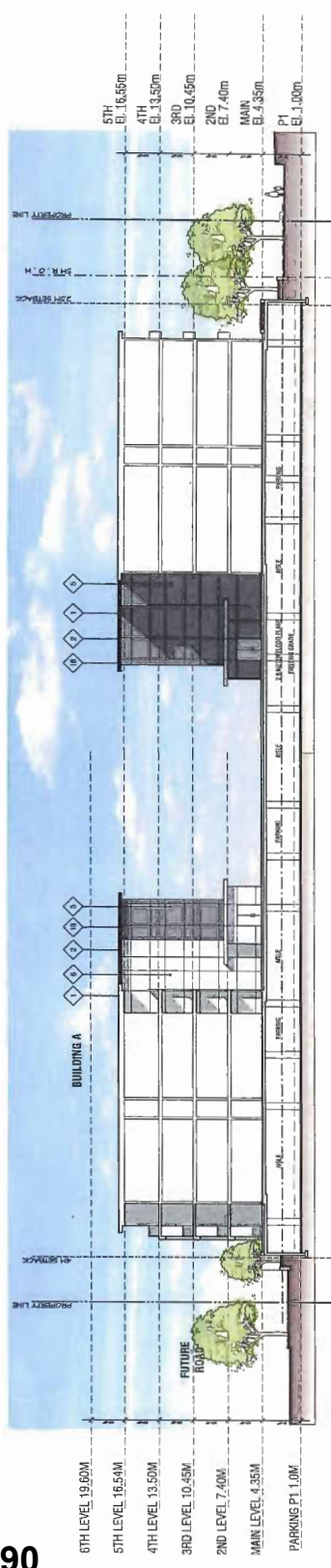
MEP/Electrical/Plumbing
14150 141st Street, Richmond, B.C. V6V 2K9
Tel: (604) 273-3339 Fax: (604) 273-3833

Consent: All rights reserved. No reproduction or translation in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, is permitted without the prior written permission of the author. This document is the property of Raymond Letkeman and is loaned to the client for their use only. It is not to be distributed to other parties without the written consent of Raymond Letkeman.

Issued for Permitting & Development Permit
November 15, 2017
Revised for Permitting & Development Permit
November 22, 2017



PH - 90



Material Legend

1	Roof:	2.4x4.800 Membrane covered with Copolyester.	11	Finishing:	Pre-finished Aluminum Color to match exterior cladding
2	Roof Fasciae & Cornices:	Hardie Panel Cement Board.	12	Lobby Doors:	Anodized Frames w/ Tempered Glass Panels
3	Roof Soffit:	Heron White BM CC-57	13	Lobby Windows:	Standard, Double Glazed, Aluminum Frame Anodized Finish
4	Exterior Walls:	Hardie Board Panel System Copoly Ester, 6M HC-103	14	Balcony Posts & Beams:	Wood, Painted to match exterior cladding
5	Exterior Walls:	Hardie Board Panel System Anodized Grey, BM CC-548	15	Windows, Doors, Cornice:	Wood, Painted to match exterior cladding
6	Exterior Walls:	Heron White BM HC-57	16	Balcony Door:	Wood, Painted to match exterior cladding
7	Exterior Walls:	Hardie Board Panel System Smooth, Anodized Grey	17	Glazed Curb Wall:	Glazed Color to match exterior cladding on Steel Structure
8	Exterior Walls:	Black, Dark Iron Soffit, Smooth Veneer 18 Brick and Tile	18	Guard Rail:	Pre-finished Aluminum, Galvalume, Black, RMT. Color to match exterior cladding
9	Windows:	Standard White Glazed, Vinyl Frames	19	Cornices, Copings:	Pre-finished Aluminum, Galvalume, Black, RMT. Color to match exterior cladding
10	Guardrail:	Aluminum Frame w/ Tempered Glass Panels Grey Glass	20	Entry Canopies:	Steel Fabric Finned, Polished Black, Safety Glass Canopy Panels, Sarchblast Finish

Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Elevations
TYPE - A-3
November 22, 2017

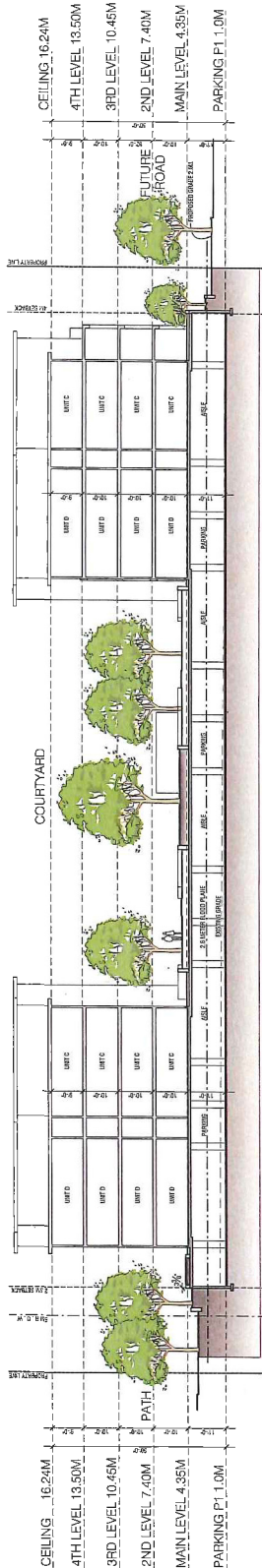
A-3 03



RAYMOND LEKEWMAN
 200 E. 10th St., Savannah, GA 31401
 Tel: 912.437.3337 Fax: 912.437.3811

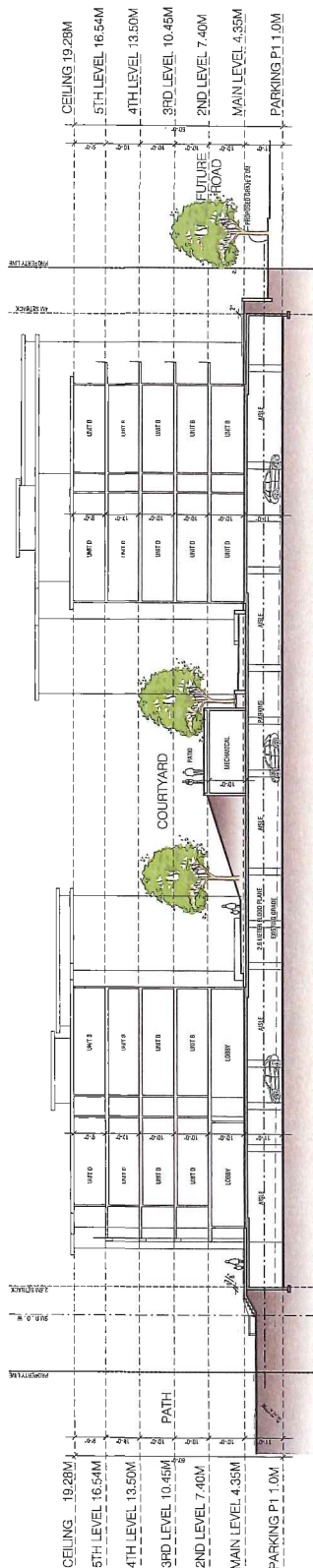
Copyright Architectural Reproduction which is not to be used for any other project without the express written consent of Raymond LeKewman. This drawing is the property of Raymond LeKewman and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of Raymond LeKewman.

Revised for Rezoning & Development Permit
 Rechecked for Accuracy & Development Permit
 November 22, 2017

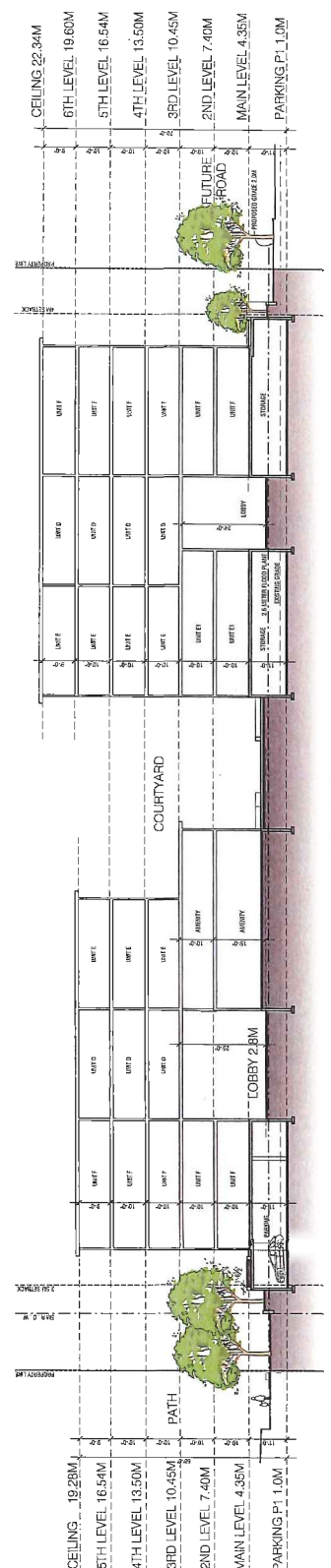


SECTION A

PH - 91



SECTION B



SECTION C



Berkeley House
 8213 & 8235 Colvin Road
 Richmond, GA
 For Polygon

Site Sections
 LWF - 1.01
 November 22, 2017

A-4 00



RAYMOND LEIKEMAN
ARCHITECTS

1000 WEST 10TH AVENUE
VANCOUVER, BC V6H 3K7
TEL: 604-681-3379 FAX: 604-681-3331

Client: Matrix Residential Development Ltd.
Project: Berkeley House
This drawing is a technical drawing of a building section. It is not a photograph and should not be used for any other purpose without the written permission of the architect. The architect is not responsible for any errors or omissions in this drawing. The architect is not responsible for any construction or other work done in accordance with this drawing.

Revised: 11/22/2017
Revised for Planning & Development Permit: November 15, 2017
Revised for Construction & Development Form: November 22, 2017

Revised: 11/22/2017
Revised for Planning & Development Permit: November 15, 2017
Revised for Construction & Development Form: November 22, 2017

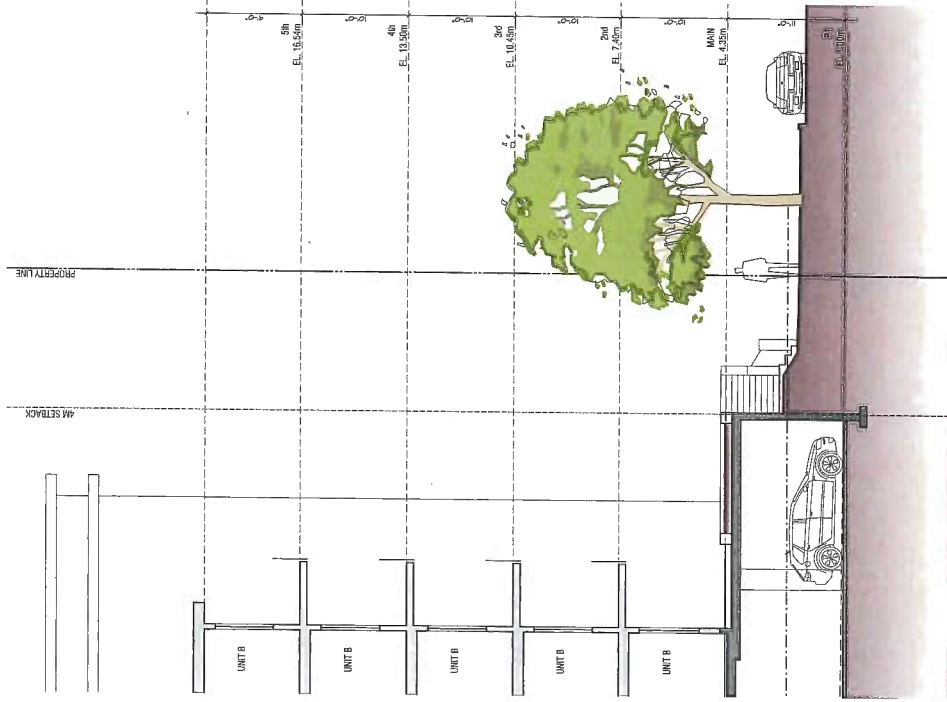


Berkeley House
9213 & 9235 Odlin Road
Richmond, BC
For Polygon

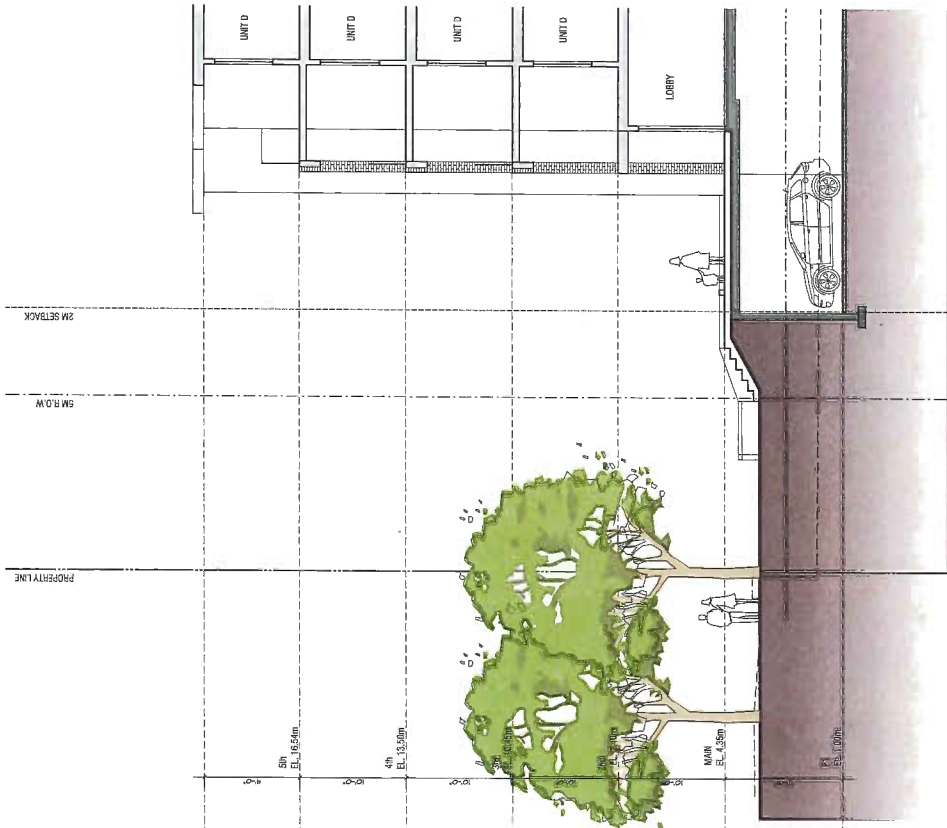
Building Sections
Edge Treatment

3/16" = 1'-0"
November 22, 2017

A-A 01



Wall Section at Dubbert Rd.



Wall Section at Path

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION, DEPTH, AND BEHAVIOR OF UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERMITS OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.



2 GREENWAY PLAN
SCALE: 1:50

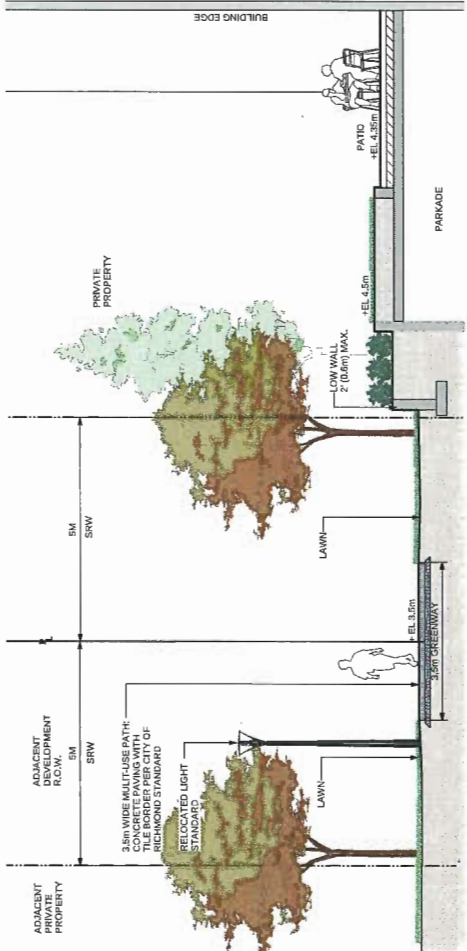
REVISIONS	
1	ISSUED FOR REVISION AND DP 17-21-20
2	ISSUED FOR REVIEW 17-21-20

Berkley House

Richmond, British Columbia	Scale:	VARIABLES
	Drawn:	MR/DS
	Reviewed:	DS
	Project No.:	06-556

GREENWAY PLAN AND SECTION

L1.3



B GREENWAY SECTION TYP.
SCALE: 1:50



RZ 17-778596

Attachment 4

Address: 9211/9251/9271/9291 Odlin Road

Applicant: Polygon Development 302 Ltd.

Planning Area(s): West Cambie – Alexandra Neighbourhood (Schedule 2.11 A)

	Existing	Proposed
Owner:	Polygon Development 302 Ltd.	Same
Site Size (m²):	16,210.08 m ²	14,699.96 m ² (158,229 ft ²) after road dedications
Land Uses:	Residential	Same
OCP Designation:	Apartment Residential (Apt)	Same
Area Plan Designation:	Residential Area 1. Townhouse, low-rise apartments. Max 1.7 FAR with affordable housing plus up to 0.1 FAR for amenity.	Stepped 4, 5 and 6 storey apartments with affordable housing plus amenity areas. 1.73 FAR
Zoning:	Single Detached (RS1/F)	"Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)"
Number of Units:	Two vacant lots. Two lots with Single Detached dwellings.	265 apartment residences
Noise Exposure Forecast	Area 2 High Aircraft Noise Area	Same – restrictive covenants and acoustic reports required. Noise mitigation required.
Alexandra District Energy Utility	Connection to Alexandra District Energy Utility Required	Same
Flood Construction Level	2.6 (West Cambie)	Same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 1.7 FAR with affordable housing plus up to 0.1 FAR for amenity.	Stepped 4, 5 and 6 storey apartments with affordable housing plus amenity areas. 1.73 FAR	None permitted
Buildable Net Floor Area (m ²):*	Max. 25,467.07 m ² (274,125.30 ft ²)	25,345.5 m ² (272,817 ft ²)	None permitted
Lot Coverage (% of lot area):	Max. 40%	Total: Max. 38%	None
Lot Size: (consolidated)	Min. 14,500 m ²	14,699.96 m ²	None
Lot Dimensions (m):	No Minimum	Width: 96.5 m Depth: 147.9 m	None

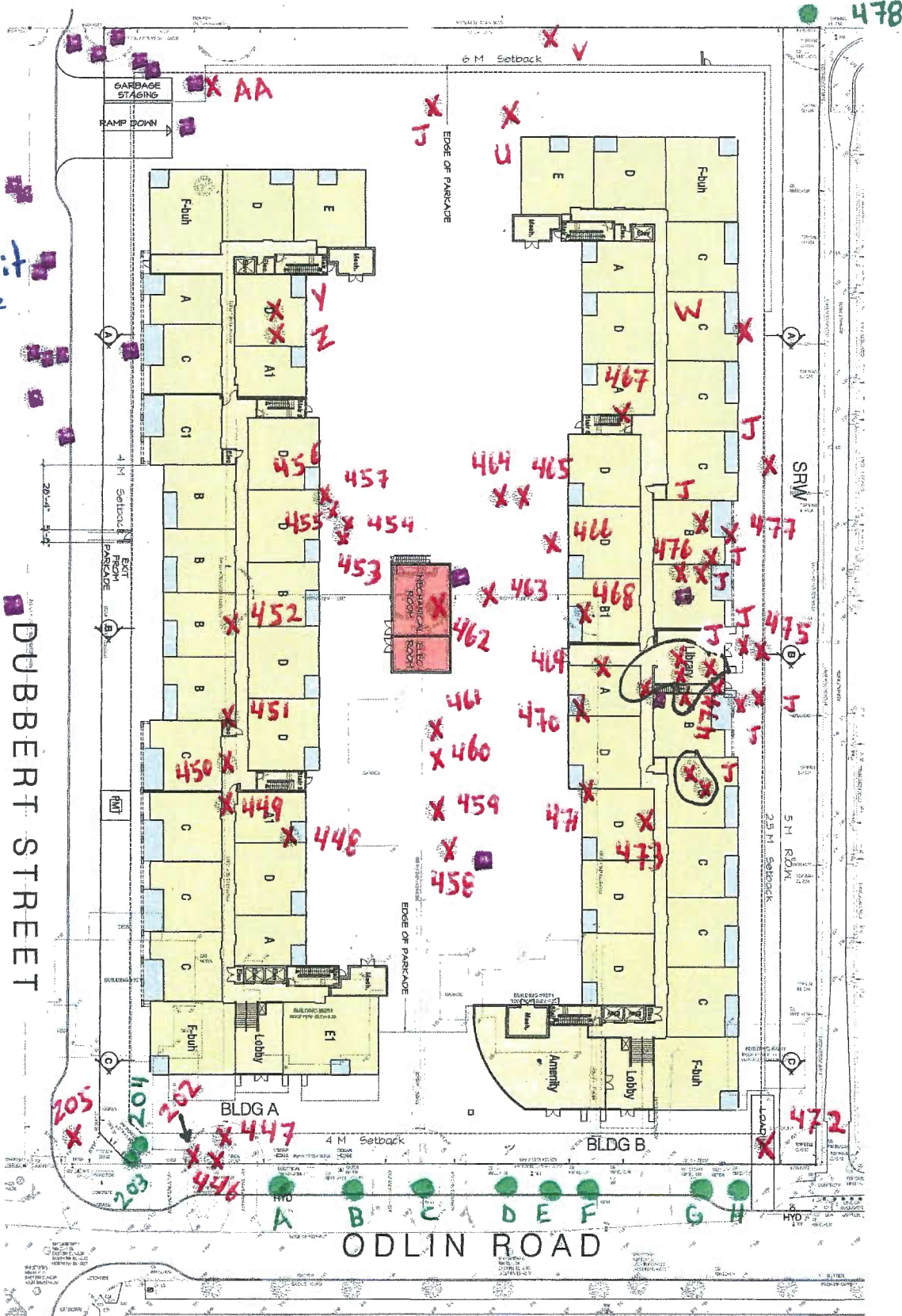
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	North and South property line: Min. 6.0 m West property line: 5.0 m East: Min. 7.5 m provided that 15 m building to building separation maintained. Provisions for parkade encroachments	North property line: 14m. South property line: 7.0 m West property line: 5.0 m East: Min. 7.5 m provided that 15 m building to building separation maintained. Provisions for parkade encroachments	None
Height (m):	East Building 19.51 m West Building 22.6 m	East Building 19.51 m West Building 22.5 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.26 (R) and 0.18 (V) per unit with TDM	1.33 (R) and 0.18 (V) per unit	Rate reduction included in the zone schedule
Off-street Parking Spaces – Total:	382	401	None
Tandem Parking Spaces:	N/A	None	None
Bicycle Spaces (rates)	Class 1: 1.25/unit Class 2: 0.2/unit	Class 1: 1.25/unit Class 2: 0.2/unit	None
Bicycle Spaces (totals)	385	385	None
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	477.15 m ² (5,136 ft ²)	None
Amenity Space – Outdoor:	1,590 m ² (17,115 ft ²)	2,075 m ² (22,335 ft ²)	None

Other: Tree replacement compensation required for loss of significant trees.

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

Tree Management Plan - Amend # 1 - Berkeley House
Nov 13, 2017 *DA*

- Retain Tree ●
- Remove Tree X
- Non Permit Size Tree ■





Address: 9211/9251/9271/9291 Odlin Road

File No.: RZ 17-778596

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9755, the developer is required to complete the following:

1. Provide a 10 m wide road dedication along the entire western frontage for the interim construction of Dubbert Street.
2. Provide a 4 m by 4 m corner cut dedication at the intersection of Odlin Road and Dubbert Street on the northeast corner of the intersection.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. 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.
5. Granting of an approximately 5 m (16.4 ft) wide statutory right-of-way for the purposes of a pedestrian greenway with public right of passage (PROP) along the entire eastern property boundary. Any works essential for public access within the required statutory right-of-way (SRW) are included in the Servicing Agreement (SA) and the maintenance & liability, post construction, will be the responsibility of the City. 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 SA related works. Works to be secured via SA.
6. Registration of an aircraft noise sensitive use covenant on title.
7. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC (Flood Plain Designation and Protection Bylaw No 8204 Section 4.5 exemption for West Cambie Area).
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$217,548.00) to the City's public art fund for public art to be incorporated with the new West Cambie Neighbourhood Park or alternatively other neighbourhood Greenway opportunities. The amount is based on 262,106 SF net floor area (excluding Affordable Housing) at $\$0.83/\text{SF} = \$217,548$.
11. Registration of the City's standard Housing Agreement to secure 13 affordable housing units, the combined habitable floor area of which shall comprise at least 1/3 of the density bonus of 0.2 FAR as outlined in the West Cambie Area Plan, Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Phase 1 Building B – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
One Bedroom + Den	2	59.9 m ² (645 ft ²)	\$975	\$38,250 or less
Two Bedroom	2	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom + Den	2	87.1 m ² (938 ft ²)	\$1,218	\$46,800 or less

Phase 2 Building A – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Two Bedroom	1	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom	6	79.9 m ² (860 ft ²)	\$1,218	\$46,800 or less

** May be adjusted periodically as provided for under adopted City policy.

12. Registration of a legal agreement(s) specifying that no final inspection granting occupancy of the first building constructed (i.e. Phase 1) will be issued until all of the affordable housing unit types and floor space specified in Consideration #11 for Phase 1 have been provided and accepted by the City.
13. Registration of a legal agreement(s) specifying that no final inspection granting occupancy of the second building constructed (i.e. Phase 2) will be issued until all of the affordable housing unit types and floor space specified in Consideration #11 for Phase 2 have been provided and accepted by the City.
14. Discharge from title of restrictive covenant (AB224298) which is currently registered on the title of 9291 Odlin Road and permits only one dwelling on that property.
15. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$163,690.20) to the City's child care fund.
16. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$163,690.20) to the City's beautification fund.
17. City acceptance of the developer's voluntary contribution in the amount of \$19,097.19 (i.e. \$0.07/ft² of buildable area, excluding affordable housing) to community and engineering planning costs, as set out in the West Cambie Area Plan.
18. Registration of a legal agreement(s) regarding the developer's commitment to connect to the West Cambie District Energy Utility (DEU), including the operation of and use of the DEU and all associated obligations and agreement as determined by the Director of Engineering.
18. Enter into a Servicing Agreement* for the design and construction of a publically accessible greenway within the full 10 m wide greenway SRW along the western property boundary of the subject property. Works include, but may not be limited to a 3.5 m (11.5 ft) wide asphalt pedestrian pathway, lighting, two entry nodes with saw cut concrete patterns, a central node with unit paving and seating, landscaping. All works to be to the satisfaction of the Manager, Parks Planning, Design and Construction. 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 SA related works.
19. Enter into a Servicing Agreement* for the design and construction of frontage works and services along Dubbert Street and Odlin Road. Works include, but may not be limited to;

Transportation Requirements:

Developer responsible for the design and construction of the frontage improvements, and the associated land dedication, as noted below:

New north/south road (Dubbert Street) along the west property line of 9211 Odlin Road:

- Require 10m wide land dedication
- Design and construct the Dubbert Street interim roadway to include: min. 6m wide driving surface, 1m wide paved shoulder along west road edge, and along the east road edge, a 0.15m wide interim curb/gutter, 2m wide sidewalk, and the remaining to be interim boulevard.

Odlin Road: Road widening within the existing right-of-way along the entire Odlin Road frontage to complete the following ultimate cross-section (from existing curb/gutter on the south side to north):

- 11.2m wide road pavement
- 0.15m wide curb and gutter
- 2.0m wide sidewalk at the property line
- Treed/grassed boulevard between the sidewalk and the curb and gutter

4m x 4m corner cut (as dedication):

- Odlin Road/Dubbert Street: on the northeast corner of the intersection

Engineering Servicing Requirements:

Scope: POLYGON DEVELOPMENT 302 LTD has applied to the City of Richmond for permission to rezone 9211/ 9251/ 9271/ 9291 Odlin Rd from Single Detached Family (RS1/F) to CD zone in order to construct four and five storey Multi-Family Apartment buildings.

A Servicing Agreement is required to design and construct the following works:

Water Works:

- Using the OCP Model, there is 347 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 9251 Odlin Road and 333 L/s available at 20 psi residual at the hydrant located at the frontage of 9291 Odlin Road. Additionally, with the upgrades proposed below, there is 160 L/s of water available at a 20 psi residual at the hydrant located at the north property line along Dubbert St. and 192.0 L/s available at 20 psi residual at the proposed hydrant along Dubbert St. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Install approximately 160 meters of new 200mm watermain along the proposed Dubbert Street, complete with blow-off. The new watermain shall be tied-in to the existing watermain along Odlin Road.
 - Install fire hydrants spaced as per City standard along the proposed development's Dubbert Street frontage.
- At the Developer's cost, the City will:
 - Install a new water service connection off of the 200mm watermain along Odlin Rd., complete with water meter. The meter will be located on site (ex. Mechanical room), and will require a right of way to be finalized during the servicing agreement process.
 - Cut, cap, and remove all existing water service connections SCON20684, SCON 20683, SCON51710, & SCON20686 along Odlin Road.

Storm Sewer Works:

- The Developer is required to:
 - Install approximately 160 meters of 600 mm diameter storm sewers along the development's Dubbert Street frontage, complete with new manholes spaced as per City standard. Tie-ins shall be to the 900 mm diameter storm sewer along Odlin Rd.
- At the Developer's cost, the City will:
 - Cut, cap, and remove all existing storm service connections and IC: STCN116661, STCN116669, SLAT126542, STCN11664, STCN126548, STCN126549, & STCN116672.
 - Install a new storm service connection, complete with IC, along the Odlin Rd. frontage of the proposed development.
 - Complete the proposed storm sewer tie-in to the 900 mm diameter storm sewer along the Odlin Rd. frontage.

Sanitary Sewer Works:

- At the Developer's cost, the City will:
 - Install a sanitary service connection, complete with an Inspection Chamber, off of the 200 mm diameter sanitary line along the Odlin Street frontage of the property.

Frontage Improvements:

- The Developer is required to:
 - Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - Provide street lighting along Odlin Road and Dubbert Street frontages and refer to drawing L12.5. Use a type 1 decorative Luminaire pole, complete with LED lights, and powder coated gloss black (paint no. RAL9005).
 - Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the Odlin Road frontage of the development site. The developer is required to coordinate with the private utility companies.
 - Pre-duct for future hydro, telephone and cable utilities along the Odlin Road and Dubbert Street frontages of the property.
 - Confirm with BC Hydro (Transmission) whether the clearance between the proposed building and the existing BC Hydro transmission lines are acceptable.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements 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 in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro

- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan.
Confirm SRW dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan.
Confirm SRW dimensions with Telus

General Items:

- The Developer is required to:
 - 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.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - Pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - Video inspections of the adjacent storm sewer main along Odlin Road to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.

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

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

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

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

1. 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. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood based on \$7.56 per ft².

4. Payment of the latecomer multifamily dwelling unit per unit charge (\$1,836.72) plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.
5. 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

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9755 (RZ17-778596)
9211, 9251, 9271, 9291 Odlin Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 18.31 thereof the following:

“18.31 Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)

18.31.1 Purpose

The **zone** provides for medium density residential apartment **development** with a **density bonus** for the construction of affordable housing.

18.31.2 Permitted Uses

- **housing, apartment**

18.31.3 Secondary Uses

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

18.31.4 Permitted Density

1. The maximum **floor area ratio** is 1.50, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.31.4.1, the reference to “1.50” is increased to a higher **density** of “1.70” if, prior to first occupancy of a **building**, the **owner**:
 - a) Provides on the **lot** not less than 13 **affordable housing units** having a combined **habitable space** of at least 0.066 of the “0.2” **floor area density bonus**; and
 - b) Enters into a **housing agreement** for the **affordable housing units** with the **City** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

18.31.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 40% for **buildings**.

18.31.6 Yards & Setbacks

1. The minimum **property line setback** is:
 - a. 5.0 m from the west **property line**;
 - b. 6.0 m from the north or south **property lines**;
 - c. 7.5 m from the east **property line** provided that a minimum **building face to building face** separation of 15.0 m is maintained between the **buildings** on the **site** and any **buildings** on 9399 Odlin Road.
2. Notwithstanding Section 18.31.6:
 - a. A parking **structure** may project into the **property line setback** a maximum of 2.4 m provided that such encroachment is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**; and
 - b. Entry stairs may project into the public **road setback** or the **property line setback** for a maximum distance of 2.5 m.

18.31.7 Permitted Heights

1. The maximum **height** for **buildings** is 19.5 m and 5 habitable **storeys**, except that:
 - a. The maximum **height** for portions of the **buildings** within 48 m of the north **property line** is 16.5 m and may contain not more than 4 habitable **storeys** and;
 - b. The maximum **height** for portions of the **buildings** within 54 m of the south **property line** and within 39 m of the west **property line** is 22.6 m and may contain not more than 6 habitable **storeys**.
2. The maximum **height** for **accessory buildings** and **structures** is 9.0 m.

18.31.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.
2. The minimum **lot size** is 14,500 m².

18.31.9 Landscaping & Screening

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

18.31.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the number of on-site **parking spaces** required for **apartment housing** shall be:
 - a) 1.26 spaces per **dwelling unit** for residents; and
 - b) 0.18 spaces per **dwelling unit** for visitors.

18.31.11 Other Regulations

1. 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 designating it **LOW RISE APARTMENT (ZLR31) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**:

P.I.D. 003-888-975

South Half of the East Half Lot 25 Except: Parcel “A” (Explanatory Plan 11474); Block “A” of Section 34 Block 5 North Range 6 West New Westminster District Plan 1224.

P.I.D. 012-030-830

East Half Lot 26 Block “A” Section 34 Block 5 North Range 6 West New Westminster District Plan 1224.

P.I.D. 011-654-066

West Half Lot 25 Except: Part Subdivided by Plan 85360, Block A Section 34 Block 5 North Range 6 West New Westminster District Plan 1224.

P.I.D. 016-036-344

Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan 85360.

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9755".

FIRST READING

DEC 20 2017

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>AB</i>
APPROVED by Director or Solicitor <i>BK</i>

MAYOR

CORPORATE OFFICER



**City of
Richmond**

Report to Committee
Planning and Development Division

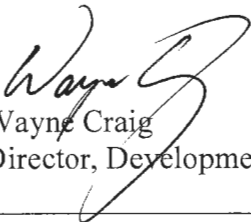
To: Planning Committee
From: Wayne Craig
Director, Development

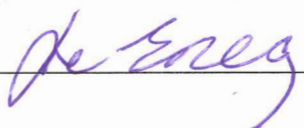

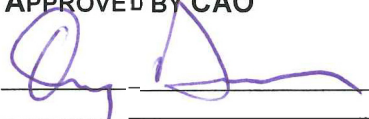
Date: November 14, 2017
File: 08-4057-05/LA-Vol 03

Re: Amendments to Richmond Zoning Bylaw 8500 to Implement 2017 Affordable Housing Requirements

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9760, to update the affordable housing contribution rates and requirements for residential zones, and to increase the density bonus provision for the Downtown Commercial 1 (CDT1) zone, be introduced and given first reading.


Wayne Craig
Director, Development

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

On July 24th, 2017, Council endorsed the Affordable Housing Strategy's final policy recommendations, which included:

- an increase in affordable housing cash-in-lieu contribution rates for single family, townhouse and apartment housing at time of rezoning;
- an increase in the built unit contribution for low-end market rental units in apartment developments, from 5% to 10% of the total residential floor area; and
- a reduction in the threshold for requiring built-units in apartment developments, from more than 80 units to more than 60 units.

Council also approved provisions for in-stream development applications subject to affordable housing contribution requirements. In-stream applications considered by Council prior to July 24, 2017 would be processed under the previous Affordable Housing Strategy policies provided that the application was presented to Council for consideration within one year.

This report presents housekeeping amendments to Richmond Zoning Bylaw 8500 to update the relevant sections of the bylaw which reference affordable housing requirements per endorsed changes to the Affordable Housing Strategy.

This report supports the following Council 2014-2018 Term Goal:

Goal #3 – A Well-Planned Community:

Adhere to effective planning and growth management practises to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.4 Diversity of housing stock

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

Strategic Direction #1: Expand Housing Choices

Analysis

Affordable Housing Strategy

The Affordable Housing Strategy (AHS) and the Affordable Housing Reserve Fund Policy 5008 form the City's policy framework to secure affordable housing contributions through development. The City's approach balances securing cash contributions to support the creation of non-market rental units and to administer the strategy, with securing low-end market rental built units in developments. The affordable housing reserve funds are also used to meet specific

housing and support needs of priority groups, as established by Council.

A review of the affordable housing contribution rates undertaken through the Affordable Housing Strategy update determined that existing cash-in-lieu contribution rates were not equal to the value of built units. The increased rates for cash-in-lieu recommended to Council and adopted on July 24th, 2017 are more reflective of the actual value of built units.

New Affordable Housing Contribution Rates as Endorsed by Council

The new affordable housing contribution rates approved by Council on July 24th, 2017 are shown in Figure 1, below. The rates that applied previously are also shown.

Figure 1: Comparison of Affordable Housing Contribution Rates

Comparison of Affordable Housing Contribution Rates		
Land Use	Rate as per July 24, 2017	Previous Rate (effective Sept. 24, 2016)
Single Family	\$4 per square foot	\$2 per square foot
Townhouse	\$8.50 per square foot	\$4 per square foot
Wood-frame apartment and mixed-use developments involving 60 units or fewer	\$10 per square foot	\$6 per square foot for any apartment or mixed-use development involving 80 units or fewer
Concrete apartment and mixed-use developments involving 60 units or fewer	\$14 per square foot	\$6 per square foot for any apartment or mixed-use development involving 80 units or fewer

Affordable housing cash-in-lieu contribution rates apply when the actual construction of affordable housing (AH) units is not required. For example, townhouse developments are not required to build AH units in order to utilize the density bonus specified in the zone. Instead, cash contributions based on the rate applicable to the type of development are provided by the developer for the Affordable Housing Reserve Fund. The accumulated funds are used to support AH projects in Richmond, such as the Storeys Development and the Kiwanis Towers.

Along with the increase in rates described above, Council approved a decrease in the size of apartment project that triggers the requirement for a built unit contribution, from more than 80 to more than 60 units. At the same time, Council approved an increase in the built floor area contribution for apartment projects from 5% to 10% where built units are required.

Proposed Zoning Bylaw Amendment

The zoning amendments required to implement the affordable housing updates approved by Council have been grouped into three categories for ease of reference and are described below.

Amendments to Affordable Housing Cash-in-Lieu Contribution Rates

The affordable housing cash-in-lieu contribution rates are outlined in Section 5.15 of Richmond Zoning Bylaw 8500. Section 5.15 currently includes two affordable housing rate tables, each of which refers to the applicable zones and the accompanying sum per buildable square foot, and parameters as to which table is applicable to a development project (Attachment 1).

The first table (Section 5.15.1) reflects the initial cash-in-lieu contribution rates that were implemented in 2007 upon adoption of Richmond's first Affordable Housing Strategy:

- \$1 - 4 per square foot, depending on land use;
- These rates continue to apply to residential developments that were considered by Council (e.g., received first reading) before September 24th, 2016;
- There are 39 in-stream rezoning applications that are still eligible to proceed based on these (2007) lower affordable housing rates.

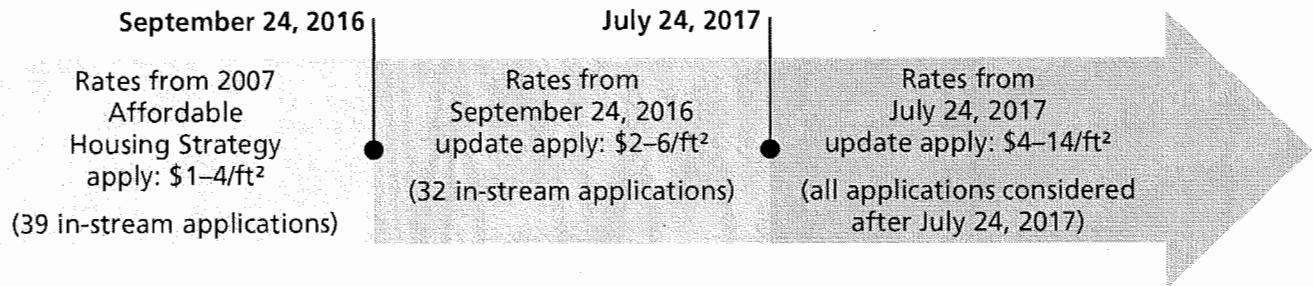
The second table (Section 5.15.1A) reflects the cash-in-lieu contribution rates that were adopted by Council on September 24th, 2016: This was the first update to the rates since 2007:

- \$2 - 6 per square foot, depending on land use;
- These rates continue to apply to residential developments that were considered by Council (e.g., received first reading) after September 24, 2016;
- There are 32 in-stream rezoning applications that are still eligible to proceed based on these (2016) affordable housing rates.

A third table is required to be inserted into the Zoning Bylaw to reflect the changes that Council approved on July 24th, 2017. This table would state that any rezoning application where an affordable housing contribution is required and where Council considered the rezoning bylaw after July 24th, 2017, would be subject to the most recent (and higher) rates.

If the existing tables were simply amended or eliminated to reflect the new affordable housing contribution rates adopted by Council, any in-stream rezoning bylaws reflecting the older rates and already considered by Council would not be able to be adopted as they would be inconsistent with the Zoning Bylaw. The agreed-to rezoning considerations of these applications would need to be amended and approved by Council to reflect the newly adopted rates.

Figure 2, below, shows the affordable housing cash-in-lieu rates over time and how they apply to in-stream applications.

Figure 2: Applicability of Affordable Housing Cash-in-Lieu Rates Over Time

Amendments to Affordable Housing Built Unit Threshold

Zoning Bylaw 8500, Amendment Bylaw 9760 also proposes amendments to five existing residential zones to reflect the recommendations endorsed on July 24th, 2017:

- Reduce the threshold for requiring built units in apartment development projects from more than 80 units to more than 60 units; and
- Increase the built unit contribution for apartment development projects from 5% to 10% of the total residential floor area of the building.

These zones are:

- Low Density Low Rise Apartments (RAL1, RAL2);
- Medium Density Low Rise Apartments (RMA1, RAM 2, RAM3);
- High Density Low Rise Apartments (RAH1, RAH2);
- Downtown Commercial (CDT1, CDT2, CDT3); and
- Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5).

Amendments to the Downtown Commercial (CDT1) Zone to Increase the Density Bonus Provision

An additional amendment to Section 9.3, the Downtown Commercial (CDT1) zone, will increase the density bonus provision from 0.15 to 0.30. As there are already a number of sites zoned CDT1 in the City Centre, there are challenges to securing affordable housing contributions through Development Permits. The proposed changes to the Zoning Bylaw are an incentive to developers to both achieve the base density and contribute to affordable housing without impacting project feasibility. In addition to the density bonus incentive, the City will continue to consider parking reductions on CDT1 zoned sites provided affordable housing units are provided in the project. Amendments to the CDT1 zone will enable applications already under review by the City to achieve a 0.15 floor area density bonus and contribute only 5% of the total floor area for affordable housing.

Public Consultation

The public will have an opportunity to comment on the proposed amendments at the Public Hearing. Public notification for the Public Hearing for Zoning Bylaw 8500 Amendment Bylaw 9760 as presented in this report will be provided per the *Local Government Act*.

Financial Impact


The proposed amendments to Richmond Zoning Bylaw 8500 will ensure that Council-endorsed affordable housing cash-in-lieu contribution rates and built units are secured through in-stream and new rezoning applications, and will capture contributions for sites pre-zoned CDT1.

Conclusion

The Council-endorsed rates for affordable housing contributions secured through development applications are proposed to be adopted within the Richmond Zoning Bylaw 8500. This bylaw amendment will:

- Update the rates table and effective dates for new and in-stream applications in Section 5.15,
- Reduce the unit threshold for apartment housing from more than 80 to more than 60,
- Increase the built unit contribution for apartments from 5% to 10% of the total building floor area, and,
- Increase the density bonus provision for the Downtown Commercial (CDT1) zone.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9760 be introduced and given first reading.



Barry Konkin
Program Coordinator, Development
(604-276-4138)



Jeanette Elmore
Planner 2, Policy Planning
(604-247-4660)

JE:cas

Attachment 1: Section 5.15 of the Richmond Zoning Bylaw 8500

5.15 Affordable Housing

5.15.1 Where an amendment to this bylaw was considered by **Council** before September 24, 2016, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used: [Bylaw 9641, Jan 16/17]

Zone	Sum Per Buildable Square Foot of Permitted Principal Building	<small>[Bylaw 9641, Jan 16/17]</small>
RS2/A-K	\$1.00	
RC2	\$1.00	
ZS21	\$1.00	
ZS22	\$1.00	
RI2	\$2.00	
RTL2	\$2.00	
RTL4	\$2.00	
RTM2	\$2.00	
RTM3	\$2.00	

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RTH1	\$2.00
RTH2	\$2.00
RTH3	\$2.00
RTH4	\$2.00
RTP1	\$2.00
RTP2	\$2.00
RTP3	\$2.00
RTP4	\$2.00
RAL2	\$4.00
RAM2	\$4.00
RAM3	\$4.00
RAH1	\$4.00
RAH2	\$4.00
CDT2	\$4.00
RCL2	\$4.00
ZHR6	\$4.00
ZR7	\$2.00
ZMU19	\$4.00
ZMU20	\$4.00
ZMU21	\$4.00
ZMU22	\$4.00
ZMU24	\$4.00
ZMU26	\$4.00
ZT70	\$2.00
ZS23	\$1.00
ZLR26	\$2.00 for housing, town , \$4.00 for housing, apartment

[Bylaw 9641, Jan 16/17]

For the purposes of Section 5.15.1, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.).^[Bylaw 9641, Jan 16/17]

5.15.1.A Where an amendment to this bylaw is considered by **Council** after September 24, 2016, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used. [Bylaw 9641, Jan 16/17]

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$2.00
RC2	\$2.00
ZS21	\$2.00
ZS22	\$2.00
RI2	\$4.00
RTL2	\$4.00
RTL4	\$4.00
RTM2	\$4.00
RTM3	\$4.00
RTH1	\$4.00
RTH2	\$4.00
RTH3	\$4.00
RTH4	\$4.00
RTP1	\$4.00
RTP2	\$4.00
RTP3	\$4.00
RTP4	\$4.00
RAL2	\$6.00
RAM2	\$6.00
RAM3	\$6.00
RAH1	\$6.00
RAH2	\$6.00
CDT2	\$6.00
RCL2	\$6.00
ZHR6	\$6.00
ZR7	\$4.00
ZMU19	\$6.00
ZMU20	\$6.00

[Bylaw 9641, Jan 16/17]

Zone	Sum Per Buildable Square Foot of Permitted Principal Building	<i>[Bylaw 9641, Jan 16/17]</i>
ZMU21	\$6.00	
ZMU22	\$6.00	
ZMU24	\$6.00	
ZMU26	\$6.00	
ZT70	\$4.00	
ZS23	\$4.00	
ZLR26	\$4.00 for housing, town , \$6.00 for housing, apartment	
ZMU33	\$4.00	<i>[Bylaw 9558, May 23/17]</i>

For the purposes of Section 5.15.1A, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.). *[Bylaw 9641, Jan 16/17]*



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9760
(Affordable Housing Rates and Requirements)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by deleting Sections 5.15.1 and 5.15.1.A in their entirety and substituting them with new Sections 5.15.1, 5.15.1(a), 5.15.1(b) and 5.15.1(c) as set out in Schedule “A” attached hereto and forming part of Bylaw 9760.
2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.10 [Low Density Low Rise Apartments (RAL1, RAL2)] by:
 - a) amending Section 8.10.4.3(a) by deleting the reference to “80” and replacing it with “60”;
 - b) amending Section 8.10.4.3(b) by deleting the reference to “80” and replacing it with “60”; and
 - c) amending Section 8.10.4.3(b) by deleting the reference to “5%” and replacing it with “10%”.
3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.11.4 [Medium Density Low Rise Apartments (RAM1, RAM 2, RAM3)] by:
 - a) amending Section 8.11.4.3(a) by deleting the reference to “80” and replacing it with “60”;
 - b) amending Section 8.11.4.3.(b) by deleting the reference to “80” and replacing it with “60”; and
 - c) amending Section 8.11.4.3(b)(i) by deleting the reference to “5%” and replacing it with “10%”.
4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.12.4 [High Density Low Rise Apartments (RAH1, RAH2)] by:
 - a) amending Section 8.12.4.2(a) by deleting the reference to “80” and replacing it with “60”;

- b) Amending Section 8.12.4.2(b) by deleting the reference to “80” and replacing it with “60”; and
 - c) amending Section 8.12.4.2(b)(i) by deleting the reference to “5%” and replacing it with “10%”.
5. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.3 [Downtown Commercial (CDT1, CDT2, CDT3)] by:

- a) removing Section 9.3.1 in its entirety and replacing it with the following:

“9.3.1 Purpose

The **zone** provides for a broad range of commercial, service, **business**, entertainment and residential needs typical of a **City Centre**. The zone is divided into 3 sub-zones: CDT1 which provides for a **density bonus** to help achieve the City’s affordable housing objectives within **sites** zoned downtown commercial; CDT2 which provides for a **density bonus** that would be used for rezoning applications in order to help achieve the **City’s** affordable housing objectives; and CDT3 which provides for an additional **density bonus** that would be used for rezoning applications in the Village Centre Bonus Area of the **City Centre** in order to achieve the **City’s** other objectives.”;

- b) deleting Section 9.3.4.4 in its entirety and replacing it with:

“Section 9.3.4.4 Notwithstanding Section 9.3.4.2, for an application that was received by the **City** prior to July 24th, 2017, the reference to a maximum **floor area ratio** of “3.0” in relation to a **building** used for mixed commercial/residential **uses** or multiple-family residential purposes is increased to a higher **density** of “3.15” on **sites** zoned CDT1, if prior to the first occupancy of the **building** the **owner**:

- a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total residential floor area; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
- c) adding a new Section 9.3.4.5 by inserting the following section and renumbering the remaining sections accordingly:

- “9.3.4.5 Notwithstanding Section 9.3.4.2, the reference to a maximum **floor area ratio** of “3.0” in relation to a building used for mixed commercial/residential **uses** or multiple-family residential purposes is increased to a higher **density** of “3.30” on **sites** zoned CDT1, if prior to the first occupancy of the **building** the **owner**:
- a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 10% of the total residential **floor area**; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
- d) Adding a new Section 9.3.4.7 by inserting the following section and renumbering the remaining sections accordingly:

“9.3.4.7 Notwithstanding Section 9.3.4.5, the **density bonus** of “3.30” is further increased to a higher **density** of “3.33” on **sites** zoned CDT1 provided that the **owner**:

- a) uses at least 1% of the **gross floor area** of the **building** for **child care** or **uses** that provide a community amenity to the satisfaction of the **City** (e.g., community recreation, **library and exhibit**, heritage); or
 - b) at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the CDT1 **zone**, pays into the **child care reserve fund** or alternative funds the sum specified in Section 5.16 of this bylaw.
6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.4.4 [Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5)] by:
- a) amending Section 9.4.4.3(a) by deleting the reference to “80” and replacing it with “60”.
 - b) amending Section 9.4.4.3(b) by deleting the reference to “80” and replacing it with “60”;
 - c) amending Section 9.4.4.3(b)(i) by deleting the reference to “5%” and replacing it with “10%”;
 - d) amending Section 9.4.4.4(d)(i) by deleting the reference to “80” and replacing it with “60”; and

- e) amending Section 9.4.4.4(d)(ii) by deleting the reference to “80” and replacing it with “60”, and by deleting the reference to “5%” and replacing it with “10%”.

7. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9760”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

DEC 11 2017

CITY OF RICHMOND
APPROVED by <i>RK</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER

SCHEDULE A to Bylaw 9760

“5.15.1 Where an owner pays into the **affordable housing reserve** in accordance with this bylaw, as amended or replaced from time to time, the sum shall be determined as listed below:

- a) Where an amendment to this bylaw was considered by **Council** before September 24, 2016, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$1.00
RC2	\$1.00
ZS21	\$1.00
ZS22	\$1.00
RI2	\$2.00
RTL2	\$2.00
RTL4	\$2.00
RTM2	\$2.00
RTM3	\$2.00
RTH1	\$2.00
RTH2	\$2.00
RTH3	\$2.00
RTH4	\$2.00
RTP1	\$2.00
RTP2	\$2.00
RTP3	\$2.00
RTP4	\$2.00
RAL2	\$4.00
RAM2	\$4.00
RAM3	\$4.00
RAH1	\$4.00
RAH2	\$4.00

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
CDT2	\$4.00
RCL2	\$4.00
ZHR6	\$4.00
ZR7	\$2.00
ZMU19	\$4.00
ZMU20	\$4.00
ZMU21	\$4.00
ZMU22	\$4.00
ZMU24	\$4.00
ZMU26	\$4.00
ZT70	\$2.00
ZS23	\$1.00
ZLR26	\$2.00 for housing, town , \$4.00 for housing, apartment

b) Where an amendment to this bylaw is considered by **Council** after September 24, 2016 and before July 24th, 2017, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$2.00
RC2	\$2.00
ZS21	\$2.00
ZS22	\$2.00
RI2	\$4.00
RTL2	\$4.00
RTL4	\$4.00
RTM2	\$4.00
RTM3	\$4.00

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RTH1	\$4.00
RTH2	\$4.00
RTH3	\$4.00
RTH4	\$4.00
RTP1	\$4.00
RTP2	\$4.00
RTP3	\$4.00
RTP4	\$4.00
RAL2	\$6.00
RAM2	\$6.00
RAM3	\$6.00
RAH1	\$6.00
RAH2	\$6.00
CDT2	\$6.00
RCL2	\$6.00
ZHR6	\$6.00
ZR7	\$4.00
ZMU19	\$6.00
ZMU20	\$6.00
ZMU21	\$6.00
ZMU22	\$6.00
ZMU24	\$6.00
ZMU26	\$6.00
ZT70	\$4.00
ZS23	\$4.00
ZLR26	\$4.00 for housing, town, \$6.00 for housing, apartment

- c) Where an amendment to this bylaw is considered by Council on or after July 24, 2017, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$4.00
RC2	\$4.00
ZS21	\$4.00
ZS22	\$4.00
RI2	\$8.50
RTL2	\$8.50
RTL4	\$8.50
RTM2	\$8.50
RTM3	\$8.50
RTH1	\$8.50
RTH2	\$8.50
RTH3	\$8.50
RTH4	\$8.50
RTP1	\$8.50
RTP2	\$8.50
RTP3	\$8.50
RTP4	\$8.50
RAL2	\$10.00 for wood frame construction \$14.00 for concrete construction
RAM2	\$10.00 for wood frame construction \$14.00 for concrete construction
RAM3	\$10.00 for wood frame construction \$14.00 for concrete construction
RAH1	\$10.00 for wood frame construction \$14.00 for concrete construction
RAH2	\$10.00 for wood frame construction \$14.00 for concrete construction
CDT2	\$10.00 for wood frame construction

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
	\$14.00 for concrete construction
RCL2	\$14.00
ZHR6	\$14.00
ZR7	\$8.50
ZMU19	\$8.50 for housing, town , \$10.00 for housing, apartment
ZMU20	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU21	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU22	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU24	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU26	\$10.00 for wood frame construction \$14.00 for concrete construction
ZT70	\$8.50
ZS23	\$4.00
ZLR26	\$8.00 for housing, town , \$10.00 for housing, apartment
ZMU33	\$10.00 for wood frame construction \$14.00 for concrete construction
CDT1	\$8.00 for housing, town , \$14.00 for housing, apartment

For the purposes of Section 5.15.1, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.).

For the purposes of Section 5.15.1(c), concrete construction includes steel construction.



To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 13, 2017
File: RZ 17-769242

Re: **Application by Concord Pacific for Rezoning at 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road from Single Detached (RS1/F), Roadside Stand (CR), Auto-Oriented Commercial (CA), and Gas and Service Stations (CG1) to Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre) and School and Institutional Use (SI)**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9780, to amend the site-specific “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” zone to include 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road and for rezoning of 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road from “Single Detached (RS1/F)”, “Roadside Stand (CR)”, “Auto-Oriented Commercial (CA)”, and “Gas and Service Stations (CG1)” to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, be introduced and given first reading.

Wayne Craig
Director, Development

WC:sch
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Concord Pacific has applied to the City of Richmond for permission to rezone lands at 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road, from “Single Detached (RS1/F)”, “Roadside Stand (CR)”, “Auto-Oriented Commercial (CA)”, and “Gas and Service Stations (CG1)” to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, to permit the construction of a high-rise, high density, mixed use development, together with the expansion of an existing City-owned neighbourhood park, in the City Centre’s Capstan Village area (Attachments 1 & 2). The proposed rezoning is consistent with the City Centre Area Plan (CCAP) policy for Capstan Village (Attachment 3) and includes:

1. Three development sites comprising a large mixed use site adjacent to the future location of the Capstan Canada Line Station (i.e. “west lot”), a mid-size residential site fronting Capstan Way (i.e. “east lot”), and a small lot at 3131 Sexsmith Road that the developer plans to hold for future development with a neighbouring property (owned by others) at 3208 Carscallen Road;
2. A combined total floor area of 55,049 m² (592,538 ft²) comprised of:
 - 43,819 m² (471,658 ft²) of residential uses (533 dwellings), including:
 - a) A maximum of 41,628 m² (448,075 ft²) of market housing (504 dwellings); and
 - b) At least 2,191 m² (23,583 ft²) of affordable housing (29 dwellings) secured in perpetuity with a Housing Agreement and Housing Covenants; and
 - 11,230 m² (120,880 ft²) of non-residential uses, including:
 - a) 6,649 m² (71,566 ft²) of transit-oriented uses adjacent to Capstan Station including 4,400 m² (47,356 ft²) of office, 1,055 m² (11,360 ft²) of commercial, and 1,194 m² (12,850 ft²) for non-profit arts organization use; and
 - b) 4,581 m² (49,314 ft²) of office and commercial uses along Sea Island Way;
3. 5,523 m² (1.4 acres) of park and public open space, constructed at the developer’s cost, including:
 - 2,082 m² (0.5 acres) to expand the existing City-owned neighbourhood park (under construction by others) and adjacent future site of the Capstan Canada Line Station; and
 - 3,441 m² (0.9 acres) of publicly-accessible trails and greenways;
4. A voluntary developer contribution, estimated at \$4,564,063, towards the construction of the Capstan Canada Line Station, as per the density bonus provisions of the Zoning Bylaw’s Capstan Station Bonus and the City-approved contribution rate in effect at the time of rezoning adoption (i.e. current rate of \$8,563 per dwelling unit increases annually each October 1st);
5. Public art; and
6. Park, engineering, and road network improvements, including the extension of Hazelbridge Way, shall be designed and constructed through the City’s Servicing Agreement processes, secured with Letters of Credit. (Development Cost Charge credits may apply.)

Findings of Fact

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

Surrounding Development

The subject site is comprised of four lots, all of which are vacant with the exception of a real estate sales centre (operated by the developer). The lots include:

1. 3131 Sexsmith Road, a small lot located at the southwest corner of Sea Island Way and Sexsmith Road, which is identified for future coordinated development with 3208 Carscallen Road (owned by others), as determined through a previously approved rezoning of surrounding lands for high-rise, high density, mixed use development (RZ 12-610011 - Pinnacle International);
2. 3280 No 3 Road, a small, thin lot that stretches from No. 3 Road to Carscallen Road, which is designated under the CCAP for the expansion of the City-owned neighbourhood park to its south (under construction via RZ 12-610011 - Pinnacle International) and is surrounded on its north, west, and east by future (approved) high-rise, high density, mixed use development (RZ 12-610011 - Pinnacle International and, west of No. 3 Road, RZ 12-603020 - Yuanheng “Viewstar”); and
3. 8511 Capstan Way and 3360 No. 3 Road, which are contiguous and the largest of the four lots, are bounded by:
 - To the West: The Canada Line guideway and future site of Capstan Station, beyond which is No. 3 Road and future (approved) high-rise, high density, mixed use development (RZ 12-603020 - Yuanheng “Viewstar”) including up to 850 dwellings, 21,189 m² (228,079 ft²) of pedestrian-oriented retail and office, and a 3,107 m² (33,439 ft²) community centre (targeted for completion at the end of 2021);
 - To the North: The above mentioned City-owned neighbourhood park, which will include a children’s playground, seating areas, lawn, public art, and related features;
 - To the East: Existing and future (approved) high-rise, high density development (RZ 09-506904 & RZ 12-610011 - Pinnacle International) including 970 market units, 36 affordable housing units, 17 subsidized units for professional artists, and a 1,428 m² (15,376 ft²) Early Childhood Development (ECD) Hub comprising an 81-space, rooftop child care and street-oriented space for community services; and
 - To the South: Capstan Way and lands designated for high-rise, high density (3.5 floor area ratio), mixed residential/commercial development.

Related Policies & Studies

Development of the subject site is affected by the Official Community Plan (OCP), City Centre Area Plan (CCAP), and other City policies (e.g., affordable housing). An overview of these considerations is provided below and in the “Analysis” section of this report.

1. OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within ANSD “Area 3”, which permits consideration of all aircraft noise sensitive land use types provided that the building design satisfies City standards and potential purchasers are made aware potential noise conditions.

- Prior to rezoning adoption, a covenant will be registered on title requiring that the developer satisfies all City requirements. A preliminary report has been submitted by the developer, prepared by a qualified acoustic professional, indicating that the development can be design and constructed in compliance with the applicable ANSD standards.
2. NAV Canada Building Height: Transport Canada regulates maximum permitted building heights in City Centre locations that may impact airport operations.
 - The developer has submitted a letter, prepared by a BCLS registered surveyor, confirming that the development's proposed maximum building height of 47 m (154 ft.) GSC complies with all applicable Transport Canada regulations.
 3. Floodplain Management Implementation Strategy: City Centre buildings are required to comply with Richmond Flood Plain Protection Bylaw 8204.
 - Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

The subject rezoning application does not include an amendment to the Official Community Plan (OCP) and, as such, need not be referred to any external stakeholders.

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

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

Staff will refer the subject rezoning application to the School District as a courtesy.

External Agencies

1. Ministry of Transportation & Infrastructure (MOTI): The subject development was referred to MOTI because it is located within 800 m (2,625 ft.) of Sea Island Way, which is a Provincial Limited Access Highway. MOTI has granted preliminary approval for the subject application. The detailed design of improvements along Sea Island Way, No. 3 Road, and Sexsmith Road will be approved by MOTI through the City's standard Servicing Agreement processes.
2. Ministry of Environment (MOE): The subject development proposal was referred to MOE due to potential soil contamination related to the prior use of a portion of the site as a gas station. MOE issued a release letter, dated October 31, 2017, permitting the City to proceed with the approval of demolition, rezoning, subdivision, and development applications. The developer will be seeking final MOE approval, in the form of a Certificate of Compliance and a Site Determination, prior to adoption of the rezoning bylaw.
3. TransLink Adjacent Integrated Design (AID) & Related Requirements: The Canada Line guideway and proposed future location of Capstan Station are on the east side of No. 3 Road, adjacent to the subject site. The guideway and future station location were secured through the Canada Line construction process with a Statutory Right-of-Way (SRW), registered in favour of TransLink, across the subject site's No. 3 Road frontage. TransLink requires that this existing SRW remains in place. In addition, TransLink requires that:

- a) Any development in proximity to the Canada Line must comply with TransLink's Adjacent Integrated Design (AID) processes, which are intended to protect transit infrastructure and operations from damage and interference (e.g., foreign objects on the guideway);
- b) Prior to rezoning adoption, any additional lands or land interests needed for Capstan Station or station construction (not already provided for via the existing SRW) must be secured through the subject rezoning application, at no cost to the City or TransLink; and
- c) The subject application must address City and TransLink objectives for integrating the future station with fronting development.

To help address these requirements, the City has released funds from the Capstan Station Reserve to TransLink for preliminary design including, among other things, the extent of any additional land or land interests required from the subject development. TransLink expects to complete its preliminary design work at the end of March 2018.

In addition, as agreed to by TransLink, the developer shall satisfy the following requirements prior to rezoning adoption:

- a) Transfer ownership of the existing SRW area, measuring 747 m² (0.19 ac) in size, to the City as fee simple for consolidation with the adjacent City-owned neighbourhood park;
- b) Register an additional SRW over an area at least 610 m² (0.15 ac) in size, along the east side of the guideway, for transit plaza, station integration, and related features/uses, which SRW agreement shall include provisions for the City to require modifications to the SRW area to accommodate any additional lands or land interests needed by TransLink for Capstan Station or station construction, as determined to the City's satisfaction through the development's Servicing Agreement, Development Permit, Building Permit, and/or related processes; and
- c) Register legal agreements on title to restrict Building Permit issuance for any building on the developer's west lot until TransLink and the City are satisfied that:
 - The integrity and safety of the Canada Line's infrastructure and operations will be adequately protected during and after construction of the subject development (as per TransLink's AID requirements); and
 - The design of the fronting development will provide for station integration, which may include, but may not be limited to, weather protection, furnishings, lighting, landscaping, pedestrian-oriented uses, public art, and a high-amenity public realm design, such that transit users will enjoy a level of convenience, comfort, and security satisfactory to both TransLink and the City.

Analysis

Concord Pacific has applied to rezone the subject site to permit the construction of a three-lot, high-density, mixed use development comprising four towers, 533 residential units (including 29 affordable housing units), office, and ground floor commercial uses, including a non-profit arts facility, together with new park and road. This proposal is consistent with current OCP and CCAP policies applicable to the subject site, which encourage high-rise, high density mixed use development including, among other things, new park and public open space, street improvements, affordable housing, community amenity contributions, and Capstan Station construction funding.

1. Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with CCAP policy (i.e. affordable housing, Capstan Station Bonus, and community amenity contributions), the applicant has requested that the site-specific zone, “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)”, is amended to include the subject site.

ZMU25 is a site-specific zone originally adopted to facilitate a high density, high-rise, mixed use development by Pinnacle International in the area of Capstan Village bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way (RZ 12-610011). Concord Pacific’s proposed high density, high-rise, mixed use development is located in the same part of Capstan Village and, as determined through Pinnacle’s rezoning (secured via legal agreements registered on title), the development of Pinnacle’s lot at 3208 Carscallen Road must be coordinated with that of Concord’s lot at 3131 Sexsmith Road.

- Staff support the proposed amendments to the site-specific ZMU25 zone to include the subject Concord site on the basis that this integrated approach will help to clarify development requirements in the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way and support the future coordinated development of 3131 Sexsmith Road (Concord) and 3208 Carscallen Road (Pinnacle).

2. Housing

- a) Affordable Housing: The subject rezoning application was submitted on April 12, 2017. Rezoning applications, such as the subject application, which were submitted prior to Council approval of amendments to the City’s Affordable Housing Strategy on July 24, 2017, are grandfathered under the City’s previous affordable housing built unit requirement (i.e., 5% of total residential floor area), provided that the applicable rezoning bylaw receives first reading of Council prior to July 24, 2018.

The developer proposes to design and construct 29 low-end of market rental (LEMR) units, to a turnkey level of finish, at the developer’s sole cost, comprising at least 2,191 m² (23,583 ft²) of habitable space, based on 5% of the development’s total maximum residential floor area (as per the proposed ZMU25 zone). The proposed affordable housing will be distributed proportionately between the developer’s west lot and east lot (i.e. 5% of residential area on each lot). Under the proposed ZMU25 zone, no residential development will be permitted on 3131 Sexsmith Road.

Unit Type	Affordable Housing Strategy Requirements (1)			Project Targets (2)			BUH (3)
	Minimum Unit Area	Max. LEMR Rent	Total Maximum Household Income	Unit Mix			
				West Lot	East Lot	Total	
Studio	37 m ² (400 ft ²)	\$811/month	\$34,650 or less	0	0	0	N/A
1-Bedroom	50 m ² (535 ft ²)	\$975/month	\$38,250 or less	3	8	11	100%
2- Bedroom	69 m ² (741 ft ²)	\$1,218/month	\$46,800 or less	7	4	11	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480/month	\$58,050 or less	7	0	7	100%
TOTAL	2,191 m ² (23,583 ft ²)	N/A	N/A	17	12	29	100%

- (1) Values adopted by Council on July 24, 2017. May be adjusted periodically, as provided for under City policy.
 (2) Project Targets will be confirmed through the project’s Development Permit processes.
 (3) BUH indicates units designed and constructed in compliance with the City’s Basic Universal Housing standards.

Occupants of the LEMR units will enjoy full use of all on-site indoor and outdoor residential amenity spaces, which, together with parking, bike storage, and related features, will be provided by the owner/operator at no additional charge to the affordable housing occupants. The developer is working to engage a non-profit operator to manage the development's required LEMR units. More information regarding this potential arrangement will be provided at Development Permit stage.

- Staff support the developer's proposal, which is consistent with City policy. Prior to rezoning adoption, a Housing Agreement and Housing Covenants will be registered on title requiring that the developer satisfies all City requirements.
- b) Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond's population including, but not limited to, households with children.
- Staff support the developer's proposal for 49% 1-bedroom units (260 units) and 51% 2- and 3-bedroom, family-friendly units (273 units), including:
 - i) Market housing: 49% 1-bedroom (249 units); 47% 2- bedroom (238 units), and 4% 3-bedroom (17 units); and
 - ii) Affordable housing: 38% 1-bedroom (11 units), 38% 2-bedroom (11 units), and 24% 3-bedroom (18 units).
- c) Accessibility: Richmond's OCP seeks to meet the needs of the city's aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities.
- Staff support the developer's proposal, which is consistent with City policy and will include:
 - i) Barrier-free lobbies, common areas, and amenity spaces;
 - ii) Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.); and
 - iii) 30% Basic Universal Housing (BUH) units (i.e. 161 of 533 units), including 26% of market units (i.e. 132 of 504 units) and 100% of affordable housing units (i.e. 29 units).
Note: The developer will be utilizing the Zoning Bylaw's BUH floor area exemption of 1.86 m² (20 ft²) per BUH unit.

3. Capstan Station Bonus (CSB)

Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Capstan Station Bonus (i.e. 0.5 floor area for residential uses) must:

- Prior to rezoning bylaw adoption, provide public open space in some combination of fee simple, dedication, and/or Statutory Right of Way (as determined to the City's satisfaction) at a rate of at least 5 m² (54 ft²) per dwelling, based on total dwelling units; and
- Prior to Building Permit (BP) issuance, make a cash-in-lieu community amenity contribution towards the future construction of the Capstan Canada Line Station, based on the number of approved units and the Council-approved contribution rate in effect at the time of BP issuance (i.e. currently \$8,562.97 per unit, which rate is updated annually each October 1st).

The developer proposes to exceed the City requirements under the CSB policy. More specifically, prior to rezoning adoption, the developer proposes to provide 4,188 m² (1.0 ac) of public open space (as a combination of fee simple park and Statutory Right-of-Way), which contribution is 57% larger than the CSB minimum requirement. In addition, rather than waiting to BP issuance, the developer

proposes to submit the project's entire voluntary cash-in-lieu contribution towards station construction (estimated at \$4,564,063) prior to rezoning adoption, based on the maximum number of dwellings permitted under the amended ZMU25 zone (i.e. 533) and the Council-approved contribution rate in effect at the time of rezoning bylaw adoption.

- Staff support the developer's proposal on the basis that it satisfies City policy, early payment of the developer's voluntary CSB contribution will accelerate station design and construction, and increased public open space (delivered at no cost to the City or TransLink) will provide for a larger transit plaza and enhanced opportunities for station integration.

4. Village Centre Bonus (VCB)

Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Village Centre Bonus (i.e. 1.0 floor area ratio for commercial uses) must make a community amenity contribution (based on 5% of bonus VCB floor area) and, as applicable, utilize some portion of the permitted bonus VCB floor area for commercial uses that are selected for their ability to enhance the vitality and amenity of the applicable City Centre Village (e.g., Capstan Village). If approved, under the CCAP's Village Centre Bonus policy the subject development would be permitted to construct 11,230 m² (120,880 ft²) of bonus non-residential floor area.

- a) Community Amenity Contribution: Prior to rezoning adoption, the developer proposes to make a voluntary contribution, in the amount of \$3,928,600, to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing 561.5 m² (6,044 ft²) of community amenity space on-site.
 - Staff are supportive of the proposed cash-in-lieu amenity contribution on the basis that:
 - i) Two large City-owned facilities (secured as voluntary development amenity contributions) have recently been approved near the subject site, including a 3,107 m² (33,439 ft²) community centre on the west side of No. 3 Road (Yuanheng / RZ 12-603040) and a 1,428 m² (15,376 ft²) Early Childhood Development (ECD) Hub east of the neighbourhood park (Pinnacle / RZ 12-610011); and
 - ii) The proposed cash-in-lieu contribution can be applied, as determined to the satisfaction of Council, towards future community amenity facility construction elsewhere in the City Centre.
- b) Commercial Uses: The developer proposes that 90% of the development's potential VCB floor area is comprised of retail, office, and related uses, including 49% next to Capstan Station in the form of pedestrian-oriented retail/restaurant uses at grade with two floors of office above and 41% on 3131 Sexsmith Road (fronting Sea Island Way) in the form of office and related uses.
 - Staff are supportive of the developer's proposal on the basis that:
 - i) Retail and related uses next to Capstan Station will contribute towards transit ridership and provide amenity and convenience for local residents and employees;
 - ii) The development of office uses next to the station is consistent with City objectives for fostering the growth of employment nodes in association with the Canada Line; and
 - iii) Office use on 3131 Sexsmith Road is consistent with the emerging role of the Sea Island Way/Bridgeport Road corridor as a prominent office address, as demonstrated by recently proposed and approved developments (e.g., International Trade Centre / DP 12-624180, Yuanheng / RZ 12-603020, Pinnacle / RZ 12-610011, and New Continental Properties / RZ 13-628557).

- c) Non-Profit Arts Space: The developer proposes that 10% of the development's potential VCB floor area is provided in the form of a 1,194 m² (12,850 ft²) ground floor, commercial unit fronting the south side of the neighbourhood park. The proposed space will be designed, constructed, and secured, at the developer's sole cost, for dance, theatre, music, visual, applied, and/or media arts and art education with the intent that it is operated, in perpetuity, as a non-profit arts facility. Proposed amendments to the ZMU25 zone and legal agreements registered on title will limit uses of the proposed space, in perpetuity, to non-profit arts uses, as determined to the City's satisfaction. In addition, prior to rezoning adoption, legal agreements will be registered on title to secure the developer's commitment to construct the arts space, at the developer's sole cost, including special building features and tenant improvements (e.g., clear span spaces, sprung floors for dance, and movable glazed walls along the park frontage), and restrict the rental rate applicable to the arts space, in perpetuity, to a maximum of 50% of market rates (i.e. relative to net rent for comparable market commercial space).
- Staff are supportive of the developer's proposed non-profit arts space, as it will contribute towards the development of Capstan Village as an animated, transit-oriented community. More specifically, the developer's non-profit arts space proposal:
 - i) Is well suited to its transit station precinct location, where it can contribute towards:
 - The liveliness and amenity of the public open spaces surrounding the station;
 - The viability of local businesses (e.g., by diversifying business opportunities and attracting shoppers); and
 - Transit ridership;
 - ii) Is consistent with the Council-approved Richmond Arts Strategy and CCAP, which aim to:
 - Support greater public engagement with and access to the arts by increasing the number and diversity of City Centre arts spaces and opportunities;
 - Establish an "arts district" in and around Capstan Village; and
 - Cluster arts uses and opportunities near the Canada Line and complementary uses, including the Council-approved affordable studios and housing for professional artists along Hazelbridge Way, Sexsmith Road, and Patterson Road (Pinnacle / RZ 12-610011 and Concord / RZ 06-349722 and ZT 15-700276); and
 - iii) Will strengthen the Capstan Station precinct as a focus for local residents and the broader community through synergy between the proposed non-profit arts space, the neighbourhood park, and the Council-approved community centre and Early Childhood Development (ECD) Hub.

The developer is working to engage a potential non-profit operator to manage the proposed arts space. Interest has been expressed by Arts Umbrella (Attachment 5). More information regarding a potential operator will be provided at Development Permit stage.

5. Sustainability

The CCAP encourages the coordination of private and City development and infrastructure objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour.

- Staff support the developer's proposal, which is consistent with City policy and includes:
 - i) District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its future connection to a DEU system (when a utility is available).
 - ii) Leadership in Energy and Environmental Design (LEED): The developer will design and construct the subject development to meet LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU connectivity, storm water management/quality). A LEED Checklist is attached (Attachment 6). Design development will be undertaken through the Development Permit process.
 - iii) Electric Vehicle (EV) Facilities: The OCP includes minimum rates for the provision of EV charging equipment for residential parking and Class 1 bike storage. Possible updates to residential parking standards will be considered at Public Hearing in December 2017. The developer's proposal is consistent with those updates and will include energized Level 2 EV charging infrastructure for 100% of residential parking spaces and energized Level 1 charging infrastructure for bicycles for the shared use of residents based on a rate of at least 10% of Class 1 bicycle storage spaces.

6. Transportation

Under the Zoning Bylaw, prior to Capstan Station being operational, multi-phase Capstan Village developments are required to implement a transitional parking strategy. It is the understanding of the staff that the subject development will be constructed concurrently with the Capstan Canada Line Station and, as such, a transitional parking strategy is not required and Zoning Bylaw "Parking Zone 1" rates shall apply.

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site. The Zoning Bylaw permits parking reductions for Capstan Village developments that incorporate transportation demand management and other measures to the City's satisfaction. Consistent with these CCAP and Zoning Bylaw requirements, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through a combination of legal agreements registered on title, to the satisfaction of the Director of Transportation, and the City's standard Servicing Agreement processes and Letters of Credits, as applicable, as per the attached Rezoning Considerations (Attachment 8).

- Staff support the developer's proposal, which is consistent with City policy and includes:
 - i) The extension of Hazelbridge Way from Capstan Way to Carscallen Road;
 - ii) Widening and/or frontage improvements along No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way to accommodate road, sidewalk, and related upgrades, together with off-site bike path and landscape features;
 - iii) Minimizing potential pedestrian and cycling conflicts with vehicles by limiting the number of permitted driveways to one at each of the east lot and west lot and shared driveway access at 3131 Sexsmith Road;
 - iv) Securing 65% of total commercial parking (with a covenant on title) for short-term use (e.g., hourly) by the general public;
 - v) Providing end-of-trip cycling facilities (e.g., showers, change rooms, and related features) co-located with Class 1 (secure) bicycle storage spaces provided for use of the project's commercial tenants and employees;

- vi) Providing three car-share vehicles and related parking (equipped with electric vehicle charging equipment); and
- vii) Installing a temporary sidewalk and boulevard along the east side of No. 3 Road, between Capstan Way and Sea Island Way, where ultimate frontage improvements have not been constructed by others (i.e. generally north of the neighbourhood park).

7. Parks

The CCAP and the ZMU25 zone require that the developer provides land for park and public open space uses, including 1,336 m² (0.3 ac) for expansion of the existing City-owned neighbourhood park and at least 2,665 m² (0.6 ac) for public open space (in a combination of fee simple and SRW) to satisfy Capstan Station Bonus (CSB) requirements, based on 5 m² (54 ft²) per dwelling unit and a maximum of 533 units. The developer's proposal includes the required neighbourhood park expansion, together with 4,188 m² (1.0 ac) of public open space. The latter, which exceeds the development's minimum required CSB public open space contribution by 1,523 m² (0.4 ac), includes the widening of an existing mid-block trail (constructed by others) along the east side of the development's east lot, greenway improvements along Capstan Way and Sea Island Way, expanded public open space areas along the Canada Line guideway, and a large transit plaza.

A conceptual design for the required park and public open space improvements has been prepared by the developer (Attachment 8). Detailed design will be undertaken through the development's Servicing Agreement (SA), Development Permit (DP), and related City processes, including, as applicable, coordination with TransLink's design of Capstan Station and TransLink/City approval for required station integration features. Park and public open space improvements will be secured with SA Letters of Credit and/or DP landscape Letters of Credit, as applicable.

In addition to the above park and public open space improvements, the developer proposes to design, construct, and maintain, in perpetuity, at the developer's sole cost, two universally-accessible washrooms for public use (valued at \$600,000). The washrooms will be constructed on the development's west lot (secured with a SRW), in a location convenient to Capstan Station and the neighbourhood park, as determined to the City's satisfaction. The developer's obligations with respect to the washrooms will be secured with legal agreements on title prior to rezoning adoption. Detailed design will be undertaken in coordination with related park and public open space improvements to the satisfaction of the City, through the development's Servicing Agreement, Development Permit, and related City processes (secured with a SA or DP Letter of Credit, as applicable).

- Staff are supportive of the developer's proposal on the basis that it:
 - i) Is consistent with City policy for the Capstan Village area;
 - ii) Expands and enhances existing public park, trail, and greenway features;
 - iii) Supports City and TransLink objectives for station integration and transit plaza; and
 - iv) Enhances the amenity of the station/park precinct through the provision and maintenance of public washrooms, at no cost to the City.

8. Site Servicing & Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City.

- Prior to rezoning adoption, the developer will enter into standard City Servicing Agreements, secured with a Letters of Credit, for the design and construction of all required off-site rezoning works including, but not limited to the extension of Hazelbridge Way and improvements required to facilitate the integration of Capstan Station, as set out in the attached Rezoning Considerations (Attachment 8). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program (e.g., construction of Hazelbridge Way and part of the required Sexsmith Road widening).

9. Tree Retention & Replacement

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

- Staff are supportive of the developer's proposal, which includes, among other things:
 - i) The removal of 37 bylaw-size trees on private lands with 74 replacement trees (2:1 ratio), at the developer's sole cost, through the Development Permit application for the project's proposed west and east lots (DP 17-787403); and
 - ii) The relocation of four existing street trees along the north side of Capstan Way to facilitate required road widening, at the developer's sole cost, through the project's Servicing Agreement processes (secured with the Servicing Agreement Letter of Credit).

10. Public Art

The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated near transit station and public parks.

- Staff support the developer's proposal, which is consistent with City policy and includes, among other things, a voluntary developer contribution of at least \$425,090, based on City-approved rates and the maximum buildable floor area permitted under the subject site's proposed ZMU25 zone (excluding affordable housing). Prior to rezoning adoption, legal agreement(s) will be registered on title requiring the developer's implementation of a public art plan for the subject site and surrounding public open space areas, prepared by an accredited professional and secured by Letter(s) of Credit, all to the satisfaction of the City.

11. Community Planning

Under the CCAP, developments subject to rezoning approval are required to contribute towards future City community planning studies at a rate of \$2.69/m² (\$0.25/ft²) of maximum buildable floor area, excluding affordable housing (i.e. as per the subject site's proposed ZMU25 zone).

- The developer's proposal to voluntarily contribute \$142,239 complies with City policy.

12. Development Phasing

Construction of the development's north lot, 3131 Sexsmith Road, will occur once the subject developer and the owner of the neighbouring lands at 3208 Carscallen Road (Pinnacle International) agree on a comprehensive development strategy. In the meantime, the subject developer has submitted a Development Permit application for the development's two south lots (DP 17-787403). The developer would like to move forward with construction of the two south lots concurrently; however, the need to coordinate the west lot with the construction of Capstan Station may require that work on the two lots follows different schedules.

- To address the uncertainty surrounding the development's phasing, the developer has proposed and staff agree that, prior to rezoning adoption, legal agreements will be registered on title securing that:
 - i) No separate sale of the developer's lots will be permitted without the prior approval of the City (to ensure that all legal, financial, and development obligations assigned to each lot through the subject rezoning are satisfactorily transferred and secured);
 - ii) Prior to Development Permit approval for 3131 Sexsmith Road, a comprehensive development strategy for the lot and its neighbour(s) must be identified and, as applicable, the strategy will be secured with legal agreements and/or other measures, as determined to the City's satisfaction;
 - iii) Prior to rezoning adoption, the developer will enter into a Servicing Agreement for the design and construction of transportation, engineering, and parks works (including any applicable transit station integration works), the scope of which shall include all works identified with respect to the subject development, except permanent sidewalks and boulevards behind the curbs; and
 - iv) Prior to Building Permit issuance, on a lot-by-lot basis, the developer will enter into Servicing Agreements for sidewalk and boulevard improvements, including any additional improvements required with respect to the integration of Capstan Station.

13. Built Form & Architectural Character

The developer proposes to construct a high-rise, high density, mixed use development in the heart of Capstan Village, next to the future Capstan Canada Line Station, a neighbourhood park, and approved community centre and Early Childhood Development (ECD) Hub facilities. The proposed development is consistent with CCAP policy for the provision of land (via a combination of dedication and Statutory Rights of Way) to facilitate required transportation and public open space improvements. Likewise, the proposed form of development, which combines articulated streetwall building elements and towers, generally conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

- a) A strong urban concept contributing towards a high-density, high-amenity, mixed-use, transit-oriented environment, comprising pedestrian-oriented commercial, an arts facility, office, and a variety of dwelling types (including 51% family-friendly, 2- and 3-bedroom units);
- b) Variations in massing contributing towards streetscape interest, solar access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- c) An articulated building typology with a distinct identity and features contributing to a sense of human scale and pedestrian interest; and
- d) Sensitivity to existing neighbours, by meeting or exceeding minimum recommended tower separation guidelines (e.g., 24 m / 79 ft.) and expanding the width of the existing (under construction), landscaped mid-block trail along the east side of the development from approximately 10 m (33 ft.) to 16 m (53 ft.).

Development Permit (DP) approval, to the satisfaction of the Director of Development, will be required for the development's two south lots prior to rezoning adoption. At DP stage, additional design development is encouraged with respect to the following items.

- a) Capstan Station: In consultation with TransLink, a strategy for integrating the proposed station with fronting development must be identified to the City's satisfaction, which may include, but

may not be limited to, weather protection, furnishings, lighting, landscaping, pedestrian-oriented uses, and a high-amenity public realm and neighbourhood park design, such that transit users will enjoy a level of convenience, comfort, and security satisfactory to the City and TransLink.

- b) Canada Line Interface: Prior to rezoning adoption, the City's standard Canada Line covenant (which addresses noise and nuisance) will be registered on title to the lot abutting the guideway and future station. In addition, through the DP process, design development is required to ensure that the residential and commercial frontages are attractive and consistent with TransLink's Adjacent Integrated Design (AID) objectives (e.g., protecting the guideway from falling objects or other forms of interference).
- c) Neighbourhood Park Interface: Opportunities must be explored to contribute towards a high amenity public realm, particularly with respect to the animation and enhancement of the interface between the proposed arts space and related on-site walkway and the program/design of the adjacent City park and playground.
- d) Commercial Streetscape: Opportunities to create a distinctive, cohesive Capstan Village retail node and identity (i.e. not generic) should be explored (e.g., shop front design, signage, weather protection, pedestrian amenities, colour, materials, etc.).
- e) Residential Streetscape: Design development is encouraged to enhance the interface of proposed townhouses and residential frontages with fronting pedestrian sidewalks and open spaces, particularly along the mid-block trail.
- f) Common Amenity Spaces: The proposed indoor and outdoor common amenity spaces satisfy OCP and CCAP DP Guidelines rates (Attachment 4). More information is required with respect to the programming, design, and landscaping of these spaces to ensure they satisfy City objectives.
- g) Accessibility: Through the DP process the design and distribution of accessible units and common spaces and uses will be refined.
- h) Sustainability: A LEED Checklist is attached (Attachment 6). Opportunities to better understand and enhance the building's performance in coordination with its architectural expression will be explored through the Development Permit process.
- i) Emergency Services: Fire Department requirements identified at the rezoning stage must be confirmed and refined through the DP design and approval processes (e.g., Fire Department response points, addressing plan, etc.).
- j) 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 surveillance, defensible space, and related measures will be reviewed within the development permit process.
- k) Parking, Loading & Waste Management: The development proposal is consistent with the Zoning Bylaw and related City requirements. The design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces will be finalized through the DP process.

14. Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact

As a result of the proposed development, the City will take ownership of developer contributed assets constructed to City standards, such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, bike lanes, and traffic signals. The anticipated Operating Budget impact for the ongoing maintenance of these assets is \$17,745. This will be considered as part of the 2019 Operating Budget.

Conclusion

Concord Pacific has applied to the City of Richmond for permission to rezone lands at 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, to permit the construction of 5,523 m² (1.4 acres) of park and public open space and a high-rise, high density, mixed use development containing 533 dwellings and 11,230 m² (120,880 ft²) of non-residential uses, including office, retail, and storefront space to be occupied by a non-profit arts organization. Proposed amendments to the ZMU25 zone will, if approved, enhance development coordination between the subject site and adjacent lands previously rezoned by others in the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way. Off-site works, including utility upgrades, the extension of Hazelbridge Way, frontage improvements, and park construction, will be subject to the City’s standard Servicing Agreement processes (secured with Letters of Credit).

An analysis of the developer’s proposal shows it to be well designed and consistent with the CCAP’s development, livability, sustainability, and urban design objectives. On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9780 be introduced and given first reading.

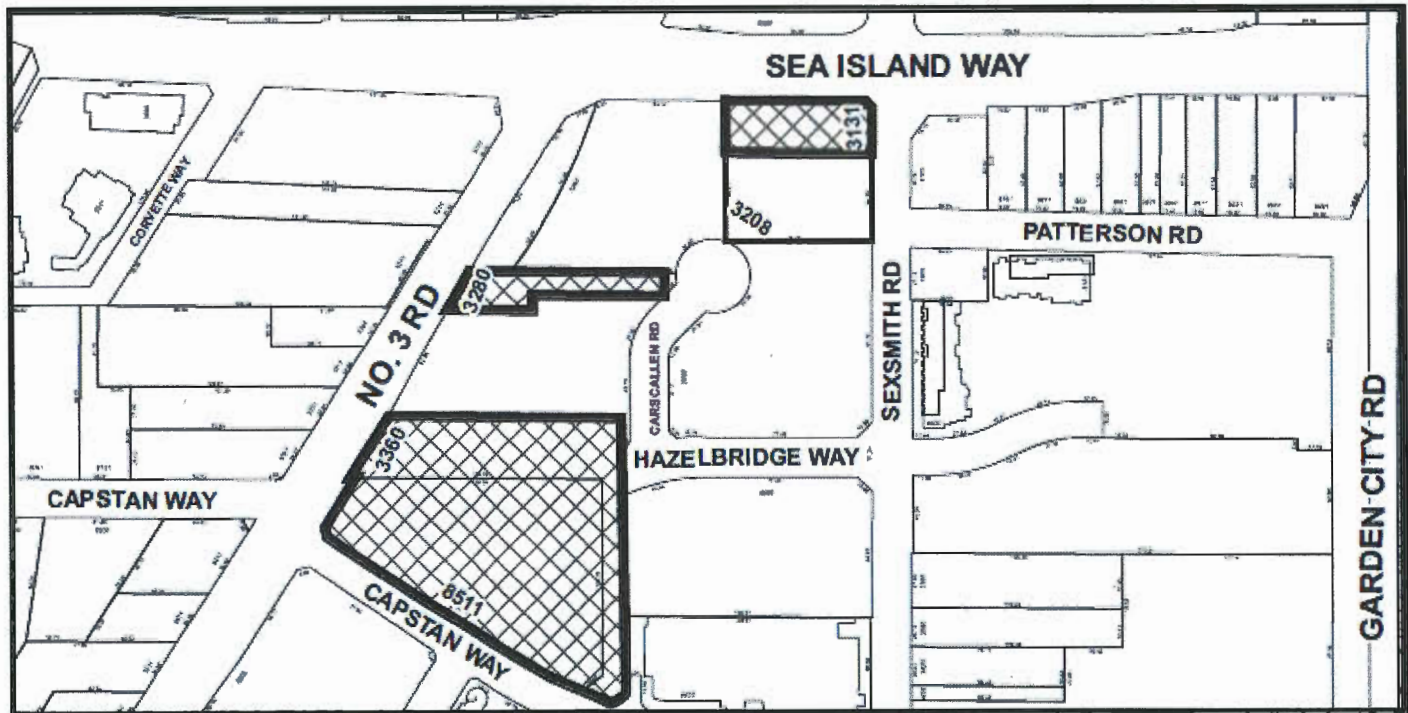
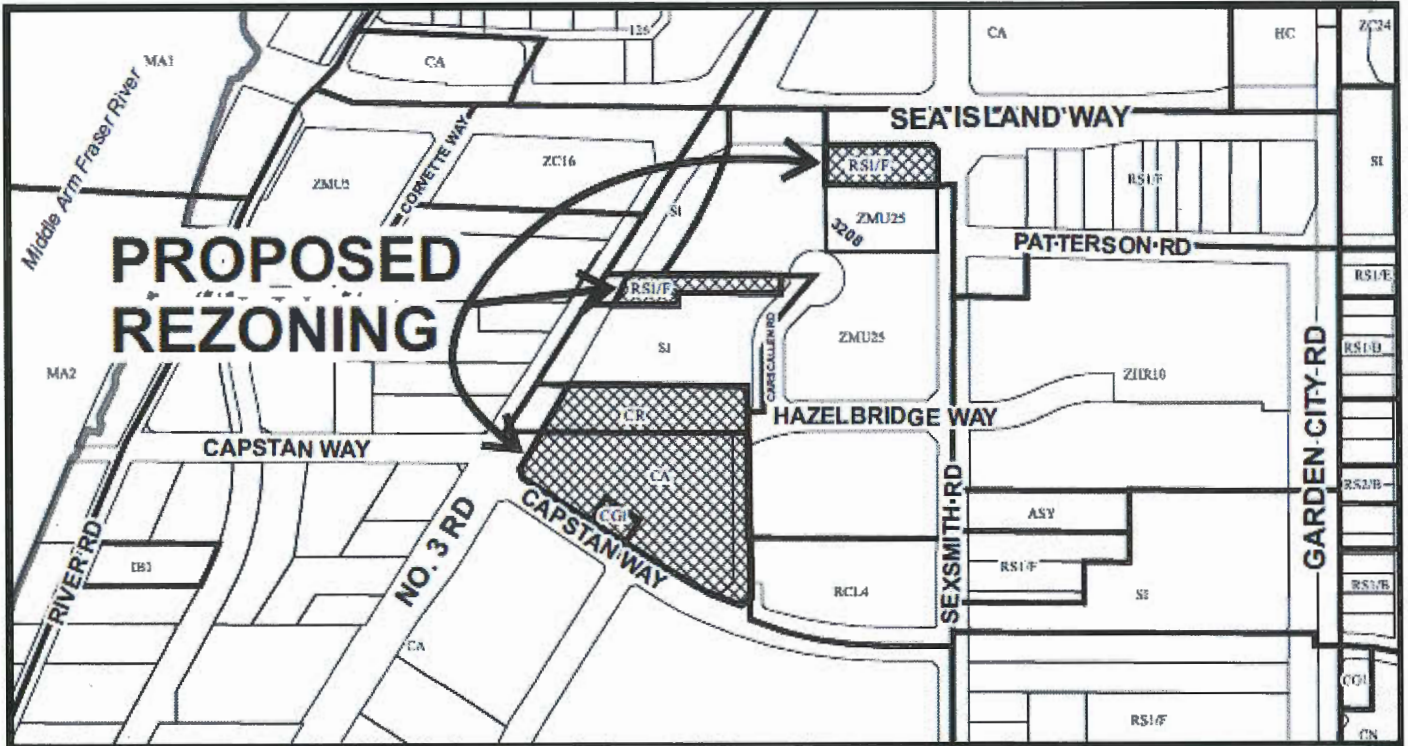


Suzanne Carter-Huffman
Senior Planner / Urban Design

SPC:cas

Attachments:

1. Location Map
2. Conceptual Development Plans
3. City Centre Area Plan – Specific Land Use Map: Capstan Village (2031)
4. Development Application Data Sheet
5. Arts Umbrella – Letter of Support
6. LEED Checklist
7. Conceptual Development Plan
8. Rezoning Considerations



RZ 17-769242

Original Date: 04/26/17

Revision Date: 12/08/17

Note: Dimensions are in METRES



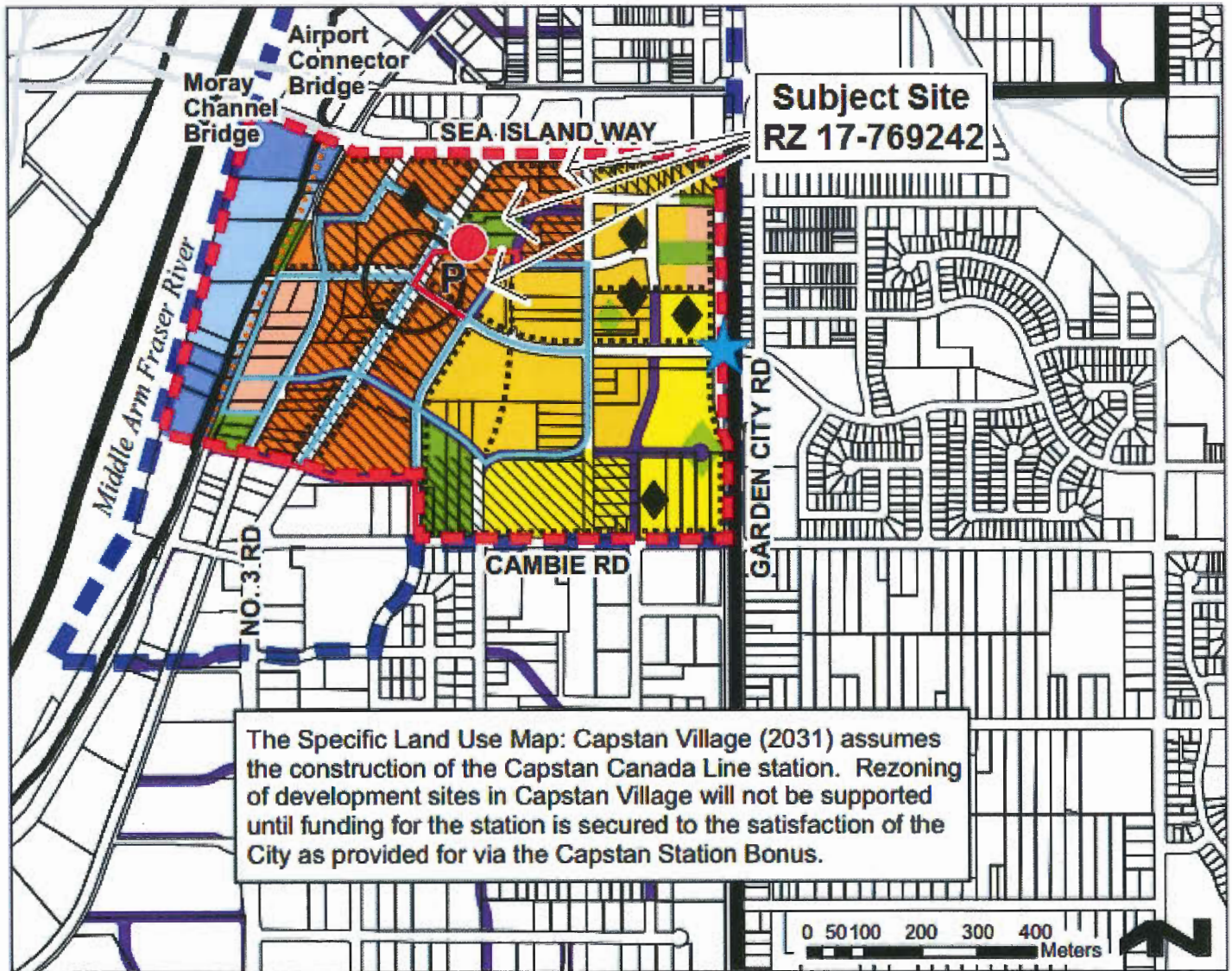
RZ 17-769242

Original Date: 04/26/17

Revision Date: 12/08/17

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031) Bylaw 9593
2017/05/08



The Specific Land Use Map: Capstan Village (2031) assumes the construction of the Capstan Canada Line station. Rezoning of development sites in Capstan Village will not be supported until funding for the station is secured to the satisfaction of the City as provided for via the Capstan Station Bonus.





RZ 17-769242

Address: 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road

Applicant: Concord Pacific

Planning Area(s): City Centre (Capstan Village)

	Existing	Proposed
Owner	<ul style="list-style-type: none"> Sun Tech City Development Corp 	<ul style="list-style-type: none"> No change
Site Size	<ul style="list-style-type: none"> 19,393.5 m2 	<ul style="list-style-type: none"> 13,769.1 m2
Land Uses	<ul style="list-style-type: none"> Vacant & real estate sales centre 	<ul style="list-style-type: none"> High density, high-rise, mixed residential/office/commercial Park
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> Mixed Use
Area Plan Designation	<ul style="list-style-type: none"> Urban Centre T5 (35 & 45 m) / 2.0 FAR Capstan Station Bonus (CSB) / 0.5 FAR Village Centre Bonus (VCB) / 1.0 FAR New park & streets Pedestrian-Oriented Retail Precinct Richmond Arts District 	<ul style="list-style-type: none"> No change
Aircraft Noise Sensitive Development	<ul style="list-style-type: none"> "Area 3" – All Aircraft Noise Sensitive Development (ANSD) uses may be considered 	<ul style="list-style-type: none"> As per existing City policy
Zoning	<ul style="list-style-type: none"> Single Detached (RS1/F) Roadside Stand (CR) Auto-Oriented Commercial (CA) Gas and Service Stations (CG1) 	<ul style="list-style-type: none"> Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre) School and Institutional Use (SI)
No. of Units	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> 533 maximum (limited by covenant on title), including: <ul style="list-style-type: none"> West Lot: 362 East Lot: 171 3131 Sexsmith: Nil
Unit Mix	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Market units: 504, including (proposed): <ul style="list-style-type: none"> 49% 1-BR units (249) 51% 2 & 3 BR "family" units (255) Affordable housing units: 29, including (proposed): <ul style="list-style-type: none"> 38% 1-BR units (11) 62% 2 & 3 BR "family" units (18)
Accessible Housing	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Basic Universal Housing (BUH) units: 161 (30% of total units), including: <ul style="list-style-type: none"> Market units: 132 (26% of market units) Affordable units: 29 (100% of affordable units) Aging-in-Place: All units not designed to BUH standards will include aging-in-place features (e.g., blocking in walls for grab bars, lever handles, etc.)
Affordable Housing	<ul style="list-style-type: none"> 5% of total residential area (turnkey), secured in perpetuity with a Housing Agreement, as per City policy for applications received prior to July 24, 2017 & adopted prior to July 24, 2018. 	<ul style="list-style-type: none"> 2,190.9 m2, including: <ul style="list-style-type: none"> West Lot: 1,491.5 m2 East Lot: 699.4 m2 3131 Sexsmith: Nil

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	<ul style="list-style-type: none"> West of Hazelbridge: 3.5 FAR max. East of Hazelbridge: 2.5 FAR max. 	<ul style="list-style-type: none"> As required 	None permitted
Buildable Floor Area	<ul style="list-style-type: none"> 55,048.6 m², including: <ul style="list-style-type: none"> Residential: 43,818.5 m² Non-residential: 11,230.1 m², including 	<ul style="list-style-type: none"> As required 	None permitted
Buildable Floor Area by Lot	<ul style="list-style-type: none"> West Lot: 29,830.0 m² residential & 6,648.7 m² non-residential East Lot: 13,988.5 m² residential 3131 Sexsmith: 4,581.4 m² non-residential 	<ul style="list-style-type: none"> As required 	None permitted
Lot Coverage	<ul style="list-style-type: none"> Building & landscaped roofs over parking: 90% max. 	<ul style="list-style-type: none"> As required 	None
Lot Size	<ul style="list-style-type: none"> West Lot: 8,000 m² min. East Lot: 3,700 m² min. 3131 Sexsmith: 1,800 m² 	<ul style="list-style-type: none"> West Lot: 8,048.1 m² min. East Lot: 3,816.5 m² min. 3131 Sexsmith: 1,904.5 m² 	None
Setbacks @ Canada Line	<ul style="list-style-type: none"> Residential: 20.0 m min. to a lot line, but may be reduced to 10.0 m if proper interfaces are provided Non-residential: 6.0 m min. to a lot line 	<ul style="list-style-type: none"> As required 	none
Setbacks @ Road & Park	<ul style="list-style-type: none"> 6.0 m min. to a lot line or SRW, but this may be reduced to 3.0 m if proper interfaces are provided, EXCEPT – For residential uses, 20.0 m min to a lot line abutting Sea Island Way 	<ul style="list-style-type: none"> 3.0 m min. Residential is not permitted on 3131 Sexsmith Road, thus, residential will not be located within 20 m of Sea Island Way 	None
Setbacks @ Interior Side Yards	<ul style="list-style-type: none"> 3.0 m min. to a lot line or SRW, but this may be reduced to 0.0 m if proper interfaces are provided 	<ul style="list-style-type: none"> 0.0 m 	None
Setbacks @ Parking Below Finished Grade	<ul style="list-style-type: none"> 0.0 m 	<ul style="list-style-type: none"> 0.0 m 	None
Height	<ul style="list-style-type: none"> 47 m GSC 	<ul style="list-style-type: none"> As required 	None
Off-street Parking – Rates	<ul style="list-style-type: none"> Parking Zone 1 rates LESS 10% TDM: Market Units: 0.9/unit Affordable Housing: 0.81/unit Residential Visitors: <ul style="list-style-type: none"> West Lot: 100% shared w commercial East Lot: 0.18/unit LESS 50% Commercial (first 2 fls): 3.375/100 m² gla Office (upper floors): 1.35/100 m² gla Arts Umbrella: 41 spaces Car-Share parking: 3 spaces 	<ul style="list-style-type: none"> As required 	None
Tandem Parking Spaces:	<ul style="list-style-type: none"> Permitted for Market Residential units only to a maximum of 50% 	<ul style="list-style-type: none"> To be confirmed through DP 	None
Off-Street Loading	<ul style="list-style-type: none"> West Lot: 5 medium truck spaces East Lot: 2 medium truck spaces 3131 Sexsmith: To be determined 	<ul style="list-style-type: none"> As required 	None
CCAP Indoor Amenity Space @ 2 m ² /unit	<ul style="list-style-type: none"> West Lot: 362 x 2 m²/unit = 724 m² East Lot: 171 x 2 m²/unit = 342 m² 3131 Sexsmith: N/A 	<ul style="list-style-type: none"> West Lot: 730 m² East Lot: 389 m² 3131 Sexsmith: N/A 	None
OCP Outdoor Amenity Space @ 6 m ² /unit	<ul style="list-style-type: none"> West Lot: 362 x 6 m²/unit = 2,172 m² East Lot: 171 x 6 m²/unit = 1,026 m² 3131 Sexsmith: N/A 	<ul style="list-style-type: none"> West Lot: 2,490 m² East Lot: 1,093 m² 3131 Sexsmith: N/A 	None

	Bylaw Requirement	Proposed	Variance
CCAP Additional Landscaped Space @ 10% Net Site Area	<ul style="list-style-type: none">• West Lot: 805 m2• East Lot: 382 m2• 3131 Sexsmith: 191 m2	<ul style="list-style-type: none">• As required	None
Capstan Station Bonus Public Open Space (min.)	<ul style="list-style-type: none">▪ 5.0 m²/dwelling or 4,187.9 m2, whichever is greater	<ul style="list-style-type: none">• 4,187.9 m2, secured as a combination of fee simple & SRW prior to Rezoning adoption	None

Other: Tree replacement compensation required for loss of significant trees.



October 16, 2017.

Suzanne Carter-Huffman
City of Richmond
10100 S Arm Place, Richmond, BC, V7A 2E1

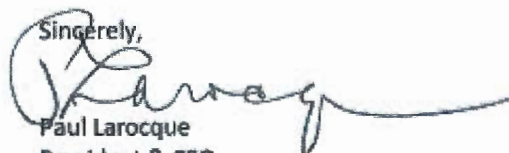
Re: Potential Arts Umbrella facility in Concord Pacific Developments Capstan Station development

Dear Ms. Carter-Huffman,

Arts Umbrella is a nationally renowned non-profit organization that provides the highest quality dance, theatre, visual, applied and media arts education for children and youth. For nearly 40 years, we have helped more than 500,000 young people explore their artistic potential and build community in our cities, province, and country. This year, we will serve 21,000 young people throughout Metro Vancouver, reaching more than two-thirds through bursaries, scholarships and free community programs for vulnerable children and youth. Arts Umbrella programs are delivered at our centres on Granville Island and in Surrey, in close to 40 neighbourhood houses/community centres, and more than 60 elementary and high schools. Today, Arts Umbrella employs a staff of 240 British Columbians, including a teaching faculty of more than 170 professional artists and educators who share our belief that inspiring young people through arts education is important. Our graduates are leading the way in B.C. industries like film, publishing and digital technology while making an ongoing contribution to British Columbia's creative economy; but more importantly, Arts Umbrella students have gone on to become creative and compassionate citizens in whatever path they choose.

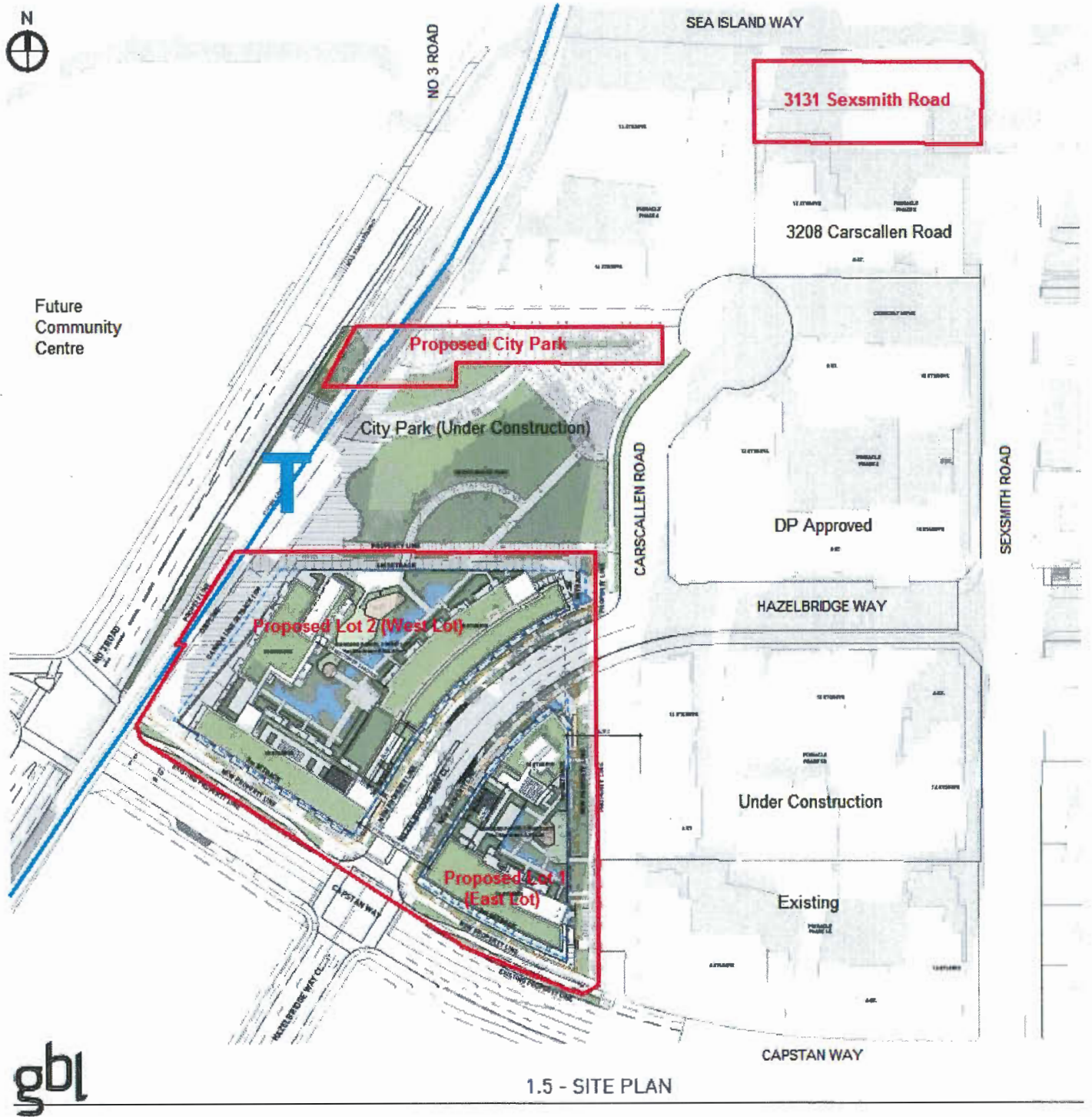
We have been approached by Concord Pacific Developments Inc. to determine our interest in a significant new facility in Richmond for Arts Umbrella to expand our program delivery. We met with Concord Pacific representatives who walked us through the emerging neighbourhood of Capstan Village, with a proposed new major community centre, an early childhood development centre, a new park, proximity to the Richmond dyke system, and many new apartments which are under construction. We took this proposed idea of a new Arts Umbrella facility in Richmond to our Board on June 19, 2017 and they have approved further discussions with Concord Pacific to explore this opportunity further. We are now in discussions with Concord Pacific as to the design and fit-out of the proposed facility and the financial arrangements that would be necessary to ensure this exciting proposal can become a reality for Arts Umbrella, Concord, and the City of Richmond. Concord has proposed a multi-purpose turn-key 12,000 sq. ft. facility located at-grade on the proposed new park. This would represent an amazing opportunity to integrate art programs into this emerging new mixed-use neighbourhood in Richmond.

We continue to work with Concord Pacific to develop our ideas to make this facility a reality. Arts Umbrella wholeheartedly supports the idea of an arts-related facility in this neighbourhood.

Sincerely,

Paul Larocque
President & CEO

Arts Umbrella Granville Island - 286 Cartwright Street, Vancouver, BC, Canada V6H 3R8
604-681-5268 | info@artsumbrella.com | artsumbrella.com

Conceptual Development Plan





Aerial view of Lot 2/West Lot (right) & Lot 1/East Lot (left)





Looking southwest to Lot 2/West Lot (right) & Lot 1/East Lot (left) from Carscallen Road



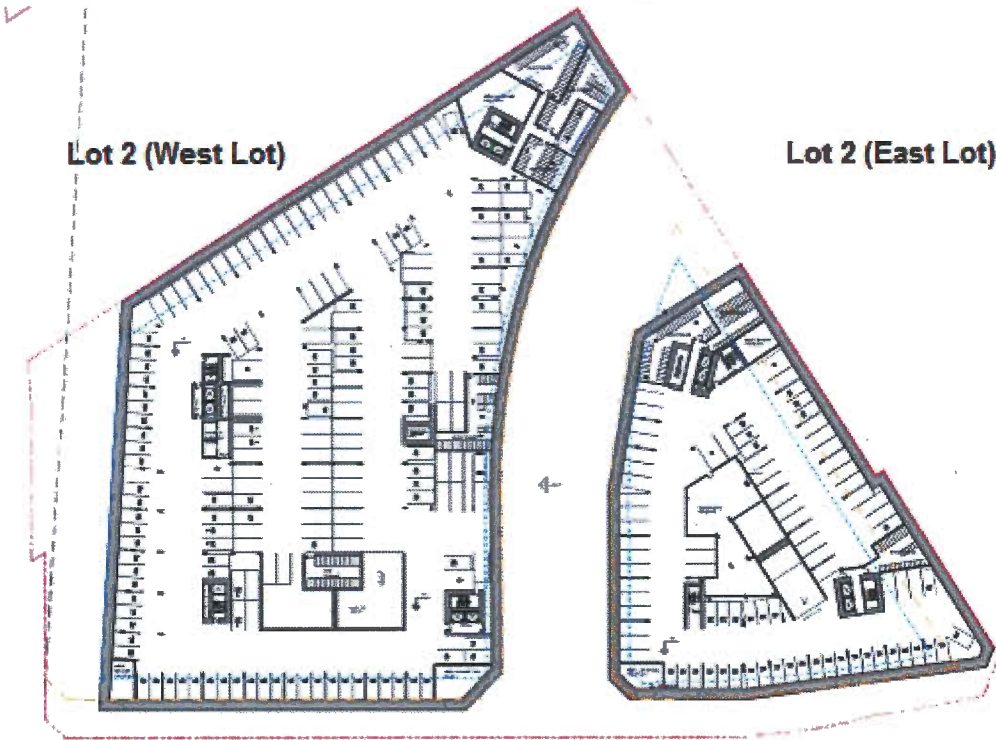
Looking south along No. 3 Road with the Canada Line guideway & future station (right)



Rooftop courtyard @ Lot 2/West Lot



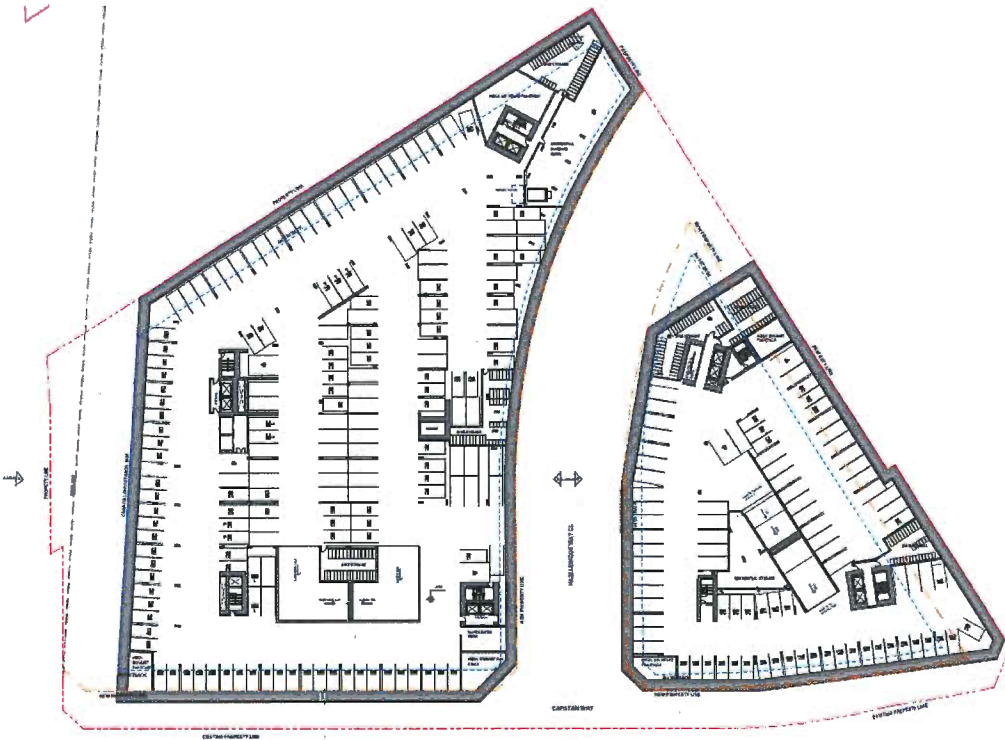
Rooftop courtyard @ Lot 1/East Lot



gbl

6.1 - PARKING LEVEL P-2

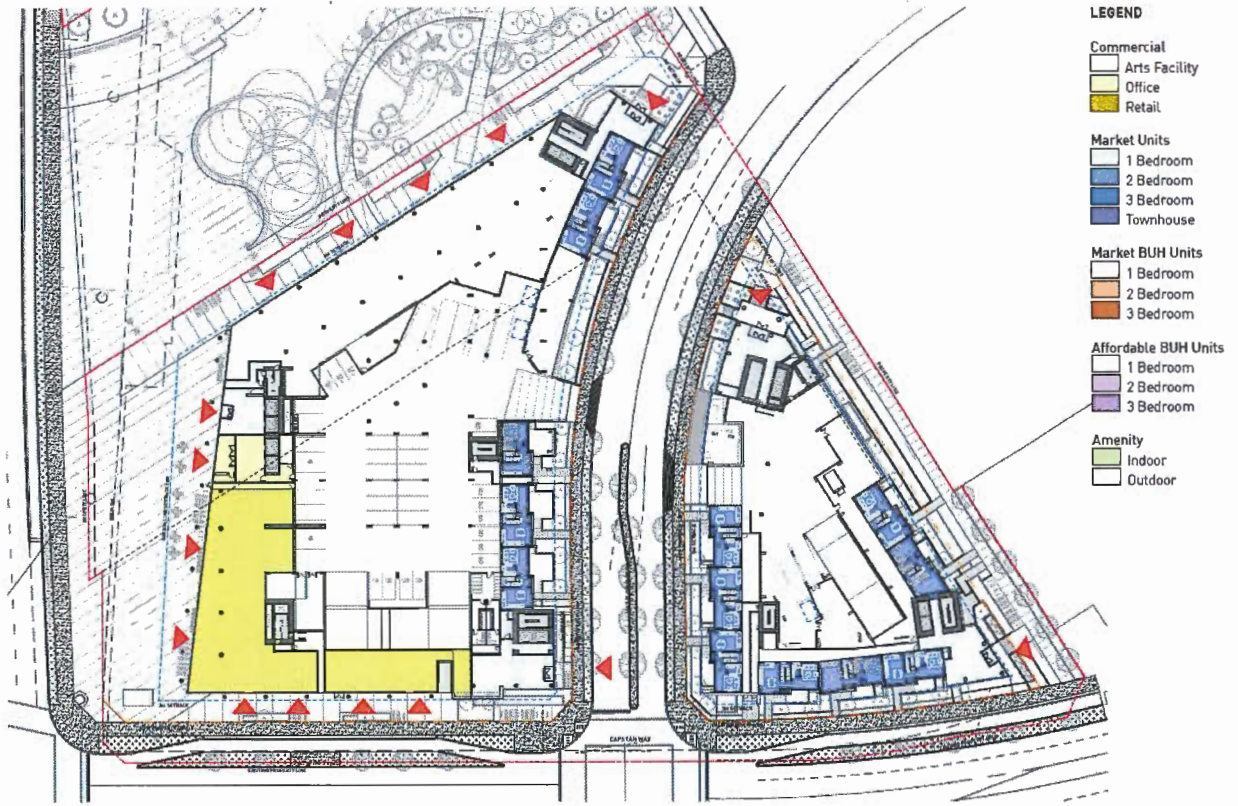
CAPSTAN WAY



gbl

6.2 - PARKING LEVEL P-1

CAPSTAN WAY

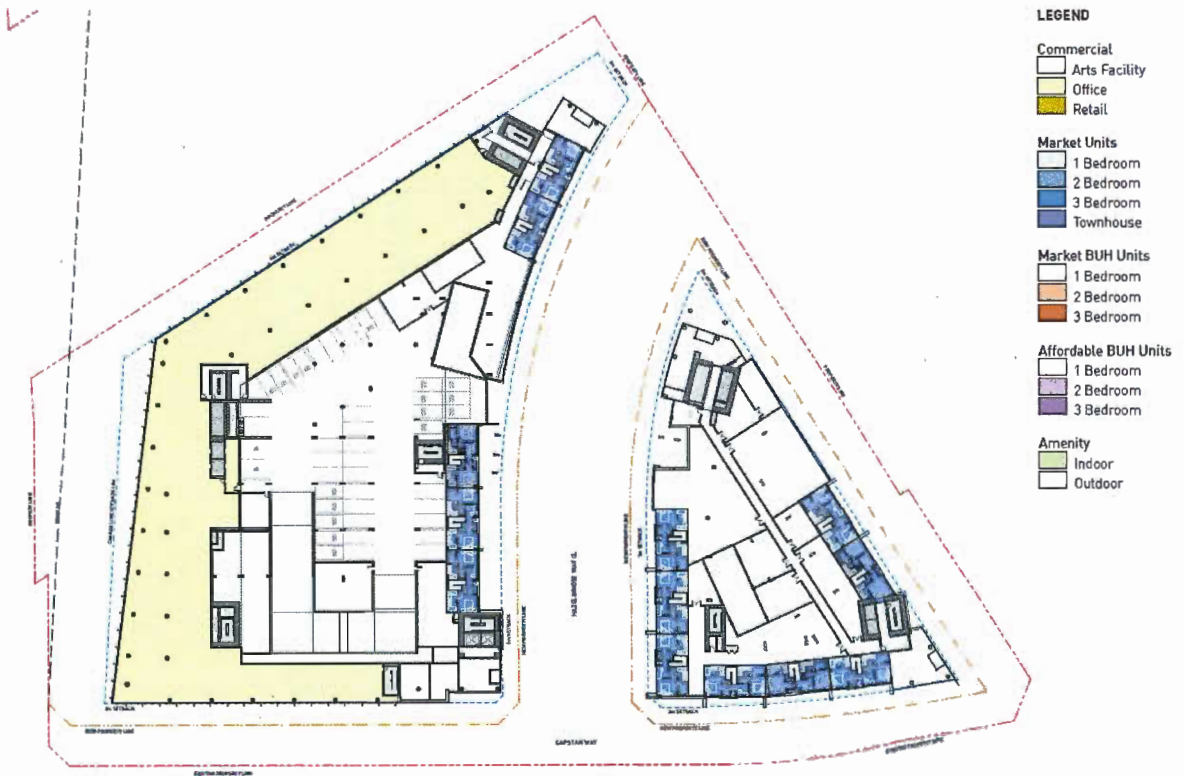


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.3 - LEVEL 1

CAPSTAN WAY

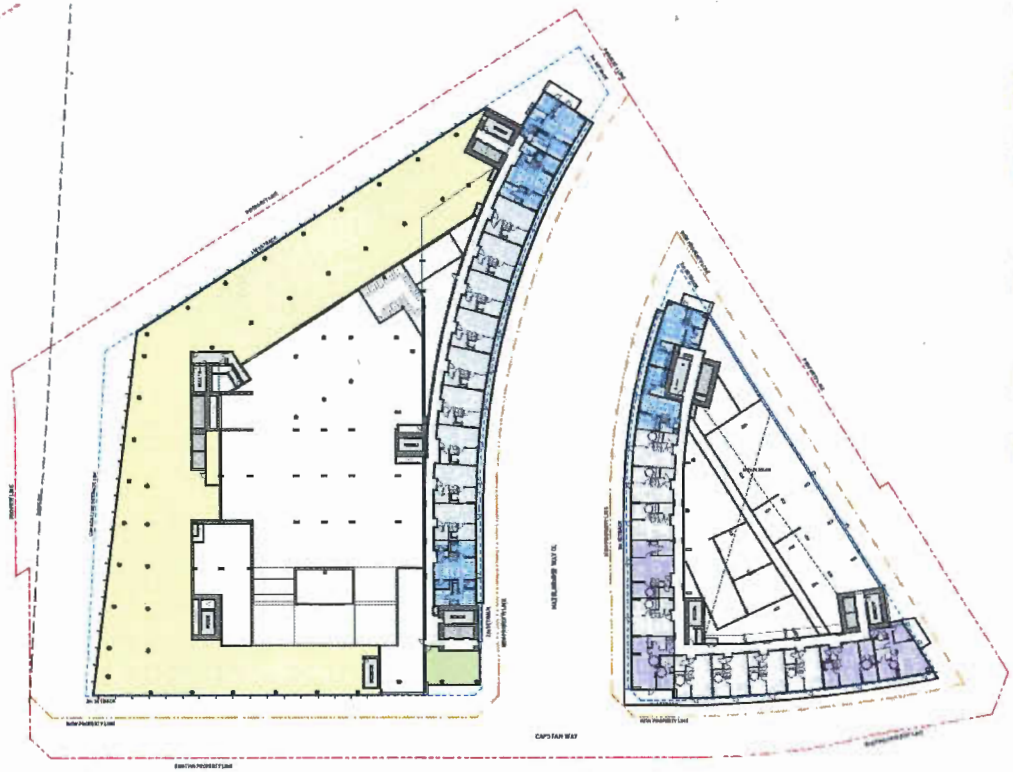


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.4 - LEVEL 2

CAPSTAN WAY

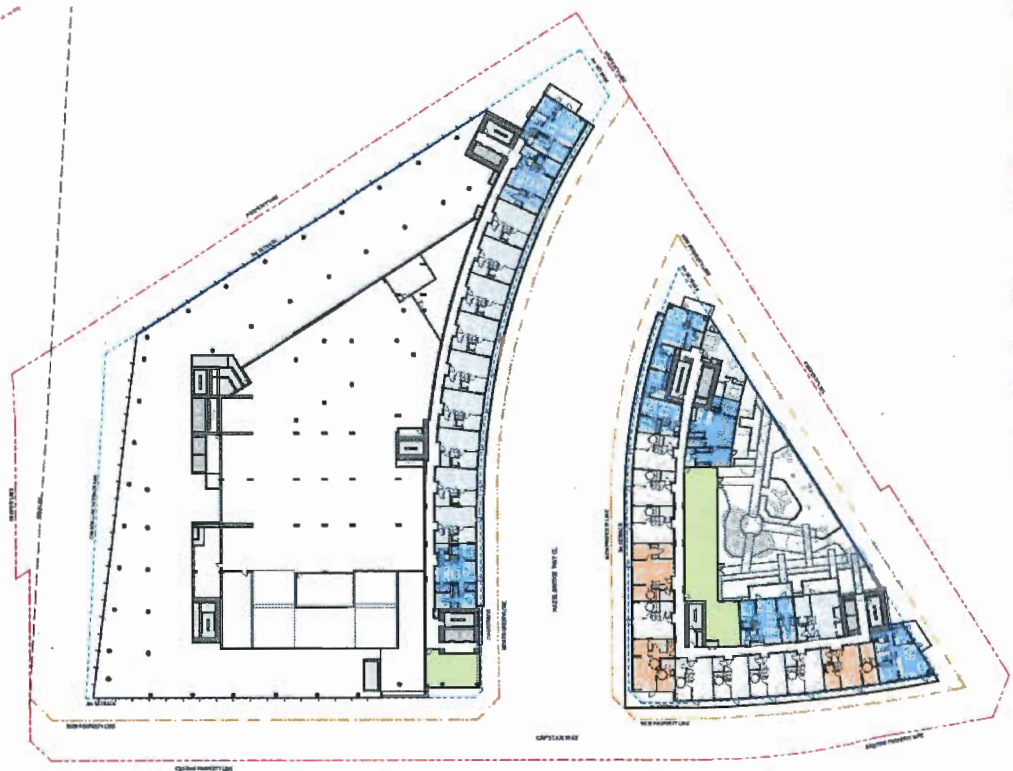


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.5 - LEVEL 3

CAPSTAN WAY

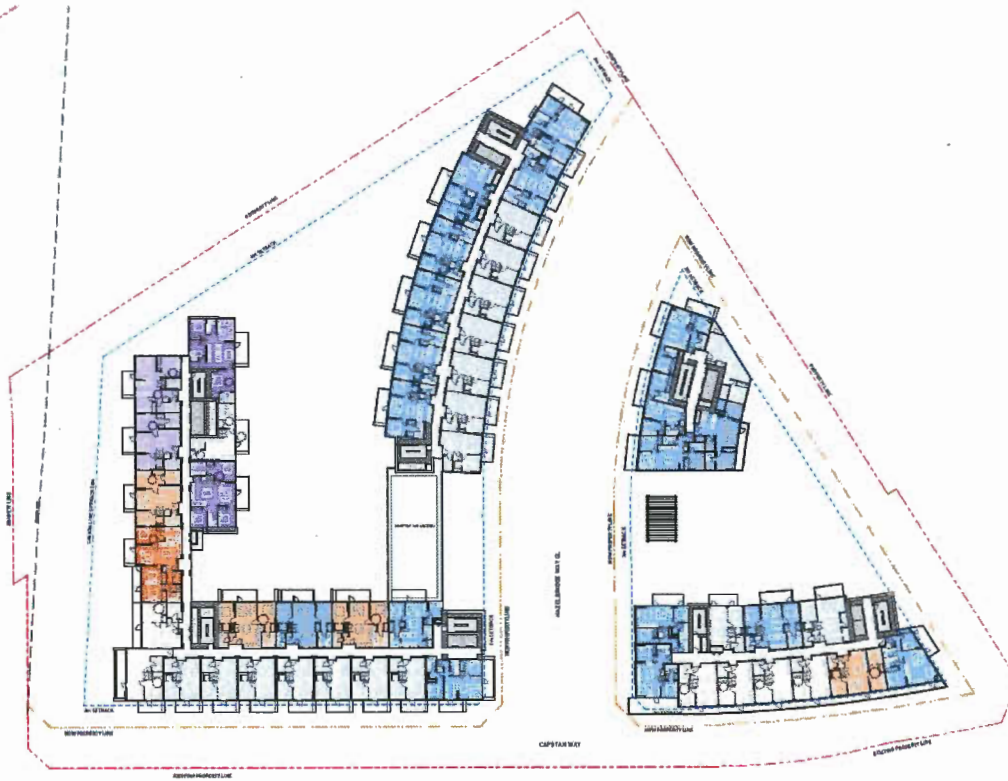


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.6 - LEVEL 4

CAPSTAN WAY



- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.9 - LEVEL 7

CAPSTAN WAY

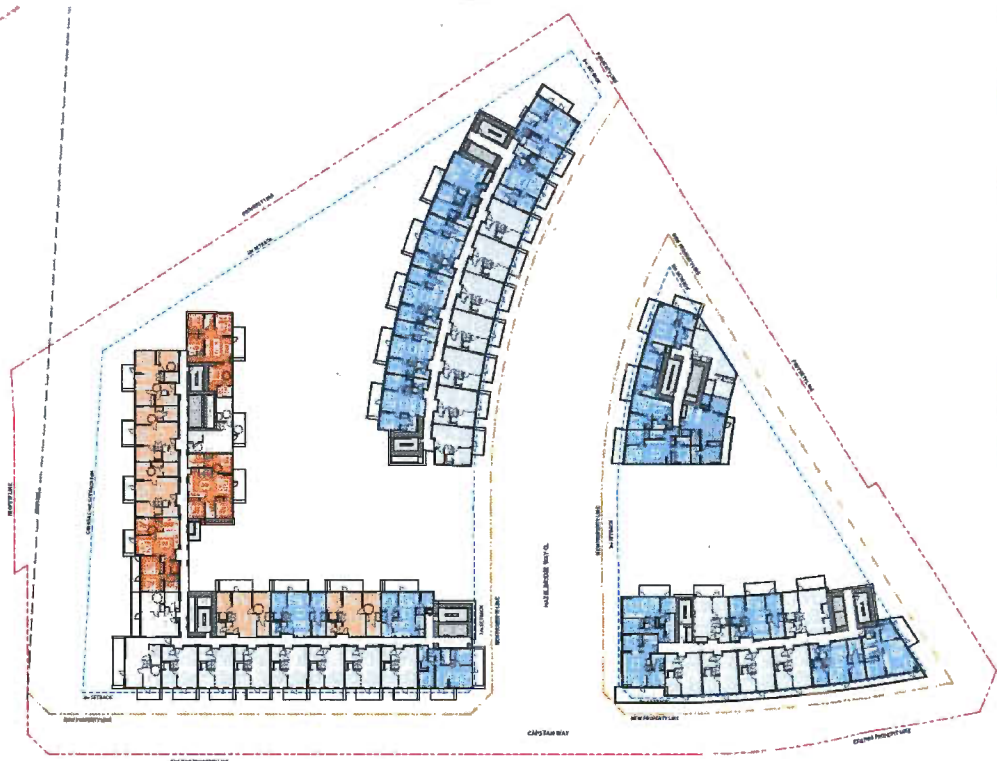


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.10 - LEVEL 8

CAPSTAN WAY

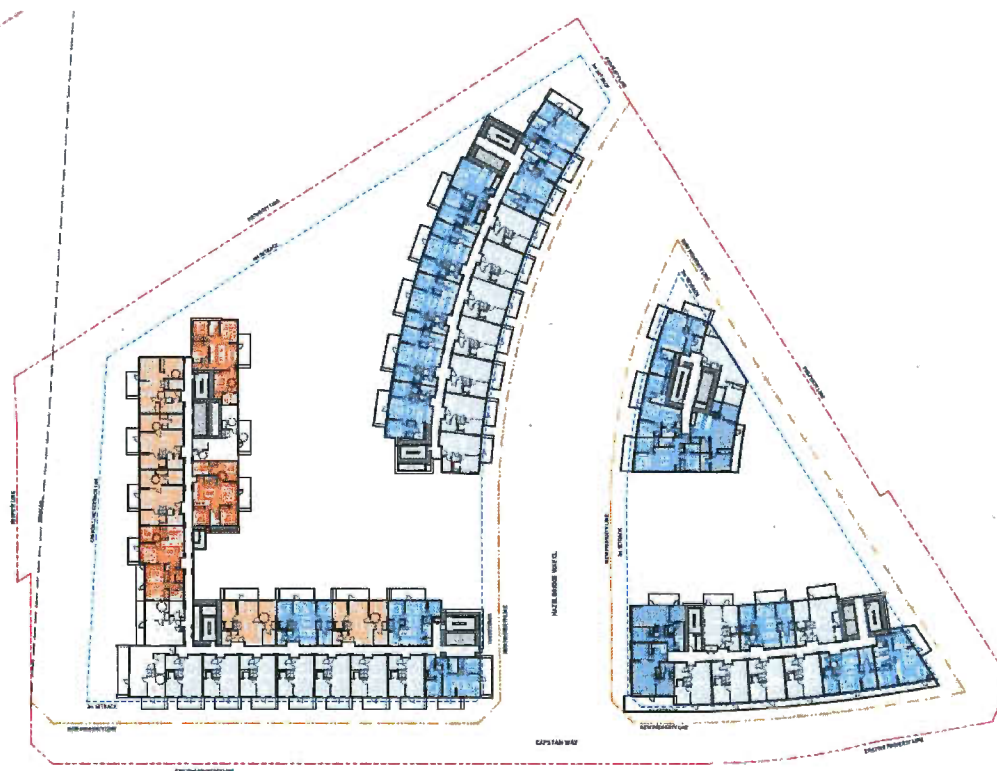


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.11 - LEVEL 9

CAPSTAN WAY



- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.12 - LEVEL 10

CAPSTAN WAY



gbl

6.13 - LEVEL 11

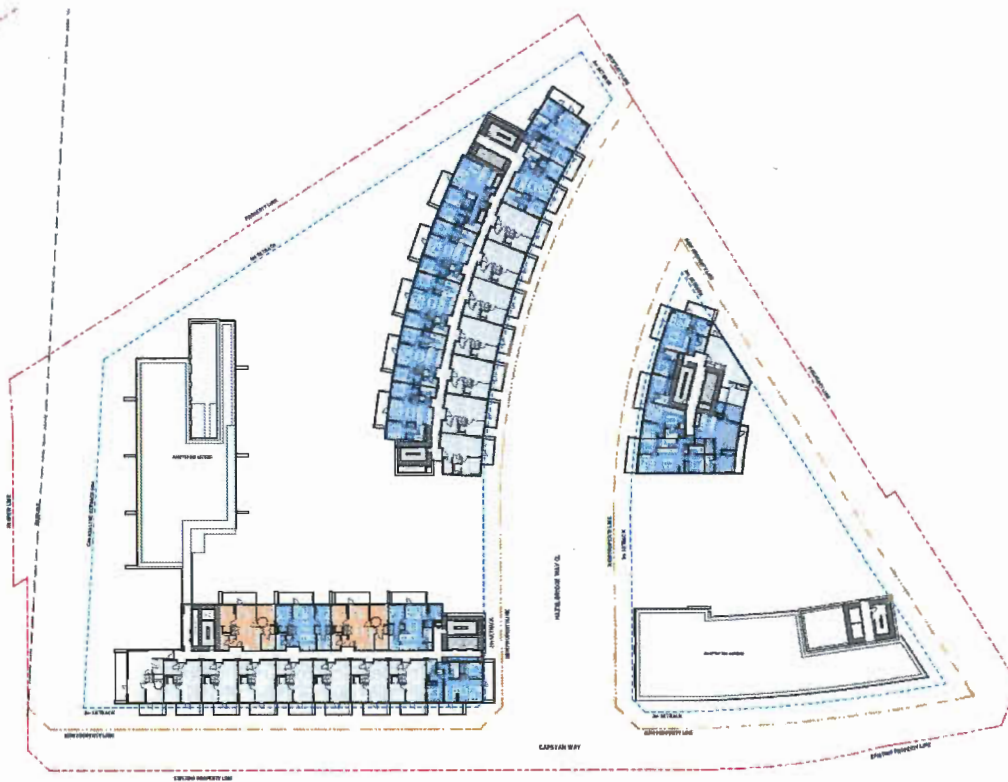
CAPSTAN WAY



gbl

6.14 - LEVEL 12

CAPSTAN WAY

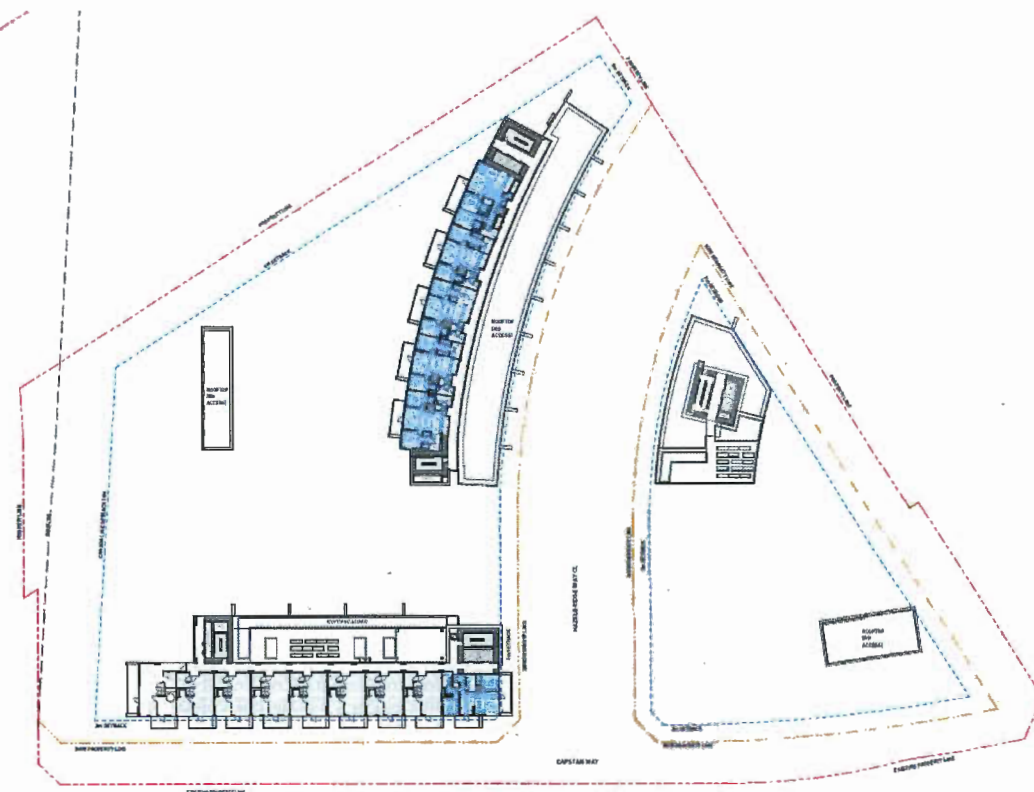


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.15 - LEVEL 13

CAPSTAN WAY

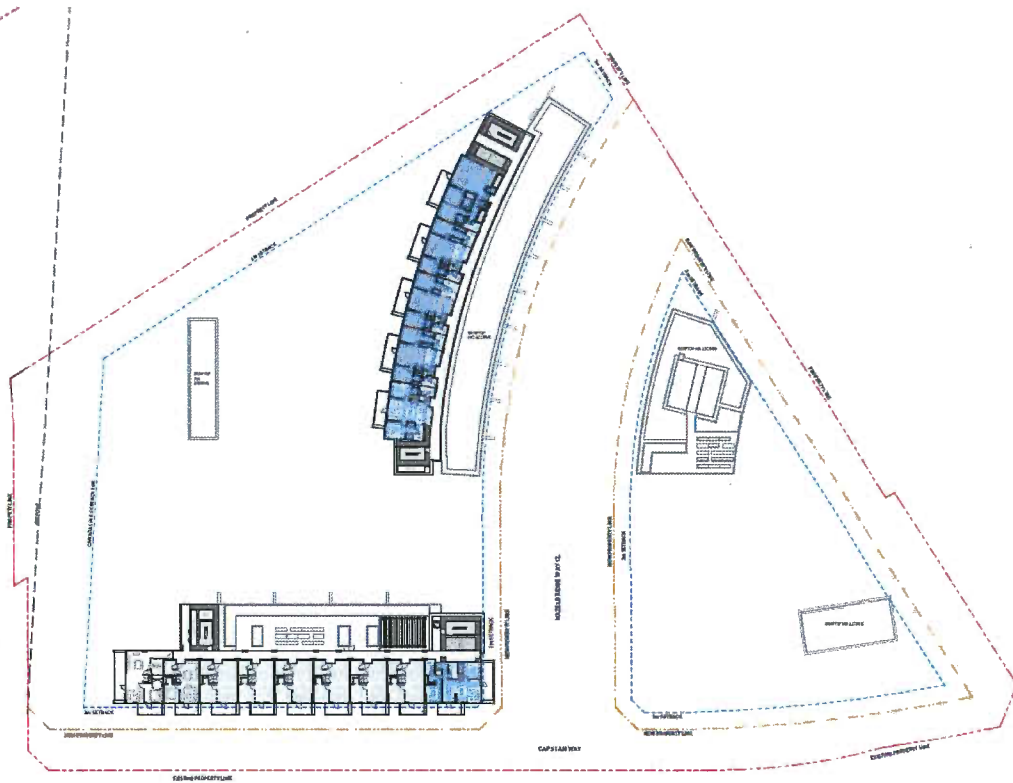


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.16 - LEVEL 14

CAPSTAN WAY

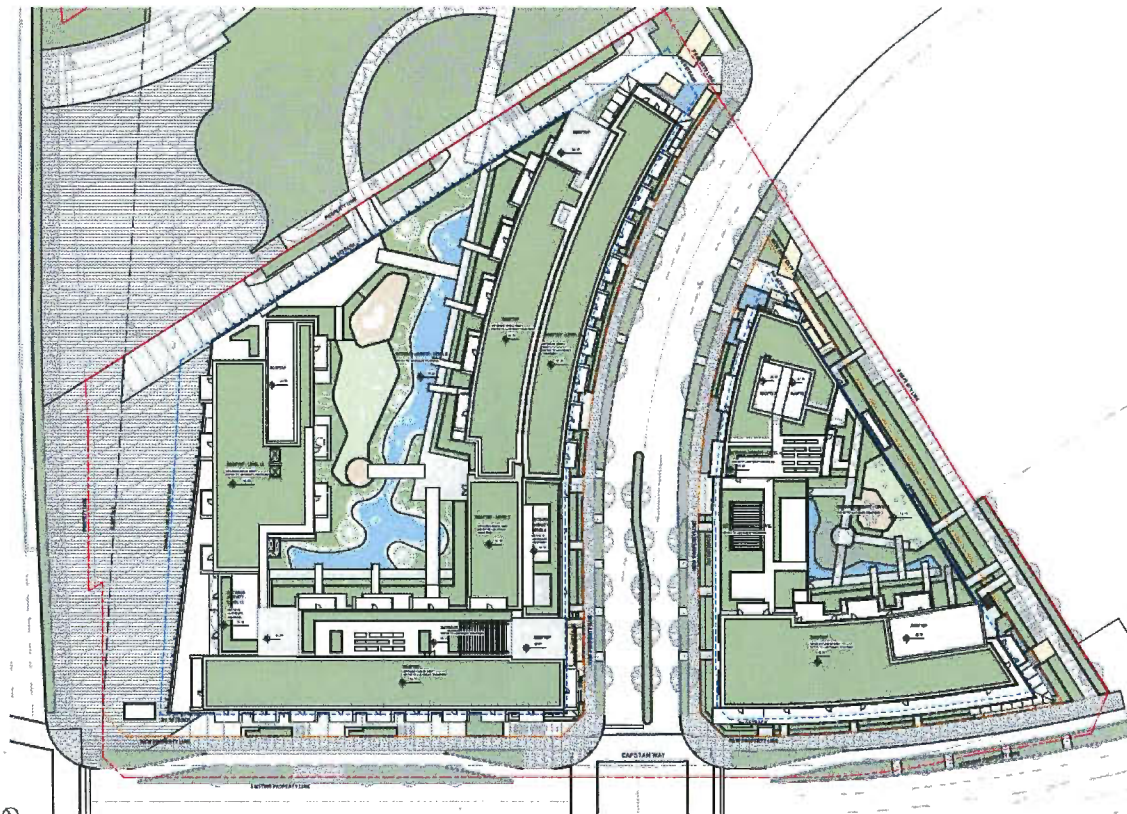


- LEGEND**
- Commercial**
 - Arts Facility
 - Office
 - Retail
 - Market Units**
 - 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
 - Market BUH Units**
 - 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Affordable BUH Units**
 - 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Amenity**
 - Indoor
 - Outdoor

gbl

6.17 - LEVEL 15

CAPSTAN WAY



gbl

6.18 - ROOF LEVEL

CAPSTAN WAY



SOUTH ELEVATION - VIEW FROM CAPSTAN WAY



NORTH ELEVATION - VIEW FROM PARK

gbl

7.2 - ELEVATIONS

CAPSTAN WAY



WEST ELEVATION - HAZELBRIDGE WAY



EAST ELEVATION - HAZELBRIDGE WAY

gbl

7.3 - ELEVATIONS

CAPSTAN WAY



EAST ELEVATION - VIEW FROM GREENWAY



EAST ELEVATION - PARCEL 1 COURTYARD



NORTH ELEVATION - PARCEL 1 COURTYARD

gbl

7.5 - ELEVATIONS

CAPSTAN WAY



EAST ELEVATION - PARCEL 2 COURTYARD



NORTH ELEVATION - PARCEL 2 COURTYARD



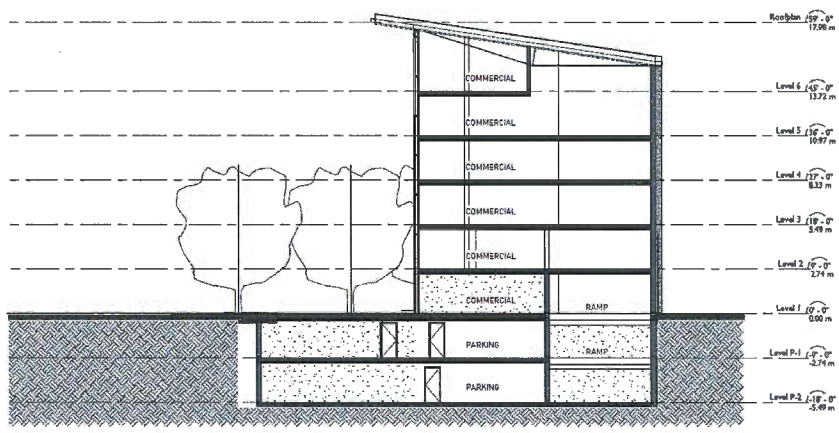
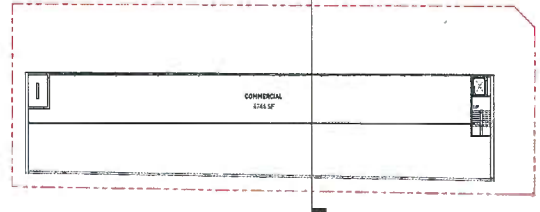
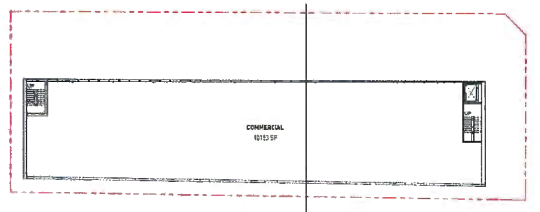
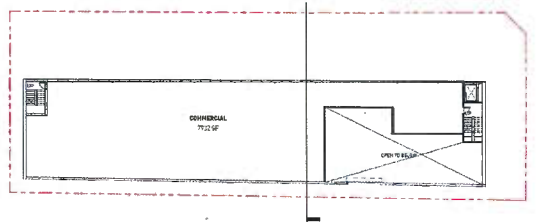
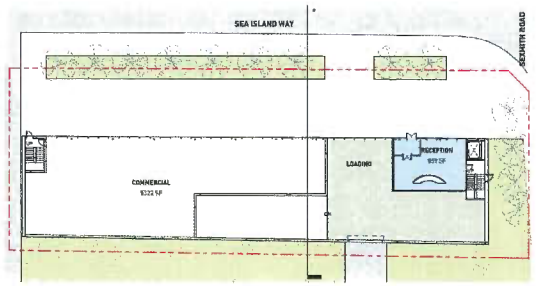
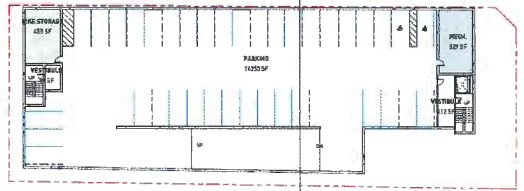
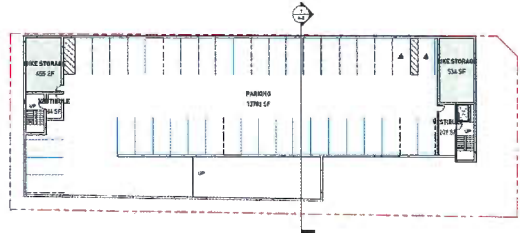
WEST ELEVATION - PARCEL 2 COURTYARD

gbl

7.6 - ELEVATIONS

CAPSTAN WAY

3131 Sexsmith Road – Preliminary Concept





December 14, 2017

Address: 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road **File No:** RZ 17-769242

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9780, the developer is required to complete the following:

1. Ministry of Transportation & Infrastructure (MOTI): Final approval must be received.

NOTE: MOTI preliminary approval is on file (REDMS #5672444) and will expire on Nov 23, 2018.

2. Ministry of Environment (MOE): Regarding potential site contamination issues, receipt of a Site Determination and/or Certificate of Compliance, as required, permitting the subject rezoning application and related development to proceed.

This MOE approval must be provided, to the City's satisfaction, prior to the developer's required transfer of lands (e.g., dedication or fee simple) to the City for road or park.

NOTE: MOE issued a release letter, dated October 31, 2017 (REDMS #5675009), permitting the City to proceed with the approval of the demolition, zoning, subdivision, and development applications in advance of receiving a Site Determination and/or Certificate of Compliance. In the event that the City, at its sole discretion, accepts the developer's required transfer of lands (e.g., dedication or fee simple) to the City for road or park and adopts the rezoning bylaw prior to receipt of a Site Determination and/or Certificate of Compliance, the developer shall enter into legal agreements and/or provide security, to the satisfaction of the City, to require the developer to fully satisfy this Rezoning Consideration prior to Building Permit* issuance for the first building on the lands (at the developer's sole cost) and indemnify the City against any and all claims or actions that may arise in connection with the transfer of lands and/or rezoning adoption in advance of receiving a Site Determination and/or Certificate of Compliance (that would not have occurred if the transfer or rezoning had not been permitted).

3. NAV Canada Building Height: Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.

NOTE: This consideration has been satisfied. (REDMS #5385550)

4. TransLink Adjacent Integrated Design (AID) & Related Requirements:

- 4.1. Guideway Park: Transfer ownership of the existing "Guideway and Station Statutory Right of Way (SRW)" (CA320937) area to the City as fee simple (together with any remnant lands located between the SRW area and the City-owned No. 3 Road right-of-way), consolidate such area with the existing fee simple City park at 3311 Carscallen Road, such that the existing SRW will remain intact on the City lot and, if applicable, be released from the balance of the developer's lands, all at no cost to the City. The transferred lands, comprising a total area of at least 746.7 m² (0.19 ac) in the form of an irregular strip of land across the entirety of the No. 3 Road frontages of 3280 and 3360 No. 3 Road and 8511 Capstan Way, shall be used for park and related purposes, which may include, but may not be limited to, transit plaza, transit station, and associated features and activities.

(Refer to "Guideway Park" on the Parks and Public Open Space Key Plan /**Schedule D.**)

NOTE: Development Cost Charge (DCC) credits shall not apply.

- 4.2. Transit Plaza SRW: Register a new Statutory Right of Way (SRW) on title in favour of the City on the developer's proposed Lot 2 (West Lot) for public access, open space, transit uses, and related features and activities, as determined to the City's satisfaction through Lot 2's (West Lot's) Development Permit*, Building Permit*, Servicing Agreement*, and/or other development approval processes required by the City, which SRW agreement shall include, among other things:

(Refer to "Transit Plaza SRW" on the Parks and Public Open Space Key Plan /**Schedule D.**)

- 4.2.1. A SRW area of at least 610.0 m² (0.15 ac), comprising a strip of land measuring at least 10.0 m (32.8 ft.) wide along the lot's west property line where it abuts the Canada Line guideway (but not at the proposed station), within which SRW area building encroachments (below, at, and above finished grade) shall not be permitted; and
- 4.2.2. Requirements for the developer to enter into a replacement agreement for the purpose of modifying the SRW with respect to its size, configuration, and/or the nature of its terms to facilitate station integration with fronting development (e.g., design, construction, operation, maintenance, and repair of features and activities within the developer's Lot 2 (West Lot) and/or adjacent City park and/or road), if so determined at the sole discretion of the City through Development Permit*, Building Permit*, Servicing Agreement*, Council approval, and/or other development approval processes required by the City.

In addition to the above, the SRW agreement shall provide for the following:

- 4.2.3. The right-of-way shall provide for:
 - a) 24 hour-a-day, universally accessible, public access and related landscape features for the use and enjoyment of pedestrians and cyclists, which may include, but may not be limited to, a paved walkway, off-street bike path, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - b) Public access to fronting on-site uses and adjacent transit and City park amenities and facilities;
 - c) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - d) The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - e) Design and construction of the SRW area, at the sole cost and responsibility of the developer, via the Development Permit*, Servicing Agreement*, and/or Building Permit* review and approval processes, as determined to the City's satisfaction; and
 - f) Maintenance of the SRW area at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, transit-related structures or infrastructure, and/or City furnishings as determined to the City's sole satisfaction via the Development Permit*, Servicing Agreement*, and/or Building Permit* review and approval processes.
- 4.2.4. In addition, the right-of-way shall provide for:
 - a) Food and retail vendors, as determined to the satisfaction of the City, which may include, but may not be limited to, food trucks, coffee kiosks, market stalls, buskers, seasonal uses, special events, and/or related features/activities;
 - b) Public art; and
 - c) City utilities, traffic control (e.g., signals), and/or related equipment.
- 4.2.5. The right-of-way shall not provide for driveway crossings, except as required to provide for bylaw enforcement, maintenance vehicles, access by vendors as described above, and similar purposes, as determined to the City's satisfaction.
- 4.2.6. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless the permit includes the design of the SRW area, to the City's satisfaction.
- 4.2.7. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City's satisfaction.

- 4.2.8. “No occupancy” shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the SRW area is completed to the satisfaction of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 4.3. Transit Integration: Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no Building Permit shall be issued for a building on the developer’s West Lot, in whole or in part, until:
- 4.3.1. **Adjacent Integrated Design (AID):** The applicant has provided the City with satisfactory written confirmation that all terms required as prior-to conditions of Building Permit issuance by the South Coast British Columbia Transportation Authority (TransLink) have been met, as determined to the sole satisfaction of the City, which terms may include, among other things, TransLink’s review and written approval of the following measures needed to ensure the protection of transit infrastructure:
- a) Preload, excavation and, shoring plans and associated mitigation plans;
 - b) A precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, a settlement monitoring program (as established by a qualified geotechnical engineer), and a post-construction survey;
 - c) Final (detailed) design drawings of the proposed West Lot development; and
 - d) A suitable response to TransLink’s guideway protection requirement regarding potential trespass and debris on the guideway or station (e.g., physical barriers or a private legal agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway or station to the owner/strata corporation), which response must receive prior written City approval if it impacts the public realm and/or building form or character (i.e. approved Development Permit, Council approval, or as otherwise determined to the City’s satisfaction); and
- 4.3.2. **Capstan Station Integration:** The proposed design provides for the integration of Capstan Station with the fronting development to the satisfaction of the City through the provision of integration features (i.e. features provided over and above the standard of landscape and building design that would have been acceptable to the City had station integration not been required), which integration features shall:
- a) Provide transit users with a level of convenience, comfort, and security equal to or better than that of the Canada Line’s Marine Gateway Station;
 - b) Include, but may not be limited to, a contiguous, weather-protected pedestrian network connecting the station with fronting development and key linkages with surrounding uses (e.g., community centre, Early Childhood Development Hub, Capstan greenway) complemented by a safe, attractive, high amenity, and universally accessible public realm;
 - c) Require City approval, which may include, but may not be limited to, Development Permit*, Building Permit*, Council, and/or Servicing Agreement* approval for the integration features, in whole or in part, registration of legal agreements with respect to the developer’s responsibilities and/or the terms of construction, subdivision, purchase and sale, and/or occupancy, granting of easements and/or statutory right-of-ways, security, and/or other measures as determined by the City; and
 - d) Be installed, constructed, and maintained at the sole cost of the developer, except for those integration features required to be (i) installed outside the developer’s West Lot or (ii) otherwise owned by others (i.e. TransLink or Richmond) and secured by statutory right-of-way and/or legal agreement, as determined to the satisfaction of the City.

5. Subdivision: Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:

5.1. Road: Dedication of 3,542.2 m² (0.88 ac) for road and related purposes, as per the Preliminary Subdivision Plan (**Schedule A**), including:

- 5.1.1. 530.6 m² (0.13 ac) for road widening, including:
- a) Capstan Way widening: 470.0 m² (0.12 ac); and
 - b) Sexsmith Road widening: 60.6 m² (0.01 ac).

NOTE: Development Cost Charge (DCC) credits shall apply.

- 5.1.2. 3,011.7 m² (0.74 ac) for additional road, including:
- a) Hazelbridge Way: 2,183.6 m² (0.54 ac);
 - b) Capstan Way “additional” widening: 757.3 m² (0.19 ac); and
 - c) Sexsmith Road “additional” widening: 70.8 m² (0.02 ac).

NOTE: Development Cost Charge (DCC) credits shall not apply.

NOTE: The Capstan Way “additional” widening and Sexsmith Road “additional” widening are required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

5.2. Park: Transfer 2,082.2 m² (0.52 ac) to the City as fee simple for park and related purposes, which may include, but may not be limited to, transit plaza, transit station, and associated features and activities. The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer. The lands to be transferred, as indicated on the Preliminary Subdivision Plan (**Schedule A**), shall be consolidated with the abutting City-owned park located at 3311 Carscallen Road and shall include:

- 5.2.1. **Guideway Park**: As described in Section 4.0 TransLink Adjacent Integrated Design (AID) & Related Requirements, at least 746.7 m² (0.19 ac), which shall entail the transfer of the existing “Guideway and Station Statutory Right of Way (SRW)” (CA320937) area to the City, together with any remnant lands located between the SRW area and the City-owned No. 3 Road right-of-way.

NOTE: Development Cost Charge (DCC) credits shall not apply.

NOTE: This land transfer is required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 5.2.2. **Neighbourhood Park Expansion**: At least 1,335.5 m² (0.33 ac), including:
- a) 1,194.0 m² (0.30 ac) along the north side of 3311 Carscallen Road; and
 - b) 141.5 m² (0.03 ac) along the south side of 3311 Carscallen Road.

NOTE: Development Cost Charge (DCC) credits shall apply.

5.3. Lot Consolidation and Subdivision: The creation of three (3) lots for development purposes, as per the Preliminary Subdivision Plan (**Schedule A**), including:

- 5.3.1. Lot 1 (East Lot): 3,816.5 m² (0.94 ac);
- 5.3.2. Lot 2 (West Lot): 8,048.1 m² (1.99 ac); and
- 5.3.3. Lot 3 (3131 Sexsmith Road): 1,904.5 m² (0.47 ac).

5.4. No Separate Sale: Registration of legal agreements on the three (3) lots created for the purpose of the subject mixed use development, as per the Preliminary Subdivision Plan (**Schedule A**), requiring that the lots may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreement and business terms related to financial, legal, development, and other obligations assigned to each

of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.

- 5.5. Public Rights of Passage Right-of-Ways: In addition to the Transit Plaza SRW required with respect to the “*TransLink Adjacent Integrated Design (AID) & Related Requirements*” agreement (above), as per the Preliminary Statutory Right-of-Way Plans (**Schedule B**) and Parks and Public Open Space Key Plan (**Schedule D**), registration of additional right-of-ways to facilitate public access and related landscaping and infrastructure, including:

5.5.1. **Mid-Block Trail SRW**: 676.5 m² (0.17 ac) in the form of an irregular linear area with a minimum width of 6.12 m (20.1 ft.) along the east side of Lot 1 (East Lot), south of Hazelbridge Way, for the extension of the approved landscaped trail for pedestrians and bikes established by the adjacent developer (Pinnacle International, as per RZ 10-544729, DP 12-604012, RZ 12-610011, and DP 14-667322).

- a) The right-of-way shall provide for:
- For a well-coordinated interface between the subject SRW area and two (2) abutting public open space SRW area’s owned and maintained by others (as generally indicated in the attached Parks Reference Plan, **Schedule E**, and Parks Concept Plan, **Schedule F**) that together comprise the public trail connection between Capstan Way and Hazelbridge Way, such that the public experience, use, and enjoyment of all three (3) SRW areas is attractive, welcoming, well-lit, safe, universally accessible, well maintained, and effectively “seamless”, as determined to the satisfaction of the City;
 - 24 hour-a-day, universally accessible, public access in the form of combined walkway/off-street bike path and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Public access to fronting residential, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - City utilities, traffic control (e.g., signals), and related equipment;
 - The owner-developer’s ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction of the SRW area, via a Development Permit*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance of the SRW area at the sole cost of the owner-developer, except as otherwise determined via the Development Permit* approval process.
- b) In addition, the right-of-way shall provide for:
- Building encroachments located fully below the finished grade of the right-of-way, provided that such encroachments do not conflict with the design, construction, or intended operation of the right-of-way (e.g., tree planting, accessible grades, underground utilities), as specified in a Development Permit* or Servicing Agreement* approved by the City.
- c) The right-of-way shall not provide for:
- Driveway crossings;
 - Vehicle access, except as described above; or
 - Building encroachments above the finished grade of the right-of-way.
- d) “No development” shall be permitted on Lot 1 (East Lot), restricting Development Permit* issuance for any building on Lot 1 (East Lot), in whole or in part, unless the permit includes the design of the SRW area, to the City’s satisfaction.

- e) No Building Permit* shall be issued for a building on Lot 1 (East Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City's satisfaction.
- f) "No occupancy" shall be permitted of a building on Lot 1 (East Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 1 (East Lot), in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer's CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

5.5.2. **Sea Island Greenway SRW:** 704.0 m² (0.17 ac) in the form of a 10.0 m (32.8 ft.) wide right-of-way along the subject site's entire Sea Island Way frontage (3131 Sexsmith Road) for the establishment of a landscaped greenway accommodating pedestrian and bike activity.

- a) The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of paved walkway, off-street bike path, and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Public access to fronting commercial, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - City utilities, traffic control (e.g., signals), and related equipment;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction of the SRW area, via a Development Permit* or Servicing Agreement*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance of the SRW area at the sole cost of the owner-developer, except for paved sidewalk areas and City utilities, streetlights, street trees, and furnishings.
- b) In addition, the right-of-way shall provide for:
 - Building encroachments located fully below the finished grade of the right-of-way, provided that such encroachments do not conflict with the design, construction, or intended operation of the right-of-way (e.g., tree planting, accessible grades, underground utilities), as specified in a Development Permit* or Servicing Agreement* approved by the City.
- c) The right-of-way shall not provide for:
 - Driveway crossings;
 - Vehicle access, except as described above; or
 - Building encroachments above the finished grade of the right-of-way.
- d) "No development" shall be permitted on 3131 Sexsmith Road, restricting Development Permit* issuance for any building on 3131 Sexsmith Road, in whole or in part, unless the permit includes the design of the SRW area, to the City's satisfaction.
- e) No Building Permit* shall be issued for a building on 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City's satisfaction.
- f) "No occupancy" shall be permitted of a building on 3131 Sexsmith Road, restricting final Building Permit* inspection granting occupancy for any building on 3131 Sexsmith Road, in whole or in part (except for parking), until the SRW area is completed to the satisfaction

of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer's CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

5.5.3. **Arts Space Walkway SRW:** 622.7 m² (0.15 ac) in the form of a 6.0 m (19.7 ft.) wide right-of-way along the entire north edge of Lot 2 (West Lot) for the establishment of a public walkway and outdoor activity and event space, the design of which shall be coordinated with that of the adjacent City-owned park and "*Village Centre Bonus Arts Space*" and related features, to the satisfaction of the City via the Development Permit*, Servicing Agreement*, and Building Permit* review and approval processes for Lot 2 (West Lot).

- a) The right-of-way shall provide for:
- 24 hour-a-day, universally accessible, public access in the form of a pedestrian walkway and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Bike access (if this is not adequately accommodated via the City park north of the SRW area);
 - Public art;
 - Public access to the fronting "*Village Centre Bonus Arts Space*" and commercial, residential, public open space, and other uses on and around the site;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction of the SRW area, via a Development Permit*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance of the SRW area at the sole cost of the owner-developer, except as otherwise determined via the Development Permit* approval process.
- b) In addition, the right-of-way shall provide for the following, provided that public access is not impeded and the features enhance the appeal and intended public amenity and operation of the right-of-way as specified in a Development Permit* approved by the City:
- Building encroachments, provided that any such encroachments are:
 - i. Fully below the finished grade of the right-of-way; and/or
 - ii. Located a minimum of 2.5 m (8.2 ft.) clear above the finished grade of the right-of-way area and are limited to features the Richmond Zoning Bylaw typically permits within required front yards (e.g., weather protection, balconies, bay windows, architectural appurtenances) provided that such features do not conflict with tree planting or other features within the adjacent City-owned park;
 - Movable furnishings and planters;
 - Temporary display and performance of artworks (excluding amplified music) for exhibition purposes; and
 - Complementary temporary uses, signage, and activities, including, but not limited to the hosting of art exhibitions and opening events that the general public is welcome to attend at no cost.
- c) The right-of-way shall not provide for:
- Driveway crossings;
 - Vehicle access, except as described above; or
 - City utilities.

- d) “No development” shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless the permit includes the design of the SRW area, to the City’s satisfaction.
- e) No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City’s satisfaction.
- f) “No occupancy” shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 6. **Other Right-of-Ways:** As determined to the sole satisfaction of the City via the Servicing Agreement*, Development Permit*, and/or Building Permit* processes.
- 7. **Capstan Station Bonus (CSB):** Submission of voluntary developer contributions towards the Capstan Station Reserve (i.e. construction funding for the Capstan Canada Line Station and related transportation improvements) and public open space, as per City policy and Zoning Bylaw requirements applicable to developments, such as the subject development, that propose to utilize the Capstan Station Bonus.

7.1. **Capstan Station Reserve:** City acceptance of the developer’s voluntary contribution in the amount of \$4,564,063.01 towards the Capstan Station Reserve, based on a maximum combined total number of dwellings on Lot 1 (East Lot) and Lot 2 (West Lot) of 533 and the Council-approved contribution rate in effect for the period from October 1, 2017 to September 30, 2018 (i.e. \$8,562.97/dwelling).

In the event that the developer’s contribution is not submitted prior to October 1, 2018, the value of the developer’s contribution shall be increased in accordance with the Council-approved Capstan Station Reserve contribution rate in effect at the time payment is received by the City.

This contribution shall be understood to fully satisfy the developer’s obligations with respect to financial contribution towards the Capstan Station Reserve with respect to the Capstan Station density bonus provisions in the Richmond Zoning Bylaw and ZMU25 zone. For clarity, no further contribution towards the Capstan Station Reserve shall be required prior to Building Permit* issuance for the subject development, in part or in whole.

NOTE: The development’s maximum combined total number of dwellings shall be regulated by the density provisions in the ZMU25 zone and no increase in the number of units shall be permitted. In the event that the developer chooses to build fewer dwellings than the maximum number permitted under the ZMU25 zone, no portion of the developer’s voluntary contribution will be refunded.

7.2. **Public Open Space:** City acceptance of the developer’s voluntary contribution of 4,187.9 m² (1.04 ac) of public open space. This contribution shall satisfy all ZMU25 zone public open space requirements with respect to the CSB. Public open space shall be provided in a combination of fee simple (park) transferred to the City, road dedication expressly intended for public open space purposes (e.g., greenways), and Public Rights of Passage SRW areas, as indicated in the table below. No reduction in the required public open space area shall be permitted.

NOTE: Development Cost Charge (DCC) credits shall not apply.

TABLE 1

Capstan Station Bonus (CSB) Public Open Space Features		CSB Voluntary Public Open Space Contribution		
		Dedication (Road)	Fee Simple (Park)	SRW
A.	Capstan Way additional widening*	757.2 m ² (0.19 ac)	-	-
B.	Sexsmith Road additional widening	70.8 m ² (0.02 ac)	-	-
C.	Guideway Park	-	746.7 m ² (0.19 ac)	-

Capstan Station Bonus (CSB) Public Open Space Features		CSB Voluntary Public Open Space Contribution		
		Dedication (Road)	Fee Simple (Park)	SRW
D.	Transit Plaza SRW	-	-	610.0 m ² (0.15 ac)
E.	Mid-Block Trail SRW	-	-	676.5 m ² (0.17 ac)
F.	Sea Island Greenway SRW	-	-	704.0 m ² (0.17 ac)
G.	Art Space Walkway SRW	-	-	622.7 m ² (0.15 ac)
Sub-Total		828.0 m² (0.21 ac)	746.7 m² (0.19 ac)	2,613.2 m² (0.64 ac)
TOTAL		4,187.9 m² (1.04 ac)		

8. Village Centre Bonus (VCB): Submission of a voluntary developer cash contribution and the registration of legal agreement(s) as needed to secure the developer’s commitment to satisfy Village Centre Bonus requirements contained in the ZMU25 zone with respect to the developer’s lands in general and Lot 2 (West Lot) in particular.

8.1. VCB Amenity Contribution: Submission of a voluntary developer cash contribution, in the amount of \$3,928,600, 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 rate of \$650/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed ZMU25 zone, as indicated in the table below.

In the event that the contribution is not provided within one year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate (as indicated in the table below) 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.

TABLE 2

Use	Maximum Permitted VCB Bonus Floor Area as per the ZMU25 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
VCB	11,230.1 m ² (120,879.8 ft ²)	561.5 m ² (6,044.0 ft ²)	\$650.00/ft ²	\$3,928,600.00
TOTAL	11,230.1 m² (120,879.8 ft²)	561.5 m² (6,044.0 ft²)	\$650.00/ft²	\$3,928,600.00

8.2. VCB Arts Space: The City’s acceptance of the developer’s offer to voluntarily provide for the VCB Arts Space, the terms of which shall include the developer’s design and construction (to a turnkey level of finish, at the developer’s sole cost) of at least 1,193.8 m² (12,850.0 ft²) of storefront commercial space along the north side of Lot 2 (West Lot), together with related uses/spaces (e.g., parking), for operation by a non-profit arts organization(s), in perpetuity, to the satisfaction of the City, as provided for under the Village Centre Bonus density provisions of the ZMU25 zone.

Prior to rezoning adoption, as determined to the satisfaction of the City, the developer shall register a restrictive covenant(s) and/or alternative legal agreement(s) on title to Lot 2 (West Lot), which shall provide for, but may not be limited to, the following:

8.2.1. Registration of a covenant and/or an alternative legal agreement(s) on title to the satisfaction of the City restricting the Arts Space’s net rent, in perpetuity, to a maximum of 50% of net market rent (i.e. based on comparable commercial spaces in Richmond’s City Centre), together with a base rent and mechanism for periodic rent increases (i.e. every 5 years), all as determined to the satisfaction of the City, together with an obligation to deliver to the City annual statutory declarations as to the tenant and current net rent.

8.2.2. Prior to Development Permit* issuance, the developer’s submission, to the City’s satisfaction, of a lease or letter of intent with a non-profit art organization acceptable to the City, including the developer’s commitment to pay for Tenant Improvements and related upgrades to the base building made necessary to accommodate the proposed non-profit arts tenant (i.e. beyond what would be typical of commercial retail construction in comparable high rise, high density City Centre development, which may include, but may not be limited to, enhanced mechanical,

lighting, and security, over-sized washrooms, a large entry vestibule with security/monitoring features, a specialty movable glazed exterior door system, dropped slabs to accommodate sprung floors, and large clear-span/column-free spaces to accommodate studio and performance activities), all at no cost to the tenant, which Tenant Improvements and related upgrades shall have an estimated value of at least \$4.5 million, as determined to the satisfaction of the City.

- 8.2.3. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless the developer designs the Arts Space to the satisfaction of the City, as generally described in the Village Centre Bonus Arts Space – Terms of Reference (**Schedule C**).
- 8.2.4. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the required Arts Space and related features are incorporated in the Building Permit* drawings and specifications, generally as determined through the subject rezoning and approved Development Permit*, to the satisfaction of the City.
- 8.2.5. "No occupancy" shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the required Arts Space and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot proceeds in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the Arts Space and related spaces/uses have received final Building Permit* inspection granting occupancy.

9. Public Washrooms: The City's acceptance of the developer's offer to voluntarily contribute two (2) universally-accessible washrooms for public use on Lot 2 (West Lot), in perpetuity, as determined to the satisfaction of the City through the applicable design development and approval processes for Lot 2 (West Lot), which may include, but may not be limited to, Development Permit*, Building Permit*, and/or Servicing Agreement* approvals. More specifically:

- 9.1. The design/construction of the two (2) washrooms shall, together with related works:
 - 9.1.1. Be undertaken at the sole cost of the developer;
 - 9.1.2. Have a combined installed value of approximately \$600,000 or as otherwise determined to the satisfaction of the City;
 - 9.1.3. Be coordinated, to the City's satisfaction, with works required with respect to the "*Transit Plaza SRW*", "*Station Integration*", "*Art Space Walkway SRW*", and City park, road, and utilities;
 - 9.1.4. Be available for unrestricted public use during the hours that transit services are operational within 400 m of the washrooms, except for emergencies and as permitted by the City on a temporary basis with prior written approval;
 - 9.1.5. Be in a form that:
 - a) Is attractive and complements the appearance, character, and amenity of the public realm;
 - b) Allows for easy surveillance and provides for safe, convenient use by transit riders, park users, and the general public;
 - c) Accommodates people with mobility challenges (e.g., wheelchairs users; strollers);
 - d) Is durable and easy to maintain (e.g., heavy-duty, vandal resistant materials; heat tracing);
 - e) Is well-lit, day and night (e.g., interior lights, together with louvers or skylights to daylight the interior); and
 - f) Passively and/or actively discourages undesirable uses (e.g., sensors);

- 9.2. The owner of Lot 2 (West Lot) shall, in perpetuity, maintain, repair, and replace the washrooms and related works, at the owner's sole cost, to the City's satisfaction;
 - 9.3. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless, as determined to the City's satisfaction:
 - 9.3.1. The permit and/or related Servicing Agreement* include the washrooms and related works;
 - 9.3.2. The developer enters into a construction agreement with the City setting out requirements with the respect to the design and construction of the washroom and related works;
 - 9.3.3. A Statutory Right of Way (SRW) registered on title in favour of the City on Lot 2 (West Lot) and/or other legal agreements, as applicable, to secure public access and related features and activities necessary for the public use and enjoyment of the washrooms (e.g., bylaw enforcement), including, but not limited to the developer/owner being responsible, at the sole cost of the developer/owner, for all maintenance, repair, and replacement of the washrooms, in perpetuity, to the City's satisfaction; and
 - 9.3.4. The developer submits a Letter of Credit (LOC) to secure the developer's commitment to construct the washrooms and related works to the City's satisfaction, which LOC may, if applicable, comprise part of the developer's required Servicing Agreement* LOC or Development Permit* landscape LOC;
 - 9.4. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless, if applicable, the permit includes the design of the SRW area, to the City's satisfaction; and
 - 9.5. "No occupancy" shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (except for parking), until the washrooms and related works are completed to the satisfaction of the City and have received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that the City determines, in its sole discretion, that completion of the washrooms shall be delayed to better coordinate with the construction of the Capstan Canada Line Station and related public open spaces and amenities, the developer shall provide security in the form of a Letter of Credit, legal agreements registered on title, and/or other measures, as determined to the City's satisfaction, to ensure that the developer's obligations with respect to the construction of the washrooms are completed.
10. Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to the following:
- 10.1. For Lot 1 (East Lot): One driveway along the lot's Hazelbridge Way frontage. No driveways along the lot's Capstan Way frontage.
 - 10.2. For Lot 2 (West Lot): One driveway along the lot's Hazelbridge Way frontage. No driveways along the lot's Capstan Way and No. 3 Road frontages.
 - 10.3. For 3131 Sexsmith Road: No driveways along the lot's Sea Island Way and Sexsmith Road frontages. HOWEVER, if so determined at the sole discretion of the City and approved by the Ministry of Transportation and Infrastructure (MOTI), one (1) temporary driveway crossing may be permitted to facilitate the independent development of 3131 Sexsmith Road, provided that any such temporary driveway is closed at the developer's sole cost (secured by a Letter of Credit prior to Development Permit* issuance) upon the satisfactory completion of alternative vehicle access to the lot, as determined to the City's sole satisfaction.

NOTE: No such temporary driveway shall be permitted in the event that 3131 Sexsmith Road is consolidated with 3208 Carscallen Road and/or 3200 No. 3 Road. For clarity, if 3131 Sexsmith Road is not consolidated with 3208 Carscallen Road and/or 3200 No. 3 Road, this provision does not obligate MOTI or the City to permit any such temporary driveway along the public road frontages of 3131 Sexsmith Road.

11. Parking Strategy: City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements and secure parking for various uses in compliance with Zoning Bylaw requirements with respect to Parking Zone 1A (Capstan Village) and transportation demand management (TDM) parking reductions.

NOTE: It is the understanding of the City that the subject development will be constructed concurrently with the Capstan Canada Line Station. In light of this, the developer is not required to implement a transitional parking strategy. Zoning Bylaw "Parking Zone 1" rates shall apply, except where other requirements are stated in the ZMU25 zone and/or these Rezoning Considerations.

- 11.1. Commercial Parking @ Lot 2 (West Lot): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to Lot 2 (West Lot) restricting the use of parking provided on-site in respect to non-residential uses. More specifically, Commercial Parking requirements for the lot shall include the following.

- 11.1.1. Commercial Parking shall mean any parking spaces needed to satisfy Zoning Bylaw or other transportation requirements, as determined to the satisfaction of the City through the rezoning and/or an approved Development Permit*, including spaces required for the use of:
- The general public;
 - Businesses and tenants on the lots including, but not limited to, the 1,193.8 m² (12,850.0 ft²) commercial unit required with respect to the "VCB Arts Space" agreement and the ZMU25 zone, together with their employees, visitors, customers, and guests; and
 - Residential visitors.
- 11.1.2. Commercial Parking shall include:
- No less than 65% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term parking (e.g., drop-off/pick-up or hourly) by the general public; and
 - No more than 35% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses.
- 11.1.3. Public Parking spaces shall:
- Include, but may not be limited to, 85% of the commercial parking spaces located at the entry level of the lot's parking structure or as otherwise determined to the satisfaction of the Director of Transportation;
 - Include residential visitor parking (in the form of shared parking), which residential visitors shall be permitted to use the Public Parking on the same terms as members of the general public; and
 - Be available for use 365 days per year for a daily duration equal to or greater than the greater of the operating hours of transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.
- 11.1.4. Commercial Parking shall not include tandem parking.
- 11.1.5. Commercial Parking must, with respect to both Public Parking and Assignable Parking, include a proportional number of handicapped parking spaces, small car parking spaces, and spaces equipped with electric vehicle charging equipment, as per the Zoning Bylaw and legal agreements registered on title with respect to the subject rezoning.
- 11.1.6. "No development" shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 11.1.7. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Commercial (Public and Assignable) Parking and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City's objectives.

- 11.1.8. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required Commercial (Public and Assignable) Parking and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is permitted to proceeds in stages (e.g., tower by tower), “no occupancy” shall be permitted of the first stage of the building (excluding parking intended as an ancillary use to non-parking uses), in whole or in part, until 100% of the Public Parking spaces required with respect to the lot receive final Building Permit* inspection granting occupancy.
- 11.2. End-of-Trip Cycling Facilities & “Class 1” Bike Storage for Non-Residential Uses @ Lot 2 (West Lot): Registration of a restrictive covenant on Lot 1 (West Lot) for the purpose of requiring that the developer/owner provides, installs, and maintains end-of-trip cycling facilities and “Class 1” bike storage on site for the use of the non-residential tenants of the building on the lot, to the satisfaction of the City as determined via the Development Permit* review and approval processes. More specifically:
- 11.2.1. The developer/owner shall, at its sole cost, design, install, and maintain on the lot:
- a) End-of-trip cycling facilities for the shared use of the development’s non-residential tenants; and
 - b) “Class 1” bike storage spaces for non-residential tenants of the building, as per the Zoning Bylaw, which storage must include 120V electric vehicle (EV) charging stations (i.e. duplex outlets) for the shared use of cyclists at a rate of 1 charging station for each 10 bike storage spaces or portion thereof in a bike storage room or as per Zoning Bylaw or Official Community Plan rates in effect at the time of Development Permit* approval, whichever is greater;
- 11.2.2. End-of-trip cycling facilities shall mean a handicapped-accessible suite of rooms designed to accommodate use by four or more people (of the same or different genders) at one time, as determined to the City’s satisfaction through the Development Permit* review and approval process, including at least two (2) shower/change cubicles with doors, two (2) change cubicles with doors, two (2) toilet cubicles with doors, two (2) wash basins, and a common change room with a bench(s), grooming station (i.e. mirror, counter, and electrical outlets), and lockers;
- 11.2.3. For ease of use and security, the required end-of-trip cycling facilities shall be co-located with the building’s non-residential “Class 1” bike storage, which uses shall be situated at the building’s ground floor or, if the City determines in its sole discretion that these uses may be on another floor, immediately adjacent to and the building’s elevator/stair core;
- 11.2.4. “No development” shall be permitted on the lot, restricting Development Permit* issuance for any building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses to the satisfaction of the City;
- 11.2.5. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City’s requirements; and
- 11.2.6. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is permitted to proceed in stages (e.g., tower by tower), “no occupancy” shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses receives final Building Permit* inspection granting occupancy.

- 11.3. Car-Share Parking & Vehicles @ Lot 2 (West Lot): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for Lot 2 (West Lot), until the developer provides for parking for three (3) car-share vehicles on Lot 2 (West Lot), together with electric vehicle (EV) charging stations, car-share vehicles, and contractual arrangements with a car-share operator, all to the satisfaction of the City. More specifically, the car-share parking and vehicle requirements for Lot 2 (West Lot) shall include the following.
- 11.3.1. The three (3) car-share parking spaces shall be located together on the ground floor of Lot 2 (West Lot) where they will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;
 - 11.3.2. The car-share spaces shall be provided in addition to parking spaces required to satisfy residential and non-residential parking requirements with respect to the building on Lot 2 (West Lot).
 - 11.3.3. The car-share spaces shall be equipped with electric vehicle (EV) quick-charge (240 V) charging stations for the exclusive use of car-share vehicles parked in the required car-share spaces.
 - 11.3.4. Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
 - 11.3.5. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer, to the City's satisfaction:
 - a) Designs Lot 2 (West Lot) to provide for the required car-share facility, including the three (3) required car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (e.g., EV 240V chargers, signage) to the City's satisfaction;
 - b) Secures the car-share facility via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements, as determined to the City's satisfaction;
 - c) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of the three (3) car-share vehicles, the value of which shall be the estimated retail value of the three (3) car-share cars at the time of purchase or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development; and
 - d) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
 - 11.3.6. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required car-share facility to the City's satisfaction.
 - 11.3.7. "No occupancy" shall be permitted of Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (except for parking), until the developer, to the City's satisfaction:
 - a) Completes the required car-share facility to the satisfaction of the City and it has received final Building Permit* inspection granting occupancy; and
 - b) Enters into a contract with a car-share operator for the operation of the car-share spaces for a minimum term of three (3) years, which contract shall require, among other things, that:
 - The developer provides three (3) car-share cars at no cost to the operator;
 - Electric vehicles shall comprise at least two (2) of the car-share vehicles provided by the developer, unless otherwise determined to the satisfaction of the car-share operator and the City; and
 - The required car-share facility and vehicles will be 100% available for use upon Building Permit* inspection granting occupancy of the first building on Lot 2 (West

Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless otherwise determined to the satisfaction of the car-share operator and the City.

- 11.4. No. 3 Road Bike Lane Improvements: Enter into a Servicing Agreement* to widen the existing raised, on-street bike lane along the east side of No. 3 Road, from 1.35 m to 1.8 m (4.43 ft. to 5.91 ft.), together with related improvements (e.g., barrier curb, buffer strips, and decorative pavement treatments), beyond the frontage of the subject site, such that the developer’s bike lane improvements shall include the entire length of the east side of No. 3 Road between Capstan Way and Sea Island Way.

NOTE: Only bike lane improvement located outside the subject site’s frontage shall be considered to be TDM measures. Development Cost Charge (DCC) credits shall not apply to TDM measures.

- 11.5. No. 3 Road Temporary Sidewalk: Enter into a Servicing Agreement* to design and construct a temporary 3.0 m (9.8 ft.) wide asphalt sidewalk and grass boulevard along the east of No. 3 Road beyond the frontage of the subject site, such that a public walkway, at least 3.0 m (9.8 ft.) wide, and grass boulevard run the entire length of the east side of No. 3 Road between Capstan Way and Sea Island Way.

NOTE: Only temporary sidewalk improvement located outside the subject site’s frontage shall be considered to be TDM measures. Development Cost Charge (DCC) credits shall not apply to TDM measures.

12. Tandem Parking: Registration of a legal agreement(s) on title on Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road ensuring that:

- 12.1. Resident Parking: Where two parking spaces are provided in a tandem arrangement for the use of resident parking, as per the Zoning Bylaw, both parking spaces must be assigned to the same dwelling unit; and
 12.2. Elsewhere: Tandem parking shall be prohibited for all other purposes including, but not limited to, parking for residential visitors, commercial uses, child care, and community amenity uses.

13. Electric Vehicle (EV) Charging Infrastructure for Vehicles & “Class 1” Bicycle Storage: Registration of legal agreement(s) on the subject site requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging infrastructure within the building on Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road for the use of the building’s residents, commercial tenants, and others as determined to the satisfaction of the City through a approved Development Permits*. More specifically, the minimum permitted rates for EV charging infrastructure shall be as indicated in the following table or as per the Official Community Plan or Zoning Bylaw rates in effect at the time of Development Permit* approval , whichever is greatest.

TABLE 3

User/Use	Energized Outlet – Minimum Permitted Rates	
	Vehicle Parking (1)	“Class 1” (Secured) Bike Storage (2)
Market Residential (i.e. resident parking & bike storage)	1 per parking space (for exclusive use)	1 per each 10 bikes or portion thereof in a bike storage room or locker (which Energized Outlet shall be located to facilitate shared use with bikes in the room/locker)
Affordable Housing (i.e. resident parking & bike storage)	1 per parking space (for exclusive use)	
Non-Residential (i.e. tenant/employee bike storage)	N/A	1 per each 10 bikes or portion thereof in a bike storage room or locker (which Energized Outlet shall be located to facilitate shared use with bikes in the room/locker)

- (1) “Vehicle Parking” “Energized Outlet” shall mean all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging (as per SAE International’s J1772 standard) or higher to an electric vehicle.
 (2) “Class 1 (Secured) Bike Storage” “Energized Outlet” shall mean an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related infrastructure necessary to provide the required electricity for the operation of such an outlet.

14. District Energy Utility (DEU): 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:

- 14.1. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
- 14.2. If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - 14.2.1. 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;
 - 14.2.2. 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;
 - 14.2.3. 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; and
 - 14.2.4. 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.
- 14.3. If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - 14.3.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 14.3.2. 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, 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;
 - 14.3.3. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 14.3.4. 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.
15. Affordable Housing: The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish on Lot 1 (East Lot) and Lot 2 (West Lot) at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to each lot to secure the affordable housing units. The form of the Housing Agreements and Covenants shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* for Lot 1 (East Lot) and Lot 2 (West Lot) and other non-materials changes resulting thereof and made necessary by the Lot 1 (East Lot) and Lot 2 (West Lot) Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

NOTE: Effective July 24, 2017, Richmond City Council adopted changes to the Affordable Housing Strategy such that any development containing more than 60 dwellings must include at least 10% of its total residential building area in the form of LEMR units; EXCEPT that applications received prior to July 24, 2017 (including the subject

rezoning application) will be grandfathered under the previous built unit requirement of 5% of total residential building area, provided that any such application is presented to Council for bylaw adoption prior to July 24, 2018.

15.1. The required minimum floor area of the affordable (low-end market rental) housing shall be:

15.1.1. Equal to a combined habitable floor area of at least 2,190.9 m² (23,583.0 ft²), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 5% of the total maximum residential floor area of 43,818.5 m² (471,658.4 ft²) permitted on Lot 1 (East Lot) and Lot 2 (West Lot) under proposed amendments to the ZMU25 zone; and

NOTE: No residential floor area will be permitted on 3131 Sexsmith Road under the proposed ZMU25 zone amendments.

15.1.2. Distributed such that at proportional share of the required habitable space for affordable housing units will be located on each of Lot 1 (East Lot) and Lot 2 (West Lot) based on 5% of the maximum permitted residential floor area on each lot, as set out in the proposed amendments to the ZMU25 zone:

a) Lot 1 (East Lot): At least 1,491.5 m² (16,054.4 ft²); and

b) Lot 2 (West Lot): At least 699.4 m² (7,528.6 ft²).

15.2. The developer shall, as generally indicated in the table below:

15.2.1. Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Manager, Community Social Development; and

15.2.2. Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Manager, Community Social Development through an approved Development Permit*.

TABLE 4

Unit Type	Affordable Housing Strategy Requirements (1)			Project Targets (2)	
	Minimum Unit Area	Max. LEMR Rent	Total Maximum Household Income	Unit Mix	BUH
Studio	37 m ² (400 ft ²)	\$811/month	\$34,650 or less	0	N/A
1-Bedroom	50 m ² (535 ft ²)	\$975/month	\$38,250 or less	38% (11 units)	100%
2- Bedroom	69 m ² (741 ft ²)	\$1,218/month	\$46,800 or less	38% (11 units)	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480/month	\$58,050 or less	24% (7 units)	100%
TOTAL	2,190.9 m² (23,583.0 ft²)	N/A	N/A	100% (29 units)	100%

(1) Values adopted by Council on July 24, 2017. May be adjusted periodically, as provided for under City policy.

(2) Project Targets may be revised, to the satisfaction of the Manager, Community Social Development, through an approved Development Permit*.

15.3. The affordable housing units shall be distributed /located on Lot 1 (East Lot) and Lot 2 (West Lot) as determined to the satisfaction of the Director of Development and Manager, Community Social Development through an approved Development Permit*. Dispersed or clustered unit configurations may be considered; however, dispersed units are generally encouraged unless a non-profit operator (that requires a clustered unit arrangement) is involved with a development.

NOTE: The applicant has indicated to the City that it plans to pursue an agreement with a non-profit organization to manage the development's required LEMR units on Lot 1 (East Lot) and Lot 2 (West Lot). To support this partnership, the City is willing to accept lot-by-lot clustering of the required units and, in light of this, recommends clustering of other building features intended for the exclusive use of the affordable housing tenants (e.g., parking and Class 1 bike storage). Prior to Development Permit* approval, the applicant is requested to submit, for consideration by the City, a memorandum of understanding with a non-profit operator(s)

demonstrating, among other things, support for the developer's proposed clustered affordable housing unit arrangement on Lot 1 (East Lot) and/or Lot 2 (West Lot).

- 15.4. Occupants of the affordable housing units shall, on a lot-by-lot basis, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements (e.g., Lot 1 occupants will have unlimited to Lot 1 amenities), at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- 15.5. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit* issuance on a lot-by-lot basis or as otherwise determined to the satisfaction of the City.
- 15.6. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Manager, Community Social Development.
- 15.7. "No development" shall be permitted on Lot 1 (East Lot) and/or Lot 2 (West Lot), restricting Development Permit* issuance for a building on Lot 1 (East Lot) and Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer, to the City's satisfaction:
 - 15.7.1. Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - 15.7.2. If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and
 - 15.7.3. As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
- 15.8. No Building Permit* shall be issued for a building on Lot 1 (East Lot) and/or Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until, on a lot-by-lot basis, the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 15.9. "No occupancy" shall be permitted on Lot 1 (East Lot) and/or Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 1 (East Lot) and /or Lot 2 (West Lot), in whole or in part (except for parking), until, on a lot-by-lot basis, the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.
16. **Public Art:** City acceptance of the developer's offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
 - 16.1. Prior to rezoning adoption, the developer shall provide for the following:
 - 16.1.1. Submission of a Public Art Plan that:
 - a) Includes the entirety of the subject site comprising Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road, together with related City park, public open space, and public road, as determined to the City's satisfaction;
 - b) Is prepared by an appropriate professional and based on the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage

planning undertaken by the City for Capstan Village, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services (including review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services); and

- c) Is based on the full value of the developer’s voluntary public art contribution (at least \$425,090), based on a minimum rate of \$0.81/ft² for residential uses and \$0.43/ft² for non-residential uses and the maximum buildable floor area permitted under the subject site’s proposed ZMU25 zone, excluding affordable housing, as indicated in the table below.

16.1.2. Registration of legal agreement(s) on title to facilitate the implementation of the Public Art Plan.

TABLE 5

	Maximum Permitted Floor Area as per ZMU25 Zone	Applicable Floor Area After Affordable Housing Exemption (1)	Minimum Contribution Rates (1)	Minimum Voluntary Contribution
Residential	43,818.5 m ² (471,658.4 ft ²)	41,627.6 m ² (448,075.4 ft ²)	\$0.83/ft ²	\$371,903
Non-Residential	11,230.1 m ² (120,879.8 ft ²)	11,230.1 m ² (120,879.8 ft ²)	\$0.44/ft ²	\$53,187
TOTAL	55,048.6 m² (592,538.2 ft²)	52,857.7 m² (568,955.2 ft²)	Varies	\$425,090

- (1) As per City policy, floor area excludes the development’s 2,190.9 m² (23,583.0 ft²) of affordable housing.
- (2) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.

16.2. “No development” shall be permitted on Lot 1 (East Lot) and/or Lot 2 (West Lot), restricting Development Permit* with respect to Lot 1 (East Lot) and Lot 2 (West Lot), until the developer:

16.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is submitted by the developer and/or an artist(s) is engaged (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption), to the City’s satisfaction; and

16.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer’s implementation of the Public Art Plan, the value of which shall be at least \$425,090.

NOTE: The above contribution shall be understood to fully satisfy all voluntary public art developer contributions with respect to 3131 Sexsmith Road.

16.3. “No occupancy” shall be permitted on Lot 1 (East Lot) or Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy of a building on Lot 1 (East Lot) or Lot 2 (West Lot) (excluding parking intended as an ancillary use to non-parking uses), in whole or in part, for which the City-approved Public Art Plan requires the developer’s implementation of a public artwork(s) until:

16.3.1. The developer, at the developer’s sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer’s lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan);

16.3.2. The developer, at the developer’s sole expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer’s rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and

NOTE: It is the understanding of the City that the artist’s rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.

16.3.3. The developer, at the developer’s sole expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:

- a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer’s financial obligation(s) to the artist(s) have been fully satisfied;
- c) The maintenance plan for the public art prepared by the artist(s); and
- d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

17. Flood Construction: Registration of a flood indemnity covenant(s) on title, as per Flood Plain Designation and Protection Bylaw, Area “A” (i.e. minimum flood construction level of 2.9 m GSC).

18. Aircraft Noise: Registration of the City’s standard aircraft noise sensitive use covenants on title to Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit* and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within dwelling units must achieve CMHC standards follows:

TABLE 6

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

Applicable ANSD covenants shall include:

- 18.1. Lot 1 (East Lot): Residential covenant;
- 18.2. Lot 2 (West Lot): Mixed use covenant; and
- 18.3. 3131 Sexsmith Road: Mixed use covenant.

19. Canada Line: Registration of a legal agreement(s) on title to Lot 1 (East Lot) and Lot 2 (West Lot) only requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential Canada Line impacts (e.g., noise from trains and public areas, vibration, overlook, light spillage) on proposed adjacent dwelling units and other potential sensitive uses. The owner-developer shall notify all initial purchasers of the potential Canada Line impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit* and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrate that, among other things, for residential uses the interior noise levels and thermal conditions comply with City objectives including, for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting), compliance with the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur and, for maximum interior noise levels (decibels) within dwelling units, CMHC standards as per the above table with respect to the “Aircraft Noise” agreement.

20. View and Other Development Impacts: Registration of a restrictive covenant(s) on title to Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road, to the satisfaction of the City, requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light potentially, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, the covenant shall notify residential tenants in mixed use buildings of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, other commercial, and community uses and activities. The owner-developer shall notify all initial purchasers of the potential development impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit* and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures are incorporated into the building design.

21. Tree Removal, Replacement & Relocation:

21.1. On-Site Trees: Submission of Landscape Security (Letter of Credit) in the amount of \$37,000, to secure the developer's planting and maintenance of 74 replacement trees on the subject site (based on a 2:1 rate for the removal of 37 existing bylaw-size trees) and a value of \$500 per replacement tree. This security will be applied towards future tree replacement on Lot 1 (East Lot) and/or Lot 2 (West Lot) as part of the landscape plan for the developer's first Development Permit* application (DP 17-787403), which plan will be secured with the City's standard Development Permit* landscape Letter of Credit.

NOTE: Minimum tree replacement sizes shall be as per Tree Protection Bylaw No. 8057 Schedule A-3.0.

21.2. Off-Site (City) Trees:

21.2.1. Relocation of four (4) existing street trees located along the north side of Capstan Way. Relocation shall be undertaken, at the developer's sole cost, through the development's required Servicing Agreement (SA)* review/approval processes (secured with the SA* Letter of Credit), as determined to the sole satisfaction of the Senior Manager, Parks.

21.2.2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the City street trees to be retained and relocated. 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.

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

NOTE: In the event that the City determines that the four (4) City street trees cannot be relocated, the developer shall be required to make a cash-in-lieu contribution for the planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).

22. Community Planning: The City's acceptance of the developer's voluntary contribution in the amount of \$142,238.82, towards future City community planning studies, as set out in the City Centre Area Plan, based on \$0.25/ft² and the maximum permitted buildable floor area under the proposed ZMU25 zone (excluding affordable housing), as indicated in the table below.

TABLE 7

Use	Max. Permitted Floor Area Under ZMU25 Zone	Affordable Housing Exemption	Min. Developer Contribution Rate	Min. Voluntary Developer Contribution
Residential	43,818.5 m ² (471,658.4 ft ²)	2,190.9 m ² (23,582.9 ft ²)	\$0.25/ft ²	\$112,018.87
Non-Residential	11,230.1 m ² (120,879.8 ft ²)	Nil	\$0.25/ft ²	\$30,219.95
TOTAL	55,048.6 m² (592,538.2 ft²)	2,190.9 m² (23,582.9 ft²)	\$0.25/ft²	\$142,238.82

23. Phasing Agreement: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, securing that “no development” will be permitted on Lot 1 (East Lot), Lot 2 (West Lot), or 3131 Sexsmith Road and restricting Development Permit* issuance (together with various Building Permit* and occupancy restrictions, as determined to the satisfaction of the City), unless the developer satisfies the following requirements:

23.1. Servicing Agreement (SA)* - Transportation, Engineering, and Park Requirements: The required works shall be undertaken via a maximum of four (4) Servicing Agreements*. The City, at its discretion, may permit one or more of the SAs* to be broken into “parts” (i.e. smaller, topic-specific SAs*) such that, for example, Park works are administered independently of transportation works, provided that the content and completion of all such “parts” complies to the requirements set out below, as determined to the satisfaction of the City.

23.1.1. **“Rezoning SA”**: The rezoning bylaw with respect to RZ 17-769242 shall not be adopted until the developer enters into the “Rezoning SA” (secured with a Letter of Credit), to the City’s satisfaction.

- a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on Lot 1 (East Lot), Lot 2 (West Lot), or 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
- b) Works shall include:
 - Ultimate (i.e. permanent works):
 - i) All curb-to-curb works (i.e. Hazelbridge, No. 3 Road, Capstan Way, Sexsmith Road, Carscallen Road, and Sea Island Way);
 - ii) All streetlights and traffic signal modifications, upgrades, and new installations;
 - iii) All underground City and private utilities;
 - iv) Above-grade City and private utilities where feasible;
 - v) All City park and public open space subject to “Parks SA Requirements” that are NOT encumbered by Capstan Station, its construction, or related features and/or activities, as determined to the City’s satisfaction; and
 - vi) Other off-site improvements, as determined at the sole discretion of the City.

NOTE: The developer shall be responsible for the design and construction, at the developer’s sole cost, of the network of park and public open space improvements for which design/construction shall be subject to “Parks SA Requirements” (generally indicated in the attached Parks Concept Plan/ **Schedule F** and the Parks and Public Open Space Key Plan /**Schedule D**), as determined to the City’s satisfaction, including the:

- “Neighbourhood Park Expansion”;
- “Guideway Park”;
- “Transit Plaza SRW” (including, but not limited to, areas and/or features required with respect to City-approved modifications to the SRW agreement to accommodate station integration, as determined to the City’s satisfaction); and
- Upgrades to existing City-owned park lands (i.e. lands comprising part of the existing City-owned park at 3311 Carscallen Road and/or existing City-owned park lands generally beneath the guideway, north of 3311 Carscallen Road, that are unimproved or have not been improved to ultimate park standards by others).

The scope of park works required to be subject to “Parks SA Requirements” cannot be confirmed until more information is available regarding TransLink’s intended station design and potential station integration strategy. Likewise, at the time of writing these Rezoning Considerations, the extent of City-owned park and related improvements that are NOT encumbered by Capstan Station, its construction, or related features and/or activities cannot be confirmed. The scope of required works, together with necessary City approvals, shall be addressed through the “Rezoning SA”, Development Permit* application for Lot 1 (East Lot) and Lot 2 (West Lot), and related City processes and Council approvals, as determined to the satisfaction of the City.

- Interim (i.e. temporary works):
 - i) Temporary asphalt walkways and, where applicable, related fencing/hoarding/landscape strips, behind all curbs where no City sidewalk or other public walkway exists (e.g., where existing sidewalk is removed due to road widening); and
 - ii) As applicable, temporary above-grade City and/or private utilities.
- 23.1.2. **“East Lot SA”**: No Building Permit* shall be issued for a building on Lot 1 (East Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer enters into the “East Lot SA” (secured with a Letter of Credit), to the City’s satisfaction.
- a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on Lot 1 (East Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
 - b) Works shall include:
 - Frontage works behind the curb around Lot 1 (East Lot); and
 - As applicable, the relocation of above-grade City/private utilities.
 - c) Works shall exclude features required with respect to the *Mid-Block Trail SRW* along the east side of Lot 1 (East Lot), which features shall be subject to the Development Permit (DP)* and DP landscape Letter of Credit with respect to Lot 1 (East Lot).
- 23.1.3. **“West Lot SA”**: No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer enters into the “West Lot SA” (secured with a Letter of Credit), to the City’s satisfaction.
- a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
 - b) Works shall include:
 - Frontage works behind the curb around the perimeter of Lot 2 (West Lot);
 - As applicable, the relocation of above-grade City/private utilities;
 - All City park and public open space subject to “*Parks SA Requirements*” that are NOT subject to the “Rezoning SA” (i.e. due to Capstan Station construction conflicts and/or other issues, as determined to the City’s satisfaction).
 - c) Works shall exclude features required with respect to the *Art Space Walkway SRW* along the north side of Lot 2 (West Lot), which features shall be subject to the Development Permit (DP)* and DP landscape Letter of Credit with respect to Lot 2 (West Lot).
- 23.1.4. **“3131 Sexsmith Road SA”**: “No development” shall be permitted on 3131 Sexsmith Road, restricting Development Permit* issuance for a building on 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer enters into the “3131 Sexsmith Road SA” (secured with a Letter of Credit), to the City’s satisfaction.
- a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
 - b) The “3131 Sexsmith Road SA” may be combined with the required Servicing Agreement* with respect to 3208 Carscallen Road (Pinnacle Lot 3).
 - c) Works shall include:
 - Frontage works behind the curb around 3131 Sexsmith Road; and
 - As applicable, the relocation of above-grade City/private utilities.

- d) Works shall exclude features required with respect to the *Sea Island Greenway SRW* along the north side of 3131 Sexsmith Road, which features shall be subject to the Development Permit (DP)* and DP landscape Letter of Credit with respect to 3131 Sexsmith Road.

23.1.5. **SA* Sequencing:**

- a) The “East Lot SA”, “West Lot SA”, and “3131 Sexsmith Road SA” may proceed together or independently, in any order, but may not proceed ahead of the “Rezoning SA”.
- b) The developer must enter into the “Rezoning SA” in advance of entering into any of the other three (3) Servicing Agreements* and complete the “Rezoning SA” in advance of completing any of the other three (3) Servicing Agreements*; however, the developer may proceed with one or more of the other three (3) Servicing Agreements*, in whole or in part, concurrently with the “Rezoning SA”.

23.2. Development Requirements: Development must proceed on the following basis:

23.2.1. **General:** The development shall include a maximum of three (3) phases (i.e. Lot 1(East Lot), Lot 2 (West Lot), and for 3131 Sexsmith Road), the comprehensive design and development of which shall be approved through two (2) Development Permits (i.e. one for the combined development of Lot 1(East Lot) and Lot 2 (West Lot) and another for 3131 Sexsmith Road), unless otherwise determined to the satisfaction of the Director of Development.

23.2.2. **Development Permit:** The order in which development of the phases proceeds shall be at the discretion of the developer; however, prior to adoption of the subject rezoning, a Development Permit application for Lot 1 (East Lot) and Lot 2 (West Lot) (DP 17-787403) must be submitted by the developer and completed to a level deemed acceptable by the Director of Development.

23.2.3. **3131 Sexsmith Road:** Development of the lot shall be designed and constructed in a manner that satisfies City objectives for the comprehensive development of 3131 Sexsmith Road and 3208 Carscallen Road and/or 3200 No. 3 Road, as determined to the satisfaction of the Director of Transportation, Director of Development, and Director of Engineering. This requirement is generally consistent with the intent of the “no development” covenant registered on title to 3208 Carscallen Road with respect to RZ 12-610011 (Pinnacle International) requiring that the owner of 3208 Carscallen Road provides for the comprehensive development of 3208 Carscallen Road and 3131 Sexsmith Road by way of (i) property consolidation or (ii) the registration of legal agreements, SRWs, and/or other measures to facilitate the independent development of 3131 Sexsmith Road, as determined to the satisfaction of the City (CA4136062).

- a) “No development” shall be permitted on 3131 Sexsmith Road, restricting Development Permit* issuance for any building on 3131 Sexsmith Road, in whole or in part, unless the developer has:
 - Provided for the comprehensive development of 3131 Sexsmith Road with 3208 Carscallen Road and/or 3200 No. 3 Road, as determined to the satisfaction of the Director of Transportation, Director of Development, and Director of Engineering;
 - Entered into the “Rezoning SA” (required with respect to RZ 17-769242), at the developer’s sole cost, to the City’s satisfaction; and
 - Entered into the “3131 Sexsmith Road SA” for the design and construction of frontage works not included in the “Rezoning SA”, at the developer’s sole cost, to the City’s satisfaction.
- b) No Building Permit* shall be issued for a building on 3131 Sexsmith Road, in whole or in part (including portions of the building used for parking), unless the permit provides for the comprehensive development of 3131 Sexsmith Road with 3208 Carscallen Road and/or 3200 No. 3 Road, as approved by the City through a Development Permit*.

- c) “No occupancy” shall be permitted of a building on 3131 Sexsmith Road, restricting final Building Permit* inspection granting occupancy for any building on 3131 Sexsmith Road, in whole or in part (including portions of the building used for parking), unless:
 - The building provides for the comprehensive development of 3131 Sexsmith Road with 3208 Carscallen Road and/or 3200 No. 3 Road, as approved by the City through the Development Permit*; and
 - Works required with respect to the “Rezoning SA” and “3131 Sexsmith Road SA” are completed to the satisfaction of the City.

24. Servicing Agreement* (SA): Enter into a Servicing Agreement(s)* for the design and construction, at the developer’s sole cost, of full upgrades across the subject site’s street frontages, together with various engineering, transportation, and parks works, to the satisfaction of the City.

Except as expressly provided for and in compliance with the subject development’s “*Phasing Agreement*”, related legal agreement(s), and security, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability:

- Prior to rezoning adoption, all Servicing Agreement (SA)* works must be secured via a Letter(s) of Credit;
- All works shall be completed prior to final Building Permit* inspection granting occupancy of the first building on the subject site (excluding parking intended as an ancillary use to non-parking uses), in whole or in part; and
- Development Cost Charge (DCC) credits may apply.

Servicing Agreement (SA)* works will include, but may not be limited to, the following:

24.1. Engineering Servicing Agreement* Requirements:

24.1.1. *Water Works:*

- a) Using the OCP Model, there is 566 L/s of water available at a 20 psi residual at the hydrant located along Sexsmith Road, just south of Sea Island Way, 571 L/s available at 20 psi residual fronting 3280 No. 3 Rd, and 556 L/s available at 20 psi residual fronting 3360 No. 3 Rd. Along Capstan Way, there is 484 L/s and 360 L/s available at 20 psi residual for the south and south west property line respectively. Based on your proposed development, your site requires a minimum fire flow of 220 L/s
- b) At the Developer’s cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection at the Building Permit stage. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs.
 - Capstan Way frontage: Install a new fire hydrant at the south west corner of 8511 Capstan Way, and connect to the existing 300mm diameter water main along Capstan Way
 - No. 3 Road frontage: No works are required
 - Sexsmith Road frontage:
 - i) Remove approximately 50m of the existing 150mm diameter AC watermain along Sexsmith Road from Sea Island Way to the frontage of 3208 Carscallen Rd.
 - ii) Install approximately 28 meters of new 300mm watermain as replacement, complete with a blow-off at the dead end, and connect the new watermain to the existing system along Sexsmith Rd.
 - iii) The existing fire hydrant at the frontage of 3160 Sexsmith Rd. shall be relocated towards the north end of the new watermain.
 - iv) Install a water service connection off of the north end of the new water main along 3131 Sexsmith Road, complete with water meters, which shall be part of the on-site Mechanical Works design.

- Proposed Road Dedication (Hazelbridge Way) frontage:
 - i) Install approximately 150 meters of 300mm diameter watermain along the proposed road dedication (Hazelbridge Way). The new watermain shall be tied-in to the existing watermain at the intersection of Carscallen Road and Hazelbridge Way on the north end, and along Capstan Way on the south end.
 - ii) Install fire hydrants, spaced as per city standard, along the proposed development's frontage along the new Hazelbridge Way.
 - iii) Install water service connections off of the water main along the new Hazelbridge Way, complete with water meters. Two water service connections will be required to service the development on the east and west side of the 8511 Capstan Way property. The meters shall be part of the on-site Mechanical works design.
- c) At the Developer's cost, the Developer is required to:
 - Cut and cap at main all existing water service connections.
 - Complete all tie-ins of proposed water works to the existing city water mains.

24.1.2. **Storm Sewer Works:**

- a) At the Developer's cost, the Developer is required to:
 - Capstan Way frontage:
 - i) Remove the following existing storm sewer segments along the Capstan Way frontage:
 - 375mm storm sewer from STMH5892 to STMH5893
 - 450mm storm sewer from STMH5893 to STMH5902
 - 375 storm sewer from STMH5902 to STMH131063
 - 600mm storm sewer from STMH131063 to STMH131065
 - ii) Install as replacement approximately 200 meters of new 600mm or OCP size storm sewers (complete with new manholes as per City standards) along the Capstan Way frontage. Tie-ins shall be to the new storm sewer at No 3 Road and to a new manhole to replace STMH131065 located in front of the existing pump station.
 - iii) To address downstream capacity issues indicated on the City's model results, upgrade the existing 525mm storm sewer between STMH5893 to STMH5903 (located along Hazelbridge Way, just south of Capstan Way). Approximately 92 meters shall be upgraded to a minimum of 750mm diameter pipe or OCP size from STMH5893 TO STMH5903. Appropriate sized manholes are required, spaced as per City standard.
 - No. 3 Road frontage: Upgrade the existing storm sewer from STMH9440 to STMH9445 (approximately 137m) to min. 600 mm diameter or OCP size at the No. 3 Rd frontage. New manholes shall be required as per City standards.
 - Sexsmith Road frontage:
 - i) Remove approximately 38 meters of the existing storm sewer from STMH133737 to STMH100479 along the east side of Sexsmith Road.
 - ii) Remove the existing storm sewer from STMH100479 to STMH10033 along the west side of Sexsmith Road (approximately 35 meters).
 - iii) Install as replacement approximately 35 meters of 900mm storm sewer in the middle of Sexsmith Road from STMH133737 to the North (toward Sea Island Way). Tie-ins shall be to the existing manholes STMH10033 on the northwest end, STMH100479 on the northeast end, and STMH133737 on the south end for the new storm sewer.
 - iv) Appropriate sized manholes are required for the new storm sewer, spaced as per City standard.

- Proposed Road Dedications (Hazelbridge) frontage:
 - i) Construct approximately 150 meters of storm sewers to the greater of a) 600mm and b) OCP size, complete with new manholes spaced as per City standard, along the new Hazelbridge Way. Tie-ins shall be to the existing storm sewer along Carscallen Road on the north end and the new storm sewer along Capstan Way on the south end.
 - ii) Install new storm service connections for the east and west end of the 8511 Capstan way property, complete with Inspection Chambers off of the new storm sewer along Hazelbridge Way to service the proposed developments.
 - Sea Island Way frontage:
 - i) The required frontage improvements along Sea Island Way will impact the existing drainage in the area. It is the developer's responsibility to determine the alterations and construct the drainage upgrades required to accommodate the road improvements and to coordinate with MOTI.
- b) At the Developer's cost, the City will:
- Cut and cap at main all existing storm service connections.
 - Remove all existing inspection chambers and storm service leads and dispose offsite.
 - Complete all tie-ins, cutting, and capping of all proposed works to the existing city infrastructure.

24.1.3. **Sanitary Sewer Works:**

- a) At the Developer's cost, the Developer is required to:
- Capstan Way frontage:
 - i) Install approximately 30m of new sanitary sewer along the proposed Hazelbridge Way complete with a manhole at the north end. Pipe sizing shall be determined via the servicing agreement process.
 - ii) Install two new sanitary service connections and ICs off of the manhole at the north end of the proposed sanitary main along Hazelbridge Way.
 - Sexsmith Road frontage:
 - i) Install approximately 40 meters of 375mm sanitary sewer from the existing manhole SMH56963 toward the north property line of 3131 Sexsmith Road, complete with manholes spaced as per City standard. The new sanitary sewer shall be tied-in to the existing sanitary sewer at the intersection of Patterson Road and Sexsmith Road.
 - ii) Install a sanitary service connection for the 3131 Sexsmith Road property, complete with an Inspection Chamber, off of the manhole of the new 375 mm diameter sanitary line placed along Sexsmith Road.
- b) At the Developer's cost, the City will:
- Cut and cap at main all existing sanitary service connections to the proposed site.
 - Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
 - Complete all proposed sanitary sewer service connections and tie-ins.

24.1.4. **Frontage Improvements:**

- a) At the Developer's cost, the Developer is required to:
- Provide other frontage improvements as per the city's Transportation Department requirements. Improvements shall be built to the ultimate condition wherever possible.
 - Extend the existing walkway as per the City's Planning Department requirements along the east property line of 8511 Capstan Way towards the west and provide a right of way. Dimensions of the right of way will be finalized later on during the servicing agreement process.
 - Provide a statutory right of way (SRW) as per the City's Planning Department requirements along the north property line of 3131 Sexsmith Road for the Sea Island

Greenway and Neighborhood Park Trail. Dimensions of the right of way will be finalized later on during the servicing agreement process.

- Coordinate with BC Hydro regarding the existing junction box along Capstan Way (located south west of the east lot) that is currently at an elevation higher than the sidewalk and curb and gutter. The Developer is required to lower the junction box, at developer's cost, to match the elevations of the new sidewalk, boulevard, curb and gutter and roadway that will be built via the Servicing Agreement. The lowering of the junction box shall be included in the "Rezoning SA" (i.e., the SA described in section 23.1.1.1 above).
- b) Provide street lighting along:
- No. 3 Road: East Side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: N/A
 - iii) Pedestrian Lighting: Type 8 (LED), including 2 pedestrian luminaires, duplex receptacles, banner arms, flower basket holders and irrigation.
 - Sea Island Way: South Side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: As determined to the satisfaction of MOTI
 - iii) Pedestrian Lighting (to be installed between the sidewalk and bike path): Type 8 (LED), including 2 pedestrian luminaires (perpendicular to the direction of travel), BUT excluding duplex receptacles, banner arms, flower basket holders and irrigation.
 - Sexsmith Road: West Side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles BUT excluding pedestrian luminaires, banner arms, flower basket holders and irrigation.
 - iii) Pedestrian Lighting (to be installed between the sidewalk and bike path): Type 8 (LED), including 2 pedestrian luminaires (perpendicular to the direction of travel), BUT excluding duplex receptacles, banner arms, flower basket holders and irrigation.
 - Hazelbridge Way: Both side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles BUT excluding pedestrian luminaires, banner arms, flower basket holders and irrigation.
 - iii) Pedestrian lighting: N/A
- c) Provide additional lighting along:
- Mid-Block Walkway SRW (east side of the East Lot): Lighting specifications shall be as per adjacent landscaped trail built under SA12-607280.
- d) Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements 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 in the functional plan and registered on title prior to SA design approval:
- BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro

- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
 - Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
- e) Coordinate with Pro Trans BC, prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Rd frontage. A geotechnical assessment on the impact of the site densification and pre-load to the existing Canada line guiderail and columns may be required.

24.1.5. **General Items:** The Developer is required to:

- a) 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.
- b) Pre and post construction elevation surveys of adjacent roads and pump station, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
- c) Provide, prior to start of site preparation works, a geotechnical assessment of pre-load, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer, storm sewer, and pump station along Capstan Way, and provide mitigation recommendations. The mitigation recommendations if necessary shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
- d) Video inspections of adjacent sewer mains along Capstan Way and Sexsmith Road to confirm its condition are required prior to start of soil densification and pre-load and after pre-load removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.
- e) Provide Private utility companies rights-of-ways to accommodate their equipment (i.e. above ground private utility kiosks, vista, transformers, etc. shall be designed to minimize the impacts on public space); the developer is required contact the private utility companies to learn of their requirements.
- f) Pre-duct for future hydro, telephone and cable utilities along all property frontages (Hazelbridge Way, Capstan Way, No. 3 Road, and Sexsmith Road).
- g) Coordinate the servicing agreement design and offsite construction works with MOTI, Pro Trans BC and Metro Vancouver due to the proximity of works to the Canada Line overhead railway/columns on No 3 Rd and the Metro Vancouver trunk sewers at No 3 Rd and Sea Island Way.

- 24.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of the frontage improvements, to the satisfaction of the City, subject to the review and approval of the detailed SA* designs, which shall include, but may not be limited to, the following. Final MOTI approval is required prior to rezoning adoption.

The following cross-sections are intended to be “typical”. The approved design may be required to vary from the “typical” conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes.

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

- 24.2.1. **Hazelbridge Way**: The developer is responsible for the design and construction of the following cross-section between Carscallen Road and Capstan Way, to the satisfaction of the City (described from east to west):

- a) Min. 2.0 m wide concrete sidewalk;
- b) 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and innovative storm water management measures aimed at improving the quality of run-off and reducing the volume of run-off entering the storm sewer system;
- c) 0.15 m wide curb;
- d) 13.0 m wide vehicular driving/parking roadway, including a raised centre median with a 1.2 m wide planting bed accommodating street trees @ 6.0 m on centre or as otherwise directed by the City, and some combination of groundcover and decorative planting;
- e) 0.15 m wide curb;
- f) 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and innovative storm water management measures aimed at improving the quality of run-off and reducing the volume of run-off entering the storm sewer system; and
- g) Min. 2.0 m wide concrete sidewalk.

NOTE: Traffic calming measures shall be implemented at the Hazelbridge Way / Carscallen Road intersection including, but not limited to, raising of the intersection, provision of curb extensions on all corners, decorative surface treatment, etc.

- 24.2.2. **Capstan Way**: The developer is responsible for the design and construction of the following Interim Cross-Section, to the satisfaction of the City, taking into consideration the following Ultimate Cross-Section in the design and construction of those road works. The developer is required to design and construct improvements across the subject site’s entire Capstan frontage and a transition between those improvements and the existing condition west of the subject site (at a minimum 20:1 taper rate), to the satisfaction of the City.

- a) Interim Cross-Section: The developer is responsible for the design and construction of the following (described from south to north):
 - Existing curb on the south side of the street to be maintained;
 - 2.5 m wide eastbound parking lane;

- 3.3 m wide eastbound vehicle travel lane;
- 3.3 m wide left-turn lane / landscaped median;
- 3.3 m wide westbound vehicle travel lane;
- 2.5 m wide westbound parking lane;
- 0.15 m wide curb;
- 2.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 2.5 m wide bike path (asphalt with +/-0.2 m wide concrete bands along each edge);
- 0.5 m wide buffer strip, incorporating decorative paving (e.g., split face stone sets), pedestrian lighting, decorative planting, and furnishings; and
- 2.5 m wide saw-cut concrete sidewalk.

b) Ultimate Cross-Section: The developer is required to take into consideration the following ultimate cross-section in the design and construction of required road works (described from north to south):

- The curb on the north side (established as noted above);
- 6.6 m (2 lanes @ 3.3 m) wide westbound vehicle travel lanes;
- 3.3 m wide left-turn lane / landscaped median;
- 6.6 m (2 lanes @ 3.3 m) wide eastbound vehicle travel lanes;
- 0.15 m wide curb;
- 2.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 2.5 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
- 0.5 m wide buffer strip, incorporating decorative paving (e.g., split-face stone sets), pedestrian lighting, decorative planting, and furnishings; and
- 2.5 m wide saw-cut concrete sidewalk.

24.2.3. **Sexsmith Road:** The developer is responsible for the design and construction of the following Interim Cross-Section, to the satisfaction of the City, taking into consideration the following Ultimate Cross-Section in the design and construction of those road works. The developer is required to design and construct improvements across the subject site's entire Sexsmith Road frontage and a transition between those improvements and the existing condition north of the subject site (at a minimum 20:1 taper rate), to the satisfaction of the City.

a) Interim Cross-Section: From west to east:

- 2.0 m wide concrete sidewalk;
- 0.6 m wide buffer strip, incorporating decorative paving (e.g., split-face stone sets), pedestrian lighting, decorative planting, and furnishings;
- 2.0 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
- 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 0.15 m wide curb;
- 2.5 m wide southbound parking lane;
- 3.3 m wide southbound vehicle travel lane;
- 3.3 m wide left-turn lane / landscaped median;
- 3.3 m wide northbound vehicle travel lane; and

- minimum 1.0 m wide shoulder.
- b) **Ultimate Cross-Section:** From the 3.3 m wide northbound vehicle travel lane to the east:
- 2.5 m wide northbound parking lane;
 - 0.15 m wide curb;
 - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
 - 2.0 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
 - 0.6 m wide buffer strip, incorporating decorative paving (e.g., split-face stone sets), pedestrian lighting, decorative planting, and furnishings; and
 - 2.0 m wide concrete sidewalk.
- 24.2.4. **No 3 Road:** The developer is responsible for the design and construction of the following cross-section along the entire development frontage to Sea Island Way, to the satisfaction of the City (from west to east):
- a) Maintain existing northbound traffic lanes (and any other road widening required by MOTI and/or deemed necessary per TIA);
 - b) 0.15m wide barrier curb;
 - c) 0.25m wide buffer strip, incorporating decorative paving (e.g., split face stone sets);
 - d) 2.0 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
 - e) 1.5m wide landscaped boulevard*, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings;
 - f) Min. 3.0 m wide sidewalk, which shall be:
 - @ subject development and entire Neighbourhood Park frontage: Some combination of concrete and decorative paving, as determined to the City's satisfaction; and
 - @ north of the Neighbourhood Park: Temporary asphalt (unless permanent frontage improvements are installed by others in advance of the City requiring completion of the proposed temporary sidewalk by the subject developer); and
 - g) Additional landscaping, as determined to the City's satisfaction, to tie the required frontage works into adjacent park and related improvements.
- 24.2.5. **Sea Island Way:** The developer is responsible for accommodating MOTI requirements and designing/constructing frontage works with greenway improvements within the road right-of-way. Behind the curb (from north to south), improvements shall include:
- a) 3.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, streetlights, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
 - b) 2.0 m wide bike path (i.e. asphalt with a 0.15 m wide concrete band along both sides);
 - c) 0.6 m wide buffer strip, incorporating decorative paving (i.e. split-face stone sets), pedestrian lighting, decorative planting, and furnishings;
 - d) 2.0 m wide concrete sidewalk; and
 - e) Some combination of groundcover, decorative planting, trees, and landscape features, to the satisfaction of the City, as determined via an approved Development Permit*.

24.2.6. **Traffic Signals:** The design and construction of the following improvements, together with any additional improvements that may be necessary, subject to the outcome of the final approved Traffic Impact Analysis (TIA), as determined at the sole discretion of the City. As a minimum, provide a new traffic signal at Hazelbridge/Capstan Way Intersection and upgrade of the existing traffic signal at No 3 Road/Capstan Way Intersection to accommodate the identified road widening. Works to include, but not limited to, the following:

- a) Signal poles, controller, bases, and hardware;
- b) Pole bases, street light luminaires, and fittings (to match City Centre/Capstan Village standards);
- c) Detection conduits (i.e. electrical and communication) and signal indications, and communications cable, electrical wiring, and service conductors; and
- d) Accessible Pedestrian Signals (APS) and illuminated street name sign(s).

24.3. **Parks Servicing Agreement* Requirements:** The developer shall be responsible for the design and construction, at the developer's sole cost, of the network of park and public open space improvements for which design/construction shall be subject to "*Parks SA Requirements*" (generally indicated in the attached Parks Concept Plan/ **Schedule F** and Parks and Public Open Space Key Plan /**Schedule D**), as determined to the City's satisfaction.

For clarity, the "*Parks SA Requirements*" shall NOT include the "Mid-Block Walkway SRW", "Arts Space Walkway SRW", or "Sea Island Greenway SRW", the design/construction of which public open spaces shall be subject to the Development Permit (DP)* approvals and DP landscape Letters of Credit required with respect to the development of the applicable lots.

24.3.1. Park and public open space improvements subject to "*Parks SA Requirements*", as determined to the City's satisfaction, shall include the:

- a) "*Neighbourhood Park Expansion*" improvements, which shall be limited to City-approved park improvements to the 1,335.5 m² (0.33 ac) area to be transferred to the City as fee simple, at the developer's sole cost, to satisfy CCAP park requirements, including:
 - 1,194.0 m² (0.30 ac) along the north side of 3311 Carscallen Road; and
 - 141.5 m² (0.03 ac) along the south side of 3311 Carscallen Road;
- b) "*Guideway Park*", which shall be limited to City-approved park improvements to an irregular strip of land across the entirety of the No. 3 Road frontages of 3280 and 3360 No. 3 Road and 8511 Capstan Way Lands to be transferred to the City, at the developer's sole cost, as fee simple and having a combined total area of at least 746.7 m² (0.19 ac);
- c) "*Transit Plaza SRW*", which shall be limited to City-approved park improvements to a 10 m (3.28 ft.) wide strip of land, measuring at least 610.0 m² (0.15 ac) in size, along the lot's west property line where it abuts the Canada Line guideway (but not at the proposed station), together with areas and/or features required with respect to City-approved modifications to the "*Transit Plaza SRW*" agreement to accommodate station integration, as determined to the City's satisfaction; and
- d) Existing park upgrades, which shall be limited to City-approved park improvements to existing City-owned park lands (i.e. NOT park land transferred to the City through the subject rezoning) that are unimproved or have not been improved to ultimate park standards (by others), as determined at the sole discretion of the City.

24.3.2. At the time of writing these Rezoning Considerations, the scope of park works required to be subject to "*Parks SA Requirements*" cannot be confirmed, as insufficient information is available regarding TransLink's intended station design and potential station integration strategy.

The scope of required works, together with necessary City approvals, shall be addressed through the developer's first Servicing Agreement * (i.e. "Rezoning SA"), the Development Permit*

application for Lot 1 (East Lot) and Lot 2 (West Lot), and related City processes and Council approvals, as determined to the satisfaction of the City.

- 24.3.3. Street frontages are outside the scope of the park improvements and, therefore, are described under this document's Transportation SA* Requirements.

NOTE: Street frontages must be designed and constructed in coordination with the park and public open space improvements and, as determined to the satisfaction of the City, elements identified along those frontages under the Transportation SA* Requirements may be varied via the SA* detailed design processes to better achieve the inter-related objectives of the City's parks, transportation, engineering, and related interests.

- 24.3.4. Prior to rezoning adoption, the developer is required to enter into a Servicing Agreement for the design and construction of the first phase of park and public open space improvements, as provided for under the "Phasing Agreement".

- 24.3.5. "Parks SA Requirements" (design/construction) for which Development Cost Charge (DCC) credits may apply shall be limited to permanent/ultimate park improvements as follows, as determined to the City's satisfaction:

- a) "Neighbourhood Park Expansion" improvements, which shall be limited to City-approved park improvements to the 1,335.5 m² (0.33 ac) area to be transferred to the City as fee simple, at the developer's sole cost, to satisfy CCAP park requirements, including:
 - 1,194.0 m² (0.30 ac) along the north side of 3311 Carscallen Road; and
 - 141.5 m² (0.03 ac) along the south side of 3311 Carscallen Road; and
- b) Existing park upgrades, which shall be limited to City-approved park improvements to existing City-owned park lands (i.e. NOT park land transferred to the City through the subject rezoning) that are unimproved or have not been improved to ultimate park standards (by others), as determined at the sole discretion of the City.

For clarity, design/construction of park improvements undertaken by the developer on lands secured for park/public open space (as fee simple or SRW) with respect to the Capstan Station Bonus and/or on land for which the developer is otherwise permitted to calculate density shall NOT be eligible for Development Cost Charge (DCC) credits. Likewise, temporary improvements (regardless of their location) and improvements on lands not owned by the City shall NOT be eligible for Development Cost Charge (DCC) credits.

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 17-769242) with respect to the subject Development Permit* for Lot 1 (East Lot) and Lot 2 (West Lot).
2. Additional Requirements: Discharge and registration of additional right-of-way(s) and/or legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, Manager of Real Estate Services, Manager of Community Social Services, and Senior Manager of Parks.

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 17-769242) and Development Permit* issuance with respect to Lot 1 (East Lot) and Lot 2 (West Lot).

NOTE: The developer is NOT required to pay funds towards the Capstan Station Reserve prior to Building Permit* issuance for any part of the subject development. The developer's contribution towards the Capstan Station Reserve with respect to the Capstan Station density bonus provisions in the Richmond Zoning Bylaw and ZMU25 zone shall be fully satisfied prior to rezoning adoption (RZ 17-769242).

2. Construction 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.
3. Accessibility: Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. 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:

- *Items marked with an asterisk (*) require a separate application.*
- *Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.*

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

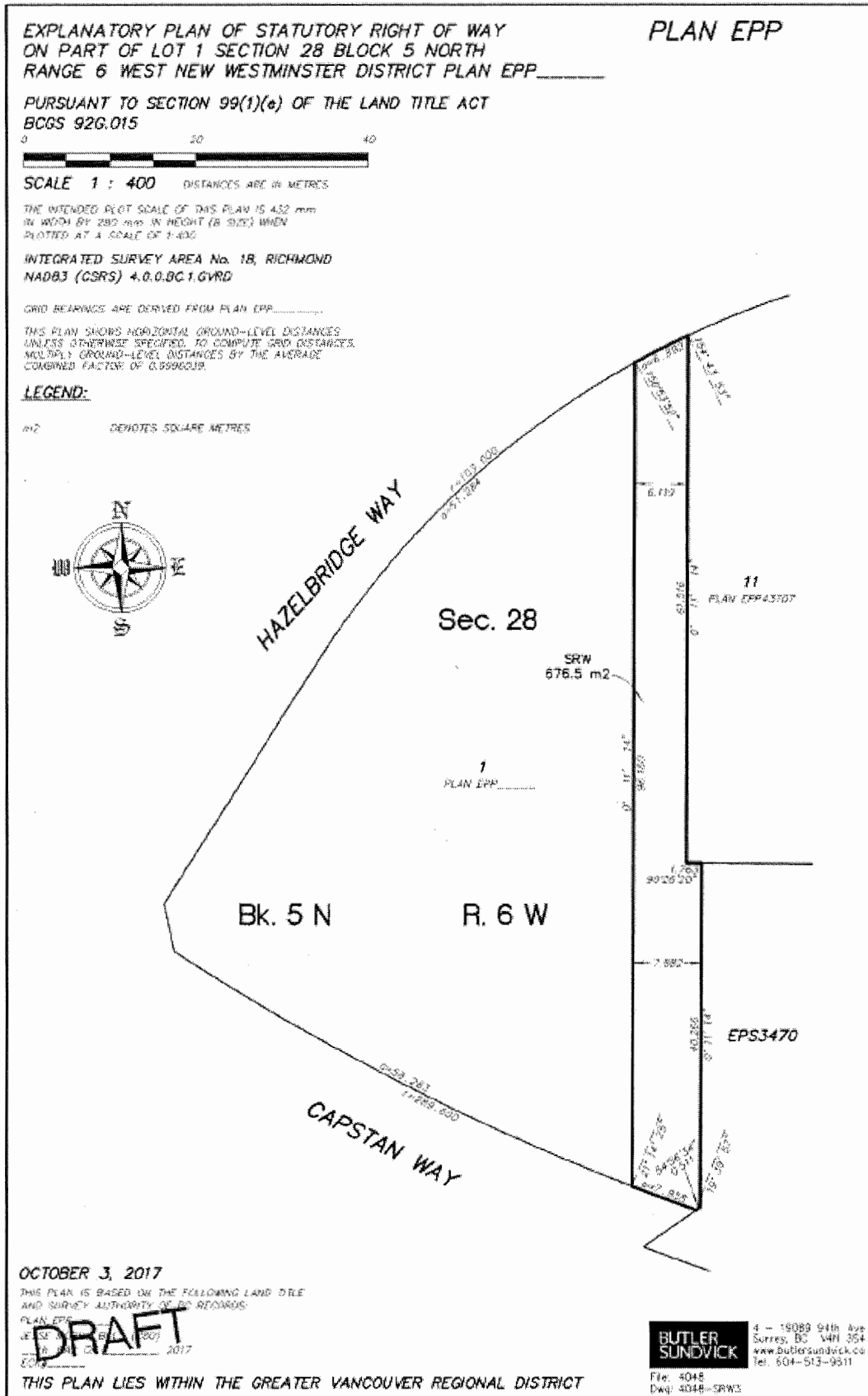
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

SIGNED COPY ON FILE

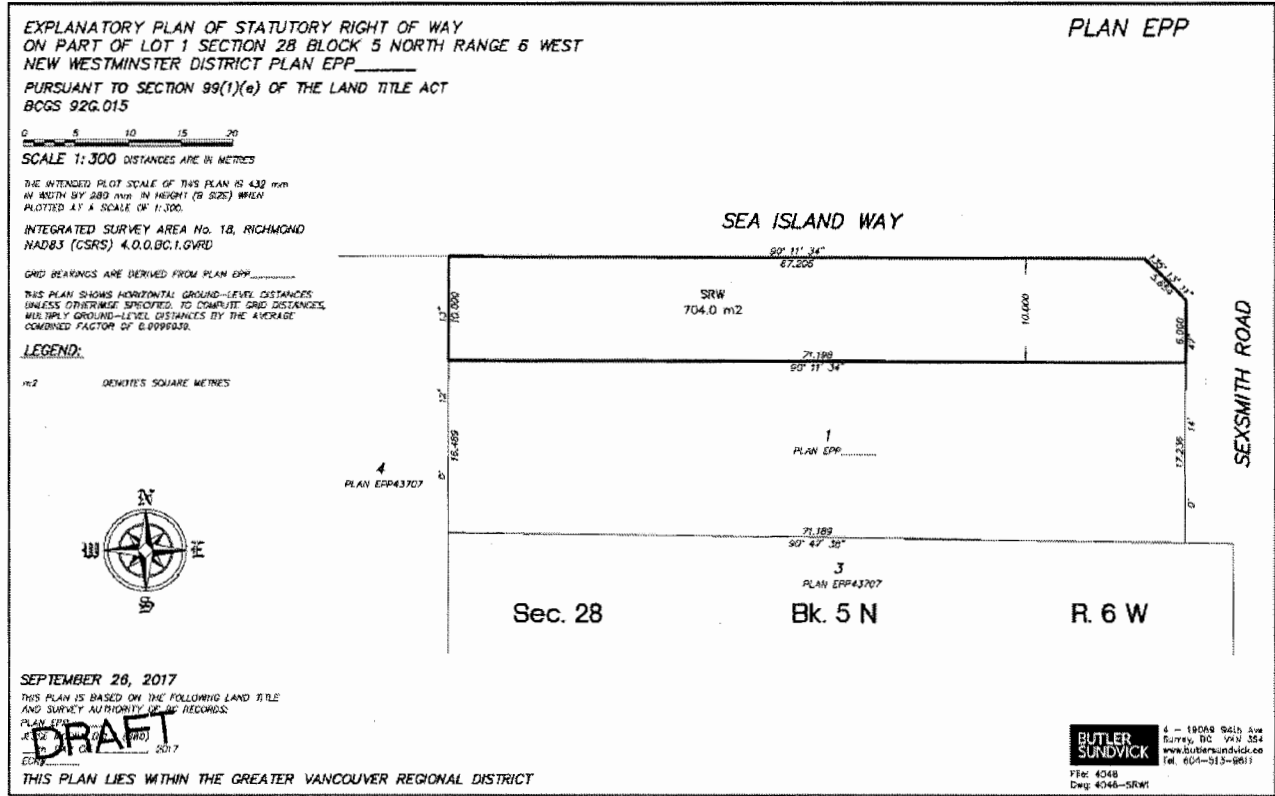
Signed _____

Date _____

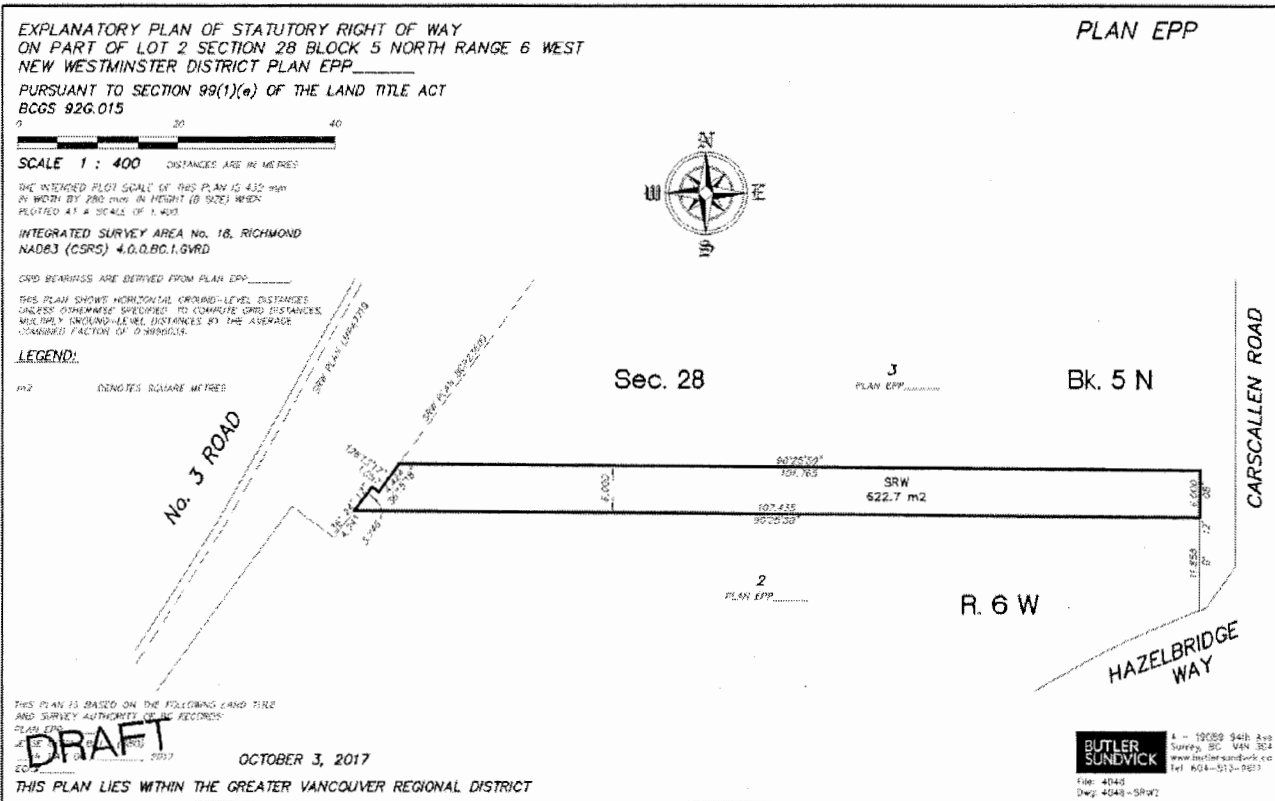
Mid-Block Trail @ Lot 1 (East Lot) (676.5 m²)



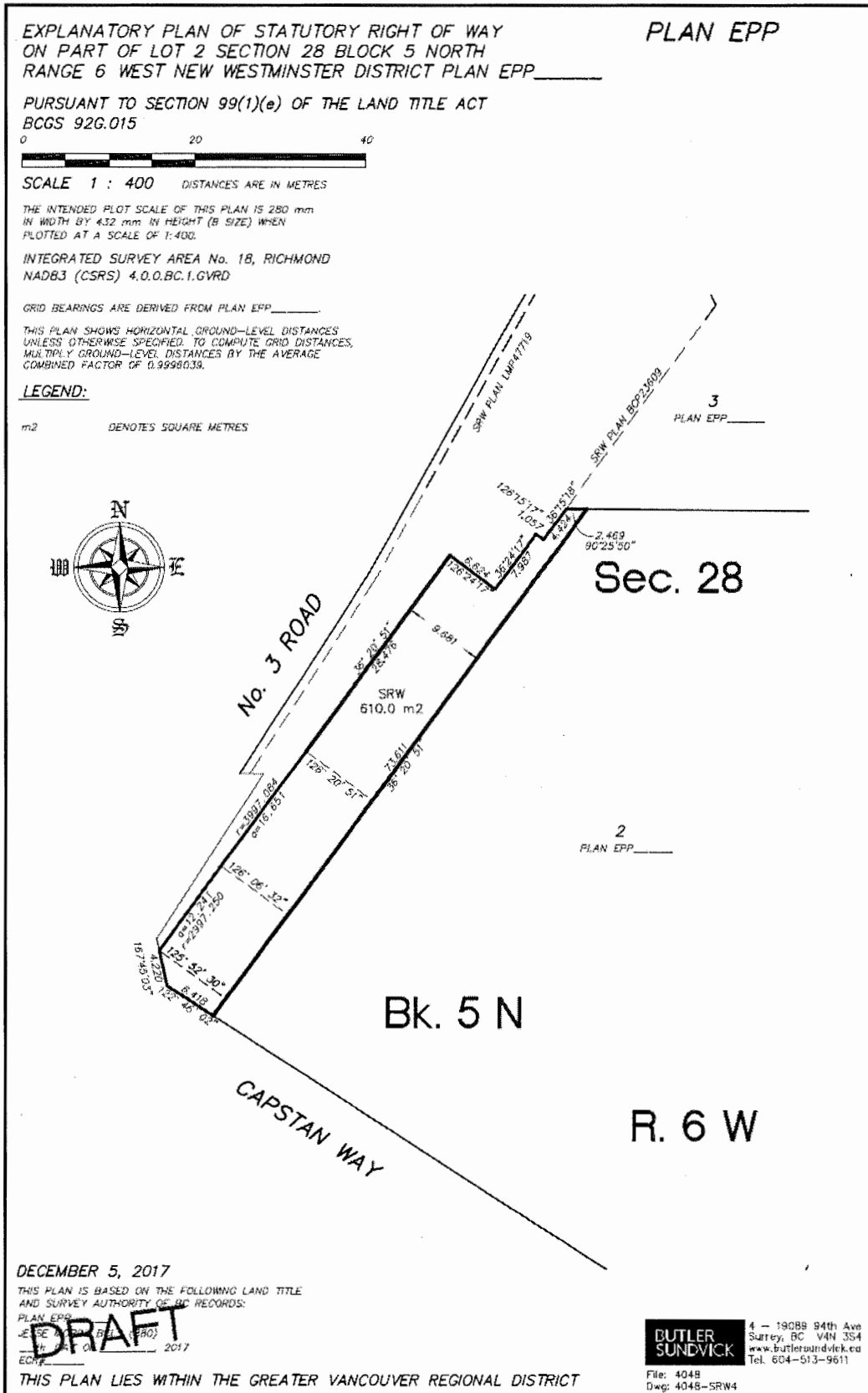
Sea Island Greenway SRW @ 3131 Sexsmith Road (704.0 m²)



Art Space Walkway SRW @ Lot 2 (West Lot) (622.7 m²)



Transit Plaza SRW @ Lot 2 (West Lot) (610.0 m²)



RZ 17-769242

Village Centre Bonus Arts Space*Terms of Reference**Prepared November 27, 2017***A. Intent**

The developer shall provide, in perpetuity, an affordable, Arts Space for operation by eligible non-profit art organizations (as defined herein), constructed to a turnkey level of finish at the sole cost of the developer, to the satisfaction of the City.

The design and operation of the Arts Space shall help to enrich the vitality and animation of Capstan Village and adjacent City park space, foster growth of the CCAP's designated Richmond Arts District, and enhance the amenity of the local area and the City Centre through synergy with the nearby (approved) community centre, Early Childhood Development (ECD) Hub, and Capstan Canada Line Station development.

The Arts Space shall include:

- a single, contiguous commercial unit comprising at least 1,193.8 m² (12,850.0 ft²) of gross leasable indoor space on the north side of the Lot 2 (West Lot) building in the form of ground floor, store-front, universally accessible space with direct public pedestrian access to/from the Art Space Walkway SRW (along the north side of the lot), the adjacent City-owned park, and proposed Capstan Canada Line Station and transit plaza;
- shared use of the publicly-accessible Art Space Walkway SRW area for art display, informal / formal gatherings, and related activities;
- at least 41 vehicle parking spaces, as specified in the ZMU25 zone, which shall include some combination of public drop-off/pick-up spaces, public short-term spaces (i.e. hourly), and/or assigned spaces (for the exclusive use of the Arts Space tenant), as determined to the satisfaction of the City through an approved Development Permit*; and
- Class 1 (secured) and Class 2 (unsecured) bicycle storage, electric vehicle (EV) charging equipment, loading, and waste management facilities (i.e. in compliance with the Rezoning Considerations, the OCP, the Zoning Bylaw, and related City policies, as applicable) for the shared and/or exclusive use of the Arts Space tenant, together with required pedestrian and vehicular access/circulation, as determined to the satisfaction of the City through an approved Development Permit*.

B. Arts Space Uses:

- a) Permitted uses, on a 24/7 basis, by or on behalf of the tenant, shall include for indoor recreation, library and exhibit, spectator entertainment, studio, cultural and educational uses, and/or related uses, which may include, among other things:
 - i. dance, theatre, music, visual, applied, and/or media arts;
 - ii. art production (except as specifically indicated below);
 - iii. art education;
 - iv. indoor display and wholesale / retail sale of arts produced on the premises;
 - v. temporary outdoor display within the Art Space Walkway SRW (i.e. the outdoor space designated for the shared use of the Arts Space tenant and the public) of arts produced on the premises; and
 - vi. related uses and activities (e.g., art openings and special events, shipping/receiving, indoor storage, public art).
- b) Prohibited uses, on a 24/7 basis, shall include:
 - i. residential activities;
 - ii. welding, glassblowing, and activities involving noxious or toxic fumes or vapors;
 - iii. noises that are not in reasonable compliance with the City's noise bylaw; and
 - iv. outdoor storage of materials or equipment.

C. Arts Space Tenant Eligibility: All eligible tenants must satisfy the following criteria:

- a) intend to utilize the Arts Space in compliance with the Village Centre Bonus Art Space Terms of Reference and related requirements; and
- b) satisfy the definition of a "non-profit organization", as determined to the satisfaction of the City.

D. Arts Space Rental Terms:

- a) The Arts Space shall be rented solely for dance, theatre, music, visual, applied, and/or media arts and related purposes, as generally described under "Arts Space Uses";
- b) Rental rates and terms shall be approved by the City with the aim of:
 - i. ensuring the Arts Space provides "affordable" space for eligible tenants, pre-qualified by the owner and approved by the Director, Arts, Culture and Heritage Services or his/her alternate; and
 - ii. supporting City objectives for:
 - enriching the vitality and animation of Capstan Village and adjacent City park space;
 - fostering growth of a dynamic "arts district"; and
 - enhancing the amenity of the local area and City Centre through synergy with the nearby (approved) community centre, Early Childhood Development (ECD) Hub, and Capstan Canada Line Station.
- c) The terms of the Rental Agreement(s) shall indicate that they apply in perpetuity and provide for the following, as determined to the City's satisfaction:
 - i. annual lease with open-ended term;
 - ii. maximum of one tenant may occupy the Arts Space at any one time;
 - iii. a reduction of 50% or greater in the Arts Space's net rent as compared to the net rental rate for comparable City Centre commercial space;
 - iv. mechanisms for determining the base rental rate at the time of occupancy and periodic updates (e.g., once every five years).

E. City Responsibility: The Director, Arts, Culture and Heritage Services or his/her alternate will be responsible for:

- a) defining and updating the Arts Space tenant eligibility criteria (e.g., financial requirements) on a periodic basis;
- b) setting Council-approved rental rates for the Arts Space and reviewing and updating the rates on a periodic basis (e.g., once every five years) as required to the City's satisfaction; and
- c) approving tenants from a list of applicants that are pre-qualified by the Developer/Owner based on City-approved Arts Space Tenant Eligibility criteria. Selection will be done via a selection panel or as otherwise determined to the sole satisfaction of the City, and will be based on, among other things, artistic merit, community-mindedness, potential synergy with the designated Richmond Arts District, nearby community uses and public open space, and the Canada Line, and the ability to contribute towards a lively, appealing public realm.

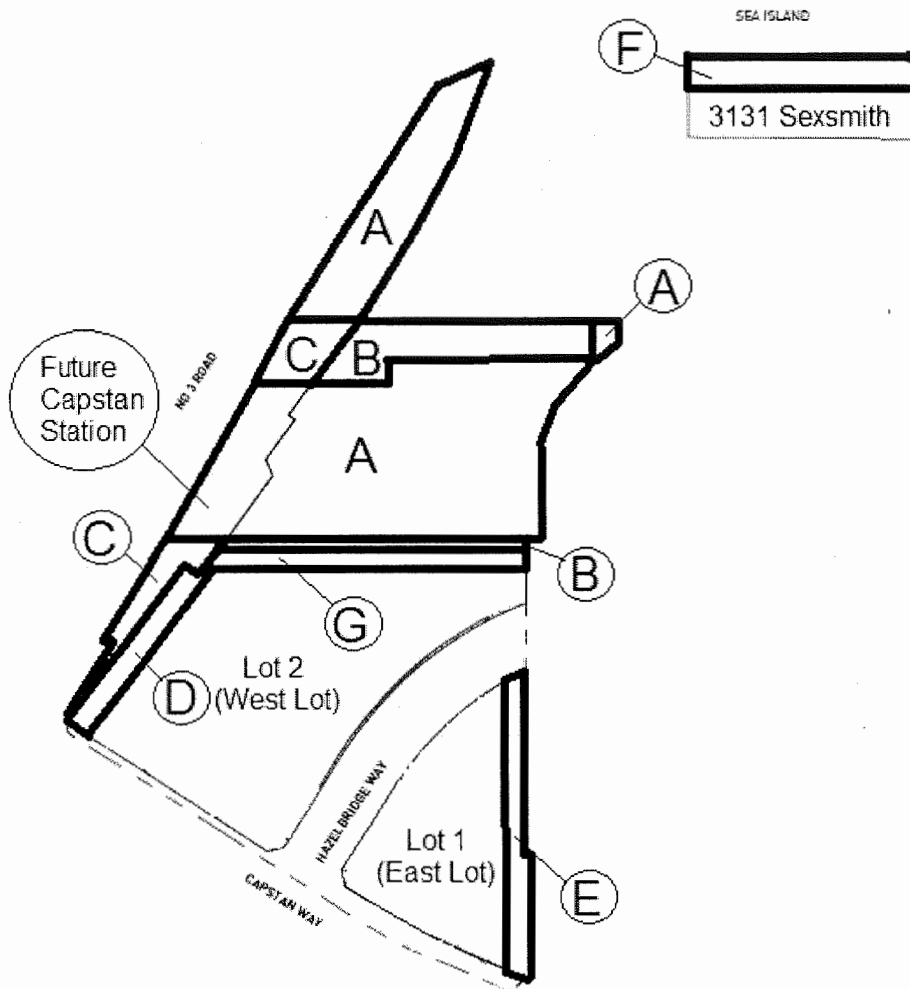
F. Developer/Owner Responsibility: The developer/owner will be responsible, at the sole cost of the developer/owner, for the following:

- a) designing and constructing the Arts Space and related uses / spaces to a turnkey level of finish, including tenant improvement for the initial tenant of the Arts Space, as determined to the satisfaction of the City;
- b) pre-qualifying potential tenants for review and selection by the City;
- c) renting the Arts Space to eligible, City-approved tenant(s); and
- d) building maintenance and repair, exclusive of tenant improvements.

G. Arts Space Tenure:

- a) Ownership: Developer (Concord Pacific); however, the Arts Space may be sold to an alternate owner, provided that the Arts Space is sold as a single unit and all rights (e.g., parking, waste facilities, access, rental terms) are transferred with the Arts Space, to the satisfaction of the City.
- b) Legal: Prior to adoption of the pending Rezoning Bylaw, legal agreements must be registered on title to secure the Arts Space (i.e. detailing the form, use, and location of the Arts Space and easement(s) and/or alternate agreements as required with respect to parking, shared use of loading and access, rents, tenant eligibility criteria, maintenance, and other considerations), together with "no development", "no build", and "no occupancy" covenants, an option to purchase (at a nominal charge), and other measures, all as determined to the satisfaction of the City.
- c) Parcel: Air Space Parcel (ASP)

Park & Public Open Space Key Plan



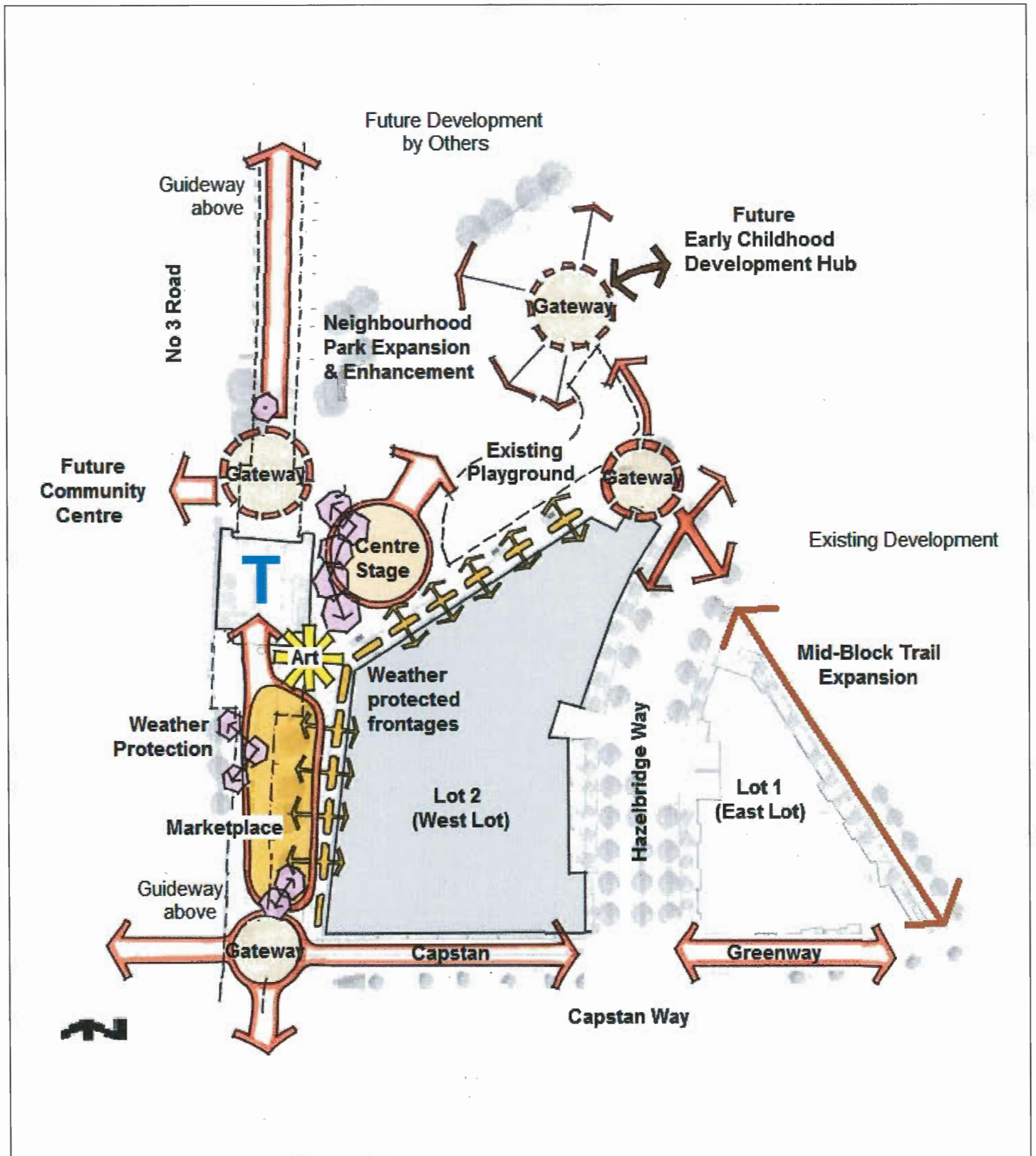
FEATURE		TENURE	DCC ELIGIBLE
A	Existing City-Owned Park (including 3311 Carscallen Rd)	Fee simple (3)	Enhancements only
B	Neighbourhood Park Expansion	Fee simple (2)	Land & construction
C	Guideway Park	Fee simple (2)	N/A
D	Transit Plaza SRW <i>NOTE: May be expanded for station integration.</i>	SRW (1)	N/A
E	Mid-Block Trail	SRW (1)	N/A
F	Sea Island Greenway SRW	SRW (1)	N/A
G	Art Space Walkway SRW	SRW (1)	N/A

NOTE: The "Parks SA Requirements" shall NOT include the "Mid-Block Walkway SRW", "Arts Space Walkway SRW", or "Sea Island Greenway SRW", the design/construction of which public open spaces shall be subject to Development Permit (DP)* approvals and DP landscape Letters of Credit OR one or more separate DP*-related SAs* and SA Letters of Credit, as determined to the City's satisfaction through the DP* review and approval processes.

Pinnacle Parks Plan (RZ 12-610011)



Preliminary Park & Public Open Space Concept Diagram (excluding 3131 Sexsmith Road)



Preliminary Park & Public Open Space Concept Highlights

- A. **Marketplace:** A busy transit plaza at the station entrance, framed by pedestrian-oriented shop fronts and the Canada Line guideway, will be animated with vendors, buskers, food trucks, and seasonal events and activities.



- B. **Centre Stage:** An informal amphitheatre-type performance space, at the crossroads between the station and neighbourhood park, will provide a place to stop for lunch or a coffee while enjoying a variety of formal/informal entertainment opportunities.



- C. **Neighbourhood Park Expansion & Enhancement:** Expansion of the existing neighbourhood along its north and south sides, together with improvements within the existing park, will provide for increased green space, an east-west bike route linked to the station, seating, tree planting, and related features that will enhance its appeal to local residents, families with children, employees, and visitors.



- D. **Gateways:** Landscape features will mark key arrivals points & add visual interest.



PH - 209

Initial: _____

Preliminary Park & Public Open Space Concept Highlights

- E. **Greenways:** A network of pathways and off-street bike paths along Capstan Way, Sexsmith Road, Sea Island Way, and No.3 Road will connect the neighbourhood to the station, future community centre, riverfront, and nearby elementary school.



- F. **Mid-Block Trail:** Expansion of the existing landscaped trail (currently under construction by others) along the east side of Lot 1 (East Lot) will provide for an enhanced public realm, together with a fenced dog park or alternate amenity, to the City's satisfaction.

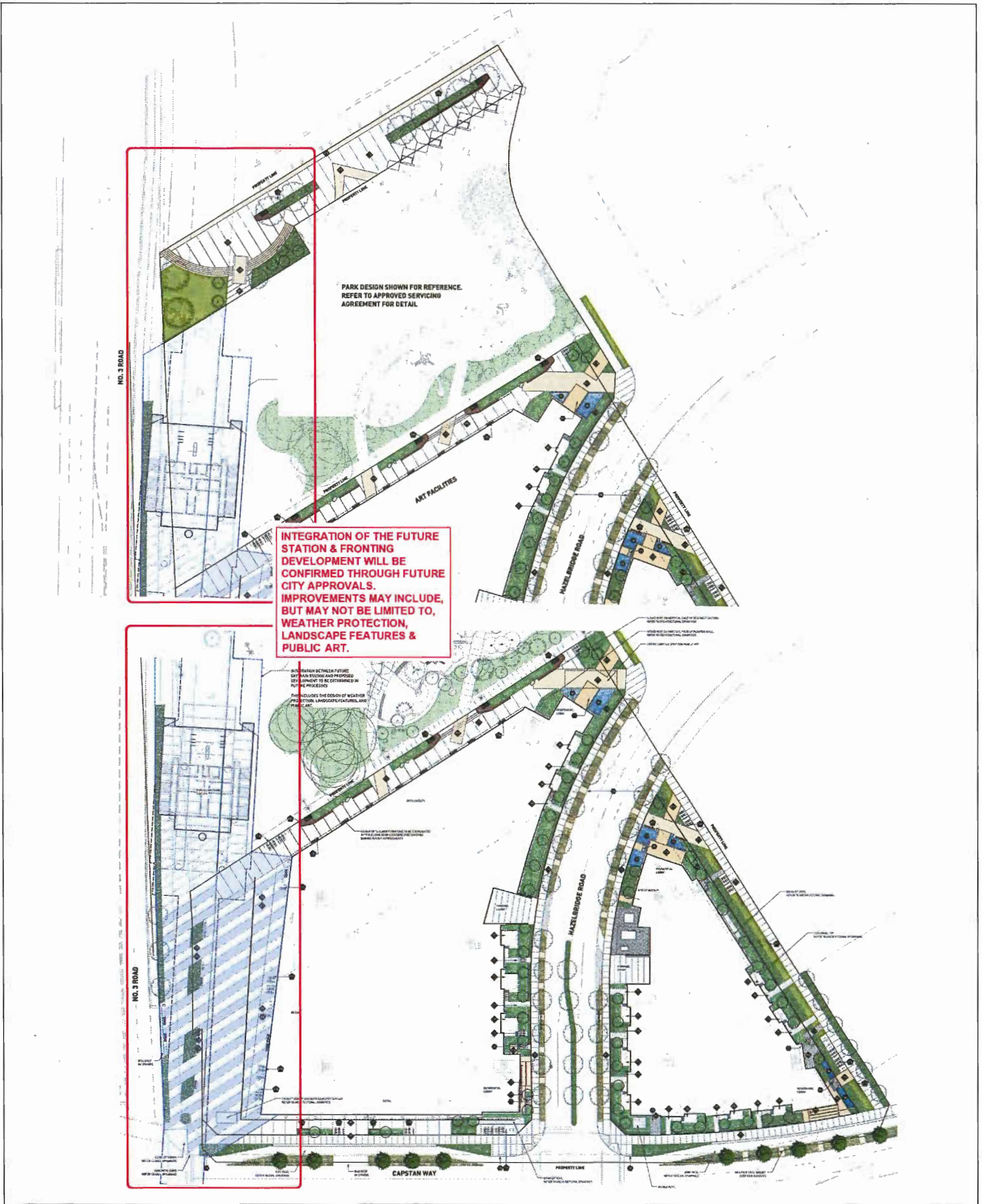


- G. **Public Art:** Artworks will be commissioned and placed to enliven the park and contribute towards a sense of place, ownership and identity for local residents, businesses, and visitors.



- H. **Weather Protection:** Continuous weather protected routes (including, but not limited to canopies and related features along all commercial frontages) will connect the station to the surrounding neighbourhood and key destinations (i.e. community centre and ECD Hub).





PH - 211

Initial: _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9780 (RZ 17-769242)
8511 Capstan Way, 3280 and 3360 No. 3 Road,
and 3131 Sexsmith Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - 1.1. In Section 20.25.3 Secondary Uses, inserting “cultural and educational **uses**” and “**entertainment, spectator**”;
 - 1.2. In Section 20.25.4 Permitted Density:
 - 1.2.1. Repealing Sub-Section 20.25.4.2(c) and replacing it with the following:

“c) the **owner** grants to the **City**, via a statutory **right-of-way, air space parcel**, or fee simple, as determined at the sole discretion of the **City**, rights of public use over a suitably landscaped area of the **site** for **park** and related purposes at a rate of:

 - i) 5.74 m² per **dwelling unit** based on the combined total number of **dwelling units** within the area shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, or 6,810.4 m², whichever is greater; and
 - ii) 5.0 m² per **dwelling unit** based on the combined total number of **dwelling units** within the area shown cross-hatched and indicated as “E”, “F”, and “G” in Section 20.25.4, Diagram 2, or 4,187.9 m², whichever is greater;”;
 - 1.2.2. Repealing Sub-Section 20.25.4.3(b) and replacing it with the following:

“b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential purposes, which non-residential purposes shall provide, in whole or in part, for **convenience retail uses** (e.g. large format grocery store; drug store), **minor health services**, pedestrian-oriented **general retail**, or other **uses** important to the viability of the Village Centre as determined to the satisfaction of the **City**, which shall include:

 - i) for the area shown cross-hatched and indicated as “E” in Section 20.25.4, Diagram 2, one contiguous interior **building** space, situated at **grade** and fronting a **park**, and comprising at least

1,193.8 m² of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**), for **indoor recreation, library and exhibit, spectator entertainment, studio**, cultural and educational **uses**, and/or related **uses**, as determined to the satisfaction of the **City**”;

1.2.3. Repealing Sub-Section 20.25.4.3(d) and 20.25.4.3(e) and replacing them with the following:

- “d) for the areas shown cross-hatched and indicated as “B”, “C”, and “D” in Section 20.25.4, Diagram 2:
- i) the **owner** grants to the **City**, via **air space parcel**, at least 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**) or 1,428.4 m², whichever is greater, for **child care, community amenity space**, and **minor health service**, to the satisfaction of the **City**, and locates the entirety of the area granted to the **City** within the area shown cross-hatched and indicated as “B” in Section 20.25.4, Diagram 2; and
 - ii) the **owner** provides 250 **parking spaces** for shared **commercial/residential use** and grants rights of public use over 50% of the **parking spaces**, secured via a statutory **right-of-way, air space parcel**, or alternative means, as determined at the sole discretion of the **City**, within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2; and
- e) for the areas shown cross-hatched and indicated as “E” and “G” in Section 20.25.4, Diagram 2, the **owner** pays a sum to the **City** in lieu of granting 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**) to the **City** as **community amenity space** based on 5% of the **density bonus floor area** (i) multiplied by the “equivalent to construction value” rate of \$6997 per sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,997 per sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index” for Vancouver, where such change is positive.”;

1.2.4. Repealing Sub-Section 20.25.4.4(a) and replacing it with the following:

- “a) **owner** complies with the conditions set out in Sections 20.25.4.2(a), (b), (c), (d), and (e) and Sections 20.25.4.3(a), (b), (c), and (d);”;

1.2.5. Repealing Sub-Section 20.25.4.4(c) and replacing it with the following:

- “c) **owner** transfers not less than 5,000.4 m² of land to the **City** as fee simple for **park** purposes, which shall include a suitably landscaped area of the **site** transferred by the **owner** to the **City** in compliance

with Section 20.25.4.2(c)(i), provided that such area is transferred to the **City** as fee simple;”;

1.2.6. Repealing Diagram 2 and replacing it with the following:

Diagram 2

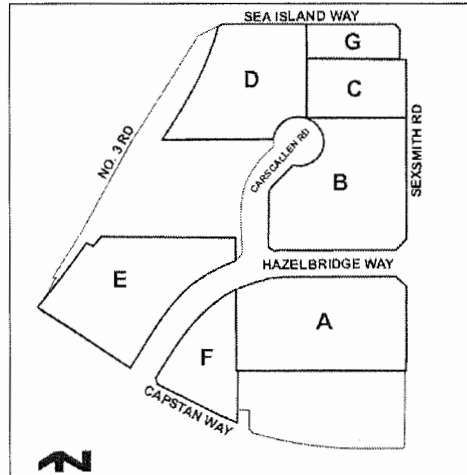
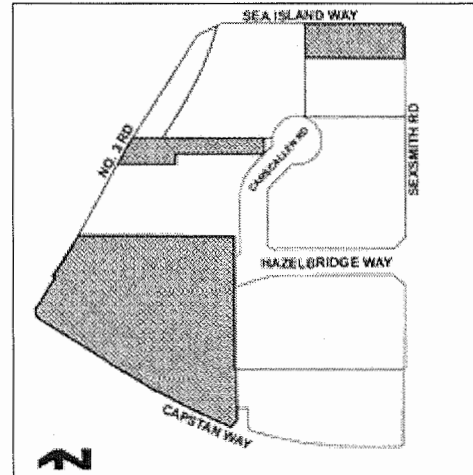


Diagram 3



; and

1.2.7. Repealing Sub-Section 20.25.4.5 and replacing it with the following:

“5. For the area within the **City Centre** shown cross-hatched in Section 20.25.4, Diagram 3, notwithstanding Section 20.25.4.2, the reference to “2.5” is increased to a higher **floor area ratio** of “3.182” and, notwithstanding Section 20.25.4.3, the reference to “1.0” is increased to a higher **floor area ratio** of “1.128”, provided that the:

- a) **owner** complies with the conditions set out in Sections 20.25.4.2(a), (b), (c), and (d) and Sections 20.25.4.3(a), (b), (c), and (e);
- b) **owner** dedicates not less than 3,011.7 m² of land to the **City** as **road**;
- c) **owner** transfers not less than 746.7 m² of land to the **City** as fee simple for **park** purposes, which shall include a suitably landscaped area of the **site** transferred by the **owner** to the **City** in compliance with Section 20.25.4.2(c)(ii), provided that such area is transferred to the **City** as fee simple;
- d) maximum total combined **floor area** for the **site** shall not exceed 55,048.6 m², of which the **floor area** of residential **uses** shall not exceed 43,818.5 m² and the floor area of other **uses** shall not exceed 11,230.1 m²;
- e) maximum total combined number of **dwelling units** for the areas shown cross-hatched and indicated as “E” and “F” in Section 20.25.4, Diagram 2, shall not exceed 533; and

- f) maximum **floor area** for the areas shown cross-hatched and indicated as “E”, “F”, and “G” in Section 20.25.4, Diagram 2, shall not exceed:
 - i) for “E”: 29,830.0 m² for residential **uses**, including at least 1,491.5 m² of **habitable space** for **affordable housing units**, and 6,648.7 m² for other **uses**, including at least 1,193.8 m² for **commercial education, indoor recreation, library and exhibit, studio**, and/or related **uses**;
 - ii) for “F”: 13,988.5 m² for residential **uses**, including at least 699.4 m² of **habitable space** for **affordable housing units**, and nil for other **uses**; and
 - iii) for “G”: Nil for residential **uses** and 4,581.4 m² for other **uses**.
- 6. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use.**”;
- 1.3. In Section 20.25.5 Permitted Lot Coverage, repealing Sub-Section 20.25.5.1 and replacing it with the following:
 - “1. The maximum **lot coverage** for the areas shown cross-hatched and indicated as “A”, “B”, “C”, “D”, “E”, “F”, and “G” in Section 20.25.4, Diagram 2, is 90% for **buildings** and **landscaped roofs over parking spaces.**”;
- 1.4. In Section 20.25.6 Yards & Setbacks, inserting a new Sub-Section 20.25.6.2 as follows:
 - “2. Notwithstanding Section 20.25.6.1, for **dwelling units** the minimum **setback** to a **lot line** that **abuts** Sea Island Way shall be 20.0 m.”;
- 1.5. In Section 20.25.8 Subdivision Provisions, repealing Sub-Section 20.25.8.1 and replacing it with the following:
 - “1. The minimum **lot area** for the areas shown cross-hatched and indicated as “A”, “B”, “C”, “D”, “E”, “F”, and “G” in Section 20.25.4, Diagram 2, shall be:
 - a) for “A”: 9,000 m²;
 - b) for “B”: 8,800 m²;
 - c) for “C”: 3,200 m²;
 - d) for “D”: 7,000 m²;
 - e) for “E”: 8,000 m²;
 - f) for “F”: 3,700 m²; and
 - g) for “G”: 1,800 m².”; and

- 1.6. In Section 20.25.10 On-Site Parking and Loading:
- 1.6.1. Inserting a new Sub-Section 20.25.10.1(d) as follows:
- “d) the minimum on-site parking requirement for **office** located above the first two floors of a **building** shall be 1.5 spaces per 100.0 m² of **gross leasable floor area**.”
- 1.6.2. Repealing the opening phrase in Sub-Section 20.25.10.2 and replacing it with the following:
- “2. Notwithstanding Section 20.25.10.1, for the areas shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, if the **owner** has provided:”;
- 1.6.3. Repealing the opening phrase in Sub-Section 20.25.10.2(b) and replacing it with the following:
- “b) 250 **parking spaces** for shared **commercial/residential use** within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2, and granted rights of public use over 50% of the **parking spaces** under Section 20.25.4.3(d):”;
- 1.6.4. Inserting a new Sub-Section 20.25.10.3 as follows:
- “3. Notwithstanding Section 20.25.10.1, for the areas shown cross-hatched and indicated as “E” and “F” in Section 20.25.4, Diagram 2:
- a) if the **owner** has provided 1,193.8 m² of the **building** area for **indoor recreation, library and exhibit, spectator entertainment, studio, cultural uses, educational uses, and/or related uses** under Section 20.25.4.3(b)(i), the minimum combined total number of **parking spaces** for the **uses** shall be 41, all of which shall be located within area “E”;
- b) 100% of residential visitor **parking spaces** required for the **building** within the area shown cross-hatched and indicated as “E” in Section 20.25.4, Diagram 2, may be shared with non-residential **parking spaces** located on the **lot**; and
- c) the minimum number of residential visitor **parking spaces** within the area shown cross-hatched and indicated as “F” in Section 20.25.4, Diagram 2, may be reduced by 50%.”

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:

2.1. "RESIDENTIAL / LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) – CAPSTAN VILLAGE (CITY CENTRE)"

That area shown cross-hatched and indicated as "A" on "Schedule A attached to and forming part of Bylaw 9780".

2.2. "SCHOOL & INSTITUTION USE (SI)"

That area shown cross-hatched and indicated as "B" on "Schedule A attached to and forming part of Bylaw 9780".

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9780".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

LEGAL REQUIREMENTS SATISFIED

ADOPTED

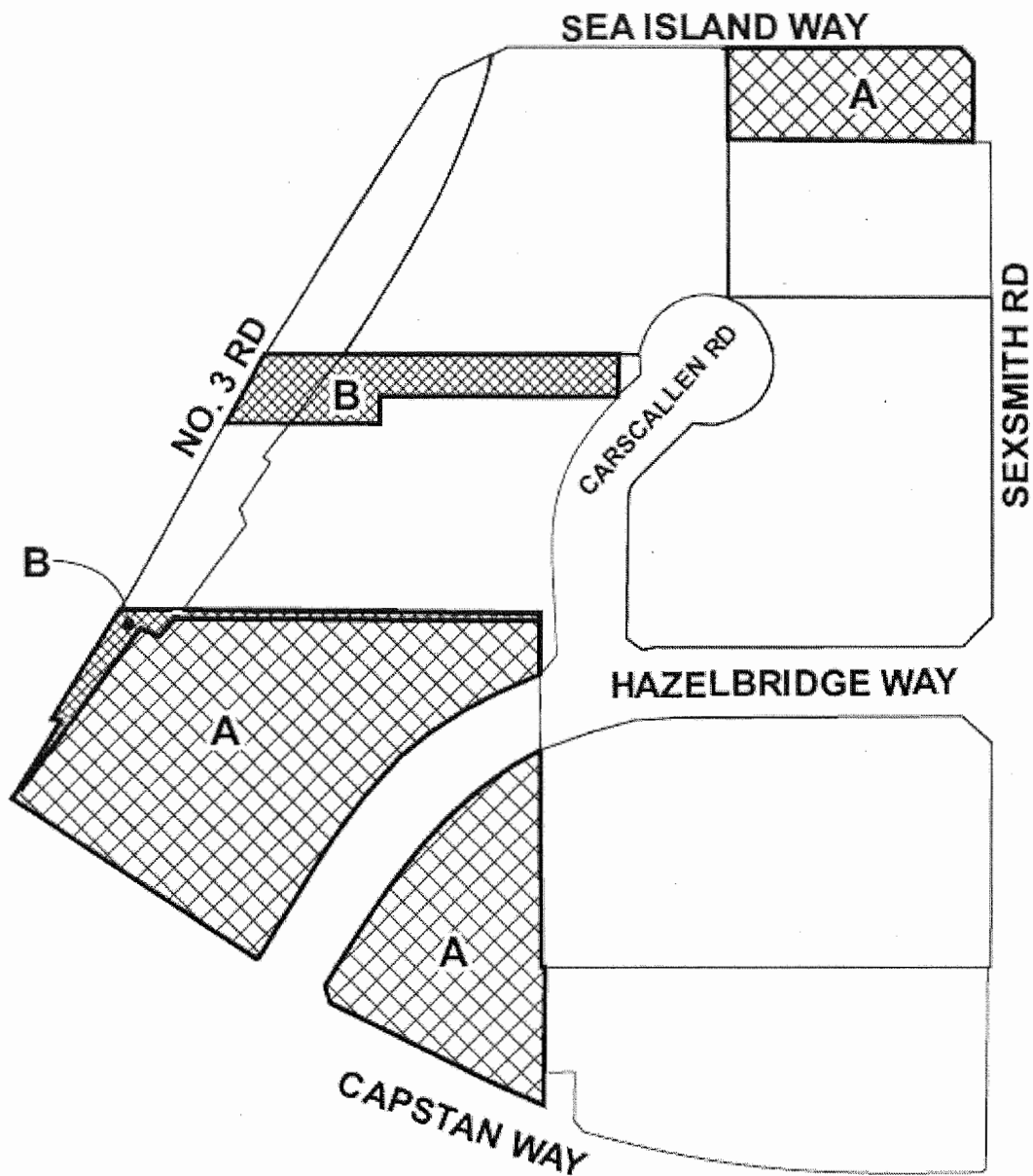
DEC 20 2017



MAYOR

CORPORATE OFFICER

Schedule "A" attached to and forming part of Bylaw No. 9780"





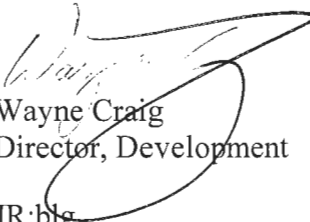
To: Planning Committee
From: Wayne Craig
Director, Development

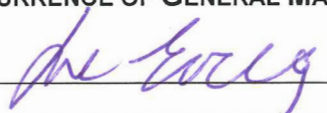
Date: November 29, 2017
File: RZ 17-784715

Re: Application by Rav Bains for Rezoning at 9071 Dayton Avenue from
the "Single Detached (RS1/B)" Zone to the "Single Detached (RS2/K)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9790, for the rezoning of 9071 Dayton Avenue from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, be introduced and given first reading.


Wayne Craig
Director, Development
JR:blg
Att. 7

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

Staff Report

Origin

Rav Bains has applied to the City of Richmond for permission to rezone 9071 Dayton Avenue from the “Single Detached (RS1/B)” zone to the “Single Detached (RS2/K)” zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Dayton Avenue (Attachment 1). The proposed subdivision is shown in Attachment 2. There is an existing single-family dwelling on the property, which would be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North and West: Townhouse dwellings on a lot zoned “Low Density Townhouses (RTL2)”, with vehicle access from Dayton Avenue and Dixon Avenue.
- To the South, across Dayton Avenue: A single-family dwelling on a lot zoned “Single Detached (RS1/B)”, with vehicle access from Myron Court.
- To the East: A single-family dwelling on a lot zoned “Single Detached (RS1/B)”, with vehicle access from Dayton Avenue.

Related Policies & Studies

Official Community Plan/Ash Street Sub-Area Plan

The subject property is located in the Broadmoor planning area. The Official Community Plan (OCP) designation for the subject property is “Neighbourhood Residential” (Attachment 4). The proposed rezoning is consistent with this designation.

The subject property is located within the area governed by the Ash Street Sub-Area Plan contained in the OCP. The land use designation for the subject property is “Low Density Residential.” The Ash Street Sub-Area Plan permits the development of lands that are not located within one of 10 designated infill sites shown on the Land Use Map (Attachment 5) to be reviewed by the City’s normal development application process. The City has considered a number of applications in this manner, which have resulted in a number of single-family lots between 9 m and 10 m wide. The proposed rezoning would permit a subdivision to create two 10.1 m wide lots. The proposed rezoning and subdivision are consistent with the land use designation and policies contained in the Ash Street 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.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Transportation and Site Access

Vehicle access is proposed via separate driveways to each new lot from Dayton Avenue.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. There are no trees located on the subject property, but the Report assesses one street tree on City property (Attachment 6).

The City Parks Department has reviewed the Arborist's Report and assessed the City-owned tree in the boulevard, and provided the following comments:

- One Plum tree (Tag # ci1) is in poor health and should be removed. A \$650 contribution to the City's Tree Compensation Fund is required for replanting.
- One Laurel shrub is in poor health and should be removed. No compensation is required for shrubs.

Tree Replacement

There are no bylaw-sized trees on the subject property. The applicant has agreed to plant a minimum of two trees on each lot proposed, for a total of four trees. The required new trees must meet the minimum standard for replacement trees in Richmond Tree Protection Bylaw No. 8057 (i.e. min. 6 cm caliper deciduous tree or 3.5 m tall conifer). Prior to final adoption of the rezoning bylaw, the applicant must provide a \$2,000 Landscaping Security to ensure that the agreed upon trees are planted.

One Cedar hedgerow on a neighbouring property, 9091 Dayton Avenue, is in poor condition and will be removed. The property owner has given verbal support for replacement of the hedge. Written authorization is required prior to removal of the existing hedge. The replacement hedge will be minimum 2.0 m tall hedging Cedars, to match the existing hedge along the front lot line. Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan and Landscape Security for the replacement hedge.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where a secondary suite cannot be accommodated in the development, a cash-in-lieu contribution to the Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the servicing works as described in Attachment 7.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this application is to rezone 9071 Dayton Avenue from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Dayton Avenue.

This rezoning application complies with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9790 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
(604-276-4092)

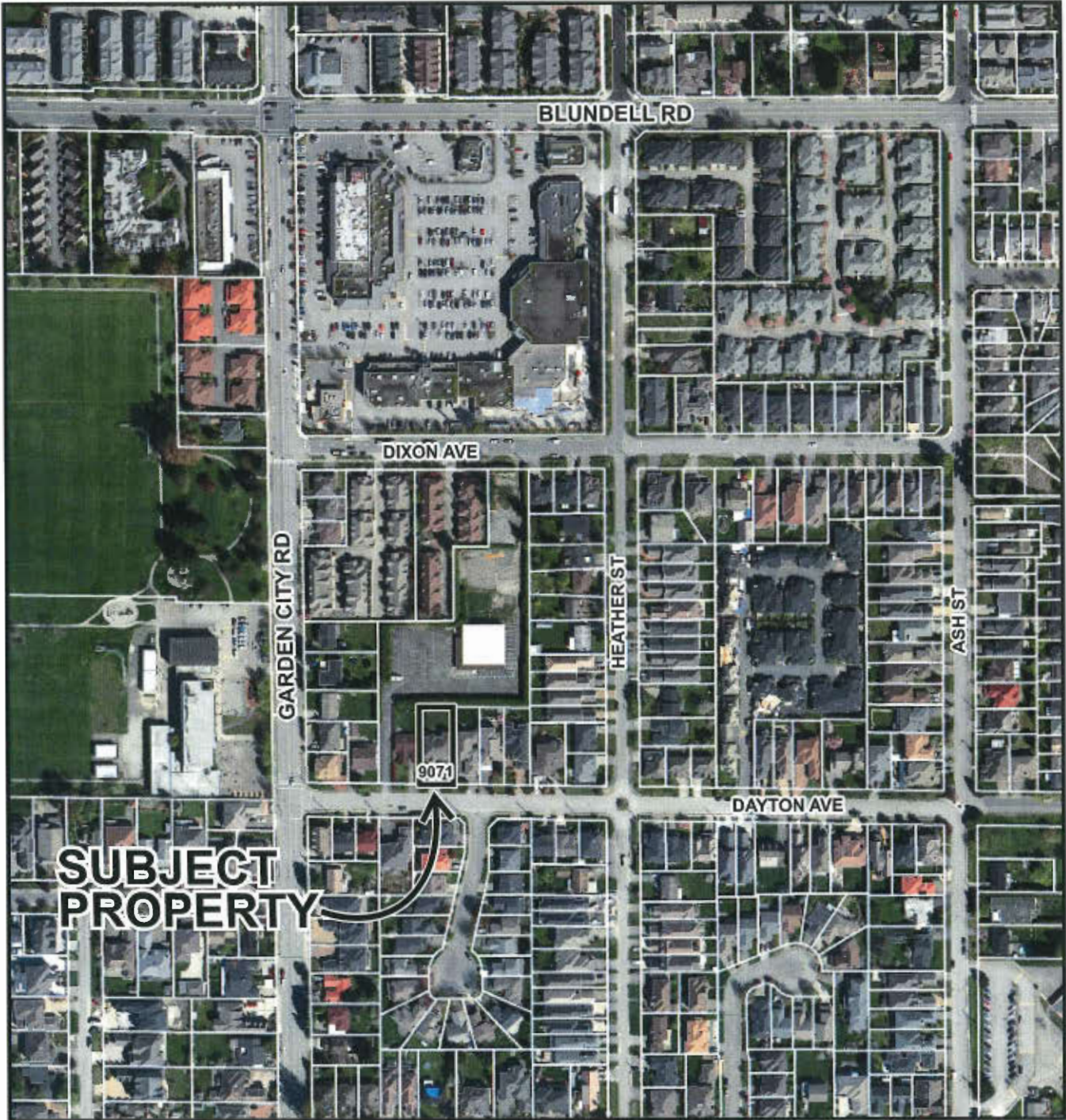
JR:blg

Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Broadmoor Area OCP Land Use Map
- Attachment 5: Ash Street Sub-Area Plan Land Use Map
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



City of
Richmond



**SUBJECT
PROPERTY**



RZ 17-784715

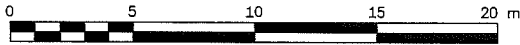
Original Date: 09/28/17

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 269 SEC.22 BLK 4 N. RGE 6 W N.W.D. PLAN 51918

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

ALL DISTANCES ARE IN METERS AND DECIMALS THEREOF

CIVIC ADDRESS:

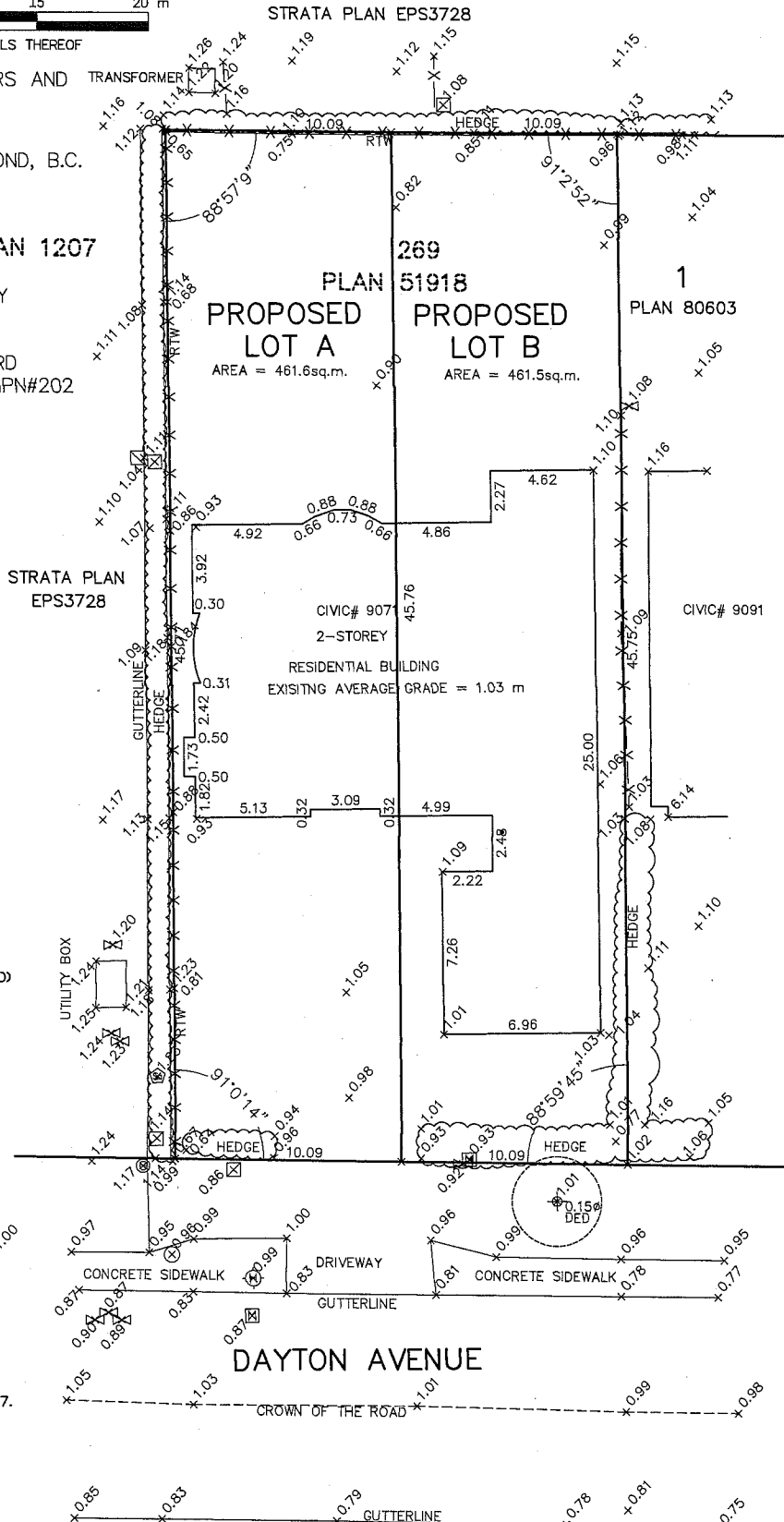
9071 DAYTON AVENUE, RICHMOND, B.C.

PID: 003-332-993

BENCHMARK

AN 1207

ELEVATIONS ARE BASED ON:
CITY OF RICHMOND SECONDARY
BENCH MARK #478
ELEVATION = 1.459 METRE
GEODETIC DATUM = CVD28GVRD
DERIVED FROM HPN#190 TO HPN#202



LEGEND:

- +12.34 GROUND ELEVATION
 - ⊕ TREE WITH DRIFLINE TIED AT POINT OF ENTRY INTO THE GROUND
 - LEGAL IRON PIN
 - x-x FENCE
 - ☒ CATCH BASIN
 - ⊕ WATER VALVE
 - ⊕ WATER METER
 - ⊕ GAS VALVE
 - ⊕ SIGN POST
 - ⊕ FIRE HYDRANT
 - MANHOLE
 - RTW RETAINING WALL
 - DED DECIDUOUS
- PROPERTY LINE DIMENSIONS BASED ON FIELD SURVEY.

CERTIFIED CORRECT ACCORDING TO FIELD SURVEY THIS 24TH DAY OF AUGUST, 2017.

Richard Fu
RICHARD S. FU B.C.L.S.



3817 McKAY PLACE
RICHMOND BC V6X 3R6
TEL: 604-313-2883
FILE: 1707-017

THIS PLAN WAS PREPARED FOR MUNICIPAL PURPOSE AND IS FOR THE EXCLUSIVE USE OF OUR CLIENT. THIS DOCUMENT SHOWS THE RELATIVE LOCATION OF THE SURVEYED STRUCTURES AND FEATURES WITH RESPECT TO THE BOUNDARIES OF THE PARCEL DESCRIBED ABOVE. THIS DOCUMENT SHALL NOT BE USED TO DEFINE PROPERTY LINES OR PROPERTY CORNERS. THE SIGNATOR ACCEPTS RESPONSIBILITY OR LIABILITY FOR ANY DAMAGES THAT MAY BE SUFFERED BY A THIRD PARTY AS A RESULT OF ANY DECISIONS MADE, OR ACTIONS TAKEN BASED ON THIS DOCUMENT.



RZ 17-784715

Attachment 3

Address: 9071 Dayton Avenue

Applicant: Rav Bains

Planning Area(s): Broadmoor – Ash Street Sub-Area Plan

	Existing	Proposed
Owner:	Paramjit Singh Khalon	To be determined
Site Size (m²):	923.2 m ²	Two lots, 461.6 m ² each
Land Uses:	One single-family dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Low Density Residential	No change
Zoning:	Single Detached (RS1/B)	Single Detached (RS2/K)

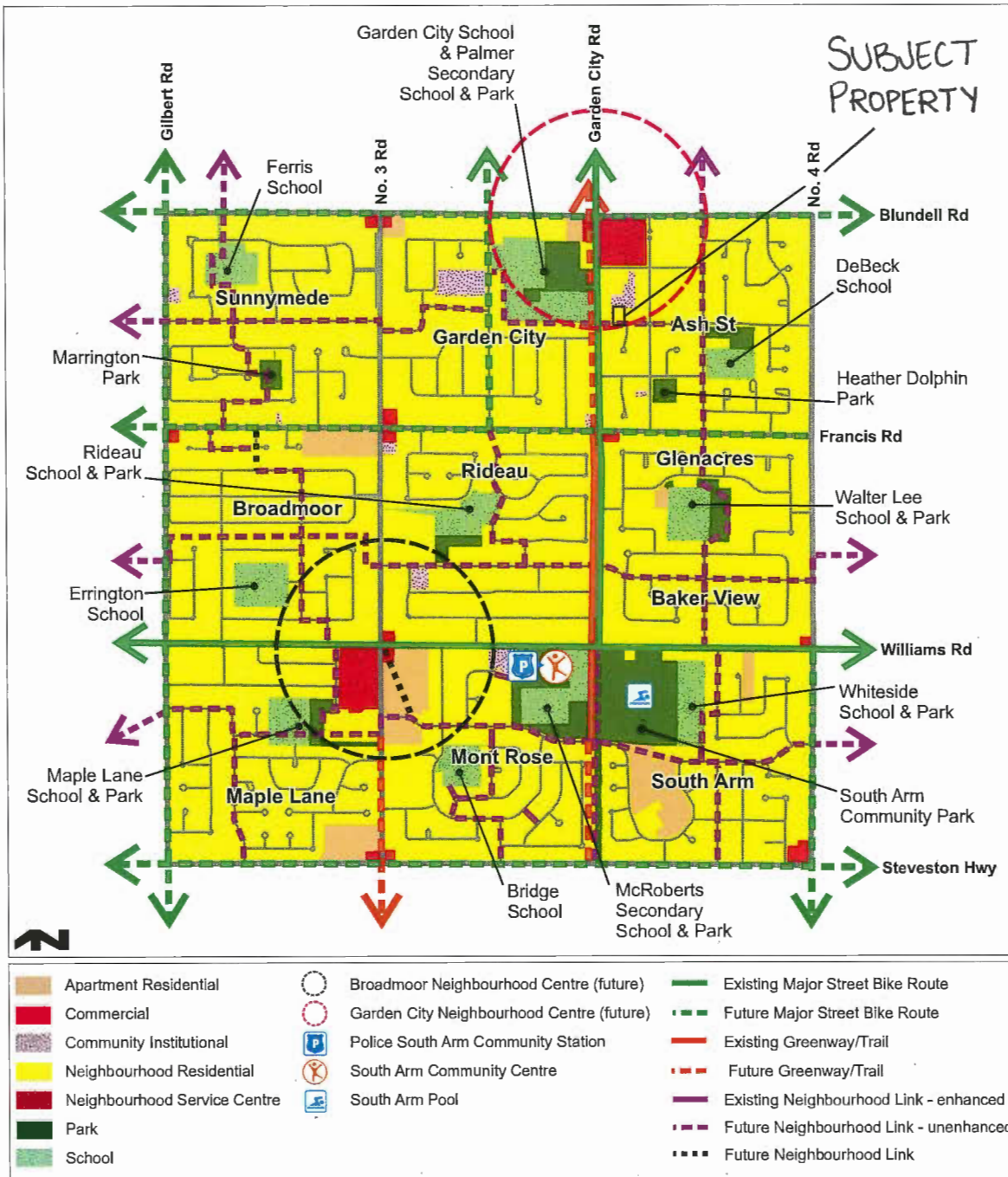
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 253.83 m ² (2,732.15 ft ²)	Max. 253.83 m ² (2,732.15 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	none
Lot Size:	Min. 315.0 m ²	461.6 m ²	none
Lot Dimensions (m):	Width: Min. 10.0 m Depth: Min. 24.0 m	Width: 10.09 m Depth: 45.75 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 9.15 for up to 60% of principal dwelling, 10.7m for remainder	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

Other: Tree replacement compensation required for loss of significant trees.

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



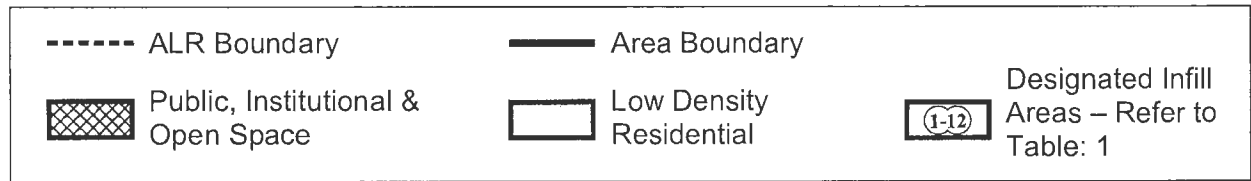
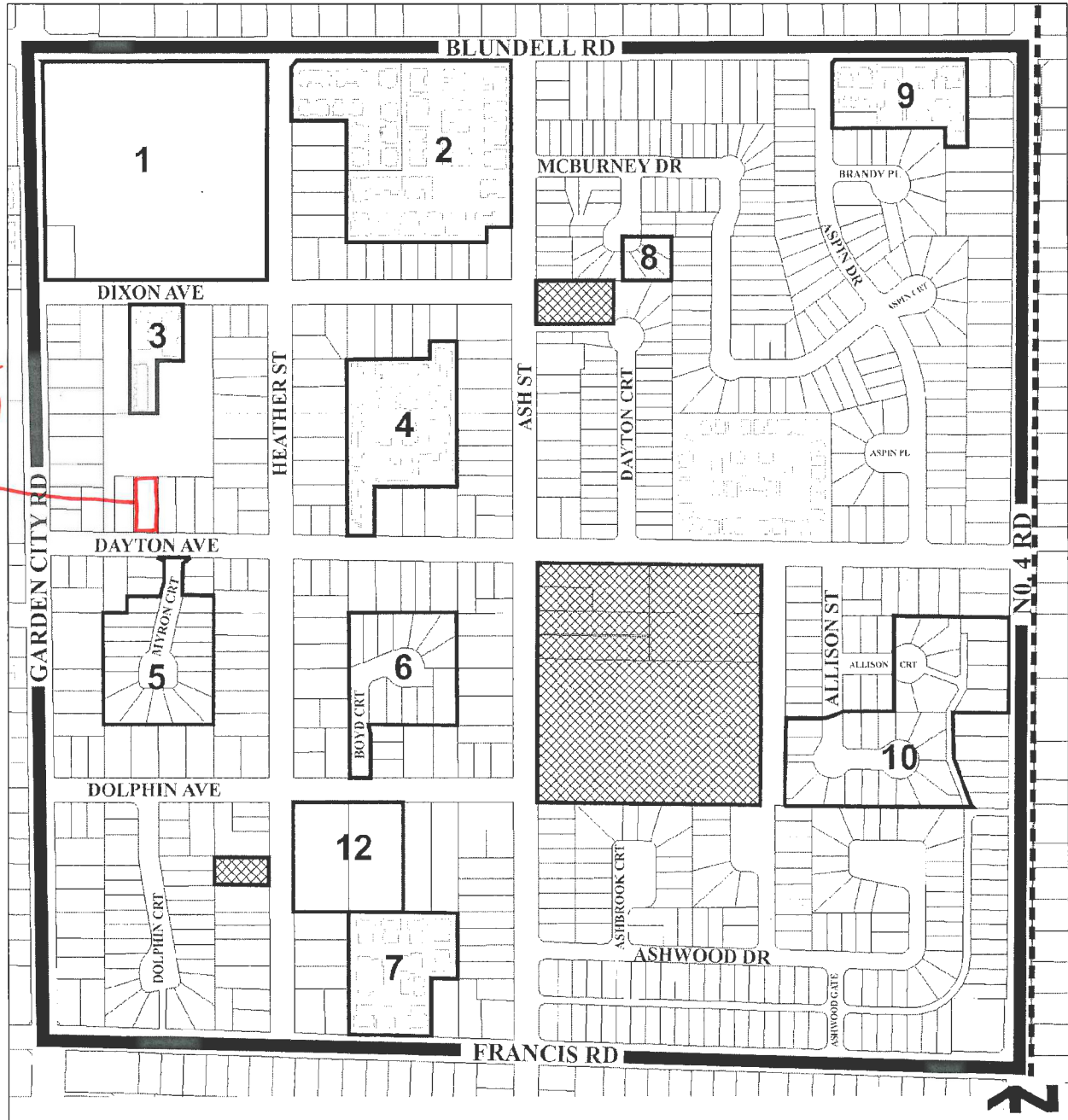
6. Broadmoor

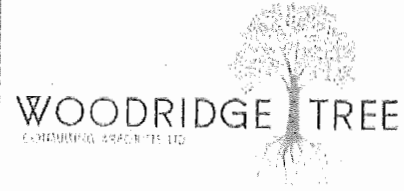
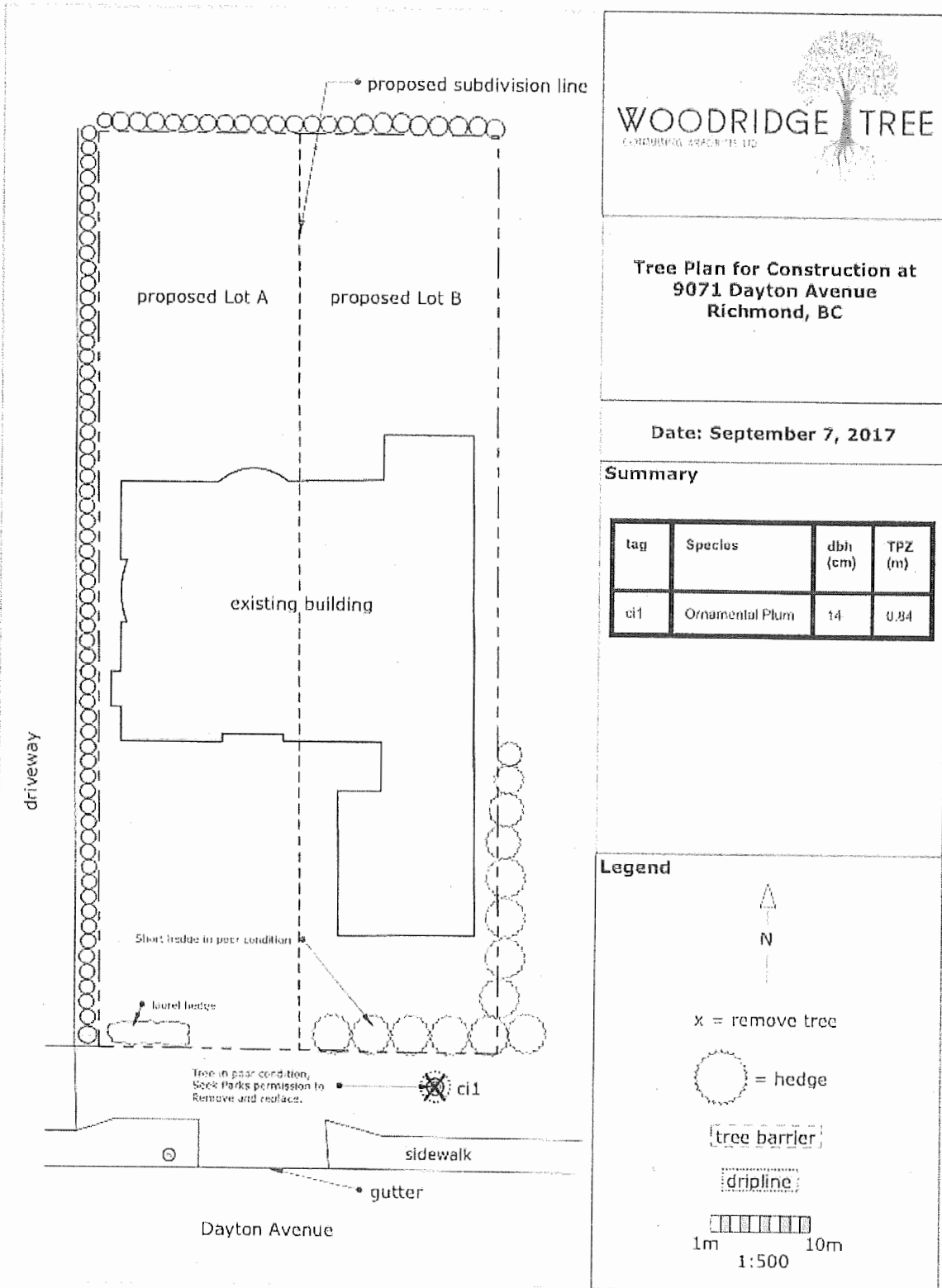


City of Richmond

Land Use Map Bylaw 9489
2016/07/18

SUBJECT
PROPERTY





**Tree Plan for Construction at
9071 Dayton Avenue
Richmond, BC**

Date: September 7, 2017

Summary

tag	Species	dbh (cm)	TPZ (m)
ci1	Ornamental Plum	14	0.84

Legend

- N
- x = remove tree
- = hedge
- [tree barrier]
- [dripline]
- 1m 10m
1:500



Address: 9071 Dayton Avenue

File No.: RZ 17-784715

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9790, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$2,000 (\$500/tree) to ensure that a total of two new trees are planted and maintained on each lot proposed (for a total of four trees); minimum 6 cm deciduous caliper or 3.5 m high conifers).
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, showing the proposed replacement hedge between 9071 and 9091 Dayton Avenue. The Landscape Plan must include a cost estimate for the works plus a 10% contingency, which will be used to determine the required Landscape Security. The replacement hedge is to be minimum 2.0 m tall hedging Cedars, to match the existing hedge on the front lot line of 9091 Dayton Avenue.
3. City acceptance of the developer's offer to voluntarily contribute \$650 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. 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.

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

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement* or a City work order:

Water Works:

- Using the OCP Model, there is 167.0 L/s of water available at 20 psi residual at the hydrant located at the frontage of Dayton Avenue. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- At the Developer's cost, the City will:
 - Replace the existing water service connection and meter to service the newly created east lot.
 - Install a new water service connection, complete with meter, to service the west lot.

- Relocate the existing fire hydrant if required by the proposed driveway location.

Storm Sewer Works:

- At the Developer's cost, the City will:
 - Cut, cap, and remove all of the existing storm service connections along the property frontage.
 - Install a new storm service connection, complete with inspection chamber and dual service leads, at the adjoining property line of the newly created lots.

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Check the existing sanitary service connection serving the subject site (SCON3118.). Confirm the material and condition of the pipes. If deemed acceptable by the City, the existing service connection may be retained. In the case that the service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Install two new sanitary service connections, complete with inspection chambers, to service the newly created lots if the condition of the existing sanitary service connection SCON3118 is not satisfactory.
 - Cut and cap the existing sanitary service connection SCON3188 if the condition of the pipes is not satisfactory.
 - Install only one new service connection and inspection chamber to service the east lot, if SCON3118 may be retained to service the west lot.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.

General Items:

- The Developer is required to:
 - 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.

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

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9790 (RZ 17-784715)
9071 Dayton 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 "SINGLE DETACHED (RS2/K)".

P.I.D. 003-332-993

Lot 269 Section 22 Block 4 North Range 6 West New Westminster District Plan 51918

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9790".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

DEC 11 2017
[Signature lines for Council members]

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor BK

MAYOR

CORPORATE OFFICER



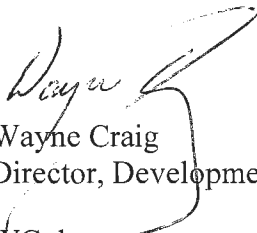
To: Planning Committee
From: Wayne Craig
Director, Development

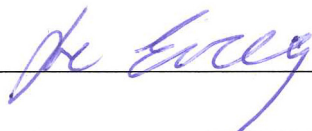
Date: December 12, 2017
File: RZ 16-741722

Re: Application by Bene No 4 Development Ltd. for Rezoning at 9980 Westminster Highway from the "Gas & Service Stations (CG2)" Zone to a New "Town Housing (ZT83) - North McLennan (City Centre)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9812, for the creation of a new "Town Housing (ZT83) – North McLennan (City Centre)" zone and for the rezoning of 9980 Westminster Highway from the "Gas & Service Stations (CG2)" zone to the "Town Housing (ZT83) - North McLennan (City Centre)" zone, be introduced and given first reading.


Wayne Craig
Director, Development
WC:dn
Att. 7

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

Staff Report

Origin

Bene No 4 Development Ltd. has applied to the City of Richmond to rezone 9980 Westminster Highway (Attachment 1) from the “Gas & Service Stations (CG2)” zone to a new “Town Housing (ZT83) – North McLennan (City Centre)” zone to permit development of 17, 3 storey townhouse units with a driveway access from No. 4 Road.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). Conceptual design drawings are provided in Attachment 3.

Surrounding Development

The subject site is in the McLennan North Sub Area Plan in an area that is designated Residential Area 4 (Attachment 4). The site is currently vacant and was formerly a gas and service station (cardlock).

Development surrounding the subject site is as follows:

To the North: Westminster Highway and the City owned Garden City Lands park site, which is zoned “Agriculture and Golf Zones (AG1)”, designated “Conservation (CON)” in the Official Community Plan (OCP) and within the Agriculture Land Reserve (ALR).

To the South and West: An existing townhouse development, which is zoned “Town Housing (ZT59) – North McLennan (City Centre)” and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the East: No. 4 Road, an existing veterinary hospital and an undeveloped property, which are zoned “Agriculture and Golf Zones (AG1)”, designated “Agriculture” in the East Richmond McLennan Sub Area Plan and within the ALR, the undeveloped property is also designated Environmentally Sensitive Area (ESA).

Related Policies & Studies

Official Community Plan

The site is designated “Neighbourhood Residential” in the Official Community Plan (OCP), which supports the proposed residential use.

McLennan North Sub Area Plan

The subject property is located within the McLennan North Sub Area Plan (Schedule 2.10C of OCP Bylaw 7100) and is designated “Residential Area 4” (Attachment 4). The subject townhouse proposal is generally consistent with the 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.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant on Title prior to rezoning bylaw adoption that requires the building to be designated and constructed to mitigate potential noise.

Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to demonstrate that the interior noise levels and noise mitigation standards comply with the City’s OCP for both aircraft and traffic noise.

Agricultural Land Reserve (ALR) Landscape Buffer

Land north and east of the subject property is within the Agricultural Land Reserve (ALR). Where there is an intervening road between the ALR and non-ALR lands, an appropriate landscaping buffer is required to mitigate land use conflicts between residential uses on the subject site and agricultural land uses.

In accordance with the OCP, the applicant proposes to introduce a landscape buffer within the development’s Westminster Highway and No. 4 Road setbacks comprised of trees, including conifers (pine and spruce), and low landscaping elements, such as shrubs and ornamental grasses. To further enhance this buffer area, Parks Services staff have advised that they will consider the feasibility of including conifers within the City boulevard. The boulevard landscaping details would be undertaken through the Servicing Agreement.

The proposed minimum landscape buffer would include:

Westminster Highway frontage – landscape buffer width		No. 4 Road frontage– landscape buffer width	
On-site	Boulevard	On-site	Boulevard
3.35 m (9 ft.)	3 m (9 ft.)	4.05 m (13 ft.)	1.5 m (5 ft.)
Total proposed on-site soft landscaped buffer area (interrupted by sidewalk): 271 m ² (2,919 ft ²)		Total proposed on-site soft landscaping buffer area (interrupted by sidewalk): 99 m ² (1,065 m ²)	

The proposed landscape buffer was considered by the Agricultural Advisory Committee (AAC) on November 22, 2017. The proposed buffer is supported conditional to the following amendments to the planting plan:

- Replacement of the proposed blueberry plants (i.e. oval-leaf blueberry and lingonberry); and

- Ensuring Aspen, Birch, and Poplar trees are not planted on the subject site and consideration of replacing Maple trees with a different species.

An excerpt from the meeting notes is attached to this report (Attachment 5). The planting plan details will be developed as part of the Development Permit review process.

In addition, registration of an agreement on Title is required prior to final adoption of the rezoning bylaw to:

- Identify the property's proximity to the ALR where active farming is permitted; and
- Provide notification that farming activities may include impacts (e.g. noise, dust and odour) generated from typical farm activities.

Public Art

In accordance with the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund (approximately \$20,276.00 as referenced in the Rezoning Considerations). The contribution would be allocated to the Public Art Reserve Fund.

External Agency

Ministry of Environment

The property was previously developed as a gas and service station (cardlock). Therefore, the applicant was required to obtain a Certificate of Compliance from the Ministry of Environment, which is on file (dated May 12, 2016).

Public Consultation

A rezoning sign has been installed on the subject property. Staff have received one call about the rezoning application in response to the placement of the signage on the property to confirm whether the applicant has secured a Certificate of Compliance from the Ministry of Environment. No additional calls or letters were received from the public.

The applicant has consulted with the adjacent strata (at 6188 Birch Street) regarding the development proposal generally and to discuss opportunities to maximize landscaping along the southern property line. The applicant's suggestion to remove a portion of the fence that exists on the southern property line to accommodate additional landscaping was considered at the Strata's annual general meeting. The owners voted in favour of removing a portion of the fence. A copy of the correspondence from 6188 Birch Street's strata is on file (dated August 30, 2017).

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.

Analysis

Project Description

The applicant proposes to construct 17, 3 storey townhouse units at 9980 Westminster Highway. The development includes one secondary suite, which is proposed to be located above the garbage/collection room and attached to the adjacent townhouse unit. Registration of a covenant to prevent future stratification of the secondary suite is required prior to final adoption of the rezoning bylaw. As part of the Development Permit review, the applicant will confirm the provision of two convertible housing units.

Proposed Site Specific Zone

While the base density supported on the subject site by its "Residential Area 4" designation in the McLennan North Sub Area Plan is 0.55 Floor Area Ratio (FAR), the area plan includes provisions for additional density in order to achieve community amenities. The applicant proposes to create a new "Town Housing (ZT83) – North McLennan (City Centre)" zone, which permits a maximum density of 0.75 FAR. The applicant proposes to achieve the full 0.75 FAR density. Staff support the proposed density and building height and setbacks based on the following:

- **Land dedication for local road improvements.**
Land dedications are required along both the Westminster Highway and No. 4 Road frontages and will reduce the size of the site by approximately 8%. This includes a 2.5 m wide dedication along Westminster Highway and a 2 m wide dedication along No. 4 Road, as well as a 4 m x 4 m corner cut at the intersection of Westminster Highway and No. 4 Road.
- **Frontage improvements**
In addition to frontage improvements along Westminster Highway and No. 4 Road, through the required Servicing Agreement, the applicant would undertake upgrades to the existing signal at Westminster Highway and No. 4 Road to introduce audible pedestrian signals and illuminated street name signs, which may include relocating/replacing traffic signal poles, bases, conduits, junction boxes, vehicle detection devices, etc. In addition, through the Servicing Agreement, the applicant may be required to move an existing bus stop that is currently located west of the subject property. As well, the applicant would be required to confirm resolution of a conflict between the driveway access and a hydro pole. Relocation of the hydro pole would be at the developer's cost and must be undertaken to the satisfaction of staff.
- **Secondary suite & affordable housing**
In addition to providing a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy, the applicant proposes to provide an on-site secondary suite. To maximize its flexible use, the proposed suite includes a separate entrance from the street and a second locked entrance from within the adjacent townhouse unit.
- **Compatible building densities, heights & setbacks**
The size of the development site and the proposed density is consistent with other existing townhouse developments in the immediate neighbourhood (e.g. 6100 and 6180 Alder Street, 9651 Alberta Road). As well, the proposal to construct three storey

townhouse units is consistent with existing development in the immediate area. The surrounding development is characterized by 3 storey townhouse buildings, with some building ends stepping down to 2 ½ storeys. The proposed setbacks are crafted to facilitate variation in building setbacks, which is consistent with OCP and sub area guidelines. In addition, the applicant has strategically designed the side yard building elevation to minimize alignment between widows on the neighbouring and subject property to address potential privacy and overlook impacts.

- **Voluntary contribution to the McLennan North Road Development Fund.**
The subject site is within the McLennan North Road Development Fund catchment area, which is an area that has been identified by the Transportation Department as benefitting from the incremental introduction of a finer grain road network. The catchment area was established in 2005 to facilitate the acquisition of land and construction of Katsura Street, Alder Street, and Birch Street. The costs are proportionally shared between properties within the catchment area based on total parcel size and contribution rates that were established in 2005. As a condition of rezoning bylaw adoption, the applicant would voluntarily contribute \$223,142.00 to the McLennan North Road development fund during the 2018 calendar year. The contribution value would be adjusted by 6% per annum for holding and carrying costs if the full amount is not received during the 2018 or any subsequent calendar year.

Site Planning, Vehicle Access & Parking

The townhouse units are organized around either the east-west or short north-south internal drive aisle with access to No. 4 Road. Common outdoor amenity space is proposed on the southern side of the property between three unit townhouse clusters and visually linked to Westminster Highway by a proposed walkway. Units located along the property's Westminster Highway and No. 4 Road frontages have varied building setbacks and include direct paths that connect the individual private front doors to the public sidewalk. The proposal includes a private pathway along the south property line to provide pedestrian access to the six townhouse units that are proposed on the southern portion of the site.

Staff support direct access to the subject property from No. 4 Road to improve overall connectivity to the street system, and to support way-finding for future residents, collection/delivery services and visitors to the subject site. To restrict turning movements to/from the subject property, registration of a right in/right out only covenant on Title is required prior to final adoption of the rezoning bylaw. An existing easement with Section 219 covenant that provides access to the subject property through the southern adjacent development at 6188 Birch Street was considered by staff; however, given the site conditions and location, driveway access to No. 4 Road is recommended. Discharge of the covenant is a condition of rezoning bylaw adoption.

All units would include a double car garage. A surface parking space would be provided for the proposed secondary suite and would be labeled on the Development Permit drawings and identified on-site with paint/signage. Although the subject site is located within an area where City Centre Zone 3 parking requirements apply, the provision of a double car garage for each unit would result in a surplus of 10 residential parking spaces. Consistent with the visitor

parking requirements in Richmond Zoning Bylaw 8500, four visitor parking spaces would be provided on-site. On-site loading and collection would occur from the drive aisle.

Built Form and Architectural Character

The applicant's proposal to develop three storey craftsman style townhouses is generally consistent with the property's designation in the sub area plan, and is consistent with existing townhouse development in the neighbourhood. The inclusion of on-site pedestrian pathways complies with a fundamental McLennan North Sub Area objective to support pedestrian connections and a "pedestrian-friendly" neighbourhood character. As part of the associated Development Permit review process, the proposed form and character will be reviewed in detail.

Common Amenity Space & Private Outdoor Space

Consistent with the OCP and Council Policy 5041, the applicant proposes to contribute \$14,000.00 to the City prior to rezoning bylaw adoption in lieu of providing on-site indoor amenity space.

Private outdoor space for the proposed units would be provided in front yards for road fronting units and in the rear yard for the units proposed on the south side of the site. The proposed soft landscaping treatment in these areas includes trees, shrubs and grasses. Only the No. 4 Road fronting units propose to include a small area planted with lawn. With the exception of the secondary suite, all units would have private balconies and porch spaces.

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 6 bylaw-sized trees on the subject property and 19 trees on the neighbouring property. There are no existing street trees abutting the subject site.

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

- Five (5) Birch trees (tag #20-25) located on the development site are in poor health (Bronze Birch Borer damage) and should be removed and replaced.
- One (1) multi-branching Black Cottonwood tree (tag #25) is located in the middle of the development site and is not a good candidate for retention due to poor form and conflict with new development and should be removed and replaced.
- Nineteen (19) trees (tag #1-19) are located on the neighbouring property, are in good condition, and should be protected in accordance with City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at a 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove six on-site trees (Trees # 20-25). Consistent with the 2:1 tree replacement ratio specified in the OCP, a total of 12 replacement trees are required.

The preliminary landscape plan, included in Attachment 3, indicates that 50 replacement trees are proposed to be planted on-site. A detailed review of the proposed plan will be undertaken as part of the Development Permit review process.

Tree Protection

Nineteen trees on the neighbouring property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 6). To ensure that the trees identified for retention are protected at the development stage, prior to final adoption of the rezoning bylaw, the applicant is required to submit to the City 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.

Affordable Housing Strategy

In accordance with provisions in the Affordable Housing Strategy, the applicant will make a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy (approximately \$102,664.20 based on a voluntary contribution of \$4.00 per buildable square foot).

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A restrictive covenant, specifying that all units are to be built and maintained to the ERS 82 or higher, and that all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Site Servicing and Frontage Improvements

The applicant is required to dedicate land and to enter into a Servicing Agreement for road and boulevard improvements, and site servicing prior to rezoning bylaw adoption. Supplementary details are listed in Attachment 8.

Design Review and Future Development Permit Application Considerations

A Development Permit processed to a satisfactory level is required to demonstrate consistency with the McLennan North Sub Area and OCP design guidelines for townhouses. Further refinements to site planning, architectural character and landscaping will be made as part of the Development Permit application review process, including:

- Design development to the north elevation of townhouse Block A, which is located at the visually prominent corner of Westminster Highway and No. 4 Road, to strengthen the unit's connection with both adjacent streets.
- Amendment of the proposed planting plan to omit oval leaf blueberry and lingonberry. As well, the applicant's landscape architect will review the planting plan to avoid trees and shrub species with potential to spread to the Garden City Lands bog.
- Design development of the proposed recycling/collection room and secondary suite and confirmation whether the proposal to locate a secondary suite above a garbage/recycling room conflicts with the BC Building Code and/or whether special building conditions would apply.
- Finalize a functional plan to the satisfaction of Transportation staff, which will include site access design details, including a median that restricts turning movements to right in/right out only. A copy of the draft functional plan is attached to this report (Attachment 7).
- Consideration of opportunities to introduce additional landscaping at the collection holding area.
- Confirmation that an accessible visitor parking space will be provided on-site, as well as labelling Class 2 bike parking spaces and a surface parking space for the proposed secondary suite on the plans.
- Further study of the proposed width of on-site pedestrian connections with consideration of adjacent building setbacks and height, and landscaping details.
- Design review of the proposed width of the landscaping edge separating the entry drive aisle from the adjacent southern development. As well, the applicant is required to provide supplementary information related to the removal of the existing fence that is located along the southern property line including confirmation regarding the length of fence that would be removed, what if any landscaping/grading improvements would be undertaken on the adjacent property, and a strategy to notify 6188 Birch Street residents regarding the construction schedule.
- Confirmation that private outdoor space, excluding pathway areas, is provided in accordance with OCP guidelines.
- Demonstration that aging in place provisions and the Convertible Unit Guideline requirements have been included in the detailed design.
- Site grading details for the perimeter of the property.
- Review of proposed building materials and colors, as well as landscaping details including illumination details.
- Review of sustainability and Crime Prevention Through Environmental Design (CPTED) features for the development proposal.
- Confirmation that proposed on-site utility locations are supported by the respective utility and comply with City design objectives.
- Confirmation of compliance with OCP and Zoning Bylaw 8500 electric vehicle charging provisions.

Additional items may be identified as part of the Development Permit application review process. The Development Permit application must be processed to a satisfactory level prior to rezoning bylaw approval.

Financial Impact or Economic Impact

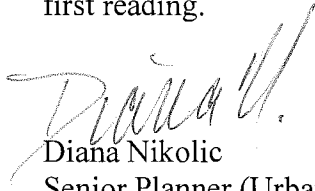
The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site city infrastructure such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals.

Conclusion

The applicant has applied to the City of Richmond to rezone 9980 Westminster Highway from the "Gas & Service Stations (CG2)" zone to a new "Town Housing (ZT83) – North McLennan (City Centre)" zone to permit development of 17, 3 storey townhouse units.

This proposal is generally consistent with the property's land use designation in the OCP and McLennan North Sub Area Plan. Further design review and development will be undertaken as part of the associated Development Permit application review process.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9812 be introduced and given first reading.



Diana Nikolic
Senior Planner (Urban Design)

DN:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Conceptual Development Plans

Attachment 4: McLennan North Sub-Area Plan

Attachment 5: Agricultural Advisory Committee Meeting Notes (November 22, 2017)

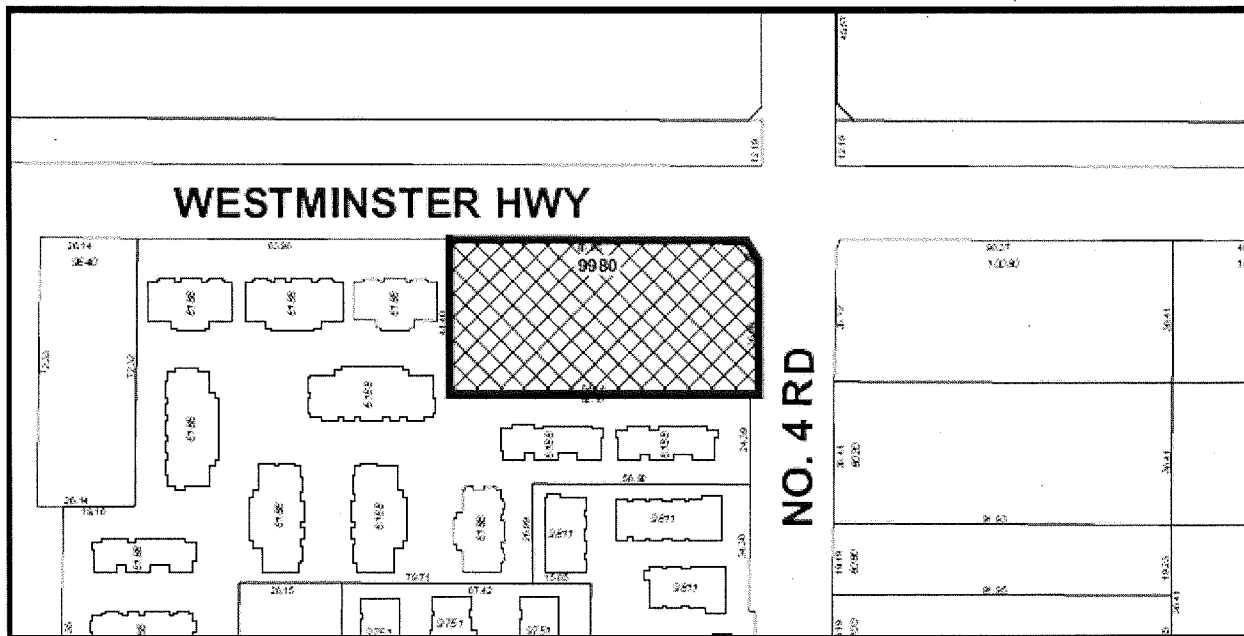
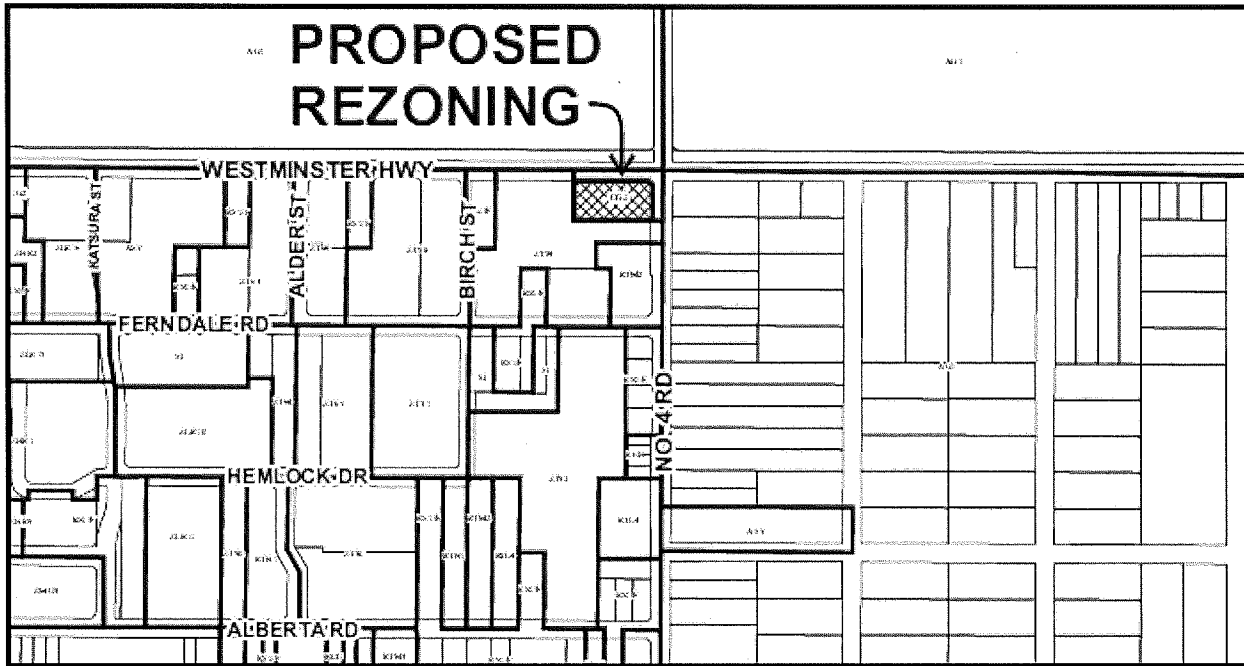
Attachment 6: Tree Plan

Attachment 7: Draft Functional Plan

Attachment 8: Rezoning Considerations



City of
Richmond



	<p>RZ 16-741722</p>	<p>Original Date: 09/19/16 Revision Date: Note: Dimensions are in METRES</p>
--	----------------------------	--



RZ 16-741722

Attachment 2

Address: 9980 Westminster Highway

Applicant: Bene No 4 Development Ltd.

Planning Area(s): McLennan North

	Existing	Proposed
Owner:	Bene No 4 Development Ltd.	No change
Site Size (m²):	3,469 m ² (37,326 ft ²)	3,180.4 m ² (34,221.4 ft ²)
Land Uses:	Vacant	17 townhouses and 1 secondary suite
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Neighbourhood Residential 4	Neighbourhood Residential 4
Zoning:	Gas & Service Stations (CG2)	Town Housing (ZT83) – North McLennan (City Centre)
Number of Units:	0	17 and 1 secondary suite

On Future Subdivided Lots	Proposed ZT83 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.75	0.75	none permitted
Lot Coverage (% of lot area):	Building: Max. 38%	Building: Max. 38%	none
Lot Size (m):	3,180.0 m ² (34,233 ft ²)	3,180.4 m ² (34,233.5 ft ²)	none
Minimum Setbacks (m):	Westminster Highway: 5.1 m No. 4 Road: 5.7 m All other roads: 6.0 m Side: 3.4 m Rear: 5.2 m (permitted encroachments include: porches, bay windows, cantilevered roofs: 1.1 m into road and rear yard setback, 0.4 m into rear yard setback)	Westminster Highway: 5.1 m No. 4 Road: 5.78 m Side: 3.44 m Rear: 5.23 m	none
Height (m):	12 m	11.1 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	City Centre Zone 3: 1.4/unit: 24 (Resident) 0.2/unit: 4 (Visitor)	Resident: 34 + 1 surface parking stall for the secondary suite Visitor: 4	none
Off-street Parking Spaces – Total:	28	39	none

On Future Subdivided Lots	Proposed ZT83 Bylaw Requirement	Proposed	Variance
Bicycle Parking	Class 1: 1.25/unit: 2 Class 2: 0.2/unit: 1	Class 1: 14 Class 2: plans to be updated to show 4	none
HC parking	1	To be provided at DP stage	
OCP Electric Vehicle Charging Provisions	Level 2/energized outlet (208 or 240 volt) receptacle in 100% of units if BP is issued after April 1, 2018 OR 20% of parking stalls provided a 120 volt receptacle and an additional 25% of parking stalls to be constructed to accommodate future installation of EV charging equipment if BP issued before April 1, 2018.	Details to be provided at the Development Permit review stage	none
Loading	Medium stall (SU9):	Demonstrated on-site access and maneuvering for a medium (SU9) truck	none
Indoor Amenity		Cash in lieu:	
Outdoor Amenity Space	6m ² /unit: 102 m ²	135 m ²	

ISSUED FOR:

100% CONCEPTUAL DESIGN
 100% CONCEPTUAL DESIGN

3. APPROVED FOR RECORDING OF RECOMMENDATION
 4. APPROVED FOR RECORDING OF RECOMMENDATION
 5. APPROVED FOR RECORDING OF RECOMMENDATION
 6. APPROVED FOR RECORDING OF RECOMMENDATION
 7. APPROVED FOR RECORDING OF RECOMMENDATION
 8. APPROVED FOR RECORDING OF RECOMMENDATION
 9. APPROVED FOR RECORDING OF RECOMMENDATION
 10. APPROVED FOR RECORDING OF RECOMMENDATION

SCALE:

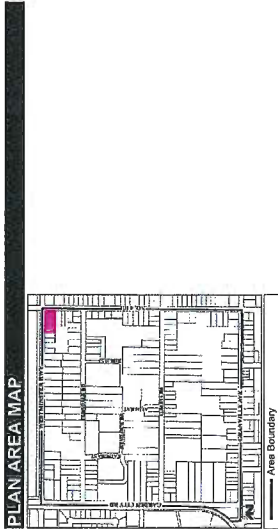
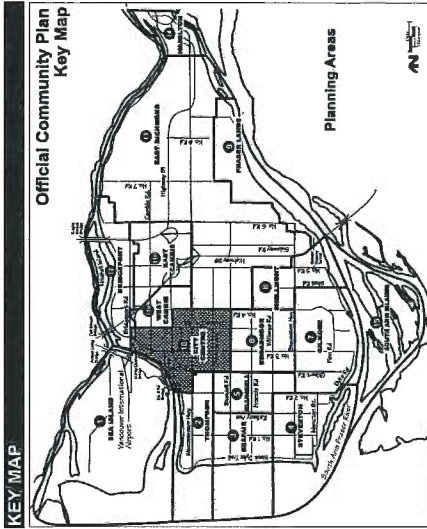
9880 WESTMINSTER HWY

CONTEXT PLAN

DRAWN: [blank]
 PLOT DATE: [blank]
 CUSTOMER: ATTACHMENT 3

A0.01

1/6/06



Original Adopted: July 25, 1984 / Plan Adoption: February 16, 2004
 McLennan North Sub-Area Plan

PROJECT NO:

DATE:

4. DECEMBER 13 2017 ISSUED FOR REVIEW OF PERMITS
3. NOVEMBER 8 2017 ISSUED FOR REVIEW OF PERMITS
2. OCTOBER 17 2017 ISSUED FOR REVIEW OF PERMITS
1. JULY 19 2016

SCALE:

NOTES:
1. THIS PLAN IS TO BE CONSIDERED AS PART OF THE PROJECT.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
3. REFER TO THE SPECIFICATIONS FOR MATERIALS AND METHODS OF CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

DATE:

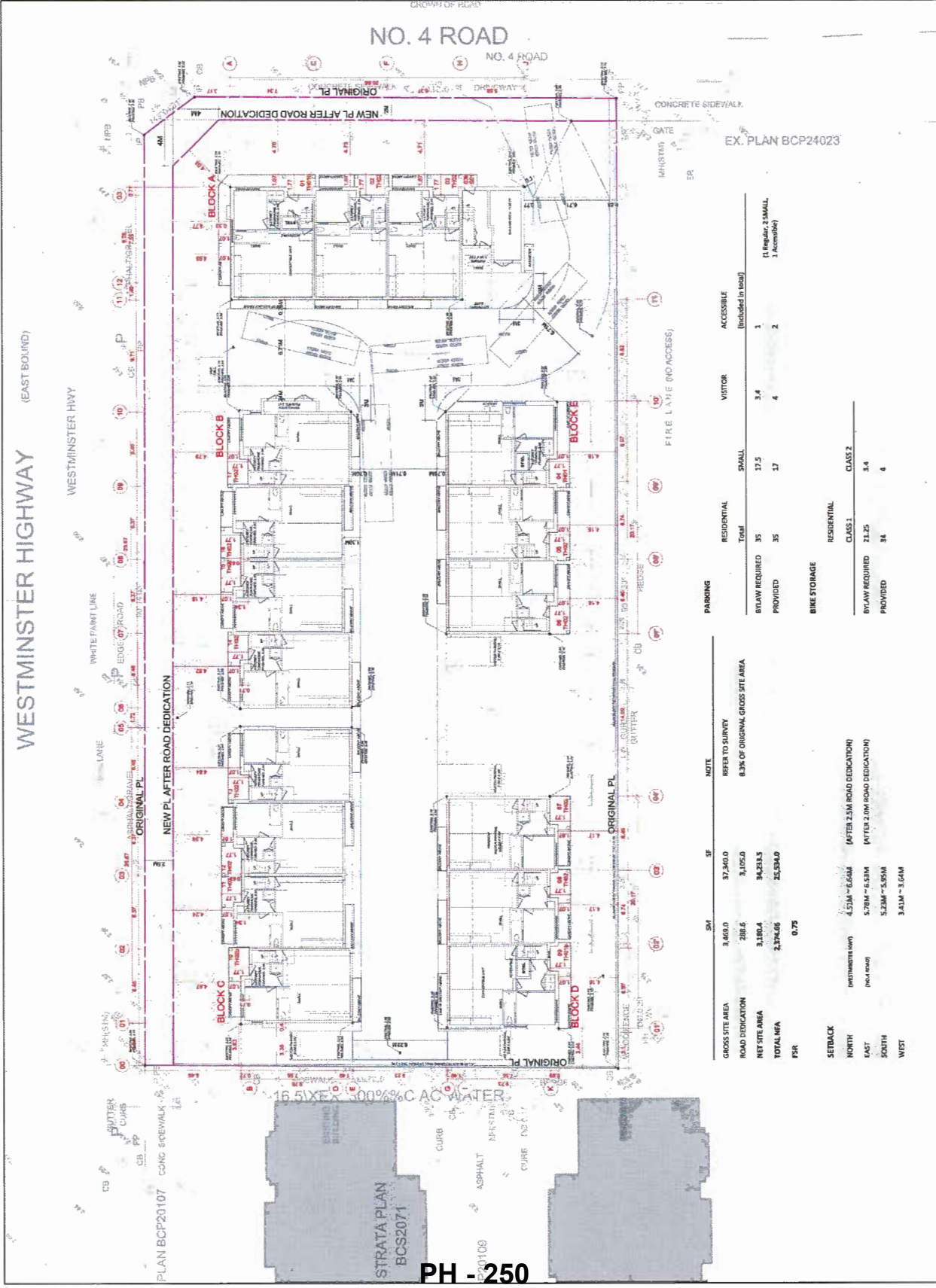
9880 WESTMINSTER HWY

MASTER SITE PLAN

DATE:

A1.01

15-98



EX. PLAN BCP24023

PARKING	RESIDENTIAL	SMALL	VISITOR	ACCESSIBLE (included in total)	TOTAL
		17.5	3.4	1	1
		1.7	4	2	2
					1 Regular, 2 Small 1 Accessible

BIKE STORAGE	RESIDENTIAL	CLASS 1	CLASS 2	TOTAL
		14	4	18
				18

GROSS SITE AREA	SQM	SQFT	NOTE	TOTAL
	3,460.0	37,240.0	REFER TO SURVEY	37,240.0
ROAD DEDICATION	288.6	3,105.0	6.3% OF ORIGINAL GROSS SITE AREA	3,105.0
NET SITE AREA	3,171.4	34,235.0		34,235.0
TOTAL N/A	2,176.66	23,534.0		23,534.0
FSR	0.75			0.75

SETBACK	DISTANCE (M)	DISTANCE (FT)	TOTAL
NORTH	4.53M ~ 6.64M	(AFTER 2.5M ROAD DEDICATION)	11.17M
EAST	5.78M ~ 6.53M	(AFTER 2.0M ROAD DEDICATION)	12.31M
SOUTH	5.28M ~ 5.95M		11.23M
WEST	3.41M ~ 3.64M		7.05M

WESTMINSTER HIGHWAY (EAST BOUND)

WESTMINSTER HWY

NO. 4 ROAD

NO. 4 ROAD

WHITE FAINT LINE

LANE

EDGE OF ROAD

ORIGINAL PL

NEW PL AFTER ROAD DEDICATION

ORIGINAL PL

ORIGINAL PL

BLOCK A

BLOCK B

BLOCK C

BLOCK D

BLOCK E

BLOCK F

16.5% X 300% C.A.C WATER

STRATA PLAN
BOS2071

PH - 250

REVISIONS

NOVEMBER 2017 - REVISED FOR RECORDING AND PERMITS

NOVEMBER 2017 - REVISED FOR RECORDING AND PERMITS

JULY 2018 - REVISED FOR RECORDING AND PERMITS

NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARD BS 8000 PART 1:2008 AND BS 8000 PART 2:2008.

2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARD BS 8000 PART 1:2008 AND BS 8000 PART 2:2008.

3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARD BS 8000 PART 1:2008 AND BS 8000 PART 2:2008.

4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARD BS 8000 PART 1:2008 AND BS 8000 PART 2:2008.

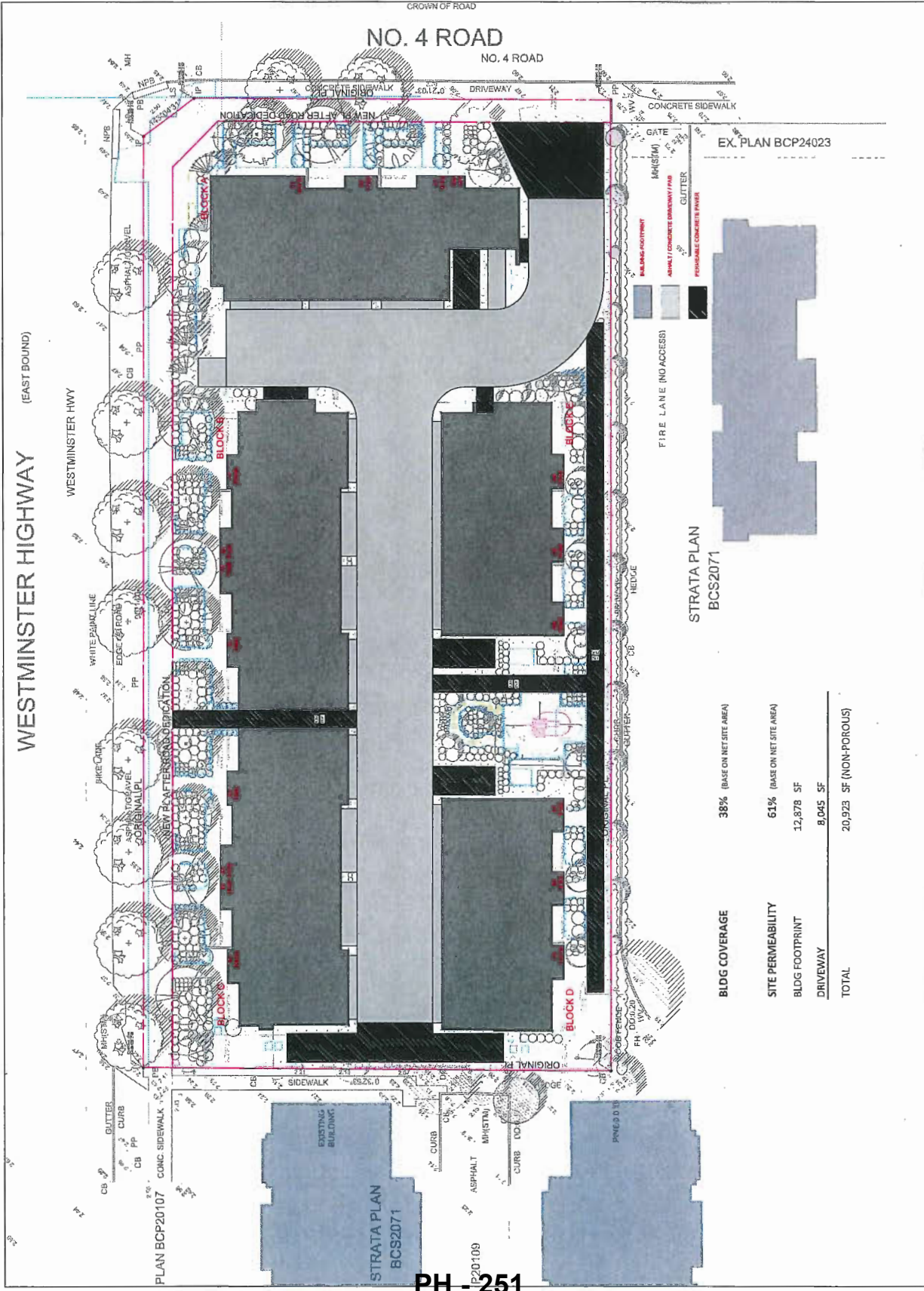
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARD BS 8000 PART 1:2008 AND BS 8000 PART 2:2008.

9980 WESTMINSTER HWY

PERMEABLE SURFACE
HARD SURFACE
BUILDING COVERAGE

A1.02

15-05



WESTMINSTER HIGHWAY (EAST BOUND)

NO. 4 ROAD

STRATA PLAN
BCS2071

BLDG COVERAGE	38% (BASE ON NET SITE AREA)
SITE PERMEABILITY	61% (BASE ON NET SITE AREA)
BLDG FOOTPRINT	12,878 SF
DRIVEWAY	8,045 SF
TOTAL	20,923 SF (NON-POROUS)

PH -251

THIS DRAWING IS UNREGISTERED AND MUST NOT BE REPRODUCED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF SPECTRA DESIGN INC.

DATE: 11/11/11
PROJECT: 16 FIVEY 200 PH - 252

NOVEMBER 2011
REVISIONS:
1. NOVEMBER 2011
2. AUGUST 2011
3. MAY 2011

THIS DRAWING IS UNREGISTERED AND MUST NOT BE REPRODUCED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF SPECTRA DESIGN INC.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
DO NOT SCALE THIS DRAWING.
REPORT DISCREPANCIES AND COMMENTS TO THE CONSULTANT IMMEDIATELY UPON IDENTIFICATION OF THE DISCREPANCY OR COMMENT TO THE CONSULTANT FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK. IDENTIFICATION FROM THE CONSULTANT SHALL BE SUBJECT TO CORRECTION AT THE CONTRACTOR'S RISK.

SCALE: 1:500

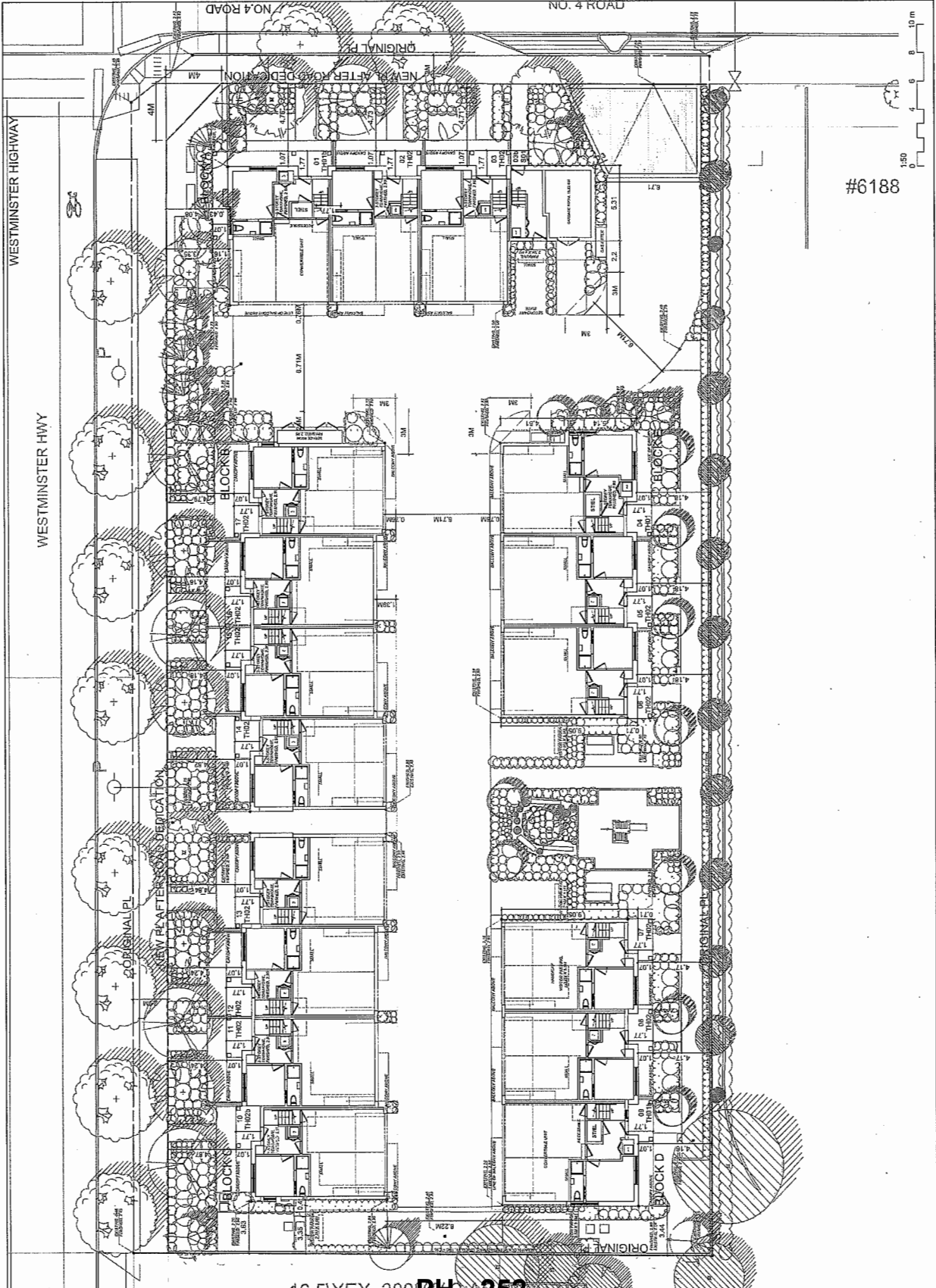
9980 WESTMINSTER HWY

GROUND FLOOR PLAN

DRAWN BY: [Name]
CHECKED BY: [Name]

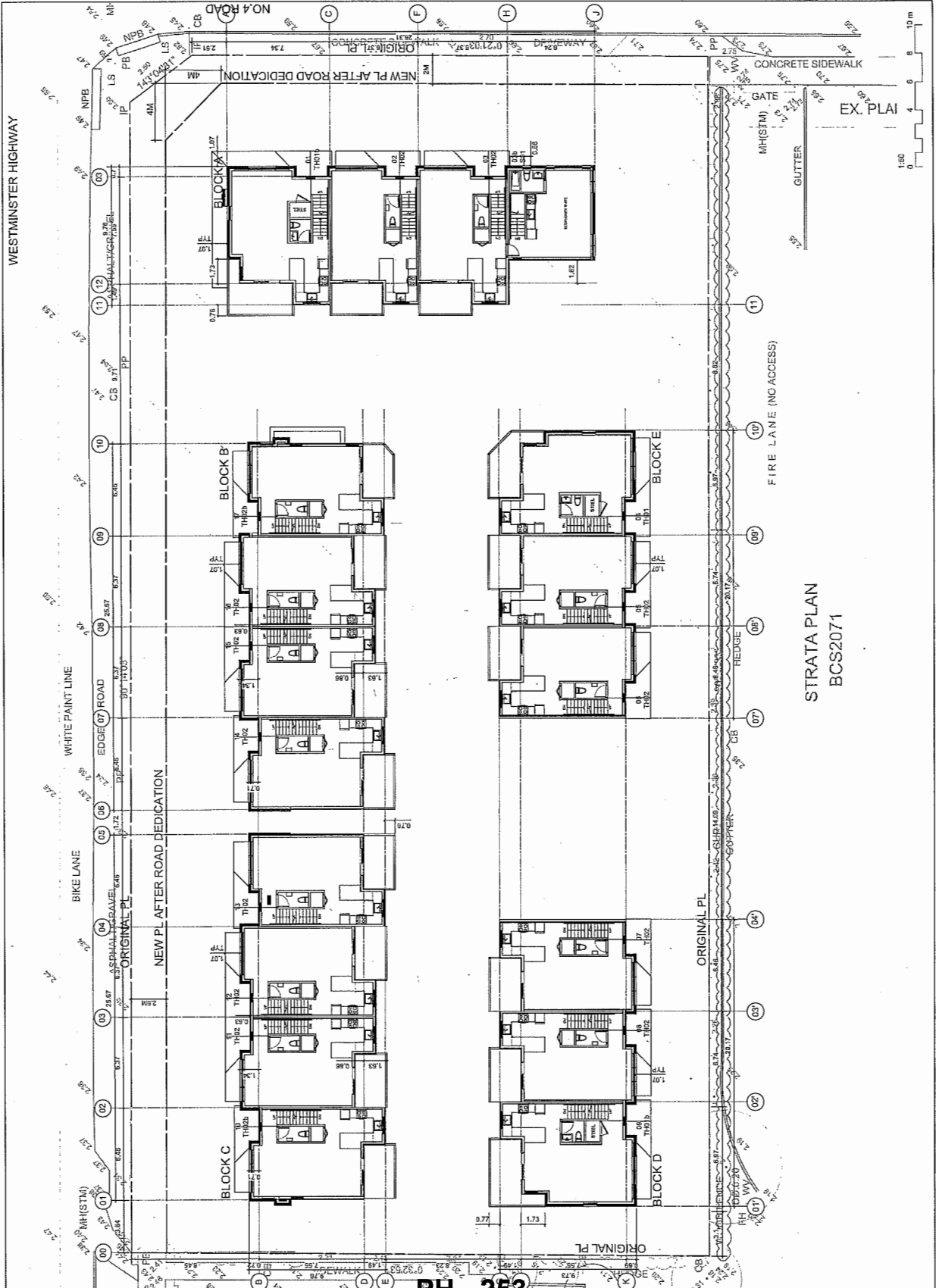
A2.01

15/05



#6188

1:50
0 4 8 10 m



STRATA PLAN
BCS2071

9980 WESTMINSTER HWY

2ND FLOOR PLAN

A2.02

15/05

REVISIONS

NOVEMBER 2017	ISSUED FOR RECORDING UP REVISIONS
NOVEMBER 2017	ISSUED FOR RECORDING UP REVISIONS
JULY 19 2018	ISSUED FOR RECORDING UP REVISIONS

DATE: 15/05/2018

PROJECT: 9980 WESTMINSTER HWY

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.

DO NOT SCALE THIS DRAWING.

REPORT RECOMMENDATIONS AND GUIDANCE TO THE CONSULTANT FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK.

WORK IS TO BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SUBJECT TO THE CONSULTANT'S DISCRETION.

ISSUED FOR:
PROJECT NO. 2014-001-001-001

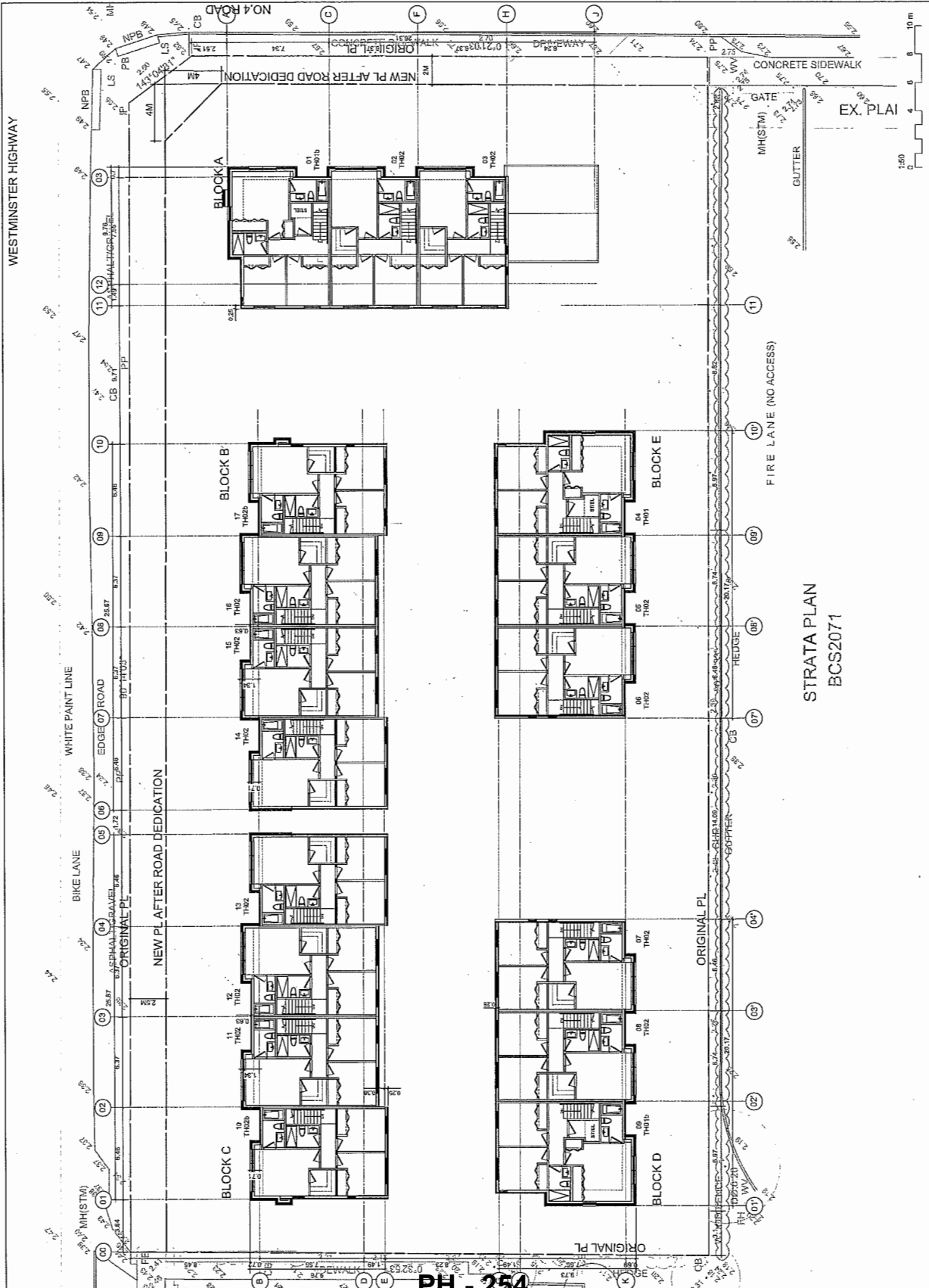
2. NOVEMBER 2017 REVISION FOR RECORDING OF RESUBMISSION
3. JULY 2017 REVISION FOR RECORDING OF RESUBMISSION
4. JULY 2014

METHOD:
THIS DRAWING IS THE PROPERTY OF SPECTRA DESIGN AND SHALL NOT BE REPRODUCED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SPECTRA DESIGN. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS BEFORE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

9880 WESTMINSTER HWY
3RD FLOOR PLAN
DRAWN: [blank]
DATE: [blank]
CHECKED: [blank]

A2.03

14-06



202503.DWG

REVISIONS
DATE DESCRIPTION

- NOVEMBER 4 2017 VALID FOR REISSUANCE OF RECOMMENDATION
- JULY 13 2018 REVISED FOR REISSUANCE
- JULY 13 2018

METRIC

THIS DRAWING IS THE PROPERTY OF SPECTRA DESIGN. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SPECTRA DESIGN. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. DO NOT SCALE THIS DRAWING. REPORT INCREASING DIMENSIONS AND COORDINATE TO THE CONSULTANT FOR CONSTRUCTION AND COORDINATE WITH THE WORK. THIS DRAWING IS FOR INFORMATION ONLY. THE CONSULTANT WILL BE SUBJECT TO THE REQUIREMENTS OF THE CONSULTANT'S LIABILITY INSURANCE POLICY.

SCALE

9880 WESTMINSTER HWY

ROOF PLAN

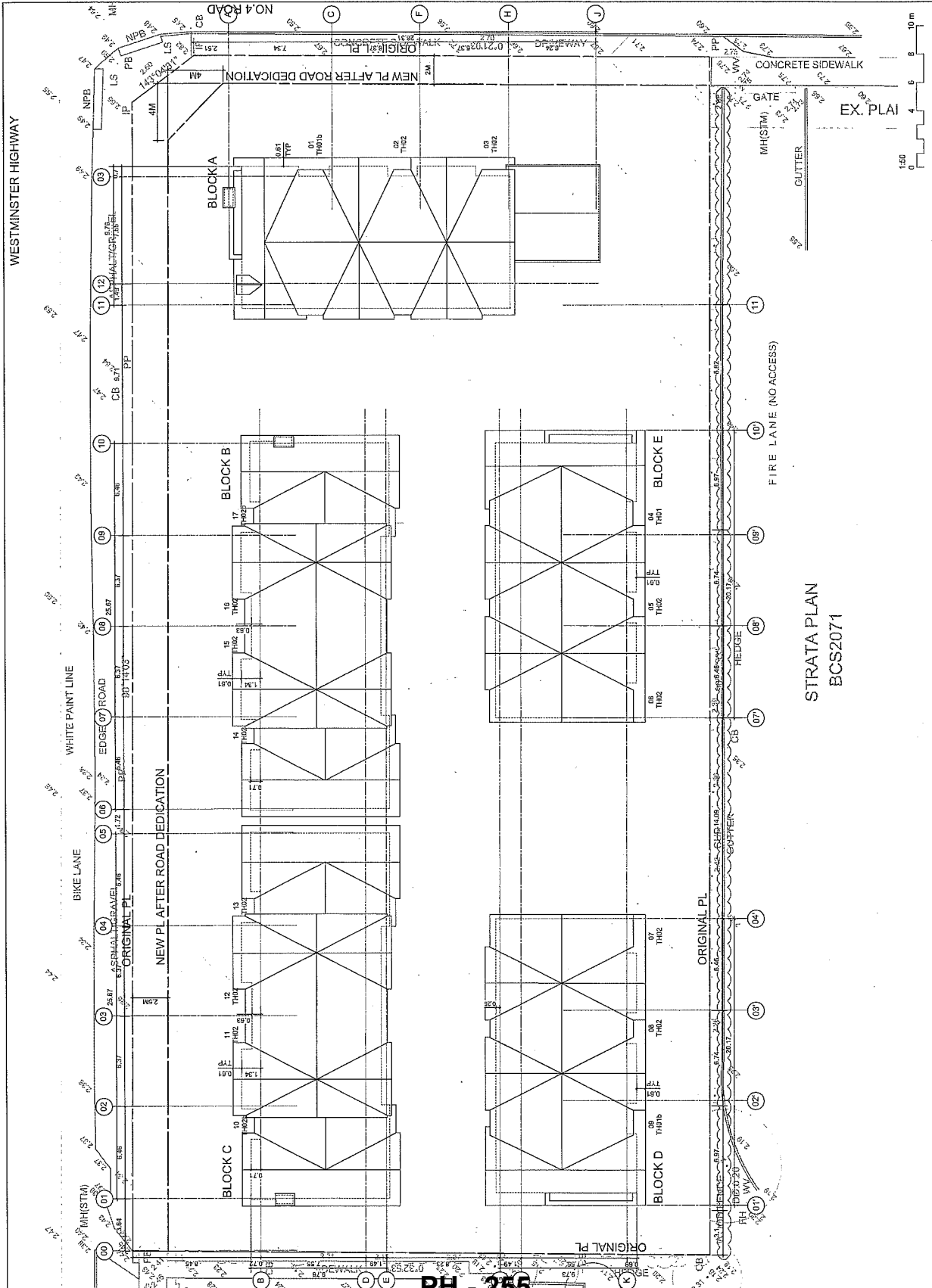
DRAWN: [blank]

DATE: [blank]

CHANGED:

A2.04

15/25



STRATA PLAN
BCS2071

20240701.DWG

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION

2. NUMBER & DATE: 20240701.DWG
3. DATE: JULY 12, 2024

METRIC

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
DO NOT SCALE THE DRAWING.

REPORT INCONSISTENCIES AND DISCREPANCIES TO THE CONSULTANT FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK.
NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF SPECTRA DESIGN.

SCALE

9980 WESTMINSTER HWY

SITE ELEVATIONS

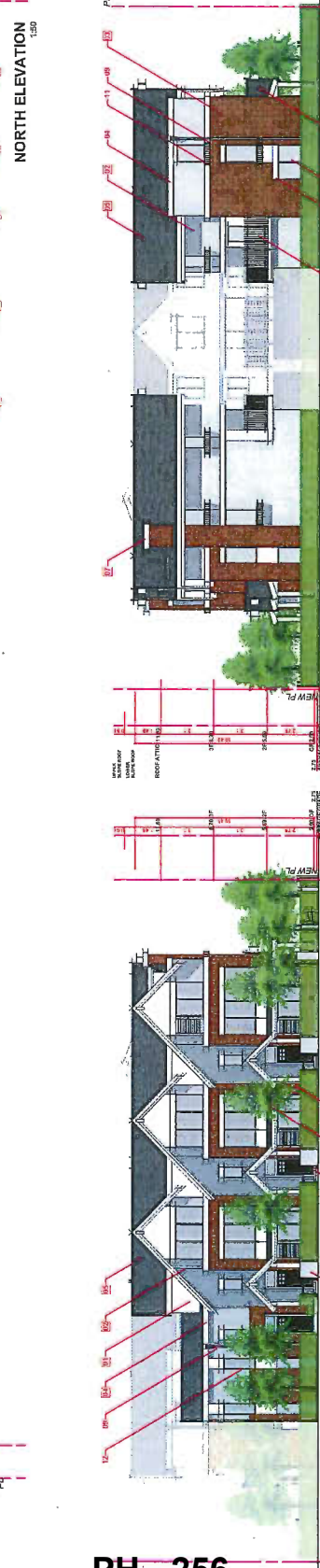
DRAWN: [blank]
PLOT DATE: [blank]
CHECKED: [blank]

A3.01

15x65

MATERIAL LEGEND

- 01. DEMIGRITTIOUS PANEL
- 02. BRICK VENEER
- 03. PAINTED WOOD TRIM
- 04. CONCRETE UPSTAND
- 05. CONCRETE CASING
- 06. POWDER-COATED DOWNPIPE
- 07. POWDER-COATED METAL GATE
- 08. METAL PLANTER
- 09. METAL WINDOW
- 10. METAL WINDOW
- 11. METAL WINDOW
- 12. METAL WINDOW



ISSUED FOR:

FOR INFORMATION ONLY
 NOT FOR CONSTRUCTION
 1000 WESTMINSTER HWY
 WESTMINSTER, CO 80057

NOVEMBER 2017 ISSUED FOR RECORDS OF PERMITS
 JULY 2017 ISSUED FOR RECORDS OF PERMITS
 JULY 15 2018

NOTES:
 1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 6. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 7. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

REAL

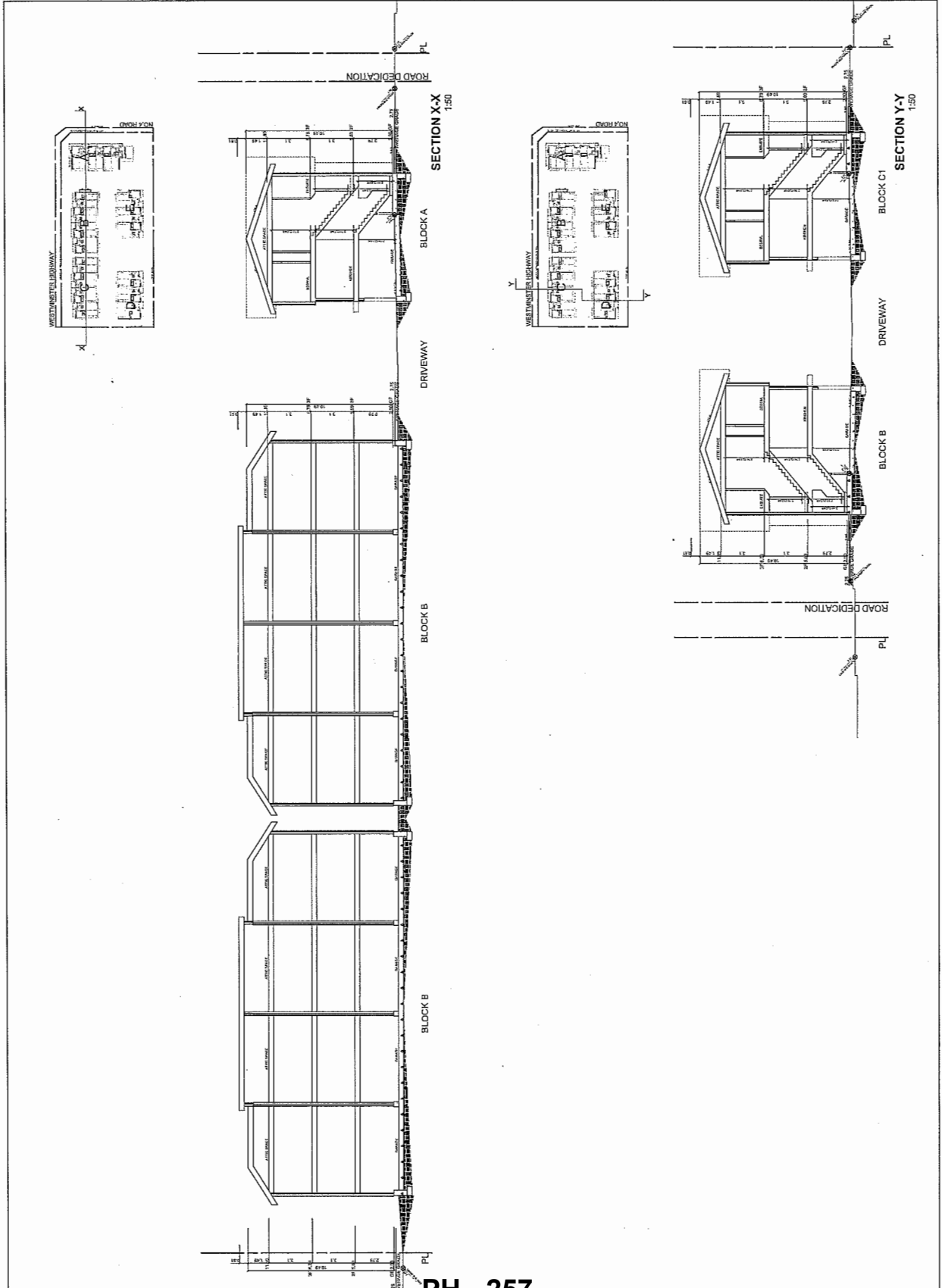
9980 WESTMINSTER HWY

SITE SECTIONS

DRAWN BY: [Name]
 PLOT DATE: [Date]
 CHECKED BY: [Name]

A3.02

15-05



2025.05.08

PROJECT INFORMATION
1. 9980 WESTMINSTER HWY

1. WORKABLE SET
2. REQUIRED FOR FOLLOW-UP REVISIONS
3. DATE: 05/08/2025
4. DATE: 05/08/2025

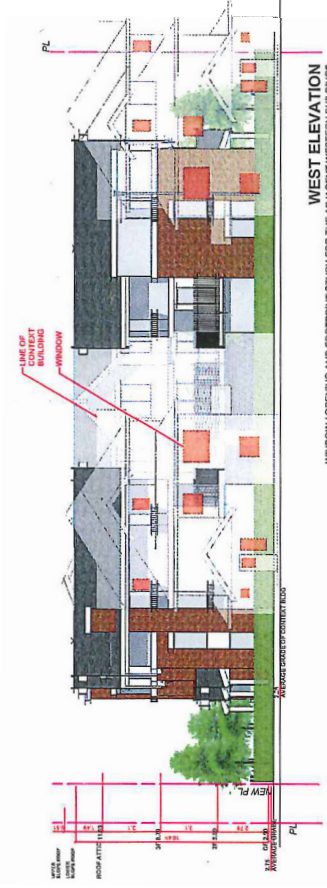
NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.



STREET ELEVATION ALONG NO. 4 ROAD
1:50

CONTEXT BUILDING ELEVATION. REFER TO CITY DOCUMENT 191205/ITEM 272644



WINDOW OPENING AND FOOTPRINT STUDY FOR THE ADJACENT WESTERN BUILDING
1:50

9980 WESTMINSTER HWY

STREET ELEVATION
CONTEXT BLDG STUDY

DRAWN: [blank]
DATE: [blank]
CHECKED: [blank]

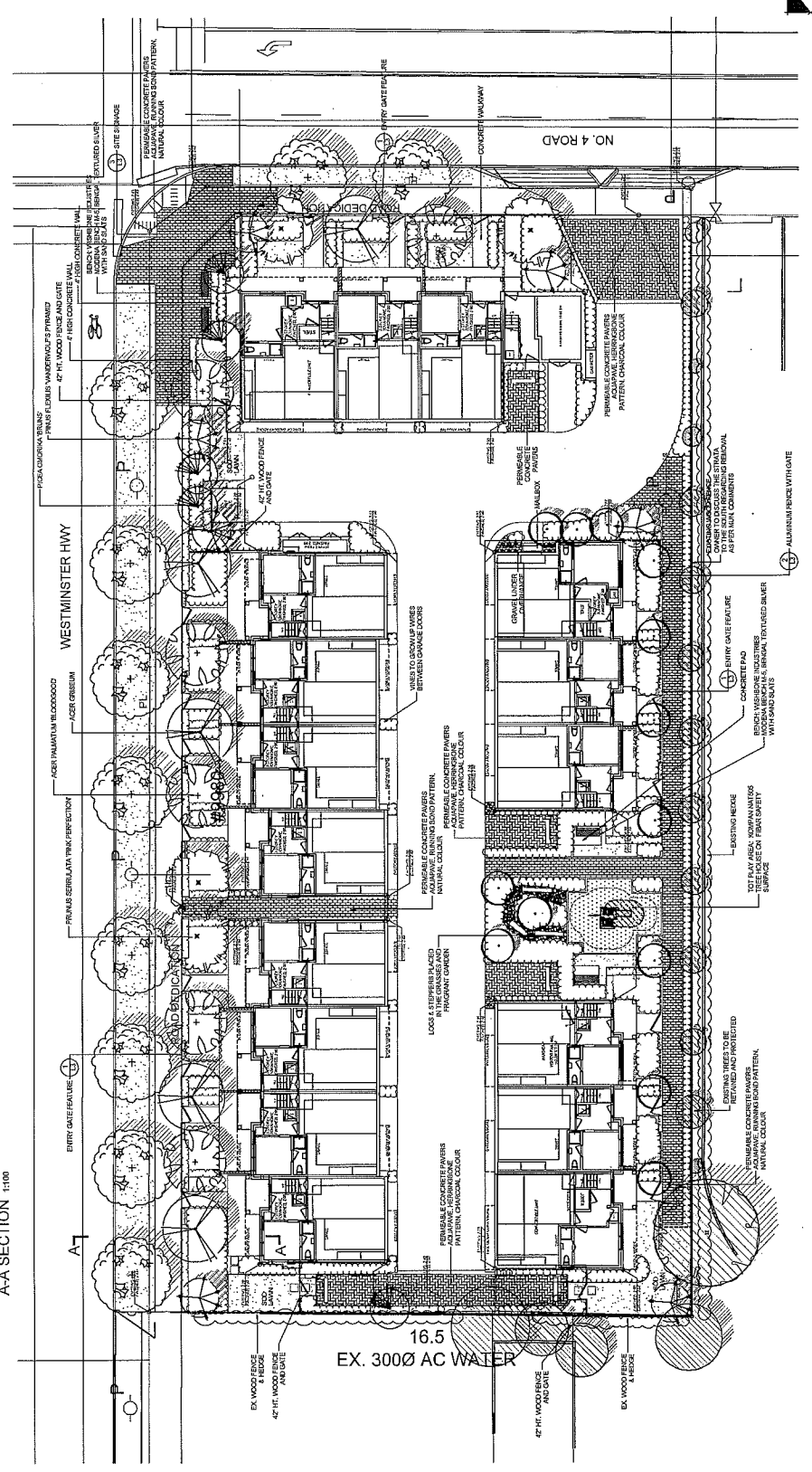
A3.11

15-05

SCALE

PH - 259

PLANT SCHEDULE	
1	ACER GRISEUM
2	ACER PALMATUS
3	FRAXS SALICATA
4	PRUNUS SEROTINA
5	PRUNUS SPINOSA
6	PRUNUS SPINOSA
7	PRUNUS SPINOSA
8	PRUNUS SPINOSA
9	PRUNUS SPINOSA
10	PRUNUS SPINOSA
11	PRUNUS SPINOSA
12	PRUNUS SPINOSA
13	PRUNUS SPINOSA
14	PRUNUS SPINOSA
15	PRUNUS SPINOSA
16	PRUNUS SPINOSA
17	PRUNUS SPINOSA
18	PRUNUS SPINOSA
19	PRUNUS SPINOSA
20	PRUNUS SPINOSA
21	PRUNUS SPINOSA
22	PRUNUS SPINOSA
23	PRUNUS SPINOSA
24	PRUNUS SPINOSA
25	PRUNUS SPINOSA
26	PRUNUS SPINOSA
27	PRUNUS SPINOSA
28	PRUNUS SPINOSA
29	PRUNUS SPINOSA
30	PRUNUS SPINOSA
31	PRUNUS SPINOSA
32	PRUNUS SPINOSA
33	PRUNUS SPINOSA
34	PRUNUS SPINOSA
35	PRUNUS SPINOSA
36	PRUNUS SPINOSA
37	PRUNUS SPINOSA
38	PRUNUS SPINOSA
39	PRUNUS SPINOSA
40	PRUNUS SPINOSA
41	PRUNUS SPINOSA
42	PRUNUS SPINOSA
43	PRUNUS SPINOSA
44	PRUNUS SPINOSA
45	PRUNUS SPINOSA
46	PRUNUS SPINOSA
47	PRUNUS SPINOSA
48	PRUNUS SPINOSA
49	PRUNUS SPINOSA
50	PRUNUS SPINOSA



DATE: 17 JAN 11
SCALE: 1/8" = 1'-0"

DRAWN: MM
DESIGN: MM
CHECK: MCY

DRAWING NUMBER: 3A
OF 3

PROJECT NUMBER: 17-007

PROJECT: TOWNHOUSE DEVELOPMENT
9880 WESTMINSTER HWY.
RICHMOND, B.C.

DRAWING TITLE: LANDSCAPE TREE PLAN



1:1000

17 JAN 11

1/8" = 1'-0"

MM

MM

3A

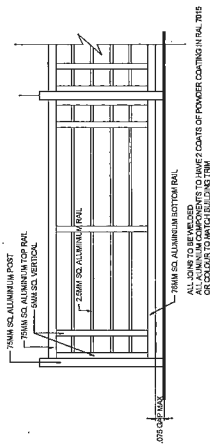
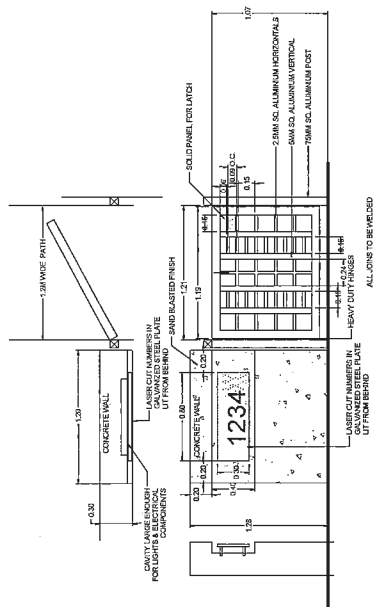
OF 3

17-007

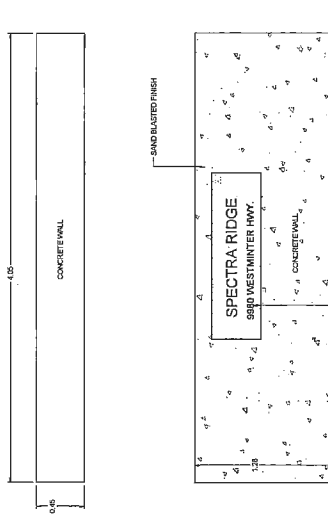
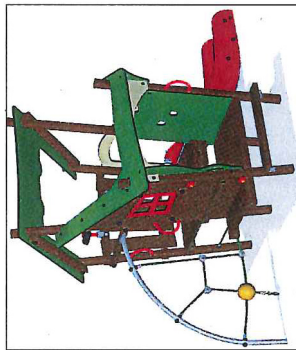
© Copyright reserved. This drawing and design is the property of pmlg and shall not be reproduced or used in other projects without their permission.

pmlg
LANDSCAPE ARCHITECTS
11518 121st Avenue, Richmond, BC
V6V 2G1
Tel: 604-273-8111 Fax: 604-273-2022

BSAL



PH - 261



PROJECT:

TOWNHOUSE DEVELOPMENT
9890 WESTMINSTER HWY.
RICHMOND, B.C.

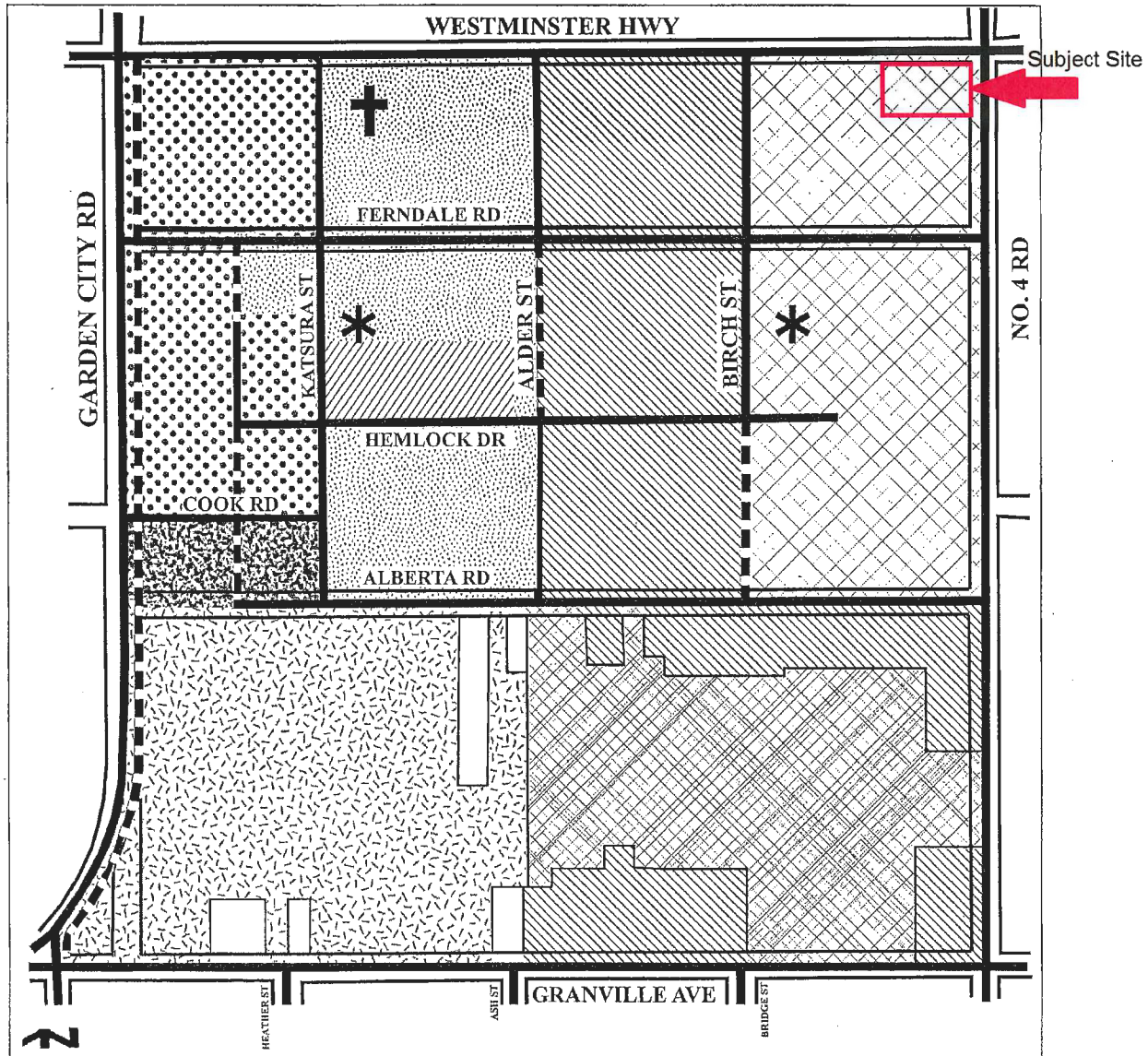
DRAWING TITLE:
LANDSCAPE
DETAILS

DATE: 17 JAN 13 DRAWING NUMBER:
SCALE: AS NOTED 3C
DRAWN: MK
DESIGN: MM
CHECK: MCY
OF 3

PAGE PROJECT NUMBER: 17-007

City of Richmond

Land Use Map *Bylaw 8630
2010/07/19*



Residential Area 1 1.6 base F.A.R. 4-storey Th., Low-rise Apts. (4-storeys max.) / Mid-rise Apts. (Up to 8-storeys) / High-rise Apts. (Up to 45 m)	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses	Community Park
Residential Area 2 0.95 base F.A.R. 2, 3 & 4-storey Townhouses, Low-rise Apts. (4-storeys max.)	Residential Area 4 0.55 base F.A.R. One & Two-Family Dwelling & Townhouses (2 1/2-storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved)	School
Residential Area 2A 0.95 base F.A.R. 2, 3 & 4 & 5-storey Townhouses, Low-rise Apts. (5-storeys max. Up to 19 m)	Residential Area 5 0.55 base F.A.R. One-Family Dwelling	Neighbourhood Parks
Mixed Residential/ Retail/Community Uses	Trail	Principal Roads
	Church	

**Excerpt from the Meeting Notes of
The Agricultural Advisory Committee Meeting**

Thursday, November 23, 2017 – 7:00 p.m.

M.2.002

Richmond City Hall

2. 9980 Westminster Highway - Rezoning (ALR Adjacency)

Policy Planning Staff (Diana Nikolic) provided an overview of the rezoning application to develop 17 townhouse units at 9980 Westminster Highway. The subject site was formerly developed as a gas and service station. To the north and to the east are properties within the Agricultural Land Reserve. To the north are Westminster Highway and the Garden City Lands, and to the east are No.4 Road and two smaller parcels: the northern parcel developed with a veterinary hospital and the southern parcel currently undeveloped and designated as an Environmentally Sensitive Area. The project landscape architect provided an overview of the proposed landscape plan and the planting materials.

The Committee provided the following comments:

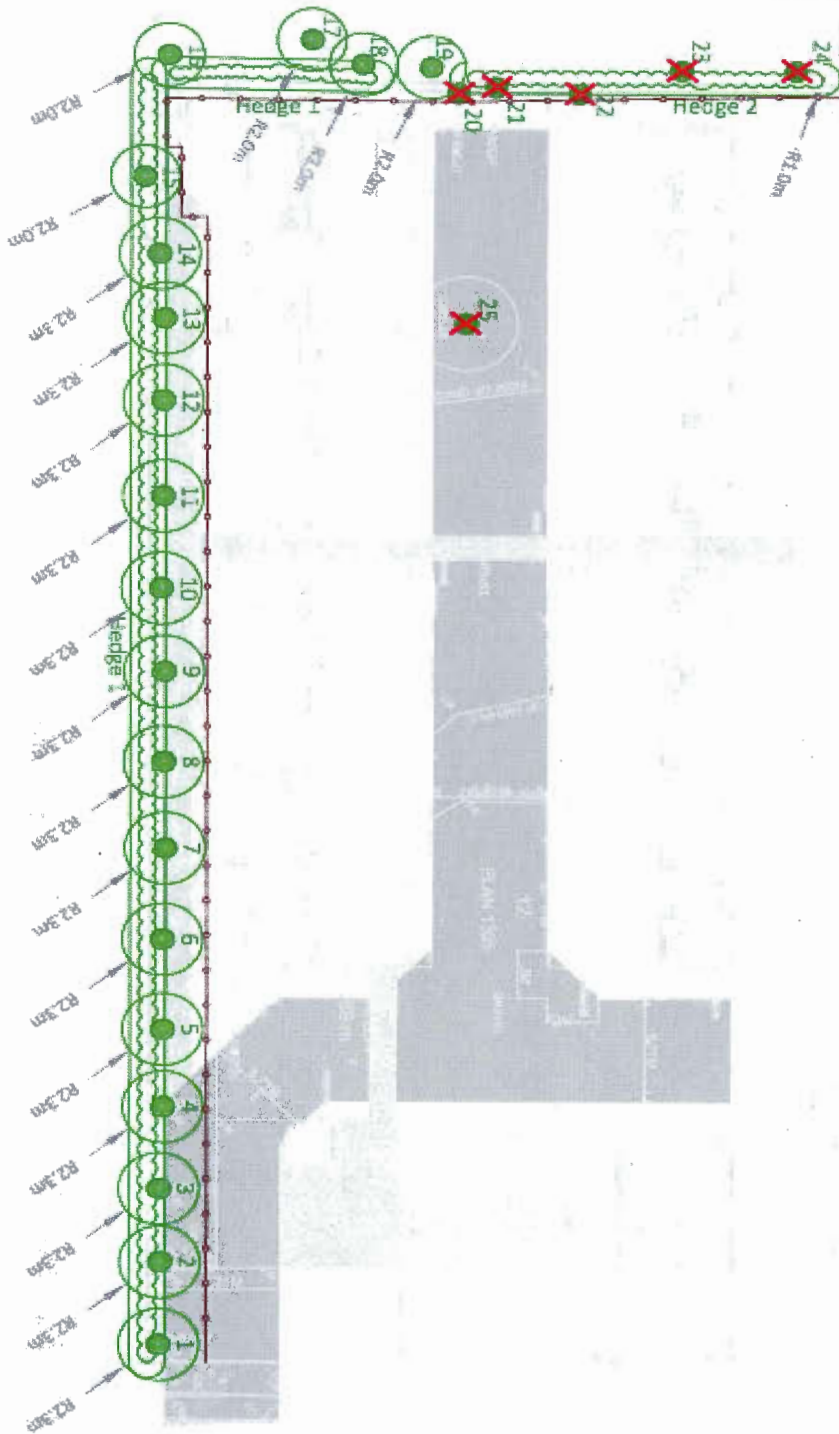
- The Committee noted that it was a well thought-out project.
- Concerns were raised regarding the types of blueberry plants proposed on the subject site. It was noted that non-native blueberry varieties (i.e., oval-leaf blueberry and lingoberry) should be replaced with other planting materials as they can take over native blueberry species on the Garden City Lands.
- The Committee wanted to ensure that Aspen, Birch and Poplar are avoided on the subject site as these non-native species are more competitive and may take over the natural ones. The Committee also noted that maples trees tend to germinate easily.

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

That the rezoning application for 9980 Westminster Highway (RZ16-741722) be supported subject to the following conditions:

- 1. Replace the proposed non-native blueberry plants (i.e., oval-leaf blueberry and lingoberry) with other planting materials; and*
- 2. Ensure Aspen, Birch, Poplar are avoided on the subject site and consider replacing maple trees with other types of trees.*

Due to the absence of quorum, the motion could not be considered.



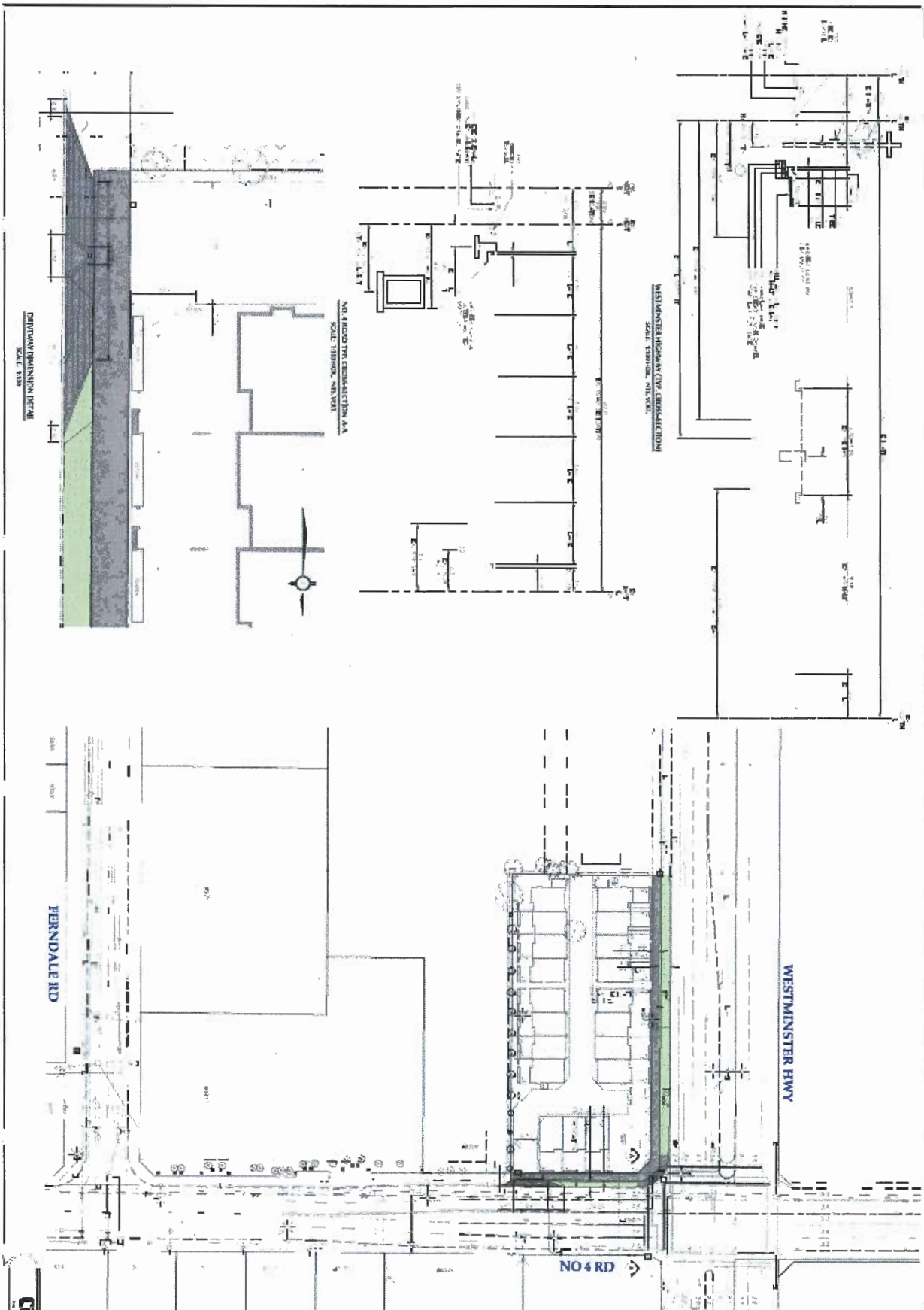
DIAMOND HEAD

4601 CALHOUN ROAD, SUITE 101
 TAMPA, FL 33611
 TEL: 813.288.1111 | FAX: 813.288.1112

Project: Tree Retention and Removal Plan
 Client: Gene M. Developer
 Address: 9980 Westminster Highway, Richmond

- LEGEND
- 1. TREE TO BE RETAINED
 - 2. TREE TO BE REMOVED
 - 3. TREE PROTECTION FENCE
 - 4. TREE TO BE REMOVED
 - 5. TREE TO BE RETAINED
 - 6. TREE TO BE REMOVED

1. The location of any proposed trees on the plan is approximate. Their location and number shall be carried on the approved plat. All trees shown on a plat shall be carried on the approved plat.
2. All tree protection fences shall be built on the outside boundary lines of the site. The dimensions shown are from the outer edge of the fence.
3. The tree protection fence shall be a physical non-transparent barrier around the critical root zone, measured from the outer edge of the zone of the tree. If the tree is shown on the plat, the physical tree protection fence shall accommodate the same point being in the center of the tree.
4. Any contractor wishing to grade or dig in the site shall first provide a copy of this plan to the tree retention contractor and approved by the contractor.
5. This plan is based on a site-specific and tree location survey provided by the contractor. Engineering Station: DLR/DBL/LMS/Surveyor (R20) and Surveyor (R20) and the contractor shall provide the surveying engineer of the site.
6. This plan is provided for guidance only. It is not intended to be a substitute for the location of trees shown on the plan. Where there is a conflict between this plan and any existing plan, this plan shall govern.





Address: 9980 Westminster Highway

File No.: RZ 16-741722

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9812, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. Dedication of a 4 m x 4 m corner cut at the northeast corner of the site.
3. Approximately a minimum 2.5 m wide dedication along the entire length of Westminster Highway and minimum 2 m wide dedication along the entire length of No. 4 Road to facilitate road and frontage upgrades. A functional plan, to the satisfaction of the Director of Transportation, is required to confirm the ultimate required dedication and specifications related to driveway access design (i.e. "pork chop" design).
4. Discharge of covenant BX490990.
5. 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.
6. 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.
7. Registration of a legal agreement on title to ensure that a landscaping buffer is planted on-site along the property's Westminster Highway and No. 4 Road frontage and that the buffer is maintained and will not be abandoned or removed. The agreement is to identify the property's proximity to the Agriculture Land Reserve, where active farming is permitted. The agreement is also to provide notification that farming activities may include impacts (e.g. noise, dust and odour) generated from typical farm activities.
8. Registration of an aircraft noise sensitive use covenant on title.
9. Registration of a flood indemnity covenant on title.
10. Registration of a legal agreement on title to restrict access to the property to right in/right out movements only.
11. Registration of a legal agreement on title to ensure that the secondary suite cannot be stratified.
12. City acceptance of the developer's offer to voluntarily contribute \$233,142.00 toward the McLennan North Road Implementation Strategy Fund (account: 2264-10-000-90584-0000). This non-refundable contribution applies during the 2018 calendar year and will be adjusted upward by 6% per annum to account for holding carrying costs if the full amount is not received during the 2018 or any subsequent year.
13. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$20,275.00) to the City's public art fund.
14. Contribution of \$1,000.00 per dwelling unit for the 4th to 17th unit (e.g. \$14,000) in-lieu of on-site indoor amenity space to be deposited in a Leisure Facilities Reserve Fund to be used for indoor public amenity space as identified by the Community Services Division and in alignment with Council priorities for facility and amenity needs for the local community and City-wide.
15. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$102,664.20) to the City's affordable housing fund.
16. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

17. Enter into a Servicing Agreement (SA)* for the design and construction of the following works, which include but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 895 L/s of water available at a 20 psi residual at the No. 4 Road frontage. Based on the proposed development, the site requires a minimum fire flow of 220.0 L/s.
- b) The Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit stage building designs.
 - ii. Install fire hydrants along the site's Westminster Highway and No.4 Road frontage to achieve minimum spacing as per City Specifications.
 - iii. Install a new water service connection off of the existing 300mm AC watermain along No.4 Road. The meter is to be located on-site in mechanical room.
- c) At Developers cost, the City is to:
 - i. Cut and cap at main, the existing water service connection at the No.4 Road frontage.
 - ii. Perform all tie-ins of proposed works to existing City infrastructure.

Storm Sewer Works:

- a) The Developer is required to:
 - i. Install a new storm service connection complete with inspection chamber and tie-in to the existing box culvert on No.4 Road.
- b) At Developers cost, the City is to:
 - i. Cut, cap and remove the existing storm service connection and inspection chamber STIC57881 at the southeast corner of the subject site.

Sanitary Sewer Works:

- a) The Developer is required to:
 - i. Install approximately 125 m of sanitary sewer along Ferndale Road and No.4 Road to service the subject site, complete with manholes, service connection and inspection chamber.
- b) At Developers cost, the City is to:
 - i. Perform all tie-ins of proposed works to existing City infrastructure.

Frontage Improvements:

Final required frontage improvements are subject to the Director of Transportation's approval of an acceptable functional plan:

- a. Along Westminster Highway:
 - i. Pavement widening with a bike lane along the curb. A functional road plan is required to show the cross section and lane alignment of Westminster Highway to introduce the right turn lane.
 - ii. Turning movement channelization with concrete islands will be required at the intersection.
 - iii. From the new north curb, introduction of a 0.15 m curb, 3 m wide landscaped and treed boulevard and 2 m wide sidewalk.
 - iv. Works to facilitate moving an existing bus stop that is currently located west of the subject site may be required and will be confirmed through the Servicing Agreement.
- b. Along No. 4 Road:
 - i. Pavement widening.
 - ii. From the new curb, introduction of a 0.15 m wide curb and gutter, 1.5 m wide landscaped boulevard, and 2 m wide sidewalk.

- iii. Confirmation of resolution of a conflict between the driveway access and a hydro pole. Relocation of the hydro pole would be at the developer's cost and must comply with Engineering Design Specifications and be to the satisfaction of the Director of Transportation.
 - iv. A functional plan, to the satisfaction of the Director of Transportation, is required to confirm the ultimate required dedication and specifications related to driveway access design, including the off-site "pork chop" design.
- c. Signal Enhancement: No. 4 Rd//Westminster hwy.
- Upgrade the existing signal to introduce audible pedestrian signals and illuminated street name signs. In addition, modifications to relocate/replace traffic signal poles/bases, conduits, junction boxes, vehicle detection devices, etc. may be required and will be determined through the Servicing Agreement.
- d. The Developer is required to:
- i. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - To pre-duct for future Hydro, Tel, and cable services along the development's Westminster Highway frontage when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii. 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 design review process. Coordination is required with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the city. The following are examples of right of ways that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 1mW X 1m (deep)
 - Traffic signal UPS – 2mW X 1.5m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - iii. Complete other frontage improvements as per Transportation's requirements.

General Items:

- a. 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.

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

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

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

PH - 268

Initial: _____

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.
- 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 in the file

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9812 (RZ 16-741722)
9980 Westminster Highway**

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:

“17.83 ZT83 Town Housing – North McLennan (City Centre)

17.83.1 Purpose

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

17.83.2 Permitted Uses

- child care
- housing, town

17.83.3 Secondary Uses

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

17.83.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 0.75, together with an additional 0.10 **floor area ratio** provided that it is entirely **used** to accommodate **amenity space**.

17.83.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 38% for **buildings**.

17.58.6 Yards & Setbacks

1. The minimum **road setback** is:
 - a) 5.7 m from No. 4 Road;
 - b) 5.1 m from Westminster Highway; and
 - c) 6.0 m on all other public **roads**.

2. The minimum **side yard** is 3.4 m.
3. The minimum **rear yard** is 5.2 m.
4. **Porches, bay windows and cantilevered roofs** forming part of the **principal building** may project into the **road setbacks** for a distance not more than 1.1 m.
5. **Porches, bay windows**, electrical closets and **cantilevered roofs** forming part of the **principal building** may project into the **side yard** for a distance not more than 0.4 m and into the **rear yard** for a distance not more than 1.1 m

17.58.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.58.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot area** is 3,180.0 m².

17.58.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

17.58.10 On-Site Parking and Loading

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

17.58.11 Other Regulations

1. 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 **“TOWN HOUSING (ZT83) – NORTH MCLENNAN (CITY CENTRE)”**.

P.I.D. 004-248-023

East Half Lot 12 Except: Firstly: The Northerly 33 Feet Shown On Plan With Bylaw Filed 16918; Secondly: Part Shown On Bylaw Plan 55607; Thirdly: Parcel “B” (Bylaw Plan 64702). Block A Section 10 Block 4 North Range 6 West New Westminster District Plan 1305

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9812”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

DEC 20 2017



MAYOR

CORPORATE OFFICER