



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

Monday, February 20, 2012 - 7 p.m.

**Council Chambers, 1st Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1**

OPENING STATEMENT

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- PH-9** 1. **Official Community Plan Amendment Bylaw 8817 and Zoning Amendment Bylaw 8818 (RZ 09-466062)**
(File Ref. No. 12-8060-20-8817/8818) (REDMS No. 3448508)

See Page **PH-9** for full report

Location: 6160 London Road & 13100, 13120, 13140, 13160 and 13200 No. 2 Road

Applicant: Oris Development (Kawaki) Corp.

Purpose of OCP Amendment:

To redesignate the southern portion of 6160 London Road to “Public Open Space” and 13100, 13120 and 13140 No. 2 Road to “Mixed Use” in the London/Princess Land Use Map in Schedule 2.4 (Steveston Plan).

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Purpose of Zoning Amendment:

- (a) To create the “Commercial/Mixed Use (ZMU20) – London Landing (Steveston)” zone and to rezone a portion of 6160 London Road and 13100, 13120 and 13140 No. 2 Road from “Light Industrial (IL)” to “Commercial/Mixed Use (ZMU20) – London Landing (Steveston)” in order to permit a mixed-use development containing approximately 80 apartment units (including 10 Live/work units), approximately 1,364 m² (14,682 ft²) of street oriented commercial space and parking for approximately 201 cars; and
- (b) To rezone a portion of 6160 London Road and 13160, 13200 No. 2 Road from “Light Industrial (IL)” to “School and Institutional Use (SI)” in order to develop a waterfront public park.

First Reading: Monday, January 23, 2012

Order of Business:

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

PH-72

- (a) Damian Gorman. #305 – 6077 London Road
- 3. Submissions from the floor.

Council Consideration:

- 1. Action on second and third readings of Bylaws 8817 and 8818.



PH-73

- 2A. **Proposed Single-Family Lot Size Policy 5448 (Section 23-5-6)**

See Page **PH-73** for full report

Recommendation:

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That Single-Family Lot Size Policy 5448 for the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west (Section 23-5-6), adopted by Council on September 16, 1991, be amended to permit properties along Bridgeport Road between No. 4 Road and McKessock Avenue to rezone and subdivide in accordance with the provisions of Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

2B. **Zoning Amendment Bylaw 8836 (RZ 11-578325)**

(File Ref. No. 12-8060-20-8836) (REDMS No. 3406432)

Location: 10131 Bridgeport Road

Applicant: Harpreet Johal

Purpose: To rezone the subject property from “Single Detached (RS1/D)” to “Coach Houses (RCH)”, to permit a subdivision to create two (2) lots with vehicle access to a proposed rear lane extension.

First Reading: Monday, January 23, 2012

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 Bylaw 8836.



PH-97 3. **Official Community Plan Amendment Bylaws 8837 (Capstan Station) & 8838 (RZ 06-349722) and Zoning Amendment Bylaws 8839 (Capstan Station) & 8840 (RZ 06-349722)**

(File Ref. No. 12-8060-20-8837/8838/8839/8840) (REDMS No. 3433683)

See Page **PH-97** for full report

Location: 8800, 8820, 8840, 8880, 8900, 8920, 8940, and 8960
Patterson Road and 3240, 3260, 3280, 3320, and 3340
Sexsmith Road

Applicant: 0754999 BC Ltd.

Purpose of OCP Designation Amendments:

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- (a) Bylaw 8837 (Capstan Station): To amend OCP, Schedule 2.10 (City Centre), by introducing a density bonus policy applicable to developments that voluntarily contribute funds towards the construction of the future Capstan Canada Line station near No. 3 Road and Capstan Way; and
- (b) Bylaw 8838: To amend OCP, Schedule 1 and Schedule 2.10 (City Centre), by relocating future park and road within the block bounded by Sexsmith Road, Sea Island Way, Garden City Road, and Capstan Way, and designating the subject site as “Institution” to facilitate the developer’s voluntary contribution of arts-related affordable housing supportive of City Centre Area Plan “arts district” objectives.

Purpose of Zoning Amendments:

- (a) Bylaw 8839 (Capstan Station): To amend the Richmond Zoning Bylaw and create the “Residential/Limited Commercial (RCL4 & RCL5)” zone to facilitate the implementation of the proposed City Centre Area Plan density bonus policy for developer funding of the future construction of the Capstan Canada Line station; and
- (b) Bylaw 8840: To create a new site-specific zone, “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”, and rezone the subject site from “Single Detached (RS1/F)” to “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”, to permit development of 11,336 m² (2.8 acre) of park and 97,704 m² (1,051,712 ft²) of high-rise, high-density residential uses containing approximately 1,245 dwellings, of which approximately 61 are affordable (low-end market rental) housing units and an additional 20 are arts-related affordable (low-end market rental) housing units.

First Reading: Monday, January 23, 2012

Order of Business:

1. Presentation from the applicant.

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2. Acknowledgement of written submissions received by the City Clerk since first reading.

PH-204

- (a) Anne Murray, Vice President, Community and Environmental Affairs, Vancouver Airport Authority, Richmond
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Bylaws 8837, 8838, 8839 and 8840.



PH-205

4. **Official Community Plan Amendment Bylaw 8841 and Zoning Amendment Bylaw 8842 (RZ 10-544729)**

(File Ref. No. 12-8060-20-8841/8842) (REDMS No. 3414179)

See Page PH-205 for full report

Location: 3391 and 3411 Sexsmith Road, together with a portion of unopened City lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road

Applicant: Pinnacle International (Richmond) Plaza Inc.

Purpose of OCP Designation Amendment:

To amend OCP, Schedule 1 and Schedule 2.10 (City Centre), by relocating future park within the block bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road.

Purpose of Zoning Amendment:

To rezone the subject site from “Single Detached (RS1/F)” to “Residential/Limited Commercial (RCL4)”, to permit development of 11,336 m² (2.8 acre) of park and 17,397.5 m² (187,271.3 ft²) of high-rise, high-density residential uses containing approximately 200 dwellings, of which approximately 13 are affordable (low-end market rental) housing units.

Related Information – No Action Required at Public Hearing

Road Closure and Removal of Road Dedication Bylaw 8845 for the sale of a portion of road adjacent to 3391 Sexsmith Road to form part of the development site.

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First Reading: Monday, January 23, 2012

Order of Business:

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

PH-267

- (a) Anne Murray, Vice President, Community and Environmental Affairs, Vancouver Airport Authority, Richmond

3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Bylaws 8841 and 8842.



PH-269

5. **Zoning Amendment Bylaw 8850 (RZ 11-591646)**

(File Ref. No. 12-8060-20-8850) (REDMS No. 3418237)

See Page **PH-269** for full report

Location: 10380 Williams Road

Applicant: Rumi Eruchshaw Mistry

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, to permit a subdivision to create two (2) lots with vehicle access from the existing rear lane.

First Reading: Monday, January 23, 2012

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 Bylaw 8850.



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- PH-285** 6. **Zoning Amendment Bylaw 8851 (RZ 11-581922)**
(File Ref. No. 12-8060-20-8851) (REDMS No.3420594)

See Page **PH-285** for full report

Location: 9271 Francis Road

Applicant: Ranjit Pooni

Purpose: To rezone the subject property from “Single Detached (RS1/C)” to “Compact Single Detached (RC2)”, to permit subdivision to create two (2) single-family lots with vehicle access from a new rear lane.

First Reading: Monday, January 23, 2012

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 Bylaw 8851.



- PH-299** 7. **Zoning Amendment Bylaw 8860**
(File Ref. No. 12-8060-20-8860) (REDMS No. 3434333)

See Page **PH-299** for full report

Location: City-Wide

Applicant: City of Richmond

Purpose: To amend Zoning Bylaw 8500 to change the definition of “farm-based winery” to include directly related winery processing and storage uses and include a general regulation by limiting the floor area of farm-based wineries to the lesser of either 1000 m² or a floor area ratio of 0.05.

First Reading: Monday, January 23, 2012

Order of Business:

1. Presentation from the applicant.

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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 Bylaw 8860.

2. Adoption of Bylaw 8860.

ADJOURNMENT



To: Planning Committee

Date: January 12, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 09-466062

08-4105-20-AMANDA
#/2012-Vol 01

Re: **Application by Oris Development (Kawaki) Corp. for an OCP Amendment to London/Princess Sub-Area Plan and for Rezoning at 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road from "Light Industrial (IL)" to "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)" and "School & Institutional (SI)"**

Staff Recommendation

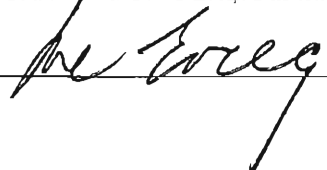
1. That Bylaw No. 8817, to redesignate 13100, 13120 and 3140 No. 2 Road from "Use to be Determined" and "Public Open Space" to "Mixed Use", and to redesignate the southern portion of 6160 London Road from "Mixed Use" to "Public Open Space" in the London/Princess Land Use Map in Schedule 2.4 of the Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading;
2. That Bylaw No. 8817 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 Plansis hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8817, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;
4. That Bylaw No. 8818, to create "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)" and for the rezoning of 13100, 13120 and 13140 No. 2 Road and the northern portion of 6160 London Road, from "Light Industrial (IL)" to "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)", and for the rezoning of 13160, 13200 No. 2 Road and southern portion of 6160 London Road from "Light Industrial (IL)" to "School & Institutional (SI)" be introduced and given first reading; and

- 5. That staff be directed to take the required steps to redesignate that portion of FREMP Management Unit II-29 approximately between the western property boundary of 6240 Dyke Road and the western boundary of No. 2 Road within the FREMP-Richmond Area Designation Agreement from "Icw" (Industrial-Conservation-Water Oriented Residential/Commercial) to "Rcw"(Recreation/Park-Conservation-Water Oriented Residential/Commercial).
- 6. That the net funds from the land transactions be transferred to an account which would be specifically intended for Arts, Culture and Heritage capital purposes.



Brian L. Jackson, MCIP
 Director of Development

FM:blg
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Arts, Culture and Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Oris Development (Kawaki) Corp. has applied to the City of Richmond to rezone 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road (**Attachment 1**) from "Light Industrial District (IL)" to "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)" and "School and Institutional Use (SI)" in order to develop a mixed-use development containing approximately 80 apartment units (including 10 live/work units), approximately 1,364 m² (14,682,45 ft²) of street-oriented commercial space (including restaurants) and parking for approximately 201 cars (**Attachment 2**). The proposal also involves the development of a waterfront public park and relocation of the temporary bike park to another permanent location.

The concept behind this application is simple: currently, the City owns the west half of this block and the developer (Oris) owns the east half. After the land sale/purchase transactions involved in cooperatively developing this block have taken place, the City land for future development of a neighbourhood park that presently has a north-south configuration with a narrow frontage on the river (presently used by the Dirt Bike Terrain Park), will occupy the southern half of the block and extend along the river front between the end of No. 2 Road and Dyke Road; the developer will own the northern half. The size of the City portion is smaller than before the land transactions indicated above, however, the applicant will be responsible for the cost of developing the new waterfront park and associated dyke realignment/upgrading, and the relocation and development of the Dirt Bike Terrain Park to another location.

In addition, the net proceeds from the subject land transactions associated with the development of this block at London Landing, as mentioned above, are proposed to be transferred to a reserve account, created for the purpose of funding future arts, culture and heritage capital projects.

The business terms of the land and building transactions are discussed in more detail in a separate report from Real Estate Services. Details regarding the creation of an "Arts, Culture and Heritage Capital Reserve Fund" will be provided by Community Services: Arts, Cultural and Heritage prior to Council's final reading of the Zoning Bylaw for this project.

Background

In late 2007, Oris Development (Kawaki) Corp. and City staff held discussions regarding options for potential cooperative effort between the City and Oris Development (Kawaki) Corp. for development of the developer site and the five (5) City-owned lots included in the block defined by London Road to the north, unopened Wharf Street to the south, Dyke Road to the east and the unopened ending of No. 2 Road to the west.

In 2008, a Report to Council on the potential cooperative development options that involved the City-owned lands at 13100, 13120, 13140, 13160 and 13200 No. 2 Road, and the privately-owned Kawaki industrial site at 6160 London Road was taken to Council. Council endorsed a cooperative site development concept for the site and authorized Oris Development (Kawaki) Corp. to include the City-owned lots in its rezoning application for a comprehensively development of the subject lands.

The rezoning application responds well to the principle of a comprehensive and cooperative development of the site. The proposal associated with the present rezoning fully achieves both, the City's waterfront park development objectives and the developer benefiting from a site planning design exercise based on an east-west configuration of the mixed-use portion of the site that results on a greater number of residential units having visual access to the river.

Findings of Fact

The proposed development reflects the revised development considerations discussed between City staff and the applicant, and is the result of a coordinated effort aiming to achieve the general urban design, parks, liveability and complete community objectives envisioned in the Official Community Plan (OCP) and the Steveston Area Plan for developments along the riverfront (London/Princess Node), in a comprehensive manner.

A Development Application Data Sheet (**Attachment 3**) is attached, providing specific details about the proposed development that includes subdivision and consolidation in one (1) development site parcel and one (1) parcel to be created and transferred to the City for park uses (**Attachment 4**).

Proposed Development Description

The proposed development reflects the agreement between the City of Richmond and Oris Development (Kawaki) Corp. to cooperatively undertake the site planning and development of this critical site on the waterfront, at the end of No. 2 Road, that will facilitate the development of a unique water-fronting City public park in this unique emerging neighbourhood at the south end of No. 2 Road.

The subject development involves consolidation of three (3) City-owned lots (13100, 13120 and 13140 No. 2 Road) and the applicant's lot (6160 London Road) and subdivision in two (2) parcels (**Attachment 4**). The northern lot is the actual development site for the mixed-use proposal while the southern lot (approximately 947.6 m² or 10,200 ft²) will be transferred to the City for park use purposes and consolidated with the southerly two (2) City lots at 13160 and 13200 No. 2 Road for the development of a public park along the riverfront, on the south side of the proposed mixed-use development. The comprehensive design of the public park integrates the proposed new alignment of the river dyke, which is proposed to extend along the south and west side of the development site.

- The preliminary conceptual drawings for the proposed mixed-use development submitted with this rezoning application (**Attachment 2**) include a total of approximately 80 units distributed in two (2) buildings containing three (3) residential floors over a commercial ground floor. The two (2) buildings are separated by a north-south pedestrian Mews that extend at the centre of the site from London Road toward the public park fronting the south arm of the Fraser River.
- Parking is provided in one (1) underground level beneath most of the development site. Residents' parking is provided under Building A, while visitor and commercial parking is provided under Building B (West building). An additional parking area is provided at grade that will serve the short-term parking needs of most of the retail-commercial uses. Vehicular access to all parking and to loading/unloading spaces, provided at grade, is from Dyke Road on the east side of the development site.

- There will be total of 80 residential units. Approximately 51 units in Building A (East building) and approximately 29 units in Building B (West building). It is intended that the proposed Live/Work units line up both sides of the central pedestrian Mews.
- In Building A *(East building), a total of approximately 430 m² (4,628.6 ft²) is proposed for retail commercial uses on the London Road and Dyke Road frontages, and approximately 353 m² (3,799 ft²) for a restaurant fronting onto the waterfront park and Dyke Road. In Building B (West building) approximately 581 m² (6,254.03 ft²) are allocated to a variety of retail and commercial uses, with frontage on London Road to the north, and the No. 2 Road proposed access to the waterfront park on the west.

Surrounding Development

The proposed development site is located at the Fraser River South Arm waterfront, at the end of No. 2 Road, in the London-Princess Node of Steveston.

The site, which involves seven (7) existing lots zoned for Light Industry use, is presently occupied by a light industrial building and associated open parking on the east side of the development site and the temporary Bike Terrain Park on the its west side. The urban context around the subject site includes:

- To the north:** Across London Road, are two (2) new four-storey mixed-use residential/commercial developments;
- To the east:** Across Dyke Road, are several light industrial two-storey buildings, that in the future, are expected to develop at a similar density and form as the proposed development;
- To the south:** The un-opened Wharf Street, presently used for informal public parking serving the visitors to the waterfront linear park extending to the east; and
- To the west:** A large Crown land site (Fisheries & Oceans Canada), containing several warehouses, open storage and repair shops for vessels and dock.

Related Policies and Studies

Richmond Official Community Plan

The Richmond Official Community Plan (OCP) Generalized Land Use Map designates the subject sites as “Mixed-Use” which is applicable to those areas of the city where the principal uses are a combination of residential, commercial, business and industry, and public and private institutions. The proposed development includes most of these uses under the present designation in the OCP.

Steveston Area Plan.

The Steveston Area Plan identifies this area as forming part of the London/Princess Node, one (1) of the various Steveston Waterfront Neighbourhoods. The London/Princess Land Use Map (**Attachment 5**) designates this area as:

- The three (3) northern City-owned lots (13100, 13120 and 13140 No. 2 Road) are designated “**Use to be Determined**” and “**Public Open Space**”, over a small portion of 13140 No. 2 Road;
- The two (2) remaining City-owned lots (13160 and 13200 No. 2 Road and the water fronting lots) are designated “**Public Open Space**”; and
- The eastern portion of this area (6160 London Road) is designated “**Mixed Use**”.

The proposed land uses on the site meet the OCP Mixed-Use and Public Open Space designations to achieve the overall planning objectives in the Steveston Area Plan-London/Princess Node.

An amendment to the OCP is being proposed as part of this rezoning to facilitate integrating the three (3) City-owned lots at 13100, 13120 and 13140 No. 2 Road as part of this mixed-use proposed development, by redesignating them from “Use to be Determined” and “Public Open Space” to “Mixed-Use” and redesignating a portion of 6160 London Road to “Public Open Space” in order to achieve the park development and waterfront objectives of the Plan.

The lot consolidation and subdivision required as part of this development includes the creation of one (1) mixed-use development parcel and one (1) lot that will be dedicated to the City for park use; this lot will be further subdivided and consolidated with the remainder two (2) City-owned lots at 13160 and 13200 No. 2 Road, and portions of No. 2 Road and Wharf Street that will be closed in the future.

Floodplain Protection Management Strategy.

In accordance with the City’s Flood Protection Management Strategy, the applicant is required to register a Flood Plain Covenant on Title referencing the minimum Flood Construction Level (FCL) for this site, which is 2.9 m (GSC). Proposed building grade elevation, at 4.7 m (geodetic) satisfies the required FCL in the area for buildings protected by City dikes.

Environmental Review and FREMP-Richmond Area Designation Agreement

The park area and uses represent a slight encroachment into the 30.0 m from the high water mark ESA designation area. Mitigation/compensation aspects related to this aspect of the proposal to ensure that there is no net loss of ESA as per OCP requirements will be identified via a biologist report that includes assessment of the ESA and foreshore areas to be impacted and proposes a mitigation, compensation and enhancement planting and maintenance plan (on-site and off-site), as required under the Rezoning Considerations (**Attachment 6**), as concurred to by the developer.

The FREMP Area designation agreement indicates that the agreed upon land use is Icw (Industrial as the primary use, conservation and water-oriented urban as the secondary uses). The proposed development associated with the subject will require the removal of industrial in favour of water-oriented urban as the primary use.

An Area Designation Agreement amendment will be prepared by the City to address these matters.

The above-noted measures and any required landscaping/remediation work will be determined with input and endorsed by DFO, and secured through Letter of Credit and any other necessary legal agreements (Servicing Agreement) for the development of the waterfront park, including dyke construction along the South Arm of the Fraser River at the interface between the proposed mixed-use development and the proposed park.

Site's Archaeological/Heritage

The City has identified some Heritage and Archaeological value on the various parcels of this development that may come under the protection of the Heritage Conservation Act of British Columbia and the Ministry of Tourism. The Culture and the Arts - Archaeology Branch of the Ministry will be contacted by the applicant to obtain information and respond to any requirements on this matter, including the possible involvement of a professional archaeologist to produce a report on previous uses and built forms, as part of the Development Permit review process.

Heritage archaeological sloughs initially identified on the development site are:

- An Archaeological Slough identified over northwest portion of the lot assembly and extending to the north and west.
- Archaeological Site over the entire lot assembly and extending to the northwest and southeast.

Richmond's Affordable Housing Strategy/Density Bonus

The City's Affordable Housing Strategy requires the delivery of affordable housing units through new residential developments by the private and public sector.

The Richmond Affordable Housing Strategy requires that, in residential and in mixed-use developments containing a residential component of more than 80 units, at least 5% of the total residential area floor area ratio (FAR) permitted on the site (with a minimum of 4 units) be made available for low-end market rental purposes. For residential developments of 80 units or less, the Strategy requires an in-lieu monetary contribution to the Affordable Housing Reserve Fund of \$4.00/ft² of residential area.

As the proposed development involves 80 residential units, the proposed development will respond to this Policy by making an in-lieu monetary contribution to the Affordable Housing Fund.

Consultation

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment, however, because the proposed land use redesignations only affect three (3) small of the sites forming part of the subject development proposal and result in a reconfiguration of the public open space that achieve the OCP vision and objectives for the area that aim to achieve continuity of the waterfront linear park system and creation of public open space that will provide for a substantial waterfront exposure, no formal public consultation was undertaken in association with development proposal associated with this rezoning application.

School District

According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments requiring an OCP amendment which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As the subject rezoning application involves only involves 70 multiple-family housing units and 10 Live/Work units and the subject application is consistent with the OCP designations in the area, no referral to School District No. 38 (Richmond) was made.

Development Signage and Public Hearing

The rezoning process associated with this development proposal includes the erection of a development sign, notification of neighbours and local advertisement of the Public Hearing. The statutory Public Hearing will provide area residents, businesses and property owners with an opportunity to comment on the subject application.

The applicant has provided confirmation that development signs have been posted on the site and, to this date, staff has received a few minor positive comments on the proposed development.

Staff Comments

Arts, Culture and Heritage Capital Reserve

It is proposed that the net proceeds from the land transactions be designated to fund Arts, Culture and Heritage capital projects. Types of projects could include new facilities, renovations to existing facilities and restoration of heritage assets. Staff proposes that a capital reserve be established for these intended purposes. A report and bylaw creating a capital reserve account will come to Council for approval prior to 4th reading of the Zoning Bylaw associated with the project, together with a detailed Terms of Reference for the use of the funds.

Capacity Analysis

Surface Drainage

Analysis not required based on the proposed mixed-use development being fully contained within the City's dyke system. A site analysis (for site connection only) will be required as part of the Servicing Agreement.

Sanitary Analysis to London sanitary pump station has demonstrated that the existing sanitary main from the site (SMH 3916) downstream to the London pump station has enough capacity to convey the design flow and sewer back-up does not exist under the 'existing + in-stream + proposed' and 'OCP' cases. The City accepts the consultant's recommendation that no upgrades of the existing system are necessary

Water: Using the OCP 2021 Maximum Day Model, there is 332 l/s available at 20 psi residual. The proposed development requires a minimum fire flow of 275 L/s for Condo/Apartment (Combustible Construction), 180 L/s for Condo/Apartment/High Rise (Non-Combustible Construction) or 200 L/s for Commercial, therefore Water analysis is not required.

The Servicing Agreement associated with this development will require a letter and/or drawing signed and sealed by a professional engineer confirming the existing frontage size and if necessary, upgrading pipe size to 150 mm as per City requirements.

Other Servicing Issues

It has been noted that there is an existing 200 mm diameter watermain that bisects the northeast corner of the site in a right-of-way (ROW) and a sanitary sewer line in a ROW across the north edge of the site and a Terasen gasmain that runs north-south through the site. The storm sewer is located close to the proposed corner cut at London and Dyke Roads. As the building is designed to the north edge of the site, all of these will have to be addressed and relocated as a condition of rezoning.

Dike Realignment and Construction

The proposed development is outside of the existing dike, which runs along London Road (between No. 2 Road and Dyke Road) and on Dyke Road (between London Road and Wharf Street), leaving the Oris development site outside of the existing dyke. The development proposes to move the dyke alignment to Wharf Street from Dyke Road to No. 2 Road, and No. 2 Road from London Road to Wharf Street. Ultimately, it would be beneficial to existing properties if the dyke alignment on Wharf Street could be extended west of No. 2 Road through the existing Federally-owned property (13191 No. 2 Road) and the proposed section on No. 2 Road would not be required. However, this extension is not certain and could take years or decades to materialize. The proposed dyke relocation will provide full dyke protection to the development and will be an integral part of the proposed waterfront park.

Staff are currently working on a Dike Master Plan that will provide direction and clarity on required medium to long-term dyke improvements in the Steveston area. To support the timeliness required by development, Staff are recommending the above dike realignment and will insure that it is incorporated into the Dike Master Plan.

As the dike is proposed to be an integral part of the proposed waterfront park, the required Servicing Agreement for construction of the dike will include detailed design and development of these components in close coordination with, and to the satisfaction of the City of Richmond Parks, Engineering and Environmental Sustainability staff and the Provincial Dyke Inspector.

Staff recommend relocating the dyke to the proposed location for the following reasons:

- *Flood Protection*

While the development could technically be permitted outside of the City dike, staff recommend that the development be protected by the dike to align with the City's Flood Protection Management Strategy. It is generally accepted that sea level is rising as a result of climate change and that City dikes will have to be improved to meet rising sea levels. If the development is constructed behind the dike, it will be protected from sea level rise by future dyke improvements. If constructed outside of the dike, it will be susceptible to sea level rise and it may be difficult for property owners to procure insurance.

- *Future Dyke Upgrading*

As noted above, sea level rise will force the City to increase the height of existing dikes. The existing dike along London Road and Dyke Road will be difficult to raise in its current location. There are existing, recent developments immediately adjacent to the dike that would be impacted by increasing the height of the dike in its current location. Additionally, the existing dike is part of the local road network and increasing the height of the dike would require adjustment of adjacent local road grades which would impact neighbouring developments.

- *Utilities*

There are existing City and private utilities located both within and adjacent to the existing dyke along London Road and Dyke Road. The City's long-term goal is to minimize utilities within the dike as they compromise the integrity of the dyke. Relocating these utilities would be problematic as there is no obvious alternate corridor that can accommodate them while maintaining service to existing developments. In addition, allowing the development to proceed outside of the dyke would require that utilities servicing the development would have to go through the existing dyke, which would reduce the integrity of the dyke.

- *No. 2 Road South Pump Station*

The No. 2 Road South Pump Station was originally built in 1978 and was extensively upgraded in 1999. While it has provided good service, it will eventually be replaced based on ageing infrastructure and capacity issues. The pump station location is not considered ideal as it discharges into a marina. With the existing London Road and Dyke Road dyke alignment, there are no reasonable alternate locations for the No. 2 Road South Pump Station. The proposed relocation of the dyke allows for potential alternate sites for a future No. 2 Road South Pump Station, such as the southern end of No. 2 Road.

Tree planting may not occur within the dyke profile and trees proposed to be located within the dyke right-of-way (ROW) must have approval from the Provincial Dyke Inspector. Root barrier or planters will be required where trees are proposed within the dyke ROW.

The dyke will be built to Provincial standards with a crest elevation of 4.7 m by the developer. Any potential fill/enhancements required along the shoreline corridor as a result of realigning and raising the elevation of the dyke will be addressed and resolved with the appropriate Government agencies. Aspects associated with any required remediation planning and remediation work, as required by the Ministry of Environment, will need completion prior to a Final Occupancy Permit, as per Rezoning Considerations (**Attachment 6**) concurred by the developer.

Transportation, Parking and Circulation

A Servicing Agreement for frontage improvements along London Road and Dyke Road must be entered into prior to adoption of the final rezoning for the subject site, as Rezoning Considerations (**Attachment 6**) concurred by the developer.

Pedestrian-Friendly Facilities and Traffic Calming.

In order to reinforce pedestrian circulation to and through the development site, the proposed development includes wide sidewalks and various traffic calming measures to achieve a pedestrian-friendly circulation environment around and through the site. Parking pockets for on-street parking (and associated curb extensions at the intersections) will be provided along London Road and Dyke Road.

A Traffic Impact Analysis (TIS) to assess the adequacy of the site parking and access location was undertaken by the applicant's consultant.

The TIS included a review of the traffic generated by the proposed site, the traffic impact to existing and future traffic road network, parking/loading requirements for each component of the development, adequacy of pedestrian, bicyclist and transit facilities. The TIS also evaluated impact of the surface parking and its access from Dyke Road.

The TIS confirmed that the access to a small surface parking lot at the south end of No. 2 Road, which will provide a small number of short-term parking spaces at the corner of No.2 Road and London Road to serve the drop-off needs of the visitors to the waterfront park and dyke trail system, is adequate.

London Road and Dyke Road will have an 11.2 m pavement width from curb to curb (including parking lane) and two (2) corner cuts (4 m x 4 m) will be provided at London Road/No. 2 Road and London Road/Dyke Road.

Parking and Circulation

- Access to all parking; residents, visitors and commercial patrons is provided from Dyke Road.
- As the proposed total number of parking spaces provided is slightly below the Zoning Bylaw requirements, design development should reduce this gap at the Development Permit phase.
- There are 22 parking spaces, including two (2) accessible parking spaces in a covered courtyard proposed at grade on Level 1, with direct access from Dyke Road that will provide for the short-term parking needs of the retail commercial and restaurant uses on Level 1 of Building A (East building), along Dyke Road and portion of London Road.
- Residents' parking and visitor/commercial parking areas will be separated by a security gate.
- The required two (2) loading spaces are provided in the parking courtyard, on both sides of the driveway to parking levels from Dyke Road.

Adjustments to the loading area to improve manoeuvring, and improve secured use of residents parking spaces will be implemented through the Development Permit review phase.

Garbage and Recycling

Location of garbage room and dimensions and number of garbage and recycling containers provided are in general acceptable to Environmental Programs staff, subject to some adjustments recommended to improve collection servicing and addressing the specific requirements for fats recycling that will be required by the proposed restaurant.

Aspects that will require minor adjustments to the layout of the garbage room and associated collection area will be addressed through the Development Permit review phase.

Tree Survey and Site Vegetation

Because the whole development site will be raised to the level of the new dyke elevation, all trees on the site will have to be removed. A preliminary tree survey has identified that five (5) trees fell within the parameters that required replacement at a 2:1 ratio or cash-in-lieu compensation being provided, as per the Official Community Plan (OCP). The developer will provide cash-in-lieu for these trees as indicated in the Rezoning Considerations (**Attachment 6**), as concurred by the developer.

Development Cost Charges (DCC) Credits

As the proposed development involves the comprehensive realignment/construction of the dyke and design and development of the waterfront park, the developer will be eligible for Development Cost Charge (DCC) park development credits as allowed in the DCC Program.

Advisory Design Panel Comments

The Advisory Design Panel reviewed the proposed development at its meeting of August 18, 2010. The Panel supported and provided comments on the proposed development, as presented at that date. Design development to incorporate the Panel comments and staff design recommendations associated with the revised rezoning submission will be addressed as part of the Development Permit design review process.

Analysis

Steveston Area Plan - London/Princess Node

This is one (1) of the eight (8) waterfront neighbourhood nodes identified in the Steveston Area Plan. The proposed development meets the Area Plan land use and neighbourhood overall policies regarding the waterfront neighbourhoods which encourage a mix of uses aimed to achieve an integrated waterfront, enhance the mixed-use commercial nature of the Steveston Village, ensure a mixture of housing types and tenures, and provide a variety of open space and recreation opportunities.

The proposed development also responds to the Plan's objectives of providing varied opportunities for access to the foreshore, providing view corridors to the water, and reinforcing nodes of high activity while providing linkages to the whole Steveston community and adjacent neighbourhoods.

Aspects related to the natural environment and public open spaces are addressed by the proposed development in that direct public access to the waterfront and its integration to the public trails existing in the area is provided while the developer working with the appropriate regulatory agencies and the City will ensure that conservation and protection of riparian habitat is fully addressed.

- Based on the lot size and information included in the proposed development Data Chart forming part of the rezoning submission, the proposed development total net floor area ratio (FAR) is approximately 1.62 FAR. This density reflects the need for concentrating the development toward the north of the site for the benefit of providing as large as possible area for the public park along the waterfront.
- The proposed development massing, including proposed building height, is considered adequate in relationship to the significant community benefits derived from this development and is within the FAR range of mixed-use developments in the London Landing neighbourhood core.

- The minor OCP amendment to the Steveston Area Plan (London/Princess Land Use Map in Schedule 2.4 of the Official Community Plan) will confirm the intent of the Plan regarding the waterfront neighbourhoods, specifically the consolidation of this area of the London/Princess Node as the neighbourhood core, and provide for a public open space in the form of a park fully exposed to the waterfront that extends the width of the southern portion of the development site.
- The minor OCP amendment to the Steveston Area Plan proposed in combination with the subject rezoning application associated with the proposed development will add to the vibrancy and liveability of the area by consolidating complete neighbourhoods and better addressing the City's overall objectives of extending the park areas along the river and facilitating city-wide access to the waterfront.

Planning, Engineering, Parks and Community Services; Arts, Culture and Heritage Services fully support the provision of a significant community amenity in the form of a fully developed waterfront park that involves dyke upgrading and realignment, the relocation and construction of the Dirt Bike Terrain Park to another location, and the resulting proceeds from the land sale/purchase transactions associated with the subject development being transferred to a reserve account, created for the purpose of funding arts, culture and heritage capital projects

Parks and Community Facilities

Waterfront Park Background Information

The City currently owns properties at 13100, 13120, 13140, 13160, and 13200 No. 2 Road (1.05 acres) and 11 associated water lots (1.76 acres). These lots were purchased from BC Packers in 1994. The total area of the City-owned land and the water lots in this specific area is 2.81 acres.

- This land was purchased through the Development Cost Charge Parks Open Space Program.
- The intent of purchase was to expand the City's waterfront land holdings and establish a staging/parking area to serve the Steveston/South Dyke greenways.
- Potential sale of the three (3) northern lots involved in the subject rezoning application (13100, 13120 and 13140 No. 2 Road) for industrial use was discussed by Council on 1996; however, the Steveston Industrial Study indicated that there was no need for additional industrial land in the future and Council decided to delay any decisions regarding sale, trade or redevelopment of these City lands until land uses in the surrounding area were determined.

Park Related Considerations - Existing and Projected Park Needs

- In 2004, Council considered the Steveston area open space requirements and concluded, *"That Council focus on future land acquisition along the waterfront in the Steveston area as opportunities arise to meet both neighbourhood and City-wide needs."*
- In recent years, residential development of London-Princess has occurred incrementally in smaller parcels and no new substantial parkland to serve these residents has been secured.
- Residents of the London-Princess area are adjacent to the waterfront and the Steveston Greenway, but they are beyond the desirable 800 m radius from a public open space/park (a more traditional neighbourhood gathering space), as indicated in the Richmond's open space system standards.

Proposed Park Development Design Concept

The proposed cooperative development of the City-owned lots and the applicant's development site will facilitate meeting the present and projected park needs for the neighbourhood residents and respond to the intent of focusing on waterfront park development. Open space, parkland and trails within the area will serve both the local residents and add to the City-wide and regional assets.

Park design, as per preliminary landscaping plans submitted with the rezoning application, is generally acceptable to the Parks Department, however, design development to the integrated dyke-park concept is required to ensure park elements are compatible with the dyke.

The required Servicing Agreement for design and construction of the waterfront park will detail structural aspects for each condition where park structures are on the dyke, or within the dyke ROW, to ensure that any constructed features are compatible with dyking objectives.

The proposed park development concept ensures a beneficial and a high quality park development for the City as follows:

- Under the cooperative and comprehensive agreement for development of the subject land, the developer will undertake design and park improvements to the satisfaction of the Parks Department, at no cost to the City. In addition, the developer will pay for the full construction cost of the Bike Terrain Park at a permanent site.
- Minimal net loss of existing open space areas designated parkland/open space in the Official Community Plan that results from land exchanges being considered.
- View corridors along No. 2 Road and Dyke Road will be maintained.
- Amount of open space directly adjacent to the waterfront is increased and its design incorporates a river activities related theme.
- Park development results in improved alignment and upgrading of the dyke to City standards.
- Proposed development provides a high quality development of the public open space as a neighbourhood gathering area and constitutes a premiere destination and staging area along the Steveston Waterfront Greenway.
- Existing public parking spaces on undeveloped Wharf Street right-of-way (ROW) is relocated and replaced.

Public Art

The City supports an artist village/node concept, with artist studios and interpretive landscape features integrated into the park area and waterfront greenway and open space, as supported by the proposed development associated with the subject rezoning.

- The project has several significant opportunities for incorporation of Public Art: the proposed gateway at the foot of No. 2 Road, at the No. 2 Road and London Road intersection, the dyke trail, park and open landscape areas, and along the pedestrian Mews between Building A and Building B, the north-south public access route from London Road to the park through the middle of the site.

- In response to the City's commitment to Public Art, the developer proposes to provide a voluntary contribution at a rate of \$0.60 /ft² based on a maximum floor area ratio (FAR). The Public Art contribution would therefore be approximately \$59,896.66 based on a total building area of approximately 9,274 m² (99,827.77 ft²). This contribution will be made in the form of material improvements and special features integrated into the architectural design and landscaping concept that will support and highlight heritage and historical references associated with previous use of the site.

Affordable Housing In-lieu Contribution.

Because the proposed development involves 80 residential units, the proposed development includes an in-lieu monetary contribution to the Affordable Housing Reserve Fund in the amount of approximately \$329,601.72. This amount is based on a contribution of \$4.00/ft² of the proposed total 7,655 m² (82,400.43 ft²) of total residential area included in the proposal.

Proposed "Commercial/Mixed-Use (ZMU20) –London Landing (Steveston)" Bylaw

The proposed "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)" zone is based on the "Commercial/Mixed-Use (ZMU14) – London Landing (Steveston)" that applies to existing adjacent developments in the area to provide for the Steveston area commercial, residential and industrial demands of the city.

- The proposed Commercial/Mixed-Use (ZMU20) is tailored to the unique and comprehensive characteristics of the proposed development and aims to achieve the overall density, character and community amenity objectives for the Princess/London Landing neighbourhood with the inclusion of a large park area fronting on to the river.
- The maximum density permitted under the proposed Commercial/Mixed-Use (ZMU20) bylaw is 1.62 FAR, calculated on the net site area. This density is slightly higher than the density found in the various developments in the area and is considered appropriate given the site development context and the substantial community amenities derived from the proposal.
- The actual proposed building height is less than the maximum 21.0 m allowed in the existing zoning applicable to other developments in the area.
- Building setbacks recognize the presence of the continuous strong street fronting character of the retail commercial building frontages along London Road, which is the neighbourhood's main street, and the proposed public park along the waterfront.

Urban Design, Site Planning and Architectural Character

Urban Design and Site Planning

- The proposed location and orientation of the buildings on the site address the mass and open space relationship with adjacent existing developments to the east, along the riverfront and the proposed public park/open space to the south.
- The disposition of two (2) buildings placed on both sides of a north-south central pedestrian corridor/Mews, facilitate adequate sun exposure to all units in the proposed development, and provide existing building(s) on the north side of London Road with view corridors towards the river.

The central “Mews” between the two (2) Mixed-use buildings links London Road, the main commercial street in the neighbourhood on the north, with the public waterfront park to the south. The Live/Work units, with the slightly raised outdoor patio lining up both sides of this central pedestrian spine, will contribute to a vibrant and active pedestrian area and provide the desirable pedestrian scale that is reinforced by the upper floors of the buildings on both sides being further setback.

- The retail commercial frontage on London Road is the appropriate and desirable complement to the existing street level uses/frontage on the opposite side of the street.
- The larger commercial ground floor of the west building (Building B) is the dominant component of the proposal, with full exposure to London Road, the presently unopened ending of No. 2 Road, and the proposed waterfront park area. This street-oriented commercial use will benefit from the proximity to the proposed park and London Road main street commercial character. Refinement of the commercial-retail main floor plan layout and overall interior-exterior relationships will be developed and refined at the Development Permit phase.
- The commercial retail frontage on Dyke Road responds well to and establishes the mixed-use residential-commercial character expected for this short north-south portion of the street. The proposal is also influencing the character and quality of the potential redevelopment of existing Light Industrial areas to the west of the subject development site, across No. 2 Road.
- The proposed Building A, on the east side of the Mews, includes a large restaurant on the ground floor at its southern end, fronting on to the public park. Outdoor decks, slightly elevated from the level of the dyke/park along the south property line of the proposed development site, provide an appropriate transition between the park and the proposed building.

Landscaping & Open Space

Because of the large public park area proposed in conjunction with this development, there is no outdoor amenity area for exclusive specific use of the residents proposed in association with the subject mixed-use development proposal. The proposed public park in front of the subject development is considered appropriate to provide for the outdoor space needs of the residents in the complex.

The design intent of this large proposed public use park area is to balance a naturalized riverfront character with an urban aesthetic. Design of the park area considers its role as a major City-wide destination point that is able to serve the very occasional larger cultural or maritime events that may take place here in the future, but also serve the neighbourhood residents as their open space.

Main features of the proposed public park open space are, among others:

- The river, the riparian edge and the dyke are the single most important feature of this landscape. Proposed park concept and treatment of the areas between the water's edge and the buildings forming part of the proposed development intend to reinforce this role and achieve a smooth transition /relationship from the water's edge to the park, the dyke and the uplands.

- No. 2 Road right-of-way is planned as a continuation of the dyke and Greenway/trail system, while also being the formal entry point to the waterfront park from the north. This unopened portion of No. 2 Road also provides short term, surface parking for drop-off and pick-up of the visitors to the waterfront park and the Dyke Trail.
- The minimum 4.0 m wide crest of the dyke connects the South Dyke Trail to the Steveston Greenway. This pedestrian/bike path continues along the south and west side of the proposed development site, heading north and provides a transition/linkage to the Greenway along the east side of No. 2 Road, north of London Road.
- The No. 2 Road pier is the most obvious waterfront feature in the area and is proposed to be integrated into the design concept to become a landmark in the area.
- The focal point at the end of No. 2 Road ROW, at the water's edge, is intended to be visible from the intersection of No. 2 Road and is intended to draw public into the park site while also maintaining views toward the river.
- The proposed park design concept incorporates references to the heritage of the site (the proposed structures suggest some of this heritage) and constitute some interpretive elements expressed in the site furnishings.

Indoor Amenity Space

The proposal does not include provision of dedicated indoor amenity space for residents. In compliance with City Policy 5041, the developer will provide a monetary contribution in-lieu of indoor amenity space in the amount of \$179,000.

Barrier-Free Access and Aging-in-place

- The proposed development includes six (6) accessible units and will provide barrier-free access from the street to the Community Use Space and lobby of the residential buildings.
- Design features included in the design of the residential units in the proposed development include:
 - Minimum of unit entry door and balcony/patio door clear opening to be 2 ft. 10 in.
 - Minimum width of in-suite privacy door to be 2 ft. 8 in.
 - All door's hardware will be easily operated by the user (i.e. lever handle).
 - Windows will have a sill height of 2 ft. 6 in. with easily operable hardware.
 - One (1) bathroom in the unit will have a clear area of 4 ft. x 2 ft. 6 in. in front of the sink.
 - Easily operated bathroom and kitchen faucets.
 - Center line of water closet located a minimum of 1 ft. 6 in. from face of the wall.
 - 3 ft. 0 in. clear space along the full extent of the bathtub.
 - Provision of clear 2 ft. 8 in. vertical clearance under the kitchen sink in the kitchen.
 - One (1) bedroom provided with a minimum 5 ft. 0 in. clear turning radius on the side of a standard size double bed and closet with a minimum clear opening of 3 ft. 0 in., including provision for a rod to be lowered to 4 ft. 0 in. in height.
 - Electrical rough-in for future installation of automatic unit door opener.
 - Thermostats will be mounted at 3 ft. to 4 ft. 6 in. above the finish floor.
 - Electrical panels, intercoms and light switches will to be mounted at a maximum 4 ft. 0 in. above the finished floor.

Sustainability Aspects of the Proposal

Basic sustainable features incorporated in the design of the proposed development include:

- o Proposed development to be built to LEED Silver standards.
- o Integration of Geothermal heating and cooling.
- o Individual/separate zone control heating and cooling.
- o Energy efficient lighting.
- o Energy efficient, Low E glazing systems.
- o Eco-friendly paints and sealants.
- o Drought tolerant landscaping.

Crime Prevention Through Environmental Design (CPTED)

The proposal incorporates some basic CPTED principles that will be further developed at the Development Permit review phase. These CPTED design features of the proposal include:

- Light coloured painted finish to walls and columns and providing adequate lighting throughout the underground parking level.
- Incorporating glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Provision of unobstructed and clear views from the street toward building entrances and elevator lobbies.
- Providing direct and clear path from visitor parking area to visitors and residents elevator cores.
- Minimizing amount of solid walls in lower parking level and on the commercial parking area below the east residential building.
- Avoiding hidden corners and increasing visibility toward building(s) lobby/elevator core.
- Considering providing pedestrian scale lighting along the Mews and wall-mounted fixtures on the Live/Work units on both sides of the Mews and on sides of the building(s) fronting on to the waterfront park.

Outstanding Design Issues Requiring Resolution at Development Permit Phase

In addition to addressing the Advisory Design Panel general recommendations, design development to the overall concept (**Attachment 2**), and specifically, to the retail commercial main floor plan layout, will be undertaken at the Development Permit stage.

The following specific design related issues identified by staff should also be satisfactorily addressed through the Development Permit review process:

- Appropriate dyke surface paving material to be discussed with City Parks and Engineering. Hard surface paving areas within the dyke ROW shall allow for dyke upgrades and emergency repairs.
- Proposed Nakade Boatworks promontory extending into the park area within the ESA setback may need to be reconsidered. Design for all structures on the outside (water side) of the dyke to allow for dyke upgrades or emergency repairs.
- Resolution of the grade transition between existing portions of the dyke to the east of the development site and upgraded/realigned dyke along the south side of the proposed development.
- Addressing the need for a soft transition of grade between proposed dyke alignment along No. 2 Road and adjacent property to the west.

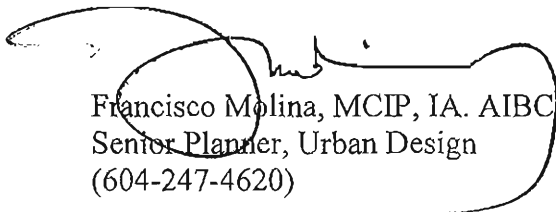
- Further design development to proposed landscaping and confirmation of approval from the Dyking Authority and/or adjustments to the location of tree planting within the dyke profile and/or within the dyke ROW is required. Root barrier or planters may be required where trees are proposed within the dyke ROW.
- Exploring removal/relocation of proposed public washrooms from the central portion of the west side of the retail-commercial level of Building B (West building) and locate them closer to the waterfront park.
- Relocating parkade vent grille (corner of London Road and No. 2 Road) away from the main entry area to the retail commercial lower level of Building B (West building).
- Identifying dimensions and extent of encroachments onto Dyke Road ROW and London Road Public Rights of Passage (PROP) ROW's.
- Adjustments to Level L1 Plan of Building A (East building) to resolve aspects associated with loading space maneuvering.
- Redesigning loading area to improve vehicle maneuvering. Two (2) medium-sized loading bays required. Loading bays to accommodate SU9 truck turning on-site with adequate vertical clearance and without backing onto the public roadway.
- Design development of an architectural/self-standing visual landmark feature at the corner of No. 2 Road and London Road.
- Design development to the south façade of the restaurant to provide a finer grain of architectural detail and improve its relationship/transition to the more natural environment of the waterfront park to the south.

Financial Impact

Real Estate Services will address the value of the land to be exchanged with the developer in exchange for the value of the proposed cash community amenity contribution in a separate report.

Conclusion

Staff recommend this application be approved to proceed. The proposed amendment to the Steveston Area Plan – London/Princess Land Use Map and the City-developer partnership in comprehensively planning and developing the subject site at 6160 London Road (Kawaki site) and City-owned lots on No. 2 Road provides an innovative opportunity for the developer to enhance the context surrounding the proposed mixed-use development while satisfying the City's need for an important park site at the waterfront and the City funding of arts, culture and heritage capital projects in the area and city-wide. The proposal will reinforce the emerging Village Centre in the London Landing area at no cost to the City and achieves a good balance between the community benefits derived from the proceeds resulting from the land transactions involved in the proposal and the quality of the parkland that will be available to the public at the waterfront.



Francisco Molina, MCIP, IA. AIBC
Senior Planner, Urban Design
(604-247-4620)

FM:blg

Attachments

- Attachment 1: Location Map
- Attachment 2: Proposed Development Plans
- Attachment 3: Development Data Sheet
- Attachment 4: Lots Resulting from Subdivision/Consolidation
- Attachment 5: OCP London/Princess Land Use Map
- Attachment 6: Development Considerations
- Attachment 7: Proposed Dyke Alignment

PROJECT DATA:

CIVIC ADDRESS: 6160 LONDON ROAD
RICHMOND, BC

LEGAL ADDRESS: Lot A SEC: 18-3-6 PL: 693

PARCEL ID.: 011-902-019

APPLICANT: ORIS DEVELOPMENT CORP. (KAWAKI)

PROPOSED ZONING: CD/

DRAWING LIST:

- A-000 COVER PAGE
- A-001 DATA SHEET

- A-102 SITE PLAN

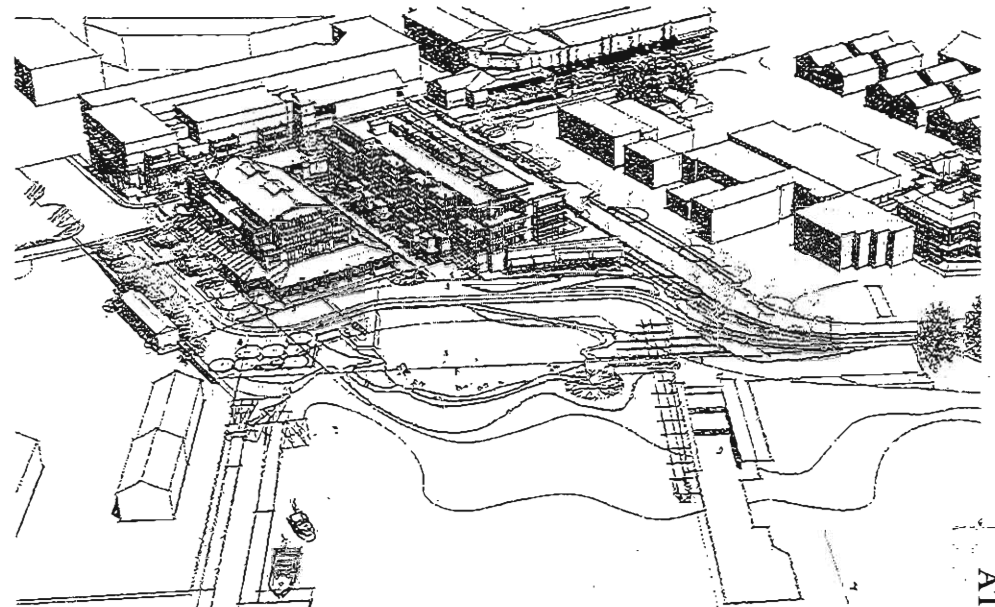
- A-201 PARKING LEVEL P2 PLAN
- A-202 PARKING LEVEL P1 / L1 FLOOR PLAN
- A-203 LEVEL MEZZANINE FLOOR PLAN
- A-204 LEVEL L2 FLOOR PLAN
- A-205 LEVEL L3 FLOOR PLAN
- A-206 LEVEL L4 FLOOR PLAN
- A-207 ROOF PLAN

- A-251 ACCESSIBLE TYP. UNIT PLAN

- A-301 BUILDING ELEVATIONS
- A-302 BUILDING ELEVATIONS

- A-401 BUILDING SECTIONS
- A-402 BUILDING SECTIONS

LOCATION PLAN:



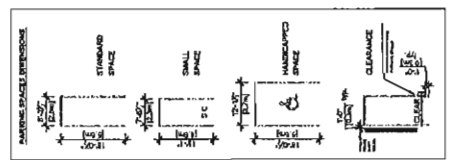
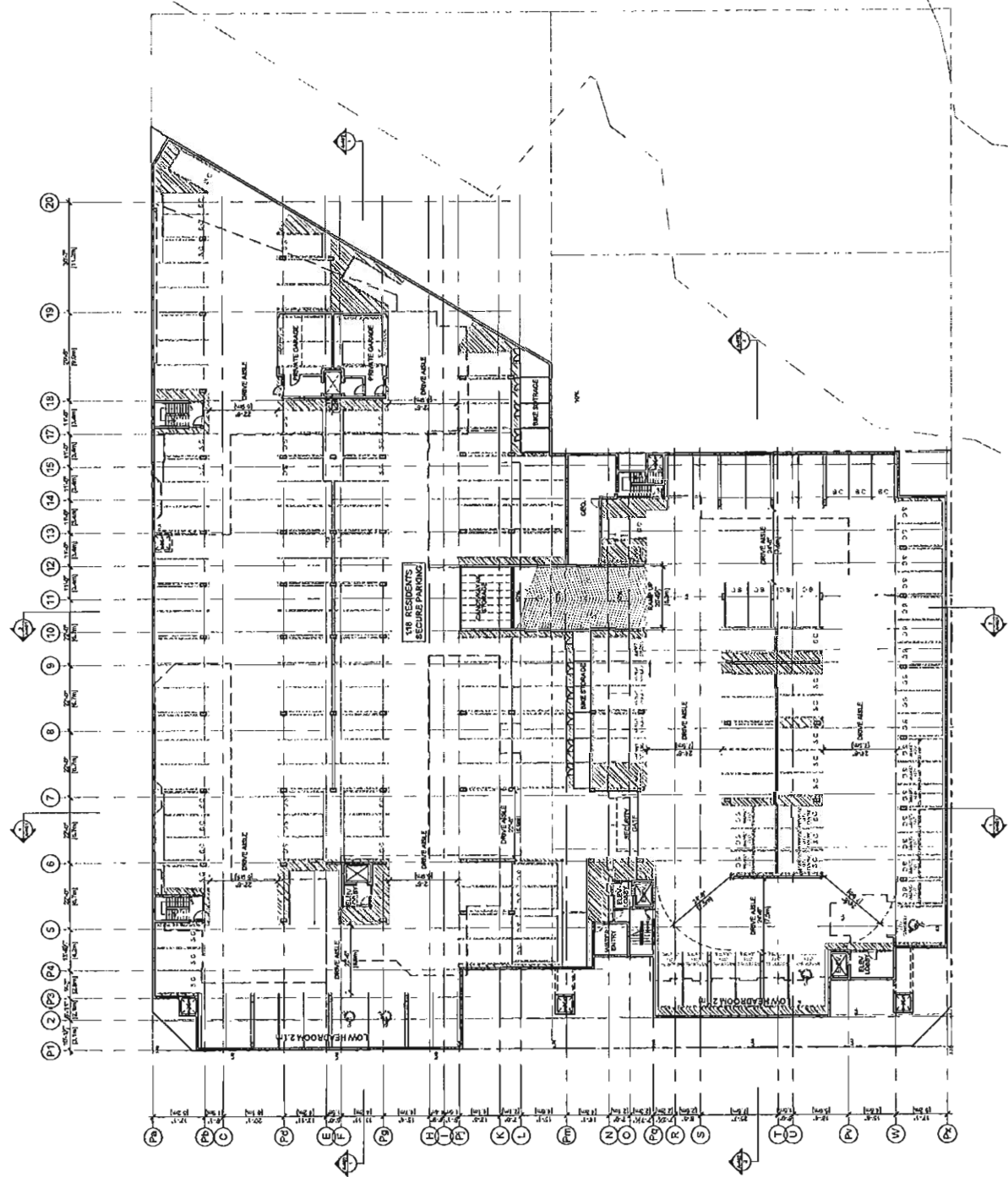
2011-08-19

THE PIER AT LONDON LANDING
COMMERCIAL / RESIDENTIAL MIXED-USE DEVELOPMENT
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WWW: www.patrickcotton.com

Patrick Cotton

NOTES:



- DETAILS:**
- 1. ALL PARKING SPACES SHALL BE 11'0" CLEARANCE
 - 2. ALL DRIVE AISLES SHALL BE 11'0" CLEARANCE
 - 3. ALL DRIVE AISLES SHALL BE 11'0" CLEARANCE
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 - 20. ALL DRIVE AISLES SHALL BE 11'0" CLEARANCE

NO.	DESCRIPTION	QUANTITY	UNIT
1	STANDARD SPACE		
2	SMALL SPACE		
3	HANDICAPPED SPACE		
4	CLEARANCE		
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Patrick Oatler
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Client:
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 (Kawala) Corp.
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PARKING P2 PLAN

As Updated August 19, 2011
 DRAWING NO. A-201
 SHEET NO. D1

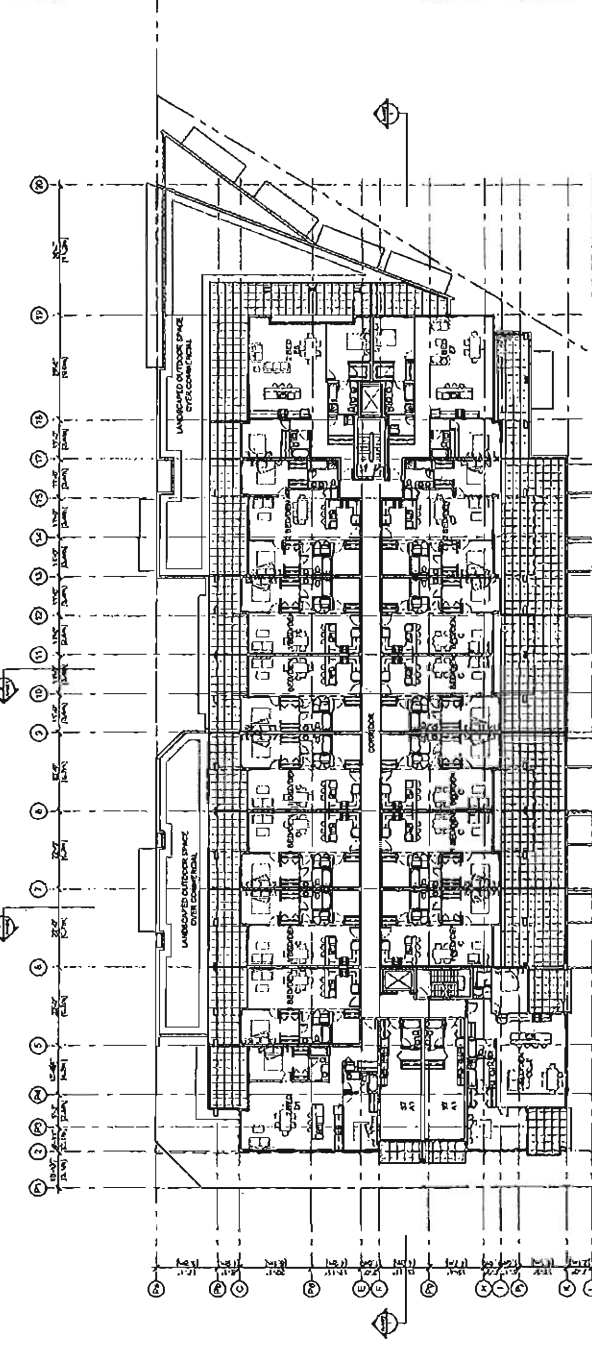
1 PARKING P2 PLAN
 SCALE: 1/8"=1'-0"

NOTES:



GENERAL NOTES:

- 1. All dimensions are given unless otherwise noted.
- 2. All dimensions are given in feet and inches.
- 3. All dimensions are given to the centerline unless otherwise noted.
- 4. All dimensions are given to the finished surface unless otherwise noted.
- 5. All dimensions are given to the centerline of the wall unless otherwise noted.
- 6. All dimensions are given to the centerline of the column unless otherwise noted.
- 7. All dimensions are given to the centerline of the beam unless otherwise noted.
- 8. All dimensions are given to the centerline of the slab unless otherwise noted.
- 9. All dimensions are given to the centerline of the floor unless otherwise noted.
- 10. All dimensions are given to the centerline of the ceiling unless otherwise noted.
- 11. All dimensions are given to the centerline of the roof unless otherwise noted.
- 12. All dimensions are given to the centerline of the foundation unless otherwise noted.
- 13. All dimensions are given to the centerline of the structure unless otherwise noted.
- 14. All dimensions are given to the centerline of the building unless otherwise noted.
- 15. All dimensions are given to the centerline of the site unless otherwise noted.



PROJECT:
THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
100 LONDON ROAD
RICHMOND, SC.

OWNER:
Oris Developments
(Kawaké) Corp.

ARCHITECT:
Patrick Conner
1001 W. BROADWAY
ROOM 200
NEW YORK, NY 10014
TEL: 212 279 0000
FAX: 212 279 0001
WWW: www.patrickconner.com

DATE:
10/15/10

SCALE:
AS SHOWN

PROJECT NO.:
1001

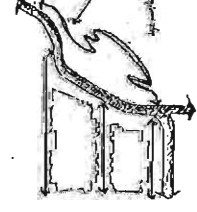
DATE:
10/15/10

LEVEL L2 PLAN

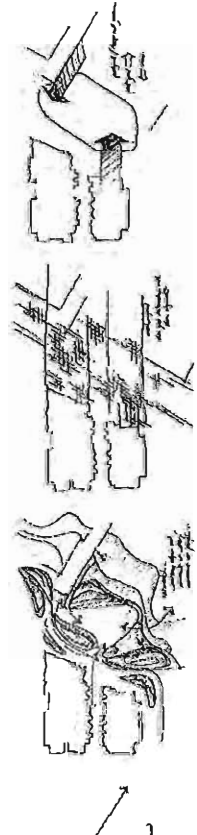
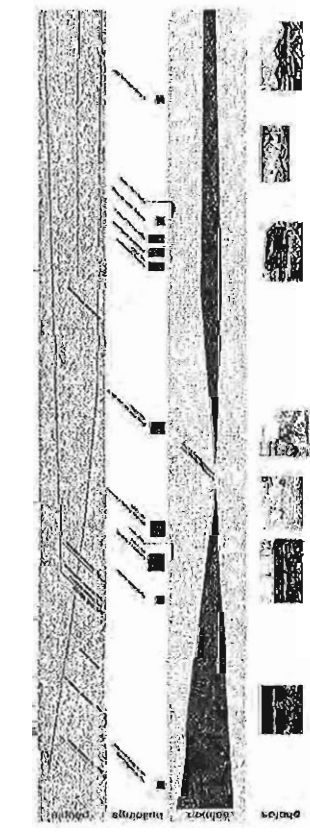
As Updated August 19, 2011
 SHEET NO. **A-204**
 OF **D1**

1 LEVEL L2 PLAN
 SCALE: 1/8"=1'-0"

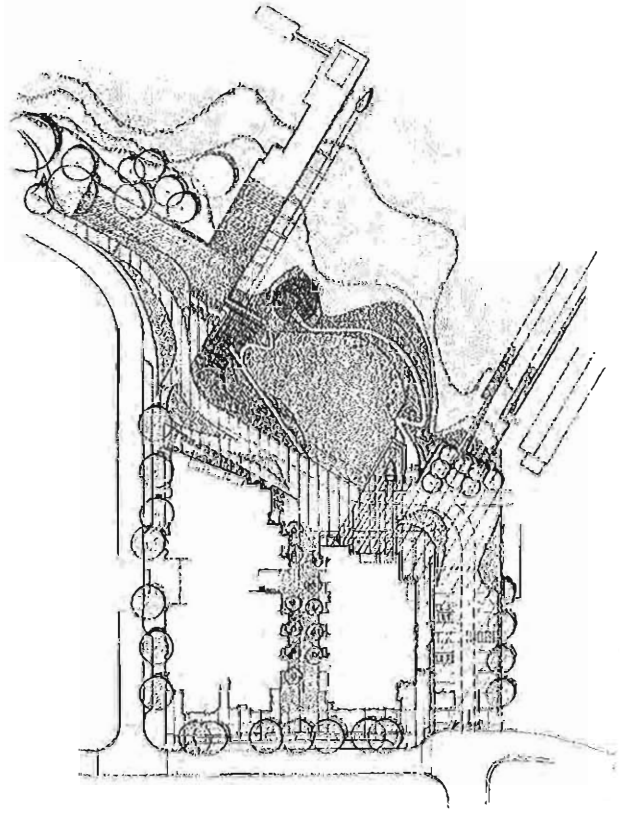
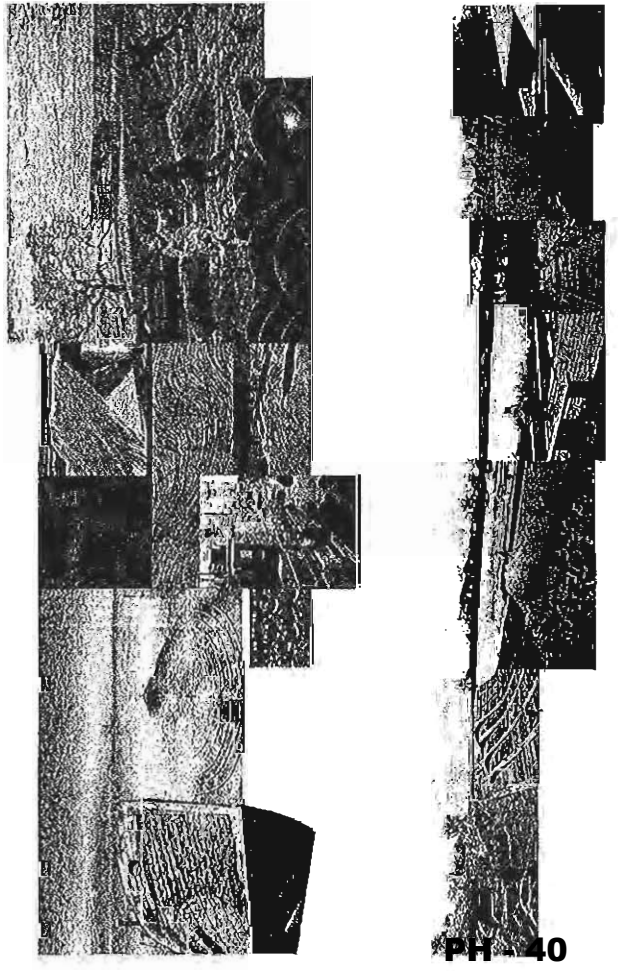
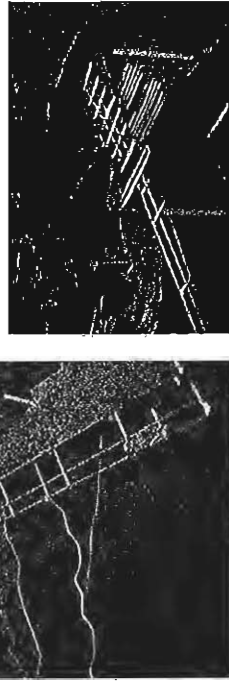
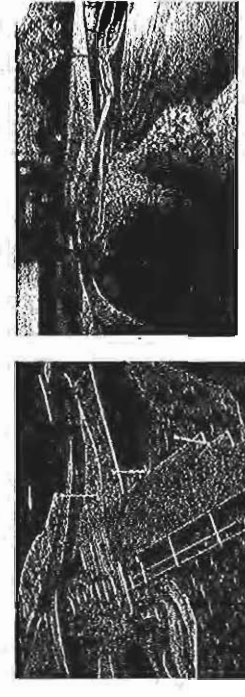
The history of the site is rich and varied, with a long and complex past. The site was first developed in the 19th century as a residential area, and was later used as a military installation. The site was then abandoned and fell into disrepair. The current site is a mix of old and new, with a mix of residential and commercial buildings. The site is located in a prime location, with easy access to public transport and a mix of amenities. The site is a mix of old and new, with a mix of residential and commercial buildings. The site is located in a prime location, with easy access to public transport and a mix of amenities.

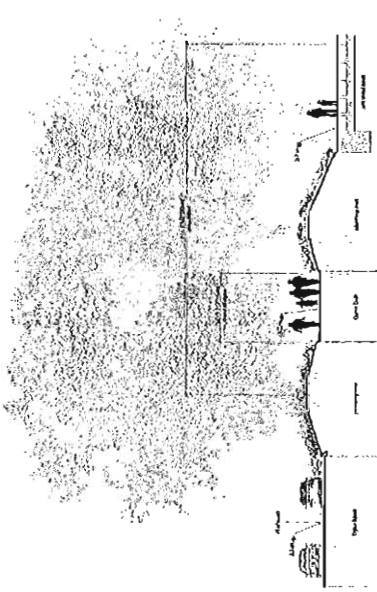


- Site Plan | Level Plan**
- Provide for a mix of residential and commercial uses, with a mix of building heights and densities.
 - Provide for a mix of residential and commercial uses, with a mix of building heights and densities.
 - Provide for a mix of residential and commercial uses, with a mix of building heights and densities.

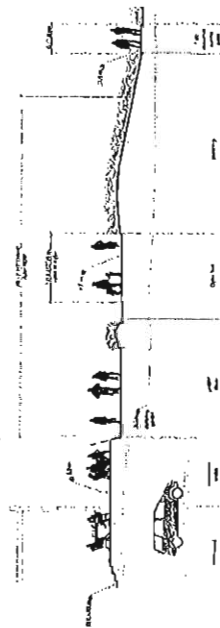


- Section**
- Provide for a mix of residential and commercial uses, with a mix of building heights and densities.
 - Provide for a mix of residential and commercial uses, with a mix of building heights and densities.
 - Provide for a mix of residential and commercial uses, with a mix of building heights and densities.

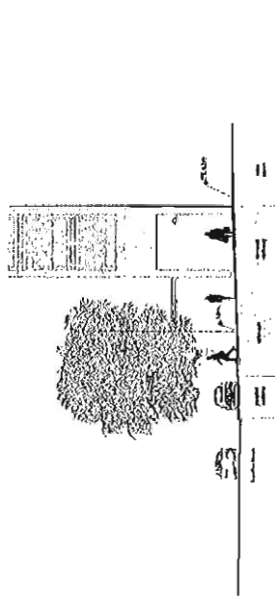




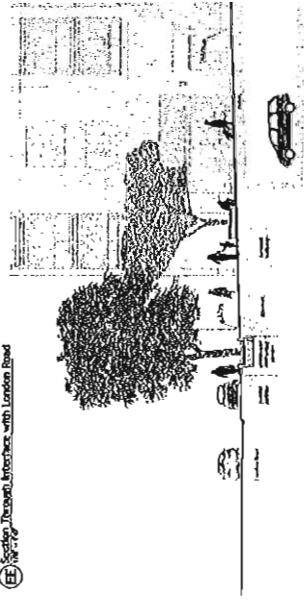
AA Section Through Planting Berm and Drop



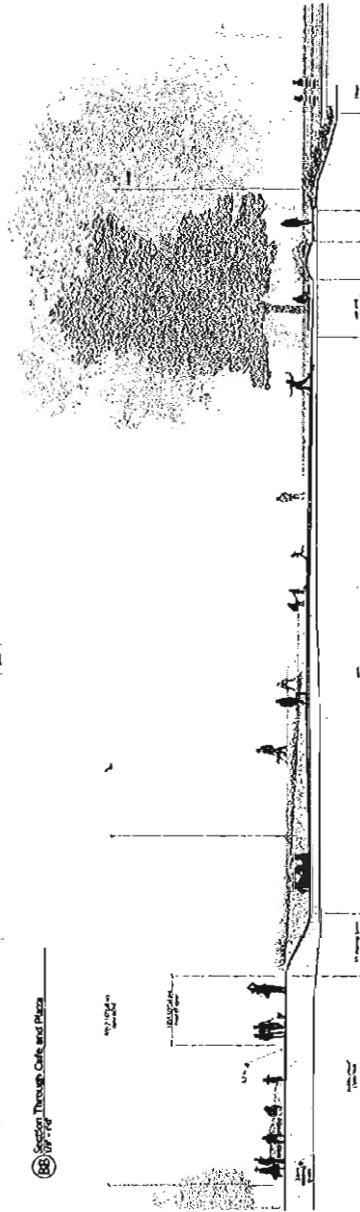
BB Section Through Café and Plaza



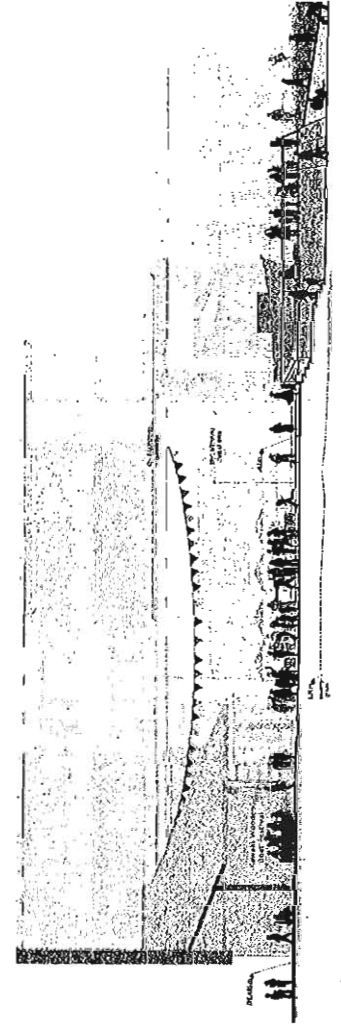
EE Section Through Entrance with London Road



FF Section Through Entrance with London Road at Bicyclevia



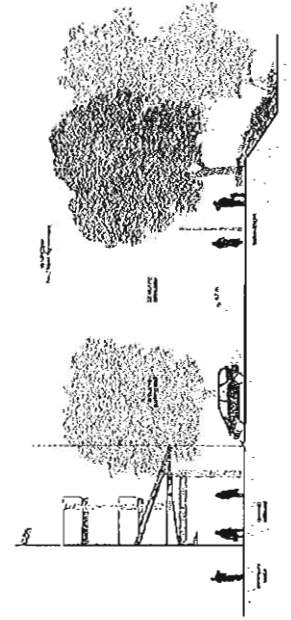
CC Section Through Lawn



DD Section Through Stair to Lawn

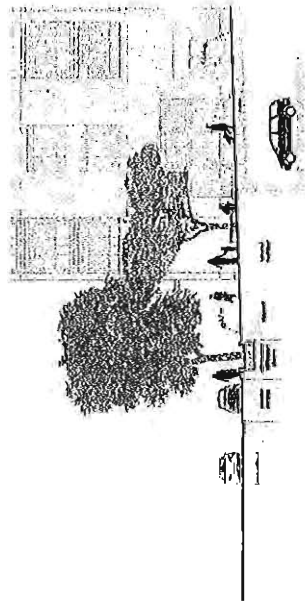


GG Section Through Atrium

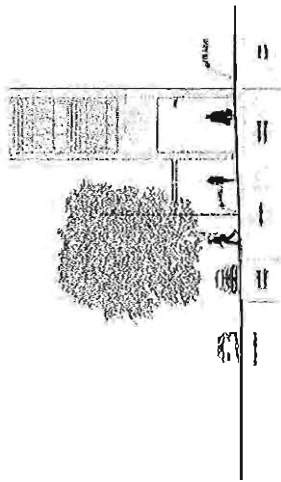


HH Section Through Stair to Parking US

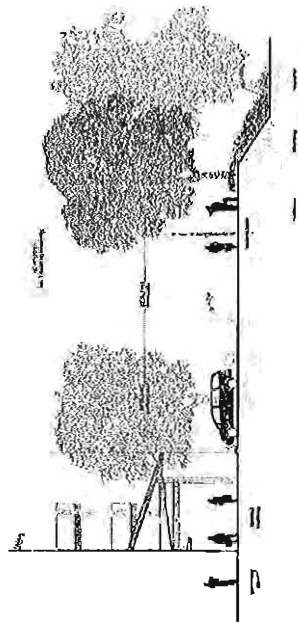
Project Name	The Pier at London Landing
Location	London Landing, Richmond, VA
Architect	hapa architects
Scale	1/8" = 1'-0"
Date	2017
Sheet	L2.1



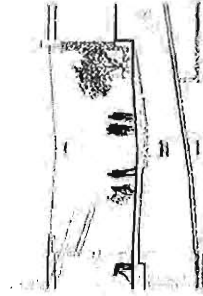
(E) Section of facade with London Road at Purser



(F) Section of facade with London Road

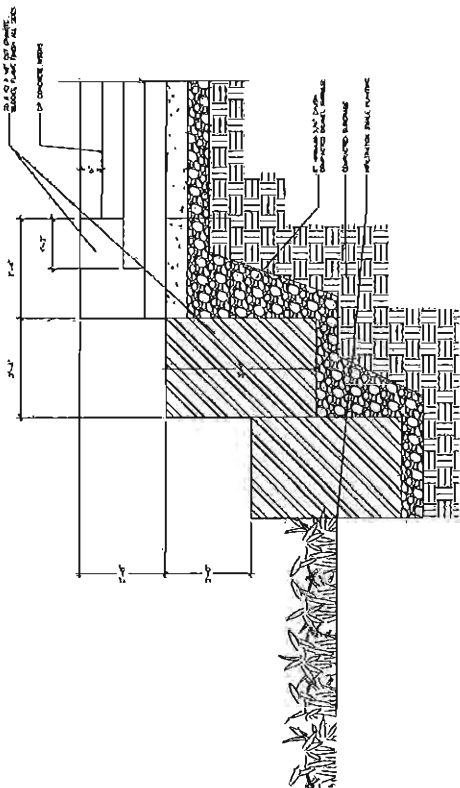


(H) Section of facade area

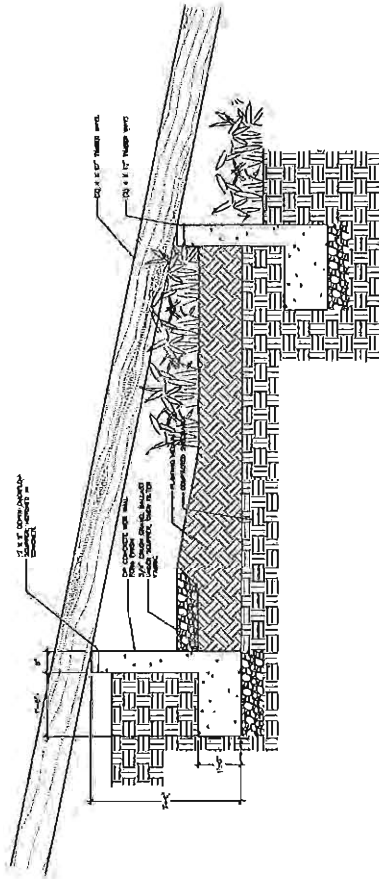


(I) Section of facade

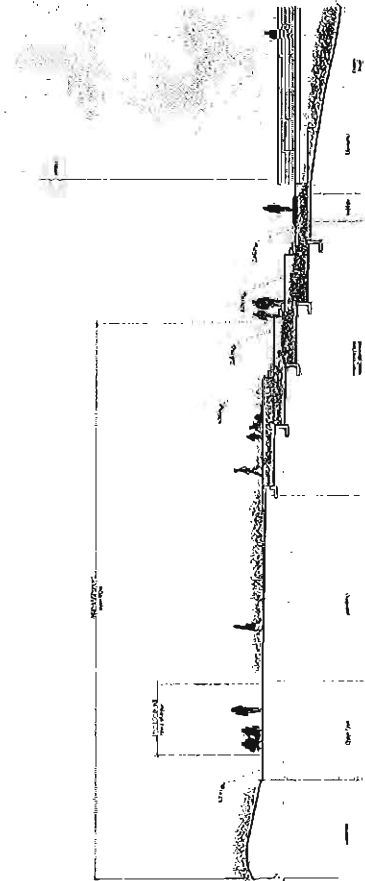
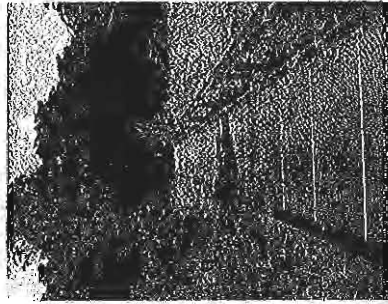
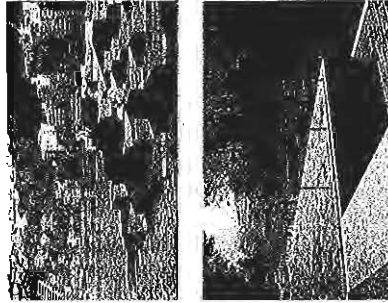
Section	Page
Section of facade with London Road at Purser	45
Section of facade with London Road	46
Section of facade area	47
Section of facade	48
Section of facade with London Road at Purser	49
Section of facade with London Road	50
Section of facade area	51
Section of facade	52
Section of facade with London Road at Purser	53
Section of facade with London Road	54
Section of facade area	55
Section of facade	56
Section of facade with London Road at Purser	57
Section of facade with London Road	58
Section of facade area	59
Section of facade	60
Section of facade with London Road at Purser	61
Section of facade with London Road	62
Section of facade area	63
Section of facade	64
Section of facade with London Road at Purser	65
Section of facade with London Road	66
Section of facade area	67
Section of facade	68
Section of facade with London Road at Purser	69
Section of facade with London Road	70
Section of facade area	71
Section of facade	72
Section of facade with London Road at Purser	73
Section of facade with London Road	74
Section of facade area	75
Section of facade	76
Section of facade with London Road at Purser	77
Section of facade with London Road	78
Section of facade area	79
Section of facade	80
Section of facade with London Road at Purser	81
Section of facade with London Road	82
Section of facade area	83
Section of facade	84
Section of facade with London Road at Purser	85
Section of facade with London Road	86
Section of facade area	87
Section of facade	88
Section of facade with London Road at Purser	89
Section of facade with London Road	90
Section of facade area	91
Section of facade	92
Section of facade with London Road at Purser	93
Section of facade with London Road	94
Section of facade area	95
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Section of facade with London Road at Purser	97
Section of facade with London Road	98
Section of facade area	99
Section of facade	100



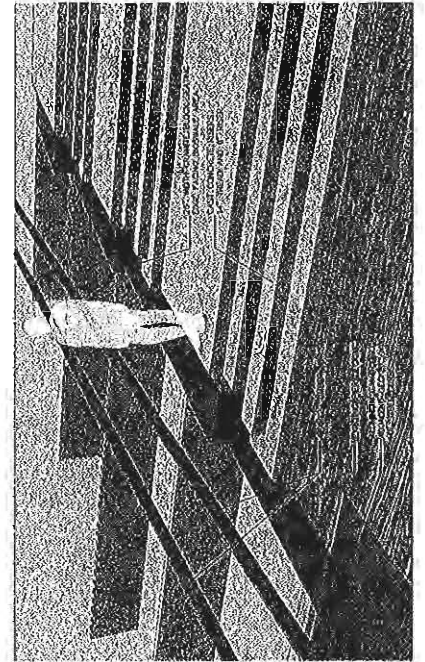
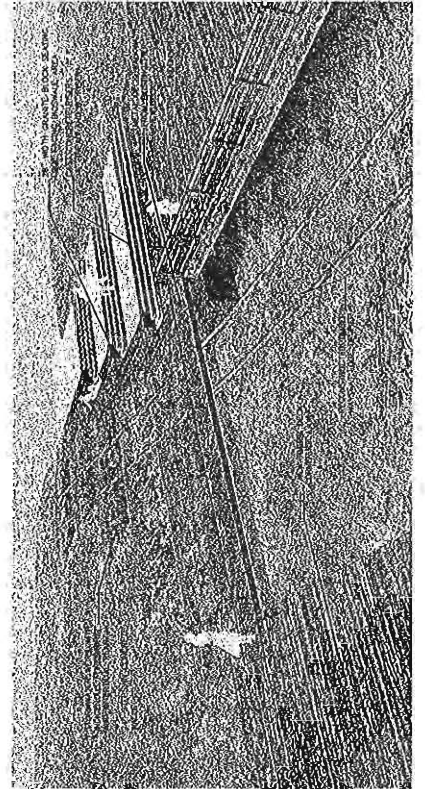
1 Granite Block Seating Typ.
 13.1 PLAN



2 Blockwall Retaining Walls, Ways.
 13.2 PLAN

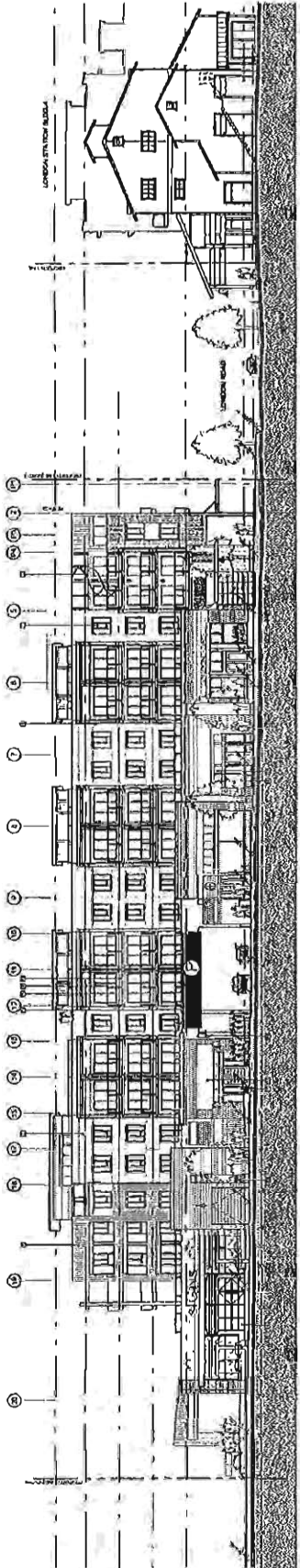


1 Granite Block Seating Typ.
 13.3 PLAN



NOTES:

- 1. GENERAL LEGEND
- 2. FINISHES
- 3. MATERIALS
- 4. ROOFING
- 5. EXTERIOR WALLS
- 6. EXTERIOR FLOORS
- 7. EXTERIOR STAIRS
- 8. EXTERIOR RAILINGS
- 9. EXTERIOR LIGHTING
- 10. EXTERIOR PLANTING
- 11. EXTERIOR FURNITURE
- 12. EXTERIOR SIGNAGE
- 13. EXTERIOR ACCESSORIES
- 14. EXTERIOR DETAILS
- 15. EXTERIOR SECTION
- 16. EXTERIOR ELEVATION
- 17. EXTERIOR PAVEMENT
- 18. EXTERIOR WALLS
- 19. EXTERIOR FLOORS
- 20. EXTERIOR STAIRS
- 21. EXTERIOR RAILINGS
- 22. EXTERIOR LIGHTING
- 23. EXTERIOR PLANTING
- 24. EXTERIOR FURNITURE
- 25. EXTERIOR SIGNAGE
- 26. EXTERIOR ACCESSORIES
- 27. EXTERIOR DETAILS
- 28. EXTERIOR SECTION
- 29. EXTERIOR ELEVATION
- 30. EXTERIOR PAVEMENT



1. EAST ELEVATION (SEE NOTE)

NO.	DESCRIPTION	UNIT	QTY	PRICE	TOTAL
1	CONCRETE	CU YD			
2	STEEL	TON			
3	BRICK	SQ YD			
4	GLASS	SQ FT			
5	WOOD	SQ YD			
6	ROOFING	SQ YD			
7	PAINT	SQ YD			
8	PLASTER	SQ YD			
9	MECHANICAL	HR			
10	ELECTRICAL	HR			
11	PLUMBING	HR			
12	LANDSCAPE	HR			
13	CONCRETE	CU YD			
14	STEEL	TON			
15	BRICK	SQ YD			
16	GLASS	SQ FT			
17	WOOD	SQ YD			
18	ROOFING	SQ YD			
19	PAINT	SQ YD			
20	PLASTER	SQ YD			
21	MECHANICAL	HR			
22	ELECTRICAL	HR			
23	PLUMBING	HR			
24	LANDSCAPE	HR			
25	CONCRETE	CU YD			
26	STEEL	TON			
27	BRICK	SQ YD			
28	GLASS	SQ FT			
29	WOOD	SQ YD			
30	ROOFING	SQ YD			



Patrick Costler

THE PIER AT LONDON LANDING

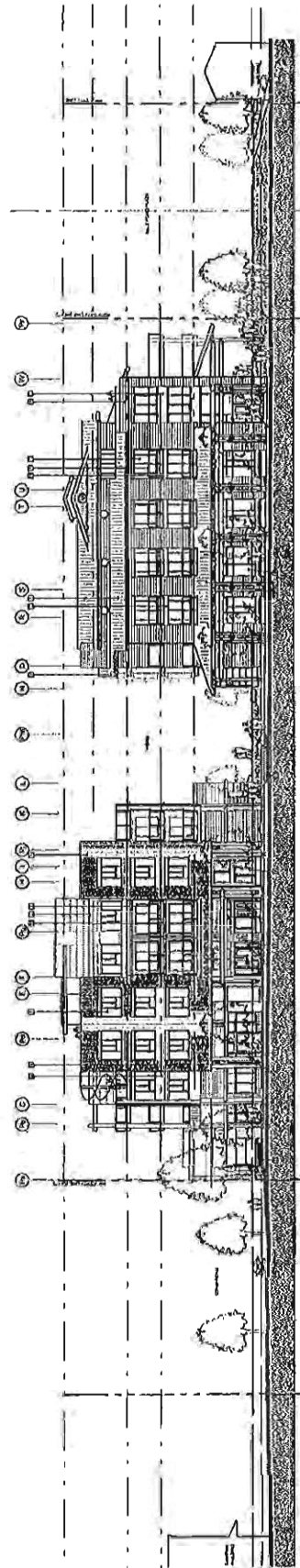
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
1000 LONDON ROAD
RICHMOND, BC

DATE: 08/19/2011
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: [Number]
 SHEET NO: [Number]
 TOTAL SHEETS: [Number]

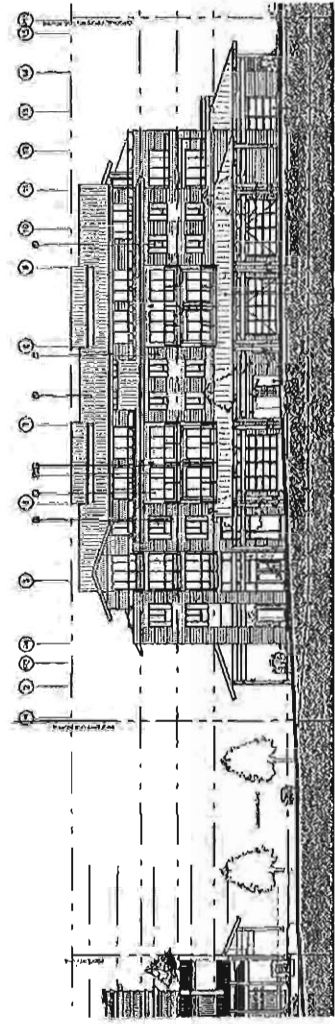
BUILDING ELEVATIONS

As Updated August 19, 2011

A-301 D1



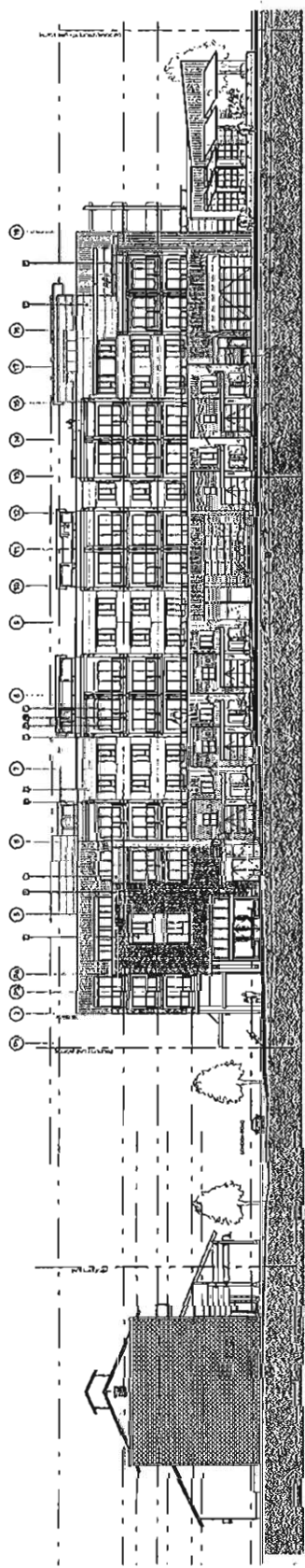
2. NORTH ELEVATION (SEE NOTE)



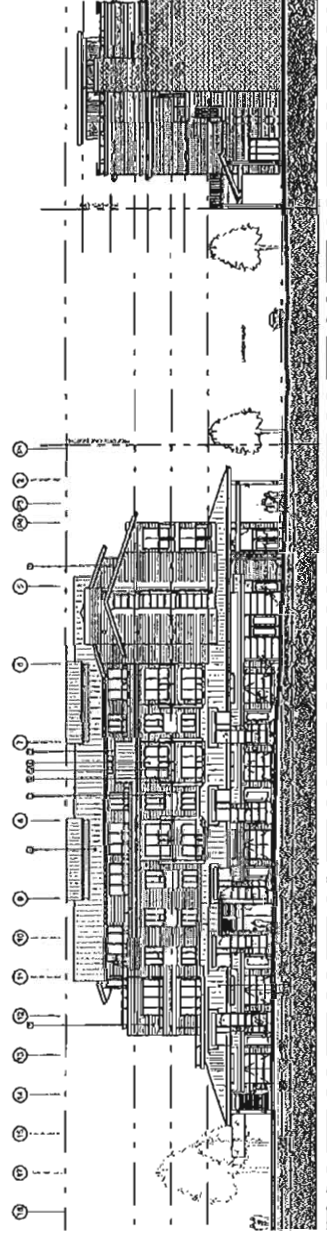
3. WEST ELEVATION (SEE NOTE)

NOTES:

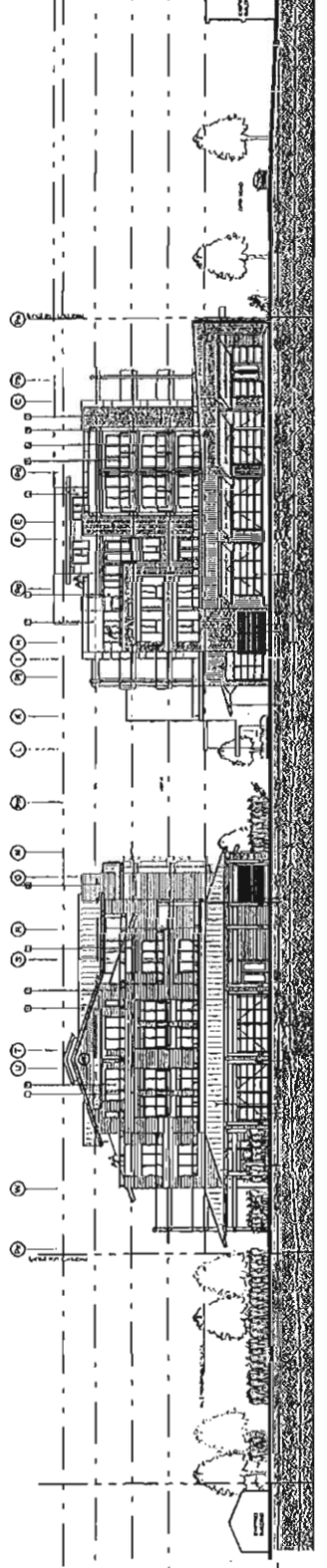
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- 2. FINISHES LISTED
- 3. ROOFING LISTED
- 4. PAINTS LISTED
- 5. GLASS LISTED
- 6. METALS LISTED
- 7. FLOORING LISTED
- 8. CEILING LISTED
- 9. WALLS LISTED
- 10. DOORS LISTED
- 11. WINDOWS LISTED
- 12. STAIRS LISTED
- 13. ELEVATIONS LISTED
- 14. EXTERIOR LIGHTING LISTED
- 15. INTERIOR LIGHTING LISTED
- 16. MECHANICAL LISTED
- 17. ELECTRICAL LISTED
- 18. PLUMBING LISTED
- 19. HVAC LISTED
- 20. OTHER LISTED



1 WEST ELEVATION VIEW
DATE: 10/14/11

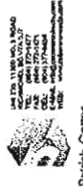


2 EAST ELEVATION VIEW
DATE: 10/14/11



3 SOUTH ELEVATION VIEW
DATE: 10/14/11

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



Paulok Corp.

THE PIER AT LONDON LANDING

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
180 LONDON ROAD
RICHMOND, BC

ONE DEVELOPMENTS
(KAWA) CORP.

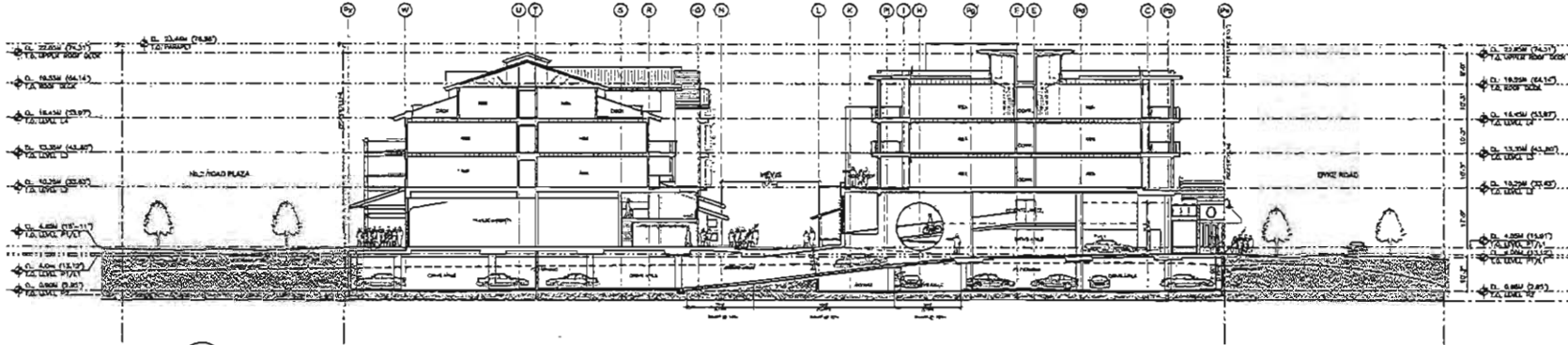
DATE	10/14/11
PROJECT	THE PIER AT LONDON LANDING
CLIENT	ONE DEVELOPMENTS (KAWA) CORP.
ARCHITECT	PAULOK CORP.
SCALE	AS SHOWN
BY	[Signature]
CHECKED BY	[Signature]
DATE	10/14/11

BUILDING ELEVATIONS

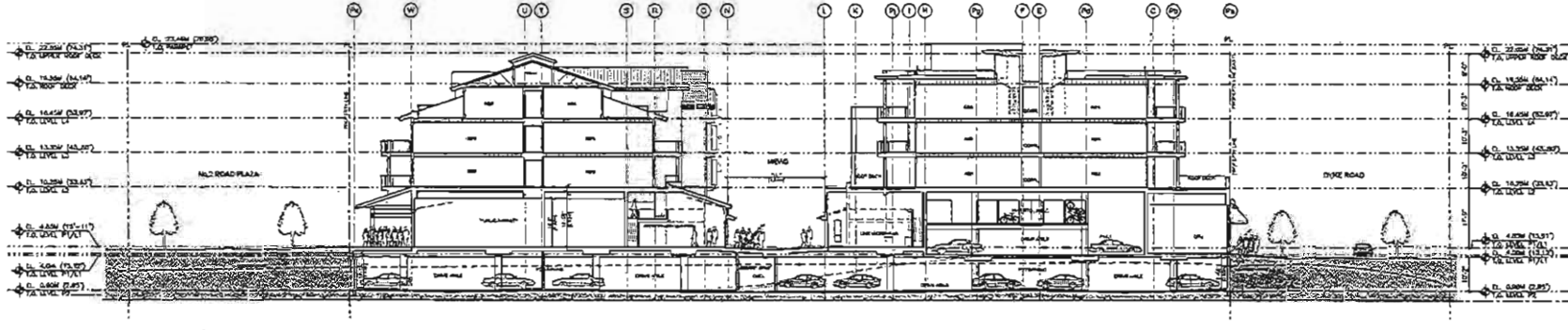
As Updated August 19, 2011

A-302 D1

NOTES:



2 BUILDING SECTION AT DYKE ROAD THRU VEHICLE RAMP
A401 SCALE: 1/16"=1'-0"



1 BUILDING SECTION AT DYKE ROAD THRU MEWS
A401 SCALE: 1/16"=1'-0"

NO.	REVISION	DATE
1	ISSUED FOR PERMIT APPLICATION	11/20/11
2	ISSUED FOR PERMIT APPLICATION	01/09/12
3	ISSUED FOR PERMIT APPLICATION	01/09/12
4	ISSUED FOR PERMIT APPLICATION	01/09/12
5	ISSUED FOR PERMIT APPLICATION	01/09/12
6	ISSUED FOR PERMIT APPLICATION	01/09/12
7	ISSUED FOR PERMIT APPLICATION	01/09/12
8	ISSUED FOR PERMIT APPLICATION	01/09/12
9	ISSUED FOR PERMIT APPLICATION	01/09/12
10	ISSUED FOR PERMIT APPLICATION	01/09/12



Patrick Cotter

PROJECT
THE PIER AT LONDON LANDING

RESIDENTIAL / COMMERCIAL
 MIXED USE DEVELOPMENT
 6180 LONDON ROAD
 RICHMOND, BC.

CLIENT
 Cris Developments
 (Kawak) Corp.

CONTRACT NUMBER: THIS PLAN AND SPECIFICATIONS ARE ALL THAT HAVE BEEN REVIEWED AND APPROVED BY THE LOCAL AUTHORITY. ANY CHANGES TO THIS PLAN SHALL BE MADE AT THE CLIENT'S RISK AND RESPONSIBILITY.

DATE	BY	REASON
01/09/12	PKC	ISSUED FOR PERMIT
01/09/12	PKC	ISSUED FOR PERMIT
01/09/12	PKC	ISSUED FOR PERMIT
01/09/12	PKC	ISSUED FOR PERMIT
01/09/12	PKC	ISSUED FOR PERMIT

BUILDING SECTIONS

As Updated August 18, 2011

A-401 | D1



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca

**Development Application
 Data Sheet**
 Development Applications Division

RZ 09-466062

Attachment 3

Address: 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road

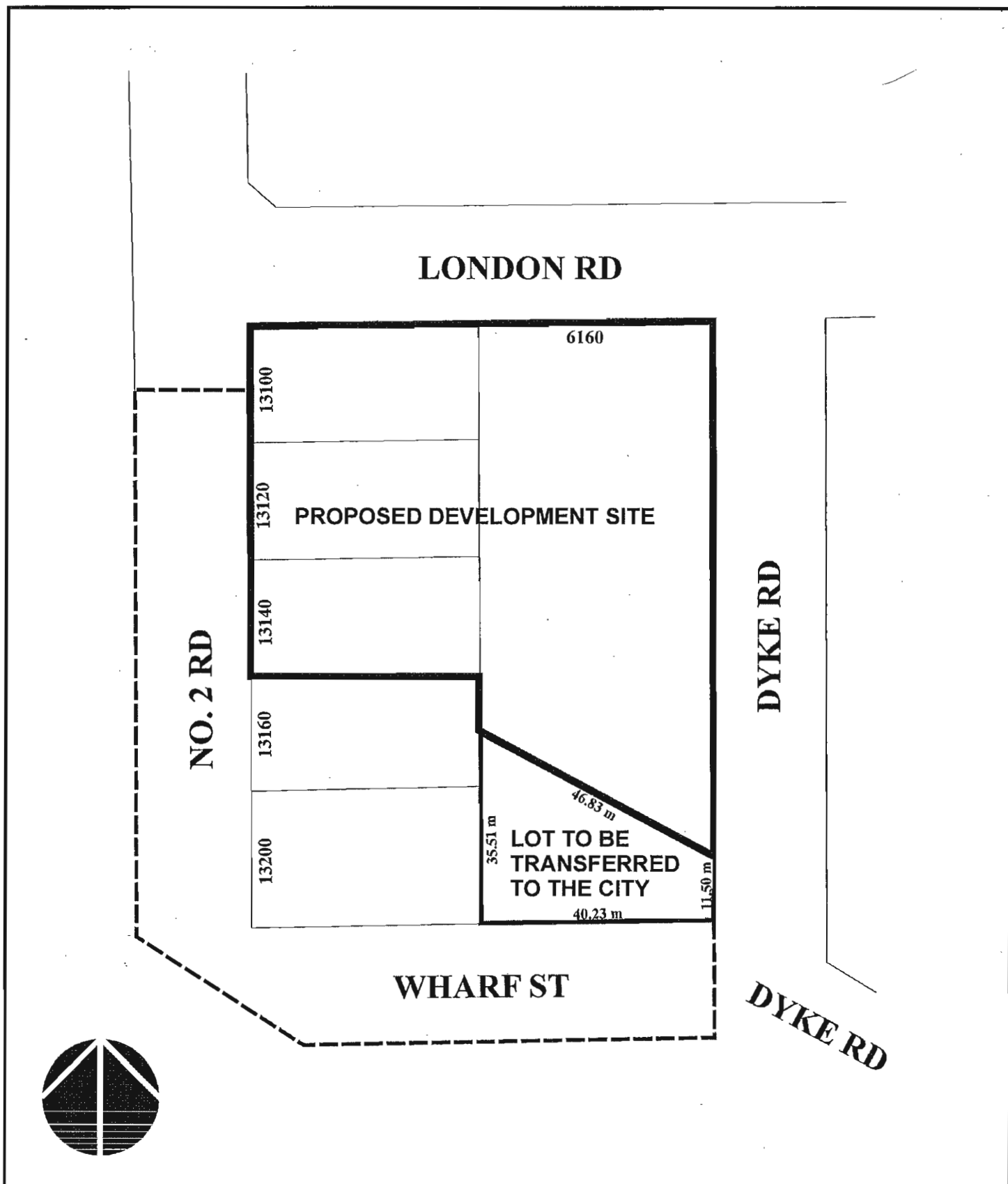
Applicant: Oris Development (Kawaki) Corp.

Planning Area(s): Steveston Area Plan. London/Princess Sub Area

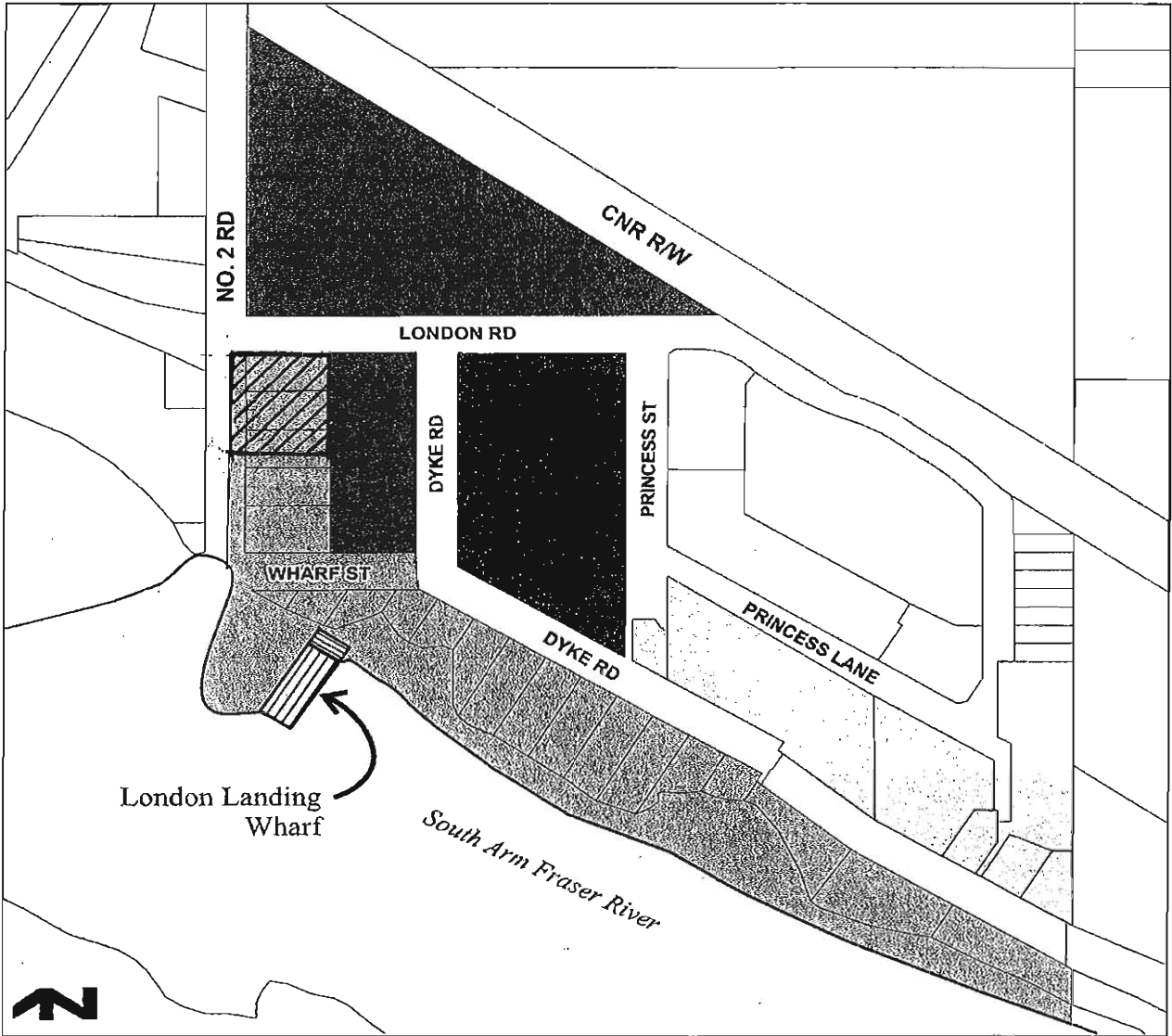
	Existing	Proposed
Site Area	8,473.6 m ²	5,702.1 m ²
Land Uses		
OCP Designation	Public Open Space, Mixed Use and Use to be Determined	Mixed Use and Public Open Space
Zoning:	Light Industrial (IL)	"Commercial/Mixed-Use and Community Use (ZMU20) – London Landing (Steveston)" and "School & Institutional (SI)
Number of Units		80






	ZMU20 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.62	1.62	none permitted
Lot Coverage:	Max. 76 %	62%	none
Setback – North:	Min. 3.0 m	3.1 m	none
Setback – South:	Min. 1.0 m	1.1 m	none
Setback – East:	Min. 0.0 m	0.0 m	none
Setback – West:	Min. 5.5 m	5.6 m	none
Height (m):	Max. 21.0 m	21.0 m	none
Lot Size:	n/a		
Off-street Parking Spaces – Residents:	120	120	none
Off-street Parking Spaces – Shared Commercial and Visitor	68	60	Variance or adjustments to proposal at DP stage required

Off-street Parking Spaces - Restaurant	28	21	Variance or adjustments to proposal at DP stage required
Off-street Parking Spaces – Total:	216	201	Variance or adjustments to proposal at DP stage required
Off-street Parking Spaces – Accessible:	5	6	none
Tandem Parking Spaces:	permitted	15	none
Loading Spaces	2	2	none
Indoor Amenity Space:	Min 70 m ²	cash-in-lieu	none
Outdoor Amenity Space:	Min. 480 m ²	Adjacency to large public park area	



London/Princess Land Use Map



	Residential		Mixed Use (Commercial Industrial with Residential & Office Above)
	Heritage Residential		Public Open Space
	Use to be Determined		

Rezoning Considerations

6160 London Road & 13100, 13120, 13140, 13160 and 13200 No. 2 Road RZ 09-466062

Prior to final adoption of Zoning Amendment Bylaw No. 8818, the developer is required to complete the following:

1. Adoption of OCP Amendment Bylaw No. 8817.
2. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the City-owned lands (13100, 13120 & 13140 No. 2 Rd), which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
3. Subdivision and transfer of the area identified as "B" in attached Sketch A to the City as a fee simple lot (of approximately 947.6 m² or 10,200 ft²) to be used for park purposes. Area "B", as identified in attached Sketch A, is to be consolidated with the City lots at 13160 and 13200 No. 2 Road [all of which will be rezoned to School & Institutional Use (SI)]. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the transfer and consolidation of Area "B", as identified in attached Sketch A, with the City lands shall be borne by the developer.
4. Consolidation of City lots at 13100, 13120, 13140 No. 2 Road, which are to be purchased by the developer, with the portion (approximately 3,296 m² or 35,479 ft²) of 6160 London Road (excluding the Area "B", as identified in attached Sketch A, which is being transferred to the City) into one development parcel. The consolidation of these lands shall include the provision of 4m x 4m corner cuts for road purposes at the intersections of London & Dyke Roads and London & No. 2 Roads.
5. Registration of the following Public Rights of Passage Statutory Rights-of-Way (PROP ROW's), as illustrated in attached Sketch B:
 - o approximately 3.1m wide PROP ROW along the present north property line of 6160 London Road and 13100 no. 2 Road for the purpose of completing the corridor for sidewalk.
 - o approximately 4.0 m wide PROP ROW on each side, along the present west property line of 6160 London Road, for a length of approximately 70.0m, through the middle of the site connecting the new dike/waterfront park to London Road.
 - o approximately 5.0 m wide PROP ROW along the present west property line of 13100, 13120, 13140 No. 2 Road.
 - o All PROP ROW's to be for pedestrians, bicycles, wheelchairs, etc. (no autos) and utilities.
6. Registration of a Flood Plain Covenant on title specifying a minimum Flood Construction level (FCL) of 2.9 m GSC.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

8. City acceptance of the developer's voluntary contribution of \$4.00 per buildable residential square foot (approx. \$329,601.72) to the City's Affordable Housing Reserve Fund.
9. City acceptance of the developer's voluntary contribution of \$59,896.66 for Public Art, based on a rate of \$0.60/ft² established by the maximum FAR (approx. 99,827.77 ft).
10. In compliance with City Policy 5041, submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$179,000.
11. The developer providing a Letter of Credit or other form of security, which may include a construction agreement, in the amount of the full cost of constructing a Dirt Bike Park at another location; the amount and type of security to be to the satisfaction of the General Manager Parks and Recreation.
12. The developer entering into the City's standard Servicing Agreement to design & construct off-site works at the developer's full cost. Works include but are not limited to:
 - a) London Road: upgrade/complete to south side of London to an 11.2m pavement width (curb to curb) c/w new curb and gutter, with a layby also across most of the frontage. A new 2m concrete sidewalk will be (largely) in a PROP ROW, with a minimum 1.5m grass/treed blvd in the area between the curb & the sidewalk with matching street lighting. For improvement across the frontage of the portion of closed No 2 Road, continue the 2m sidewalk behind the new curb; the conceptual gives the impression there is no room for a blvd here.
 - b) Dyke Road: full 1/2 road upgrading including a traffic bulge at London Road. Create a curb edge with a layby for 3-4 cars immediately south of the bulge to past the projects driveway. The curb is to extend to the end of curve where Dyke Road straightens eastbound. Create a 1.5m concrete sidewalk along the property line continuing south merging with the Dyke Trail. The balance of the area between the back of curb & the sidewalk is to be a grass & treed boulevard with matching street lights.
 - c) Dike: New portion of the dike; which is generally extending along the south and west property lines of the subject development lands. All aspects related to required reports, works and necessary approval by regulatory agencies to be resolved including but not limited to:
 - o Resolution of all environmental aspects associated with the proposed dike and waterfront park, which may impact on the ESA areas, to the satisfaction of DFO and City of Richmond (Environmental Sustainability, Engineering and Parks).
 - o Professional Engineer to be hired to resolve the following aspects related to dike design and construction, including:
 1. transition area between the proposed dike elevation (4.70 m) and the existing portion of the dike to the west, along Dyke Rd. to the satisfaction of DFO, Provincial authorities and City staff.
 2. confirming that location and details of any constructed works in proximity to the dike are satisfactory to the Diking Authority (Engineering).
 3. undertaking geotechnical investigation and report to the City on required actions regarding construction of the dike, including seismic stabilization of the dike area in front of the proposed development, to the satisfaction of Provincial authorities (Dike Inspector)
 - d) Waterfront Park: Located on the south side of the development site. All aspects related to required studies, environmental reports, works and necessary approval regarding all regulatory agencies to be resolved as part of the Servicing Agreement. The park

design and construction to be coordinated with the dike realignment and construction and generally in accordance to preliminary plans submitted by HAPA Collaborative, which form part of the rezoning application, to the satisfaction of the General Manager of Parks. Park development works to be credited up to the applicable DCC credits as determined by the General Manager of Parks.

13. Consideration of groundwater discharge during construction, if required, will need to be addressed by the appropriate authorities.
14. Qualified Environmental Professional/Registered Professional Biologist credentials to be hired to undertake an Environmental Impact Assessment (EIA) including, but not limited to:
 - o FREMP Habitat Coding System; existing vegetation/habitat; an assessment and mapping of areas impacted and proposed enhancement/compensation plan details (i.e. habitat balance sheet); and presence/absence of listed species (i.e. provincially red-listed and/or federal Species at Risk).
15. Identification of encroachment of areas controlled by Port Metro Vancouver (i.e. identify areas of encroachment/impact as well as existing conditions) and confirmation that proposed encroachments/impacts are accepted by the City, the Port and DFO including any associated enhancement/compensation as described in EIA. This should include details for long term monitoring period (i.e. 3, 5 or 8 years) for enhancement/compensation package.
16. Ministry of Environment (MOE) Certificate of Compliance or alternative approval granted from MOE regarding potential site contamination issues. This approval is required prior to the dedication of any required road and/or transfer of lands to the City. Additional legal agreement(s) and/or security to ensure all potential site contamination issues are resolved to the satisfaction of the Director of Development may be required.
17. Providing a professional archaeologist's report regarding the proposed development impact in regard to the Heritage Slough designation and within an area designated as Heritage Archaeological over portions of the site, and any associated requirements from the Archaeological Branch, Ministry of Tourism, Culture and The Arts.

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

1. Encroachment Agreement for any canopies encroaching over the Dyke Road ROW
2. In the event that tree replacement planting is not feasible due to the dike and slab over partially submerged parking, submission of cash-in-lieu in the amount of \$10,000 for replacement at a ratio of 2:1 of 10 trees that will be impacted/removed as a result of the proposed development (number of trees to be confirmed via a survey by a Registered Arborist)

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation 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 Division at 604-276-4285.

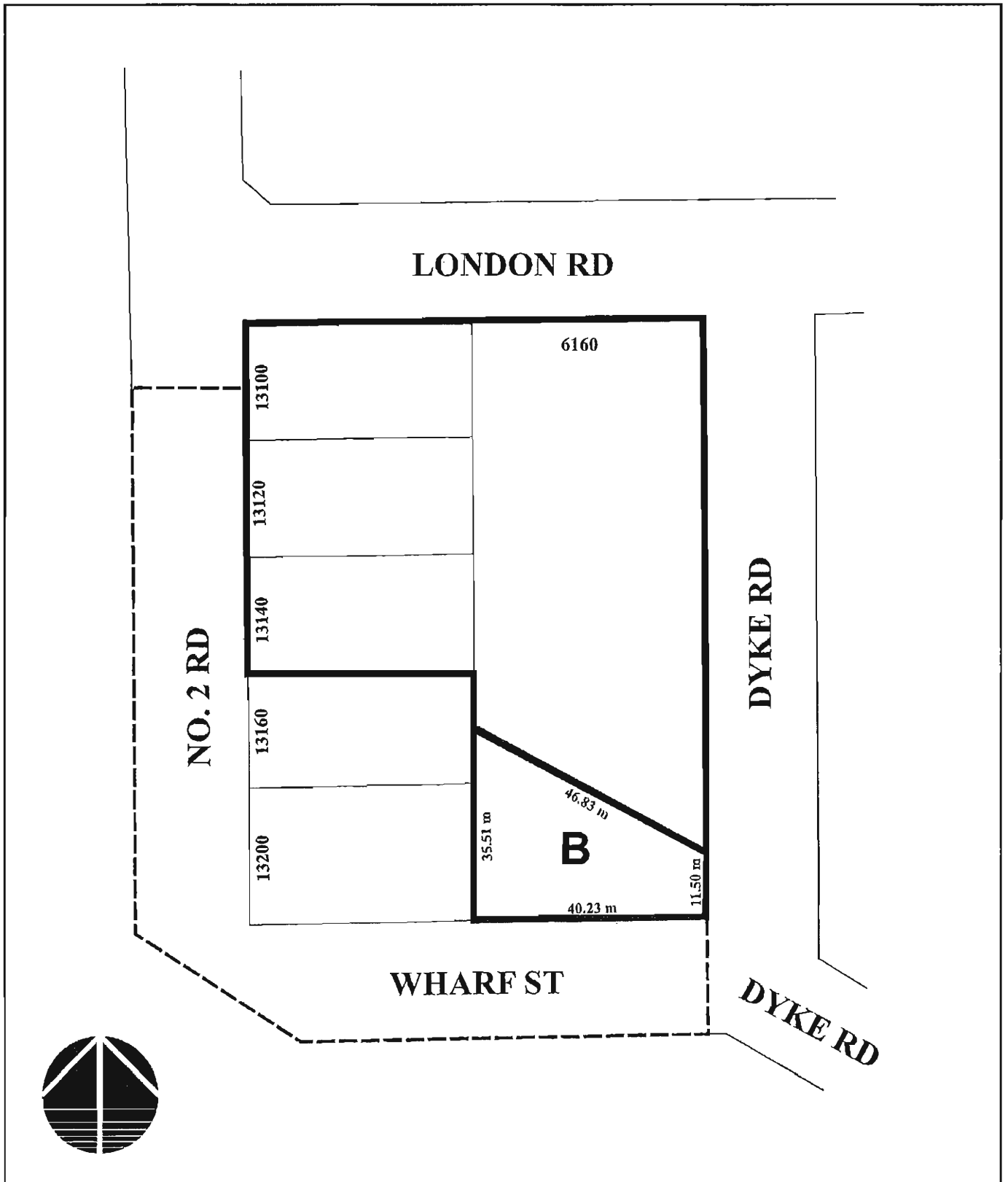
Note:

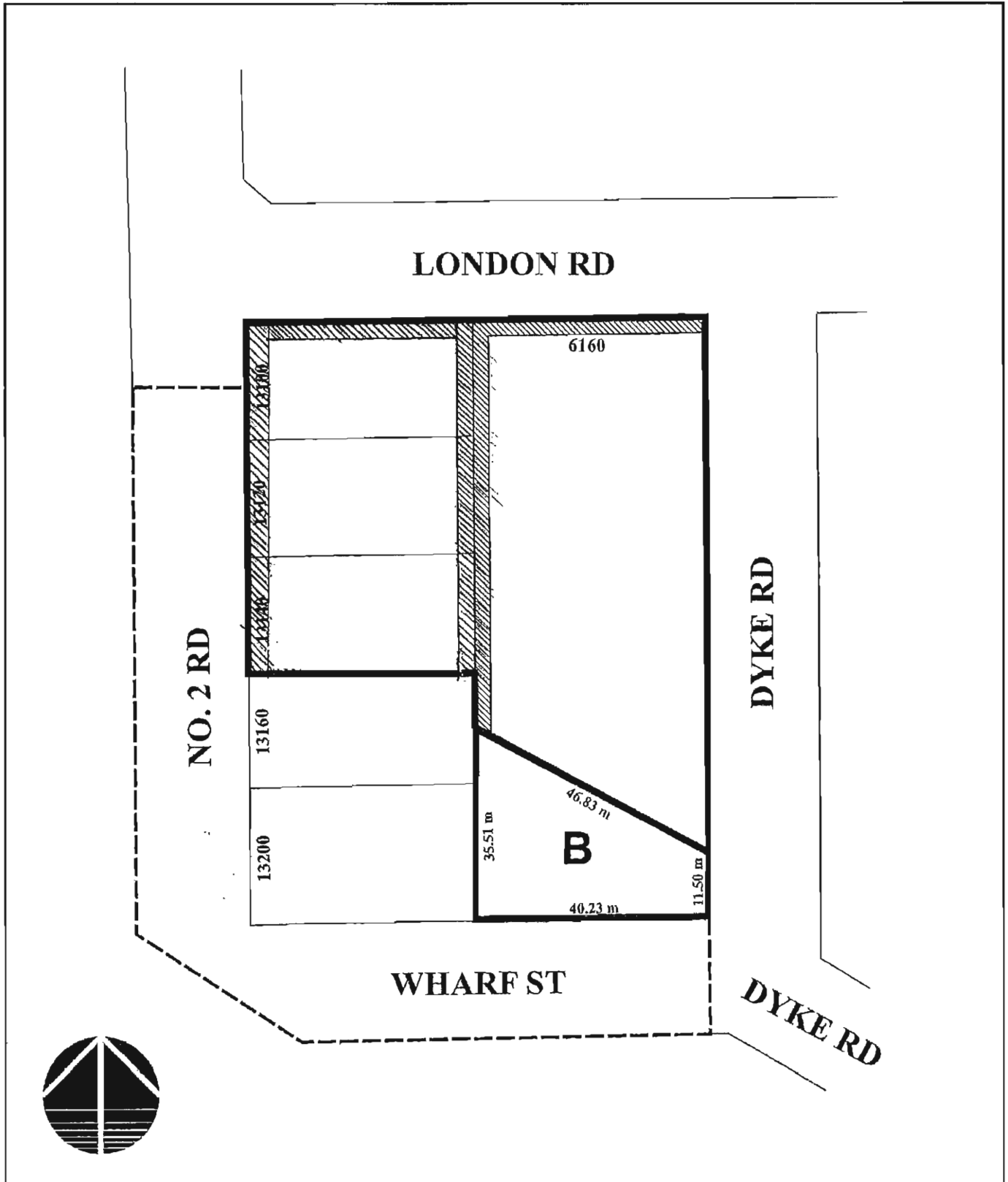
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land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

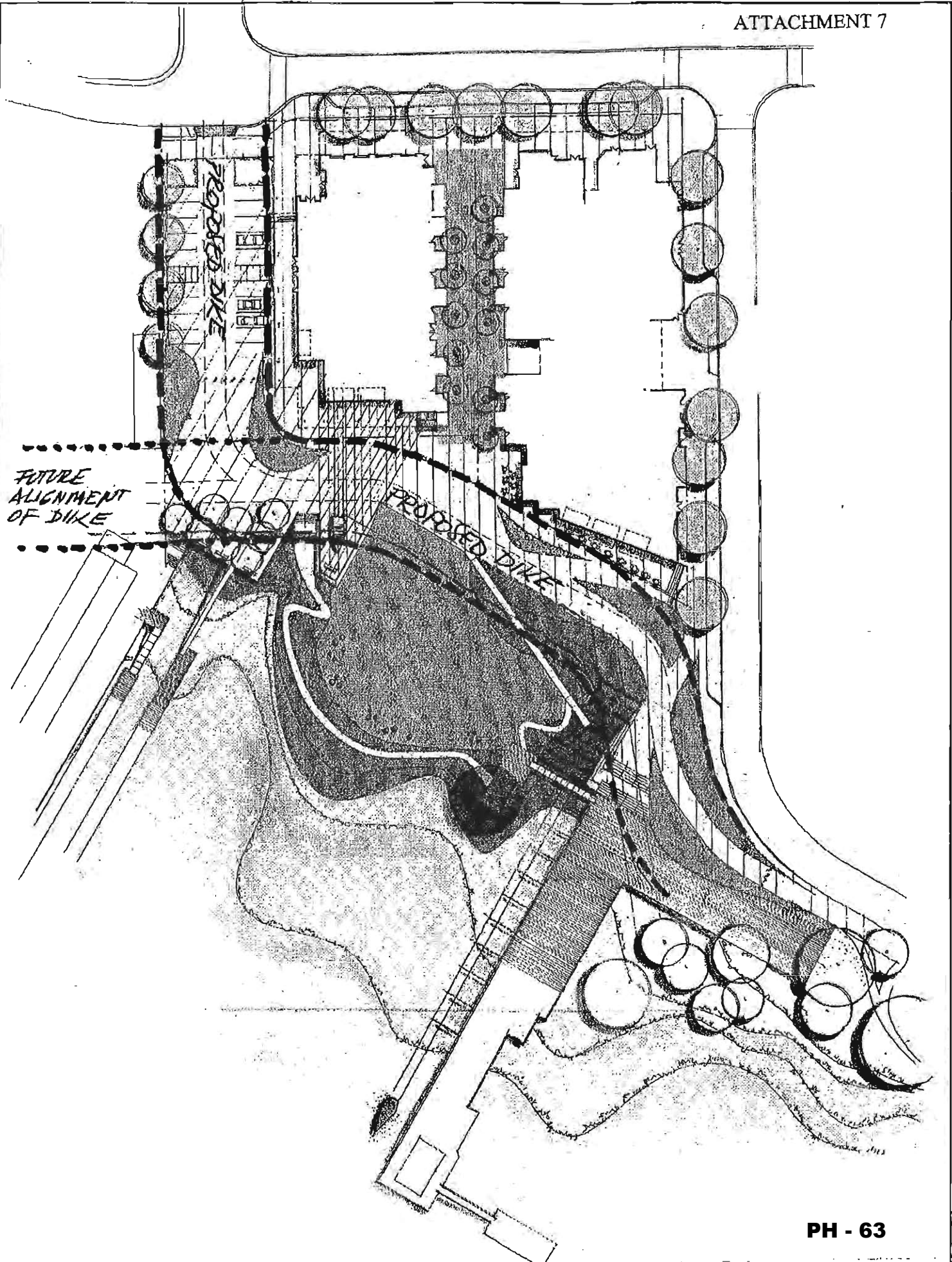
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

Signed

Date









Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8817 (RZ 09-466062)
6160 London Road & 13100, 13120, 13140, 13160 and 13200 No. 2 Road

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

- 1. Richmond Official Community Plan Bylaw 7100 is amended by:
a) repealing the existing "Use to be Determined" and "Public Open Space" land use designations...
b) repealing the existing "Mixed Use (Commercial-Industrial with Residential & Office Above)" land use designation...
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8817".

FIRST READING

JAN 23 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

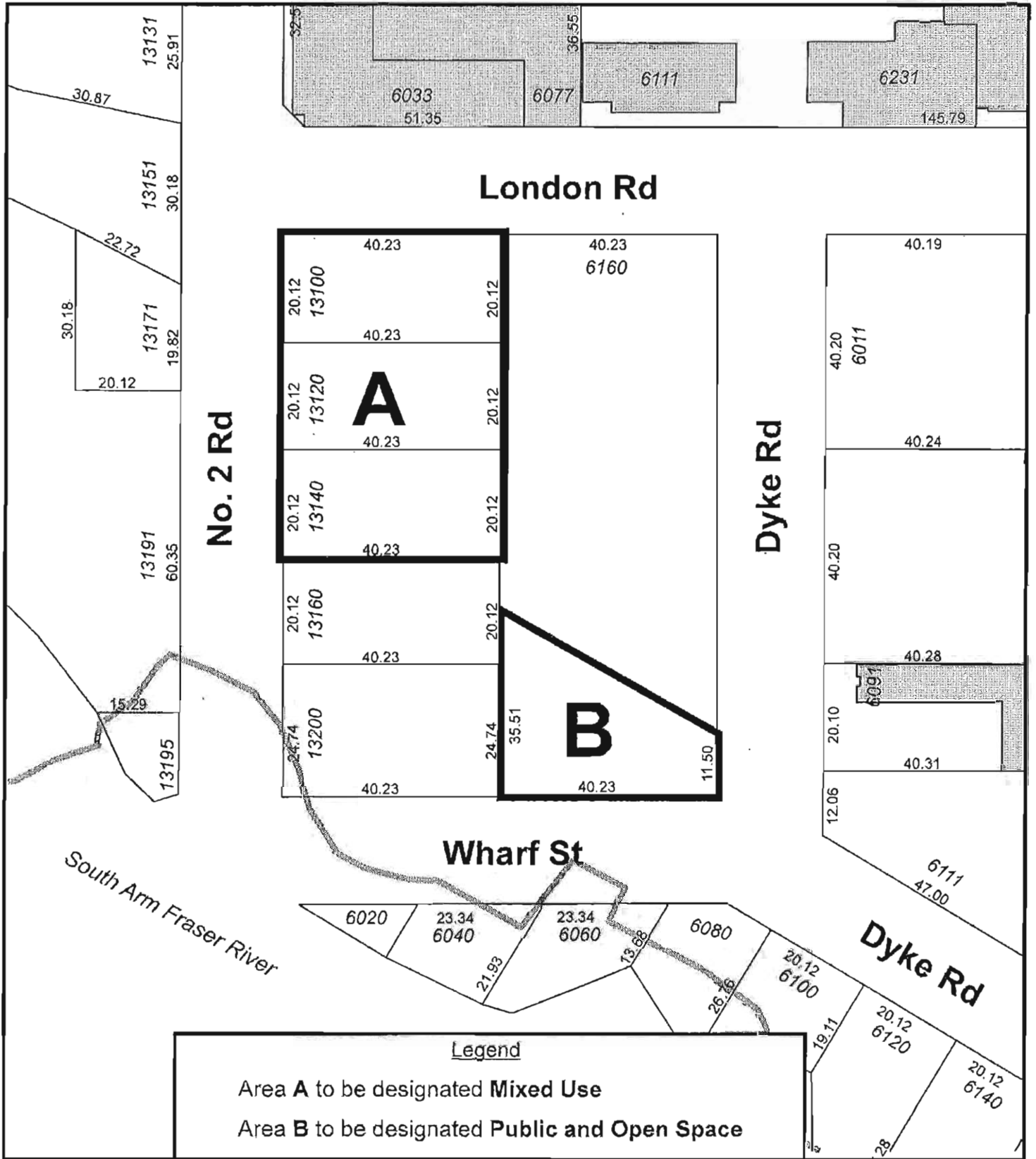
OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER



Legend

Area **A** to be designated **Mixed Use**

Area **B** to be designated **Public and Open Space**



Proposed OCP Amendment Bylaw No. 8817

Original Date: 09/21/11
 Amended Date:
 Note: Dimensions are in METRES.



Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8818 (RZ 09-466062)
6200 London Road & 13100, 13120, 13140, 13160 and 13200 No. 2 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:
i. Inserting the following into the table contained in Section 5.15.1, after ZMU19:

Table with 2 columns: Zone, Sum Per Buildable Square Foot of Permitted Principal Building. Row 1: 'ZMU20', '\$4.00'

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

20.20 Commercial/Mixed Use (ZMU20) - London Landing (Steveston)

20.20.1 Purpose

The zone provides for commercial, residential and industrial uses in the Steveston area.

20.20.2 Permitted Uses

- amenity space, community
• child care
• education
• education, commercial
• health service, minor
• housing, apartment
• industrial, general
• live/work dwelling
• manufacturing, custom indoor
• office
• recreation, indoor
• restaurant
• retail, convenience
• retail, general
• service, business support
• service, financial
• service, household repair
• service, personal

20.20.3 Secondary Uses

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

- **studio**
- **veterinary service**

20.20.4 Permitted Density

1. The maximum **floor area ratio (FAR)** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Despite Subsection 20.20.4.1, the reference to “1.2” in relation to the maximum **floor area ratio** is increased to the higher density of “1.62” if the **owner** provides:
 - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15.1 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU20 **zone**; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to the first occupancy of the **building**, the **owner**:
 - i. 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 **building area**; and
 - ii. 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.

20.20.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 76% for **buildings**.

20.20.6 Yards & Setbacks

1. The minimum north side **setback** is 3.0 m.
2. The minimum west side **setback** is 5.5 m, except that:
 - a. the minimum **setback** for columns supporting a roof forming part of the **building** is not less than 1.8 m; and
 - b. decks located above the **first storey** supported by columns forming part of the **principal building** may project into the **setback** for a distance of not more than 2.8 m.
3. There is no minimum east side **setback**, except that:
 - a. the minimum east side **setback** for any **storey** above **first storey** is 7.0 m; and
 - b. decks located above the **first storey** supported by columns forming part of the **principal building** may project into the **setback** for a distance of not more than 2.8 m.

4. The minimum south side **setback** from a public **park** is 1.0 m.
5. A parking **structure** may project into the **setback**, provided that such encroachment is landscaped and screened by a combination of **landscaping** and parking structure treatment as specified by a Development Permit approved by the **City**.

20.20.7 Permitted Heights

1. The maximum **height** for **buildings** is 21.0 m.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

20.20.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

20.20.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

20.20.10 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.

20.20.11 Other Regulations

1. The following **principal uses** are permitted in this **zone** provided they are restricted to the **first storey** of the **building** in which the **use** is located:
amenity space, community;
child care;
education;
education, commercial;
health service, minor;
industrial, general;
manufacturing, custom indoor;
office;
recreation, indoor;
restaurant;
retail, convenience;
retail, general;
service, business support;
service, financial;
service, household repair;
service, personal;
studio; and
veterinary service.

- 2. **Apartment housing** is a permitted **principal use** in this **zone** provided it is restricted to the second **storey** and above of the **building** in which the **use** is located.
 - 3. The following **secondary uses** are permitted in this **zone** provided they are restricted to the second **storey** and above of the **building** in which the **uses** are located:
boarding and lodging;
community care facility, minor; and
home business.
 - 4. Signage must comply with the *City of Richmond's Sign Bylaw No. 5560*, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
 - 5. 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."
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Commercial/Mixed Use (ZMU20) - London Landing (Steveston)** :
That area shown as cross-hatched on "Schedule A attached to and forming Part of Bylaw No. 8818".
4. 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 **School & Institutional (SI)**:
That area shown as cross-hatched on "Schedule B attached to and forming Part of Bylaw No. 8818".
5. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8818**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JAN 23 2012



MAYOR

CORPORATE OFFICER

To Public Hearing	
Date:	FEB 20, 2012
Item #:	1
Re:	Bylaws 8817 + 8818

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: February 15, 2012 8:53 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #624)
Categories: 12-8060-20-8817/8818

Send a Submission Online (response #624)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/15/2012 8:53:07 PM

Survey Response

Your Name:	Damian Gorman
Your Address:	#305 6077 London Road Richmond BC V7E 0A7
Subject Property Address OR Bylaw Number:	8817 and 8818
Comments:	#1 When is the anticipated ground breaking date? #2 How long will construction take? #3 Is it anticipated the development will increase the residential property values?





To: Planning Committee **Date:** December 9, 2011
From: Brian J. Jackson, MCIP **File:** RZ 11-578325
 Director of Development
Re: **Application by Harpreet Johal for a Rezoning at 10131 Bridgeport Road from Single Detached (RS1/D) to Coach Houses (RCH)**


Staff Recommendation

1. That the following recommendation be forwarded to Public Hearing:

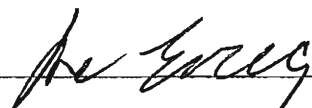
Single-Family Lot Size Policy 5448 for the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west (Section 23-5-6), adopted by Council on September 16, 1991, be amended to permit:

Properties along Bridgeport Road between No. 4 Road and McKessock Avenue to rezone and subdivide in accordance with the provisions of Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access (as shown on **Attachment 3** to the report dated November 15, 2011 from the Director of Development); and

2. That Bylaw No. 8836, for the rezoning of 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Coach Houses (RCH)", be introduced and given first reading.


 Brian J. Jackson, MCIP
 Director of Development

ES:blg
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Harpreet Johal has applied to rezone a 1083.9 m² (11,667 ft²) site consisting of one (1) lot located at 10131 Bridgeport Road from Single Detached (RS1/D) to Coach Houses (RCH) for the purpose of creating two (2) single-family lots approximately 12.573 m (41.25 ft.) wide.

This application is contrary to the existing Single-Family Lot Size Policy 5448, which has been in effect for over five years. Prior to being able to consider this rezoning application, the existing Single-Family Lot Size Policy 5448 must be amended to allow properties fronting Bridgeport Road between No. 4 Road and McKessock Avenue within this Policy area to be rezoned and subdivided as per Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

Attachment 1 shows the location of the subject application.

Related Policies & Studies

OCP Designation

The Official Community Plan's (OCP) Generalized Land Use Map designation for this property is "Neighbourhood Residential".

Lot Size Policy 5448

The subject property lies within an area affected by Single Family Lot Size Policy 5448, which was adopted by Council on September 16, 1991 (**Attachment 2**). This Policy currently restricts rezoning and subdivision of properties along Bridgeport Road to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) is permitted.

Lane Establishment and Arterial Road Redevelopment Policies

The subject application is consistent with the City's Lane Establishment and Arterial Road Redevelopment Policies which encourages single-family residential and coach house development on properties along arterial roads where access to a fully operational municipal lane is available.

Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation (Area 2) that permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness.

Part 1 – Proposed Amendment to Lot Size Policy 5448

The proposed amendment to Lot Size Policy 5448 (**Attachment 3**) would permit properties fronting Bridgeport Road between No. 4 Road and McKessock Avenue within this policy area to be rezoned and subdivided as per Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

Consultation

In early October 2011, a letter regarding the proposed amendment to the Single-Family Lot Size Policy for this area (**Attachment 4**) was sent to all those properties within Lot Size Policy 5448 in Section 23-5-6. In response to this letter, four (4) phone calls and two (2) letters/e-mails (1 support, 1 opposing) were received from area residents (**Attachment 5**). Inquiries were primarily regarding the implications for their properties associated with the Single Family Lot Size Policy. Concerns included densification along the perimeter of the neighbourhood, lack of green space on small lots, increased traffic, and exclusion of the properties along Bridgeport Road between McKessock Avenue and Shell Road from the proposed lot size policy amendment. These concerns are discussed in the staff comments below.

Staff Comments

Denser Form of Development

The City has been encouraging infill in the form of small lot single-family and coach house developments along arterial roads on the condition that a rear lane is provided. The existing Single-Family Lot Size Policy 5448 limits rezoning along Bridgeport Road to Single Detached (RS1/D) (minimum 15 m wide), unless there is a lane or internal road access then Single Detached (RS1/B) (minimum 12 m wide) is permitted.

The proposed amendment would allow rezoning along the north side of Bridgeport Road, where access is provided from a lane to Compact Single Detached (RC2) and Coach Houses (RCH) (minimum 9 m wide).

Compact lots and coach houses are appropriate along the arterial roads in this neighbourhood because of the proximity to commercial services, the bus service along Bridgeport Road, and the opportunity to introduce a new form of housing in the neighbourhood. The slightly narrower lot width and additional Floor Area Ratio (FAR) permitted will also address the financial viability of redevelopment of these properties given the land dedication and construction requirements for the rear lane.

Landscaping and Green space

A minimum amount of green space is a requirement of Zoning Bylaw 8500, which states that in RC2 and RCH zones, no more than 70% of a lot may be occupied by buildings, structures and non-porous surfaces. In addition, the front yards of the future developments must be enhanced. A landscape plan prepared by a Registered Landscape Architect will be required for all developments along Bridgeport Road. A minimum of two (2) trees and a combination of shrubs and ground covers must be accommodated within the front yards.

Access and Traffic

Staff concluded that the additional traffic from the proposed lot size policy amendment could be accommodated in the existing capacity of the fronting arterial roadways. All single-family lot subdivisions or rezonings in the area highlighted in this proposed policy shall access off the existing rear lanes in order to minimize the number of driveways and conflict points on the fronting arterial road. The developers will be required to enter into Servicing Agreements for lane design and construction where necessary.

Implications for other properties along Bridgeport Road between McKessock Avenue and Shell Road

Properties fronting on Bridgeport Road between McKessock Avenue and Shell Road within this Policy area are not included in the proposal because it will be difficult for the development to connect to an operational lane. In addition, this section has been identified for a comprehensive review to determine how the area can develop due to the existing lot geometry (large lots) and future potential plans to extend McKessock Place further south. The existing lot size policy allows these properties to rezone and subdivide to Single Detached (RS1/B) provided there is internal road or lane access. The potential rezoning and subdivision of the lot that raised this comment would not have sufficient width to create three (3) RC2 or RCH lots as asserted in the attached letter (**Attachment 5**) as corner lots must be 2 m wider.

Option 1: Retain the existing Single Family Lot Size Policy 5448 (*Not Recommended*).

Under this option:

- Rezoning and subdivision within the proposed amendment area would only be permitted as per the existing Single Detached (RS1/D) unless there is a lane or internal road access then Single Detached (RS1/B).
- Only two (2) of the lots within this section would be large enough to subdivide without consolidation, which may limit the potential to extend the lanes that have already been started in this area.

Option 2: Amend Lot Size Policy 5448 to permit rezoning and subdivision for properties along Bridgeport between No. 4 Road and McKessock Avenue as per Single Detached (RC2) or Coach Houses (RCH) (*Recommended*).

Under this option:

- Rezoning and subdivision would be permitted as per Compact Single Detached (RC2) or Coach Houses (RCH) on properties along Bridgeport Road between No. 4 Road and McKessock Avenue.

- The proposed amendment would increase the potential for redevelopment on an individual lot basis without land assembly due to the existing lot geometry and would result in continuation of the existing rear lane system started to date.
- Lane extensions will be more financially viable as slightly smaller lot widths and the additional FAR permitted will offset the land dedication and lane construction requirements.
- The amended Single-Family Lot Size Policy 5448 would be implemented for a minimum of five years (to 2017).

Option 3: Expand Single Family Lot Size Policy 5448 Area to include properties fronting Bridgeport Road between McKessock Avenue and Shell Road (Not Recommended).

Under this option:

- Rezoning and subdivision would be permitted as per Compact Single Detached (RC2) or Coach Houses (RCH) on properties along Bridgeport Road between McKessock Avenue and Shell Road.
- Due to the existing lot geometry along this section, it would be difficult for development to connect to an operational lane.
- This section has been identified for a comprehensive review to determine how the area can develop.

The Planning and Development Department supports **Option 2** for the following reasons:

- The reduction being sought to 9 m wide lots will not result in a significant increase in the overall number of lots within the quarter section.
- There is more likelihood that the lane will be extended adjacent to Bridgeport Road for the length of the proposed amendment area, thereby removing vehicle access from Bridgeport Road.

Part 2 – Proposed Rezoning of 10131 Bridgeport Road

Harpreet Johal has applied to rezone the subject 1083.9 m² (11,667 ft²) site consisting of one (1) lot located at 10131 Bridgeport Road in the study area from Single Detached (RS1/D) to Coach Houses (RCH) for the purpose of creating two (2) single-family lots approximately 12.573 m (41.25 ft.) wide.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 6**).

Surrounding Development

- To the north, are single-family lots zoned Single Detached (RS1/D);
- To the east, are two (2) single-family lots zoned Single Detached (RS1/B);
- To the south, across Bridgeport Road is a lot zoned Auto-Oriented Commercial (CA); and

- To the west, are single-family lots zoned Single Detached (RS1/D).

Staff Comments

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses;

- One (1) bylaw-sized tree on the neighbouring property to the west (10111 Bridgeport Road);
- One (1) bylaw-sized tree on the subject property; and
- One (1) bylaw-sized tree shared between the subject property and the neighbouring property to the west.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Retain and protect the bylaw-sized tree on the neighbouring property to the west (Tree #1), the bylaw-sized tree on the subject property which is currently fenced off as part of the adjacent property to the west (Tree #2), and the bylaw-sized tree which is shared between the subject property and the neighbouring property to the west (Tree #3).
- Tree protection fencing must be installed as per the Arborist Report dated July 2, 2011 as follows:
 - Tree #1: 4 m from base of stem on the east and south sides.
 - Tree #2: 1.5 m from base of stem on the northeast and south sides.
 - Tree #3: 2 m from base of stem on the northeast and south sides.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 7**.

Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain three (3) trees [one (1) tree on Lot 1, two (2) trees on Lot 2 (minimum 6 cm calliper/2.5 m coniferous height)].

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, for the two (2) future lots along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the three (3) replacement trees are planted and maintained, and that the front yard of the future lots will be enhanced.

To ensure the survival of protected trees, the applicant must submit the following prior to rezoning adoption:

- A Contract with a Certified Arborist for on-site supervision of all works to be conducted at development stage within close proximity to the tree protection zones of trees to be retained (including removal of the existing garage slab). The Contract must include the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.), as well as a provision for the Arborist to submit a post-construction impact assessment report for the City to review; and
- A Tree Survival Security to the City in the amount of \$3,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure that Trees #1, 2 and 3 will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

This rezoning application to permit a subdivision to create two (2) lots, each with a principal single-family dwelling and accessory coach house above a garage, conforms to the Affordable Housing Strategy.

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Site Servicing and Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to Bridgeport Road is not permitted in accordance with Bylaw No. 7222. Access to the site at future development stage is to be from the proposed rear lane only.

Subdivision

At future subdivision stage, the applicant will be required to:

1. Enter into a standard Servicing Agreement for the design and construction of the proposed lane extension. The lane design to include but is not limited to: Storm sewer, sand/gravel base, roll curb and gutter (both sides), asphalt pavement, and lane lighting. Note: the design should also include water, storm and sanitary sewer service connections for both lots.
2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Analysis

Based on the low level of public opposition to the proposed amendment and the Lane Establishment and Arterial Road Development Policies in the Official Community Plan (OCP) an amendment to Lot Size Policy 5448 is proposed. The amended Policy effectively supports rezoning and subdivision to Compact Single Detached (RC2) and Coach Houses (RCH) - 9 m (29.5 ft.) wide lots along the north side of Bridgeport Road between No. 4 Road and McKessock Avenue.

Access to all the single-family or coach house lots fronting Bridgeport Road affected by the proposed amendment will be via a rear lane. All the relevant technical issues appear to be addressable.

Financial Impact or Economic Impact

None.

Conclusion

1. The proposal is to rezone one large lot to Coach Houses (RCH) for the purpose of creating two (2) single-family lots.
2. The Planning and Development Department supports the subject application because it is consistent with the Single-Family Lot Size Policy for the area recommended in the this report and it complies with Richmond Zoning Bylaw 8500 and all other applicable policies and land use designations contained within the Official Community Plan (OCP).

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



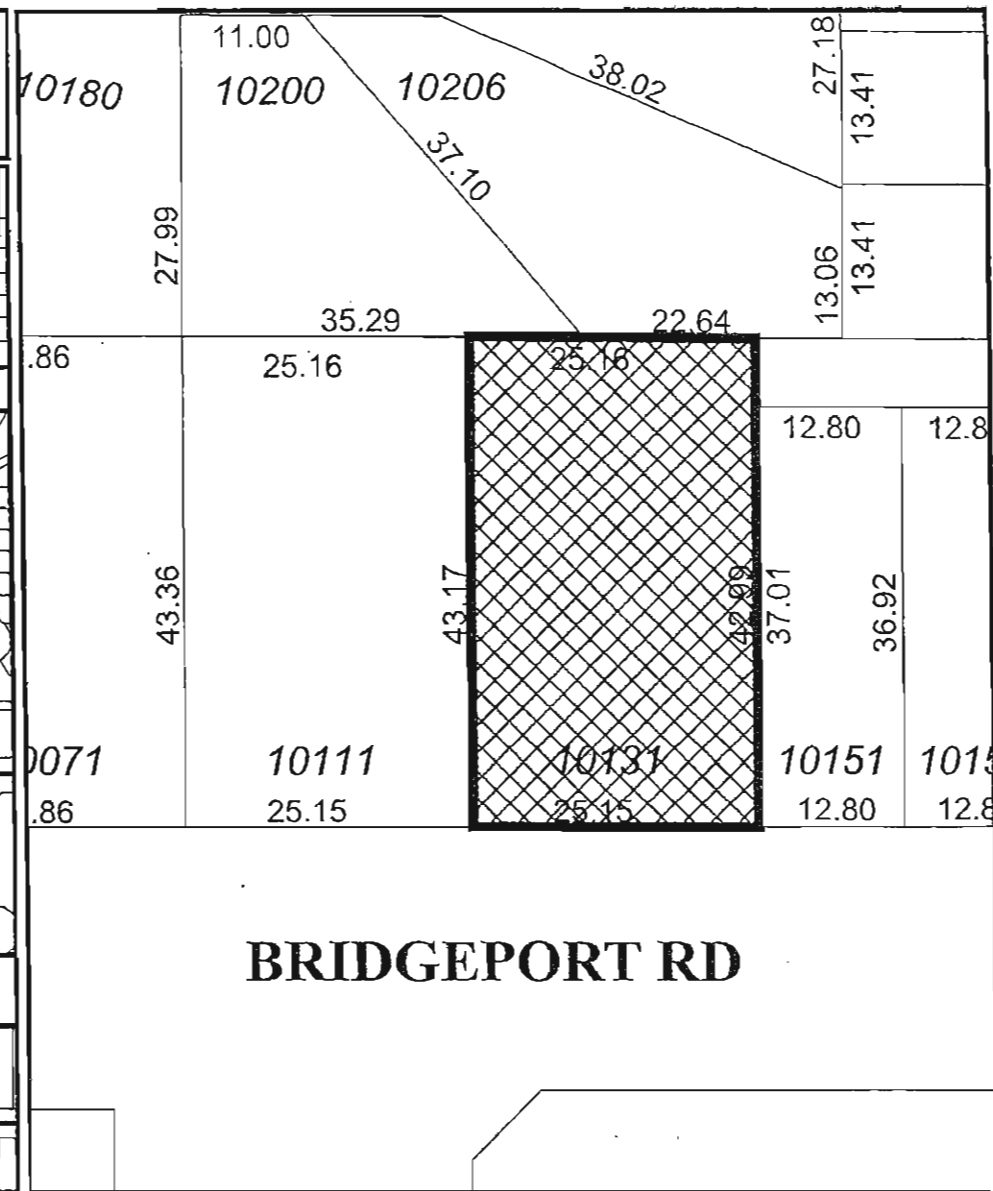
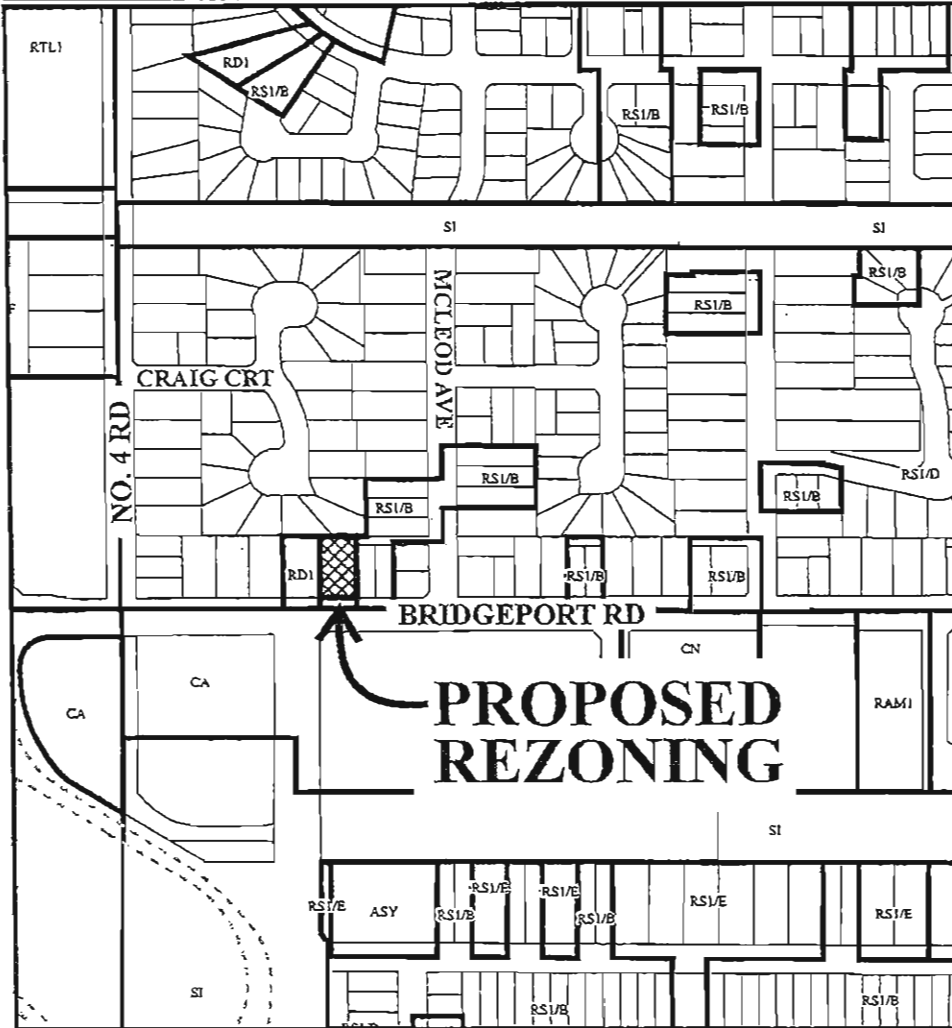
Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Existing Single-Family Lot Size Policy 5448
- Attachment 3: Proposed Single-Family Lot Size Policy 5448
- Attachment 4: Neighbourhood Consultation Letter
- Attachment 5: Letters Received
- Attachment 6: Development Application Data Sheet
- Attachment 7: Tree Survey/Proposed Subdivision Layout – 10131 Bridgeport Road
(RZ 11- 578325)
- Attachment 8: Rezoning Considerations Concurrence



City of Richmond



BRIDGEPORT RD

PROPOSED REZONING



RZ 11-578325

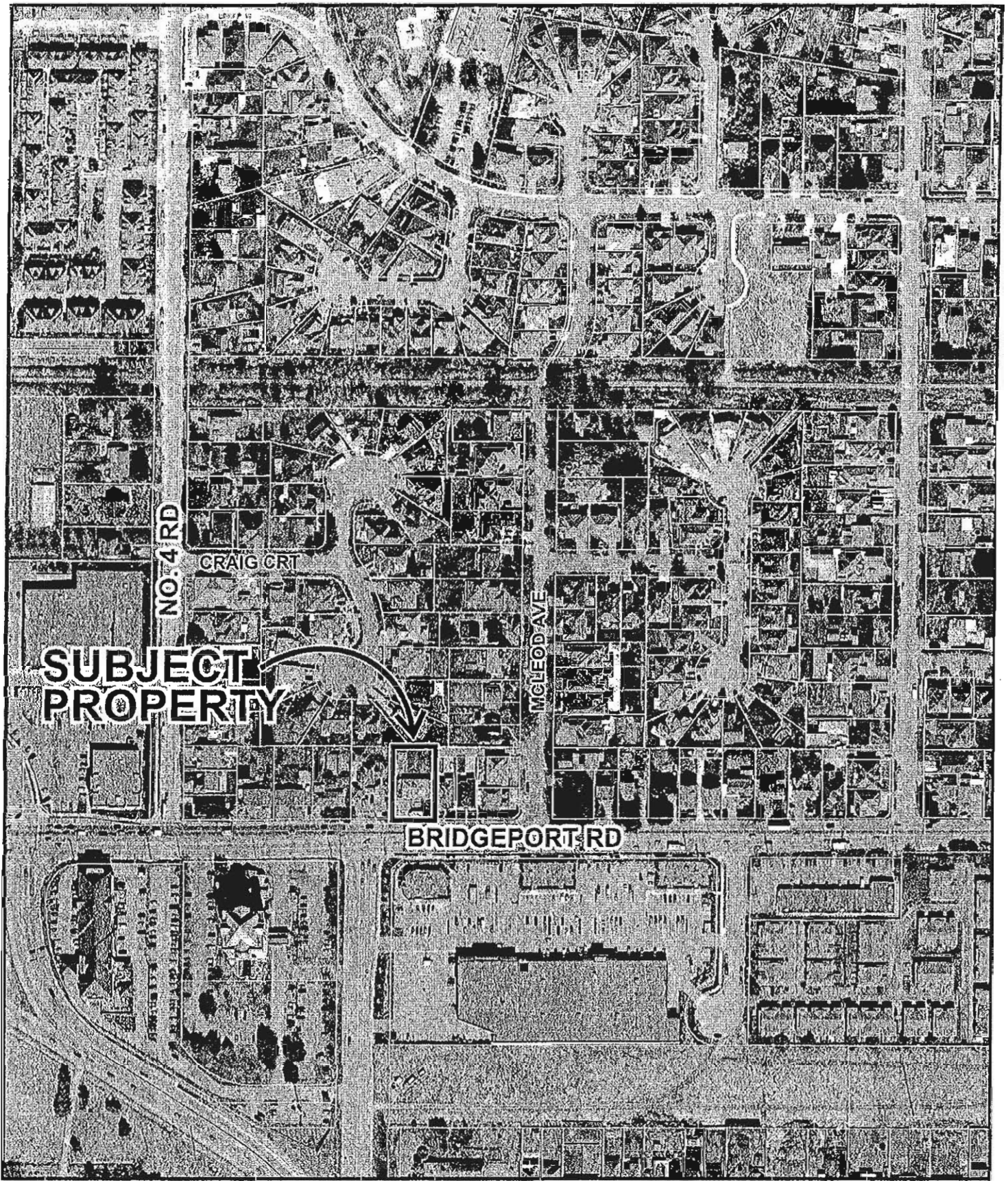
Original Date: 05/11/11

Revision Date:

Note: Dimensions are in METRES

PH - 81

ATTACHMENT 1



RZ 11-578325

Original Date: 05/12/11

Revision Date:

Note: Dimensions are in METRES

PH - 82



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

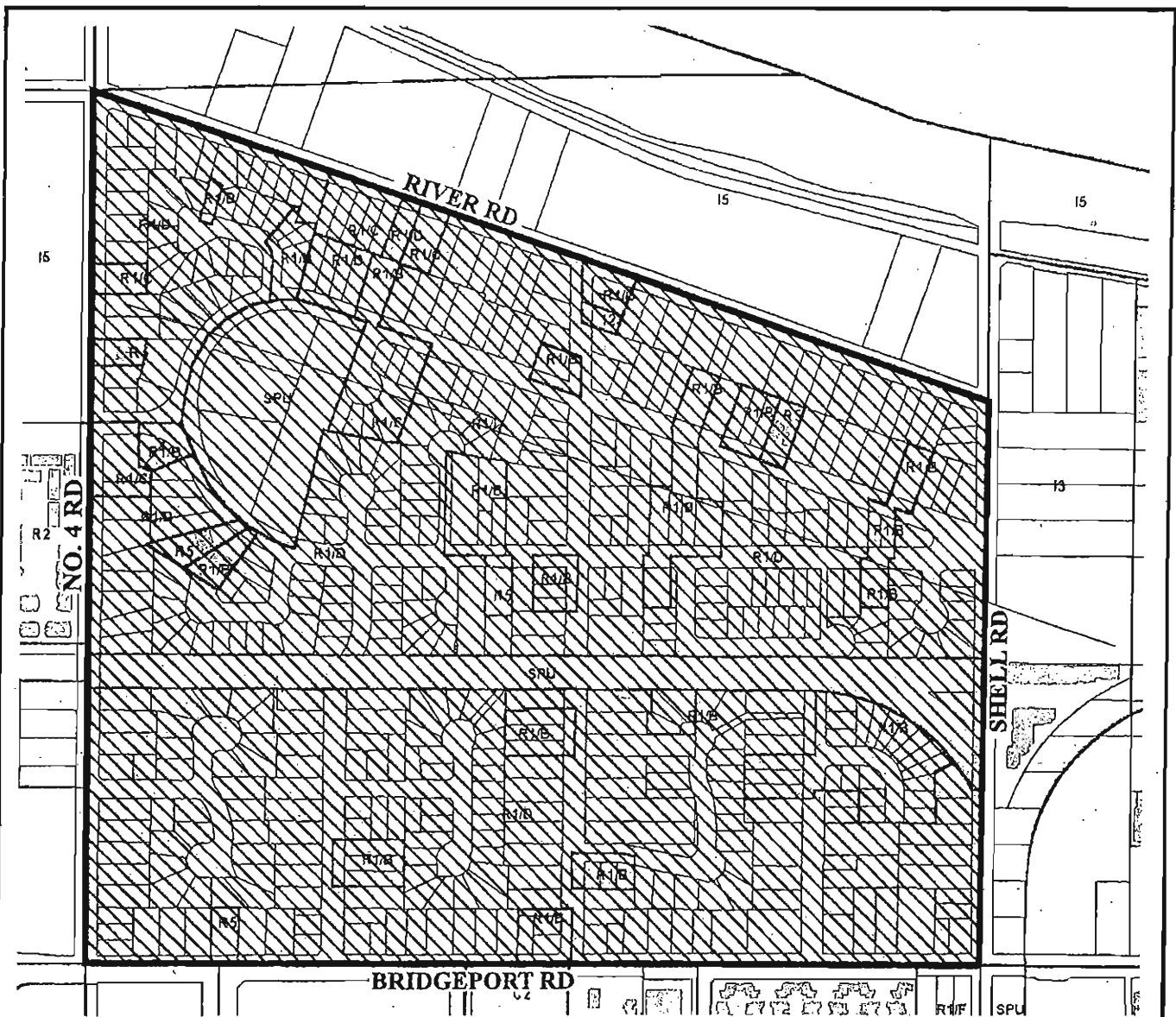
POLICY 5448:

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) Properties along Bridgeport Road and Shell Road will be restricted to Single-Family Housing District (R1/D) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;
- (b) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per R1/B except:

1. River Drive: R1/C unless there is a lane or internal road access, then R1/B.
2. Shell Road: R1/D unless there is a lane or internal road access, then R1/B.
3. No. 4 Road: R1/C unless there is a lane or internal road access then R1/B.
4. Bridgeport Road: R1/D unless there is a lane or internal road access then R1/B.



POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2

Proposed Single Family Lot Size Policy 5448

POLICY 5448

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

POLICY 5448:

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive**:

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1

Telephone (604) 276-4000

www.city.richmond.bc.ca

October 3, 2011
File: 11-578325

Planning and Development Department
Policy Planning
Fax: 604-276-4052

Dear Owner/Resident:

**Re: Proposed Amendment to Single-Family Lot Size Policy 5448
to Permit 10131 Bridgeport Road to Subdivide to Single Detached (RC2) Lots**

The purpose of this letter is to inform you of a proposed amendment to the Single-Family Lot Size Policy 5448 for your area and a rezoning application for 10131 Bridgeport Road under consideration by the City.

Rezoning Application for 3491 No. 5 Road

Harpreet Johal has applied to the City of Richmond for permission to rezone 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)" in order to permit a subdivision to create two (2) single-family lots. This application is being processed under City file No. RZ 11-578325. A condition of this rezoning is that a lane is required to be established on the subject properties to provide access.

Single Family Lot Size Policy 5448

In 1991, City Council adopted Lot Size Policy 5448 (see **Attachment 1**). This Policy currently permits rezoning and subdivision of single-family lots in your area to Single Detached (RS1/B), except for specific areas along the major exterior roads where lots without lane or internal road access are restricted to Single Detached (RS1/C) and Single Detached (RS1/D). The table below lists the minimum lot dimension, area and density of the zones permitted in certain areas covered under Policy 5448:

Zone	Min. Width	Min. Depth	Min. Area	Max. FAR
RS1/B	12 m (39.527 ft.)	24 m (78.740 ft)	360 m ² (3,875.13 ft ²)	0.55 applied to a max. of 464.5 m ² of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m ² .
RS1/C	13.5 m (44.291 ft.)	24 m (78.740 ft)	360 m ² (3,875.13 ft ²)	
RS1/D	15 m (49.291 ft.)	24 m (78.740 ft)	450 m ² (4,843.92 ft ²)	

Proposed Amendment

Since 2001, the City has been encouraging small single-family developments along arterial roads on the condition that a rear lane access is provided.

An amendment has been proposed by the applicant to Policy 5448 for Council's consideration that would allow properties fronting Bridgeport Road between Mckessock Avenue and No. 4 Road, including 10131 Bridgeport Road, to rezone and subdivide in accordance with Compact Single Detached (RC2) and Coach Houses (RCH). New parcels which may be created in the RC2 and RCH zones must be a minimum of:

Zone	Min. Width	Min. Depth	Min. Area
RC2	9 m (29.527 ft.)	24 m (78.740 ft)	270 m ² (2,906.35 ft ²)

The proposed amended Policy is shown in **Attachment 2**.

The intent is to allow for smaller lots at a slightly higher density on properties fronting Bridgeport Road in accordance with the City's Official Community Plan which encourages that type of development.

This amendment would enable the City to consider other similar rezoning applications along this section of Bridgeport Road. It should be emphasized that the proposed amendment to Policy 5448 would only apply to the properties along Bridgeport Road between No. 4 Road and Mckessock Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

You are being advised of this proposal because this is the first rezoning application along Bridgeport Road that requires a change to Single-Family Lot Size Policy 5448.

Process

Please review the accompanying materials. Please forward any comments or concerns with either the proposed amendment to Single Family Lot Size Policy 5448, or the proposed rezoning of 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2) to the undersigned at the address above before **October 28th, 2011**.

Following receipt of public comments, staff will complete a report to Planning Committee. It is proposed that the amendment to Single-Family Lot Size Policy 5448 and the rezoning application at 10131 Bridgeport Road be considered concurrently by the Planning Committee and City Council in the near future once the staff review is complete. If supported by the Planning Committee, both items would then be subsequently considered by Council at a Public Hearing. You will be provided with the opportunity to address Council on both the proposed amendment to Single-Family Lot Size Policy 5448 and the rezoning application at 10131 Bridgeport Road at this Public Hearing.

Please note that the applicant's proposed amendment to Lot Size Policy 5448 does not imply that staff and/or Council automatically support the in-stream or future rezoning applications for properties along Bridgeport Road within this area. All rezoning applications will continue to receive the same attention and scrutiny and are required to go through a Public Hearing process.

If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4018, via email at esyvokas@richmond.ca, or in writing.

Yours truly,



Erika Syvokas
Planning Technician

- Att.(4): Attachment 1 - Existing Single-Family Lot Size Policy 5448
- Attachment 2 - Proposed Amended Single-Family Lot Size Policy 5448
- Attachment 3 - Location Map of Rezoning Application at 10131 Bridgeport Road
- Attachment 4 - Proposed Subdivision Plan of 10131 Bridgeport Road

10697 McKessock Place,
Richmond, B.C.,
V6X 3Y3

October 25, 2011

File: 11-578325

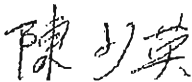
**Re: Proposed Amendment to Single-Family Lot Size Policy 5448
To Permit 10131 Bridgeport Road to Subdivide to Single Detached (RC2) Lots**

I am writing to object to the above zoning amendments.

By allowing such a sample of 10131 Bridgeport Road to subdivide to single detached lots, which will also open up opportunity for other big lots owners in our neighborhood for them to subdivide their big lot into lots of smaller lots. This will lead to more traffic to our neighborhood and put pressure on the parents when taking care of their children while they play in the yard. Adding a back lane is also dangerous to the owners of nearby properties since thefts like to find places to hide and back lane is a good sample of hiding place.

Overall, I feel the amendment that would allow this to take place is not in the best interest of the citizens of Bridgeport, and I strongly urge you to reconsider your decision.

Sincerely,



Shiu Ying Chan

A Concerned Home Owner

Syvokas, Erika

From: brian cray [briancray@hotmail.com]

Sent: October 13, 2011 4:31 PM

To: Syvokas, Erika

Subject: File 11-578325

Subject: File 11-578325

Dear Ms. Syvokas:

We have chatted a couple of times on the phone and this email is to put into more detail about this rezone for the area on Bridgeport road from Mckessock ave. to No 4 road N/s.

I am not against this rezone. But I have a few concerns regarding my zoning.

I live at 10651 Bridgeport Road at Mckessock. This rezone comes right up to me at Mckessock drive. At present we are all in the same existing policy(5448). The properties affected are all like mine...with minimal depth, and different widths. They could apply to go R1B as I can. Instead they are asking to go RC2 that gives different widths. I would be able to get 2 lots as min lot width is 12m (39.527ft).

All I am asking is to be rezoned like the rest of Bridgeport road with zone RC2. That would enable me to go from R1B with min lot width of 12m(39.527ft), to a min lot width of 9m (29.527ft). It would enable me to get 3 lots instead of 2 and would be in keeping with the area if this rezone included me. All that is needed is to extend the map one more property. I would still have to put a lane in, but I would have to do that now.

After talking with you, I get the impression the City of Richmond planners are lumping me in with the large lots next to me. While there is a possibility that a developer could come in and also acquire my lot with those large lots because it is next to theirs, I believe it much more likely that I would want to develop my lot like it is currently zoned...a lane with lots. The only question would be, would I be able to get 2 lots or 3 that this rezone would give next to me.

I would like to be included in the change of policy 5448 and rezone of Bridgeport road be extended by one property. My property's size, corner location, easement, and proximity to this proposed rezone makes RC2 a natural fit.

If this is not acceptable to the City of Richmond, then I would be very interested in what they have in mind for my block in the future in regards to zoning potential and my property in particular. I would be happy to have a meeting with your planners to discuss this.

Thank you.

Brian Cray
604-273-3363

PH - 90

13/10/2011



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**

RZ 11-578325

Attachment 6

Address: 10131 Bridgeport Road

Applicant: Harpreet Johal

Planning Area(s): Bridgeport (2.12)

	Existing	Proposed
Owner:	Harpreet Kaur Johal and Resham Kaur Pahl	To be determined
Site Size (m²):	1083.9 m ²	Two (2) lots, 467 m ² and 466 m ²
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings with one (1) coach house per lot
OCP Designation:	Generalized Land Use Map Designation – “Neighbourhood Residential”	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Single Detached (RS1/D) unless there is a lane or internal road access then Single Detached (RS1/B)	Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access
Zoning:	Single Detached (RS1/D)	Coach Houses (RCH)
Other Designations:	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment where there is access to an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50 %	50%	none
Lot Size (min. dimensions):	270 m ²	Lot 1- 467 m ² Lot 2- 466 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

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

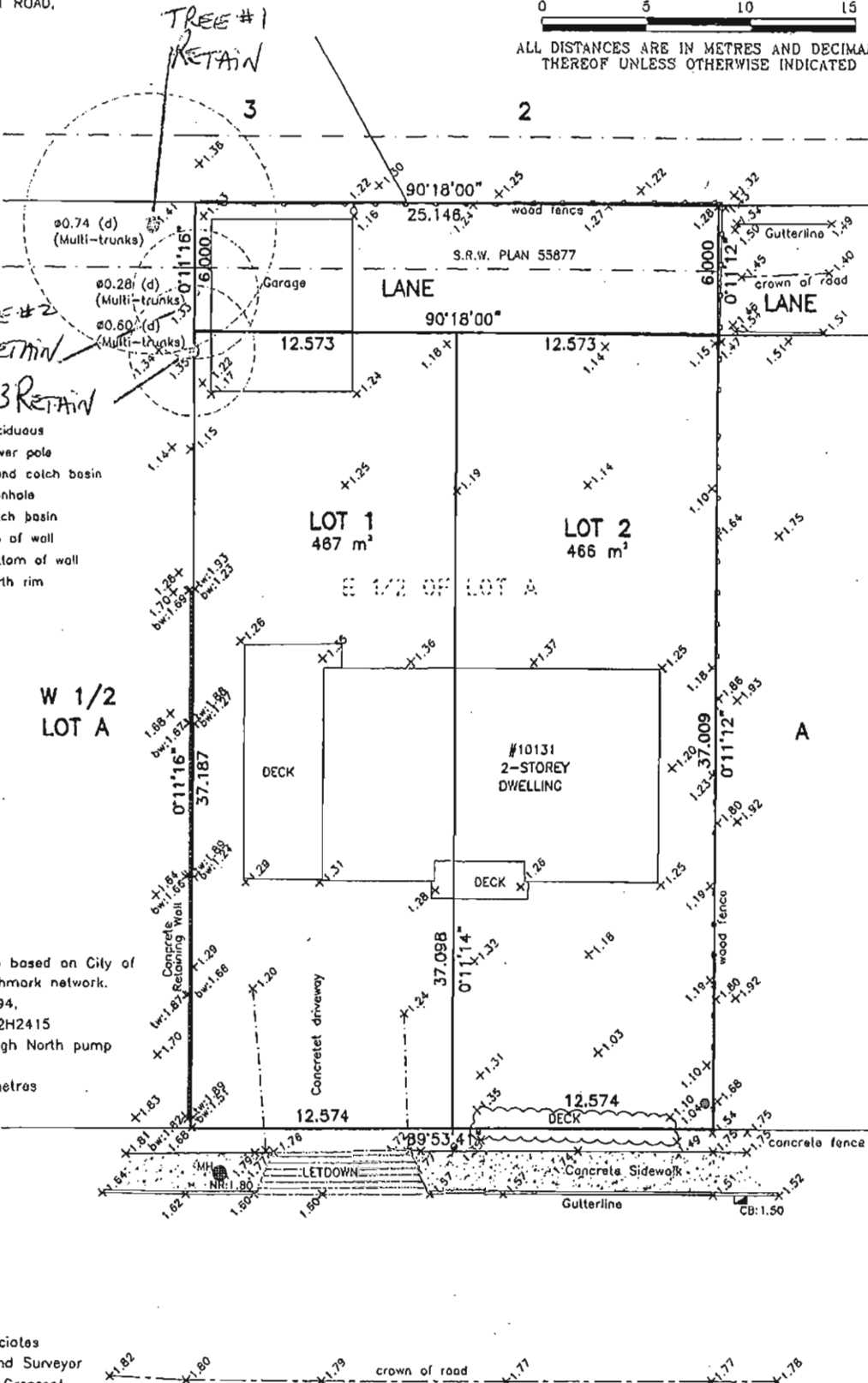
TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF EAST PART LOT "A"
SECTION 23 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 21944

#10131 BRIDGEPORT ROAD,
 RICHMOND, B.C.
 P.I.D 003-753-751

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED



LEGEND: TREE #3 RETAIN

- (d) denotes deciduous
- ⊙ denotes power pole
- ⊙ denotes round catch basin
- MH ⊙ denotes manhole
- CB ⊙ denotes catch basin
- tw denotes top of wall
- bw denotes bottom of wall
- NR denotes north rim

NOTE:
 Elevations shown are based on City of Richmond HPN Benchmark network.
 Benchmark: HPN #194,
 Control Monument 02H2415
 In slab of Bath Slough North pump stn E of No.5 Rd.
 Elevation = 3.337 metres

© copyright
 J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 4395
 FB-180 P6-7
 Drawn By: MY

BRIDGEPORT ROAD

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

Johnson C. Tam
 JOHNSON C. TAM, B.C.L.S.

MARCH 31st, 2011.

Rezoning Considerations

10131 Bridgeport Road RZ 11-578325

Prior to final adoption of Zoning Amendment Bylaw 8836, the applicant is required to complete the following:

1. Adoption of Lot Size Policy Amendment 5448.
2. Provincial Ministry of Transportation and Infrastructure approval.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees; and
 - Include the required three (3) trees [one (1) tree on Lot 1, two (2) trees on Lot 2] with a minimum size height of 6 cm deciduous calliper/2.5 m coniferous height.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone (including removal of the existing garage slab) of the off-site tree (Tree #1) to be protected located on the neighbouring property to the west (10111 Bridgeport Road), the on-site tree to be retained (Tree # 2), and the shared tree (Tree #3) located on the west property line of the subject property. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$3,000 for Trees # 1, 2 & 3. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
6. Registration of a flood indemnity covenant on Title.
7. Registration of an aircraft noise sensitive covenant on Title.

At Demolition stage*, the applicant will be required to:

- Install Tree Protection Fencing as per Arborist Report dated July 2, 2011 as follows:
 - Tree #1: 4 m from base of stem on the east and south sides.
 - Tree #2: 1.5 m from base of stem on the northeast and south sides.
 - Tree #3: 2 m from base of stem on the northeast and south sides.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage*, the applicant will be required to:

1. Enter into a standard Servicing Agreement for the design & construction of the proposed lane extension. The lane design to include, but is not limited to: storm sewer, sand/gravel base, roll curb & gutter (both sides), asphalt pavement, and lane lighting. Note: the design should also include water, storm and sanitary sewer service connections for both lots.
2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

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.

[Signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8836 (RZ 11-578325)
10131 BRIDGEPORT ROAD

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it COACH HOUSES (RCH).

P.I.D. 003-753-751

East Part Lot "A" Section 23 Block 5 North Range 6 West New Westminster District Plan 21944

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8836".

FIRST READING

JAN 23 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED by [signature], APPROVED by Director or Solicitor [signature]

MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** January 4, 2012
From: Brian J. Jackson **File:** RZ 06-349722
Director of Development
Re: **Application by 0754999 BC Ltd. for Rezoning at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road from Single Detached (RS1/F) to High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)**

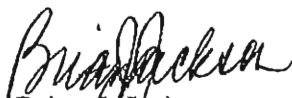
Staff Recommendation

1. That Bylaw No. 8837, to amend the Richmond Official Community Plan, Schedule 2.10 (City Centre), to facilitate the implementation of a funding strategy for the construction of the future Capstan Canada Line station, by:
 - a) Inserting in Section 4.0, density bonus policy applicable to developments that voluntarily contribute funds towards the construction of the Capstan Canada Line station and provide additional park, together with a definition for Capstan Station Bonus in Appendix 1;
 - b) Inserting the Overlay Boundary – Capstan Station Bonus Map (2031) and inserting the Capstan Station Bonus Map boundary in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), and reference maps throughout the Plan; and
 - c) Making related Plan amendments providing for rezoning to proceed in Capstan Village on the basis of the Capstan Station Bonus density bonus policy;be introduced and given first reading.
2. That Bylaw No. 8838, to amend the Richmond Official Community Plan, as amended by Official Community Plan Amendment Bylaw No. 8837, to facilitate the construction of multiple-family residential and related uses on the subject site, by:
 - a) In Schedule 1, amending the existing land use designation in Attachment 1 (Generalized Land Use Map) to relocate “Public and Open Space Use” in respect to the subject site; and
 - b) In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), and reference maps throughout the Plan to relocate park within the block bounded by Sexsmith Road, Sea Island Way, Garden City Road, and Capstan Way and designate the subject site as “Institution”, together with related minor map and text amendments;be introduced and given first reading.
3. That Bylaw No. 8837 and Bylaw No. 8838, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program; and

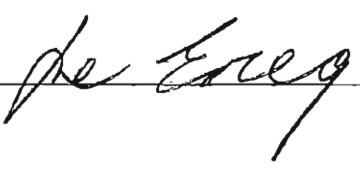
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Bylaw No. 8837 and Bylaw No. 8838, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the:
 - Vancouver International Airport Authority; and
 - Board of Education, School District No. 38 (Richmond);
 for comment on or before Public Hearing on February 20, 2012 on OCP Amendment Bylaw No. 8837 and OCP Amendment Bylaw No. 8838.

 5. That Bylaw No. 8839, to amend the Richmond Zoning Bylaw No. 8500, to facilitate the implementation of a funding strategy for the construction of the future Capstan Canada Line station, by:
 - a) Inserting Section 5.19, Capstan Station Specific Use Regulations, in respect to developer contributions to the Capstan station reserve, and related text amendments; and
 - b) Inserting "RCL4" and "RCL5" in the "Residential/Limited Commercial (RCL)" zone to provide for a density bonus that would be used for rezoning applications in the Capstan Station Bonus Map area designated by the City Centre Area Plan to achieve City objectives in respect to the Capstan Canada Line station;
 be introduced and given first reading

 6. That Bylaw No. 8840, to amend the Richmond Zoning Bylaw No. 8500 as amended by Zoning Amendment Bylaw No. 8839, to create "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)" and for the rezoning of 8800, 8820, 8840, 8880, 8900, 8920, 8940, and 8960 Patterson Road and 3240, 3260, 3280, 3320, and 3340 Sexsmith Road from "Single Detached (RS1/F)" to "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)", be introduced and given first reading.


 Brian J. Jackson
 Director of Development

BJ:spc
 Att.

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture and Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

0754999 BC Ltd. has applied to the City of Richmond to rezone 8800, 8820, 8840, 8880, 8900, 8920, 8940, and 8960 Patterson Road and 3240, 3260, 3280, 3320, and 3340 Sexsmith Road from Single Detached (RS1/F) to a new site specific zone, High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre), to permit the construction of a high-rise, high-density, multi-family development in the City Centre's Capstan Village area.

(**Attachments 1 & 2**) The subject development proposes a total of 10,596 m² (2.62 ac) of park and a maximum buildable residential area of 97,704 m² (1,051,712 ft²) containing approximately 1,245 dwellings, including:

- +/-1,164 market residential units;
- 61+ affordable (low-end market rental) housing units, secured via a Housing Agreement; and
- An additional 20 affordable (low-end market rental) housing units, secured via a Housing Agreement, in the form of artist residential tenancy studio (ARTS) units.

In addition, as the first rezoning to be considered for Capstan Village since the adoption of the City Centre Area Plan (CCAP), the subject report addresses the Plan's existing policy restricting rezoning in Capstan Village, as indicated on the Specific Land Use Map: Capstan Village (2031) (**Attachment 4**). The subject application and other pending applications in Capstan Village are predicated on the understanding that prior to the adoption of any rezoning, a funding strategy for the construction of the Capstan Canada Line station must be identified to Council's satisfaction and the CCAP and Zoning Bylaw must be amended accordingly. This report proposes such a funding strategy, including a density bonus policy applicable to developments that voluntarily contribute funds towards station construction, together with the CCAP and Zoning Bylaw amendments necessary to facilitate its implementation. (Business terms in regard to the proposed funding strategy are addressed via a separate report to Council from the Director, Transportation.)

Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

Surrounding Development

The subject single-family zoned lots and surrounding properties are situated in Capstan Village, which is a transitional area designated for high-density, mixed-use development in anticipation of the construction of a future Canada Line station at the northeast corner of Capstan Way and No. 3 Road. Existing development surrounding the subject site includes:

North: Patterson Road, across which is a row of Single Detached (RS1/F) zoned lots (the north side of which backs on to Sea Island Way) designated under the CCAP for 3 floor area ratio (FAR), of which a maximum of 2 FAR may be residential and the remainder will be office.

Landlocked Lot: In addition, at the northwest corner of the subject site is 3200 Sexsmith Road, a 1,070 m² (0.26 ac) lot, measuring approximately 27 m x 39 m (89 ft x 128 ft), that the developer has been unable to acquire. While the lot is smaller than the minimum size recommended under the CCAP Development Permit (DP) Guidelines for the area (i.e. 4,000 m² / 1 ac and 40 m x 45 m / 131 ft x 148 ft), the developer has prepared a conceptual design, demonstrating that the lot can be developed in a manner generally consistent with the CCAP. (**Attachment 9**) In addition, prior to DP issuance for Phase 1 of

the subject development, the developer shall provide a driveway on the subject site for shared use with future development on 3200 Sexsmith Road (secured to the satisfaction of the City) if so required by the Director of Development and Director of Transportation.

- East: Garden City Road, across which is “The Oaks”, a well-maintained, predominantly low-rise, low density residential neighbourhood, within which is Talmey Elementary School, which will in part serve the public school needs of the future residents of Capstan Village.
- South: The 13,337 m² (3.3 ac), former TransLink park-and-ride site zoned School & Institutional Use, the site of the Richmond Capstan Alliance Church zoned Assembly, and 3 Single Detached (RS1/F) zoned lots.
- West: Sexsmith Road, across which is a large area of predominantly Single Detached (RS1/F) lots (many of which are vacant), owned in part by the subject developer and in part by Pinnacle International. The latter has a concurrent rezoning application for 200 residential units at the northwest corner of Capstan Way and Sexsmith Road (RZ 10-544729), which is understood to be the first phase of a multi-phase project that is anticipated to eventually incorporate much of the block bounded by Sexsmith Road, Capstan Way, No. 3 Road, and Sea Island Way. (Note: The subject developer, Concord Pacific owns land in this block and plans to locate its marketing building for the subject development at the corner of No. 3 Road and Capstan Way.)

Related Policies & Studies

Development of the subject site is affected by a range of City policies and related considerations. An overview of these policies, together with the development’s proposed response, is provided in the “Analysis” and “Staff Comments” sections of this report.

Consultation

OCP Bylaw Preparation Consultation Policy No. 5043 provides direction with regard to consultation requirements for an OCP amendment.

- a) Vancouver International Airport Authority (VIAA): The proposed CCAP and zoning bylaw amendments are consistent with the OCP Aircraft Noise Sensitive Development (ANSD) policy. Nevertheless, in accordance with the City’s OCP consultation policy, staff recommend that the subject rezoning, including the related CCAP amendments in respect to the establishment of the proposed funding strategy for the construction of the Capstan Canada Line station, is referred to VIAA for comment on or before Public Hearing.
- b) School District: The subject application was referred to School District No. 38 (Richmond) under OCP Bylaw Preparation Consultation Policy 5043. According to this policy, which was adopted by Council and agreed to by the School District, OCP amendments involving residential developments that have the potential to generate 50 or more additional school-aged children are to be referred to the Board of Education (e.g., approximately 295 multiple-family housing units over and above the existing plan). Information was provided to the School District indicating that approximately 141 additional school-age children are anticipated in Capstan Village as a result of the proposed OCP amendments, as follows:

Proposed Density Bonuses	Applicable Areas	Estimated Increase in School-Age Children
Capstan Station Bonus	Capstan Village	106
"Institution" Bonus	Subject Site ONLY	35
TOTAL		141

The Board of Education of School District No. 38 (Richmond) has provided the City with comments (**Attachment 6**), indicating that it anticipates that the proposed increase in the number of school-age children in Capstan Village will need to be accommodated via the expansion of several schools within and around the City Centre. No specific plans or funding for this expansion are in place at this time. City staff note that some of this expansion was already anticipated in respect to the growth arising from the City Centre Area Plan, and that the City will continue to work with the School District to help ensure that the provision of school services is timely and cost-effective.

In order to ensure that the School District is given adequate opportunity to provide any additional comments, it is recommended that OCP Amendment Bylaws 8838 and 8839 be referred to the Board of Education of School District No. 38 (Richmond) for comment and response on or before Public Hearing. A copy of this staff report will be included in the correspondence to the School District.

- c) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, letters have been received indicating general support for the subject application from Pinnacle International and Richmond Capstan Alliance Church. (**Attachments 7 and 8**) No other letters or comments have been received. The statutory Public Hearing will provide neighbours and other interested parties with an opportunity to provide comment.

Staff Comments

Based on staff's review of the subject application, including the applicant's engineering capacity analysis, transportation impact analysis, parks concept, and preliminary design for the subject site, staff are supportive of the subject rezoning provided that the applicant fully satisfies the Rezoning Considerations set out in **Attachment 10**. In addition, staff note the following:

- a) Servicing Agreement Requirements: Prior to rezoning adoption, the developer shall be required to enter into a Servicing Agreement (SA) for the design and construction, at the developer's sole cost, subject to applicable Development Cost Charge (DCC) credits as determined by the City, of full upgrades across the subject site's street frontages, together with construction of a sanitary pump station and various other engineering, transportation, and park works.
- Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks.
 - No phasing of off-site works will be permitted. All works shall be completed prior to final Building Permit inspection granting occupancy for Phase 1 of the subject development, EXCEPT as otherwise specifically provided for, to the satisfaction of the City and at its sole discretion, via "no development" covenants or other legal agreements registered on the subject site.
 - Development Cost Charge (DCC) credits may apply, as determined by the Director of Development, Director of Transportation, and Senior Manager, Parks.
- b) Sanitary Pump Station: Design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable

distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

c) Capstan Village Parking Strategy:

Capstan Village: In anticipation of the Capstan Canada Line station, the CCAP encourages that parking rates in Capstan Village are reduced from their current “Zone 2A” level (i.e. 1.2 spaces/dwelling, plus visitor parking) to the City Centre’s lowest level, “Zone 1” (i.e. 1.0 space/dwelling, plus visitor parking), to encourage reduced car dependence as per village centres elsewhere along the Canada Line. While most Capstan Village residents will live within a 10 minute walk of Aberdeen station and, thus, even prior to the completion of Capstan station will be reasonably close to the Canada Line, the area’s currently disconnected road network and lack of sidewalks and pedestrian amenities may impact the willingness of residents to walk to transit in the near term. In light of this, staff recommend that:

- An interim parking strategy is implemented to facilitate a gradual shift from “Zone 2A” to “Zone 1” parking levels (applicable to all Capstan Village developments prior to the completion of Capstan station); and
- Developers are encouraged to implement pedestrian network improvements.

More specifically, prior to the Capstan Canada Line station being operational, any development comprised of two or more phases will be required to comply with “Zone 1” parking levels at build-out, but at its initial phase(s) “Zone 2” parking requirements will apply and the parking provided in excess of “Zone 1” will be secured to temporarily supplement the development’s parking supply. In addition, developers will be encouraged to incorporate transportation demand management (TDM) measures into their projects to reduce parking demand, including features enhancing transit access such as the construction of sidewalks and pedestrian linkages beyond the frontages of their developments.

Subject Rezoning: The developer of the subject rezoning has demonstrated to the satisfaction of Transportation staff that the proposed development will comply with the proposed transitional Zone 2A-to-Zone 1 parking strategy. In addition, TDM measures have been identified for consideration via the developer’s phase-by-phase Development Permit review and approval processes, including pedestrian network improvements beyond the frontages of the subject site (e.g., sidewalk extensions along Sexsmith Road to Sea Island Way and Capstan Way; greenway and bike lane extensions along Garden City Road to Sea Island Way). In light of this, Transportation staff recommend support for the subject rezoning

Analysis

The following section of this report is presented in two parts:

1. Capstan Station Funding Strategy Proposal
2. Concord Gardens Rezoning Proposal

1. CAPSTAN STATION FUNDING STRATEGY PROPOSAL

The CCAP restricts rezoning in Capstan Village until funding for the construction of the Capstan Canada Line station is secured to the satisfaction of Council. The purpose of the proposed funding strategy is to make provisions for the City to facilitate funding of the station and permit the removal of the current moratorium on rezoning in Capstan Village. The means for achieving this include the proposed introduction of a density bonus in the Capstan Village area applicable to developments that voluntarily contribute funds towards station construction, together with

requirements that developments benefiting from the proposed density bonus provide additional park space over and above that otherwise required under the CCAP.

1.1. Capstan Station Background

Since adoption of the CCAP in 2009, City staff have worked with TransLink and three Capstan Village developers/owners (Concord Pacific, Polygon, and Pinnacle International) to prepare a funding strategy for consideration by Council. The strategy is based on the understanding that:

- a) Demand for Capstan station is tied primarily to residential growth in Capstan Village;
- b) TransLink requires that approximately 50% of Capstan Village's new residential dwellings are built or approved for development prior to station construction (i.e. approximately 3,250 dwellings);
- c) Via the Canada Line development process, TransLink secured right-of-ways for Capstan Station (excluding construction right-of-ways) and incorporated measures to facilitate the future station's construction and operation;
- d) Station construction is estimated at \$25 million (as of September 2010), but this may vary with inflation, efficiencies, and other factors; and
- e) Station construction is to be 100% developer funded (i.e. no City contributions).

1.2. Proposed Funding Strategy

- a) Developers contributing towards the station will be eligible for a density bonus.
 - Developers voluntarily contributing towards station construction (i.e. to the Capstan Station Reserve, as proposed under Reserve Fund Establishment Bylaw No. 8854, to be brought forward for Council consideration under a separate report) will be eligible for a 0.5 floor area ratio (FAR) density bonus.
 - Where an owner pays into the Capstan Station Reserve, the sum payable shall be \$7,800 per dwelling unit (i.e. September 2010 rate, to be adjusted annually as per the Consumer Price Index), based on the total number of dwelling units authorized on the site via a Building Permit (BP).
 - Developer contributions will be payable prior to BP issuance.
- b) The strategy will apply to approximately 3,250 new dwellings in Capstan Village.
 - The strategy will not apply to non-residential uses, projects outside Capstan Village, or new Capstan Village dwellings beyond the first +/-3,250.
 - Proposals for rezoning in Capstan Village that do not incorporate the recommended density bonus related to developer contributions towards Capstan station construction, will not be recommended for approval until funding of the station has been achieved through build-out under adopted density bonus zoning amendments.
- c) The strategy is consistent with CCAP transit-oriented development objectives.
 - The bonus will provide for an additional +/-625 new dwellings (+/-1,365 residents) to be conveniently located near transit and services.
 - Parking rates in Capstan Village will be reduced to "Zone 1" levels (i.e. the City Centre's lowest parking rate) to reflect proximity to transit.
 - Developers benefiting from the bonus will be required to provide an additional combined area of 1.6 ha (4.0 ac) of on-site, publicly accessible open space (secured via right-of-ways or other means to the satisfaction of the City), to ensure residents' proximity and timely access to open space amenities.

- d) The City's proposed agreement with TransLink provides for station construction to begin within 15 years if adequate funding is secured, but station funding and construction may be completed sooner if the area's currently strong development interest continues.

- Over 2,000 new units are currently undergoing rezoning review in Capstan Village.

1.3. Density Bonus Considerations:

Density bonuses, like that proposed in respect to Capstan station, can be an effective incentive for encouraging developer-funded uses that contribute to community livability, amenity, and vitality. For this reason, density bonuses factor prominently in the City Centre Area Plan to help the City secure and protect affordable housing, child care, and various other community amenities (e.g., community centres, post-secondary education, churches, office). The strength of Richmond's approach to density bonusing in the City Centre is tied to four important factors, as follows:

- a) ***CCAP Population Projections:*** Currently, there are approximately 50,000 residents in the City Centre, and the CCAP aims to accommodate 120,000 at 2100. City staff monitor the implementation of the CCAP to ensure that development is managed according to the Plan's capacity and policies. Residential growth in Capstan Village resulting from the proposed density bonus in respect to the funding of Capstan station is within the Plan's 120,000 population projection.
- b) ***Clear CCAP Amenity Objectives:*** The CCAP, as adopted in 2009, provides clear direction with regard to the type and location of key amenities the City believes are important to the area's growth as a livable, economically viable, transit-oriented, urban community. For example, the Plan directs that via the City's rezoning processes:
- 5% of total residential floor area must be provided as affordable housing in all projects containing more than 80 dwellings; and
 - 5% of total Village Centre Bonus floor area must be child care or other community amenities in all mixed-use projects near the Canada Line station and the Oval.

This clarity helps to ensure that the City Centre's priorities are achieved and the development process in regard to important community amenities is transparent, equitable, and streamlined.

- c) ***Form of Development Considerations:*** Just as attractive streets are no substitute for child care or affordable housing, the reverse is equally true. The CCAP recognizes this and fashions its density bonuses to help ensure that the quality of the urban realm and the livability and neighbourliness of its new developments are not sacrificed in order to secure community amenities. This is an especially important consideration for the City Centre, given the limits on building height and underground parking imposed by its proximity to the airport and high water table. In general, the Plan addresses this by:
- Setting maximum permitted density levels on a neighbourhood-by-neighbourhood basis, inclusive of density bonuses and amenities;
 - Ensuring that density levels are responsive to local form of development objectives (i.e. permitting larger density increases in designated high-rise areas); and
 - Supporting local form of development objectives and the density bonusing process with neighbourhood-specific Development Permit Guidelines addressing factors such as minimum site size, maximum heights, building setbacks, massing, street frontage treatments, etc.

- d) **Effective Developer Incentives:** Density bonuses typically fulfil two roles:
- Floor area to accommodate the desired amenity; and
 - Additional floor area to off-set developer costs related to providing the amenity (e.g., land, construction, design, risk, financing).

The CCAP takes a “flat rate” approach to these considerations (e.g., all “Village Centre Bonus” developments are eligible for a 1 FAR bonus, if 5% of the bonus floor area is child care or an alternate amenity). Alternatively, a “land lift” approach can be taken to density bonusing, whereby the value of the amenity provided equals the increased value to the developer of the bonus floor area. In considering these alternate density bonusing approaches, a “flat rate” offers some key advantages as it:

- Is easier to understand and administer (i.e. no expert knowledge is needed to calculate the bonus or amenity);
- Provides for clear goals and outcomes; and
- Is consistent with Richmond’s typical density bonus approach.

Furthermore, staff review of the proposed Capstan density bonus indicates that:

- In today’s market, the size of the proposed Capstan bonus (0.5 FAR) is roughly equal to (but not less than) the cost to the developer of contributing to the station;
- Developer interest in Capstan Village is strong, which indicates that the bonus is well suited to the market and will be an effective means by which to secure developer contributions towards station construction; and
- Given the City Centre’s very strong residential market, permitting developers to construct “bonus” residential floor area has the twin advantage of providing the greatest incentive for developers to participate in the bonus strategy, while also serving to maximize the number of new residents who will be able to live near the Canada Line as a result of the bonus.

1.4. Managing Growth in Capstan Village:

The Capstan station funding strategy proposes a density bonus of 0.5 FAR applicable to developers of the first +/-3,250 dwellings contributing funds towards station construction. This is expected to increase Capstan Village’s projected population by +/-1,365 residents, or roughly 10%, which is acceptable and supportable under the CCAP.

	Capstan Village 2100 Projections	Capstan Village Increase: Capstan Station Bonus	% Increase		Total
			Capstan Village Only	City Centre-Wide	
Dwellings	5,700 – 6,700	+/- 625	+/-10%	+/-1%	6,325 – 7,325
Residents	12,000 – 14,000	+/- 1,365	+/-10%	+/-1%	13,385 – 15,365

At present, few people live in Capstan Village and there is little in the way of services to support a high-density, multi-family community, with the exception of retail and restaurant uses on and around No. 3 Road and the Aberdeen Canada Line station. Preliminary comments received from School District No. 38 (Richmond) (**Attachment 6**) indicate that the anticipated increase in Capstan Village’s population (which is expected to represent an increase of approximately 106 school-age children) will need to be accommodated via the expansion of several schools within and around the City Centre, some of which was already anticipated in respect to earlier City Centre growth projections (e.g., Talmey Elementary School, the school closest to Capstan Village).

In respect to other uses, the CCAP addresses those here, as in other parts of the City Centre (e.g., Oval Village), via land use designations and density bonus policies aimed at encouraging developers to provide amenities on an incremental basis concurrently with private development. In this regard, staff review suggests that:

- Existing CCAP policies are adequate to satisfy anticipated demand with regard to uses such as child care and affordable housing, because the density bonus policies currently in place ensure that those uses are developed hand-in-hand with the new residential development they are intended to serve; however
- The proposed increase in population calls into question the amount and distribution of proposed neighbourhood park space in Capstan Village (i.e. park intended to serve the needs of local residents without crossing a major arterial) and suggests that a strategy should be adopted to ensure that additional, well-located park space is provided in response to the additional demands generated as a result of the proposed Capstan Station Bonus.

1.5. Capstan Village Parks & Public Open Space Strategy:

Demand for park space is driven by population, so given that the proposed density bonus strategy will not change the City Centre's 2100 population target (i.e. 120,000), the anticipated area-wide demand for park space is likewise understood to be unchanged. Nevertheless, the ability of parks to satisfy demand is influenced by more factors that just amount, especially in regard to "neighbourhood parks", which serve the daily needs of residents (e.g., children's play, walking the dog) and must, therefore, be conveniently located within walking distance of the people they serve.

Under the CCAP, six neighbourhood parks with a combined total area of approximately 13 acres (i.e. roughly 1.5 – 4.5 acres each) are proposed for Capstan Village (including a 2-acre park on "Concord Gardens" subject rezoning site). Today, the only park in Capstan Village is the 3-acre Cambie Field site. The Capstan bonus and resulting increase in population in Capstan Village will mean increased demand for new and existing park space, which raises concern in regard to the:

- Amount of neighbourhood park space (i.e. how to ensure that the total amount of park space is adequate, well-located, and cost-effective for both the City and the development community); and
- Timely delivery of neighbourhood park space (i.e. how to ensure that the provision of park space coincides with the demand from the area's new residents).

To address this, the following two-part strategy is proposed:

- a) **Additional Public Open Space:** To address the issue of the amount of park space, developers benefitting from the Capstan 0.5 FAR bonus shall be required to contribute additional permanent public open space in respect to the additional residents their projects will add to the area (i.e. generated by the 0.5 FAR bonus), based on a rate roughly equal to the CCAP base-level parks standard of 3.25 acres/1,000 residents. This will result in a 30+% increase in neighbourhood open space in Capstan Village (i.e. 4.0+ acres) over and above adopted CCAP objectives. More specifically, in addition to any developer-related park requirements arising in respect to the existing CCAP (i.e. in addition to proposed parks indicated on existing CCAP land use maps), developers benefitting from the proposed 0.5 FAR density bonus shall, on a project-by-project basis:

- Provide additional public open space (to supplement the CCAP Base-level park standard) at a rate of 5 m² (54 ft²) per dwelling, based on the total number of dwellings in each project (i.e. roughly equal to 3.25 ac/1,000 “bonus” residents);
 - Locate the additional public open space on-site in ways that complement each individual development and Capstan Village’s overall parks network (e.g., mid-block walkways, greenways, tot lots, seating areas, expansions of CCAP-proposed parks);
 - Secure the additional public open space for public use via statutory right-of-ways or other means acceptable to the City (e.g., air space parcels) such that:
 - i. The buildable floor area of affected developments is not reduced; and
 - ii. Development Cost Charge (DCC) credits do not apply;
 - Design, construct, and typically maintain the additional public open space at the developer’s sole cost; and
 - Complete the construction of the additional public open space to the satisfaction of the City prior to occupancy of the residential units.
- b) **Temporary Park:** To address the issue of the timely provision of park space, developers shall be required to provide temporary public open space (secured for public use via statutory right-of-ways), the design, construction, and maintenance of which shall be at the developer’s sole cost, for an interim time to bridge the period between the completion of the developer’s residential units and the establishment of the CCAP’s proposed permanent neighbourhood park closest to the development site. The affected developers shall be those who benefit from the Capstan 0.5 FAR bonus in respect to:
- Large rezoning applications, for which the developer is constructing little or no permanent CCAP park space in the project’s initial phase(s); and
 - Smaller rezoning applications, for which the developer is constructing no permanent CCAP park space, but where the developer has large land holdings in Capstan Village facilitating the temporary provision of public open space to the satisfaction of the City.

1.6. Proposed OCP & Zoning Amendments

Amendments to the CCAP and Zoning Bylaw are proposed to facilitate the implementation of the proposed Capstan station (density bonus) funding strategy. More specifically:

- a) **CCAP Amendments:** Inserting the new density bonus policy and park space requirements applicable to developments contributing funds towards the construction of the Capstan Canada Line station, together with the insertion of a new Capstan Station Bonus Map and various related land use map changes identifying the area to which the Capstan Station Bonus shall be applicable; and
- b) **Zoning Bylaw Amendments:** Inserting regulations in respect to developer contributions to the City’s proposed Capstan Station Reserve (i.e. funds for station construction, and inserting “RCL4” and “RCL5” in the “Residential/Limited Commercial (RCL)” zone to provide for a density bonus that would be used for rezoning applications in the Capstan Station Bonus Map area (as per the CCAP) to achieve City objectives in respect to the Capstan Canada Line station.

2. CONCORD GARDENS REZONING PROPOSAL

The subject application proposes to rezone a 32,568 m² (8.05 ac) site on the east side of Capstan Village (bounded by Sexsmith Road, Patterson Road, Garden City Road, and the former TransLink park-and-ride) to permit high-rise, high density residential development, together with new parks and roads, to be constructed in five phases. The subject rezoning was submitted in 2006 during the CCAP planning process, and was originally based in large part on the CCAP Concept (approved by Council in February 2007), which anticipated a maximum permitted density of 3 FAR gross on and around the subject site. While the proposed form of development at the time was generally consistent with the CCAP Concept, staff asked that the developer temporarily suspend advancing the application in order for the City to address uncertainties regarding the funding of the Capstan station. Upon the subsequent adoption of the CCAP in 2009, the site was subject to the village-wide moratorium on rezoning in respect to station funding and a maximum permitted density of 2 FAR (exclusive of the Capstan station bonus).

Given that the developer acquired the subject site on the understanding that 3 FAR gross (i.e. 3.2 FAR net of road dedications) could be achieved, the developer wishes to achieve the following:

Residential Mix	Floor Area	Number of Units
Market residential	91,272 m ² (982,478 ft ²)	+/-1,164
Affordable housing	4,804 m ² (51,712 ft ²)	61+
ARTS units	1,628 m ² (17,524 ft ²)	20
TOTAL	97,704 m² (1,051,712 ft²)	1,245

To achieve the proposed development, the developer proposes the following:

- Complying with the CCAP in regard to density (2 FAR net), form, roads, and park;
- Complying with the proposed Capstan station (0.5 FAR net) density bonus policy, including the developer’s voluntary contribution of an estimated \$9.7+ million towards station construction (to be paid prior to Building Permit issuance, on a phase-by-phase basis, over the project’s +/-10 year built-out); and
- Amending the CCAP to permit a site-specific “Institution” (0.7 FAR net) density bonus in respect to the developer’s voluntary provision of additional affordable (subsidized) housing over and above the City’s standard (5%) density bonus requirements in the form of 20 “artist residential tenancy studio (ARTS)” units, to be secured via a Housing Agreement and constructed, maintained, and operated at the sole cost of the developer.

2.1. “Institution” Bonus: “Artist Residential Tenancy Studio (ARTS)” Units

The subject rezoning application is situated in the City Centre Area Plan’s designated “arts district”, the intent of which is to foster the growth of the arts in Richmond and its City Centre by encouraging the establishment of a focus for arts facilities, events, support services, studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city’s rapidly growing downtown and public amenities.

- a) **Community Benefits of Artists & the Arts:** As per the recent report from the Conference Board of Canada, a dynamic culture sector is a magnet for talent and a catalyst for economic prosperity. It generates creative and tangible capital growth in a wide range of sectors, including business, tourism, local government revenues, and community-based arts and cultural activities and services. As well, the application of arts in media, design, and technology generates new products, innovative technology, and knowledge sharing that strengthens the ability of local economies to compete in an increasingly global marketplace.

This is true for cities across the country and Richmond is no exception. The City needs to attract and retain creative, talented people who will not only contribute to a “knowledge-based economy”, but be attracted to Richmond in part because of a thriving and interesting cultural scene. Moreover, the arts play a pervasive, socially integrating role in fostering community identity, creativity, cohesion, innovation, well-being, and vitality. And, there is increasing awareness not only at the research level, but in the broader community, that participation in various forms of arts and culture contribute both at the societal and personal levels by, among other things, helping to instil confidence, well-being and community identity.

- b) ***Need for Affordable Artist Housing:*** Many practicing artists face lower household earning potential and, just as with other low income households, require affordable housing options. In 2006, a Hills Strategies report identified that the Canadian artist median income from all sources is \$12,886 and the average income is \$21,069. The report also reveals that 43% of artists earn less than \$10,000 annually.

When artists are provided the opportunity to access suitable, affordable studio space, it increases their opportunity to gain self-sufficiency and in turn make more significant contributions to local cultural and economic activities. Creating innovative options for artists to work from home (i.e. as per the Zoning Bylaw’s “home-based business” designation) increases affordability. Coupling this approach with well-designed residential studio units (i.e. with higher ceiling, noise attenuation, durable finishes) is critical for the viability of the arts in Richmond. Moreover, taking steps to provide for this type of affordable “home-based business” option, designed to meet the special needs of artists, is critical if the City is to ensure that artists will not be squeezed out of Richmond’s rapidly growing downtown and will have the opportunity to play a meaningful role in the area’s vitality and cultural richness.

- c) ***Proposed ARTS Units:*** The subject developer proposes to provide 1,628 m² (17,524 ft²) of affordable housing in the form of 20 Artist Residential Tenancy Studio (ARTS) units. This proposal is consistent with CCAP objectives for the City Centre’s “arts district” and offers the opportunity for the City and the arts community to benefit from an innovative housing option that marries the City’s successful affordable housing policy with a developer-funded model for the creation of arts-supportive residential studio dwellings. More specifically, as proposed, the 20 ARTS units will be:

- Designed and constructed to a turnkey level of finish in the first phase of the subject development, at the sole cost of the developer, to the satisfaction of the City;
- Loft-style (i.e. high ceilings) units, incorporating durable materials and flexible designs, enabling them to accommodate a broad range of arts uses, including painting, pottery, dance, choreography, non-amplified music, composing, conducting, arranging, recording, writing, media arts, photography, print making, and carving;
- Owned and managed by the developer; and
- Affordable (low end market rental) housing, as generally defined by the City’s Affordable Housing Strategy, and secured via the City’s standard Housing Agreement, EXCEPT in addition to the City’s standard requirements, the ARTS units shall be operated such that:

- i. In addition to the City’s standard affordable housing requirements in respect to income eligibility, at least one of the residents of each ARTS unit must satisfy the criteria of a “professional artist” as defined by the Canada Council for the Arts. While this definition may change from time to time, in 2011, the Canada Council definition of a “professional artist” is understood to be an artist who:
 - Has specialized training in the field (not necessarily academic);
 - Is committed to devoting more time to artistic activity, if financially feasible;
 - Is recognized as a professional artist by his or her peers; and
 - In respect to a “professional visual artist”, has produced an independent body of work, had at least 3 public presentations of work in a professional context over a 3-year period, and maintained an independent professional practice for at least 3 years.
- ii. ARTS units shall all be treated as “bachelor” units for the purposes of determining applicable maximum monthly unit rent and total maximum household income, regardless of the actual unit size, configuration, number of bedrooms, or other features. This will effectively result in the ARTS units being “subsidized housing”, on the basis that the maximum permitted monthly unit rents and household incomes will be capped at rates the City’s Affordable Housing Strategy sets for “bachelor” units, even though the actual minimum floor area of each ARTS unit will be required to be at least twice that (i.e. 74 m² / 797 ft² versus 37 m² / 400 ft²).

ARTS Units: Unit Type	Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Mix of bachelor, 1-bedroom, 1-bedroom & den, and/or 2-bedroom	20	74 m ² (797 ft ²)	\$788	\$31,500 or less

* For the purposes of the City’s standard Housing Agreement in respect to determining the applicable “maximum monthly unit rent” & “total maximum household income”, the ARTS units shall be treated as “bachelor” units.
 ** May be adjusted periodically as provided for under adopted City policy.

d) **Conclusion:** The arts play a critical role in the social and economic vitality of a city and artists are a vital part of the community fabric and neighbourhood development. Moreover, the subject development presents an opportunity to begin to build on Richmond’s artistic talent and creative capital potential. The CCAP lays out a preliminary framework for creating an arts and entertainment district and provides the building blocks for its development as a dynamic, sustainable, urban community. The subject development, by providing affordable ARTS units that provide not only affordable places to live, but also the studio space in which to create work – all owned, maintained, and operated at the sole cost of the developer – is an innovative and cost-effective opportunity for the City to begin to meet the objectives endorsed by Council in the CCAP and the Affordable Housing Strategy Policy Area 5 that calls for the City’s involvement in seeking partnerships at the local level to respond to existing and emerging housing needs, which includes live/work studios for artists.

2.2. Proposed Development

- a) **Capstan Station Bonus:** The developer proposes to comply with the station funding policy with regard to Capstan Station Reserve contributions and additional park.
 - Estimated Capstan Station Reserve Contributions: As per proposed City policy, covenants will be registered to ensure that funds are contributed prior to Building Permit issuance for each of the developer's five phases.

Lot	Parcel	Phase	No. of Dwelling Units (Estimate)	Capstan Station Reserve Contribution (Preliminary estimate based on \$7,800/unit*)
1	A	1	290	\$2,262,000
1	B	2	264	\$2,059,200
2	C	3	245	\$1,911,000
2	D	4	304	\$2,371,200
1	E	5	142	\$1,107,600
TOTAL			1,245	\$9,711,000

* September 2010 rate shown. Actual rates shall be determined, phase-by-phase, as per the Zoning Bylaw in effect at Building Permit approval.

- Parks & Public Open Space: The CCAP identifies the need for an 8,094 m² (2 ac) neighbourhood park within the block bounded by Sexsmith Road, Sea Island Way, Garden City Road, and Capstan Way. As the subject site occupies roughly 50% of this block, the developer is required to provide at least 50% of the park. In addition, in order to satisfy the proposed Capstan Station Bonus park policy, the developer must provide additional public open space at a rate of 5 m² (54 ft²) per dwelling, based on the total number of dwellings in the project.

Based on the CCAP and Capstan Station Bonus, the developer is required to provide (at the developer's sole cost) a total of 10,596 m² (2.62 ac) of public open space, of which:

- i. 1,376 m² (0.34 ac) will be developed as a street-end park on a closed portion of Patterson Road adjacent to the Garden City greenway (i.e. along the frontages of the City-owned lots at 8991, 8951, 8931, and a portion of 8911 Patterson Road); and
- ii. The remainder – which equates to 30% of the developer's net site – will be located on-site, secured via statutory right-of-ways. (**Attachment 10 - Schedule C: Right-of-Way Key Plan**)

No DCC credits shall apply with regard to park acquisition in respect to any of the subject development's proposed park and public open space areas. DCC park development credits shall apply to the developer's design and construction (managed via the City's standard Servicing Agreement processes) of the Patterson Road Street-End park only (i.e. park construction DCC credits shall not apply to any public open space secured on-site via right-of-ways or other means).

Lot	Parcel	Phase	On-Site Park		Off-Site Park Area	Total
			Location	Area		
1	A	1	<ul style="list-style-type: none"> • Hazelbridge Plaza • Sexsmith Blkeway 	995 m ² (0.25 ac)	Nil	995 m ² (0.25 ac)
1	B	2	<ul style="list-style-type: none"> • Neighbourhood Park • Garden City Greenway 	5,357 m ² (1.32 ac)	1,376 m ² (0.34 ac)	6,733 m ² (1.66 ac)

Lot	Parcel	Phase	On-Site Park		Off-Site Park Area	Total
			Location	Area		
2	C	3	<ul style="list-style-type: none"> • Neighbourhood Park • Garden City Greenway • South Walkway 	2,019 m ² (0.50 ac)	Nil	2,019 m ² (0.50 ac)
2	D	4	<ul style="list-style-type: none"> • South Walkway • Sexsmith Bikeway 	849 m ² (0.21 ac)	Nil	849 m ² (0.21 ac)
1	E	5	-	-	Nil	-
CCAP Park @ approx. 50+% of the park required in the block						4,371 m ² (1.1 ac)
Capstan Station Park @ 5 m ² /dwelling (based on 1,245 dwellings)						6,225 m ² (1.54 ac)
TOTAL			-	9,220 m ² (2.28 ac) 30% of net site	1,378 m ² (0.34 ac)	10,596 m ² (2.62 ac)

As indicated in the table above, the developer's compliance with the Capstan Station Bonus park policy results in an additional 6,225 m² (1.54 ac) of public open space over and above CCAP park requirements. In order to accommodate this, amendments are proposed to the CCAP with regard to the distribution of park space within the block bounded by Sexsmith Road, Sea Island Way, Garden City Road, and Capstan Way. Staff are supportive of the proposed redistribution, as it will result in a mix of large and small parks and walkways, that are well suited to the anticipated needs of local residents and will contribute to a park-like setting for the development and its neighbours. (**Attachment 10 - Schedule E**)

- **Temporary Park Space:** As a large site providing only a small amount of permanent park space at Phase 1, staff recommend that the developer supplements the Phase 1 permanent park with the construction (at the developer's sole cost) of 1,650 m² (0.41 ac) of temporary park, to be secured via a right-of-way registered on title until such time as the permanent park space required on the subject site is fully constructed. The temporary park will be located on Parcel E, which will be constructed to the level of the finished grade of the butting roads at Phase 1 (i.e. 2 levels of parking will be constructed below finished grade), and remain in place until Phase 5, when Parcel E will be developed with a residential tower. The proposed temporary park strategy, thus, has the benefit of both providing for interim public open space (to be constructed at the sole cost of the developer) and ensuring that Parcel E will be an attractive feature of the site leading up to its development at the last phase of the project.
- b) **Roads:** The subject development proposes to comply with the CCAP. Road works include the dedication and construction of Hazelbridge Way (east of Sexsmith Road), construction of a new north-south road on the subject site (secured via right-of-ways), and related site frontage and other transportation improvements.
- c) **Affordable Housing:** The subject developer proposes to provide approximately 81 affordable housing units, secured via a Housing Agreement(s) registered on title, including 61+ affordable (low end market rental) housing units as per the City's Affordable Housing (5%) Strategy, together with an additional 20 housing units in the form of Artist Residential Tenancy Studio (ARTS) units. (As noted earlier, the proposed ARTS units are supported by the Affordable Housing Strategy Policy Area 5 that calls for the City's involvement in seeking partnerships at the local level to respond to existing and emerging housing needs, which includes live/work studios for artists.)

As proposed, the developer will construct the ARTS units in the project’s first phase, followed by typical affordable housing units in each of its four subsequent phases, as follows:

Parcel	Phase	Minimum Habitable Floor Area of Affordable Housing by Parcel				% of Total Floor Area
		ARTS Units	Typical Low End Market Rental Units			
			5% Requirement	5% Deferred from Parcel A (Phase 1)	Total	
A	1	1,628 m ² (17,524 ft ²)	Deferred	N/A	0	7.1%
B	2	Nil	1,038 m ² (11,173 ft ²)	327 m ² (3,524 ft ²)	1,365 m ² (14,689 ft ²)	6.6%
C	3	Nil	960 m ² (10,334 ft ²)	302 m ² (3,251 ft ²)	1,262 m ² (13,586 ft ²)	6.6%
D	4	Nil	1,193 m ² (12,842 ft ²)	354 m ² (3,812 ft ²)	1,547 m ² (16,654 ft ²)	6.5%
E	5	Nil	540 m ² (5,813 ft ²)	90 m ² (963 ft ²)	630 m ² (6,783 ft ²)	5.8%
TOTAL		1,628 m ² (17,524 ft ²)	3,731 m ² (40,162 ft ²)	1,073 m ² (11,550 ft ²)	4,804 m ² (51,712 ft ²)	6.6%
		6,432 m ² (69,236 ft ²)				

Staff are supportive of the subject rezoning, as it exceeds the requirements of the City’s Affordable Strategy. More specifically, staff recommend support on the basis that:

- Affordable housing will be constructed in all five of the project’s phases;
 - The combined total floor area of the project’s affordable housing exceeds the City’s standard (5%) policy by 32% (i.e. by the floor area of the ARTS units); and
 - The ARTS units, which represent 7% of Phase 1 (i.e. 474 m² / 5,100 ft² more than the standard 5% requirement), will be:
 - i. “Subsidized housing”, as their maximum permitted monthly unit rents and household incomes are to be capped at rates the City’s Affordable Housing Strategy sets for “bachelor” units, even though the minimum floor area of each ARTS unit is required to be at least twice that of a “bachelor” unit (i.e. 74 m² / 797 ft² versus 37 m² / 400 ft²);
 - ii. Secured via City Housing Agreements; and
 - iii. Constructed, maintained, and operated to the satisfaction of the City at the sole cost of the developer.
- d) **District Energy Utility (DEU):** The CCAP encourages the coordinated planning of City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend, and the developer has agreed, that the developer will build 100% of the subject development to facilitate its connection to a DEU system (with the understanding that the utility will be constructed by others) and design for DEU hook-up commencing with the project’s first phase.
- e) **Leadership in Energy and Environmental Design (LEED):** The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management and quality). The developer has agreed to comply with this policy and will demonstrate compliance on a Development Permit-by-Development Permit basis as the project proceeds.

- f) **Aircraft Noise Sensitive Development Policy (ANSD):** The subject site is located in ANSD “Area 3”: Moderate Aircraft Noise Area, which permits all aircraft noise sensitive land uses, provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation via the building design, mechanical ventilation, and air conditioning capability or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.

- g) **Public Art:** Richmond policy encourages developers to voluntarily contribute towards public art, especially in the case of large projects and those, such as the subject development, which are situated in the CCAP’s designated “arts district”. In light of this, the developer has prepared a preliminary public art plan for the subject site and proposes to voluntarily contribute at least \$589,487 towards Public Art (based on a rate of \$0.60/ft² and the maximum combined total buildable floor area permitted on the subject site under the proposed ZHR10 zone, excluding affordable housing and ARTS units). More specifically, the developer’s actual voluntary public art contribution shall be determined on a parcel-by-parcel basis, based on the maximum floor area permitted as per an approved Development Permit (excluding affordable housing and ARTS units), as follows:

Lot	Parcel	Phase	Applicable Developer Contribution Rate	Minimum Public Art Voluntary Developer Contribution	
				By Phase	2-Part Implementation Plan
1	A	1	\$0.60/ft ²	\$138,573	\$379,609+
1	B	2	\$0.60/ft ² or the current City rate at the time of DP* approval, whichever is greater	\$125,171+	
2	C	3		\$115,865+	
2	D	4		\$144,105+	
1	E	5		\$65,773+	
TOTAL			Varies	\$589,487+	

+ Actual contributions may be greater based on the approved City rate at the time of DP* approval.

Furthermore, prior to Development Permit issuance for the first phase of the subject development, a detailed public art plan will be prepared to the satisfaction of the City, describing the developer’s proposed phase-by-phase contributions and 2-part implementation of public art in the subject site’s public park and open spaces.

- h) **Tree Retention & Replacement:** Richmond’s Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer’s proposal satisfies the City policy. Moreover:
 - Via Development Permit and Servicing Agreement design stages in respect to roads and parks, the developer will prepare detailed landscape plans addressing tree retention, replacement, and additional tree planting opportunities; and
 - Prior to any City approval for tree removal in advance of rezoning adoption or Development Permit issuance, the developer shall submit pre-construction tree removal plans for the affected areas of the site on a phase-by-phase basis, demonstrating to the satisfaction of the City that the number of trees proposed for removal at each phase of work is minimized and appropriate tree protection

measures are in place for the remaining trees. In particular, it should be noted that off-site trees should, wherever possible, remain until such time as their removal is required to facilitate off-site road or park improvements.

Tree Location	Existing Trees (3)	Trees Retained	Trees Relocated	Trees Removed/Replaced		
				Trees Removed	Replacement Trees (1)	Min. Callper of Replacement Trees
On-Site	90	0	0	1 (#1351 Cedar)	2	14 cm (8 m tall evergreen)
				89	178	6 cm
Off-Site City right-of-way	33	16 (2)	0	12 (4)	24	6 cm
				5 (5)	3	Value @ \$17,650
Total	123	16	0	107	207	Varies

- (1) Street trees required to be planted by the developer along Sexsmith Road, Patterson Road, and Garden City Road via the subject development's Servicing Agreement shall be in addition to the replacement trees indicated in the table.
- (2) Off-site trees to be considered for retention include #5780 (maple), #1480 (cedar), #1472 (holly), #1471 (holly), #1473 (holly), #5854 (cedar), #5847 (maple), #5782 (cedar), #1437 (cedar), #1482 (oak), #1450 (oak), #1448 (oak), #1469 (cedar hedgerow), #1454 (fir), #1445 (maple), and #1467 (maple).
- (3) The developer's tree inventory identified 8 trees on property neighbouring the subject site. Those trees are NOT included in the table and MUST be protected, as per the City's Tree protection Information Bulletin Tree-03.
- (4) Off-site trees that may be removed include:
 - @ Sexsmith Road (2:1 replacement): #1468 (cedar) and #1443 (mountain ash)
 - @ Patterson Road (2:1 replacement): #1489 (horse chestnut), #1282 (prunus), #1477 (holly), #5799 (cedar), #5809 (cedar), #5856 (cedar), #5778 (cedar), #5790 (maple), #5834 (cedar), and #5759 (cedar)
- (5) Off-site trees that may be removed include:
 - @ Garden City Road (3:5 replacement): #1325, #1353, #1358, #1318, and #1320 (cypress hedgerow)

- i) **Flood Management Strategy:** The CCAP encourages measures that will enhance the ability of developments to adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. In light of this, the developer proposes to raise the finishes grade of the centre portion of the site to 7.0 m geodetic (which will facilitate the construction of two levels of parking concealed below finished grade).
- j) **Community Planning:** As per CCAP policy, the developer proposes to voluntarily contribute \$245,619 (i.e. \$0.25/ft² of maximum permitted buildable floor area, excluding affordable housing and ARTS units) to the City's community planning program reserve fund.
- k) **Development Phasing:** "No development" covenants will be registered on the developer's two lots (five parcels) and density bonusing is written into the subject site's proposed specific zone (ZHR10) to ensure that the phasing of the public works and amenities (e.g., construction of roads, parks, affordable housing) are appropriately coordinated with the developer's market housing, as set out in the proposed "Phasing Plan". (Attachment 10, Schedule D)
- l) **Form of Development:** The developer proposes to construct high-rise, high-density residential uses on two lots, to be subdivided into five air space parcels, organized around a central, 6,225 m² (1.53 ac) neighbourhood park and framed by landscaped greenways, walkways, and pedestrian-oriented streets. The developer's preliminary form of development, which proposes a combination of streetwall-type buildings and towers stepping down in height from west to east, generally conforms to CCAP Development Permit (DP) Guidelines. DP approval to the satisfaction of the Director of Development will be required for Phase 1 prior to adoption of the subject rezoning. At DP stage, attention should be paid to the following key considerations:

- Variation in tower height, floorplate shape and orientation, and rooftop features are encouraged to provide for an interesting skyline;
- Tall buildings must minimize shading of the neighbourhood park, especially during peak uses periods and in high-use or sun-sensitive locations (i.e. children's playgrounds, garden plots) in order to maximize public use and enjoyment of this important amenity;
- Streetwall articulation is encouraged to visually break up long streetwalls and provide for an attractive, sensitive interface with the neighbourhood park, streets, and other public pedestrian spaces;
- The proposed change in grade from approximately 1.5 m geodetic along existing fronting streets to 7.0 m geodetic in the centre of the site must be handled sensitively to ensure easy access for pedestrians, cyclists, and the mobility impaired, together with attractive frontage treatments that fully conceal parking with non-parking uses;
- The public open space design must balance the desire to create an attractive, quiet setting for the development's residential uses with the demands of creating inviting, engaging park spaces for daily, active (e.g., noisy) public use and making the maintenance of that public space cost effective over the long term for the property owners;
- The ARTS units and related uses/spaces (e.g., public art, on-site open space) must provide for an attractive, arts-related live/work environment designed to:
 - i. Meet the anticipated needs of the ARTS units' resident artists (e.g., durability, lighting, studio space, noise attenuation);
 - ii. Complement the form, character, and livability of adjacent dwellings; and
 - iii. Enhance the project's streetscape character and visual identity of the City Centre's proposed "arts district";
- The rooftops of mid-rise buildings must contribute to the attractiveness, amenity, and sustainability of the development;
- Importantly, steps must be taken to ensure that the development reads as a neighbourhood, not a "project"; and
- The interfaces between each phase of the proposed development's residential uses and between the subject development and its future neighbours, especially with regard to potential view blockage and related impacts. (Note: Prior to DP issuance for the subject development, a covenant(s) should be registered on the subject site notifying residents of potential view and related impacts arising as a result of adjacent development.)

2.3. Proposed OCP & Zoning Amendments

Amendments to the CCAP and Zoning Bylaw are proposed to facilitate rezoning of the subject development. More specifically:

- a) **CCAP Amendments:** Amending the CCAP land use maps in and around the subject site to reflect changes to the distribution of park space and designate the site to permit the proposed "Institution" bonus.
- b) **Zoning Bylaw Amendments:** Creating a new site specific zone (ZHR10) to accommodate the subject development.

The CCAP's "Institution" designation places no restrictions on the relative size of an "institution" use (in this case the ARTS units) to the non-institutional uses on a site,

but it does specify that the “institution” must be fundamental to any other uses being permitted. Likewise, the Capstan station density bonus policy proposed for the CCAP seeks to only support the rezoning of developments that commit to contributing funds towards station construction. Therefore, the proposed site specific zone, ZHR10, is structured such that the subject development (supported with various restrictive covenants) will trigger the requirement for the developer to fully construct the ARTS housing and contribute towards the Capstan Station Reserve fund with the project’s first phase, and continue contributing towards the station with each subsequent phase.

Financial Impact or Economic Impact

- a) Sanitary Pump Station: Design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.
- b) Capstan Station: The proposed Capstan station (density bonus) funding strategy seeks to raise approximately \$25 million (September 2010 estimate) for the construction of the Capstan Canada Line station by providing for the developers of the first +/-3,250 dwellings in Capstan Village to voluntarily contribute towards the Capstan Station Reserve at a rate of \$7,800 per dwelling unit (September 2010 rate, to be adjusted annually as per the Consumer Price Index), based on the total number of dwelling units authorized via Building Permits. Establishment of the Capstan Station Reserve (as per Reserve Fund Establishment Bylaw No. 8854) and related requirements are presented for Council consideration via a separate report.
- c) Subject Rezoning: The subject rezoning (RZ 06-349722) is the first of several pending rezoning applications in Capstan Village and, based on the proposed Capstan station funding strategy, the developer has agreed to voluntarily contribute a total of \$9.7+ million towards the Capstan Station Reserve over the coming +/-10 years, on a phase-by-phase basis. In addition, the developer has agreed to voluntarily contribute towards park development, public art, community planning, and affordable housing, including 20 subsidized ARTS units.

Conclusion

This report addresses a proposed funding strategy for the Capstan Canada Line station, enabling the City to remove the current moratorium on rezoning in Capstan Village. The means for achieving this include the proposed introduction of a density bonus in the Capstan Village area, applicable to developments voluntarily contributing funds towards station construction, together with requirements that developments benefiting from the proposed density bonus provide additional public open space over and above that otherwise required under the CCAP.

The subject application is the first rezoning to be presented for consideration by Council in the Capstan Village since the adoption of the CCAP in 2009. The subject rezoning is supportive of the proposed Capstan station funding strategy, related park policies, and other CCAP objectives for the area. In addition, it proposes that the subject site’s CCAP land use designation is

amended to include "Institution" to provide for an additional density bonus on the basis of the developer providing an additional 1,628 m² (17,524 ft²) of affordable housing, secured via a housing agreement, in the form of 20 Artist Residential Tenancy Studio (ARTS) units, to be constructed, maintained, and operated at the sole cost of the developer.

The Capstan station funding strategy is critical to the development of Capstan Village. Moreover, the subject rezoning is supportive of the proposed funding strategy and the establishment of Capstan Village as an attractive, high-density, transit-oriented community and emerging arts district. In light of this, staff support the proposed Capstan station density bonus policy and subject rezoning.



Suzanne Carter-Huffman
Senior Planner/Urban Design

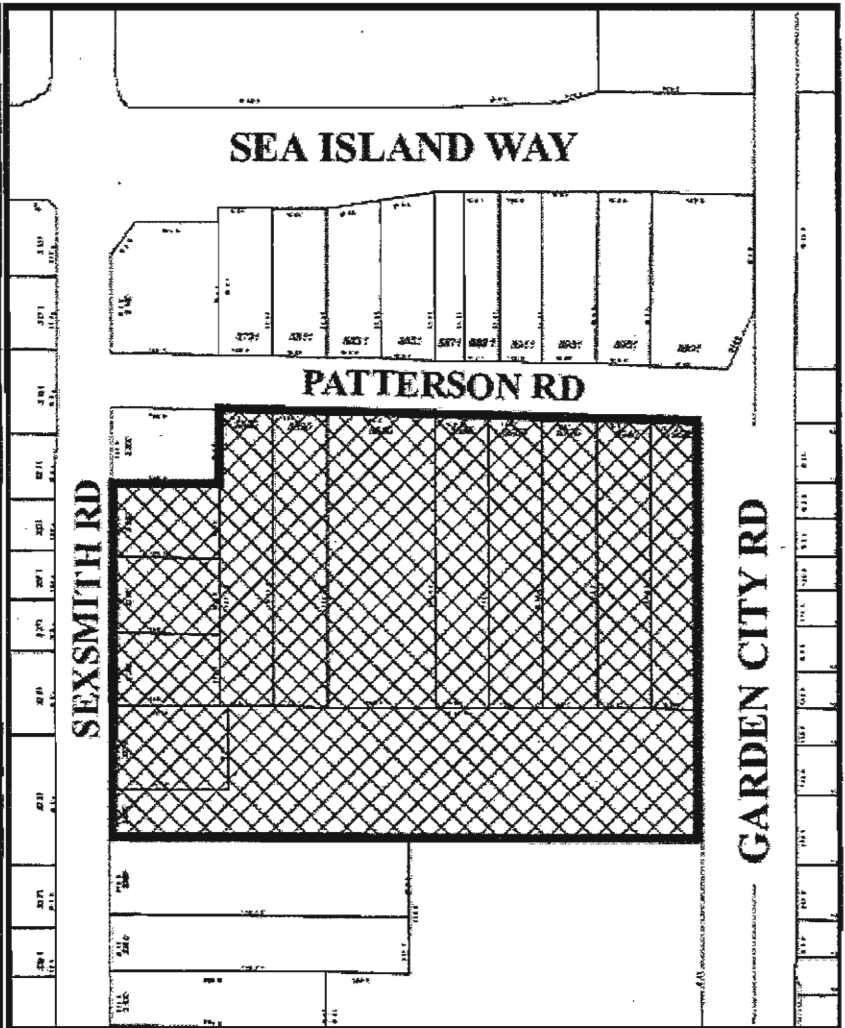
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Attachments:

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSD) Map
4. City Centre Area Plan Specific Land Use Map: Capstan Village (2031) (2 pages)
5. Development Application Data Sheet
6. Preliminary Letter of Concurrence: School District No. 38
7. Letter of Concurrence: Pinnacle International
8. Letter of Concurrence: Richmond Capstan Alliance Church
9. 3200 Sexsmith Road: Conceptual Form of Development
10. Rezoning Considerations
11. Concord Gardens: Proposed Development Concept



City of Richmond



RZ 06-349722

Original Date: 10/16/06

Revision Date: 07/06/11

Note: Dimensions are in METRES

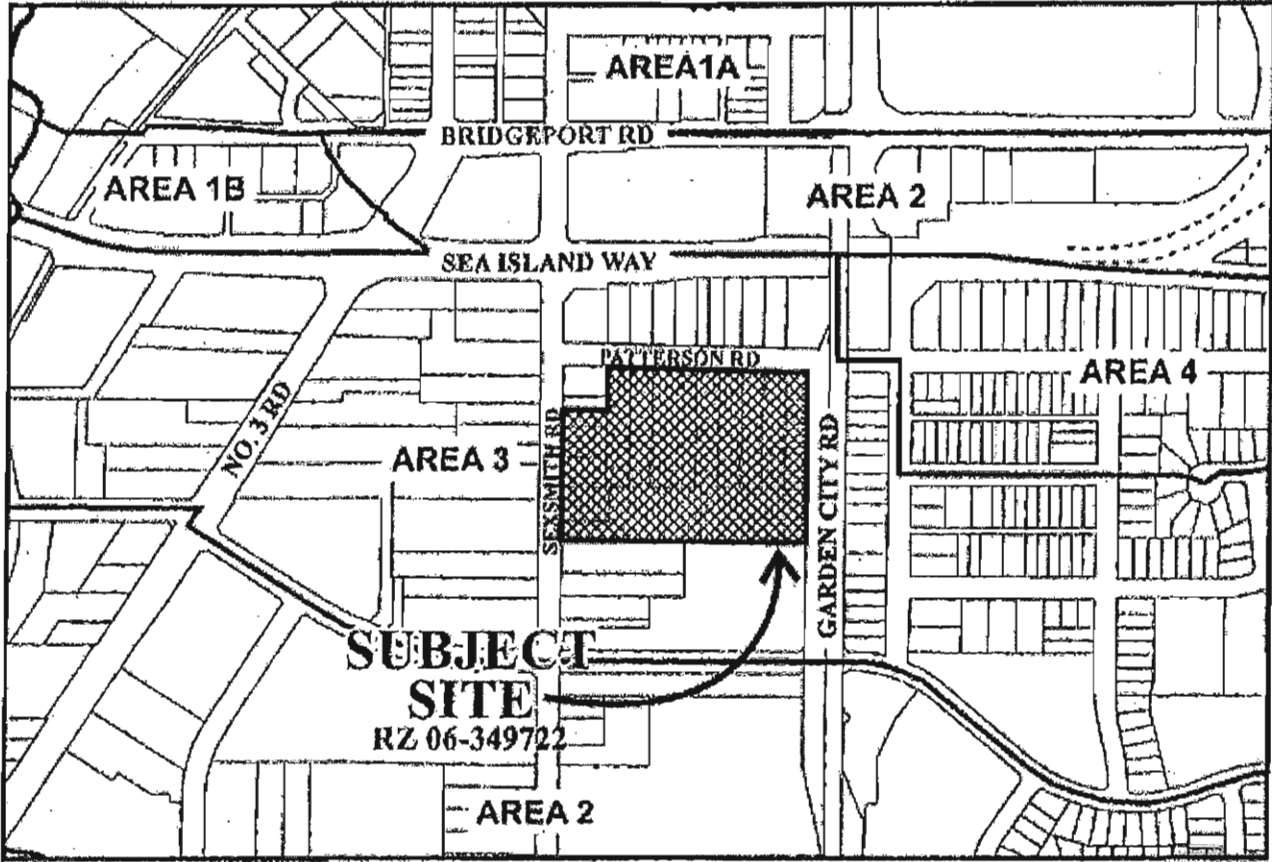


RZ 06-349722

Original Date: 07/19/11

Amended Date:

Note: Dimensions are in METRES



LEGEND

**Aircraft Noise Sensitive Development Policy (ANSD) Areas
(see Aircraft Noise Sensitive Development Policy Table)**

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

Areas Where Aircraft Noise Sensitive Land Uses May be Considered:
Subject to Aircraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 6 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

***** Objective: To support the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



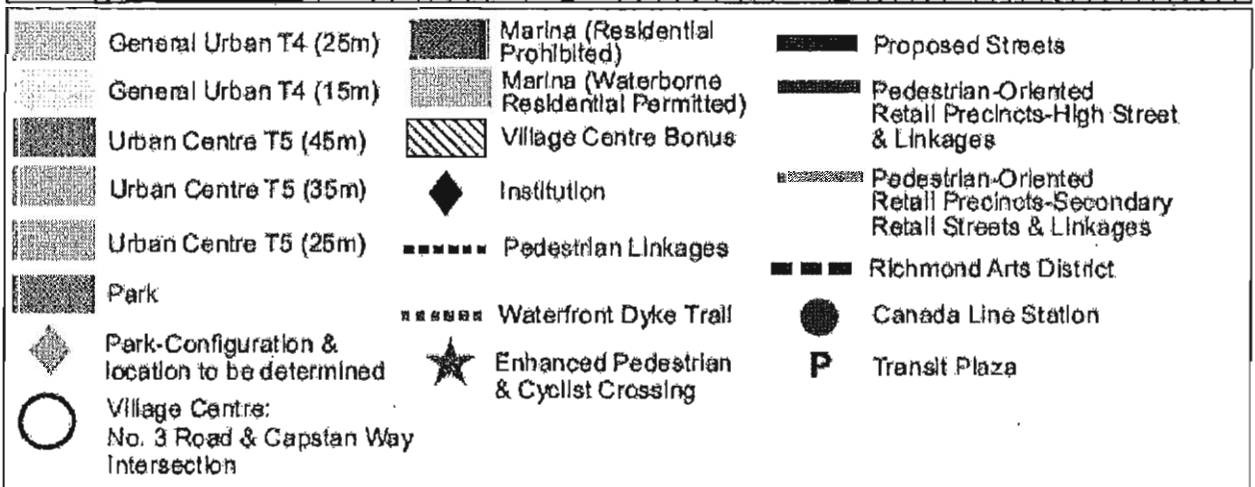
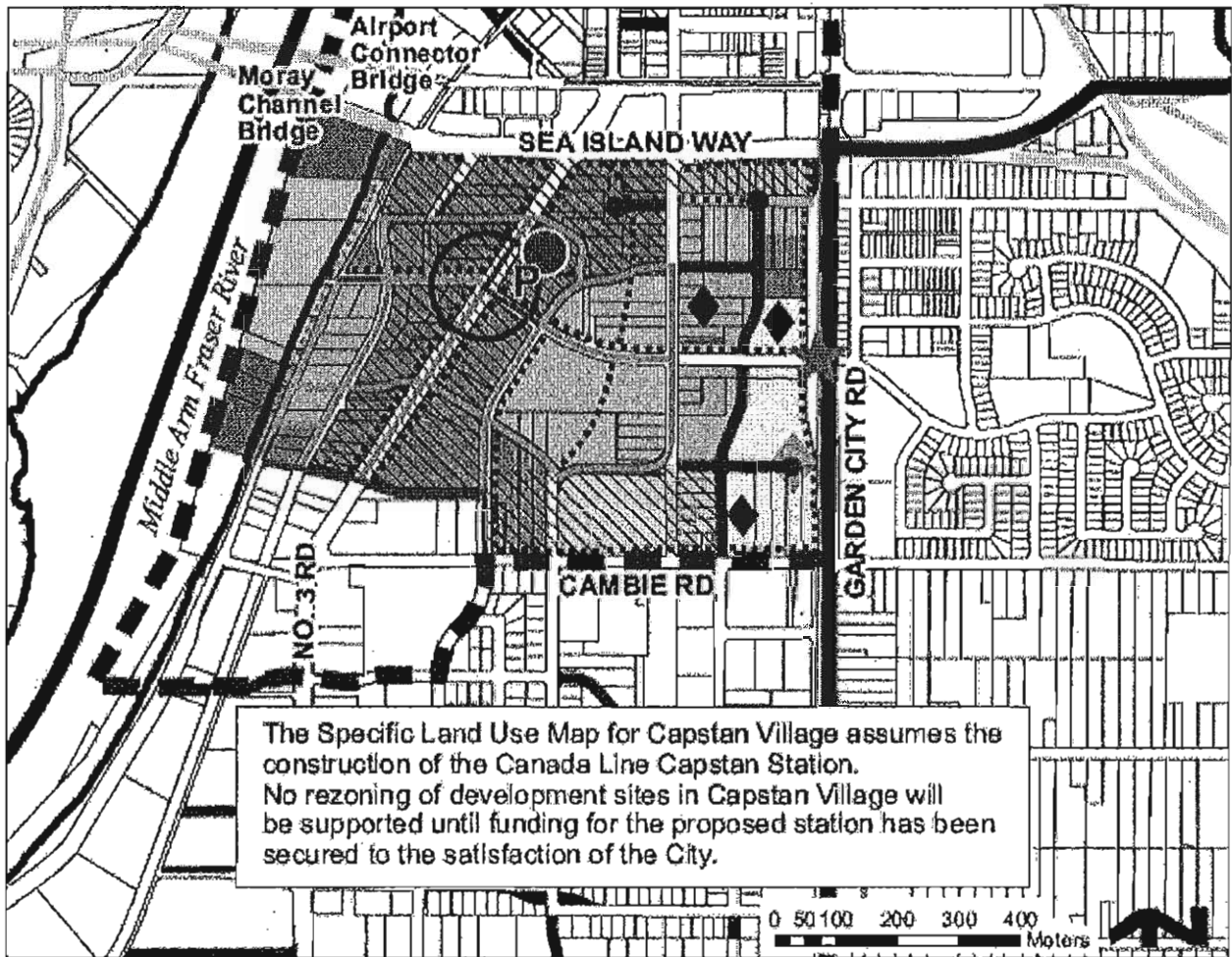
**Aircraft Noise Sensitive
Development Location Map**

Original Date: 07/19/11

Amended Date:

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031)



Specific Land Use Map: Capstan Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<ul style="list-style-type: none"> • Residential permitted. • Overlays: <ul style="list-style-type: none"> a) Village Centre Bonus; b) Institution – Location as indicated; c) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. Additional Land Use Considerations: <ul style="list-style-type: none"> a) Richmond Arts District (RAD) – Development should be supportive of City objectives; b) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area. 	<ul style="list-style-type: none"> • Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that: <ul style="list-style-type: none"> a) residential uses are limited to High-Density Townhouses, except that other housing types are permitted: <ul style="list-style-type: none"> - to accommodate residents with special needs (e.g., seniors); - for development sites with an average net density greater than 1.2 FAR; b) ground floor dwelling units fronting a publicly-accessible street or open space should be Live/Work Dwellings and Home-Based Business Dwellings. • Hotel • Office • Retail Trade & Services and Restaurant, provided that such uses should be limited to the ground floor of Mixed Multiple-Family/Commercial Use buildings • Institutional Use • Recreation • Studio • Community Use • Accessory Uses 	<ul style="list-style-type: none"> • For Non-Residential Uses: 1.2. • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) base: 0.8; b) Affordable Housing Bonus: 0.8. Additional density, where applicable: <ul style="list-style-type: none"> • Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City; • Institution: To be determined on a site specific basis via City development application processes.
Urban Centre(T5)		
<ul style="list-style-type: none"> • Residential permitted. • Overlays: <ul style="list-style-type: none"> a) Village Centre Bonus; b) Institution; c) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; d) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. Additional Land Use Considerations: <ul style="list-style-type: none"> a) Richmond Arts District (RAD) – Development should be supportive of City objectives; b) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area; c) Branch Library (North) – This facility should be situated within 400 m (1,312 ft.) of Capstan Village’s designated Village Centre. 	<ul style="list-style-type: none"> • Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that: <ul style="list-style-type: none"> a) residential uses shall not be permitted within 20 m (66 ft.) of a property line that abuts Sea Island Way; b) ground floor dwelling units fronting a publicly-accessible street or open space should be: <ul style="list-style-type: none"> - for Pedestrian-Oriented Retail Precincts: Live/Work Dwellings; - elsewhere: Live/Work Dwellings and Home-Based Business Dwellings. • Hotel • Office • Retail Trade & Services • Restaurant • Neighbourhood Pub • Institutional Use • Recreation • Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts) • Community Use • Accessory Uses 	<ul style="list-style-type: none"> • For Non-Residential Uses: 2.0. • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) base: 1.2; b) Affordable Housing Bonus: 0.8. Additional density, where applicable: <ul style="list-style-type: none"> • Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City; • Institution: To be determined on a site specific basis via City development application processes.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

**Development Application
Data Sheet**

RZ 06-349722

Address: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and
3240, 3260, 3280, 3320 and 3340 Sexsmith Road

Applicant: 0754999 BC Ltd.

Planning Area: City Centre (Capstan Village)

	Existing	Proposed
Owner	• 0754999 BC Ltd. & Seoul Investments Inc.	
Site Size	• 32,568 m ² (8.05 ac)	• Net site: 30,536 m ² (7.55 ac) • Road dedications: 2,032 m ² (0.50 ac)
Land Uses	• Large single-family residential lots (vacant)	• High-rise apartment • Artist residential tenancy studio (ARTS) units • Park
OCP Designation	• Mixed Use • Park	• No change, <u>except</u> "Park" relocated
City Centre Area Plan Designation	• Urban Centre T5 (35 m) (2.0 FAR) • Urban Centre T5 (25 m) (2.0 FAR) • Park	• Urban Centre T5 (35 m) (No change) • Urban Centre T5 (25 m) (No change) • Park – Existing designation is relocated • Institution – New site-specific density bonus designation • Capstan Station Bonus (CSB) – New density bonus designation applicable all across Capstan Village
Zoning	• Single Detached (RS1/F)	• High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)
Number of Units	• Nil (vacant)	• Market residential: +/-1,164 (91,272 m ² /982,478 ft ²) • Affordable housing units: 61+ (4,804 m ² /51,712 ft ²) • ARTS units: 20 (1,628 m ² /17,524 ft ²) • Total: +/-1,245 (97,704 m ² /1,051,712 ft ²)
Aircraft Noise Sensitive Development (ANSD)	ANSD "Area 3": Moderate Aircraft Noise Area • All aircraft noise sensitive land uses may be considered • Required provisions include a restrictive covenant on title, acoustics report, noise mitigation, mechanical ventilation, and air conditioning capability or equivalent	

On Future Subdivided Lots	New Site Specific "ZHR10" Zone	Proposed Development	Variance
Units Per Acre (net)	• N/A	• +/-165 upa (estimate)	• N/A
Floor Area Ratio (net)	• Max. 3.2	• As per ZHR10 bylaw	• None permitted
Lot Coverage (Building)	• Max. 90%, excluding areas granted via a statutory right-of-way for road or park	• As per ZHR10 bylaw	• None
Lot Size	• Min. 11,000.0 m ² (2.72 ac)	As per ZHR10 bylaw: • 1 @ 11,780 m ² (2.91 ac) • 1 @ 18,756 m ² (4.64 ac)	• None

ATTACHMENT 5
Development Application Data Sheet

On Future Subdivided Lots	New Site Specific "ZHR10" Zone	Proposed Development	Variance
Setback @ Road & Park	<ul style="list-style-type: none"> For structures below finished grade (e.g., parking): Nil Elsewhere: 6.0 m, but may be 3 m based on an approved DP 	<ul style="list-style-type: none"> As per ZHR10 bylaw 	<ul style="list-style-type: none"> None
Setback @ Side & Rear	<ul style="list-style-type: none"> For structures below finished grade (e.g., parking): Nil Elsewhere: 3.0 m, but may be nil based on an approved DP 	<ul style="list-style-type: none"> As per ZHR10 bylaw 	<ul style="list-style-type: none"> None
Height	<ul style="list-style-type: none"> Within 50 m of Garden City Road: 25 m, but may be 28 m based on an approved DP Elsewhere: 35 m, but may be 47 m geodetic based on an approved DP 	<ul style="list-style-type: none"> As per ZHR10 bylaw 	<ul style="list-style-type: none"> None
Off-street Parking – Market Residential <ul style="list-style-type: none"> Residents (R) Visitors (V) 	"Zone 1" @ build-out: <ul style="list-style-type: none"> (R) 1.0 spaces/unit* (V) 0.2 space/unit* <i>* 10% reduction permitted as per approved transportation demand measures (TDM)</i>	<ul style="list-style-type: none"> (R) +/-1,164 (est.) (V) +/-232 (est.) 	<ul style="list-style-type: none"> None
Off-street Parking – Affordable Housing & ARTS Units <ul style="list-style-type: none"> Residents (R) Visitors (V) 	"Zone 1" @ build-out: <ul style="list-style-type: none"> (R) 0.9 spaces/unit* (V) 0.2 space/unit* <i>* 10% reduction permitted as per approved transportation demand measures (TDM)</i>	<ul style="list-style-type: none"> (R) +/-72 (est.) (V) +/-16 (est.) 	<ul style="list-style-type: none"> None
Off-street Parking – <ul style="list-style-type: none"> Total 	<ul style="list-style-type: none"> 1,484 (est.) 	<ul style="list-style-type: none"> 1,484 (est.) 	<ul style="list-style-type: none"> None
Tandem Parking Spaces	<ul style="list-style-type: none"> Permitted 	<ul style="list-style-type: none"> To be determined 	<ul style="list-style-type: none"> None
Amenity Space – Indoor @ 2 m ² /unit (21.5 ft ² /unit)	<ul style="list-style-type: none"> 2,490 m² (26,800 ft²) (based on 1,245 units) <i>* CCAP permits a reduction for projects greater than 400 units that provide a special recreation facility, (e.g., pool)</i>	<ul style="list-style-type: none"> 2,490 m² (26,800 ft²) (est.) Amenity space provided in the first 4 of 5 phases Special recreation facility in Phase 2 	<ul style="list-style-type: none"> None
Amenity Space – Outdoor <ul style="list-style-type: none"> OCP @ 6.0 m²/unit (64.6 ft²/unit) CCAP @ 10% net site 	<ul style="list-style-type: none"> OCP: 7,470 m² (80,409 ft²) CCAP: 3,054 m² (32,870 ft²) Total: 10,524 m² (2.6 ac) (based on 1,245 units) 	<ul style="list-style-type: none"> As required 	<ul style="list-style-type: none"> None
Public Park <ul style="list-style-type: none"> ZHR10 zone @ 7.4 m² per unit, secured via statutory right-of-way 	<ul style="list-style-type: none"> 9,220 m² (2.28 ac) min. (based on 1,245 units) 	<ul style="list-style-type: none"> On-site: 9,220 m² (2.28 ac) Off-site: 1,376 m² (0.34 ac) Total: 10,596 m² (2.62ac) 	<ul style="list-style-type: none"> None
Temporary Public Park* <ul style="list-style-type: none"> * To be replaced by "Public Park" (See above) 	<ul style="list-style-type: none"> To ensure park space comes on-stream with 1st phase of development 	<ul style="list-style-type: none"> 1,650 m² (0.42 ac) Removal will occur after all permanent park is complete (to allow for Phase 5). 	<ul style="list-style-type: none"> None

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



School District No. 38 (Richmond)
7811 Granville Avenue, Richmond, BC V6Y 3E3

Tel: (604) 668-6000

November 23, 2011

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

Dear Mayor Brodie:

Re: Proposed 2041 OCP Update Concept

On behalf of the Board of Education, I would like to provide our comments on the two proposed OCP amendments relating to the Capstan Village development that include density bonusing provisions. We have the following comments to make:

- The Capstan Village development proposal, prior to the consideration of density bonusing, is estimated to generate over 1,100 students; the density bonusing provisions are estimated to generate an additional 141 students.
- An increase of almost 1,250 students in this area, coupled with the planned growth in other parts of City Centre, will require a significant expansion of school facilities to accommodate the overall growth.
- Some of the expansion will likely occur at the Talmey, Tomsett & Tait elementary school sites, while new sites for both elementary and secondary schools will also be necessary.
- The Board has not secured funding for the expansion that will be needed. This funding would be requested from the Ministry of Education, but the approval of such funding requests cannot be guaranteed.

We thank you for the opportunity to provide comment on the proposed OCP changes. We look forward to the continued close working relationship between our two organizations.

Sincerely,

Mrs. Donna Sargent, Chairperson
On Behalf of the Board of Education (Richmond)

cc Trustees
 M. Pamer, Superintendent of Schools
 M. De Melo, Secretary/Treasurer
 Hon. G. Abbott, Minister of Education
 J. Yap, MLA (Richmond-Steveston)
 R. Howard MLA (Richmond Centre)
 L. Reid, MLA (Richmond East)

City of Richmond
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 NOV 25 2011
 MAYOR'S OFFICE

Board of Education:
 Donna Sargent - Chairperson
 Debbie Tablotney - Vice Chairperson
 Chak Au Rod Belleza Carol Day
 Linda McPhail Grace Tsang

www.sd38.bc.ca

"OUR FOCUS IS ON THE LEARNER"

pc. Joe Aring
 Terry Crowe
 XY: 8060-02-02 / 01055-02

copied & distributed
 to all.
 Date: Nov 29/11
 Initials: JS



PINNACLE
INTERNATIONAL

December 19, 2011

Mr. Brian Jackson
City of Richmond
6011 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Jackson:

RE: Concord Rezoning Application (RZ06-349722)

We have no objection with regard to the application on what we have seen to date.

We would like to be informed as the project progresses.

Yours truly,
Pinnacle Place 2009 Development Partnership

A handwritten signature in black ink, appearing to read "Mike De Cotiis", enclosed within a large, hand-drawn oval scribble.

Mike De Cotiis
President

MD/ls

A MEMBER OF THE PINNACLE INTERNATIONAL GROUP
WWW.PINNACLEINTERNATIONAL.CA
Suite 300 - 911 Homer Street • Vancouver, BC, Canada • V6B 2W6 • Tel: 604 602-7747 • Fax 604 688-7749



November 15, 2011

Attn. Suzanne Carter- Huffman
 Senior Planner / Urban Design
 City of Richmond, Planning & Development
scarter@richmond.ca

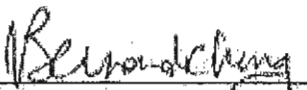
Concord Gardens on Sexsmith Road, Richmond
 Letter of Support from
 The Richmond Capstan Alliance Church,
 3360 Sexsmith Rd. Richmond, BC

Dear Suzanne:

We are the Richmond Capstan Alliance Church. We are located at 3360 Sexsmith Road, Richmond, which is bordering the southwest corner of the Concord Gardens project.

We want to thank you and your department for your insightful assistance during the ongoing design and approvals process leading up to the present Rezoning application from Concord Developments Inc. We have come to an agreement (Appendix) with the developer to hopefully ensure the development and construction process will be beneficial to the entire community and respectful to our Congregation.

Based on this agreement, the Richmond Capstan Alliance Church is writing this as a letter of support for the present Rezoning application from Concord Developments Inc. We look forward to your continuing good work and support for our Congregation.



 Signatory
 Richmond Capstan Alliance Church
 Nov. 16, 2011

 Date



列治文基督會
Richmond Capstan Alliance Church

November 14, 2011

Attn: Fred Roman
Development Manager
Concord Pacific Developments Inc.
fred.roman@concordpacific.com

Concord Gardens on Sexsmith Road, Richmond
Letter of Support from Richmond Capstan Alliance Church, 3360 Sexsmith Rd.
Richmond, BC

Dear Fred:

We want to thank you for your patience and openness so far. As you may imagine, collecting consensus from a large congregation is not an easy nor simple matter. Our Congregation understands the scale of Concord Gardens will forever impact and alter the current and future use and enjoyment of our site. Furthermore, there will be many years of continuous construction activities that will directly and negatively impact our use. However we also understand there are many positive aspects to development and growth, for us and for the community. Therefore, we approach this letter of support with some conditions and qualifications.

Based on information received to date from Concord Pacific and the City of Richmond Planning Department, Richmond Capstan Alliance Church in-principle has no objections to the current proposed Concord Gardens Rezoning. However, we understand the current design information is conceptual in nature, and that the details of the final design may have significant impacts on our Congregation. These impacts may include the design of the public right-of-way on the north property line of our Church, the design of the Concord parking structure, the possibility of piling, deep excavation, retaining structures adjacent to our Church, noise / traffic and possible damage to the church property. Most importantly, possible undue or unforeseen negative impact to our future development of the Church property.

To ensure all stakeholders will continue to work co-operatively in the future, we ask that Concord Pacific Developments Inc. agree to the following by signing below:

- a) Concord Pacific to make regular updates to Capstan Alliance of the Project's progress, and make information available to Capstan Alliance upon reasonable request.
- b) Concord Pacific to manage and to minimize all construction impact, and will respond promptly upon reasonable requests from Capstan Alliance.

Woking *SR*

Letter of Concurrence: Richmond Capstan Alliance Church

- c) Concord Pacific to be open to make design adjustments favorable to the Capstan Alliance Church for the portion of development adjacent to the Church, if such design adjustments are deemed to be reasonable by the Church's Architect and supported by the Planning department.

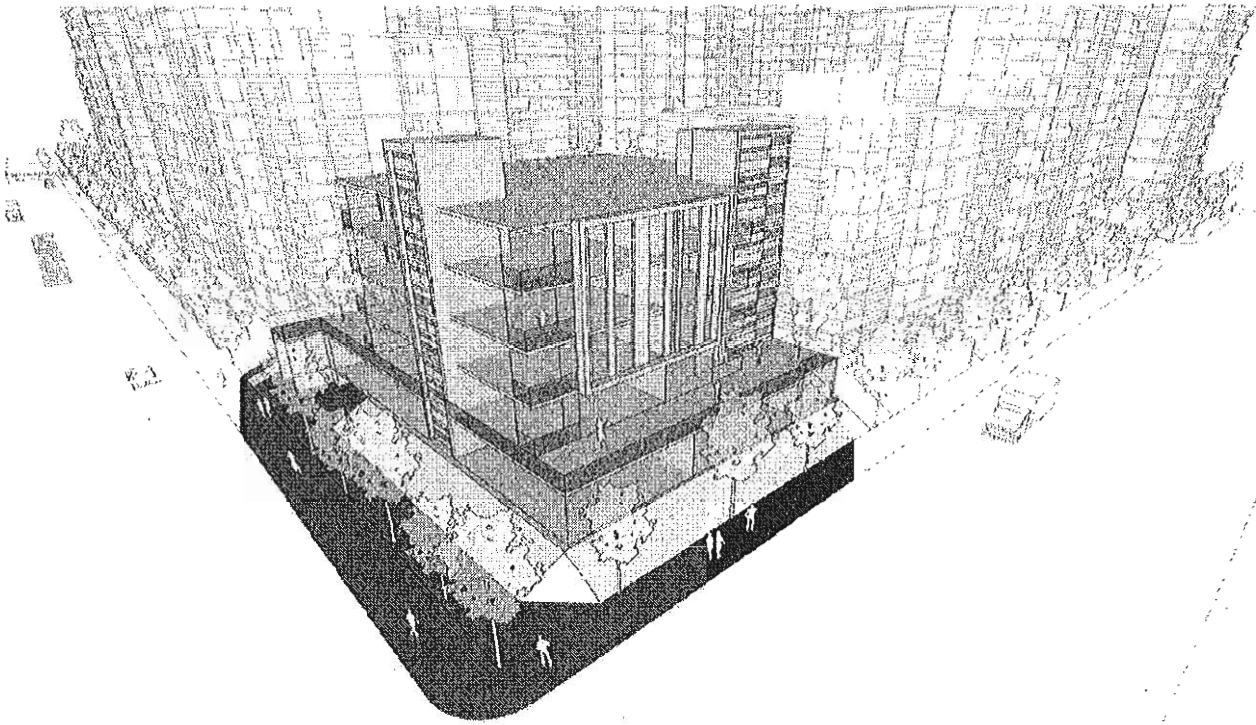
CONCORD PACIFIC
 Vohung
 EJR

Upon your agreement, we will issue a letter of support to Suzanne Carter of the Planning Department. On it, we will simply state Richmond Capstan Alliance Church supports the Concord Gardens Rezoning application based on an agreement we have with Concord Pacific Developments Inc. We will attach this signed page as an appendix to our letter of support to the City and copy you. We look forward to an exciting future.

B. Howard Chung
 Signatory
 Richmond Capstan Alliance Church
Nov. 14, 2011
 Date

[Signature]
 Signatory
 Concord Pacific Developments Inc.
Nov. 15, 2011
 Date

ATTACHMENT 9
3200 Sexsmith Road: Conceptual Form of Development

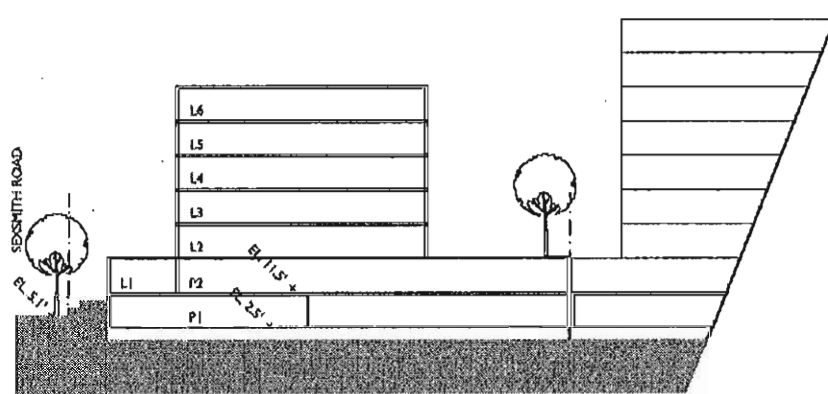


Northwest Property Proposal

	FSR	FSR AREA
Site Area	12,000 SF	2.5 30,000 SF

DENSITY CALCULATION					
	NO OF FL.	AREA	TTL AREA	UNITS	TTL UNITS
GROUND FLOOR	1	3,180.00	3,180.00	3	3
TYPICAL FLOOR	5	5,350.00	26,750.00	5	25
TOTAL			29,930.00		28

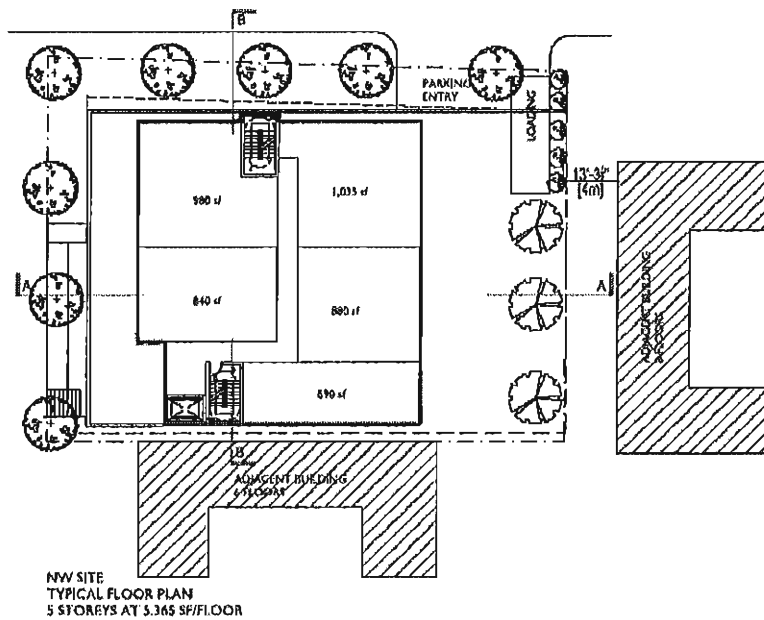
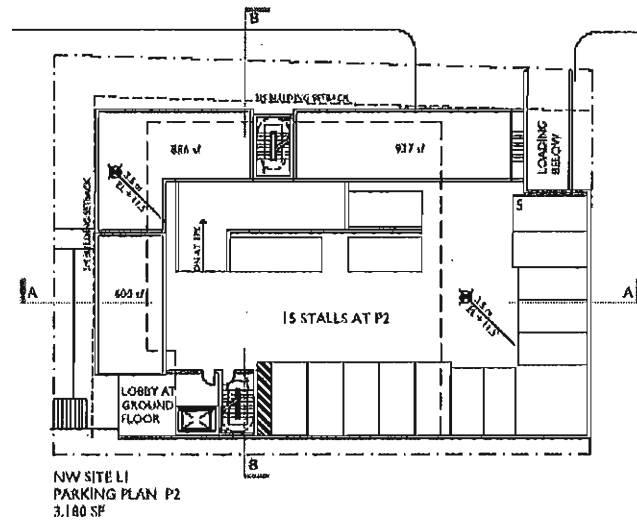
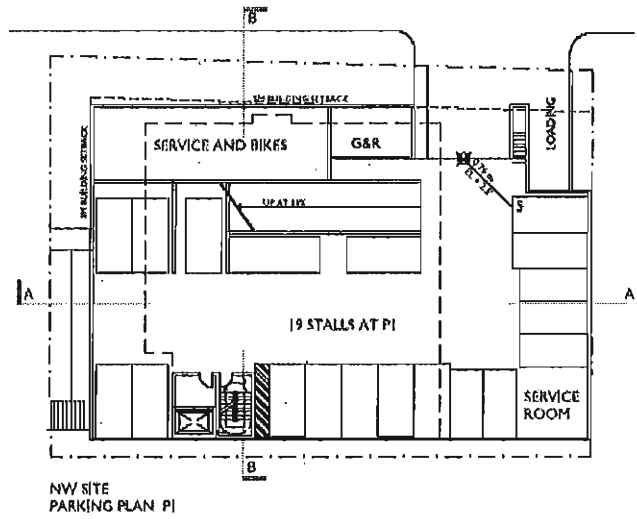
PARKING COUNT	ZONE 1	
	REQ'D	PROVIDED
1 SPACE PER UNIT	28	28
0.2 SPACES VISITOR	5.6	6
TOTAL PARKING	33.6	34



SECTION A-A

CONCORD

ATTACHMENT 9
3200 Sexsmith Road: Conceptual Form of Development



December 17, 2011 (REVISED January 4, 2012)

Rezoning Considerations

8800, 8820, 8840, 8880, 8900, 8920, 8940, and 8960 Patterson Road and
3240, 3260, 3280, 3320, and 3340 Sexsmith Road

RZ 06-349722

Rezoning Considerations in respect to RZ 06-349722 include the following schedules:

- A. Preliminary Subdivision Plan
- B. Air Space Parcel Reference Plan
- C. Right-of-Way Key Plan
- D. Phasing Plan
- E. City-Approved Park Concept (NOTE: Colour drawings filed under REDMS #3433603 & 3433604)

Prior to final adoption of Zoning Amendment Bylaw No. 8840, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw No. 8838.

Adoption of OCP Amendment Bylaw No. 8838 cannot occur until the following are complete:

- Execution of a Memorandum of Understanding between the City of Richmond and TransLink in respect to funding of the Capstan Canada Line station; and
 - Final adoption of City bylaws in respect to the establishment of the Capstan Station Bonus Map area in the City Centre Area Plan and related density bonus provisions, to be brought forward for consideration by Council in this and separate cover, including Reserve Fund Establishment Bylaw No. 8854, OCP Amendment Bylaw No. 8837, and Zoning Amendment Bylaw No. 8839.
2. Provincial Ministry of Transportation & Infrastructure (MoTI) final approval. (NOTE: The MoTI letter, dated August 22, 2011, granting preliminary approval for the subject rezoning application is valid for one year from the letter's date of issuance.)
 3. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to registration of a Subdivision Plan, the following shall be included as conditions to the approval of subdivision:

- 3.1. Road dedications with a combined total area of approximately 0.203 ha (0.50 ac), as per the Preliminary Subdivision Plan (**Schedule A**), including:
 - a) 1.1 m along the subject site's entire Sexsmith Road frontage; and
 - b) 18.59 m wide strip of land for the extension of Hazelbridge Way.
- 3.2. Consolidation and subdivision of the lots into two lots for the purposes of the subject development, as per the Preliminary Subdivision Plan (**Schedule A**), and providing for the possible future subdivision of the two lots into five air space parcels (Parcels A-E), as per Air Space Parcel Reference Plan (**Schedule B**), such that the approximate areas of the lots shall be:
 - a) Lot 1 (north lot): 1.88 ha (4.65 ac); and
 - b) Lot 2 (south lot): 1.18 ha (2.92 ac).
- 3.3. Registration of legal agreement(s) on the north and south lots, as per the Preliminary Subdivision Plan (**Schedule A**), requiring that neither of the lots nor any of the future air space parcels (Parcels A-E), as per the Air Space Parcel Reference Plan (**Schedule B**), may be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreements and business terms related to financial, legal, development, and other obligations assigned to each of the lots and future air space parcels as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.
- 3.4. Registration of Public Rights of Passage statutory rights-of-ways, as per the Right-of-Way Key Plan (**Schedule C**), including:

PH - 133

- Transportation right-of-ways (i.e. Private Road, Patterson Road Cul-de-Sac, and Sidewalk Widening, and related corner cuts); and
- Park right-of-ways (i.e. South Walkway, Neighbourhood Park, and Hazelbridge Plaza).

NOTE: For the purposes of the subject Rezoning Considerations, the combined total area of the park right-of-way areas shall be a minimum of 9,955 m² (2.46 ac) as indicated in the Right-of-Way Key Plan (**Schedule C**) and the proposed “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)” zone. If it is determined via the subject development’s phase-by-phase development approval processes that additional park space must be secured via statutory right-of-way to satisfy the ZHR10 zone, such additional park space will be secured to the satisfaction of the City via the applicable Development Permit* process(es).

a) Private Road:

- i. 20 m wide right-of-way (with the exception of a portion of the Private Road’s east sidewalk, which is situated within the Neighbourhood Park right-of-way) with an area of approximately 2,895 m² (0.72 ac) shall be secured running from Patterson Road to the south edge of Lot 2, in part abutting the east end of the Hazelbridge Way dedication, together with 4.0 m x 4.0 m corner cuts on both the east and west sides of the right-of-way where the Private Road intersects with Patterson Road.
- ii. The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access for pedestrians, bicycles, and general purpose traffic;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - Public access between Hazelbridge Way, Patterson Road, and a future road to be constructed by others south of the subject site (in whole or in part on TransLink’s former park-and-ride site at 3440 Sexsmith Road, as per the City Centre Area Plan), including access to fronting residential, public park, and other on-site uses;
 - Special design treatment and landscape features including, but not limited to, lighting, furnishings, trees and planting, decorative paving, and innovative, integrated storm water management measures, to the satisfaction of the City;
 - Building encroachments for portions of the building situated 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 private road (e.g., tree planting, vehicle load limitations), as specified in a Development Permit* approved by the City;
 - The owner’s ability to close some or all of the right-of-way to public access in the event of an emergency (e.g., failure of the structure supporting the road) with the approval of the City;
 - The owner’s ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the road 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; and
 - Design and construction (implemented via a Servicing Agreement*, as required by the City), maintenance, and all associated liability in respect to the right-of-way shall be at the sole cost and responsibility of the owner, to the satisfaction of the City.
- iii. In addition, the right-of-way shall:
 - Be coordinated with the South Walkway right-of-way, the latter of which will be designed to provide for an interim widening at the south end of the Private Road right-of-way to accommodate a vehicle turn-around (3-point turn arrangement) in order to provide for the interim public use of the south leg of the Private Road in advance of the road’s connection with a future road (constructed by others) linked to Capstan Way via 3440 Sexsmith Road (TransLink park-and-ride lot).
- iv. Furthermore, the right-of-way shall permit driveways along the east and west sides of the Private Road, the design of which must be to the satisfaction of the Director of

Transportation (i.e. specific location, width) and Director of Development, as specified in a Servicing Agreement* and/or Development Permit* approved by the City, as follows:

- A maximum of 1 driveway at each of Parcel A, B, C, and D.
- v. The right-of-way shall not permit:
 - City utilities; or
 - Building encroachments above the finished grade of the right-of-way area.

b) Patterson Road Cul-de-Sac:

- i. An irregular shaped right-of-way, approximately 27.5 m² (0.01 ac) in area, located on the south side of Patterson Road, east of the Private Road right-of-way.
- ii. The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access for pedestrians, bicycles, and general purpose traffic;
 - Turn-around movements (3-point turn arrangement) at the proposed eastern terminus of Patterson Road (adjacent to the proposed Patterson Road Street-End Park);
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - Frontage improvements and park features complementary to the City-approved Patterson Road streetscape and Patterson Road Street-End Park designs including, but not limited to, lighting, furnishings, trees and planting, decorative paving, and innovative, integrated storm water management measures;
 - As required, coordination with vehicle access requirements in respect to the City-owned lots on the north side of Patterson Road at 8911, 8931, 8951, and 8991 Patterson Road;
 - Building encroachments for portions of the building situated 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 street-end (e.g., load limitations restricting vehicle types), as specified in a Development Permit* approved by the City;
 - The owner's ability to close some or all of the right-of-way to public access in the event of an emergency (e.g., failure of the supporting structure) with the approval of the City;
 - The owner's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way area 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;
 - City utilities; and
 - Design and construction (implemented via a Servicing Agreement*, as required by the City), maintenance, and all associated liability in respect to the right-of-way shall be at the sole cost and responsibility of the owner, except as determined via an approved Servicing Agreement* or Development Permit*, to the satisfaction of the City.
- iii. Furthermore, the right-of-way shall permit a driveway access, as follows:
 - One driveway at Parcel B, the design of which must be to the satisfaction of the Director of Transportation (i.e. specific location, width) and Director of Development, as specified in a Servicing Agreement* and/or Development Permit* approved by the City.
- iv. In addition, the right-of-way shall:
 - Provide for a replacement right-of-way, as required, based on an approved Development Permit*.
- v. The right-of-way shall not permit:
 - Building encroachments above the finished grade of the right-of-way area.

c) Sidewalk Widening:

- i. Rights-of-ways shall be secured along the following frontages:
 - varying width along the site's entire Garden City Road frontage ("Garden City Greenway") with an approximate total area of 500 m² (0.12 ac);
 - 2.6 m wide along the site's entire Sexsmith Road frontage ("Sexsmith Bikeway") with an approximate total area of 290 m² (0.07 ac); and

- 0.705 m wide along the entire length of both the north and south sides of the subject site's required Hazelbridge Way road dedication, together with 4.0 m x 4.0 m corner cuts on both sides of Hazelbridge Way at Sexsmith Road and widenings on both sides of Hazelbridge Way at the Private Road, with a total combined area of approximately 810 m² (0.20 ac), in order to complete the required sidewalk width (i.e. such that the combined total width of the Hazelbridge Way dedication and statutory right-of-way areas is a minimum of 20 m) and accommodate vehicle turning at the street's east end, as determined to the satisfaction of the Director, Transportation.
 - ii. The rights-of-ways shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of sidewalk and related landscape features accommodating pedestrians and cyclists, which may include, but are not limited to, lighting, furnishings, trees and planting, decorative paving, and innovative, integrated storm water management measures, to the satisfaction of the City;
 - Public access to fronting residential, public park, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - City utilities;
 - Design and construction (implemented via a Servicing Agreement*, as required by the City), maintenance, and all associated liability in respect to the right-of-way shall be at the sole cost and responsibility of the owner, except as determined via an approved Servicing Agreement* or Development Permit*, to the satisfaction of the City.
 - iii. In addition, near the east end of the subject site's required Hazelbridge Way road dedication the right-of-way shall provide for:
 - Widening to accommodate a vehicle turn-around (3-point turn arrangement) in order to facilitate public use of Hazelbridge Way in the event that the Private Road (described above) is temporarily unavailable, in part or in whole, for public use (e.g., due to construction activity, emergency or maintenance activity involving the Private Road, or other causes for which the City has provided pre-approval to the owner). The turn-around must be designed and constructed to the satisfaction of the Director of Transportation including, but not limited to, any required provisions for fire access, emergency services, and loading and manoeuvring of large trucks (e.g., garbage/recycling) necessary to support development of the subject site. The City may permit a replacement right-of-way in respect to the widening, as required, based on approved Development Permit* design.
 - iv. Furthermore, the rights-of-ways shall permit driveway crossings, the design of which must be to the satisfaction of the Director of Transportation (i.e. specific location, width) and Director of Development, as specified in a Servicing Agreement* and/or Development Permit* approved by the City, as follows:
 - Along the subject site's required Hazelbridge Way road dedication: A maximum of one driveway crossing at Parcel A (north side) and one at Parcel D (south side).
 - v. The rights-of-ways shall not permit:
 - Building encroachments (above or below the finished grade of the right-of-way area); or
 - Driveway crossings along any portion of Sexsmith Road or Garden City Road.
- d) South Walkway:
- i. 6 m minimum wide right-of-way, with a total area of approximately 1,395 m² (0.34 ac), shall be secured along the entire south property line of Lot 2 (except at the Private Road, Sexsmith Bikeway, and Garden City Greenway), together with widening to both sides of the Private Road (to accommodate vehicle turning on an interim basis, as determined to the satisfaction of the Director, Transportation), as generally illustrated in the City-Approved Park Concept (**Schedule E**), including approximately:
 - Parcel C: 651 m² (0.16 ac); and

- Parcel D: 744 m² (0.18 ac).
 - ii. The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of a landscaped, walkway and complementary landscape features accommodating pedestrians and cyclists, to the satisfaction of the City;
 - Public access to fronting residential units and other on-site uses, which may include community gardens along the south side of the walkway, owned and operated at the sole cost of the developer;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - Some combination of decorative paving, trees, lighting, structures and furnishings, gardens, and innovative, integrated storm water management measures, to the satisfaction of the City;
 - Building encroachments for portions of the building situated 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 South Walkway (e.g., tree planting, gardens), as specified in a Development Permit* and/or Servicing Agreement* approved by the City; and
 - Design and construction (implemented via a Servicing Agreement*, as required by the City), maintenance, and all associated liability in respect to the right-of-way shall be at the sole cost and responsibility of the owner, to the satisfaction of the City.
 - iii. In addition, the right-of-way shall provide for:
 - An attractive interface between the subject site and future development, by others, to its south at 3440 Sexsmith Road (TransLink)and 3360 Sexsmith Road (church) including, but not, limited to, provisions for public pedestrian access between the South Walkway and adjacent off-site development at multiple locations along the length of both Parcel C and Parcel D; and
 - Widening to the east and west of the Private Road to accommodate an interim vehicle turn-around (3-point turn arrangement) in order to facilitate public use of the south leg of the Private Road in advance of the road's connection with a future road (constructed by others) linked to Capstan Way via 3440 Sexsmith Road (TransLink park-and-ride lot). The turn-around must be designed and constructed to the satisfaction of the Director of Transportation and Senior Manager, Parks, including, but not limited to, any required provisions for fire access, emergency services, and loading and manoeuvring of large trucks (e.g., garbage/recycling) necessary to facilitate the development of the subject site's south lot (Lot 2) and the proposed air space parcels within it (Parcels C and D), together with features designed to ensure the safety, amenity, and attractiveness of the South Walkway and its pedestrian functions. The City may permit a replacement right-of-way in respect to:
 - the configuration of the widenings on Parcel C and/or Parcel D, as determined via approved Development Permit* design; and
 - vehicle use of the widenings on Parcel C and/or Parcel D restrict vehicle turn-around activities if and when unrestricted public vehicle access is provided across 3440 Sexsmith Road to Capstan Way, and it is demonstrated to the satisfaction of the City that one or both widenings area surplus to emergency, service vehicle, public access, and other needs specific to on-site activities and to the coordination of the subject site with adjacent development by others.
 - iv. The right-of-way shall not permit:
 - Building encroachments above the finished grade of the right-of-way area.
- e) Neighbourhood Park:
- i. A right-of-way of approximately 6,225 m² (1.53 ac) in area shall be secured between the Private Road and Garden City Road, straddling the common property line of Lot 1 and Lot2, as generally illustrated in the City-Approved Park Concept (**Schedule E**), such that a portion of the park is on each lot as follows:

- Parcel B: 5,082 m² (1.25 ac); and
 - Parcel C: 1,143 m² (0.28 ac).
- ii. The right-of-way shall provide for:
- 24 hour-a-day, universally accessible, public access in the form of a landscaped open space and complementary landscape features accommodating pedestrians and cyclists, to the satisfaction of the City;
 - Unimpeded public pedestrian and bike access to/from fronting streets;
 - Public access to/from residential units, common residential indoor and outdoor amenity spaces, and other on-site uses, to the satisfaction of the City as determined via an approved Development Permit*;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - A least 50% openness to fronting public streets (i.e. 50% or more of the perimeter of the park should abut the Private Road and Garden City Road);
 - Some combination of decorative paving, trees, lighting, structures and furnishings, gardens, children's play features, public art, community gardens, and innovative, integrated storm water management measures, to the satisfaction of the City;
 - Building encroachments for portions of the building situated 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 park (e.g., tree planting, gardens), as specified in a Development Permit* and/or Servicing Agreement* approved by the City; and
 - Design and construction (implemented via a Servicing Agreement*, as required by the City), maintenance, and all associated liability in respect to the right-of-way shall be at the sole cost and responsibility of the owner, to the satisfaction of the City unless otherwise determined at the sole discretion of the City.
- iii. In addition, the right-of-way shall:
- Provide for a replacement right-of-way, as required, based on an approved Development Permit*.
- iv. The right-of-way shall not permit:
- Building encroachments above the finished grade of the right-of-way area.
- f) Hazelbridge Plaza:
- i. A right-of-way of approximately 810 m² (0.20 ac) in area shall be secured on Parcel A fronting Hazelbridge Way, as generally illustrated in the City-Approved Park Concept (**Schedule E**).
- ii. The right-of-way shall provide for:
- 24 hour-a-day, universally accessible, public access in the form of a landscaped, open space and complementary landscape features accommodating pedestrians and cyclists, to the satisfaction of the City;
 - Unimpeded public access to/from Hazelbridge Way;
 - Public access to/from residential units, common residential indoor and outdoor amenity spaces, and other on-site uses, to the satisfaction of the City as determined via an approved Development Permit*;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - Some combination of decorative paving, trees, lighting, structures and furnishings, gardens, children's play features, public art, and innovative, integrated storm water management measures, to the satisfaction of the City;
 - A least 30% openness to fronting public streets (i.e. 30% or more of the perimeter of the park should abut Hazelbridge Way) and a right-of-way configuration designed to help to ensure unobstructed sightlines between the public street and the back of the right-of-way;
 - Building encroachments for portions of the building situated 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 park (e.g., tree planting, gardens), as specified in a Development Permit* and/or Servicing Agreement* approved by the City; and
- Design and construction (implemented via a Servicing Agreement*, as required by the City), maintenance, and all associated liability in respect to the right-of-way shall be at the sole cost and responsibility of the owner, to the satisfaction of the City unless otherwise determined at the sole discretion of the City.
- iii. The right-of-way shall not permit:
- Building encroachments above the finished grade of the right-of-way area.
- 3.5. Registration of a Public Right of Passage statutory right-of-way on Parcel E within Lot 1, for the purpose of providing for a Temporary Park, as generally illustrated in the City-Approved Park Concept (**Schedule E**), intended to help ensure that:
- Residents of Capstan Village in general and the subject site in specific will have convenient access to attractive public open space amenities complementary to on-site outdoor residential amenity space in advance of the completion of the developer's construction of adequate permanent public neighbourhood park space within and around the subject site (i.e. completion of the Patterson Road Street-End Park and the park right-of-way areas referred to as the South Walkway, Neighbourhood Park, and Hazelbridge Plaza); and
 - As part of the subject development's first phase, the developer shall develop a portion of Parcel E (over the parcel's proposed Phase 1 parking structure) to ensure that it is made attractive and usable for the public during the interim period prior to Parcel E's development with residential uses via the subject development's final phase of building construction (Phase 5).
- a) The right-of-way shall require that the owner provide:
- i. One contiguous park space on Parcel E;
 - ii. A minimum park area of 1,650 m² (0.41 ac) or as otherwise required to provide for, in combination with the Hazelbridge Plaza on Parcel A, a minimum of 8 m² of public park (secured via a statutory right-of-way) per dwelling unit in respect to the subject development's first phase of building construction (i.e. dwelling units on Parcel A); and
 - iii. The specific location and configuration of the park to the satisfaction of the City as specified in an approved Servicing Agreement * and Development Permit*.
- b) The right-of-way shall:
- i. Provide for 24 hour-a-day, universally accessible, public access for pedestrians and cyclists;
 - ii. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - iii. Building encroachments for portions of the building situated below the finished grade of the right-of-way area, provided that such encroachments do not conflict with the design, construction, or intended operation of the Temporary Park, as determined to the satisfaction of the City;
 - iv. The owner's ability to close some or all of the right-of-way to public access in the event of an emergency (e.g., failure of the structure supporting the Temporary Park);
 - v. The owner's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the Temporary Park 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; and
 - vi. Provide for the Temporary Park to be designed and constructed, via the City's standard Servicing Agreement * and Development Permit* processes (secured via Letter(s) of Credit), to the satisfaction of the City;
 - vii. Require the design, construction, and maintenance of the right-of-way to be at the sole cost of the developer, to the satisfaction of the City.
- c) In addition, the right-of-way shall:
- i. Upon pre-approval from the City, permit the developer, at the developer's sole cost, to relocate or otherwise alter the right-of-way and Temporary Park works to accommodate

pre-construction activities in respect to building construction on Parcel E (Phase 5), as determined to the satisfaction of the City; and

- ii. Provide for the right-of-way to be discharged and the Temporary Park to be abandoned (without replacement) to facilitate the developer's construction of Phase 5, at the sole discretion of the City, but not prior to:

- Final Building Permit* issuance permitting occupancy has been granted for Parcels A, B, and C (Phases 1, 2, and 3), including the completion of construction, to the satisfaction of the City, of all areas granted to the City via a statutory right-of-way or other means for road or park purposes within those parcels, together with all off-site works required in respect to the subject rezoning and Phases 1, 2, and 3 (i.e. Patterson Road Street-End Park, engineering works, and transportation works); and
- Development Permit* issuance has been granted for Parcels D and E (Phases 4 and 5).

- d) The right-of-way shall not permit:

- i. City utilities; or
- ii. Building encroachments above the finished grade of the right-of-way area.

4. Registration of restrictive covenants limiting driveway crossings along the subject site's street frontages as follows:

- 4.1. Patterson Road: (**REVISED January 4, 2012**) One abutting the west property line of Parcel A, designed and secured to provide for shared access with future development on the adjacent lot at 3200 Sexsmith Road (effective upon development of the benefiting property), or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development as per an approved Development Permit*.

NOTE: Access covenants are not proposed along the subject site's Hazelbridge Way, Sexsmith Road, Patterson Road Cul-de-Sac, or Garden City Road frontages or along the Private Road, as the proposed right-of-ways registered in respect to those areas make specific provisions/restrictions regarding the number and location of permitted driveways crossings.

5. (**REVISED January 4, 2012**) Registration of cross access easement(s), statutory right-of-way(s), and/or other legal agreements or measures, as determined to the satisfaction of the City, over the following:

- 5.1. Patterson Road: The proposed driveway along Patterson Road abutting west property line of Parcel A, to provide for shared access with future development on the adjacent lot at 3200 Sexsmith Road (effective upon development of the benefiting property), or as otherwise required to the satisfaction of the Director of Transportation and Director of Development as per an approved Development Permit*.

- 5.2. Internal Circulation: The internal drive-aisles and related vehicle and pedestrian circulation within the parking structures on the proposed Lot 1 in favour of Lot 2 and on Lot 2 in favour of Lot 1 allowing for unrestricted access between the two lots (and the future air space parcels within each lot) for parking, garbage, recycling, loading, and related purposes; to the satisfaction of the City as specified in an approved Development Permit (effective upon development of the benefiting properties). The developer's proposed phasing of the subject develop and its future subdivision into multiple air space parcels may require alternative or additional legal agreements to secure the necessary access between the lots and parcels to the satisfaction of the City.

6. Registration of an aircraft noise sensitive use covenant on title.

7. Registration of a flood indemnity covenant on title.

8. Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that "no development" will be permitted on the subject site, in whole or in part, and restricting Development Permit* issuance until, the developer enters into legal agreement(s) in respect to the developer's commitment with regard to Lot 1 and Lot 2 and any future subdivision of those lots (e.g., air space parcels) to:

- 8.1. District Energy Utility (DEU): Connect the subject development to the proposed City Centre DEU, including the operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:
 - a) Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
 - b) Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site; and
 - 8.2. Sanitary Pump Station: Design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering SA* Requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements, or developer cost sharing agreements.
9. Registration of the City's standard Housing Agreement to secure 20 affordable housing units in the form of "artist residential tenancy studio (ARTS) units", as defined by the subject rezoning application's proposed High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre) zone, as follows:
- 9.1. The combined habitable floor area of the 20 ARTS units (i.e. net of common areas and uses occurring outside the units such as parking, garbage/recycling areas, hallways, and amenity spaces) shall comprise at least 1,628 m² (17,524.22 ft²) and shall, together with parking and related uses, be located on Parcel A or Lot 1.
 - 9.2. The ARTS units will be managed under the guidelines as set out under the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, including provisions for occupants of the 20 ARTS units subject to the Housing Agreement to not be subject to strata or maintenance fees, and to enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces (including access to amenity spaces on Parcel A/Phase 1 and the developer's proposed common amenity facility on Parcel B/Phase 2), EXCEPT:
 - a) In addition to income eligibility, at least one of the residents of each ARTS unit must satisfy the criteria of a "professional artist" as defined by the Canada Council for the Arts. While this definition may change from time to time, in 2011, the Canada Council definition of a "professional artist" is understood to be an artist who:
 - i) Has specialized training in the field (not necessarily in academic institutions);
 - ii) Is recognized as such by his or her peers; and
 - iii) Is committed to devoting more time to artistic activity, if financially feasible.Furthermore, to meet the Canada Council definition of a professional visual artist, one must also have:
 - i) Produced an independent body of work;
 - ii) Had at least 3 public presentations of work in a professional context over a 3-year period; and
 - iii) Maintained an independent professional practice for at least 3 years.
 - b) ARTS units shall all be treated as "bachelor" units for the purposes of determining applicable maximum monthly unit rent and total maximum household income, regardless of actual unit size, configuration, number of bedrooms, or other features.

9.3. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
ARTS*	20	74 m ² (797 ft ²)	\$788	\$31,500 or less

* For the purposes of the City's standard Housing Agreement in respect to determining the applicable "maximum monthly unit rent" and "total maximum household income", the subject ARTS units shall be treated as "bachelor" units.

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

9.4. The ARTS units, related uses (e.g., parking), 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 City. Units should be designed and constructed to be durable and flexible in order that they may accommodate a broad range of arts uses and related activities, as permitted under the ZHR10 zone. As determined to the satisfaction of the City, unit features should include, but may not be limited to:

- a) Street-oriented, town housing units (as generally defined by the Zoning Bylaw), each of which shall be situated at the first storey of the building (in part or in whole), front directly onto Sexsmith Road or Patterson Road, and provide for direct public access (i.e. without the need for the public to pass through a shared circulation area, such as a corridor, elevator, stair, or lobby), EXCEPT that:

a maximum of 4 of the total 20 ARTS units may be located entirely above the first storey of the building, as determined to the satisfaction of the City and provided that in respect to any units located entirely above the building's first storey:

- i) Such units are located in a portion of the building intended for the exclusive use of the occupants of ARTS units and ancillary uses (e.g., visitors);
 - ii) Such units do not share their primary public access (e.g., entry lobby, corridors, stairs, elevator) with non-ARTS units; and
 - iii) The required minimum habitable space of the ARTS units (i.e. 1,628 m² / 17,524.22 ft²) shall exclude the area of any circulation or related spaces made necessary to access or otherwise service the units situated above the building's first storey;
- b) A variety of unit types including some combination of bachelor, 1-bedroom, 1-bedroom and den, and/or 2-bedroom units, to the satisfaction of the City;
 - c) A minimum habitable floor elevation of 2.9 m geodetic;
 - d) Good daylighting (especially of the double-height space) and sunlight controls/shading;
 - e) Natural and mechanical ventilation (including, but not limited to, compliance with OCP Aircraft Noise Sensitive Development policies for Area 3: Moderate Aircraft Noise Area);
 - f) Mechanical and electrical flexibility (including flexible lighting options in the double height space);
 - g) Measures incorporated into the individual ARTS units (including appropriate siting and orientation) to ensure that permitted arts-related activities carried out within the units will not impact neighbouring residents (on site or off) by way of noise, vibration, smoke, dust, odours, heat, glare, or electrical or radio disturbances detectable beyond the ARTS units;
 - h) Highly durable, resilient materials used for all floors, walls, sinks, and countertops;
 - i) Direct access from interior double height spaces to outdoor space via double-height doors;
 - j) Provisions for the permanent or temporary display outdoors of a limited amount of artwork produced on the premises;
 - k) Interceptors in all sink drains;
 - l) Convenient access to loading for large and heavy items; and
 - m) Units wired for communication/high speed data/cable.

- 9.5. Final Building inspection permitting occupancy for the building on Lot 1, in whole or in part, shall not be granted until the ARTS units and all related uses and areas are constructed to the satisfaction of the City and have received final Building Permit inspection permitting occupancy.
10. Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that “no development” will be permitted on the subject site and restricting Development Permit* issuance until the developer satisfies the following:
- 10.1. Phasing: “No development” will be permitted on Parcels B or E (Lot 1) or Parcels C or D (Lot 2), restricting Development Permit* approval, until the developer, on a parcel-by-parcel basis, makes provisions for proceeding on the basis of the following phasing, as generally illustrated in the Phasing Plan (**Schedule D**):
- a) **Phase 1**: Lot 1, as required to facilitate the construction of:
 - i) Residential uses (including ARTS units) on Parcel A, including accessory parking on Parcels A and E and a portion of B;
 - ii) Park and road on Parcel A;
 - iii) Temporary Park on Parcel E;
 - iv) Various off-site road and engineering improvements; and
 - v) Tree replacement to the satisfaction of the City.
 - b) **Phase 2**: Lot 1, as required to facilitate the construction of:
 - i) Residential uses on Parcel B, including accessory parking and parking in respect to future residential uses on Parcel E;
 - ii) Park on Parcel B;
 - iii) Various off-site road and park improvements; and
 - iv) Tree replacement to the satisfaction of the City.
 - c) **Phase 3**: Lot 2, as required to facilitate the construction of:
 - i) Residential uses on Parcel C, including accessory parking and parking in respect to future residential uses on Parcel D;
 - ii) Park and road on Parcel D; and
 - iii) Tree replacement to the satisfaction of the City.
 - d) **Phase 4**: Lot 2, as required to facilitate the construction of:
 - i) Residential uses on Parcel D, including accessory parking;
 - ii) Park and road on Parcel D; and
 - iii) Tree replacement to the satisfaction of the City.
 - e) **Phase 5**: Lot 1, as required to facilitate the construction of:
 - i) Residential uses on Parcel E; and
 - ii) Abandonment and removal of the Temporary Park on Parcel E.

Note that sequential phases (e.g., Phases 2 and 3) may proceed concurrently; however, a later phase may not advance to Development Permit approval ahead of an earlier phase.

- 10.2. Affordable Housing: “No development” will be permitted on Parcels B or E (Lot 1) or Parcels C or D (Lot 2), restricting Development Permit* approval, until the developer, on a parcel-by-parcel basis, makes provisions for the construction of affordable housing on each of the four parcels, at the sole cost of the developer, to the satisfaction of the City, secured via the City’s standard Housing Agreement(s) registered on title. The form of the Housing Agreement(s) is to be agreed to by the developer and the City prior to adoption of the subject rezoning; after which time, changes to the Housing Agreement(s) will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* for each parcel and other non-material amendments resulting thereof and made necessary by Development Permit* approval requirements, to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreement(s) shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

- a) The required minimum floor area of the affordable housing on each of the 4 parcels shall be equal to a minimum of 4 affordable housing units, the combined habitable floor area of which affordable housing units shall comprise at least 5% of the total residential building area on the parcel PLUS additional affordable housing, the floor area of which additional affordable housing shall be determined in respect to the total residential floor area on Parcel A (exclusive of ARTS units), as per an approved Development Permit* for Parcel A, as follows:

Parcel	Minimum Habitable Floor Area of Affordable Housing by Parcel		5%
	Based on % of Max Floor Area on Subject Parcel	Based on % of Max Floor Area on Parcel A	
A	Nil	Nil	
B	5%	1.5% (30% of Parcel A requirement)	
C	5%	1.4% (28% of Parcel A requirement)	
D	5%	1.65% (33% of Parcel A requirement)	
E	5%	0.45% (9% of Parcel A requirement)	

- b) The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

Unit Type	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	37 m ² (400 ft ²)	\$788	\$31,500 of less
1-Bedroom	50 m ² (538 ft ²)	\$875	\$35,000 of less
2- Bedroom	80 m ² (861 ft ²)	\$1,063	\$42,500 of less
3-Bedroom	91 m ² (980 ft ²)	\$1,275	\$51,000 of less

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

- c) Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided as per OCP and City Centre Area Plan (CCAP) policy, including the use of the developer's proposed common amenity facility on Parcel B/Phase 2.
- d) Parking intended for the use of affordable housing occupants and visitors shall be provided as per the Richmond Zoning Bylaw.
- e) The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways and circulation, amenities), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development and Manager, Community Social Development.
- f) Final Building Permit inspection permitting occupancy for any building, in part or in whole, on any of Parcels B, C, D, or E shall not be granted until the affordable housing facility on the affected parcel is constructed and has received final Building Permit* inspection permitting occupancy.

- 10.3. Roads: "No development" will be permitted on the subject site, restricting Development Permit* approval, until the developer, on a parcel-by-parcel basis, enters into the City's standard Servicing Agreement(s)*, secured via Letter(s) of Credit, for the phased design and construction of road improvements as per the Transportation SA* Requirements identified in these Rezoning Considerations, at the sole cost of the developer, to the satisfaction of the City. Road improvements, secured via SA* and Letter(s) of Credit prior to Development Permit* issuance, shall be as follows:

- a) **Phase 1 (Parcel A):**
 - i) Sexsmith Road, to be fully constructed, including all related traffic signal improvements and MoTI requirements;
 - ii) Hazelbridge Way, to be fully construction within Lot 1 only;
 - iii) Private Road, to be fully constructed within Lot 1 only;
 - iv) Patterson Road, to be fully constructed from the east side of the Private Road to Sexsmith Road;
 - v) Intersection modification at Capstan Way / Garden City Road to be fully constructed; and
 - vi) As required, based on an approved Development Permit*, transportation demand management (TDM) measures in respect to parking relaxations on Lot 1 (e.g., interim asphalt walkway along Sexsmith Road linking the frontage of the subject site with Sea Island Way and Capstan Way);
- b) **Phase 2 (Parcel B):**
 - i) Patterson Road, to be fully constructed from the east side of the Private Road to the boundary of the proposed Patterson Road Street-End Park;
 - ii) Garden City Road, to be fully constructed from the south boundary of the subject site to the north boundary of Patterson Road; and
 - iii) As required, based on an approved Development Permit*, transportation demand management (TDM) measures in respect to parking relaxations on Lot 1 and/or 2 (e.g., continuation of frontage improvements north to Sea Island Way).
- c) **Phase 3 (Parcel C):**
 - i) Private Road, to be fully constructed on Lot 2.
- d) **Phase 4 (Parcel D):**
 - i) Hazelbridge Way, to be fully constructed (within the Sidewalk Widening right-of-way).
- e) **Phase 5 (Parcel E):** No requirements.

10.4. **Parks:** "No development" will be permitted on Parcels B or E (Lot 1) or Parcels C or D (Lot 2), restricting Development Permit* approval, until the developer, on a parcel-by-parcel basis, enters into the City's standard Servicing Agreement(s)*, secured via Letter(s) of Credit, for the phased design and construction of park improvements as per the City-Approved Park Concept (**Schedule E**) attached to these Rezoning Considerations, at the sole cost of the developer, to the satisfaction of the City. Park improvements, secured via SA* and Letter(s) of Credit prior to Development Permit* issuance, shall be as follows:

- a) **Phase 1 (Parcel A):**
 - i) Hazelbridge Way Plaza, to be fully constructed; and
 - ii) Temporary Park (Parcel E), to be fully constructed.
- b) **Phase 2 (Parcel B):**
 - i) Neighbourhood Park, to be fully constructed on Lot 1; and
 - ii) Patterson Road Street-End Park, to be fully constructed.
- c) **Phase 3 (Parcel C):**
 - i) Neighbourhood Park, to be fully constructed on Lot 2; and
 - ii) South Walkway, to be fully constructed on Parcel C.
- d) **Phase 4 (Parcel D):**
 - i) South Walkway, to be fully constructed on Parcel D.
- e) **Phase 5 (Parcel E):** No requirements. (Temporary Park abandoned and removed to facilitate building construction.)

11. Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that “no building” will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, until the developer, on a phase-by-phase basis, contributes to the Capstan station reserve or as otherwise provided for via the Zoning Bylaw. Preliminary estimated developer contributions are as indicated in the following table; however, the actual value of developer contributions will vary and shall be determined, on a phase-by-phase basis, as per the Richmond Zoning Bylaw in effect at the date of Building Permit* approval.

Lot	Parcel	Phase	No. of Dwelling Units (Estimate)	Capstan Station Reserve Contribution (Preliminary estimate based on \$7,800/unit*)
1	A	1	290	\$2,262,000
1	B	2	264	\$2,059,200
2	C	3	245	\$1,911,000
2	D	4	304	\$2,371,200
1	E	5	142	\$1,107,600
TOTAL			1,245	\$9,711,000

* September 2010 rate. Actual applicable rates shall be determined, on a phase-by-phase basis, as per the Zoning Bylaw in effect at the time of Building Permit* approval.

12. (REVISED January 4, 2012) City acceptance of the developer’s offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:

12.1. (REVISED January 4, 2012) The developer’s preparation of a detailed public art plan, based on the Richmond Public Art Program, City Centre Public Art Plan, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage (including review by the Public Art Advisory Committee and presentation for endorsement by Council, as required by the Director of Development and Director, Arts, Culture, and Heritage).

12.2. (REVISED January 4, 2012) The value of the developer’s voluntary Public Art contribution shall be at least \$589,487 (based on a rate of \$0.60/ft² and the maximum combined total buildable floor area permitted on Parcels A-E under the proposed ZHR10 zone, excluding affordable housing and ARTS units), as determined on a parcel-by-parcel basis, based on the maximum floor area permitted as per an approved DP* (excluding affordable housing and ARTS units), as follows:

Lot	Parcel	Phase	Applicable Developer Contribution Rate	Minimum Public Art Voluntary Developer Contribution	
				By Phase	2-Part Implementation Plan
1	A	1	\$0.60/ft ²	\$138,573	\$379,609+
1	B	2	\$0.60/ft ² or the current	\$125,171+	
2	C	3	City rate at the time of	\$115,865+	\$ 209,878+
2	D	4	DP* approval,	\$144,105+	
1	E	5	whichever is greater	\$65,773+	
TOTAL			Varies	\$589,487+	

+ Actual contributions may be greater based on the approved City rate at the time of DP* approval.

12.3. “No development” will be permitted on the subject site, restricting Development Permit* approval, until the developer, based on the City-approved detailed public art plan, enters into legal agreement(s) and provides Letter(s) of Credit, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage, for the plan’s implementation on a phased, Development Permit*-by-Development Permit* basis (the value of which incremental contributions shall be as generally indicated in the table above) or as otherwise specifically provided for in the plan.

13. City acceptance of the developer’s offer to voluntarily contribute \$245,619 (i.e. \$0.25/ft² of maximum permitted buildable floor area as per the proposed ZHR10 zone, excluding affordable housing and ARTS units) to the City’s community planning program reserve fund, as set out in the City Centre Area Plan.

14. Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development and Director of Engineering.

15. Enter into a Servicing Agreement (SA)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with construction of a sanitary pump station and various other engineering, transportation, and park works.

- Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability.
- No phasing of off-site works will be permitted. All works shall be completed prior to final Building Permit inspection granting occupancy for Phase 1 of the subject development, EXCEPT as otherwise specifically provided for, to the satisfaction of the City and at its sole discretion, via "no development" covenants or other legal agreements registered on the subject site.
- Development Cost Charge (DCC) credits may apply.

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

15.1. Engineering SA* Requirements:

- All water, storm, sanitary upgrades determined via the Capacity Analysis processes are to be addressed via this SA process.
- Phasing of offsite works will be determined during the Servicing Agreement* stage. The scope of phasing shall be to the satisfaction of the City and at its sole discretion. The first phase off-site works shall be completed prior to final Building Permit* inspection granting occupancy for Phase 1 of the subject development.
- The City requires that the proposed design and related calculations are included on the SA design drawing set.
- As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

a) *Sanitary Sewer Upgrades:*

- i) Gravity Sewer: According to the developer's assessment, the development site currently has no sanitary service. The City accepts the developer's recommendation to install the following, and requires that the developer abandons the existing sanitary gravity sewer system (remove pipes) that is being replaced by the proposed sanitary sewer system. The developer is solely responsible for all upgrade requirements. There will be no late comer program available. (NOTE: For MH references, see the developer's capacity analysis, October 12, 201.)
 - Patterson Road (East of Sexsmith Road)
 - Approximately 81 m of 250Ø Sanitary Sewer at 0.50% between MH 1 and MH 2
 - Approximately 81 m of 250Ø Sanitary Sewer at 0.50% between MH 2 and MH 3
 - Sexsmith Road (Between Patterson Road and Capstan Way)
 - Approximately 117 m of 375Ø Sanitary Sewer at 0.50% between MH 3 and MH 4
 - Approximately 78 m of 450Ø Sanitary Sewer at 0.50% between MH 4 and MH 5
 - Approximately 78 m of 450Ø Sanitary Sewer at 0.50% between MH 5 and MH 6
 - Capstan Way (West of Sexsmith Road)
 - Approximately 71 m of 450Ø Sanitary Sewer at 0.50% between MH 6 and MH 7
 - Approximately 39 m of 450Ø Sanitary Sewer at 0.50% between MH 7 and MH 8
 - Approximately 30 m of 525Ø Sanitary Sewer at 0.50% between MH 8 and MH 9
 - Approximately 14 m of 600Ø Sanitary Sewer at 0.50% between MH 9 and the New Pump Station
- ii) New Pump Station: (**REVISED January 4, 2012**) The developer is responsible for the design and construction of the new Capstan sanitary pump station. The pump station shall be located approximately 125 m west of the Capstan Way and Sexsmith Road intersection. The new sanitary pump station is intended to service all the developments on the east side of No. 3 Road within the existing Skyline sanitary

catchment. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road, and Sea Island Way. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

- b) **Storm Sewer Upgrade:** The developer is solely responsible for all upgrade requirements listed below. There will be no late comer program available for the storm sewer upgrade. (NOTE: For MH references, see the developer's capacity analysis, October 5, 201.)
- i) According to the developer's assessment, the development site currently has storm service via the existing ditch along south side of Patterson Road and the east side of Sexsmith Road. The City accepts the developer's recommendation to install:
- Patterson Road (East of Sexsmith Road)
 - Approximately 43m of 600mm & Storm Sewer at 0.05% between MH 1 and MH 2
 - Approximately 119m of 675mm & Storm Sewer at 0.05% between MH 2 and MH 3
 - Sexsmith Road (Between Patterson Road and Hazelbridge Way Extension)
 - Approximately 8m of 600mm & Storm Sewer at 0.05% between MH 5 and MH 3
 - Approximately 118m of 900mm & Storm Sewer at 0.05% between MH 3 and MH 6
 - Hazelbridge Way Extension (Inside Existing Development Site)
 - Approximately 14m of 600mm & Storm Sewer at 0.05% between MH 7 and MH 8
 - Approximately 65m of 600mm & Storm Sewer at 0.05% between MH 8 and MH 9
 - Approximately 27m of 600mm & Storm Sewer at 0.05% between MH 9 and MH 6
 - Sexsmith Road (Between Hazelbridge Way Extension and Capstan Way)
 - Approximately 78m of 1050mm & Storm Sewer at 0.05% between MH 6 and MH 10
 - Approximately 78m of 1050mm & Storm Sewer at 0.05% between MH 10 and MH 11
 - Approximately 15m of 1050mm & Storm Sewer at 0.05% between MH 11 and MH 12
- ii) The developer is required to build a temporary storm sewer transition to connect the propose storm sewer on Sexsmith Road to the existing twin system to the north of development. The developer is also required to build a temporary storm sewer transition from the propose MH at the Sexsmith Road and Capstan Way intersection to connect to the existing twin storm sewer system down south.
- Sexsmith Road (North of Patterson Road)
 - Approximately 12m of 600mm & Storm Sewer at 0.05% between Point 3 and MH 5 (i.e. 'East' Transition)
 - Approximately 11m of 600mm & Storm Sewer at 0.05% between MH 4 and MH 5 (i.e. 'West' Transition)
 - Sexsmith Road (South of Capstan Way)
 - Approximately 11m of 900mm & Storm Sewer at 0.05% between MH 12 and MH 14 (i.e. 'East' Transition)
 - Approximately 11m of 900mm & Storm Sewer at 0.05% between MH 12 and MH 13 (i.e. 'West' Transition)

- iii) The developer is required to remove the existing storm sewer system (abandon pipes/infill ditches) that is in line with the propose storm sewer system.
- c) **Water Upgrade:** The developer is required to upgrade approximately 275m of water main to minimum 200mm diameter on Sexsmith Rd (from the Sexsmith Road and Capstan Way intersection to the Sexsmith Road and Patterson Road intersection) and to upgrade approximately 310m of water main to minimum 200mm diameter on Patterson Rd (from the Sexsmith Road and Patterson Road intersection to Patterson Road and East Garden City Road intersection).
- d) **Utility Undergrounding:** As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line, to the satisfaction of the City, along the Sexsmith Road and Patterson Road frontages of the subject site, together with affected areas, including the frontage of the landlocked lot at 3200 Sexsmith Road. (No DCC credits are applicable.)
- e) **Encroachments:** Registration of right-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA review and approval process, to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.

15.2. Transportation SA* Requirements:

- All transportation improvements identified in the Transportation Impact Analysis (TIA) are to be addressed via the Servicing Agreement* process for this development on a phased basis, as per restrictive covenants or other legal agreements registered on the subject site for this purpose to the satisfaction of the City.
- A comprehensive, detailed road and traffic management design for all phases of the subject development, subject to final functional design approval by the Director of Transportation, must be completed prior to SA* approval for any transportation-related SA* works. Works described within such a comprehensive plan will include, but are not limited to the following:
 - a) **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 from Patterson Road to southern limit of the development site, together with a transition between those improvements and the existing condition south of the subject site (at a minimum 20:1 taper rate), to the satisfaction of the City.
 - i) **Interim Cross-Section:** The developer is required to design and complete road widening to accommodate the following (from east to west):
 - 2.0 m wide concrete sidewalk;
 - 0.6 m wide buffer strip, incorporating permeable paving, 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 a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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 northbound parking lane;
 - 3.3 m wide northbound vehicle travel lane;

- 3.3 m wide left-turn lane / landscaped median;
 - 3.3 m wide southbound vehicle travel lane; and
 - minimum 1.0 m wide shoulder.
- ii) **Ultimate Cross-Section:** The developer is required to take into consideration the following Ultimate Cross-Section in the design and construction of required interim road works (referenced from the 3.3m wide southbound vehicle travel lane to west):
- 2.5 m wide southbound 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 a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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 permeable paving, pedestrian lighting, decorative planting, and furnishings; and
 - 2.0 m wide concrete sidewalk.
- b) **Hazelbridge Way:** The developer is responsible for the design and construction of the following Ultimate Cross-Section between Sexsmith Road and the proposed Private Road (secured via a statutory right-of-way), to the satisfaction of the City.
- 2.0m wide concrete sidewalk;
 - 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 street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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);
 - 0.15m wide curb;
 - 11.6m wide vehicular driving/parking surface;
 - 0.15m wide curb;
 - 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 street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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); and
 - 2.0m wide sidewalk.
- c) **Patterson 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 from Sexsmith Road to the west boundary of the proposed Patterson Road Street-End Park, as determined to the satisfaction of the City (i.e. approximately just east of 8911 Patterson Road).
- i) **Interim Cross-Section:** The developer is required to design and complete road widening to accommodate the following (from south to north):
- 2.0m wide concrete sidewalk;

- 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 street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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);
 - 0.15m wide curb;
 - 2.5m wide eastbound parking lane;
 - 3.3m wide eastbound vehicle travel lane;
 - 3.3m wide westbound vehicle travel lane; and
 - minimum 1.0m wide shoulder.
- ii) Ultimate Cross-Section: The developer is required to take into consideration the following Ultimate Cross-Section in the design and construction of required interim road works (referenced from the 3.3m wide westbound vehicle travel lane to north):
- 2.5m wide westbound parking lane;
 - 0.15m wide curb;
 - 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 street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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; and
 - 2.0m wide concrete sidewalk.
- d) **Garden City Road**: The developer is required to design and construct road widening from the north boundary of the existing Patterson Road road right-of-way to the southern limit of the subject development site to accommodate the following (from east to west):
- Maintain existing southbound lanes;
 - Provide 1.8m wide on-street bike lane or widen existing bike lane to 1.8m wide;
 - 0.15m wide curb;
 - 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, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 2.0 m wide continuous trench for tree planting (i.e. to facilitate 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);
 - 2.0m wide sidewalk; and
 - 0.5 m wide landscape buffer (for future sidewalk widening to be constructed, as required, by others).
- e) **Traffic Signals**: The developer is required to install a new traffic signal at Sexsmith Road / Hazelbridge Way intersection including, but not limited to, the followings:
- Signal pole, controller, base and hardware;
 - Pole base (City Centre decorative pole and luminaire);
 - Detection, conduits (e.g., electrical and communications) and signal indications, and communications cable, electrical wiring and service conductors; and
 - APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
- f) **Intersection Upgrade**: The developer is required to modify the intersection configuration at Capstan Way / Garden City Road (e.g., pavement markings, signage changes) and upgrade existing traffic signal to include APS features and illuminated street name signs.

- g) **MoTI Upgrade:** The developer is required to construct, as per MoTi requirements, a dedicated northbound-to-westbound left-turn lane at Sexsmith Road / Sea Island Way. This will require road widening and traffic signal modification. Exact scope of work to be confirmed, to the satisfaction of MoTI and the City, via the SA process.
- h) **Vehicle Turn-Arounds:** Note that the design and construction of road works undertaken by the developer must include proper vehicle turn-arounds at road ends (i.e. cul-de-sac or hammer head), to the satisfaction of the City, including:
 - Eastern limit of Patterson Road ;
 - Southern limit of the proposed Private Road; and
 - Eastern limit of the proposed Hazelbridge Way dedication (i.e. exclusive of the Private Road).

15.3. Parks SA* Requirements:

- Parks-related SA* works identified via the subject rezoning application review process include the design and construction of the Patterson Road Street-End Park and areas secured via statutory right-of-way for park purposes including the Hazelbridge Plaza, Neighbourhood Park, South Walkway, and Temporary Park, as generally illustrated in the City-Approved Park Concept (**Schedule E**). As per restrictive covenants and/or other legal agreements registered on the subject site to the satisfaction of the City, the developer's detailed design and construction of the required parks works will be phased. Prior to adoption of the subject rezoning, the developer shall be responsible for entering into a SA* for the first phase of design and construction of these works, to the satisfaction of the Senior Manager, Parks, and Director of Development. The remaining parks works shall be the subject of future SA* processes, to the satisfaction of the Senior Manager, Parks and Director of Development, and undertaken in coordination with future Development Permit* processes.
- Parks-related works that are subject to SA* approval prior to adoption of the subject rezoning include the following two park spaces. The detailed design of both park spaces shall be determined to the satisfaction of the Senior Manager, Parks and Director of Development via the Development Permit review and approval process for Phase 1 of the subject development. Guidance with regard to the design objectives for these spaces is provided via the right-of-way requirements for the two spaces and the City-Approved Park Concept (**Schedule E**).
 - a) **Temporary Park (Parcel E)**
 - b) **Hazelbridge Plaza (Parcel A)**

16. The submission and processing of a Development Permit* for Phase 1 of the subject development, completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration for Phase 1 of the subject development, the developer is required to:

16.1. Tree Replacement Strategy – Phase 1:

- a) **Landscape Plan:** Submission of a Landscape Plan prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation. The Landscape Plan should, among other things, provide for replacement tree planting on and around the subject site, based on the City-approved tree replacement plan for the overall site, which includes at a minimum:

Tree Location	Existing Trees (3)	Trees Retained	Trees Relocated	Trees Removed/Replaced		
				Trees Removed	Replacement Trees (1)	Min. Caliper of Replacement Trees
On-Site	90	0	0	1 (#1351 Cedar)	2	14 cm (8 m tall evergreen)
				89	178	6 cm
Off-Site City right-of-way	33	16 (2)	0	12 (4)	24	6 cm
				5 (5)	3	Value @ \$17,550
Total	123	16	0	107	207	Varies

- (1) Street trees required to be planted by the developer along Sexsmith Road, Patterson Road, and Garden City Road via the subject development's Servicing Agreement* shall be in addition to the replacement trees indicated in the table.
- (2) Off-site trees to be considered for retention include #5780 (maple), #1480 (cedar), #1472 (holly), #1471 (holly), #1473 (holly), #5854 (cedar), #5847 (maple), #5782 (cedar), #1437 (cedar), #1482 (oak), #1450 (oak), #1448 (oak), #1469 (cedar hedgerow), #1454 (fir), #1445 (maple), and #1467 (maple).
- (3) The developer's tree inventory identified 8 trees on property neighbouring the subject site. Those trees are NOT included in the table and MUST be protected, as per the City's Tree protection information Bulletin Tree-03.
- (4) Off-site trees that may be removed include:
 - @ Sexsmith Road (2:1 replacement): #1468 (cedar) and #1443 (mountain ash)
 - @ Patterson Road (2:1 replacement): #1489 (horse chestnut), #1282 (prunus), #1477 (holly), #5799 (cedar), #5809 (cedar), #5856 (cedar), #5778 (cedar), #5790 (maple), #5834 (cedar), and #5759 (cedar)
- (5) Off-site trees that may be removed include:
 - @ Garden City Road (3:5 replacement): #1325, #1353, #1358, #1318, and #1320 (cypress hedgerow)

b) **Cash-in-Lieu:** If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution is required for off-site replacement tree planting:

- i) For "On-Site": \$500/tree, payable to the City's Tree Compensation Fund; and
- ii) For "Off-Site (e.g., road right-of-way)": \$650/tree, payable to Richmond Parks.

c) **Tree Protection:** In respect to trees identified for retention:

- i) 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 provisions for the Arborist to submit a post-construction assessment report to the City for review.
- ii) 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: Prior to any City approval for tree removal in advance of rezoning adoption or Development Permit* issuance, the developer shall submit pre-construction tree removal plans for the affected areas of the site on a phase-by-phase basis, demonstrating to the satisfaction of the City that the number of trees proposed for removal at each phase of work is minimized and appropriate tree protection measures are in place for the remaining trees. In particular, it should be noted that off-site trees should, wherever possible, remain until such time as their removal is required to facilitate off-site road or park improvements.

16.2. **Parking Strategy – Phase 1:** Submission of a parking strategy for Lot 1 demonstrating compliance of the subject development's three proposed phases in Lot 1 (Phases 1, 2, and 5) with the Zoning Bylaw, as amended by Zoning Amendment Bylaw No. 8839, such that:

- a) The combined total minimum parking space requirement for Phases 1, 2, and 5 on Lot 1 shall be:
 - i) As identified for Zone 1; and
 - ii) Constructed in its entirety with Phases 1 and 2 (such that no additional parking spaces must be constructed to satisfy Phase 5);
- b) Notwithstanding (a), the minimum number of parking spaces provided for Phase 1 shall be as identified for Zone 2, and parking spaces provided in excess of Zone 1 requirements:
 - i) Shall be secured for the temporary use of uses occurring in Phase 1; and

- ii) May be used to satisfy the parking space requirements of uses occurring in the subsequent phase or phases of the development; and
- c) A relaxation of up to 10% in the minimum number of required parking spaces may be considered for Phase 1 and the subsequent provision of parking in respect to Phases 2 and 5 on the basis of the developer’s provision of the following transportation demand management (TDM) measures, to the satisfaction of the City:
 - i) 120V electric plug-in's for 30% of all parking stalls in Phases 1, 2, and 5;
 - ii) 120V electric plug-in's for electric bikes in Phases 1, 2, and 5 at a rate of 1/40 bike storage racks or 1/bike storage compound, whichever is greater;
 - iii) Installation of an accessible bus shelter at Capstan Way / Garden City Road or cash-in-lieu (estimated value of \$25,000), as determined to the satisfaction of the City;
 - iv) Road widening along the west side of Garden City Road, north of Patterson Road to Sea Island Way, providing for the extension of the developer’s required frontage improvements at the subject site including, but not limited to, maintenance of the existing traffic lanes and the addition of a 1.8 m wide on-street bike lane, sidewalk, and boulevard landscaping; and
 - v) Construction of a 2 m wide interim (asphalt) walkway along the east side of Sexsmith Road connecting frontage improvements constructed by the developer in respect to the subject rezoning to Sea Island Way (i.e. north of Patterson Road) and Capstan Way.

16.3. Tandem Parking – Phase 1: Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

16.4. Loading Strategy – Phase 1: Submission of a comprehensive loading strategy for Lots 1 and 2, to the satisfaction of the City, demonstrating how loading will be accommodated on-site, with SU-9 and/or WB-17 being the design vehicles as appropriate, based on bylaw requirements, including:

- a) The provision of adequate loading for the overall development at build-out; and
- b) Phase-by-phase requirements and accommodations.

16.5. Aircraft Noise Sensitive Development – Phase 1: Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan requirements for Aircraft Noise Sensitive Development. 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 for Phase 1, the developer must complete the following requirements:

- 1. As per the restrictive covenant and/or other legal agreements registered on the subject site to the satisfaction of the City, the developer’s voluntary contribution to the Capstan station reserve or as otherwise provided for via the Zoning Bylaw, as per the Richmond Zoning Bylaw in effect at the date of Building Permit* approval.

2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit* plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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.

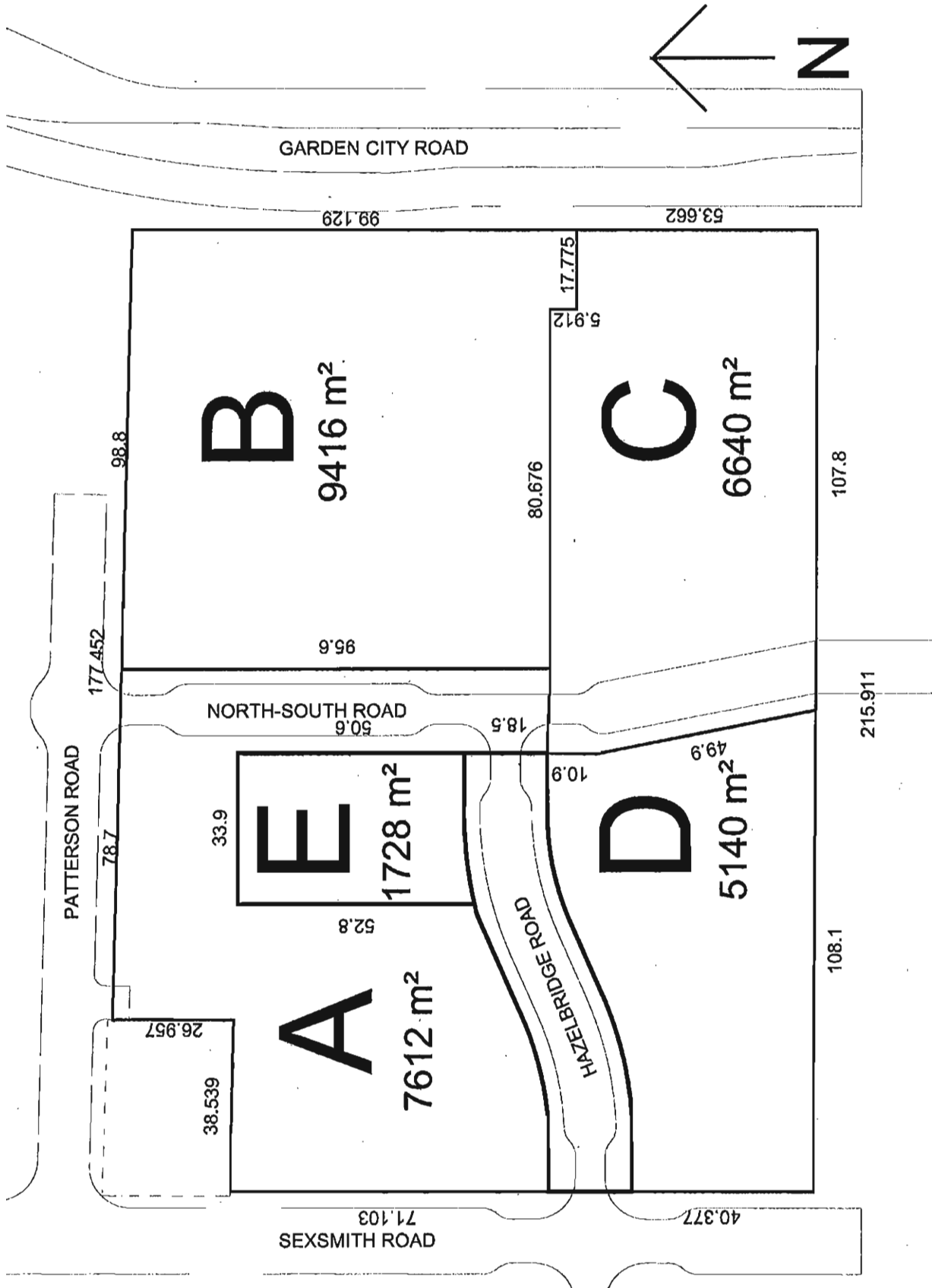
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

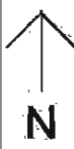
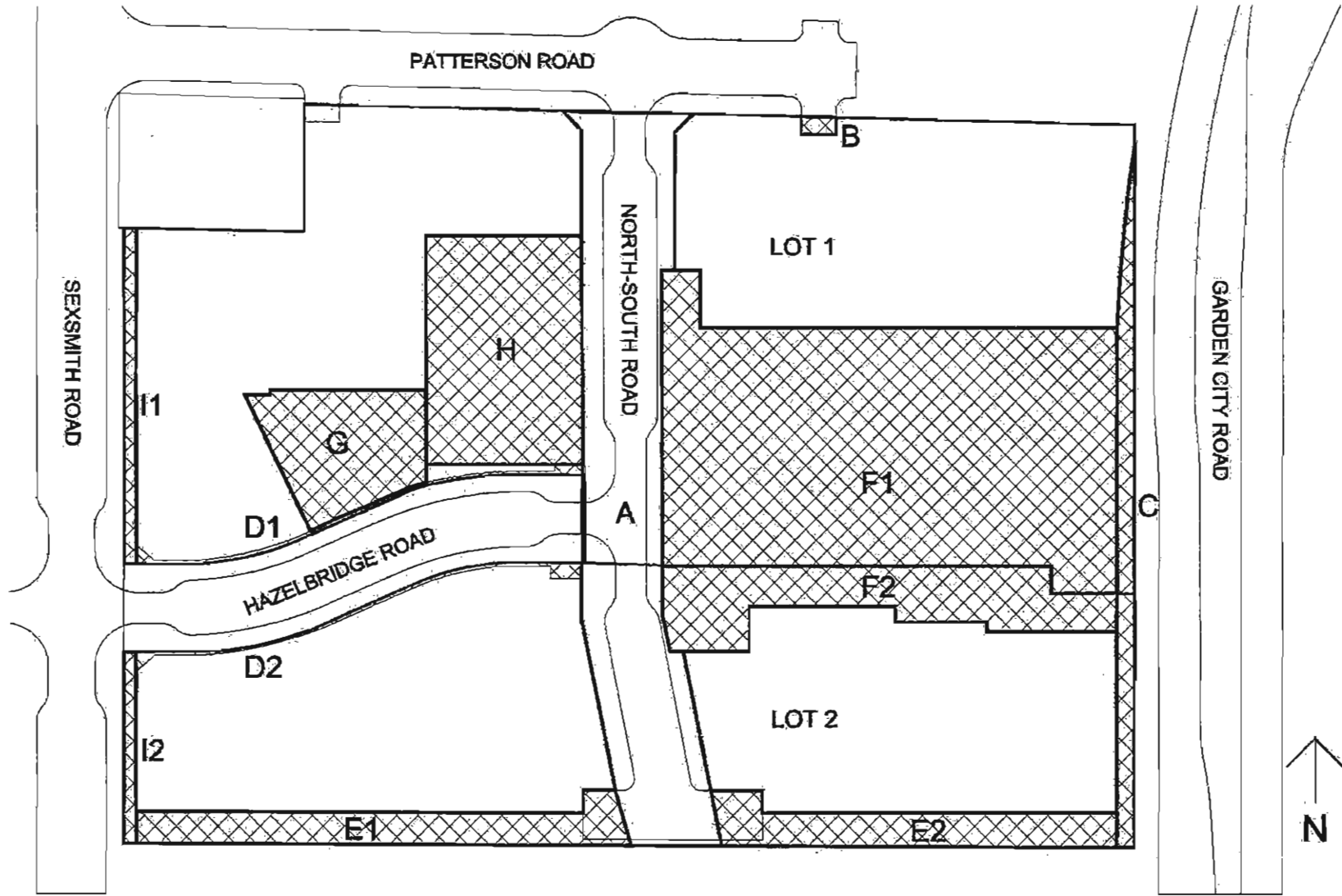
* This symbol indicates that the item requires a separate application.

Signed original on file

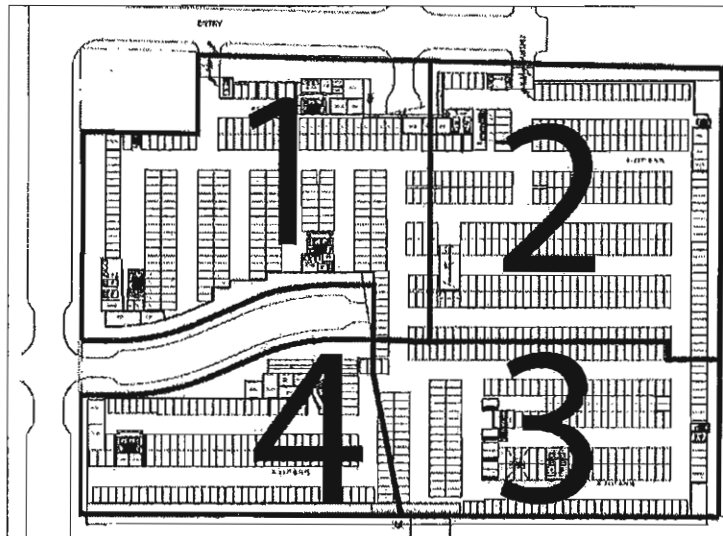
Signed

Date

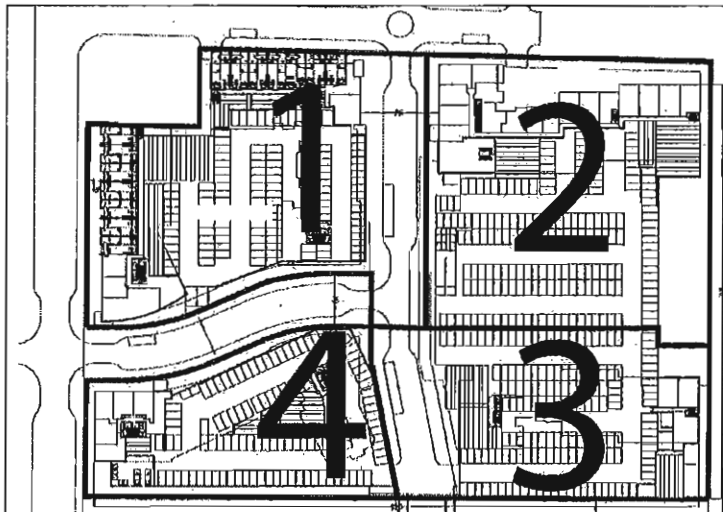




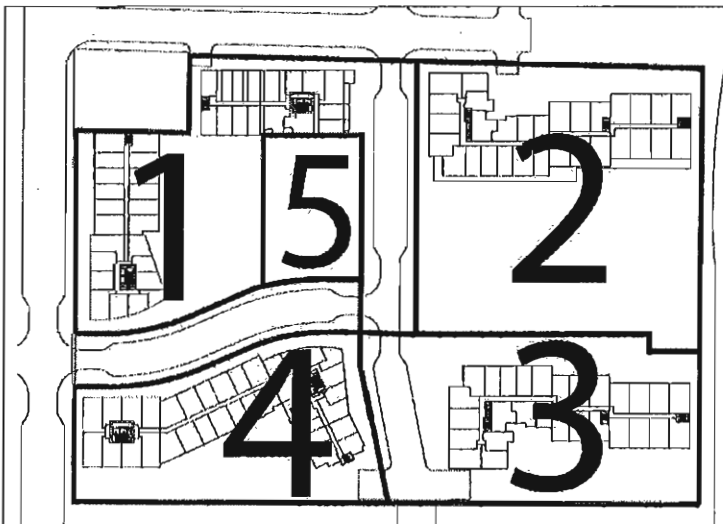
- A. PRIVATE ROAD (2,895 M2)
- B. PATTERSON ROAD CUL-DE-SAC (27.5 M2)
- C. SIDEWALK WIDENING-GARDEN CITY (500 M2)
- D. SIDEWALK WIDENING HAZELBRIDGE ROAD (D1-NORTH 87 M2 ; D2-SOUTH 95 M2)
- E. SOUTH WALKWAY (E1-WEST 744 M2 0.18 Ac; E2- EAST 651 M2, 0.16 Ac)
- F. NEIGHBOURHOOD PARK (6225 M2, 1.53 Ac; F1-NORTH 5082 M2, 1.25 Ac; F2 SOUTH 1,143 M2, 0.28 Ac)
- G. HAZELBRIDGE PLAZA (810 M2, 0.2 Ac)
- H. TEMPORARY PARK (1,650 M2, 0.41Ac)
- I. SEXSMITH BIKEWAY (I1-185 M2, 0.045 Ac; I2 105 M2, 0.026 Ac)



Phasing Plan:
PARKING LEVEL 1

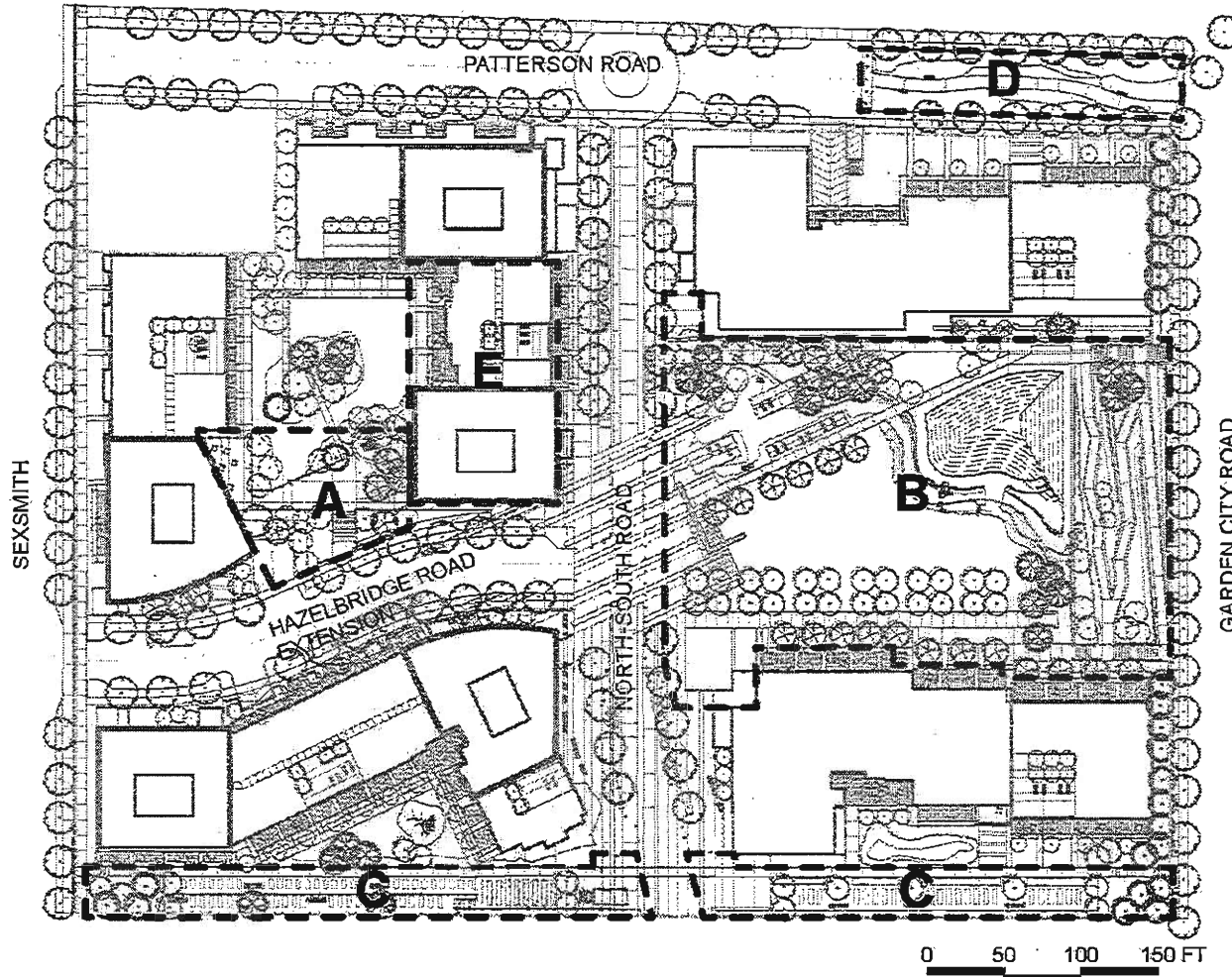


Phasing Plan:
PARKING LEVEL 2



Phasing Plan:
TYPICAL FLOOR





LEGEND

- A** HAZELBRIDGE PLAZA
- B** NEIGHBOURHOOD PARK
- C** SOUTH WALKWAY
- D** PATTERSON MEWS PARK
- E** TEMPORARY PARK

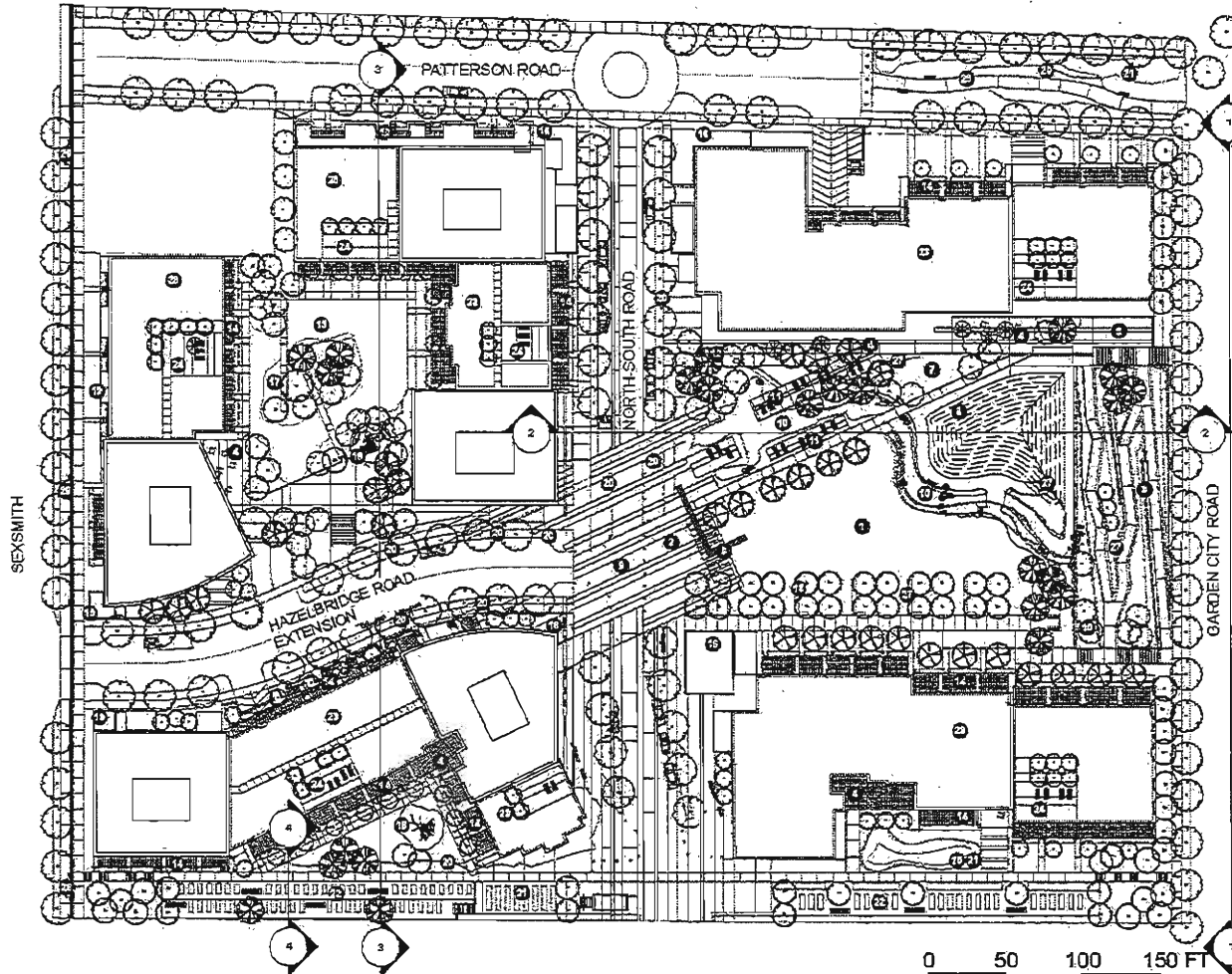


CONCORD GARDENS



LANDSCAPE AMENITY DIAGRAM
December, 2011

City-Approved Park Concept
Schedule E



LEGEND

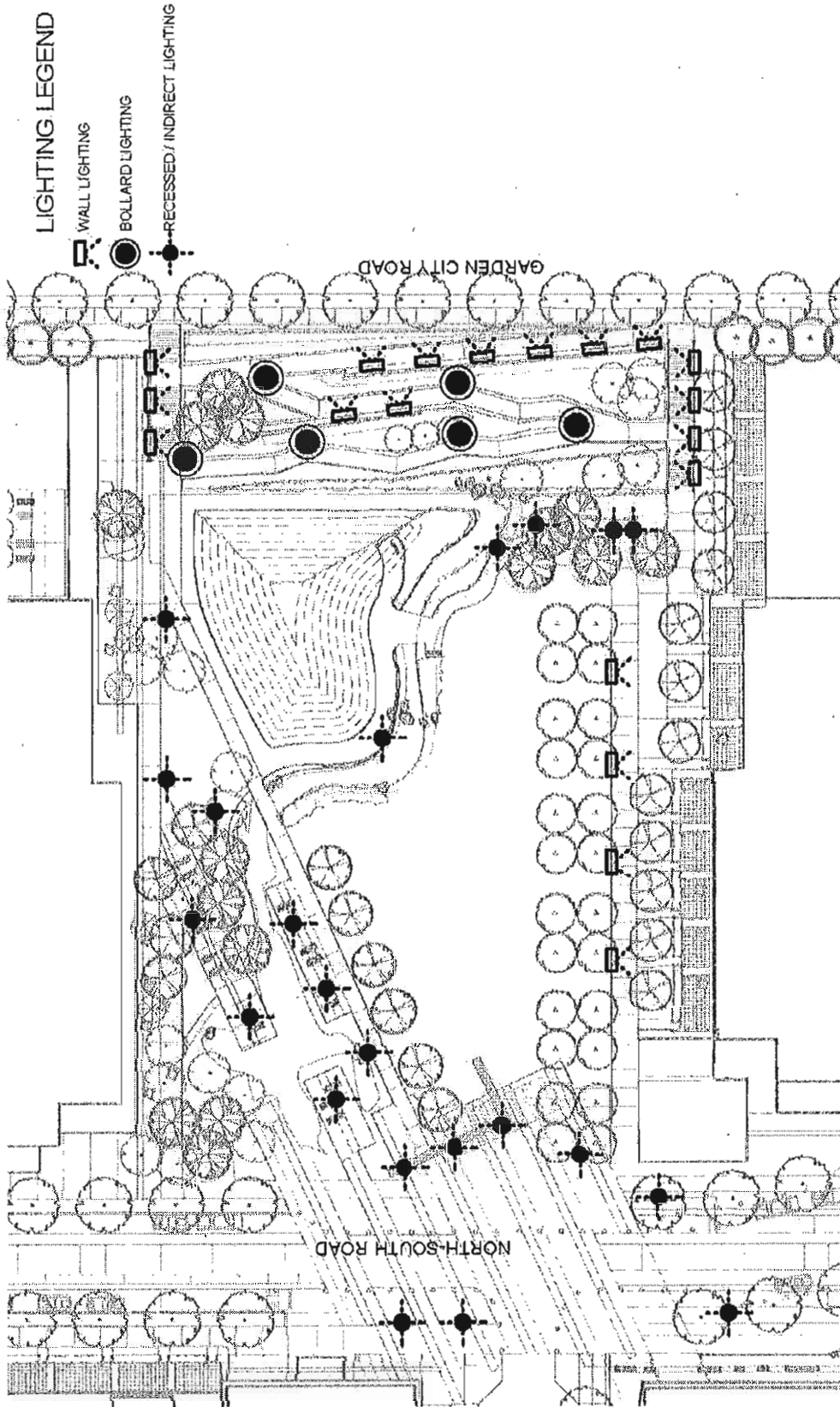
- 1 NEIGHBORHOOD GREEN
- 2 COMMUNITY PLAZA
- 3 GARDEN CITY ENTRY / EDIBLE LANDSCAPE
- 4 COMMUNITY ROOM PATIO / DECK / LOUNGE CHAIRS
- 5 TAI CHI AND YOGA DECK
- 6 PLAY AREA WITH EARTH BERM, SLIDE, AND INTERACTIVE ELEMENTS
- 7 PLAY COURT
- 8 WEATHER CANOPY
- 9 FEATURE PAVING
- 10 BIOSWALE / EPHEMERAL WATER FEATURE
- 11 LOUNGE CHAIRS
- 12 SEATING UNDER TREE CANOPY
- 13 ORCHARD
- 14 PRIVATE PATIOS
- 15 SHALLOW POOL WITH AQUATIC PLANTS / RAINWATER STORAGE
- 16 WATER FEATURE
- 17 CONTEMPLATION GARDEN
- 18 CHILDREN'S PLAY AREA
- 19 ARTISAN MEWS
- 20 RAIN GARDENS
- 21 HABITAT GARDENS
- 22 URBAN AGRICULTURAL PLOTS
- 23 EXTENSIVE GREEN ROOF
- 24 ROOFTOP PATIO
- 25 PATTERSON MEWS PARK
- 26 BIKE PATH
- 27 SEATING



CONCORD GARDENS



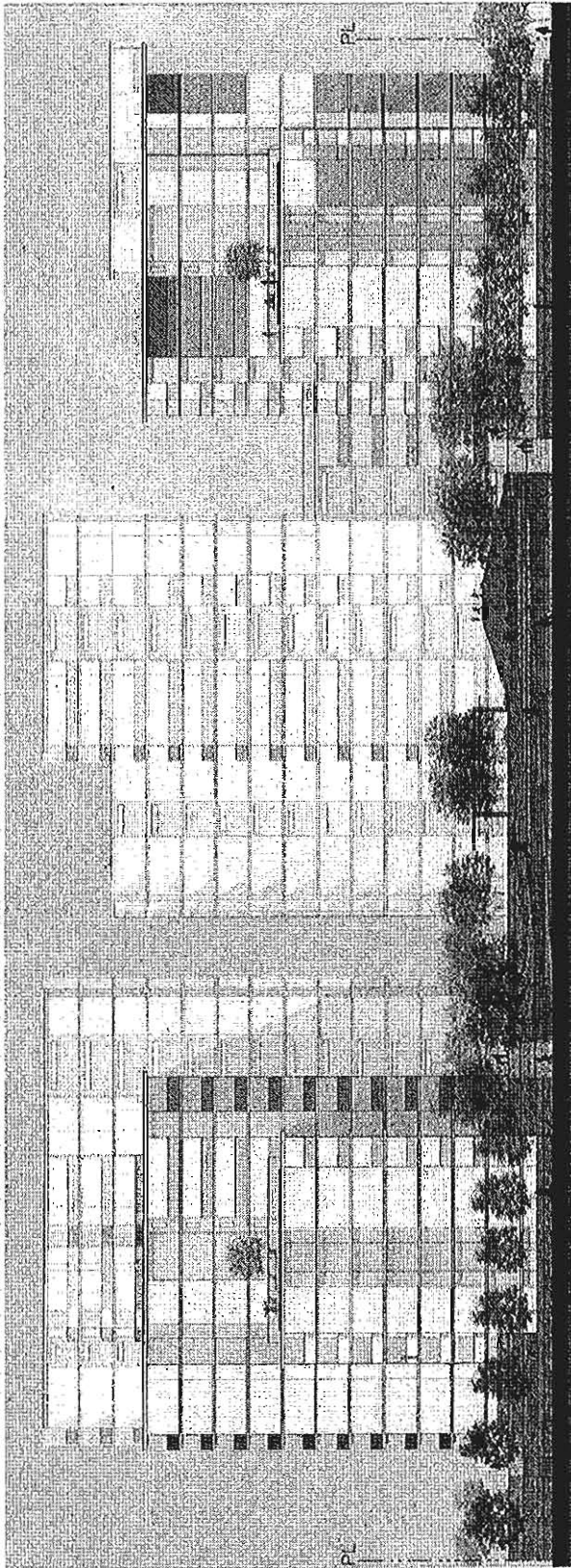
LANDSCAPE AMENITY DIAGRAM
December, 2011



 **CONCEPTUAL LIGHTING PLAN**
December, 2011
Scale 1=600

CONCORD GARDENS





LOW WALLS WITH TRENCHED PLANTING
 BASELINE CITY ROAD PROFILES

PROJECT AND/OR
 WITH GARDEN
 PLANTING
 PLANTING

PLANTING AND/OR
 WITH GARDEN
 PLANTING
 PLANTING

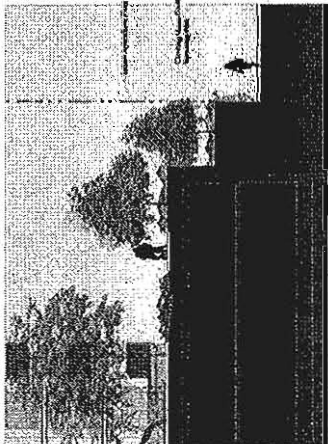
CONCRETE PLANTING
 WITH GARDEN
 PLANTING
 PLANTING

LOW WALLS WITH TRENCHED PLANTING
 BASELINE CITY ROAD PROFILES

PROJECT AND/OR
 WITH GARDEN
 PLANTING
 PLANTING

CONCRETE PLANTING
 WITH GARDEN
 PLANTING
 PLANTING

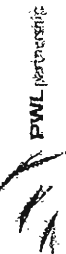
ELEVATION 1-1 Garden City Road Frontage
 Scale: 1/8" = 1'



SECTION A-A Relation to Adjacent Church Site
 Scale: 1/8" = 1'

LANDSCAPE SECTIONS
 December, 2011

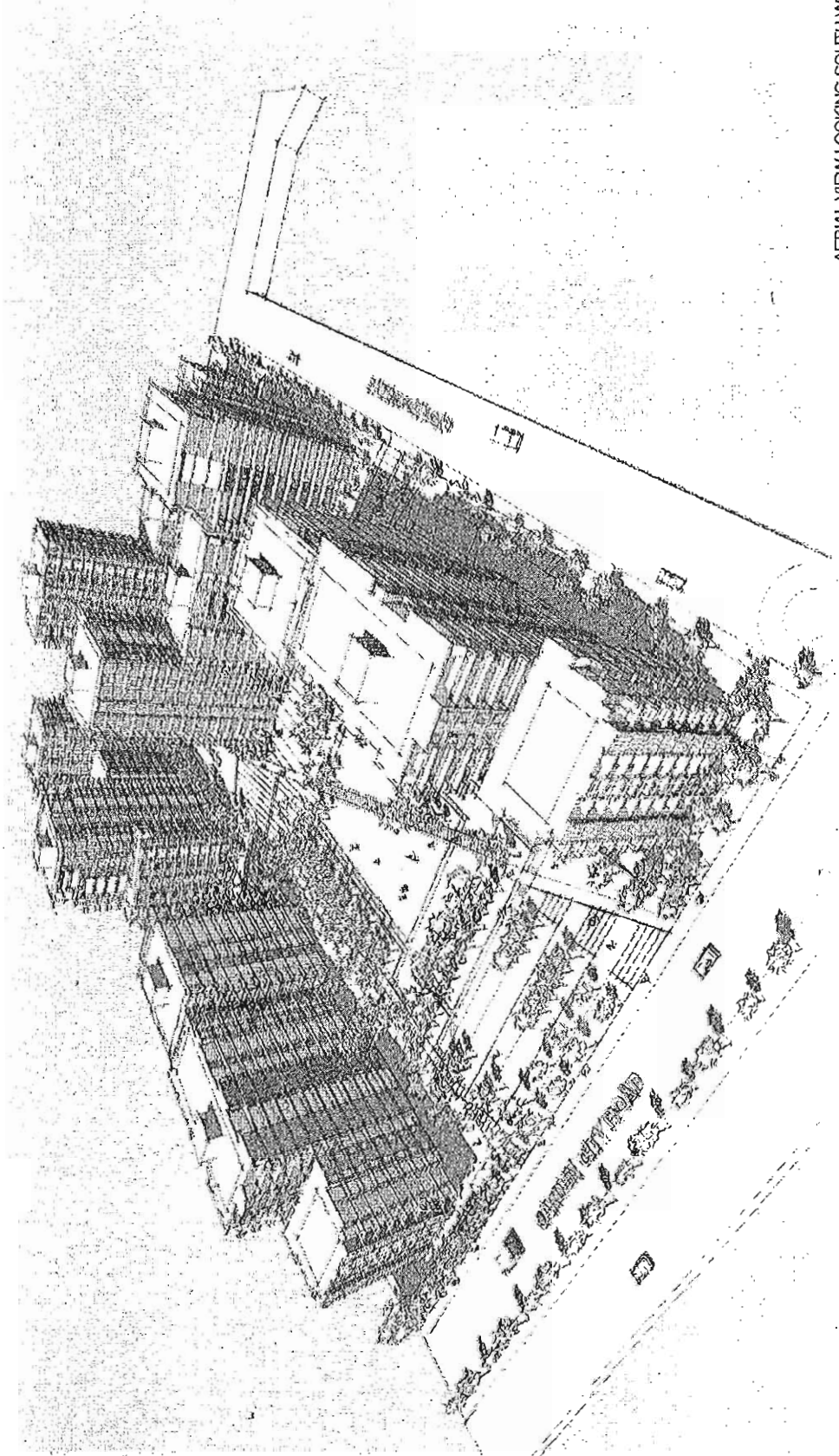
CONCORD GARDENS



PWL partnership

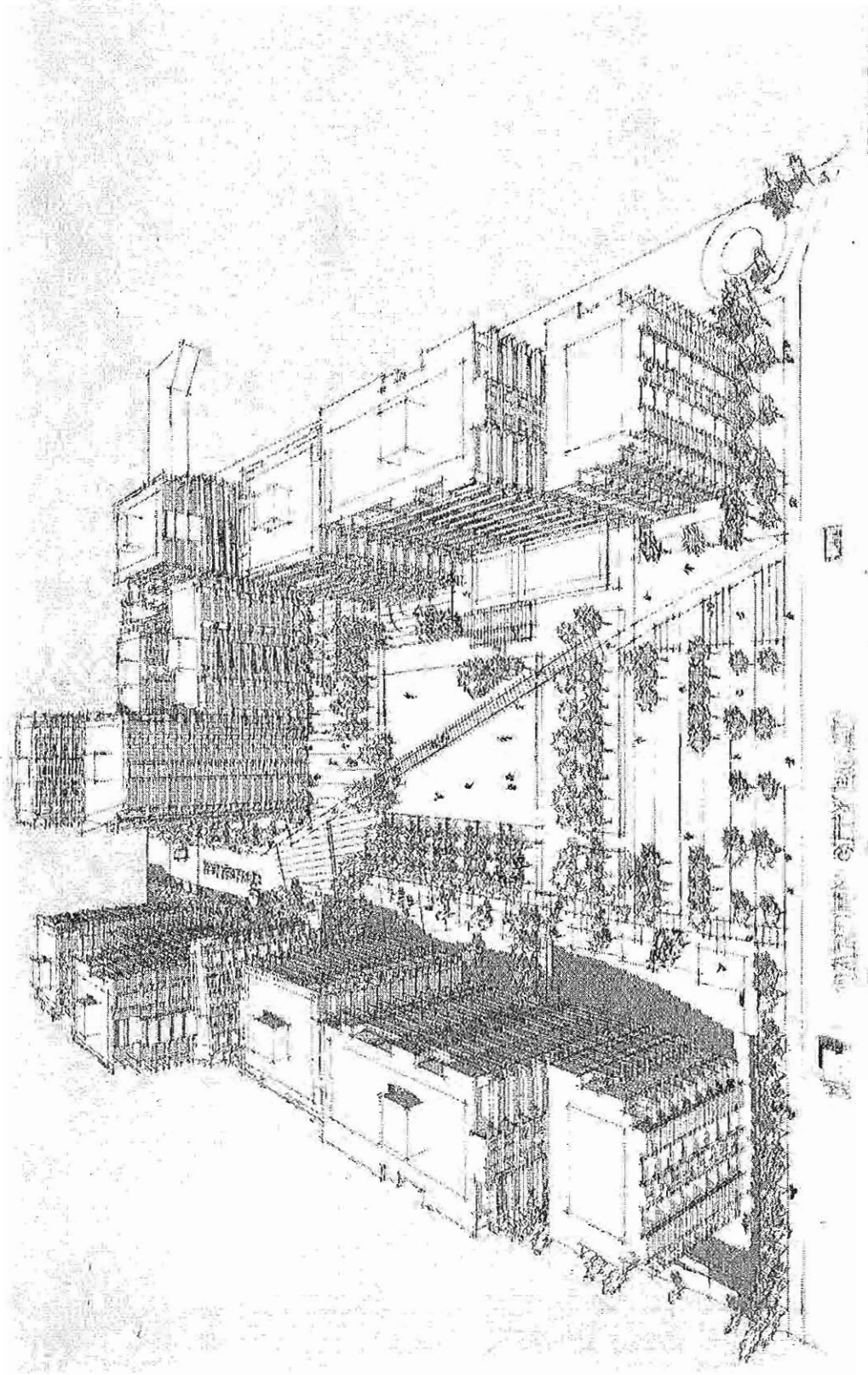
ATTACHMENT 11
Concord Gardens: Proposed Development Concept

AERIAL VIEW LOOKING SOUTH WEST



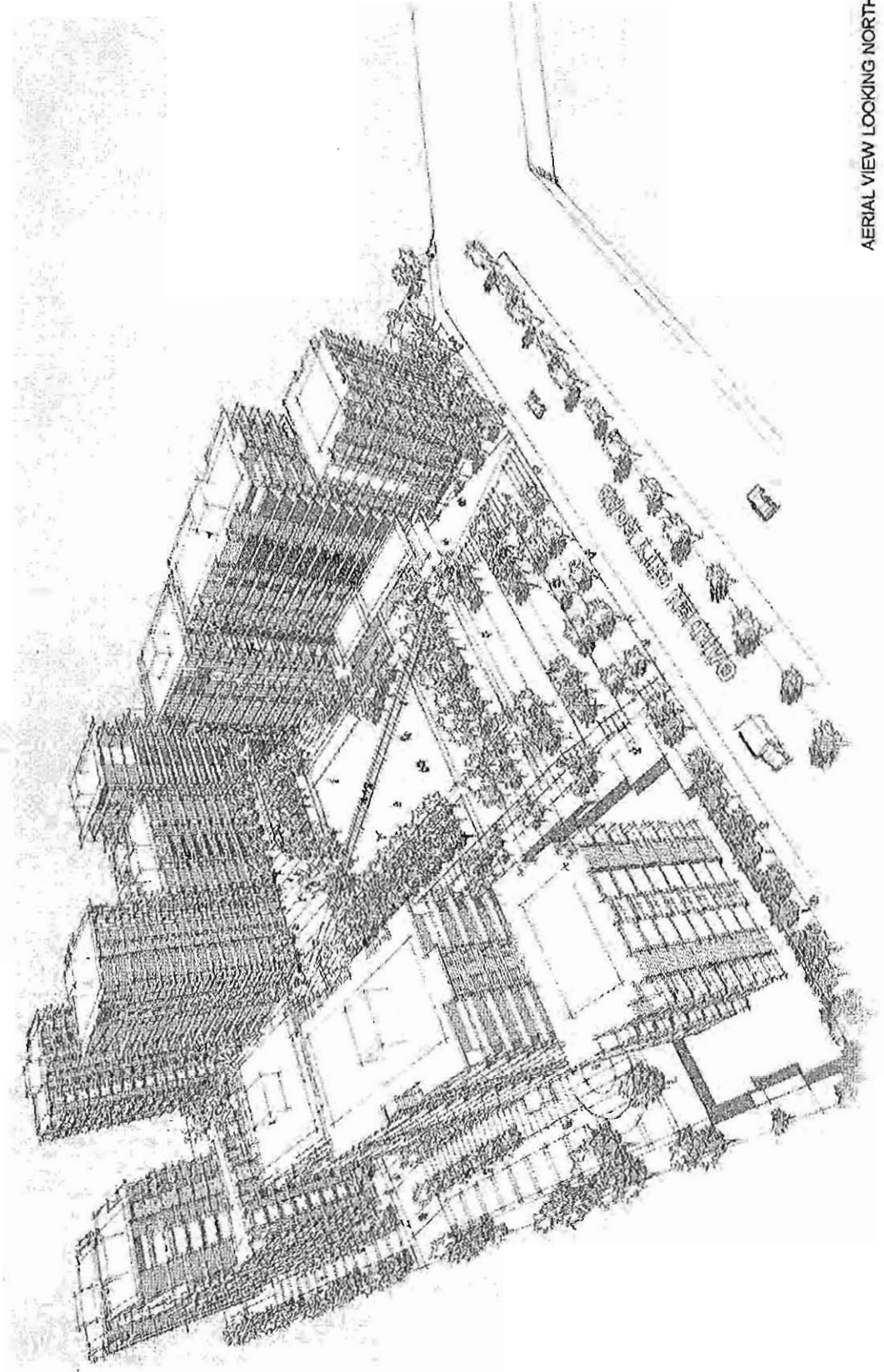
ATTACHMENT 11
Concord Gardens: Proposed Development Concept

AERIAL VIEW LOOKING WEST



ATTACHMENT 11
Concord Gardens: Proposed Development Concept

AERIAL VIEW LOOKING NORTH WEST



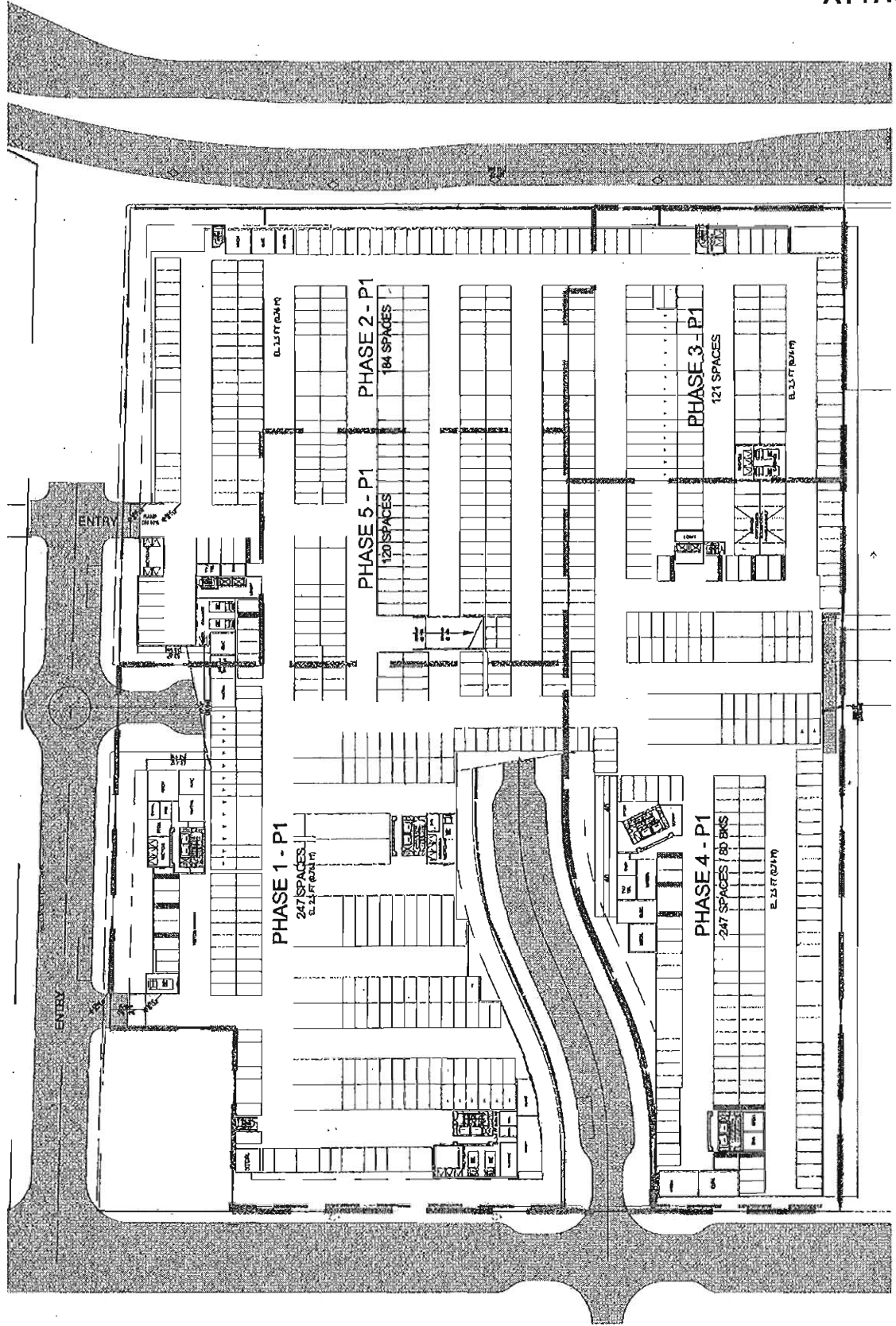


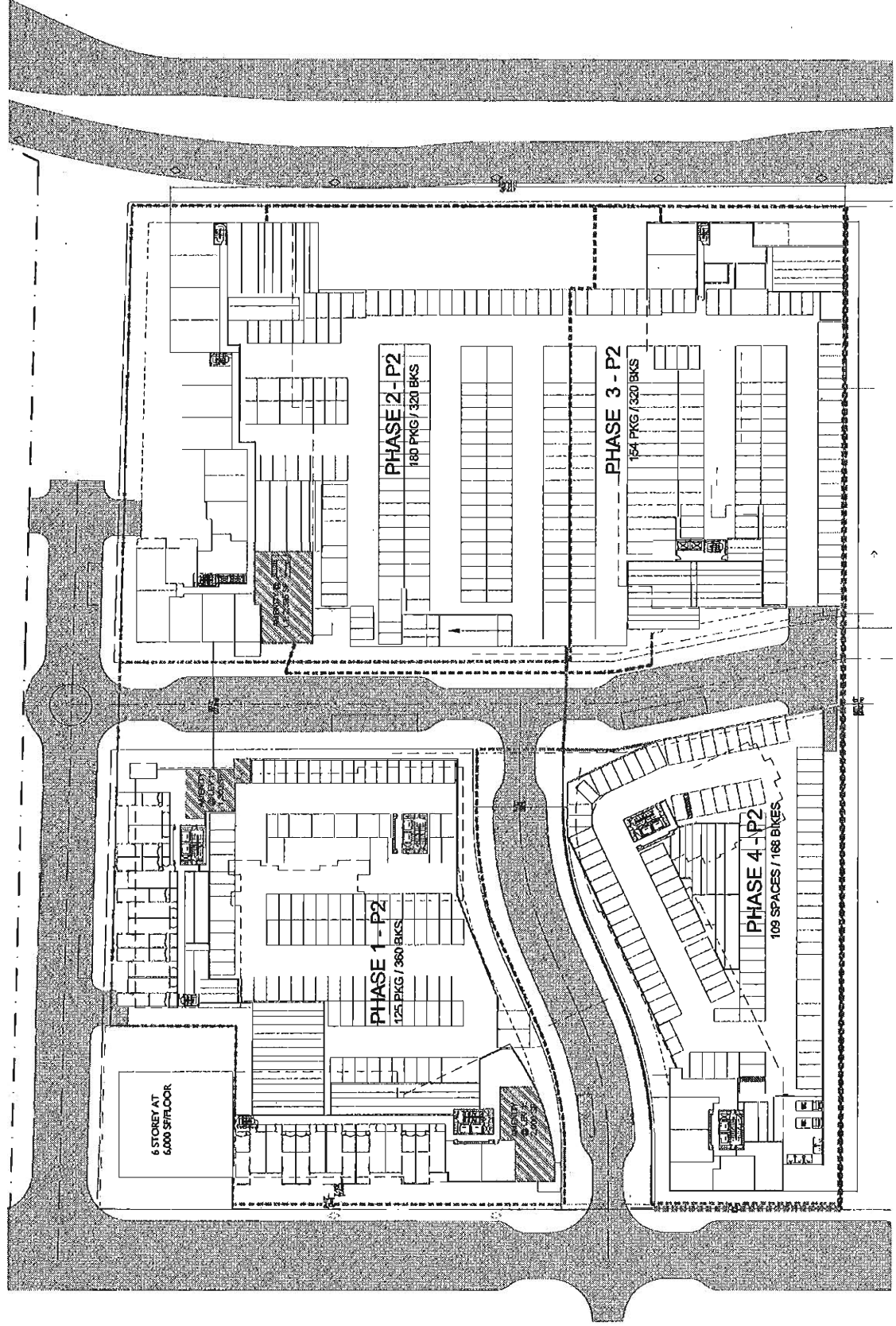
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 DATE: 06/15/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT LOCATION: [Address]
 PROJECT NAME: [Name]

PATERSON ROAD
 RICHMOND, BC
 CONDO DEVELOPMENT
 PARKING LEVEL 1

A-2.01

ATTACHMENT 11



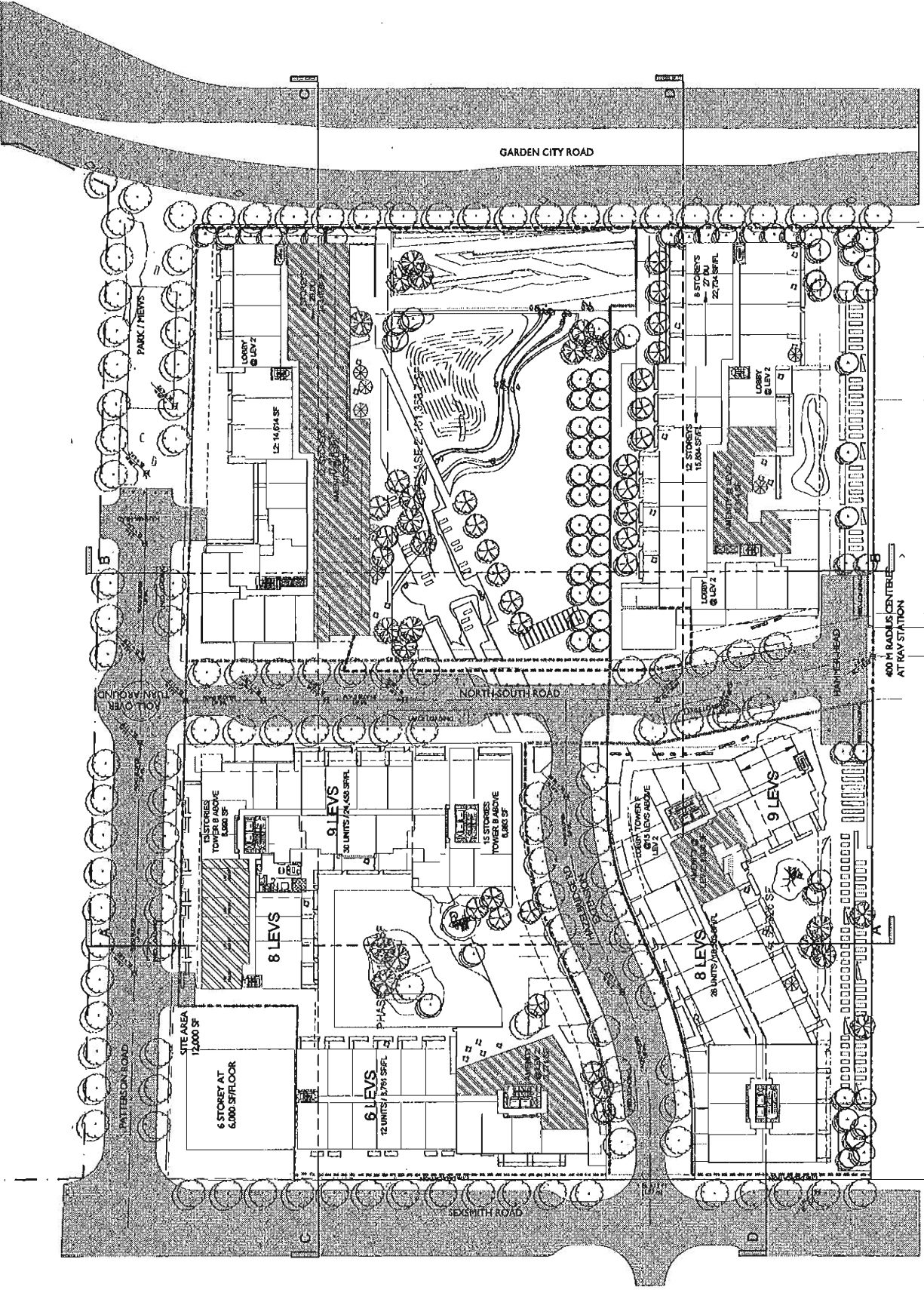




PROJECT NO: 0650
 DATE: 11/11/11
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 SCALE: 1/8" = 1'-0"
 PROJECT NORTH

PATERSON ROAD
 RICHMOND, BC
 CONCORD DEVELOPMENT
LEVEL 2 PLAN
COMPLETE BUILD-OUT
 DATE: AUGUST 11, 2011
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 SCALE: 1/8" = 1'-0"
 PROJECT NO: 0650

A-3.01



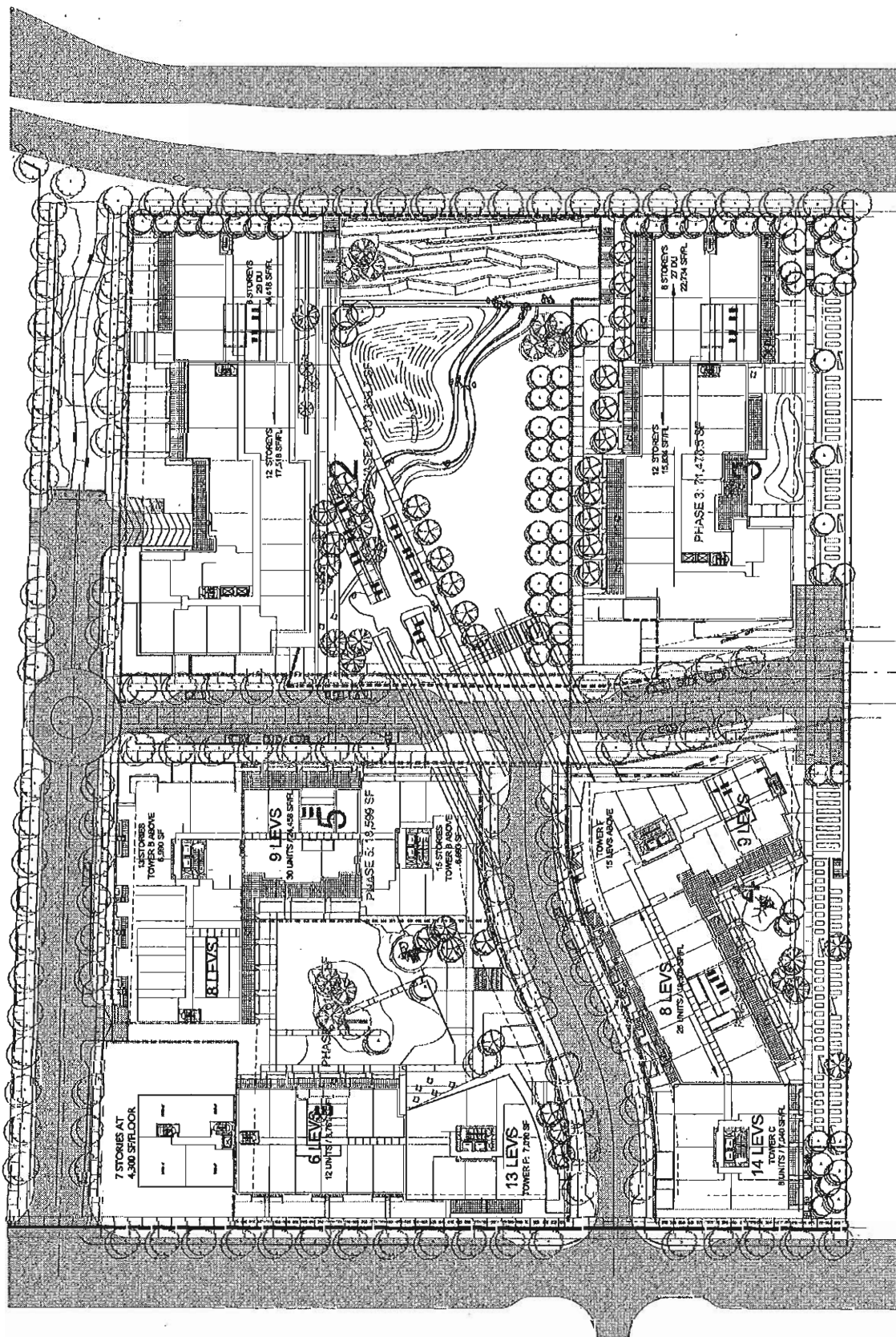


PROJECT NUMBER:
PROJECT NAME:
CLIENT:
DATE:
SCALE:
PROJECT NUMBER:



PATTERSON ROAD
RICHMOND, BC
CONCORD DEVELOPMENT
LEVEL 3

A-3.02





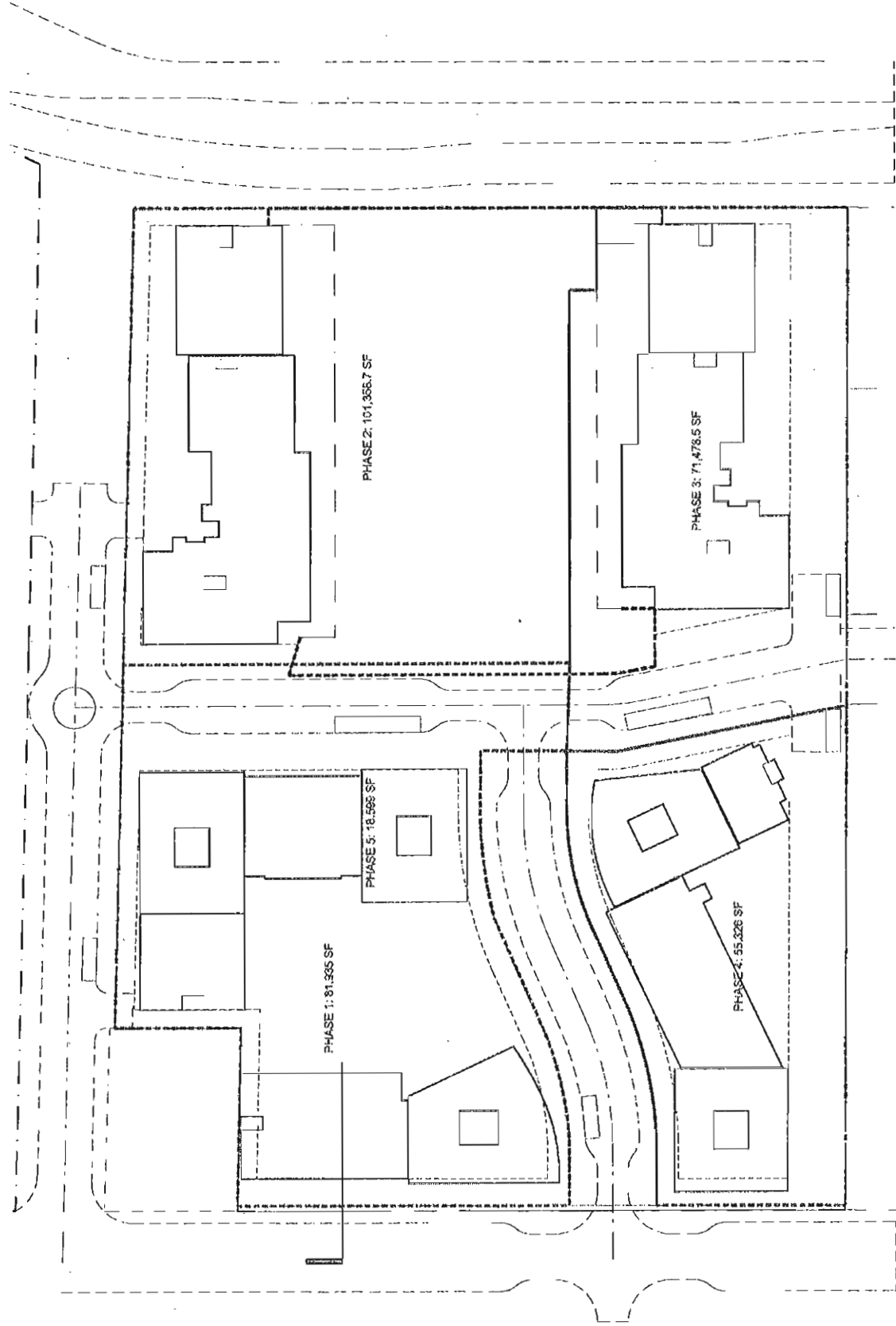
GBL ARCHITECTURE, INC.
 1000 WEST 10TH AVENUE
 SUITE 100
 DENVER, CO 80202
 TEL: 303.733.8800
 FAX: 303.733.8801
 WWW.GBLARCHITECTURE.COM



PROJECT NUMBER:
 06550

PATTERTON ROAD
 RICHMOND, BC
 CONCORD DEVELOPMENT
 ROOF PLAN

SHEET NO. 06550
 DATE 06/10/10
 SCALE 1/8" = 1'-0"
 PROJECT NO. 06550

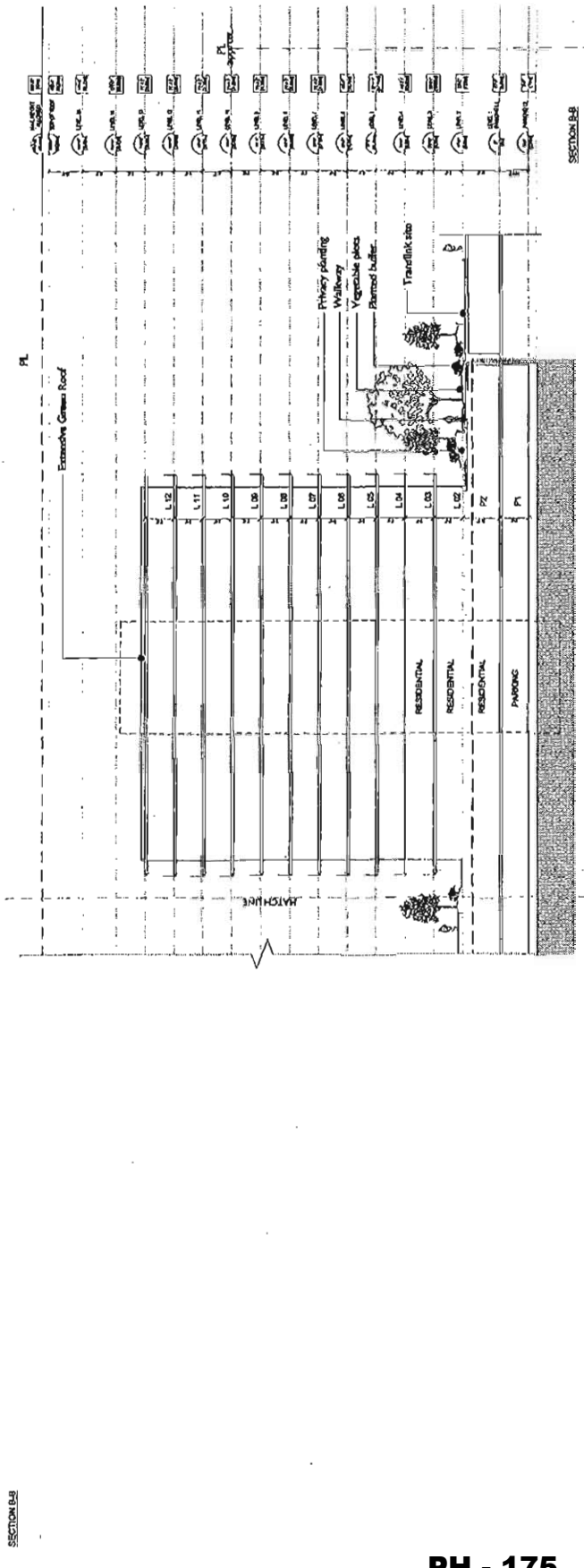
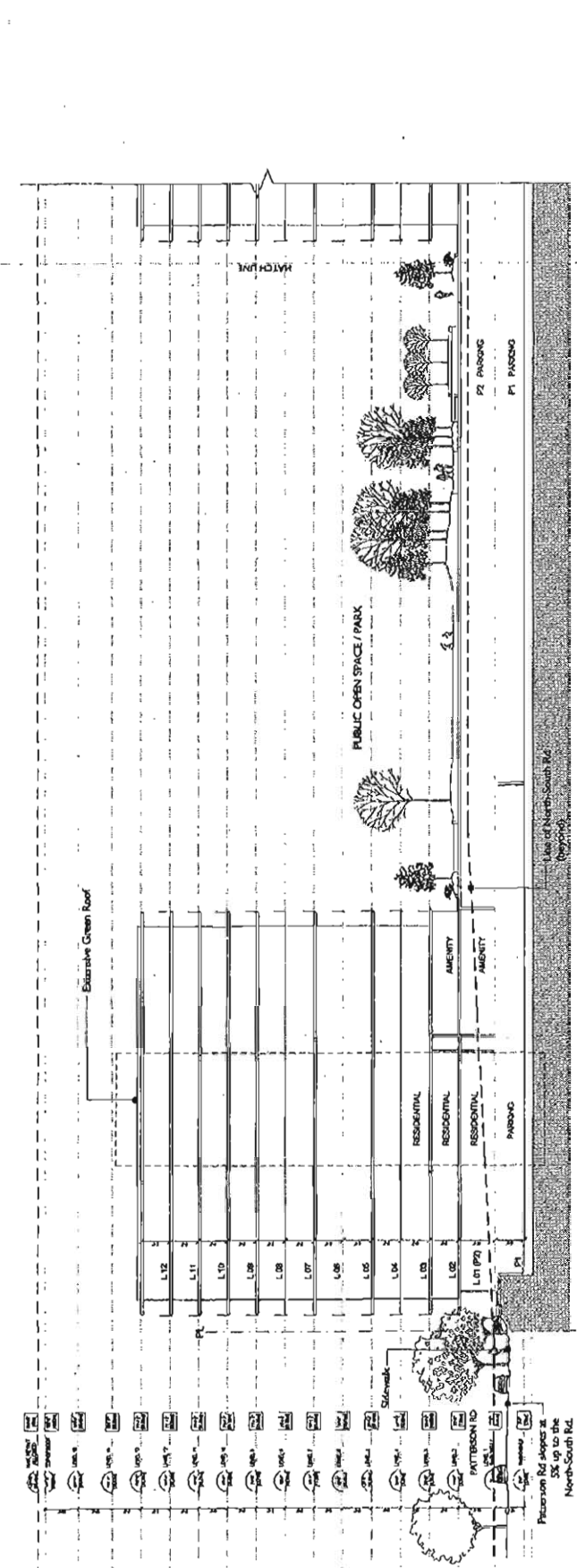




PROJECT INFO:
 Project Name: [REDACTED]
 Location: [REDACTED]
 Date: [REDACTED]

DESIGN / REVISIONS:

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



PATTERSON ROAD
 RICHMOND, BC
 CONCORD DEVELOPMENT

SECTION B-B

DATE: [REDACTED]
 DRAWN BY: [REDACTED]
 SCALE: 0/650
 PROJECT NO: [REDACTED]

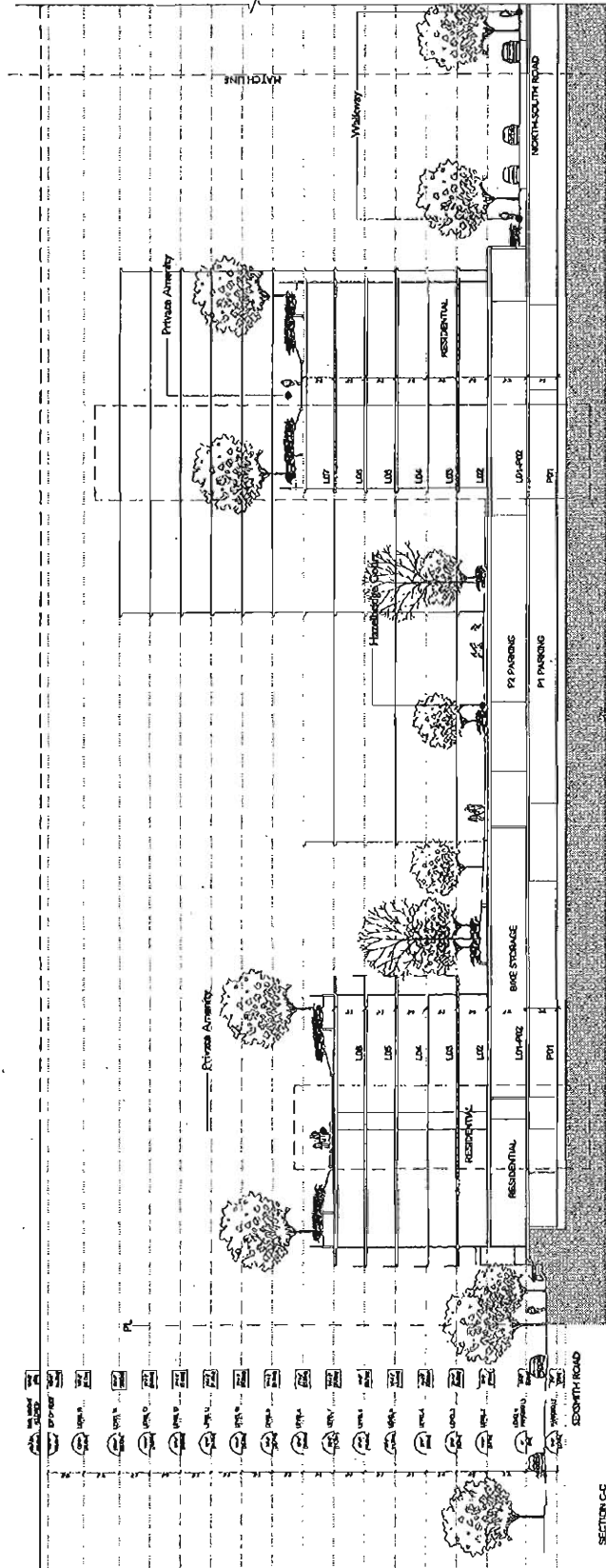
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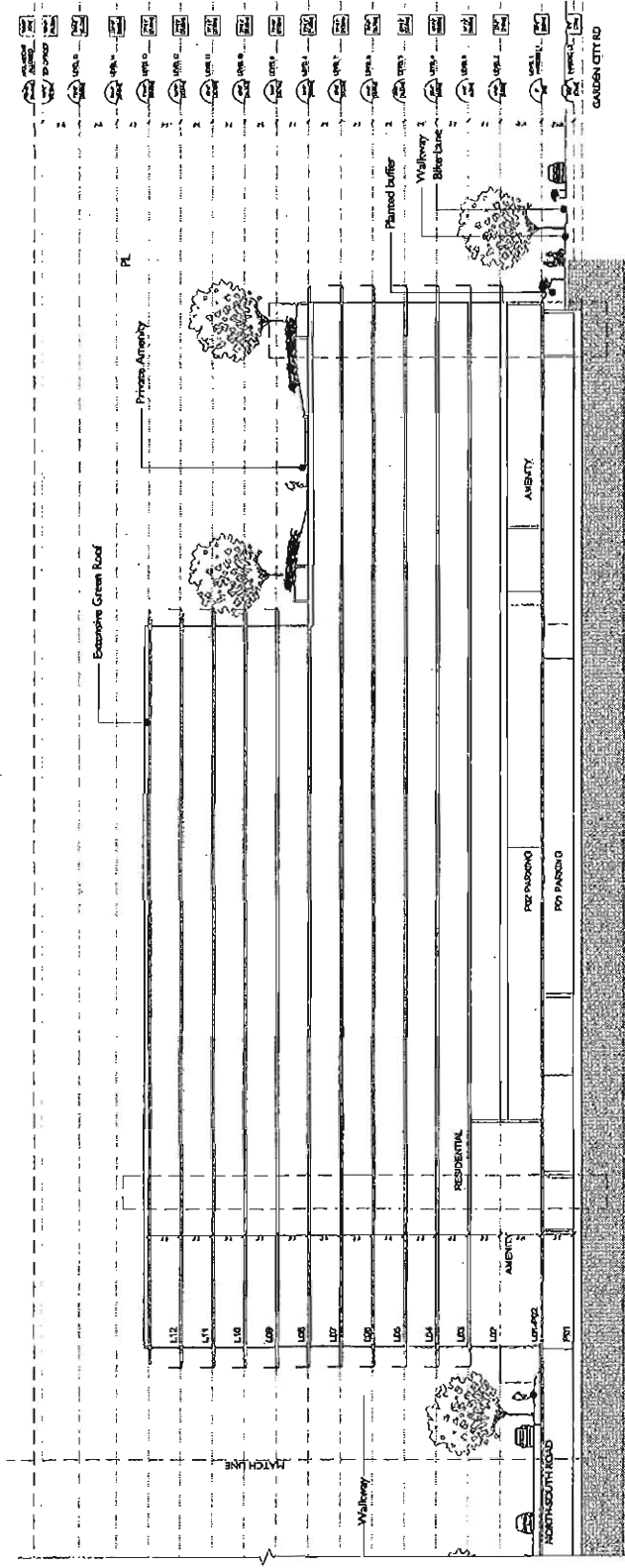
PROJECT NO. 17-001
 PROJECT NAME: GARDEN CITY RD
 PROJECT ADDRESS: 1700 S. 1700 E. RICHMOND, BC
 PROJECT DATE: 06/20/17
 PROJECT STATUS: PRELIMINARY



ISSUE / REVISIONS
 1. Initial Issue
 2. Final Issue



SECTION C



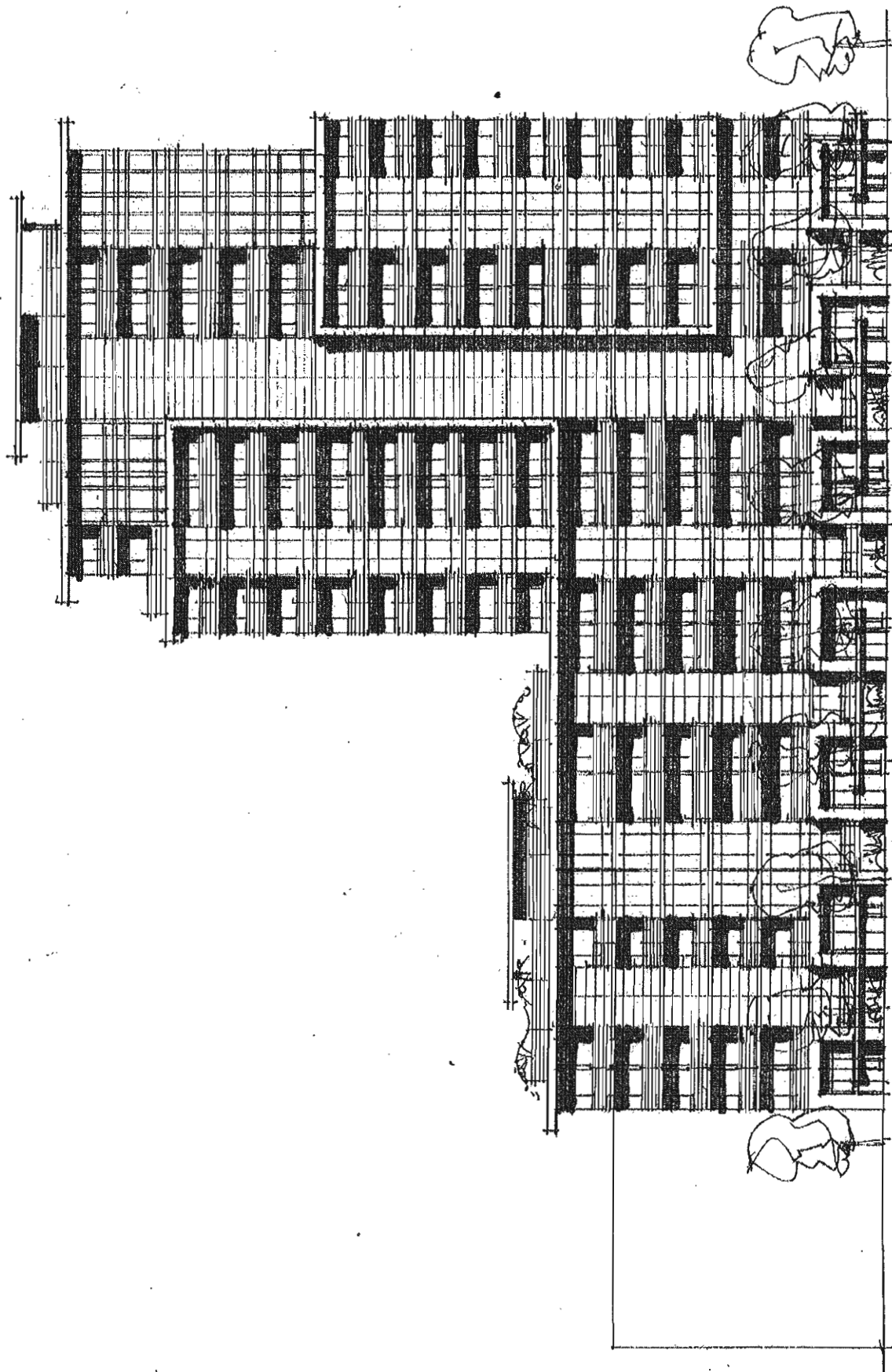
SECTION C

PATTERSON ROAD
 RICHMOND, BC
 CONCORD DEVELOPMENT
 SECTION C

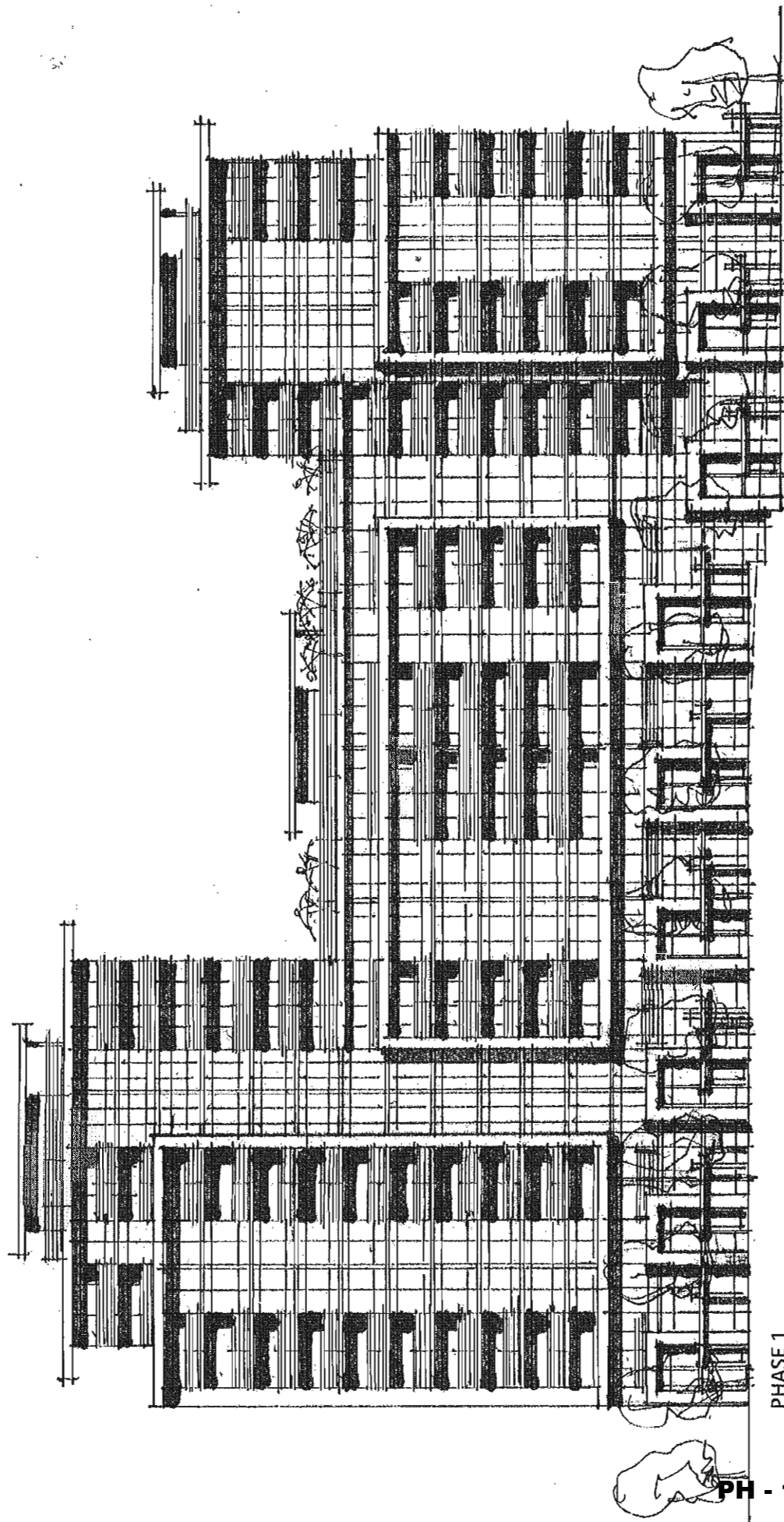
DATE: 06/20/17
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: 17-001

06/20/17

A-6.03



PHASE 1
SEXSMITH RD. ELEVATION



PHASE 1
NORTH SOUTH RD. ELEVATION



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw No. 8837 (RZ 06-349722)
8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road
and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road
(Capstan Station)**

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:

- 1.1. On page 1-13, in the table entitled Anticipated CCAP 2100 Development, replacing the Population Potential for Capstan Village with “13,000 – 16,000”.

- 1.2. On page 2-34, replacing the text in the box entitled Canada Line Rapid Transit with the following:

“Canada Line Rapid Transit

Four stations initially (Bridgeport, Aberdeen, Lansdowne, Richmond-Brighouse), and a future station at Capstan (to be implemented via the Capstan Station Bonus in coordination with private development), each of which will be a focus for higher-density, mixed use development and multi-modal integration.”

- 1.3. On page 2-40, repealing the first footnote (indicated by a single asterisk).

- 1.4. On page 2-65, inserting the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” in the Base Level Parks & Open Space Map (2031) and inserting the following reference to the boundary in the map legend:

“Capstan Station Bonus*

*The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.”

- 1.5. On page 2-66, replacing Policy 2.6.1.a) with:

“Augment the Base Level in the City Centre to Contribute to the City-Wide Open Space Standard

The City will augment the base level standard with:

- other government-owned property and utility rights-of-ways where public access can be secured through legal agreement;
- privately owned, publicly accessible areas secured from developers through mutual agreement (e.g., in respect to the Capstan Station Bonus); and

- co-locating new City-owned parks with School District lands where it is cost effective and practical to do so.”
- 1.6. On page 2-68, inserting the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” in the Neighbourhood Parks Map (2031) and inserting the following reference to the boundary in the map legend:
- “Capstan Station Bonus*
* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.”
- 1.7. On page 3-46, in the Development Permit Guideline Section 3.2.6 Sub-Area B.2, inserting the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” in the map and inserting the following reference to the boundary in the map legend:
- “Capstan Station Bonus*
*Development sites for which net density is permitted to exceed 2.0 FAR in the Capstan Station Bonus area may be considered under 3.2.7 Sub-Area B.3.”
- 1.8. On page 3-48, in the Development Permit Guideline Section 3.2.7 Sub-Area B.3, inserting the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” in the map and inserting the following reference to the boundary in the map legend:
- “Capstan Station Bonus*
*Development sites for which net density is permitted to exceed 3.0 FAR in the Capstan Station Bonus area may be considered under 3.2.8 Sub-Area B.4.”
- 1.9. On page 4-3, repealing:
- a) Policy 4.1.h) and replacing it with:
“Up-Front Funding for the Capstan Canada Line Station
No rezoning of development sites in the Capstan Station Bonus area will be supported unless funding for the Capstan Canada Line station is secured to the satisfaction of the City.”
 - b) Policy 4.1.i).
- 1.10. On page 4-4, replacing the numbering of policies 4.1.r), 4.1.s), and 4.1.t) with 4.1.s), 4.1.t), and 4.1.u) respectively and inserting policy 4.1.r) as follows:
- “r) Density Bonusing – Capstan Canada Line Station
The density bonusing approach will be used to obtain voluntary developer contributions towards funding of the future Canada Line station and related amenities within the Capstan Station Bonus area, including:

- cash contribution to the Capstan Station Reserve, as per the Richmond Zoning Bylaw; and
- publicly accessible areas secured for public park and related uses.

Council shall review the Capstan Station density bonus provisions in the Zoning Bylaw when approved development within the Bonus area approaches 3,250 dwelling units in consideration of, but not limited to, area capacity for additional dwelling units, sufficiency of proceeds to the Capstan Station Capital Reserve Fund, and other amenities that may be required in the Bonus area.”

- 1.11. On page 4-8, inserting a map designation into the Proposed Sanitary Sewer Improvements Map (2031) indicating Pump Stations Improvements Required to Service CCAP Demand on Capstan Way, mid-way between Hazelbridge Way and Sexsmith Road.
- 1.12. On page 4-10, inserting the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” in the Park & Open Space Map (2031) and inserting the following reference to the boundary in the map legend:

“Capstan Station Bonus*

* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.”

- 1.13. On page 4-12, inserting:

- a) the following text at the end of the fourth paragraph:

“In the Capstan Station Bonus area, density bonusing is utilized to encourage voluntary developer contributions to the Capstan Station Reserve (as per the Richmond Zoning Bylaw) and publicly accessible areas secured for public park and related uses.”

- b) the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” in the Density Bonusing Map (2031) and inserting the following reference to the boundary in the map legend:

“Capstan Station Bonus*

* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.”

- 1.14. In the Generalized Land Use Map (2031), inserting the boundary of the Capstan Station Bonus area as shown in “Schedule A attached to and forming part of Bylaw No. 8837” and identifying the boundary in the map legend as “Capstan Station Bonus”.

- 1.15. In the Land Use Maps section of the bylaw, inserting “Overlay Boundary – Capstan Station Bonus Map (2031)” as shown in “Schedule A attached to and forming part of Bylaw No. 8837”.
- 1.16. Repealing the Specific Land Use Map: Capstan Village (2031) and replacing it with “Schedule B attached to and forming part of Bylaw No. 8837”.
- 1.17. On page M-9, inserting into Specific Land Use Map: Capstan Village – Detailed Transect Descriptions in respect to both General Urban (T4) and Urban Centre (T5), in the column entitled Maximum Average Net Development Site Density, under the sub-heading Additional density, where applicable:

“Capstan Station Bonus: 0.5 for the provision of residential uses, provided that the owner contributes to the Capstan Station Reserve (as per the Richmond Zoning Bylaw) and publicly accessible areas secured for public park and related uses in accordance with this bylaw.”
- 1.18. On page A-2, inserting into Appendix 1 – Definitions, under the sub-heading Overlays, the following:

“Capstan Station Bonus An area that provides for additional density for residential uses over and above that permitted by the underlying Transect, provided that the development site is located in Capstan Station Bonus Map area and the owner:

- contributes to the Capstan Station Reserve (as per the Richmond Zoning Bylaw);
- in addition to the City Centre Area Plan base level open space identified on the Generalized Land Use Map (2031) and Specific Land Use Map: Capstan Village (2031), grants to the City, via a statutory right-of-way, air space parcel, or alternative means satisfactory to the City, rights of public use over a suitably landscaped area of the site for public park and related purposes at a minimum rate of 3.25 ac./1,000 population, based on the anticipated number of additional residents accommodated on the development site in respect to the Capstan Station Bonus;
- complies with Richmond’s affordable housing policies in respect to all residential uses occurring on the development site, including the additional residential density attributable to the Capstan Station Bonus; and
- demonstrates to the satisfaction of the City that the additional density results in a superior building and landscape design and an attractive, pedestrian-friendly public realm.”

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 8837”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

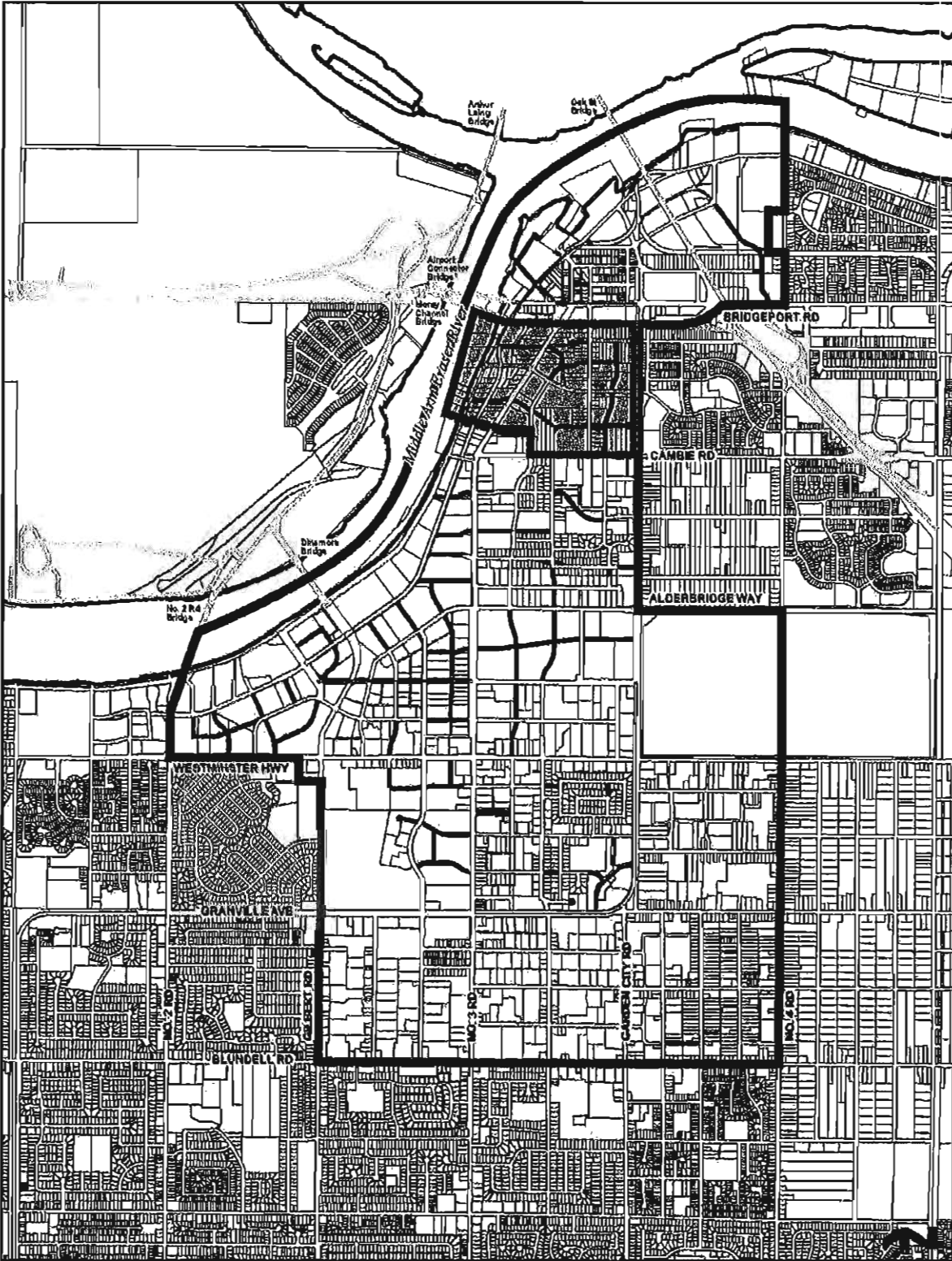
JAN 23 2012



CITY OF RICHMOND
APPROVED by
<i>DL</i>
APPROVED by Manager or Solicitor
<i>[Signature]</i>

MAYOR

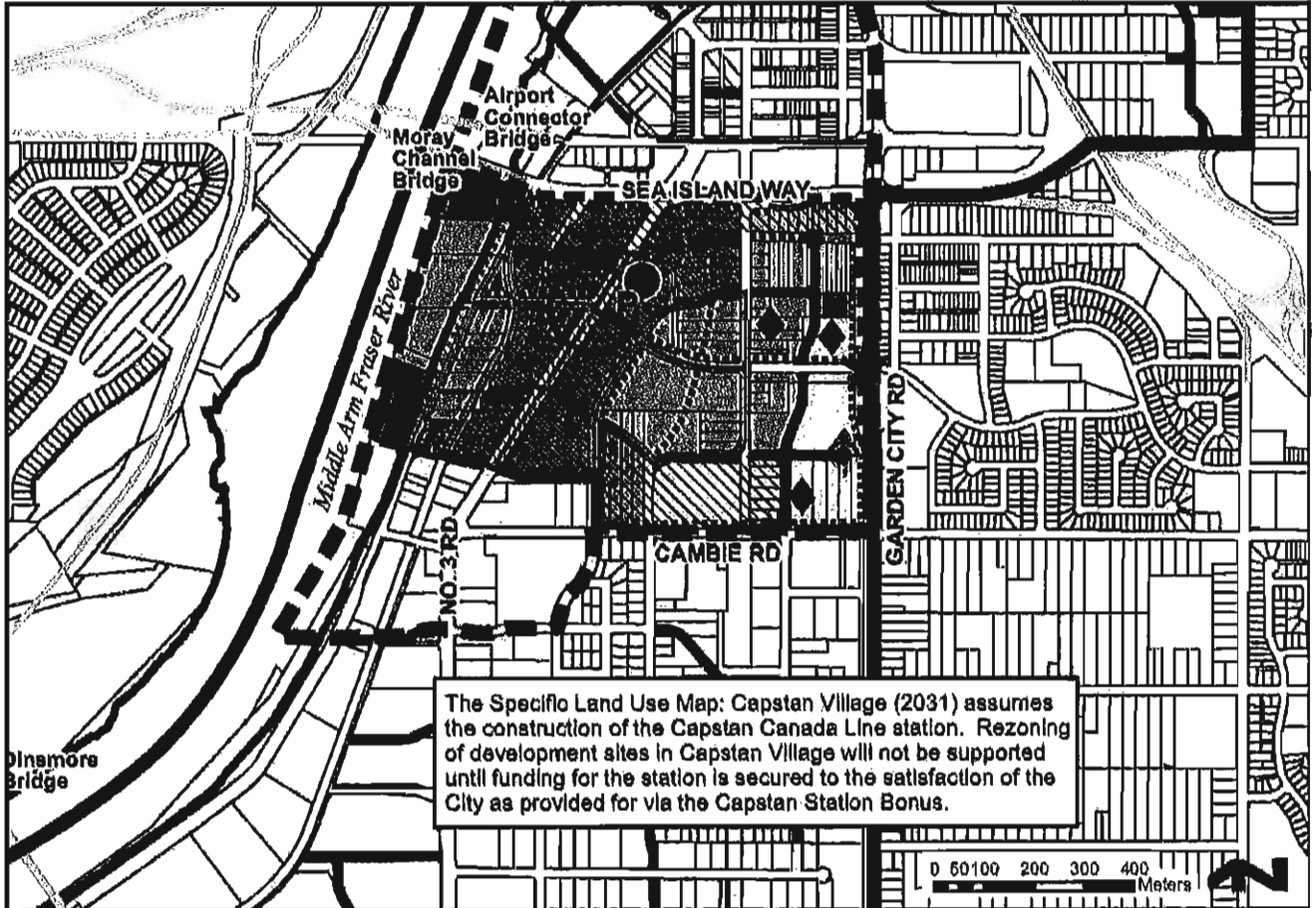
CORPORATE OFFICER

Overlay Boundary - Capstan Station Bonus Map (2031)



 Capstan Station Bonus  Proposed Streets

Specific Land Use Map: Capstan Village (2031)



- | | | |
|---|---|--|
| General Urban T4 (25m) | Marina (Residential Prohibited) | Proposed Streets |
| Urban Centre T5 (45m) | Marina (Waterborne Residential Permitted) | Pedestrian-Oriented Retail Precincts-High Street & Linkages |
| Urban Centre T5 (35m) | Village Centre Bonus | Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages |
| Urban Centre T5 (25m) | Institution | Richmond Arts District |
| Park | Pedestrian Linkages | Capstan Station Bonus |
| Park-Configuration & location to be determined | Waterfront Dyke Trail | Canada Line Station |
| Village Centre: No. 3 Road & Capstan Way Intersection | Enhanced Pedestrian & Cyclist Crossing | Transit Plaza |



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw No. 8838 (RZ 06-349722)
8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road
and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 1, is amended by repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) thereof of the area indicated on “Schedule A attached to and forming part of Bylaw 8838” and by designating the portion of the area identified as “Park” on “Schedule B attached to and forming part of Bylaw No. 8838” as “Public and Open Space Use” and the remainder of the area as “Mixed Use”.
2. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), as amended by Official Community Plan Amendment Bylaw No. 8837, is amended by:
 - 2.1. On page 2-27, on the Street Network Map (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, inserting a “Minor Street” map designation on Patterson Road west of the designated “Park” indicated on “Schedule B attached to and forming part of Bylaw 8838”.
 - 2.2. On page 2-36, on the Pedestrian Environment Map (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, repealing the “Green Link (Future)” map designation on Patterson Road, and inserting a “Green Link (Future)” map designation in the location indicated as “Pedestrian Linkages” parallel to Capstan Way, between Capstan Way and Patterson Road, on “Schedule B attached to and forming part of Bylaw 8838”.
 - 2.3. On page 2-65, on the Base Level Parks & Open Space Map (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, repealing the “Green Link (Future)” map designation on Patterson Road and the “Neighbourhood Park (Future to 2031)” map designation, and inserting:
 - a) The following map designations in the locations indicated in “Schedule B attached to and forming part of Bylaw 8838”:
 - i. “Green Link (Future)” in the location indicated as Pedestrian Linkages parallel to Capstan Way, between Capstan Way and Patterson Road;
 - ii. “Neighbourhood Park (Future to 2031)” in the location indicated as “Park”; and

- iii. “Neighbourhood Park (Future to 2031) – Configuration & location to be determined” in the location indicated as “Park – Configuration & location to be determined”; and
 - b) “Neighbourhood Park (Future to 2031) – Configuration & location to be determined” and the corresponding symbol in the map legend.
- 2.4. On page 2-68, on the Neighbourhood Parks Map, in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, repealing the “Neighbourhood Park (Future to 2031)” map designation, and inserting:
 - a) The following map designations in the locations indicated in “Schedule B attached to and forming part of Bylaw 8838”:
 - i. “Neighbourhood Park (Future to 2031)” in the location indicated as “Park”; and
 - ii. “Neighbourhood Park (Future to 2031) – Configuration & location to be determined” in the location indicated as “Park – Configuration & location to be determined”; and
 - b) “Neighbourhood Park (Future to 2031) – Configuration & location to be determined” and the corresponding symbol in the map legend.
- 2.5. On page 2-71, on the Pedestrian Linkages Map, in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, repealing the “Green Link (Future)” map designation on Patterson Road, and inserting a “Green Link (Future)” map designation in the location indicated as “Pedestrian Linkages” parallel to Capstan Way, between Capstan Way and Patterson Road, on “Schedule B attached to and forming part of Bylaw 8838”.
- 2.6. On page 4-6, on the Proposed New Transportation Improvements Map (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, inserting an “Other Streets” map designation on Patterson Road west of the designated “Park” indicated on “Schedule B attached to and forming part of Bylaw 8838”
- 2.7. On page 4-10, on the Parks & Open Space Map (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, repealing the “Neighbourhood Park (Future to 2031)” map designation, and inserting:
 - a) The following map designations in the locations indicated in “Schedule B attached to and forming part of Bylaw 8838”:
 - i. “Neighbourhood Park (Future to 2031)” map designation in the location indicated as “Park”; and
 - ii. “Neighbourhood Park (Future to 2031) – Configuration & location to be determined” map designation in the location indicated as “Park – Configuration & location to be determined”; and

- b) "Neighbourhood Park (Future to 2031) – Configuration & location to be determined" and the corresponding symbol in the map legend.
- 2.8. On the Generalized Land Use Map (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, repealing the "General Urban T4", "Urban Centre T5", "Park", "Village Centre Bonus", "Institution", and "Proposed Streets" designations and inserting those map designations in the locations indicated on "Schedule B attached to and forming part of Bylaw No. 8841"..
- 2.9. On the Specific Land Use Map: Capstan Village (2031), in the area bounded by Capstan Way, Sexsmith Road, Patterson Road, and Garden City Road, replacing the land use designations as indicated on "Schedule B attached to and forming part of Bylaw No. 8838".
- 2.10. Updating document formatting and mapping as required to accommodate the identified bylaw amendments.
- 3. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8838".

FIRST READING

PUBLIC HEARING

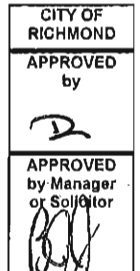
SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JAN 23 2012

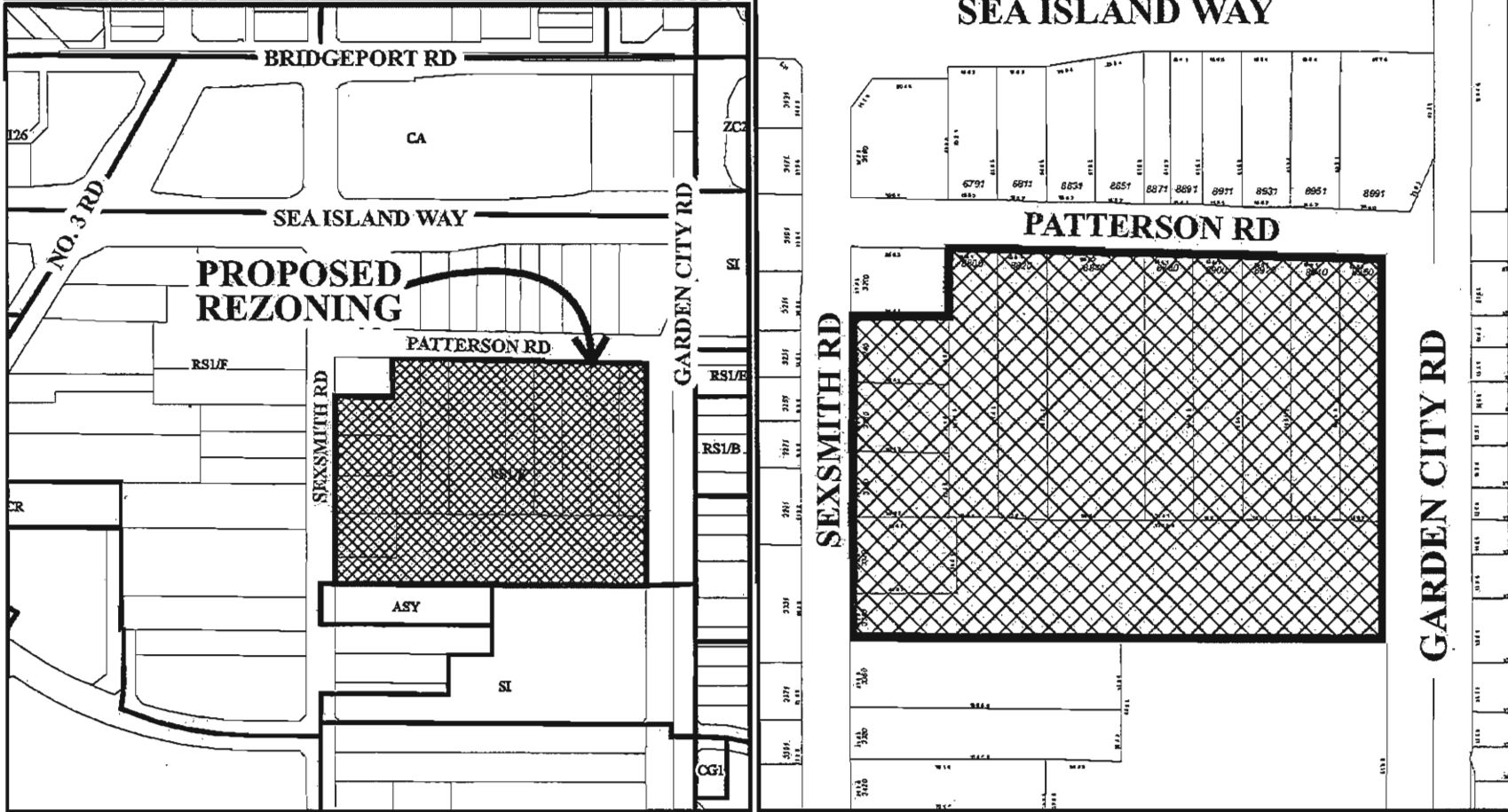


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 06-349722

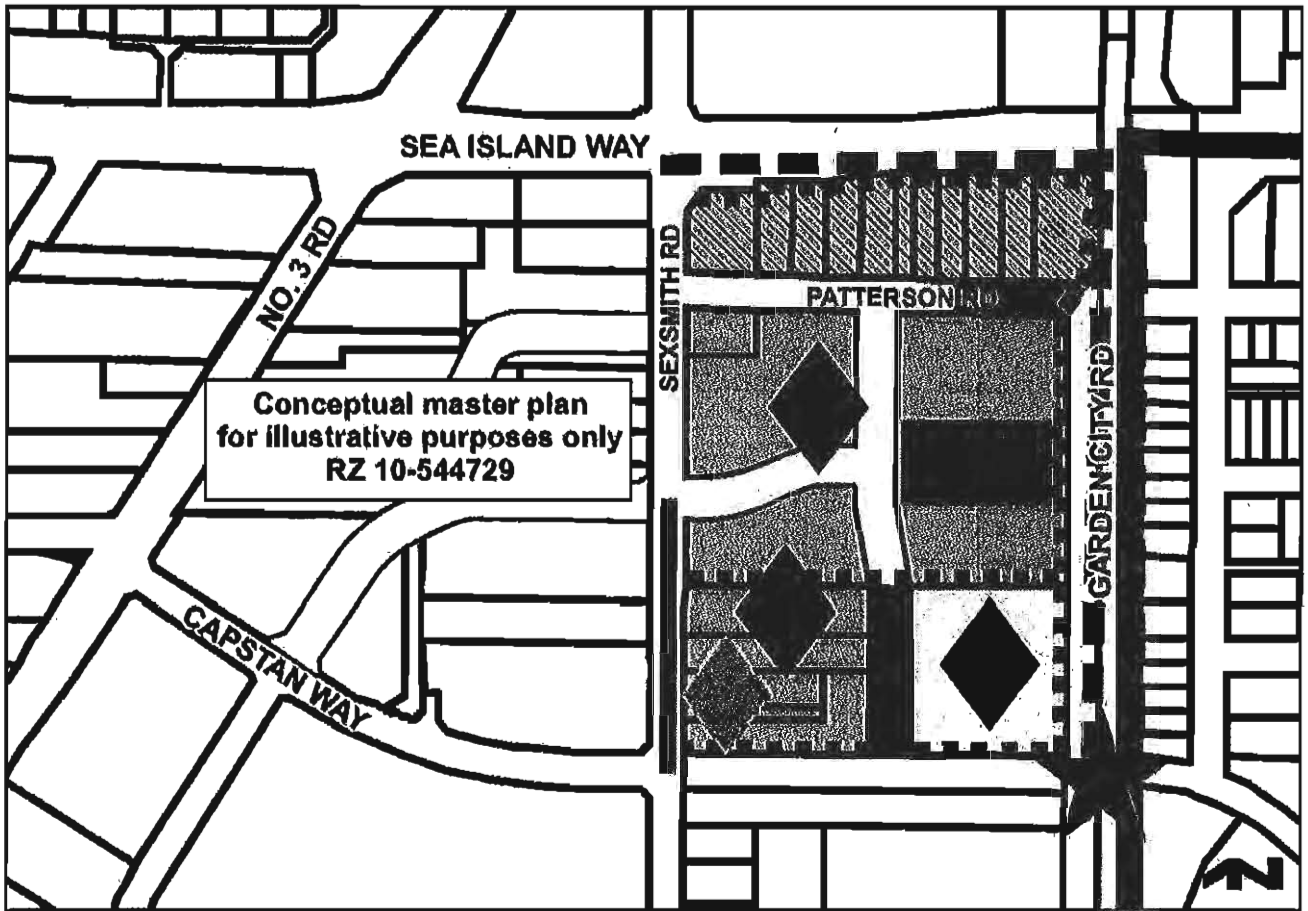
Original Date: 10/16/06

Revision Date: 07/06/11

Note: Dimensions are in METRES

“Schedule A attached to and forming part of Bylaw 8838”

CCAP Amendment Concord RZ 06-349722



- | | | |
|---|---|--|
| General Urban T4 (25m) | Marina (Residential Prohibited) | Proposed Streets |
| Urban Centre T5 (45m) | Marina (Waterborne Residential Permitted) | Pedestrian-Oriented Retail Precincts-High Street & Linkages |
| Urban Centre T5 (35m) | Village Centre Bonus | Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages |
| Urban Centre T5 (25m) | Institution | Richmond Arts District |
| Park | Pedestrian Linkages | Capstan Station Bonus |
| Park-Configuration & location to be determined | Waterfront Dyke Trail | Canada Line Station |
| Village Centre: No. 3 Road & Capstan Way Intersection | Enhanced Pedestrian & Cyclist Crossing | Transit Plaza |



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8839 (RZ 06-349722)
8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and
3240, 3260, 3280, 3320 and 3340 Sexsmith Road
(Capstan Station)**

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

1. Richmond Zoning Bylaw 8500 is amended by:

1.1. Inserting in Section 3.4 the following:

“Capstan station reserve means the statutory Capital Reserve Fund created by Reserve Fund Establishment Bylaw No. 8854.”

1.2. Inserting Section 5.19 as follows:

“5.19 Capstan Station

5.19.1 Where an **owner** pays into the **Capstan station reserve** according to the **density bonusing** provisions of this bylaw:

- a) An **owner** shall pay the sum to the **City** for deposit into the **Capstan station reserve** prior to Building Permit issuance for the **site**;
- b) the number of **dwelling units** to which payment applies shall be the total number of **dwelling units** authorized on the **site** by the Building Permit; and
- c) the sum payable shall be \$7,800 per **dwelling unit**, adjusted annually beginning at the end of September 2011 by any increase in the CPI Inflation Index as at the end of September 2010, wherein CPI Inflation Index shall mean for the purposes of this bylaw the All-items Consumer Price Index for British Columbia, not seasonally adjusted, as published by Statistics Canada (or its successor government department or agency), or such substitute index as is formally designated by the Government of Canada or, if no index is published or designated by the Government of Canada in substitution therefore, such substitute index as the **City** considers, in its discretion, most closely approximating the All-items Consumer Price Index for British Columbia. Whenever the Official Time Base (currently 2002 = 100) is changed or a substitute index is designated, historical value will be rebased through the use of a conversion factor as published by the Government of Canada or, in the absence of such publication, such conversion factor shall be the conversion factor that the **City** considers, in its discretion, best achieves comparability.”

- 1.3. Replacing the designation on Map 7.9.1A shown as “2A” with “1A”.
- 1.4. Replacing the headings in Tables 7.9.3.1, 7.9.4.1, and 7.9.5.1 shown as “Zone 2 & 2A” with “Zone 2”.
- 1.5. Inserting Section 7.9.6 as follows:

“7.9.6 Where the zoning of a **lot** in Zone 1A would permit a **building** to be used for any of the **uses** listed in Table 7.9.3.1, 7.9.4.1, or 7.9.5.1, the minimum **parking space** requirements shall be as identified for Zone 1; except that prior to the Capstan Canada Line station being operational, for a development comprised of two or more phases on one or more **lots** the minimum **parking space** requirements shall be as follows:

- a) The combined total **parking space** requirements for all phases in the development shall be as identified for Zone 1;
- b) Notwithstanding Section 7.9.6.a), for the initial phase or phases of the development, as determined to the satisfaction of the City:
 - i) Zone 2 **parking space** requirements shall apply; and
 - ii) **parking spaces** provided in excess of Zone 1 requirements:
 - shall be secured for the temporary use of **uses** occurring at the initial phase or phases of the development; and
 - may be used to satisfy the **parking space** requirements of **uses** occurring in the subsequent phase or phases of the development.”

- 1.6. Repealing Section 9.4.1 and replacing it with the following:

“9.4.1 Purpose

The **zone** accommodates mid- to high-rise apartments within the **City Centre**, plus a limited amount of **commercial use** and compatible **secondary uses**. The **zone** is divided into 5 sub-zones: RCL1 for **sites** zoned low density, high-rise apartments; RCL2 which provides for a **density bonus** that would be used for rezoning applications to help achieve the **City’s** affordable housing objectives; RCL3 which provides for an additional **density bonus** that would be used for rezoning applications in the Village Centre Bonus Map area of the **City Centre** in the **City Centre** Area Plan to achieve **City** objectives for **child care**, amenity, and **commercial use**; and, RCL4 and RCL5 which provide for a **density bonus** that would be used for rezoning applications in the Capstan Station Bonus Map area designated by the **City Centre** Area Plan to achieve, among other things, **City** objectives in respect to the Capstan Canada Line station.”

- 1.7. Inserting “**park**” in Section 9.4.3 Secondary Uses.
- 1.8. Replacing Sections 9.4.4.2, 9.4.4.3, 9.4.4.4, and 9.4.4.5 as follows:

- “2. For residential/limited commercial **sites** zoned RCL2, RCL3, RCL4, or RCL5, the maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**, and 0.1 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**.
3. Notwithstanding Section 9.4.4.2, the reference to “1.2” is increased to a higher **density** of “2.0” in the RCL2 **zone** and RCL3 **zone** if:
- a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the RCL2 **zone** or RCL3 **zone**; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
 - i) 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 **building area**; and
 - ii) 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.
4. Notwithstanding Section 9.4.4.2, the reference to “1.2” is increased to a higher **density** of “2.5” in the RCL4 **zone** and RCL5 **zone** if:
- a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan**;
 - b) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19 of this bylaw;
 - 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 5.0 m² per **dwelling unit**; and
 - d) for rezoning applications involving:
 - i) 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the RCL4 **zone** or RCL5 **zone**; or
 - ii) more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
 - 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 **building area**; and

- 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.
5. If an **owner** of a **lot** in the **RCL3 zone** or **RCL5 zone** has contributed to the **affordable housing reserve** or provided **affordable housing units** under Section 9.4.4.3 or provided amenities and contributed to the **affordable housing reserve** or provided **affordable housing units** under Section 9.4.4.4, so as to increase the maximum **floor area ratio** to 2.0 or 2.5 respectively, an additional 1.0 **density bonus floor area ratio** is permitted, provided that:
- a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre Area Plan**;
 - b) the **owner** uses the additional 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 and as determined to the satisfaction of the **City**;
 - c) the **owner** uses a maximum of 49% of the **gross floor area** of the **building**, including the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**), for non-residential purposes; and
 - d) the **owner**:
 - i) uses at least 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**), 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
 - ii) at the time Council adopts a zoning amendment bylaw to include the **owner's lot** in the **RCL3 zone** or **RCL5 zone**, pays into the **child care reserve fund** or alternative funds the sum specified in Section 5.16 of this bylaw.”

1.9. Inserting Section 9.4.5.3 as follows:

- “3. The maximum **lot coverage** for **buildings** and landscaped roofs over **parking spaces** on **sites** zoned **RCL4** and **RCL5** is 90%, exclusive of portions of the **sites** the **owner** grants to the **City**, via a statutory **right-of-way**, **air space parcel**, or alternative means satisfactory to the **City**, for **park** or **road** purposes.”

1.10. Replacing Sections 9.4.7.1 and 9.4.7.2 with the following:

- “1. The maximum **height** for **buildings** zoned RCL1, RCL3, and RCL5 is 47.0 m geodetic.
2. The maximum **height** for **buildings** zoned RCL2 and RCL4 is:
 - a) for **buildings** with a **floor area ratio** of 1.2 or less: 15.0 m;
 - b) for **buildings** with a **floor area ratio** of greater than 1.2: 25.0 m, except in specific areas identified in the **City Centre Area Plan** where a maximum **height** of 35.0 m is permitted for **buildings** with a **floor area ratio** of up to 2.0; and
 - c) for **buildings** in the Capstan Station Bonus Map area designated by the **City Centre Area Plan** with a **floor area ratio** of greater than 2.0: 35.0 m, except the maximum **height** for **buildings** may be increased to 47.0 m geodetic if a proper interface is provided with adjacent **buildings** and areas secured by the **City** for **park** purposes, as approved by the **City**.”

1.11. Replacing Section 9.4.8.1.c) with the following:

“c) 45.0 m for **sites** zoned RCL3, RCL4, and RCL5.”

1.12. Replacing Section 9.4.8.2.c) with the following:

“c) 40.0 m for **sites** zoned RCL2 that have a **floor area ratio** of greater than 1.2 and **sites** zoned RCL3, RCL4, and RCL5.”

1.13. Replacing Section 9.4.8.5 with the following:

- “5. The minimum **lot area** is 4,000.0 m² for **sites** zoned RCL3, RCL4, and RCL5.”

1.14. Replacing Sections 9.4.11.1 and 9.4.11.2 with the following:

- “1. For the **RCL1 zone**, **RCL2 zone**, and **RCL4 zone** only:
 - a) **Secondary uses** shall be limited to the following:
 - **boarding and lodging**
 - **community care facility, minor**
 - **health service, minor**
 - **home-based business**
 - **home business**
 - **housing, town**
 - **library and exhibit**
 - **office**
 - **recreation, indoor**
 - **retail, convenience**

- retail, general
- service, personal
- studio

b) Convenience retail, general retail, indoor recreation, library and exhibit, minor health service, office, personal service, studio, and town housing must be located on the first storey of the building.

c) For the RCL1 zone, convenience retail, general retail, indoor recreation, library and exhibit, minor health service, office, personal service, and studio are limited to a maximum gross leasable floor area of 200.0 m².

2. For the RCL3 zone and RCL5 zone only, **congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of interior entries, common stairwells, and common elevator shafts.”

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8839”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JAN 23 2012

CITY OF RICHMOND
APPROVED by

APPROVED by Manager or Solicitor


MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8840 (RZ 06-349722)
8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and
3240, 3260, 3280, 3320 and 3340 Sexsmith Road**

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

1. Richmond Zoning Plan Bylaw 8500 is amended by inserting Section 19.10 as follows:

**“19.10 High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) –
Capstan Village (City Centre)**

19.10.1 Purpose

The **zone** accommodates artist residential tenancy studio (ARTS) units and **park**, together with adjunct **uses** including high-rise apartments, **town housing**, and a limited amount of **commercial use**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to the **City Centre** arts district, **park**, **affordable housing dwelling units**, and the Capstan Canada Line station

19.10.2 Permitted Uses

- artist residential tenancy studio (ARTS) units
- child care
- congregate housing
- housing, apartment
- housing, town
- park

19.10.3 Secondary Uses

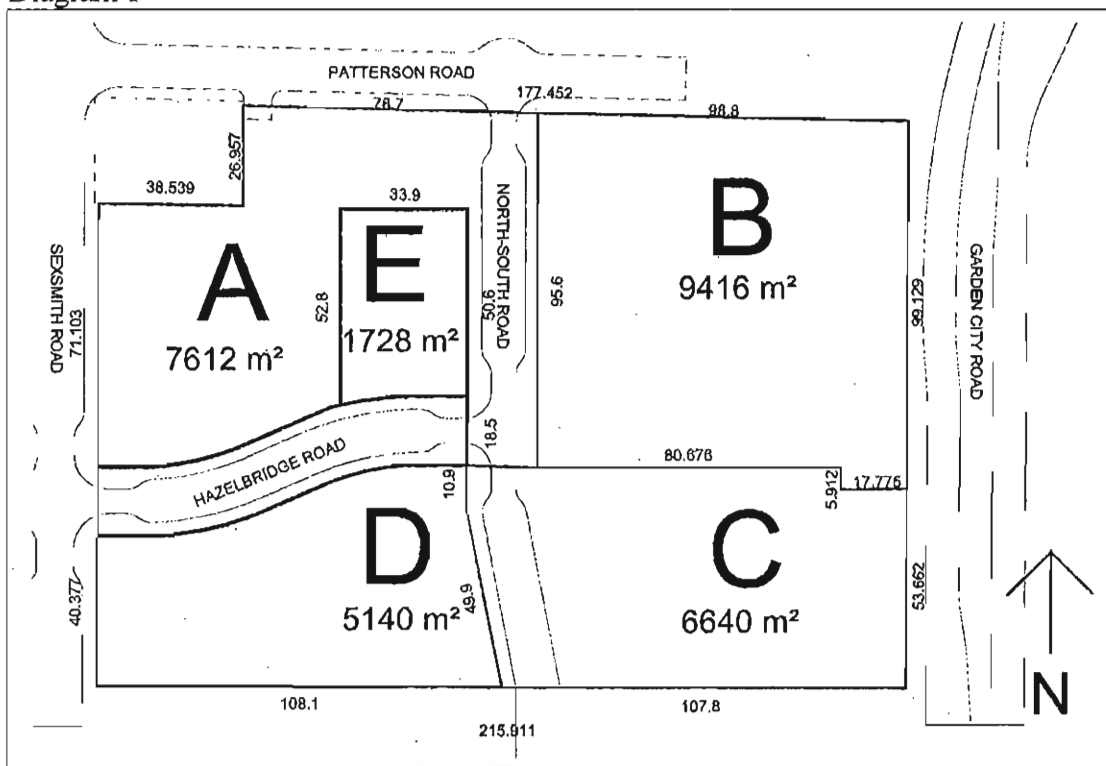
- boarding and lodging
- community care facility, minor
- health service, minor
- home-based business
- home business
- library and exhibit
- retail, convenience
- retail, general
- restaurant
- studio

19.10.4 Permitted Density

1. The maximum **floor area ratio** (FAR) shall be 0.55, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 19.10.4.1, the reference to “0.55” is increased to a higher **floor area ratio** of “3.2” if:
 - a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan**;

- b) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19 of this bylaw;
 - c) the **owner** grants to the **City**, via a statutory **right-of-way, air space parcel**, or alternative means satisfactory to the **City**, rights of public use over a suitably landscaped area of the **site for park** and related purposes at a rate of 7.4 m^2 per **dwelling unit** or $9,220.0 \text{ m}^2$, whichever is greater;
 - d) prior to first occupancy of the **building**, the **owner**:
 - i) 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 **building** area; and
 - ii) 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; and
 - e) prior to first occupancy of the **building**, the **owner**:
 - i) provides in the **building** not less than 20 ARTS units and the combined **habitable space** of the total number of ARTS units would comprise at least $1,628.0 \text{ m}^2$; and
 - ii) enters into a **housing agreement** with respect to the ARTS units and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office;
3. Notwithstanding Section 19.10.4.2, in the area identified as "A", "B", "C", "D", and "E" in Section 19.10.4 Diagram 1:
- a) the maximum total combined **floor area** shall not exceed $97,704.0 \text{ m}^2$; and
 - b) the maximum **floor area** within each individual area shall not exceed:
 - i) for "A": $23,400.0 \text{ m}^2$;
 - ii) for "B": $20,900.0 \text{ m}^2$;
 - iii) for "C": $19,400.0 \text{ m}^2$;
 - iv) for "D": $23,700.0 \text{ m}^2$; and
 - v) for "E": $11,000.0 \text{ m}^2$.

Diagram 1



19.10.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** and landscaped roofs over **parking spaces** is 90%, exclusive of portions of the **sites** the **owner** grants to the **City**, via a statutory **right-of-way**, **air space parcel**, or alternative means satisfactory to the **City**, for **park** or **road** purposes.

19.10.6 Yards & Setbacks

1. Minimum **setbacks** shall be:
 - a) for **road** and **park**: 6.0 m measured to a **lot line** or the boundary of an area granted to the **City**, via a statutory **right-of-way**, **air space parcel**, or alternative means satisfactory to the **City**, for **road** or **park** purposes, but may be reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**; and
 - b) for **interior side yard** or **rear yard**: 3.0 m, but may be reduced to 0 m if a proper interface is provided as specified in a Development Permit approved by the **City**.
2. Notwithstanding Sections 19.10.6.1, **structures** located entirely below the finished **grade** may project into the **road**, **park**, **interior side yard**, or **rear yard setbacks**, provided that such encroachments do not result in a finished **grade** inconsistent with that of **abutting lots** and the **structures** are screened by a combination of trees, shrubs, native and ornamental plants, or other landscape material specified in a Development Permit approved by the **City**.

19.10.7 Permitted Heights

1. Maximum **building height** shall be:
 - a) 25.0 m for portions of the **building** located less than 50.0 m from a **lot line** abutting Garden City Road; and
 - b) 35.0 m elsewhere.
2. Notwithstanding Section 19.10.7.1, the maximum **building height** may be increased if a proper interface is provided with adjacent **buildings** and areas secured by the **City**, via a statutory **right-of-way**, **air space parcel**, or alternative means satisfactory to the **City**, for **park** purposes, as specified in a Development Permit approved by the **City**, as follows:
 - a) 28.0 m for portions of the **building** located less than 50.0 m from a **lot line** abutting Garden City Road; and
 - b) 47.0 m geodetic elsewhere.
3. The maximum height for **accessory buildings** is 5.0 m.
4. The maximum height for **accessory structures** is 12.0 m.

19.10.8 Subdivision Provisions

1. The minimum **lot area** is 5,000.0 m².

19.10.9 Landscaping & Screening

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

19.10.10 On-Site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0 of this bylaw, except that for ARTS units, the minimum number of **parking spaces** shall be:
 - a) for residents: 0.9 per **dwelling unit**; and
 - b) for visitors: 0.2 per **dwelling unit**.

19.10.11 Other Regulations

1. For the purposes of this bylaw, artist residential tenancy studio unit or ARTS unit:
 - a) means a **dwelling unit** providing space for sleeping, living, washrooms, and **kitchen**, together with space designed to facilitate the use of the **dwelling** for arts-related **home-based business** purposes including painting, pottery, dance, choreography, non-amplified music, composing, conducting, arranging, recording, writing, media arts, photography, print making, or carving;

- b) shall be **town housing**, but may be **apartment housing** if located in a purpose-built **building** intended for the exclusive use of the occupants of ARTS units and **ancillary uses**; and
- c) have a minimum **habitable space** of 74.0 m², of which at least 25.0 m², provided as one contiguous space, shall have a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling.

- 2. **Convenience retail, general retail, library and exhibit, minor health service, restaurant, and studio** must be located on the **first storey** of the **building**.
- 3. **Convenience retail, general retail, library and exhibit, minor health service, restaurant, and studio** are limited to the area identified as "A", in Section 19.10.4 Diagram 1 and a maximum **gross leasable floor area** of 200.0 m².
- 4. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on the roof of a **building**).
- 5. 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 **HIGH RISE APARTMENT (ZHR10) – CAPSTAN VILLAGE (CITY CENTRE)**:

That area shown as cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8840".

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8840**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

JAN 23 2012

CITY OF RICHMOND
APPROVED by

APPROVED by Manager or Solicitor

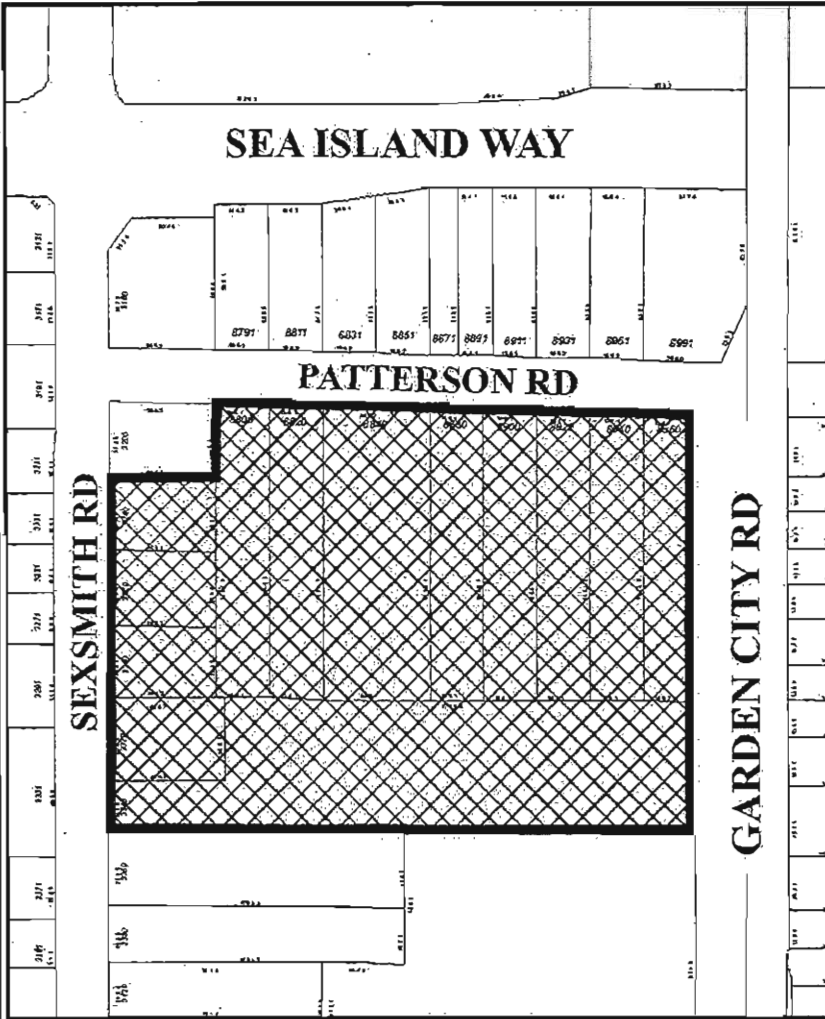

MAYOR

CORPORATE OFFICER

PH - 202



City of Richmond



“Schedule A attached and forming part of bylaw No. 8840”



RZ 06-349722

Original Date: 10/16/06

Revision Date: 07/06/11

Note: Dimensions are in METRES



To Public Hearing
Date: FEB. 20, 2012
Item # 3
Re: Bylaws 8837+
8838

15 February 2012

Ms. Gail Johnson
 Manager – Legislative Services
 City Clerk's Office
 CITY OF RICHMOND
 6911 No. 3 Road
 Richmond, BC
 V6Y 2C1

Via Fax: 604-278-5139

Dear Ms. Johnson:

RE: Proposed Official Community Amendment Bylaws 8837 and 8838

This letter is in regard to Bylaws 8837 and 8838 that propose the rezoning of properties located at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3320 and 3340 Sexsmith Road from Single Detached (RS1/F) to High Rise Apartment and Artist Residential tenancy Studio Units (ZHR10).

These properties are located in an area that is deemed incompatible for new residential developments according to the Transport Canada land use recommendations due to high levels of aircraft noise.

Vancouver Airport Authority agrees with the Transport Canada recommendations and we do not support this rezoning application which would significantly increase the number of Richmond residents exposed to high levels of aircraft noise at their home. Aircraft arriving and departing from the existing runways at Vancouver International Airport (YVR) affect this area now, with the number of operations predicted to grow in the future.

We know the future success of Richmond and YVR are closely linked. There are 23,600 jobs at YVR. One quarter of the people who work at the airport live in Richmond and 7% of Richmond households are supported by direct employment at YVR. The Airport Authority is working hard to reduce community aircraft noise concerns and want to do so in continuing partnership with the City of Richmond.

Thank you for the opportunity to review and comment.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Anne Murray', is written over a horizontal line.

Anne Murray
 Vice President
 Community & Environmental Affairs

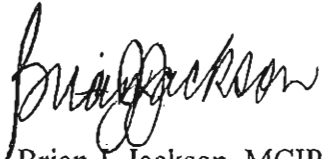


To: Planning Committee **Date:** January 4, 2012
From: Brian J. Jackson, MCIP **File:** RZ 10-544729
Director of Development
Re: **Application by Pinnacle International (Richmond) Plaza Inc. for Rezoning at 3391 and 3411 Sexsmith Road from "Single Detached (RS1/F)", together with a Portion of Unopened City Lane on the North Side of Capstan Way Between Sexsmith Road and No. 3 Road, to "Residential/Limited Commercial (RCL4)"**

Staff Recommendation

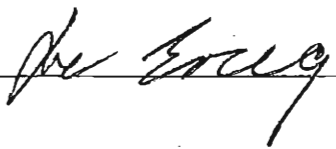
- I. That Bylaw No. 8841, to amend the Richmond Official Community Plan, as amended by Official Community Plan Amendment Bylaw No. 8837, to facilitate the construction of multiple-family residential and related uses on the subject site, by:
 - a) In Schedule 1, amending the existing land use designation in Attachment 1 (Generalized Land Use Map) to relocate "Public and Open Space Use" in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road; and
 - b) In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), and reference maps throughout the Plan to relocate areas designated for park and road purposes within the block bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, together with related minor map and text amendments;be introduced and given first reading.
2. That Bylaw No. 8841, 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 deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8841, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the:
 - Vancouver International Airport Authority; and
 - Board of Education, School District No. 38 (Richmond);for comment on or before Public Hearing on February 20, 2012 on OCP Amendment Bylaw No. 8841.

- 4. That Bylaw No. 8842, to rezone 3391 and 3411 Sexsmith Road from "Single Detached (RS1/F)", together with a portion of unopened City lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road, to "Residential/Limited Commercial (RCL4)", as amended by Zoning Amendment Bylaw No. 8839, be introduced and given first reading.



Brian J. Jackson, MCIP
 Director of Development

BJJ:spc
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Arts, Culture and Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input type="checkbox"/> N <input type="checkbox"/>	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Pinnacle International (Richmond) Plaza Inc. has applied to the City of Richmond to rezone 3391 and 3411 Sexsmith Road, together with a portion of unopened City-owned lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road, to permit the construction of a high-rise, high-density, multi-family project in the City Centre's Capstan Village area. (**Attachments 1 & 2**) The subject rezoning from Single Detached (RS1/F) to Residential/Limited Commercial (RCL4) provides for a 17,398 m² (177,908 ft²) development incorporating a total of 200 dwellings, including:

- 187 market residential units (including 11 live/work units); and
- 13 affordable (rental) housing units, secured via the City's standard Housing Agreement.

The subject rezoning is the first phase of high-density, mixed-use development planned for the block bounded by Sexsmith Road, Capstan Way, No. 3 Road, and Sea Island Way, which is owned in part by the subject developer (72.1%) and in part by Concord Pacific (27.9%). (**Attachment 6**) As part of the subject rezoning review process, the applicant has prepared supportive materials intended to provide context for the subject rezoning, including:

- A conceptual master plan for the block, providing the basis for a proposed amendment to the City Centre Area Plan (CCAP) in regard to the distribution of road, park, and developable areas within the block (**Attachment 7**);
- A conceptual design for Concord Pacific's property west of the subject site demonstrating its fit with the subject rezoning and anticipated future development of the block (shown on the development concept drawings in **Attachment 10**); and
- A preliminary design for the property north of the subject site, which is proposed as the applicant's second phase of development within the block (shown on the development concept drawings in **Attachment 10**).

In addition, as one of the first rezoning applications to be considered for Capstan Village since the adoption of the City Centre Area Plan (CCAP), the subject report addresses the Plan's existing policy restricting rezoning in Capstan Village, as indicated on the Specific Land Use Map: Capstan Village (2031) (**Attachment 4**). The subject application and other pending applications in Capstan Village are predicated on the understanding that prior to the adoption of any rezoning, a funding strategy must be identified to Council's satisfaction. Business terms in regard to a funding strategy for station construction, together with OCP and Zoning Bylaw amendments required to facilitate the strategy, are addressed under a separate report to Council from the Director, Transportation, and a concurrent rezoning staff report in respect to RZ 06-349722 (Concord Pacific) for lands east of the subject site.

Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

Background

The subject single-family zoned lots (including a vacant City-owned lot and a lot occupied by a house and out-buildings), unopened City lane, and surrounding properties are situated in Capstan Village, which is a transitional area designated for high-density, mixed-use development in

anticipation of the construction of a future Canada Line station at the northeast corner of Capstan Way and No. 3 Road. Existing development surrounding the subject site includes:

- North: Single Detached (RS1/F) lots owned by the applicant, two of which are proposed for future rezoning as Phase 2 of the applicant's development (as shown on the development concept drawings in **Attachment 10**).
- East: Sexsmith Road, across which is the former TransLink park-and ride, single-family lots, a church, and vacant land including the site of Concord Pacific's "Concord Gardens" rezoning application for approximately 1,245 residential units (RZ 05-349722).
- South: Capstan Way, across which is a low-density, strata-titled shopping centre ("Union Square") zoned Auto-Oriented Commercial (CA).
- West: Two commercially-zoned lots owned by Concord Pacific, the north of which is vacant and the south of which is occupied by a former multi-tenant, automobile service centre that is undergoing renovations for use as Concord Pacific's marketing centre for its proposed development east of Sexsmith Road (RZ 06-349722).

Future Neighbouring Lot: The CCAP requires the future extension of Hazelbridge Way from Capstan Way to Sexsmith Road, which will result in Concord Pacific's land west of the subject site being split into two parcels. The future parcel situated adjacent to the subject development will be triangular in shape and have public frontages on all three sides (e.g., Capstan Way, Hazelbridge Way, and a proposed public pedestrian walkway). The subject developer has prepared a conceptual design for this future parcel (as shown on the development concept drawings in **Attachment 10**) demonstrating, to the satisfaction of staff, that the parcel can be developed in a manner generally consistent with the CCAP and should not be considered landlocked for the purposes of the subject rezoning application. The owner of the future parcel, Concord Pacific, has provided a letter of support in principle in respect to the subject rezoning. (**Attachment 8**)

Related Policies & Studies

- a) Capstan Village Canada Line Station Funding Strategy: The CCAP currently restricts rezoning in Capstan Village until such time as funding for the construction of the Canada Line's Capstan Village station is secured to the satisfaction of Council. As noted above, the subject rezoning application is predicated on amendments to the CCAP and Zoning Bylaw in respect to a funding strategy for station construction, to be presented via Concord Pacific's rezoning application for its property east of Sexsmith Road (RZ 06-349722). In brief, the proposed funding strategy provides for the following:
- Developers of the first +/-3,250 new dwellings in Capstan Village (i.e. roughly half of the Village's projected total number of units at build-out) will voluntarily contribute +/- \$25 million towards station construction at a rate of \$7,800/unit (September 2010 rate, to be indexed annually to the cost of living);
 - Developers contributing towards station funding will be:
 - i. Eligible for a 0.5 floor area ratio (FAR) density bonus; and
 - ii. Required to provide additional public open space over and above CCAP park requirements, based on a rate of 5 m²/dwelling, to ensure that Capstan Village residents will enjoy proximity and timely access to open space amenities;
 - Residential growth in Capstan Village resulting from the proposed 0.5 FAR density bonus is accommodated within the CCAP's 120,000 population projection and does not, therefore, require a Plan amendment;

- CCAP amendments are proposed to provide for the designation of a new “Capstan Station Bonus” map area within which the station funding strategy (density bonus) shall apply; and
 - Zoning Bylaw amendments are proposed to provide for the Capstan station (0.5 FAR) density bonus and to create the “Residential/Limited Commercial (RCL4 and RCL5)” zone for use in respect to Capstan Village developments to which the proposed bonus applies (such as the subject development).
- b) Other Policies: Development of the subject site is affected by a range of City policies and related considerations (e.g., CCAP, affordable housing). An overview of these policies, together with the developer’s proposed response, is provided in the “Analysis” section of this report.

Consultation

Capstan Station Funding Strategy: Prior to the subject rezoning application proceeding, OCP and Zoning amendment bylaws regarding the establishment of a funding strategy for the construction of the Capstan Canada Line station must be adopted. OCP consultation required in respect to the proposed funding strategy is set out under the City’s OCP Bylaw Preparation Consultation Policy No. 5043, including provisions for consultation with the Vancouver International Airport Authority (VIAA) and School District No. 38 (Richmond). Details of the proposed funding strategy and the related OCP consultation shall be undertaken via Concord Pacific’s rezoning application for its Capstan Village property east of Sexsmith Road (RZ 06-349722). No additional OCP consultation regarding the station funding strategy is required as part of the subject rezoning.

Subject Rezoning: In addition to consultation specific to the proposed Capstan station funding strategy (OCP Amendment Bylaw No. 8837), the following consultation has been undertaken specifically in regard to the subject rezoning application

- a) Ministry of Transportation & Infrastructure (MOTI): Consultation with MOTI is required because traffic generated by the development and its neighbours could impact the operation of Sea Island Way, a designated Provincial highway. A letter of approval in principle has been received from MOTI in regard to the subject application and conceptual master plan for the surrounding block. Final MOTI approval is required prior to rezoning adoption.
- b) School District: City policy regarding consultation with School District No. 38 (Richmond) applies in the case of an OCP amendment that is expected to generate 50 or more additional school-aged children (i.e. roughly 259 additional multi-family dwellings). On this basis, no consultation with the Richmond School District is required because the subject application’s proposed OCP/CCAP amendment serves to relocate areas designated for future park and road without any increase in buildable residential floor area. (Note that the subject application will be provided to the School District, as a courtesy, for information purposes.)
- c) Neighbour: The applicant has provided its neighbour, Concord Pacific, with drawings illustrating the subject development, a conceptual master plan for the block bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road (**Attachment 7**), together with the conceptual design for Concord Pacific’s abutting property west of the subject site as noted above. (**Attachment 10**) A letter of support in principle has been received from Concord Pacific on the understanding that the conceptual master plan and conceptual design for Concord Pacific’s property west of the subject site are reasonable guides for future development, but may be refined as the design and development of the affected properties proceed. (**Attachment 8**)
- d) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the subject application had been

received. The statutory Public Hearing will provide local property owners and other interested parties with additional opportunity to comment.

Staff Comments

Based on staff's review of the subject application, including the applicant's engineering capacity analysis, transportation impact analysis, conceptual master plan for the block, conceptual design for Concord Pacific property west of the subject site, and the preliminary design for the applicant's anticipated second phase of development north of the subject site, staff are supportive of the subject rezoning provided that the applicant fully satisfies the Rezoning Considerations set out in **Attachment 9**. In addition, staff note the following:

- a) Servicing Agreement Requirements: Prior to rezoning adoption, the developer shall be required to enter into a Servicing Agreement (SA) for the design and construction, at the developer's sole cost, subject to applicable Development Cost Charge (DCC) credits as determined by the City, of full upgrades across the subject site's street frontages, together with construction of a sanitary pump station and various other engineering, transportation, and park works.
 - Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks.
 - No phasing of off-site works will be permitted. All works shall be completed prior to final Building Permit inspection granting occupancy for Phase 1 of the subject development, EXCEPT as otherwise specifically provided for, to the satisfaction of the City and at its sole discretion, via "no development" covenants or other legal agreements registered on the subject site.
 - Development Cost Charge (DCC) credits may apply, as determined by the Director of Development, Director of Transportation, and Senior Manager, Parks.
- b) Sanitary Pump Station: Design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

Analysis

The subject application proposes rezoning of the subject site to Residential/Limited Commercial (RCL4) to permit the development of a high-rise, high-density residential project. Staff's review of the applicant's proposal, key City policies, and related considerations are summarized under the following sub-headings:

1. Conceptual Master Plan
2. Proposed Rezoning

1. CONCEPTUAL MASTER PLAN

1.1. Background:

In May 2007, Council gave third reading to a rezoning application (RZ 03-254977) made on behalf of the three owners of the block bounded by Capstan Way, No. 3 Road, Sea Island Way, and

Sexsmith Road (Sun Tech City, Concord Pacific, and Pinnacle International – the latter of which is the subject developer) to permit the construction of a mixed-use, high-density, transit-oriented neighbourhood. As part of the rezoning, the owners proposed to voluntarily contribute \$15 million towards the construction of the Capstan Canada Line station, which was the estimated cost of the station at that time. The rezoning proposed a net average density of 3.6 FAR (i.e. net of roads, park, and above grade parking) and approximately 210,000 m² (2.3 million ft²) of development, including:

- 177,860 m² (1.9 million ft²) of residential (+/-2,100 units);
- 39,355 m² (400,000 ft²) of commercial; and
- 5,868 m² (1.45 ac) of park.

Work undertaken via the rezoning process was used as a basis for the CCAP Generalized and Specific Land Use Maps with regard to the distribution of roads, parks, and development parcels; however, a lower density is identified in the CCAP (i.e. 2 FAR net, together with a 1 FAR commercial bonus near No. 3 Road), as the original development proposal was predicated on the three owners solely funding the construction of Capstan station.

Following Public Hearing, issues arose in regard to the differing interests of the three owners which could not be resolved and, as a result, in March 2009, the rezoning application was closed. The subject rezoning (RZ 10-544729), is the first new application for the affected area since that time.

1.2. Preferred Master Plan Concept:

In light of the challenges that faced the previous rezoning involving the subject site, staff requested that, as part of the current rezoning application, the applicant prepare a conceptual master plan for the block bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road. In addition, staff asked that the plan:

- Support CCAP objectives with regard to parks, roads, land use, and related factors;
- Take into account the proposed Capstan station (0.5 FAR) density bonus; and
- Identify a land use strategy by which the two current owners of the block, Pinnacle International and Concord Pacific, might be able to largely pursue the development of their lands independently of one another.

A comparison of the block's original rezoning application (RZ 03-254977), the existing CCAP (as adopted in 2009), and the applicant's proposed "master plan concept" (illustrated in **Attachment 7**) is provided in the table below. The areas of road, park and net site area are shown to be constant for all three options; however, actual areas may vary as a result of more detailed future planning and City development approval processes.

	RZ 03-254977 (Closed)		Existing CCAP (Adopted 2009)		"Master Plan Concept", including the Capstan Station 0.5 FAR Bonus	
Gross Site Area	69,651 m ² (17.2 ac)					
Park & Road	11,818 m ² (2.9 ac), including 5,868 m ² (1.45 ac) of dedicated park					
Net Site Area	57,833 m ² (14.3 ac)					
Buildable Area	FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
• Residential	3.1 average	177,860 m ² 1.9 million ft ²	2.0 max.	115,666 m ² 1.3 million ft ²	2.0 + 0.5 bonus = 2.5 max.	144,583 m ² 1.6 million ft ²
• Commercial	0.68 average	39,355 m ² 0.4 million ft ²	1.0 max. (0.68 average)	39,355 m ² 0.4 million ft ²	1.0 max. (0.68 average)	39,355 m ² 0.4 million ft ²
• Total	3.6 average	210,000 m² 2.3 million ft²	2.7 average	155,000 m² 1.7 million	3.1 average	183,938 m² 2.0 million ft²
	+/-2,100 dwellings		+/-1,400 dwellings		+/-1,700 dwellings	

	RZ 03-254977 (Closed)	Existing CCAP (Adopted 2009)	"Master Plan Concept", Including the Capstan Station 0.5 FAR Bonus
Affordable Housing	4,635 m ² (50,000 ft ²)* *Prior to adoption of Richmond's Affordable Housing Strategy	5,783 m ² (62,253 ft ²)* *As per Richmond's Affordable Housing Strategy	7,229 m ² (77,817 ft ²)* *As per Richmond's Affordable Housing Strategy
Capstan Station Voluntary Developer Contribution	\$15 million	No funding strategy	+/- \$13.3 million As per Capstan Density Bonus policy @ \$7800/unit (2010 rate)
Additional Public Open Space	Varies	Varies	8,500 m ² (2.1 ac) min. As per Capstan Density Bonus policy @ 5 m ² /unit

Based on staff's review of the three options, the "master plan concept" is preferred on the basis that it provides greater openness towards No. 3 Road and co-locates the proposed station, pedestrian-oriented retail uses, and park space to create a stronger, more attractive, transit-friendly neighbourhood focus. Furthermore the proposed "master plan concept" distributes park and roads to better reflect existing land ownership patterns, thus, better enabling the block's owners to advance the independent development of their lands without compromising the objectives of the CCAP; and, as compared to the previous rezoning proposed for the block (RZ 03-254977):

- Developer contributions towards funding of Capstan station are similar (i.e. the "master plan concept" results in +/- \$13.3 million based \$7,800/dwelling, but this rate will be increased annually with CPI and the actual contribution may approach \$15 million);
- Affordable housing increases by 50+% (based on the Affordable Housing Strategy); and
- The 5,868 m² (1.45 ac) of dedicated park required under the CCAP would be supplemented by an additional 8,500 m² (2.1 ac) of public open space, secured via right-of-ways or other means satisfactory to the City. This supplemental open space is in addition to the City Centre's base-level park standard and is based on a rate of 5 m² (54 ft²) per dwelling in respect to developments benefiting from the proposed Capstan Station (0.5 FAR) Bonus.

Based on this, staff recommend amending the CCAP "Specific Land Use Map: Capstan Village (2031)" and related maps and text to reflect the proposed road, park, and land use distribution as generally illustrated in the "master plan concept".

2. PROPOSED REZONING

The subject application proposes to rezone a 7,341 m² (1.81 ac) site on the northwest corner of Capstan Way and Sexsmith Road to permit high-rise, high density residential development. The rezoning application was submitted in 2010 when the subject developer, along with two other developers, the City, and TransLink, were working to determine a viable funding strategy for the construction of Capstan station. The proposed rezoning complies with the CCAP and requires no OCP amendment, with the exception of that already discussed in respect to the "conceptual master plan" for the block in which the site is located. In addition, the subject development complies with the proposed Capstan station (0.5 FAR) density bonus policy. More specifically, the subject rezoning responds to existing City policies and studies as follows:

2.1. Capstan Station Bonus:

The developer proposes to comply with the station funding policy with regard to Capstan Station Reserve contributions and additional public open space.

- Estimated Capstan Station Reserve Contributions:** As per proposed City policy, the developer proposes to voluntarily contribute an estimated \$1.56 million towards station construction, to be paid to the Capstan Reserve prior to Building Permit (BP) issuance.

Covenants will be registered on title to ensure that funds are contributed prior to BP issuance as proposed.

b) **Parks & Public Open Space:** As per proposed City policy, the developer proposes to voluntarily contribute:

- **Additional Public Open Space:** A minimum of 1,000 m² (0.25 ac) of public open space, secured via rights-of-ways, for the provision of public walkways, greenways, and landscaped areas. (**Attachment 10**) This open space is intended to supplement Capstan Village's CCAP base-level park standards, and provides for, among other things, an 8.2 m (27 ft) wide landscaped walkway along the site's west edge, which will be widened and extended north by adjacent future development (including the subject developer's anticipated second phase of development) to provide an important pedestrian link between Capstan Way and the future Capstan station and adjacent neighbourhood park. Detailed design and construction of the open space will be managed via the City's standard Servicing Agreement and Development Permit processes, to the satisfaction of the Senior Manager, Parks and the Director of Development.
- **"Temporary Park":** To ensure the timely provision of adequate public open space (given the area's current lack of park space for residents), developers who benefit from the Capstan 0.5 FAR density bonus shall be required to provide temporary public open space for an interim time to bridge the period between the completion of the developer's residential units and the establishment of the CCAP's proposed permanent neighbourhood park closest to the development site. It is intended that this approach apply to:
 - i) Large rezoning applications, for which the developer is constructing little or no permanent CCAP park space in the project's initial phase(s); and
 - ii) Smaller rezoning applications – such as the subject rezoning – for which the developer is constructing no permanent CCAP park space, but where the developer has large land holdings in Capstan Village facilitating the temporary provision of public open space to the satisfaction of the City.

In light of this, the developer has agreed to voluntarily establish a roughly 4,047 m² (1.0 ac) "temporary park". The proposed public open space will be designed, constructed, and maintained, at the sole cost of the developer, to help ensure that residents of Capstan Village in general and the subject site in specific will have convenient access to attractive public open space amenities complementary to on-site outdoor residential amenity space in advance of the completion of the City's acquisition and construction of adequate permanent neighbourhood park space within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way. The design of the temporary open space is intended to take advantage of opportunities to retain and enhance existing trees and landscape features within the developer's lands in order to create a "green sanctuary" offering residents a quiet, accessible place to sit, walk, run, and play. Design and construction of the open space will be managed via the City's standard Servicing Agreement and Development Permit processes, to the satisfaction of the Senior Manager, Parks and the Director of Development. The proposed temporary public open space and related right-of-way(s) and legal agreement(s) will remain in effect until such time as the block's permanent CCAP neighbourhood park is established to the satisfaction of the City.

2.2. Transportation:

The subject development proposes to comply with the CCAP and Capstan station bonus-related policies, including:

- Road works include widening along Capstan Way and Sexsmith Road, together with various related improvements, including off-street bike paths separated from pedestrian traffic along both frontages.
- A driveway and recycling pick-up will be permitted temporarily along Sexsmith Road, until the subject developer's lands north of the subject site are redeveloped, as per the preliminary design reflected in **Attachment 10**. Covenants and cross-access easements registered on title will facilitate future closure of the driveway and removal of the loading area at the developer's sole cost.
- The developer's proposed parking is designed to comply with proposed Zoning Bylaw amendments for Capstan Village (proposed in respect to the Capstan Station Bonus, under a separate report), intended to provide for a transition from higher parking space requirements today ("Zone 2") to lower requirements ("Zone 1") as the station nears completion.

2.3. Affordable Housing: As per Richmond's Affordable Housing Strategy and the CCAP "affordable housing bonus", the developer has voluntarily agreed to provide 780 m² (9,363 ft²) of affordable (low end market rental) housing, including 13 units (7 one-bedroom and 6 two-bedroom). The affordable housing will be constructed at the developer's sole cost, and secured, prior to rezoning adoption, via the City's standard Housing Agreement(s). Construction of the affordable housing units shall satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing and will be complete prior to final Building Permit inspection granting occupancy for the developer's market units.

2.4. District Energy Utility (DEU): The CCAP encourages the coordinated planning of City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend, and the developer has agreed, that the developer will build 100% of the subject development to facilitate its connection to a DEU system (with the understanding that the utility will be constructed by others).

2.5. Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management and quality). The developer has provided a preliminary LEED Checklist indicating compliance with this policy. In particular, the developer's preliminary design indicates that a minimum of 51% of the project's rooftops will be green roofs, including a combination of inaccessible planted areas and accessible planted areas intended for the uses of residents. The developer will continue to work with staff to fine tune the proposed green building strategy via the project's Development Permit approval process.

2.6. Aircraft Noise Sensitive Development Policy (ANSND): The subject site is located in ANSD "Area 3": Moderate Aircraft Noise Area, which permits all aircraft noise sensitive land uses, provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation via the building design, mechanical ventilation, and air conditioning capability or equivalent. The required covenant(s) will be

registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.

- 2.7. **Public Art:** Richmond policy encourages developers to voluntarily contribute towards public art, especially in the case of projects, such as the subject development, which are situated in the CCAP’s designated “arts district”. In light of this, the developer has voluntarily offered to contribute \$106,745 (i.e. \$0.60/ft² per buildable square footage, excluding affordable housing) in the form of a cash contribution to the City’s public art reserve fund for the future provision of public art within the proposed neighbourhood park situated adjacent to the planned Capstan Canada Line station. When the City determines that public art initiative(s) in respect to the neighbourhood park should proceed, the developer shall be invited (but not required) to participate in the public art selection process.
- 2.8. **Tree Retention & Replacement:** Richmond’s Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer’s proposal satisfies the City policy. Moreover, via Development Permit and Servicing Agreement design stages in respect to roads and public open space, the developer will prepare detailed landscape plans addressing tree retention, replacement, and additional tree planting opportunities.

Tree Location	Existing Trees	Trees Retained	Trees Relocated (1)	Trees Removed/Replaced		
				Trees Removed	Replacement Trees	Min. Caliper of Replacement Deciduous Trees
On-Site	22	2 (#2113 & #2114, in west walkway)	0	18	36	6 – 10 cm
				2	4	15 cm
3371 Sexsmith Road Owned by the developer for future development	10	N/A	N/A	10	20	6 – 10 cm
Off-Site Road right-of-way	13	0	9 (2)	2 (4)	2	Value @ \$3,900
				2 (4)	4	
Total	45	2	9	34	66 (3)	Varies

- (1) Trees shall be relocated at the sole cost of the developer. If it is determined to the satisfaction of the Manager, Park Operations that one or more of the trees identified for relocation shall instead be removed/replaced, 2 replacement trees shall be planted for each tree removed.
- (2) Existing Capstan Way street trees.
- (3) Street trees required to be planted by the developer along Capstan Way and Sexsmith Road via the subject development’s Servicing Agreement* shall be in addition to the replacement trees indicated in the table.
- (4) Off-site trees that may be removed include:
 - for replacement @ 1:1: #2070 & #2068
 - for replacement @ 2:1: #2069 & #2011

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution is required for off-site replacement tree planting:

- For “On-Site” and “3371 Sexsmith Road”: \$500/tree, payable to the City’s Tree Compensation Fund; and
- For “Off-Site (Road right-of-way)”: \$650/tree, payable to Richmond Parks.

- 2.9. **Flood Management Strategy:** The CCAP encourages measures that will enhance the ability of developments to adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City’s recommended Flood Construction Level (FCL) of 2.9 m geodetic and minimize exemptions, wherever practical. The developer intends on complying with the recommended FCL of 2.9 m geodetic; however, via the Development Permit review process, the developer plans to explore whether

limited FCL exemptions (i.e. to 0.3 m / 1.0 ft above the crown of the fronting street, as permitted under City bylaw) in respect to the commercial portion of some townhouse-style live/work units may be desirable along Capstan Way to help facilitate the development's provision of a more attractive, pedestrian-friendly interface with the Capstan greenway.

- 2.10. Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute \$44,477 (i.e. \$0.25/ft² of buildable square footage, excluding affordable housing) to the City's community planning program reserve fund.
- 2.11. Development Phasing: The developer does not anticipate phasing the subject development; however, should this change the developer shall be required to provide all of the project's indoor residential amenity space in the first phase and covenants shall be registered prior to rezoning adoption requiring that:
- There shall be a maximum of two phases; and
 - On a phase-by-phase basis final Building Permit inspection granting occupancy shall not be granted until such time as construction of a proportional share of the required affordable housing subject to a Housing Agreement(s) is complete and has received final Building Permit inspection granting occupancy (i.e. the combined habitable floor area of affordable housing units shall comprise at least 5% of the subject development's residential building area in each phase), as determined to the satisfaction of the City.
- 2.12. Form of Development: The developer proposes to construct high-rise, high-density residential uses on the subject site as the first phase of a two-phase project, which will involve the developer's future rezoning of lands abutting the north boundary of the subject site as shown in the proposed development concept in **Attachment 10**. The developer's proposed form of development, which is a combination of streetwall-type buildings and a single tower, generally conforms to CCAP Development Permit (DP) Guidelines. In particular, the development has successfully demonstrated:
- A strong urban concept providing for high-density buildings in a pedestrian-friendly environment;
 - Variation in building height and massing providing for an attractive mid-rise building typology and a varied, visually interesting skyline; and
 - Streetwall forms and articulation that frame the fronting streets, visually break up long streetwalls, and contribute towards a distinctive, urban streetscape character.

DP approval to the satisfaction of the Director of Development will be required prior to adoption of the subject rezoning. At DP stage, attention should be paid to the following key considerations:

- The interface between street-fronting units and the finished grade of the abutting pedestrian areas should be explored to ensure that the right "balance" between the need for residential privacy and a pedestrian-friendly public realm is achieved, especially with regard to whether limited Flood Construction Level exemptions (i.e. from 2.9 m / 9.5 ft geodetic to 0.3 m / 1.0 ft above the crown of the fronting street, as permitted under City bylaw) should be permitted in respect to the commercial portion of some townhouse-style live/work units along the Capstan greenway;
- The public open space design must balance the desire to create an attractive, quiet setting for the development's residential uses (e.g., landscape buffers) with the demands of creating inviting, engaging outdoor spaces for daily, active (e.g., noisy), public use and making the maintenance of the public open space cost effective over the long term for the property owners;

- The special character of the City Centre's proposed "arts district" should be expressed in the street frontages (e.g., form, colour, durable materials, landscape design) and elsewhere across the site, to enhance the identity of the subject development in particular and Capstan Village as a whole; and
- The interface between residential development on the subject site and future neighbouring development, especially with regard to potential view blockage and related impacts arising as a result of future towers north and west of the subject site. (Note: Prior to DP issuance for the subject development, a covenant should be registered on the subject site notifying residents of the above.)

Financial Impact or Economic Impact

- a) Developer's Acquisition of City Lands: To facilitate the subject rezoning, the developer proposes to acquire 3391 Sexsmith Road and a 251 m² portion of unopened City lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road from the City for consolidation with the developer's property at 3411 Sexsmith Road. Prior to rezoning adoption, as set out in the Rezoning Considerations (**Attachment 9**), the developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement, and the road closure bylaw in respect to the lane, will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- b) Sanitary Pump Station: Design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Serving Agreement requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.
- c) Subject Rezoning: The subject rezoning application (RZ 10-544729) is one of the first of several pending rezonings in Capstan Village and is expected to voluntarily contribute a total of \$1.56 million towards the Capstan Station Reserve. In addition, the subject developer has agreed to voluntarily contribute towards park development, public art, community planning, and affordable housing.

Conclusions

The subject development is consistent with Richmond's objectives for the subject property and Capstan Village, as set out in the City Centre Area Plan (CCAP) and proposed in respect to funding of the future Capstan Canada Line station. The proposed project's distinctive, mid-rise streetwall form, varied building heights, pedestrian-oriented streetscapes, and publicly accessible open space

will complement the establishment of Capstan Village as a high-amenity, transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaws.

Suzanne Carter-Huffman.

Suzanne Carter-Huffman
Senior Planner/Urban Design

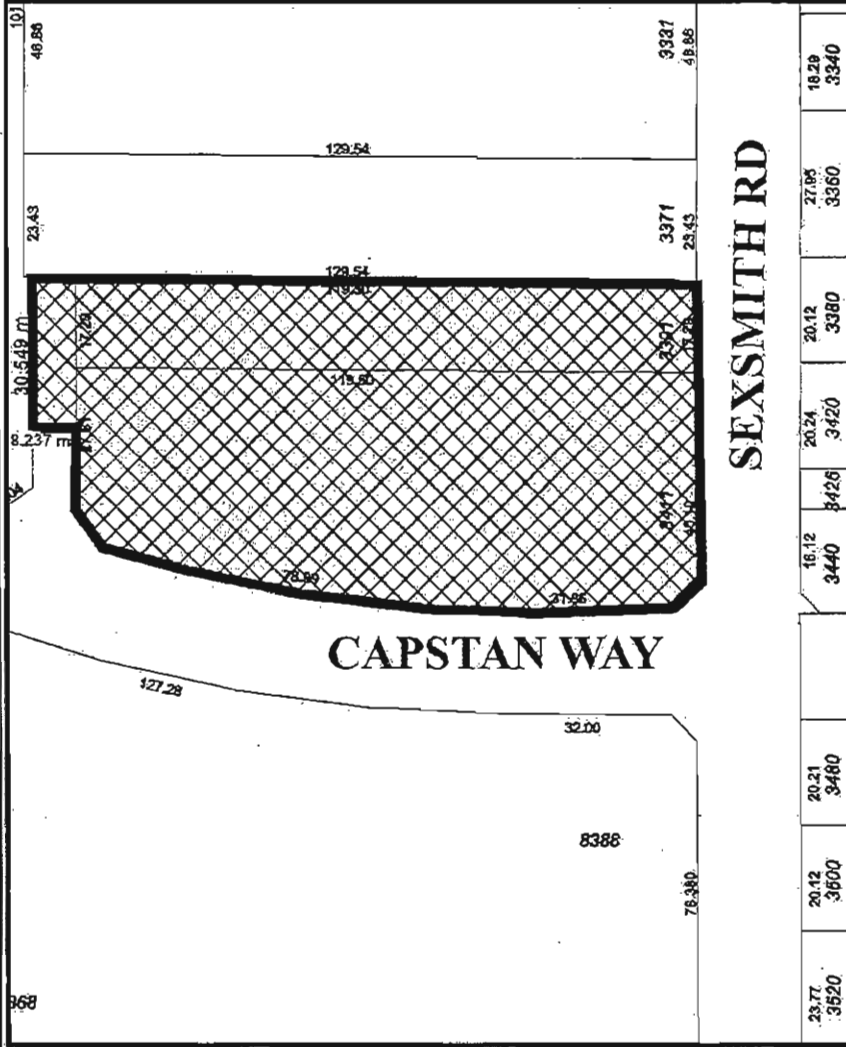
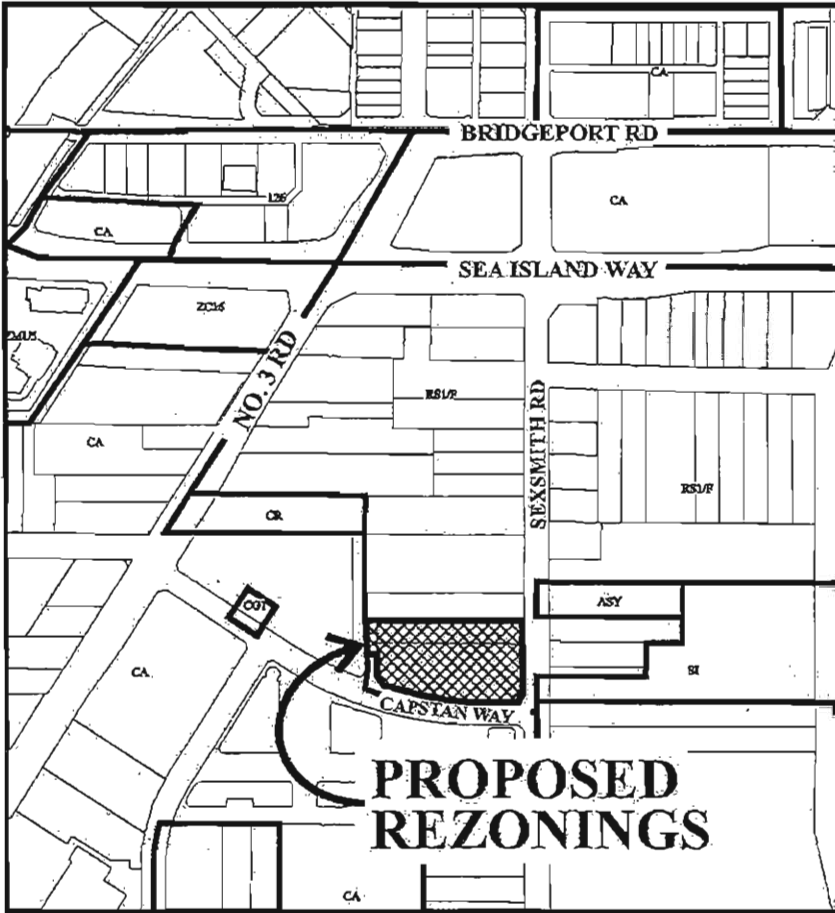
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Attachments:

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSD) Map
4. City Centre Area Plan Specific Land Use Map: Capstan Village (2031)
5. Development Application Data Sheet
6. Existing Property Ownership
7. Conceptual Master Plan
8. Letter of Concurrence: Concord Pacific
9. Rezoning Considerations
10. Development Concept (including conceptual drawings for adjacent development)

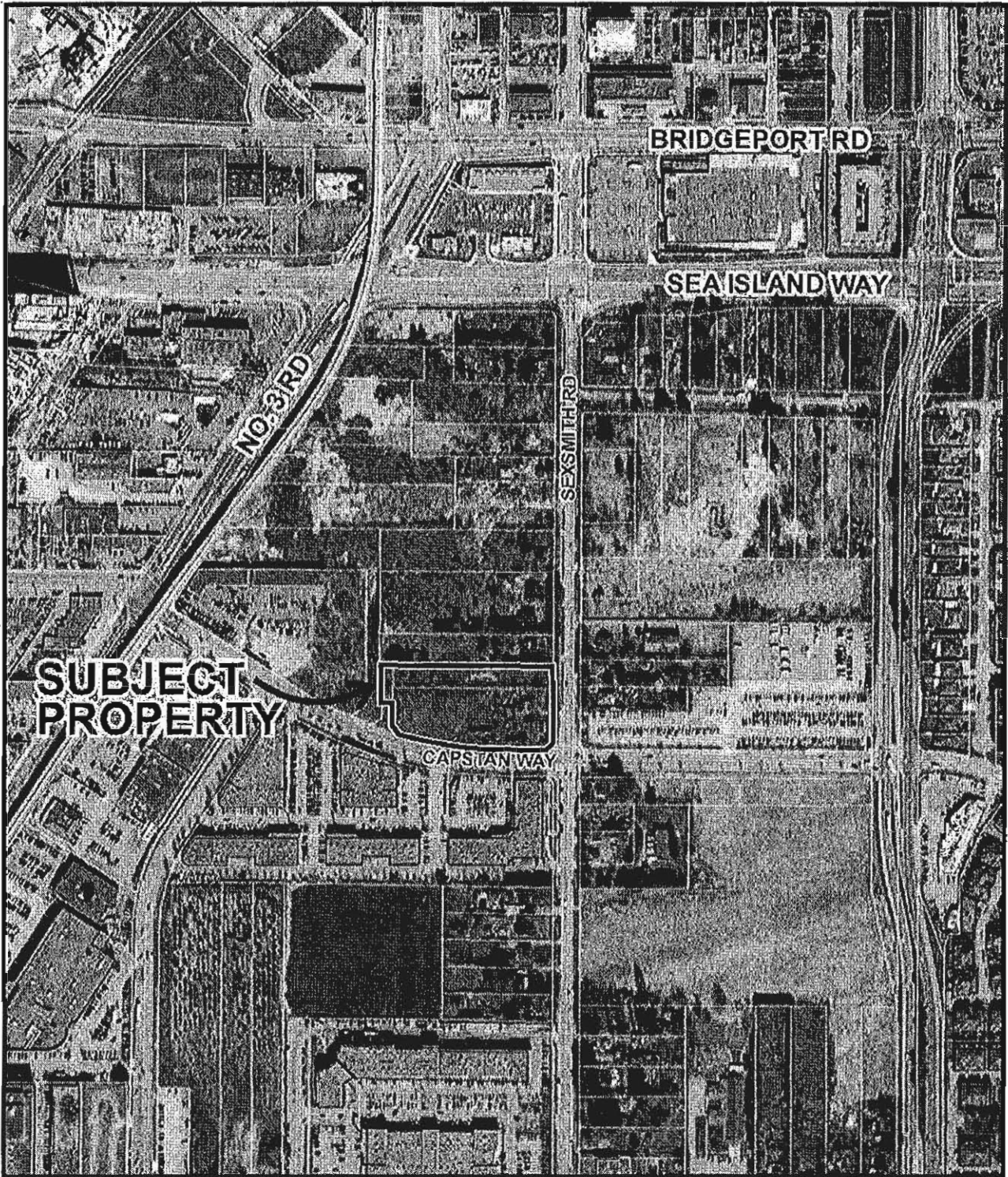



City of Richmond

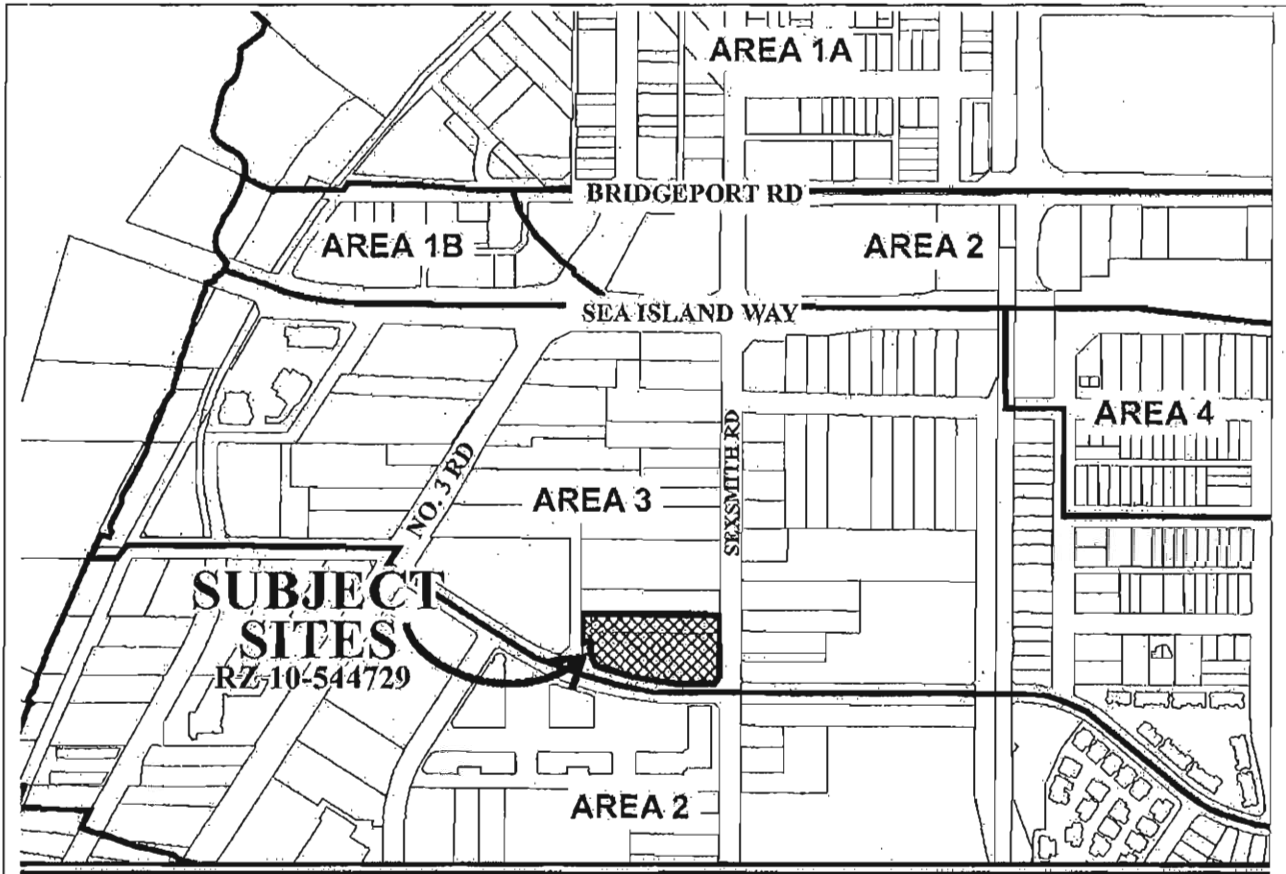


RZ 10-544729

Original Date: 17/10/10
 Revision Date: 11/17/11
 Note: Dimensions are in METRES



	<p>RZ 10-544729</p>	<p>Original Date: 09/10/10 Amended Date: 11/18/11 Note: Dimensions are in METRES</p>
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LEGEND

**Aircraft Noise Sensitive Development Policy (ANSD) Areas
(see Aircraft Noise Sensitive Development Policy Table)**

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

**Areas Where Aircraft Noise Sensitive Land Uses May be Considered:
Subject to Aircraft Noise Mitigation Requirements:**

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.



**Aircraft Noise Sensitive
Development Location Map**

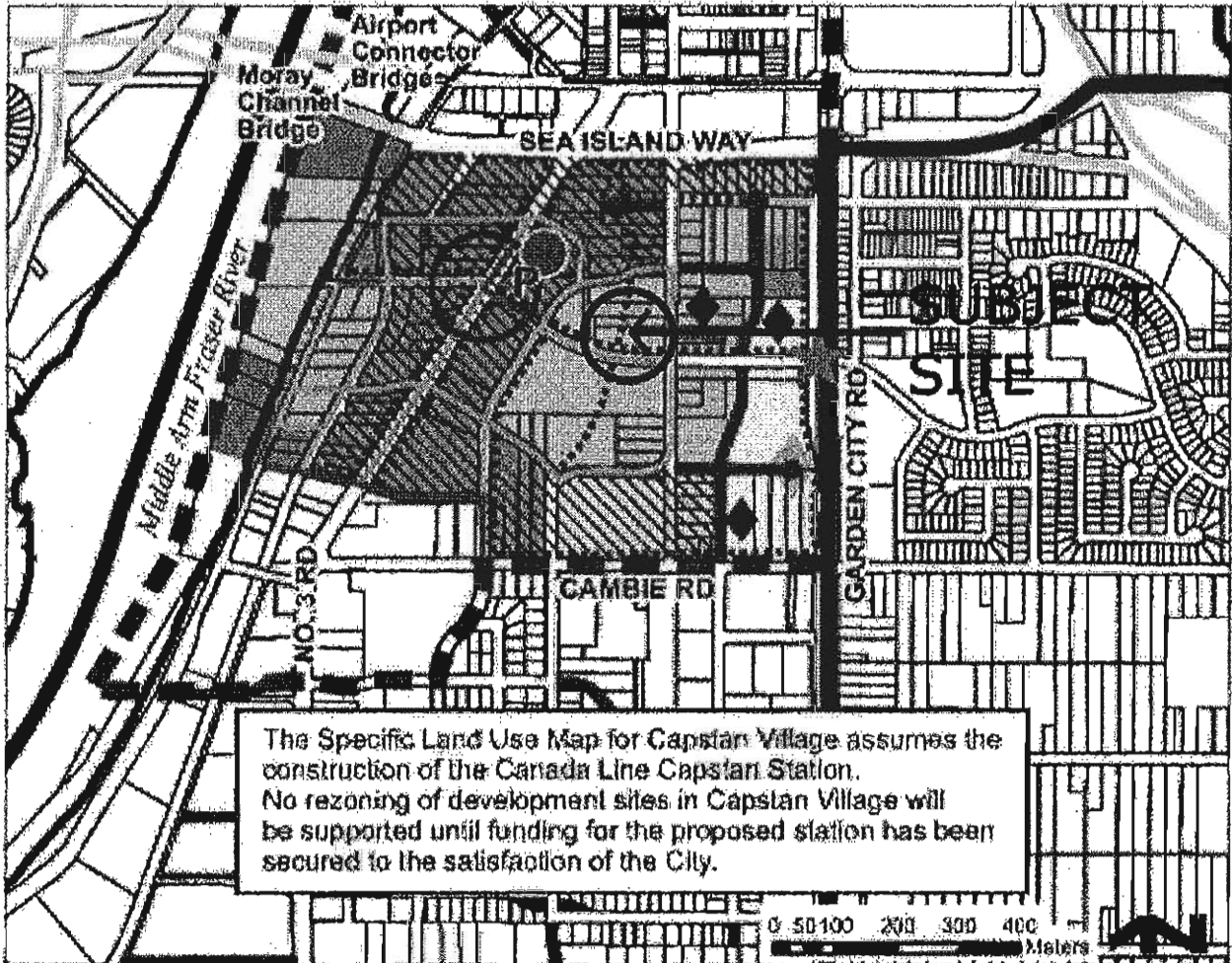
Original Date: 09/13/10

Amended Date: 11/18/11

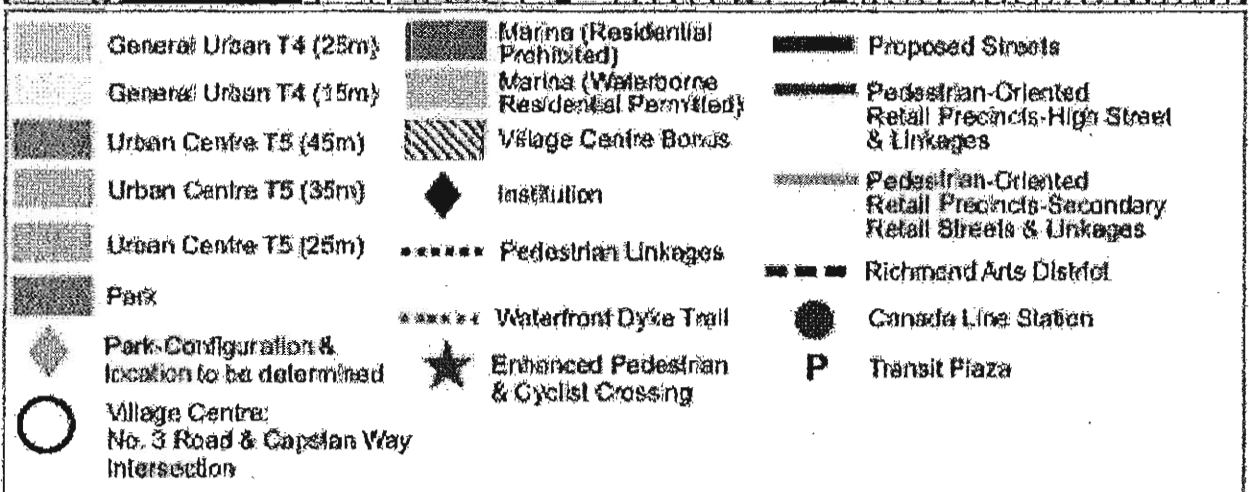
Note: Dimensions are in METRES

City Centre Area Plan, Specific Land Use Map: Capstan Village (2031)

Specific Land Use Map: Capstan Village (2031)



The Specific Land Use Map for Capstan Village assumes the construction of the Canada Line Capstan Station. No rezoning of development sites in Capstan Village will be supported until funding for the proposed station has been secured to the satisfaction of the City.





City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

**Development Application
Data Sheet**

RZ 10-544729

Address: 3391 and 3411 Sexsmith Road and a portion of unopened City lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road

Applicant: Pinnacle International (Richmond) Plaza Inc.

Planning Area: City Centre (Capstan Village)

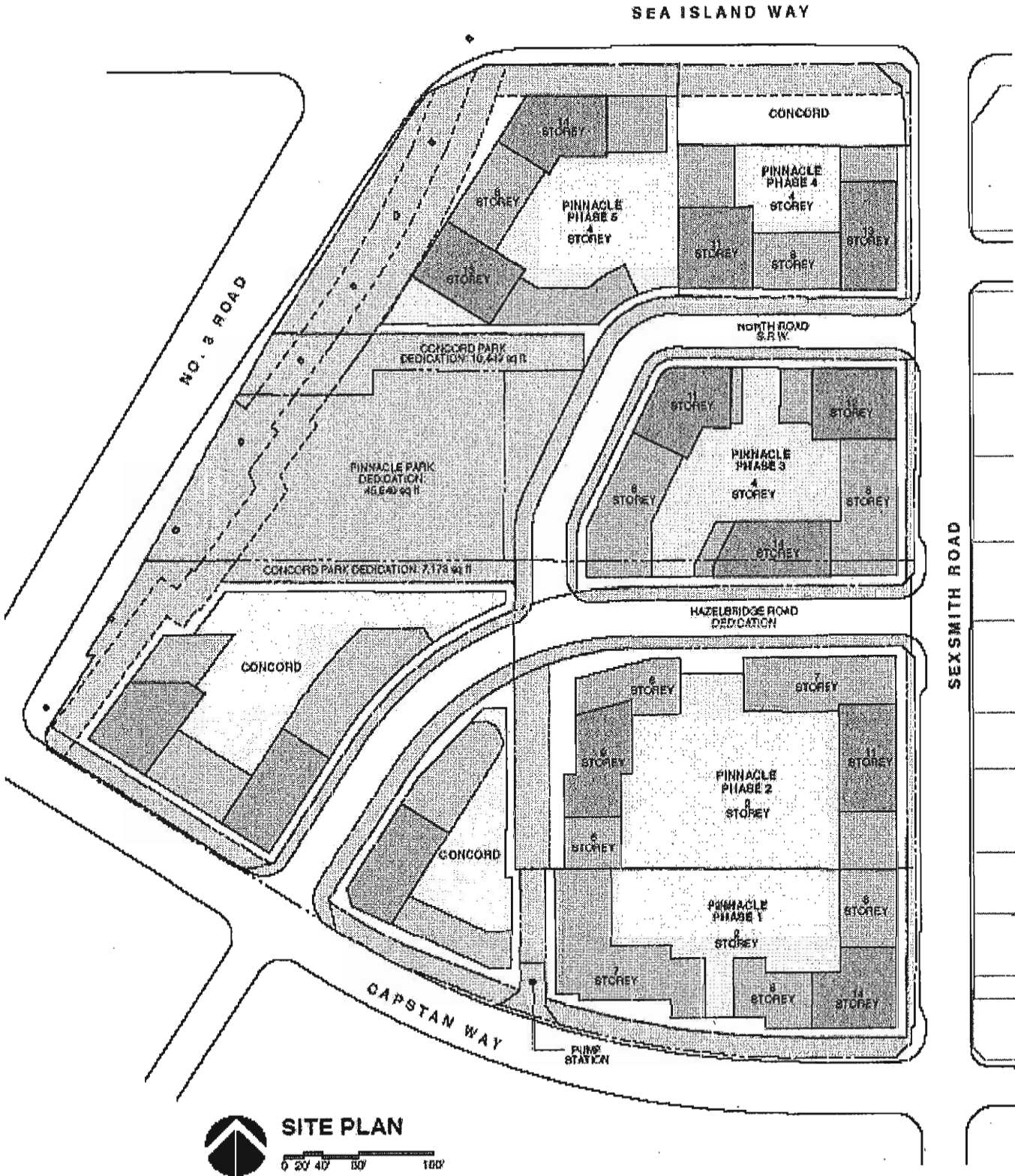
	Existing	Proposed
Owner	<ul style="list-style-type: none"> 0884962 BC Ltd City of Richmond 	<ul style="list-style-type: none"> Pinnacle International (Richmond) Plaza Inc.
Site Size	<ul style="list-style-type: none"> 7,341 m² (79,018 ft²) 	<ul style="list-style-type: none"> Net site: 6,959 m² (74,906 ft²) Road dedications: 382 m² (4,112 ft²)
Land Uses	<ul style="list-style-type: none"> Single-family residential lots (partially vacant) Unopened City lane 	<ul style="list-style-type: none"> High-rise apartment & public open space
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change; however, an adjacent "Park" designation is relocated
City Centre Area Plan Designation	<ul style="list-style-type: none"> Urban Centre T5 (35 m) (2.0 FAR) 	<ul style="list-style-type: none"> Urban Centre T5 (35 m) (No change) Capstan Station (0.5 FAR) Bonus (CSB) – New Adjacent "Park" and "Proposed Streets" designations are relocated.
Zoning	<ul style="list-style-type: none"> Single Detached (RS1/F) 	<ul style="list-style-type: none"> Residential/Limited Commercial (RCL4), as amended to provide for the Capstan Station (0.5 FAR) Bonus
Number of Units	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Market residential: 187 (16,528 m² /177,908 ft²) Affordable housing units: 13 (870 m² /9,363 ft²) Total: 200 (17,398 m² /187,271 ft²)
Aircraft Noise Sensitive Development (ANSD)	ANSD "Area 3": Moderate Aircraft Noise Area <ul style="list-style-type: none"> All aircraft noise sensitive land uses may be considered Required provisions include a restrictive covenant on title, acoustics report, noise mitigation, mechanical ventilation, and air conditioning capability or equivalent 	

Development Features	Amended "RCL4" Zone with Capstan Station Bonus	Proposed Development	Variance
Units Per Acre (net)	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 116 upa 	<ul style="list-style-type: none"> N/A
Floor Area Ratio (net)	<ul style="list-style-type: none"> Base density: 2.0 Capstan Station Bonus: 0.5 Total: 2.5 	<ul style="list-style-type: none"> 2.5 	<ul style="list-style-type: none"> None permitted
Lot Coverage	<ul style="list-style-type: none"> Max. 90% 	<ul style="list-style-type: none"> 86% max. 	<ul style="list-style-type: none"> None
Lot Size (Min.)	<ul style="list-style-type: none"> Width: 45 m (148 ft) Depth: 40 m (131 ft) Area: 4,000 m² (43,057 ft²) 	<ul style="list-style-type: none"> Capstan Way: 127 m (415 ft²) Depth: Varies Area: 6,959 m² (74,906 ft²) 	<ul style="list-style-type: none"> None
Setback @ Road	<ul style="list-style-type: none"> For structures below finished grade: Nil Elsewhere: 6.0 m, but may be reduced to 3.0 m via an approved DP 	<ul style="list-style-type: none"> Varies (3.0 – 6.0 m) 	<ul style="list-style-type: none"> None

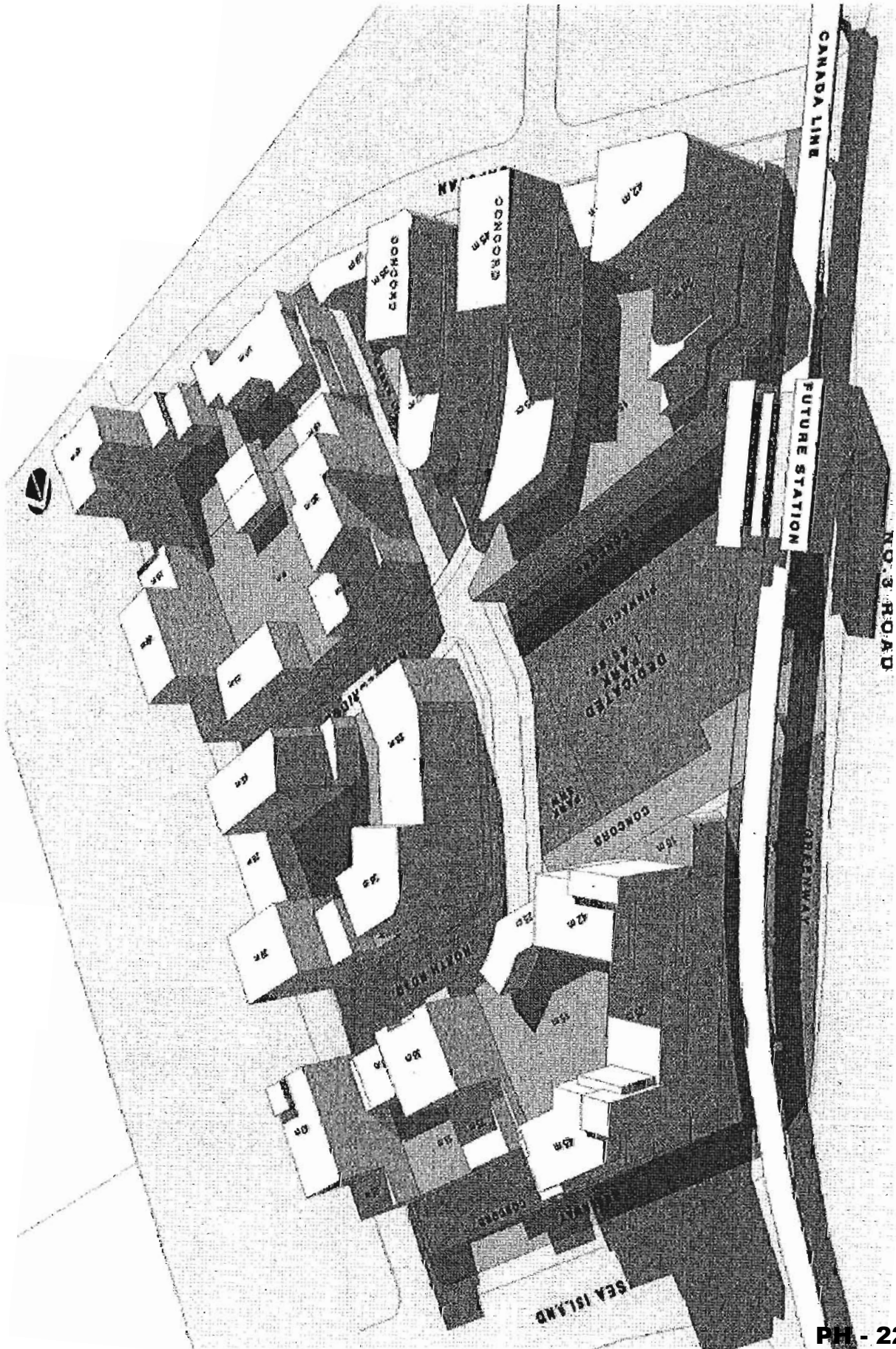
Development Features	Amended "RCL4" Zone with Capstan Station Bonus	Proposed Development	Variance
Setback @ Interior Side Yard	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> West walkway: 8.2+ m North (Phase 2 boundary): Nil 	<ul style="list-style-type: none"> None
Height	<ul style="list-style-type: none"> 35 m, but may be increased to 47 m geodetic via an approved DP 	<ul style="list-style-type: none"> 47 m geodetic 	<ul style="list-style-type: none"> None
Off-street Parking – Market Residential <ul style="list-style-type: none"> Market housing residents (R) Affordable housing residents (AH) Live/work "extra" space (LW) Visitors (V) 	<p>"Zone 1" @ build-out:</p> <ul style="list-style-type: none"> (R) 1.0 space/unit* = 187 (AH) 0.9 spaces/unit* = 12 (LW) 0.5 spaces/unit = 6 (V) 0.2 space/unit* = 40 <p>* 10% reduction permitted as per approved transportation demand measures (TDM)</p>	<ul style="list-style-type: none"> (R) 187 spaces* (AH) 12 spaces (LW) 6 spaces (V) 40 spaces <p>Plus an extra 58 spaces as per the Capstan Village interim (pre-station construction) parking strategy. Extra spaces may be reallocated in future Phase 2.</p>	<ul style="list-style-type: none"> None
Off-street Parking – Total	<ul style="list-style-type: none"> 245 (Zone 1) 	<ul style="list-style-type: none"> 303 (Zone 2/Zone 1) 	<ul style="list-style-type: none"> None
Tandem Parking Spaces	<ul style="list-style-type: none"> Permitted 	<ul style="list-style-type: none"> To be confirmed 	<ul style="list-style-type: none"> None
Amenity Space – Indoor @ 2 m ² /unit (21.5 ft ² /unit)	<ul style="list-style-type: none"> 400 m² (4,306 ft²) 	<ul style="list-style-type: none"> 400 m² (4,306 ft²) 	<ul style="list-style-type: none"> None
Amenity Space – Outdoor <ul style="list-style-type: none"> OCP @ 6 m²/unit (64.6 ft²/unit) CCAP @ 10% net site 	<ul style="list-style-type: none"> OCP: 1,200 m² (12,917 ft²) CCAP: 696 m² (7,491 ft²) Total: 1,896 m² (0.47 ac) 	<ul style="list-style-type: none"> OCP: 1,596 m² (17,181 ft²) CCAP: 882 m² (9,499 ft²) Total: 2,478 m² (0.61 ac) 	<ul style="list-style-type: none"> None
Public Park & Public Open Space <ul style="list-style-type: none"> CCAP Capstan Station Bonus (CSB) @ 5 m² per unit 	<ul style="list-style-type: none"> CCAP: Not required CSB: 1,000 m² (0.25 ac) Total: 1,000 m² (0.25 ac) 	<ul style="list-style-type: none"> On-site: 1,000 m² (0.25 ac)* <p>* Secured via a statutory right-of-way</p>	<ul style="list-style-type: none"> None
Temporary Public Park* <p>* To be replaced by future Public Park, as per the "conceptual master plan"</p>	<ul style="list-style-type: none"> To ensure park space comes on-stream with development 	<ul style="list-style-type: none"> Off-site: 4,047 m² (1.0 ac)* <p>* Secured via a statutory right-of-way on neighbouring land owned by the developer</p>	<ul style="list-style-type: none"> None

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

ATTACHMENT 7
Conceptual Master Plan



ATTACHMENT 7
Conceptual Master Plan





November 4, 2011

Mr. Brian Jackson
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Jackson,

RE: Pinnacle Rezoning Application RZ 10-544729

As you are aware, Concord Pacific has several land holding/assemblies in the Future Capstan Station Village area which are closely related to the above referenced rezoning. We understand that the Pinnacle application is to rezone 3391 & 3411 Sexsmith Road from Rs1 to allow for High Rise residential containing approximately 240 dwellings. We have no concerns with regard to the application at this time. We did receive a projected masterplan option drawing from Pinnacle for our reference and note that it represents one version of a future block development that could work. We point out that many other masterplan solutions for the block could also work. We therefore have no concerns at this time on that item also.

Sincerely,
CONCORD PACIFIC DEVELOPMENTS INC.

A handwritten signature in black ink, appearing to read "Peter Webb", with a horizontal line extending to the right.

Peter Webb
Senior Vice-President, Development

9th Floor
1095 West Pender Street
Vancouver, B.C.
V6E 2M6 Canada

J:\Development\PIETER WEBB\LETTERS\BRIAN JACKSON - Nov. 4, 2011.doc

Tel: 604 681 8882
Fax: 604 895 8296
www.concordpacific.com

December 16, 2011 (REVISED January 4, 2012)

Rezoning Considerations

3391 and 3411 Sexsmith Road, together with a Portion of Unopened City Lane on the North Side of Capstan Way Between Sexsmith Road and No. 3 Road

RZ 10-544729

Rezoning Considerations in respect to RZ 10-544729 include the following schedules:

- A. Preliminary Subdivision Plan
- B. Preliminary Rights-of-Way
- C. Temporary Park Terms of Reference

Prior to final adoption of Zoning Amendment Bylaw 8842, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw No. 8841.

Adoption of OCP Amendment Bylaw No. 8841 cannot occur until the following are complete:

- Execution of a Memorandum of Understanding between the City of Richmond and TransLink in respect to funding of the Capstan Canada Line station; and
- Final adoption of City bylaws in respect to the establishment of the Capstan Station Bonus Map area in the City Centre Area Plan and related density bonus provisions, to be brought forward for consideration by Council in separate reports, including Reserve Fund Establishment Bylaw No. 8854, OCP Amendment Bylaw No. 8837, and Zoning Amendment Bylaw No. 8839.

2. Provincial Ministry of Transportation & Infrastructure final approval.
3. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to registration of a Subdivision Plan, the following shall be included as conditions to the approval of subdivision:

- 3.1. Acquisition of City lands, including:

- 3.1.1. Council approval of the road closure bylaw for a 251 m² portion of unopened City lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road. (**Schedule A**)
- 3.1.2. Council approval of the sale of the 2,066 m² City-owned lot at 3391 Sexsmith. (**Schedule A**)
- 3.1.3. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.

- 3.2. Road dedications, including:

- 3.2.1. 2.8 m wide along the subject site's entire Capstan Way frontage; and
- 3.2.2. 1.1 m wide along the subject site's entire Sexsmith Road frontage.

- 3.3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwelling at 3411 Sexsmith Road).

- 3.4. Granting of Public Right of Passage statutory right-of-ways with a combined total area of at least 1,000.0 m² (based on 200 dwelling units and 5.0 m² per dwelling unit in respect to the Capstan Station Bonus), as per the Preliminary Right-of-Way Plan (**Schedule B**), including:

- 3.4.1. Greenway & Sidewalk: To facilitate frontage improvements providing for public access, including (from the back of curb) a treed and landscaped boulevard, asphalt and concrete bike path, buffer strip, and concrete sidewalk, together with street lighting, furnishings, related landscape features, and innovative, integrated storm water management measures, to the

PH - 230

satisfaction of the City. The required right-of-ways shall have a total combined area of approximately 627 m² and shall include:

- a) 2.6 m wide along the subject site's entire Sexsmith Road frontage;
- b) 4.0 m wide along the subject site's entire Capstan Way (Capstan Greenway) frontage; and
- c) 4.0 m x 4.0 m corner cut at the intersection of the Capstan Way and Sexsmith Road right-of-way areas.

The right-of-ways shall:

- a) Provide for 24 hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, and bylaw enforcement;
- b) Prohibit building encroachments above or below finished grade;
- c) Provide for City utilities;
- d) Require the design and construction of the right-of-way to be the sole responsibility of the developer, to the satisfaction of the City; and
- e) Provide for the City to be responsible for maintenance of the right-of-way, except as otherwise provided for via City bylaw.

3.4.2. Pedestrian Pathway & Greenway Widening: To facilitate public access and landscaped areas enhancing the Capstan Greenway and providing the first phase of a pedestrian link (to be extended/widened by others) providing access to future public amenities and destinations north of the subject site. The right-of-way shall include some combination of decorative paving, trees, lighting, furnishings, related landscape features, and innovative, integrated storm water management measures, to the satisfaction of the City. The required right-of-way shall have an area of approximately 373 m², including a pedestrian pathway along the west side of the subject site with an area of 251 m² (situated in the location of the proposed lane closure) and the balance along the north side of the required Greenway right-of-way. The specific location, configuration, and design of the right-of-way will be confirmed via the subject site's Development Permit* and Servicing Agreement* approval processes. The right-of-way shall:

- a) Provide for 24 hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, and bylaw enforcement;
- b) Permit building encroachments below finished grade, provided that such encroachments do not compromise public access or the form or character of the walkway and related landscaping or the walkway's interface with fronting buildings on the subject site or adjacent properties, to the satisfaction of the City as specified in a Development Permit (but encroachments shall be prohibited above finished grade);
- c) Not provide for City utilities; and
- d) Require the design, construction, and maintenance of the right-of-way to be the sole responsibility of the developer, to the satisfaction of the City.

4. Granting of a Public Right of Passage statutory right-of-way on lands owned by the developer within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, but excluding the subject site, to provide for public open space as a means to help ensure that residents of Capstan Village in general and the subject site in specific will have convenient access to public open space amenities in advance of the completion of the City's acquisition and construction of adequate permanent neighbourhood park space within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way. The right-of-way shall:

- 4.1. Provide for the Temporary Park to be designed and constructed, via the City's standard Servicing Agreement * process (secured via Letter(s) of Credit), as per the Temporary Park Terms of Reference (Schedule C), to the satisfaction of the City;

- 4.2. Provide for 24 hour-a-day, universally accessible, public access for pedestrians and cyclists , together with emergency and service vehicles, related park uses and features, and City bylaw enforcement;
 - 4.3. Prohibit building encroachments above finished grade;
 - 4.4. Require the design, construction, and maintenance of the right-of-way to be at the sole cost of the developer, to the satisfaction of the City;
 - 4.5. Upon pre-approval from the City, permit the developer, at the developer's sole cost, to relocate or otherwise alter the right-of-way and Temporary Park works to accommodate building construction and related activities, as determined to the satisfaction of the City; and
 - 4.6. Provide for the right-of-way to remain in effect until permanent neighbourhood park space, the area of which is equal to or greater than that of the Temporary Park, is secured for public use within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, as generally indicated in the City Centre Area Plan as amended by OCP Amendment Bylaw No. 8841, to the satisfaction of the City.
5. Registration of an aircraft noise sensitive use covenant on title.
 6. Registration of a flood indemnity covenant on title.
 7. Registration of a legal agreement on title requiring that vehicle access to the subject site from fronting streets shall be:
 - 7.1. Limited to one location along Sexsmith Road (i.e. none along Capstan Way), adjacent to the subject site's north property line, as per an approved Development Permit; and
 - 7.2. Closed upon the provision of alternate vehicle access via future development at 3331 and 3371 Sexsmith Road, the cost of which closure shall be at the sole responsibility of the owner (excluding the portion within the dedicated road and related sidewalk widening statutory right-of-way, which shall be the responsibility of the developer of 3331 and 3371 Sexsmith Road).
 8. **(REVISED January 4, 2012)** Registration of a cross access agreement(s), statutory right-of-way(s), and/or alternative legal agreement(s) on title over vehicle and pedestrian circulation and related areas on the subject site in favour of 3331 and 3371 Sexsmith Road, allowing for access for parking, garbage, recycling, loading, and related purposes including, as determined to the satisfaction of the City, shared garbage, recycling, loading, and/or related facilities, effective upon development of the benefitting properties (3331 and 3371 Sexsmith Road).
 9. Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, on properties owned by the developer at 3331 and 3371 Sexsmith Road securing that "no development" will be permitted and restricting Development Permit* issuance until the developer of 3331 and 3371 Sexsmith Road, to the satisfaction of the City:
 - 9.1. **(REVISED January 4, 2012)** Registers a cross access agreement(s), statutory right-of-way(s), and/or alternative legal agreement(s) on title over vehicle and pedestrian circulation and related areas on 3331 and 3371 Sexsmith Road in favour of the subject site (RZ 10-544729), allowing for access for parking, garbage, recycling, loading, and related purposes including, as determined to the satisfaction of the City, shared garbage, recycling, loading, and/or related facilities; and
 - 9.2. Enters in to Servicing Agreement* for closure of the temporary Sexsmith Road driveway at the subject site (RZ 10-544729), at the sole cost of the developer of 3331 and 3371 Sexsmith Road, limited to the reinstatement of frontage works within the dedicated road and associated (sidewalk widening) statutory right-of-way (e.g., curb, gutter, boulevard, bike path, sidewalk, and related features), secured via a Letter of Credit, to be constructed upon the provision of alternate vehicle and related access via 3331 and 3371 Sexsmith Road.
 10. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

11. Registration of a legal agreement on title to ensure that no Building Permit* shall be issued for the subject site, in whole or in part, until the developer contributes a minimum of \$1,560,000 to the Capstan station reserve or as otherwise provided for via the Zoning Bylaw. The actual value of which contribution shall be as provided for via the Richmond Zoning Bylaw and Residential/Limited Commercial (RCL) zone, as amended by Zoning Amendment Bylaw No. 8839 (i.e. \$7,800 per dwelling unit, adjusted annually beginning at the end of September 2011 by any increase in the All Items Consumer Price Index for Vancouver published by Statistics Canada over that Index as at the end of September 2010) or as otherwise provided for via the Zoning Bylaw.
12. Registration of the City's standard Housing Agreement to secure not less than 13 affordable housing (low-end market rental) units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area (i.e. 869.9 m² /9,363.6 ft²), as specified in a Development Permit* approved by the City. The developer's proposed number of the affordable units and their location on the 3rd, 4th, and 5th floors of the development (i.e. 7 in "west building" and 6 in the "east building", generally near the building cores) shall be confirmed, to the satisfaction of the City, via the Development Permit* approval process. 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. All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Maximum Household Income ¹
1-Bedroom	7	50 m ² (535 ft ²)	\$875	\$35,000 or less ²
2-Bedroom	6	80 m ² (860 ft ²)	\$1,063	\$42,500 or less ²
TOTAL	13	-	-	-

¹ Household income may be increased annually by the Consumer Price Index.

² Denotes 2009 amounts. Amounts may be adjusted periodically as provided for under adopted City policy.

13. Registration of a legal agreement preventing final Building Permit* inspection granting occupancy such that in the event the subject development is phased:
 - 13.1. There shall be a maximum of two phases; and
 - 13.2. On a phase-by-phase basis final Building Permit* inspection granting occupancy shall not be granted until such time as construction of a proportional share of the required affordable housing subject to the Housing Agreement(s) referenced above is complete and has received final Building Permit* inspection granting occupancy (i.e. the combined habitable floor area of affordable housing units shall comprise at least 5% of the subject development's residential building area in each phase), as determined to the satisfaction of the City.
14. **(REVISED January 4, 2012)** City acceptance of the developer's offer to voluntarily contribute \$106,745 (i.e. \$0.60/ft² per buildable square footage, excluding affordable housing) in the form of a cash contribution to the City's public art reserve fund for the future provision of public art within the proposed neighbourhood park situated adjacent to the planned Capstan Canada Line station. When the City determines that public art initiative(s) in respect to the neighbourhood park should proceed, the developer shall be invited (but not required) to participate in the public art selection process.
15. City acceptance of the developer's offer to voluntarily contribute \$44,477 (i.e. \$0.25/ft² of buildable square footage, excluding affordable housing) to the City's community planning program reserve fund, as set out in the City Centre Area Plan.
16. Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development and Director of Engineering.
17. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing that "no development" will be permitted on the subject site and restricting Development Permit* issuance until, the developer enters into legal agreement(s) in respect to the developer's commitment to:

17.1. District Energy Utility (DEU): Connect the subject development to the proposed City Centre DEU, including the operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:

- a) Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- b) Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site; and

17.2. Sanitary Pump Station: Design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering SA* Requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

18. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development including, among other things:

Submission of a Landscape Plan prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation. The Landscape Plan should, among other things, provide for replacement tree planting on and around the subject site, based on the City-approved tree replacement plan, including at a minimum:

Tree Location	Existing Trees	Trees Retained	Trees Relocated (1)	Trees Removed/Replaced		
				Trees Removed	Replacement Trees	Min. Caliper of Replacement Deciduous Trees
On-Site	22	2 (#2113 & #2114, in west walkway)	0	18	36	6 – 10 cm
				2	4	15 cm
3371 Sexsmith Road Owned by the developer for future development	10	N/A	N/A	10	20	6 – 10 cm
Off-Site Road right-of-way	13	0	9 (2)	2 (4)	2	Value @
				2 (4)	4	\$3,900
Total	45	2	9	34	66 (3)	Varies

(1) Trees shall be relocated at the sole cost of the developer. If it is determined to the satisfaction of the Manager, Park Operations that one or more of the trees identified for relocation shall instead be removed/replaced, 2 replacement trees shall be planted for each tree removed.

(2) Existing Capstan Way street trees.

(3) Street trees required to be planted by the developer along Capstan Way and Sexsmith Road via the subject development's Servicing Agreement* shall be in addition to the replacement trees indicated in the table.

(4) Off-site trees that may be removed include:
 - for replacement @ 1:1: #2070 & #2068
 - for replacement @ 2:1: #2069 & #2011

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution is required for off-site replacement tree planting:

- For "On-Site" and "3371 Sexsmith Road": \$500/tree, payable to the City's Tree Compensation Fund; and
- For "Off-Site (Road right-of-way)": \$650/tree, payable to Richmond Parks.

19. In respect to trees identified for retention:

- 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 provisions for the Arborist to submit a post-construction assessment report to the City for review.
- 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.

20. Enter into a Servicing Agreement (SA)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with construction of a sanitary pump station and various other engineering, transportation, and park works.
- Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability.
 - No phasing of off-site works will be permitted. All works shall be completed prior to final Building Permit inspection granting occupancy for the subject development or, if it is determined that the subject development will be phased, prior to final Building Permit inspection granting occupancy for the first phase.
 - Development Cost Charge (DCC) credits may apply.

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

20.1. Engineering SA* Requirements: All water, storm, sanitary upgrades determined via the Capacity Analysis processes are to be addressed via this SA process. The City requires that the proposed design and related calculations are included on the SA design drawing set. As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

a) ***Sanitary Sewer Upgrades***: Based on consultation with the developer and the developer's Sanitary Capacity Analysis submitted:

i) Gravity Sewer: The developer is solely responsible for the following upgrade requirements (i.e., no late comer program will apply):

- to design and construct a new 450mm dia. sanitary gravity sewer fronting their development site on Sexsmith Road (from 75m north of the Capstan Way and Sexsmith Road intersection to the Capstan Way and Sexsmith Road intersection).
- to design and construct new sanitary gravity sewer fronting their development site on Capstan Way (from 160m West of Sexsmith Road and Capstan Way intersection to the Capstan Way and Sexsmith Road intersection). Breakdown as follows:

- Approximately 75m of 450mm dia. Sanitary Sewer
- Approximately 40m of 450mm dia. Sanitary Sewer
- Approximately 30m of 525mm dia. Sanitary Sewer
- Approximately 15m of 600mm dia. Sanitary Sewer

The exact length of the sanitary sewer and the location of manholes are to be finalized during the Servicing Agreement design.

- to abandon the existing sanitary gravity sewer system (remove pipes) that is being replaced by the propose sanitary sewer system.

ii) New Pump Station: (***REVISED January 4, 2012***) The developer is responsible for the design and construction of the new Capstan sanitary pump station. The pump station shall be located approximately 125 m west of the Capstan Way and Sexsmith Road intersection. The new sanitary pump station is intended to service all the developments on the east side of No. 3 Road within the existing Skyline sanitary catchment. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road, and Sea Island Way. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

- b) **Storm Sewer Upgrades:** The developer is solely responsible for all upgrade requirements listed below (i.e., no late comer program will apply).
- i) According to the developer's calculations and assessment, the "Existing + Phase One + Instream" scenario indicates that the storm sewers fronting the development site are undersized. The pipes also do not meet the minimum pipe size requirement. The City accepts the developer's recommendations to upgrade the existing storm sewer:
 - fronting the development site on Sexsmith Road (from STMH 10036 located approximately 75m north of the Sexsmith Road and Capstan Way intersection to propose MH at the Sexsmith Road and Capstan Way intersection). The existing storm sewer system shall be replaced with a single 1050mm storm sewer running down the center of Sexsmith Road.
 - fronting the development site on Capstan Way (from STMH 5908 located approximately 130m west of the Sexsmith Road and Capstan Way intersection to propose MH at the Sexsmith Road and Capstan Way intersection) to minimum size of 600mm.
 - ii) The developer is required to build a temporary storm sewer transition to connect the propose storm sewer on Sexsmith Road to the existing twin system to the north of development. The developer is also required to build a temporary storm sewer transition from the proposed MH at the Sexsmith Road and Capstan Way intersection to connect to the existing twin storm sewer system south of Capstan Way.
 - iii) The developer is required to abandon the existing storm sewer system (i.e. remove pipes, infill ditches) that is being replaced by the proposed storm sewer system.
- c) **Water System Upgrades:** The developer is responsible to upgrade the existing water system fronting the development site on Sexsmith Road from existing 150mm dia. to 200mm dia. (from 75 m north of the Capstan Way and Sexsmith Road intersection to the Capstan Way and Sexsmith Road intersection).
- d) **Encroachments:** Registration of right-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA review and approval process, to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.
- e) **Utility Undergrounding:** As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line, to the satisfaction of the City, along the Sexsmith Road and Capstan Way frontages of the subject site, together with affected areas.(No DCC credits are applicable.)
- 20.2. **Transportation SA* Requirements:** All transportation improvements identified in the Transportation Impact Analysis (TIA) are to be addressed via the Servicing Agreement* process for this development. Complete and detailed road and traffic management design is subject to final functional design approval by the Director of Transportation. Transportation-related Servicing Agreement* works will include, but are not limited to the following:
- a) **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.
 - i) **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 a minimum 2.0 m wide continuous trench for tree planting (i.e. to facilitate 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 permeable paving, pedestrian lighting, decorative planting, and furnishings; and
- 2.5 m wide saw-cut concrete sidewalk.

ii) 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 a minimum 2.0 m wide continuous trench for tree planting (i.e. to facilitate 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 permeable paving, pedestrian lighting, decorative planting, and furnishings; and
- 2.5 m wide saw-cut concrete sidewalk.

b) **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), including provisions for temporary recycling pick up (e.g., designated loading and recycling cart areas), to the satisfaction of the City.

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

- 2.0 m wide concrete sidewalk;
- 0.6 m wide buffer strip, incorporating permeable paving, 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 a minimum 1.5 m wide continuous trench for tree

planting (i.e. to facilitate 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.

ii) 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 a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate 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 permeable paving, pedestrian lighting, decorative planting, and furnishings; and
- 2.0 m wide concrete sidewalk.

c) *Traffic Signals*:

- i) Installation of a new traffic signal at the Capstan Way / Sexsmith Road intersection, including, but not limited to, the following:
- Signal pole, controller, base and hardware;
 - Pole base (City Centre decorative pole and luminaire);
 - Detection, conduits (e.g., electrical and communications), and signal indications and communications cable, electrical wiring, and service conductors; and
 - APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

d) *Special Crosswalk*:

- i) Installation of a special crosswalk with downward lighting and associated equipment on Capstan Way, approximately midway between Sexsmith Road and Hazelbridge Way.

20.3. Parks SA* Requirements: All park improvements identified via the subject rezoning application review process and secured via a statutory right-of-way(s) are to be addressed via the Servicing Agreement* process for this development. Complete and detailed park design is subject to final conceptual design approval by the Senior Manager, Parks, and Director of Development. Park-related Servicing Agreement* works will include, but are not limited to the following:

- a) *Pedestrian Pathway & Greenway Widening*: The design and construction of public access and landscaped areas intended to enhance public use and enjoyment of the Capstan Greenway and provide the first phase of a pedestrian link (to be extended/widened by others) providing access to future public amenities and destinations north of the subject site, which shall be as generally described in respect to the proposed Pedestrian Pathway & Greenway Widening right-of-way (described in these Rezoning Considerations) and include, but not be limited to, some combination of decorative paving, trees, lighting, furnishings, related landscape features, and innovative, integrated storm water management measures, to the satisfaction of the City. The design of the right-of-way will be confirmed

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via the subject site's Development Permit* and Servicing Agreement* approval processes, to the satisfaction of the City.

- b) **Temporary Park:** The design and construction of the Temporary Park situated within the area secured by a statutory right-of-way for public park and related uses in association with the developer's residential marketing centre and described by the Temporary Park Terms of Reference (**Schedule C**), to the satisfaction of the City.

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

1. Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates that interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. 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 as follows:

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

2. Granting of any additional Public Right of Passage statutory right-of-ways required on the subject site, in addition to those statutory right-of-ways granted prior to rezoning adoption and indicated in **Schedule B**, as needed to satisfy the density bonus provisions of the Capstan Station Bonus in respect to Zoning Bylaw requirements for the developer's provision of suitably landscaped public open space at a rate of at least 5 m² per dwelling unit. The area of any such right-of-way, terms of use, construction, maintenance, provisions/restrictions for building encroachments and utilities, and related considerations shall be determined to the satisfaction of the City as specified in the Development Permit.

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

1. As per the restrictive covenant and/or other legal agreements registered on the subject site to the satisfaction of the City, the developer's voluntary contribution to the Capstan station reserve or as otherwise provided for via the Zoning Bylaw, as per the Richmond Zoning Bylaw in effect at the date of Building Permit* approval.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit* (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit* (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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.

* This symbol indicates that the item requires a separate application.

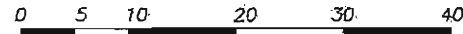
Signed original on file

Signed

Date

**SKETCH PLAN OF PROPOSED STATUTORY RIGHT OF WAY OVER PARTS OF
LOT A SECTION 28 BLOCK 5 NORTH BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN BCP**

SCALE: 1:500

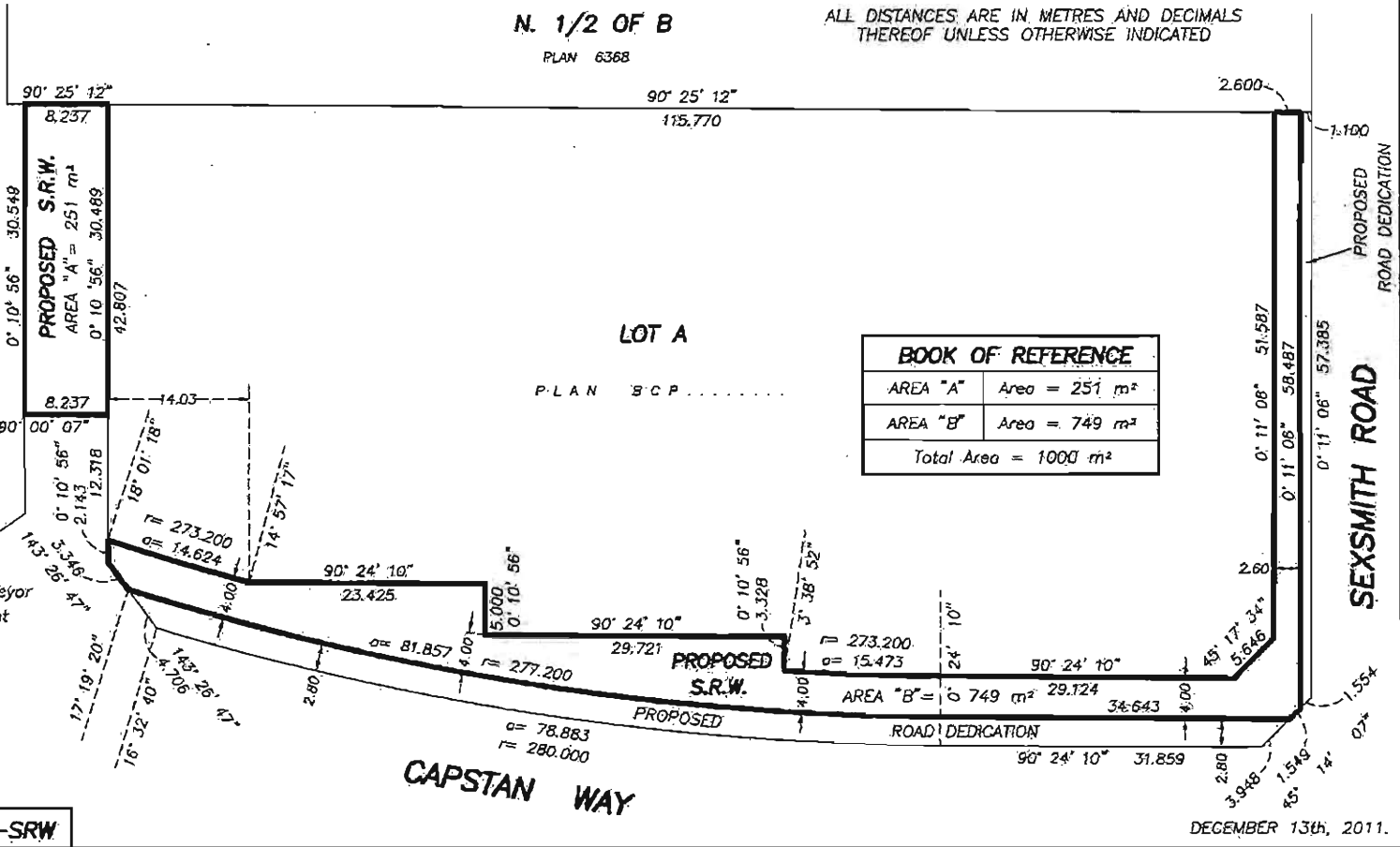


ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

N. 1/2 OF B
PLAN 6368



3
PLAN LMP47718



BOOK OF REFERENCE	
AREA "A"	Area = 251 m ²
AREA "B"	Area = 749 m ²
Total Area = 1000 m ²	

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Job No. 4270
Drawn By: KA

DWG No. 4270-PRO-SRW

DECEMBER 13th, 2011.

Preliminary Right-of-Way Plan
Schedule B

Temporary Park Development Concept Requirements
RZ 10-544729

Purpose

To provide guidance for the design and construction of a Temporary Park on lands owned by the developer within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, but excluding the subject site, intended to help ensure that residents of Capstan Village in general and the subject site in specific will have convenient access to attractive public open space amenities complementary to on-site outdoor residential amenity space in advance of the completion of the City's acquisition and construction of adequate permanent neighbourhood park space within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way.

Right-of-Way Objectives

- a) Provide for the Temporary Park to be designed and constructed, via the City's standard Servicing Agreement * process (secured via Letter(s) of Credit), as per this Temporary Park Terms of Reference, to the satisfaction of the City;
- b) Provide for 24 hour-a-day, universally accessible, public access for pedestrians and cyclists, together with emergency and service vehicles, related park uses and features, and City bylaw enforcement;
- c) Prohibit building encroachments above finished grade;
- d) Require the design, construction, and maintenance of the right-of-way to be at the sole cost of the developer, to the satisfaction of the City;
- e) Upon pre-approval from the City, permit the developer, at the developer's sole cost, to relocate or otherwise alter the right-of-way and Temporary Park works to accommodate building construction and related activities, as determined to the satisfaction of the City; and
- f) Provide for the Temporary Park to remain in effect until permanent neighbourhood park space, the area of which is equal to or greater than that of the Temporary Park, is secured for public use within the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, as generally indicated in the City Centre Area Plan as amended by OCP Amendment Bylaw No. 8841, to the satisfaction of the City.

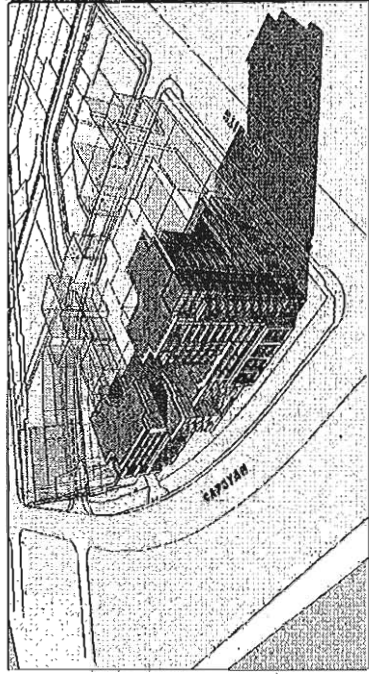
General Park Design Objectives

The park should be:

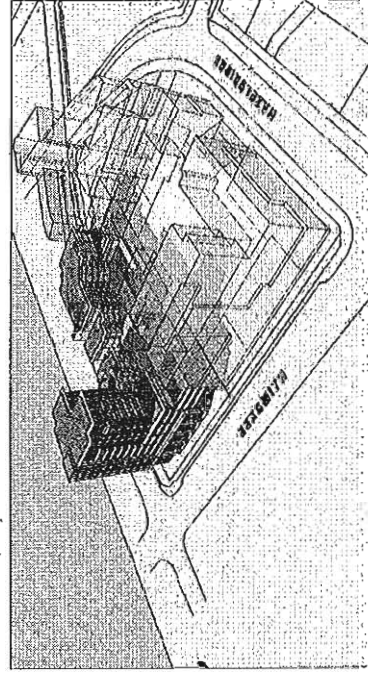
- a) A "green sanctuary" – a quiet, accessible place within which people can sit, walk, run, and play;
- b) Located abutting the developer's residential marketing centre (e.g., marketing building, parking, perimeter landscaping, and associated vehicle and pedestrian access) or as otherwise determined to the satisfaction of the City, and have direct public pedestrian and bike access from at least one fronting public street and from any driveway and/or pathway provided for the purpose of accessing the developer's marketing centre or other nearby uses;
- c) Roughly 4,047.0 m² (1.0 ac) in size (exclusive of areas required for marketing centre purposes) and roughly square in shape, so that the centre of the park is well buffered from busy fronting streets and park users can enjoy feeling in touch with nature;
- d) Focussed around a central, green lawn framed by some combination of trees for shade and shelter and landscaped areas providing seasonal elements of colour, scent, and texture;
- e) Designed/sited to provide for the retention and enhancement of existing trees and landscape features; and
- f) Designed/located to satisfy Crime Prevention through Environmental Design (CPTED) principles and related public safety considerations.

Park Features

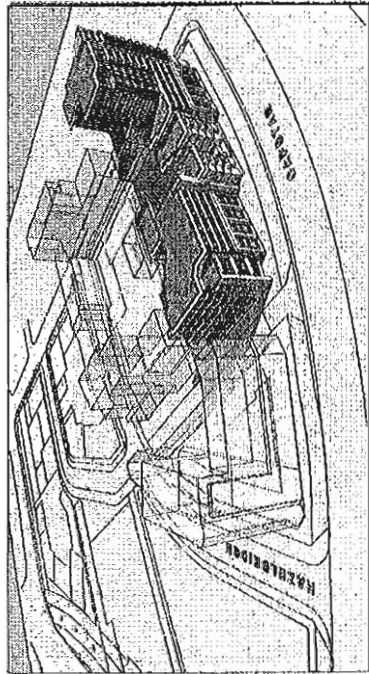
- a) Accessible pathways: 1.8 m wide, for walking and jogging.
- b) Benches: 6 minimum; surface mounted on a hard surface pad (for ease of maintenance); style/manufacturer to be determined to the City's satisfaction.
- c) Picnic tables: 3 minimum (including at least 1 accessible type); surface mounted on a hard surface pad (for ease of maintenance); style/manufacturer to be determined to the City's satisfaction.
- d) Trash receptacles: 1 minimum; style/manufacturer to be determined to the City's satisfaction.
- e) Storm drainage infrastructure: As required.
- f) Fencing: Chain link or wood, 1.8 m in height. The fence should be designed/located to mark the park entries, separate the park from adjacent properties/land uses, and protect and visually screen park users from nearby construction activities.
- g) Lighting: Pedestrian scale; pole mounted at appropriate height; style/manufacturer to be determined to the City's satisfaction.
- h) Trees: Some combination of conifers and ornamental deciduous trees, with a variety of sizes and ages.
- i) Lawn: Main area to be formally mowed and maintained.



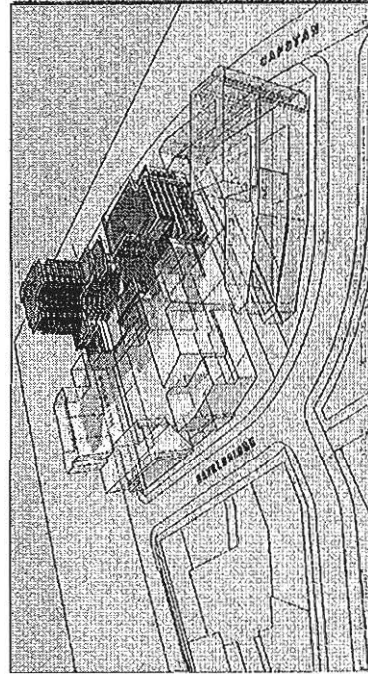
Aerial View from South East (Capstan & Sexsmith)



Aerial View from North East (Sexsmith & Hazelbridge)



Aerial View from South West (Capstan & Hazelbridge)



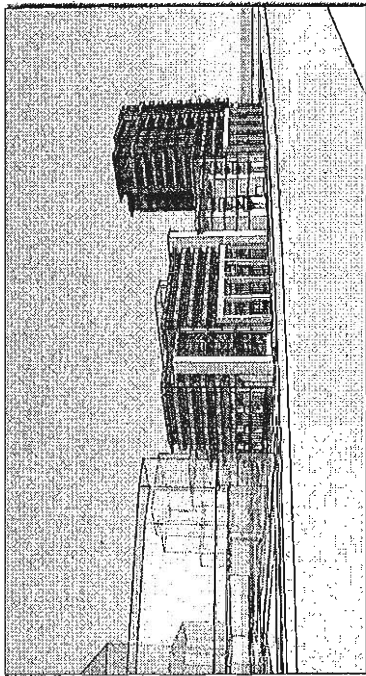
Aerial View from North West (Capstan & Hazelbridge)

MASSING CONCEPT

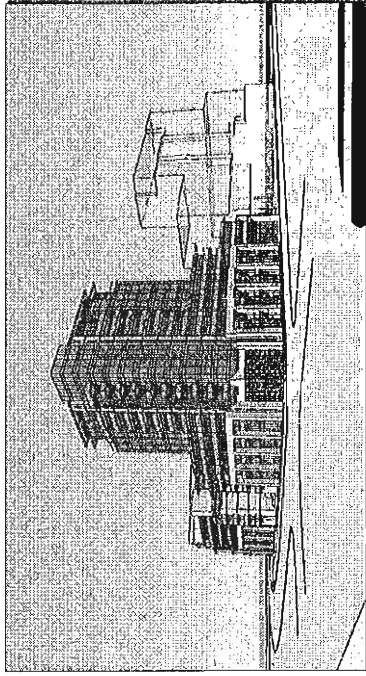
Pinnacle Centre
@ Capstan Station
Phase 1
Richmond BC

PINNACLE INTERNATIONAL
BINGHAM HILL ARCHITECTS

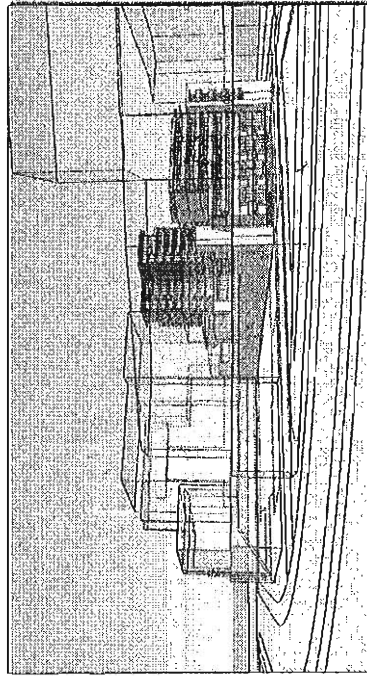
DECEMBER 14, 2011



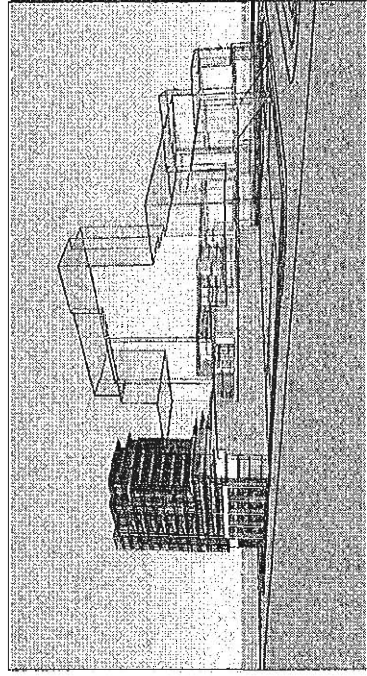
Street View from South West (Capstan & Hazelbridge)



Street View from South East (Capstan & Sexsmith)



Street View from North West (Capstan & Hazelbridge)



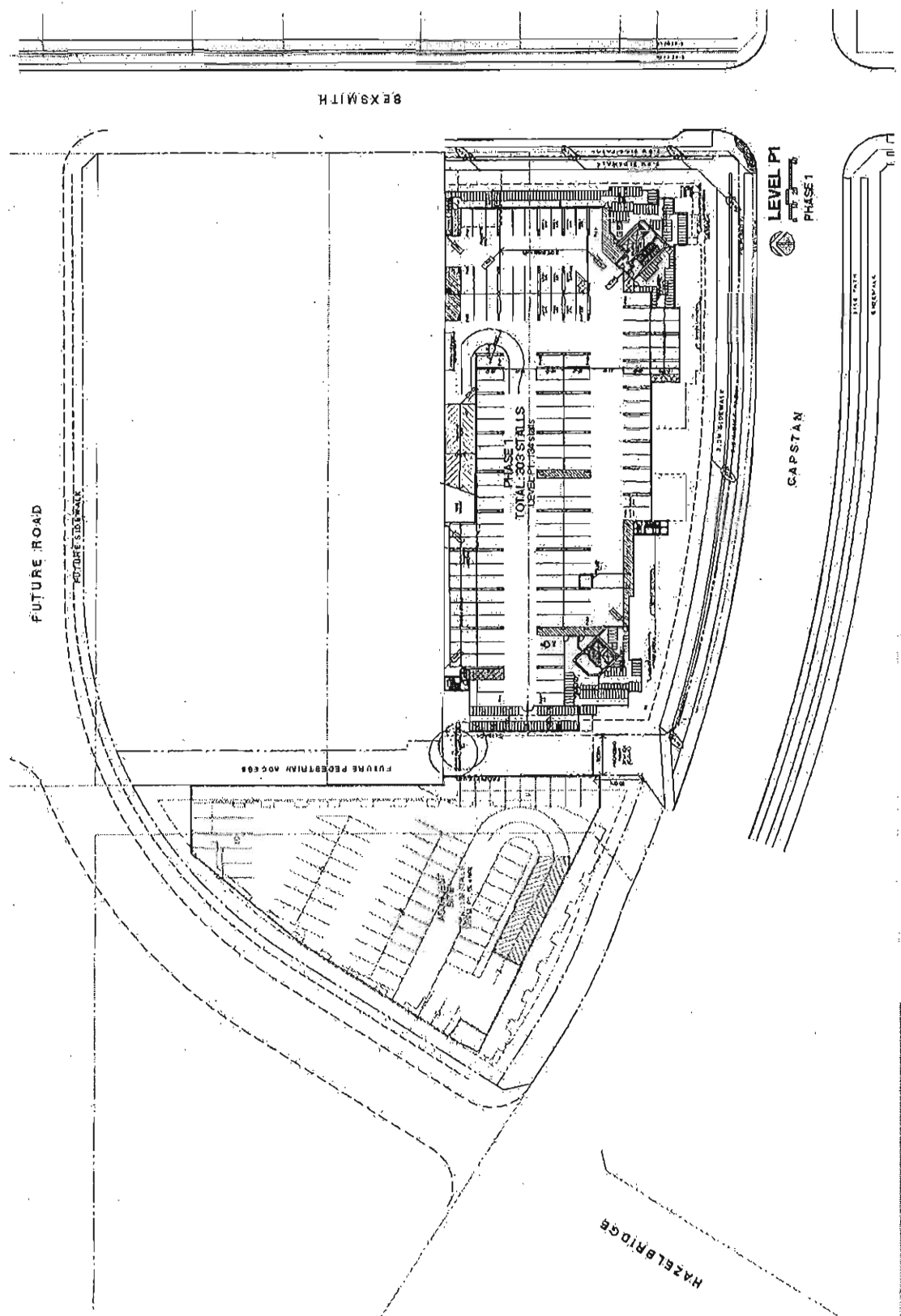
Street View from North East (Sexsmith & Hazelbridge)

MASSING CONCEPT

**Pinnacle Centre
@ Capstan Station
Phase 1**
Richmond BC

PINNACLE INTERNATIONAL
BINGHAM HILL ARCHITECTS

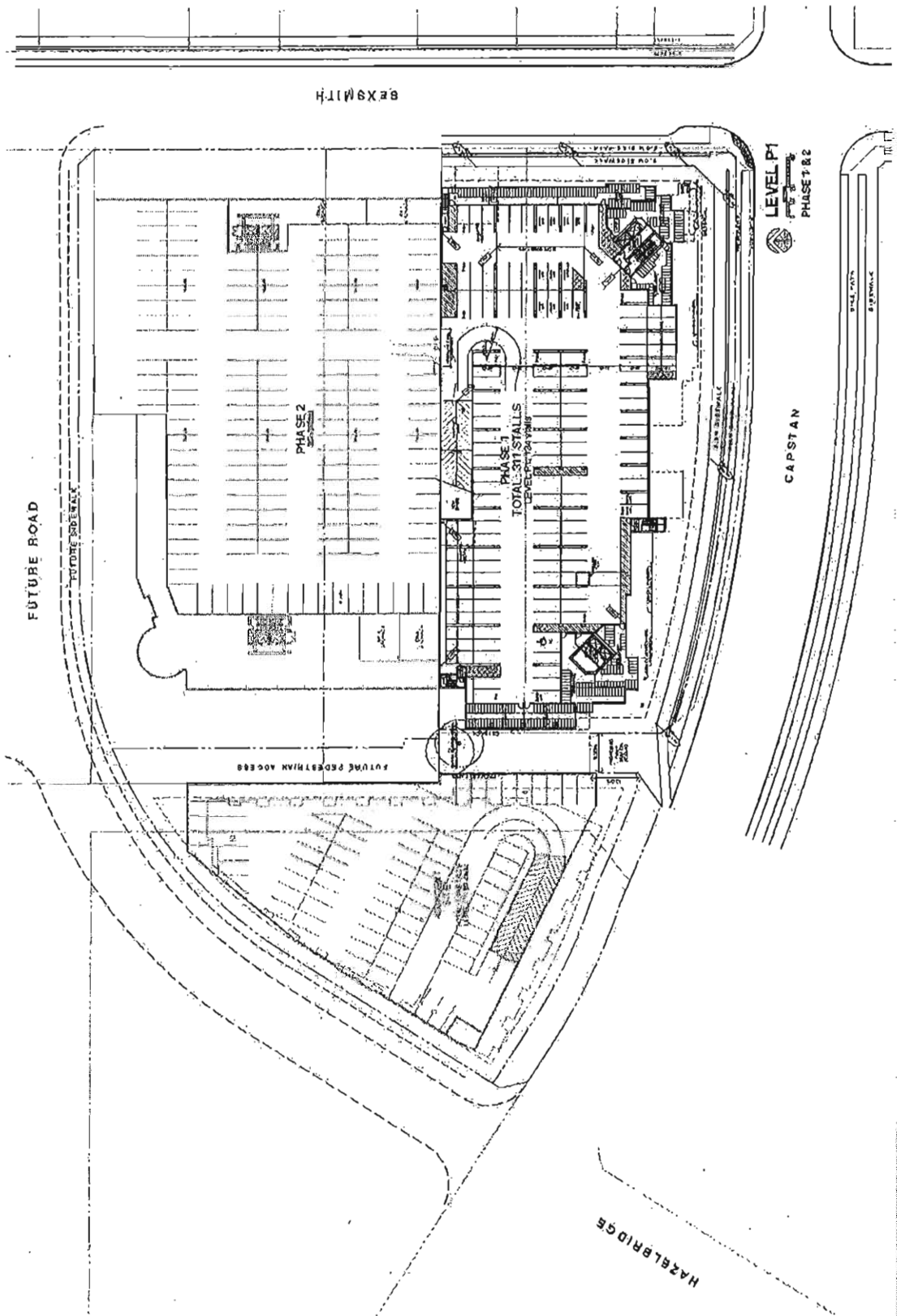
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Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

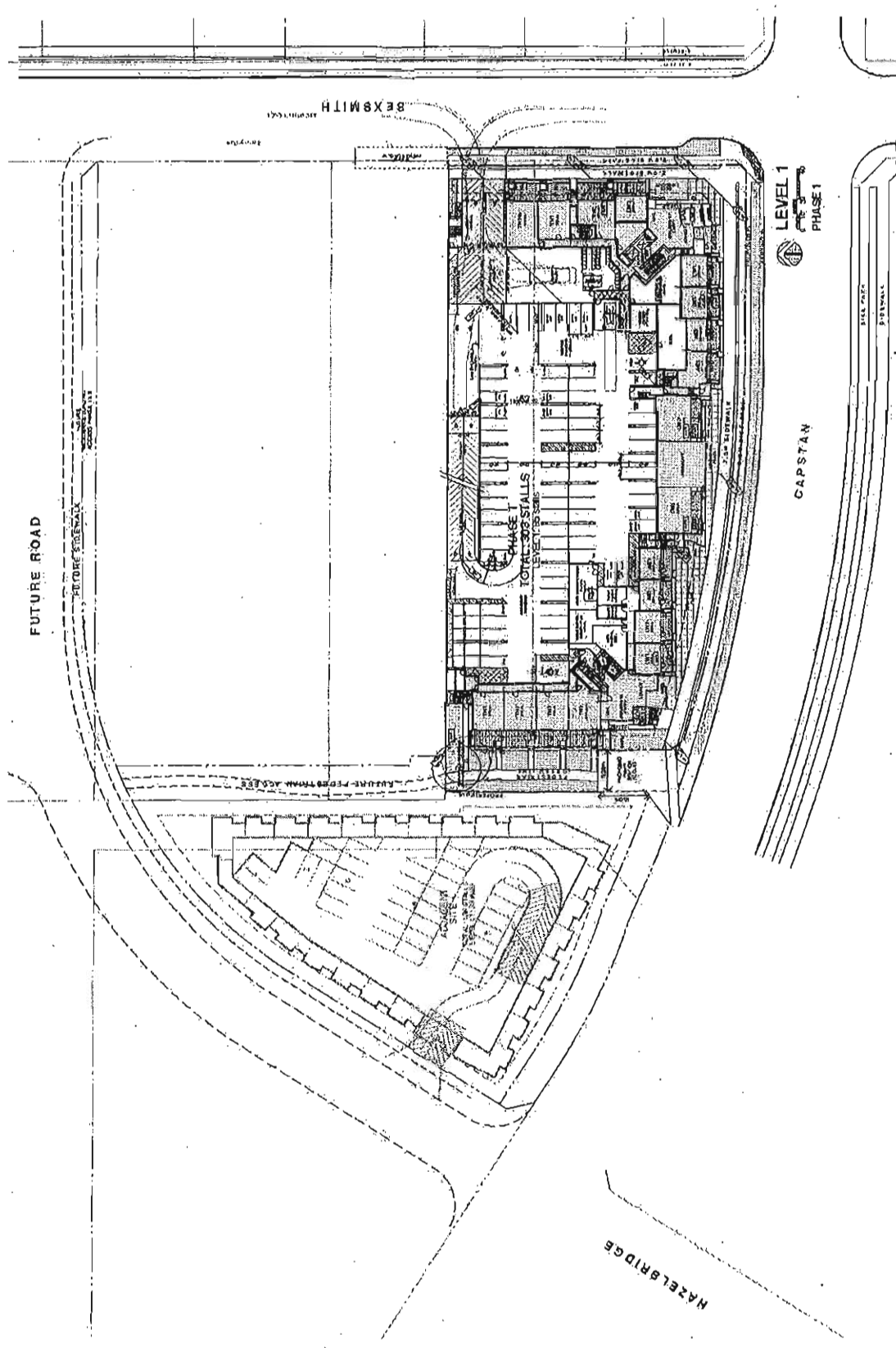
DECEMBER 13, 2011



Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond EC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

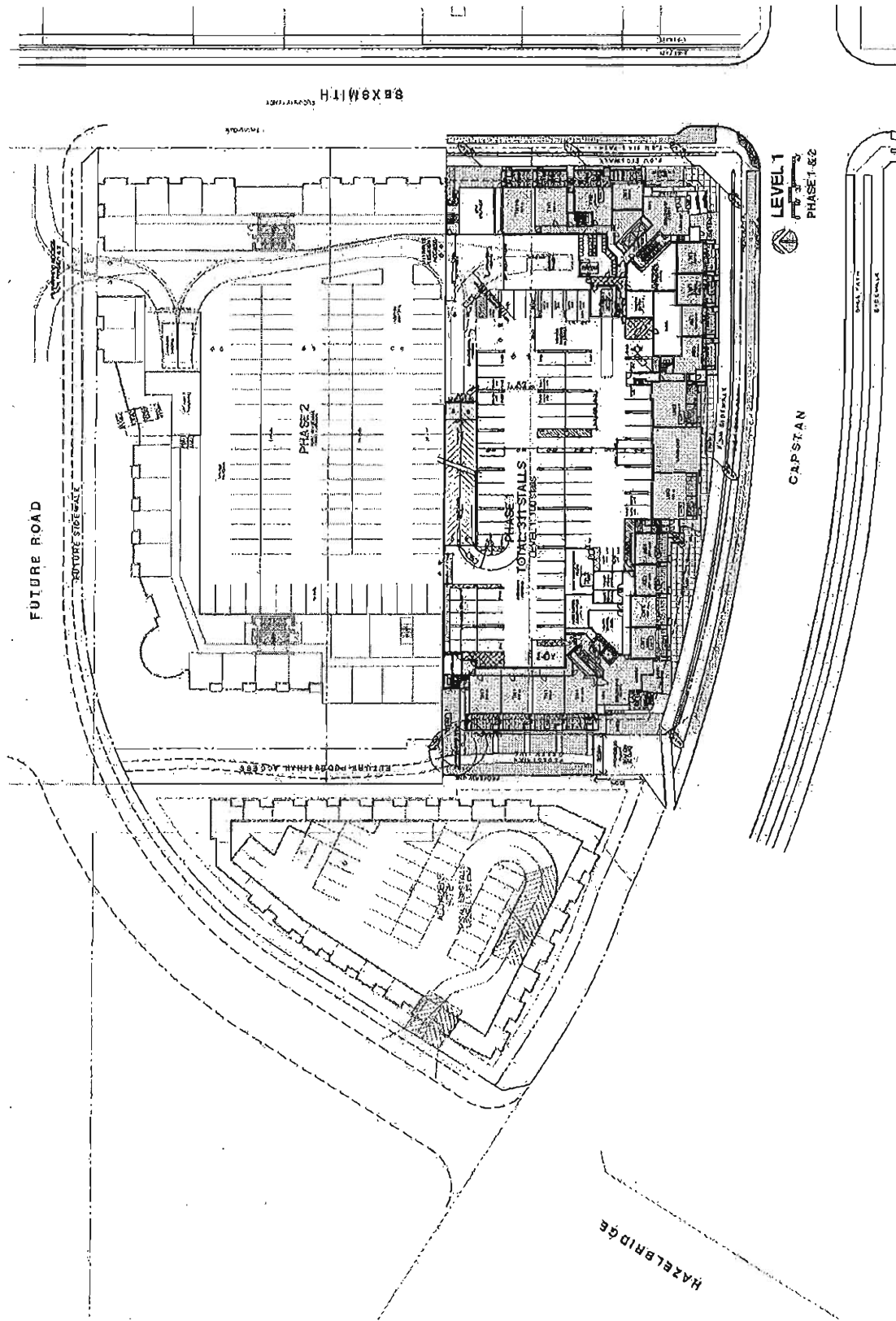
DECEMBER 14, 2011



Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

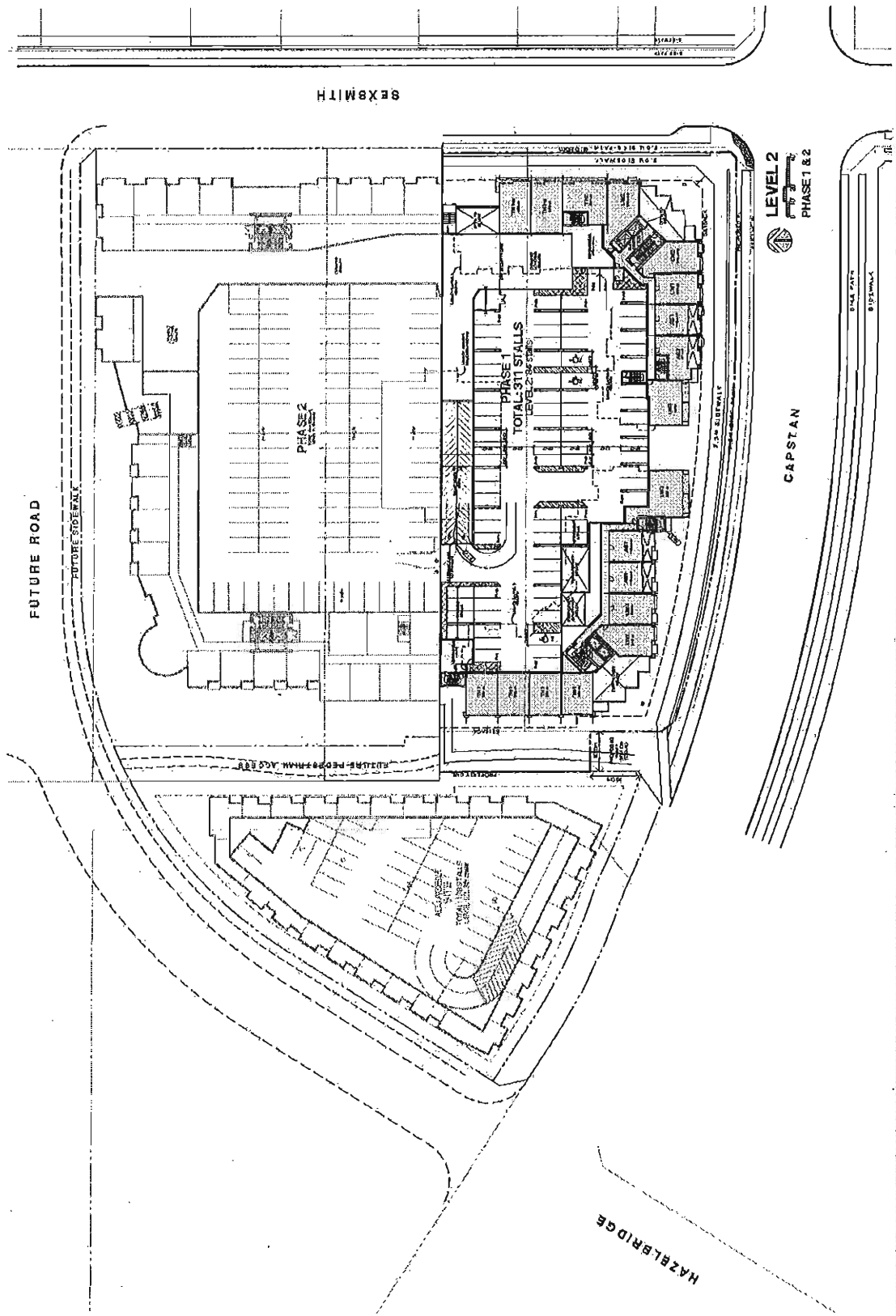
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Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
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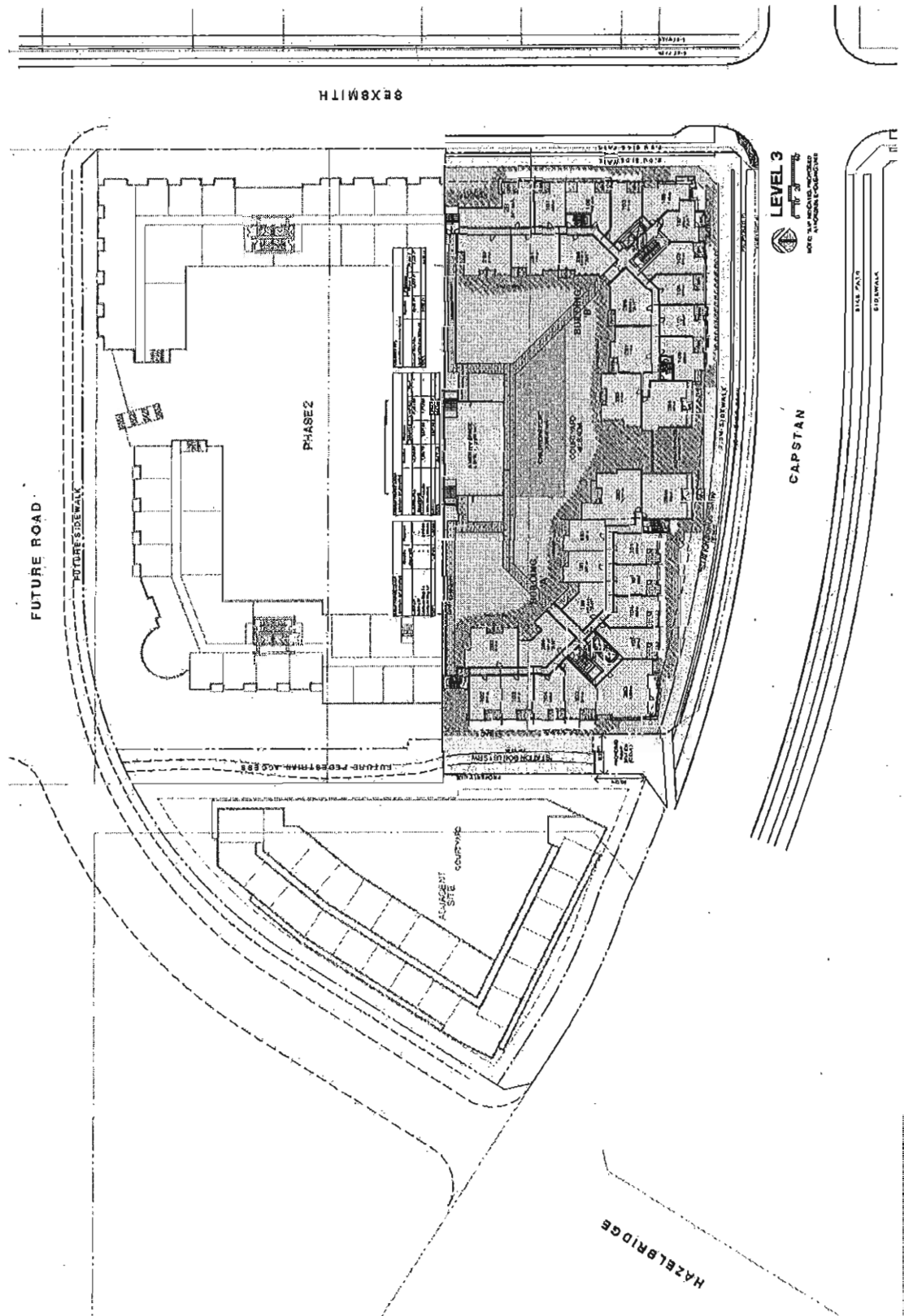
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Pinnacle Centre
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 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

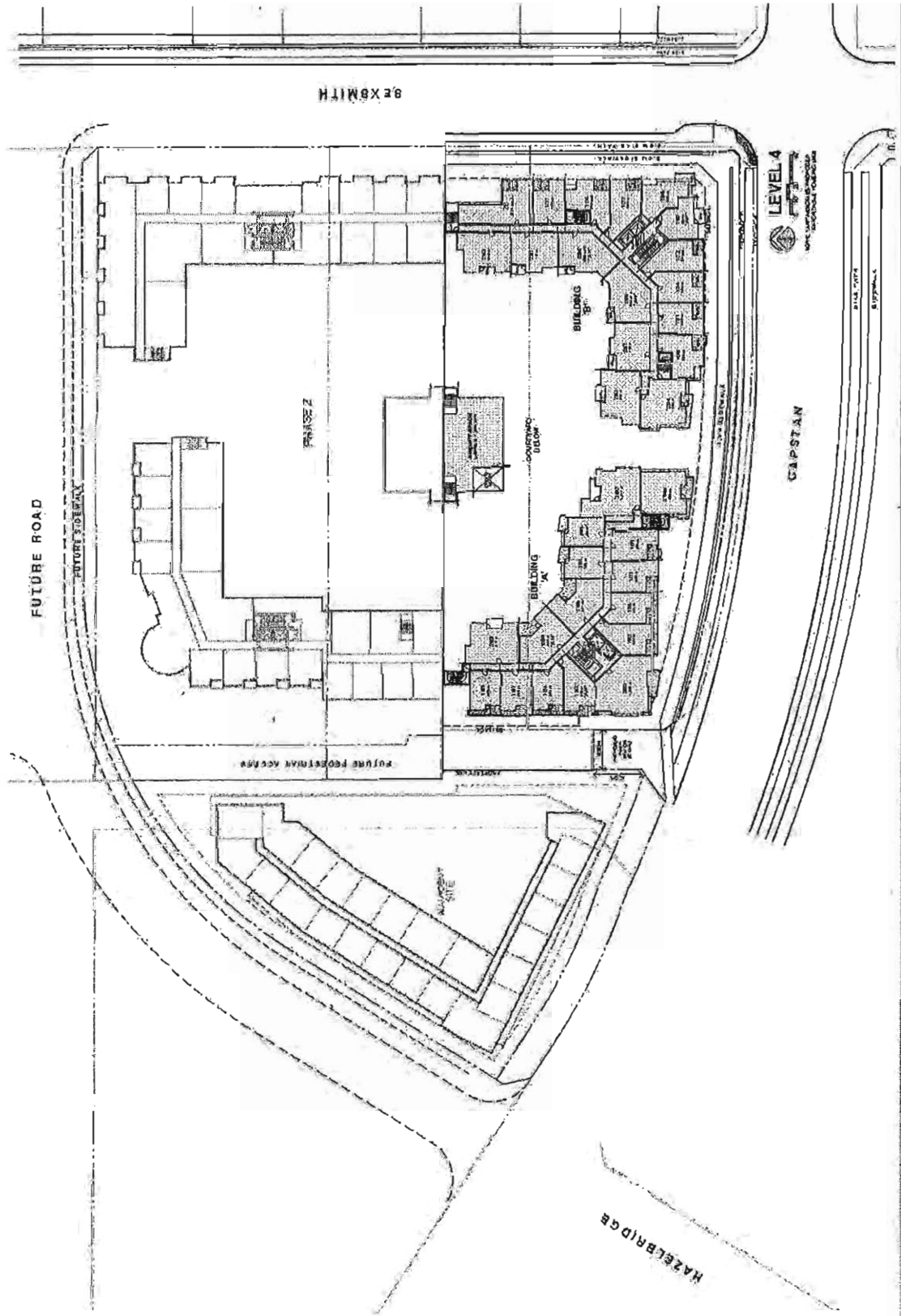
DECEMBER 14, 2011



Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

DECEMBER 13, 2011



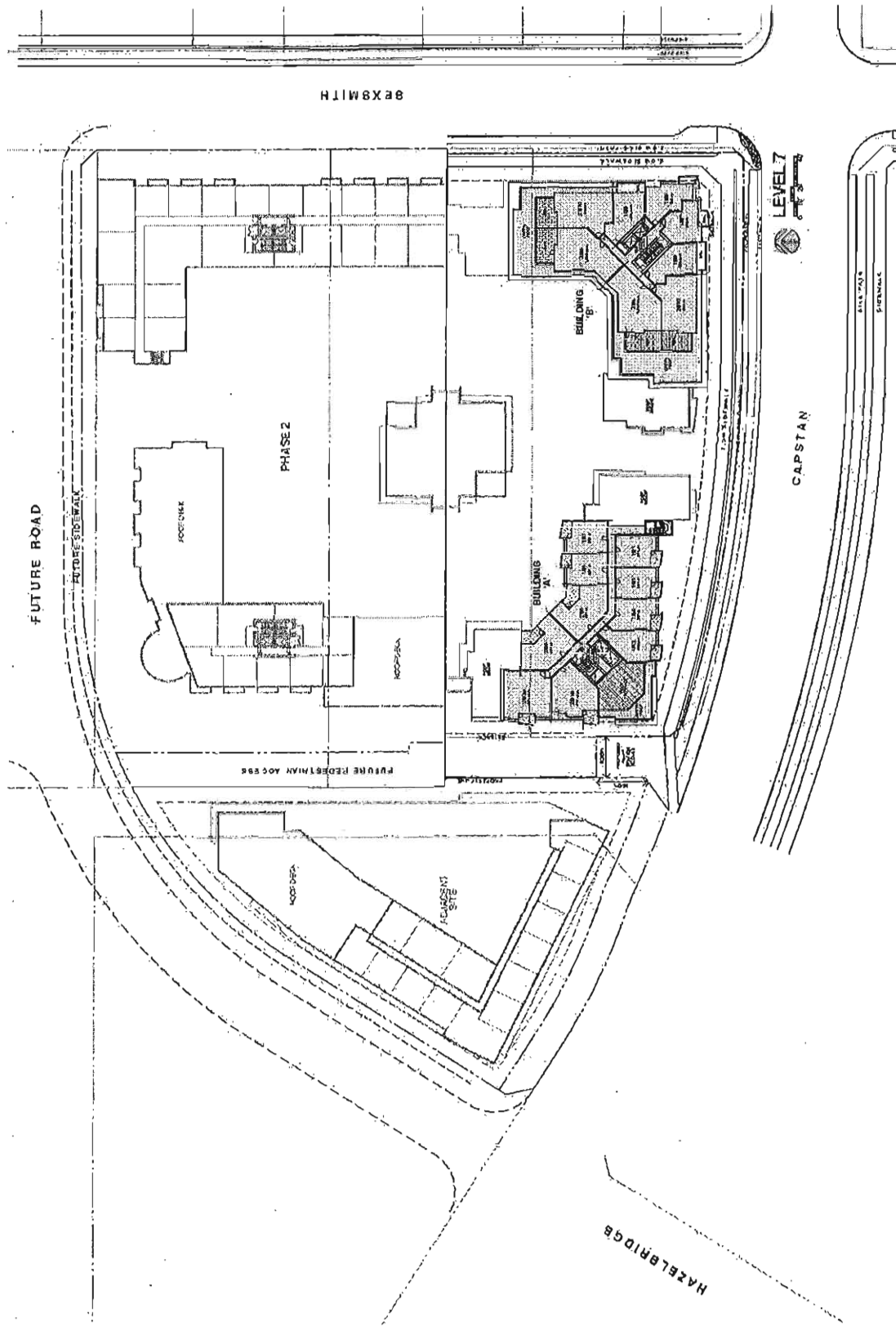
LEVEL 4
 1/8" = 1'-0"
 12/14/11

CAPSTAN

Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond, BC

Pinnacle International
 Bingham Hill Architects

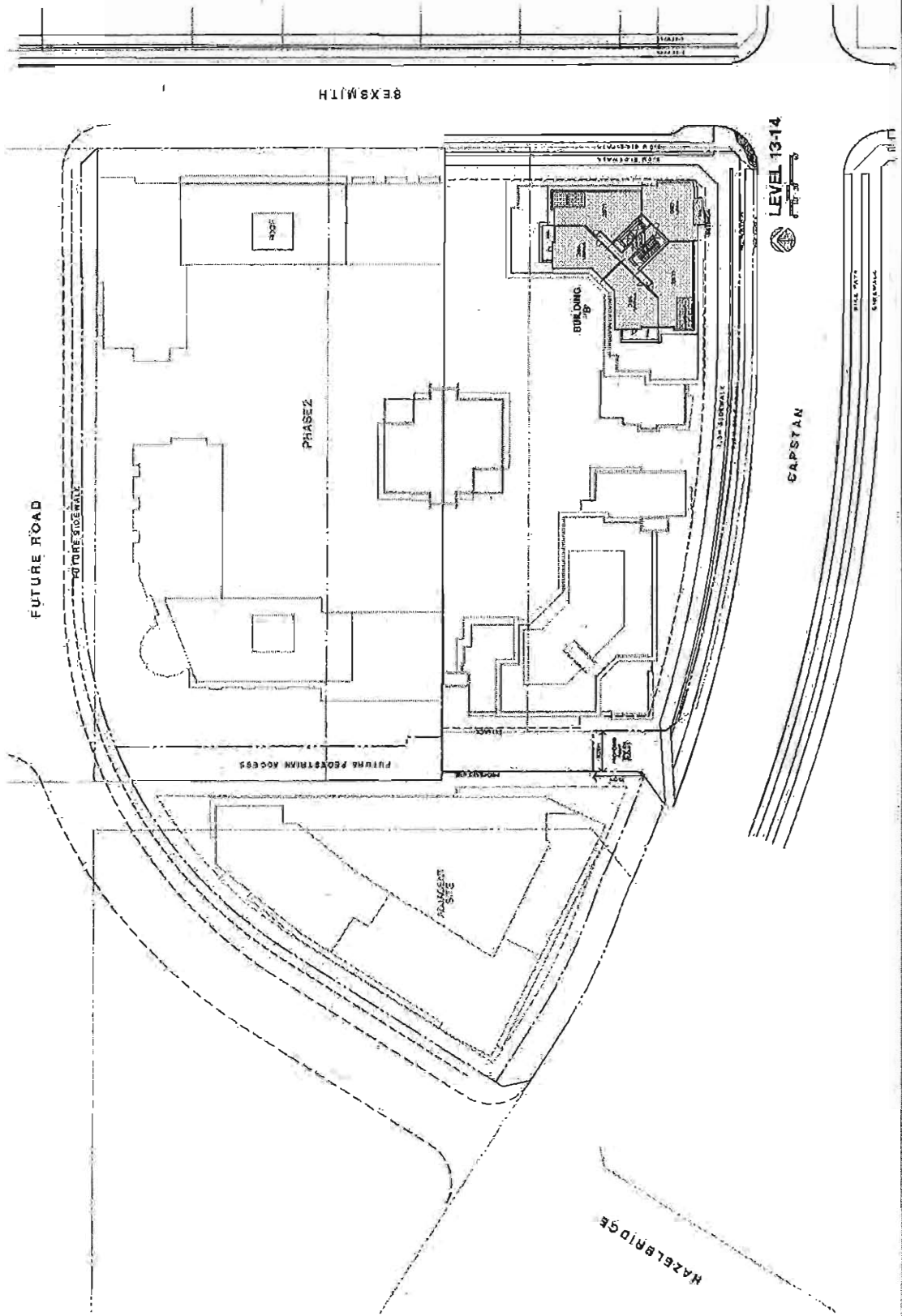
DECEMBER 14, 2011



Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

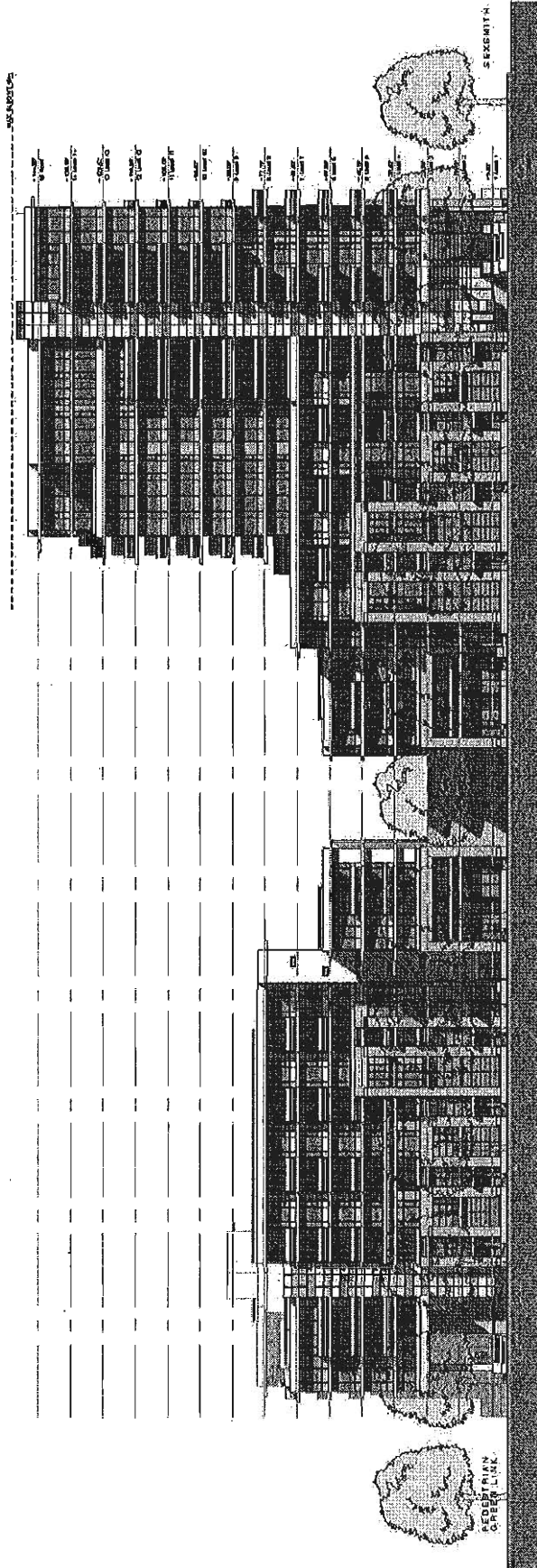
DECEMBER 14, 2011



Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

DECEMBER 14, 2011

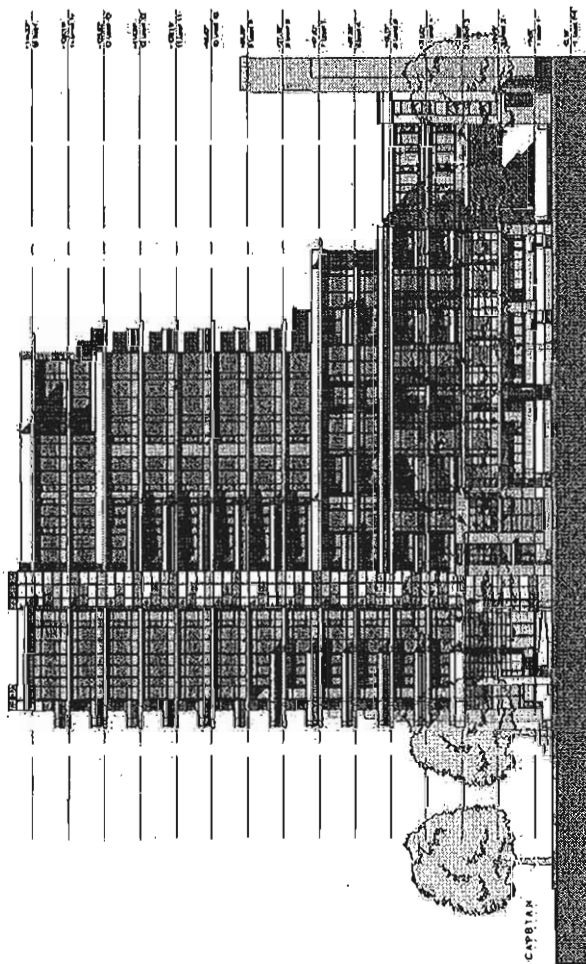


ELEVATION CONCEPT

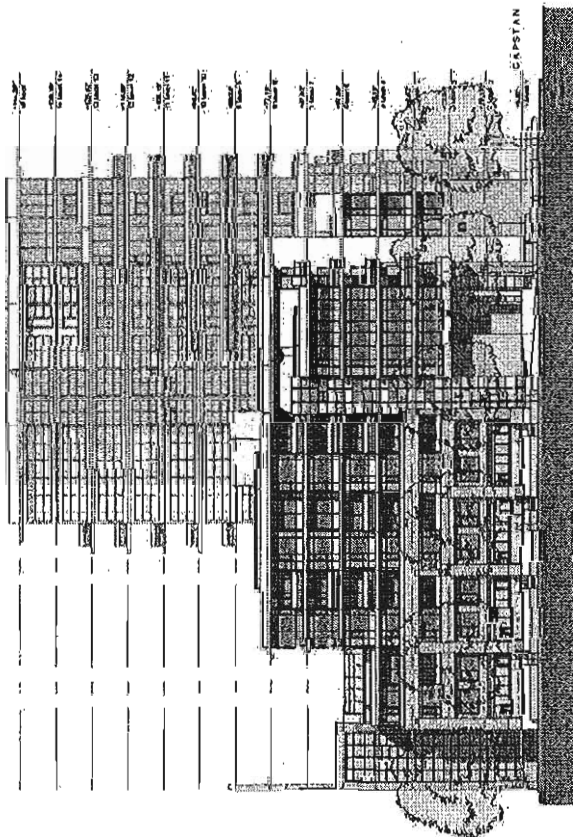
Pinnacle Centre
 @ Capstan Station
 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

DECEMBER 14, 2017



EAST ELEVATION



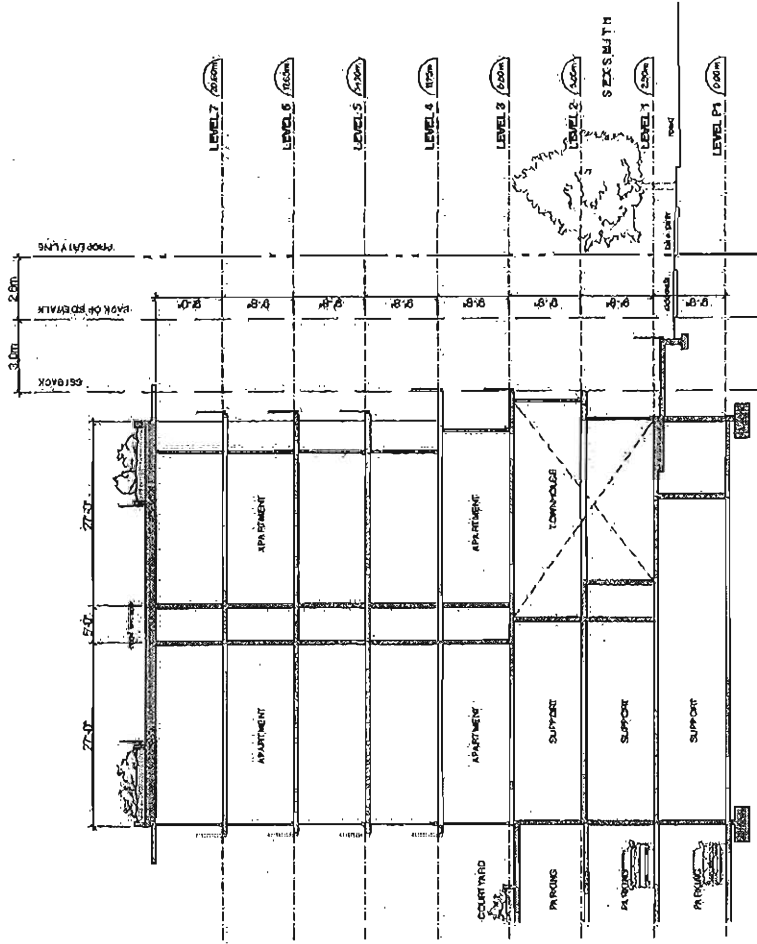
WEST ELEVATION

ELEVATION CONCEPT

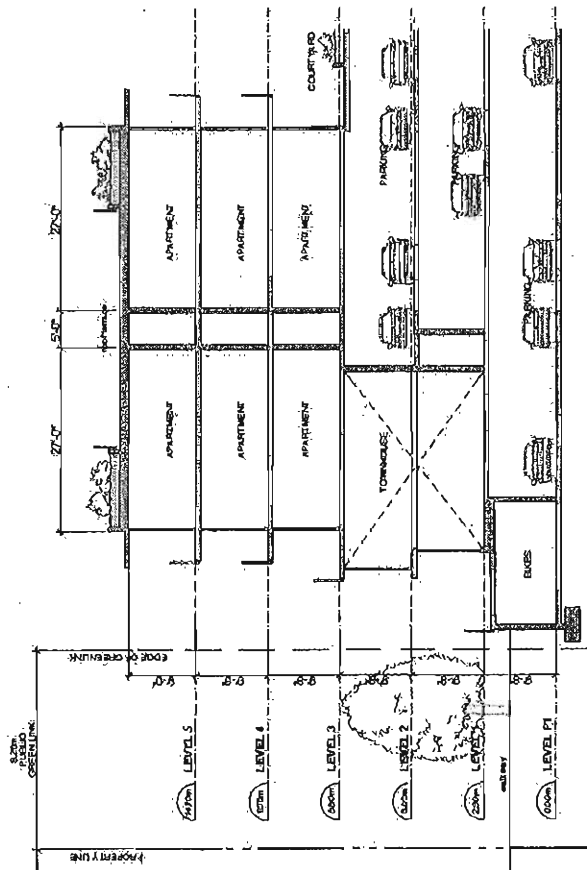
Pinnacle Centre
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 Phase 1
 Richmond BC

PINNACLE INTERNATIONAL
 BINGHAM HILL ARCHITECTS

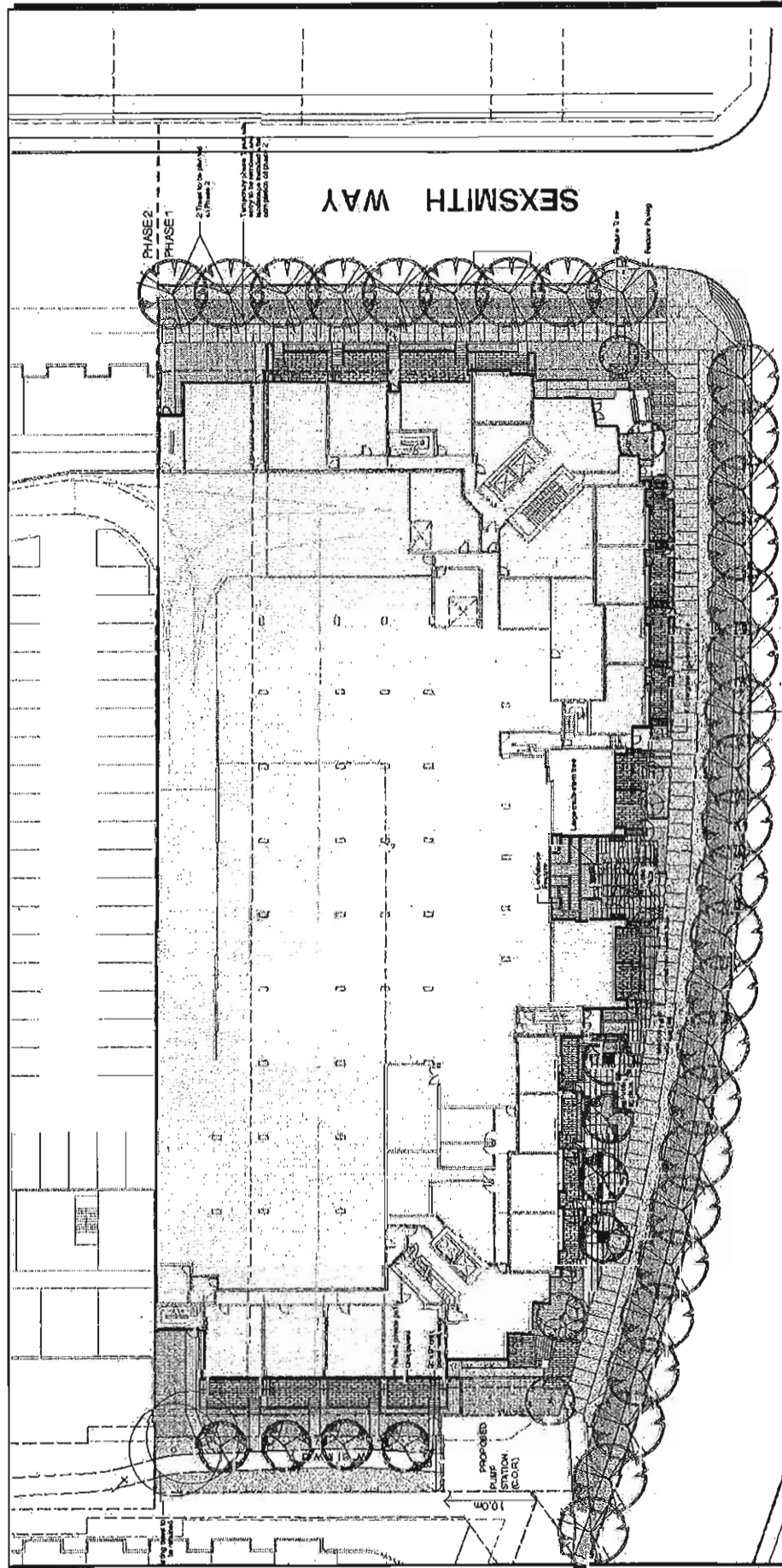
DECEMBER 14, 2011



SECTION @ SEXSMITH



SECTION @ PEDESTRIAN ACCESS



CAPSTAN WAY

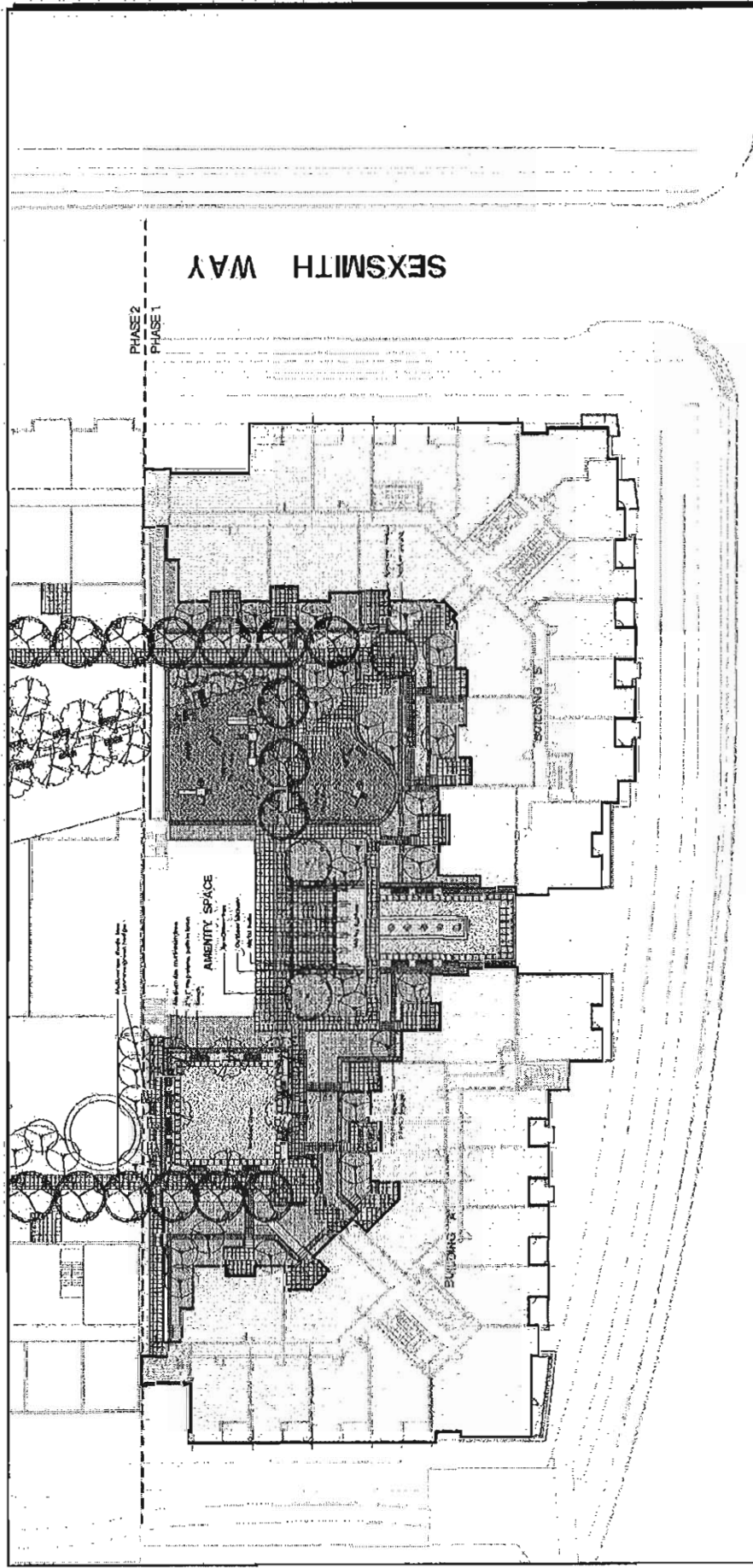
LEVEL 1 LANDSCAPE PLAN PINNACLE CENTRE AT CAPSTAN STATION PHASE 1

DUNN & BROWN LTD. LANDSCAPE ARCHITECTS
 1100 West Beaver Creek Road, Richmond Hill, Ontario L4B 1N2
 Tel: 905.709.8877
 Fax: 905.709.8877
 www.dunnandbrown.com



DATE 12 DEC 2011
 SCALE 1/8" = 1'-0"
 PROJECT NUMBER 2011B

L01



SEXSMITH WAY

PHASE 2
PHASE 1

CAPSTAN WAY

LEVEL 3 COURTYARD LANDSCAPE PLAN CAPSTAN VILLAGE

DEBATE CONSULTING, LANDSCAPE ARCHITECTS
100 West 10th Street, Vancouver, B.C. V6B 1G5
P: 604-683-0377
www.dca.ca



DATE: 19 DEC 2011
SCALE: 1/8" = 1'-0"

DRAWN BY: AL
PROJECT NUMBER: 10716

L03



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw No. 8841 (RZ 10-544729)
3391 and 3411 Sexsmith Road and a Portion of City Lane on the
North Side of Capstan Way Between Sexsmith Road and 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 1, is amended by repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) thereof of the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road and by designating the area as “Mixed Use”, except designating the portion of the area identified as “Park” on “Schedule A attached to and forming part of Bylaw No. 8841” as “Public and Open Space Use”.
2. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), as amended by Official Community Plan Amendment Bylaw No. 8837, is amended by:
 - 2.1. On page 2-20, on the Pedestrian-Oriented Retail Precincts Map, in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Retail High Streets & Linkages” and “Secondary Retail Streets & Linkages” map designations and inserting the following map designations in the locations indicated in “Schedule A attached to and forming part of Bylaw 8841”:
 - a) “Retail High Streets & Linkages” in the locations indicated as “Pedestrian-Oriented Retail Precincts – High Street & Linkages”; and
 - b) “Secondary Retail Streets & Linkages” in the locations indicated as “Pedestrian-Oriented Retail precincts – Secondary Retail Streets & Linkages”.
 - 2.2. On page 2-27, on the Street Network Map (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Minor Streets” map designations, and inserting “Minor Streets” map designations in the locations indicated as “Proposed Streets” on “Schedule A attached to and forming part of Bylaw No. 8841”.
 - 2.3. On page 2-36, on the Pedestrian Environment Map (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Green Link (Future)” map designation, and inserting “Green Link (Future)” map designations in the locations indicated as “Pedestrian Linkages” along Capstan Way and aligned north-south, mid-block between No. 3 Road and Sexsmith Road, on “Schedule A attached to and forming part of Bylaw No. 8841”.

- 2.4. On page 2-65, on the Base Level Parks & Open Space Map (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Neighbourhood Park (Future to 2031)” and “Green Link (Future)” map designations, and inserting the following map designations in the locations indicated in “Schedule A attached to and forming part of Bylaw 8841”:
- a) “Neighbourhood Park (Future to 2031)” in the location indicated as “Park”; and
 - b) “Green Link (Future)” in the locations indicated as “Pedestrian Linkages” along Capstan Way and aligned north-south, mid-block between No. 3 Road and Sexsmith Road.
- 2.5. On page 2-68, on the Neighbourhood Parks Map, in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Neighbourhood Park (Future to 2031)” map designation and inserting a “Neighbourhood Park (Future to 2031)” map designation in the location indicated as “Park” in “Schedule A attached to and forming part of Bylaw No. 8841”.
- 2.6. On page 2-71, on the Pedestrian Linkages Map, in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Green Link (Future)” map designation and inserting “Green Link (Future)” map designations in the locations indicated as “Pedestrian Linkages” along Capstan Way and aligned north-south, mid-block between No. 3 Road and Sexsmith Road, on “Schedule A attached to and forming part of Bylaw No. 8841”.
- 2.7. On page 2-88, on the Public Realm Areas Map, in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “High Streets & Linkages (Highest Priority)” and “Secondary Streets & Linkages (Priority Areas)” map designations and inserting the following map designations in the locations indicated in “Schedule A attached to and forming part of Bylaw 8841”:
- a) “High Streets & Linkages (Highest Priority)” in the locations indicated as Retail High Streets & Linkages”; and
 - b) “Secondary Streets & Linkages (Priority Areas)” in the locations indicated as “Secondary Retail Streets & Linkages”.
- 2.8. On page 4-6, on the Proposed New Transportation Improvements Map (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Minor Street, New Street” map designations and inserting “Minor Street, New Street” map designations in the locations indicated as “Proposed Streets” on “Schedule A attached to and forming part of Bylaw No. 8841”.
- 2.9. On page 4-10, on the Parks & Open Space Map (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the “Neighbourhood Park (Future to 2031)” map designation and inserting a “Neighbourhood Park (Future to 2031)” map designation in the location indicated as “Park” on “Schedule A attached to and forming part of Bylaw No. 8841”.

- 2.10. On the Generalized Land Use Map (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the "Urban Centre T5", "Park", "Village Centre Bonus", and "Proposed Streets" designations and inserting those map designations in the locations indicated on "Schedule A attached to and forming part of Bylaw No. 8841".
 - 2.11. On the Specific Land Use Map: Capstan Village (2031), in the area bounded by Capstan Way, No. 3 Road, Sea Island Way, and Sexsmith Road, repealing the land use designations and replacing them as indicated on "Schedule A attached to and forming part of Bylaw No. 8841".
 - 2.12. Updating document formatting and mapping as required to accommodate the identified bylaw amendments.
3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 8841"**.

FIRST READING

JAN 23 2012

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

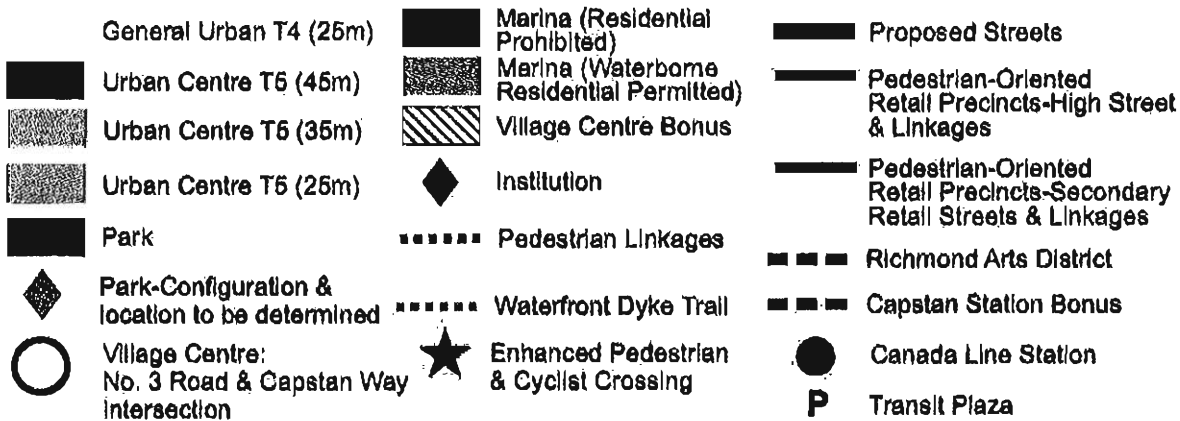
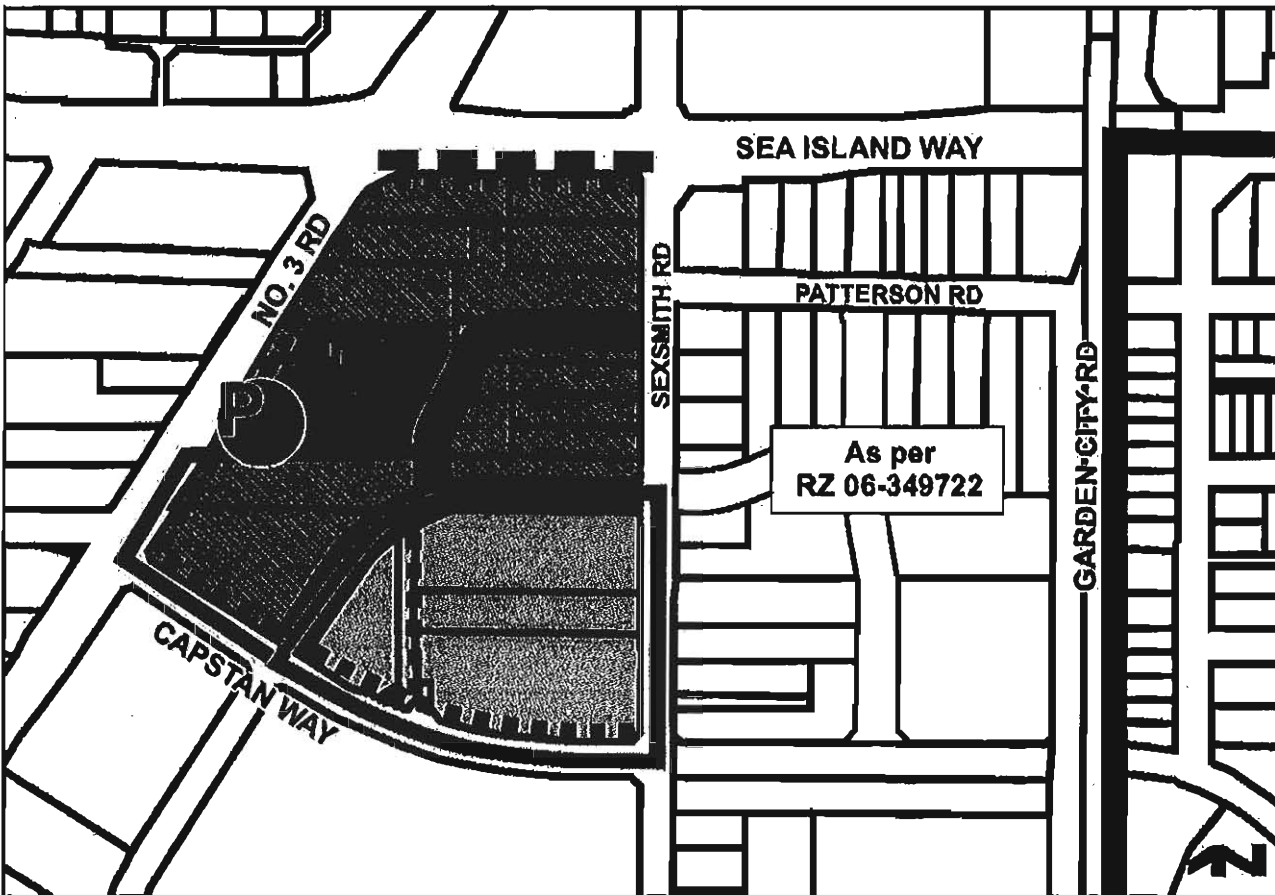
ADOPTED

CITY OF RICHMOND
APPROVED by
<i>[Signature]</i>
APPROVED by Manager or Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER

CCAP Amendment Pinnacle RZ 10-544729





Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8842 (RZ 10-544729)
3391 and 3411 Sexsmith Road and a Portion of City Lane on the
North Side of Capstan Way Between Sexsmith Road and No. 3 Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and designating it RESIDENTIAL/LIMITED COMMERCIAL (RCL4), as amended by Richmond Zoning Amendment Bylaw No. 8842:

That area shown as cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8842".

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8842".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

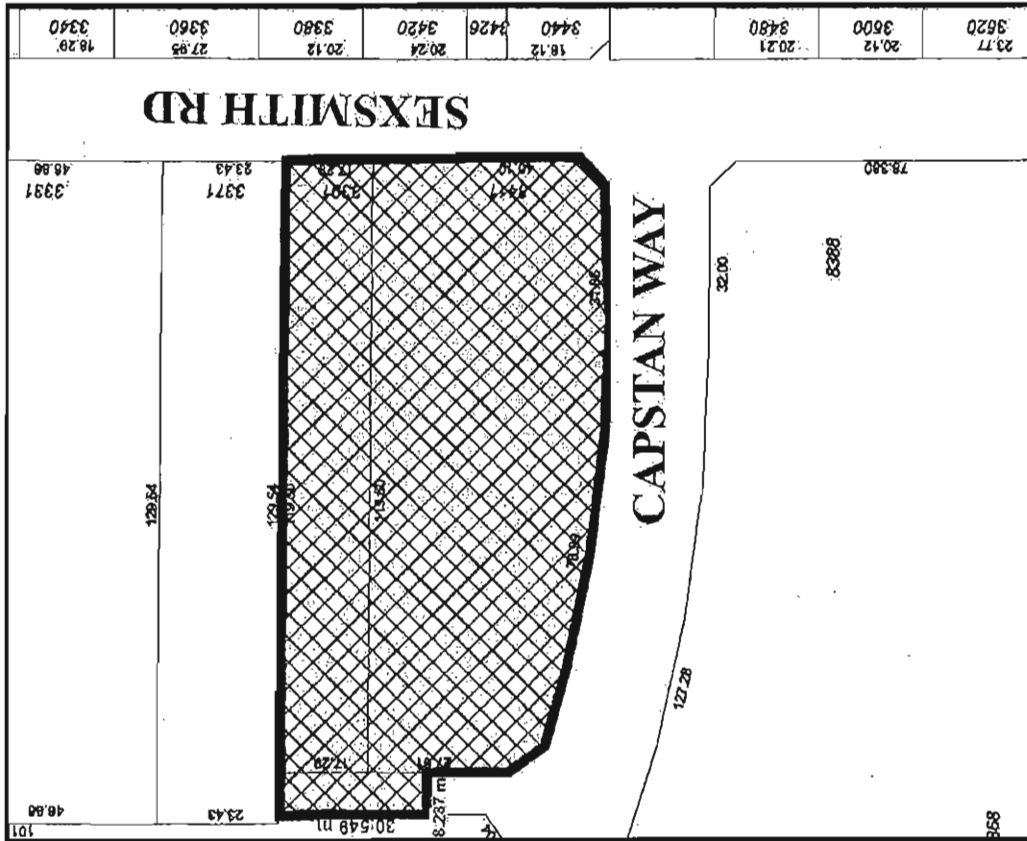
ADOPTED

JAN 23 2012

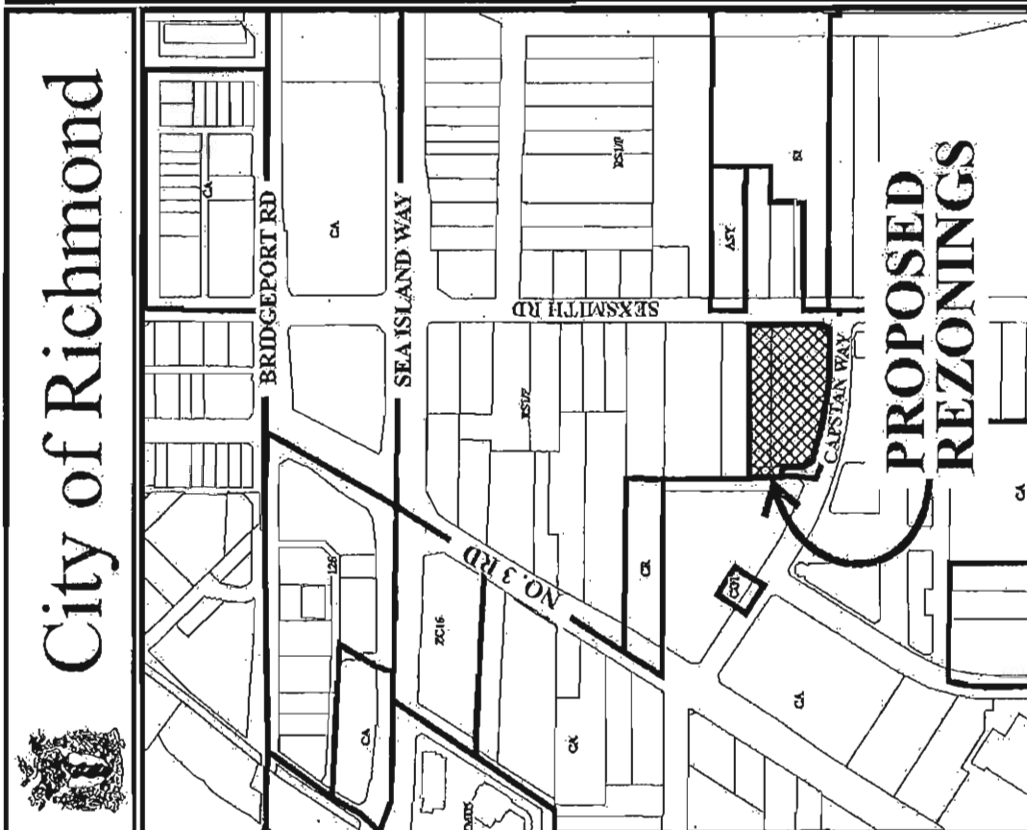
CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER



Original Date: 17/10/10
 Revision Date: 11/17/11
 Note: Dimensions are in METRES



 City of Richmond

**PROPOSED
 REZONINGS**

RZ 10-544729





To Public Hearing
Date: FEB 20, 2012
Item # 4
Re: Bylaw 8841

15 February 2012

Ms. Gail Johnson
 Manager – Legislative Services
 City Clerk’s Office
 CITY OF RICHMOND
 6911 No. 3 Road
 Richmond, BC
 V6Y 2C1

Via Fax: 604-278-5139

Dear Ms. Johnson:

RE: Proposed Official Community Amendment Bylaw 8841

This letter is regarding Amendment Bylaw 8841 that proposes the rezoning of properties located at 3391 and 3411 Sexsmith Road from Single Detached (RS1/F) to Residential/Limited Commercial (RCL4).

These properties are located in an area that is deemed incompatible for new residential developments according to the Transport Canada land use recommendations due to high levels of aircraft noise.

Vancouver Airport Authority agrees with the Transport Canada recommendations and we do not support this rezoning application. Aircraft arriving and departing from the existing runways at Vancouver International Airport (YVR) affect this area now, with the number of operations predicted to grow in the future.

We know the future success of Richmond and YVR are closely linked. There are 23,600 jobs at YVR. One quarter of the people who work at the airport live in Richmond and 7% of Richmond households are supported by direct employment at YVR. The Airport Authority is working hard to reduce community aircraft noise concerns and want to do so in continuing partnership with the City of Richmond.

Thank you for the opportunity to review and comment.

Sincerely yours,

Anne Murray
 Vice President
 Community & Environmental Affairs



To: Planning Committee **Date:** November 30, 2011
From: Brian J. Jackson, MCIP **File:** RZ 11-591646
 Director of Development
Re: **Application by Rumi Mistry for Rezoning at 10380 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)**

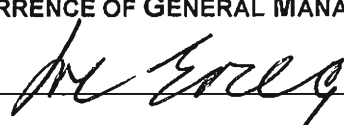
Staff Recommendation

That Bylaw No.8850, for the rezoning of 10380 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.



Brian J. Jackson, MCIP
 Director of Development

ES:blg
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Item	Details
Application	RZ 11-591646
Location	10380 Williams Road
Owners	Kaiwan Rummy Mistry, Sheroy Rummy Mistry & Rumi Eruchshaw Mistry
Applicant	Rumi Eruchshaw Mistry

Date Received	October 6, 2011
Acknowledgement Letter	October 27, 2011
Fast Track Compliance	November 21, 2011
Staff Report	November 28, 2011
Planning Committee	January 17, 2012

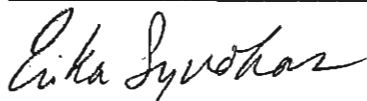
Site Size	722 m ² (7,771.8 ft ²)
Land Uses	Existing – One (1) single detached dwelling
	Proposed – Two (2) single detached lots, each approximately 361 m ² (3,885.9 ft ²)
Zoning	Existing – Single Detached (RS1/E)
	Proposed – Compact Single Detached (RC2)
Planning Designations	<ul style="list-style-type: none"> • Official Community Plan (OCP) Generalized Land Use Map designation – “Neighbourhood Residential”. • OCP Specific Land Use Map designation - “Low-Density Residential”. • Lot Size Policy 5443 (adopted by Council 1990/amended 2006) - permits rezoning and subdivision of lots fronting Williams Road to “Single Detached (RC2)” or “Coach Houses (RCH)” providing no direct accesses are created to the arterial roads (Attachment 2). The current proposal would create two (2) lots, each approximately 10.97 m wide, with vehicle access from an existing operational rear lane off Aragon Road. • Lane Establishment and Arterial Road Redevelopment Policies - The rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies, as it is a single-family residential development proposal with access to an operational lane. <p><i>This application conforms with applicable land use designations and policies</i></p>

<p>Surrounding Development</p>	<ul style="list-style-type: none">• The subject property is located on the south side of Williams Road between Aquila Road and Aragon Road. In recent years, both the north and south sides of this block of Williams Road have undergone considerable redevelopment to smaller lots through rezoning and subdivision. Other lots within close proximity have redevelopment potential due to the existing rear lane system.• Development immediately surrounding the subject lot is as follows:<ul style="list-style-type: none">○ To the north across Williams Road are new single detached dwellings zoned "Compact Single Detached (RC1)";○ To the east are two lots recently rezoned "Coach Houses (RCH)";○ To the south are single detached dwellings zoned "Single Detached (RS1/E)"; and○ To the west is a single detached dwelling zoned "Single Detached (RS1/E)" which is currently the subject of a rezoning application for "Coach Houses (RCH)" (RZ 11-585027).
<p>Staff Comments</p>	<p><u>Background</u></p> <p>A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).</p> <p><u>Trees & Landscaping</u></p> <ul style="list-style-type: none">• The site survey (Attachment 4) submitted by the applicant shows the presence of:<ul style="list-style-type: none">○ six (6) bylaw-sized trees on the subject property; and○ three (3) bylaw-sized trees on City-owned property along the Williams Road frontage.• The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:<ul style="list-style-type: none">○ Remove and replace the six (6) bylaw-sized trees on site (Trees #501, 502, 503, 504, 505, & 506) which are not viable for retention as:<ul style="list-style-type: none">○ They exhibit structural defects (due to previous topping at 2 m heights) that significantly limit their life expectancy.

Staff Comments (Cont'd)	<ul style="list-style-type: none"> ○ The existing grade is located 1 m below the crown of the road and as a result, required grade changes to meet the Flood Plain Bylaw requirements would further limit the viability of these trees. ○ They are in conflict with the allowable building envelope. ○ Retain and protect the three (3) bylaw-sized trees on City owned property (Trees A, B & C). As all three trees are located in concrete sidewalks, tree protection barriers are not required. <p>The final Tree Retention Plan is included in Attachment 4.</p> <ul style="list-style-type: none"> • Based on the 2:1 replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of twelve (12) replacement trees are required to be planted and maintained on the future lots with the following sizes: <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="padding: 5px;"># Replacement Trees</th> <th style="padding: 5px;">Min. calliper of deciduous tree</th> <th style="padding: 5px;">or</th> <th style="padding: 5px;">Min. height of coniferous tree</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">4</td> <td style="padding: 5px;">6 cm</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">3.5 m</td> </tr> <tr> <td style="padding: 5px;">2</td> <td style="padding: 5px;">8 cm</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">4 m</td> </tr> <tr> <td style="padding: 5px;">6</td> <td style="padding: 5px;">9 cm</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">5 m</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Considering the limited space in the yards of the future lots, the applicant proposes to plant and maintain a portion of the required replacement trees and provide a voluntary contribution to the City's Tree Compensation Fund in the amount of \$500/tree in-lieu of planting the balance of required replacement trees on-site. • As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to illustrate the number of replacement trees that can suitably be planted and maintained on-site and that the front yards of the future lots will be enhanced. 	# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree	4	6 cm		3.5 m	2	8 cm		4 m	6	9 cm		5 m
# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree														
4	6 cm		3.5 m														
2	8 cm		4 m														
6	9 cm		5 m														

Staff Comments (Cont'd)	<p><u>Affordable Housing</u></p> <ul style="list-style-type: none"> • Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications. • The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing after the requirements are satisfied. • Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$4,664). <p><u>Site Servicing</u></p> <p>Prior to Final Adoption of the Rezoning the following requirements must be complete:</p> <ol style="list-style-type: none"> 1. Enter into a standard Servicing Agreement for the design and construction of lane upgrading from the western property line of the site to the western property line of 10382 Williams Road. Improvements to include, but not limited to: storm sewer, sand/gravel base, rollover curb & gutter, asphalt pavement, and lane lighting. Connect to existing improvements at western property line of 10382 Williams Road. Note: Design to include: water, storm and sanitary connections. 2. Registration of a Flood Covenant (Area A- 2.9 m). <p>There are no servicing requirements for the undeveloped lane that runs north-south immediately to the east of the subject property as this section of lane is for sanitary purposes only, with no future plans to permit vehicular access.</p>
-------------------------	--

Staff Comments (Cont'd)	<p><u>Vehicular Access</u> Vehicular access to the site at future development stage is not permitted to or from Williams Road as per Bylaw 7222. Access is to be from the rear lane only.</p> <p><u>Flood Management</u> Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.</p> <p><u>Subdivision</u> At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee. Note: Servicing costs to be determined via the Servicing Agreement.</p>
Analysis	<p>This is a relatively straightforward redevelopment proposal. This redevelopment proposal is consistent with Lot Size Policy 5443 as the property is into two (2) lots, each approximately 10.973 m wide. The rezoning application also complies with the Lane Establishment and Arterial Road Redevelopment Policies, as it is a residential development on an arterial road where there is an existing municipal lane. The future lots will have vehicle access to the laneway with no access being permitted onto Williams Road.</p>
Attachments	<p>Attachment 1: Location Map/Aerial Photo Attachment 2: Lot Size Policy 5443 Attachment 3: Development Application Data Sheet Attachment 4: Tree Survey and Proposed Subdivision Plan</p>
Recommendation	<p>Staff have reviewed the technical merits of the application for rezoning of 10380 Williams Road. The rezoning application complies with all policies and land use designations contained within the Official Community Plan (OCP) and is consistent with the direction of redevelopment currently ongoing in the surrounding area. On this basis, staff support the application.</p>



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

Prior to final adoption of Zoning Amendment Bylaw 8850, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect (including installation costs). The landscape plan should:
 - Include the proposed number of replacement trees that can suitably be planted and maintained on-site, with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
4	6 cm		3.5 m
2	8 cm		4 m
6	9 cm		5 m

- Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line; and
 - Include a mix of coniferous and deciduous trees.
2. The City's acceptance of the applicant's voluntary contribution in the amount of \$500/ tree to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the balance of required replacement trees on-site.
 3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,664) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

4. Registration of a flood indemnity covenant on Title.
5. Enter into a standard Servicing Agreement for the design & construction of lane upgrading from the western property line of the site to the western property line of 10382 Williams Road. Improvements to include, but not limited to: Storm sewer, sand/gravel base, rollover curb & gutter, asphalt pavement, and lane lighting. Connect to existing improvements at western property line of 10382 Williams Road. Note: Design to include: water, storm and sanitary connections.

At subdivision stage*, the developer will be required to:

1. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee. Note: Servicing costs to be determined via the Servicing Agreement.

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.

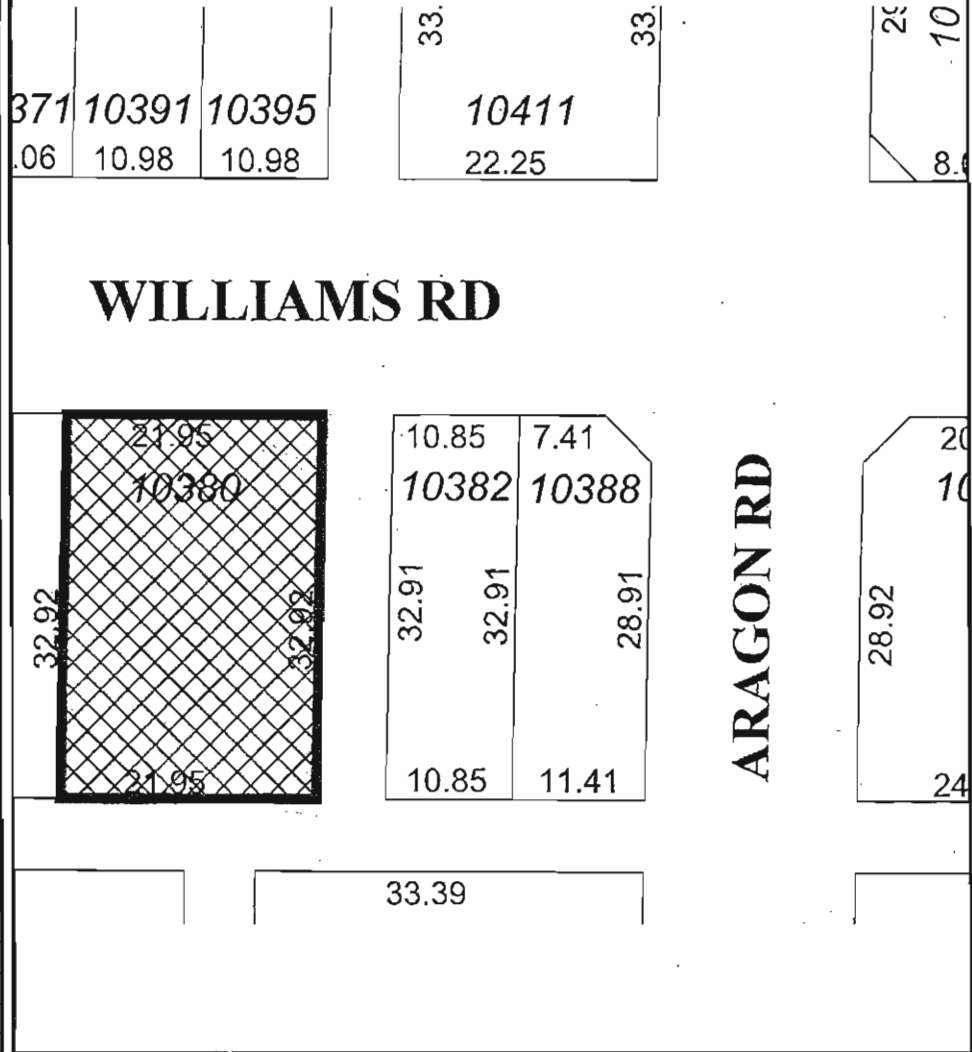
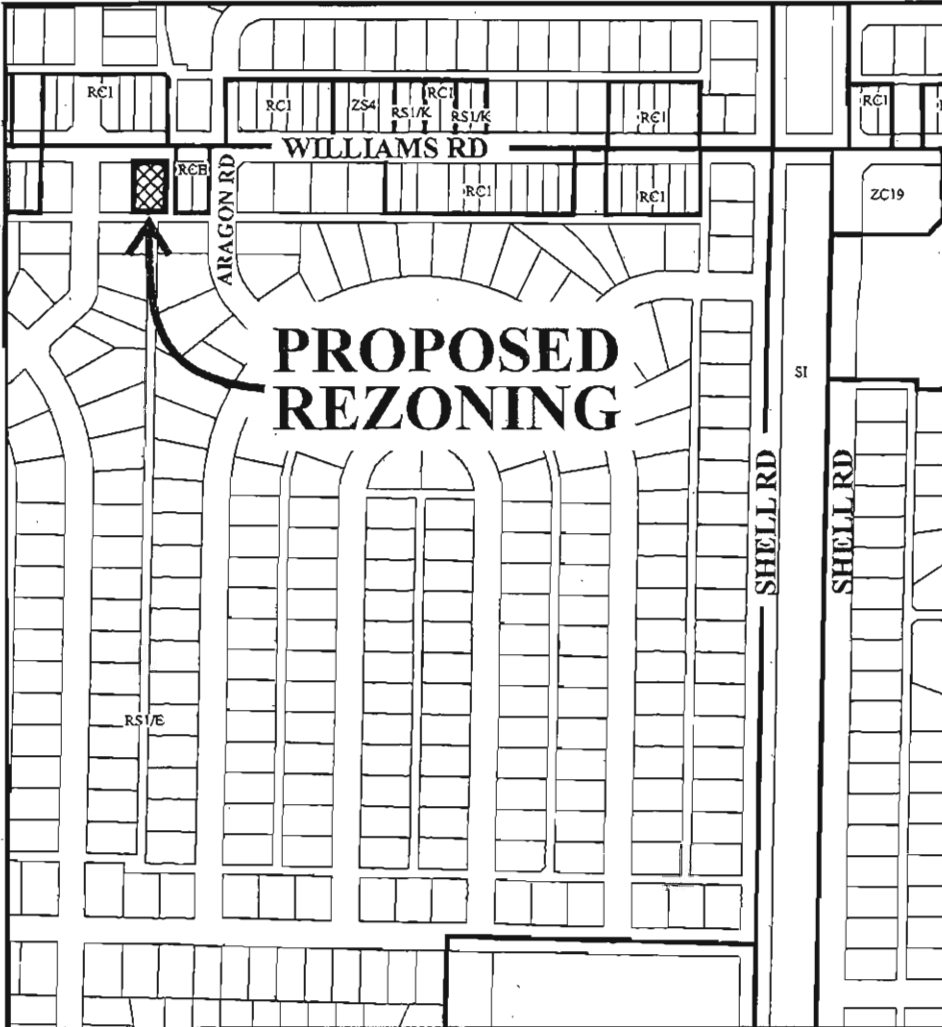
[Signed original on file]

Signed

Date



City of Richmond



RZ 11-591646

Original Date: 10/31/11

Revision Date:

Note: Dimensions are in METRES

PH - 277



**SUBJECT
PROPERTY**

WILLIAMS RD

ARAGON RD

SHELL RD

SHELL RD



RZ 11-591646

Original Date: 11/01/11

Amended Date:

Note: Dimensions are in METRES

PH - 278



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: December 17, 1990

POLICY 5443

Amended by Council: December 18, 2006

File Ref: 4045-00

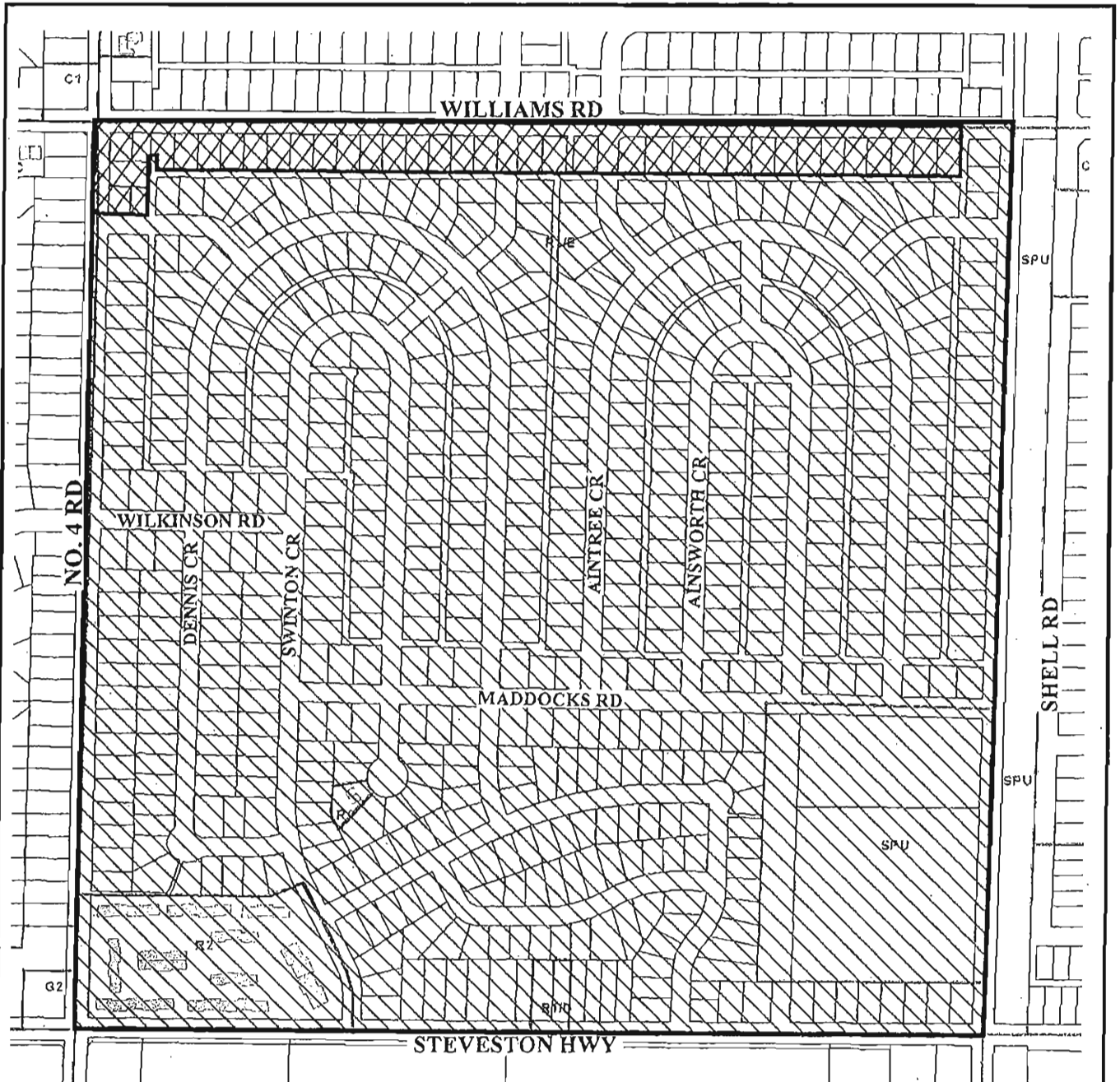
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 35-4-6

POLICY 5443:

The following policy establishes lot sizes in Section 35-4-6 located in the area bounded by **Steveston Highway, Shell Road, No. 4 Road and Williams Road:**

1. That properties within the area bounded by Steveston Highway, Shell Road, No. 4 Road and Williams Road, in Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) as per Zoning and Development Bylaw 5300, with the exception that:
 - a) Properties fronting on Williams Road from No. 4 Road to Shell Road and properties fronting on No. 4 Road from Williams Road to Dennis Place, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R9) provided that vehicle accesses are to the existing rear laneway only.

2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, except as per the amending procedures contained in the Zoning and Development Bylaw 5300.



Subdivision permitted as per **R1/E**.



Subdivision permitted as per R1-0.6 or R9 provided that access is to a constructed lane and not to the arterial road.



Policy 5443
Section 35, 4-6

Adopted Date: 12/17/90

Amended Date: 12/18/06



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**

RZ 11-591646 **Attachment 3**

Address: 10380 Williams Road

Applicant: Rumi Mistry

Planning Area(s): Shellmont

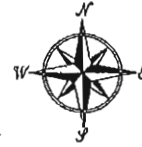
	Existing	Proposed
Owner:	Kaiwan Rummy Mistry Sheroy Rummy Mistry Rumi Eruchshaw Mistry	To be determined
Site Size (m²):	722 m ² (7,771.8 ft ²)	Two (2) lots each approx. 361 m ² (3,885.9 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC2) or Coach Houses (RCH)	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Size (mln. dimensions):	270 m ² (2,906.35 ft ²)	Each approx. 361 m ² (3,885.9 ft ²)	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

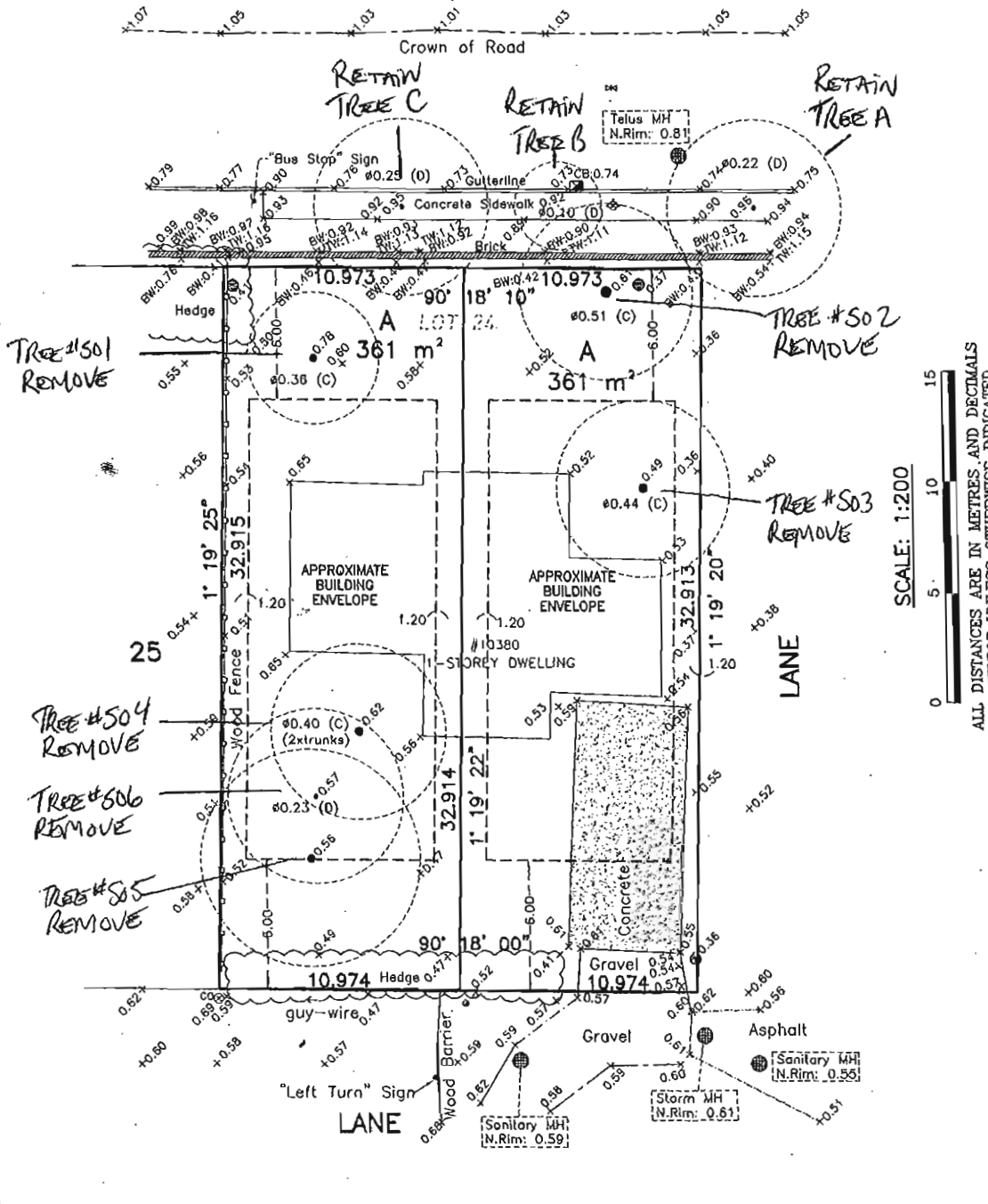
Other: Tree replacement compensation required for loss of significant trees.

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 24 BLOCK 11
SECTION 35 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 18549**

#10380 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D 004-297-725



WILLIAMS ROAD



SCALE: 1:200
ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Adlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4516
FB-185 P25-27
Drawn By: TH

- LEGEND:**
- (D) denotes deciduous
 - (C) denotes coniferous
 - denotes power pole
 - ⊙ denotes round catch basin
 - ⊕ denotes manhole
 - ☑ denotes catch basin
 - ⊕ denotes water valve
 - ⊕ denotes fire hydrant
 - CO denotes cleanout
 - TW denotes top of retaining wall
 - BW denotes bottom of retaining wall

NOTE:
Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #191, Control Monument D2H2453 Located at S edge traffic island
© Riverside Dr & Featherstone Way
Elevation = 1.664 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8850 (RZ 11-591646)
10380 WILLIAMS ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMPACT SINGLE DETACHED (RC2)**.

P.I.D. 004-297-725

Lot 24 Block 11 Section 35 Block 4 North Range 6 West New Westminster District Plan 18549

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8850”**.

FIRST READING

JAN 23 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** December 15, 2011
From: Brian J. Jackson, MCIP **File:** RZ 11-581922
 Director of Development
Re: **Application by Ranjit Pooni for Rezoning at 9271 Francis Road from Single Detached (RS1/C) to Compact Single Detached (RC2)**

Staff Recommendation

1. That Bylaw No.8851, for the rezoning of 9271 Francis Road from “Single Detached (RS1/C)” to “Compact Single Detached (RC2)”, be introduced and given first reading.

Brian J. Jackson, MCIP
 Director of Development

ES:blg
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Ranjit Pooni has applied to the City of Richmond for permission to rezone 9271 Francis Road from Single Detached (RS1/C) to Compact Single Detached (RC2) in order to permit the property to be subdivided into two (2) single-family lots (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located on the north side of Francis Road, between Heather Street and Ash Street.

To the north, is a single detached dwelling zoned “Single Detached (RS1/B)”;

To the east; is a single detached dwelling zoned “Single Detached (RS1/C)”;

To the south; across Francis Road are single detached dwellings zoned “Single Detached (RS1/E)”;

To the west, across Heather Street are two (2) single detached dwellings zoned “Single Detached (RS1/C)”.

Related Policies & Studies

Official Community Plan (OCP) Designation

The subject property is located in the Broadmoor Planning Area. The Official Community Plan’s (OCP) Generalized Land Use Map designation for this property is “Neighbourhood Residential”. The Ash Street Sub-Area Plan Land Use Map designation for this property is “Low Density Residential”. This redevelopment proposal is consistent with these designations.

Lane Establishment and Arterial Road Redevelopment Policies

The rezoning application complies with the City’s Lane Establishment and Arterial Road Redevelopment Policies, as it is a single-family residential development proposal with access to an existing side street via a new rear lane.

Lot Size Policy

The subject property does not fall within a Lot Size Policy area.

Staff Comments

Land Use

In October of 2009, a land use inquiry was made regarding the development potential of the subject property. At the time, staff indicated that the preferred option would be a land assembly to allow a townhouse development similar to the existing development to the east. However, taking into consideration that the applicant of the subject property could subdivide the subject property into two (2) lots fronting Heather Street with no rezoning required, staff also indicated support for compact lots fronting Francis Road with vehicle access via a new lane off Heather Street in order to not leave the adjacent single-family lot to the east with no development potential.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- 14 bylaw-sized trees on the subject property; and
- Three (3) bylaw-sized trees on the neighbouring property to the east (9291 Francis Road) and one (1) bylaw-sized tree on the neighbouring property to the north (8960 Heather Street).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:

- Relocate Tree #1 on site which is in good condition and small enough that transplanting it to another location on site is feasible;
- Retain and protect two (2) trees located on the subject property (Trees #5 and 6). Tree protection for Tree #5 should be installed adjacent to the City sidewalk on the south side, and 1.6 m from the base of the stem on the north, east and west sides. Tree protection fencing for Tree #6 should be installed adjacent to the City sidewalk on the south side, and 1.2 m from the base of the stem on the north, east and west sides.
- Remove and replace 11 trees located on the subject property (Trees #2, 3, 4, 7, 8, 9, 10, 11, 12, 13 and 14), which are all in poor condition due to previous topping and as a result, exhibit structural defects that significantly limit the life expectancy of these trees. In addition, the existing grade is located approximately 24 in. below the crown of the road and as a result, required grade changes to meet the Flood Plain Bylaw requirements would further limit the viability of existing trees. Trees #10, 11, 12, 13 & 14 also fall within the new lane dedication.

- Retain and protect Tree #15 located on the property to the north (8960 Heather Street) and the three (3) trees (Trees # 16, 17 and 18) located on the neighbouring property to the east (9291 Francis Road). Tree protection fencing for Tree #15 should be installed a minimum of 3 m from the base of the stem on the south, east and west sides. Tree protection fencing for Trees #16, 17 and 18 should be installed as one large enclosure on the subject site only, 4.4 m from the base of the stem on the south and west sides of Tree #17. The laneway will need to end outside of this zone. No grade changes are to occur within this zone.

Tree protection fencing is required to be installed to City standard prior to demolition of the existing dwelling on site and must remain in place until construction and landscaping on the future lots is completed.

The final Tree Retention Plan is included in **Attachment 3**.

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

- A Contract with a Certified Arborist for supervision of the relocation of Tree #1 and any works to be conducted within the Tree Protection Zone of trees to be retained (Trees # 5, 6, 15, 16, 17 and 18). The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- A Survival Security to the City in the amount of \$7,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure that Trees # 1, 5, 6, 15, 16, 17 and 18 will be retained and protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City’s Tree Protection Bylaw, a total of 22 replacement trees are required to be planted and maintained on the future lots. Considering the limited space in the yards of the future lots, and the effort to retain and relocate Tree #1, staff recommend that only 20 replacement trees be required with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
6	8 cm		4 m
6	9 cm		5 m
4	10 cm		5.5 m
4	11 cm		6 m

The applicant proposes to plant and maintain a portion of the required replacement trees and provide a voluntary contribution to the City’s Tree Compensation Fund in the amount of \$500/tree in-lieu of planting the balance of required replacement trees on-site.

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to illustrate the number of replacement trees that can suitably be planted and maintained on-site and to ensure that the front yards of the future lots will be enhanced.

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

Affordable Housing

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$4,863).

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is required to be registered on Title.

Site Servicing & Vehicle Access

Prior to Final Adoption of rezoning, the developer is required to do the following:

1. Dedicate a 4 m x 4 m corner cut and dedicate 6 m of property along the entire north property line of the site for proposed lane.

2. Enter into a Servicing Agreement for the design and construction of a lane, and frontage improvements along the entire frontage on Heather Street, to current City standards. Lane works to include, but are not limited to: storm sewer, sand/gravel base, roll curb and gutter (both sides), asphalt pavement, and lane lighting. Works on Heather Street to include, but are not limited to: storm sewer, curb and gutter, pavement widening, minimum 1.5 m grass and treed boulevard, 1.5 m concrete sidewalk, and street lighting. Note: Design to include water, storm, and sanitary connections for both lots.

Vehicular access to Francis Road is not permitted in accordance with Bylaw No. 7222. Access to the site at future development stage is to be from the new rear lane only.

Subdivision

At future subdivision stage, the applicant will be required to:

1. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.
2. Sign a Restrictive Access Covenant to ensure no vehicular access from Heather Street for the corner lot. Access to be from lane only.

Analysis

This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies since it is an infill development proposal on an arterial road with vehicle access to and from the proposed rear lane. The potential exists for other lots on this side of Francis Road to redevelop consistent with these policies.

Financial Impact

None.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies contained within the OCP, and is consistent with the established pattern of redevelopment in the neighbourhood.

The list of rezoning conditions is included as **Attachment 4**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommend support for the application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Retention Plan
- Attachment 4: Rezoning Considerations Concurrence

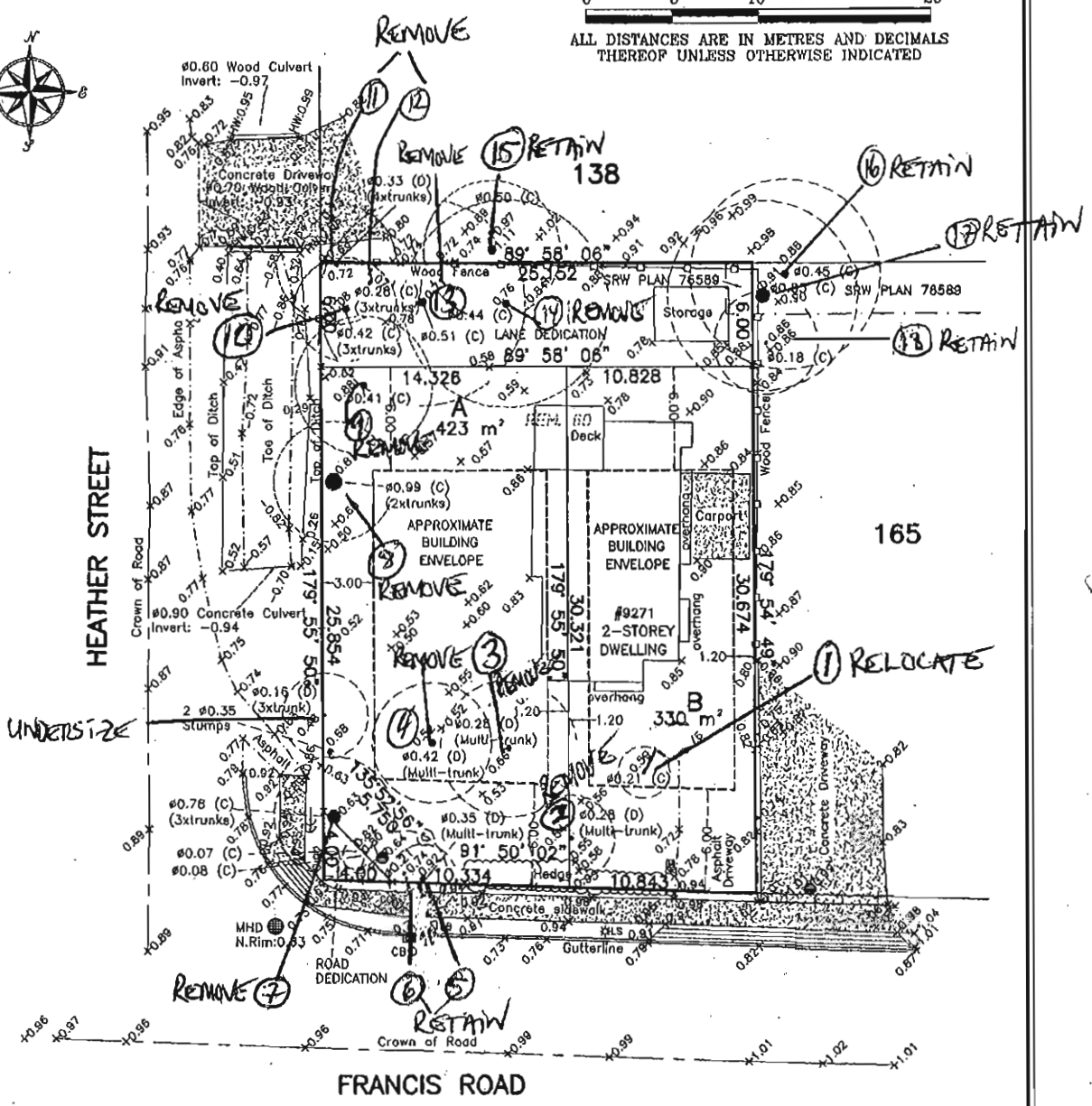
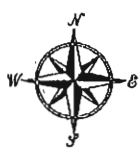
TREE RETENTION PLAN

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 60 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 22593 SECONDLY: PART SUBDIVIDED BY PLAN 37935 THIRDLY: PART SUBDIVIDED BY PLAN 425111 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8142

#9271 FRANCIS ROAD,
RICHMOND, B.C.
P.I.D 004-156-609

SCALE: 1:250

0 6 10 20
ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4443
FB-183 P19-22
Drawn By: TH/MY

LEGEND:
(C) denotes coniferous
(D) denotes deciduous
⚡ denotes power pole
⚓ denotes guy-wire anchor
⊙ denotes round catch basin
MHD denotes storm manhole
☑ denotes catch basin
EB denotes electrical box
⊠ denotes water meter
⊞ denotes water valve
CO denotes cleanout
LS denotes lamp standard
HW denotes concrete headwall

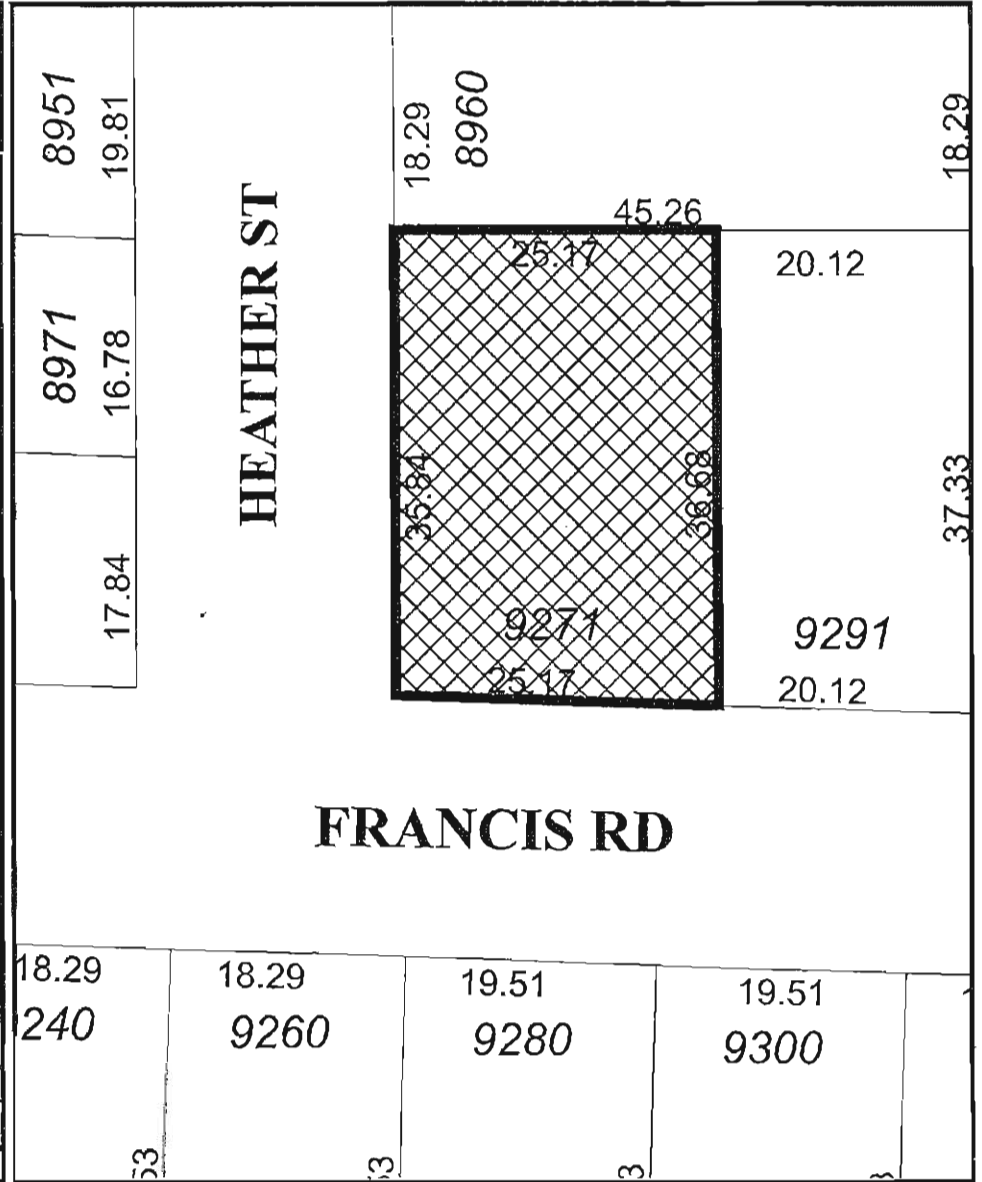
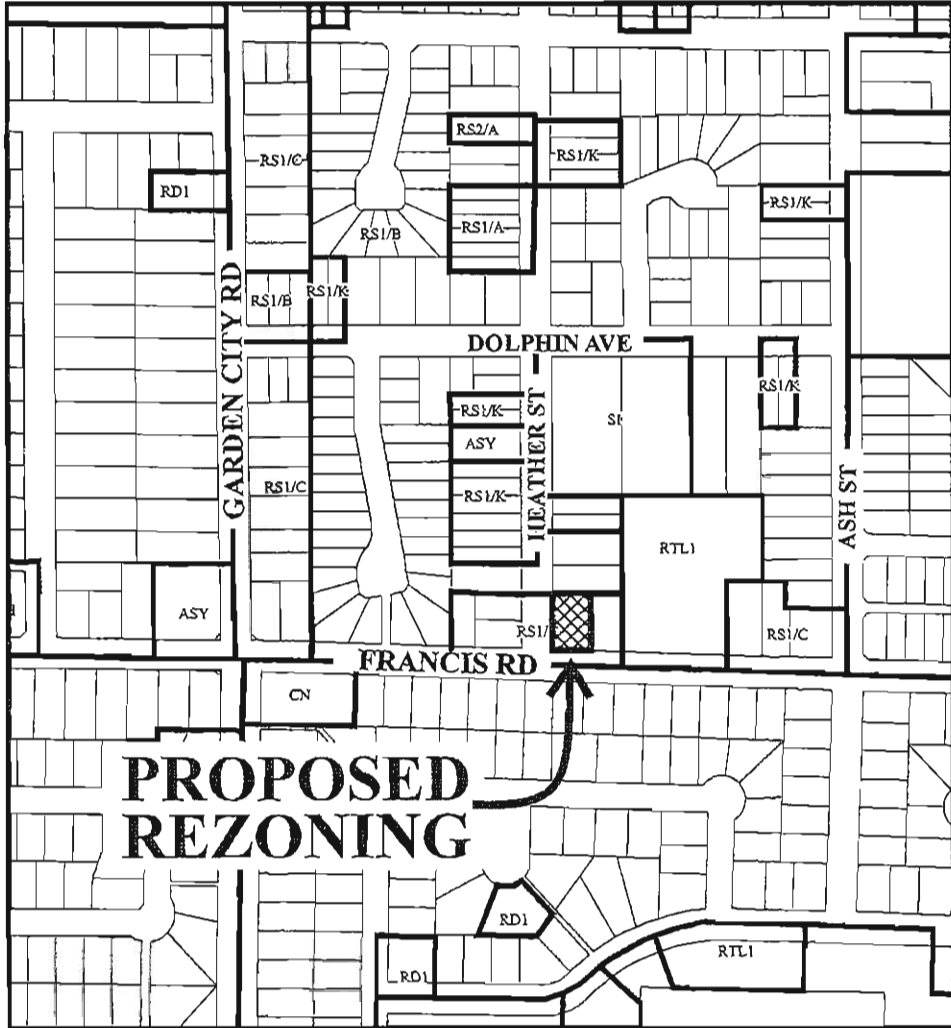
NOTE:
Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN TAG#32,
Located at E Heather street @ S/E of #8811 Heather.
Elevation = 1.293 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO FIELD SURVEY.

[Signature]
JOHNSON C. TAM, B.C.L.S.



City of Richmond



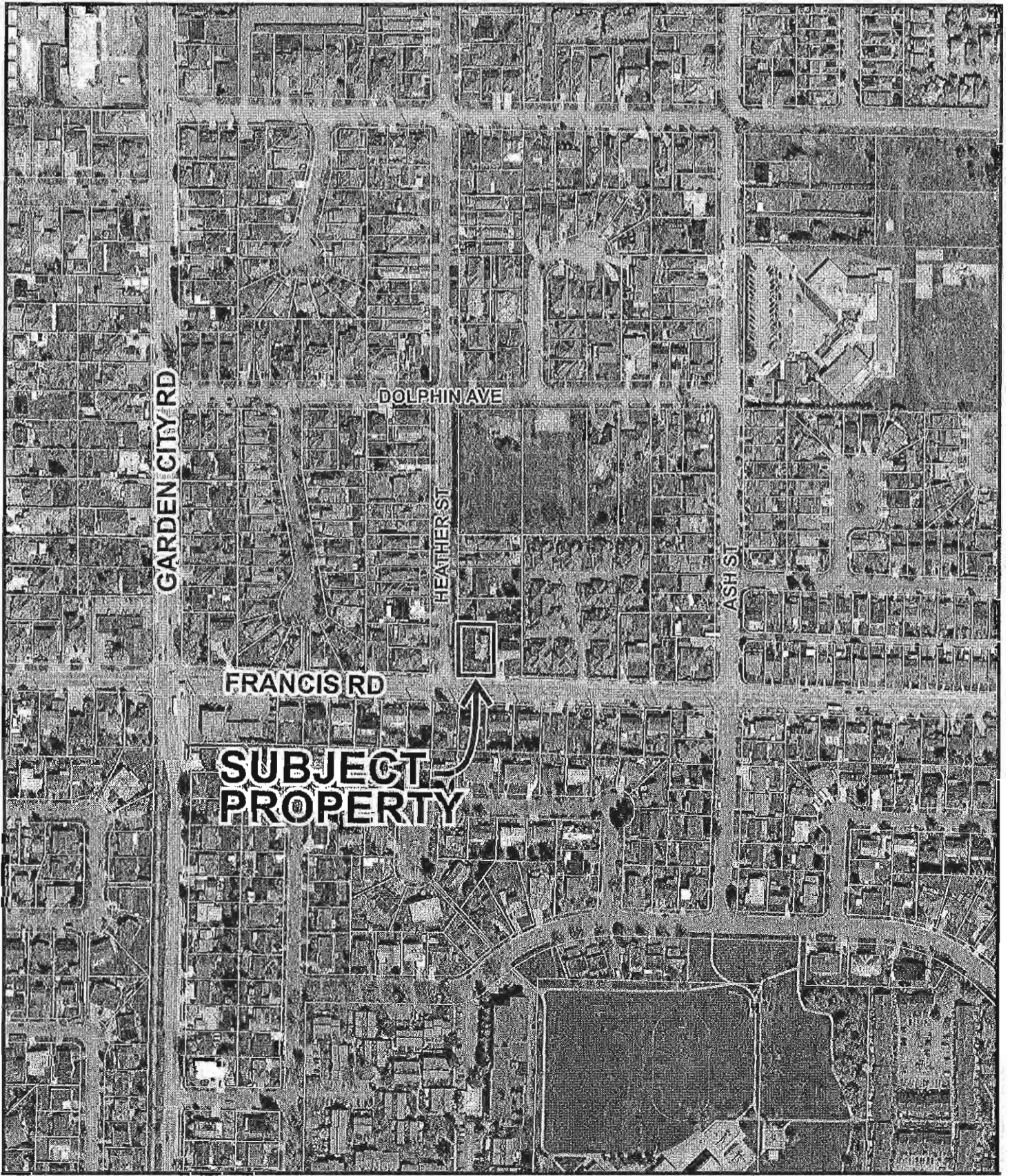
RZ 11-581922

Original Date: 06/15/11

Revision Date:

Note: Dimensions are in METRES

PH - 293



RZ 11-581922

Original Date: 06/15/11

Amended Date:

Note: Dimensions are in METRES

PH - 294



RZ 11-581922

Attachment 2

Address: 9271 Francis Road

Applicant: Ranjit Pooni

Planning Area(s): Broadmoor Area - Ash Street Sub-Area (2.6 A)

	Existing	Proposed
Owner:	Kulwinder Kaur Pooni	To be determined
Site Size (m²):	753 m ² (8,105.5 ft ²)	Two (2) lots, 423 m ² (4,553.3 ft ²) and 330 m ² (3,552.2 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) compact residential lots
OCP Designation:	Generalized Land Use Map Designation – "Neighbourhood Residential"	No change
Area Plan Designation:	Broadmoor Area Ash Street Sub-Area (2.6 A) Land Use Map designation – "Low Density Residential"	No change
702 Policy Designation:	N/A	N/A
Zoning:	Single Detached (RS1/C)	Compact Single Detached (RC2)
Other Designations:	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit rezoning and subdivision to compact lots along this section of Francis Road	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Size (min. dimensions):	270 m ²	Lot A- 423 m ² Lot B- 330 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2.5 storeys	Max. 2.5 storeys m	none

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



Address: 9271 Francis Road

File No.: RZ 11-581922

Prior to final adoption of Zoning Amendment Bylaw 8851, the developer is required to complete the following:

1. Dedicate a 4m x 4m corner cut and dedicate 6m of property along the entire north property line of the site for the proposed lane.
2. Enter into a Servicing Agreement* for the design and construction of a lane, and frontage improvements along the entire frontage on Heather Street, to current City standards. Lane works to include, but are not limited to: storm sewer, sand/gravel base, roll curb & gutter(both sides), asphalt pavement, and lane lighting. Works on Heather Street to include, but are not limited to: storm sewer, curb & gutter, pavement widening, min. 1.5 m grass & treed boulevard, 1.5 m concrete sidewalk, and street lighting. Note: Design to include water, storm, & sanitary connections for both lots.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as specified in the Arborist Report dated October 16, 2011; and
 - include the proposed number of replacement trees that can suitably be planted and maintained on-site, with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
6	8 cm		4 m
6	9 cm		5 m
4	10 cm		5.5 m
4	11 cm		6 m

4. The City's acceptance of the applicant's voluntary contribution in the amount of \$500/ tree to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the balance of required replacement trees on-site.
 5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of the relocation of Tree #1 and any works to be conducted within the Tree Protection Zone of trees to be retained (Trees # 5, 6, 15, 16, 17 & 18). 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. Submission of a Tree Survival Security to the City in the amount of \$7,000 for trees to be retained (Trees # 1, 5, 6, 15, 16, 17 & 18). The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
 7. Registration of a flood indemnity covenant on title.
 8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-

single-family developments (i.e. \$4,863) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

At demolition* stage, the applicant will be required to:

- Install appropriate tree protection fencing to City standard around Trees # 5, 6, 16, 17 & 18 to be retained as specified in the Arborist Report dated October 16, 2011 by Kerin Matthews of Mountain Maple Garden & Tree Service Ltd. and a minimum of 3 m from the base of the stem on the south, east and west sides of Tree #15 as part of the development prior to any construction activities, including building demolition, occurring on-site.

At subdivision* stage, the applicant will be required to:

1. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.
2. Registration of a legal agreement on Title ensuring that the only means of vehicle access for the corner lot will be from the lane.

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.

[Signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8851 (RZ 11-581922)
9271 FRANCIS ROAD

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it COMPACT SINGLE DETACHED (RC2).

P.I.D. 004-156-609

Lot 60 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 22593 SECONDLY: PART SUBDIVIDED BY PLAN 37935 THIRDLY: PART SUBDIVIDED BY PLAN 42511 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8142

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8851".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

JAN 23 2012



MAYOR

CORPORATE OFFICER

Origin

On January 5th 2010, Planning Committee made the following amended referral with regards to farm-based wineries:

That Staff:

1. Investigate potential restrictions on future wineries including (a) the necessity of rezoning and (b) the grandfathering of existing wineries;
2. Examine the difference between predominantly farm-based wineries and commercial wineries; and
3. Explore how farm-based wineries comply with regulations if accessory uses are pursued by owners.

In response to this referral, the issue was brought to the AAC for preliminary review at its October 13, 2010 meeting where the following recommendation was made:

That the AAC:

- Support existing regulations (City and ALC) for farm-based wineries operating on agricultural land.
- Request that all developments permitted in the zoning and ALC regulations involving farm-based wineries on agricultural land be forwarded to the AAC for review.
- Request further research on the operation of Lulu Island Winery to determine whether the business operates as a farm-based or commercial winery and report back to the Committee.

To gain more guidance from the farming community, the issue was again brought to the AAC on December 8, 2011 for specific comments where the following recommendation was made:

The AAC forward the following comments on farm-based wineries to assist in the development of regulations:

- Consider 1,000 sq.m (10,764 sq.ft.) the maximum building area for a farm-based winery facility, which would include all principal uses (winery processing and storage) and accessory uses (retail, tasting rooms, lounge – indoor only); and
- Request that City staff examine a size limitation ratio that links parcel size to maximum total winery area.

At this meeting, as the AAC also noted that they wanted to be informed of the proposed bylaw approach to limiting the size of farm-based wineries. This report and proposed Bylaw 8860 will be forwarded to AAC committee members after Planning Committee on January 17, 2012 and before a possible public hearing.

Purpose

This report is being forwarded to the Planning Committee for a recommendation on proceeding with an amendment to Zoning Bylaw 8500 to amend the definition of “farm-based winery” and include a general regulation by limiting the floor area of farm-based wineries to the lesser of either 1000m² or a floor area ratio of 0.05.

Findings of Fact

Wineries located within the Agricultural Land Reserve (ALR) are regulated by both the Agricultural Land Commission and municipal zoning regulations.

Agricultural Land Commission (ALC) Act

The *Agricultural Land Reserve Use, Subdivision and Procedure Regulation* under the *ALC Act* provides the basis for allowing wineries and ancillary uses in the ALR as follows:

- “Farm-based wineries” means a BC licensed winery or cidery in which wine or cider is produced and offered for sale made from farm product in one (1) of two (2) formats:
 - “Class 1”: At least 50% of the farm product is grown on the farm on which the winery/cidery is located (for wineries that generate farm product on-site); or
 - “Class 2”: The farm that grows products used to produce wine or cider is more than 2ha (5 acres) in area and at least 50% of the farm product for processing is provided under a minimum 3-year contract from a farm in BC (for wineries that have limited to no generation of product from on-site crops).
- “Ancillary uses” are also permitted in conjunction with a farm-based winery as follows:
 - Processing and storage;
 - Retail sales with no limit in area (if only retailing farm products produced on-site). If retailing a mix of farm and non-farm products, a maximum of 300 m² (3,229 sq. ft.) retail area applies;
 - Tours; and
 - A food and beverage service lounge with a maximum indoor seating area of 125 m² (1,350 sq. ft.) and maximum outdoor seating area of 125 m² (1,350 sq. ft.).

Richmond's Zoning Bylaw

Richmond's *Zoning Bylaw 8500* defines and allows “farm-based winery” and “ancillary uses” in the Agricultural (AG1) and Roadside Stand (CR) zones. These zoning definitions are based on the definitions in the *ALC Act Regulation*. The AG1 and CR zones include a 35% lot coverage limitation for “farm buildings and structures” which would include wineries.

Restricting Wineries More Than ALC Regulations

The *ALC Regulation* allows a municipal zoning bylaw to be amended to regulate the size, dimensions and siting of “farm-based wineries” and “ancillary uses.”

Any attempt to disallow outright these “farm-based winery” or “ancillary uses” is not normally permitted under Section 903 of the *Local Government Act*. However, Section 917 of the *Act* does allow a municipality to pass a farm bylaw that could prohibit farm uses allowed under the *ALC Act Regulation*, but the municipality must seek approval of the Minister of Agriculture, and be regulated under Section 918 of the *Local Government Act*. The decision to apply the Section 918 regulation is by Order in Council (a Provincial Cabinet decision). Only four (4) municipalities (Delta, Langley, Abbotsford and Kelowna) have taken this step.

Significant implications of being regulated under Section 918 are:

1. Any further zoning bylaw amendments that affect the ALR will need to be approved by the Minister of Agriculture;
2. A municipality requesting Section 918 regulation is expected to amend its bylaws to achieve consistency with the Minister’s Bylaw Standards (including residential uses in the ALR); and
3. Once the Section 918 regulation is applied, there is no specified process to remove the regulation.

Analysis

Options for Consideration for Richmond’s Farm-Based Winery Provisions:

Given the above jurisdictional framework and AAC consultation, the following options, which do not require Ministerial Section 918 approval, have been prepared for discussion at Planning Committee.

Option 1

Maintain Existing Zoning Bylaw Regulations With No Size Limit (Not Recommended)

- The current above-noted “farm-based winery” use is maintained with the same two (2) Class 1 and 2 farm content requirements options.
- The current larger “ancillary uses” with no limits for storage, processing and tours are maintained.
- Maintain the other “ancillary uses” under the Zoning Bylaw:

- Tours with no floor area limits; and
- Food and beverage service lounge with the same indoor seating floor area of 125 m² and outdoor seating area limits of 125 m².

Option 2

Include Separate Size Limits on Class 2 Wineries and Ancillary Uses (Not Recommended)

- The current “farm-based winery” uses with the same two (2) Class 1 and Class 2 farm content requirements options are maintained.
- Limit sizes on the Class 2 winery (e.g. 750m² from no limit currently), and limit larger ancillary “processing” and “storage uses” (e.g. 750 m² for each use from no limit currently).
- Maintain the other “ancillary uses” under the Zoning Bylaw:
 - Retail sales with no floor area limits;
 - Tours with no floor area limits; and
 - Food and beverage service lounge with the same indoor seating area of 125 m² and outdoor seating area limits of 125 m².

Option 3

Include an Overall Size Limit on All Wineries (Recommended Option)

- The “farm-based winery” definition includes the two (2) current Class 1 and Class 2 farm content requirements options, but is proposed to be amended to include the ancillary “processing” and “storage” uses as part of the primary “farm-based winery” use.
- Limit sizes of the redefined “farm-based winery,” which includes both processing and storage within Class 1 and 2 wineries, by limiting the floor area of farm-based wineries to the lesser of either 1000m² or floor area ratio of 0.05.
- Maintain the other “ancillary uses” under the Zoning Bylaw, but within the above maximum floor area and floor area ratio limits:
 - Retail sales with no floor area limits;
 - Tours with no floor area limits; and
 - Food and beverage service lounge with the same indoor seating area of 125 m² and outdoor seating area limits of 125 m².

Recommended Option

Staff and the AAC contend that Option 1 which would maintain the current regulations will not protect the ALR from very large-scale industrial wineries nor smaller wineries that could provide a range of winery and non-winery ancillary activities such as informal banquet halls or convention services that could expand over time. Option 2 is seen as having too large a maximum permitted floor area for each of the currently defined “farm-based winery” and ancillary “processing” and “storage” uses. In practice, these three (3) uses are seen as all being part of the primary “farm-based winery” use in practice by farmers, the ALC and City staff.

Staff recommend Option 3 given the difficulty of differentiating the current ancillary uses of “processing” and “storage” from the winery itself, these ancillary uses are included within the new definition of principal “farm-based winery” use in proposed Zoning Amendment Bylaw 8860. The primary winery use and remaining ancillary uses of “retail sales”, “tours” and the indoor 125 m² “food and beverage” lounge are all included within the total maximum floor area of farm-based wineries being the lesser of either 1000m² or a floor area ratio of 0.05.

Of note, only the outside food and beverage lounge (with a limit 125 m²) does not have floor area, and thus is not included within the 1000m² (10,800 ft²) floor area limitation.

The maximum floor area of farm-based wineries being the lesser of either 1000m² or a floor area ratio of 0.05 is included within the Specific Use Regulations under Section 5.10 of Zoning Bylaw 8500. This allows the maximum floor area to be varied through a DVP.

Variances to Building Size

Building size limits may be varied by Council through a Development Variance Permit (DVP) with the advice of staff and the AAC. Thus, the City is provided with more control over size, but proponents have an opportunity to seek City permission to increase the maximum floor area of a farm-based winery that exceeds 1000 m² (10,800 ft²) without going through a rezoning provided that winery does not exceed the floor area ratio or coverage for a zone (which are measures of density).

Legal Non-Conforming / Grandfathered Status

The type and scale of uses established lawfully under zoning would be allowed to continue after a change in zoning, subject to the “legal non-conforming” status conditions under Section 911 of the *Local Government Act*. Any use that was commenced without appropriate zoning, and continues not to be allowed under the current zoning, cannot be grandfathered.

Sanduz Estates Wines has confirmed that they can operate within the proposed size limitation. The Lulu Island winery has a total floor area of 2068 m² (22,260 ft²) and will be greater than the proposed 1000 m² (10,800 ft²) floor area limitation, but its current allowed “farm-based winery” uses would be grandfathered should the proposed limitation be established under Option 3. It should be noted that Lulu Island’s proposed indoor and outdoor food and beverage lounges, each

with a 125 m² area limit, would be permitted to be established if the ALC grants permission for such a use.

Conclusion

There are a wide range of farm-based winery and ancillary use opportunities allowed within Richmond's AG1 and CR zones that cover most of the ALR. Given the widespread area of these zones within the ALR and the broad definitions of "farm-based winery" and "ancillary" uses, restricting the floor area of both Class 1 and Class 2 farm-based wineries is proposed in Option 3.

Option 3 proposes to limit the floor area of "farm-based wineries" to be the lesser of either 1000m² (10,800 ft²) or a floor area ratio of 0.05. This allows the City and farming community to have a firm regulation to prevent large-scale industrial wineries that obtain all of their farm product from off-site and potentially outside of Richmond. Such wineries should be located on industrial-zoned lands. Secondly, including a maximum size limit will prevent farm-based wineries from being able to incrementally increase in size with an increasing range of associated ancillary winery uses that are difficult to practically regulate.



Mark McMullen
Senior Coordinator – Major Projects

MM:rg



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8860
(Farm-Based Wineries)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended:

a) by deleting the definition of “**farm-based winery**” and substituting the following:

“means a British Columbia licensed winery or cidery, and includes directly associated processing and storage, if the:

a) wine or cider produced and offered for sale is made from farm product and:

- i) at least 50% of that farm product is grown on the farm on which the winery or cidery is located; or
- ii) the farm that grows the farm products used to produce wine or cider is more than 2.0 ha in area; and
- iii) at least 50% of the total farm product for processing is provided under a minimum 3 year contract for a farm in British Columbia, unless otherwise authorized by the Provincial Agricultural Land Commission; and

b) other **ancillary uses** involving the following activities:

- i) retail sales;
- ii) tours; and
- iii) a food and beverage service lounge, if the area does not exceed 125.0 m² indoors and 125.0 m² outdoors.”

b) re-naming section “**5.10. Roadside Stands**” as “**5.10. Roadside Stands and Farm-Based Wineries**”

c) Adding Section 5.10.4. which includes the following text:

“The floor area of all **farm-based winery buildings and structures** shall not exceed the lesser of:

- a) 1000.0 m²; or
- b) a maximum **floor area ratio** of 0.05”

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8860".

FIRST READING

PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

JAN 23 2012

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER