

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

Monday, March 15, 2021 – 7 p.m.

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

OPENING STATEMENT

Page

1. OFFICIAL COMMUNITY PLAN BYLAW 7100 AND 9000, AMENDMENT BYLAW 10154

(File Ref. No. 12-8060-20-010154 CP 15-717017) (REDMS No. 6575423 v. 6B; 6413734; 6402908)

PH-6

See Page **PH-6** for full report

Location:	5300 No. 3 Road
Applicant:	Vanprop Investments Ltd. Inc. No. 270547
Purpose:	To guide future multi-phased redevelopment of the property, the developer proposes a Master Land Use Plan that includes amendments to Bylaw 9000, the City's Official Community Plan (OCP) and Bylaw 7100, Schedule 2.10 of the OCP, the City Centre Area Plan (CCAP) to:
	 locate and distribute the 4 hectares (10 acres) of Major Park that the CCAP identifies for the subject site into four distinct yet related public spaces;
	 reorganize on-site density and building heights while maintaining the density permitted by the approved CCAP; and
	 make minor related amendments to the CCAP.
First Reading:	February 8, 221

Order of Business:

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

Council Consideration:

- 1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10154.
- 2. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 10230, 10231 & 10232

(File Ref. No. 08-4050-10; 12-8060-20-010230/10231/10232) (REDMS No. 6457642 v. 4; 6563936; 6495066; 6471436; 6471444)

PH-194

See Page PH-194 for full report

Location:	City-wide
Applicant:	City of Richmond
Purpose:	To implement the objectives and policies contained in the Farming First Strategy into the Official Community Plan.

First Reading: February 8, 2021

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 Official Community Plan Bylaw 9000, Amendment Bylaw 10230.
- 2. Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 10231.

- 3. Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 10232.
- 4. Adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 10230.
- 5. Adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 10231.
- 6. Adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 10232.

3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10234 (RZ 20-905149)

(File Ref. No. 12-8060-20-010234; RZ 20-905149) (REDMS No. 6586469; 2018922; 6595138)

PH-264

See Page PH-264 for full report

Location:	9931/9951	Parsons Road
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Applicant: Rick Bowal

Purpose: To rezone the subject property from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/D)" zone, to permit development of two single-family lots with vehicle access from Parsons Road.

First Reading: February 8, 2021

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10234.

4. **TEMPORARY USE PERMIT (TU 20-918062)** (File Ref. No. TU 20-918062) (REDMS No. 6561529; 6567950)

PH-284

See Page PH-284 for full report

Location:	2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road
Applicant:	BC Housing Management Commission
Purpose:	To issue a Temporary Use Permit to allow "Congregate Housing" use (limited to the development of a three-storey supportive housing building with 40 studio units and vehicle access from Smith Street) as a site-specific permitted use for 3 years from the date of issuance.

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. To issue a Temporary Use Permit to allow "Congregate Housing" use (limited to the development of a three-storey supportive housing building with 40 studio units and vehicle access from Smith Street) as a sitespecific permitted use for 3 years from the date of issuance.

PH-323

5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10237 (FLOOR AREA EXCLUSIONS FOR HIGH-PERFORMANCE SINGLE-FAMILY AND DUPLEX HOUSING)

(File Ref. No. 10-6125-07-02; 12-8060-20-010237/10238) (REDMS No. 6451497 v. 29; 6622098, 6600831 v.5, 6600370, 6600831)

See Page PH-323 for full report

Location: City-wide

Applicant: City of Richmond

Purpose: The City of Richmond is proposing incentives to encourage new single-family and duplex houses to be constructed to the Certified Passive House Standard and to the top levels of the BC Energy Step Code. High performance houses help Richmond achieve citywide energy efficiency and greenhouse gas reduction targets, while providing enhanced thermal comfort and healthy indoor air quality for occupants.

First Reading: February 22, 2021

Order of Business:

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

Council Consideration:

- 1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10237.
- 2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10237.
- 3. Adoption of Richmond Building Regulation Bylaw 7230, Amendment Bylaw 10238.

ADJOURNMENT



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

 Date:
 January 20, 2021

 File:
 CP 15-717017

Re: Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Final Master Land Use Plan

Staff Recommendation

- 1. That Official Community Plan Amendment Bylaw 10154, which proposes a number of amendments, including:
 - a) In Schedule 1 of Official Community Plan Bylaw 9000, to amend the shape of the designated "Park" and to extend the "Downtown Mixed Use" designation to include a 7,269 m² (78,242 ft²) area on the east side of Hazelbridge Way extension.
 - b) In Schedule 2.10 (City Centre Area Plan) of the Official Community Plan 7100 to:
 - Amend the existing land use designations in the Generalized Land Use Map, Specific Land Use Plan: Lansdowne Village (2031), and reference maps throughout the plan for the area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road to:
 - Reflect the proposed Major Park location and distribution; and
 - Amend land use designations to reflect the proposed reorganization of building density and building heights.
 - ii) Amend the Development Permit Special Precinct Key Map to include an area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road and to add new Special Precinct Development Permit Guidelines.
 - iii) Make related minor map, text, page numbering, and table of contents amendments to the City Centre Area Plan.

be introduced and given first reading.

- 2. That Bylaw 10154, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 10154, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

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Wayne Craig Director, Development

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Att.

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE OF GENERAL MANAGER				
Law Community Social Development Parks Services Engineering Policy Planning Transportation Sustainability & District Energy Community Services	K K K K K K K K K K K K K K K K K K K	lik per Joe Ereeg			

Staff Report

Origin

Vanprop Investments Ltd. has applied to the City of Richmond to amend Bylaw 9000, the City's Official Community Plan (OCP) and Bylaw 7100, Schedule 2.10 of the OCP, the City Centre Area Plan (CCAP), for the property at 5300 No. 3 Road. The site is approximately 20.2 hectares (50 acres) in area and is the location of the existing Lansdowne Centre shopping centre (Attachment 1). Based on the size of the subject site and its prominent location at the centre of Lansdowne Village, and the applicant's proposed necessary phased approach to redevelopment over a number of years, staff advised the applicant to prepare a Master Land Use Plan to guide future multi-phased redevelopment of the property.

The scope of the subject application is limited to an OCP/CCAP amendment application only. The developer proposes amendments to the OCP and Schedule 2.10 (City Centre Area Plan) of the OCP to:

- Locate and distribute the 4 hectares (10 acres) of Major Park that the CCAP identifies for the subject site into four distinct yet related public spaces; and
- Reorganize on-site density and building heights while maintaining the density permitted by the approved CCAP. No increase in density over the maximum currently permitted in the CCAP is proposed (Attachment 2).

The subject application is unlike most OCP/CCAP amendment applications, which are usually made in conjunction with a rezoning application. Subject to Council approval of the proposed Master Land Use Plan and associated bylaws and implementation strategy, the applicant would be required to submit individual rezoning and Development Permit applications for each phase of the redevelopment. Should the proposed OCP/CCAP amendment application not proceed, redevelopment of the subject property would be consistent with the existing CCAP.

Conditional to Council approval, the proposed Final Master Land Use Plan would facilitate incremental phased redevelopment of approximately $426,330 \text{ m}^2$ (4.5 million ft²) of development (approximately $357,432 \text{ m}^2$ (3.8 million ft²) of residential development and $63,923\text{m}^2$ (688,061 ft²) of non-residential development, excluding any potential City-owned amenity space obligations).

Future Incremental Rezoning and Development Permit Applications and Acquisition of Public Benefits

While the OCP sets the vision, in order to realize development as envisioned by the proposed Final Master Land Use Plan, new development would be subject to individual rezoning and Development Permit (DP) applications. Future rezoning applications would be required to comply with *all* City amenity contributions and infrastructure requirements that are in place at the time of future redevelopment, including but not limited to affordable/rental housing, public art, sustainability measures and other amenity requirements adopted by Council.

Council will maintain its discretionary authority to secure amenities and contributions that are up to date at the time of rezoning as well as any new contributions, amenities and off-site works that

may be adopted by Council. This approach ensures that Council retains the ability to apply future amenity contributions as they evolve which may be significant (e.g. Council amended the Affordable Housing (AH) Strategy in 2017 to secure 50% more AH, Council adopted an optional Market Rental Policy in 2018, future sustainability and rental housing initiatives are under consideration).

Key features of the proposed Final Master Land Use Plan, which will be secured at the time of the associated rezoning, include the following:

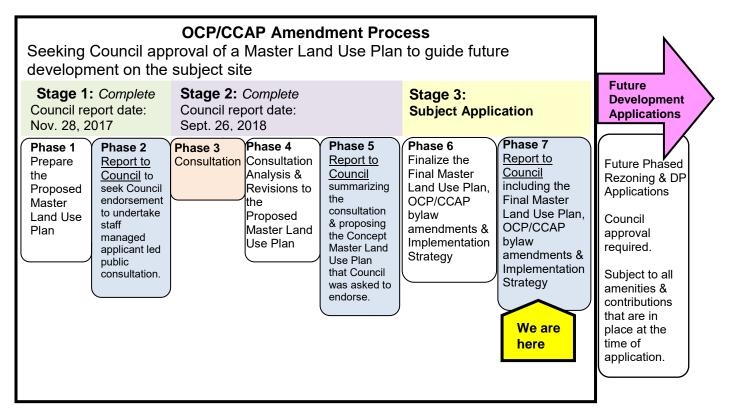
- 4 hectares (10 acres) of Major Park, consistent with the CCAP.
- A minimum 0.85 hectares (2.11 acres) of additional public open space (plaza and green links).
- Three new roads, a mews, expansion of the cycling network, and green connections throughout the site.
- Two on-site mobility hubs, as well as introduction of an interim mobility hub that would be introduced during the proposed first phase of development to maximize transportation options.
- Development of and transfer to the City of two on-site low carbon energy plants, which would enable Lulu Island Energy Company (LIEC) to provide service to the development proposed on the subject site, as well as, service to neighbouring properties in the future.
- New and upgraded utility services, including a new sanitary pump station and provisions to design and construct a rainwater management system to the satisfaction of staff.
- Retention of the existing mall during the initial phases of redevelopment to maintain commercial services within the neighbourhood throughout the phased redevelopment process.
- Special Precinct Development Permit Guidelines to support development principles to create a vibrant mixed-use urban environment.
- Conditional to the developer taking full advantage of the density bonusing provisions in the CCAP, the City would secure up to approximately 4,975 m² (53,550 ft²) of on-site Cityowned community amenity space, or an equivalent cash-in-lieu contribution to the satisfaction of the City, which is discussed in detail in the Future Reports and Processes section of this report. The proposed Final Master Land Use Plan identifies a potential location for a City-owned amenity space at the northeast corner of the intersection of Lansdowne Road and No. 3 Road (with convenient access to the Canada Line Station, a proposed Civic Plaza, and Lansdowne Linear Park). A separate Council process will determine whether an on-site amenity space is desired in this location and if so, the intended use of the amenity space.

A later section of this report outlines a range of implementation actions that would be secured as a condition of future rezoning applications or by way of an independent review process.

Development Information

An Application Data Sheet providing details about the proposed Master Land Use Plan is attached (Attachment 3).

Background



Council Approved OCP/CCAP Amendment Application Review Process

On December 11, 2017, Council authorized staff to undertake a three stage OCP/CCAP application review process. Each stage includes a series of steps and an associated report to Council. This report and the attached proposed Final Master Land Use Plan and associated bylaws mark the end of the final stage of the OCP/CCAP amendment application review process. The application review process is structured so that it does not limit Council's decision making authority for any future rezoning and Development Permit (DP) application related to the subject property. Attachment 4 provides a summary of the completed stages of the Council approved OCP/CCAP amendment application review process.

Stage 3 (current stage)

This report, which includes the proposed "Final Master Land Use Plan" and associated proposed bylaws, marks the end of the established OCP/CCAP amendment review process. Conditional to the subject application receiving third reading, and as a requirement of OCP/CCAP amendment bylaw adoption, the applicant would submit a rezoning application to initiate the first proposed phase of development (Attachment 10). Although redevelopment would be market driven, the applicant anticipates that the redevelopment process will occur over 15 to 20 years.

Site and Surrounding Development

There are currently no residential uses on the subject property. The subject site is occupied by the Lansdowne Centre shopping centre and associated surface parking. The site is located at the centre of the Lansdowne Village in the City Centre, is immediately adjacent to Lansdowne Station, and is

bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road (Attachment 1). The subject site is zoned "Auto-Oriented Commercial (CA)".

Development surrounding the subject site is as follows:

- To the north, Alderbridge Way and low/mid-rise office, commercial and hotel development, as well as undeveloped properties. Properties in the area are zoned "Auto-Oriented Commercial (CA)", "Pub & Sales (CP1)", and "Land Use Contract (LUC) 79 and 40". The properties are designated "Commercial" in the Official Community Plan (OCP) and "Urban Centre T5 (25 m and 35 m)" and "Village Centre Bonus (VCB)" in the Aberdeen Village Specific Land Use Map of the CCAP.
- To the east, Kwantlen Street and an existing high-rise residential development and Kwantlen Polytechnic University's (KPU) Richmond Campus. The properties are zoned "Residential/Limited Commercial (RCL1)" and "School and Institutional Use (SI)" respectively. The sites are designated "Mixed Use" and "School" in the OCP and designated "Urban Centre T5 (25 m)" and "Institution" in the Lansdowne Village Specific Land Use Map of the CCAP.
- To the south, existing commercial and residential developments, including a development proposal at 5500 No. 3 Road to permit a 15 storey building with approximately 149 purpose-built market rental housing units, which was granted 3rd reading at the April 20, 2020 Public Hearing (RZ 19-858804, DP 20-896600). The properties are zoned "Downtown Commercial (CDT1)" and "Medium Density Low Rise Apartments (RAM1)". The properties are designated "Downtown Mixed Use" and "Apartment Residential" in the OCP and "Urban Core T6 (45 m)", "VCB", and "General Urban T4 (15 m)" in the Lansdowne Village Specific Land Use Map of the CCAP.
- To the west, new development including:
 - An approved high density mixed-use development (RZ 15-692485, DP 16-740262) that includes 18,720 m² (201,500 ft²) of office and commercial floor area, and 822 residential units including 38 low-end market rental units, and 115 secured market rental units;
 - An approved high density mixed-use development (RZ 17-779262, DP 18-829141) that includes approximately 8,434 m² (90,782 ft²) of office and commercial floor area, 558 m² (6,000 ft²) of City-owned community amenity floor area, and 383 residential units including 20 low-end market rental units; and
 - An existing single storey car rental business.

The properties are zoned "High Density Mixed Use (ZMU34) – Lansdowne Village (City Centre)", "High Density Mixed Use (ZMU38) – Lansdowne Village (City Centre)", and "Auto-Oriented Commercial (CA)". The properties are designated "Downtown Mixed Use" and "Park" in the OCP and "Urban Core T6 (45 m)", "VCB" and "Park" in the Lansdowne Village Specific Land Use Map of the CCAP.

Findings of Fact Related Policies & Studies

Official Community Plan (OCP)

The Official Community Plan (OCP) designates approximately 20% of the subject site "Park" and the remainder of the property "Downtown Mixed Use" and "Mixed Use". The subject application proposes to:

- Amend the OCP to reflect the proposed Major Park location and distribution.
- Extend the "Downtown Mixed Use" designation to include a 7,269 m² (78,242 ft²) area on the east side of the proposed extension of Hazelbridge Way to support the existing designation of Hazelbridge Way in this area as a retail high street (Attached Bylaw 10154, Schedule A).

The proposed amendments are consistent with fundamental objectives of the site's existing OCP designations, including securing 20% of the site as City "Park" and supporting retail and office uses along No. 3 Road, and designated retail high streets.

City Centre Area Plan (CCAP)

The subject site is located at the centre of the Lansdowne Village in the CCAP. The existing land use designations secure a 4 hectare (10 acres) Major Park, and permit mixed-use development throughout the site with the greatest building density and heights supported on the western portion of the site and an eastward transition to lower density and height. The overall density supported by the property's existing CCAP land use designations is 2.77 Floor Area Ratio (FAR) blended across the site.

Two fundamental amendments to the Lansdowne Village Specific Land Use map are proposed including the following:

- 1. <u>Proposed Major Park Location and Distribution</u>: To establish the location and distribution of the 4 hectares (10 acres) "Major Park" that the CCAP identifies for the site.
- 2. <u>Proposed Land Use Reorganization</u>: To reorganize on-site land uses and building heights without increasing the overall blended on-site density of 2.77 FAR, which is supported by the existing CCAP.

The proposed amendments are refinements to the plan, rather than significant modifications, and are consistent with fundamental CCAP objectives to support Transit Oriented Development (TOD) and to create a strong Village Centre by:

- Locating the majority of the "Major Park" within a 5 minute walking distance (400 m) of a Village Centre;
- Supporting the greatest density and building height within a 5 minute walking distance (400 m) of a Village Centre; and
- Increasing the network of vehicle, cycle and pedestrian connections and opportunities to transition between modes of transportation within the City Centre.

Proposed Major Park

The CCAP currently shows a linear east/west oriented 4 hectares (10 acres) Major Park along the southern portion of the site abutting Lansdowne Road. The CCAP amendment application will

facilitate a more desired park location. The proposed Major Park location and distribution is consistent with CCAP objectives to:

- 1. <u>Maximize the amount of park within a 5 minute walking distance (400 m) from Lansdowne</u> <u>Station</u>. The proposed Major Park location and distribution will increase the amount of park area within a 5 minute walking distance from the Canada Line station by approximately 22% compared to the existing CCAP.
- 2. <u>Provide urban residents with park spaces to recreate and socialize</u>. The proposed Master Land Use Plan proposes to establish a series of four distinct and well-connected civic park spaces in visually and physically prominent locations that will be designed to encourage a range of active and passive public park uses. The scope of the subject OCP/CCAP amendment is limited to establishing the Major Park location and distribution with consideration of the intended park uses and functions. The intended park spaces are discussed in detail in a subsequent section of this report.

Proposed Land Use Reorganization

The CCAP supports concentrating the greatest building density, mix of land uses and building heights within a 5 minute walking distance (400 m) from a Canada Line station and/or Village Centre. The existing Lansdowne Village Specific Land Use Map delineates the westerly 1/3 of the subject site for high density mixed use high-rise development and designates the easterly 2/3 of the site for a lower gradient of mixed use building density and building heights (Attachment 5). Consistent with overall CCAP objectives, the property owner proposes amendments to the Lansdowne Village Specific Land Use Map to permit high density development and taller buildings within the portion of the site that is within a 5 minute walking distance from Lansdowne Station as summarized in Table 1. Lower density and building heights are proposed on the eastern portion of the subject site (Attached Bylaw 10154, Schedule CC). No increase in density over the maximum currently permitted in the CCAP is proposed.

	Floor Area Ratio (FAR) and building height		
	Existing CCAP	Proposed Master Land Use Plan	
Western 1/3 of subject site (portion of the site located west of Hazelbridge Way extension)	4.0 45 m	3.0 45 m	
Central 1/3 of subject site (portion of the site located east of Hazelbridge Way extension and west of Cooney Road extension)	2.0 25 m	3.14 35 m*	
Eastern 1/3 of subject site (portion of the site located east of Cooney Road extension)	2.0 25 m	2.1 25 m - 35m*	
OVERALL ON-SITE BLENDED DENSITY	2.77 FAR	2.77 FAR	

Table 1: Existing CCAP compared to proposed Master Land Use Plan

* With provisions for additional building height in accordance with proposed Special Precinct Development Permit Guidelines

The proposed amendment remains consistent with fundamental existing CCAP objectives that include the following:

1) <u>Maintain the overall on-site blended density that is supported by the existing CCAP</u>. The proposed overall on-site blended density, over the 20 hectares (50 acres) property, exclusive

of the Major Park and DCC eligible road area, would remain the same as supported by the existing CCAP. No additional density is proposed on the site.

- 2) Preserve the distribution of on-site density that is supported by the existing CCAP. The existing CCAP allocates 76% of the overall supported on-site density to a portion of the subject site that is within a 5 minute walking distance (400 m) from Lansdowne Station. The proposed Master Land Use Plan proposes to maintain 74% of the overall proposed on-site density within a 5 minute waking distance from the Canada Line station.
- 3) <u>Achieve the on-site City-owned amenity space obligations that are intended by the existing CCAP</u>. The CCAP includes density bonusing provisions, which are used to negotiate and secure City-owned amenity spaces that keep pace with growth within the City Centre, including affordable housing, child care, City-owned amenity space, etc. Should the developer utilize the full density bonusing provisions associated with the "Village Centre Bonus (VCB)" and "Urban Core T6" land use designations, approximately 4,975 m² (53,550 ft²) of on-site indoor City-owned amenity space will be secured through the redevelopment process. Should Council decide to forego an on-site amenity space(s), the City will secure an equivalent cash contribution from the developer at the time of rezoning as outlined in Attachment 10.
- 4) <u>Concentrate the greatest building heights within a 5 minute walking distance (400 m) from Lansdowne Station</u>. The proposed Master Land Use Plan is consistent with existing CCAP objectives to establish a gradual transition to lower building heights outside a designated Village Centre, and to achieve a mix of building heights to create a varied skyline and a distinct village character.

OCP Amendment Bylaw 10154

Proposed Official Community Plan Amendment Bylaw 10154, would amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) as follows:

- 1) Amend the Lansdowne Village Specific Land Use Map (Attached Bylaw 10154, Schedule CC). The proposed designations include the following:
 - "Urban Centre T5" (Residential and Mixed Uses) and "Village Centre Bonus (VCB)" on the westerly 1/3 of the subject site. The proposed permitted maximum density is up to 2.0 Floor Area Ratio (FAR), with a provision for optional bonus non-residential density up to 1.0 FAR provided that the conditions of the VCB are addressed. The maximum building height is 47 m geodetic.
 - "Urban Core T6" (Residential and Mixed Uses) on the central 1/3 of the subject site and VCB on a 7,269 m² (78,242 ft²) area abutting Hazelbridge Way extension. The proposed permitted maximum density is 3.0 Floor Area Ratio (FAR). A limited area is designated VCB, which permits optional additional non-residential density, provided the conditions of the VCB are addressed. The maximum building height is 35 m, with provisions for additional height as outlined in the proposed Special Precinct Development Permit Guidelines (and discussed in a subsequent section of this report).

An associated text amendment is proposed to introduce a new sub-category for the Urban Core (T6) designation ("Urban Core T6 (35m)") to reflect the plan's intention to allow

increased density while limiting the potential number of tall buildings. Tall buildings are subject to provisions in the proposed Special Precinct Development Permit Guidelines.

- "Urban Centre T5" (Residential and Mixed Uses) and a 6,795 m² (73,140 ft²) area designated "Urban Core T6" on the eastern 1/3 of the site. The maximum building height is 25 m and 35 m respectively with provisions for additional height as outlined in the proposed Special Precinct Development Permit Guidelines; and
- "Major Park" organized as a series of distinct and well-connected civic park spaces along the southern portion of the site abutting Lansdowne Road and the central area of the site.
- 2) Amend the Generalized Land Use Map (2031) to reflect the proposal to reorganize on-site land uses (Attached Bylaw 10154, Schedule AA).
- 3) Amend supporting maps that are embedded in the CCAP (Attached Bylaw 10154 and summarized in Attachment 6) and insert clarification text as required to refer to the proposed Special Precinct Development Permit Guidelines for height provisions.

Supporting CCAP amendments are discussed in the Analysis section of this report.

Consultation

Staff reviewed the proposed OCP amendments with consideration of the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy 5043 requirements and developed a community consultation plan, which was approved by Council on December 11, 2017.

The community consultation process and outcomes included:

- Meetings with key stakeholders (Kwantlen Polytechnic University (KPU), Richmond School District No. 38, TransLink, Vancouver Airport Authority);
- An on-site Information Centre, provided by the developer, that was visited by approximately 1,900 people;
- Two public information meetings that were attended by approximately 500 people;
- On-site notification signage regarding the proposed OCP/CCAP amendment; and
- Using the City's interactive discussion and community engagement website, LetsTalkRichmond.ca to both share information with the public about the Proposed Master Land Use Plan and to collect feedback. 190 on-line feedback form responses were submitted to the City.

The September 26, 2018 report to Council provided a detailed summary of the Council approved community consultation process and the feedback that was received. Stakeholders and the community were generally supportive of the Proposed Master Land Use Plan, with approximately 71% of those who completed a feedback form either supporting or having a neutral opinion of the proposed amendments to the OCP/CCAP.

Staff have maintained ongoing communication regarding the proposed application with key stakeholders and remain available to discuss the project with the public. Since late 2018, staff have received 18 calls from the general public regarding the subject application. Discussion focused on clarifying the scope of the OCP/CCAP application, responding to inquiries related to

the status of the OCP/CCAP amendment review process, and discussing existing land use designations for nearby properties.

Attachment 7 provides a summary of recent discussions with and submissions from stakeholders and other related updates subsequent to the Concept Master Land Use Plan being endorsed by Council in October 2018. Attachment 7 includes a summary of the Long Range Facilities Plan (LRFP) that was adopted by the School Board in June 2019. The subject site is not included as a possible option to accommodate student growth needs to 2033. The incremental phased redevelopment of the site means there are on-going opportunities for the School Board to secure a school site on the subject site to accommodate post 2033 student growth should the School Board determine a school site is warranted. Further, the implementation strategy has been developed to accommodate a school should the School Board pursue a school on the site.

Three TransLink statutory right-of-ways (SRW) are registered on the subject site. A summary of the existing agreements and their locations are provided in Attachment 7. As part of the rezoning review and bylaw adoption process for affected areas of the subject site, the property owner will be required to work with TransLink to amend or discharge the agreements to the City's satisfaction, at no cost to the City. No amendments/discharges to existing agreements that are registered on the subject site are required as a condition of OCP/CCAP amendment bylaw adoption.

During the course of the subject OCP/CCAP amendment review process, the Vancouver Airport Authority (VAA) submitted an application to Transport Canada to enact new Airport Zoning Regulations (AZR) to protect airspace for a possible future parallel south runway, which would limit the maximum height of buildings and structures in specific areas in Richmond's City Centre, including the subject site. As a key stakeholder, the VAA was consulted regarding the subject proposal and the proposed building heights are consistent with the VAA's application to Transport Canada. The developer will be required to confirm that building heights comply with AZR regulations that are in place at the time of redevelopment as part of the standard rezoning and Development Permit review process.

Analysis

Key Planning Objectives and Related Proposed Master Land Use Plan Elements

The proposed Master Land Use Plan is organized around two key elements:

- The desired Major Park location and distribution; and
- Consistency with CCAP objectives to support the greatest density, building height and mix of uses within a 5 minute walking distance (400 m) of a Canada Line station/Village Centre.

In addition, the plan includes supporting elements, some of which are associated with minor OCP/CCAP amendments, which are discussed below. Implementation details are discussed in a subsequent section of this report.

Park Objectives and Major Park Elements

The subject OCP/CCAP amendment proposes to establish the Major Park location and distribution with consideration of the intended park uses and functions while complying with fundamental CCAP objectives to maximize the amount of park area within a 5 minute walking

distance (400 m) of a Village Centre. Four distinct and connected spaces are proposed (Attachment 10, Schedule 4).

1) <u>Civic Plaza</u> is proposed at the intersection of Lansdowne Road and No. 3 Road, which is the centre of the City Centre. The space would be designed to facilitate gathering, cultural activities, significant public art and pedestrian circulation. (Size: 0.61 ha (1.51 acres), Event attendance capacity: 2,500 -5,000 people

The proposed Special Precinct Development Permit Guidelines identify a general location and design objectives for a "Landmark" building that relates to the abutting Civic Plaza and subject site's significant civic amenities and premier location at the centre of the City Centre. At Council's discretion, the "Landmark" building may be a City-owned community amenity building or building that includes City-owned community amenity space.

- 2) <u>Lansdowne Linear Park</u> is proposed along the site's Lansdowne Road frontage. The linear park would be the signature central section of the City's east/west civic spine and would function as a major pedestrian and cycling connection and an art walk with landscaping that includes mixed resilient plant species. The linear park is a component of a larger linear park network that is being incrementally introduced to connect the Richmond Olympic Oval and waterfront with the Garden City Lands (Size: 0.80 ha (1.98 acres)).
- 3) <u>Centre Park</u> would be entirely located within the portion of the subject site that is within a 5 minute walking distance of Lansdowne Station, within the central third of the subject site, and directly connected to the other Major Park elements. Centre Park would include facilities to accommodate active and passive neighbourhood users, as well as festivals and major events. (Size: 1.9 ha (4.71 acres), Event attendance capacity: 8,600-17,300 people)
- 4) <u>Neighbourhood Plaza</u>, at Lansdowne Road and Kwantlen Road, is intended to provide space for informal gathering and smaller community events. (Size: 0.17 ha (0.42 acre))
- 5) <u>Park Frontage Enhancement Area</u> includes areas identified in the CCAP that facilitate transition between public and private spaces, including balancing a lively public realm with residential expectations related to quiet and enjoyment of personal space. Consistent with the intention of the CCAP, the proposed park frontage enhancement right-of-way areas would abut the Major Park and would be designed in accordance with CCAP guidelines and proposed Special Precinct Development Permit Guidelines to activate these areas while providing sensitive and respectful transitions between public and private spaces. (Size: 0.49 ha (1.23 acres))

Public Open Space Objectives and Public Open Space Elements

Consistent with CCAP objectives to create a green, connected, urban centre that includes plazas and green links, the proposed Master Land Use Plan proposes adjustments and expansion of the pedestrian linkages network and public open space areas outlined in the CCAP to maximize use of and access to the Major Park areas and commercial and transportation nodes, and to increase the overall amount of on-site open space. The obligation to secure these spaces using right-ofway agreements on private properties would be secured as a condition of the proposed OCP/CCAP amendment. A minimum 0.85 hectares (2.11 acres) of public open space would be secured and includes the following spaces (Attachment 10, Schedule 4):

1) Plaza

- a) <u>No. 3 Road Wedge</u> is proposed along the site's No. 3 Road frontage and would extend south toward the proposed Civic Plaza. The plaza would be designed to encourage public gathering along the site's No. 3 Road frontage. The wedge shape would be achieved by requiring buildings to be setback between 8 m and 30 m (26 ft. to 98 ft.) from No. 3 Road. Introducing this plaza space is consistent with the CCAP's designation of the area under and abutting the Canada Line between Aberdeen and Lansdowne Village Centres as a "flexible street festival zone" and the designation of No. 3 Road as a "Great Street". (Area: 0.16 ha (0.42 acre))
- 2) Green Links
 - a) <u>Plaza to Park Connector</u> is a proposed new diagonal green link that would connect Civic Plaza and Centre Park and improve circulation during major events hosted at Centre Park. Plaza to Park Connector would also be a designated secondary retail street that would be closed to motorized traffic and characterized by smaller grain storefronts and design features that prioritize pedestrians. (Area: 0.14 ha (0.23 acre))
 - b) <u>North/South Green Link</u> is a proposed broad north/south public connection between Alderbridge Way and Centre Park. The green link would be characterized by its park-like character, inclusion of large trees and spaces for small groups to gather, and accommodation of the Neighbourhood Mobility Hub, which is discussed in detail in a subsequent section of this report. (Area: 0.14 ha (0.36 acre))
 - c) <u>Minor Green Links</u> are concentrated east of Cooney Road extension. The proposed Minor Green Links would increase the site's overall permeability and would be designed to encourage pedestrian circulation. (Area: 0.39 ha (0.98 acre))

Building Height Objectives and Building Height Elements

Consistent with CCAP objectives to concentrate the greatest building heights (up to 45 m (147 ft.)) at a designated Village Centre and to achieve a varied, attractive skyline with a diversity of building heights, the applicant proposes the following:

- <u>Transition to lower building heights</u>. The proposed Master Land Use Plan proposes to concentrate the greatest building heights within a 5 minute walking distance (400 m) from Lansdowne Station and transition to lower mid-rise building heights (25 m (82 ft.), approximately 8 storeys) east of the proposed Cooney Road extension (Attached Bylaw 10154, Schedule CC).
- 2) <u>Special Precinct Development Permit Guidelines</u>. The CCAP defines building height that exceeds 25 m (82 ft.) in height as a tower. The proposed guidelines include provisions for tower buildings, including the following (Attached Bylaw 10154, Schedule X):
 - a) <u>Location guidelines</u>. The proposed guidelines intend to limit towers with greater than 35 m (114 ft.) height to locations on the subject site that are generally within a 5 minute walking distance (400 m) from Lansdowne Station.
 - b) <u>Frame park area and significant public open spaces</u>. The proposed guidelines intend to use towers that are greater than 35 m (114 ft.) in height to frame and identify park areas and significant public open spaces.
 - c) <u>Encourage varied tower forms</u>. The proposed guidelines organize towers into two categories:

- i) Towers with a maximum height between 25 m to 35 m (82-114 ft.). These lower tower forms are encouraged to be characterized by stepping massing and varied building articulation.
- ii) Towers with a maximum height between 35 m to 45 m (114-147 ft.). Within this category, the proposed design guidelines include "Feature" towers, which are towers up to 45 m (147 ft.) in height that exhibit unique architectural design and are sited in key locations to draw attention to public gathering spaces and feature park areas. The remaining towers would be consistent with existing CCAP Development Permit guidelines for "signature" Richmond style towers.

Vibrant Retail/Commercial Environment Objectives and Retail/Commercial Elements The entire subject site is within an approximately 8 minute walking distance from Lansdowne Station. The CCAP supports mixed use development throughout the site to reduce non-work trips and travel outside the neighbourhood, and to support social interactions, community vibrancy and commercial viability.

Consistent with OCP objectives, the subject application proposes to:

- <u>Maintain on-site population serving businesses and minimize impacts on existing businesses.</u> The proposed phasing strategy, which is discussed in a subsequent section of this report, would maintain operation of the existing on-site shopping mall until approximately 56% of the overall projected on-site non-residential floor area is constructed in proposed Phases 1-4 and space is available for existing and/or new commercial uses to locate/relocate to within the newly constructed buildings. Limited demolition of the existing mall is proposed in Phase 2; complete demolition is proposed in Phase 5.</u>
- 2) Encourage non-residential uses within a 5 minute walking distance (400 m) of Lansdowne Station. The proposed Master Land Use Plan would expand the retail street network by designating the proposed Plaza to Park Connector a Pedestrian-Oriented Retail Precincts-Secondary Retail Street and Linkage. It would also support the existing CCAP's designation of Hazelbridge Way extension as a Pedestrian-Oriented Retail Precincts-High Street by including a limited area along the eastern side of Hazlebridge Way extension as Village Centre Bonus (VCB) designated area and permitting tower development within this area.

Transportation Objectives and Transportation Elements

The CCAP includes objectives to enhance transportation infrastructure and travel options including creating a hierarchy of streets and linkages that support various modes of travel. The plan proposes to establish a tighter circulation grid, favor pedestrians at traffic controlled intersections, and introduce mobility hubs to maximize first-to-last kilometre connectivity.

Consistent with existing CCAP polies, the proposed Master Land Use Plan proposes to (Attachment 8):

1) <u>Provide new and improved transportation infrastructure</u>. The plan includes new roads, improvements to surrounding roads and intersections, accommodation of on-street parking for car share services, shops and services, and new on-site vehicle circulation patterns.

- 2) <u>Introduce a new east/west mews</u>. The developer would register right-of-way agreements to introduce a mews that contributes to a finer grain circulation grid. The obligation would be secured as a condition of the OCP/CCAP amendment bylaw adoption. Although the mews would accommodate vehicles, the design would prioritize pedestrians and cyclists (i.e. flanking residential patios, secondary lobby entrances, traffic calming measures, and landscaping opportunities).
- 3) <u>Prioritize pedestrians at key intersections</u>. New and/or enhanced crossing provisions have been identified for future implementation at key intersections as listed in Attachment 8 (i.e. raised crossings, wider design, signalization, special paving for crossings providing connection to Civic Plaza and Centre Park).
- 4) <u>Improve cycling infrastructure</u>. The functional road design for the proposed Cooney Road extension includes an asphalt off-street bike path along both sides of the street. The section of the existing bike lane abutting the site's No. 3 Road frontage would be improved with replacement of the existing rollover curb with a barrier curb to better protect cyclists from moving traffic and to increase the effective width of the bike lane. Lansdowne Linear Park would include a separated two-way bike path.
- 5) <u>Introduce multi-modal hubs</u>. The hubs are transportation nodes that integrate multiple travel options to encourage alternative forms of travel and transition between modes of travel to support a culture of walking, cycling and transit use. Building on the subject property's proximity to Lansdowne Station, the developer would introduce on-site mobility hubs through the associated rezoning and Development Permit review process and would include provisions for the following (Attachment 10, Schedule 5):
 - a) <u>City Scale Mobility Hub</u>. This hub would be located on private property abutting Civic Plaza and Lansdowne Station and would include above and below ground elements to facilitate transportation connections between the subject site and City and regional destinations.
 - b) <u>Neighbourhood Scale Mobility Hub</u>. This hub would be located north of the proposed new East-West Road on private property within a southern portion of the proposed North/South Green Link. The Neighbourhood Scale Mobility Hub would provide neighbourhood oriented mobility options.
 - c) <u>Interim Mobility Hub</u>. This hub would be a temporary hub initiated in Phase 1 and would remain in place until its replacement by the permanent City Scale Neighbourhood Hub in Phase 6.

Mobility hub elements would include but would not be limited to those listed in Attachment 8.

Neighbourhood Character Objectives and Proposed Special Precinct Development Permit Guidelines

Development of the subject site is intended to provide significant public amenities and to establish an animated, mixed use development. Special Precinct Development Permit Guidelines are proposed to achieve the intended balance of vibrant civic and public open spaces, a variety of downtown commercial businesses, urban pedestrian-oriented streets and development that prioritizes pedestrians and efficient transportation options. To achieve these objectives, the proposed Special Precinct Development Permit Guidelines propose to introduce three character areas that are linked along their southern edge by the Major Park. The proposed guidelines intend to establish the following character areas:

- <u>Station District</u> is the westernmost character area that abuts Lansdowne Station and No. 3 Road. The proposed guidelines intend to establish well defined pedestrian-oriented retail high streets and to encourage commerce, gathering, cultural activities and pedestrian circulation as part of everyday urban life.
- <u>Centre Park Neighbourhood</u> is the central character area and is characterized by residential development and the precinct's major city servicing green space, Centre Park. Proposed Special Precinct Development Permit Guidelines would establish a vibrant and comfortable relationship between ground level uses and abutting Major Park, public open spaces, and streets.
- 3) <u>Kwantlen Neighbourhood</u> is the eastern most character area that extends to Kwantlen Road. The character area is a medium density, primarily residential neighbourhood that would accommodate a network of green links within private developments.

Implementation Strategy

The proposed Implementation Strategy applies a development-led approach to realize the proposed Master Land Use Plan and includes a strategy for the acquisition and development phasing of:

- Major Park and public open spaces;
- Transportation infrastructure, including Transportation Demand Management (TDM) strategies;
- Engineering services;
- District Energy and low carbon energy sources;

The strategy addresses the pace of amenity acquisition and development to meet the needs of new and existing residents.

Legal agreements, as detailed in the attached OCP/CCAP Considerations would secure the developer's obligation to undertake the proposed implementation strategy (Attachment 10). Due to the long projected development timeframe, it is anticipated that minor amendments to the proposed implementation may be proposed as part of future development applications and in response to new and/or updated Council policies and bylaws that apply at the time of application.

Development Phasing

The applicant proposes a multi-phase development strategy that includes seven (7) phases of development (Attachment 10, Schedule 1). The proposed phasing reflects the developer's objectives to incrementally introduce Major Park and amenities, while maintaining operation of the mall until replacement commercial floor area is constructed. It also considers site specific conditions including construction phasing, parking requirements, and leasing commitments.

Redevelopment is proposed to start in the northeast corner of the site with a series of residential developments (proposed Parcel 8, 9, 5, 10, 2) followed by a large mixed use development on a

parcel that abuts No. 3 Road (proposed Parcel 1A-2). The proposed development sequence would proceed around the existing shopping centre until the building is demolished as part of proposed Phase 5 (Attachment 10, Schedule 1).

Development Subdivision

The applicant proposes to subdivide the site generally as indicated in the attached Preliminary Subdivision Plan to create 15 fee simple lots (Attachment 10, Schedule 2). The preliminary subdivision plan includes road dedications as referenced in the attached Preliminary Road Functional Plan, and Major Park as shown in the attached Major Park and Open Space Plan (Attachment 10, Schedule 3 and 4).

As a condition of OCP/CCAP amendment bylaw adoption, the owner will be required to register an agreement to ensure that applications to subdivide are generally consistent with the Preliminary Subdivision Plan. Further, to ensure that legal agreements and business terms associated with the development proposal are realized as intended, the applicant will be required to register a legal agreement that restricts the owner's ability to sell or otherwise transfer a subdivided lot without prior approval from the City (Attachment 10).

Major Park

Ownership

In accordance with the existing CCAP, a 4 hectares (10 acres) Major Park will be secured on the subject site via future rezoning applications. The Major Park area (4 hectares (10 acres)) includes:

- 1) <u>City-owned park area</u> (3.54 hectares (8.77 acres)), which includes 607 m² (0.15 acres) of existing City-owned land at the northeast corner of the site and 3.49 hectares (8.62 acres) of City-owned park area that will be acquired through the redevelopment process.
- 2) Park Frontage Enhancement Areas (0.49 hectares (1.23 acres)), these areas will be located on private property and secured as public statutory right-of-way at the time of rezoning. Detailed design of the Park Frontage Enhancement Areas will be undertaken as part of future rezoning and Development Permit applications in consultation with Parks staff and in accordance with the existing CCAP and the proposed Special Precinct Development Permit Guidelines. These areas will be privately owned, maintained and managed.

Major Park Acquisition and Development Phasing

The proposed phased acquisition and development of Major Park and Park Frontage Enhancement Areas considers park space demand needs, as well as the function and appeal of Major Park space in the context of an operating shopping centre that is undergoing phased redevelopment. The objective of the proposed acquisition phasing strategy is to achieve a balance between the percentage of new residents and the percentage of the total area of Major Park area to be provided in order to ensure residents in the larger Lansdowne Village have access to standard park service levels. The percentage of overall Major Park area per development phase relates to the percentage of overall proposed residential occupancy as summarized in Attachment 8.

Portions of Major Park area, including Park Frontage Enhancement Areas will be secured at the time of phased rezoning as:

- Permanent Major Park and/or Park Frontage Enhancement Areas: which includes park areas that are designed, constructed and ownership (fee simple/ROW) secured to its final condition.
- Interim Major Park and/or Park Frontage Enhancement Areas: which includes park areas that are designed and constructed to an interim condition and ownership is either secured to its final condition or will change before the park area is redeveloped to its final condition.

Attachment 8 summarizes the proposed Major Park acquisition and development phasing strategy.

Public Open Space

The proposed Master Land Use Plan includes enhanced pedestrian linkages and an open space network that will introduce No. 3 Road Wedge, Plaza to Park Connector, North/South Green Link, and Minor Green Links (Attachment 10, Schedule 4). As a condition of OCP/CCAP amendment adoption, the developer will register an agreement on title to secure the property owner's obligation to provide public open space within right-of-ways on private properties generally as shown in the Major Park and Public Open Space Plan. Detailed design will be undertaken as part of future rezoning and Development Permit applications in consultation with Parks staff and in accordance with the proposed Special Precinct Development Permit Guidelines. Attachment 8 provides a summary of the proposed public open space areas and the proposed acquisition and development schedule.

Transportation Infrastructure & Alternative Travel Options

The proposed Master Land Use Plan proposes transportation infrastructure and alternative travel options that are consistent with existing CCAP objectives, as discussed in a previous section of this report. The applicant has provided a preliminary road functional plan and a Mobility Hub strategy that includes phased implementation of transportation infrastructure and Transportation Demand Management (TDM) provisions (Attachment 10). Transportation improvements are required prior to occupancy of the first rezoning application in the applicable phase of development or to the satisfaction of staff as determined through the associated rezoning application review process.

The proposed transportation phasing strategy includes permanent and interim elements, which are summarized in Attachment 8. The phasing strategy reflects objectives to improve interim travel options for vehicles, cyclists and pedestrians, address site specific constraints (including maintaining access to commercial services during redevelopment and transitional lot grading), and meets required on-site parking requirements.

In order to help to meet the anticipated public parking demands, including parking for events hosted at Major Park, the developer will register a legal agreement on title to secure the property owner's obligation to provide shared parking that is available for public use. The parking agreements will be based on the findings of a parking implementation assessment/study that will be required as part of the rezoning application review for mixed use development (Attachment 10).

Development Cost Charge (DCC) credits will apply to works included in the DCC program (Cooney Road, Lansdowne Road) and these roads, unlike Hazelbridge Way extension and East-West Road are not eligible for density calculation purposes.

Engineering Servicing

Staff have determined the scope and the phasing of upgrades to the existing services that are to be undertaken by the applicant. Improvements include but are not limited to the following:

- Typical water works, storm sewer and sanitary sewer works, and frontage improvements, including interim and permanent works.
- Replace and upgrade the Alderbridge Sanitary Pump Station, which shall be sited outside Major Park area.
- Design and construct a rainwater management feature within Centre Park to the satisfaction of staff, in addition to incorporating on-site rainwater management provisions on private development sites.

The applicant has provided Preliminary Utility Servicing Plans and Cross Sections (Attachment 10, Schedule 6), to the satisfaction of staff. The engineering servicing acquisition and development strategy includes permanent and interim elements, as summarized in Attachment 8.

District Energy and Low Carbon Energy Sources

The City's OCP and Community Energy and Emissions Plan (CEEP) includes objectives to secure building infrastructure to reduce energy use and greenhouse gas (GHG) emissions. Consistent with these objectives, the applicant will provide an on-site low carbon district energy system capable of supplying at least 70% of each of the subject sites' individual space heating, space cooling, and domestic hot water annual needs from a renewable (non-carbon) energy source. Further, the on-site low carbon district energy system will also have the ability to connect and be serviced by a City District Energy Utility (DEU), at no cost to the City or its DEU service provider the Lulu Island Energy Company (LIEC). The strategy includes provisions to facilitate the expansion of the system to provide service to off-site developments. The low carbon district energy system phasing strategy is summarized in Attachment 9. The proposed servicing strategy was considered and supported by the LIEC Board of Directors in November 2019.

As a condition of OCP/CCAP amendment bylaw adoption, the applicant will be required to undertake to enter into various DEU covenants for each phase and/or sub-phase of development that will obligate the developer to design and construct the low carbon district energy system in accordance with the terms outlined in Attachment 10 prior to the applicable rezoning.

Future Reports and Processes

Subject to adoption of the Final Master Land Use Plan and associated bylaws, Council will receive a series of reports regarding matters that are related to the future redevelopment of the subject site:

1) <u>City-owned Amenity Building/Space</u>: The subject OCP/CCAP amendment ensures that Cityowned community amenity building/space considerations as currently established in the existing CCAP are retained. Through the proposed OCP/CCAP amendment staff identified a possible location for a consolidated City-owned amenity building/space (i.e. the prominent intersection of No. 3 Road and Lansdowne Road adjacent to the proposed Civic Plaza) should Council decide to pursue a City facility on the site. Conditional to the developer taking full advantage of the CCAP's density bonus provisions, through future rezoning applications, the developer would be obligated to provide the City with on-site City owned amenity or an equivalent cash contribution based on estimated construction value for providing the following: • The equivalent of up to 1% of residential building area within area designated Urban Core Transect (T6 area) secured for child care space unless otherwise directed by Council. Approximately 1,778 m² (19,138 ft²) of child care space or equivalent value would be secured through development.

In light of the residential and employment density supported within the neighbourhood staff believe there will be a need for child care in the neighbourhood.

• The equivalent of up to 5% of the additional 1.0 FAR permitted for non-residential area (VCB area) secured for either child care space or, another type of community facility if the provision of child care space is not the priority. Approximately 3,196 m² (34,400 ft²) of amenity space or equivalent value would be secured through development.

Through a separate process, staff will prepare a report to review potential uses for the Cityowned community amenity building/space. Council may endorse construction and transfer of ownership of the City-owned community amenity building/space or may direct staff to collect an equivalent value contribution in lieu of physical space at the subject site.

As a condition of adoption of the amendment bylaw, the property owner will register an agreement on title to ensure that construction obligations, which would be deferred until Phase 7, are realized. Security for the proportion of City-owned amenity space associated with the subject phase of development will be secured at the time of rezoning in accordance with CCAP density bonusing provisions (Attachment 10).

- 2) <u>District Energy</u>: Amendments to the City Centre District Energy Utility Service Area Bylaw for the subject site will be presented for consideration by Council under separate reports from Sustainability staff.
- 3) <u>Major Park Plan</u>: Prior to the final adoption of the first rezoning application in Phase 1 being considered by Council, Parks Services staff will prepare a Major Park Master Plan for Council's consideration intended to include:
 - Results of community consultation on the proposed park program and facilities;
 - Program priorities and operation models; and
 - A conceptual design framework for the Major Park.

Subsequent reports seeking Council approval for design for portions of Major Park will be undertaken at the time the owner applies to rezone the associated phase of development and the Major Park area is acquired.

4) <u>Public Art</u>: As a condition of adoption of the amendment bylaw, the owner will register an agreement on title accepting the obligation to develop a public art plan for the developable portion of the subject site as a condition of adoption of a rezoning bylaw for the first proposed phase of development through a separate process that is led by the Public Art Planner, to the satisfaction of the City.

A public art strategy for Major Park, particularly Civic Plaza and Lansdowne Linear Park, is included in the City Centre Public Art Plan. The plan intends to introduce large scale iconic works, interactive pieces and interesting street furniture in these areas. The site's No. 3 Road frontage is also identified in the plan as a possible location for public art. Installation of public art is subject to the Council process that in place at the time of rezoning.

Financial Impact or Economic Impact

The proposed OCP/CCAP amendment will not result in the City taking ownership of developer contributed assets; therefore there is no Operating Budget Impact (OBI) associated with the proposed OCP/CCAP amendment.

Future rezoning applications will result in the City incrementally taking ownership of developer contributed assets to introduce 4 hectares (10 acres) of Major Park, potential for approximately 4,975 m² (53,550 ft²) of City-owned community amenity building/space (conditional to the developer taking full advantage of the CCAP's density bonus provisions and Council direction to secure construction and transfer ownership of the community amenity building/space), two district energy plants and their associated infrastructure, roadworks, waterworks, storm and sanitary sewers, street lights, street trees, and traffic signals. The anticipated Operating Budget Impact (OBI) for these assets will be further detailed at the time of the associated rezoning.

Conclusion

It is recommended that Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10154 be introduced and given first reading.

The developer approached staff to redevelop the subject site, which is a 20 hectares (50 acres) site at the centre of Lansdowne Village and the location of the existing Lansdowne Centre shopping centre. Based on the size, visual prominence and complexity associated with incrementally redeveloping the subject site while continuing to operate the existing mall during early phases of development, the applicant was advised to develop a master land use plan to guide the phased redevelopment process.

The proposed Final Master Land Use Plan includes amendments to the existing OCP/CCAP that are refinements rather than significant changes. The subject application proposes to amend the OCP and Schedule 2.10 (City Centre Area Plan) of the OCP to permit:

- 1. Changes to the location and distribution of the 4 hectares (10 acres) Major Park that the CCAP identifies for the subject site to establish four distinct yet related public spaces; and
- 2. Reorganization of on-site density and building heights while maintaining the overall blended on-site density that is permitted by the existing approved CCAP. No increase in density is proposed.

Supporting amendments (an expanded network of public open spaces, green links, supplementary pedestrian-oriented retail streets, provisions for alternative transportation options, and related features) are proposed, as well as Special Precinct Development Permit Guidelines. The proposed amendments are consistent with fundamental CCAP planning and development priorities for the City Centre that include, but are not limited to:

• Acquiring well located, highly used public parks and community amenities;

- Establishing high density transit villages; and
- Contributing transportation and utility improvements.

On this basis, it is recommended that Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10154, be introduced and given first reading. If the proposed amendment bylaw is not adopted, then future development would proceed consistent with the existing CCAP.

Diana M.

Diana Nikolic, MCIP Senior Planner/Urban Design

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Attachment 1: Location Map Attachment 2: Final Master Land Use Plan

Attachment 3: Data Sheet

Attachment 4: Summary: Completed Stages of Council Approved OCP/CCAP Amendment

Application Review Process

Attachment 5: Existing Specific Land Use Map: Lansdowne Village (2031)

Attachment 6: Summary: Proposed Supporting Map and Minor Text Amendments

Attachment 7: Stakeholder Consultation Summary

Attachment 8: Summary: Acquisition and Development Phasing (including Major Park, Public

Open Space, Transportation and Related Infrastructure, On-site Mobility Hub Elements, Engineering Servicing)

Attachment 9: Phasing Summary: District Energy and Low Carbon Energy Sources

Attachment 10: OCP/CCAP Considerations

Schedule 1: Phasing Plan

Schedule 2: Preliminary Subdivision Plan

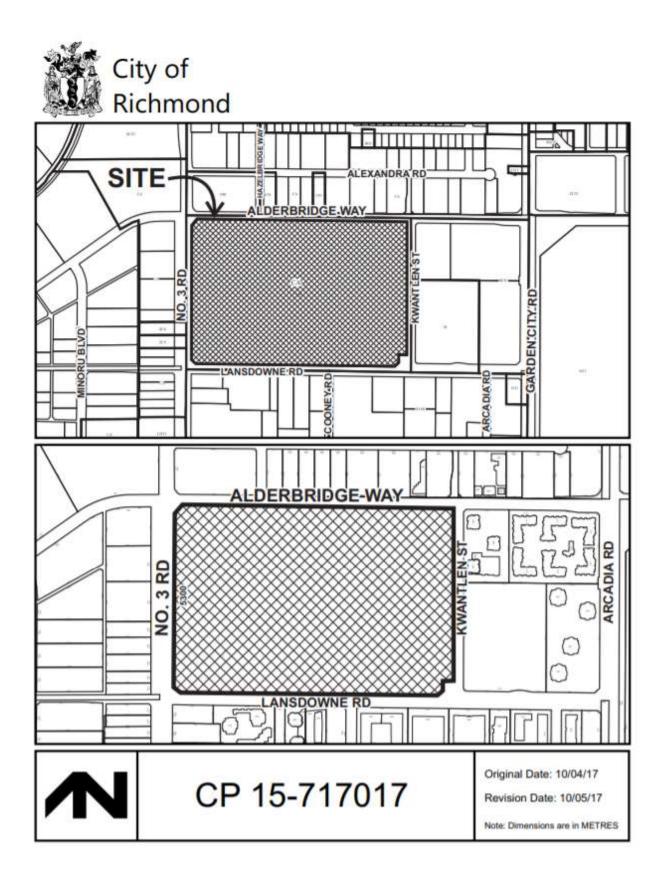
Schedule 3: Preliminary Road Functional Plan

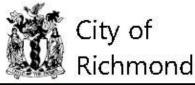
Schedule 4: Major Park and Public Open Space Plan

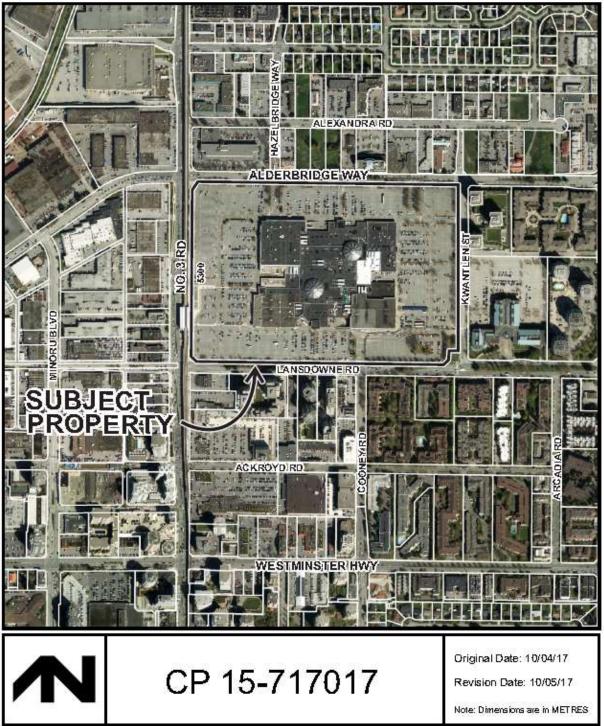
Schedule 5: Mobility Hub Vision

Schedule 6: Preliminary Utility Servicing Plans and Cross Sections

Schedule 7: District Energy Servicing Strategy







I Kwantlen Street Ezela unoqub e FAR OUTSIDE 400M RADIUS / 5 MIK. WALK YVR Impacted Towers Potential Height Limit with New YVR Burway Private Laneways Privately Owned / Publicly Accessible ----Public Street Network Street with Large Residential Cooney Road A 46m A6m 50 1 45m \$ Alderbridge Way \$ **₽** 4tm ₩**®** 1 icial Presence Lansdowne Linear Park 400m Radius from Skytrain 5 Minute Walk Lansdowne Road Park& Additional Open Space Secured with Right of Way Space Retail 'High Street' Street with Large Comme 43m -> ₩**●** 1 ł \$; Residential Oriented Block Residential with Potemal Local Retail Park & Public Open Space City Owned Residential Mixed Block Office/Retall Allowable √. ^î FAR WITHIN 400M RADIUS / 5 MIN. WALK 3.2 yeW appindlaseH Mixed Use Midrise 15-35m+ Proposed Height 35m Max Height Residential Lowrise 25m Max Height Retail Oriented Block Retail/Office, Residential Above Civic Plaza €§ ¶\$₽ CK _ Community Amenity Building TBD DEORE.ON Residential Towers 47m Max Height Office Towers 47m Max Height LEGEND

Final Master Land Use Plan

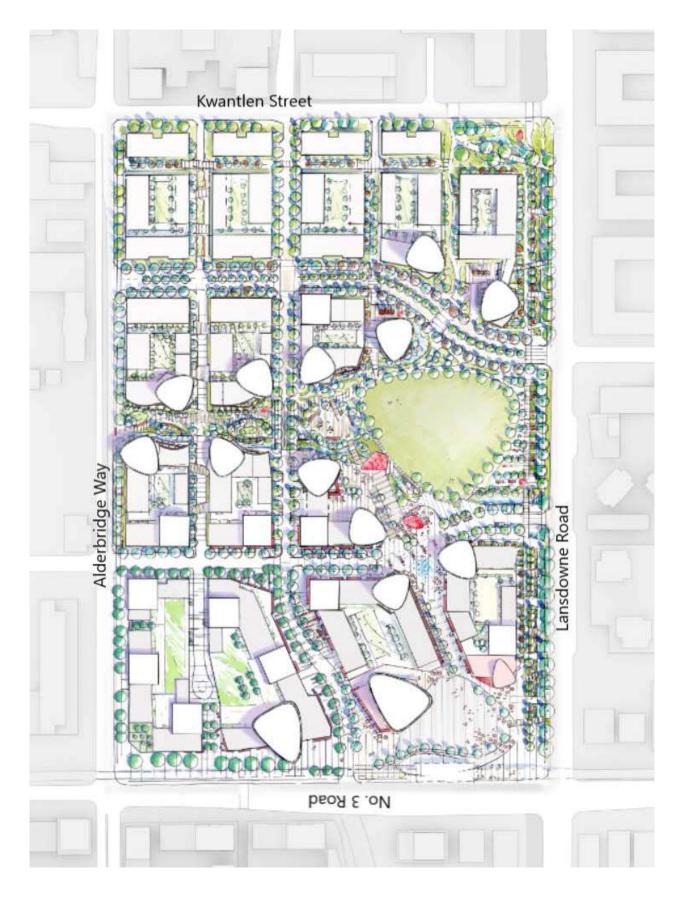
ATTACHMENT 2

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ATTACHMENT 2





Application Data Sheet

Development Applications Department

OCP

Attachment 3

Address: 5300 No. 3 Road

Applicant: Vanprop Investments Ltd. Inc. No. 270547

Planning Area(s): City Centre Area Plan

	Existing	Proposed
Owner:	Vanprop Investments Ltd. Inc. No. 270547	Vanprop Investments Ltd. Inc. No. 270547
Site Size (m²):	20.21 hectares (49.93 acres)	No change. Road dedications to be secured through incremental rezoning applications.
Land Uses:	Shopping centre	Mixed use
OCP Designation:	Park, Downtown Mixed Use, Mixed Use	Park, Downtown Mixed Use, Mixed Use
Area Plan Designation:	Urban Core T6, Village Centre Bonus, Urban Centre T5, Park	Park, Urban Core T6, Urban Centre T5, Village Centre Bonus
Zoning:	Auto-Oriented Commercial (CA)	Future incremental rezoning applications required to realize Master Land Use Plan
Number of Units:	0	Estimate based on Master Land Use Plan: 4,360
Residential floor area	0	Estimate based on Master Land Use Plan: 357,432 m ² (3.8 million ft ²)
Non-residential floor area:	55,667 m ² (599,195 ft ²)	Approximately: 63,923 m ² (688,061 ft ²) excluding community amenity obligations)
Major Park	4 hectares (10 ac)	4 hectares (10 ac)

On Future Subdivided Lots	Existing CCAP	Proposed Master Land Use Plan	Variance	
Floor Area Ratio: Overall blended on-site density	2.77	2.77	none permitted	
Height (m):	45 to 25 m	45 to 25 m	none	
Urban Core Transect (T6 area) and Village Centre Bonus amenity	Approximately 4,975 m ² (53,550 ft ²) or equivalent value at Council's discretion*	Approximately 4,975 m ² (53,550 ft ²) or equivalent value at Council's discretion*	none	

* Conditional to the developer taking full advantage of the CCAP's density bonus provisions, through future rezoning applications.

Summary: Completed Stages of Council Approved OCP/CCAP Amendment Application Review Process

To evaluate the applicant's proposal, a multi-phase development review process was established that includes three reports to Council and sequential updates to the draft Master Land Use Plan including a "Proposed", "Concept" and "Final" Master Land Use Plan. The following provides a summary of the completed stages in the application review process.

Stage 1 - complete

Staff Report: Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Master Land Use Plan – Request to Endorse Applicant Led Public Consultation (November 28, 2017)

On December 11, 2017, Council authorized staff to manage an applicant undertaken community consultation process regarding the first iteration of the site specific land use plan, the "Proposed Master Land Use Plan" for the Lansdowne Centre shopping centre site.

The November 28, 2017, report included:

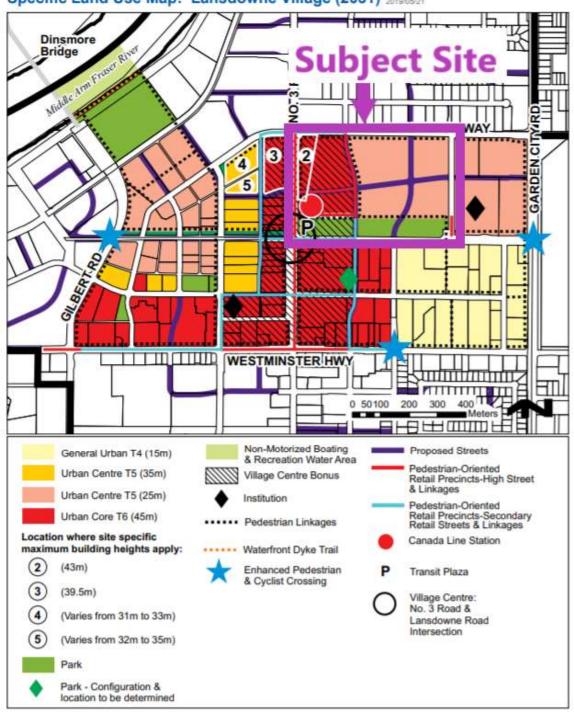
- An overview of the proposed OCP/CCAP amendments;
- A proposed process to advance the OCP/CCAP amendment application; and
- A recommended community consultation plan that Council was asked to endorse.

Stage 2 - complete

Staff Report: Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Master Land Use Plan – Public Consultation Summary and Request to Endorse the Concept Master Land Use Plan (September 26, 2018)

On October 9, 2018, Council endorsed the second iteration of the plan, the "Concept Master Land Use Plan" for the Lansdowne Centre shopping centre site to proceed toward finalizing the final version of the plan, the "Final Master Land Use Plan". The September 26, 2018 report included:

- A comprehensive summary of the community consultation process that was supported by Council and a summary of the feedback that was received from stakeholders and the community.
- Refinements to the plan resulting from analysis of the feedback that was received during the community consultation process, as well as items that were identified through the standard review process (i.e. decreasing the heights of some tall buildings, revising building forms to maintain the concentration of building floor area within a 5 minute walking distance (400 m) from Lansdowne Station without increasing the number of proposed tall buildings).



Specific Land Use Map: Lansdowne Village (2031) Bytew 10020 2015/05/21

Bylaw 10020 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Мар	Type of Amendment						
	Major Park Shape	Land Use Organization	Public Open Space System	Building Height	Vibrant Retail Environment	Mobility Network	Form and Character
City Centre Neighbourhoods & Village Areas Map (2-6)	•						
Cycling Network Map (2031) (2-38)	•						
Arts & Culture Map (2031) (2-46)	•						
Public Spaces & Places Map (2031) (2-50)	•						
Public Art Opportunities Map (2-51)	•						
Major Parks Map (2-67)	•						
Riverfront Features & Destinations Map (2-91)	•						
Park Frontage Enhancement Areas Map (3-13)	•						
Park & Open Spaces Map (2031) (4-11)	•						
City Centre Framework Map (1-12)	•	•					
City Centre Neighbourhoods & Village Areas Map (2-6)	•	•					
Generalized Land Use Map (2031) (M-3)	•	•					
Specific Land Use Map: Lansdowne Village (2031) (M-14)	•	•		•	•		
Pedestrian Environment Map (2-36)	•		•				

Summary: Proposed Supporting Map and Minor Text Amendments

Мар	Type of Amer	ndment					
	Major Park Shape	Land Use Organization	Public Open Space System	Building Height	Vibrant Retail Environment	Mobility Network	Form and Character
A Base for Building a Living Landscape Map (2- 60)	•		•				
Base Level Parks & Open Space Map (2031) (2-65)	•		•				
Pedestrian Linkages Map (2-71)	•		•				
Designated Green Link & Linear Park Location Map (3-16)	•		•				
Key Commercial Areas Map (2-17)	•				•		
Public Realm Areas Map (2-88)		•			•		
Overlay Boundary – Village Centre Bonus Map (2031) (M-4)		٠			•		
Density Bonusing Map (2031) (4-13)		•					
Maximum Building Height Map (2-109)							
Text amendment: Add: *** after 35 m (115 ft.) "*** Increased building height may be permitted subject to Lansdowne Centre (Lansdowne Village) Special Precinct Guidelines"				•			
Tower Spacing & Floorplate Size Map (2- 113)							
Text Amendment: "24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village)				•			

Мар	Type of Amer	ndment					
	Major Park Shape	Land Use Organization	Public Open Space System	Building Height	Vibrant Retail Environment	Mobility Network	Form and Character
Special Precinct Design Guidelines"							
Jobs & Business Concept Map (2-13)					•		
Pedestrian-Oriented Retail Precincts Map (2- 20)					•		

Stakeholder Consultation Summary

Staff have maintained ongoing communication regarding the application proposal with key stakeholders throughout the application review process. The following table summarizes recent discussions and submissions from stakeholders and other related updates since late 2018. Consultation prior to October 2018 is summarized in the Stage 2 report, *Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Master Land Use Plan – Public Consultation Summary and Request to Endorse the Concept Master Land Use Plan (September 26, 2018).*

Stakeholder	Stakeholder Consultation Updates
Richmond School District No. 38	 The School Board adopted a Long Range Facilities Plan (LRFP) in June 2019. The LRFP advises that within the North Central Area, which includes the subject site, anticipated student growth needs to 2033 can be accommodated with permanent additions to existing schools and a new school at Dover Park, which is owned by the School District. The LRFP references the possibility of a future new school site within the North Central Area of the City Centre as an option to accommodate growth after 2033, subject to demand being substantiated by future demographics. The Lansdowne Centre shopping mall is referenced as a possible location for a new school site to accommodate possible post 2033 demand. Possible on-site future school locations have been considered, including proposed Parcel 4 and 7, which would abut Centre Park and are proposed in a later phase of development (Phase 5), which corresponds with demolition of the remainder of the mall. The proposed Master Land Use Plan maintains options for the inclusion of a future school on the site. Phased redevelopment of the site means there are on-going opportunities for the School Board to secure a site in this location. The School Board, in consultation with the Ministry of Education, will decide whether to pursue acquisition of a school site on the property. The site's existing CCAP Urban Core (T6) and Village Centre Bonus (VCB) designations do not include provisions to acquire land/building for the School District. The City administers the collection of School Site Acquisition Charges (SSAC) on all residential development. The money that is collected is distributed to the School District.
TransLink	 TransLink is generally supportive of the proposed Master Land Use Plan. It is understood that accommodation of the HandyDART bay while maintaining access for TransLink service vehicle parking would be revisited during proposed Phase 2. TransLink is the holder of various statutory rights of ways (SRWs) over limited portions of the subject site. No action is required as part of the proposed OCP/CCAP amendment application. Further action by the developer (discharge and/or modification of existing agreement(s)) would be required in association with adoption of future rezoning bylaws.
Vancouver Airport Authority (YVR)	 Vancouver Airport Authority (YVR) staff acknowledge that the building and site layout in the proposed Master Land Use Plan appear to meet the requirements set out in their Airport Zoning Regulations (AZR) application to Transport Canada. The developer is ultimately responsible for ensuring all structures on the site meet any new AZR requirements.

October 2018 -	March 2020	Consultation with	Kev	Stakeholders
	111011 2020	Consultation with	1.00	Olarcholacio

RICHMOND SCHOOL DISTRICT

Stakeholder Meeting Summary

Meeting Date

20 August 2019

Attendees:

Umur Olcay, Manager of Facilities Planning, Richmond School District SD#38 Joseph Balderston, Facilities Planner, Richmond School District SD#38 Jesse Galicz, Vice President, Development, Vanprop Investments Ltd. Kim McInnes, Chief Executive Officer, Vanprop Investments Ltd. Diana Nikolic, Senior Planner, City of Richmond

Meeting Purpose:

On October 9, 2018 Council endorsed the Proposed Master Land Use Plan for the Lansdowne Centre shopping mall site to proceed toward finalizing the Final Master Land Use Plan and associated bylaws for the phased redevelopment of the Lansdowne Center shopping mall site.

The Proposed Master Land Use Plan that was endorsed by Richmond City Council was developed in consultation with stakeholders, including the School District. Link to report: https://www.richmond.ca/ shared/assets/ 19 LandsdownPlan CNCL100918 51744.pdf

Consultation with the School District includes:

- Upon receipt of the application, City staff notified the School District with a first, early notification and opportunity to comment regarding the Proposed Master Land Use Plan for phased redevelopment of Lansdowne Centre.
- Meetings with individual School District employees ongoing.
- January 11, 2018 stakeholder meeting hosted at the Vanprop office at Lansdowne Centre.
- June 18, 2018 stakeholder meeting hosted at the Vanprop office at Lansdowne Centre.
- August 20, 2019 stakeholder meeting hosted at the City of Richmond.

Updates:

Long Range Facilities Plan (LRFP)

A Long Range Facilities Plan (LRFP) was adopted by the School Board in June 2019

(<u>https://pd.sd38.bc.ca/sites/default/files/SD38_Long_Range_Facilities_Plan_2019.pdf#zoom=100</u>). The School Board approved the report's preferred option to accommodate anticipated student growth needs to 2033 for a northern portion of the City Centre ("North Central" school region) by undertaking permanent additions to existing schools including:

- Four classroom additions to William Cook and T.A. Tomsett;
- Future permanent additions as Samuel Brighouse, R.C. Talmey; and
- Future second phase additions to William Cook and T.A. Tomsett.

The Board supported option to accommodate growth needs within the North Central School Region also includes a new school at Dover Park, which is owned by the School District. The permanent additions and a new school at Dover Park would provide a total of 1,162 permanent new seats within the North Central area, which would meet the District's estimated needs within the North Central area to 2033.

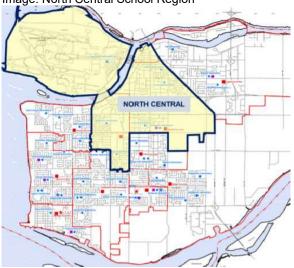


Image: North Central School Region

The possibility of a future new school site within the North Central area is presented as an option to accommodate growth after 2033, subject to demand being substantiated by future demographics analysis. Within this context, the Lansdowne Centre site is referenced as a possible location for a new school site to accommodate post 2033 demand. The LRFP acknowledges that acquiring a new school site is associated with high costs and uncertainty and acquisition of a new school site is not suggested at this time. The Board approved LRFP suggests that the School District continue to engage with the City of Richmond and the development community regarding the possibility of accommodating growth needs beyond 2033.

Discussion:

Development application review process status

The applicant provided a general overview of the proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP), which are refinements rather than significant modifications to the existing plans. No additional density is proposed. The proposed density is consistent with the CCAP supported density over the site. The applicant advised that the proposed Final Master Land Use Plan is substantively the same as the Proposed Master Land Use Plan, which was endorsed by Council and was considered by School District staff during previous stakeholder engagement.

The applicant provided information about the current status of the application review process and an update regarding how the Proposed Master Land Use Plan responded to proposed changes to the Airport Zoning Regulations (AZR) for Vancouver International Airport (YVR) that are subject to approval by Transport Canada (i.e. building heights in affected areas were reduced by up to 2 storeys and the associated floor area was accommodated within the affected proposed lot).

Developer's proposed development phasing schedule

The applicant's intended development phasing schedule has been shared with the School District. The plan includes retention of a portion of the mall during the earlier phases of development. The overall development time frame would be market driven and is estimated to be approximately 20 years.

Reference to a possible new school within the North Central area

In the context of referencing the Lansdowne Centre site as a possible location for a future school to accommodate growth needs after 2033, the LRFP references a preference to locate a school adjacent to the proposed Centre Park. Both proposed Parcel 4 and 7 abut the proposed Centre Park and both are proposed in a later stage of development (Phase 5), which coincides with demolition of the remainder of the mall. Parcel 4 and 7 are circled in red in the image below.

The applicant prepared a study of preferred locations for a school at the subject site, which was shared at a previous stakeholder meeting and included as Attachment 5 to the October 9, 2018 staff report to Council (<u>https://www.richmond.ca/_shared/assets/_19_LandsdownPlan_CNCL100918_51744.pdf</u>). The study suggested proposed Parcel 3 or 12 as a possible location for a future school. Proposed Parcel 3 and 12 are both proposed during an earlier phase of development (Phase 3) and are circled in blue in the image below. Although neither parcel abuts the future Centre Park, both parcels would abut publically accessible outdoor space.

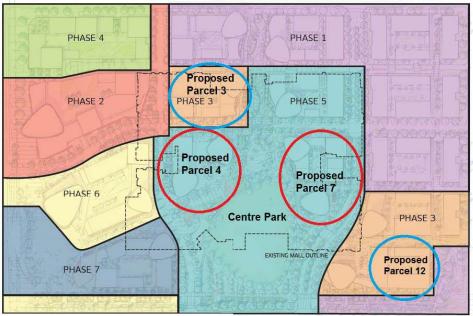


Image: Lansdowne Centre Proposed Phasing Strategy

Acquisition of a future school site, which may be limited to securing an air space parcel, either at the Lansdowne Centre site or an alternative location, would be subject to a series of factors including feasibility of acquisition (cost, timing and parcel location) and School Board approval (allocation of funds).

Noting that a new school within the North Central area is identified as a means to accommodate as yet unsubstantiated growth beyond 2033, a new school (or learning centre) may range in size between approximately 2,100 m² for a 200 nominal capacity school and 2,760 m² for a 300 nominal capacity school. The school would be associated with approximately 3,300 m² to 3,400 m² of play field, as well as a children's playground space of approximately 300 m², which may include co-used outdoor area that is located on City owned Park in accordance with the existing use agreement between the School and the School District. Assuming a three storey building, the total land area required would range in size between approximately 700 m² to 920 m² for the building, and additional area or underground space for parking and drop-off.

TRANSLINK

From: Nikolic,Diana
Sent: November 19, 2019 3:58 PM
To: 'Kip, Nathalie' <Nathalie.Kip@Translink.ca>
Cc: Navarra, Jon <Jon.Navarra@Translink.ca>; Forrest, Tessa <Tessa.Forrest@Translink.ca>; Lin, Fred <FLin@richmond.ca>; Hoffard,Grant <GHoffard@richmond.ca>
Subject: RE: TransLink Comments Regarding Draft Mobility Strategy for OCP Amendment at Lansdowne Centre (CP 15-717017)

Greetings Nathalie,

Thank you for TransLink's updated review comments. The following includes a couple clarifications in response to your October 17, 2019 email.

Service Vehicles & HandyDART

Further detailed consideration related to placement of the HandyDART bay and to maintaining simultaneous access to the HandyDART bay and TransLink service vehicle parking would be revisited during Phase 2 when a western portion of the new East/West Road would be secured as a condition of rezoning bylaw adoption.

Bike Lockers

References in the proposed Mobility Hub strategy to bike racks and lockers refer to facilities that would be located on the subject site and provided by the developer as part of future on-site Mobility Hubs. These facilities would be supplementary to the existing off-site TransLink lockers.

Thank you again for your updated comments. Staff look forward to continuing to work toward our common objectives to advocate and improve transportation options and incentives that support alternative transportation.

Regards,

Diana Nikolic, MA (Planning), MCIP, RPP Senior Planner (Urban Design) Policy Planning Department Tel: 604-276-4040 <u>dnikolic@richmond.ca</u>

www.richmond.ca

From: Kip, Nathalie [mailto:Nathalie.Kip@Translink.ca]
Sent: Thursday, 17 October 2019 11:53
To: Nikolic,Diana
Cc: Navarra, Jon; Forrest, Tessa
Subject: TransLink Comments Regarding Draft Mobility Strategy for OCP Amendment at Lansdowne Centre (CP 15-717017)

Dear Ms. Nikolic,

Thank you for your letter dated September 9, 2019, and for the opportunity to provide additional input regarding elements of the draft mobility strategy for the Lansdowne Centre redevelopment (CP 15-717017).

Upon review of the referral materials provided, we have the following feedback:

Service Vehicles & HandyDART

Per the HandyDART Bay Concept Plan provided, we understand that the HandyDART bay is proposed to be relocated along the new East-West Road (existing Lansdowne Mall access). If so, that would put the HandyDART bay further away from the Lansdowne Station entrance than it is currently (which is 60m). As previously noted in our letter dated July 4, 2019, this existing 60 metre distance would need to be maintained, at a minimum, in addition to a clear line of sight between the HandyDART operator and their vehicle. Additional passenger elements of the HandyDART Bay such as shelter, seating, tactile pad, etc. are currently not shown on the Concept Plan. As design progresses, it is required that these elements should not conflict with the service vehicle access or stalls.

In regard to service vehicle access, the Concept Plan appears to show the access in conflict with the proposed HandyDART bay/parking stall. Our understanding is that based on this configuration, when a HandyDART vehicle is occupying its bay, it would be blocking access for TransLink/InTransit BC service vehicles. It is necessary for both vehicles to be able to access their stalls and operate independently.

Bike Lockers

Your letter dated September 9, 2019 notes that bike lockers are envisioned within the City-Scale Mobility Hub. We kindly request clarification on whether this includes a proposal to relocate the existing TransLink-owned bike lockers. As the Mobility Hubs are further defined, we would appreciate the opportunity for further input.

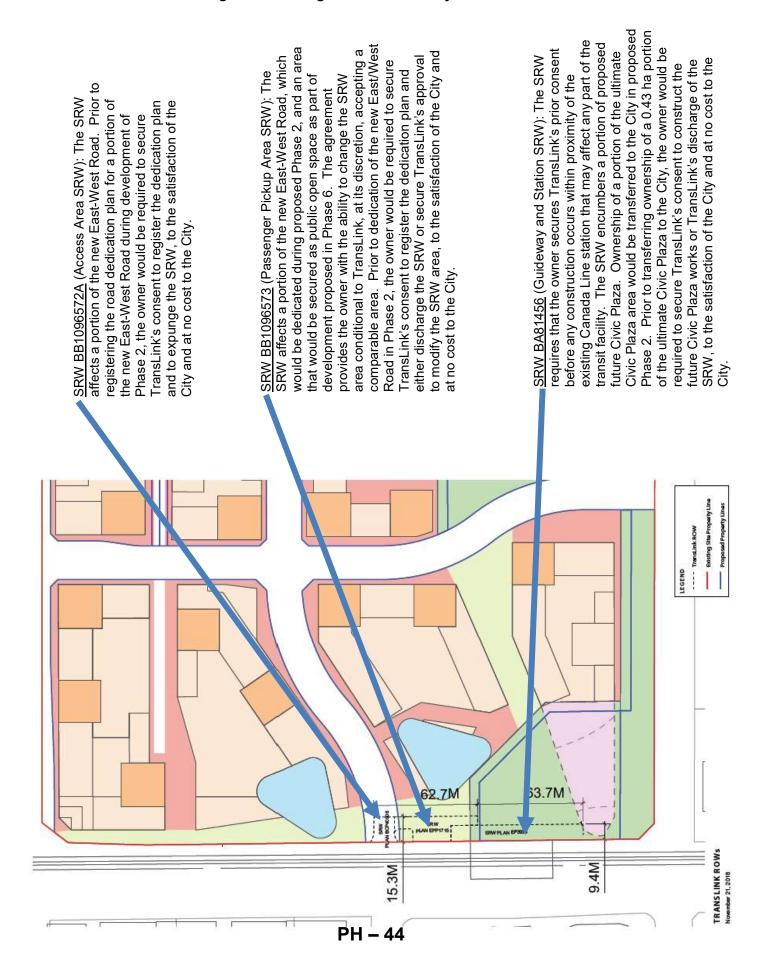
Ongoing Collaboration

Thank you again for the opportunity to provide additional feedback on elements of the proposed OCP Amendment at Lansdowne Centre. Please feel free to let me know if you have any questions, or wish to discuss further. We look forward to ongoing collaboration on this Project.

Kind regards,

NATHALIE KIP, LEED Green Associate Planner, Partner Planning *Transportation & Land Use Planning* T: 778.375.7597 | translink.ca

TransLink 400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada



Existing TransLink Agreement Summary and Location Plan

P.O. BOX 44638 YVR DOMESTIC TERMINAL RPO RICHMOND BC CANADA V7B 1W2 TELEPHONE 604.276.6500 FACSIMILE 604.276.6505 WWW.YVR.CA

19 November 2019

Ms. Diana Nikolic Senior Planner (Urban Design) Policy Planning Department CITY OF RICHMOND 6911 No. 3 Road Richmond, BC V6Y 2C1 via email: dnikolic@richmond.ca

Dear Ms. Nikolic:

RE: Concept Master Land Use Plan for Lansdowne Centre

Thank you for the opportunity to provide updated comments on the revised Concept Master Land Use Plan for Lansdowne Centre. We understand that the original proposed heights for some buildings on this site, which were consistent with current Airport Zoning Regulations ("AZR"), were decreased to meet the height requirements in our application for new proposed AZR under review and subject to final approval by Transport Canada.

In specific, we understand the revised Concept Master Land Use Plan includes the following changes:

- A reduction in height of on-site buildings that abut No. 3 Road by one storey compared to the existing City Centre Area Plan height designation; and
- A reducing in building height by up to two storeys on the central portion of the site that is bound by the proposed Hazelbridge Way extension and Cooney Road extension.

The building and site layout in the revised Concept Master Land Use Plan appears to meet the requirements set in our AZR application. However, the developer is ultimately responsible for ensuring all structures on the site meet the new proposed AZR requirement and we suggest a certified survey during construction and at completion to ensure this is the case. We are happy to provide any data necessary to assist with this work.



P.O. BOX 44638 YVR DOMESTIC TERMINAL RPO RICHMOND BC CANADA V7B 1W2 TELEPHONE 604.276.6500 FACSIMILE 604.276.6505 WWW.YVR.CA

Thank you for the opportunity to comment. Please feel free to contact me at (604) 276-6366 or <u>mark_cheng@yvr.ca</u> should you require additional information.

Sincerely yours,

Mark C. Chang

Mark Christopher Cheng. M.Eng. (mech) Supervisor Noise Abatement & Air Quality VANCOUVER AIRPORT AUTHORITY

cc: Don Ehrenholz, VP Engineering and Asset Management – Vancouver Airport Authority Anne Murray, VP Airline Business Development and Public Affairs – Vancouver Airport Authority



Summary: Acquisition and Development Phasing

MAJOR PARK: ACQUISITION & DEVELOPMENT PHASING STRATEGY

Phase*	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area– secured as ROW areas (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area – secured as ROW (hectares)	Cumulative Total (hectares)
1	Neighbourhood Plaza: 0.17 (0.42 ac) (complete) Eastern Lansdowne Linear Park: 0.24 (0.60 ac)(complete) City owned southeast corner: 0.06 (0.15 ac) (complete)	-		Western Lansdowne Linear Park: 0.27 (0.66 ac) (of total 0.33 (0.81 ac)) Centre Lansdowne Linear Park: 0.16 (0.40 ac) (of total 0.23 (0.57 ac))	0.91 2.23 ac
2		-	Civic Plaza: 0.43 (1.06 ac) (of total 0.61 (1.51 ac))		1.33 3.29 ac
3	-	Neighbourhood Plaza Park Frontage Enhancement Area: 526 m ² (0.13 ac) (complete) Eastern Lansdowne Linear Park Frontage Enhancement Area: 769 m ² (0.19 ac) (complete)		Centre Park: 0.34 (0.84 ac) (of 1.91 (4.71 ac))	1.80 4.45 ac
4	-	-			1.80 4.45 ac
5	Centre Park: 1.57 ha (3.87 ac) expansion to ultimate 1.91 ha (4.71 ac)(complete) Centre Lansdowne Linear Park: 0.07 ha (0.17 ac) expansion to ultimate 0.23 ha (0.57 ac) (complete)	Centre Park, Park Frontage Enhancement Area: 0.22 ha (0.55 ac) (complete)			3.95 9.76 ac

Phase*	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area– secured as ROW areas (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area – secured as ROW (hectares)	Cumulative Total (hectares)
6	Civic Plaza 0.18 (0.45 ac) (expansion to ultimate area 0.61 (1.51 ac) (construction complete in Phase 7) Western Lansdowne Linear Park: 0.06 (0.15 ac) expansion to ultimate 0.33 ha (0.81 ac) (final construction complete in Phase 7)	Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-1): 500 m ² (0.12 ac) (of total Civic Plaza Park Frontage Area: 816 m ² (0.20 ac))			4.05 10.01 ac
7	Civic Plaza: Construction to final condition Western Lansdowne Linear Park to final condition	Western Linear Park Frontage Enhancement Area: 688 m ² (0.17 ac) (complete) Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-2): 316 m ² (0.08 ac) expansion to ultimate 816 m ² (0.20 ac) Civic Plaza Park Frontage Area (complete)			4.05 10.01 ac

*Sub-phasing within proposed Phase 1, 3 and 5 is anticipated. The first rezoning application within an applicable phase of development is required to provide all Major Park area unless otherwise approved by the City

RESIDENTIAL DEVELOPMENT AND MAJOR PARK PHASING SUMMARY

Development Phases	1	2	3	4	5	6	7
% of overall residential							
development	29%	35%	54%	64%	86%	93%	100%
% of overall Major Park							
area	22%	33%	45%	45%	90%	96%	100%

PUBLIC OPEN SPACE: ACQUISITION & DEVELOPMENT PHASING STRATEGY and cumulative total (Major Park + Public Open Space)

Phase	Minimum Public Open Space (m ²)	Total cumulative area (m ²)*	ļ	TOTAL Public Open Space (hectares) Major Park + Public Open Space
1	<u>North/South Green Link</u> Proposed Parcel 2: 379 m ² Proposed Parcel 5: 379 m ²	3,218 m ² (0.80 ac)		1.22 3.01 ac

Phase	Minimum Public Open Space (m ²)	Total cumulative area (m²)*	TOTAL Public Open Space (hectares) Major Park + Public Open Space
	<u>Minor Green Links</u> Proposed Parcel 8: 751 m ² Proposed Parcel 9: 700 m ² Proposed Parcel10: 1,009 m ²		
2	<u>No. 3 Road Wedge</u> Proposed Parcel 1A: 1,380 m ²	4,598 m ² (1.14 ac)	1.79 4.42 ac
3	North/South Green Link Proposed Parcel 3: 364 m ² Minor Green Links Proposed Parcel 11: 1,254 m ²	6,216 m ² (1.53 ac)	2.42 5.98 ac
4	No. 3 Road Wedge Proposed Parcel 1A: 323 m ²	6,539 m ² (1.61 ac)	2.45 6.05 ac
5	North/South Green Link Proposed Parcel 6: 364 m ² Proposed Parcel 7: 405 m ²	7,308 m ² (1.80 ac)	4.39 10.85 ac
6	Plaza to Park Connector Proposed Parcel 1B: 930 m ²	8,238 m ² (2.03 ac)	4.71 11.64 ac
7	Plaza to Park Connector Proposed Parcel 1B: 324 m ²	8,562 m ² (2.11 ac)	4.90 12.11 ac

*Minimum area requirements to be finalized as part of future development application review processes.

TRANSPORTATION AND RELATED INFRASTRUCTURE: ACQUISITION & DEVELOPMENT PHASING STRATEGY

Phase	Permanent Transportation Element	Interim Transportation Element
1	 No. 3 Road and Alderbridge Way intersection improvements, including new (2nd) left turn bay on Alderbridge Way. New Cooney Road, from Alderbridge Way to east/west mews. Hazelbridge Way extension, from Alderbridge Way to East-West Mews. Kwantlen Street enhancements, from Alderbridge Way to Lansdowne Road, including lay-by parking, intersection turning bays, widening of existing sidewalk along the development frontage, enhanced pedestrian crossing to Kwantlen Polytechnic University. New East-West Mews, from Hazelbridge Way to Cooney Road. New East-West Road between Cooney Road and Kwantlen Street. Pedestrian crossing enhancement on Alderbridge Way at the future North/South Green Link. 	 Eastern leg of the new East-West Road/Cooney Road. Cooney Road on-site north/south improvements (including sidewalk). Temporary City Mobility Hub elements introduced. New driveway access to Lansdowne Road at the ultimate Hazelbridge Way extension location.

Phase	Permanent Transportation Element	Interim Transportation Element
2	 Hazelbridge Way extension, from New East/West Road to Alderbridge Way, and enhanced pedestrian crossings. New East-West Road extension, from No. 3 Road to Hazelbridge Way, and enhanced pedestrian crossings. No. 3 Road bike lane upgrades, from Alderbridge Way to Lansdowne Road. 	Completion of Temporary City Mobility Hub.
3	Lansdowne Road improvements, from Kwantlen Street to Cooney Road, including an off-road cycling path and a sidewalk.	 Improvements to internal vehicle circulation pattern aligned with ultimate Cooney Road extension (temporary road standard including a sidewalk connection).
4	-	-
5	 Hazelbridge Way extension, from new east/west road to Lansdowne Road, including a new Hazelbridge Way and Lansdowne Road intersection, and enhanced pedestrian crossings. Cooney Road extension, from East-West Mews to Lansdowne Road, including ultimate Cooney Road and Lansdowne Road intersection, and enhanced pedestrian crossings. New East-West Road extension, from Cooney Road to Hazelbridge Way, and enhanced pedestrian crossings. Lansdowne Road improvements, from Cooney Road to No. 3 Road, including an off-road cycling path and a sidewalk Neighbourhood Mobility Hub. 	Initiate elements of City Mobility Hub
6	Replace Interim City Mobility Hub with the Ultimate City Mobility Hub (any supplementary amenities associated with proposed Parcel 1B-2 to be completed in Phase 7)	-
7	-	-

Note: Priority crossing locations as outlined below noting that additional locations may be identified through subsequent rezoning applications:

- Alderbridge Way/Cooney Road
- Alderbridge Way mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- Hazelbridge Way / East-West Mews
- Cooney Road / East-West Mews
- Kwantlen Street / East-West Road
- Cooney Road / East-West Road
- Hazelbridge Way / East-West Road
- East-West Road mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- East-West Road mid-block pedestrian crossing, between Hazelbridge Way and No. 3 Road
- Cooney Road (2) mid-block pedestrian crossings, between East-West Road and Lansdowne Road
- Hazelbridge Way mid-block pedestrian crossing, between East-West Road and Lansdowne Road
- Lansdowne Road / Hazelbridge Way
- No. 3 Road mid-block pedestrian crossing, between Alderbridge Way and East-West Road

Servicing agreements would be required for all phases, and sub-phases of development as applicable.

SUMMARY OF ON-SITE MOBILITY HUB ELEMENTS

City Scale Mobility Hub	Neighbourhood Scale Mobility Hub	Interim City Scale Mobility Hub
Designated kiss and ride stalls, taxi/ride hailing stalls, cycle racks, lockers and repair facilities, cycle share spaces, HandyDART pick-up/drop off area, car share spaces, Electric Vehicle (EV) plug in spaces, designated accessibly parking spaces, ancillary amenities including feature lighting and seating, weather protection, nearby retail amenities and wayfinding elements.	Neighbourhood oriented mobility options including but not limited to cycling amenities (racks, repair, cycle share), on-street taxi/ride hailing pick up/drop off, proximity to bus stops on the Cooney Road extension, seating options, weather protection, feature lighting and wayfinding elements.	Repurpose an area of the existing surface parking area to accommodate cycle amenities, HandyDART pick up/drop off, car share spaces, EV plug-in spaces, taxi/ride hailing spaces, designated accessible parking spaces, seating options, weather protection and wayfinding elements.

ENGINEERING SEVICING: ACQUISITION & DEVELOPMENT PHASING STRATEGY

Phase	Engineering Works
1	 Replace cement water main along entire Alderbridge Way frontage of the site, unless a geotechnical assessment proves the water main, or portions of, may remain. New water mains along Hazelbridge Way and Cooney Road extensions and the new East-West Road. New water main along Kwantlen Street between Alderbridge Way and Lansdowne Road. New storm sewers along Hazelbridge Way and Cooney Road extensions and the new East-West Road. Upgrade existing storm sewer along Kwantlen Street between Alderbridge Way and Lansdowne Road. Upgrade existing storm sewer along Kwantlen Street between Alderbridge Way and Lansdowne Road. Replace and upgrade the Alderbridge Sanitary Pump Station. New sanitary sewers: Kwantlen Street and remove, or fill and abandon existing. New East-West Road.
	 Temporary Engineering Works: Temporary water main loop. Temporary sanitary sewer along west property line of Parcel 9.
2	 New water mains along Hazelbridge Way extension and the new East-West Road and remove temporary Phase 1 works. Install new storm sewers along Hazelbridge Way extension and the new East-West Road. Extend sanitary sewer along Hazelbridge Way extension to the intersection of Hazelbridge Way and the new East-West Road.
3 & 4	No additional underground civic works anticipated.
5	 Install new water main along new East-West Road. Extend water main on Hazelbridge Way extension to tie into Lansdowne Road. Extend water main on Cooney Road extension to tie into Lansdowne Road. Remove temporary water main along Parcel 9, now Cooney Road extension, and install new water main. New storm sewer along the new East-West Road extension between Cooney Road and Hazelbridge Way extensions. Extend storm sewer on Hazelbridge Way extension to Lansdowne Road. Extend storm sewer on Cooney Road extension to Lansdowne Road. Construct rainwater management features, to the satisfaction of the City, which includes but is not limited to the following: Incorporate and support City's "Integrated Rainwater Resource Management Strategy" & "Ecological Network Management Strategy" or superseding bylaws. Durable and low maintenance. Maintain public use and enjoyment of Major Park. Provide learning opportunities. Investigate incorporation of treated gray water.

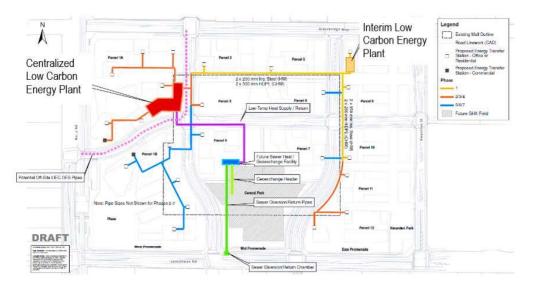
Phase	Engineering Works		
	 Maximize catchment of rainwater feature. New sanitary sewer along the new East-West Road extension between Cooney Road and Hazelbridge Way extensions. Remove temporary sanitary sewer along East-West Mews, and along Parcel 9, now Cooney Road extension. Extend sanitary sewer along Hazelbridge Way extension to the new East-West Road. 		
6&7	No additional underground civil works anticipated		

Note: Servicing Agreements would be required for all phases, and sub-phases of development as applicable. In addition to the engineering works associated with individual incremental phases of development, listed above, general requirements for all phases of development apply and the applicant is required to undertake, at no cost to the City, water works, storm sewer works, sanitary works and frontage improvements to the satisfaction of the City.

Phasing Summary: District Energy and Low Carbon Energy Sources

The low carbon district energy system would be built in phases and would include the following elements:

- <u>Phase</u> 1: The developer would construct and transfer ownership of an "Interim Low Carbon Energy Plant" to the City or LIEC. The plant would be integrated into a rooftop of a building in the first development on the subject site (proposed Parcel 8). The applicant would design, build and transfer ownership of the low carbon district energy system, including a distribution system and all ancillary components to the City or its service provider, LIEC, prior to building occupancy. The "Interim Low Carbon Energy Plant" would facilitate LIEC's provision of service to all Phase 1 development at the commencement of the first redevelopment project on the site.
- 2) <u>Phase 2</u>: The developer would construct and transfer ownership of a "Centralized Low Carbon Energy Plant" to the City or LIEC. The plant would be accommodated within a building located on proposed Parcel 1A-2 and would obligate the developer to provide 2,000 m² (21,525 ft²) of space as an air space parcel (ASP) at no cost to the City or LIEC to accommodate low carbon energy infrastructure in accordance with the following conditions:
 - a) To meet the energy demands of the entire subject site (including properties serviced by the "Interim Low Carbon Energy Plant), the developer would design, build and transfer ownership of the low carbon district energy system, including a distribution system and all ancillary components to the City or its service provider LIEC prior to building occupancy, and would provide 1,000 m² (10,765 ft²) of energy plant area to the City as an Air Space Parcel (ASP).
 - b) To facilitate provision of off-site service, the developer would be obligated to accommodate an additional 1,000 m² (10,765 ft²) of space as an air space parcel adjacent to the "Centralized Low Carbon Energy Plant" so that the City can, at its own cost, expand the "Centralized Low Carbon Energy Plant" to service neighboring sites in the future. Expanding the system and providing off-site service would be subject to Council's approval and is outside the scope of the developer's obligations.
- 3) <u>Phase 5</u>: Upon demolition of the existing shopping mall, the applicant would work with LIEC and City staff to evaluate the feasibility of integrating an alternative on-site renewable energy source (i.e.geo-exchange, sewer heat recovery, etc.) to service the remaining phases of on-site development (Phase 5-7). The developer would be responsible for all costs associated with servicing the entire subject site, which would include any system that relies upon an alternative energy system.



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OCP/CCAP Amendment Considerations

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

Address: 5300 No. 3 Road

File No: CP 15-717017

Prior to final adoption of Richmond Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10154, the property owner is required to complete the following:

- <u>No Development Covenant</u>: Registration of a restrictive covenant(s) on title securing that "no rezoning" and "no development" of the subject site, or any portion thereof, is permitted for any change in land use and/or increase in density on the site or any portion thereof, as determined by the City's discretion, and that issuance of a Development Permit* and/or Building Permit* and/or Servicing Agreement (SA)* is not permitted, in whole or in part, unless and until the property owner undertakes the following to the satisfaction of the City:
 - 1.1. <u>Phasing</u>: The order of development phasing shall be generally consistent with the Phasing Plan attached as Schedule 1, and may include provisions for sub-phasing of rezoning, Development Permit and Building Permits within the individual phases. Development phasing is generally consistent with the following:
 1.1.1 Development phasing is to proceed as shown in Schedule 1 and in the order listed below. Sub-phasing within Phase 1, Phase 3, and/or Phase 5, will follow the order in which the proposed parcels are listed below:
 - Phase 1 (Parcels 8, 9, 5, 10, 2)
 - Phase 2 (Parcel 1A-2)
 - Phase 3 (Parcel 3, 11, 12)
 - Phase 4 (Parcel 1A-1)
 - \circ Phase 5 (Parcel 6, 4, 7)
 - Phase 6 (Parcel 1B-1)
 - Phase 7 (Parcel 1B-2)
 - a. Development applications for individual development phases and/or proposed sub-phases are to proceed sequentially rather than concurrently, with a development phase and/or sub-phase being completed to the satisfaction of the Director, Development prior to a subsequent development application(s) proceeding.
 - b. Accommodation of changes to the development sequence of sub-phases and/or as part of a larger concurrent development application would be conditional to amenities, infrastructure and services being designed, constructed and transferred to the City in accordance with terms outlined in the No Development covenant and subject to the discretion of the Director, Development and associated affected departments (i.e. Director, Transportation; Director, Engineering; Director, Parks Services).
 - c. For transportation infrastructure and engineering servicing, all associated elements, including but not limited to those referenced within the No Development covenant, are required to be secured to the City's satisfaction as:
 - i. A condition of rezoning to permit the associated phase of development; or
 - ii. A condition of the first rezoning within a phase of development that includes sub-phasing (i.e. Phase 1, 3, 5) unless otherwise approved by the City.
 - d. For Major Park, all associated elements, including but not limited to those referenced within the Major Park agreement included in the No Development covenant, are to be secured to the City's satisfaction as:

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- i. A condition of rezoning to permit the associated phase of development; or
- ii. A condition of the first rezoning within a phase of development that includes sub-phasing (i.e. Phase 1, 3, 5) unless otherwise specified in the Major Park agreement and subject to verification and approval by the City.
- e. For Public Open Spaces, statutory right-of-ways (SRWs) and associated works are to be secured at the time the subject lot is proposed to be developed, with the exception of a situation where the permanent Public Open Space SRW is shared between parcels or the permanent location is not fixed. In these instances, the property owner is required to establish the Public Open Space area to the satisfaction of the City and may be required to provide a temporary condition to the satisfaction of the City, at no cost to the City.
- f. Any major changes to the Phasing Plan, that are supported by staff and approved by Council, will obligate the property owner to discharge the Phasing agreement and register a new agreement rather than undertaking serial modifications to the Phasing agreement.
- 1.2. <u>Subdivision</u>: The subject site will be subdivided generally as indicated in the attached Preliminary Subdivision Plan (Schedule 2) to create 15 new fee simple lots, road dedications generally as indicated in the attached Preliminary Road Functional Plan (Schedule 3), and Major Park as shown in the attached Major Park and Public Open Space Plan (Schedule 4) and consistent with the following:

1.2.1. Prior to the first subdivision of the subject site, registration of a section 219 covenant to prohibit the property owner from applying to the City to further increase the overall blended on-site density beyond 2.77 Floor Area Ratio (FAR). Further, the distribution of density shall comply with the following:

- a. Maximum blended density within the area bound by No. 3 Road, Alderbridge Way, Hazelbridge Way extension (to the midpoint of the road), and Lansdowne Road: 3.0 FAR.
- b. Maximum blended density within the area bound by Hazelbridge Way extension (to the midpoint of the road), Alderbridge Way, Cooney Road extension (midpoint of the road), and Lansdowne Road: 3.14 FAR.
- c. Maximum blended density within the area bound by Cooney Road extension (midpoint of the road), Alderbridge Way, Kwantlen Road, and Lansdowne Road: 2.1 FAR.
- d. A minimum of 74% of the blended on-site density of 2.77 FAR shall be located on the portion of the subject site that is within 400 metres of Lansdowne Station.

1.2.2. Hazlebridge Way extension and New East/West Road are included in the calculation of net development site area for the purpose of determining the maximum permitted floor area.

- 1.3. <u>No Separate Sale</u>: Prior to the first subdivision of the subject site, registration of a legal agreement requiring that any lot resulting from subdivision of 5300 No. 3 Road may not 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 as a result of the subject OCP/CCAP amendment are transferred and secured to the satisfaction of the Director, Development; Director, Parks Services; Director, Engineering; and City Solicitor.
- 1.4. <u>Major Park</u>: A total of 3.99 hectares (9.85 acres) of Major Park is required to be secured and to be generally consistent with the attached Major Park and Public Open Space Plan (Schedule 4) comprised of:

1.4.1.Lands to be transferred to the City (fee simple)

- a. 3.49 hectares (8.62 acres) of Major Park comprised of:
 - i. 0.61 hectares (1.51 acres) for Civic Plaza;
 - ii. 1.91 hectares (4.71 acres) for Centre Park;
- iii. 0.17 hectares (0.42 acres) for Neighbourhood Plaza;
- iv. 0.80 hectares (1.98 acres) for Lansdowne Linear Park.
- b. The Major Park areas listed in 1.4.1.a. are designated CCAP "park" and shall be eligible for Development Cost Charges (DCC) credits based on the development's eligible credits that

applies at the time of land transferred, to the satisfaction of the Director, Park Services; Director, Finance; Director, Development and City Solicitor. All costs associated with transfers of land shall be borne by the property owner.

- c. The property owner is responsible for design and construction of both "permanent" and "interim" Major Park area to the satisfaction of the Director, Parks Services and Director, Development and as defined by the CCAP including:
 - i. Public access and safety during the daytime and evening, year round.
 - ii. Design that is inclusive and sustainable (e.g., incorporating Circular Economy principles of durability, reusability, recyclability).
 - iii. Design and construct Civic Plaza to accommodate major events (year round), facilitate gathering, cultural activities, significant public art, informal recreation and major pedestrian circulation routes.
 - iv. Design and construct Centre Park to be adaptable to multiple uses including accommodating major events (seasonally) and informal recreation (year round), having varied edges activated by a range of furnishings and equipment, providing a destination playground, including significant public art, major pedestrian circulation routes and connector cycling routes, and contributing to the City's ecological network.
 - v. Design and construct Neighbourhood Plaza to facilitate gathering (year round), cultural activities and provide intimate spaces in a garden setting.
 - vi. Design and construct Lansdowne Linear Park to form a broad, tree-lined promenade with separation between pedestrians, cyclists and various forms of micro mobility devices, and provide areas of rest and intimate gathering.
- d. For Major Park area that is secured as "interim" Major Park area, by SRW or as fee simple, prior to the completion of the "permanent" condition "Major Park", the property owner is responsible for design, construction and maintenance of the interim works, which are to be completed to the satisfaction of the Director, Parks Services and Director, Development. The interim development of a portion of the Civic Plaza will be of a relatively long term duration and shall be secured as a fee simple parcel and designed and constructed to provide services that are similar to the "permanent" condition but with emphasis on the use of modular and reusable materials and construction methods that will facilitate relocation and reuse. The interim development of a portion of Centre Park and Centre and West Lansdowne Linear Park sections will provide neighbourhood park and linear park services as defined by the CCAP that:
 - i. Ensure year round public access and safety during the daytime and evening, year round.
 - ii. Are designed to be inclusive and sustainable (e.g., incorporating Circular Economy principles of durability, recyclability).
 - iii. Support informal recreation activities (e.g., play, games) and neighbourhood gathering.
 - iv. Provide pedestrian and cycling connections that are enhanced with amenities promoting comfort and utility.
 - v. Add value to the City's ecological network.
 - vi. Maintenance period to be determined at rezoning at the City's discretion.

1.4.2. Park Frontage Enhancement Areas Statutory Right-of-Ways (SRWs)

- a. 0.50 hectares (1.24 acres) secured as Park Frontage Enhancement Areas SRWs and secured on private property for public use comprised of approximately:
 - 1,504 m² (0.37 acres) abutting edges of Civic Plaza and portion of Western Lansdowne Linear Park (Civic Plaza Park Frontage Enhancement Area: 816 m², Western Lansdowne Linear Park Frontage Enhancement Area: 688 m²);
 - ii. 2,200 m² (0.55 acres) abutting edges of Centre Park; and
 - 1,295 m² (0.32 acres) abutting edges of Neighbourhood Plaza and eastern portion of Lansdowne Linear Park (Neighbourhood Plaza Park Frontage Enhancement Area: 526 m², Eastern Lansdowne Linear Park Frontage Enhancement Area: 769 m²).

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- b. The Park Frontage Enhancement Areas shall be secured as SRWs, as a condition of the rezoning application for the encumbered phase or sub-phase, as applicable.
- c. The property owner is responsible for design, construction, and maintenance of both "permanent" and "interim" Park Frontage Enhancement Areas to the satisfaction of the Director, Parks Services and Director, Development.
- 1.4.3.<u>Major Park and Park Frontage Enhancement Areas Acquisition and Development Phasing:</u> As a condition of future rezoning applications, which may include sub-phasing, the Major Park area and/or Park Frontage Enhancement Areas will be secured as either "Permanent" or "Interim" Major Park and/or Park Frontage Enhancement Areas. Major Park and/or Park Frontage Enhancement Areas may be secured in a temporary condition until it is functionally and operationally desirable for the City to accept the Major Park and/or Park Frontage Enhancement Areas Enhancement Areas in its desired final form and/or ownership. The Major Park and Park Frontage Enhancement Areas phasing strategy includes:
 - a. "Permanent" Major Park and/or Park Frontage Enhancement Area(s) including:
 - i. Permanent Major Park area secured as fee simple. Designed, constructed and ownership secured to its final condition.
 - ii. Permanent Park Frontage Enhancement Area(s) secured as SRW. Designed, constructed and tenure secured to its final condition.
 - b. "Interim" Major Park and/or Park Frontage Enhancement Area(s) including:
 - i. Interim Major Park area secured as fee simple. Designed and constructed to an interim condition and ownership secured to its final condition.
 - ii. Interim Major Park area secured as SRW. Designed and constructed to an interim condition and ownership to change before the park area is redeveloped to its final condition (SRW to fee simple).
 - iii. Interim Major Park Frontage Enhancement Area(s) secured as ROW. Designed and constructed to an interim condition.

The table below lists the Major Park and Park Frontage Enhancement Area obligations by phase. Prior to the adoption of the first rezoning within an applicable phase of development, the property owner is required to provide all Major Park and Park Frontage Enhancement Area(s) associated with the development phase, unless otherwise approved by the City through the rezoning application review process for the first rezoning within the subject development phase.

Phase	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area(s) – secured as ROW (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area(s) – secured as ROW (hectares)	Cumulative Total (hectares)
1	Neighbourhood Plaza: 0.17 (0.42 ac) (complete) Eastern Lansdowne Linear Park: 0.24 (0.60 ac)(complete) City owned southeast corner: 0.06 (0.15 ac) (complete)	-		Western Lansdowne Linear Park: 0.27 (0.66 ac) (of total 0.33 (0.81 ac)) Centre Lansdowne Linear Park: 0.16 (0.40 ac) (of total 0.23 (0.57 ac))	0.91 2.23 ac
2		-	Civic Plaza: 0.43 (1.06 ac) (of total 0.61 (1.51 ac))		1.33 3.29 ac
3	-	Neighbourhood Plaza Park Frontage Enhancement		Centre Park: 0.34 (0.84 ac) (of 1.91 (4.71 ac))	1.80 4.45 ac

Phase	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area(s) – secured as ROW (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area(s) – secured as ROW (hectares)	Cumulative Total (hectares)
		Area: 526 m ² (0.13 ac) (complete) Eastern Lansdowne Linear Park Frontage Enhancement Area: 769 m ² (0.19 ac) (complete)			
4	-	-			1.80 4.45 ac
5	Centre Park: 1.57 ha (3.87 ac) expansion to ultimate 1.91 ha (4.71 ac)(complete) Centre Lansdowne Linear Park: 0.07 ha (0.17 ac) expansion to ultimate 0.23 ha (0.57 ac) (complete)	Centre Park, Park Frontage Enhancement Area: 0.22 ha (0.55 ac) (complete)			3.66 9.04 ac
6	Civic Plaza 0.18 (0.45 ac) (expansion to ultimate area 0.61 (1.51 ac) (construction complete in Phase 7) Western Lansdowne Linear Park: 0.06 (0.15 ac) expansion to ultimate 0.33 ha (0.81 ac) (final condition complete in Phase 7)	Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-1): 500 m ² (0.12 ac) (of total Civic Plaza Park Frontage Area: 816 m ² (0.20 ac))			3.95 9.76 ac
7	Civic Plaza: Construction to final condition Western Lansdowne Linear Park: Construction to final condition in Phase 7)	Western Linear Park Frontage Enhancement Area: 688 m ² (0.17 ac) (complete) Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-2): 316 m ² (0.08 ac) expansion to ultimate 816 m ² (0.20 ac) Civic Plaza Park Frontage Area) (complete)			4.05 10.01 ac

1.4.4.<u>Major Park and Park Frontage Enhancement Area Statutory Right-of-Ways (permanent and interim):</u> Registration of SRWs to secure the applicable park areas in the table above as a condition of the first rezoning within the applicable development phase. Each such SRW will be in the City's applicable standard form and will secure interim public space (in the case of interim Major Park area) and will secure permanent public space (in the case of ultimate Park Frontage Enhancement Areas) to the satisfaction of the City.

- 1.5. <u>Public Open Spaces (Statutory Right-of-Ways)</u>: Registration of SRWs to secure a network of Public Open Spaces on the subject site, generally consistent with the attached Major Park and Public Open Space Plan (Schedule 4).
 - a. A minimum of 8,549 m² (0.85 hectares) of Public Open Space secured by was of SRWs on private property is to be secured in tandem with rezoning and/or Development Permit* of the encumbered property, with the exception of situations where the permanent Public Open Space SRW is shared between parcels. In these instances, the property owner may be required to provide an "interim" condition to the satisfaction of the City, at no cost to the City, which is later replaced with a "permanent" condition and SRW, to the satisfaction of the City, at no cost to the City.
 - b. The areas listed in the table below are minimum values and are subject to confirmation as part of the detailed development application review processes. The specific location, configuration, design and related terms of the SRW(s) shall be confirmed through the standard rezoning, Development Permit, and Building Permit application review process, Servicing Agreement, and/or other City approval process*, to the satisfaction of the City.

Phase	Minimum Public Open Space (m ²)	Total cumulative area (m²)
1	North/South Green Link Proposed Parcel 2: 379 m ² Proposed Parcel 5: 379 m ²	3,218 m ² (0.80 ac)
	<u>Minor Green Links</u> Proposed Parcel 8: 751 m ² Proposed Parcel 9: 700 m ² Proposed Parcel10: 1,009 m ²	
2	No. 3 Road Wedge Proposed Parcel 1A: 1,380 m ²	4,598 m ² (1.14 ac)
3	North/South Green Link Proposed Parcel 3: 364 m ² Minor Green Links Proposed Parcel 11: 1,254 m ²	6,216 m ² (1.53 ac)
4	<u>No. 3 Road Wedge</u> Proposed Parcel 1A: 323 m ²	6,539 m ² (1.61 ac)
5	North/South Green Link Proposed Parcel 6: 364 m ² Proposed Parcel 7: 405 m ²	7,308 m ² (1.80 ac)
6	Plaza to Park Connector Proposed Parcel 1B: 930 m ²	8,238 m ² (2.03 ac)
7	Plaza to Park Connector Proposed Parcel 1B: 324 m ²	8,562 m ² (2.11 ac)

c. Each such Public Open Space SRW would be in the City's applicable standard form and would secure the provision of public access and open space uses, together with related landscaping and infrastructure to the satisfaction of the City (which may include but may not be limited to bike facilities, street furnishings, street lighting, decorative paving, trees and plant materials, public art, social and mobility features, recreation amenities, innovative storm water management measures, and City utilities).

1.6 Transportation:

The property owner is responsible for the design and construction of the following frontage improvements and transition between these improvements and the existing conditions outside the development site frontage, to the satisfaction of the City.

While the list below provides a general description of the minimum frontage work requirements to the ultimate standards, which are schematically shown in the Preliminary Road Functional Plan (Schedule 3), the exact details and scope of the frontage works to be completed by the property owner will be confirmed through subsequent rezoning applications and associated detailed design, undertaken through the Servicing Agreement (SA)* process, to the satisfaction of the City. Unless otherwise approved by the City, the transportation infrastructure and related improvements will be required as a condition of the first rezoning within a phase of development that includes sub-phasing (i.e. Phase 1, 3, 5).

1.6.1 Road Improvements:

1.6.1.1 Cooney Road, from Alderbridge Way to Lansdowne Road (from west to east):

- a. 2.0 m wide concrete sidewalk
- b. 0.7 m wide buffer strip
- c. 1.9 m wide asphalt bike path
- d. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through the SA process
- e. 0.15 m wide curb and gutter
- f. 6.35 m wide driving surface for two southbound traffic lanes
- g. 3.25 m wide area for: 1) driving surface at intersections for left-turn lanes, or 2) mid-block landscaped/treed medians, or other hardscape improvements as determined through SA process, with curb and gutter on both sides
- h. 6.35 m wide driving surface for two northbound traffic lanes
- i. 0.15 m wide curb and gutter
- j. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process
- k. 1.9 m wide asphalt bike path
- 1. 0.7 m wide buffer strip
- m. 2.0 m wide concrete sidewalk

Note: at locations where there is a bus stop, a minimum 3 m wide concrete bus landing pad is to be installed instead of the 1.5m wide boulevard

1.6.1.2 Hazelbridge Way, from Alderbridge Way to Lansdowne Road (from west to east):

- a. 2.0 m wide concrete sidewalk
- b. Varying width (1.5 m 2 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- c. 0.15 m wide curb and gutter
- d. Varying width (11.7 m 16.5 m wide) of asphalt surface for on-street parking, one traffic lane in each direction, and/or intersection turning lanes
- e. 0.15 m wide curb and gutter
- f. Varying width (1.5 m 3.3 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- g. 2.0 m wide concrete sidewalk

1.6.1.3 Alderbridge Way, from Kwantlen Street to No. 3 Road (from north to south):

- a. Maintain two existing eastbound traffic lanes
- b. 0.15 m wide curb and gutter
- c. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process
- d. 2.0 m wide concrete sidewalk
- e. 2.0 m wide greenway

Note: Through subsequent rezoning process, it will be determined if the existing trees along the south side of Alderbridge Way can be retained and the above-noted cross-section for the boulevard, sidewalk and/or greenway will be refined.

1.6.1.4 Lansdowne Road, from Kwantlen Street to No. 3 Road (from south to north):

- a. Maintain existing raised grassed/treed median
- b. 6.4 m wide driving surface for two westbound traffic lanes
- c. 0.15 m wide curb and gutter
- d. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process
- e. 3 m wide 2-way asphalt bicycle path
- f. Min. 0.7 m wide buffer strip
- g. Min. 2 m wide sidewalk, which will be located outside the road allowance and be within the park.

Notes:

- Through subsequent rezoning process, it will be determined if the existing trees along the north side of Lansdowne Road can be retained and the above-noted cross-section for the boulevard, bicycle path, buffer strip and sidewalk will need to be refined.
- At locations where there is a bus stop, a minimum 3 m wide concrete bus landing pad is to be installed instead of the 1.5 m wide boulevard.

1.6.1.5 No. 3 Road, from Alderbridge Way to Lansdowne Road (from west to east):

- a. maintain all existing northbound traffic lanes
- b. 0.15 m wide curb and gutter
- c. 0.25 m wide buffer strip
- d. Varying width between 1.3 m (minimum) and 1.8 m (preferred) wide paved raised bike lane
- e. 0.15 m wide barrier curb or equivalent edge treatment to tie to existing sidewalk / boulevard

1.6.1.6 <u>Kwantlen Street</u>, from Alderbridge Way to Lansdowne Road (from west at the new property line to east):

- a. 2.0 m wide concrete sidewalk
- b. Varying width (minimum 1.5 m 4 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- c. 0.15 m wide curb and gutter
- d. Varying width of asphalt surface to provide for on-street parking, one traffic lane in each direction, and intersection turning lanes.
- e. Maintain existing / provide a new (where required) 0.15 m wide curb and gutter
- f. Tie to existing boulevard or sidewalk on the east side

Note: Through subsequent rezoning process, it will be determined if the existing trees along the west side of Kwantlen Street can be retained and the above-noted cross-section for the boulevard and/or sidewalk will need to be refined.

1.6.1.7 East-West Road, from Kwantlen Street to No. 3 Road (from south to north):

- a. 2.0 m wide concrete sidewalk
- b. Varying width (minimum 1.5 m) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- c. 0.15 m wide curb and gutter
- d. Varying width (11.9 m 13.6 m wide) of asphalt surface for on-street parking, one traffic lane in each direction, and/or intersection turning lanes
- e. 0.15 m wide curb and gutter
- f. Varying width (minimum 1.5 m) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- g. 2.0 m wide concrete sidewalk

1.6.1.8 East-West Mews, from Hazelbridge Way to Cooney Road:

a. Provide a minimum 6.1 m wide driving surface, with a roll-over curb or equivalent and a 1.5 m wide concrete sidewalk with lighting along one or both sides of the mews.

1.6.1.9 Accessible bus shelters and landing pads (minimum 9 m x 3 m) at the following locations:

- a. Lansdowne Road, north side, west of Kwantlen Street
- b. Lansdowne Road, north side, west of Cooney Road
- c. Cooney Road, east side, north of Lansdowne Road
- d. Cooney Road, west side, south of East-West Road
- e. Cooney Road, east side, north of East-West Road

Note: Additional locations may be identified, in consultation with Coast Mountain Bus Company (CMBC), at the time of subsequent rezoning process and associated detailed design (SA) process to the satisfaction of the City.

1.6.2 Intersection Improvements:

In addition to the frontage improvements noted above, the property owner is responsible for the design and construction of the following intersection improvements:

- 1.6.2.1 General Intersection Upgrades:
- a. Along the development frontages, all intersection and mid-block pedestrian crosswalks (existing or new crossings as identify through subsequent rezoning process to the satisfaction of the City) are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps.

1.6.2.2 Alderbridge Way / No. 3 Road:

- a. Installation of dual left-turn lanes on the westbound approach (by adding a new 3.25 m wide turning lane) with a minimum total storage length of the two lanes at approximately 120 m, while maintaining all other existing traffic lanes.
- b. Provision of dual left-turn lanes on the eastbound approach (by converting widened Alderbridge Way, by others) with a minimum total storage length of the two lanes at approximately 150 m, while maintaining all other existing traffic lanes.

Note: while a portion of the left-turn lanes may be accommodated within the existing medians, a minimum 1.2 m wide median must be maintained on the intersection approaches.

1.6.2.3 Alderbridge Way / Cooney Road:

a. Installation of a westbound-to-southbound left-turn lane, with a minimum storage length of approximately 40 m, with a portion of the left-turn lane accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.

1.6.2.4 Lansdowne Road / Hazelbridge Way:

a. Installation of an eastbound-to-northbound left-turn lane, with a minimum storage length of approximately 30 m, and modification to the existing median to allow for left-turn movements to and from Lansdowne Road in the eastbound direction. A portion of the left-turn lane can be accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.

1.6.3 Traffic Signal Improvements:

1.6.3.1 <u>Upgrade Existing Traffic Signals:</u> With the road and intersection improvements noted in 1.6.1 and 1.6.2, as well as the need to upgrade other existing traffic signals to accommodate enhanced traffic operations, the property owner is to upgrade (as necessary) the following existing traffic signals:

- a. Alderbridge Way/Kwantlen Street
- b. Alderbridge Way/Hazelbridge Way
- c. Alderbridge Way / No. 3 Road
- d. East-West Road / No. 3 Road
- e. Lansdowne Road / Kwantlen Street
- f. Lansdowne Road / Cooney Road
- g. Lansdowne Road / No. 3 Road
- h. Kwantlen Street / existing mall access north of Lansdowne Road (in consultation with Kwantlen Polytechnic University, relocate, as necessary, and upgrade existing traffic signals)

Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

1.6.3.2 <u>Install New Traffic Signal Devices</u>: With the road and intersection improvements noted in 1.6.1, and 1.6.2 new traffic signal devices (i.e., intersection pre-ducting, special x-walk with downward lighting, pedestrian signals, or full traffic signals) will be necessary at the following locations.

- a. Alderbridge Way/Cooney Road
- b. Alderbridge Way mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- c. Hazelbridge Way / East-West Mews
- d. Cooney Road / East-West Mews
- e. Kwantlen Street / East-West Road
- f. Cooney Road / East-West Road
- g. Hazelbridge Way / East-West Road
- h. East-West Road mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- i. East-West Road mid-block pedestrian crossing, between Hazelbridge Way and No. 3 Road
- j. Cooney Road (2) mid-block pedestrian crossings, between East-West Road and Lansdowne Road
- k. Hazelbridge Way mid-block pedestrian crossing, between East-West Road and Lansdowne Road
- 1. Lansdowne Road / Hazelbridge Way
- m. No. 3 Road mid-block pedestrian crossing, between Alderbridge Way and East-West Road
- n. Other locations identified through subsequent rezoning applications.

The exact traffic signal devices (i.e., intersection pre-ducting, special x-walk with downward lighting, pedestrian signals, or full traffic signals) will be determined with detailed warranted analysis as part of the subsequent rezoning applications and implemented by the property owner to the satisfaction of the City. Any new traffic signal device will include but will not be limited to new signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

1.6.4 <u>Timing for the Off-site Works</u>: In general, the timing of road improvements (Items 1.6.1, 1.6.2 and 1.6.3) are associated with each phase of the development as described below, with details described in the Phasing Study document (Schedule 1) and shown schematically in Schedule 3. The exact details and scope of the frontage works to be completed by the property owner will be confirmed through subsequent rezoning applications and associated detailed design (SA) processes, to the satisfaction of the City.

1.6.4.1 Phase 1:

a. Alderbridge Way, from Kwantlen Street to No. 3 Road (Items 1.6.1.3, 1.6.2.1, 1.6.2.2, 1.6.2.3, 1.6.3). Note: an interim standard 2 m wide paved walkway, instead of the boulevard and

sidewalk (to ultimate standards), from No. 3 Road to Hazelbridge Way to be constructed in this phase.

- b. Kwantlen Street, from Alderbridge Way to Lansdowne Road (Items 1.6.1.6, 1.6.2.1, 1.6.3).
- c. Cooney Road, from Alderbridge Way to East-West Mews (Items 1.6.1.1, 1.6.2.1, 1.6.2.3, 1.6.3).
- d. Hazelbridge Way, from Alderbridge Way to East-West Mews (Items 1.6.1.2, 1.6.2.1, 1.6.3). Note: interim standards road improvements on the west side (i.e., one southbound traffic lane and an interim 2 m wide paved walkway) to be constructed in this phase.
- e. East-West Road, from Kwantlen Street to interim Cooney Road (Items 1.6.1.7, 1.6.2.1, 1.6.3).
- f. East-West Mews, from Hazelbridge Way to Cooney Road (Items 1.6.1.8, 1.6.3) to an interim standards with the existing sidewalk along the south side.
- g. Interim driveway off Lansdowne Road, at approximately future Hazelbridge Way intersection, permitting right-in or right-out traffic movements only.

1.6.4.2 Phase 2:

- a. Hazelbridge Way, from Alderbridge Way to East-West Road (Items 1.6.1.2, 1.6.2.1, 1.6.3).
- b. East-West Road, from No. 3 Road to Hazelbridge Way (1.6.1.7, 1.6.2.1, 1.6.3).
- c. No. 3 Road, from Alderbridge Way to Lansdowne Road (Items 1.6.1.5, 1.6.2.1, 1.6.3).
- d. Alderbridge Way, from No. 3 Road to Hazelbridge Way (Items 1.6.1.3, 1.6.2.1, 1.6.3).

1.6.4.3 Phase 3:

- a. Cooney Road, from Lansdowne Road to interim crosswalk to the north (Items 1.6.1.1, 1.6.1.9, 1.6.2.1, 1.6.3). Note: interim standards improvements to provide one traffic lane in each direction. Ultimate boulevard, bike path, and sidewalk to be provided along the east side along the entire length.
- b. Cooney Road, from East-West Road to interim crosswalk to the south (Items 1.6.1.1, 1.6.1.9, 1.6.2.1, 1.6.3). Note: interim standards improvements to provide one traffic lane in each direction and interim 2 m wide sidewalks along both sides along the entire length.
- c. Lansdowne Road, from Kwantlen Street to Cooney Road (Items 1.6.1.4, 1.6.1.9, 1.6.2.1, 1.6.3).

1.6.4.4 Phase 5:

- a. Cooney Road, from Lansdowne Road to East-West Mews (Items 1.6.1.1, 1.6.1.9, 1.6.3).
- b. Hazelbridge Way, from Lansdowne Road to East-West Road (Items 1.6.1.2, 1.6.2.1, 1.6.2.4, 1.6.3).
- c. Lansdowne Road, from No. 3 Road to Cooney Road (Items 1.6.1.4, 1.6.1.9, 1.6.2.1, 1.6.2.4, 1.6.3).
- d. East-West Road, from Kwantlen Street to Hazelbridge Way (Items 1.6.1.7, 1.6.2.1, 1.6.3).
- e. East-West Mews, from Hazelbridge Way to Cooney Road (Items 1.6.1.8, 1.6.3).

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1.6.5. Land Dedication & SRW Required: The following road dedications and registration of the following SRWs to be given/registered on a lot-by-lot basis prior to adoption of the rezoning of the applicable development phase or sub-phase in accordance with the timing set out in Section 1.6.4 above, all to the satisfaction of the City. The City agrees that road dedications may occur after adoption of the subject OCP/CCAP Amendment (Bylaw 10154), provided the dedications are consistent with the phasing outlined in the Preliminary Road Functional Plans, are associated with the interim retention of the owner's existing shopping centre, and/or generally consistent with the overall Phasing Agreement.

1.6.5.1 <u>Cooney Road, from Alderbridge Way to Lansdowne Road</u>: generally a 28.45 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street. The width of land dedication is to be increased to 29.95 m at bus stop locations with accessible bus landing pads.

1.6.5.2 <u>Hazelbridge Way</u>:

- a. Lansdowne Road to East-West Road: a 21.3 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the road.
- b. Alderbridge Way to East-West Road: a 21.3 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the road. The width of land dedication is to be increased to 24.3 m just south of Alderbridge Way.

1.6.5.3 <u>Alderbridge Way, from Kwantlen Street to No. 3 Road</u>: a strip of land dedication with a varying width between 3.17 m and 3.23 m along the entire length to accommodate road elements to the back of the proposed sidewalk along the south side of the street. The width of land dedication to be increased to 5.35 m just east of No. 3 Road to accommodate the intersection widening noted in Item 1.6.2.2. Note that the amount of land dedication may need to be refined pending whether the existing trees along the south side of Alderbridge Way will be retained or removed, which will be determined at subsequent rezoning processes with an intent to place the property line at the back of the sidewalk.

1.6.5.4 <u>Lansdowne Road, from Kwantlen Street to No. 3 Road</u>: a strip of land dedication with a varying width between 3.5 m and 3.53 m along the entire length to accommodate road elements to the back of the proposed buffer along the north side of the street. The width of land dedication is to be increased to 5.03 m at bus stop locations with accessible bus landing pads. Note that the amount of land dedication may need to be refined pending whether the existing trees along the north side of Lansdowne Road will be retained or removed, which will be determined at subsequent rezoning processes with an intent to place the property line at the back of the sidewalk.

1.6.5.5 <u>Kwantlen Street, from Alderbridge Way to Lansdowne Road</u>: a strip of land dedication with a varying width along the entire length to accommodate road elements to the back of the proposed sidewalk on the west side of the street. Note that the amount of land dedication may need to be refined pending whether the existing trees along the west side of Kwantlen Street will be retained or removed, which will be determined at subsequent rezoning processes with an intent to place the property line at the back of the sidewalk.

1.6.5.6. East-West Road:

- a. Kwantlen Street to Hazelbridge Way: a 20.9 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street.
- b. No. 3 Road to Hazelbridge Way: a 23.4 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street.

1.6.5.7 <u>Minimum 4m x 4m corner cuts</u> (measured from the new property line or SRW, whichever results in a larger corner cut) required on all corners of intersections where two dedicated roadways intersect.

1.6.5.8. <u>East-West Mews, from Hazelbridge Way to Cooney Road</u>: Registration of a SRW(s) as a condition of the first rezoning in Phase 1 to secure a 9.4 m wide strip of land along the entire length to accommodate to the back of the proposed sidewalks on one or both sides of the mews, and secure the use of such strip to provide an east/west connection between Hazelbridge Way extension and Cooney Road extension for public access. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

1.6.6. <u>City Centre Parking & Transportation Demand Management (TDM) Strategy Requirements</u>: For each phase of the development on a lot-by-lot basis, registration of a legal agreement to secure the

property owner's voluntary commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of satisfying Zoning Bylaw requirements for reducing each development's required parking rates and permitting a further parking reduction of up to 10% for the provision of TDM measures, as determined to the satisfaction of the Director, Transportation.

Notes:

- Actual parking rates shall be confirmed prior to Development Permit* issuance, on a lot-by-lot basis, to the satisfaction of the Director, Transportation.
- Required parking may be provided collectively (i.e. the required need may be determined and satisfied across two or more lots provided that the affected parking facilities are located no more than 150 m from any building or use being served and use of the parking facilities is secured with legal agreements to the satisfaction of the City.
- In addition to the TDM measures to be determined and provided for each phase of the development on a lot-by-lot basis, the following Mobility Hubs are to be implemented by the property owner

1.6.6.1 <u>Mobility Hubs</u>: The property owner is required to undertake transportation related improvements, including the introduction of a series of Mobility Hubs, which includes but is not limited to the delivery schedule and items outlined in the Mobility Hub Vision (Schedule 5) and listed below

- a. <u>Mobility Hub 1 (City Scale Hub)</u> within the western portion of the site, with typical elements/features summarized in the Mobility Hub Vision document (Schedule 5). As Mobility Hub 1 will not be provided to ultimate standards until Phase 6, an Interim Mobility Hub 1 is to be provided starting in Phase 1 and to be completed in Phase 2, with the exact timing to be determined through the rezoning application review process for the first sub-phase in Phase 1 and registration of a legal agreement securing Interim Mobility Hub 1 as a condition of the first rezoning in Phase 1, and registration of a legal agreement securing the final Mobility Hub 1 as a condition of the first rezoning in Phase 6, with provisions for supplementary elements to be completed in Phase 7.
- b. <u>Mobility Hub 2 (Neighbourhood Scale Hub)</u> within the northern central portion of the site, with typical elements/features summarized in the Mobility Hub Vision document (Schedule 5). Exact details to be finalized as part of the subsequent rezoning and Development Permit* process. Registration of a legal agreement is required no later than as a condition of the first rezoning in Phase 3 and will secure provision of Mobility Hub 2 as a condition of the first rezoning in Phase 5.

	Interim Mobility Hub 1 (Interim City Scale Mobility Hub) No rezoning of Phase 1 conditional to registration of legal agreement securing the following:	Mobility Hub 2 (Neighbourhood Scale Mobility Hub) No rezoning of Phase 3 and 5 conditional to registration of legal agreement securing the following:	Mobility Hub 1 (City Scale Mobility Hub) No rezoning of Phase 6 conditional to registration of legal agreement securing the following:
Timing	Interim Mobility Hub 1 would be introduced in Phase 1 and completed in Phase 2. Interim Mobility Hub 1 would remain in place until its replacement by the permanent Mobility Hub 1	Construction of Mobility Hub 2 would commence and be completed in Phase 5. The obligation to design and construct Mobility Hub 2 would be secured as a condition of Phase 3 and Phase 5 rezoning.	Construction of the above and below ground component of the City Scale Mobility Hub to commence and to be generally completed in Phase 6, with any supplementary amenities associated with Proposed Parcel 1B-2 being completed in Phase 7.
Intention	Shared by users of the existing shopping centre and residents of the initial phases of development	Provide neighbourhood oriented mobility options	Above and below ground elements to facilitate transportation connections

	Interim Mobility Hub 1 (Interim City Scale Mobility Hub) No rezoning of Phase 1 conditional to registration of legal agreement securing the following:	Mobility Hub 2 (Neighbourhood Scale Mobility Hub) No rezoning of Phase 3 and 5 conditional to registration of legal agreement securing the following:	Mobility Hub 1 (City Scale Mobility Hub) No rezoning of Phase 6 conditional to registration of legal agreement securing the following:
			between the subject site and the City generally
Location	Private property abutting the future Civic Plaza	North of the proposed new East/West Road on private property and designed to complement the North/South Green Link	Private property abutting the future Civic Plaza
Features include but are not limited to:	Repurpose an area of the existing surface parking area to accommodate cycle amenities, HandyDART pick up/drop off, car share spaces, EV plug-in spaces, taxi/ride hailing spaces, designated accessible parking spaces, seating options, weather protection and wayfinding elements	Neighbourhood oriented mobility options including but not limited to cycling amenities (racks, repair, cycle share), on-street taxi/ride hailing pick up/drop off, proximity to bus stops on the Cooney Road extension, seating options, weather protection, feature lighting and wayfinding elements	Designated kiss and ride stalls, taxi/ride hailing stalls, cycle racks, lockers and repair facilities, cycle share spaces, HandyDART pick-up/drop off area, car share spaces, Electric Vehicle (EV) plug in spaces, designated accessible parking spaces, ancillary amenities including feature lighting and seating, weather protection, nearby retail amenities and wayfinding elements

1.6.7 <u>Driveway Crossings</u>: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to the noted phases/sub-phases/lots below to limit vehicle access to/from the subject site along City-owned streets, as a condition of the applicable rezoning. Requirements shall be confirmed to the satisfaction of the City, on a lot-by-lot basis, prior to rezoning, Development Permit and Servicing Agreement* issuance.

- 1.6.7.1 Parcel 1A: Two (2) driveway crossings, including along:
- a. Hazelbridge Way: One (1) driveway crossing at the East-West Mews (permitting right-in or rightout traffic movements only)
- b. East-West Road: One (1) driveway crossing (full traffic movements)

1.6.7.2 Parcel 1B: Three (3) driveway crossings, including along:

- a. Hazelbridge Way: One (1) driveway crossing (full traffic movements)
- b. East-West Road: One (1) driveway crossing (full traffic movements) to on-site parking and one (1) driveway crossing to/from TransLink SRW for maintenance vehicles

1.6.7.3 Parcels 2, 3, 5 and 6: Four (4) driveway crossings, including along:

- a. Hazelbridge Way: One (1) driveway crossing at the East-West Mews (permitting left-out or rightout traffic movements only)
- b. Cooney Road: One (1) driveway crossing at the East-West Mews (permitting left-in or right-in traffic movements only)
- c. East-West Road: Two (2) driveway crossings (full traffic movements)

1.6.7.4 Parcels 4 and 7: Two (2) driveway crossings along East-West Road (full traffic movements)

1.6.7.5 Parcels 8 and 9: One (1) driveway crossing along Kwantlen Street (full traffic movements)

1.6.7.6 <u>Parcels 10, 11, and 12</u>: Two (2) driveway crossings along Kwantlen Street (full traffic movements)

- 1.7 <u>Public Use Parking Agreement</u>: As a condition of future rezoning applications, which may include subphasing, the property owner is required to undertake, to the satisfaction of the City:
 - a. A Traffic Impact Study
 - b. For mixed use development, a Parking Implementation Assessment/Study that considers parking demand needs for both mixed used development of the subject site and the Major Park.
 - c. Registration of shared parking agreements, as determined by the City's analysis of the outcome of the above studies. Shared parking spaces will be made available for the use of the public, at the sole cost of the property owner, to the satisfaction of the Director, Transportation; Director, Parks Services; and Director, Development. The terms of such legal agreements will include but will not be limited to the following:
 - i. The final number, size(s) and location of the public parking spaces, together with safe, secure pedestrian/vehicular access to/from such spaces, must be to the satisfaction of the City as determined via the applicable transportation studies, undertaken as part of the rezoning and Development Permit* review process.
 - ii. Public use parking spaces secured under this legal agreement(s) shall be available on an hourly basis (i.e. no monthly or longer terms):
 - For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted at Centre Park, Civic Plaza, and/or the community amenity.
 - At a maximum hourly rate equal to the public parking at other City spaces (ex. Richmond Oval, community centre), to the satisfaction of the City.
- 1.8 <u>Engineering Services</u>: Water, sanitary sewer, storm sewer and related improvements will be secured generally as indicated in the attached Preliminary Utility Servicing Plans and Cross Sections (Schedule 6).

1.8.1 Interpreting the Requirements

- a. Servicing agreements will be required to design and construct the following works, via the subsequent rezoning applications. The exact scope of requirements will be confirmed at the rezoning stage for each applicable phase and/or sub-phase.
- b. The requirements have been broken down by phase for convenience based on the property owner's proposed phasing plan. The requirements assume that each phase represents one rezoning. In the case of sequential or partial rezoning applications within an individual phase of development, all requirements are required as a condition of the first rezoning in the phase unless otherwise determined as part of the rezoning application review process.
- c. The attached Preliminary Utility Servicing Plans and Cross Sections are provided for reference. In the case of any conflicts between the servicing plans and the written requirements, the written requirements govern and are subject to updates and revisions as part of the standard rezoning review process, which will also apply to incremental rezoning applications.

1.8.2 General Requirements (All Phases)

1.8.2.1 Water Works:

- a. At property owner's cost, the property owner is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Provide one water service connection for each parcel, complete with meter and meter box. Multiple service connections for one parcel are not permitted.
- iii. Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.

- iv. Register SRWs for the water meters. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- b. At property owner's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Confirm the sizes for the water main upgrades at the time of each phase's rezoning.
- 1.8.2.2 Storm Sewer Works:
- a. At property owner's cost, the property owner is required to:
 - i. Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
 - ii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement* design(s).
- b. At property owner's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
- 1.8.2.3 Sanitary Sewer Works:
- a. At the time of each phase's rezoning.
 - i. Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specially approved in writing by the City's Engineering Department.
 - ii. All sanitary service connections that are connected to or flow into the temporary sanitary sewer installed in Phase 1 must be designed so that they can connect to the ultimate sanitary sewer when the temporary sanitary sewer is removed.
- b. At the property owner's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Confirm the sizes for the sanitary sewer upgrades at the time of each phase's rezoning.
- 1.8.2.4 Frontage Improvements:

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- a. At property owner's cost, the property owner is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines.
- b. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. The property owner is to coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., SRW dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA* design approval:
 - BC Hydro PMT 4.0 x 5.0 m
 - BC Hydro LPT 3.5 x 3.5 m
 - Street light kiosk 1.5 x 1.5 m
 - Traffic signal kiosk 2.0 x 1.5 m
 - Traffic signal UPS 1.0 x 1.0 m

- Shaw cable kiosk $-1.0 \ge 1.0 = 10$
- Telus FDH cabinet 1.1 x 1.0 m
- c. Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required.
- d. Complete other frontage improvements as per Transportation requirements.
- 1.8.2.5 General Items:

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

Permit(s)* to the satisfaction of the Director, Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private

1.8.3 Phase 1

- 1.8.3.1 Water Works:
- a. At property owner's cost, the property owner is required to:

utility infrastructure.

- i. Replace the existing asbestos cement (AC) water main along the entire Alderbridge Way frontage of the development site (i.e. from No. 3 Road to Kwantlen Street) prior to the start of any proposed on-site or off-site works that may impact it, including preloading, de-watering, and other construction and soil preparation works. If the property owner can show via a geotechnical assessment that the AC water main will not be impacted by the proposed onsite and off-site works to the satisfaction of the City, the City can consider reducing the scope of the replacement to just the portions of the water main that will be impacted by the removal of the existing trees planted on or near the water main and the soil compaction for frontage improvements. The geotechnical assessment must be conducted prior to the start of any works that could disturb the water main or within the first Servicing Agreement submission, whichever comes first.
- ii. Install new water mains along the proposed extensions of Hazelbridge Way, Cooney Road, and the new East-West Road, complete with hydrants per City spacing and a blow-off at any deadends.
- iii. Provide a temporary water main loop along the west property line of Parcel 9 between the new water mains on Cooney Road and the new East-West Road. No water connections or hydrants are permitted to connect to the temporary water main.
- iv. Register a minimum 6.0 m wide SRW centered on the proposed temporary water main. No privately-owned encroachments are permitted within the right-of-way, including privately-owned utilities, parkades, etc.
- v. Install a new water main along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with hydrants per City spacing.
- 1.8.3.2 Storm Sewer Works:
- a. At property owner's cost, the property owner is required to:
 - i. Perform a capacity analysis to size the proposed storm sewers. The capacity analysis shall include the proposed storm sewers for the entire development site, and direct as much run-off as possible to the proposed rainwater feature in Phase 5.
 - ii. Install new storm sewers along the proposed extensions of Hazelbridge Way, Cooney Road, and the new East-West Road.
- iii. Upgrade the existing storm sewer along Kwantlen Street between Alderbridge Way and Lansdowne Road. Minimum size shall be 600 mm.
- 1.8.3.3 Sanitary Sewer Works:
- a. At property owner's cost, the property owner is required to:
 - i. Replace and upgrade the Alderbridge Sanitary Pump Station. The location for the new pump station shall be to the satisfaction of the Director, Engineering. Replacement of the pump station includes, but is not limited to:
 - A new wet well, pumps, and related appurtenances.
 - A new kiosk, underground power supply (i.e. BC Hydro pad-mounted transformer), backup generator, SCADA antenna, and related appurtenances.
 - A new valve chamber complete with flow meter and related appurtenances and access chambers for the forcemain for maintenance and inspection purposes.

- Register SRW(s) for the pump station, vehicle access/parking, and related structures. The right-of-way(s) shall be on grade and without overhangs.
- Access to and from the pump station for the City's maintenance vehicles, and space for the vehicles to park without obstructing pedestrian or vehicle traffic (including space for vehicles to park adjacent to the wet well during pump maintenance).
- Decommissioning and removal of the existing Alderbridge Sanitary Pump Station after completion of the new station.
- ii. Install new sanitary sewers on Kwantlen Street from the new pump station northward to the south property line of Parcel 8, and southward to the north property line of Parcel 12.
- iii. Reconnect all existing sanitary connections to the new sanitary sewers.
- iv. Remove the existing sanitary sewer on Kwantlen Street, or fill and abandon (as appropriate).
- v. Install a new sanitary sewer along the proposed extension of the new East-West Road.
- vi. Install a temporary sanitary sewer northward along the west property line of Parcel 9 from the new East-West Road to the East-West Mews private lane, and then westward along the private lane to Hazelbridge Way.
- vii. Register a minimum 6.0 m-wide SRW centered on the proposed temporary sanitary sewer. No privately-owned encroachments are permitted within the right-of-way, including privately-owned utilities, parkades, etc.

1.8.4 Phase 2

1.8.4.1 Water Works:

- a. At property owner's cost, the property owner is required to:
 - i. Install new water mains along the proposed extension of Hazelbridge Way and the new East-West Road, tying into the existing water main on Hazelbridge Way installed via Phase 1 and the existing water main on No 3 Road, complete with hydrants per City spacing.
 - ii. Remove the temporary blow-off from the water main on Hazelbridge Way installed via Phase 1.

1.8.4.2 Storm Sewer Works:

a. At property owner's cost, the property owner is required to install new storm sewers along the proposed extensions of Hazelbridge Way and the new East-West Road, tying into the existing storm sewer on Hazelbridge Way installed via Phase 1 and the box culvert on No 3 Road via a new manhole.

1.8.4.3 Sanitary Sewer Works:

a. At property owner's cost, the property owner is required to extend the sanitary sewer along Hazelbridge Way to the intersection of Hazelbridge Way and the new East-West Road.

1.8.5 Phases 3 & 4

No additional underground civil works are anticipated for Phases 3 or 4, except as required by the "General Requirements (All Phases)" section above.

1.8.6 Phase 5

1.8.6.1 <u>Water Works</u>:

- a. At property owner's cost, the property owner is required to:
 - i. Install a new water main along the proposed extension of the new East-West Road complete with hydrants per City spacing, connecting between the water mains on Cooney Road and Hazelbridge Way installed via Phases 1 and 2.
 - ii. Extend the water main on Hazelbridge Way to tie into the existing water main on Lansdowne Road, complete with hydrants per City spacing.
 - iii. Extend the water main on Cooney Road to tie into the existing water main on Lansdowne Road, complete with hydrants per City spacing.

- iv. Remove the temporary water main along the interim fire lane along the west property line of Parcel 9 (now Cooney Road), and install a new water main within the roadway at the ultimate alignment.
- v. Discharge the SRW for the temporary water main after the removal of the temporary water main.

1.8.6.2 Storm Sewer Works:

a. At property owner's cost, the property owner is required to:

- i. Install a new storm sewer along the proposed extension of the new East-West Road, connecting between the storm sewers on Cooney Road and Hazelbridge Way installed via Phases 1 and 2.
- ii. Extend the storm sewer on Hazelbridge Way to tie into the box culvert on Lansdowne Road via a new manhole.
- iii. Extend the storm sewer on Cooney Road to tie into the box culvert on Lansdowne Road via a new manhole.
- iv. Construct a rainwater management feature within Centre Park, to the satisfaction of the Director, Engineering; Director, Parks Service;, and Director, Development. The feature shall:
 - Incorporate and support the goals and strategies of the City's "Integrated Rainwater Resource Management Strategy" and "Ecological Network Management Strategy", or superseding guidelines and/or bylaws.
 - Be durable and low-maintenance, and avoid proprietary parts or expertise to maintain or replace.
 - Be designed so that it does not impede the implementation of the intended program of the park and enhances public use and enjoyment.
 - Provide learning opportunities to park-goers on the benefits of the feature.
 - Investigate opportunities to incorporate treated grey-water from the parcels adjacent to the park.
 - Investigate opportunities to maximizing the catchment of the rainwater feature.

1.8.6.3 Sanitary Sewer Works:

- a. At property owner's cost, the property owner is required to:
 - i. Install a new sanitary sewer along the proposed extension of the new East-West Road, connecting between the sanitary sewers on Cooney Road and Hazelbridge Way installed via Phases 1 and 2.
 - ii. Remove the temporary sanitary sewer along the private lane.
 - iii. Remove the temporary sanitary sewer along the interim fire lane along the west property line of Parcel 9 (now Cooney Road), and install a new sanitary sewer within the roadway at the ultimate alignment.
 - iv. Discharge the SRW for the temporary sanitary sewer after the removal of the temporary sanitary sewer.
 - v. Extend the sanitary sewer along Hazelbridge Way south of the new East-West Road to the service connection location for Parcel 1B (or as needed for service to the park).

1.8.7 Phases 6 & 7

No additional underground civil works are anticipated for Phases 6 or 7, except as required by the "General Requirements (All Phases)" section above.

<u>Notes</u>: As a result of the proposed development, the City will take ownership of property ownercontributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$250,000. Due to the long-term phased nature of this development, this amount will be broken down by phase and assigned to operating budgets at the time of the rezoning application for each phase. 1.9 <u>District Energy</u>: Registration of a restrictive covenant and SRW and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to provide an on-site low carbon district energy system capable of supplying at least 70% of each of the subject site's individual space heating, space cooling, and domestic hot water annual needs for all buildings in the development from a renewable (non-carbon) energy source that would also have the ability to connect and be serviced by a City District Energy Utility (DEU), at no cost to the City or its DEU service provider the Lulu Island Energy Company (LIEC), and granting the statutory right-of-way(s) necessary for supplying the DEU services to the building(s). The low carbon district energy system would be built in 2 or more phases located generally as show in Schedule 7, and will be capable of being expanded by the City to provide service to off-site development. The phased requirements to be reflected in the legal agreement(s) registered on the applicable phase or sub-phase are as follows:

1.9.1 Phase 1:

1.9.1.1 Prior to the first rezoning in Phase 1 (proposed Parcel 8), registration of a restrictive covenant and statutory right-of-way and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to design, construct, install, and transfer to the City or LIEC an Interim Low Carbon Energy Plant, to the satisfaction of the City and LIEC, which shall be integrated into the rooftop of a building built in the first sub-phase of Phase 1 and capable of servicing all the buildings in Phase 1.

1.9.2 Phase 2:

1.9.2.1 Prior to the first rezoning in Phase 2, registration of a restrictive covenant and statutory right-ofway and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to:

- a. Design, construct, install, and transfer to the City or LIEC a Centralized Low Carbon Energy Plant, to the satisfaction of the City and LIEC, which shall be constructed and located within a building located on proposed Parcel 1A-2 and capable of servicing all the buildings in all the phases; and
- b. Create and transfer to the City a 2,000 m² airspace parcel containing the constructed Centralized Low Carbon Energy Plant and an additional adjacent 1,000m² of unimproved space. The additional space is provided so that the City may, at its own cost, expand the Centralized Low Carbon Energy Plant to service neighbouring development sites in the future.

1.9.3 Phase 5:

1.9.3.1 Prior to first rezoning in Phase 5, registration of a legal agreement, to the satisfaction of the City, securing the property owner's obligation to work with LIEC and the City to evaluate the feasibility of integrating an alternative on-site renewable energy source (i.e. geo-exchange, sewer heat recovery, etc.) to service the remaining phases of on-site development (Phase 5-7), at the property owner's cost.

1.9.4 All other phases and sub-phases:

1.9.4.1 Prior to rezoning of the applicable phase or sub-phase, registration of the City's standard DEU restrictive covenant and statutory right-of-way and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to design all buildings with the capability to connect to and be serviced by a DEU and a low carbon energy plant, and to connect all buildings to any available DEU or low carbon energy plant as directed by the City and/or LIEC.

1.9.5 Each of the above referenced legal agreements will include, at minimum, the following terms and conditions:

- a. No Building Permit* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director, Engineering.
- b. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site/phase/sub-phase has been adopted by Council prior to the issuance of the first development permit for the subject site/phase/sub-phase, no Building Permit* will be issued for a building on the subject site/phase/sub-phase unless:
 - i. The owner designs, to the satisfaction of the City and LIEC, the applicable Low Carbon Energy Plant, referenced above, to be constructed and installed in the applicable phase or sub-phase, with the capability to connect to and be serviced by a DEU; and
 - ii. The owner enters into an asset transfer agreement with the City and/or LIEC on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plants to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on a date prior to final building inspection permitting occupancy of the first building in the phase or the 1st sub-phase of the phase, as applicable. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plants) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- c. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- d. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i. The b uilding is connected to the DEU;
 - ii. The owner enters into a Service Provider Agreement* for that building with the City and/or LIEC, executed prior to depositing any Strata Plan with Land Title Office and on terms and conditions satisfactory to the City; and
- iii. Prior to further subdivision of a phase or sub-phase (including Air Space Parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site/phase/sub-phase has been adopted by Council prior to the issuance of the first Development Permit* for the subject site/phase/sub-phase, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. The building is connected to a low carbon energy plant supplied and installed by the property owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and LIEC;
- The property owner transfers ownership of the low carbon energy plant(s) on the subject site, to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on terms and conditions satisfactory to the City;
- iv. Prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement* for the building with the City and/or LIEC, on terms and conditions satisfactory to the City; and
- v. Prior to further subdivision of a phase or sub-phase (including Air Space Parcel subdivision and Strata Plan filing), the property owner grants or acquires, and registers, all additional covenants, statutory right-of-way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or LIEC.

- f. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site/phase/sub-phase has not been adopted by Council prior to the issuance of the Development Permit* for the subject site/phase/sub-phase, no final building inspection permitting occupancy of a building will be granted until:
 - i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii. The owner grants or acquires any additional statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space Parcel subdivision and Strata Plan filing).
- 1.10. <u>Public Art:</u> Prior to adoption of a rezoning bylaw for the first rezoning on the subject site, a Public Art Plan for the subject site (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Community Social Development and Director, Development.
- 1.11 <u>City-owned Community Amenity Security</u>: A City-owned community amenity building/space and/or an equivalent cash contribution, will be secured in accordance with the following terms, subject to Council approval:
 - a. Prior to each rezoning of any application preceding Phase 7, the property owner will:
 - Demonstrate compliance with Urban Core (T6) and Village Centre Bonus density bonusing provisions to the satisfaction of the City. (i.e. Subject to Council approval, approximately 1,778 m² (19,140 ft²) of child care space or cash equivalent associated with area designated Urban Core Transect (T6 area), and approximately 3,196 m² (34,400 ft²) for either child care space or another type of community facility, or cash equivalent associated with development of area designated Village Centre Bonus. The City would secured up to approximately 4,975 m² (53,550 ft²) of City-owned amenity building/space, or cash equivalent.)
 - ii. Provide a security equivalent to the construction value for the proportion of City-owned community amenity building/space associated with the subject rezoning based on construction costs at the time of rezoning, to the satisfaction of the City (Interim City-owned Amenity Security).
 - iii. Enter into a registered or unregistered security agreement with the City to govern the use of the Interim City-owned Amenity Security, to acknowledge that
 - The construction obligations are being deferred until Phase 7, or as otherwise directed by Council, and to allow for such security to be converted and used as partial satisfaction for the security obligations associated with 1.11(b) below or the release of the collected Interim City-owned Amenity Security following the delivery of new security in the full amount required in relation to 1.11(b) below or;
 - At Council's discretion, the Interim City-owned Amenity Security may be allocated toward an off-site City-owned amenity project(s), which would proportionally reduce or remove the property owner's on-site City-owned amenity building/space construction obligations.
 - b. As a condition of rezoning in Phase 7, or as otherwise directed by Council, registration of a legal agreement(s) on title securing the design and construction, and transfer to the City, of City-owned amenity building/space, as well as ancillary space, which may include but is not limited to parking, loading, collection, etc., an associated Project Management fee and/or other terms that are to be established to the satisfaction of the City, at no cost to the City, and provision of security in the amount then required by the City for the construction and delivery of this City-owned amenity building/space.
- 2.0. Submission and processing of a rezoning* application for proposed development within Phase 1 (Parcel 8), completed to a level deemed acceptable by the Director, Development.

NOTE:

- * This requires a separate application.
- In the case of discrepancy between metric and imperial references, the metric value shall apply.
- Where the Director, 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, Development. All agreements to be registered in the Land Title Office shall, unless the Director, Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

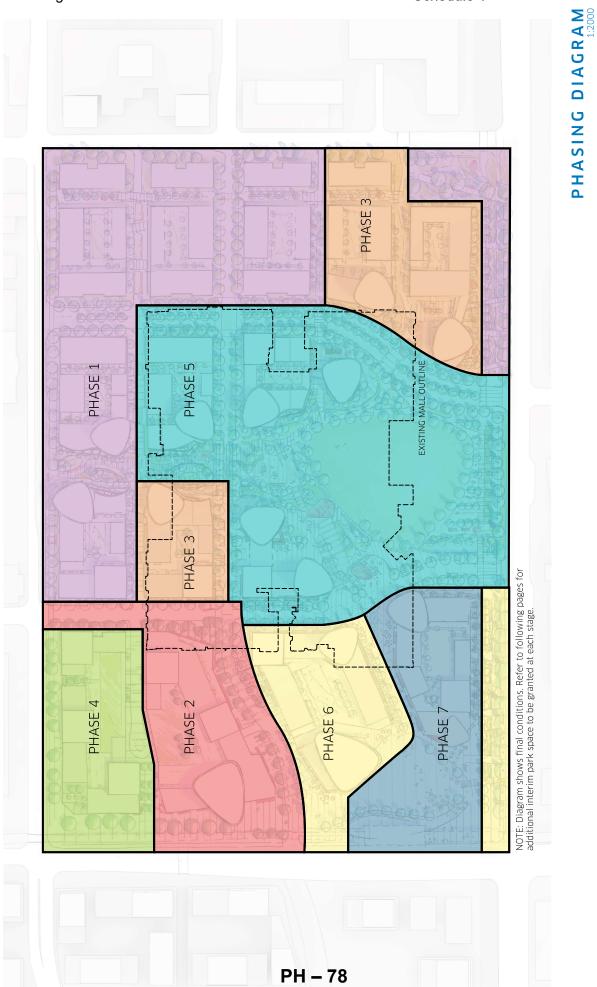
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director, Development. All agreements shall be in a form and content satisfactory to the Director,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

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

SIGNED COPY ON FILE

Signed

Date



Phasing Plan

Schedule 1

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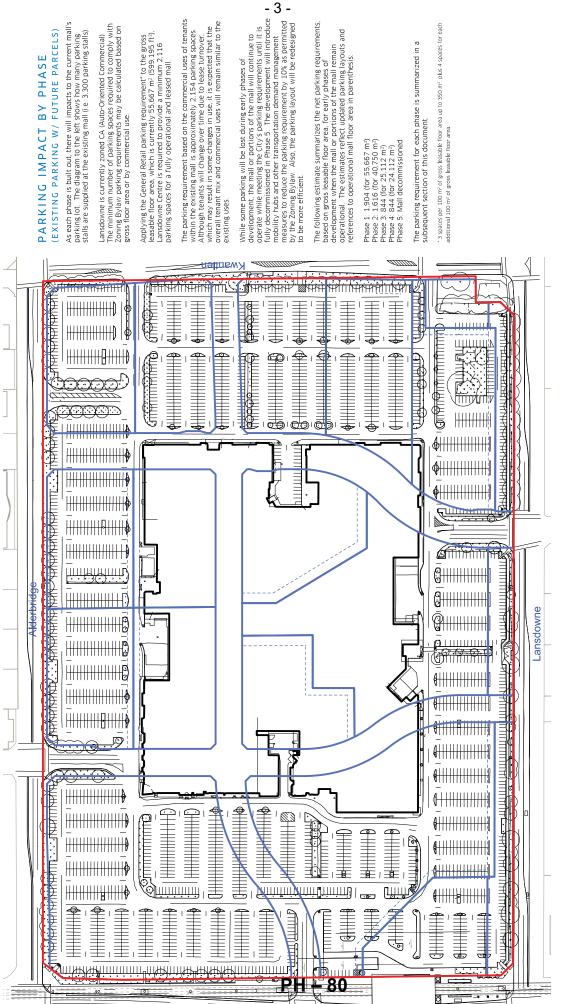
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ZONES OF THE EXISTING MALI

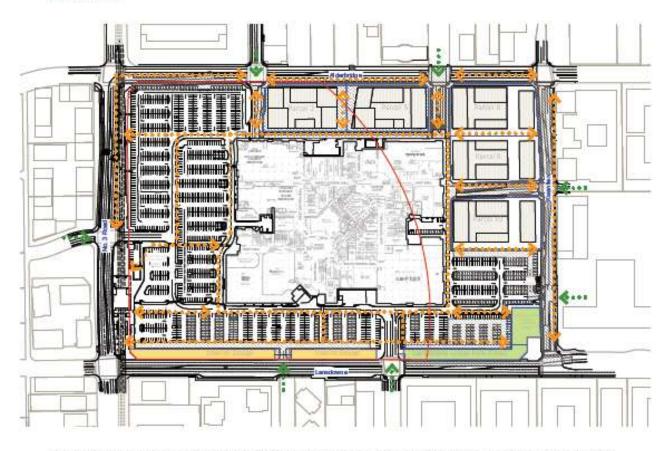
Zones of the existing mall are shown, based on current layout and structural grids. The first phase of the mall's demolition is denoted in the top left corner as 'Zone 1.'

From: 'Lansdowne Centre Phased Demo Report' by Iredale Architecture.



EXISTING PARKING WITH FUTURE PARCELS

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Phase 1 can be accommodated with the existing mall, being mostly confined to the current parking lots. This phase would see the creation of Parcels 2, 5, 8, 9, and 10, along with the Neighbourhood Plaza and Eastern section of the Lansdowne Linear Park. Interim connector parks would be provided for the Western and Central portions of the Linear Park. Challenges associated with Phase 1 are mostly regarding grade changes from the new parcels to the existing mall. Entry roadway grades will not, however, exceed 5% slopes, and will start to address the grade differential between the ultimate site and the surrounding roadways. The interim mobility hub would be started in this phase, with initial program elements located adjacent to the Canada Line station. Ultimate road standards (excl. sidewalks and boulevards) on Alderbridge and Kwantlen would also be completed, as well as an additional driveway access on Lansdowne Road.

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PEDESTRIAN/CYCLIST CONNECTIONS

MAJOR VEHICULAR ACCESS POINTS

INTS

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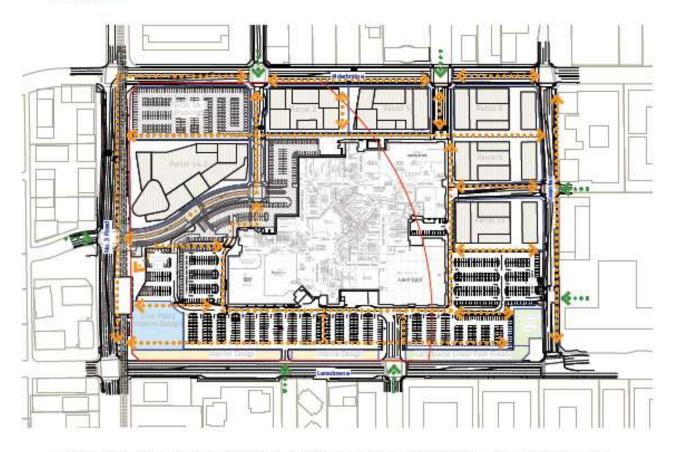
SUB-PHASING

The tentative order for Phase 1 would be to jointly target Parcel 8 and the parks spaces - the Neighbourhood Plaza, City Owned SE Corner, Eastern Linear Park, and Western/Central Interim Linear parks. The parcel order conjointly/after that would be Parcels 9, 5, 10, and 2.

PARKING CALCULATIONS

Number of Stalls Lost: 1,351 Number of Stalls Provided / Reguired: 1,949 / 1,904 PARK PHASING LEGEND

- Permanent Major Park (Fee Simple)
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park (Fee Simple)
- Interim Major Park/PFEA [ROW]



Phase 2 includes the addition of the Southern half of Parcel 1 (site area 14,275m²), and the removal of the North-West corner of the mall; 'Zone 1' as identified in the *Lansdowne Centre Phase Demo Report* by Iredale Architecture. This Phase would also see the completion of portions of Hazelbridge and the East-West Road. Construction in the North West will be broken down into only completing Parcel 1A-2 as the initial mixed-use phase. An interim Civic Plaza park and completion of the interim Mobility Hub would also be provided at this time, along with No. 3 Road bike lane upgrades.

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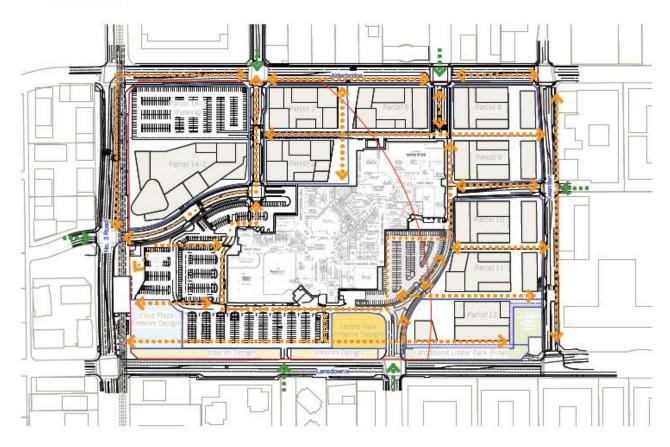


PARKING CALCULATIONS

Number of Stalls Lost: 332 Number of Stalls Provided / Required: 1,617 / 1,616

PARK PHASING LEGEND

- Permanent Major Park (Fee Simple)
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park (Fee Simple)
- Interim Major Park/PFEA (ROW)



Phase 3 would add Parcels 3, 11, 12. To accommodate the construction of Parcel 3, 'Zone 2' of the mall would need to be removed in the North-West. The mall entrance roughly aligned with the Southern half of Cooney Road could be reworked, with the removal of 'Zone 5' in the South-East of the mall. Further extensions of cycle/pedestrian connections to the mall and development would be provided at this time, with connections highlighted along Cooney between Alderbridge and Lansdowne. An interim road standard for the Southern leg of Cooney Road would be instated, including a sidewalk connection. An interim Centre Park is also included.

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PEDESTRIAN/CYCLIST CONNECTIONS

MAJOR VEHICULAR ACCESS POINTS

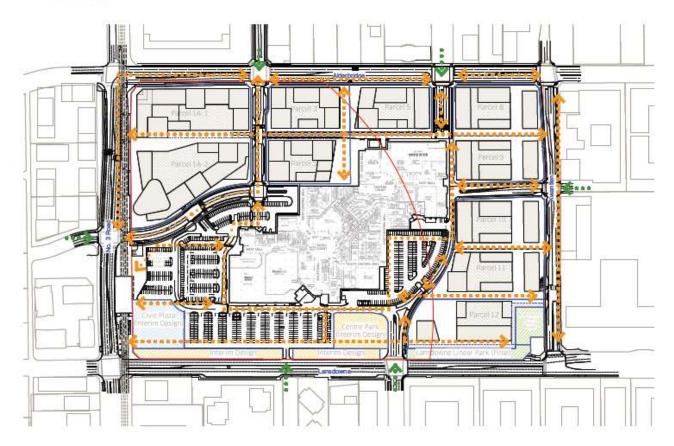
SUB-PHASING

The tentative order for Phase 3 would be to jointly target Parcel 3 and the interim Centre Park. The parcel order conjointly/after that would be Parcels 11 then 12. With Parcel 12 would come the Eastern Linear Park & Neighbourhood Plaza park frontage enhancement areas.

PARKING CALCULATIONS

Number of Stalls Lost 372 Number of Stalls Provided / Required: 1,139 / 844 PARK PHASING LEGEND

- Permanent Major Park [Fee Simple]
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park [Fee Simple]
- Interim Major Park/PFEA [ROW]



Phase 4 is largely a continuation of Phase 2, with the completion of Parcel 1A-1. The challenges associated with this phase would be concerned with parkades under Parcels 1A-1 & 1A-2.

PEDESTRIAN/CYCLIST CONNECTIONS MAJOR VEHICULAR ACCESS POINTS



PARKING CALCULATIONS

Number of Stalls Lost: 340 Number of Stalls Provided / Required: 799 / 844* *NOTE: To address the deficit, the proponent will provide 45 additional stalls to make up the difference.

PARK PHASING LEGEND

- Permanent Major Park [Fee Simple]
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park [Fee Simple]
 Interim Major Park/PFEA [ROW]



Phase 5 would be when the existing Lansdowne Mall was completely decommissioned, coming down to facilitate the construction of Parcels 4, 6, 7, the Centre Park, the Neighbourhood Mobility Hub, and the central portion of the Linear Park. Hazelbridge and Cooney would also be completed at this time, finalizing the provision of the ultimate civil road network.

PEDESTRIAN/CYCLIST CONNECTIONS

MAJOR VEHICULAR ACCESS POINTS

SUB-PHASING

The tentative order for Phase 5 would be to jointly target Parcel 6 and the parks spaces - the Centre Park, Central Linear Park, and Centre Park's Park Frontage Enhancement Areas. The parcel order conjointly/after that would be Parcels 4 then 7.

PARKING CALCULATIONS

With decommissioning of the mall, surface parking is no longer required. PARK PHASING LEGEND

- Permanent Major Park (Fee Simple)
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park [Fee Simple] Interim Major Park/PFEA [ROW]



Phase 6 would entail the completion of Parcel 1B-1. The expanded Civic Plaza area would continue to feature an interim design at this time, and the ultimate City Mobility Hub would be completed. The Western portion of the Linear Park would be dedicated at this time, and completed to its final design in this phase or during Phase 7 (at the discretion of the City). Parcel 1B-1's PFEA to secured as a ROW.

PEDESTRIAN/CYCLIST CONNECTIONS MAJOR VEHICULAR ACCESS POINTS



PARK PHASING LEGEND

Permanent Major Park [Fee Simple]

Permanent Park Frontage Enhancement Area (PFEA) (ROW) Interim Major Park (Fee Simple)

Interim Major Park/PFEA (ROW)



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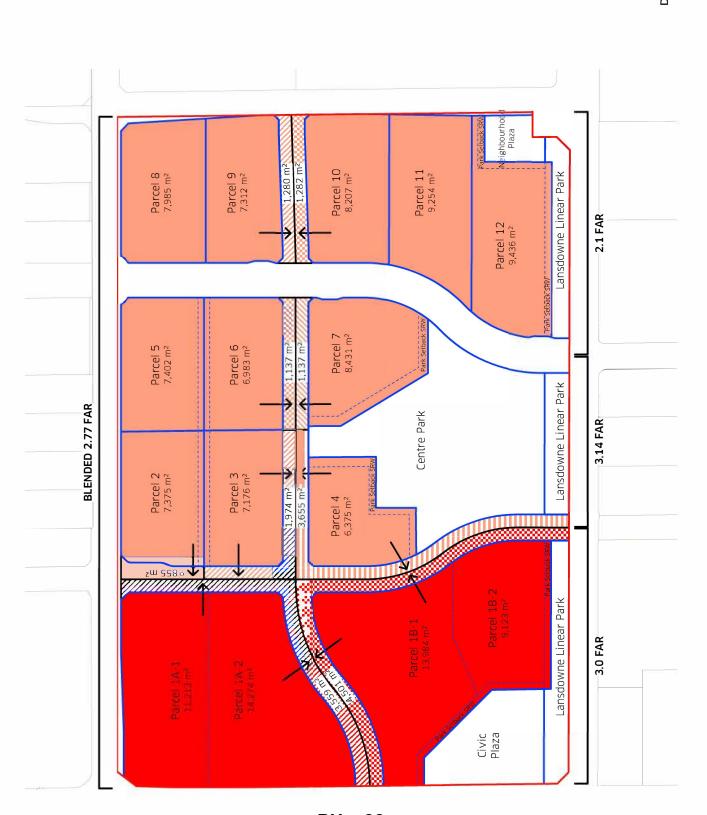
Phase 7 would be the last stage, completing Parcel 1B-2 and the final design of the Civic Plaza & its PFEAs as the final elements (Parcel 1B-2's PFEA to secured as a ROW). Along with Phase 6, Phase 7 would involve the completion of the underground parkade under Phases 1B-1 & 1B-2.

PEDESTRIAN/CYCLIST CONNECTIONS MAJOR VEHICULAR ACCESS POINTS

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PARK PHASING LEGEND

Permanent Major Park (Fee Simple) Permanent Park Frontage Enhancement Area (PFEA) [ROW] Interim Major Park [Fee Simple] Interim Major Park/PFEA [ROW]

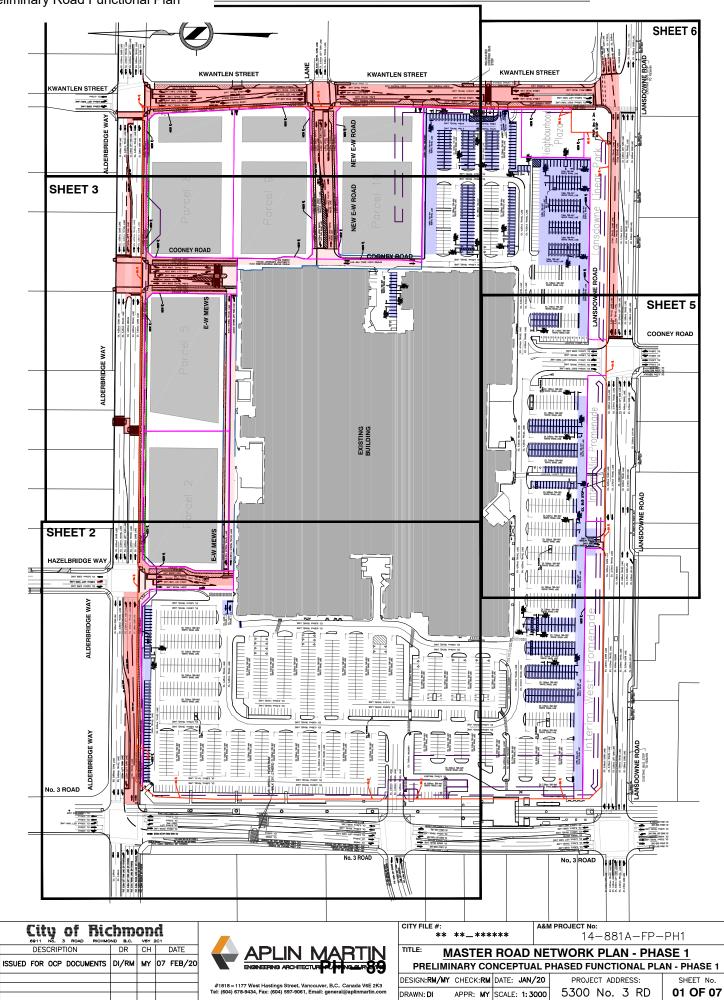


Schedule 2

December 15, 2020

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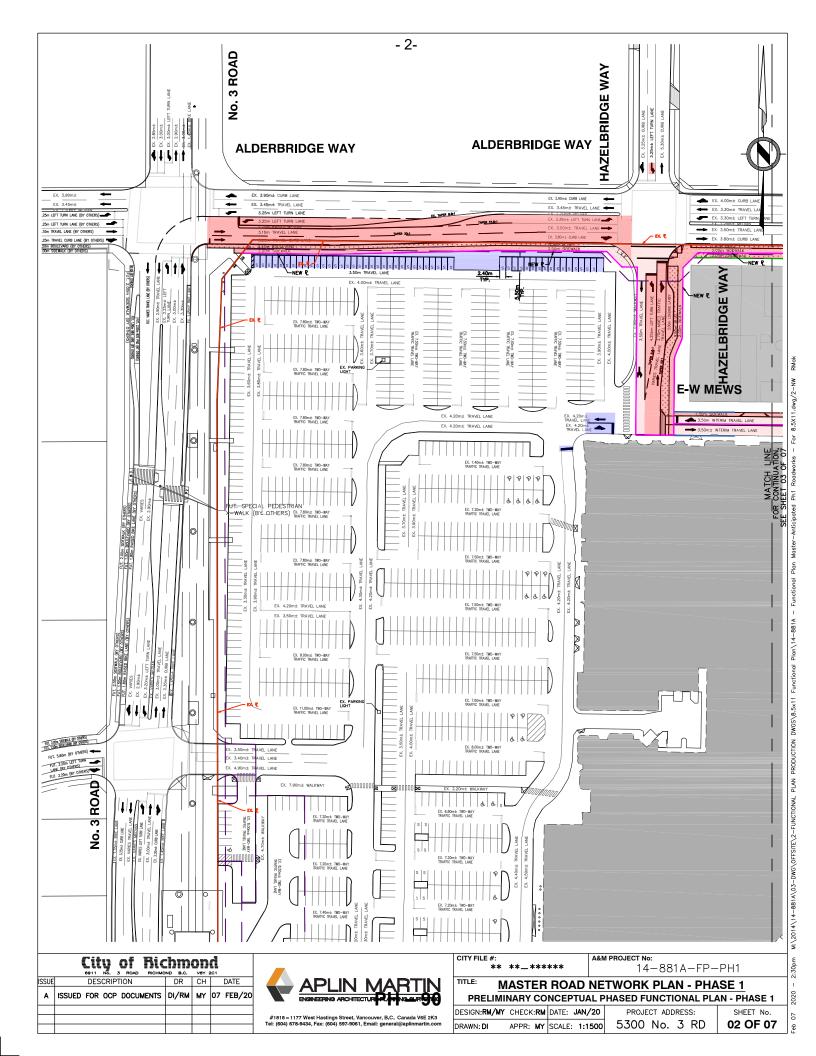


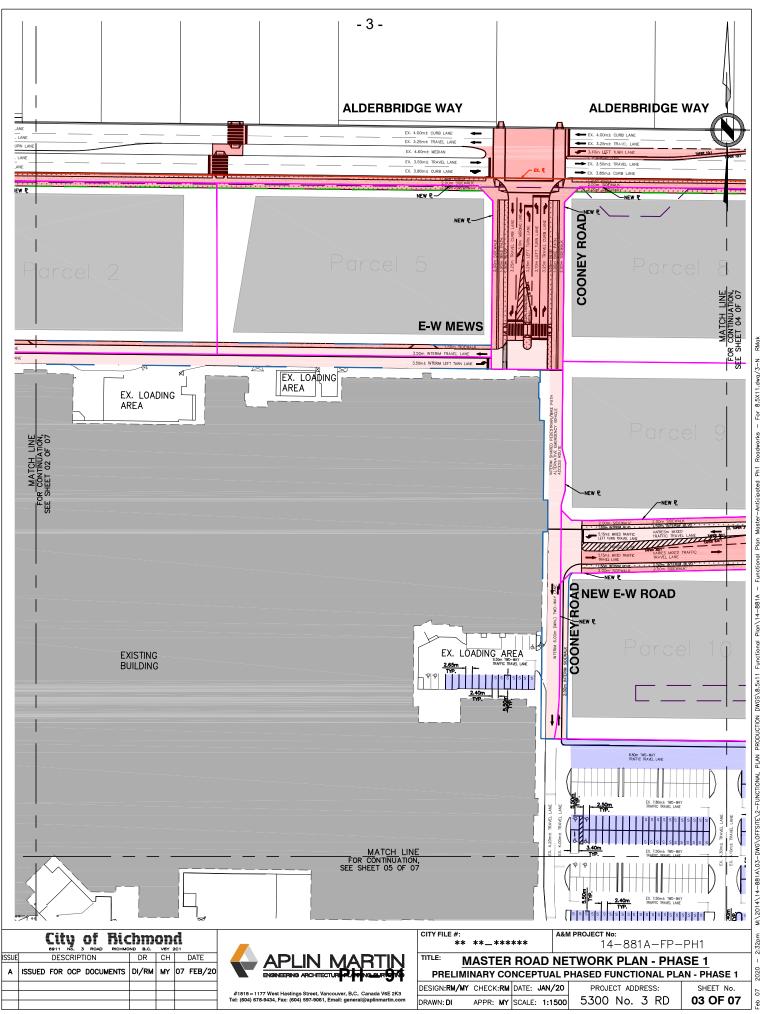
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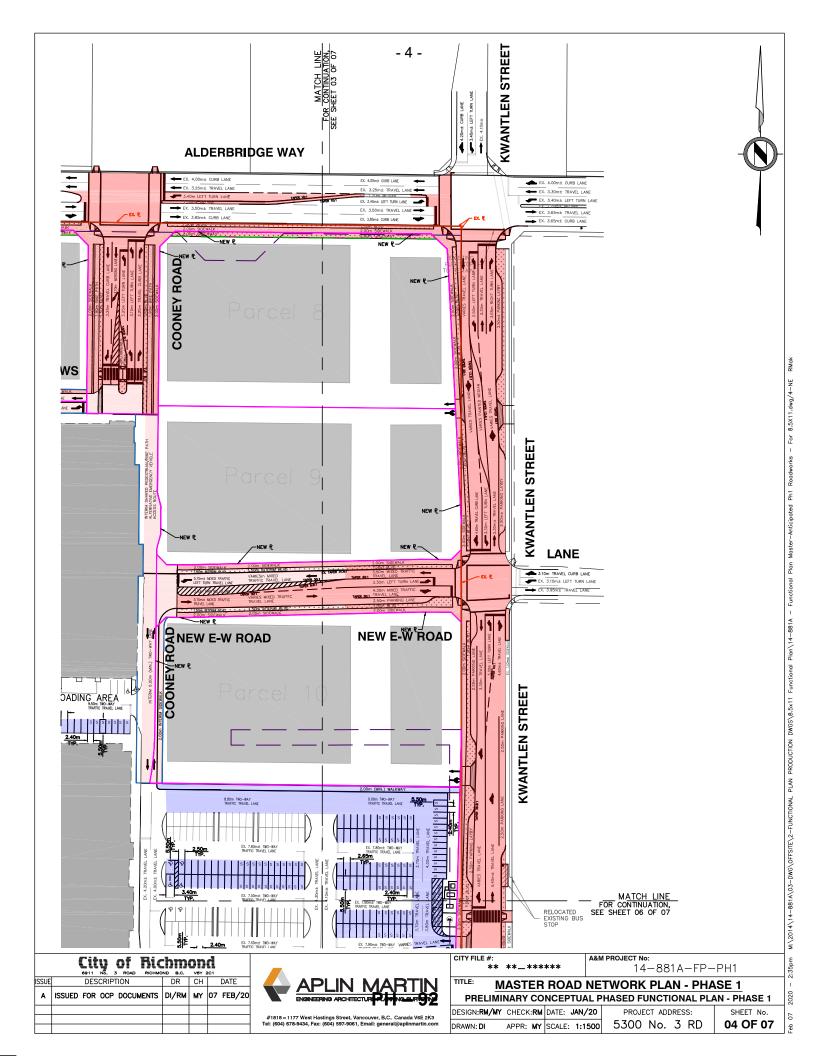
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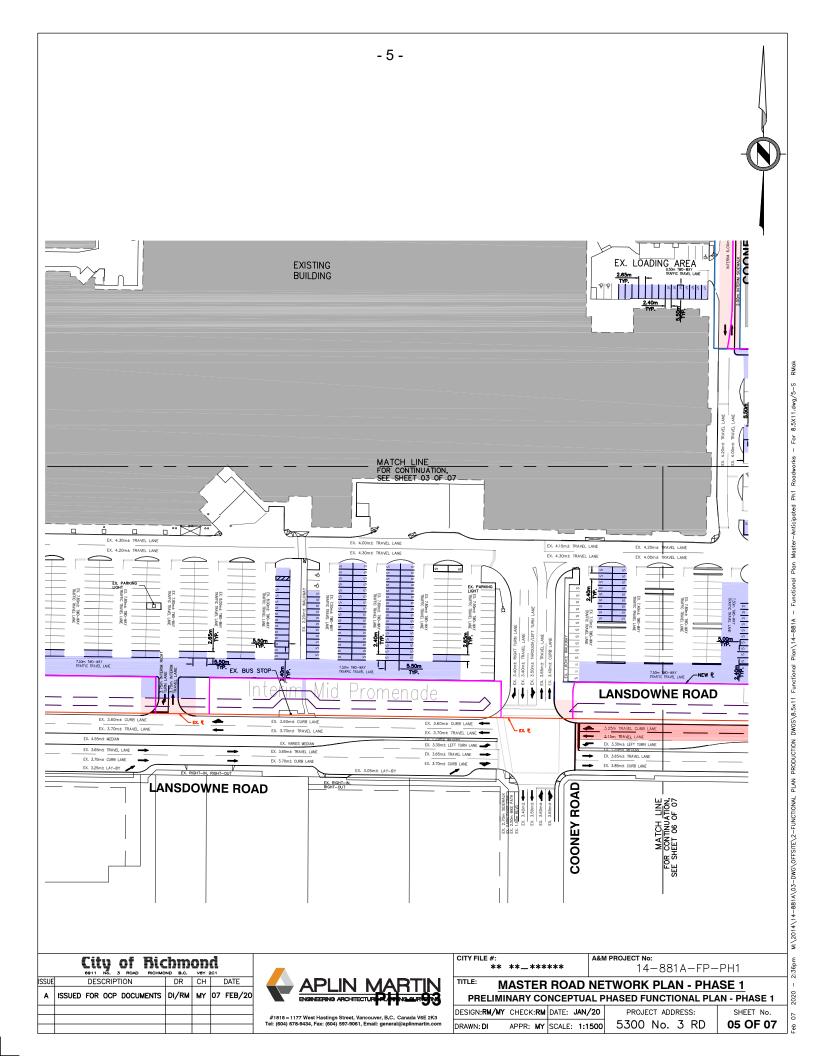
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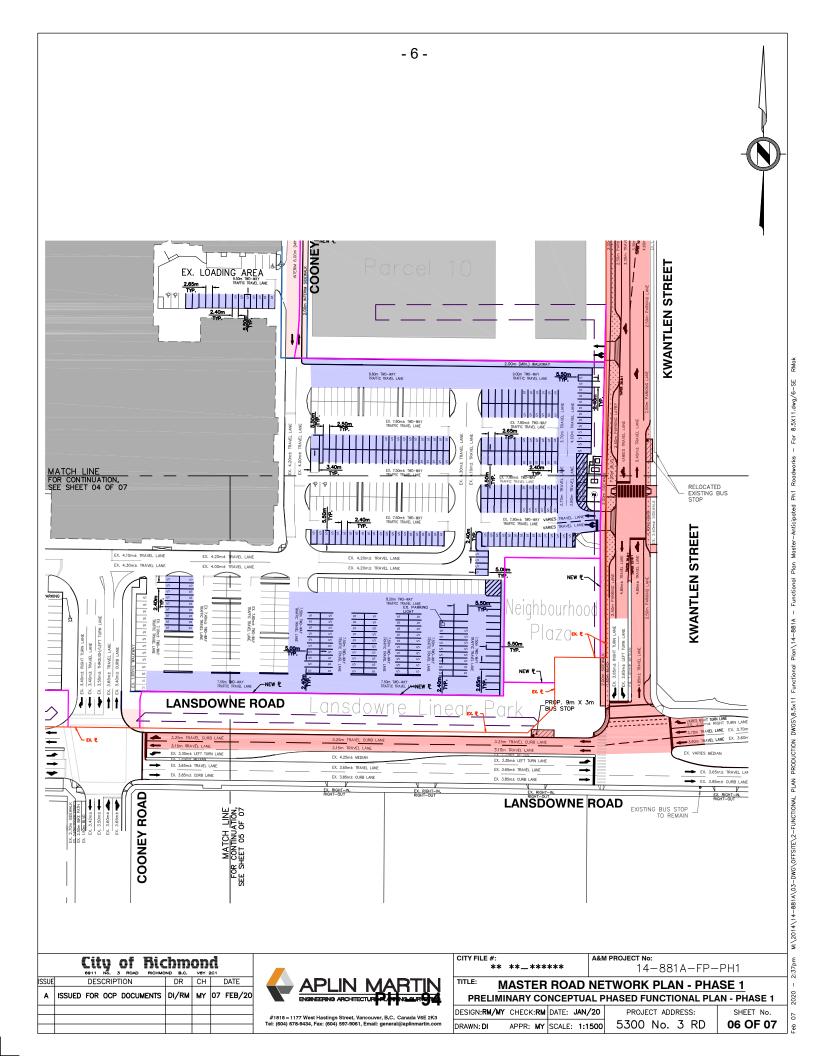




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GENERAL NOTES:

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	- EXISTING STATUTORY RIGHTS-OF-WAY
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	ANTICIPATED OFFSITE INTERIM ROADWORKS
	ANTICIPATED ONSITE ROADWORKS
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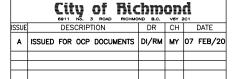
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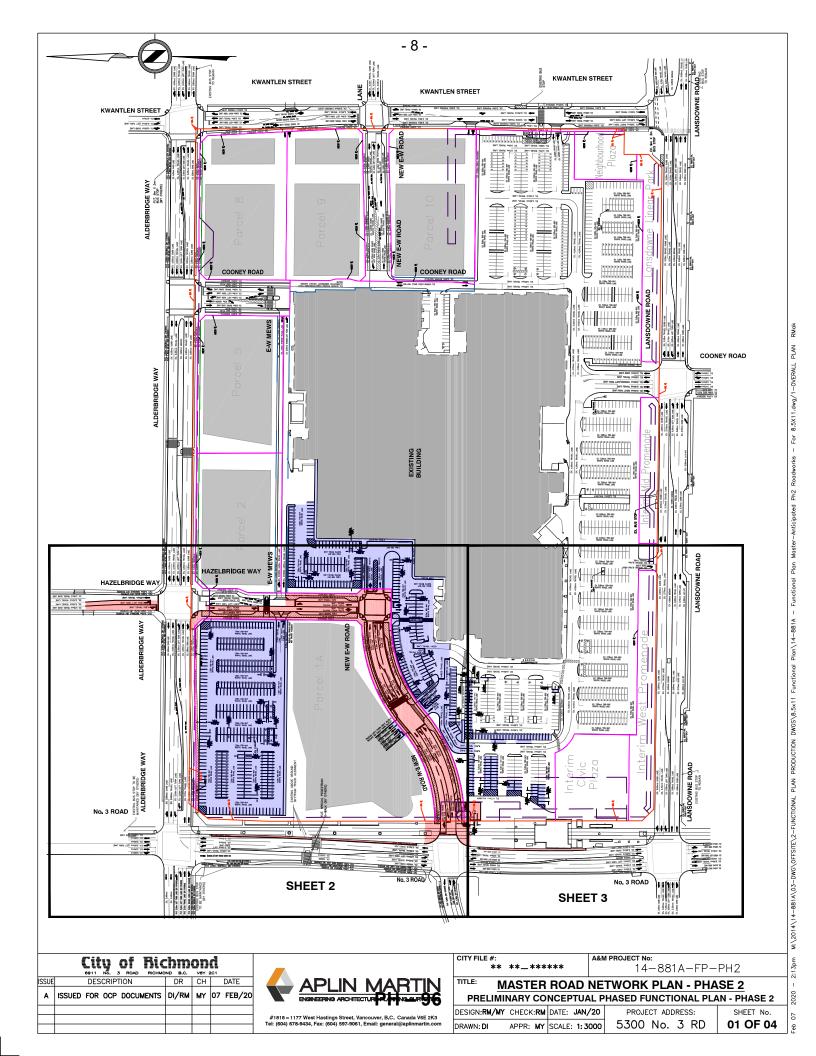
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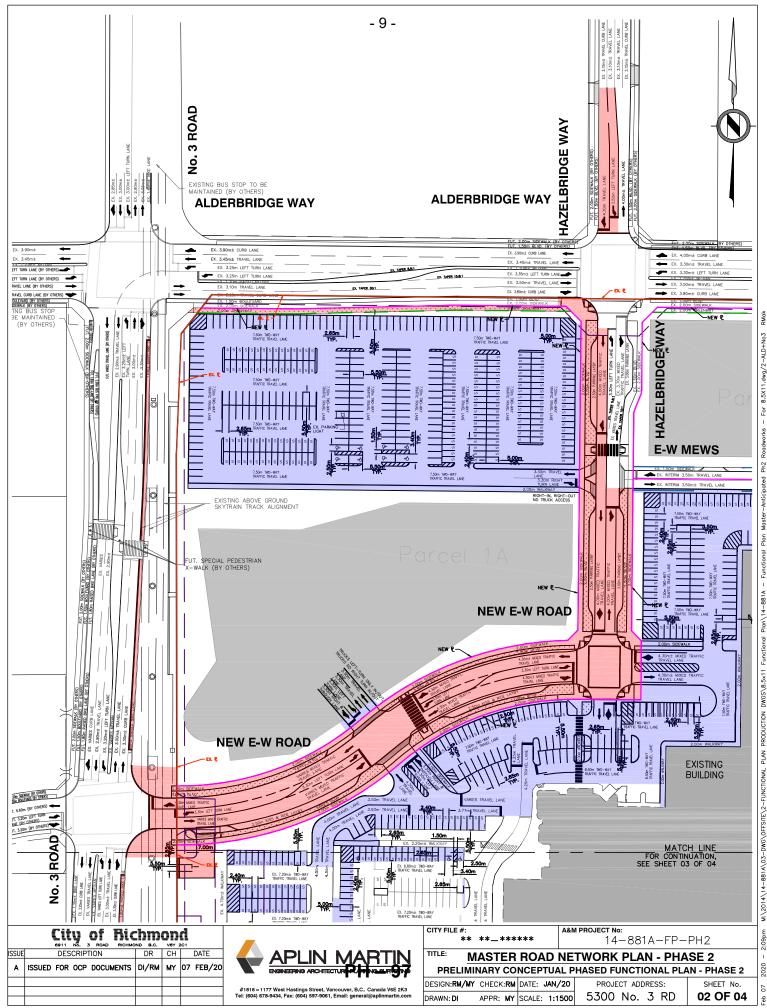
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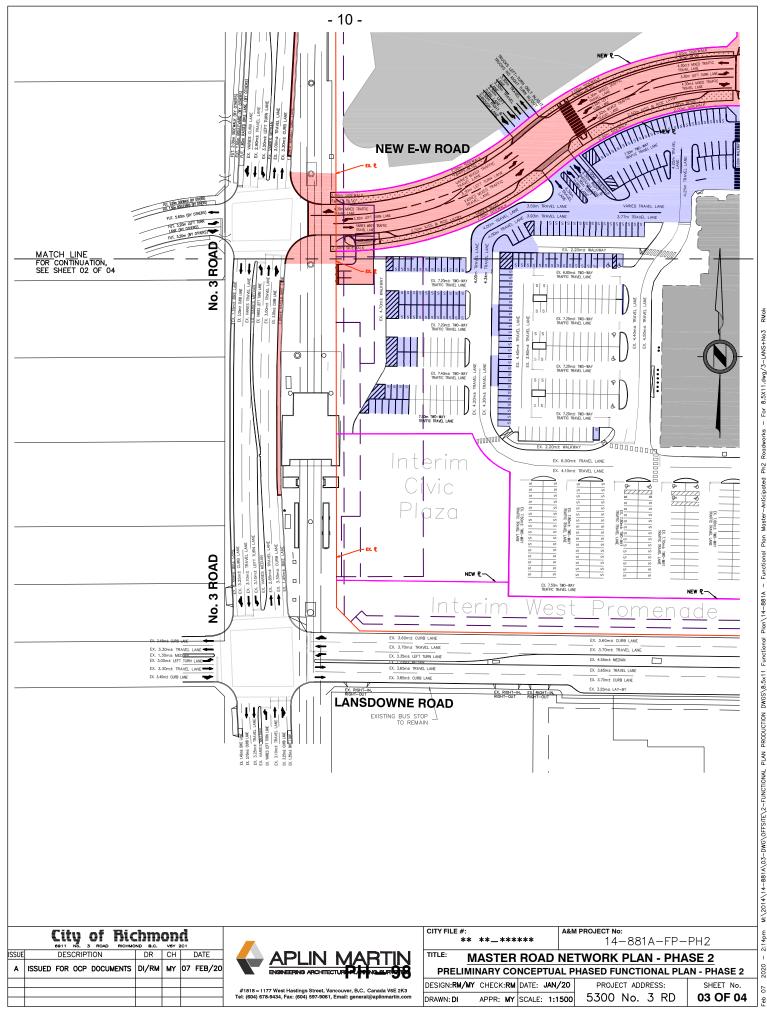
#1818 – 1177 West Hastings Street, Vancouver, B.C. Canada V6E 2K3 Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

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	(S.R.W.)
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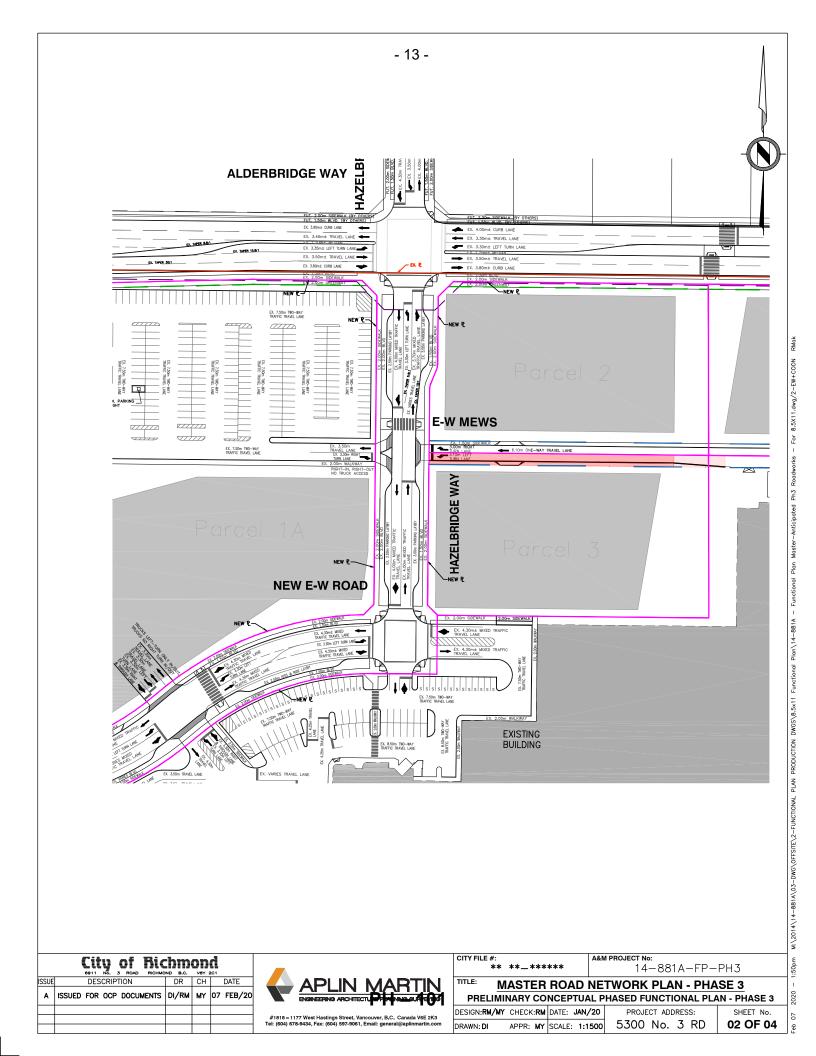
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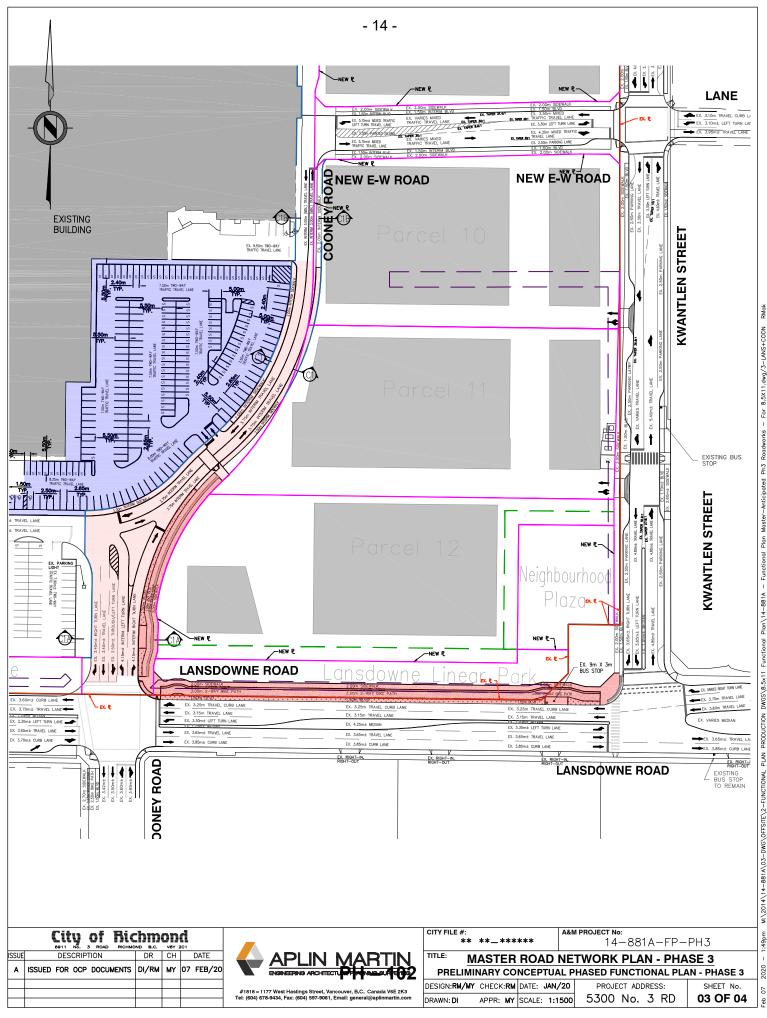
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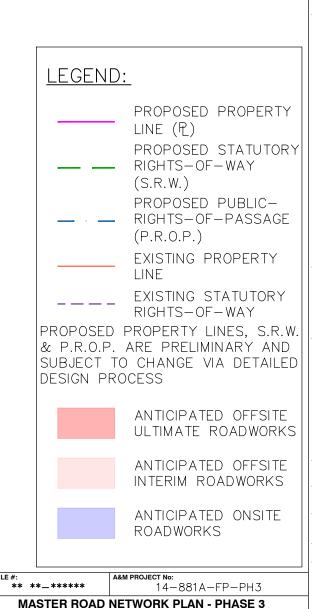
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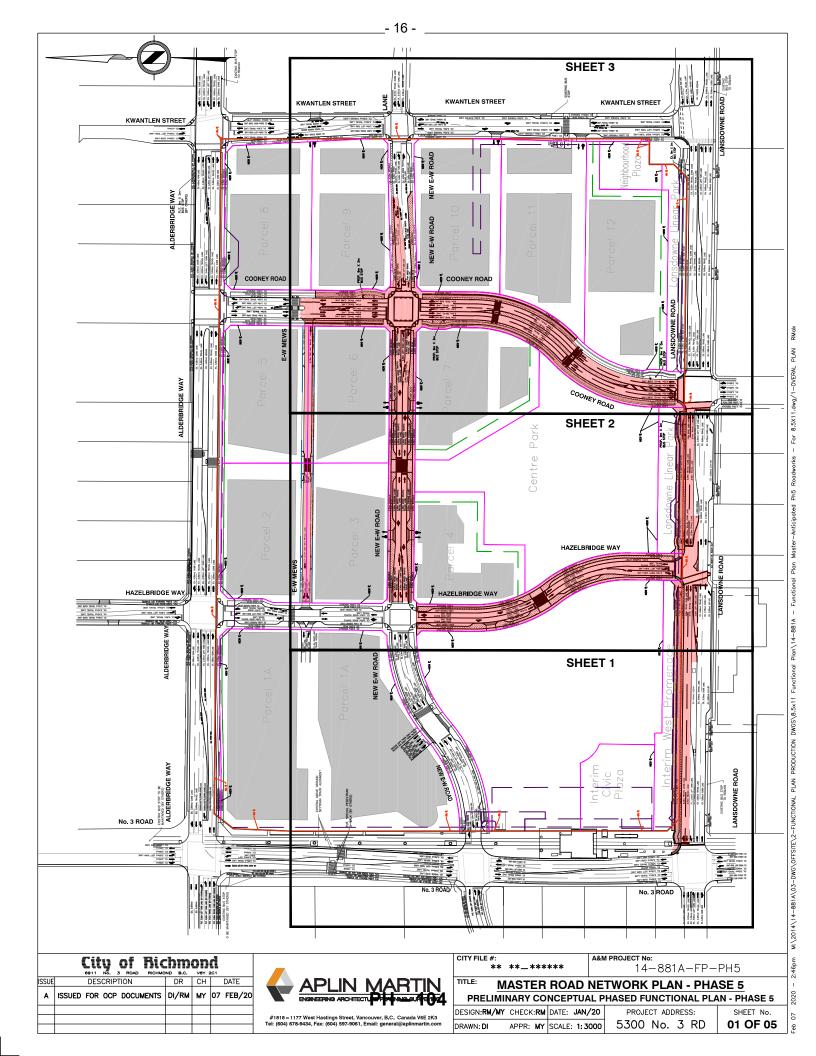
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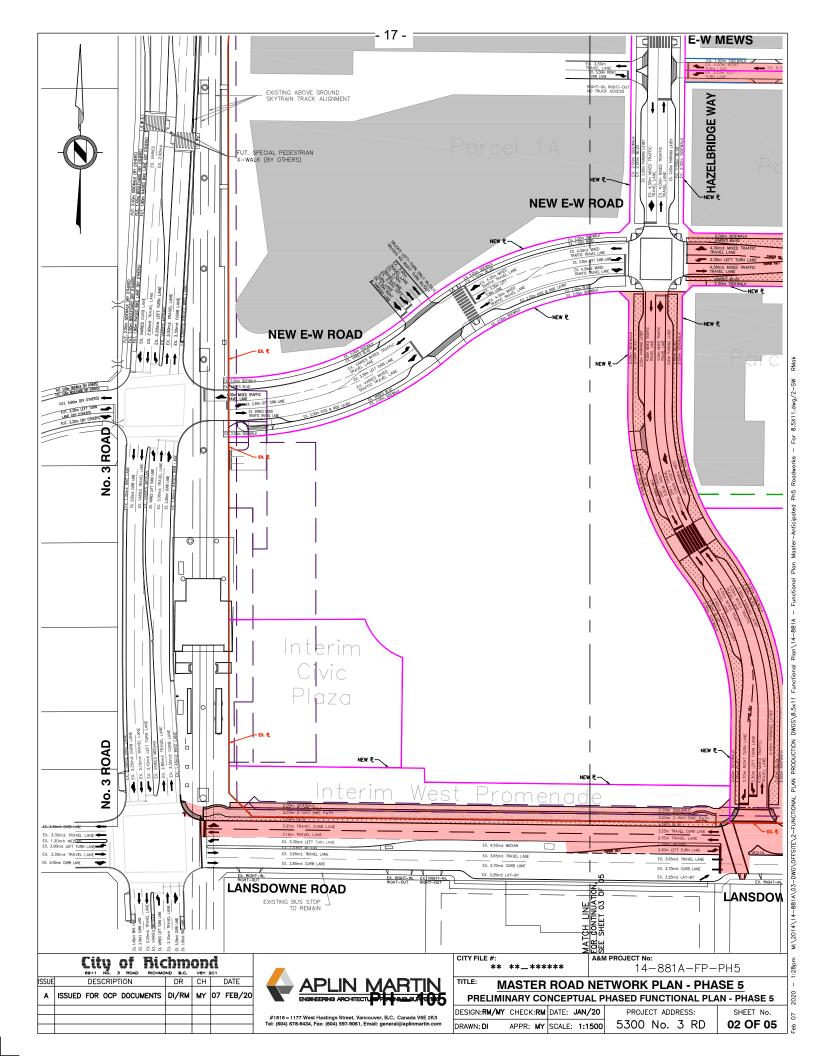
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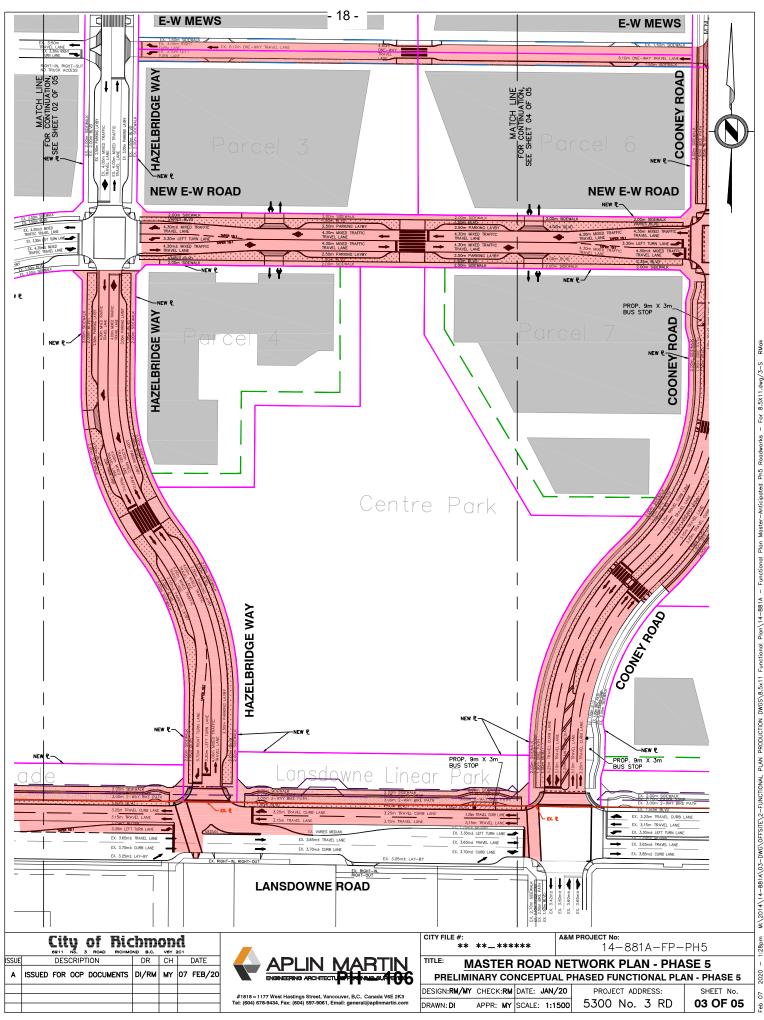
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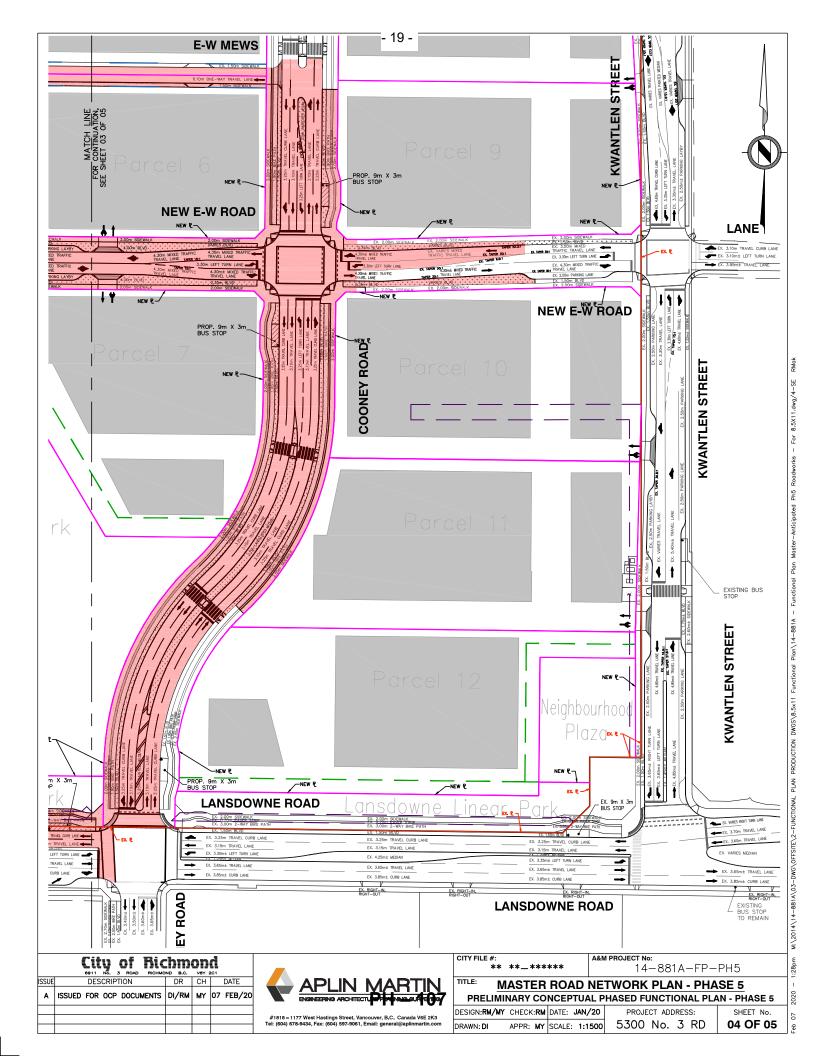
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City of Bichmond

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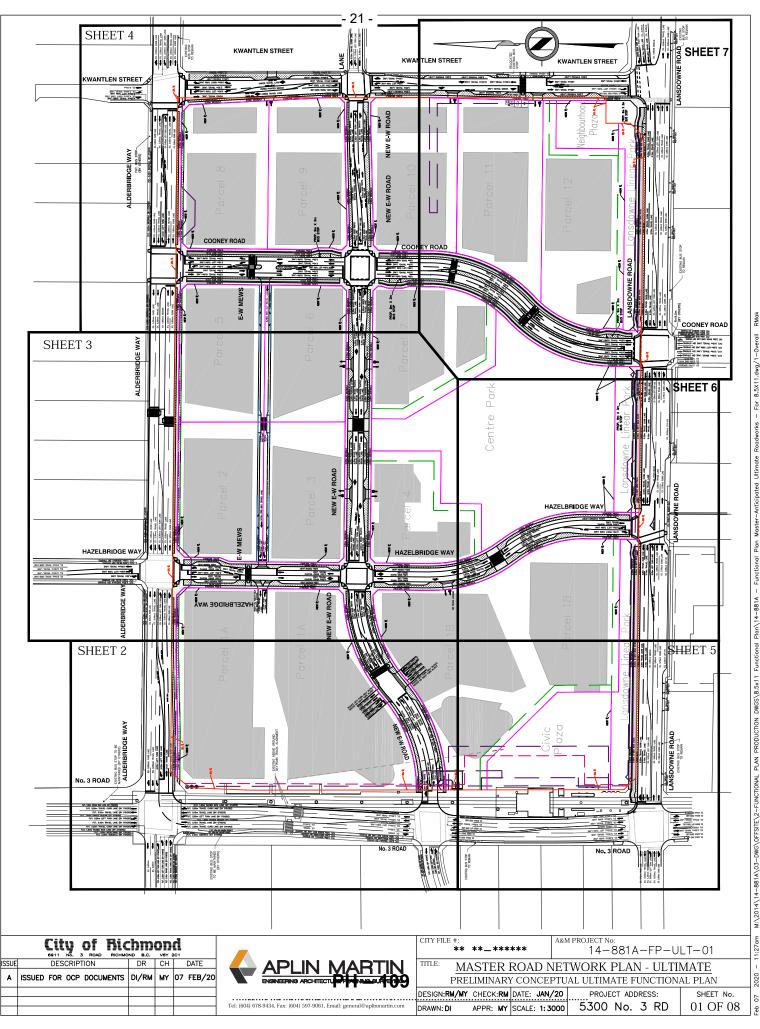
#1818 – 1177 West Hastings Street, Vancouver, B.C. Canada V6E 2K3 Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

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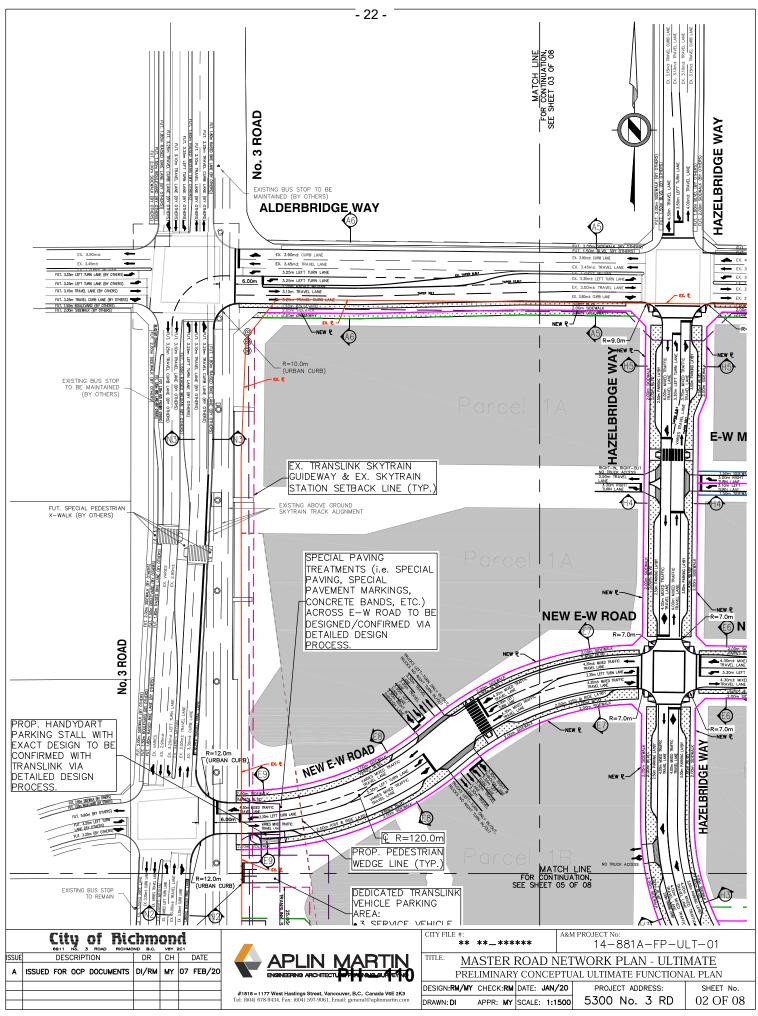
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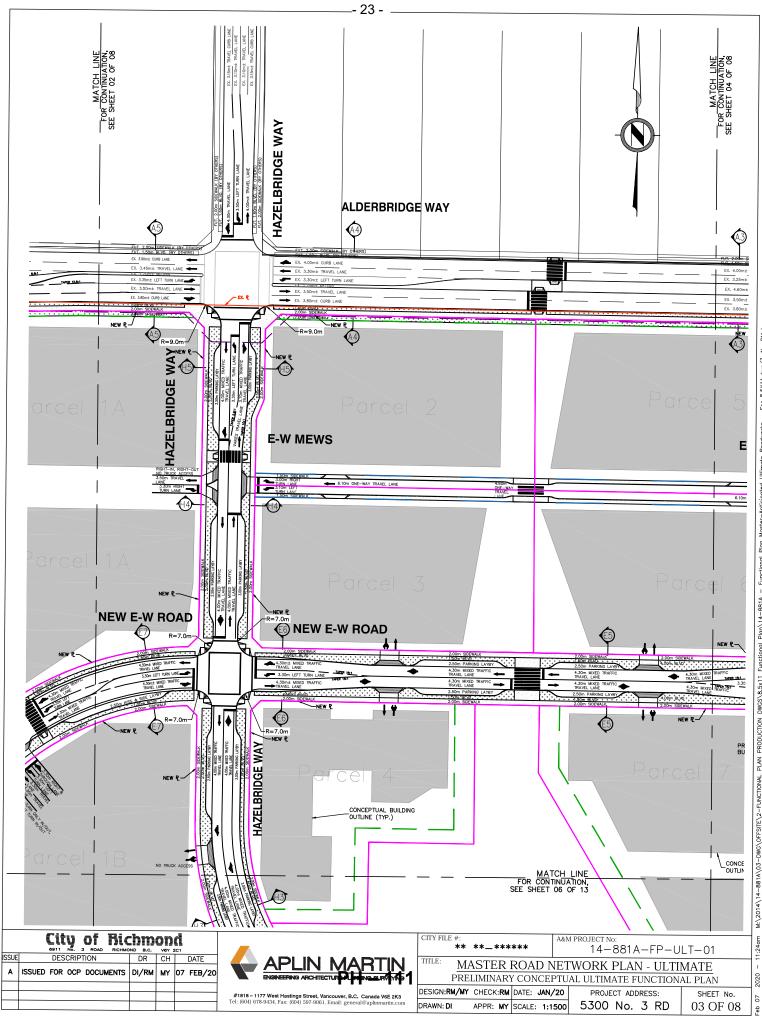


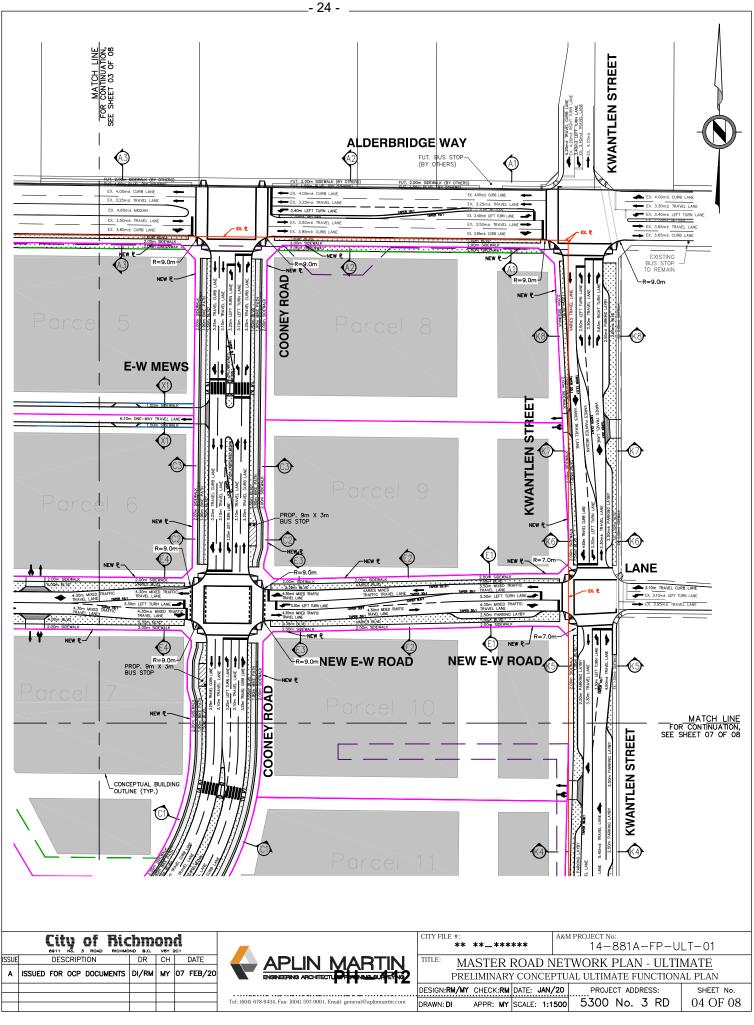
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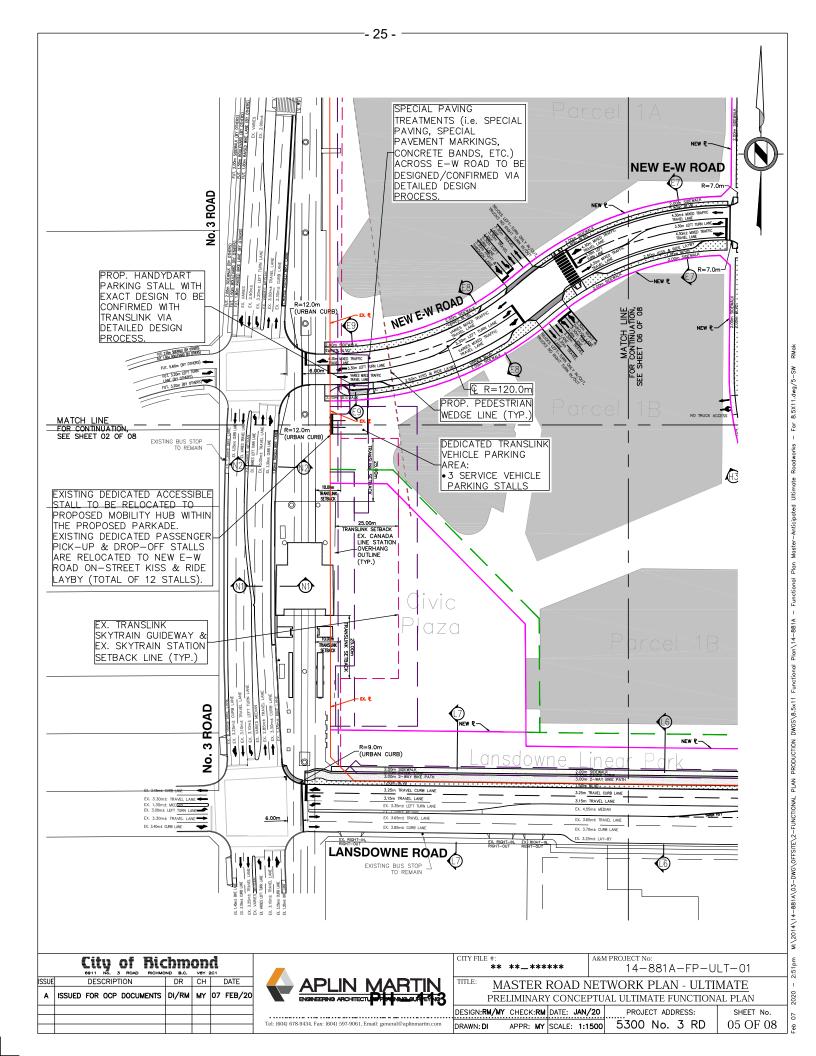
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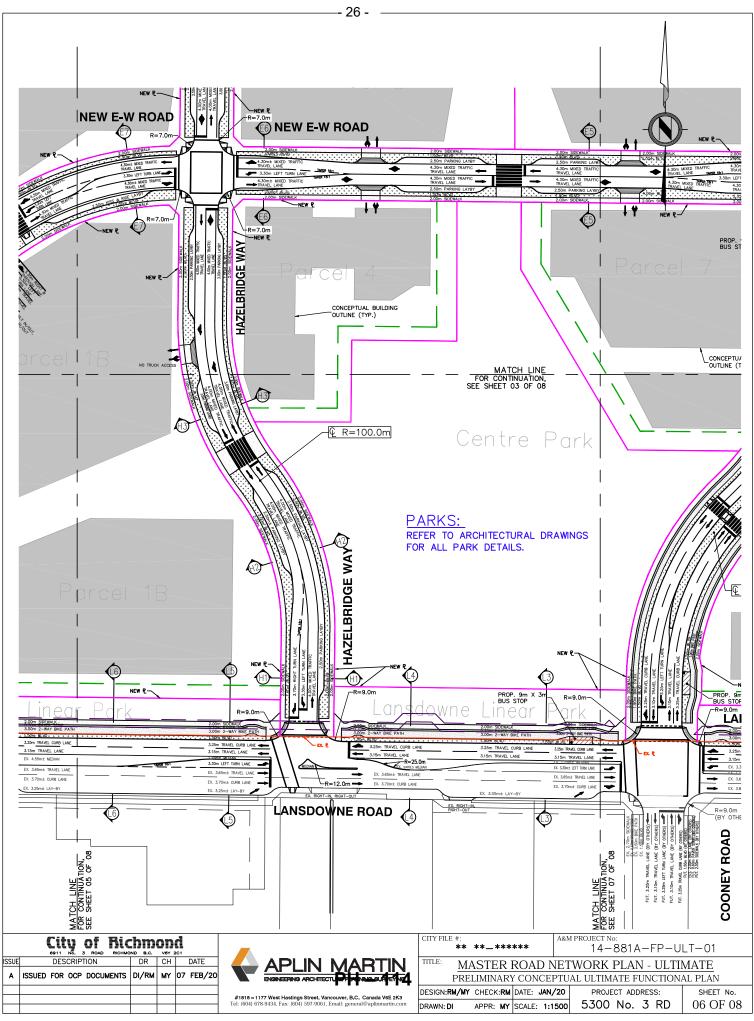
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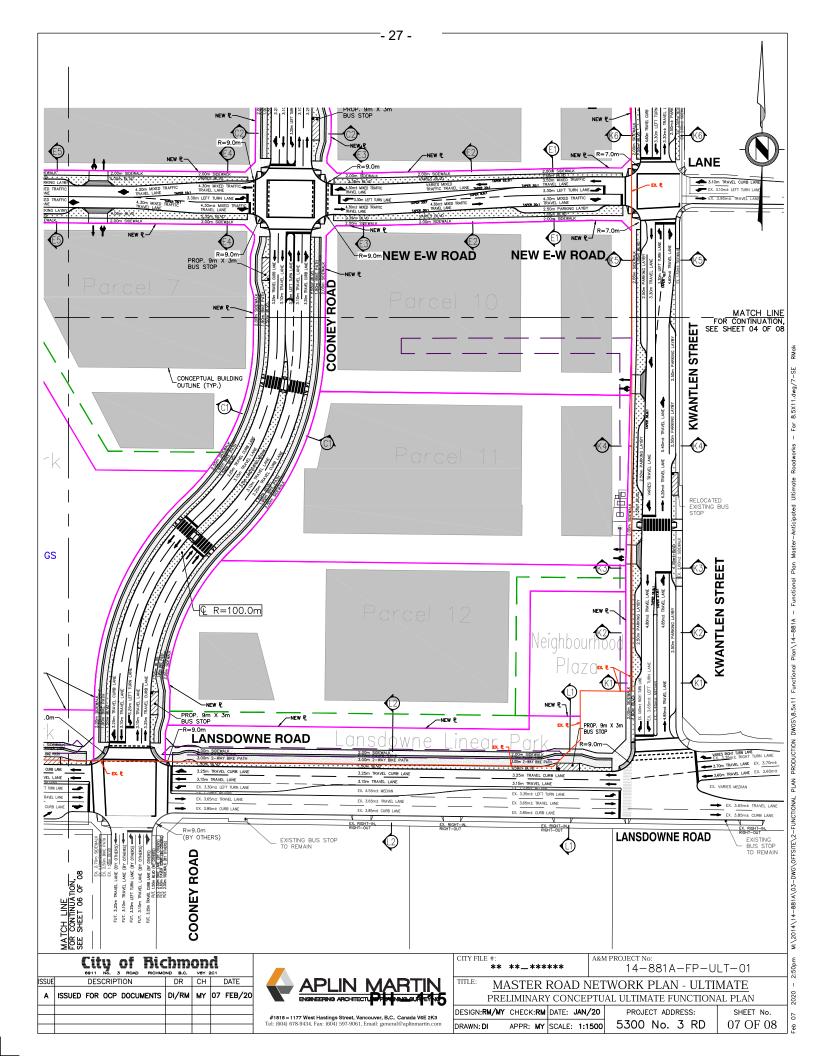


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GENERAL NOTES:

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- 28 -

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- 8. FUTURE ULTIMATE No. 3 ROAD & ALDERBRIDGE WAY INTERSECTION: ASSUMES DEVELOPMENT SITE AT THE SW AND NW CORNER OF INTERSECTION CAN PROVIDE SUFFICIENT ROAD WIDENING TO ACHIEVE ULTIMATE ROAD LAYOUT UPON REDEVELOPMENT IN THE FUTURE.
- 9. REMOVING OR RETAINING THE EXISTING STREET TREES ALONG THE SOUTH SIDE OF ALDERBRIDGE WAY FROM HAZELBRIDGE WAY TO KWANTLEN STREET TO BE DETERMINED VIA SUBSEQUENT REZONING PROCESS AND ASSOCIATED DETAILED SA DESIGN PROCESS. PROPOSED ROAD DESIGN ALONG SOUTH SIDE OF ALDERBRIDGE WAY SHOWN ASSUMES EXISTING TREES TO BE REMOVED (i.e. PROP. 1.5m BOULEVARD AND 2m SIDEWALK AND 2m GREENWAY). FOR THE PROPOSED RETENTION OF EXISTING TREES, REFER TO DIALOG'S ALTERNATIVE ALDERBRIDGE WAY X-SECTIONS FOR DETAILS.
- 10. FUTURE ULTIMATE COONEY ROAD & LANSDOWNE ROAD INTERSECTION: ASSUMES DEVELOPMENT SITE (8400 LANSDOWNE ROAD) AT THE SE CORNER OF INTERSECTION CAN PROVIDE SUFFICIENT ROAD WIDENING TO ACHIEVE ULTIMATE ROAD LAYOUT UPON REDEVELOPMENT IN THE FUTURE.

City of Bichmond

DESCRIPTION

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- 11. REMOVING OR RETAINING THE EXISTING STREET TREES ALONG THE WEST SIDE OF KWANTLEN STREET ALONG PROPOSED PARCEL 9 FRONTAGE TO BE DETERMINED VIA SUBSEQUENT REZONING PROCESS AND ASSOCIATED DETAILED SA DESIGN PROCESS. PROPOSED ROAD DESIGN ALONG PARCEL 9 FRONTAGE SHOWN ASSUMES EXISTING TREES TO BE REMOVED (i.e. PROP. 1.5m BOULEVARD AND 2m SIDEWALK). FOR THE PROPOSED RETENTION OF EXISTING TREES, REFER TO DIALOG'S ALTERNATIVE KWANTLEN STREET X-SECTIONS FOR DETAILS.
- 12. EXISTING STREET TREES ALONG NORTH SIDE OF LANSDOWNE ROAD FROM No. 3 ROAD TO KWANTLEN STREET TO BE MAINTAINED. PROP. BIKE PATH/SIDEWALK DESIGN WITHIN PROMENADES ALONG NORTH SIDE OF LANSDOWNE TO BE DETERMINED VIA SUBSEQUENT REZONING PROCESS AND ASSOCIATED DETAILED SA DESIGN PROCESS.
- 13. PAVEMENT TREATMENTS (i.e. PAINTED LINE, ROLLOVER CURB, ETC.) ALONG NEW E-W ROAD, WHERE ROAD WIDTH IS GREATER THAN 4.30m, TO DEMARCATE 4.30m WIDE TRAVEL LANES WHILE ACCOMMODATING REQUIRED TRUCK TURNING TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.

LEGEND:

LINE (\mathbb{P})

(S.R.W.)

(P.R.O.P.)

LINE

A&M PROJECT No

DESIGN PROCESS

APPR: MY SCALE: N/A

DRAWN: DI

RIGHTS-OF-WAY

PROPOSED PUBLIC-

EXISTING PROPERTY

14-881A-FP-ULT-01

PROJECT ADDRESS:

5300 No. 3 RD

RIGHTS-OF-WAY

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NOTES

Anticipated







PH - 117



1.1 VISION

The multi-modal transportation hubs will integrate everything from transit stops for rail and bus, to development, which is a fundamental design principle for the redevelopment of Lansdowne Centre, redevelopment will include 'Mobility Hubs'. bike and car share services. They will also act as Consistent with the principles of transit-oriented community amenity areas.

The City of Richmond OCP includes three classes of mobility hubs, each with varying distances to a canada Line Station - 'Regional', 'City' and 'Neighbourhood'. 'City' and 'Neighbourhood' hubs are located on the Lansdowne Site.

The 'Cay' hub is proposed within Parcel 1B and is in close-coximity to Lansdowne Canada Line Station. It wool also link to "kiss & ride" facilities. The 'Neighbourhood' hub is proposed within proximity of the bus network along Cooney Road and the greenway connections to Centre Park. 1.2 ROPOSED LOCATIONS The masterplan at the right shows the proposed location and type of the two on-site mobility hubs.

Both hubs are part of a network of services. These hubs are intended to be adaptable to support 'future proofing' for evolving mobility technologies.

This document intends to propose uses that can be adapted as needed in response to future transportation trends.

The locations for the two proposed mobility hubs are indicated in the plan:

CITY SCALE' MOBILITY HUB linkages to the broader city. Geared towards access and

Facilitates connections within the neighbourhood and smaller scale programs. NEIGHBOURHOOD SCALE' MOBILITY HUB



2.0 'CITY SCALE' HUB

2.1 PROGRAMS & LOCATION

elements. Among its functions, this hub will include provisions for car based users who can drop riders at the Canada Line, with direct access to above ground features. The 'City Scale' Hub will include elements for users looking to access the site Canada Line, and city beyond. Integrated into Parcel 18, its functions will be located abutting the Civic Plaza on private property, and include above and below ground

including bike shares above ground and car shares below. The 'Kiss & Ride' is imagined to be much more than just a drop off - with a diversity of adjacent Integrated into this zone will be numerous amenities cafe and retail spaces to serve it. By providing the "City Hub" in a prominent location, it will generate activity in both the retail sphere and public realm. The sketch opposite shows a conceptual design for the 'City' hub, including routes to the Lansdowne Station.

- NOTE: SKETCHES ARE CONCEPTUAL ONLY, AND FINAL LAY OUT AND PROCRAM SELECTION WILL BE DETERMINED DURING 3JB 2EQUENT DETAILED SITE DESIGN STAGES PH - 119

Broad Public Realm adjacent to Kiss & Ride' Zones Source: KM/DG

FEATURES (STREET LEVEL)

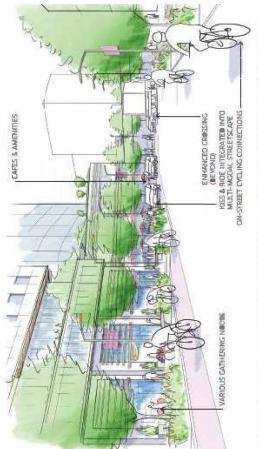
- CYCLE RACKS, LOCKERS, & REPAIR KISS & RIDE (MIN. 5 STALLS)
- CYCLE SHARE SPACES (MIN. 15)
- FEATURE LIGHTING & SEATING OPTIONS
- WEATHER COVERINGS AT BUILDING
- WAYFINDING SIGNAGE
- RETAIL AMENITIES
- HANDYDART PICK-UP / DROP-OFF
- SERVICE VEHICLE ACCESS/PARKING (MIN. 3)
- PEDESTRIAN/ CYCLIST PARKADE ACCESS
- ENHANCED PEDESTRIAN CONNECTION



Cycle Routes & Share Spaces Adjacent to Cafe and Retail Source: Tref2/BCycle











Coportunities exist to creatively extend any mobility hub programs into adjacent spaces, such as under the Carteda Line gwideway, and should continue to be explored in future phases.

3.0 'NEIGHBOURHOOD SCALE' HUB

3.1 PROGRAMS & LOCATION

The 'Neighbourhood Scale' Hub is imagined to be a more localized mobility hub, focused on connecting users of the park and residential developments to nearby cycle and bus networks. This hub will generally be located to the North of the Centre Park & Event Space, and the into Cooney Road and the North/South Greenway.

This hub will provide many more 'micro-mobility' cotions, as well as setting nodes and gathering soatces for residents. Users will be able to rent a bike (or repair their own); catch a taxi, shuttle, or ride share; or settle in for an affernoon. This will also be a key hub during larger park events, easing the strain on the Canada Line by allowing people to cycle, walk or bus to any large festivals. In this way, the Neighbourbood Hub, both allowing for numerous ways to get to the Lansdowne development.

NOTE: SKETCHES ARE CONCEPTUAL ONLY, AND FINAL LAVOUT AND PROGRAM SELECTION WILL BE DETERMINED DURING SUBSEQUENT DETAILED SITE DESIGN STAGES.



Links to Buses on Cooney and Shuttle Services Source Chris McCormack

FEATURES

- CVCLE PATHS & AMENITIES (RACKS, REPAIR) CVCLE SHARE SPACES (MIN. 15)
- VARIOUS SEATING OPTIONS
- WEATHER PROTECTION & WAYFINDING
- PARKING W/ EV PLUG-IN SPACES
- SUDELS NE-DOLL VE /W DVDVDEL
- 6 SHUTTLE/HANDYDART PICK-UP / DROP-OFF
 - TAXI PICK-UP / DROP-OFF (MIN: 5 STALLS)
- FEATURE LIGHTING
- VARIOUS AMENITIES (WATER, POWER, ETC.)
 - ACCESS TO BUS STOPS ON COONEY
- ENHANCED PEDESTRIAN CONNECTION



Additional Unique Cathering Places for Visitors & Residents Source: Momen Lehomeur



4.0 INTERIM MOBILITY HUB

4.1 PROGRAMS & LOCATION

During the initial phases of the Lansdowne development, new residents will be sharing the site with the existing visitors to the mall. This heightened use will help to energize the area, and to capitalize layering in elements close to the final 'City' location, and will provide mode-shifting and amenity options adjacent to the Lansdowne Canada Line Station. on this energy, an interim mobility hub is proposed. Starting in Phase 1, this interim hub would begin

hub, showing linkages to and from the Canada Line station. During the construction of Parcel 18, these interim uses are proposed to be maintained in zone will provide many of the micro-mobility options the final hub will deliver on. Cycle spaces and sharing, taxi pick-up and drop-off, and car share will all be included. Weather protected seating options, wayfinding signage, and a suit of other community improvements are also possible Pictured at right is a concept for the 'Interim City' Imagined as a reworking of existing parking, this existing, adjacent private property locations.

NOTE: SKETCHES ARE CONCEPTUAL ONLY, AND FINAL LAYOUT AND PROGRAM SELECTION WILL BE DETERMINED DURING SUBSEQUENT DETAILED SITE DESIGN STACES.

PH - 122



Weather Protected Shelter for Waiting Users Scoree OP Architects (DPA)

FEATURES

- SHUTTLE/HANDYDART LAY-BY/PICK-UP
- ACCESSIBLE SPACES'

EV PLUG-IN SPACES/CAR SHARE SPACES*

- KISS & RIDE
- VARIOUS SEATING OPTIONS* 100

CYCLE AMENITIES/SHARE SPACES (MIN. 15)

- WEATHER PROTECTED SHELTER
 - - WAYFINDING SIGNAGE 0
- TAXI PICK-UP / DROP-OFF (MIN. 5 STALLS)*

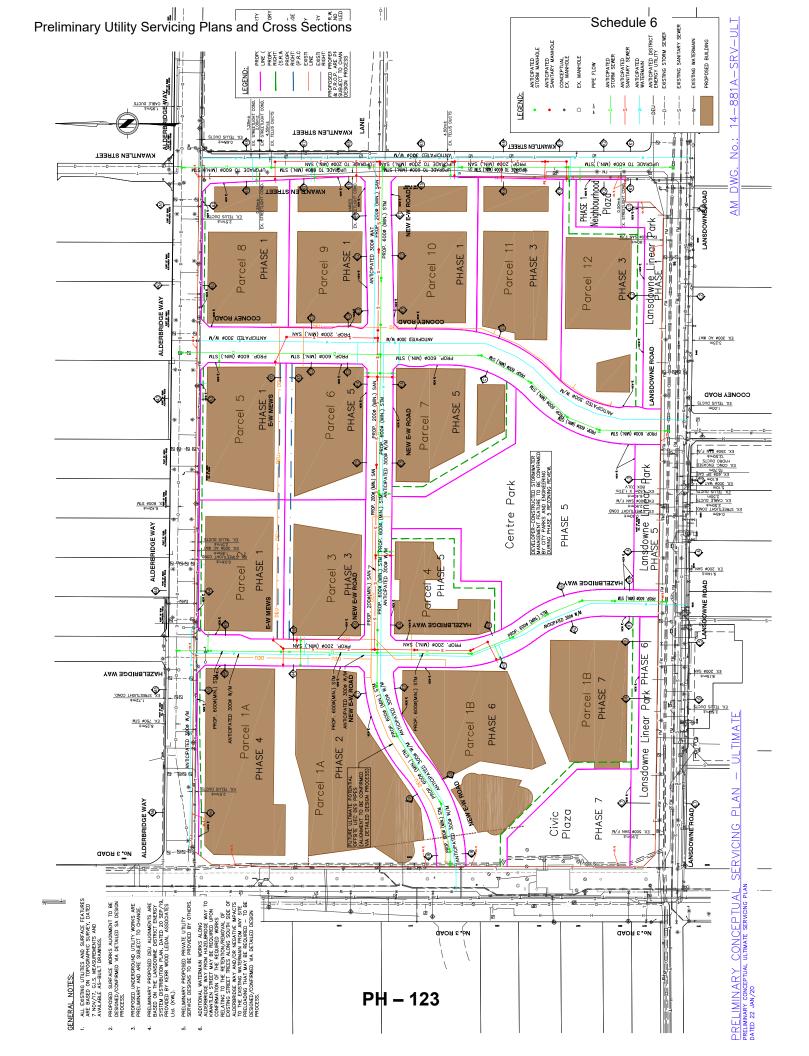
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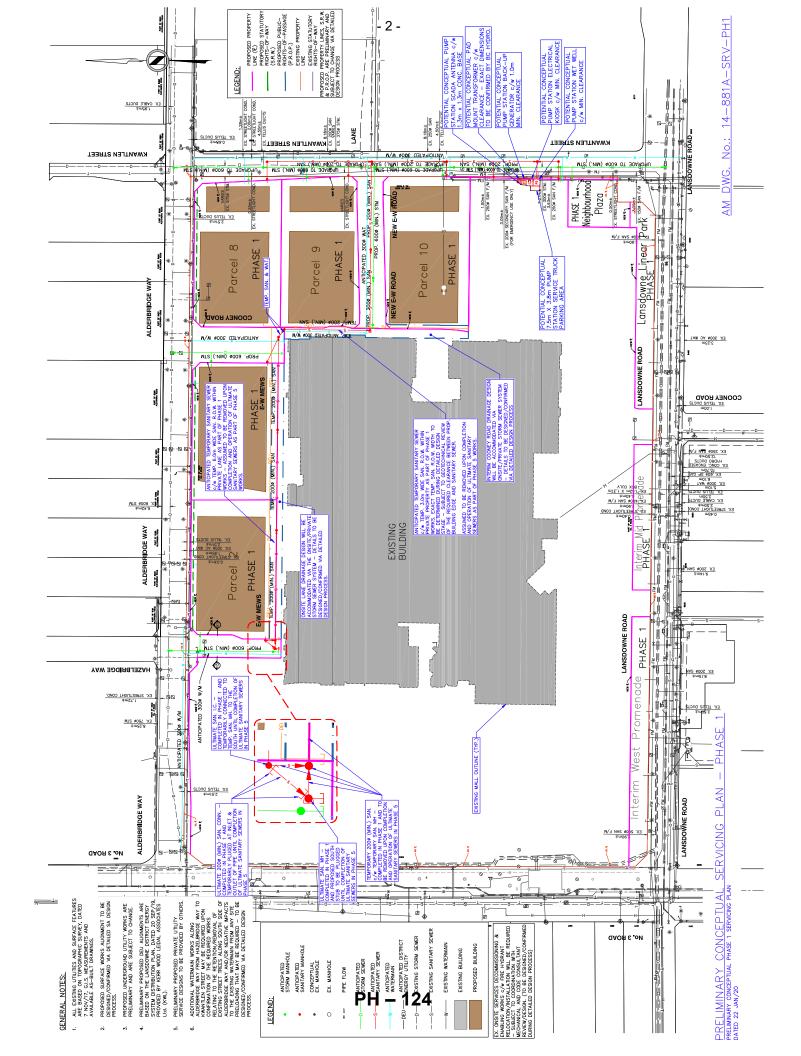
- SERVICE VEHICLE ACCESS/PARKING* 0
- NYS ONCOMPARED IN PARAE 1, ACTAGNICER NO PHONE (1) DE FINANCIER NO PHO ENHANCED: CONNECTIONS TO PHASE 11 0

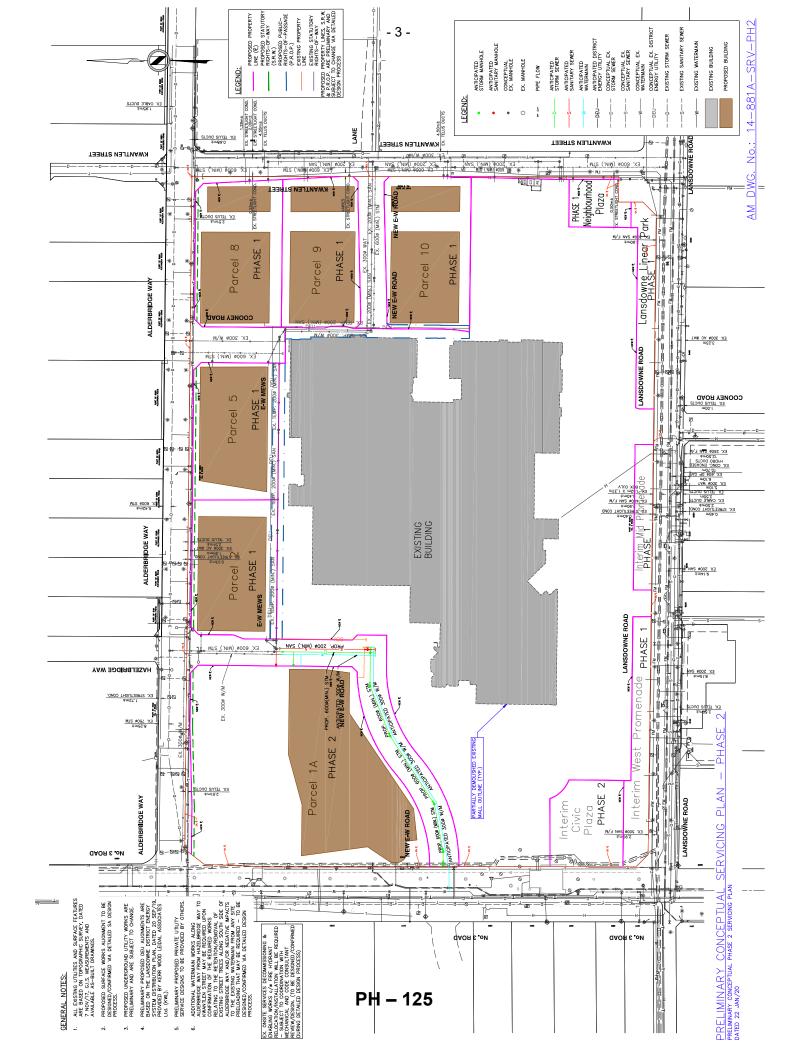


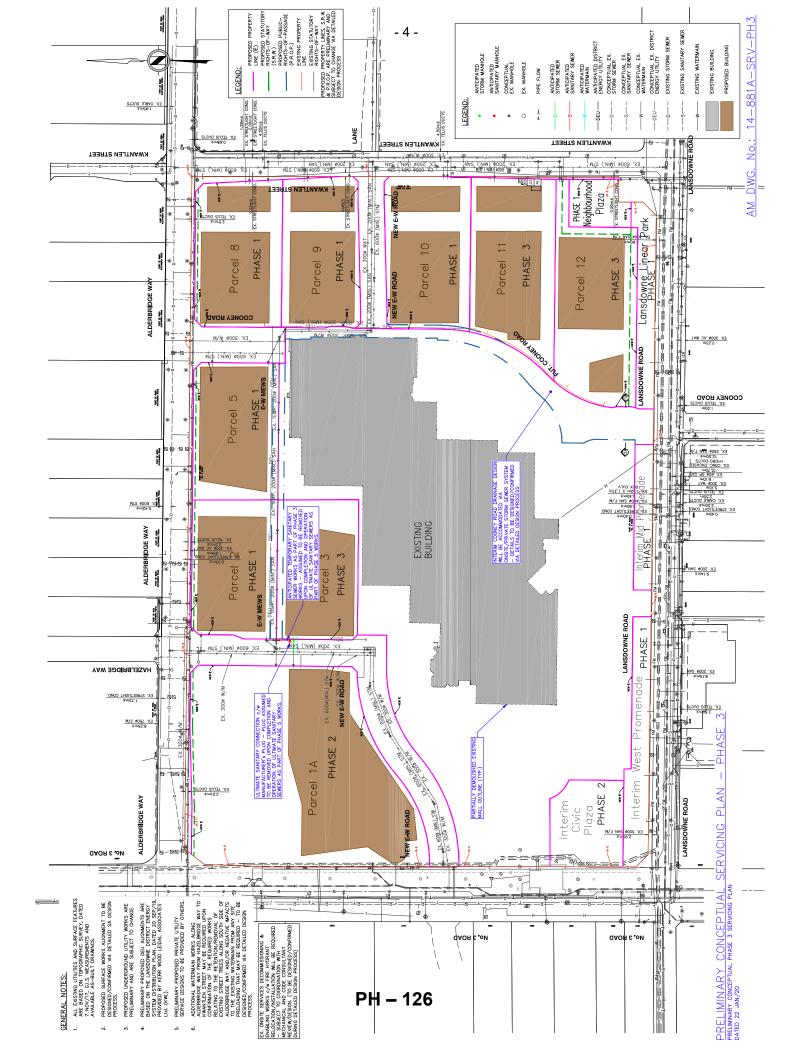
Creen Spaces / Amenities in Proximity to Regional Transit Source Sam Oberter

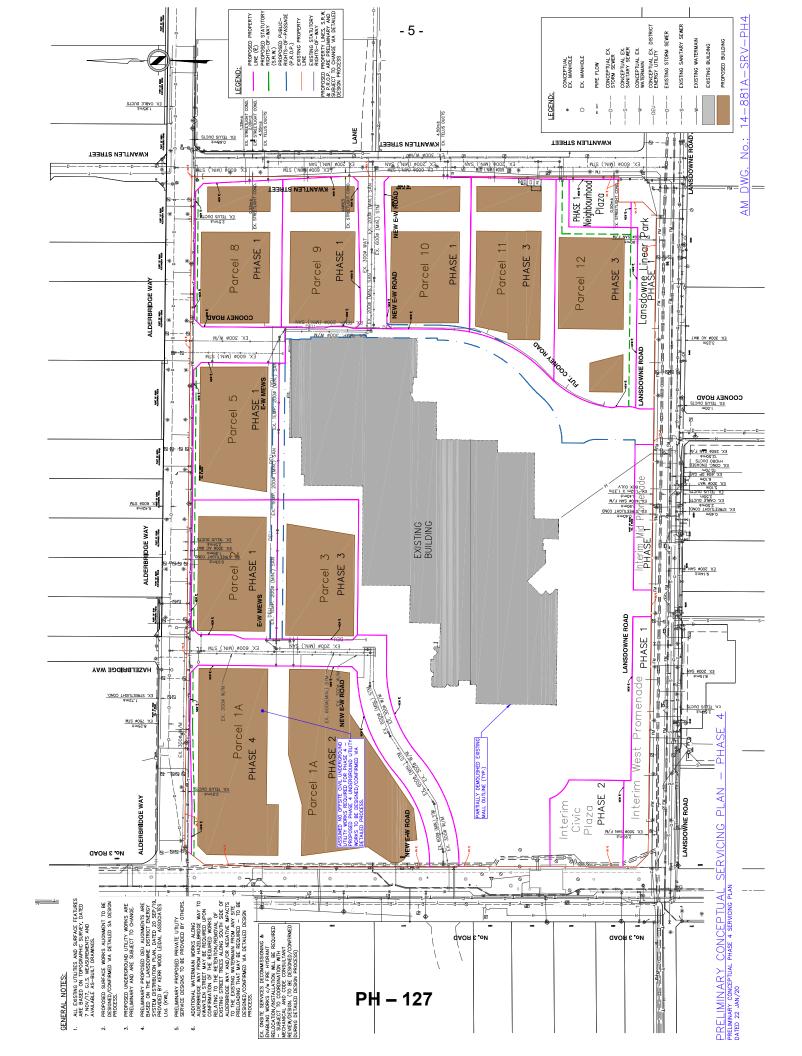


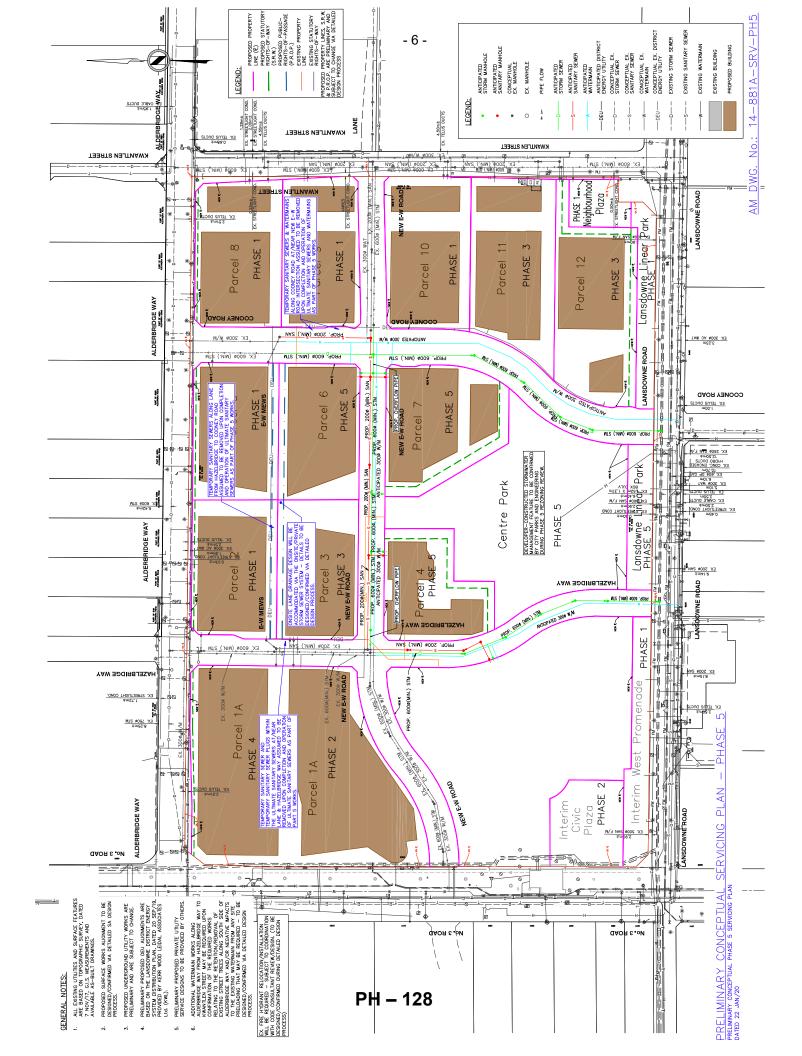


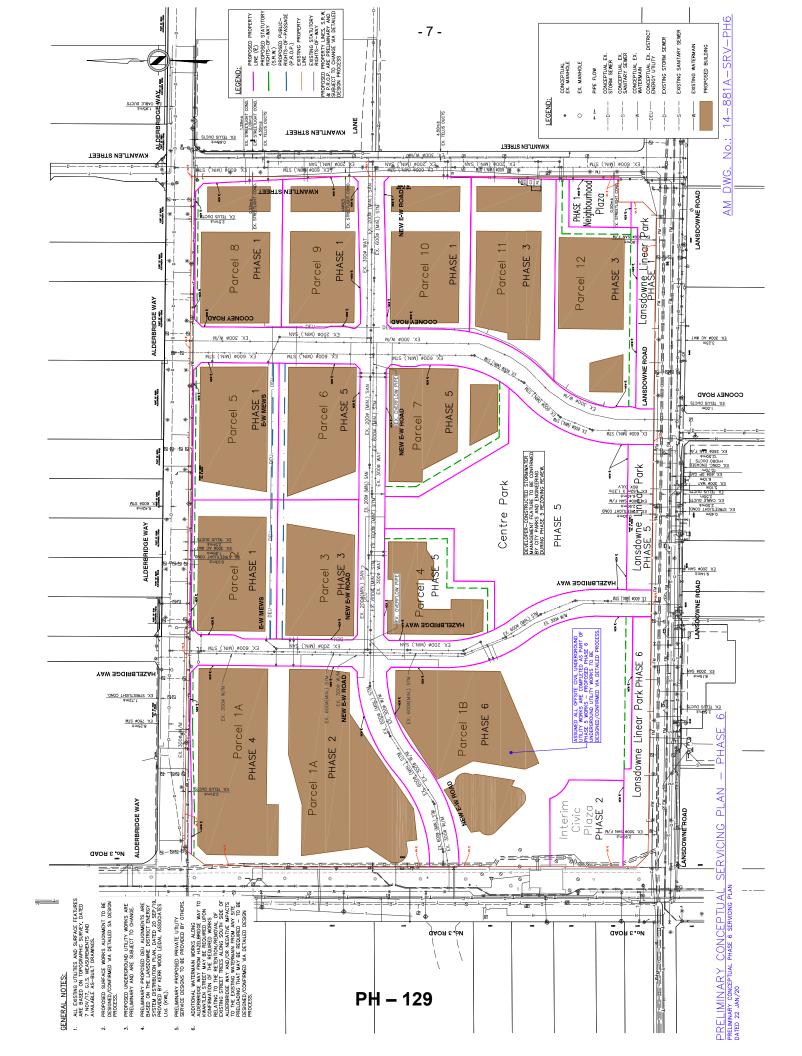


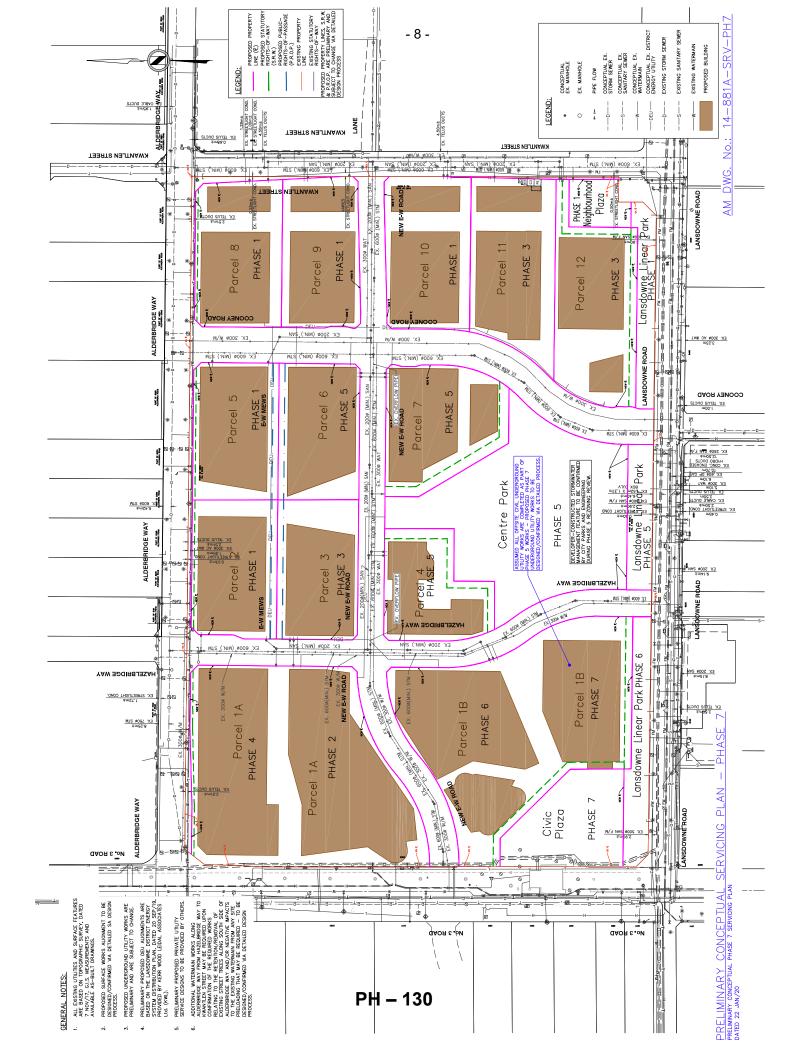


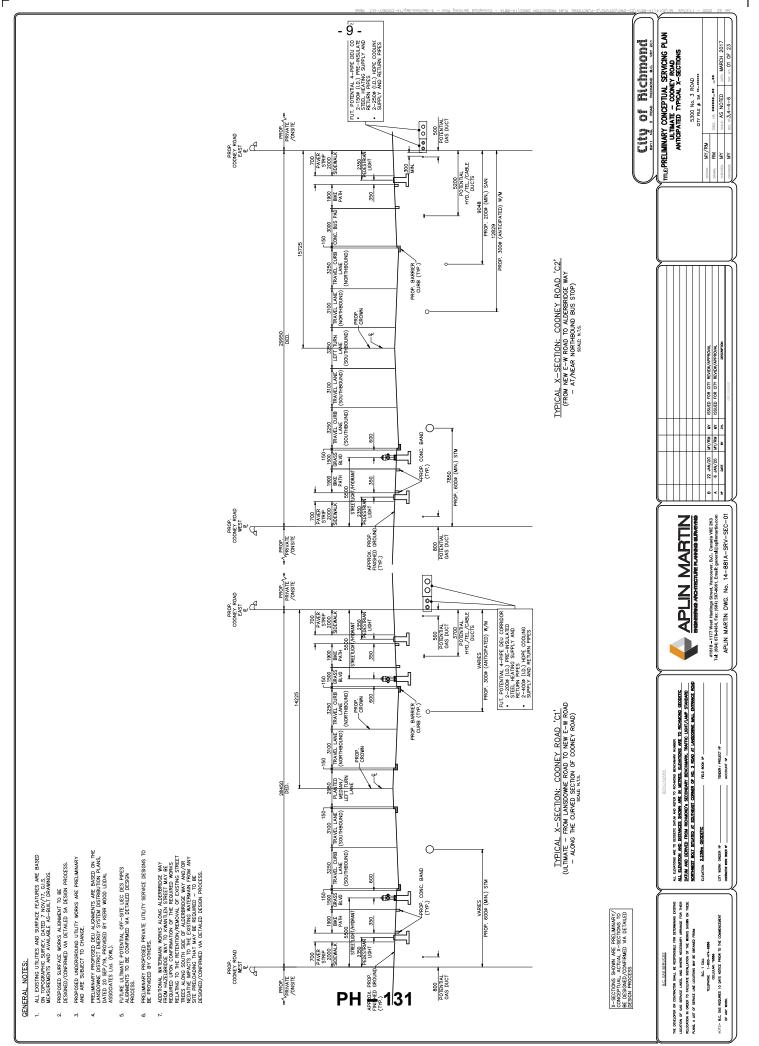


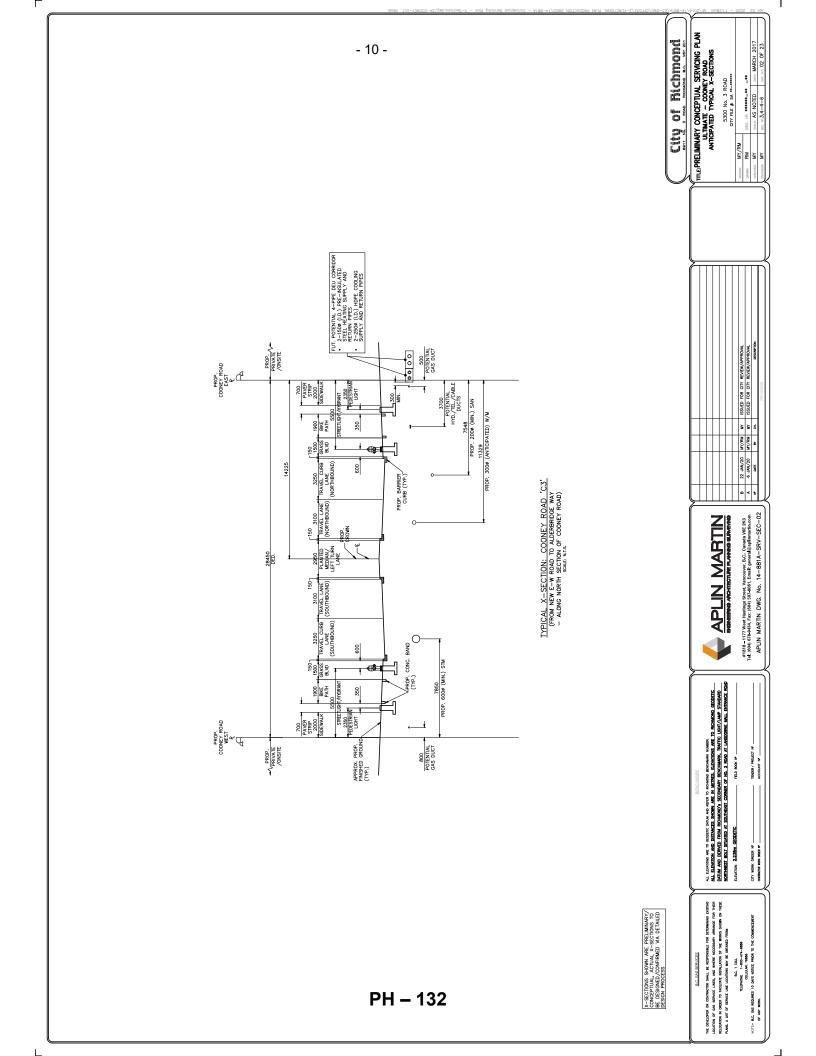


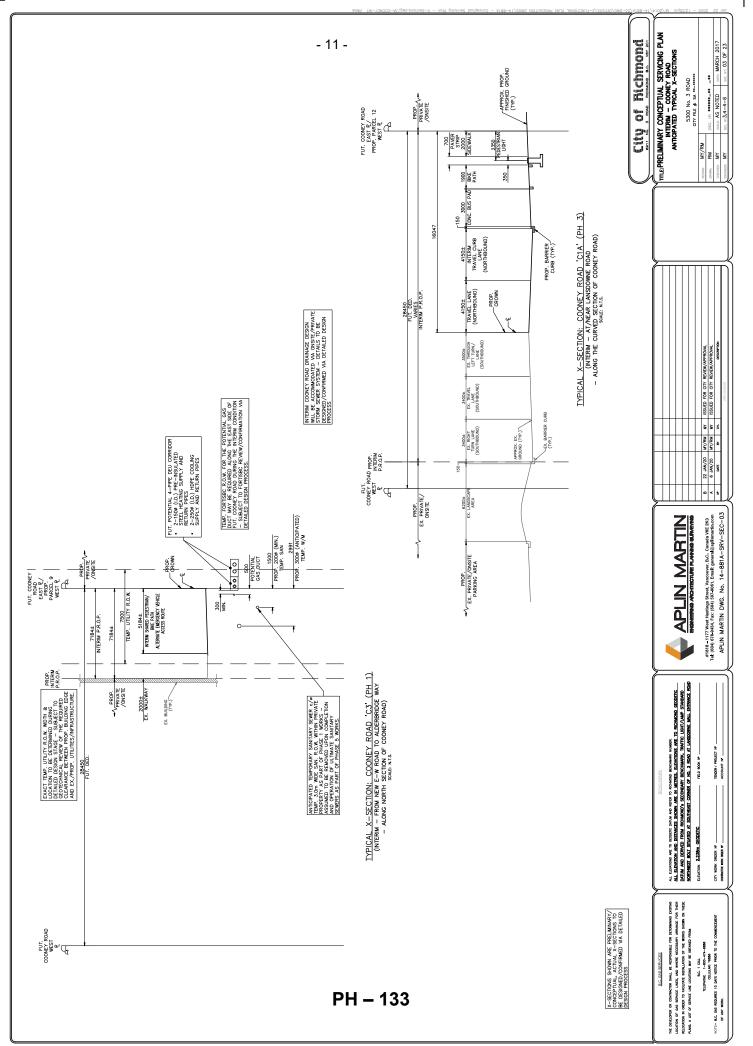


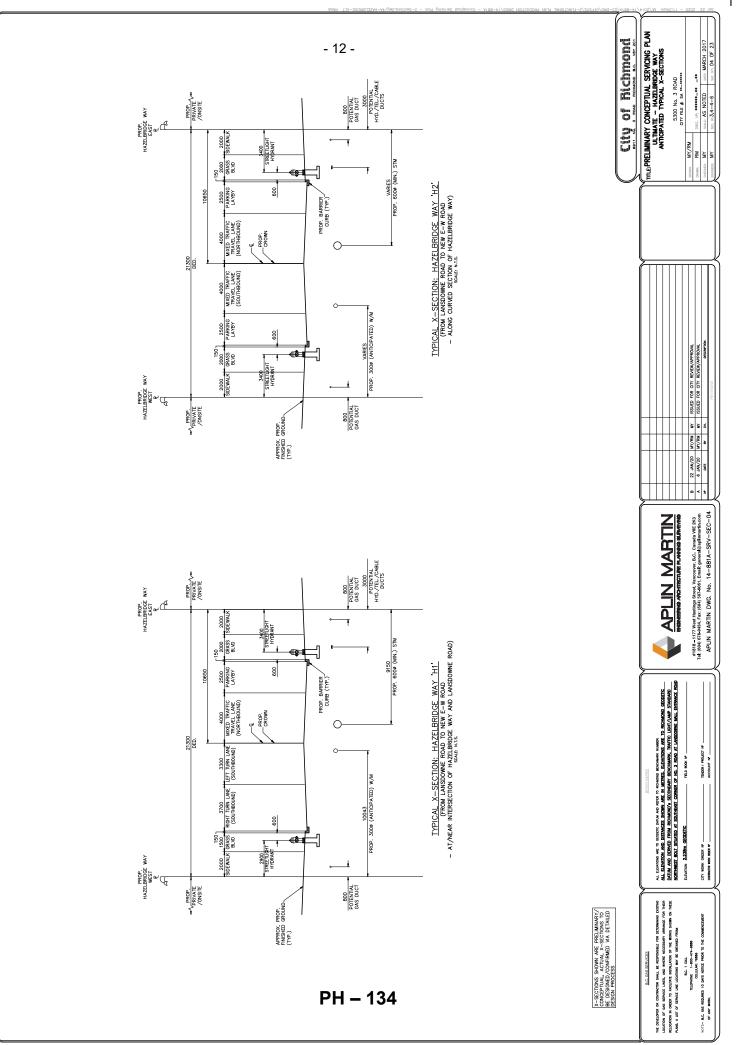


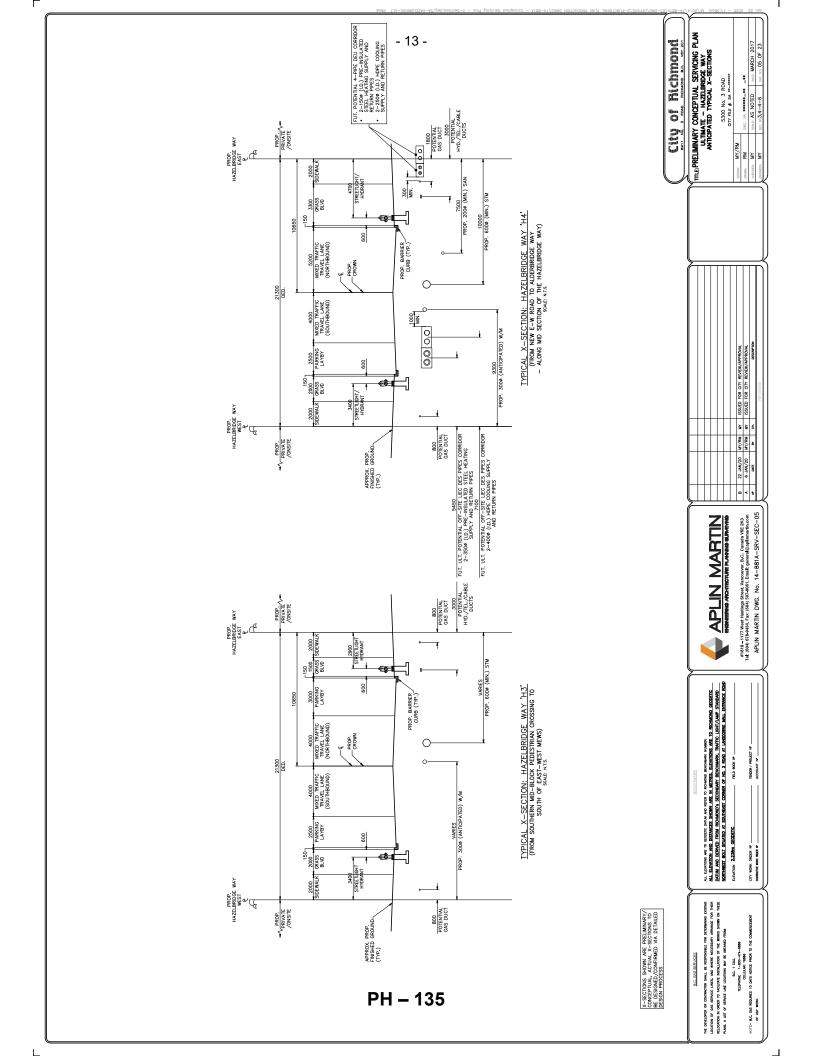


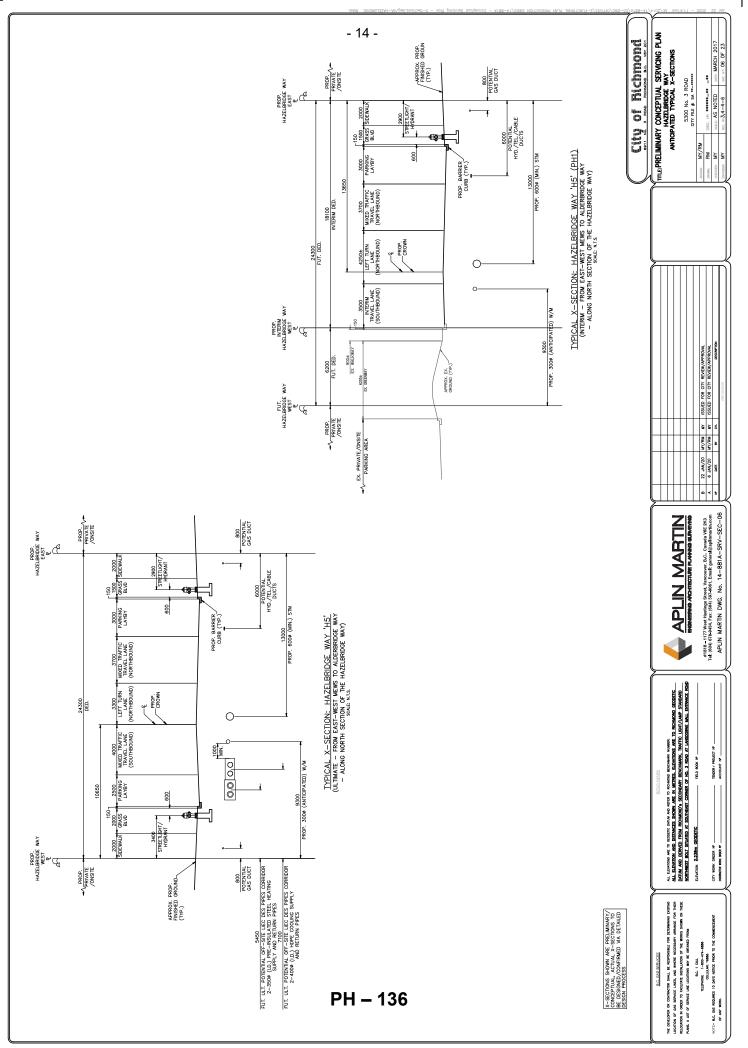


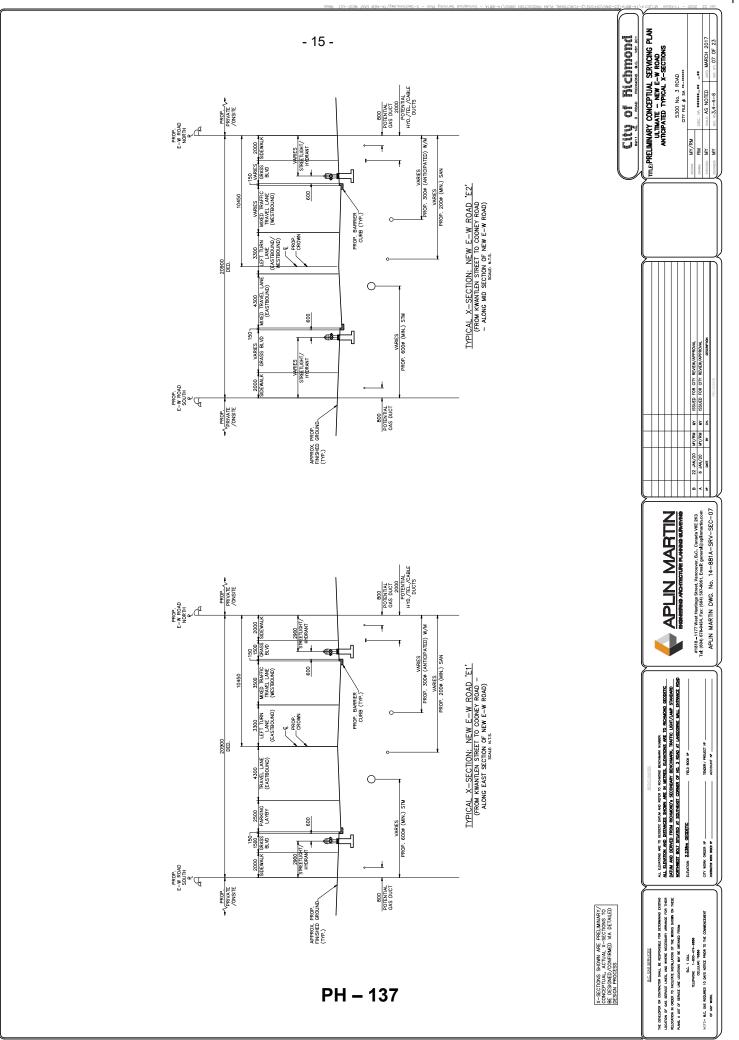




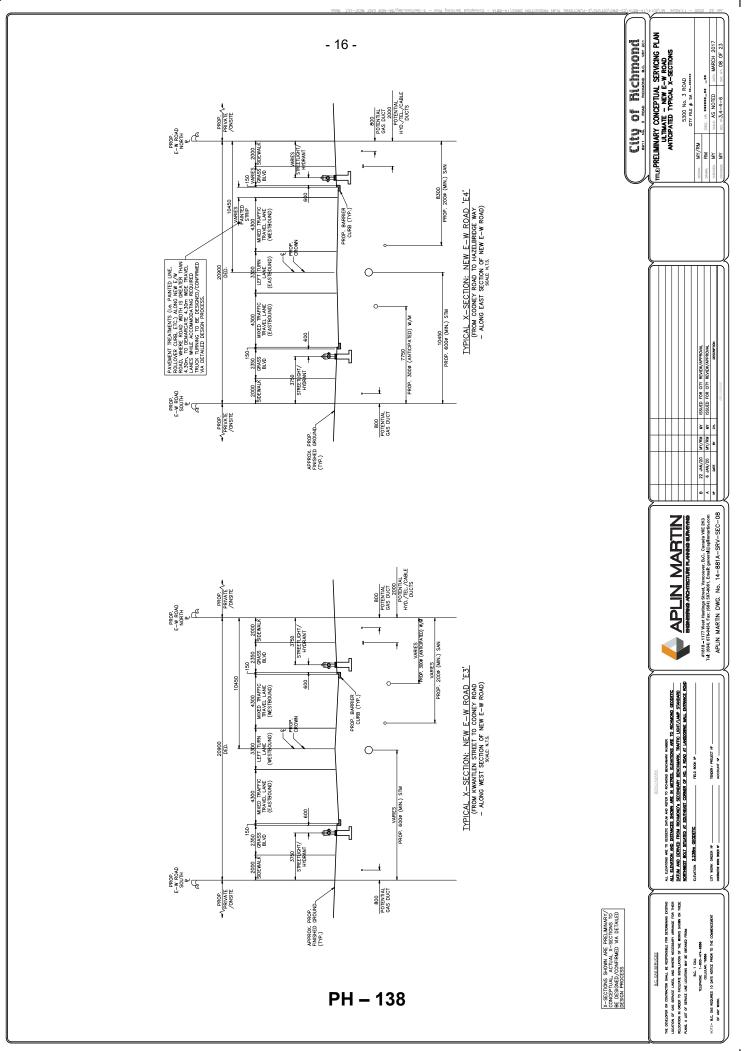


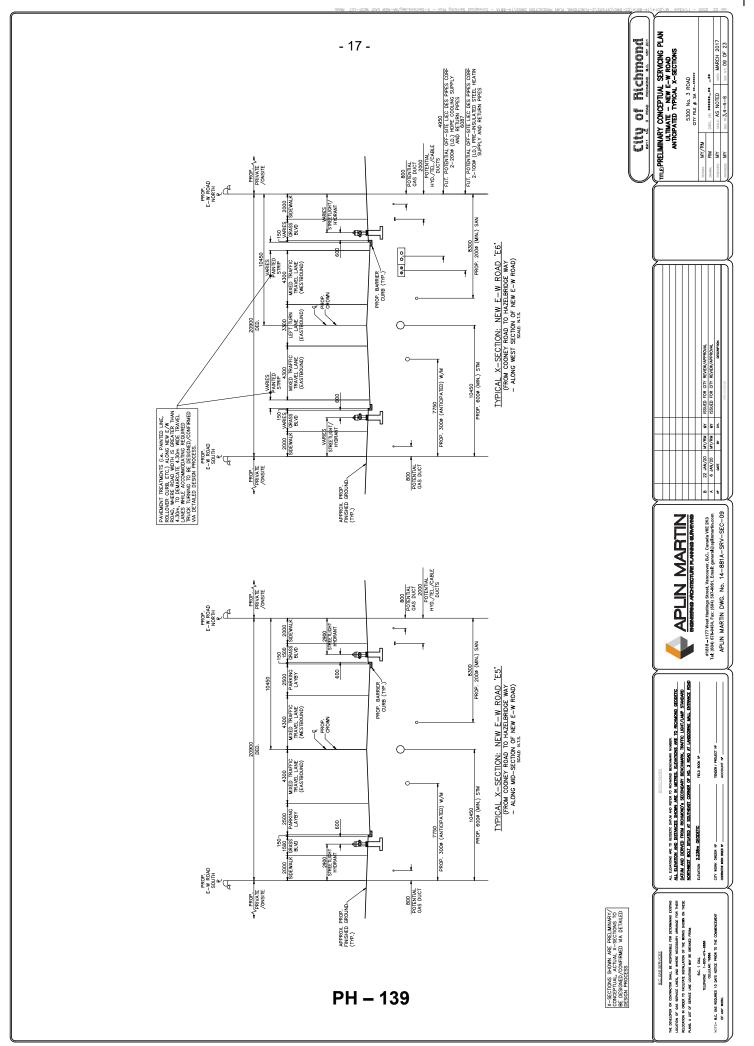


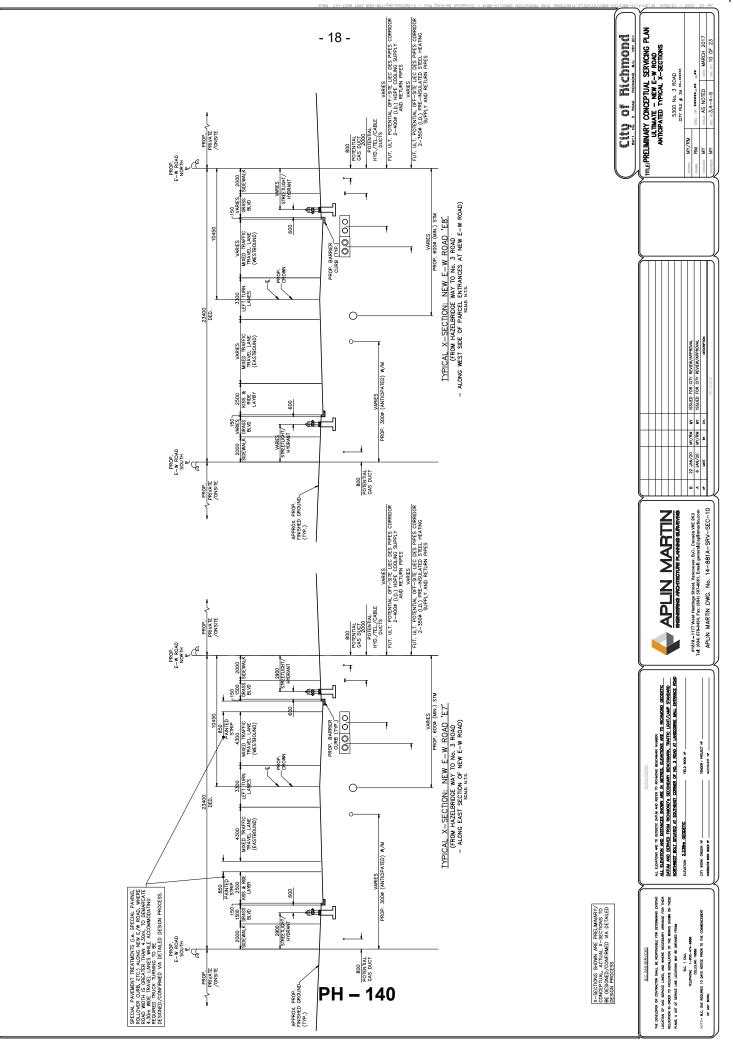


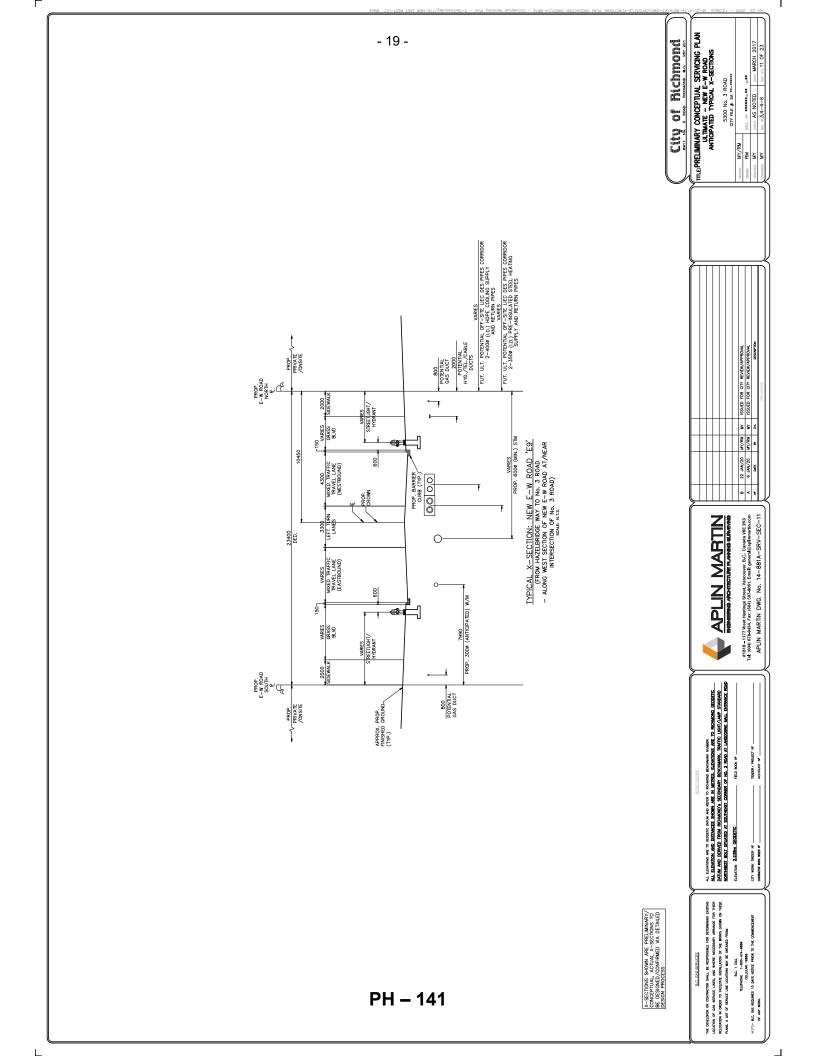


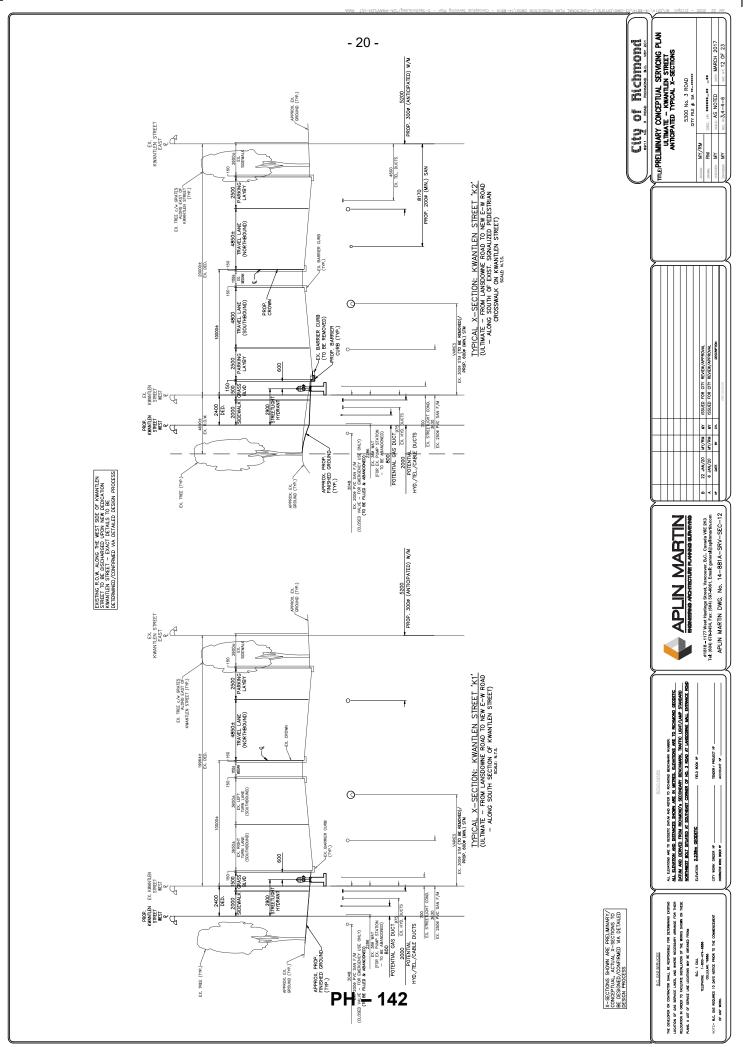
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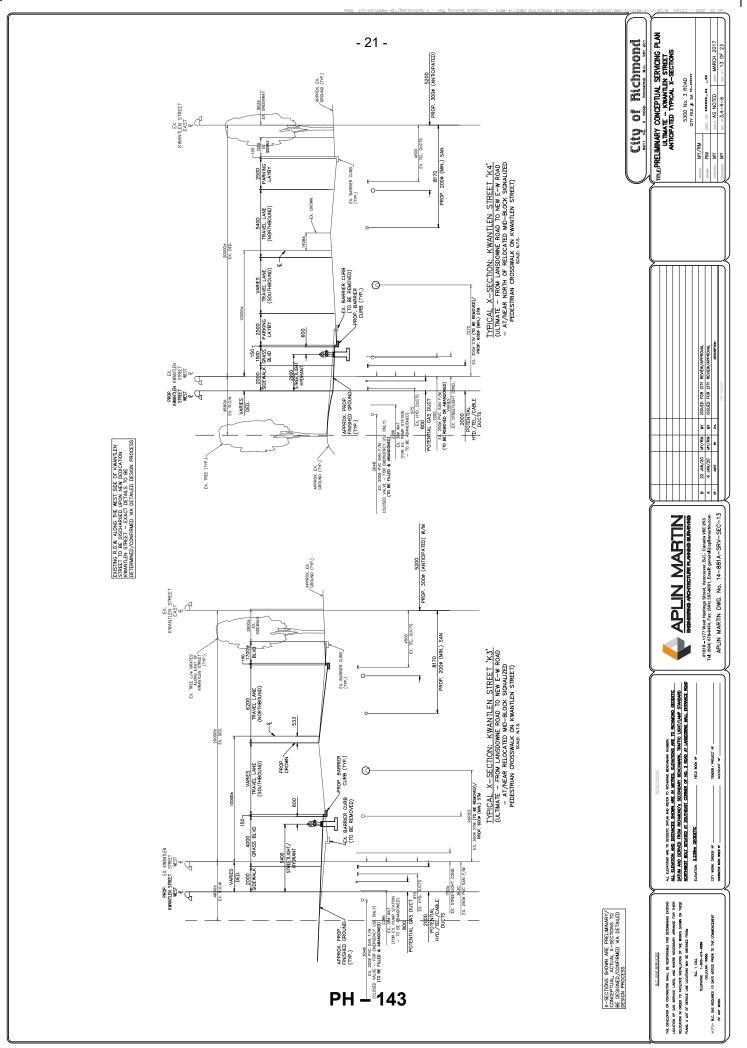


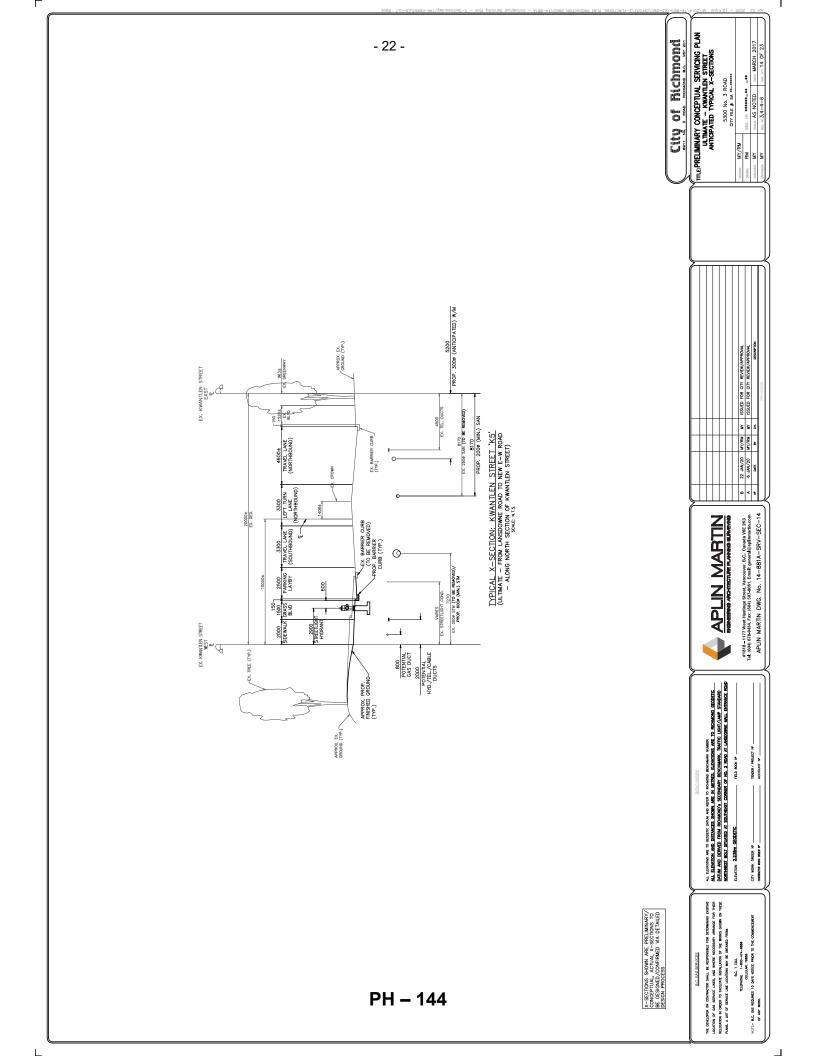


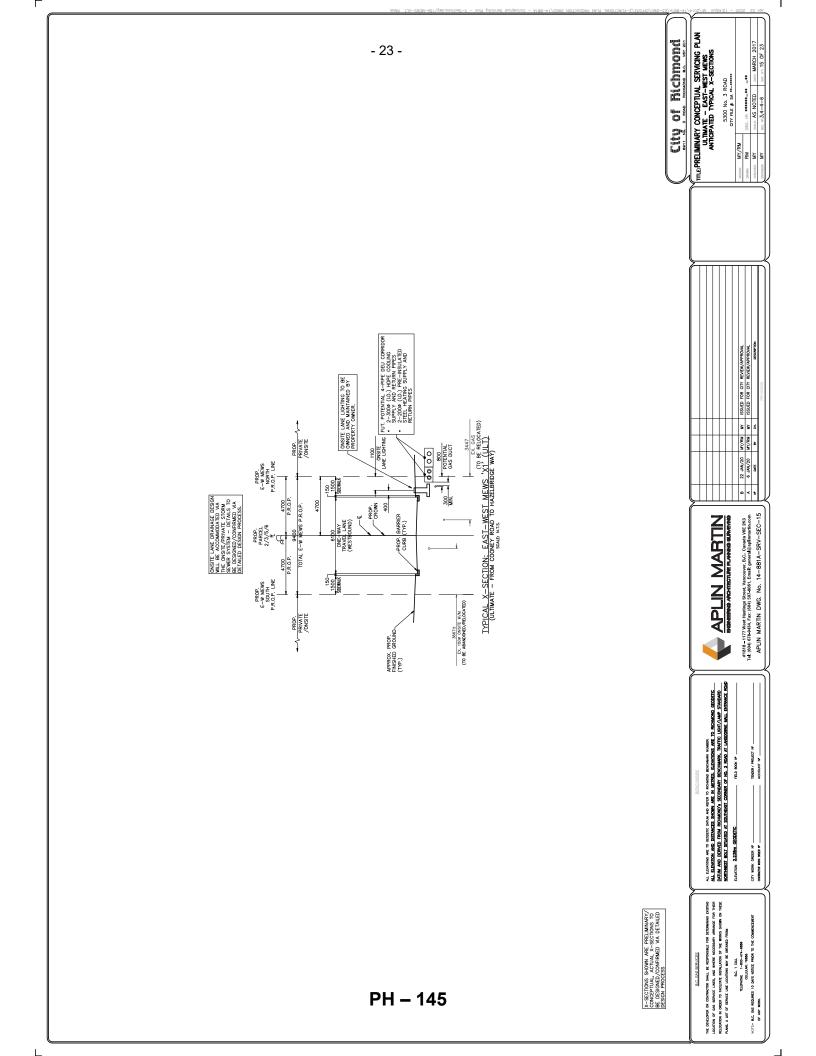


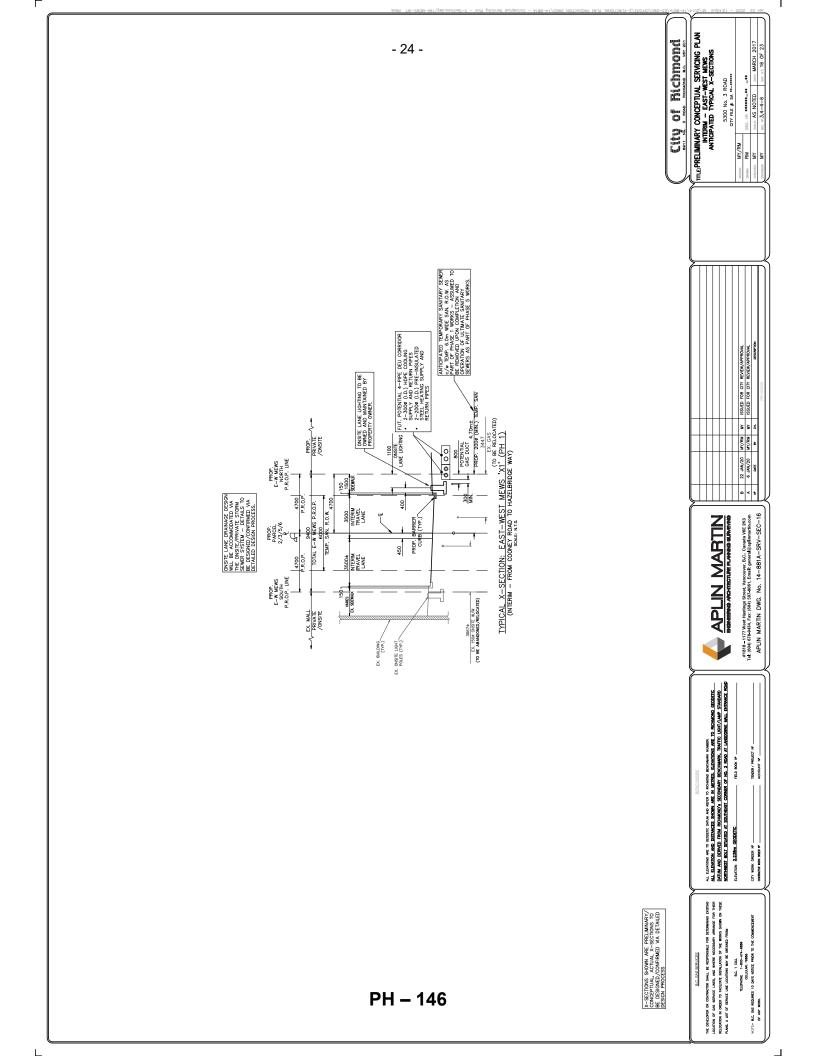


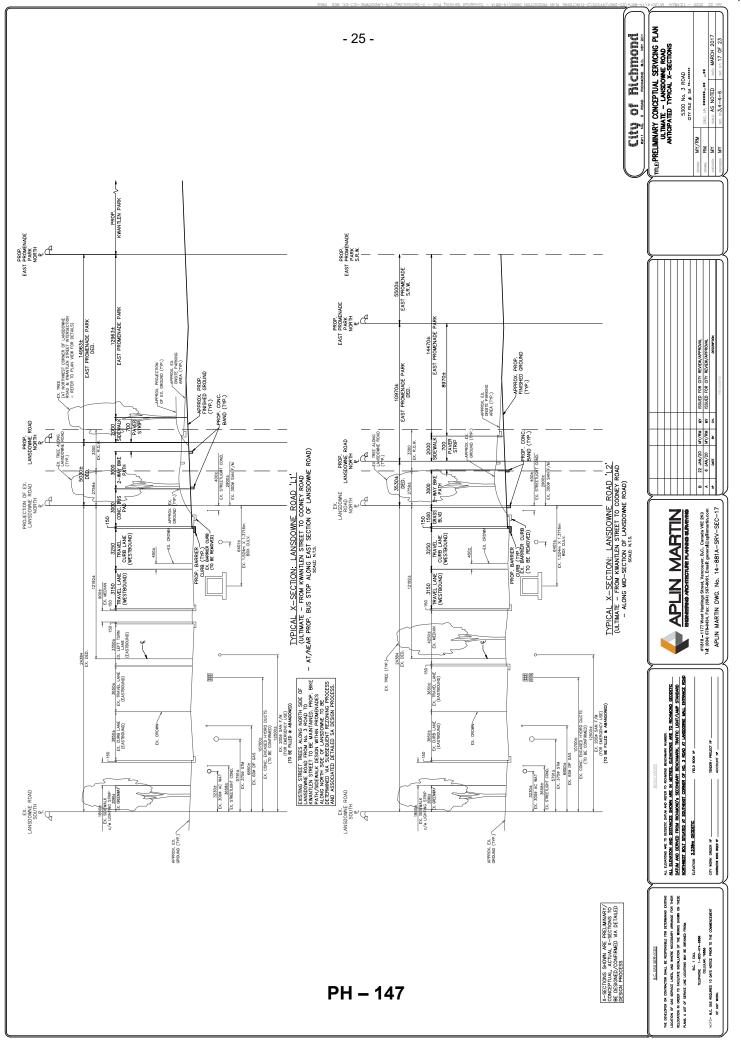


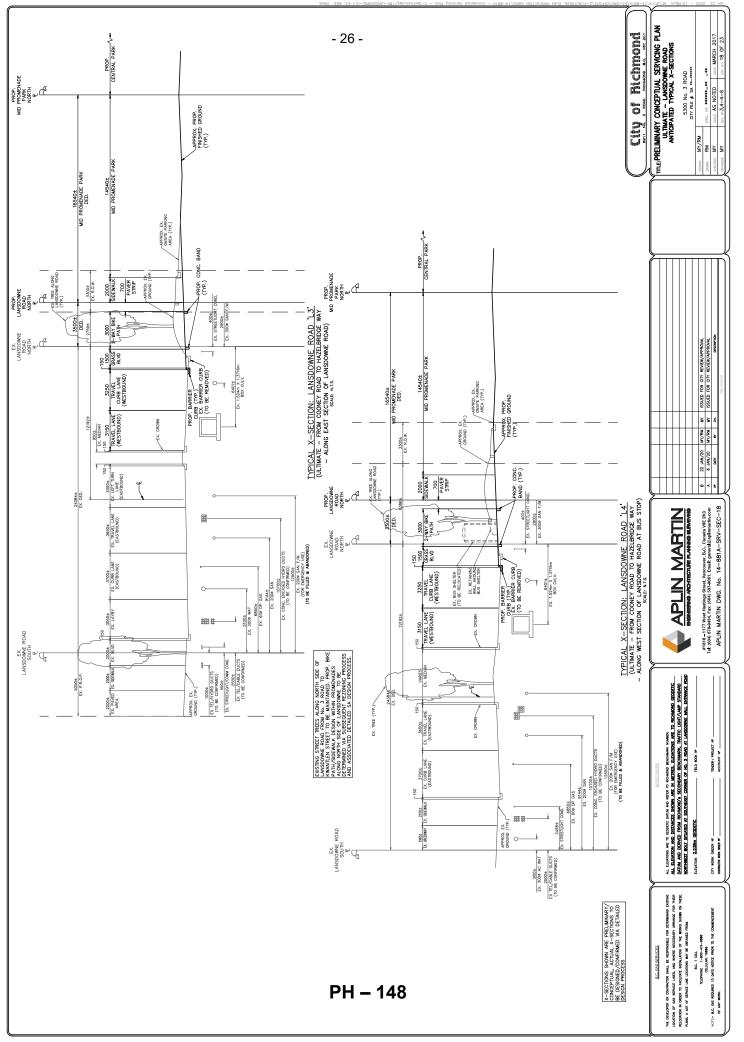




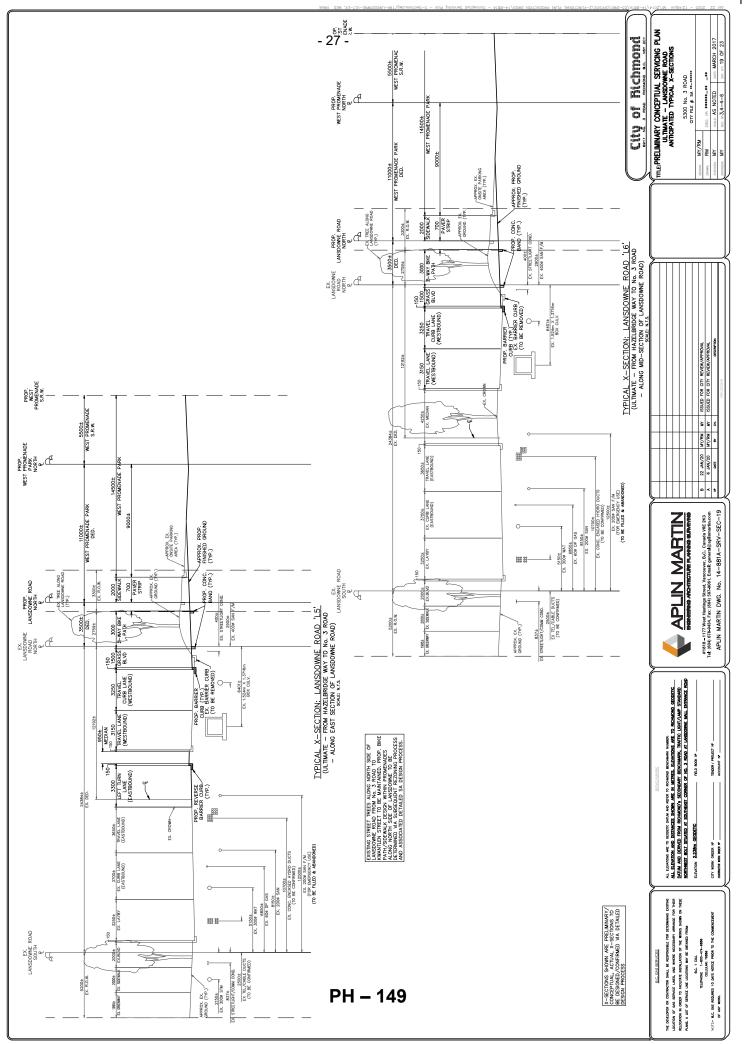


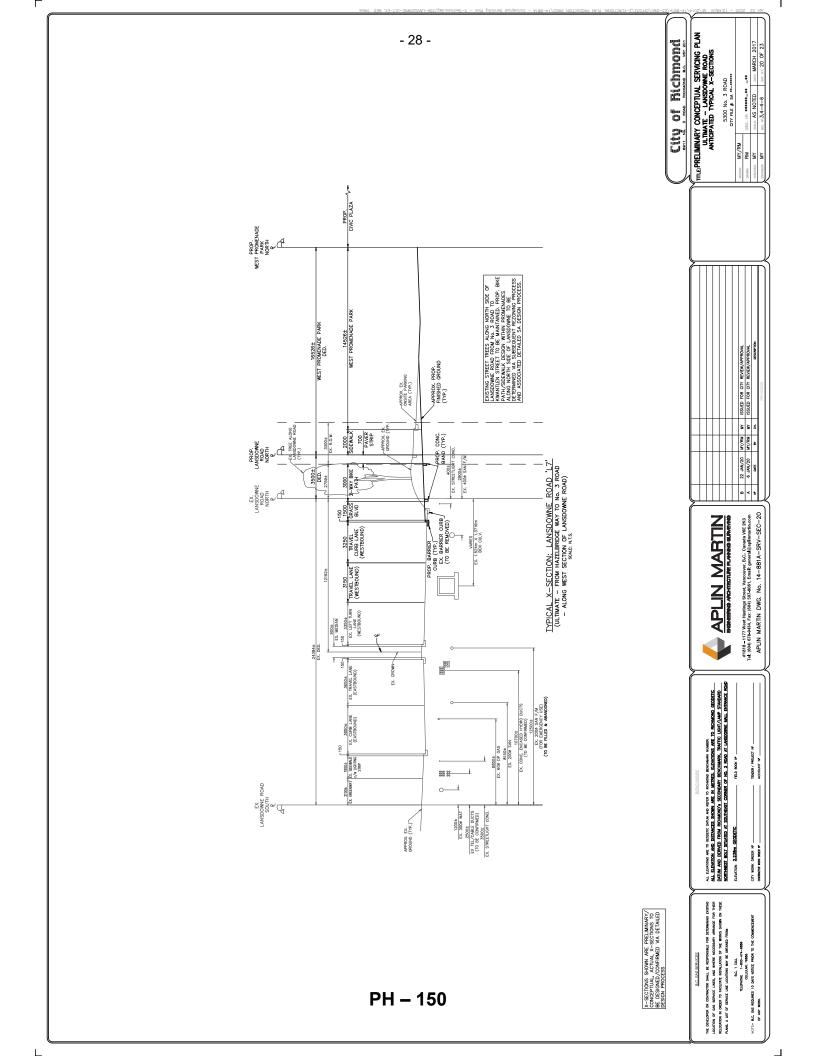


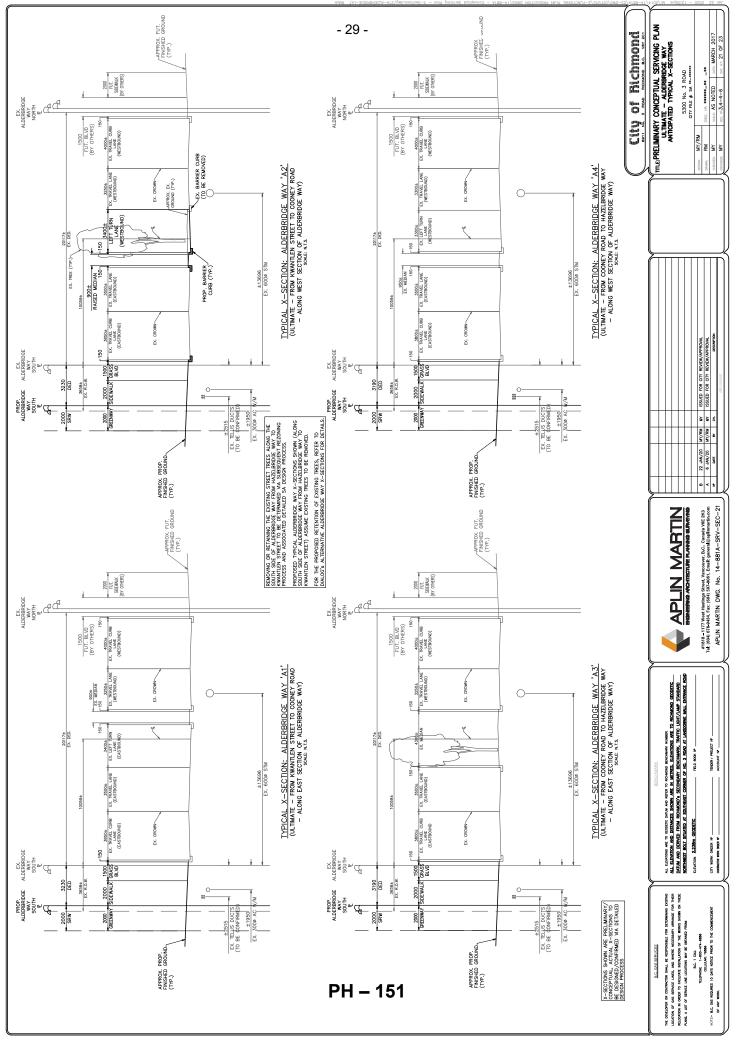


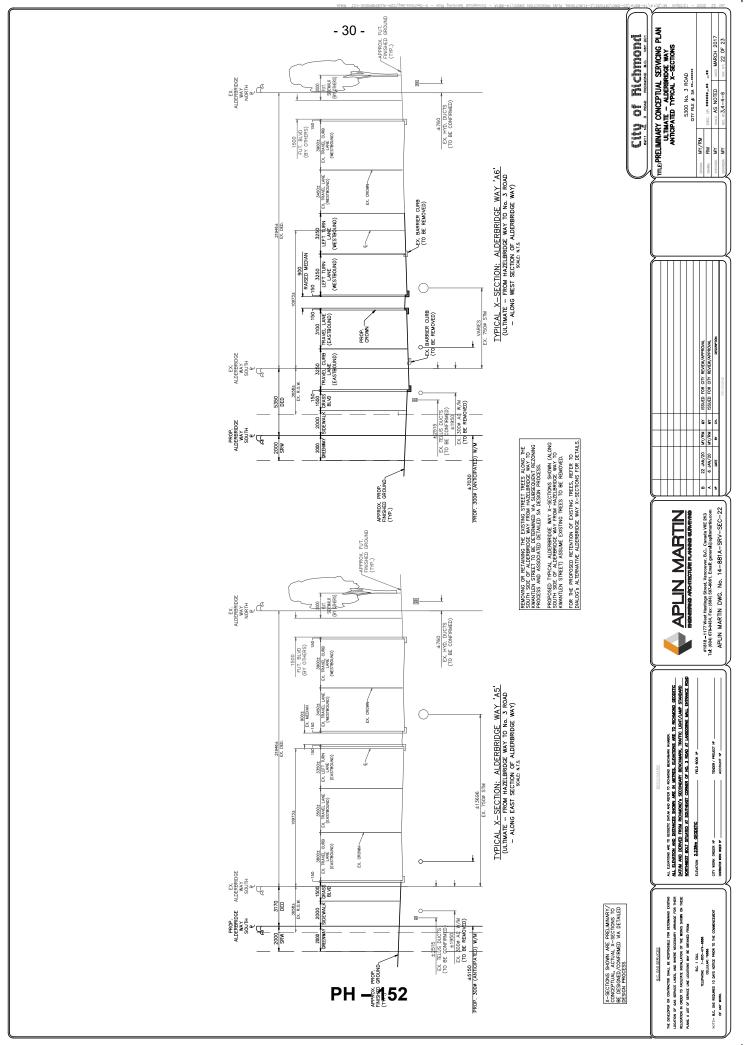


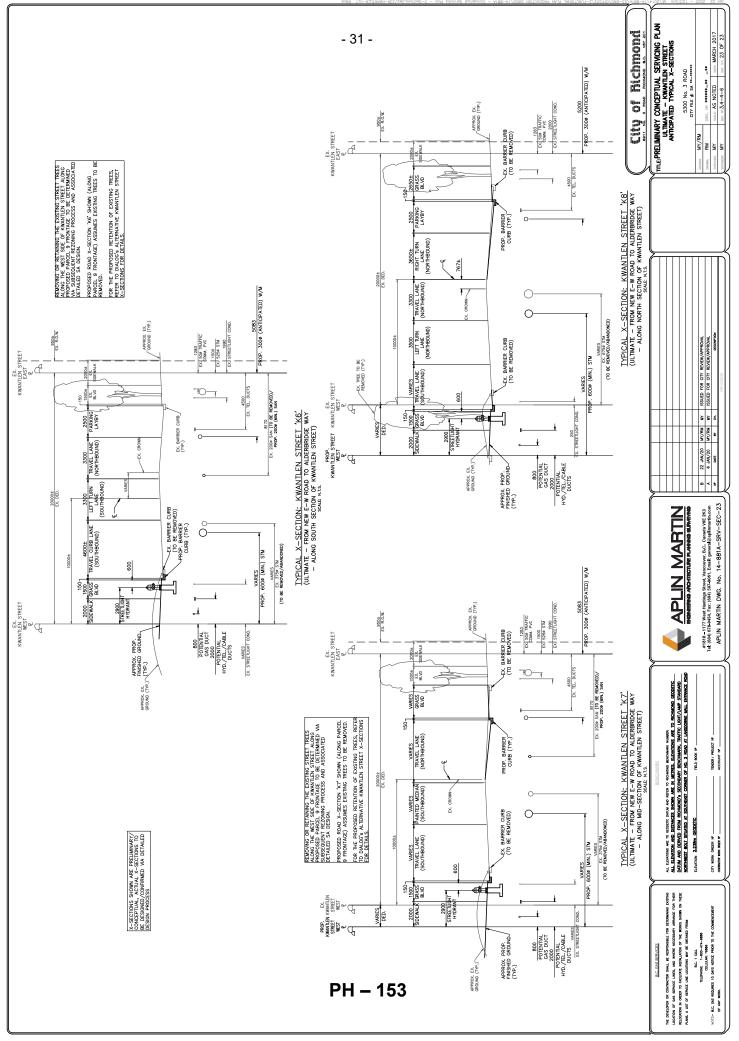
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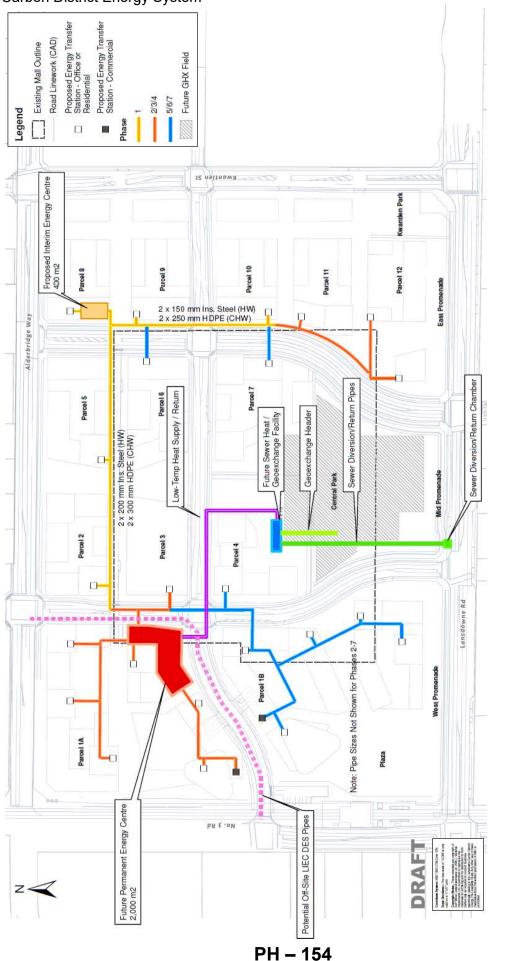




- 1

Low Carbon District Energy System

Schedule 7





Richmond Official Community Plan Bylaw Amendment Bylaw 7100 and Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10154 (CP 15-717017) 5300 No. 3 Road

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

- 1. Richmond Official Community Plan Bylaw 9000 is amended at Attachment 1 to Schedule 1 2041 OCP Land Use Map, for the area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road to amend the shape of the designated "Park" and to extend the "Downtown Mixed Use" designation to include a 4,392 m² (47,275 ft²) area on the east side of Hazelbridge Way extension as shown in "Schedule A attached to and forming part of Bylaw 10154".
- 2. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by:
 - 2.1 Replacing page 1-12, including the City Centre Framework Map, with "Schedule B attached to and forming part of Bylaw 10154".
 - 2.2 Replacing page 2-6, including the City Centre Neighbourhoods & Village Areas Map, with "Schedule C attached to and forming part of Bylaw 10154".
 - 2.3 Replacing page 2-13, including the Jobs & Business Concept Map, with "Schedule D attached to and forming part of Bylaw 10154".
 - 2.4 Replacing page 2-17, including the Key Commercial Areas Map, with "Schedule E attached to and forming part of Bylaw 10154".
 - 2.5 Replacing page 2-20, including the Pedestrian-Oriented Retail Precincts Map, with "Schedule F attached to and forming part of Bylaw 10154".
 - 2.6 Replacing page 2-36, including the Pedestrian Environment Map, with "Schedule G attached to and forming part of Bylaw 10154"
 - 2.7 Replacing page 2-38, including the Cycling Network Map (2031), with "Schedule H attached to and forming part of Bylaw 10154".

- 2.8 Replacing page 2-46, including the Arts & Culture Map (2031), with "Schedule I attached to and forming part of Bylaw 10154".
- 2.9 Replacing page 2-50, including the Public Spaces & Places Map (2031), with "Schedule J attached to and forming part of Bylaw 10154".
- 2.10 Replacing page 2-51, including the Public Art Opportunities Map, with "Schedule K attached to and forming part of Bylaw 10154".
- 2.11 Replacing page 2-60, including the A Base for Building a Living Landscape Map, with "Schedule L attached to and forming part of Bylaw 10154".
- 2.12 Replacing page 2-65, including the Base Level Parks & Open Space Map (2031), with "Schedule M attached to and forming part of Bylaw 10154".
- 2.13 Replacing page 2-67, including the Major Parks Map, with "Schedule N attached to and forming part of Bylaw 10154".
- 2.14 Replacing page 2-71, including the Pedestrian Linkages Map, with "Schedule O attached to and forming part of Bylaw 10154".
- 2.15 Replacing page 2-88, including the Public Realm Areas Map, with "Schedule P attached to and forming part of Bylaw 10154".
- 2.16 Replacing page 2-91, including the Riverfront Features & Destinations Map, with "Schedule Q attached to and forming part of Bylaw 10154".
- 2.17 On page 2-109, inserting the following as a footnote to the table, "Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines", and replacing the Maximum Building Height Map, with "Schedule R attached to and forming part of Bylaw 10154".
- 2.18 On page 2-113, inserting the following as a footnote to the table, "24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines", and replacing the Tower Spacing & Floorplate Size Map, with "Schedule S attached to and forming part of Bylaw 10154".
- 2.19 Replacing page 3-3, including the Development Permit Sub-Areas Key Map, with "Schedule T attached to and forming part of Bylaw 10154".
- 2.20 Amend the new Development Permit Special Precinct Key Map on page 3-4 to identify an area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road

as a special precinct area and identified as "2.0 Lansdowne Centre (Lansdowne Village)" as shown in "Schedule U attached to and forming part of Bylaw 10154".

- 2.21 Replacing page 3-13, including the Park Frontage Enhancement Areas Map, with "Schedule V attached to and forming part of Bylaw 10154."
- 2.22 Replacing page 3-16, including the Designated Green Link & Linear Park Location Map, with "Schedule W attached to and forming part of Bylaw 10154."
- 2.23 Following section 3.2 Sub-Area Guidelines, inserting section 3.3.2 Special Precinct 2.0

 Lansdowne Centre (Lansdowne Village) as shown in "Schedule X attached to and forming part of Bylaw 10154".
- 2.24 Replacing page 4-11, including the Park & Open Spaces Map (2031), with "Schedule Y attached to and forming part of Bylaw 10154."
- 2.25 Replacing page 4-13, including the Density Bonusing Map (2031) 4-13, with "Schedule Z attached to and forming park of Bylaw 10154".
- 2.26 Replacing the Generalized Land Use Map (2031) with "Schedule AA attached to and forming part of Bylaw 10154".
- 2.27 Replacing the Overlay Boundary Village Centre Bonus Map (2031) with "Schedule BB attached to and forming part of Bylaw 10154".
- 2.28 Replacing the Specific Land Use Map: Lansdowne Village (2031) with "Schedule CC attached to and forming part of Bylaw 10154", including inserting the following:
 - a. A new sub-category for the Urban Core (T6) land use map designation that references 35 m building height, "Urban Core T6 (35 m)".
 - b. A new bullet as follows into the Detailed Transect Description for Urban Centre (T5) development, "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".
- 2.29 Making various text and graphic amendments to accommodate the identified bylaw amendments and to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use map: Lansdowne Village (2031) as amended.

3. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw 10154".

FIRST READING

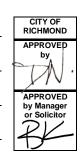
PUBLIC HEARING

SECOND READING

THIRD READING

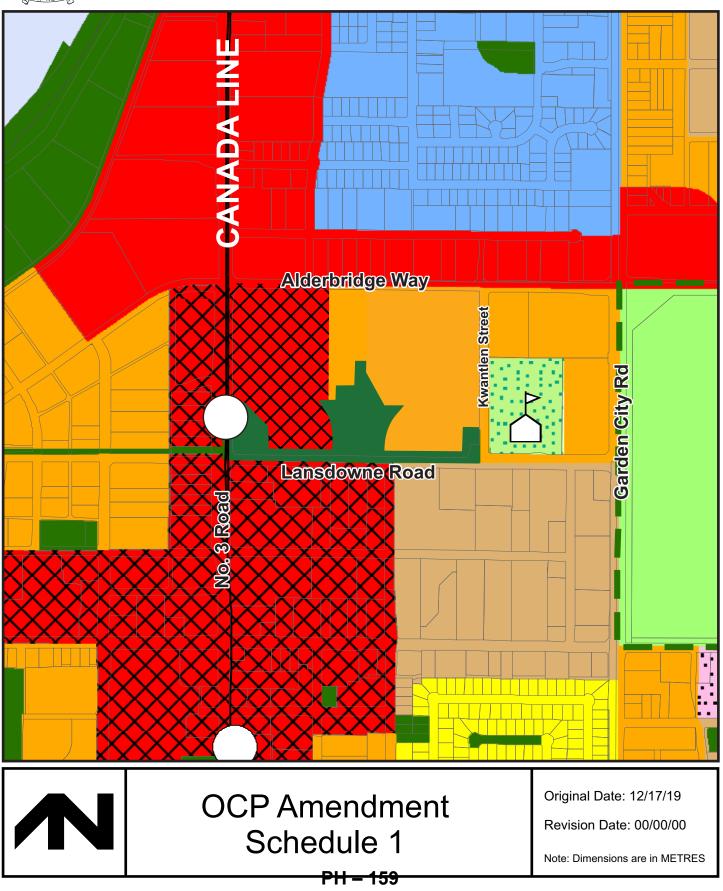
OTHER CONDITIONS SATISFIED

ADOPTED

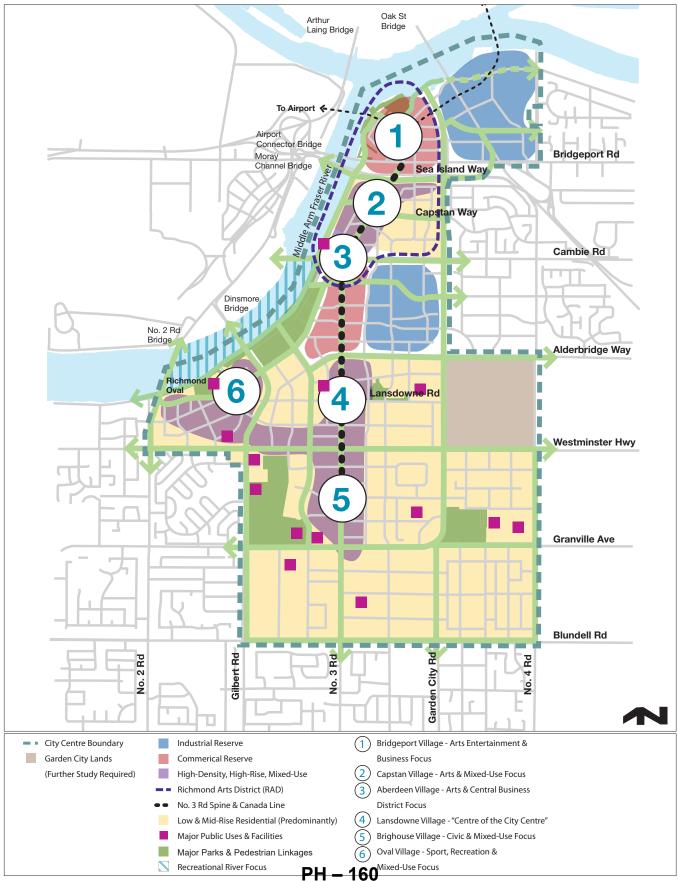


MAYOR

CORPORATE OFFICER



City Centre Framework Map

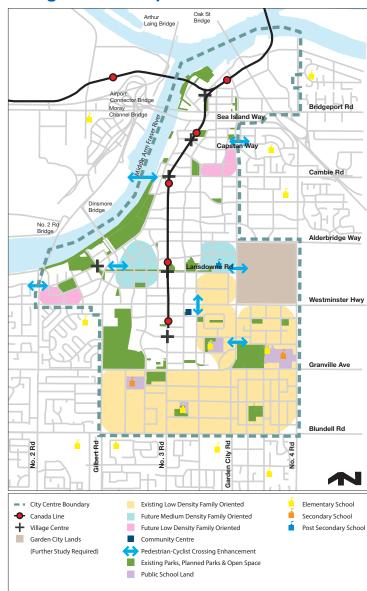


Original Adoption: June 19, 1995 / Plan Adoption: September 14, 2009

2.1.1(a) Accommodating Diversity

To accommodate the housing needs of a diverse future population, the City Centre will provide for a range of housing types (e.g., townhouse, midand high-rise apartments) in the five Village centres that permit residential development. In each of these villages, some housing types will be more predominant than others.

City Centre Neighbourhoods & Village Areas Map



Build-Out (2100) Building Type Distribution by Village

Village Centre Area	Townhouse	Apartment 6 storeys or less	Apartment Greater than 6 storeys	
Capstan	8%	40%	52%	
Lansdowne	0%	33%	67%	
Brighouse	11%	18%	71%	
Oval	10%	15%	75%	
South East	42%	42%	16%	
TOTAL	16%	30%	54%	

Building type distribution is an anticipated dwelling unit distribution based on densities and land uses described in the plan. Townhouse also includes single detached, duplex and other forms of ground-oriented housing.

OBJECTIVE:

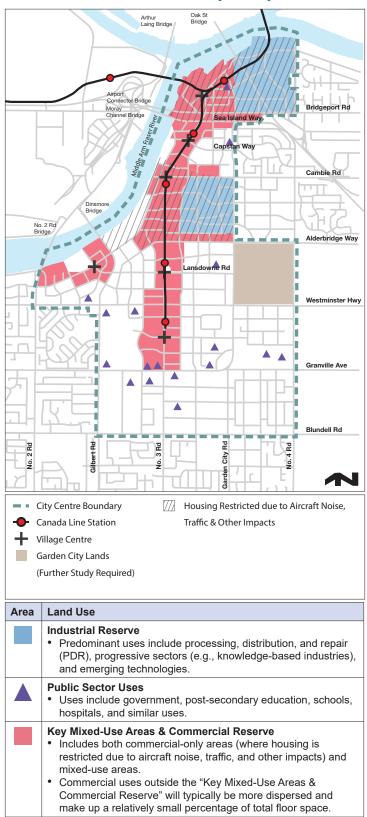
Provide a framework that enhances the City Centre as the focus of a vibrant "**Aerotropolis Community**" – a business centre with a strong identity, international perspective, and a sustainable, "triple bottom line" approach to economic development that builds on Richmond's existing strengths and natural advantages as a:

- **"Gateway"** regional, national & international;
- Business & corporate hub supporting Richmond's transportation, distribution, agriculture, fishing & tourism industries;
- Focus for creative industries knowledge-based companies, education & research – together with arts and culture;
- Asian business & cultural centre;
- "Complete community" where people can live, work, play & learn.

Balancing Employment Land Demand & Supply

Over the long-term (50+ years), the demand for employment land in Richmond is projected to be 1,685 ha (4,164 ac.). This is consistent with the amount of employment land designated within the City Centre, plus the current amount of zoned employment land outside the City Centre (exclusive of airport operations).

Jobs & Business Concept Map



2.2.3 Commercial

Richmond's City Centre has a strong base of retail, restaurant, hotel, office, entertainment, and related uses. As the City Centre grows, its commercial jobs are projected to more than double and adopt a more urban form.

New City Centre retail and hotel uses are already densifying and contributing to more pedestrian-friendly, transitoriented streetscapes and amenities. However, office (which is key to the City Centre's densification and economic health) still favours the large floorplate, low-rise buildings and lower costs typical of suburban business parks.

Challenge/Opportunity

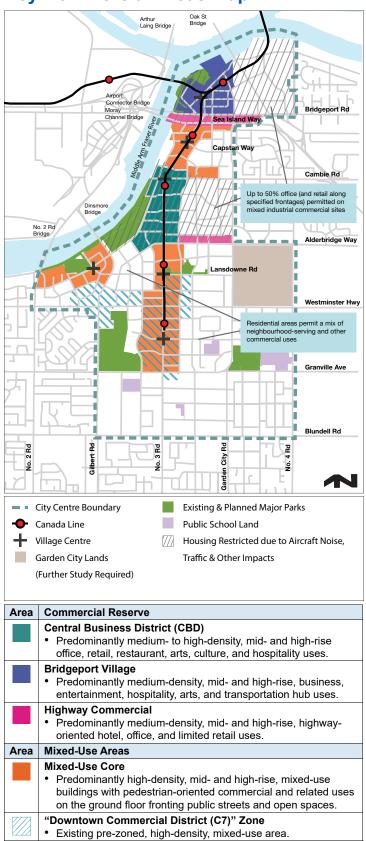
Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique "gateway" and riverfront advantages, strong retail sector, housing growth, and the Canada Line and Richmond Oval.

Proposed Strategy

The establishment of a 145 ha (358 ac.) Commercial Reserve will be positioned to build on the City Centre's traditional No. 3 Road spine, and take advantage of the Canada Line, riverfront amenities, airport noise-related restrictions on housing.

This will be complemented by highdensity mixed-use areas situated near transit and the river.

Key Commercial Areas Map



2.2.3(d) Pedestrian-Oriented Retail Precincts

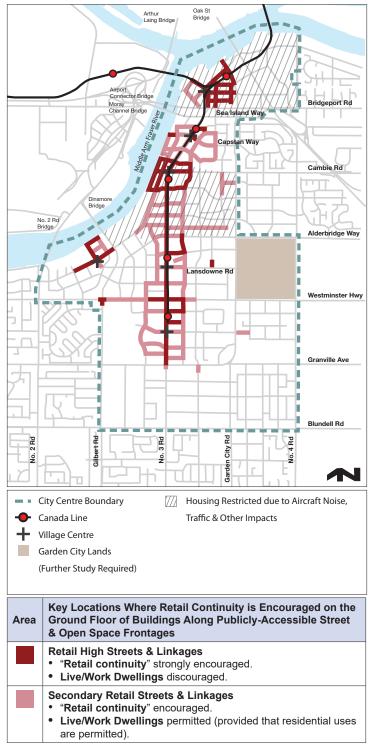
Lively, urban retail areas require "**retail continuity**": the continuity of a substantial amount of ground floor frontages that are attractive, pedestrianoriented, rich in detail, and engaging – in other words, frontages that encourage people to walk and linger, and include:

- a diversity of activities (e.g., shops and restaurants);
- a high degree of transparency enabling interaction between activities inside the building and the fronting sidewalk or open space (e.g., display windows and views into shop interiors);
- small unit frontages, typically no more than 10 m (33 ft.) wide, each with its own entry;
- multi-tenant building entries, hotels, and large commercial units with ground floor frontage widths of no more than 10 m (33 ft.), unless special measures are employed to maintain retail continuity;
- office and similar uses situated above the ground floor;
- pedestrian weather protection;
- pedestrian-oriented and scaled signage and lighting;
- public art, seating, and other public amenities;
- quality, durable materials and construction.

In addition, a successful retail area requires commercial units that can accommodate and adapt to the needs of a variety of businesses over time. To help achieve this, **commercial retail units should have a depth of:**

- **typical** 18 m (59 ft.) or more;
- **minimum** 9 m (30 ft.).

Pedestrian-Oriented Retail Precincts Map



Walking Features

Street Network

- Every street is walkable and has a sidewalk, a minimum of 2.0 m (6.5 ft.) wide and preferably 2.5 m (8.2 ft.) wide, with street trees, boulevards and pedestrian lighting.
- Shorter city blocks, narrower street crossings and conveniently timed pedestrian signals.
- Increased curbside parking on minor streets acts as a buffer from adjacent vehicle traffic.
- A wayfinding system to guide pedestrians to key destinations.
- An enhanced pedestrian-cyclist crossings at selected locations, particularly near schools.

Streetscape

- A creative, fun and welcoming environment for pedestrians via landscaping, artwork, attractive street furniture, open spaces, gathering places, and resting areas.
- Orient ground level businesses to pedestrian access from the sidewalk.
- Continuous store awnings provide weather protection.

Transit Villages & Connections

- Transit schedules and route information available at transit stations and bus stops.
- Fully accessible transit stops conveniently located and easily recognizable with sufficient space for waiting passengers.
- Covered walkways provided between transit stops and village centres.

Urban Greenways & Trails

- Enhanced streetscape features along urban greenways and within pedestrian precincts around transit villages.
- Improved trails along the dyke and new links across water boundaries (e.g., Middle and North Arms of the Fraser River).

Accessibility

- Enhanced use of universal accessible design features such as accessible pedestrian signals and tactile wayfinding.
- Lighting along trail networks where feasible.
- Priority given to pedestrian access and safety
- through parking lots.
- Installation of ramps at all intersections.

Pedestrian Environment Map (2031)



Cycling Network Features

Accommodation on Street Network

- Provide signage and pavement markings to clearly delineate cycling facilities from other street components.
- Minimize potential conflicts and safely accommodate multiple road users such as transit service and cycling.
- Enhanced pedestrian-cyclist crossings at selected locations, particulary near schools.

Designated Cycling Routes

- Designated routes feature signage, pavement markings and bicycle-friendly traffic signals.
- Designated bike lanes on major thoroughfares and some major streets with a typical width of 1.5 m to 1.8 m (5 ft. to 6 ft.).
- Cycling routes are physically separated from vehicle traffic on major thoroughfares and major streets where feasible.
- Shared wide curb lanes on some major streets and on minor streets with typical width of 4.3 m (14.1 ft.).
- Bicycle-friendly routes feature pavement markings, signage and signal loop detectors but road is not widened.

Trails & Bridges

- Integration of on-street cycling network with off-street trails and pathways including the Canada Line Bridge over the North Arm of the Fraser River.
- Off-street pathways have typical width of 3.0 m to 4.0 m (10 ft. to 13.1 ft.).
- Proposed new pedestrian/cycling bridge from the west end of Cambie Road to Sea Island.

End-of-Trip Facilities

- Secure end-of-trip facilities (bike racks, lockers, cages) at civic sites, parks, transit villages, and activity centres.
- Bylaw requirement for all new developments to provide short-term and long-term secure bicycle parking.

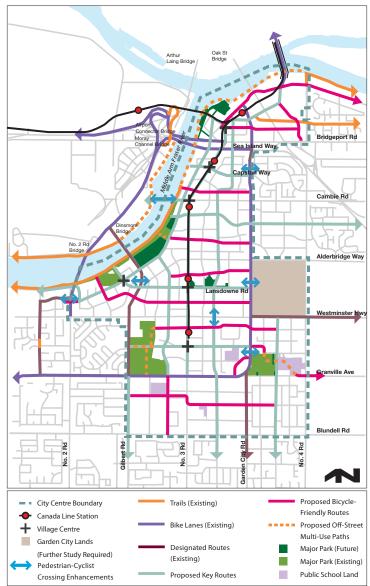
Integration with Transit

- Bicycle accommodation on the Canada Line and all buses during all hours of operation.
- Bike racks and bike lockers at all rapid transit stations and transit exchanges.

Promotion & Education

- Safe cycling courses for adults and children.
- Area-wide event to promote cycling for all
- trips.Education and enforcement programs to encourage sharing the road among motorists
- and cyclists.

Cycling Network Map (2031)



OBJECTIVE:

Provide a framework for the City Centre as a "**thriving and creative community**" that is empowered, engaged and diverse, and where arts, culture, and heritage are inextricably linked with and support:

- a strong community voice and engaged community that enhances the relevance and responsiveness of urban and economic development, planning, and governance;
- placemaking, with a mosaic of appealing, lively, and distinctive urban villages, vibrant public spaces, festivals, events, and activities;
- an increased creative capacity which enriches the quality of life and attracts progressive business opportunities which support:
 - the arts, heritage and cultural practitioners;
 - the identification, conservation, and interpretation of heritage resources;
 - spaces for residents and visitors to work and participate in arts, culture and heritage activities;
- **an enhanced enjoyment** of the urban realm and respect for and connectivity among citizens and cultures.

Arts & Culture Map (2031)





2.4.1(b) Places to Gather & Celebrate

Public open space and streetscape will play a key role in supporting interaction within the City Centre linking people, buildings & activities. Public spaces are important "mixing places" for community residents, artists & visitors and serve as "stages" for showcasing the work of local artists.

Celebrations form an important part of vibrant urban living & provide opportunities for residents & visitors to come together bringing understanding and a sense of belonging. Many celebrations are intentionally small and community focused. In other cases however, the intent is to invite the City, the region and the world, which requires special accommodation and colocation with City facilities and private developments.

Challenges/Opportunities

With the Canada Line, the Oval Plaza & the Middle Arm Park in the development phase, the infrastructure to provide facilities to host events can be built into the design of the spaces instead of having to adapt spaces and bring in infrastructure for each event.

Proposed Strategy

- Prepare a festival/events plan including appropriately designed spaces and parade routes.
- Design spaces that ensure staging, view corridors, seating areas, power supply & lights that can flexibly accommodate events of different sizes & styles of community gatherings and festivals.
- Ensure the provision of public and private open spaces that are designed as people gathering and mixing spaces including elements such as conversation areas, public art, busker and performance space and informal play areas.

Public Spaces & Places Map (2031)



2.4.1(c) Public Art

Art in everyday life brings a sense of meaning and place to local citizens, gives visitors a lasting memory and reflects a city's long-term investment in the future. Public art provides emotional meaning to shared public spaces, increases the sense of place and belonging, builds civic pride and provides a layered cultural legacy. It helps shape the built environment and expresses universal human values.

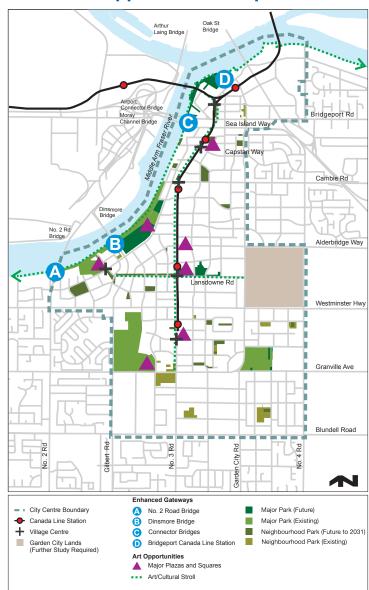
Public art is valued and supported by both the public and private sectors. It serves as a catalyst for high-quality public and private investments, stimulates economic development initiatives, supports cultural tourism and fosters a quality of place that helps attract businesses and a creative work force.

Art inspires us. Inspired citizens are engaged citizens, invested in a future with a shared commitment, mutual respect, understanding and a sense of limitless possibilities. Art plays a significant role in creating places where we feel comfortable and inspired, and where we want to return, again and again.

Challenges/Opportunities

In light of the opportunities with the high levels of development in the City Centre and as it is the high amenity urban area of the community, it will be important to maximize the inclusion of public art and ensure that it is a key element in shaping, animating and enriching the public realm, and strengthening civic pride and community identity.

Public Art Opportunities Map



Living Landscape On-The-Ground

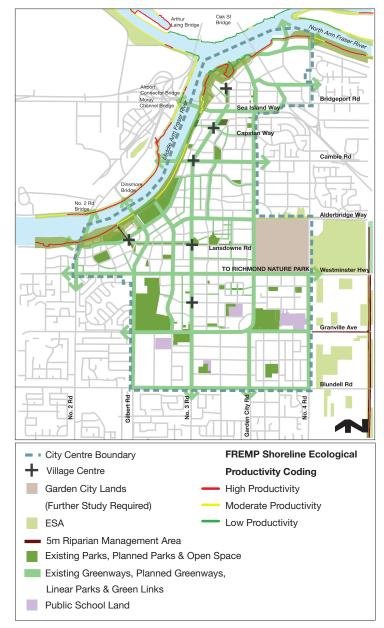
Example features that can be pieced together incrementally to build a living landscape include:

- dykes along the Fraser foreshore built to enhance ecological features;
- greenways that meet multiple objectives (e.g. connect natural areas, provide recreation and alternative transportation options, perform infrastructure services);
- boulevards that feature multilayered habitats;
- parks and school grounds with enhanced ecological areas.



A Base for Building a Living Landscape Map

Purpose: This map demonstrates some of the City's current and possible ecological and open space resources upon which an interconnected ecological network can be based.



OBJECTIVE:

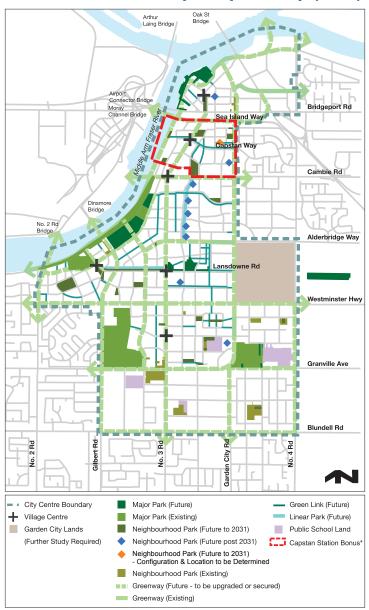
Provide a framework for a **complete parks and open space system** that will:

- provide the quantity of park and open space required to address social, recreational, and cultural needs;
- incorporate a rich diversity of experiences and landscapes that reflect the identity of the community and are rooted in local culture and environment;
- ensure an equitable distribution of parks and open space of each type;
- mitigate the environmental impacts of increasing urbanization and continually support the health of the urban environment;
- respond to the higher densities in the City Centre with a greater diversity of programming in each park and appropriate design and materials.

Strategic Investment for City Acquisition of Open Space

In order to optimize public resources, the strategic approach to the acquisition of City owned parks and open space is to secure investments rapidly. In the period ending in 2031, when the greatest growth and the greatest increase in land values is anticipated, 75% of the total land required to build-out will have been acquired.

Base Level Parks & Open Space Map (2031)



* 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.

	Year 2006	Year 2031	Build-out
Population	40,000	90,000	120,000
Quantity of Open Space	76.5 ha (189 ac.)	118.4 ha (292.5 ac.)	157.8 ha (390 ac.)
Ratio of Acreage to Population	4.75/1,000	3.25/1,000	3.25/1,000
Quantity of Additional Open Space	0	41.9 ha (103.5 ac.)	39.5 ha (97.5 ac.)

2.6.1 Major Parks

Major parks comprise 40% of the open space system and serve the broadest population, from the immediate neighbourhood to tourists. Major Parks include:

City-Wide Urban Parks

Location: Near the major crossroads of the Central Business District.

Program: Major civic events, public gatherings, informal recreation, support facilities, local storm water management features.

Site Features: Min. 4 ha (10 ac.), 30% urban forest & eco-amenity, plaza, high quality site furnishings, public art, covered performance venue, gathering & social spaces, multi-purpose lawn, informal recreation amenities.

Community Parks

Location: Within 800 m (2,625 ft.) of major villages, co-located with community facility where possible.

Program: A broad range of formal & informal recreational activities, community gathering & festivals, environmental features, local storm water management features.

Site Features: Min. 4 ha (10 ac.), 40% urban forest & eco-amenity, min. 20% non-permeable surface, sport courts, high quality sports fields, playground, community gathering & festival space, community garden, parking.

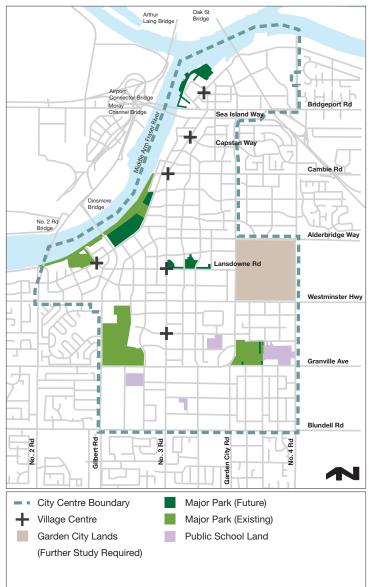
Natural Areas

Location: Where existing natural resources occur or developed in relation to existing & future resources.

Program: Habitat zones, interpretive & education programs.

Site Features: Optimum min. 8 ha (20 ac.) of riparian & upland habitat but includes smaller patches of min. 0.8 ha (2 ac.) where connection to larger system exists. Includes trails, seating, boardwalks, interpretive signage.

Major Parks Map



Additional Study

Urban Forest Strategy Update – to explore new technologies and approaches to trees in urban environments.

Urban Ecology Study – to determine the most effective measures for promoting and sustaining healthy environments within medium to high density urban areas.

2.6.3(c) Pedestrian Linkages

The 2010 Richmond Trail Strategy provides the vision to guide continued development of the greenway system in City Centre. The intent is to "provide a variety of exciting opportunities for walking, rolling and cycling that will link people to each other, to their community, and to Richmond's unique natural and cultural heritage".

Greenways

Location: Along major streets and important recreational corridors.

Program: Link multiple destinations (e.g. between major open spaces and other significant destinations) and connect natural areas.

Site Features: Min. 10 m (33 ft.) wide, separate pedestrian and cycling paths, rest areas with street furnishings, public art, signage & wayfinding, integrated with wetlands & storm water features, hedgerows, significant tree planting.

Linear Parks

Location: Along key streets to create significant recreational and environmental corridors linking the waterfront to the heart of the downtown.

Program: Combined neighbourhood park and greenway functions to encourage movement through the neighbourhood (walking, jogging) and incorporating social and physical activity nodes.

Site Features: 30 to 40 m (100 to 131 ft.) wide, high quality landscape, broad pedestrian promenade, playgrounds, sports courts, water features, significant tree planting and multi-layered planting, site furnishings, public art.

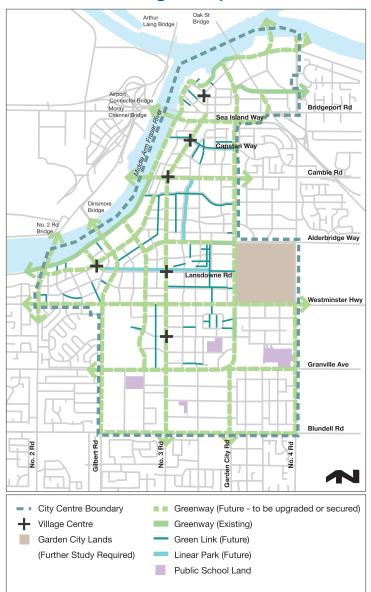
Green Links

Location: Along lanes and mews, through or between developments.

Program: Provide connections within neighbourhoods to support a walkable urban environment, and to support ecological areas.

Site Features: Min. 6 m (20 ft.) to 20 m (65 ft.) wide, broad sidewalks with special paving at nodes and intersections, rest areas with street furniture, street trees and multi-layered planting, pedestrian scale street lighting, wayfinding, community art.

Pedestrian Linkages Map



Additional Study

Storm Water Management Strategy – to develop methods to better address stormwater and permeability in parks, greenways and streets.

OBJECTIVE:

Provide a framework for a "**lively community**" that is rooted in a "culture of walking and cycling" and a collaborative, interdisciplinary approach to city building that is:

- diverse;
- engaging;
- attractive;
- safe;
- healthy;
- human-scaled.

"... A good city can be compared to a good party-people stay for much longer than really necessary because they are enjoying themselves."

Public Spaces and Public Life, City of Adelaide: 2002. City of Adelaide, Gehl Architects ApS, 2002.

Public Realm Areas Map



- d) a potential floating arts and entertainment venue;
- e) a marina, float home, and commercial water use master plan.
- Develop a Fraser River Experiential Walk Plan that celebrates the local geography and tells the Richmond Story of the 'living river' by:
 - a) developing a comprehensive Interpretation Plan using public art and site design features;
 - b) requiring high functioning native ecological landscapes and green building technology on public and private lands adjacent to the water;
 - building seating steps, piers, floating boardwalks, and other features to bring people onto and over the water;
 - d) pursuing a potential iconic destination cultural facility to complement the public spaces and interpretation.
- Develop a Gateway Strategy that looks at:
 - a) each bridge as an opportunity to showcase the City to the world with extraordinary dynamic design features;
 - b) the built environment of the adjacent public and private lands as integral to the 'first impressions' of the City.
- Develop a 10 Key Unique Destinations Master Plan that will:
 - a) provide a menu of distinct spaces, activities, and landmarks that add interest to the waterfront;
 - b) provide visual identity for continuity, cohesion, and orientation along the waterfront while allowing for distinct recognizable neighbourhoods and activity zones.

Riverfront Features & Destinations Map



In a team approach, Policy Planning, Parks, Engineering & Public Works, Transportation and others will lead the initiatives identified in the proposed strategies.

2.10.1(e) Encourage Human-**Scaled Development**

A city's skyline is an expression of its community and a defining image of how that community wants to be seen and sees itself.

Challenge/Opportunity

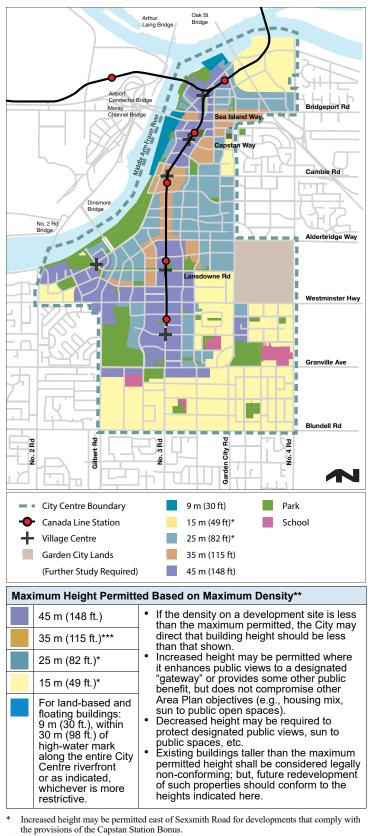
Transport Canada regulations generally restrict the maximum permitted height of buildings in the City Centre to 47 m (154 ft.) geodetic (or lower in areas affected by landing and take-off operations). This height is adequate for the City Centre's higher density buildings, but is considered low in a region that prizes views and equates better views with taller buildings. This push to maximize height, together with Richmond's topography, is "flattening" the City Centre's high-rise skyline and creating an unappealing appearance.

This issue may be addressed in part with possible increases in building height, but it could take several years of study to determine if this is possible - and this will not be a solution if the result is simply a "flat top" at a higher elevation.

In addition, it is important to recognize that tall buildings can also present drawbacks, such as:

- less ability for residents to recognize people on the street, thus, reducing their sense of belonging and personal security;
- more shading of public spaces and blocked views (e.g., reducing building height towards the water and mountains can enhance private views from buildings set far back from the river);
- a more anonymous public realm.

Maximum Building Height Map



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

areas 2019/05/21 Increased building height may be permitted for developments that comply with the provisions of the Landowne Centre (Lansdowne Village) Special Precinct Design Guidelines PH

Original Adoption: June 19, 1995 / Plan Adoption: September 14, 2009

Bylaw 10020

"Taming Tall Buildings": Part 2 Tower Spacing, Floorplate Size & Development Site Size

Richmond's OCP encourages a maximum tower floorplate size of 600 m^2 (6,459 ft²) and a minimum distance between towers of 24 m (79 ft.).

While these guidelines have been effective in encouraging a staggered distribution of point tower forms, new challenges are emerging, including a need for:

- larger floorplates that better reflect actual City Centre residential development practices (i.e., typically 650 m² (6,997 ft²)) and anticipated non-residential market needs;
- larger gaps between towers in some areas to reduce private view blockage, sunlight blockage, and the impression of a "wall" of buildings.

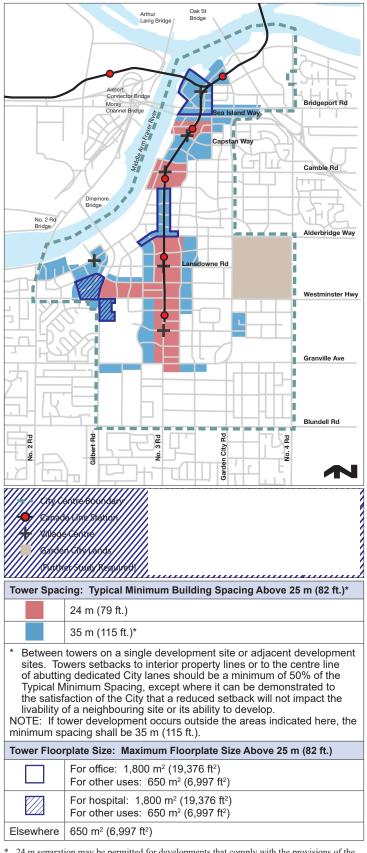
In addition, a minimum development site size for tower development is encouraged. This is intended to make clear that while a development site may be designated for building heights greater than 25 m (82 ft.) (i.e., towers), this form is discouraged where it may impact adjacent sites or affects the livability or attractiveness of the public realm.

Minimum tower development site

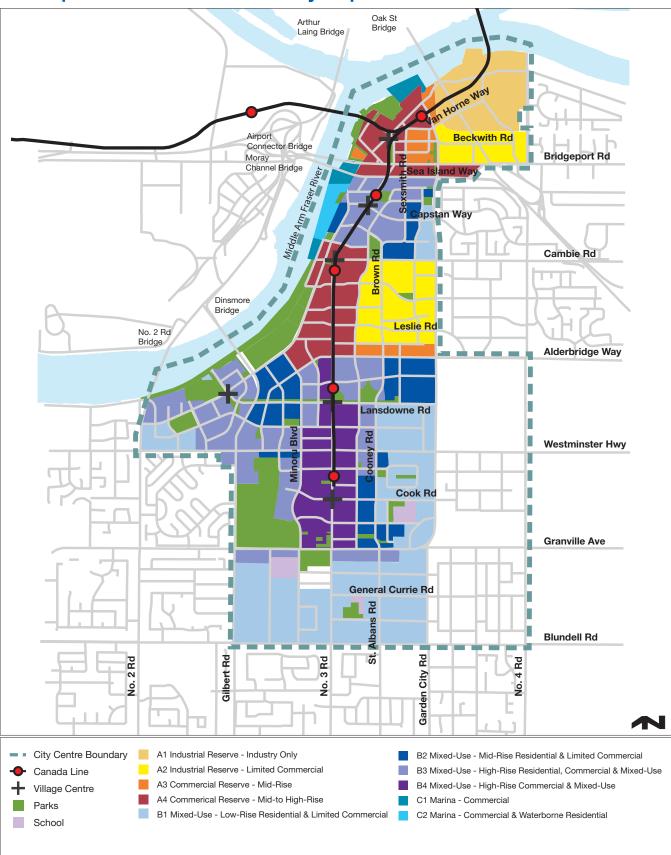
size (i.e., for buildings taller than 25 m (82 ft.)):

- Width: 45 m (148 ft.);
- Depth: 40 m (131 ft.);
- Area:
 - a) For less than 3 FAR: 4,000 m² (1 ac.);
 - b) For 3 FAR or more: 2,500 m^2 (0.6 ac.).

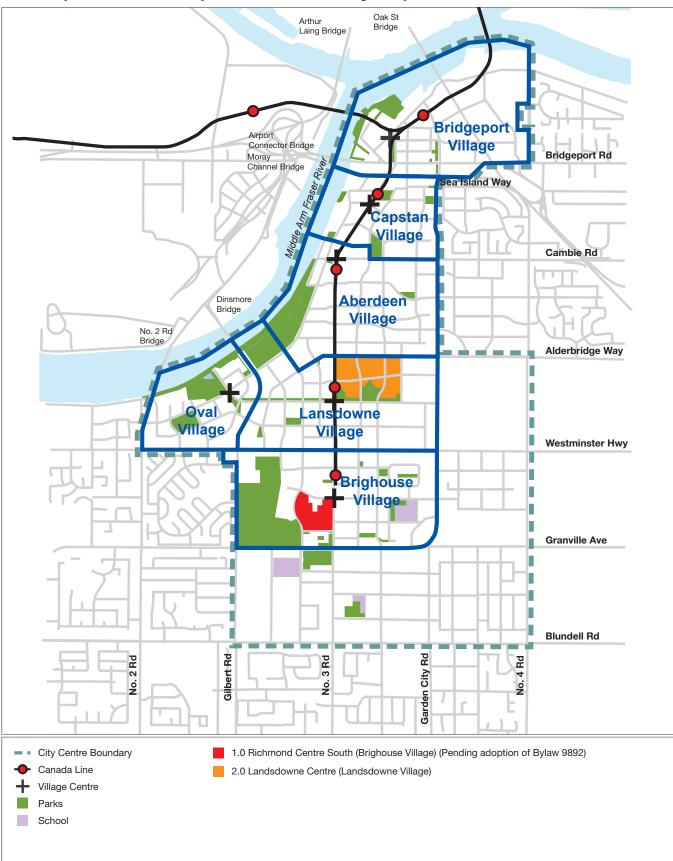




² 24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.

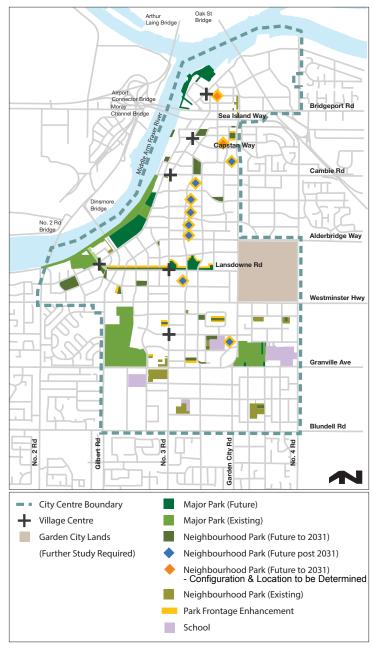


Development Permit Sub-Areas Key Map



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Development Permit Special Precinct Key Map



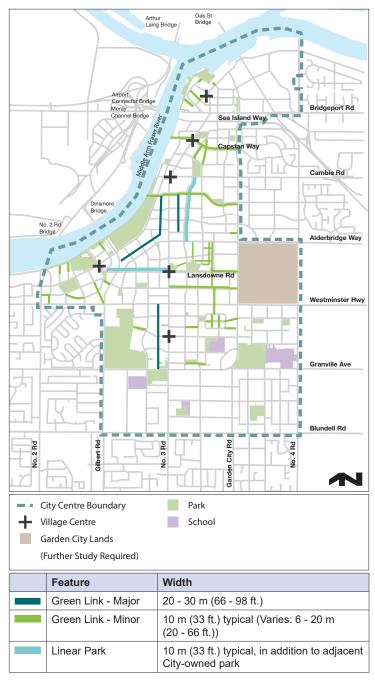
Park Frontage Enhancement Areas Map

B. Plazas and Squares

The intent is to encourage the development of appealing public open spaces that enhance the quality of the urban environment for the benefit of land owners, tenants, and the general public. **Size:** Varies. Preferably 0.1 ha to 0.8 ha (0.25 - 2.0 ac.), but may be smaller.

Location: Typically at the intersection of important vehicular and/ or pedestrian routes.

Orientation: South facing preferred, and sited to avoid shading by surrounding buildings taller than three-storeys (approximately 9 - 12 m (30 - 39 ft.)) between the hours of 11 am and 3 pm on the equinoxes.



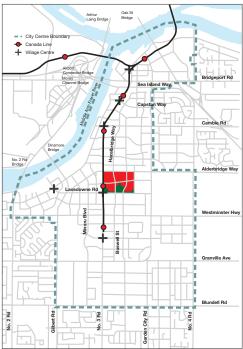
Designated Green Link & Linear Park Location Map

Orientation: Varies

Coverage with Permanent Buildings: Nil, with the exception of roofed structures that are open below and are provided as weather protection, gateways, and landscape features (typically limited to heavy use areas, such as intersections with major streets and thoroughfares).

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Lansdowne Centre (Lansdowne Village)



This special precinct is intended to provide significant public amenities and to animate a high/medium density, mixed use development at the "Centre of the Centre".

Predominant Land Use:

• Mixed Residential Commercial, with 73% of development concentrated within 400 m of Lansdowne Station

Key Land Use Restrictions:

• Small commercial units along designated Pedestrian-Oriented Retail frontages

Maximum Net Density:

• Varies. 2.77 FAR blended over the subject site

Maximum Typical Height*:

- Station District: 45 m (147 ft.)
- Centre Park Neighbourhood: 35 m (114 ft.), except a limited number of buildings may be 45 m (147 ft.)
- Kwantlen Neighbourhood: 25 m (82 ft.)

*unless otherwise restricted by Airport Zoning Regulations (AZR)

Special Precinct Character Areas

The special precinct is comprised of three distinct character areas that are linked together along their south edges by a contiguous network of parks and public open spaces.



Station District

A mixed residential-commercial node that is anchored by Lansdowne Station and Civic Plaza, and framed by two pedestrian-oriented retail precinct high streets.



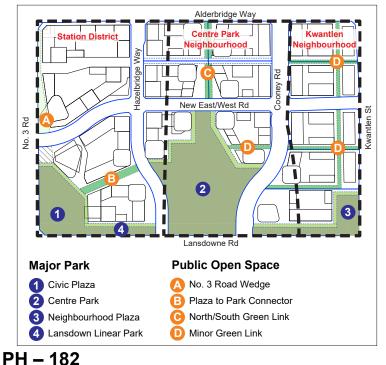
Centre Park Neighbourhood

A primarily residential neighbourhood that is characterized by its relationship with the precinct's major city servicing green space, Centre Park.



Kwantlen Neighbourhood A medium density, quieter neighbourhood near Kwantlen Polytechnic University (KPU).

Special Precinct Character Areas & Major Park and Public Open Space Plan



City of Richmond

	Station District	Centre Park Neighbourhood	Kwantlen Neighbourhood
A. Typical Distribution of Uses	 Underground: Parking (1-2 levels). Ground: Pedestrian-oriented retail, restaurant, entertainment, community uses and limited lobbies. Excludes large floor plate commercial units. Above: Retail, commercial, office, community uses, residential. 	Underground: Parking (1-2 levels). Ground: Townhouses and limited lo Above: Residential. Pedestrian-oriented commercial and o	obbies. community uses permitted.
B. Maximum City Block SizeC. Minimum Net Development Site Size	 As defined by public streets, mews Minimum 6,000 m² (1.4 ac.). 	, Major Park and/or public open space	areas.
D. Net Development Site Coverage	90% exclusive of public open space	es and mews secured for public acces	
 E. Maximum Building Height Except where Airport Zoning Regulations (AZR) apply. 	• 45 m (147 ft.).	 35 m (114 ft.), except may increase to 45 m (147 ft.) in accordance with the 45 m Tower & Landmark Building Location Plan. 	
F. Tower: • Spacing	• 24 m (78 ft.).	 35 m (114 ft.), except may be 24 m (78 ft.) where towers do not impact public spaces and design contributes toward more animated public spaces and built forms. 	Not applicable.
Distribution	As defined by 45 m Tower Location		Not applicable.
Floorplate	 650 m² (6,997 ft²) above 25 m (82 ft towers and/or where recommended applied and larger floorplates do no Stepped building forms encouraged 	ot impact public spaces.	Not applicable.
G. Habitable Floor Elevation	Retail & lobbies: 0.3 m (1 ft.) above crown of fronting street.	 Lobbies: 0.3 m (1 ft.) above crown Other residential: 2.9 m (9.5 ft.) GS 	SC
H. Minimum Setbacks: • Underground	Nil.	Nil.	Nil.
Roads/Mews	• No. 3 Road: 6 m to 30 m (19 - 98 ft.).	• Mews: 3 m (10 ft.).	
Major Park	Lansdowne Linear Park & Civic Plaza: 8.5 m (27 ft.).	 West side of Centre Park: 8.5 m (27 ft.). East side of Centre Park: 11 m (36 ft.). 	 Lansdowne Linear Park & Neighbourhood Plaza: 8.5 m (27 ft.).
Public Open Space	 Between buildings fronting Plaza to Park Connector: minimum 18 m (60 ft.). 	 Between buildings fronting North/ South Green Link: minimum 20 m (65 ft.). Between buildings fronting Minor G 	ereen Link: minimum 16 m (52 ft)
I. Build-to-Lines	 Setbacks should typically be treate More varied and animated built forr spaces. 	· · · ·	
J. Preferred Frontage Treatments	 Shopfront and Awning. Options along perimeter roads include Dual Walkway and Stramp (No. 3 Road, Lansdowne Linear Park). 	Stoops and Porches, Lawn and Garden, an option of Terrace Units along Alderbridge Way, and limited Shopfront and Awning.	
 K. Landscape Considerations Character 	 Civic oriented urban spaces that can accommodate large pedestrian volumes, temporary/ seasonal activities, and casual surveillance by fronting uses. 	 Intimate urban spaces that encoura provide casual surveillance of the s 	street and public open spaces.
	waiting and circulation, special pav	tes, including prioritizing crossings (inc ing, etc.). rooftops (landscaping, green roofs, et	Ũ
Public Open Space	 Urban plazas accommodate daily use and large crowds during festivals and events. No. 3 Road Wedge: Include feature trees to frame the space while maintaining sightlines between Alderbridge Way and Civic Plaza. Plaza to Park Connector: Maintain sightlines between Civic Plaza and Centre Park. Common furnishing, paving and tree canopy. 	 North/South Green Link: Park- like character visually and physically extends Centre Park. Accommodates full depth planting, a neighbourhood oriented mobility hub, and spaces for small groups to gather (community garden, play spaces, seating). 	
	Accommodate a city scale mobility hub (above and below ground elements).	Minor Green Link: Cohesive park-li groups to gather. gement provisions (slow & filter, captu	
Major Park		to provide transitions between park a	
L. Building Form Considerations	 Continuous, smaller scale commercial units at ground level along pedestrian-oriented retail streets. "Feature" buildings with associated forecourt spaces may overhang No. 3 Road setback. "Landmark" building elements may overhang Civic Plaza. 	 High density residential with dynamic architecture framing park and public open spaces and a distinct park like quality (on-site "breezeway", rainwater management strategy). 	 Intimate residential character and semi-transparent relationship with area's parks and public open spaces. A range of mid-rise building forms.
L		- 183	1

Lansdowne Centre (Lansdowne Village)

Tower Form and Landmark Building Fundamentals:

- 1. **Massing and Streetwall:** Shall enhance the public realm (solar access, façade modulation, design to promote pedestrian comfort).
- 2. Towers (Height: 25 m to 35 m (82 to 114 ft.)): Stepping and varied building articulation is encouraged to create visual interest, preserve solar access and frame streets and public spaces.
- 3. Towers (Height 35 m to 45 m (114 to 147 ft.)): Shall be located to define park edges and public open spaces, and to create navigation cues.
 - Locations shall be generally as indicated in "45 m Tower & Landmark Building Location Plan" and within a 5 minute walking distance (400 m) of Lansdowne Station.
 - "Feature" towers shall frame park and open space areas (Centre Park, North/South Green Link) and accentuate and draw attention to public gathering spaces along No. 3 Road.
 - "Feature" towers shall be identified by highly unique architecture that goes beyond façade treatments and are encouraged to become signature wayfinding elements and neighbourhood identifiers.
 - Where appropriate, limited portions of towers may extend uninterrupted to grade to engage with the public realm (to announce entry to a public space, mark a visual terminus, highlight an architectural feature).
- 4. Landmark Building: Shall be prominently located at the intersection of No. 3 Road and Lansdowne Road adjacent to Civic Plaza and demonstrate exceptional architectural design (distinctive form and detail, exceptional quality standard, defined skyline, scaled and designed to relate to Civic Plaza).

A. Tower Form and Landmark Building Fundamentals

Lansdowne Centre (Lansdowne Village) is intended to use towers, architectural elements and a landmark building to define and enhance the public realm experienced by park and public open space users.

45 m Tower & Landmark Building Location Plan





Stepped and varied building articulation.



"Feature" towers, exhibit unique architectural design.

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Lansdowne Centre (Lansdowne Village)

Development Features:

- 1. **Pedestrian Retail Oriented Streetscape:** Shall contribute to a lively public realm and pedestrian experience, and create transparent relationships with active retail interiors.
 - Large building blocks shall be expressed as smaller, pedestrian-scale commercial storefronts with varied frontages and storefront rhythm.
 - Buildings shall be serviced from within the building and blank walls avoided.
 - Storefront widths should be limited (6 m (20 ft.) where possible).
 - "Feature" building elements may overhang the No. 3 Road setback at/after the third storey.
- 2. **Major Park Frontage:** Adjacent development shall encourage visual and physical connectivity.
 - Uses along Lansdowne Linear Park shall be active (dining, eating, commercial, public amenity).
 - Commercial and civic uses shall front Civic Plaza and design should include high, transparent floor to ceiling materials and "indoor/outdoor" zones.
 - "Landmark" building elements, that support city programming objectives, may overhang Civic Plaza.
- 3. **Public Open Spaces:** Shall be flexible, year-round outdoor spaces:
 - A minimum 1,700 m² (0.42 ac.) wedge shaped plaza (No. 3 Road Wedge).
 - A broad pedestrian promenade connecting Civic Plaza and Centre Park (Plaza to Park Connector).
 - An above and below grade mobility hub to support efficient transfer between transportation modes.

B. Station District

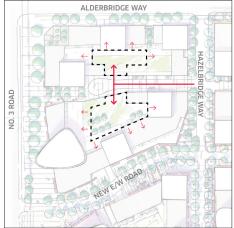
Lansdowne Centre (Lansdowne Village) is intended to reflect its key location at the "Centre of the Centre" and to contribute toward No. 3 Road's designation as a "great street". Well-defined pedestrian-oriented retail high streets, the prominent Civic Plaza, and transportation options will encourage commerce, gathering, cultural activities, and use of alternative modes of transportation as part of everyday urban life within Station District Neighbourhood.



Urban mixed use high density development.



Flexible festival zone uses along No. 3 Road.



Service large blocks from the "belly" Ph the building.



"Indoor/outdoor" zones.





City Scale Mobility Hub

Lansdowne Centre (Lansdowne Village)

Development Features:

- 1. **Residential Streetscape:** Shall introduce ground level vibrancy and a close, yet comfortable relationship between developments and abutting street, Major Park and public open space.
- 2. **Major Park Frontage:** Adjacent development shall frame and enhance the character and quality of the park space.
 - Development should be oriented towards and relate to Centre Park.
 - Where possible, development should incorporate 'breezeway' connections to Centre Park and prioritize on-site rainwater management strategies.
- 3. **Public Open Space:** Shall be accessible and designed for all seasons.
 - North/South Green Link shall include large trees, (unencumbered by parking slab below) and spaces for small groups to gather (seating, play space, community garden).
 - North/South Green Link shall accommodate a neighbourhood oriented mobility hub.
 - All green links shall use high quality, cohesive materials, and incorporate wayfinding cues and spaces for small groups to gather.
 - Building façades along green links shall be designed as a street fronting elevation, project a human scale and be visually interesting (architectural variety, sensitive detailing).
- 4. **Mews:** Shall be designed and constructed to prioritize pedestrians and cyclists (flanked by residential patios, miniature plazas, secondary lobbies, unified, high-quality hard surface treatment).

C. Centre Park Neighbourhood

Lansdowne Centre (Lansdowne Village) is intended to contribute toward a healthy, connected system of parks and public open spaces and includes introduction of Centre Park, the precinct's major city-wide serving green space that will accommodate daily users as well as large events.



Central Park



Green Links



Neighbourhood Mobility Hub



Mews

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Lansdowne Centre (Lansdowne Village)

Development Features:

- 1. **Residential Streetscape:** Shall introduce partial transparency to interior spaces and building massing variety and detailing to keep pedestrians' interest along streets, Major Park area and green links.
- 2. **Major Park Frontage:** Adjacent development shall enhance the active use and quality of the public realm.
 - Development abutting Neighbourhood Plaza shall incorporate active elements along the park edge (active interior uses, patios, stoops, material/color variation, and neighbourhood servicing commercial uses).
 - Adjacent on-site open space and setbacks shall read as an extension of Lansdowne Linear Park landscaping on-site and include pollinator species and year round interest.
- 3. **Public Open Space:** Minor Green Links (minimum 6 m (19 ft.) width) shall prioritize pedestrians and include high quality, cohesive materials and wayfinding.
 - Minor Green Links shall meet streets and parcel boundaries at grade to prioritize accessibility.
 - Abutting development shall include transitional semi-private outdoor spaces between the public and private realm to provide appropriate separation and privacy.
 - Minor Green Links should include wider pockets to encourage people to linger, sit, and relax.
- 4. **Built Form:** Shall include a variety of well-articulated urban mid-rise residential building types with varying building heights and architectural forms, including variation within each development site.

D. Kwantlen Neighbourhood

Lansdowne Centre (Lansdowne Village) is intended to supply a range of housing options, including mid-rise development that is characterized by lower density and building heights, generous park area, a network of green links and semi-transparent relationships between public and residential uses.



Varied mid-rise building forms.



Green Links, Major Park frontage.



4.1.3 Park & Open Space

The appropriate amount, size and location of park and open space for the City Centre is based in part on the size of the resident population as expressed as a ratio of acres to population (i.e., 7.66 ac. per 1,000 residents Citywide, of which 3.25 ac. per 1,000 residents is required in the City Centre).

Using this base level of park and open space, an additional 42 ha (103.5 ac.) needs to be added to the existing inventory of 76.5 ha (189 ac.) by the year 2031.

Of the 42 ha (103.5 ac.) of new park and open space required to service a population of 90,000 residents in the City Centre, approximately:

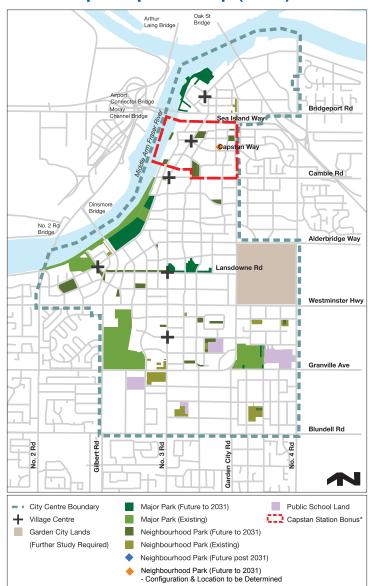
- 9 ha (22 ac.) is already owned by the City in 2008;
- 11 ha (27.5 ac.) is proposed to be acquired as privately owned publicly accessible areas (POPAs) or right-of-ways;
- 22 ha (54 ac.) is proposed to be added to the DCC Program, which has a time frame to the year 2031.

At this time, the City includes the existing School Board lands in the City Centre (e.g. 43 ac.) in the supply of City Centre park land as they are regarded as needed and complementary assets, and to minimize costs, acquisition and disruption. The City intends to explore options regarding the disposal of any surplus School Board lands.

Developers will be required to fund all of the new park and open space not already owned by the City.

For example, linear greenways to be acquired as POPAs or right-ofways are to be obtained as part of the development approval process and would not be purchased by the City.

Park & Open Spaces Map (2031)



* 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.

4.1.4 Density Bonusing

Density bonusing is the primary way under the Local Government Act for municipalities to secure affordable housing and amenities.

The CCAP is striving to create a "complete community", which involves providing affordable housing and a range of other amenities.

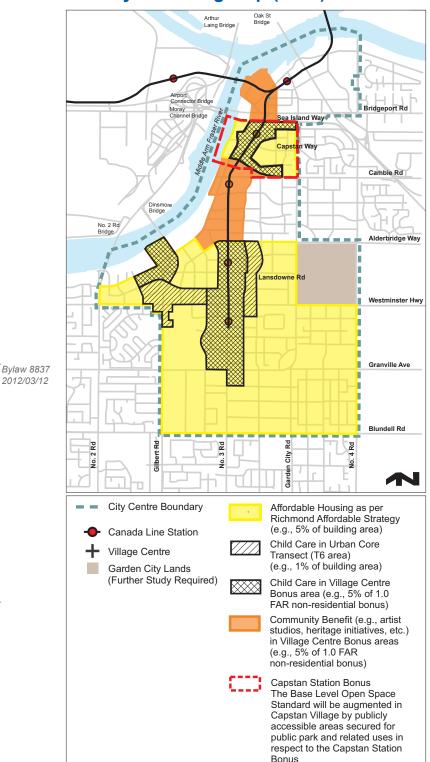
The *CCAP Implementation Strategy* identified the following priorities based on Council's approved policies and because of their need:

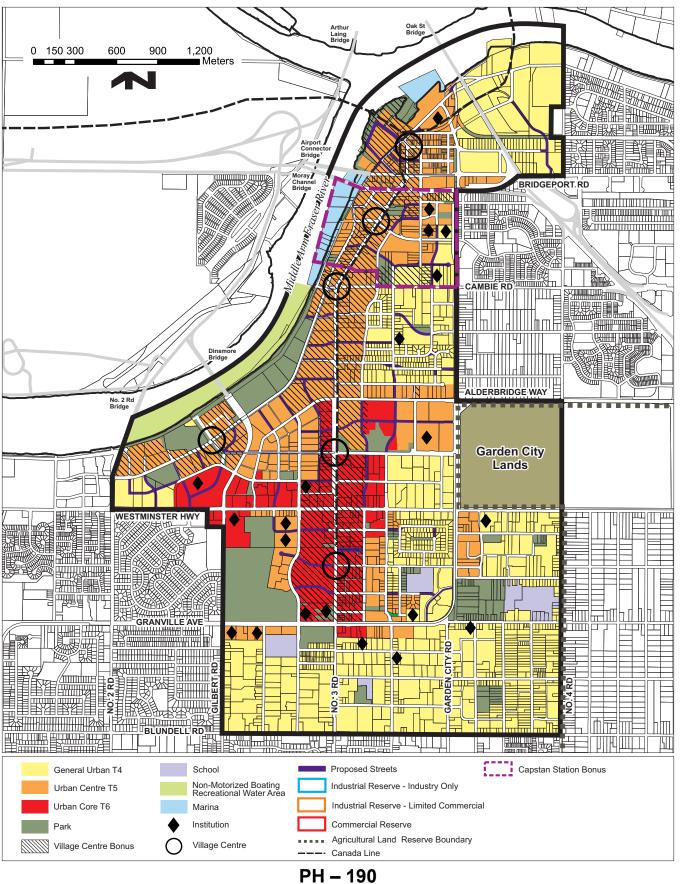
- First Priority affordable housing as per Richmond Affordable Housing Strategy;
- Second Priority child care as per the Richmond Child Care Needs Assessment.

The density bonusing approach is being fully utilized by the City to encourage developers to either provide a cash contribution towards or to build affordable housing, child care and community benefit items (e.g., artist studios; heritage conservation). 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.

There may be circumstances where it will be desirable to use density bonusing for community amenities rather than child care. The possible alternate community amenities include items such as community centres, libraries, and heritage. PRCS will identify these circumstances and provide funding options for Council at that time.

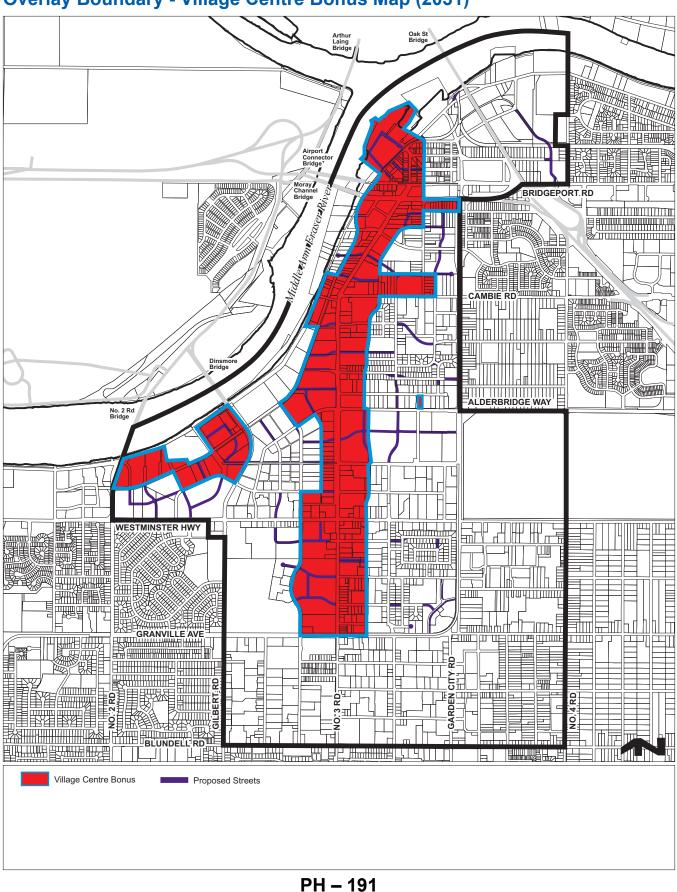
Density Bonusing Map (2031)



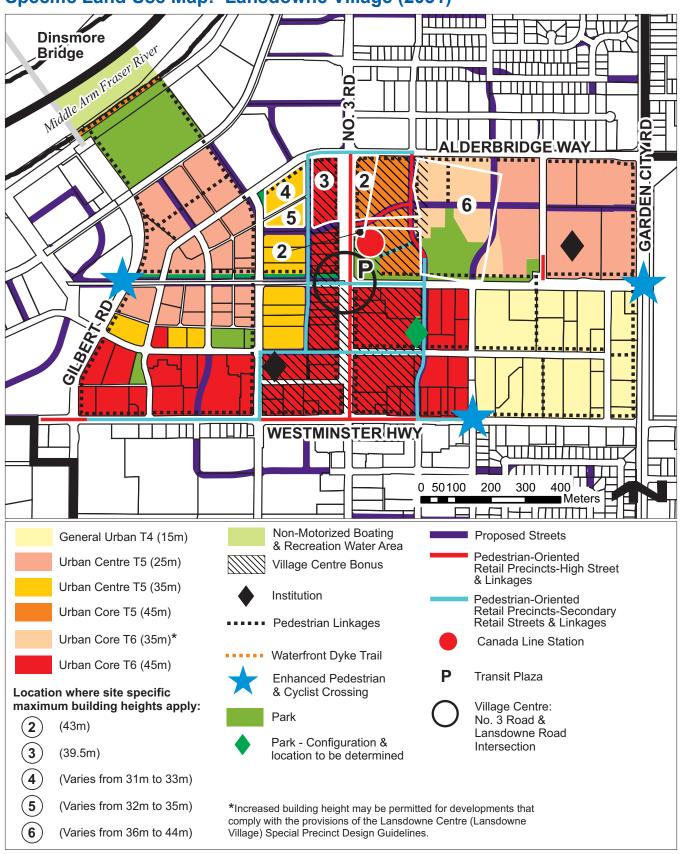


Generalized Land Use Map (2031)

Original Adoption: June 19, 1995 / Plan Adoption: September 14, 2009



Overlay Boundary - Village Centre Bonus Map (2031)



Specific Land Use Map: Lansdowne Village (2031)

Bylaw 10020 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Land Use Map Designation	Permitted Uses	Maximum Average Net
General Urban (T4)		Development Site Density
 Residential permitted. Additional Land Use Considerations: a) Community Centre (West) This facility may be situated in the Oval or Lansdowne Village area. 	 Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that residential uses are limited to High-Density Townhouses, except that other housing types are permitted to accommodate residents with special needs (e.g., seniors) Office Institutional Use Recreation Studio Community Use Accessory Uses 	 For Non-Residential Uses: 1.2 For Residential and Mixed Uses including Residential: a) base: 0.6; b) Affordable Housing Bonus 0.6.
Urban Centre (T5)		1
 Residential permitted. Overlays: a) Institution; b) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; c) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: a) Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; b) Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre. 	 Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: a) for Pedestrian-Oriented Retail Precincts – "High Streets & Linkages": Not permitted; b) for Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages": Live/Work 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 	 For Non-Residential Uses: 2.0 For Residential and Mixed Uses including Residential: a) base: 1.2; b) Affordable Housing Bonus 0.8. Additional density, where applicable: Institution: To be determined on a site specific basis via City development application processes. 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.
Urban Core (T6)	1	
 Residential permitted. Overlays: Village Centre Bonus; Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". 	• As per Urban Centre (T5).	 For Non-Residential Uses: 3.0 For Residential and Mixed Uses including Residential: a) base: 2.0; b) Affordable Housing Bonus 1.0. Additional density, where applicable: Village Centre Bonus: 1.0
 Additional Land Use Considerations: a) Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; b) Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre. 		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, t the satisfaction of the City.

Note: Richmond's Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

<u> PH – 193</u>



Report to Committee

From: Barry Konkin Director, Policy Planning Date:January 18, 2021File:08-4050-10/2020-Vol 01

Re: Farming First Strategy

Staff Recommendation

- 1. That the Farming First Strategy, as outlined in the report titled "Farming First Strategy" dated January 18, 2021 from the Director of Policy Planning, be endorsed;
- 2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10230, to replace the objectives and policies contained in Section 7.1 (Protect Farmland and Enhance Its Viability) of the OCP with the objectives and policies contained in the Farming First Strategy, be introduced and given first reading;
- 3. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10231, to amend the OCP's Development Permit Guidelines to include specific agricultural buffer guidelines for lands adjacent to the Agricultural Land Reserve, be introduced and given first reading;
- 4. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10232, to amend the OCP's Development Permit Guidelines to revise the Environmentally Sensitive Area (ESA) DP exemption requirements for new farmers to reflect current practice, be introduced and given first reading;
- 5. That Bylaws 10230, 10231 & 10232, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

- 6. That Bylaws 10230, 10231 & 10232, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;
- 7. That staff be directed to prepare a letter signed by the Mayor to the Minister of Agriculture identifying the agricultural issues identified through the Farming First Strategy consultation process that require Provincial action; and

8. That staff be directed to report back to Council in one year regarding the implementation of the proposed actions associated with the Farming First Strategy.

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Barry Konkin Director, Policy Planning

BK:sds Att. 6

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Economic Development Engineering Sustainability and District Energy Community Bylaws Development Applications	ম ম ম ম ম ম ম ম ম ম ম ম ম ম ম ম ম ম ম	be Erceg		
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		

Staff Report

Origin

This report responds to the following Council referral from the Regular Council meeting on June 10, 2019:

That staff be directed to conduct public consultation regarding the update to the Agricultural Viability Strategy, and report back to Planning Committee.

This report responds to the referral and includes the following:

- Background information on the Agricultural Viability Strategy (AVS) approved by Council in 2003;
- Summary of the public consultation process regarding the proposed Farming First Strategy that occurred from November 2019 to February 2020;
- Details regarding the proposed Farming First Strategy, including objectives, policies and actions; and
- Official Community Plan (OCP) amendments associated with the proposed Farming First Strategy for Council's consideration.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

2.3 Increase emphasis on local food systems, urban agriculture and organic farming.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

6.1 Ensure an effective OCP and ensure development aligns with it.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

7.4 Inspire the farming and fishing cultures of tomorrow.

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

8.2 Ensure citizens are well-informed with timely, accurate and easily accessible communication using a variety of methods and tools.

Background

On May 26, 2003, the Agricultural Viability Strategy (AVS) was approved by Council and provided a vision, objectives and policies to strengthen and enhance agricultural viability in Richmond. The AVS included over 60 recommendations designed to:

- Foster and maintain agricultural viability;
- Address the key issues facing the agricultural sector in Richmond; and
- Work within the framework of a 2021 vision and guiding principles for the future of agriculture in the City.

The AVS has guided decisions on development proposals with an impact to agriculture and led to significant City infrastructure (e.g. drainage) and regulatory improvements for agricultural areas. The AVS was also used to assist in preparing agricultural policies as part of the 2041 Official Community Plan (OCP) preparation in 2012, creating and guiding the activities of the Agricultural Advisory Committee, now known as the Food Security and Agricultural Advisory Committee (FSAAC), and enhancing public awareness of agricultural and food security issues in the City.

On June 26, 2017, Council directed staff to prepare a work program, in consultation with the FSAAC, to update the AVS. Staff reported back to Planning Committee on November 17, 2017 with two work plan options to update the AVS (one option to utilize external consultants and the other option to utilize staff). At that meeting, Planning Committee directed staff to examine options to update the AVS and report back utilizing staff resources only.

On June 10, 2019, a proposed Farming First Strategy, including proposed themes, objectives and policies was presented to Council. At that meeting, Council directed staff to conduct public consultation regarding the proposed Farming First Strategy to update the AVS to ensure it remains effective and responds well to the current and future issues, trends and challenges facing the agricultural industry. This report presents the proposed Farming First Strategy for Council's consideration and provides a summary of the public consultation process, and public feedback results.

Analysis

Farming First Strategy

Based on the public consultation process and internal staff review, the proposed Farming First Strategy is provided in Attachment 1 for Council's consideration. The Farming First Strategy is organized around five major themes:

- Theme 1: Agricultural Land Base
- Theme 2: Agricultural Economic Viability
- Theme 3: Infrastructure for Agriculture
- Theme 4: Agriculture and the Environment
- Theme 5: Inter-Governmental Support for Agriculture

The proposed Farming First Strategy includes objectives, policies and actions for each theme to guide decisions on the land use management of agricultural land, enhance public awareness of agriculture and food security issues, and strengthen agricultural viability in Richmond.

Proposed Bylaw Amendments

Official Community Plan Bylaw 9000

Farming First Strategy (Amendment Bylaw 10230)

The purpose of Amendment Bylaw 10230 is to implement the proposed Farming First Strategy by replacing the objectives and policies contained in Section 7.1 of the OCP (Protect Farmland and Enhance Its Viability) with the proposed objectives and policies contained in the Farming First Strategy. Generally, a significant portion of the proposed policies are consistent with the existing policies contained in the OCP, and some with minor revisions and additions. Staff have provided a summary of the proposed changes to the OCP, including identifying new policies, which is provided in Attachment 2.

The proposed OCP bylaw amendment also includes updating the language in the preamble section of Section 7.1 to reflect current names, legislation and practice. The proposed OCP bylaw amendment will ensure the current OCP is up-to-date in regards to agricultural policy and align with the proposed Farming First Strategy to ensure consistency across City documents.

Agricultural Buffer Requirements (Amendment Bylaw 10231)

The purpose of Amendment Bylaw 10231 is to include specific agricultural buffer guidelines in the OCP DP Guidelines for lands adjacent to the ALR that are subject to a development application (e.g. rezoning, development permit, etc.), including the following:

- For significant development immediately adjacent to sites designated within the ALR (i.e., no intervening road), a 15 m (49.2 ft.) landscaped buffer would be considered, consistent with existing Development Permit (DP) Guidelines. The guideline allows alternative setbacks when deemed appropriate and acceptable by the Director of Development (e.g. site constraints). Most of the properties with direct adjacency to the ALR boundary are industrial (less than 40 properties) or single-family development, however, single-family development would not be subject to the development application process in this case.
- Where there is an intervening road between the ALR and the non-ALR lands, an agriculture-friendly landscaped setback on the non-agricultural lands would be considered, including 3 m (9.8 ft.) to parking; and 4.5 m (14.8 ft.) to buildings. This is consistent with existing OCP policy and current practice in the review of development applications where there is an intervening road between the ALR and the non-ALR lands.
- The landscaped buffer should also be designed, established and maintained in accordance with the Ministry of Agriculture's *Guide to Edge Planning*, which includes:
 - o Mixture of native, low-maintenance and drought tolerant species;
 - Species which will not harbour insects or diseases harmful to nearby farm crops; and

• Species that will filter dust and spray drift from the agricultural area.

Environmentally Sensitive Area DP Exemption (Amendment Bylaw 10232)

The purpose of Amendment Bylaw 10232 is to amend the Development Permit Guidelines to revise the requirements for new farmers to receive an Environmentally Sensitive Area (ESA) DP Exemption. The proposed bylaw updates the current ESA DP exemption criteria to allow new farmers to use ESA for agricultural purposes, subject to the following:

• Submission of a farm plan produced by a professional Agrologist to the satisfaction of the City (including information on unimproved/improved agricultural capability/suitability, soils, drainage, irrigation, proposed farm product and operator, agricultural improvement cost estimate and projected income statement).

Approximately 596 properties in the ALR have some portion of ESA (Attachment 3). The Provincial *Farm Practices Protection (Right to Farm) Act* protects normal farm practices within the Agricultural Land Reserve and has legal precedence over the City's ESA designation. Currently, the DP Guidelines allow existing farmers to receive an ESA DP exemption by proving they have generated legitimate agricultural income on the site (e.g. farm status). The revision will allow new farmers to also receive an ESA DP exemption, subject to demonstrating an intention to farm through the submission of a farm plan. The ESA DP exemption only applies to agricultural activities, not including proposed residences.

Letter to the Ministry

As per Theme 5 (Inter-Governmental Support for Agriculture), Objective 2, Policy 1, staff recommend that a letter to the Minister of Agriculture by signature of the Mayor be prepared and delivered to identify the issues which arose during the preparation of the Farming First Strategy that are outside of the scope of local governments, including the following:

- Income threshold for farm status to encourage legitimate farming operations;
- Protection for farmers who lease farmland and encourage longer term leases;
- Strengthening the *Agricultural Land Commission Act* (ALCA) and the ALR Regulations to explicitly prohibit non-farm uses in the ALR and encourage agricultural production;
- Enforcement of contraventions in the ALR; and
- Financial incentives for farming operations, including environmental/sustainable farming operations, organic farming and reductions in pesticide use.

In order to address these important issues impacting the agricultural industry, support from the Provincial government is necessary.

Implementation

In addition to the themes, objectives and policies of the proposed Farming First Strategy, staff have also identified actions to ensure the intent of the Strategy is implemented. The proposed actions are identified below and organized based on the themes and objectives contained in the Strategy. In order to ensure the Farming First Strategy is implemented, staff recommend to report back to Council in one year regarding the implementation of the proposed actions below. Staff note that implementation of these actions will require coordination across a number of City departments.

Theme 1: Agricultural Land Base

Objective 1: Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

Actions:

- Continue regular reporting on the status of agricultural land in Richmond ("Agricultural Hot Facts"), including total land in the ALR and agricultural production.
- Continue to process Development Permits for parcels abutting, but outside of, the ALR boundary to manage the urban/rural interface.

Objective 2: Ensure agricultural production remains the primary use of agricultural land.

Actions:

- Maintain the current lot coverage limit for hardsurfacing in agricultural buildings and structures and continue to prohibit concrete in greenhouses as per the "Agriculture (AG1)" zone.
- Continue to process Non-Farm Use, Subdivision and Soil Deposit/Removal applications consistent with the OCP and applicable City bylaws.

Theme 2: Agricultural Economic Viability

Objective 1: Enhance long-term agricultural viability and opportunities for innovation.

Actions:

- Continue to meet regularly with the FSAAC to address emerging issues impacting agriculture and food security and review development applications impacting agricultural land.
- Update the City's website to provide resources for new and existing farmers and continue to provide relevant information regarding agriculture and food security to the community through the City's social media.

Objective 2: Support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption.

Actions:

- Work with developers to integrate urban agriculture (e.g. rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees) into development projects outside of the ALR.
- Update the Richmond Local Food Map in coordination with the FSAAC and Tourism Richmond, to identify local farms and roadside stands to increase awareness and demand for locally grown agricultural products and to highlight local farmers.

Theme 3: Infrastructure for Agriculture

Objective 1: Continue improvements to irrigation and drainage infrastructure in support of agricultural production.

Actions:

- Continue to provide real-time salinity monitoring of water at the City's drainage pump stations to ensure dike water is suitable for irrigation purposes.
- Continue improvement of irrigation and drainage infrastructure to provide secure and suitable water supplies and functional drainage systems that support the agricultural sector.

Objective 2: Support farm access to properties located in the ALR.

Actions:

- Develop a streamlined coordinated review process through the City's Engineering Department for farm access requests and ensure compliance with all City bylaws and Provincial policies and regulations.
- Implement a licensing agreement process through the City's Engineering Department to allow farm access to agricultural sites with no direct road access through unopened road allowances (all costs to be borne by the property owner).

Theme 4: Agriculture and the Environment

Objective 1: Mitigate the impacts of climate change on agricultural production.

Actions:

- Continue to assess the impacts of climate change on agricultural land while implementing the City's Dike Master Plan, Flood Protection Management Strategy and climate action initiatives. Staff are continuing to work on the outstanding referral regarding a long-term soil disposal management strategy, and the issue of land raising in response to anticipated climate change impacts, consistent with the Flood Protection Management Strategy.
- Coordinate with the Ministry of Agriculture, ALC and the FSAAC to provide resources to farmers regarding sustainable farming practices.

Objective 2: Maintain a balance between the natural environment and agricultural production.

Actions:

- In the review of agricultural development applications, consider the balance between agricultural and environmental objectives (e.g. RMA & ESA).
- Coordinate with the Ministry of Agriculture, ALC and the FSAAC to provide resources to farmers regarding reducing emissions from crop and livestock production.

Theme 5: Inter-Governmental Support for Agriculture

Objective 1: Continue to work collaboratively with upper levels of government to enhance agricultural viability.

Actions:

- Review the "Agriculture (AG1)" zone and Zoning Bylaw regularly to assess consistency with Provincial policies and regulations.
- Continue to refer applicable agricultural policy and development proposals to the ALC and Ministry of Agriculture.

Objective 2: Liaise with upper levels of government for legislative changes to support agricultural production.

Actions:

• Deliver a letter to the Minister of Agriculture regarding the need to address the agricultural-related issues that require Provincial support as identified in the Farming First Strategy.

Public Consultation

Consistent with the City's public consultation practices, display boards and feedback forms regarding the proposed Farming First Strategy were available on LetsTalkRichmond.ca from November 8, 2019 to December 1, 2019 (Phase 1). The City also hosted three public open house events at Hamilton Community Centre, Cambie Secondary School and City Hall. The public open house events were attended by 35 persons, with an average of 12 persons per event.

Staff were pleased with the level of response after Phase 1, however, it was identified that responses were received from a relatively small percentage of participants who identify as farmers or own land in the Agricultural Land Reserve (ALR). In order to provide an additional opportunity for farmers and ALR landowners to be notified and provide feedback regarding the proposed Farming First Strategy, a mail-out was conducted in January 2020 to all properties in the ALR (approximately 1,800 properties) and the LetsTalkRichmond page was reopened from January 27, 2020 to February 16, 2020 (Phase 2).

The LetsTalkRichmond feedback form was submitted by a total of 166 persons (140 from Phase 1 and 26 from Phase 2). A complete summary of the public consultation process is provided in Attachment 4.

The feedback form asked participants to identify the importance of the proposed Farming First objectives and policies. Participants had the choice to provide feedback on the proposed objectives and each individual policy. Generally, all of the proposed objectives and policies were supported and identified as important. The complete results of the Farming First Strategy feedback form are provided in Attachment 5, including a summary of additional comments and correspondence from the public.

Food Security and Agricultural Advisory Committee

The Food Security and Agricultural Advisory Committee (FSAAC) has been involved in the process of updating the AVS since 2017 and staff continue to work closely with the FSAAC throughout the process. The final proposed Farming First Strategy was presented to the FSAAC on November 26, 2020. At the November 26, 2020 FSAAC meeting, the Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee support the proposed Farming First Strategy as presented.

An excerpt of the relevant FSAAC meeting minutes regarding the Farming First Strategy is provided in Attachment 6.

Stakeholder	Referral Comment (No Referral necessary)	
Agricultural Land Commission and Ministry of Agriculture	The proposed themes, objectives and policies were referred to ALC and Ministry staff and no concerns were identified.	
Richmond School Board	No referral necessary.	
The Board of Metro Vancouver	No referral necessary.	
The Councils of adjacent Municipalities	No referral necessary.	
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary.	
TransLink	No referral necessary.	
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary.	
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary.	
Richmond Coastal Health Authority	No referral necessary.	
Community Groups and Neighbours	See "Public Consultation" section of this report.	
All relevant Federal and Provincial Government Agencies	See "Agricultural Land Commission and Ministry of Agriculture" above.	

OCP Consultation Summary

To date, the following groups have been consulted in the preparation of the proposed OCP and Zoning Bylaw amendments:

- Ministry of Agriculture;
- Agricultural Land Commission; and
- Richmond Food Security and Agricultural Advisory Committee.

Feedback was received from these groups and considered during refinement of the proposed amendments. If further discussion is required with any of these groups, it can occur, if requested, prior to the Public Hearing.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10230, 10231 & 10232, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

Financial Impact

None.

Conclusion

The proposed Farming First Strategy will update the 2003 Agricultural Viability Strategy and ensure the City's agricultural and food security policies remain effective and respond to the current and future issues, trends and challenges facing the agricultural industry. In association with the proposed Farming First Strategy, this report recommends amendments to the Official Community Plan which would:

- Replace the agricultural policies and objectives in the Official Community Plan with the proposed policies contained in the Farming First Strategy;
- Include specific agricultural buffer requirements in the Development Permit Guidelines; and
- Revise the Environmentally Sensitive Area Development Permit exemption criteria for agricultural activities in the Development Permit Guidelines to require new farmers to provide an acceptable farm plan.

It is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10230, 10231 & 10232 be introduced and given first reading.

Steven De Sousa Planner 1

SDS:cas

Attachment 1: Proposed Farming First Strategy Attachment 2: Summary of Changes to the OCP Attachment 3: Map of Properties in the ALR with ESA Attachment 4: Farming First Strategy Public Consultation Summary Attachment 5: Farming First Strategy Public Consultation Results Attachment 6: Excerpt from the Minutes of the relevant FSAAC Meetings

CITY OF RICHMOND FARMING FIRST STRATEGY



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Summary

Agriculture is an important part of Richmond's history and current economy. Early settlers were attracted to Richmond by the fertile soils of Lulu and Sea Islands and promise of agricultural productivity. Over the years, Richmond has grown and evolved into a vibrant urban centre, while retaining a significant portion of Richmond's land area as agricultural. Today, agriculture forms an important part of the local and regional economy as well as a major land use in the city. Approximately 4,993 ha (12,338 ac) of Richmond's land base, or 39% of the City, is within the Agricultural Land Reserve (ALR).

Council directed staff to update the 2003 Agricultural Viability Strategy (AVS) to ensure that it remains effective, and responds well to the current and future issues, trends and challenges facing the agricultural industry.

The City of Richmond Farming First Strategy includes themes, objectives and policies to guide decisions on the land use management of agricultural land, enhance public awareness of agriculture and food security issues, and strengthen agricultural viability in Richmond. The Farming First Strategy is focused around the following five major themes:



THEME 1 Agricultural Land Base



THEME 2 Agricultural Economic Viability



THEME 3 Infrastructure for Agriculture



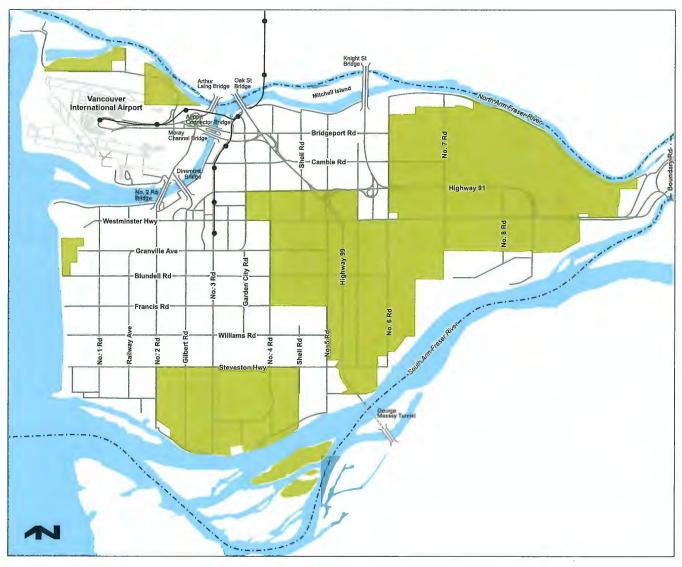
THEME 4 Agriculture and the Environment



THEME 5 Inter-Governmental Support for Agriculture

The themes, objectives and policies contained in the Farming First Strategy is a result of a multi-phase process, which included a review of existing policies and practices in Richmond, best practice research from other jurisdictions, and input from the City's Food Security and Agricultural Advisory Committee (FSAAC) and Richmond residents.

ALR in Richmond





Canada Line Agricultural Land Reserve



City of Richmond Farming First Strategy | 1

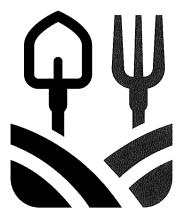
Theme 1: Agricultural Land Base

Objective 1: Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

- a. Maintain the existing ALR boundary and do not support a loss of ALR land.
- **b.** Ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective agricultural buffers on the non-agricultural lands.
- **c.** Designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming.
- d. Limit the area used for residential development on properties in the ALR.
- **e.** Limit the number of dwelling units to one on lots within the ALR. Any proposal for additional dwelling units would require approval from both Council and the Agricultural Land Commission (ALC).
- **f.** Seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve.

Objective 2: Ensure agricultural production remains the primary use of agricultural land.

- **a.** Continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g. residential).
- **b.** Limit the subdivision of agricultural land into smaller parcels, except where measurable benefits to agriculture can be demonstrated as per the policies and regulations of the *Agricultural Land Commission Act*.
- **c.** Consider agricultural projects which achieve viable farming while avoiding residential development as a principal use.
- **d.** Encourage soil-based farming by regulating the amount of hardsurfacing in agricultural buildings, structures and greenhouses.
- e. Ensure agricultural production (e.g. growing of crops and raising animals) remains the primary use of agricultural land and ancillary uses (e.g. farm retail, storing, packing, preparing and processing of farm products) are secondary uses and consistent with the scale of the farm operation.
- **f.** Ensure soil deposit and removal proposals enhance agricultural capabilities (e.g. greater range of potential crops) and are consistent with City bylaws and policies, and Provincial requirements.





Theme 2: Agricultural Economic Viability

Objective 1: Enhance long-term agricultural viability and opportunities for innovation.

- a. Build relationships with farmers and the agricultural community through the City's Food Security and Agricultural Advisory Committee (FSAAC) to address issues impacting agricultural viability and food security.
- **b.** Increase public awareness of City and other initiatives related to agriculture by disseminating information on farming practices, farm products, and educational programs through the City's website, social media or other forms of communication.
- Provide information for new farmers and property owners of agricultural land, including property owners who own small parcels (e.g. less than 5 acres), to encourage active farming or lease the land for farming (e.g. Provincial land matching program).
- **d.** Encourage value-added agricultural related business initiatives consistent with City and Provincial regulations, while ensuring agricultural production remains the primary use of land.
- e. Develop agriculture-specific signage guidelines in order to support seasonal farm retail activities, including any necessary amendments to the City's Sign Bylaw.
- f. Continue to develop relationships with non-profit, academic and government organizations which promote local agriculture, organic growing, climate adaptation, carbon management and reductions in pesticide use.

Objective 2: Support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption.

- a. Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy.
- b. During the development application process, encourage applicants to consider urban agriculture into development projects outside of the ALR, including rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees.
- **c.** Raise public awareness, in coordination with the FSAAC, of local farming, farmer's markets, and local food products, produce and programs.
- **d.** Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production.
- e. Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming.
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Photo Credit: Wade Comer Photography

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Theme 3: Infrastructure for Agriculture

Objective 1: Continue improvements to irrigation and drainage infrastructure in support of agricultural production.

- a. Continue improvement of irrigation and drainage infrastructure to provide secure and suitable water supplies and functional drainage systems that support the agricultural sector while protecting environmental assets, in consultation with the agricultural community and relevant City departments.
- **b.** Consider separate water meters for the principal dwelling and the farm operation and ensure adequate service connections are installed for the farm operation.
- c. Update and implement the East Richmond Agricultural Water Supply Study.
- **d.** Encourage sustainable farm practices that utilize on-site water drainage, storage and use, and result in the reduction of potable water use.
- e. Continue to monitor the impact of the Fraser River 'salt wedge' on agricultural land and support improvements to supply salt-free irrigation water to affected areas.

Objective 2: Support farm access to properties located in the ALR.

- a. Discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR Map.
- b. Consider how proposed road improvements (e.g. road widening) on existing City roads may impact farmland.
- c. For agricultural operations on agriculture sites with no direct road access, the City may facilitate farm access only (no new or improved roads) through unopened road allowances (via licensing agreements with the City).
- d. Regulate all soil deposition and removal, including for farm access roads, as permitted by Provincial regulations, through a City permitting process to ensure impacts are mitigated (e.g. adjacent properties, City property, Riparian Management Areas, and Environmentally Sensitive Areas).





Photo Credit: Wade Comer Photography

Theme 4: Agriculture and the Environment

Objective 1: Mitigate the impacts of climate change on agricultural production.

- a. Coordinate with Metro Vancouver, ALC, and the Ministry of Agriculture to assess the long-term impacts of climate change on agriculture and develop a coordinated response and tools to protect agricultural production.
- Continue to protect agricultural land and agricultural production, in coordination with the City's Dike Master Plan, Flood Protection Management Strategy and climate action initiatives to address sea-level rise.
- c. Encourage sustainable farming practices, in coordination with relevant City departments, the FSAAC, ALC and Ministry of Agriculture, including water and soil conservation, greenhouse gas emissions reductions and soil management.
- d. Ensure soil deposit and removal proposals for agricultural production enhance agricultural capabilities (e.g. greater range of crops) and address environmental issues (e.g. climate change, carbon storage, and groundwater table), consistent with the City's Soil Bylaw.

Objective 2: Maintain a balance between the natural environment and agricultural production.

- a. Continue to implement standard assessment criteria for farming properties where designated Environmentally Sensitive Area (ESA) or Riparian Management Area (RMA) will be impacted, while continuing to support agricultural production.
- b. Investigate opportunities for reducing emissions from crop and livestock production, in coordination with the FSAAC, ALC and Ministry of Agriculture.
- c. Explore opportunities to promote the relationship between agricultural viability and biodiversity through agricultural practices that benefit wildlife.





Theme 5: Inter-Governmental Support for Agriculture

Objective 1: Continue to work collaboratively with upper levels of government to enhance agricultural viability.

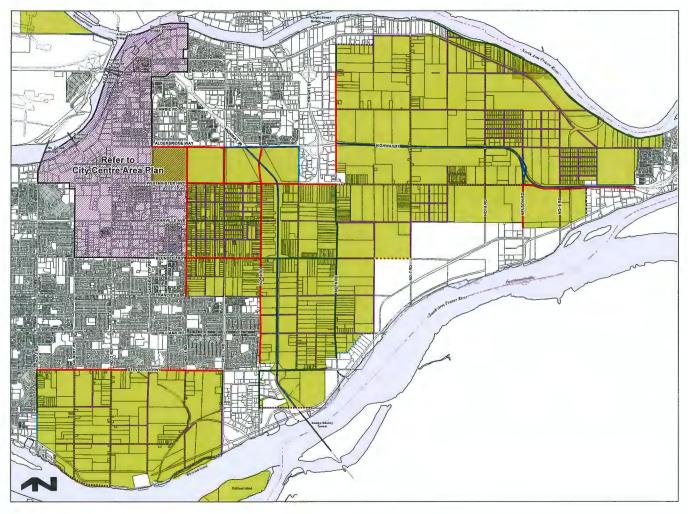
- a. Coordinate with ALC and Ministry of Agriculture to ensure City bylaws and policies are consistent with Provincial policies and regulations, including the *Agricultural Land Commission Act,* ALR Regulations, ALC Policies and the Minister's Bylaw Standards.
- **b.** Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations.
- c. Coordinate with Metro Vancouver to support the Regional Growth Strategy, which includes agricultural designations and policies for protection of agricultural land.

Objective 2: Liaise with upper levels of government for legislative changes to support agricultural production.

- a. Continue to communicate with upper levels of government to address the following agricultural-related issues:
 - Review income threshold for farm status to encourage legitimate farming operations.
 - Protection for farmers who lease farmland and encourage longer term leases.
 - Strengthening the *Agricultural Land Commission Act* and the ALR Regulations to explicitly prohibit non-farm uses in the ALR and encourage agricultural production.
 - Enforcement of contraventions on ALR property (including monitoring, inspections, and penalties for non-compliance).
 - Improved regulations for non-soil based greenhouses and limiting such structures to areas with lower soil class agricultural land (e.g. Class 4 or lower).
 - Explore financial incentives for farming operations (e.g. grants, tax breaks and training opportunities).
 - Explore financial incentives for environmental/sustainable farm operations, organic farming and reduction in pesticide use.
 - Incorporation of environmental stewardship initiatives into the Farm Practices Protection (Right to Farm) Act.



Existing Status of Road Improvements in the ALR



Agricultural Land Reserve (ALR)

Improved Roads

- Provincial/Federial/Regional Highways
- Major Arterial
- Proposed Major Arterial
- Minor Arterial
- Collector
- Proposed Collector
- Agricultural

Unimproved Roads

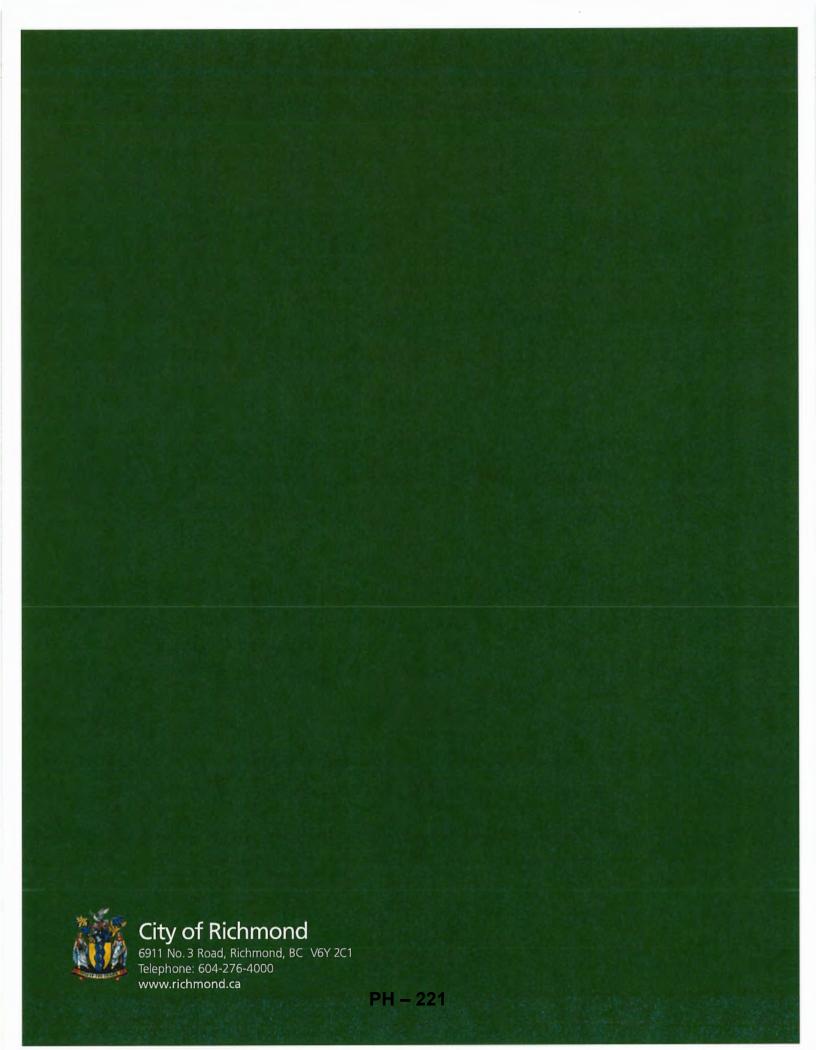
Unimproved Road

Proposed Major Arterial

Conclusion

The City of Richmond Farming First Strategy is a result of a multi-phased consultation process regarding the current and future issues, trends and challenges facing the agricultural industry. The Farming First Strategy includes themes, objectives and policies to guide decisions on the land use management of agricultural land, enhance public awareness of agriculture and food security issues, and strengthen agricultural viability in Richmond. Given that the City can only act within its legislative authority, the Farming First Strategy is also critical in identifying the need to work collaboratively with upper levels of government, including the Agricultural Land Commission (ALC), to ensure local agricultural production is supported.

The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. Richmond residents have always placed a high value on the protection of the City's farmlands.



		ATTACHMENT 2
Existing policy contained in the OCP (Section 7.1)	Proposed policy as part of the Farming First Strategy	Comments
Theme 1: Agricultural Land Base		
Objective 1: Continue to protect the City's agricultural	Iral land base in the Agricultural Land Reserve (ALR)	
Maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted.	Maintain the existing ALR boundary and do not support a loss of ALR land.	Removed the clause where the loss of ALR land may be supported.
Ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective buffers on the non-agricultural lands.	Ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective agricultural buffers on the non-agricultural lands.	No change.
Designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming.	Designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming.	No change.
Limit the area used for residential development on properties in the Agricultural Land Reserve. *Note: this policy also contains a number of guidelines which may be applied by Council when considering rezoning applications to increase house Size.	Limit the area used for residential development on properties in the ALR. *Note: this policy also contains a number of guidelines which may be applied by Council when considering rezoning applications to increase house size.	No change.
Limit the number of dwelling units to one on lots within the Agricultural Land Reserve (ALR). Any proposal for additional dwelling units would require approval from both Council and the Agricultural Land Commission (ALC).	Limit the number of dwelling units to one on lots within the ALR. Any proposal for additional dwelling units would require approval from both Council and the Agricultural Land Commission (ALC).	No change
Seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve.	Seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve.	No change.
Objective 2: Ensure agricultural production remains the primary use of agricultural land	s the primary use of agricultural land.	
Continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential).	Continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential).	No change.
Limit the subdivision of agricultural land into smaller parcels, except where possible benefits to agriculture can be demonstrated.	Limit the subdivision of agricultural land into smaller parcels, except where measurable benefits to agriculture can be demonstrated as per the policies	Revised to include permitted subdivision as per Provincial regulation.
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	and regulations of the Agricultural Land Commission Act.	
Consider agricultural projects which achieve viable farming while avoiding residential development as a principal use.	Consider agricultural projects which achieve viable farming while avoiding residential development as a principal use.	No change.
N/A	Encourage soil-based farming by regulating the amount of hardsurfacing in agricultural buildings, structures and greenhouses.	Reflects existing regulations included in the "Agriculture (AG1)" zone.
N/A	Ensure agricultural production (e.g. growing of crops and raising animals) remains the primary use of agricultural land and ancillary uses (e.g. farm retail, storing, packing, preparing and processing of farm products) are secondary uses and consistent with the scale of the farm operation.	New policy (Agricultural Land Base)
VIN	Ensure soil deposit and removal proposals enhance agricultural capabilities (e.g. greater range of potential crops) and are consistent with City bylaws and policies, and Provincial requirements.	New policy (Agricultural Land Base)
Theme 2: Agricultural Economic Viability		
Objective 1: Enhance long-term agricultural viabilit	y and opportunities for innovation.	
VIN	Build relationships with farmers and the agricultural community through the City's Food Security and Agricultural Advisory Committee (FSAAC) to address issues impacting agricultural viability and food security.	New policy (Agricultural Economic Viability)
Increase public awareness of farming practices, farm products and support educational programs that provide information on agriculture and its importance to the local economy and local food systems.	Increase public awareness of City and other initiatives related to agriculture by disseminating information on farming practices, farm products, and educational programs through the City's website, social media or other forms of communication.	Minor revisions.
Pursue incentives to increase actively farmed agricultural land and encourage new farmers.	Provide information for new farmers and property owners of agricultural land, including property owners who own small parcels (e.g. less than 5 acres), to encourage active farming or lease the land for farming (e.g. Provincial land matching program).	Revised to include small parcels.
Encourage value-added business initiatives.	Encourage value-added agricultural related business initiatives consistent with City and Provincial	Revised to prioritize agricultural production.

	regulations, while ensuring agricultural production remains the primary use of land.	
N/A	Develop agriculture-specific signage guidelines in order to support seasonal farm retail activities, including any necessary amendments to the City's Sign Bylaw.	New policy (Agricultural Economic Viability)
NA	Continue to develop relationships with non-profit, academic and government organizations which promote local agriculture, organic growing, climate adaptation, carbon management and reductions in pesticide use.	New policy (Agricultural Economic Viability)
Objective 2: Support the use of agricultural land for consumption.	Objective 2: Support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption.	letwork to increase local food supply and
Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System UStrategy.	Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy.	No change.
Encourage the retention of open space for food production (e.g., edible landscaping, gardens, Trooftop gardens, food bearing trees) for the use of Fresidents in new residential developments.	During the development application process, encourage applicants to consider urban agriculture into development projects outside of the ALR, including rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees.	Revised to include all development outside of the ALR.
N/A	Raise public awareness, in coordination with the FSAAC, of local farming, farmer's markets, and local food products, produce and programs.	New policy (Agricultural Economic Viability)
N/A	Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production.	New policy (Agricultural Economic Viability)
N/A	Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming.	New policy (Agricultural Economic Viability)
Theme 3: Infrastructure for Agriculture		
Objective 1: Continue improvements to irrigation a	Objective 1: Continue improvements to irrigation and drainage infrastructure in support of agricultural production.	production.
Support the City's Master Drainage Plans:	Continue improvement of irrigation and drainage infrastructure to provide secure and suitable water	Simplified.
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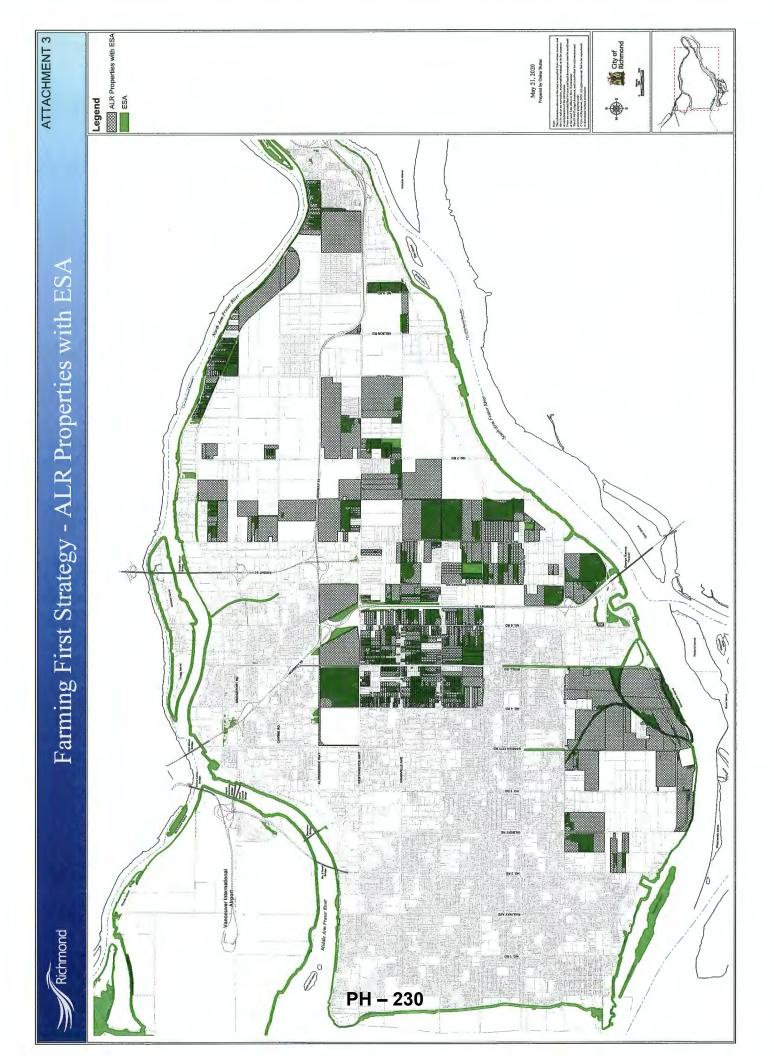
 to the ALR occur in order of priority and according to ARDSA performance standards; ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments; encourage sufficient notification to the agricultural sector of ditch cleaning plans in order to achieve beneficial, effective and timely agricultural drainage. 	support the agricultural sector while protecting environmental assets, in consultation with the agricultural community and relevant City departments.	
Facilitate the improvement of irrigation and drainage infrastructure to provide secure and affordable water supplies that support the agricultural sector.	See above.	Combined with the policy noted above.
N/A	Consider separate water meters for the principal dwelling and the farm operation and ensure adequate service connections are installed for the farm operation.	New policy (Infrastructure for Agriculture)
	Update and implement the East Richmond Agricultural Water Supply Study.	New policy (Infrastructure for Agriculture)
VN225	Encourage sustainable farm practices that utilize on- site water drainage, storage and use, and result in the reduction of potable water use.	New policy (Infrastructure for Agriculture)
N/A	Continue to monitor the impact of the Fraser River 'salt wedge' on agricultural land and support improvements to supply salt-free irrigation water to affected areas.	New policy (Infrastructure for Agriculture)
Objective 2: Support farm access to properties located in the ALR.	ated in the ALR.	
Discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR Map.	Discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR Map.	No change to policy, updated map in the OCP.
N/A	Consider how proposed road improvements (e.g. road widening) on existing City roads may impact farmland.	New policy (Infrastructure for Agriculture)
For agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads).	For agricultural operations on agriculture sites with no direct road access, the City may facilitate farm access only (no new or improved roads) through unopened road allowances (via licensing agreements with the City).	Minor revisions to clarify licensing agreement process.

NA	Regulate all soil deposition and removal, including for farm access roads, as permitted by Provincial regulations, through a City permitting process to ensure impacts are mitigated (e.g. adjacent properties, City property, Riparian Management Areas, and Environmentally Sensitive Areas).	New policy (Infrastructure for Agriculture)
Theme 4: Agriculture and the Environment		
Objective 1: Mitigate the impacts of climate change on	e on agricultural production.	
 Explore with farmers ways to protect the Ecological Network values of their lands such as: explore programs contained in the 2012 Environmentally Sensitive Area Management Strategy; encourage environmentally sound agricultural practices by promoting the BC Environmental Farm Program; explore the viability of leasing agricultural lands that have important environmental goals; explore mechanisms that compensate farmers for both agricultural and environmental goals; ecological objectives. 	See below.	New section "Agriculture and the Environment" proposed, see below.
NIA	Coordinate with Metro Vancouver, ALC, and the Ministry of Agriculture to assess the long-term impacts of climate change on agriculture and develop a coordinated response and tools to protect agricultural production.	New policy (Agriculture and the Environment)
N/A	Continue to protect agricultural land and agricultural production, in coordination with the City's Dike Master Plan, Flood Protection Management Strategy and climate action initiatives to address sea-level rise.	New policy (Agriculture and the Environment)
N/A	Encourage sustainable farming practices, in coordination with relevant City departments, the FSAAC, ALC and Ministry of Agriculture, including water and soil conservation, greenhouse gas emissions reductions and soil management.	New policy (Agriculture and the Environment)

NA	Ensure soil deposit and removal proposals for agricultural production enhance agricultural capabilities (e.g. greater range of crops) and address environmental issues (e.g. climate change, carbon storage, and groundwater table), consistent with the City's Soil Bylaw.	New policy (Agriculture and the Environment)
Objective 2: Maintain a balance between the natural environment and agricultural production.	l environment and agricultural production.	
N/A	Continue to implement standard assessment criteria for farming properties where designated Environmentally Sensitive Area (ESA) or Riparian Management Area (RMA) will be impacted, while continuing to support agricultural production.	New policy (Agriculture and the Environment)
N/A	Investigate opportunities for reducing emissions from crop and livestock production, in coordination with the FSAAC, ALC and Ministry of Agriculture.	New policy (Agriculture and the Environment)
N/A PI	Explore opportunities to promote the relationship between agricultural viability and biodiversity through agricultural practices that benefit wildlife.	New policy (Agriculture and the Environment)
Theme 5: Inter-Governmental Support for Agriculture	Ite	
Objective 1: Continue to work collaboratively with	upper levels of government to enhance agricultural v	iability.
 Ensure that all City bylaws (e.g., OCP, Zoning, noise control) which affect farmland and farm operations are consistent with: the Agricultural Land Commission Act, Procedure Regulations and General Orders; the standards in the Ministry of Agriculture, Fisheries and Food's "Guide for Bylaw Development in Farming Areas". 	 Ensure that all City bylaws (e.g., OCP, Zoning, noise control) which affect farmland and farm operations are consistent with: the Agriculture to control) which affect farmland and farm operations are consistent with: 	Minor revisions.
N/A	Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations.	New policy (Inter-Governmental Support for Agriculture)
Support the 2040 Metro Vancouver Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land.	Coordinate with Metro Vancouver to support the Regional Growth Strategy, which includes agricultural designations and policies for protection of agricultural land.	Minor revisions.
Objective 2: Liaise with upper levels of governmen	Objective 2: Liaise with upper levels of government for legislative changes to support agricultural production.	uction.

N/A	Continue to communicate with upper levels of government to address the following agricultural-	New policy (Inter-Governmental Support for Agriculture)
	 Review income threshold for farm status to Review income threshold for farm status to encourage legitimate farming operations. Protection for farmers who lease farmland and encourage longer term leases. 	
	 Strengthening the Agricultural Land Commission Act and the ALR Regulations to explicitly prohibit non-farm uses in the ALR and encourage agricultural production. 	
	 Enforcement of contraventions on ALR property (including monitoring, inspections, and penalties for non-compliance). 	
	 Improved regulations for non-soil based greenhouses and limiting such structures to areas with lower soil class agricultural land (e.g. Class 4 or lower). 	
PH	 Explore financial incentives for farming operations (e.g. grants, tax breaks and training opportunities) 	
- 2	 Explore financial incentives for environmental/sustainable farm operations. 	
28	 organic farming and reduction in pesticide use. Incorporation of environmental stewardship initiatives into the Farm Practices Protection (Right to Farm) Act 	
Other		
Where there is an intervening road between the ALR and the non-ALR lands:	Where there is an intervening road between the ALR and the non-ALR lands, provide an appropriate landscaped sethack on the non-	Revised to reflect current practice and standards, added specific building setbacks, and moved to the Development Permit
 encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (or between the road curb coursidement) 		Guidelines section of the OCP. *Note: an OCP amendment is also proposed in association with this policy.
and the property line) through the servicing agreement process;	adjacent to sites designated within the ALR (i.e., no intervening road), a landscaped buffer of	
 encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) 	approximately 15 m (49.2 ft.) wide, or an alternative width deemed appropriate and acceptable to the Director of Development,	
 through the: Rezoning and/or Building Permit process for industrial and institutional uses; 	should be provided between the development and the agricultural land.	

E	ity Revised to reflect current practice and standards for new farmers to receive ESA DP exemptions. *Note: an OCP amendment is also proposed in association with this noticy		Removed, maximum floor area and setback regulations have been implemented.	Removed, policy intent covered by applicable Provincial and Federal legislation.	Removed, policy intent covered by other policies.
• The landscaped buffer should be designed, established and maintained in accordance with the Ministry of Agriculture's <i>Guide to Edge Planning</i> .	For new farmers: a farm plan produced by a professional Agrologist to the satisfaction of the City (including information on unimproved/improved agricultural capability/suitability, soils, drainage, irrination pronosed farm product and operator and	agricultural improvement cost estimate). Where agricultural improvement cost estimate). Where legitimate farming activates are not demonstrated in accordance with the farm plan, or where this permission has not been granted but environmental assets and services have been modified, the City may require the owner to restore and rehabilitate the modified environmental asset and services.	N/A	N/A	N/A
 Rezoning and/or Development Permit process for commercial and multiple family residential sites; Rezoning and/or Subdivision process for single family residential sites. For all developments immediately adjacent to sites designated within the ALR (i.e., no intervening road), a landscaped buffer of approximately 15 m (49.2 ft.) 	where, or an alternative when deemed appropriate and acceptable, should be provided between the development and the agricultural land. For new farmers: For example, written information from a government source that they have been granted a period of time (e.g., two years) to demonstrate that they will and can generate learitimate anricultural income and this information is	 Description of the sources (e.g., a government Farm Number, BC Assessment information). Definition, City tax or assessment information). Definition of the sources (e.g., a government Farm Number, BC Assessment information). Definition of the sources (e.g., a government Farm Number, BC Assessment information). Definition of the sources (e.g., a government Farm Number, BC Assessment information). Definition of the sources (e.g., a government Farm Number, BC Assessment information). Definition of the sources (e.g., a government Farm Number, BC Assessment information). Definition of the sources (e.g., a government Farm Number, BC Assessment information). 	Continue to explore with the Province maximum residential floor area and setback regulations for development within the ALR.	Support farm activities which follow normal farm practices and do not create health hazards.	Minimize conflicts among agricultural, recreation, conservation and urban activities.



Farming First Strategy – Public Consultation Summary

On June 10, 2019, Council directed staff to conduct public consultation regarding the proposed Farming First Strategy, which included objectives, policies and actions to guide decisions on the land use management of agricultural land, enhance public awareness of agriculture and food security issues, and strengthen agricultural viability in Richmond.

Consistent with the City's public consultation practices, display boards and feedback forms regarding the proposed Farming First Strategy were available on LetsTalkRichmond.ca from November 8, 2019 to December 1, 2019 (Phase 1). The City also hosted three public open house events at Hamilton Community Centre, Cambie Secondary School and City Hall. The public open house events were attended by 35 persons, with an average of 12 persons per event.

The LetsTalkRichmond page and open house events were advertised through an advertisement in the newspaper, the Food Security and Agricultural Advisory Committee (FSAAC), and an email to all subscribers of LetsTalkRichmond (approximately 4,500 registered users at the time) at the beginning and near the end of the consultation period.

Staff were pleased with the level of response after Phase 1, however, it was identified that responses were received from a relatively small percentage of participants who identify as farmers or own land in the ALR. In order to provide an additional opportunity for farmers and ALR landowners to be notified and provide feedback regarding the proposed Farming First Strategy, a mail-out was conducted in January 2020 to all properties in the ALR (approximately 1,800 properties) and the LetsTalkRichmond page was reopened from January 27, 2020 to February 16, 2020 (Phase 2).

Public Open Houses

The details of the public open house events and participation are summarized below:

Date/Time	Location	Participation
Saturday, November 9, 2019 (11 am to 3 pm)	Hamilton Community Centre	12
Thursday, November 14, 2019 (4 pm to 8 pm)	Cambie Secondary School	11
Thursday, November 21, 2019 (4 pm to 8 pm)	City Hall	12
	TOTA	L 35

Staff were present at the public open houses to answer questions and encourage participants to submit the feedback form available on the LetsTalkRichmond page.

Feedback Form

The LetsTalkRichmond feedback form was submitted by a total of 166 persons (140 from Phase 1 and 26 from Phase 2), of which identified as the following (user can check all that apply):

Self-identification	Participation
Richmond farmer	10
Richmond resident	141
Richmond builder/developer	2
Richmond ALR owner	25
Richmond non-ALR owner	38
Other	12

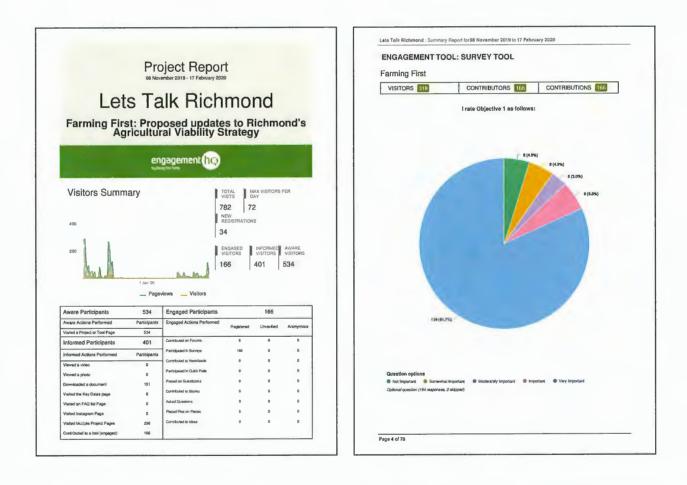
In total, the proposed Farming First Strategy LetsTalkRichmond page was visited 782 times and the associated documents (including the staff report, display boards and agricultural fact sheet) were downloaded 151 times.

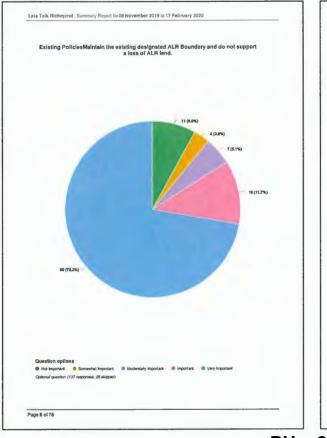
Farming First Strategy - Public Consultation Results Summary (Feedback Form - Objectives & Policies)

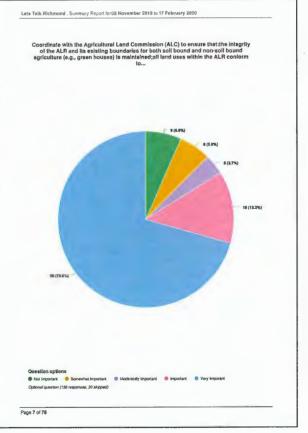
	Not Important		Moderately Important	Important	Very Important
biostine f	10%	4.9%	ne 1 3.0%	5.5%	81.7%
bjective 1	4.9%			5.5%	72.3%
olicy 1	8.0%	2.9%	5.1%		
olicy 2	6.6%	5.9%	3.7%	13.2%	70.6%
olicy 3	10.3%	2.9%	6.6%	19.9%	60.3%
olicy 4	9.2%	6.1%	6.1%	16.0%	62.6%
olicy 5	9.6%	5.2%	5.2%	20.7%	59.3%
olicy 6	15.3%	2.9%	4.4%	10.2%	67.2%
bjective 2	6.7%	3.7%	3.1%	11.0%	75,5%
olicy 1	15.5%	0.0%	2.3%	5.4%	76.7%
olicy 2	12.5%	7.8%	6.3%	13.3%	60.2%
olicy 3	12.4%	3.9%	7.8%	10.9%	65.1%
olicy 4	11.5%	3.8%	4.6%	15.3%	64.9%
olicy 5	11.5%	3.8%	7.6%	22.9%	54.2%
olicy 6	6.2%	3.1%	5.4%	13.8%	71.5%
		The	ne 2		
bjective 1	7.3%	2.4%	6.7%	20.0%	63.6%
olicy 1	5.5%	6.4%	5.5%	27.3%	55.5%
olicy 2	5.5%	8.3%	5.5%	33.0%	47.7%
olicy 3	6.4%	2.8%	3.7%	20.2%	67.0%
	6.5%	6.5%	12.0%	25.0%	50.0%
olicy 4	8.3%	6.5%	17.6%	25.9%	41.7%
olicy 5 olicy 6	9.3%	1.9%	11.2%	15.9%	61.7%
		5.5%	6.1%	12.7%	70.9%
bjective 2	4.8%			28.3%	53.1%
olicy 1	5.3%	6.2%	7.1%		63.7%
olicy 2	3.5%	2.7%	7.1%	23.0%	
olicy 3	2.7%	2.7%	9.7%	24.8%	60.2%
olicy 4	4.4%	7.1%	7.1%	29.2%	52.2%
olicy 5	7.0%	3.5%	4.4%	21.1%	64.0%
olicy 6	8.0%	8.8%	15.9%	31.0%	36.3%
olicy 7	5.3%	7.9%	8.8%	26.3%	51.8%
		The	ne 3		
bjective 1	1.2%	1.8%	4.9%	32.9%	59.1%
olicy 1	3.2%	2.1%	1.1%	22.3%	71.3%
olicy 2	6.4%	4.3%	4.3%	31.9%	53.2%
olicy 3	2.2%	4.4%	5.5%	37.4%	50.5%
olicy 4	3.2%	5.4%	4.3%	20.4%	66.7%
olicy 5	2.2%	8.7%	6.5%	26.1%	56.5%
olicy 6	4.3%	7.4%	14.9%	39.4%	34.0%
bjective 2	3.1%	1.2%	11.8%	35.4%	48.4%
	8.2%	4.1%	7.1%	25.5%	55.1%
olicy 1	9.1%	3.0%	6.1%	16.2%	65.7%
olicy 2			6.1%	41.4%	43.4%
olicy 3	6.1%	3.0%			43.9%
olicy 4	5.1%	7.1%	10.2%	33.7%	
olicy 5	3.0%	2.0%	9.1%	17.2%	68.7%
Lingthing d	E EP/		8.5%	19.5%	60.4%
bjective 1	5.5%	6.1%			
olicy 1	2.1%	3.2%	4.3%	17.0%	73.4%
olicy 2	2.2%	1.1%	0.0%	12.9%	83.9%
olicy 3	3.2%	5.4%	5.4%	15.1%	71.0%
olicy 4	5.4%	8.6%	7.5%	21.5%	57.0%
olicy 5	3.3%	2.2%	6.5%	13.0%	75.0%
olicy 6	2.1%	6.4%	9.6%	18.1%	63.8%
bjective 2	6.7%	2.5%	7.4%	22.7%	60.7%
olicy 1	5.4%	5.4%	4.3%	21.5%	63.4%
olicy 2	4.3%	6.4%	5.3%	29.8%	54.3%
olicy 3	4.3%	4.3%	10.8%	31.2%	49.5%
olicy 4	3.2%	11.8%	8.6%	26.9%	49.5%
olicy 5	3.2%	3.2%	5.3%	23.4%	64.9%
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bjective 1	6.1%	6.1%	6.7%	20.9%	60.1%
Policy 1	4.7%	9.4%	5.9%	25.9%	54.1%
	3.4%	5.7%	9.2%	24.1%	57.5%
Policy 2	7.1%	9.4%	8.2%	16.5%	58.8%
Policy 3			6.7%	20.7%	59.8%
Objective 2	4.9%	7.9% 4.4%	5.5%	9.9%	71.4%

Farming First Strategy - Public Consultation Results Summary (Feedback Form - General Comments)

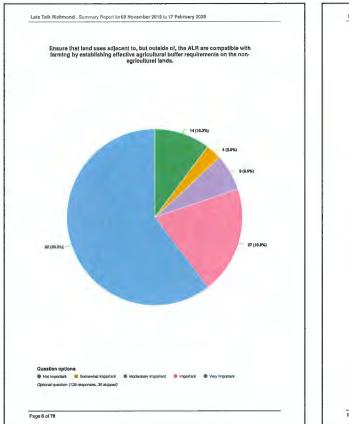
Comments	
Focus on the importance of farmland for food security purposes and support local farming	8
	24
	50
Allow farmers to develop based on a case-by-case basis as needed rather than apply restrictions General support for the proposed strategy and policies	15
ultural objectives (e.g. invasive species control and ecological protection)	ი
Encourage and support sustainable and organic farming operations	ω α
Increase entorcement in the ALK and penalize non-compliance I Itilize smaller anricultural narcels /a n_less than 1 arre) and narcels unsuitable for anriculture for non-anricultural uses	ωα
ounce annoted agricultural parces (e.g. ress than 1 acte) and parces unsultable for agriculture for non-agricultural uses Allow farm access through unopened roads for agricultural purposes only	ົວ
Tax properties in the ALR that are not actively farming	5
	5
Utilize land in the ALR for non-agricultural uses, including affordable housing and health care	4
Support for facilitating both farm access and water access to farmiand to increase agricultural viability Distort forming from consulption and foreign supporting	4 0
Litect rammany more speculation and restrictions on hardsurfacing —Support for soil-based farming and restrictions on hardsurfacing	റന
H Support the use of City-owned land to provide agriculture opportunities) ო
Promote public awareness of agriculture and local farms throughout the community	ന
Ensure materials used for farm access roads are not contaminated and increase enforcement of dumping	ო
Cely on Provincial legislation and guidelines for agricultural policies	ო
Limit the production of cannabis as much as permitted by Provincial regulations	2
Investigate technological alternatives for traditional soil farming	5
Allow some value-added opportunities for farmers to enhance agricultural viability	5
Work with upper levels of government to strengthen lease agreements for farmers	2
Maintain the existing Provincial income threshold for farm status	2
Develop financial penalties for properties misrepresenting as farmland for tax purposes	. .
Support agri-tourism as a secondary use on farm properties	. .
Revise the Provincial tax structure to encourage more significant farming	. .
Kevise the maximum size of homes on farmland to be proportional to lot size	- .
Consider opening up no access parcels in the ALK for residential development	
Anow suburvision in the ALN to create stitutier ratins and encourage crop diversity Prohibit the use of farmland for uses that do not produce food (e.g. equiestrian facilities and nurseries)	
Seek improvements to farm access, drainage and irrigation to support agricultural viability	
Collaborate with external agencies that are commited to farming (e.g. Kwantlen Polytechnic University)	~
Explore options for agriculture-specific water rates (e.g. subsidized water rates for farming)	. .
request for the City to maintain ducries and continuously manage water levels Diricue a mentorshin program between refired farmers and new farmers	
Focus on the raising of the dikes and flood protection to protect agricultural land	
-	

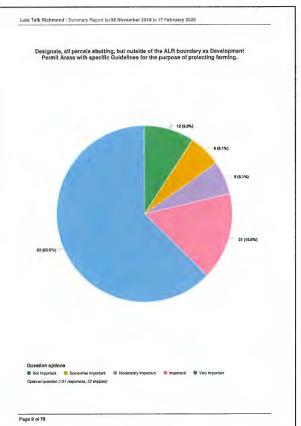


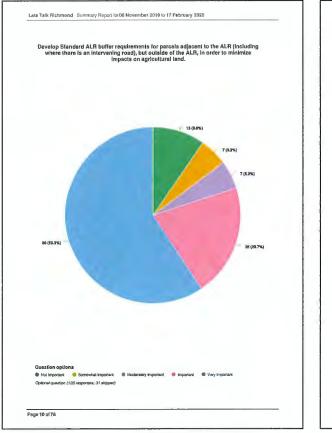


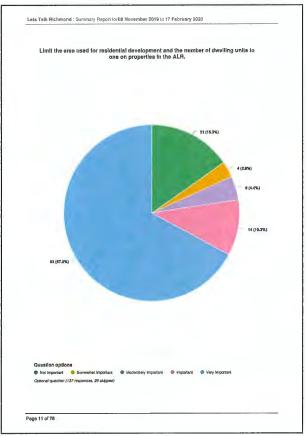


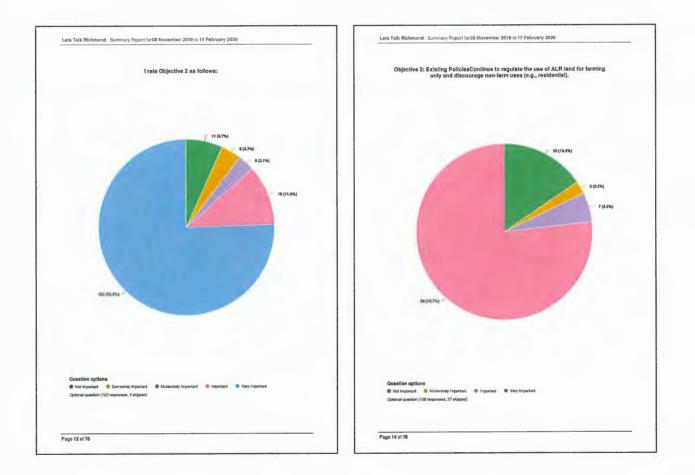
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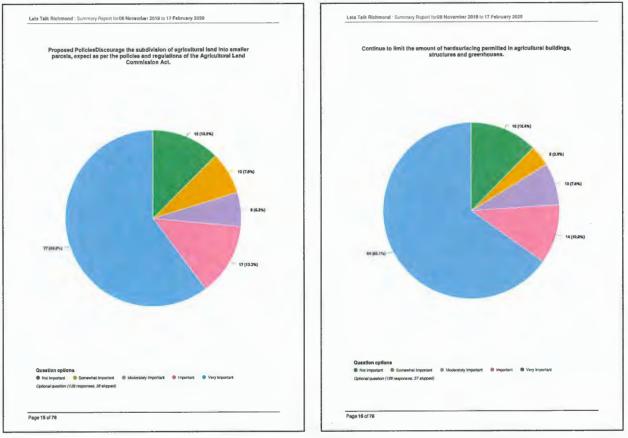


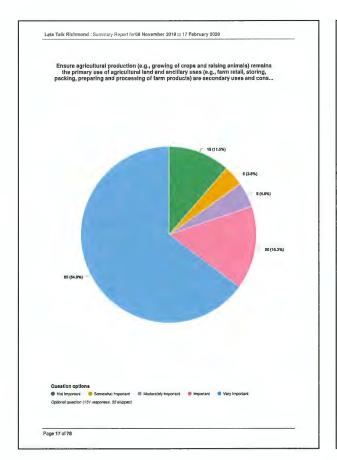


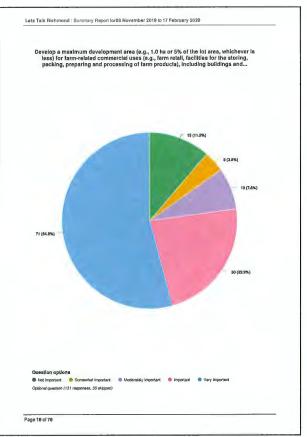


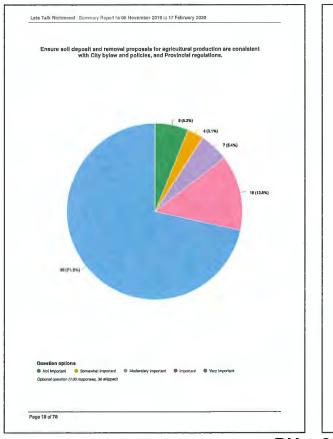


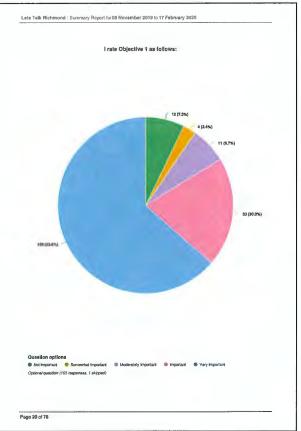


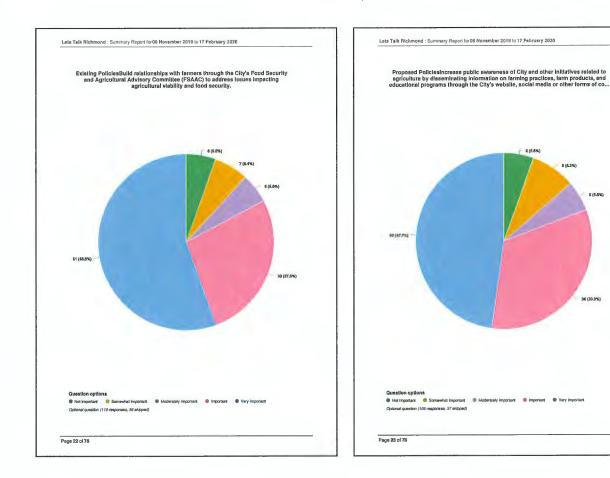


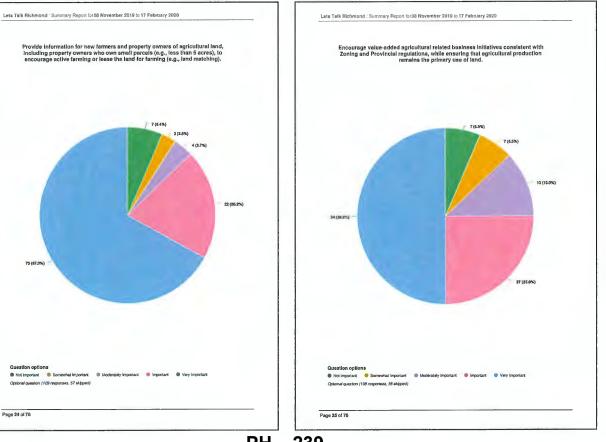








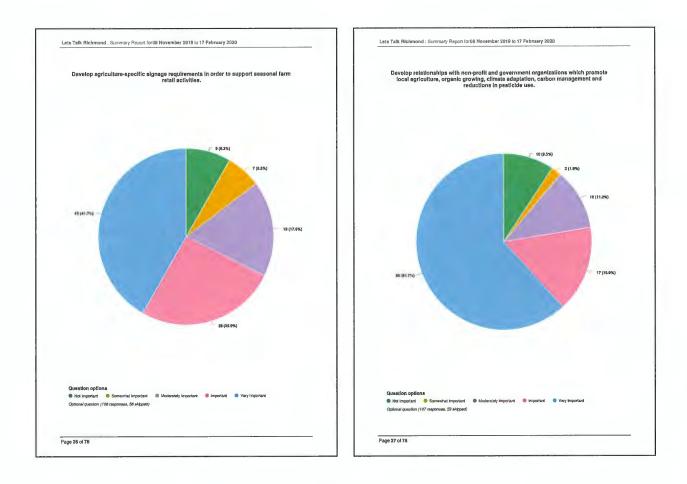


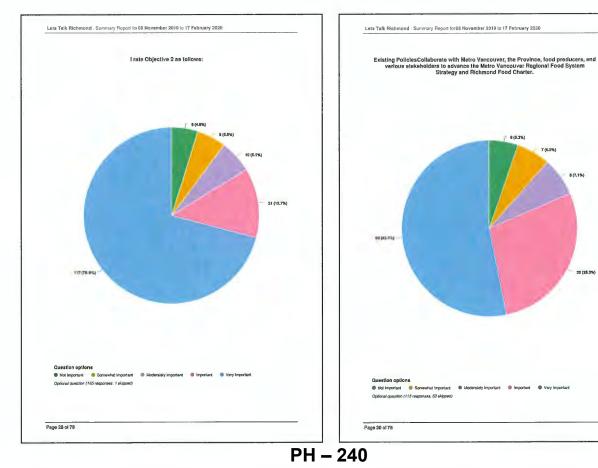


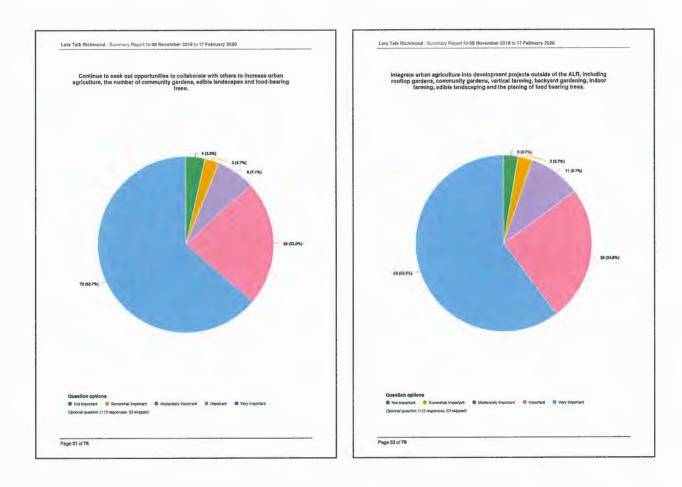
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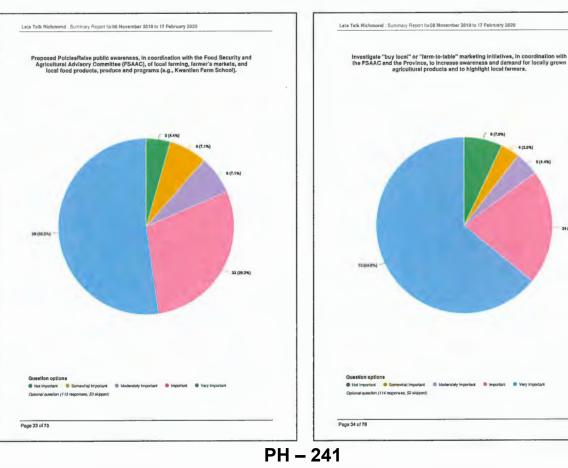
73 (57.0%)

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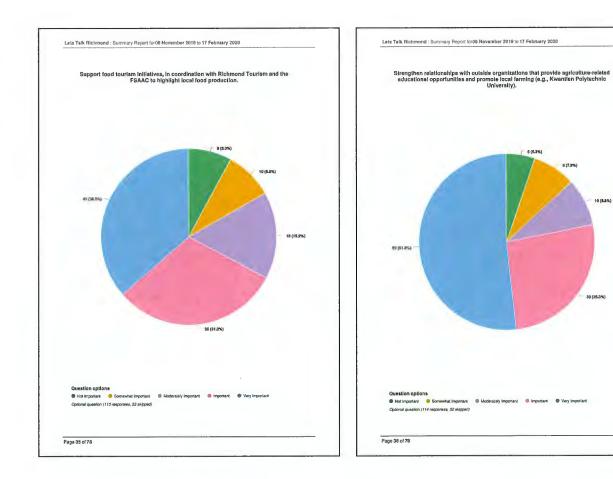


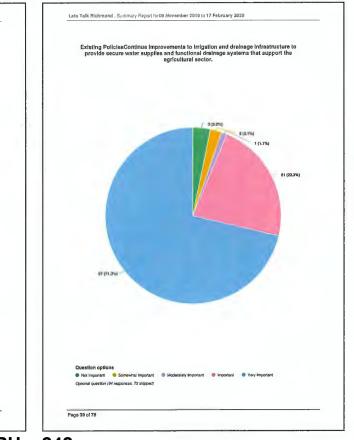


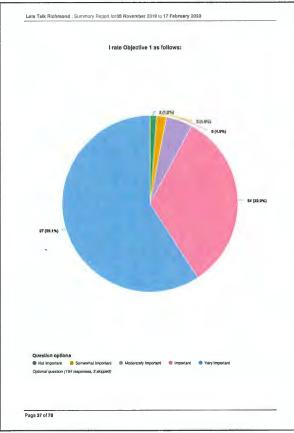


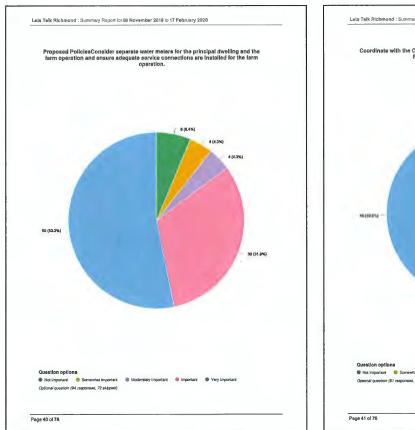


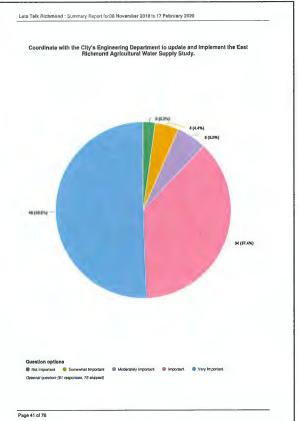
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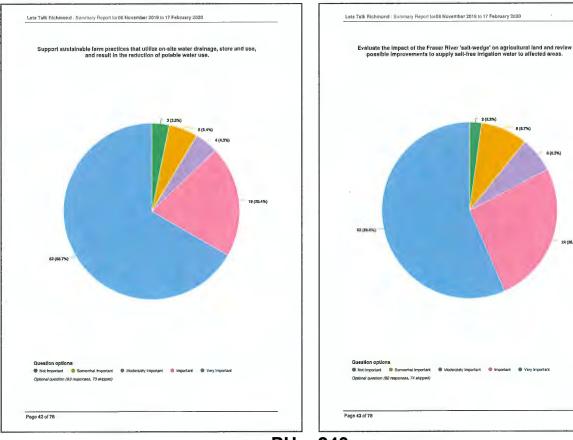




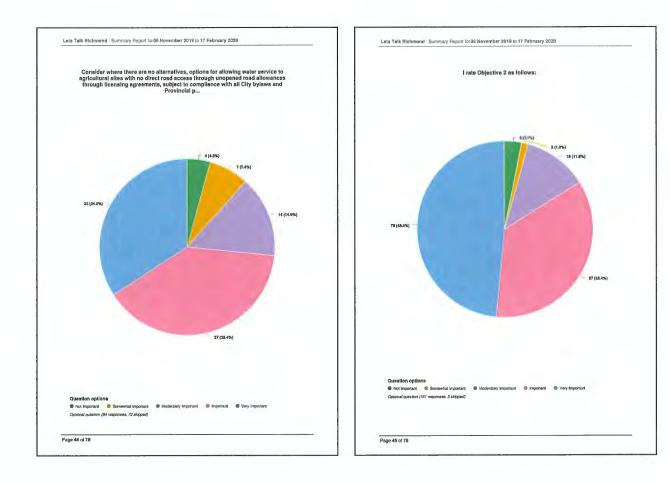


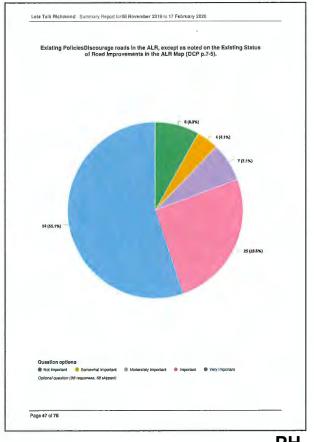
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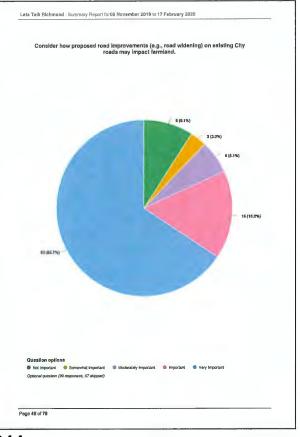
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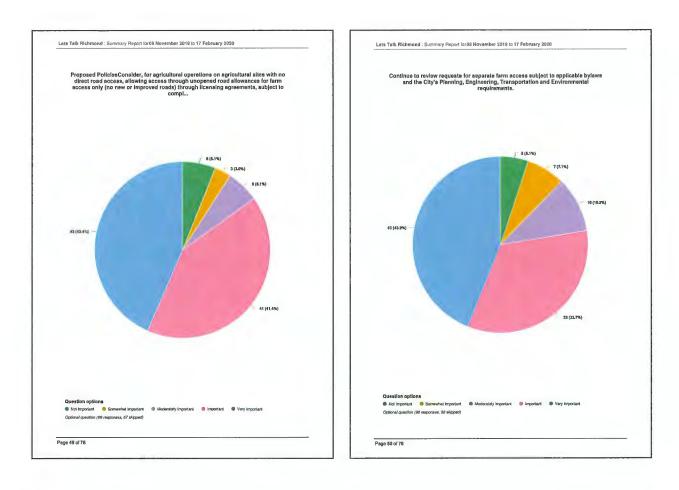


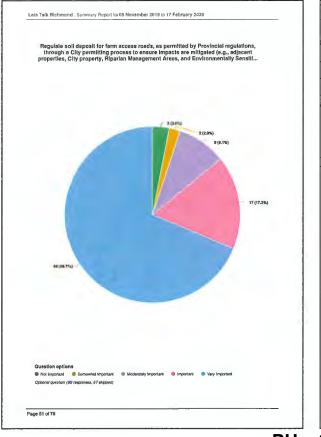
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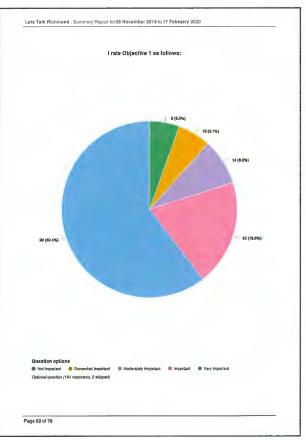


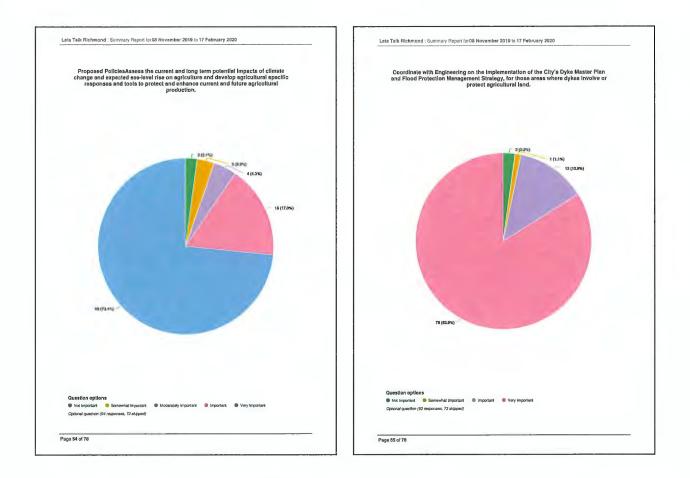


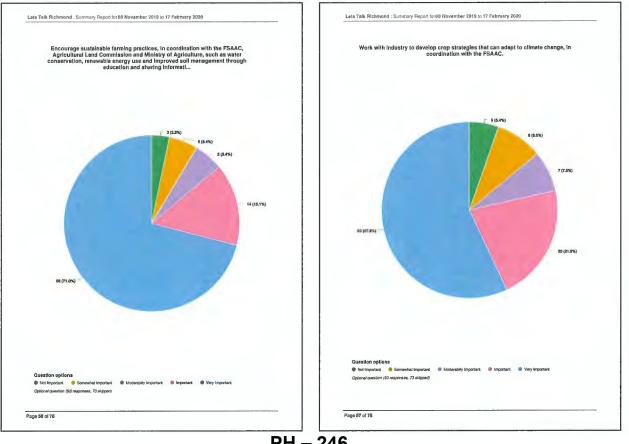




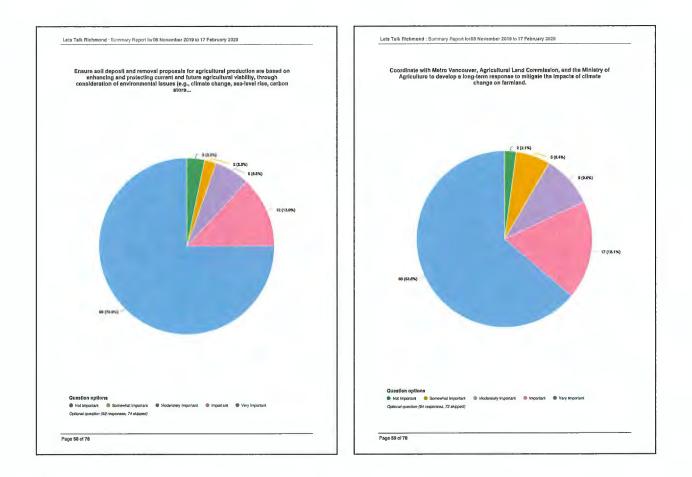


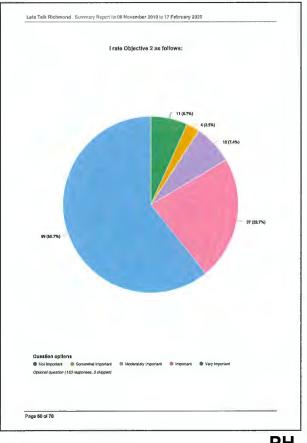


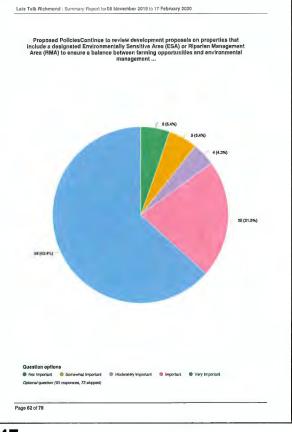


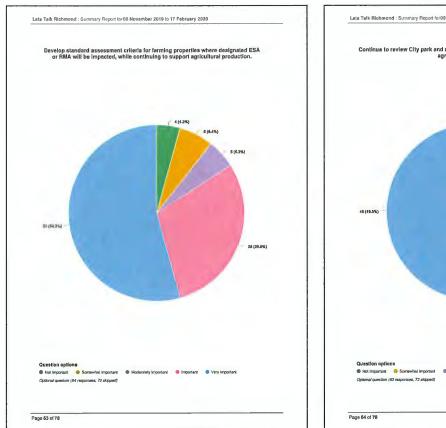


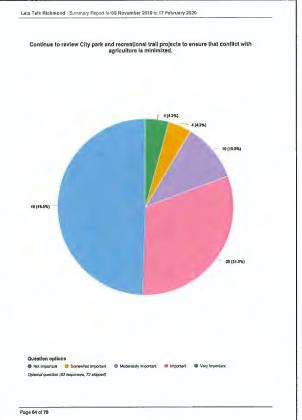
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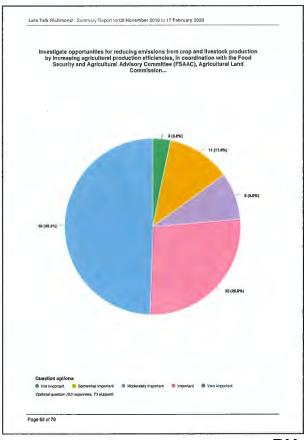


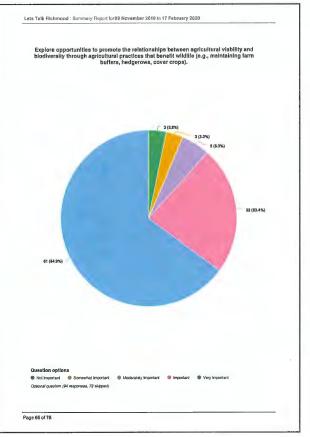


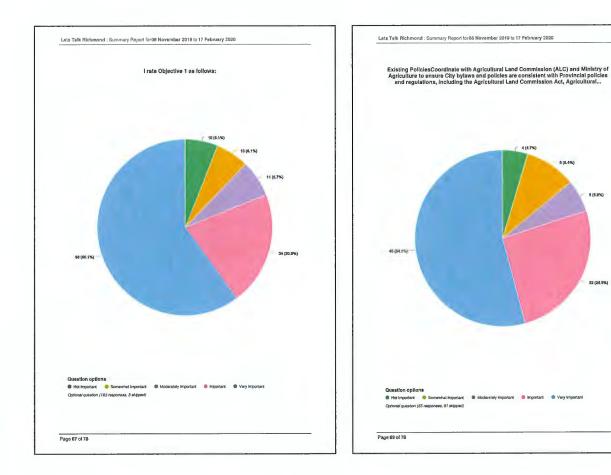


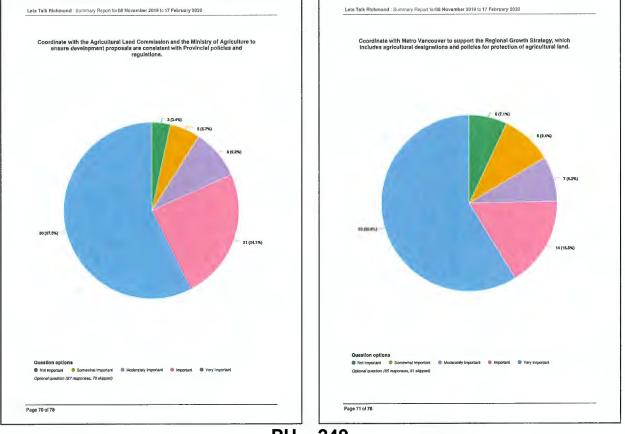




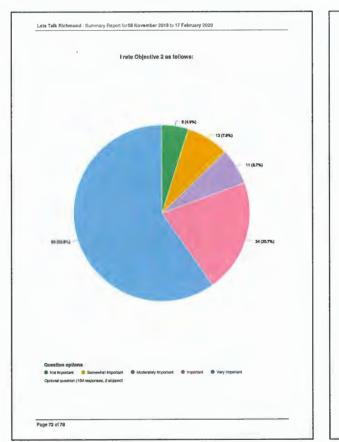


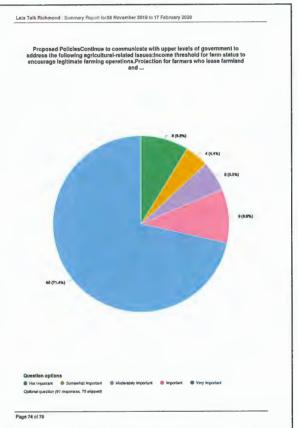


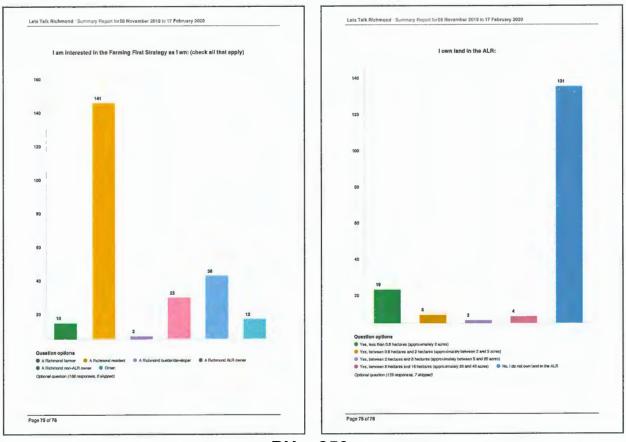


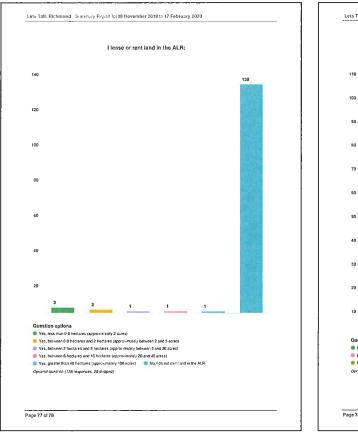


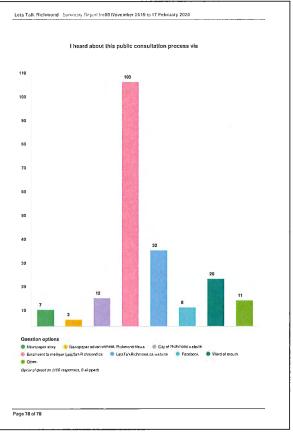
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Excerpt from the Meeting Minutes of the Food Security and Agricultural Advisory Committee (FSAAC)

November 7, 2019

Proposed Farming First Strategy (Agricultural Viability Strategy Update)

Steven De Sousa, Planner 1, presented on the proposed Farming First Strategy—an update to the 2003 Agricultural Viability Strategy (AVS), including the following comments:

- Council has directed staff to update the 2003 AVS to ensure it remains effective and is relevant to current and future agricultural-related issues in Richmond;
- The proposed Farming First Strategy is organized around five major themes, which each contain objectives and existing and proposed policies;
- The purpose of the upcoming Farming First consultation phase is to receive feedback on the general policy directions proposed, which will then inform specific bylaw changes in a subsequent report to Council;
- Education and public awareness are also key objectives of the Farming First consultation phase; and
- Staff are inviting the Committee to review the proposed Farming First Strategy and provide feedback at the following Committee meeting on November 28.

Staff provided a brief overview of the five themes and the various objectives and policies contained within each theme. Eric Sparolin, Acting Manager of Engineering Design and Construction, provided a brief overview of the latest Engineering infrastructure upgrades in agricultural areas.

Staff noted that further information and materials related to the proposed Farming First Strategy will be distributed to all Committee members.

November 28, 2019

Proposed Farming First Strategy (Agricultural Viability Strategy Update)

Steven De Sousa, Planner 1, and John Hopkins, Senior Policy Coordinator, provided an update on the public consultation phase of the proposed Farming First Strategy, which ends on December 2, and encouraged the Committee to provide feedback.

Discussion ensued regarding parcels less than two acres in the ALR, farm status income threshold, and small farming operations.

In response to questions from the Committee, Staff noted a report to Council will be prepared in the new year summarizing the results of the public consultation phase and providing recommendations.

Laura Gillanders, Committee Member, distributed a document with comments on the proposed objectives and policies.

As a result of the discussion, the Committee made the following comments:

- Providing a subsidized agricultural rate for potable water;
- Monitoring and managing ditch water levels that provide irrigation and/or drainage for agricultural properties and developing a strategy to address any conflicts;
- Investigating traffic impacts for farm vehicles delivering farm products;
- Developing a funding program to provide farm access, water supply and drainage for no access parcels;
- Monitoring ditch levels and salinity levels and reporting online for farmers to access;
- Requiring separate water connections for single-family dwellings and the farm, sized appropriately;
- Increasing enforcement on illegal fill by strengthening the City's Soil Removal and Fill Deposit Bylaw.

In response to questions from the Committee, Staff noted that the Committee can provide additional feedback at the next meeting in the new year, submit feedback through LetsTalkRichmond.ca, or email staff directly.

November 26, 2020

Farming First Strategy Update

Steven De Sousa, Planner 1, introduced the Farming First Strategy and provided the following comments:

- The history of this project began in 2017, where Council directed staff to prepare a work program to update the City's Agricultural Viability Strategy which was adopted in 2003;
- The Committee has been involved from the beginning and contribute to the proposed themes, objectives and policies of the proposed Farming First Strategy, which was presented to Council in June 2019. At the meeting, Council directed staff to conduct public consultation;
- Public consultation included a LetsTalkRichmond page for feedback, open house events across the City, and a direct mail-out to all properties in the ALR;
- Overall the response was generally positive, and the proposed Farming First Strategy was revised to incorporate feedback, which is provided for FSAAC review and comment.

Staff provided a high-level overview of the proposed themes, objectives and policies included in the Farming First Strategy.

Discussion ensued regarding house size regulations, hardsurfacing limitations for agricultural buildings, agriculture-specific signage, integrating urban agriculture into development outside of the ALR, ESA DP exemptions for farming, and the need for upper level government support for issues outside of local government jurisdiction.

The Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee support the proposed Farming First Strategy as presented.

Carried Unanimously

.



Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10230 (Farming First Strategy)

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 7.0 (Agriculture and Food) by deleting Section 7.1 (Protect Farmland and Enhance Its Viability) and replacing it with the following:

"7.1 Protect Farmland and Enhance Its Viability

OVERVIEW:

Richmond has a rich agricultural tradition and history and today, it remains a vital component of land use in the City. Farmers have made use of the fertile soils to produce a wide variety of crops and livestock. As the fourth largest city in the Metro Vancouver region, Richmond is fortunate to have significant amounts of protected farmland within its boundaries. Nearly 39% (4,993 ha.) of its land base is protected in the Agricultural Land Reserve (ALR). Additional protection and policy support is provided through Metro Vancouver's Regional Growth Strategy's goals, objectives and its agriculture land use designations intended to protect the agricultural land base in the region.

The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls dedicated roads (except for Provincial highways) in the ALR.

Richmond residents have always placed a high value on the protection of the City's farmlands.

The City's Farming First Strategy includes themes, objectives and policies to guide decisions on the land use management of agricultural land, enhance public awareness of agriculture and food security issues, and strengthen agricultural viability in Richmond. The Farming First Strategy is a result of a multi-phase process, which included a review of existing policies and practices in Richmond, best practice research from other jurisdictions, and input from the City's Food Security and Agricultural Advisory Committee (FSAAC) and Richmond residents.

OBJECTIVE 1:

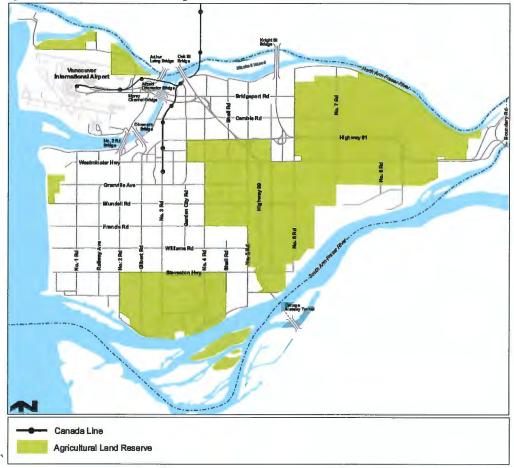
Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

POLICIES:

Farmland Protection

- a) Maintain the existing ALR boundary and do not support a loss of ALR land.
- b) Ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective agricultural buffers on the non-agricultural lands.
- c) Designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming.
- d) Limit the area used for residential development and the number of dwelling units to one on properties in the ALR. Any proposal for a larger house size or an additional dwelling would require approval from both Council and the ALC.
- e) Seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve.

Agricultural Land Reserve Map



OBJECTIVE 2:

Ensure agricultural production remains the primary use of agricultural land.

POLICIES:

Land Use Considerations

- a) Continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g. residential).
- b) Discourage the subdivision of agricultural land into smaller parcels, except as per the policies and regulations of the *Agricultural Land Commission Act*, or where measurable benefits to agriculture can be demonstrated.
- c) Consider agricultural projects which achieve viable farming while avoiding residential development as a principal use.
- d) Continue to limit the amount of hardsurfacing permitted in agricultural buildings, structures and greenhouses, in order to encourage soil-based farming.
- e) Ensure agricultural production (e.g. growing of crops and raising animals) remains the primary use of agricultural land and ancillary uses (e.g. farm retail, storing, packing, preparing and processing of farm products) are secondary uses and consistent with the scale of the farm operation.
- f) Ensure soil deposit and removal proposals enhance agricultural viability and are consistent with City bylaws and policies, and Provincial requirements.

OBJECTIVE 3:

Enhance long-term agricultural viability and opportunities for innovation.

Long-term Viability

- a) Build relationships with farmers and the agricultural community through the City's Food Security and Agricultural Advisory Committee (FSAAC) to address issues impacting agricultural viability and food security.
- b) Increase public awareness of City and other initiatives related to agriculture by disseminating information on farming practices, farm products, and educational programs through the City's website, social media or other forms of communication.
- c) Provide information for new farmers and property owners of agricultural land, including property owners who own small parcels (e.g. less than 5 acres), to encourage active farming or lease the land for farming (e.g. Provincial land matching program).
- d) Encourage value-added agricultural related business initiatives consistent with City and Provincial regulations, while ensuring agricultural production remains the primary use of land.
- e) Develop agriculture-specific signage guidelines in order to support seasonal farm retail activities, including any necessary amendments to the City's Sign Bylaw.
- f) Develop relationships with non-profit, academic and government organizations which promote local agriculture, organic growing, climate adaptation, carbon management and reductions in pesticide use.

OBJECTIVE 4:

Support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption.

Local Food Network

- a) Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy.
- b) Integrate urban agriculture into development projects outside of the ALR, including rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees.
- c) Raise public awareness, in coordination with the FSAAC, of local farming, farmer's markets, and local food products, produce and programs.
- d) Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production.
- e) Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming.

OBJECTIVE 5:

Continue improvements to irrigation and drainage infrastructure in support of agricultural production.

Servicing and Infrastructure

- a) Continue improvement of irrigation and drainage infrastructure to provide secure water supplies and functional drainage systems that support the agricultural sector, in consultation with the agricultural community and relevant City departments.
- b) Consider separate water meters for the principal dwelling and the farm operation and ensure adequate service connections are installed for the farm operation.
- c) Update and implement the East Richmond Agricultural Water Supply Study.
- d) Encourage sustainable farm practices that utilize on-site water drainage, storage and use, and result in the reduction of potable water use.
- e) Continue to monitor the impact of the Fraser River 'salt wedge' on agricultural land and support improvements to supply salt-free irrigation water to affected areas.
- f) Consider, only where there are no alternatives, options for allowing water service to agricultural sites with no direct road access through unimproved roads for farming purposes through City licensing agreements and other agreements as required, subject to compliance with all City bylaws and Provincial policies and regulations.

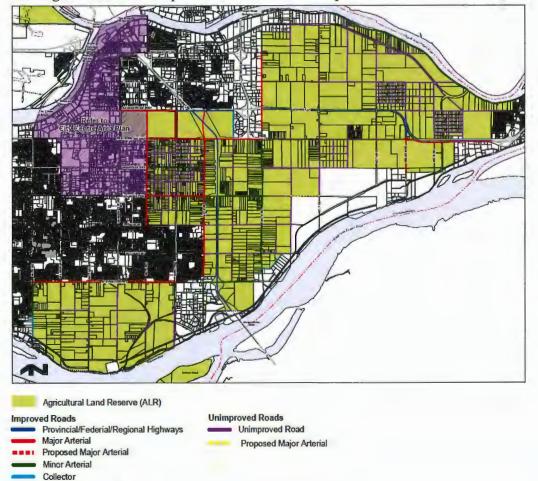
OBJECTIVE 6:

Support farm access to properties located in the ALR.

Farm Access

- a) Discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR Map.
- b) Consider how proposed road improvements (e.g. road widening) on existing City roads may impact farmland.

- c) Consider, only where there are no alternatives, for agricultural operations on agriculture sites only with no direct improved and open road access, allowing access through unimproved unopened roads for farm access only (no new or improved roads) through City licensing agreements and other agreements as required, subject to compliance with all City and Provincial regulations.
- d) Continue to review requests for separate farm access subject to applicable bylaws and the City's requirements.
- e) Regulate soil deposit for farm access roads, as permitted by Provincial regulations, through a City permitting process to ensure impacts are mitigated (e.g. adjacent properties, City property, Riparian Management Areas, and Environmentally Sensitive Areas).



Existing Status of Road Improvements in the ALR Map

OBJECTIVE 7: Mitigate the impacts of climate change on agricultural production.

Proposed Collector Agricultural

Climate Change

- a) Coordinate with Metro Vancouver, ALC, and the Ministry of Agriculture to assess the long-term impacts of climate change on agriculture and develop a coordinated response and tools to protect agricultural production.
- b) Continue to protect agricultural land and agricultural production, while supporting the City's Dike Master Plan and Flood Protection Management Strategy to address sea-level rise.
- c) Encourage sustainable farming practices, in coordination with the FSAAC, ALC and Ministry of Agriculture, including water conservation, greenhouse gas emissions reductions and soil management.
- d) Ensure soil deposit and removal proposals for agricultural production enhance agricultural viability and address environmental issues (e.g. climate change, carbon storage, and groundwater table), consistent with the City's Soil Bylaw.

OBJECTIVE 8:

Maintain a balance between the natural environment and agricultural production.

Environment

- a) Continue to implement standard assessment criteria for farming properties where designated Environmentally Sensitive Area (ESA) or Riparian Management Area (RMA) will be impacted, while continuing to support agricultural production.
- b) Investigate opportunities for reducing emissions from crop and livestock production, in coordination with the FSAAC, ALC and Ministry of Agriculture.
- c) Explore opportunities to promote the relationship between agricultural viability and biodiversity through agricultural practices that benefit wildlife.

OBJECTIVE 9:

Continue to work collaboratively with upper levels of government to enhance agricultural viability.

Coordination and Collaboration

- a) Coordinate with ALC and Ministry of Agriculture to ensure City bylaws and policies are consistent with Provincial policies and regulations, including the *Agricultural Land Commission Act*, ALR Regulations, ALC Policies and the Minister's Bylaw Standards.
- b) Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations.
- c) Coordinate with Metro Vancouver to support the Regional Growth Strategy, which includes agricultural designations and policies for protection of agricultural land.

Upper-level Government Support

- d) Continue to communicate with upper levels of government to address the following agricultural-related issues:
 - Review income threshold for farm status to encourage legitimate farming operations.

- Protection for farmers who lease farmland and encourage longer term leases.
- Strengthening the *Agricultural Land Commission Act* and the ALR Regulations to explicitly prohibit non-farm uses in the ALR and encourage agricultural production.
- Enforcement of contraventions on ALR property (including monitoring, inspections, and penalties for non-compliance).
- Improved regulations for non-soil based greenhouses and limiting such structures to areas with lower soil class agricultural land (e.g. Class 4 or lower).
- Explore financial incentives for farming operations (e.g. grants, tax breaks and training opportunities).
- Explore financial incentives for environmental/sustainable farm operations, organic farming and reduction in pesticide use.
- Incorporation of environmental stewardship initiatives into the *Farm Practices Protection (Right to Farm) Act.*"
- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10230".

FIRST READING	CITY OF RICHMOND
PUBLIC HEARING	APPROVED by
SECOND READING	APPROVED
	 by Director or Solicitor
THIRD READING	10
ADOPTED	

MAYOR



Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10231 (Agricultural Land Reserve Buffers)

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

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 14.0 Development Permit Guidelines by:
 - a. deleting sub-section (b) from Section 14.2.14 (Agricultural Land Reserve (ALR) Landscape Buffers) and replacing it with the following:
 - "b) For all significant development immediately adjacent to sites designated within the ALR (i.e. no intervening road), a landscaped buffer of approximately 15 m (49.2 ft.) wide, or an alternative width deemed appropriate and acceptable to the Director of Development, should be provided between the development and the agricultural land."; and
 - b. inserting the following in Section 14.2.14 (Agricultural Land Reserve (ALR) Landscape Buffers) following sub-section (b) and renumbering the existing sections accordingly:
 - "c) Where there is an intervening road between the ALR and the non-ALR lands, provide an appropriate landscaped setback on the non-agricultural lands (e.g. 3 m (9.8 ft.) to parking and 4.5 m (19.7 ft.) to buildings).
 - d) The landscaped buffer should be designed, established and maintained in accordance with the Ministry of Agriculture's *Guide to Edge Planning*."
- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10231".

FIRST READING	RI	CITY OF ICHMOND
PUBLIC HEARING	Ā	PPROVED
SECOND READING	by	PPROVED y Director
THIRD READING		r Solicitor
ADOPTED		<u>~~</u> µ/]

MAYOR



Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10232 (ESA DP Exemption for Farming)

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

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 14.0 Development Permit Guidelines, by deleting the fifteenth and sixteenth bullet under Section 14.1.6.2 (Environmentally Sensitive Areas (ESAs) Only) and replacing them with the following:
 - "• for new farmers: For example, a farm plan produced by a professional Agrologist to the satisfaction of the City (including information on unimproved/improved agricultural capability/suitability, soils, drainage, irrigation, proposed farm product and operator, and agricultural improvement cost estimate). Where legitimate farming activates are not demonstrated in accordance with the farm plan, or where this permission has not been granted but environmental assets and services have been modified, the City may require the owner to restore and rehabilitate the modified environmental asset and services;"
- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10232".

FIRST READING	 CITY OF RICHMOND
PUBLIC HEARING	 APPROVED by PV
SECOND READING	 APPROVED by Director
THIRD READING	 or Solicitor
ADOPTED	4

MAYOR



To:	Planning Committee	Date:	January 12, 2021
From:	Wayne Craig Director, Development	File:	RZ 20-905149

Re: Application by Rick Bowal for Rezoning at 9931/9951 Parsons Road from the "Single Detached (RS1/E)" Zone to the "Single Detached (RS2/D)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10234, for the rezoning of 9931/9951 Parsons Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/D)" zone, be introduced and given first reading.

que la

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

WC:na Att. 6

REPORT CONCURRENCE		
ROUTED TO:		CONCURRENCE OF GENERAL MANAGER
Affordable Housing		lik per Soe Ereg

Staff Report

Origin

Rick Bowal has applied on behalf of the property owner, Elizabeth Widas, to the City of Richmond for permission to rezone 9931/9951 Parsons Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/D)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Parsons Road (Attachment 1). The proposed subdivision plan and site plan is shown in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Subject Site Existing Housing Profile

There is an existing legal non-conforming duplex on the property, which would be demolished. The applicant has indicated that the duplex is currently owner-occupied.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: A single-family dwelling on a lot zoned "Single Detached (RS1/E)", fronting Parsons Road.
- To the South: A townhouse development completed in 2012 on a lot zoned "Medium Density Townhouses (RTM3)", fronting Williams Road (RZ 09-489238 and DP 11-577719).
- To the East: Across Parsons Road, a single-family dwelling on a lot zoned "Single Detached (RS1/E)".
- To the West: A townhouse development on a lot zoned "Low Density Townhouses (RTL1)", fronting No. 2 Road.

Related Policies & Studies

Official Community Plan/Blundell Area Plan

The subject property is located in the Blundell planning area, and is designated "Neighbourhood Residential" in the Official Community Plan (OCP). It is designated "Single Family" in the Blundell Area Plan. The proposed rezoning and subdivision are consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5444

The subject property is located in the area governed by Single-Family Lot Size Policy 5444, which was adopted on April 15, 1991, and subsequently amended by Council on April 18, 2006 (Attachment 4). The Lot Size Policy permits properties with duplexes to be subdivided into two equal halves, however, the accompanying map omits the subject non-conforming duplex property from those shown as a duplex. Given that the Policy wording takes precedent over the map, the proposed rezoning and subdivision are consistent with this Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) across the entire west and south property line for the existing municipal sewer. The applicant is aware that encroachment into the SRW area is not permitted.

Transportation and Site Access

Vehicle access to the proposed new lots is from Parsons Road, via two new driveway crossings located near the north edges of each proposed lot on the development site. The applicant has agreed to relocate the existing driveway crossings to better ensure the retention of significant trees in the front yard. The existing driveway crossings are to be removed and replaced with concrete curb and gutter, landscaped boulevard, and sidewalk, to current City standards via City Work Order.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report that demonstrates efforts requested by staff to modify building envelopes to retain good conditioned trees on-site by shifting the location of the driveways and entrances. The Report identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight bylaw-sized on the subject property, one non-bylaw sized tree on City property, and two bylaw-sized tree on neighbouring properties.

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

- Two trees located in the front yard and one in the rear yard of the development site, specifically Tree # 168 (74 cm cal Fruit Maple, northeast corner), Tree # 170 (57 cm cal Cherry tree, southeast corner), and Tree # 171 (70 cm cal Hazelnut, southwest corner) are all identified in very good condition and should be retained and protected. A Tree Survival Security of \$30,000.00 (\$10,000.00 each) will be required for the three trees (tag#168, 170 and 171).
- One City tree, Tree# ci1 (14 cm cal Ornamental Cherry) is identified in good condition and should be retained and protected and a Tree Survival Security of \$5,000.00 will be required.
- Two trees located on neighbouring properties, specifically Tree # os1 (42 cm cal Ornamental Cherry), and Tree # os2 (22 cm cal Common Lilac) are identified in good condition and should be retained and protected. A Tree Survival Security of \$10,000.00 (\$5,000.00 each) will be required.
- Five trees (Tree # 169, 172, 173, 174, and 175) located on the development site have either been historically topped, exhibit large cavities in the upper canopy such that they cannot be retained and should be removed and replaced.
- Replacement trees should be provided at 2:1 ratio as per the OCP unless otherwise determined by City staff.

Tree Replacement

The applicant wishes to remove five on-site trees (Trees # 169, 172, 173, 174, and 175). The 2:1 replacement ratio would require a total of 10 replacement trees. Staff recommend that each new lot has a minimum of two new trees in addition to those being retained on-site. The applicant has agreed to provide two new trees per lot proposed for a total of 4 new replacement trees. The required replacement trees are to be of the following minimum size, 8cm minimum caliper of Deciduous Replacement Tree or 4 m minimum height of Coniferous Replacement Tree, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

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

The applicant will contribute \$4,500.00 (\$750/per tree) to the City's Tree Compensation Fund in lieu of the remaining six trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

Three trees (Trees # 168, 170, and 171) on the subject property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a \$30,000.00 (\$10,000.00 each) Tree Survival Security for the three on-site trees to be retained (tag#168, 170 and 171).
- Prior to final adoption of the rezoning bylaw, submission to the City of a \$5,000.00 Tree Survival Security for the one City tree to be retained (tag# ci1).
- Prior to final adoption of the rezoning bylaw, submission to the City of a \$10,000.00 (\$5,000.00 each) Tree Survival Security for the two neighbouring property trees to be retained (tag# os1 and os2).
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a suite or coach house on 50% of new lots created, together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of $4.00/ft^2$ of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of $4.00/ft^2$ of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of $4.00/ft^2$ of the total buildable area of the development.

The applicant has proposed to provide a one bedroom secondary suite of approximately 34 m^2 (366 ft²) in size on Lot A and a \$12,773.72 contribution to the City's Affordable Housing Reserve Fund for Lot B, consistent with the Affordable Housing Strategy.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to enter into a City Work Order for the completion of site servicing and off-site improvements as described in Attachment 6. These works include, but are not limited to:

- Minimum 1.5 m wide landscaped boulevard behind the existing curb, 1.5 m wide concrete sidewalk, and new driveway crossings.
- Removal of existing driveway crossings and replacement with curb, boulevard, and sidewalk as described above.
- Front yard and rear yard utility works, including the provision of an additional 1.5 m wide SRW along the east property line to accommodate new water meters and inspection chamber.

Financial Impact

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

Conclusion

The purpose of this application is to rezone 9931/9951 Parsons Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/D)" zone, to permit the property to be subdivided to create two single-family lots.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

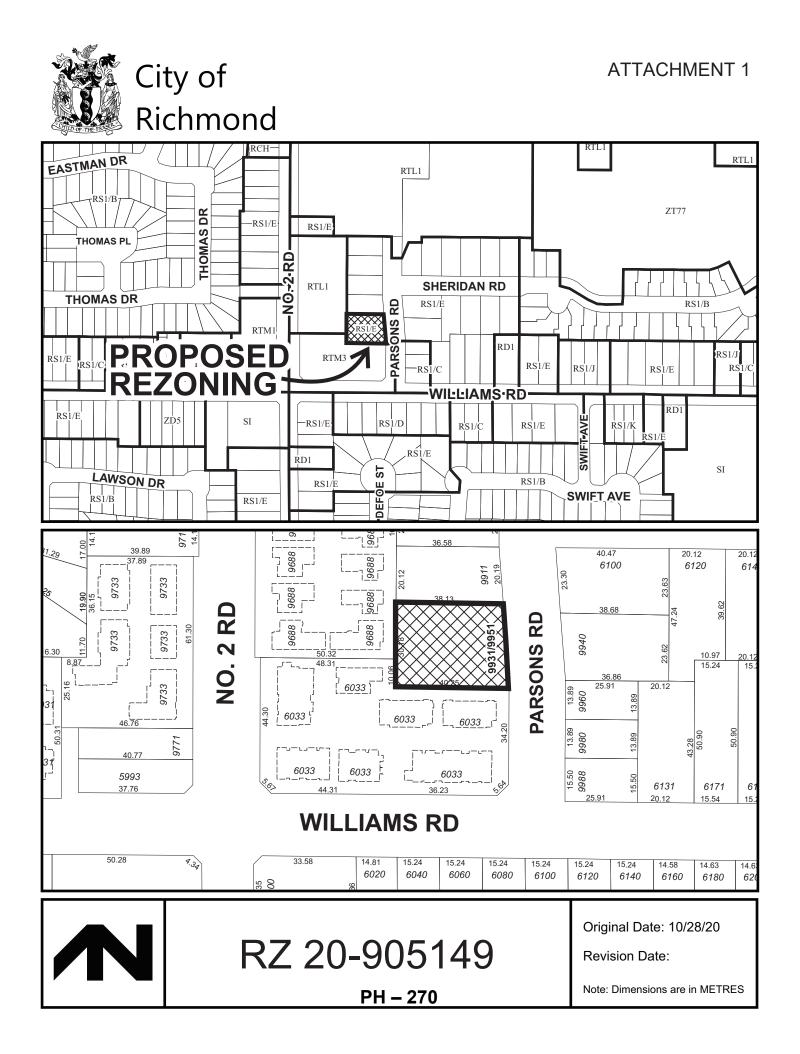
The list of rezoning considerations is given in Attachment 6.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10234, be introduced and given first reading.

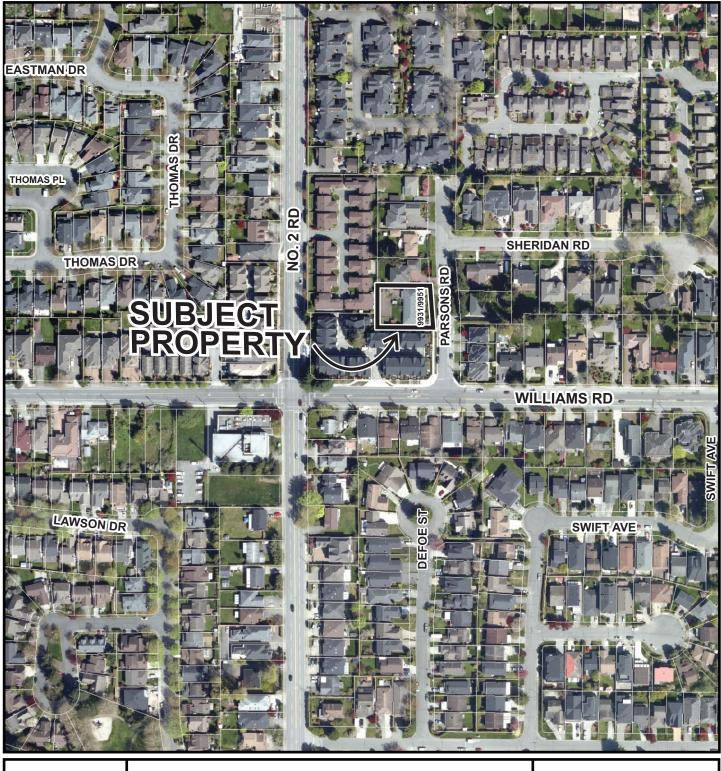
Nathan Andrews Planning Technician (604-247-4911)

NA:blg

Attachments: Attachment 1: Location Map and Aerial Photo Attachment 2: Proposed Subdivision Plan and Site Plan Attachment 3: Development Application Data Sheet Attachment 4: Single-Family Lot Size Policy 5444 Attachment 5: Tree Retention Plan Attachment 6: Rezoning Considerations









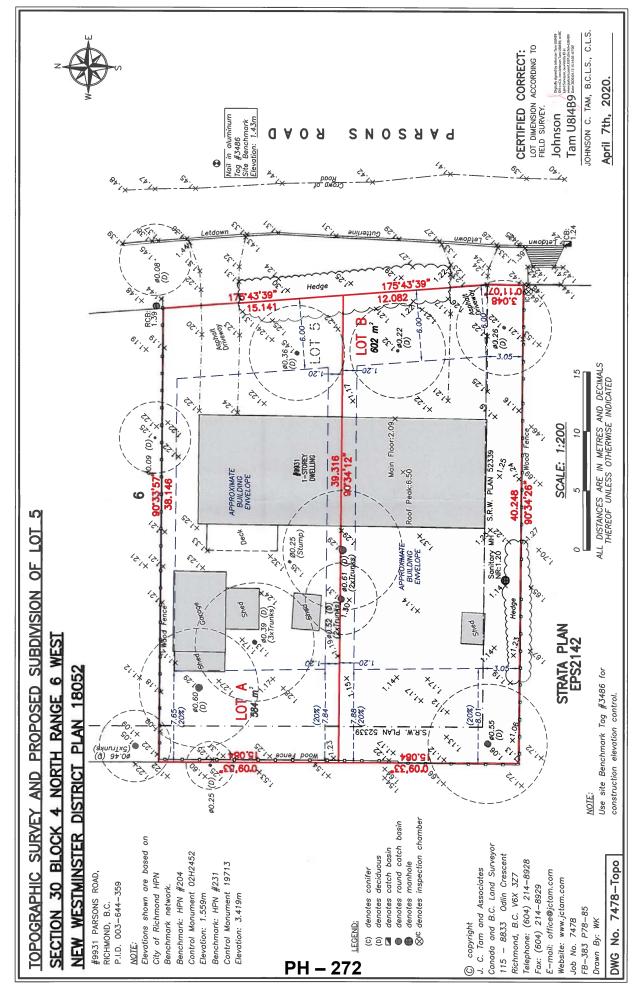
RZ 20-905149

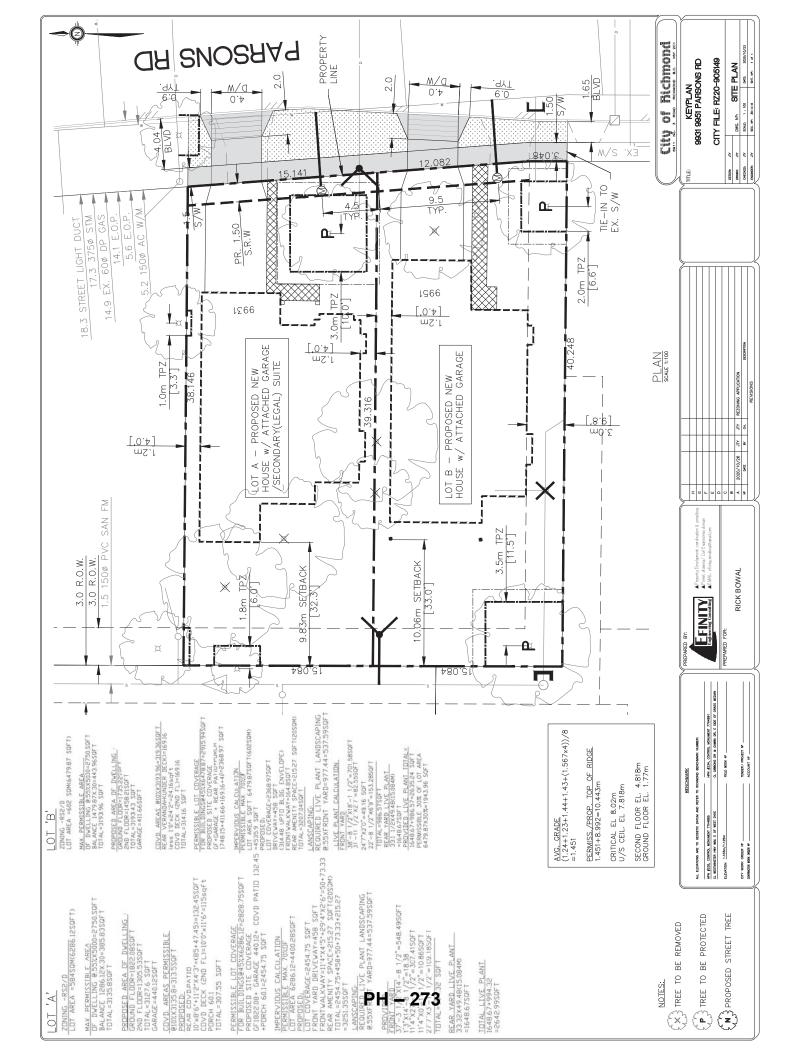
PH – 271

Original Date: 10/28/20

Revision Date:

Note: Dimensions are in METRES







Development Application Data Sheet

Development Applications Department

RZ 20-905149

Attachment 3

Address: 9931/9951 Parsons Road

Applicant: Rick Bowal

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Elizabeth Widas	To be determined
Site Size (m ²):	1,186 m ²	Lot A: 584 m ² Lot B: 602 m ²
Land Uses:	One duplex dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Duplex lots can be subdivided	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/D)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m²):*	Lot A: Max. 291 m ² (3136 ft ²) Lot B: Max. 297 m ² (3194 ft ²)	Lot A: Max. 290.6 m ² (3128 ft ²) Lot B: Max. 296.7 m ² (3193.4 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	none
Lot Size:	Min. 450 m ²	Lot A: 584 m ² Lot B: 602 m ²	none
Lot Dimensions (m):	Width: 15.0 m Depth: 24.0 m	Lot A: Width: 15.1 m Depth: 38.7 m Lot B: Width: 15.1 m Depth: 39.7 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Lot A: Min. 7.75 m for up to 60% of principal dwelling, 9.68m for remainder; and Lot B: Min. 7.96 m for up to 60% of principal dwelling, 9.95 m for remainder.	none
Height (m):	Max. 2 ½ Storeys or 9.0 m	9.0 m	none

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

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

ATTACHMENT 4

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City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: April 15, 1991	POLICY 5444
	Amended by Council: April 18, 2006	
File Ref: 4045-00 SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 30-4-6		-SECTION 30-4-6

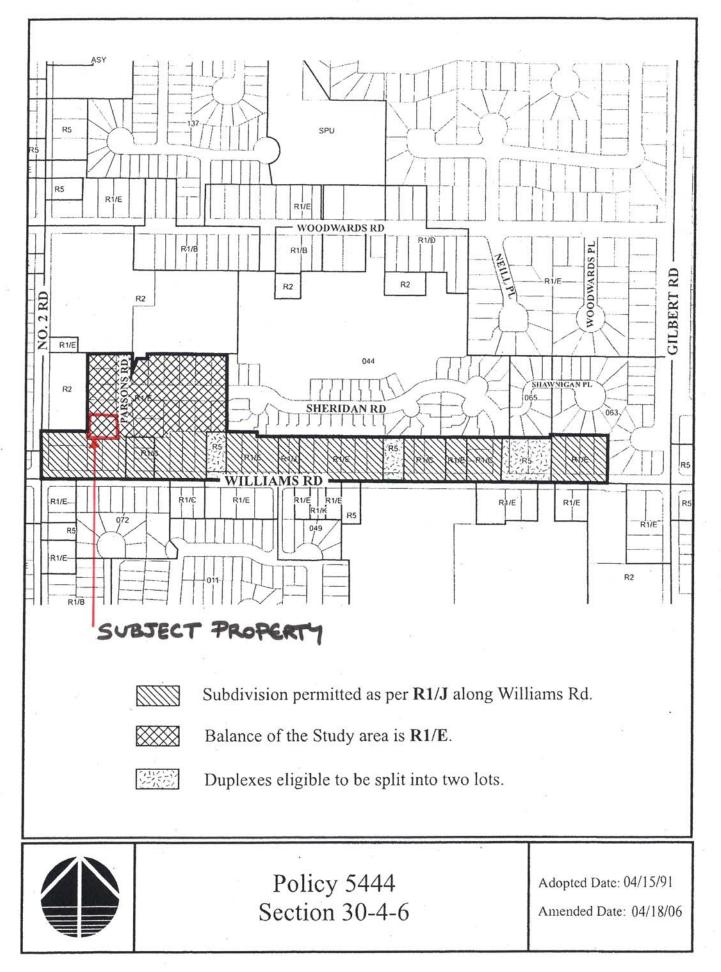
POLICY 5444:

The following policy establishes lot sizes in a portion of Section 30-4-6, located on the **north** side of Williams Road, between No. 2 Road and Gilbert Road:

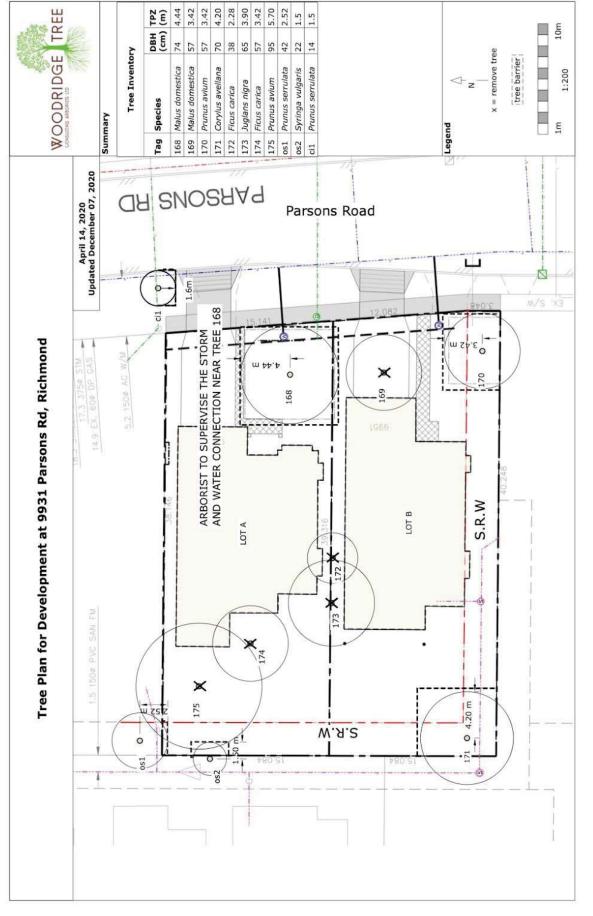
That properties within the area bounded by the north side of Williams Road between No. 2 Road and Gilbert Road, in a portion of Section 30-4-6, be permitted to subdivide in accordance with the provisions of the existing Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, and that 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 5300 with the following exception:

a. That properties along Williams Road will be permitted to subdivide as per Single-Family Housing District (R1/J).

b. Properties with duplexes may be permitted to be subdivided into two (2) equal halves.



PH – 277



Arborist Report for 9931 Parsons Road, Richmond Woodridge Tree Consulting Arborists Ltd.

ATTACHMENT 5

Page 14

PH – 278



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

Address: 9931/9951 Parsons Road

File No.: RZ 20-905149

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10234, the developer is required to complete the following:

 Submission of a Landscape Security in the amount of \$3,000.00 (\$750/tree) to ensure that 2 new trees on Lot A and Lot B (total of 4 replacement trees) are planted and maintained; (minimum 8 cm deciduous caliper or 4 m high conifers). NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.

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

- 2. City acceptance of the developer's offer to voluntarily contribute \$4,500.00 (\$750/tree) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Submission of a Tree Survival Security to the City in the amount of \$45,000.00 for a total of 6 trees to be retained. The \$45,000.00 security is made up of the following:
 - \$30,000.00 (\$10,000.00 each) for the three on-site trees to be retained (tag#168, 170 and 171).
 - \$5,000.00 for the one city tree to be retained (tag# ci1).
 - \$10,000.00 (\$5,000.00 each) for the two neighbouring property trees to be retained (tag# os1 and os2).
- 5. Registration of a 1.5 m wide SRW along the east property line to accommodate new water meters and inspection chamber.
- 6. Registration of a flood indemnity covenant on title.
- Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a one bedroom secondary suite of approximately 34 m² (366 ft²) is constructed on Lot A, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 8. The City's acceptance of the applicant's voluntary contribution of \$4.00 per buildable square foot of the single-family development on Lot B (i.e. \$12,773.72) to the City's Affordable Housing Reserve Fund.

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

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

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

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

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

- 1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
- 2. A servicing agreement is not required as the servicing scope does not involve upgrades to existing infrastructures. Enter into a City Work Order* for improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 129.0 L/s of water available at a 20 psi residual at the hydrant located at the North East corner of 6780 Francis Road. Based on your proposed development, your site requires a minimum fire flow of 120 L/s.
- At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City will:
 - Cut, cap at main and remove the existing water service connection and water meter.
 - Install 2 new water service connections off of the 150mm water main on Parsons Road, complete with water meters.
 - Provide a 1.5 m right-of-way along the east property line of 9931 Parsons Road to accommodate the new water meters.
 - Consult with Fire Department to confirm whether a fire hydrant is required at the frontage. The clearance between the existing hydrants to the north and to the south exceeds the maximum 120 meters spacing for single family residential areas as per City's Engineering Specifications.

Storm Sewer Works:

- At Developer's cost, the Developer is required to:
 - Inspect and confirm the condition of the existing storm service via video inspection. Use the existing connection and install a type 3 IC with dual connection at the common property line in the 1.5m right of way if video inspection shows that the existing lead is in good condition.
- At Developer's cost, the City will:
 - If the existing storm service lead is found to be inadequate, install a new service connection complete with type 3 IC at the common property line in the required right of way to service the proposed lots.
 - A 1.5m wide SRW is required along the east property line of the proposed site to accommodate the required inspection chamber.

Sanitary Sewer Works:

- At Developer's cost, the Developer is required to:
 - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- At Developer's cost, the City will:
 - Cut, cap and remove the existing sanitary lateral and service connection and inspection chamber at the south property line. Cap the east opening at the existing manhole located at the south west corner of 9931 Parsons Road. Prior to commencing with these works, the owner's Engineer shall confirm whether the existing sanitary lateral along the south property line services any upstream property.
 - Install a new sanitary service connection, complete with an inspection chamber with dual service at the common property line, off of the existing sanitary main along the west property line.

Frontage Improvements:

• At Developer's cost, the Developer is rpured 280

Initial:

- 3 -

- To pre-duct for future hydro, telephone and cable utilities along all road frontages.
- Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- Review street lighting levels along all road and lane frontages, and upgrade as required.
- Complete frontage improvements including:

- Frontage improvements are to include a new concrete sidewalk and landscaped boulevard. The crosssection of the required frontage works is as follows (measured from west to east):
- West property line of road right-of-way.
- 1.5 m wide concrete sidewalk. (The alignment of the sidewalk may have to be adjusted to go around trees identified for retention).
- Minimum 1.5 m wide landscaped boulevard with street trees over the remaining frontage width between the new sidewalk and the west curb line of the development Parsons Road frontage.
- Existing west curb line of the section of Parson Road fronting the subject site.

(Note 1: The exact dimensions of each of the frontage elements are to be confirmed based on legal surveys).

(Note 2: The above cross-section may have to be adjusted to account for utility, drainage and other Engineering requirements).

- The new sidewalk/boulevard are to be transitioned to meet the existing frontage treatments at the development to the south of the subject site.
- All existing driveways along the development road frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described above.
- Reinstate/backfill street signage and pavement markings affected by the frontage works.

General Items:

- At Developer's cost, the Developer is required to:
 - Provide, prior to start of site preparation works, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing sanitary main along the west property line of the development site and provide mitigation recommendations.
 - Provide a video inspection report of the existing sanitary sewers along the west property line prior to start of site preparation works. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

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

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

Signed

Date

CITY O

APPROVED by Director or Solicitor

1.1



Richmond Zoning Bylaw 8500 Amendment Bylaw 10234 (RZ 20-905149) 9931/9951 Parsons 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 **"SINGLE DETACHED (RS2/D)".**

P.I.D. 003-644-359 Lot 5 Section 30 Block 4 North Range 6 West New Westminster District Plan 18052

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10234".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR



Report to Committee

- To: General Purposes Committee
- From: Wayne Craig Director, Development

Date: February 4, 2021 File: TU 20-918062

Re: Application by BC Housing Management Commission for a Temporary Use Permit at 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road

Staff Recommendation

- That the application by BC Housing Management Commission for a Temporary Use Permit for the properties at 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road to permit a three-storey supportive housing building with 40 studio units and vehicle access from Smith Street be considered for three years from the date of issuance; and
- 2. That this application be forwarded to the March 15, 2021 Public Hearing at 7:00 pm in the Council Chambers of Richmond City Hall.

ague Co

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

WC:jl Att. 6

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Real Estate Services Affordable Housing		he per Joe Ereeg		

Staff Report

Origin

The BC Housing Management Commission (BC Housing) has applied to the City of Richmond for a Temporary Use Permit (TUP) to allow a three-storey modular supportive housing building with 40 studio units and access from Smith Street at 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road (Attachment 1). The 2,348 m² City-owned site is zoned "Light Industrial (IL)," and the TUP would allow for temporary supportive housing and associated support services.

BC Housing intends to enter into a three-year ground lease with the City to occupy the subject site and has committed to funding the development of modular supportive housing on the site to provide safe, rental housing and support services for 40 Richmond residents that are currently experiencing homelessness or at risk of homelessness in the community. In Fall 2020, BC Housing issued a request for proposals to select an operator for this development. Based on a careful review of proposals, BC Housing selected Community Builders, an experienced housing provider in managing supportive housing developments. Staff is in the initial phases of developing a Memorandum of Understanding (MOU) with Community Builders and BC Housing to secure the City's terms and conditions related to building operations, similar to what was created for the Alderbridge Supportive Housing building. The MOU will be brought to Council for approval via a future staff report.

This staff report addresses the relevant policies as well as the form and character of the building and landscaping secured under the proposed TUP. If approved by Council, the TUP would be valid for a period of up to three years from the date of issuance, at which time an application for an extension of the Permit may be made and issued for up to three additional years. If approved by Council, building completion and occupancy would be targeted for early 2022.

Findings of Fact

There are no existing buildings or structures on the subject properties. A Development Application Data Sheet providing the details about the development proposal is attached (Attachment 2).

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North:	Across Charles Street, a parking lot on property zoned "Light Industrial (IL)," which is subject to a Temporary Commercial Use Permit (TU 20-891050) to temporarily permit the outdoor storage of rental vehicles on site.
To the South:	A vacant lot zoned "Light Industrial (IL)," which is subject to a proposed Development Permit (DP 18-825663) for a three-storey light industrial building with vehicle access from Beckwith Road. The Development Permit was endorsed by the Development Permit Panel on February 26, 2020.
To the East:	Across Great Canadian Way, a vacant lot zoned "Single Detached (RS1/F)" and a warehouse building on property zoned "Light Industrial (IL)".

To the West: Across Smith Street, single-family dwellings, a warehouse building, and a vacant lot on properties zoned "Light Industrial (IL)".

Related Policies & Studies

Official Community Plan and City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Commercial". The City Centre Area Plan (CCAP) and Bridgeport Village Land Use Map designation for the subject site is "Urban Centre T5," which permits a range of uses including commercial, retail, and service uses. The CCAP also identifies the subject site as being included within the CCAP Commercial Reserves and Richmond Arts District. As provided in the OCP, a TUP may be considered by Council on the subject site due to its designation as "Commercial".

Flood Plain Designation and Protection Bylaw 8204

The proposed development must meet the requirements of Richmond Flood Plain Designation and Protection Bylaw 8204. Compliance with Flood Plain Designation and Protection Bylaw 8204 will be a condition of the Building Permit and the three-year ground lease agreed to by the City and BC Housing.

Aircraft Noise Sensitive Development Policy

The subject site is located within Aircraft Noise Area 1A, where aircraft noise sensitive land uses (i.e., residential, institutional, hospital and daycare) are discouraged. To address the subject site's exposure to aircraft noise, the applicant has provided a report from an acoustical engineer that confirms that the project will be in compliance with the CMHC residential interior noise standards. A separate report from a Professional Engineer confirming that the building system will be designed to meet the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" is to be received prior to the TUP being forwarded to the Public Hearing for issuance. As a condition of TUP issuance, written confirmation from the project mechanical engineer is required to confirm that the Building Permit submission meets the ASHRAE 55-2004 standards for interior living spaces while also meeting the CMHC residential interior noise standards.

To further mitigate aircraft noise and promote awareness, the following additional measures will be undertaken:

- 1. The requirement for the development to meet the applicable CMHC and ASHRAE 55-2004 standards for interior noise and thermal conditions will be a condition of the three-year ground lease agreed to by the City and BC Housing.
- 2. The operator of the facility will advise all potential residents of the aircraft noise exposure in the area, which will be a condition of the future operating agreement between BC Housing and the operator. A letter from Community Builders confirming this undertaking is provided as Attachment 3.

The Vancouver International Airport Authority (YVR) has been consulted on the proposal and supports the mitigation measures identified above.

PH - 286

Local Government Act

The *Local Government Act* states that TUPs are valid for a period of up to three years from the date of issuance, and that an application for one extension to the Permit may be made and issued for up to three additional years. Only one extension is permitted, after which a new application is required. The *Local Government Act* allows Council to consider TUP issuance on its own merits and does not limit the number of TUP issuances allowed on a site.

Public Consultation

On October 28, 2020, City staff initiated a neighbourhood consultation program to create dialogue with stakeholders, including business owners and residents who live and work in the Bridgeport neighbourhood, to obtain feedback on the project, and to build awareness of the need for supportive housing initiatives in Richmond. The consultation program included three virtual stakeholder meetings, an online survey hosted on BC Housing's Let's Talk Housing website, and letters and e-mails sent to nearby residents and businesses within a 200-metre radius of the subject site. Table 1, below, summarizes the feedback received by participants of the consultation program and how the proposal responds to concerns and comments. The full engagement summary is included as Attachment 4.

Торіс	Proposal
Accessibility	 An accessible ramp is provided leading to the main entrance of the building, and all walkways to and within the development site are accessible by residents with wheelchairs and walkers. Four accessible, barrier-free units are provided on the main floor.
Building Height	• The current zoning of the site permits a maximum building height of 12 m (39.5 ft.). The height of the proposed three-storey building will not exceed 10 m (33 ft.).
Crime Prevention	 The building design and site planning incorporates Crime Prevention Through Environmental Design (CPTED) principles including low-height perimeter fencing, highly visible outdoor areas, and exterior lighting throughout the site. The Royal Canadian Mounted Police (RCMP) has been consulted on the proposal and supports the proposed mitigation measures to minimize crime and unsafe activities. It is noted that statistics provided by BC Housing indicate that supportive housing has no negative impacts to community safety.
Facility Operations	 The facility will be managed by Community Builders, a non-profit housing provider with significant experience in managing supportive housing buildings and associated nuisances. A minimum of two staff members will be on site at all times (24/7) to provide support for residents and to maintain the building and property.
Frontage Improvements	A new sidewalk will be constructed along the Charles Street and Smith Street frontages to improve pedestrian connectivity.
Project Funding	Capital and operating funding for this project will be provided by BC Housing.

Table 1: Summary	of Neighbourhood	Consultation	Program Feedback
•	8		8

Торіс	Proposal	
Exterior Lighting	 Exterior lighting is designed and placed to focus lighting on the site, enhance the safety of residents, and avoid unnecessary light spill onto surrounding properties. 	
Outdoor Open Space	 The development includes two outdoor amenity areas for residents at the north and south ends of the building which will include covered seating, garden plots, landscaping, and grassed areas. 	
Vehicle and Bicycle Parking	 The operator has demonstrated that the proposed amount of vehicle parking spaces is sufficient in meeting their maximum anticipated daily need for staff and visiting professionals. Residents are not anticipated to have personal vehicles. Secured bicycle lockers are provided to secure residents' bicycles and belongings. 	

Should the General Purposes Committee endorse this application and Council resolve to move the staff recommendation, the application will be forwarded to the March 15, 2021 Public Hearing where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Urban Design and Site Planning

- The proposed site layout is a direct response to the limited area available for the building footprint when accounting for tree retention and the required space for vehicle parking and loading.
- The layout of the building is oriented parallel to Great Canadian Way with a 3 m (10 ft.) landscaped setback, providing a suitable interface with the street and existing sidewalk.
- The main pedestrian entrance to the building is provided from Smith Street, which provides separation from high-traffic streets and convenient access by emergency response vehicles. There are two secondary entrances on the north and south ends of the building which may be accessed by residents and staff only. An entrance to the electrical room on the main floor is also provided along the west elevation of the building, restricted to access by staff only. All building entrances are accessed by stairs, with an accessible ramp provided to the main pedestrian entrance.
- Vehicle access is also provided from Smith Street. The driveway is located to provide tree retention opportunities as well as minimize conflict with local vehicle traffic.
- The garbage/recycling enclosure is provided within the vehicle parking and loading area along the internal (south) side yard setback to minimize visual impacts from any street frontage. The location of the enclosure across from the driveway provides convenient access by waste collection vehicles.
- Eight on-site vehicle parking spaces are provided for the use of staff and visiting professionals only, one of which will be accessible. Richmond Zoning Bylaw 8500 requires one parking space per staff member in addition to 0.3 parking spaces per dwelling unit, amounting to a total of 20 required parking spaces for the development. The City's

Transportation Department supports the provision of eight vehicle parking spaces as the project provides supportive housing to individual residents who will not typically have the resources to own and operate vehicles. Furthermore, the operator has provided a letter confirming that, based on their experience in operating similar facilities, eight parking spaces would be sufficient in meeting their maximum anticipated daily need for staff and visiting professionals (Attachment 3).

- One vehicle parking space is located immediately along the west property line abutting Smith Street. Richmond Zoning Bylaw 8500 requires a 3 m (10 ft.) landscaped setback for parking spaces that abut a public road. The current parking layout is in response to the irregular shape of the subject site and the requirement for adequate on-site vehicle parking and truck turn-around facilities to support the development. The parking space will be screened from the street by 1.2 m (4 ft.) tall fencing and landscaping which will also provide separation from the future sidewalk along Smith Street.
- 40 Class 1 bicycle parking spaces in the form of secured bicycle lockers are located on the ground floor along the west and south building facades. Richmond Zoning Bylaw 8500 requires 1.25 Class 1 bicycle parking spaces per dwelling unit, amounting to a total of 50 required Class 1 spaces for the development. The provision of 40 Class 1 spaces ensures there will be a maximum of one resident per dwelling unit for a total of 40 residents living within the building.
- The Class 1 bicycle locker areas will be secured by 1.8 m (6 ft.) tall chain link fencing with gates, which may be accessed by residents and staff only.
- Eight Class 2 bicycle parking spaces in the form of bicycle racks are provided near the main building entrance for use by residents, visitors, and staff.

Conditions of Adjacency

- The subject site is located in the Bridgeport Village area of the CCAP and has frontages on Smith Street (west), Charles Street (north), Great Canadian Way (east), and portion of Beckwith Road (south). The location of the outdoor amenity areas and cedar perimeter fencing supplemented by a variety of trees and plantings provide an active and pedestrianfriendly environment along all street frontages.
- To the south, the subject site surrounds a vacant lot which is proposed to be the site of a three-storey light industrial development (DP 18-825663). The proposed light industrial building to the south is proposed to be located along the shared property lines. A 1.8 m (6 ft.) tall chain link fence will be provided along the shared property line.

Architectural Form and Character

• The three-storey building will not exceed 10 m (33 ft.) in height and is comprised of stacked rectangular modules with large inset windows and architectural frame elements to provide articulation to the elevations. The dominant building materials and colours on the front (west) and rear (east) building elevations are light brown hardi panel with white hardi trim accents.

- The side (north and south) elevations of the building are clad in brown metal cladding, with each elevation having several windows and main floor doors at the ends of the building's corridors and stairwells to enhance accessibility and visual surveillance.
- The front entrance, office, and kitchen, located along the west building elevation, are inset by approximately 1.5 m (5 ft.), creating shading and a covered front entry deck which is accessed by stairs and an accessible ramp leading down to the ground level.
- All building entrances will be weather protected with a dark brown metal canopy.
- Exterior stairways, the accessible ramp, and the front entrance deck are surrounded by white aluminum railings to complement the white accent colour of the building facades.

Landscape Design and Open Space Design

- The applicant has provided an Arborist Report (Attachment 5) which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention, removal or relocation. The City's Tree Preservation Coordinator has reviewed the Arborist Report and supports the following findings and recommendations:
 - Two Katsura trees (tags# 1 and 2) located on-site along the Great Canadian Way frontage are in good condition and are good candidates for relocation. They will be relocated to the south amenity area at the southeast corner of the subject site to provide a pleasant, landscaped area for residents as well as to enhance the interfaces between the development, Great Canadian Way, and Beckwith Road.
 - Two English Oak trees (tags# 3 and 4) located along the Smith Street frontage are in good condition and will be retained and protected.
 - One English Holly tree (tag# 5) located on-site is in very poor condition as it is fully enveloped by Blackberry. The tree will be removed and replaced 2:1.
 - Four Cherry Plum trees (tags# C01, C02, C03, C04) located on the City boulevard along Great Canadian Way are in fair condition and will be retained and protected.
 - Three Norway Maple trees (tags# C05, C06, C07) located on the City boulevard along Great Canadian Way are in good condition and will be retained and protected.
- Three Red Flowering Dogwood trees are proposed along the Charles Street frontage at the north end of the site to enhance the street frontage.
- There are two outdoor amenity areas for building residents:
 - The north amenity area includes a gazebo with covered seating, benches, and grassed areas. The gazebo is proposed to be centrally located within the north amenity area.
 - The south amenity area includes resident garden plots.
 - Both outdoor amenity areas will be screened from surrounding streets by wood fencing supplemented by trees and a mixture of hedges and shrubs.
- The garbage/recycling enclosure is provided within the internal (south) side yard setback to minimize visual impacts from the street. The enclosure is made of 2 m (6.5 ft.) tall wood fencing.

Crime Prevention Through Environmental Design

- The building includes a substantial number of windows providing surveillance of all main street frontages, including overlook onto the outdoor amenity areas, vehicle parking and loading area, garbage/recycling enclosure, and bicycle locker areas.
- The north common outdoor amenity area is enclosed by 1.2 m (4 ft.) tall wood fencing and gates which may be accessed by residents and staff only. The combination of low-height fencing and a mixture of hedges and shrubs are intended to enhance casual visual surveillance of the surrounding streetscapes while providing privacy to residents.
- The south common outdoor amenity area is enclosed by 1.8 m (6 ft.) tall wood and chain link fencing and gates which may be accessed by residents and staff only. The provision of chain link fencing within the site allows for visibility throughout the site while also restricting access to these areas.
- The design of the building and placement of the bicycle sheds and garbage/recycling enclosure are intended to create well-lit corridors and to prevent shadowed, hidden areas that may pose safety hazards.
- As expressed through the neighbourhood consultation process, there is a concern regarding light pollution from the proposed development onto adjacent properties. Staff worked with the applicant to address this concern in the following ways:
 - The applicant has provided a landscape plan with exterior lighting details for the outdoor amenity areas, vehicle parking and loading area, and building entrances.
 - Exterior lighting is designed and placed to focus lighting on the site and avoid unnecessary light spill onto surrounding properties.

Accessibility

- The proposed development includes four barrier-free studio units located on the main floor that are designed to be fully accessible by residents with wheelchairs and walkers.
- There is an accessible ramp leading to the main entrance of the building from Smith Street. Two refuge areas are located on the main floor at the north and south ends of the building.
- All of the proposed units incorporate aging-in-place features to accommodate mobility constraints associated with aging. These features include:
 - Stairwell handrails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs, and showers.

Environmental Sustainability

• This building is required to meet Step 3 of the City's Energy Step Code. Energy modelling will be reviewed at the Building Permit stage.

Site Servicing and Frontage Improvements

- Improvements to the Charles Street and Smith Street frontages will include a new 2 m (6.5 ft.) wide asphalt sidewalk immediately behind the existing curb taking into account tree preservation along Smith Street. The new sidewalk will connect to the existing sidewalk from Great Canadian Way and to the future sidewalk at the south end of Smith Street which will be constructed as part of the adjacent three-storey light industrial development (DP 18-825663).
- Engineering servicing requirements are included as Attachment 6 and include upgrades to the storm sewer along Smith Street.
- All frontage improvements and engineering servicing requirements will be constructed through a City Work Order as part of the Building Permit process.

Financial Impact

None.

Conclusion

The purpose of this Temporary Use Permit application is to allow a three-storey modular supportive housing building with 40 studio units on the properties at 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road.

The proposed use at the subject site is supported by City staff on the basis that it is temporary in nature. If endorsed by Council, the applicant is required to submit the required securities and reports prior to consideration at the March 15, 2021 Public Hearing.

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Jessica Lee Planner 1 (604-247-4908)

JL:blg

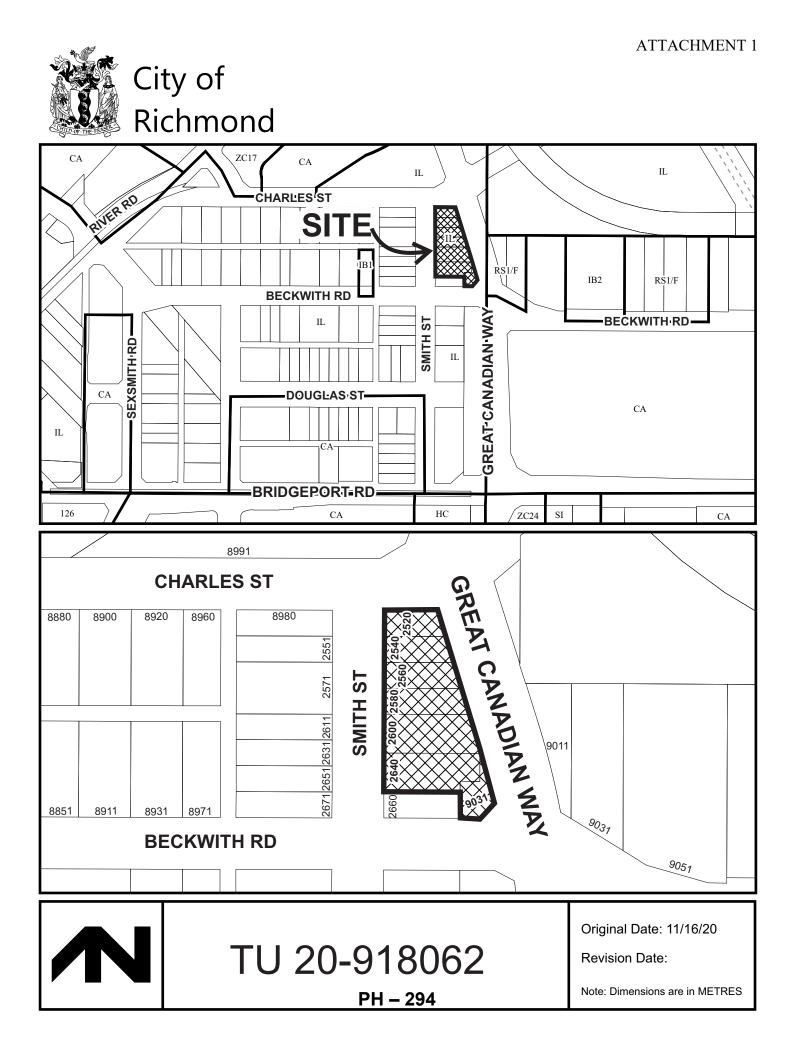
<u>Attachments</u>: Attachment 1: Location Map Attachment 2: Development Application Data Sheet Attachment 3: Letter from Community Builders dated December 17, 2020 Attachment 4: Neighbourhood Engagement Summary Attachment 5: Tree Management Plan Attachment 6: Engineering Servicing Requirements

The following are to be met prior to forwarding this application to a Regular Meeting of Council for Public Hearing for approval:

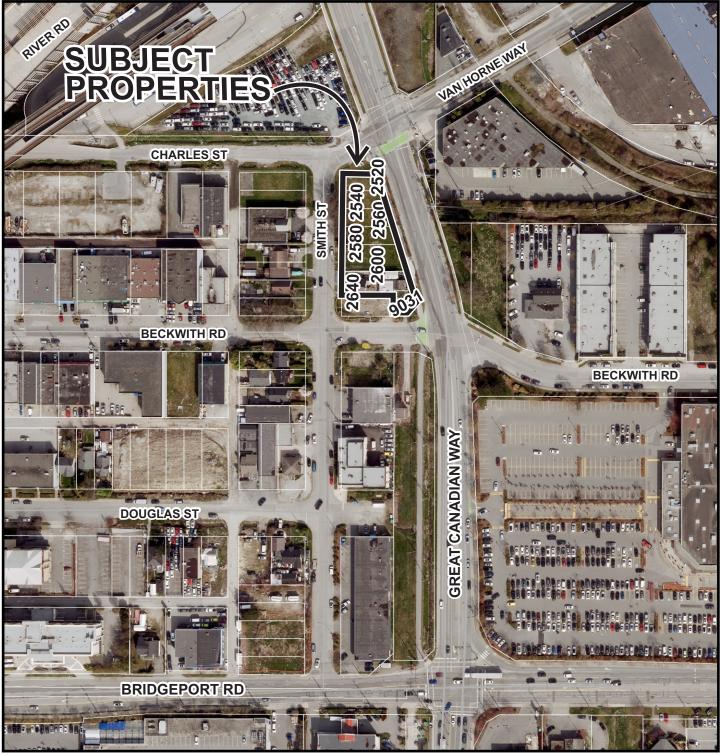
- Receipt of a letter of guarantee from the BC Housing Management Commission for landscaping in the amount of \$43,366.40.
- Submission of written confirmation from the project mechanical engineer confirming that the PTAC and HRV systems within the Building Permit submission meet the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standards for interior living spaces while also meeting the acoustic requirements identified in the report from BAP Acoustics, dated January 7, 2021.

Prior to future Building Permit issuance, the developer is required to complete the following:

- Enter into a Work Order with the City of Richmond to complete the servicing works in Attachment 6 with the works being funded by the City of Richmond Affordable Housing Reserve. The developer will be responsible for the engagement of a civil engineering consultant to design any of the works as required by the City.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4118.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (http://www.richmond.ca/services/ttp/special.htm).









TU 20-918062

PH – 295

Original Date: 11/16/20

Revision Date: 01/26/21

Note: Dimensions are in METRES

Gross: 2,022 m²

	Existing	Proposed
Site Area	2,347.6 m ²	No change
Land Uses	Vacant	Residential
Zoning:	"Light Industrial (IL)"	No change
Number of Units	None	40

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.2	0.81	None
Lot Coverage for Buildings:	Max. 80%	28%	None
Setback – Front Yard (Smith Street):	Min. 3.0 m	9.5 m	None
Setback – Exterior Side Yard (Charles Street):	Min. 3.0 m	18.5 m	None
Setback – Interior Side Yard (South/Beckwith Road):	None	8.5 m	None
Setback – Rear Yard (Great Canadian Way):	None	3.0 m	None
Height (m):	Max. 15.0 m	10.0 m	None
Lot Size:	None	2,347.6 m ²	None
Off-street Parking Spaces – Accessible:	None	1	None
Off-street Parking Spaces – Total:	0.3 spaces per unit, plus 1 space per staff member (20 spaces)	1 space per staff member (8 spaces)	See Temporary Use Permit
Total Class 1 Bicycle Parking:	1.25 spaces per unit (50 spaces)	1 space per unit (40 spaces)	See Temporary Use Permit
Total Class 2 Bicycle Parking:	0.2 spaces per unit (8 spaces)	0.2 spaces per unit (8 spaces)	None
Common Indoor Amenity Space:	None	109 m ²	None
Common Outdoor Amenity Space:	None	118 m ²	None

Address: 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road

Applicant: BC Housing Management Commission Owner: City of Richmond

Planning Area(s): _City Centre

Floor Area:

TU 20-918062

Net: 1,908 m²

Development Application Data Sheet

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



Attachment 2



December 17, 2020

Julie Roberts Executive Director Community Builders Group 1060 Howe St. Vancouver, BC V6Z 1P5

Dear City of Richmond,

This letter is confirming that the proposed eight parking stalls at 2600 Smith Street will meet and exceed our requirements for vehicle parking at this site. These eight stalls will sufficiently meet the maximum anticipated need for staff and visiting professionals.

We have provided the following parking statistics based on Community Builder's current parking needs at our other supportive housing and shelter sites:

Full Time Staff:	2 Support Workers 1 Building Caretaker 0-1 Chef, currently only 1 of our housing sites has a chef working full-time
Visiting Community Builders Staff:	1-2
Visiting Professionals:	1-2
Visitors with Vehicles:	rarely
Total:	5-8

Please note we will also advise all potential tenants of the aircraft exposure in the area so that they can make an informed decision before pursuing tenancy with us.

We will also ensure all tenants are informed that this onsite parking is reserved for the use of staff and visiting professional only during the application process.

We thank you for your ongoing support and look forward to continuing working with the City of Richmond.

ulie Roberts

Julie Roberts, Executive Director

December 17, 2020

CITY OF RICHMOND & BC HOUSING Temporary Supportive Housing in Bridgeport – 2520-2640 Smith Street ENGAGEMENT SUMMARY

PREPARED FOR: City of Richmond & BC Housing December 1, 2020

Ideaspace Consulting Inc 206-402 West Pender St Vancouver, BC V6B 1T6 bigideaspace.ca 604-418-6135

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1. INTRODUCTION

The City of Richmond and BC Housing are partnering to build 40 self-contained modular homes located at 2520-2460 Smith Street in Richmond, with support services for people experiencing homelessness or are at risk of homelessness.

A professional, non-profit housing operator would provide support services to residents and manage the building. Professional support services provided to residents include:

- 24/7 support staff
- Meals
- Laundry facilities
- Life skills and social/recreational supports
- Connection to community supports and services including education, employment, health and wellness
- Assistance in accessing income including income assistance, pension, disability or establishing a bank account

The purpose of this Engagement Summary Report is to provide an overview of community and stakeholder engagement activities and summarize community feedback received to date regarding the supportive housing planned for 2520-2460 Smith Street in Richmond.

2. ENGAGEMENT ACTIVITIES AND TIMELINE

The engagement program was designed to:

- 1) Provide opportunities for stakeholders and the community at large to learn about new housing, participate in dialogue and provide feedback.
- 2) Build awareness of the need for housing with supports for people experiencing homelessness in Richmond.
- 3) Explore ways to build an inclusive community where everyone has an opportunity for a safe and healthy place to live.

Community members were invited to ask questions and provide input on the project through:

- 1. Virtual Stakeholder Meetings The City of Richmond and BC Housing met with representatives from key stakeholder groups to discuss the proposed supportive housing project respond to questions and listen to feedback.
- 2. Let's Talk Housing Richmond Online Survey An online survey was created on BC Housing's Let's Talk Housing Richmond webpage. A link to the online survey was sent to site neighbours to complete between Oct. 30 Nov. 15.
- **3.** BC Housing Community Relations Email Contact information was included on all notification and presentation materials so that community members and key stakeholders could offer input on the project and receive response from BC Housing staff.

Timeline	Activity	Description
October 28	Let's Talk Housing Richmond	BC Housing launched a webpage to share
	webpage launch	project information and invite public feedback
		through an online question and comment
		forum:
		https://letstalkhousingbc.ca/richmond-smith
October 28	Letter to site neighbours	Notification letters were sent to 242 residential
		and business neighbours within a 200-metre
		radius from the Smith Street site to introduce
		the project. Letters invited stakeholders to
		participate in the Online Survey on BC Housing's
		Let's Talk Housing Richmond website.
November	Invitation to meet with neighbouring	Emails were sent to 21 businesses located near
4	businesses	the supportive housing site with an invitation to
		participate in a Virtual Meeting.
October 30	Let's Talk Housing Richmond Online	BC Housing launched an online survey on the
	Survey launch	Let's Talk Housing Richmond website. Site
		neighbours were invited to complete the survey
		between by Nov. 15.
November	Stakeholder Meeting #1	A Stakeholder Meeting was held with
16		representatives from local businesses near the
		site. Project partners provided information
		about the supportive housing and pathways to
		homelessness, and participating stakeholders
		had the opportunity to ask questions about the
		project and provide input.

ENGAGEMENT TIMELINE

November 17	Stakeholder Meeting Session #2	A Stakeholder Meeting was held with representatives from local hotels near the site. Project partners provided information about the supportive housing and pathways to homelessness, and participating stakeholders had the opportunity to ask questions about the project and provide input.
November 18	Stakeholder Meeting #3	A Stakeholder Meeting was held with representatives from the Costco's Richmond location. Project partners provided information about the supportive housing and pathways to homelessness, and participating stakeholders had the opportunity to ask questions about the project and provide input.

3. WHAT WE HEARD

PARTICIPANT SNAPSHOT

There was a total of six business representatives from Richmond that participated in three Virtual Stakeholder Meetings and a total of 27 responses were received through BC Housing's Let's Talk Housing Richmond Online Survey.

FEEDBACK RECEIVED THROUGH STAKEHOLDER MEETINGS

- Concerns about the location not being appropriate for this kind of housing
- Questions about the number of support staff present at the building throughout the day and evening
- Concerns about a lack of parking at the supportive housing site
- Questions about who will pay for the supportive housing
- Concerns that the housing could cause an increase in crime and disruption in the area
- Questions about how tenants will qualify to live in the supportive housing
- Questions about how many tenants will live in the supportive housing

FEEDBACK RECEIVED THROUGH ONLINE SURVEY

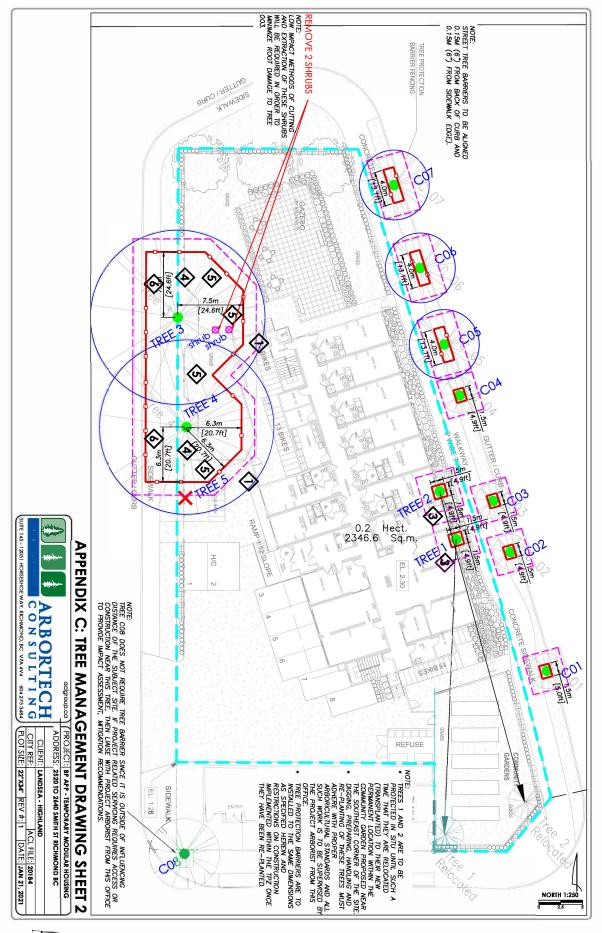
- Recommendations for an accessible entrance and surrounding walkways
- Concerns about an increase in garbage and dumping in the area once the supportive housing opens
- Recommendations for increased lighting in the area
- Concerns about the location not being appropriate for this kind of housing
- Questions about the number of support staff present at the building throughout the day and evening

- Recommendations to make the housing pet-friendly
- Recognition of the need for supportive housing in Richmond
- Concerns that the housing could cause an increase in crime and disruption in the area
- Recommendations for an increase in police presence
- Questions about who will pay for the supportive housing
- Concerns about the modular design not fitting into the surrounding neighbourhood
- Concerns the housing could attract loitering
- Recognition that the site chosen has good access to the centre of Richmond
- Recommendations to include green space on-site
- Concerns that a three-storey building will be too high for the surrounding neighbourhood
- Recommendations to install security cameras around the site
- Recommendations to create a program for restorative mental health
- Concerns that the site is too far from grocery stores and other essential services
- Recommendations to include lockable bike racks
- Recommendations to include additional storage space
- Recommendations to upgrade the surrounding streets to make them more pedestrian friendly

4. NEXT STEPS

All feedback received about the housing at 2520-2460 Smith Street will be shared with Richmond City Council for consideration when reviewing the Temporary Use Permit application as part of the development process.

If the Temporary Use Permit is approved, construction will begin in 2021, followed by the formation of a Community Advisory Committee. Residents would move into their new homes in the Spring of 2022.



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TU 20-918062 – 2520/2540/2560/2580/2600/2640 Smith St and 9031 Bridgeport Rd - Engineering Servicing Requirements:

Scope: *BC HOUSING has applied to the City of Richmond for a Temporary Use Permit to allow a three-storey temporary modular housing development with 40 residential units and vehicle access from Smith Street at 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road.*

A servicing agreement is not required.

1) Water Works:

- a) Using the OCP Model, there is 894 L/s of water available at a 20 psi residual at the Smith Street frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- a) At the applicant's cost, the applicant is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations at the building permit stage to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on building permit stage building designs.
 - ii) Confirm requirements for any new hydrants along the Smith Street frontage with Richmond Fire Rescue.
- b) The City will, at the applicant's cost:
 - i) Install a new water service connection off of Smith Street. Water meter to be supplied by the City and installed by the applicant's contractor.
 - ii) Cap and remove existing water connection(s) serving the development site.

2) Storm Sewer Works:

- a) The City will, at the applicant's cost:
 - i) Upgrade approximately 85 m of storm sewer on Smith Street between the site's north property line and Beckwith Road.
 - i) Install a storm connection, complete with inspection chamber, off of Smith Street.
 - ii) Cap and remove existing storm connection(s) serving the development site.

3) Sanitary Sewer Works:

- a) The City will, at the applicant's cost:
 - i) Complete all tie-ins for the proposed site to existing City infrastructure.

4) Frontage Improvements:

- a) At the applicant's cost, the applicant is required to:
 - Assess and address any potential conflict between the proposed frontage works (to be confirmed by Transportation) and the existing BC Hydro poles along the site's Smith Street frontage.
 - ii) Locate all new above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan and registered prior to TUP approval:

- BC Hydro PMT 4.0 x 5.0 m
- BC Hydro LPT 3.5 x 3.5 m
- Street light kiosk 1.5 x 1.5 m
- Traffic signal kiosk 2.0 x 1.5 m
- Traffic signal UPS 1.0 x 1.0 m
- Shaw cable kiosk 1.0 x 1.0 m
- Telus FDH cabinet 1.1 x 1.0 m

5) General Items:

- a) At Developer's cost, the Developer is required to:
 - Provide, prior to start of site preparation works or within the building permit application, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations. In particular, the geotechnical report should address any impacts of the proposed works on the AC watermain on Smith Street.
 - ii) Monitor the settlement at the adjacent utilities and structures during any pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.



No. TU 20-918062

To the Holder:	BC HOUSING MANAGEMENT COMMISSION
Property Address:	2520, 2540, 2560, 2580, 2600, 2640 SMITH STREET AND 9031 BRIDGEPORT ROAD
Address:	UNIT 1701 – 4555 KINGSWAY BURNABY, BC V5H 4V8

- 1. This Temporary Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
- 2. This Temporary Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
- 3. The subject property may be used for a three-storey modular supportive housing building with 40 studio units and vehicle access from Smith Street.
- 4. The "Richmond Zoning Bylaw 8500" is hereby temporarily varied to:
 - a) reduce the required landscaped parking setback from 3.0 m to zero;
 - b) reduce the number of required vehicle parking spaces from 20 to 8 spaces; and
 - c) reduce the number of required Class 1 bicycle parking spaces from 50 to 40 spaces.
- 5. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this Permit or cessation of the use, whichever is sooner.
- 6. As a condition of issuance of this Permit, the City has received a letter of guarantee from the BC Housing Management Commission in the amount of \$43,366.40 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this Permit within the time set out herein and comply with all the undertakings given in Schedule "B" attached hereto, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of

To the Holder:	BC HOUSING MANAGEMENT COMMISSION
Property Address:	2520, 2540, 2560, 2580, 2600, 2640 SMITH STREET AND 9031 BRIDGEPORT ROAD
Address:	UNIT 1701 – 4555 KINGSWAY BURNABY, BC V5H 4V8

the completed landscaping in order to ensure that the agreed upon plant material has survived.

- 7. As a condition of the issuance of this Permit, the City has received written confirmation from the project mechanical engineer confirming that the PTAC and HRV systems within the Building Permit submission meet the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standards for interior living spaces while also meeting the acoustic requirements in the report from BAP Acoustics, dated January 7, 2021.
- 8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications in Schedule "B" attached hereto.
- 9. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

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This Permit is not a Building Permit.

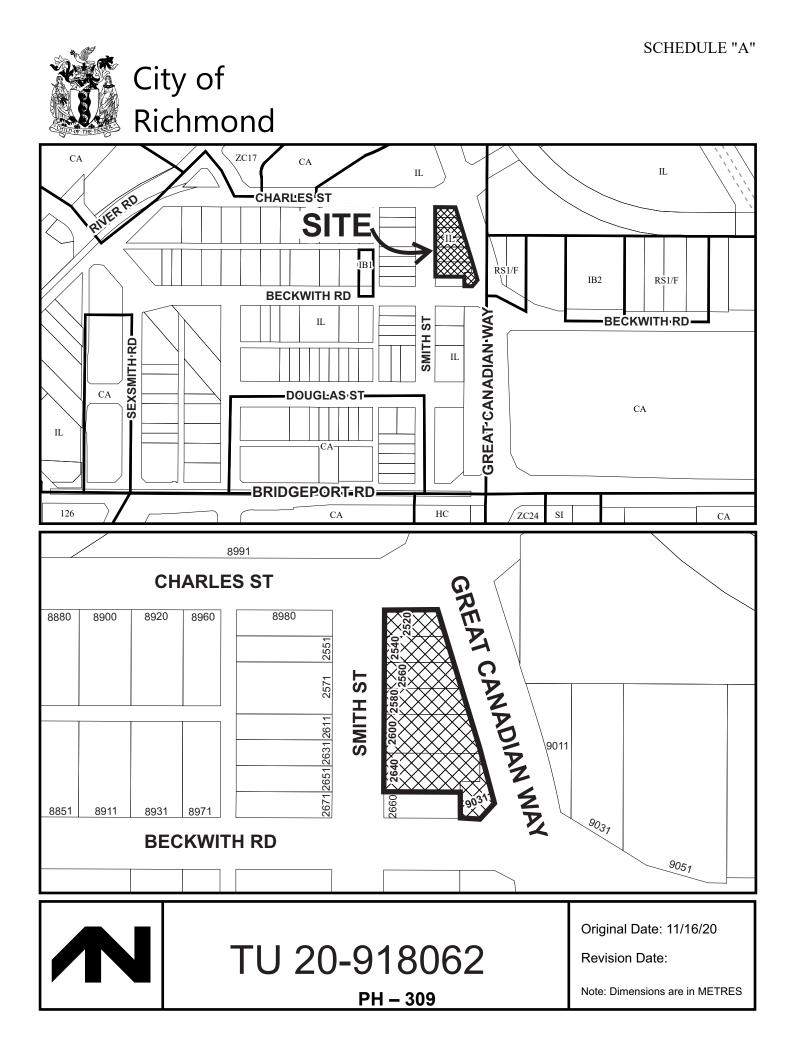
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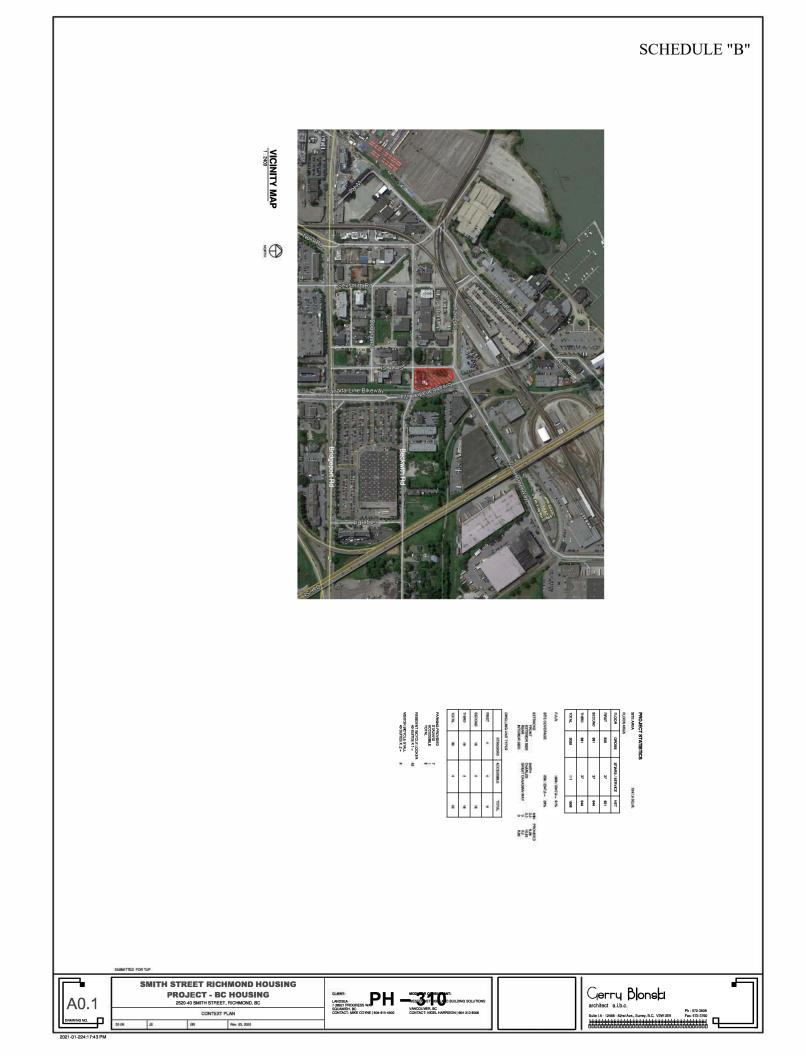
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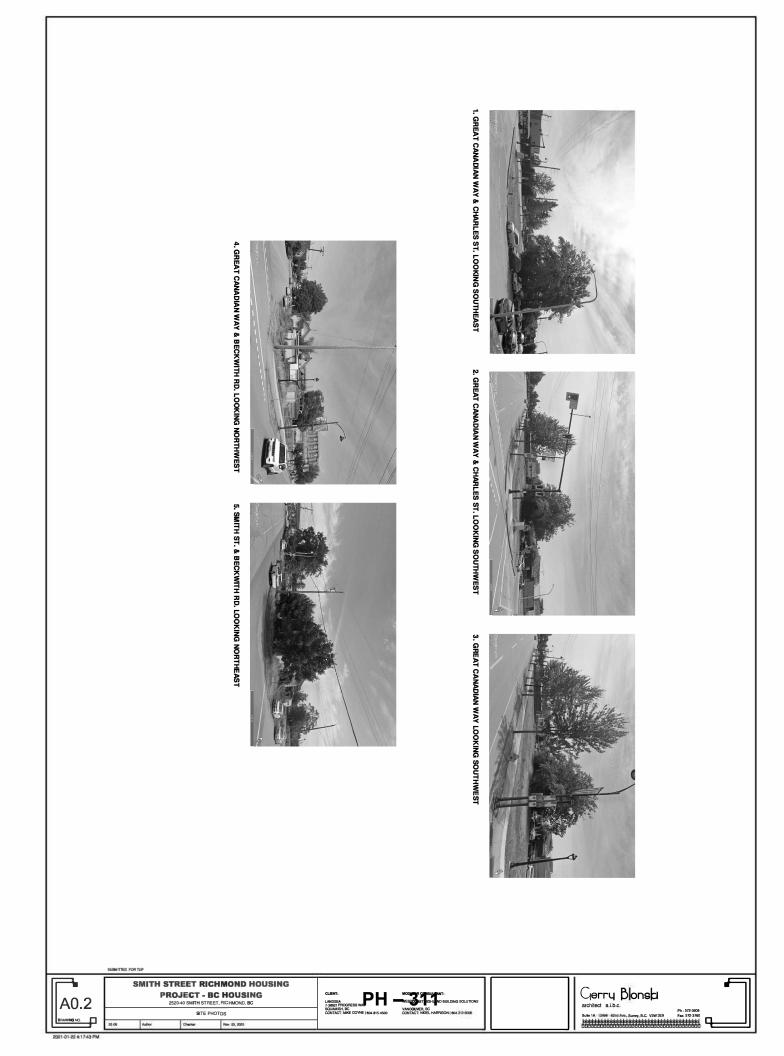
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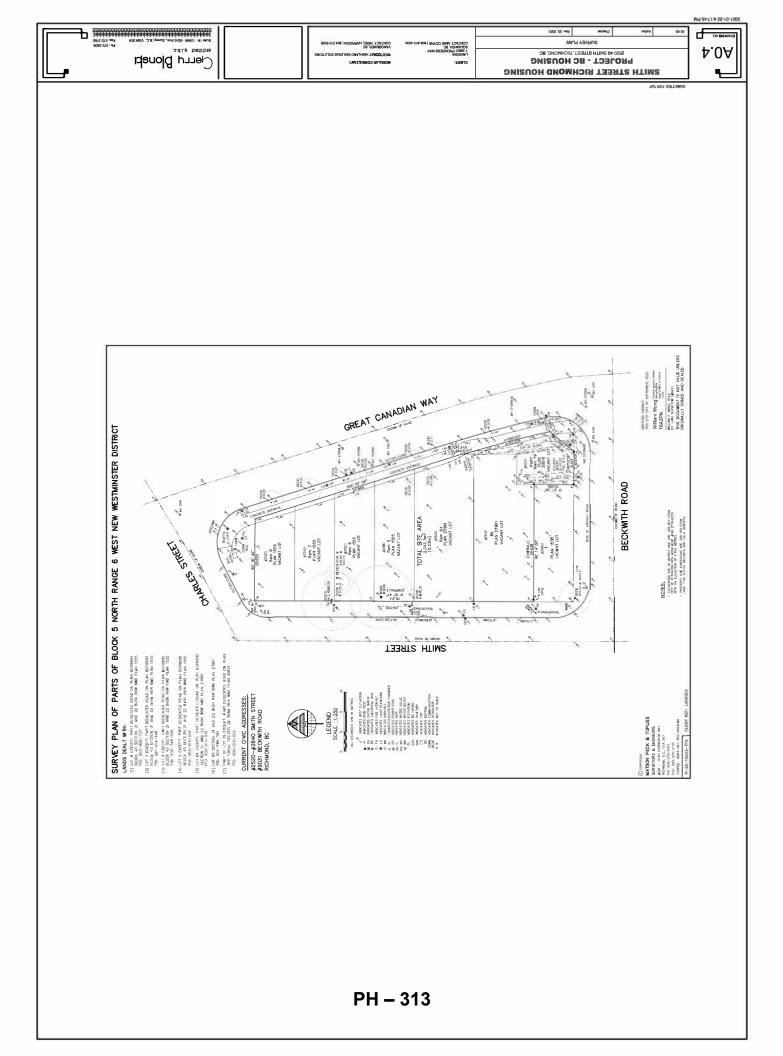


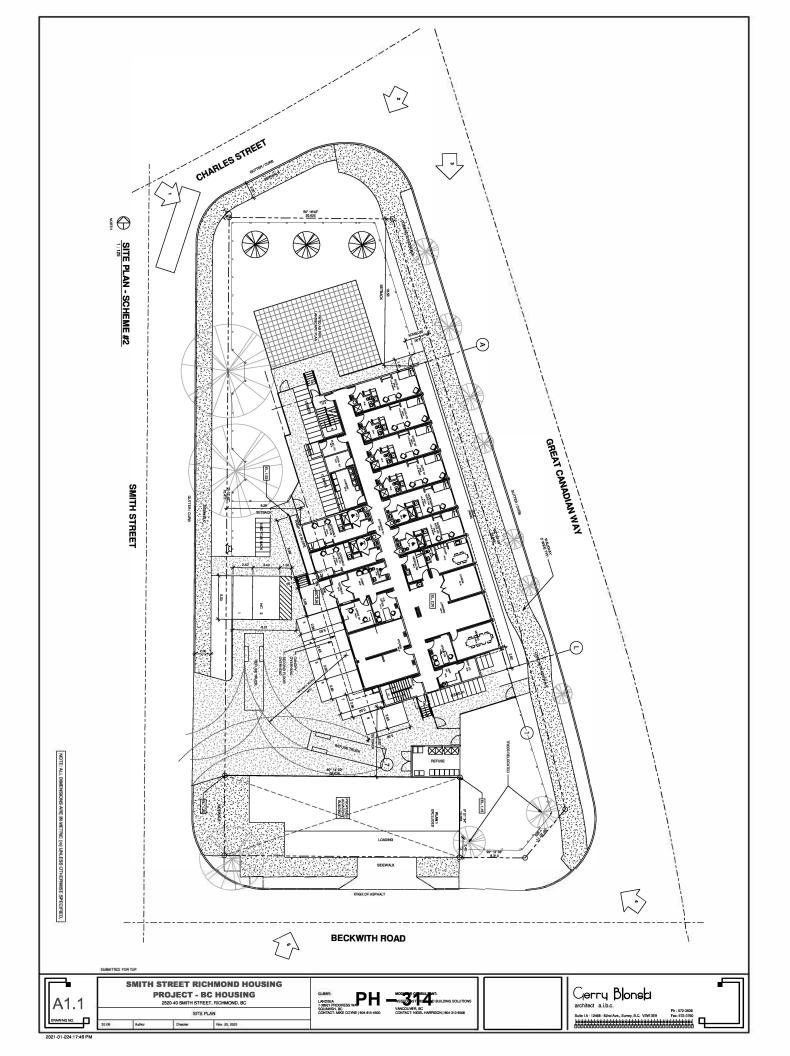
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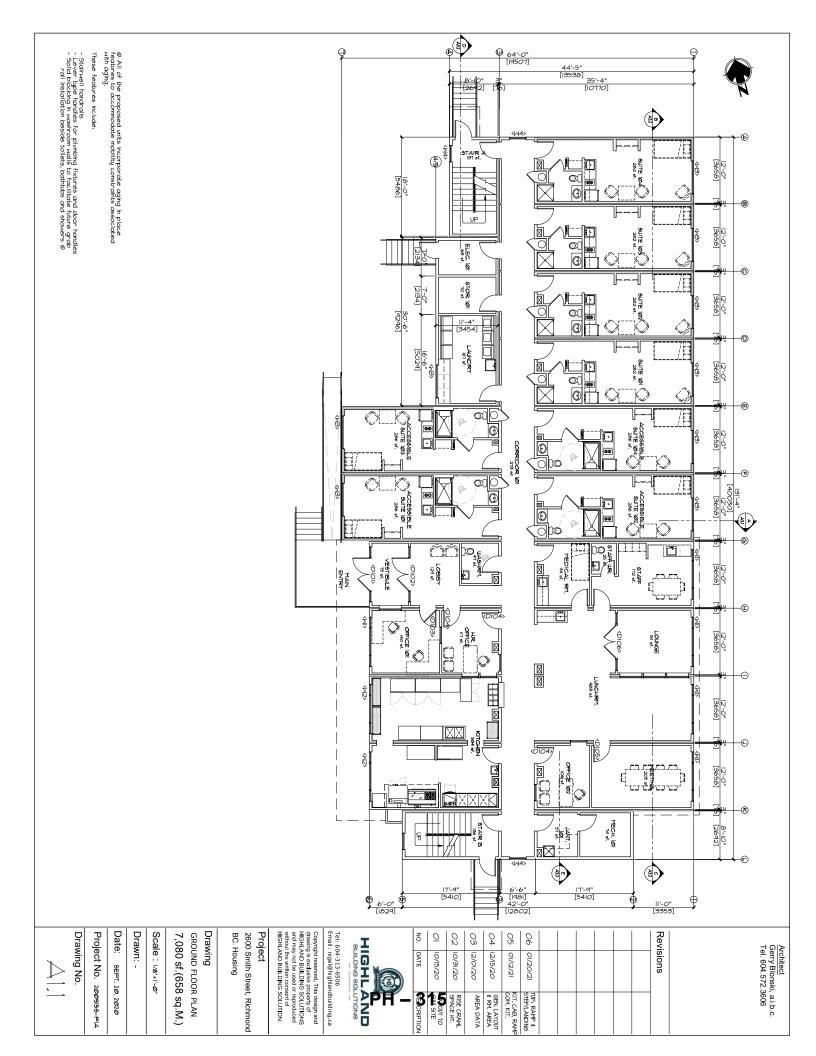
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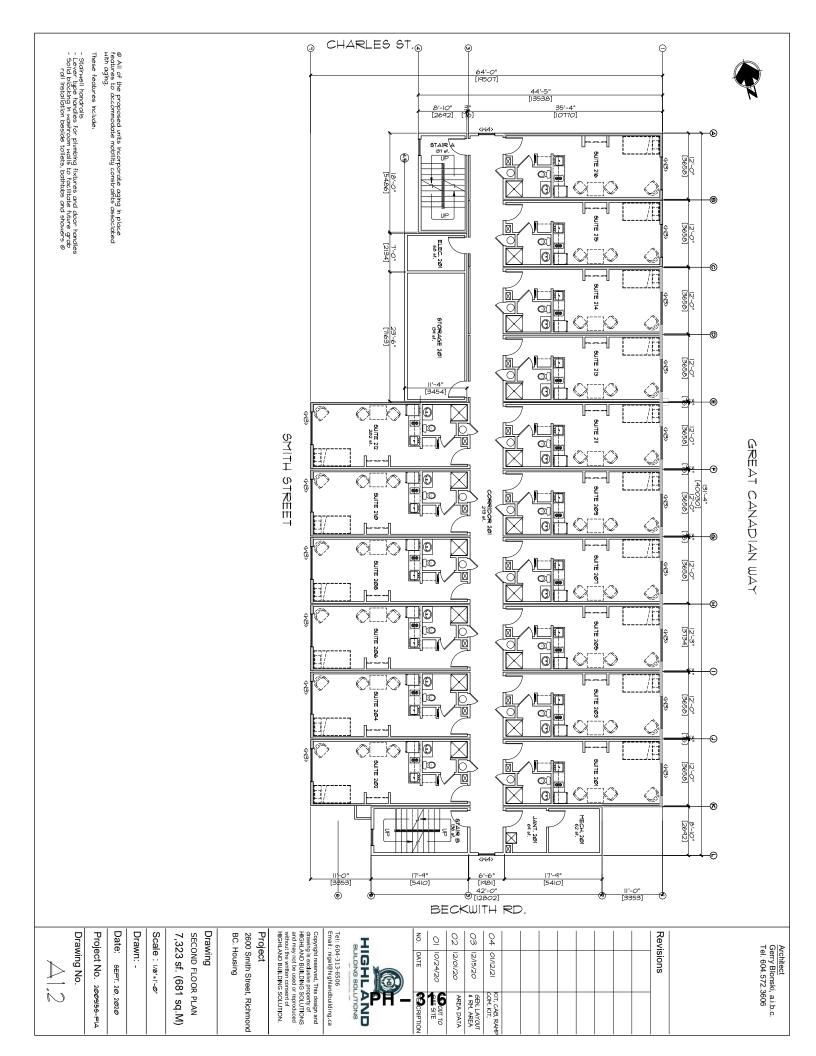
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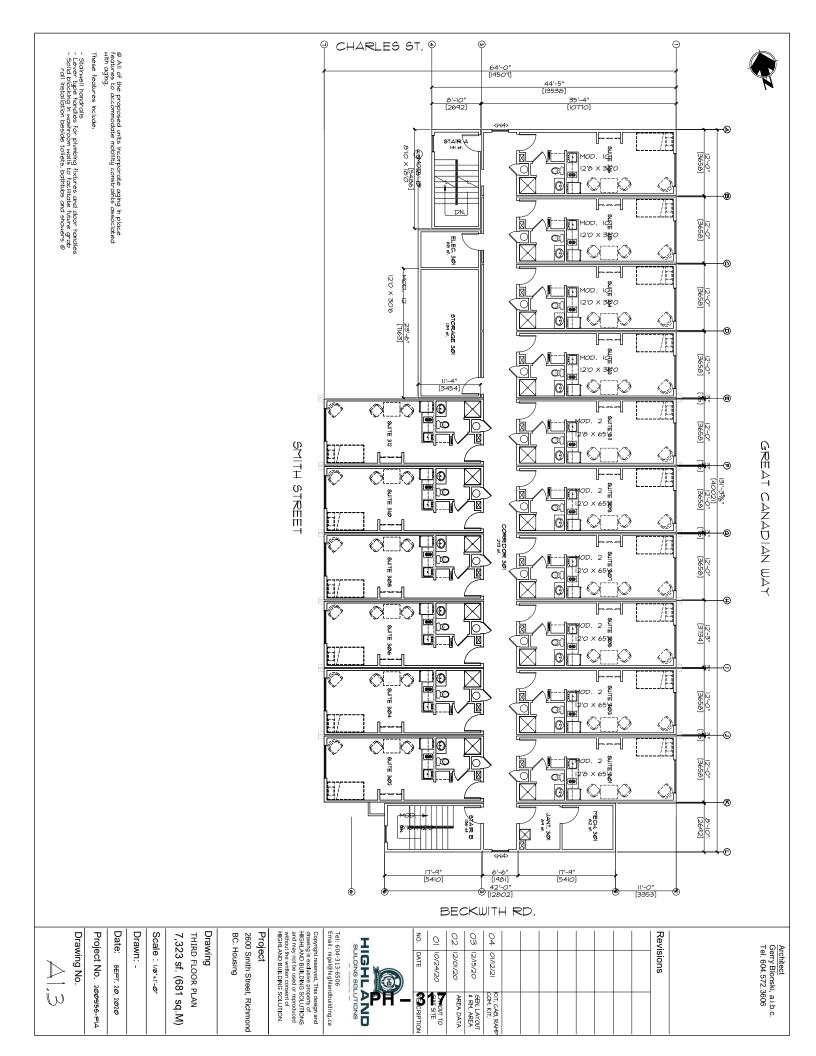
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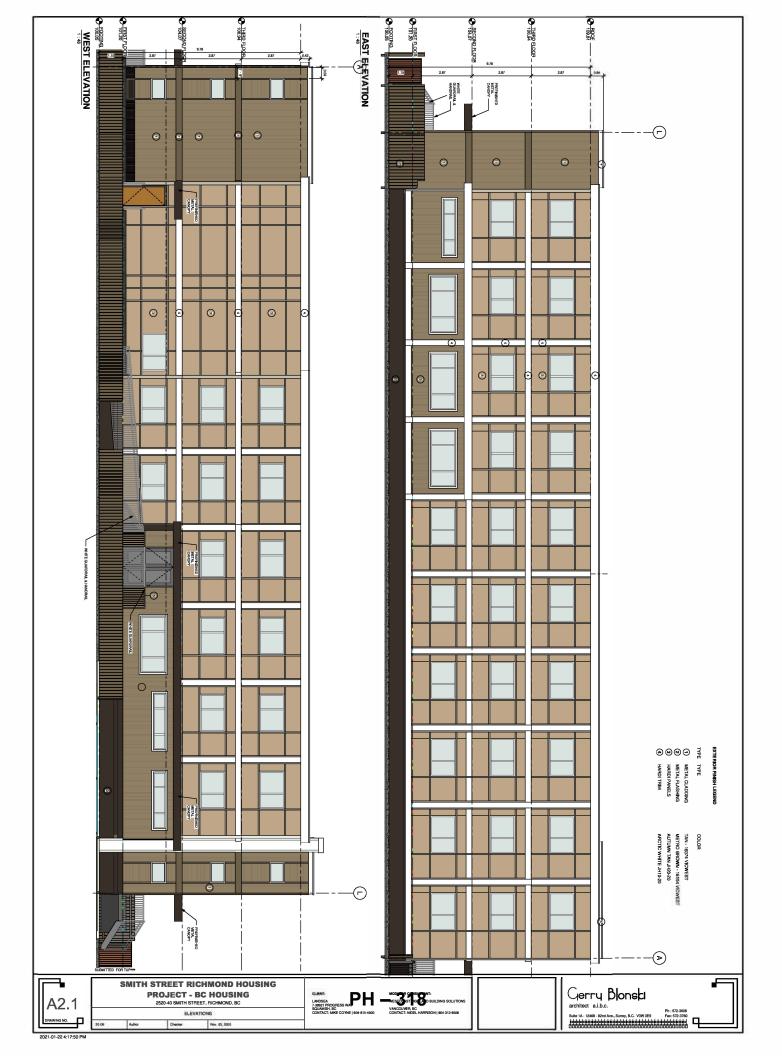




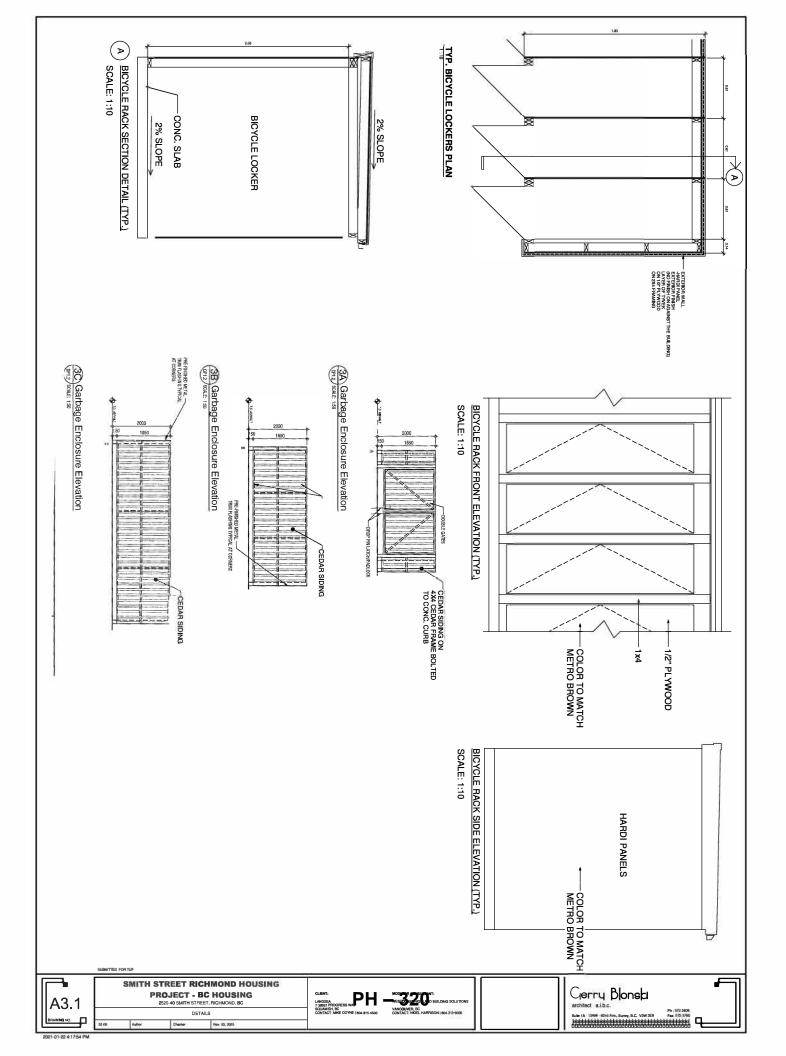


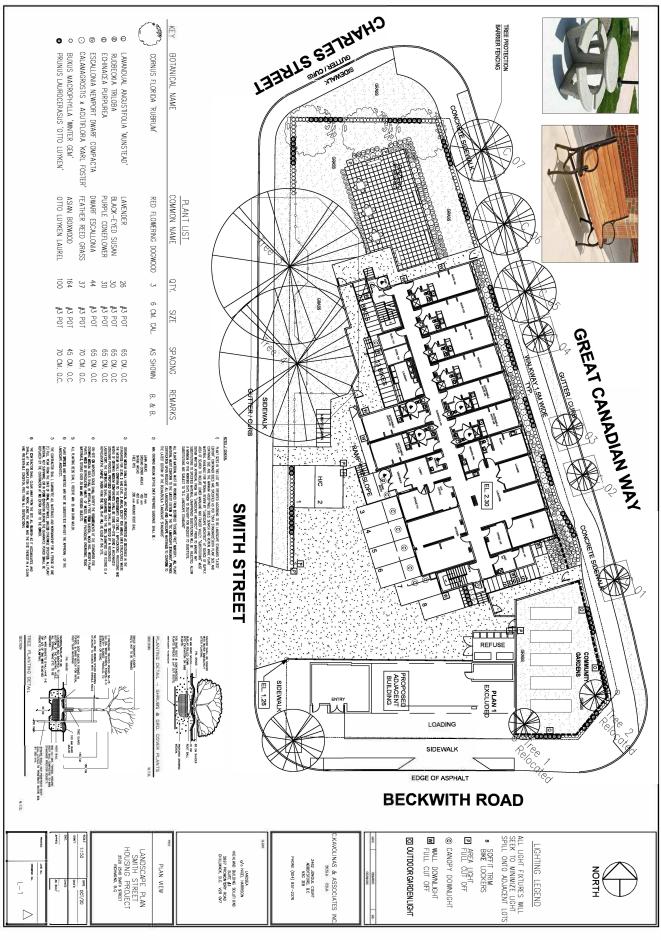




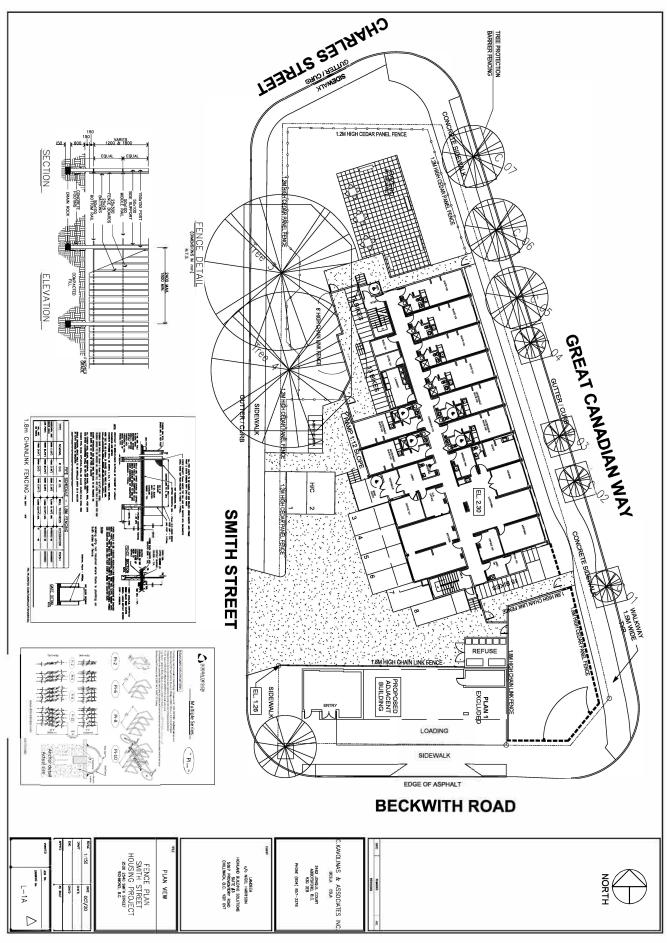








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To:	Mayor and Councillors	Date:	February 18, 2021
From:	James Cooper, Architect AIBC Director, Building Approvals	File:	10-6125-07-02/2021-Vol 01
-			

Re: Additional information – Incentivizing Single Family Passive Houses in the City of Richmond

The purpose of this memorandum is to provide additional information, as directed at the General Purposes Committee on February 16, 2021, that outlines the regulatory process should construction not meet the certified Passive House standard after having been approved for the additional density incentive.

This addition appears in revised Attachment 4 of the Report to Committee, with new text shown in yellow highlight, and is included with this memorandum.

Additionally, a minor clerical change has been made to Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10238 (Permit Fee Incentives for High Performance Single Family and Duplex Housing), which now includes a new clause 5.6.5(d), as part of the conditions that must be met to qualify for the permit fee refund.

The updated Amendment Bylaw No. 10238 is included with this memorandum, with new clause 5.6.5(d) added.

For additional information or clarification please contact the author at (604) 247 4606 or via email at jcooper2@richmond.ca.

James Cooper, Architect AIBC Director, Building Approvals

JC:jc



Proposed Application Procedure for High-Performance Building Incentive Program

In order to receive the proposed high-performance incentives, the following steps must be taken prior to the submission of the building permit application:

- Energy Step Code 4 or 5: the applicant must submit a request letter to the Director of Building Approvals, along with the Pre-Construction Energy Step Code Compliance Report and supporting documents as per the City of Richmond bulletin (Building-38). The request letter must detail the requested floor area exemptions, and provide a rationale for each item. Upon verification of compliance of the Proposed House with Step 4 or 5, the Manager of Plan Review will provide an *Incentive Authorization Letter* outlining the granted incentives. A copy of this letter must be included in the full building permit application package.
- **Certified Passive House:** A request letter must be submitted to the Director of Building Approvals, along with a letter from a Certified Passive House Designer attesting to the Passive House performance of the proposed design, and a letter from a Passive House Certifier, assuring that if built as designed, the proposed house will achieve Passive House Certification. The request letter must detail all the requested floor area exemptions, and the rationale for each item. Upon review of the request letter and supporting documents, a meeting will be arranged by the Manager of Plan Review to discuss the exemption request with the applicant. Other staff from Building Approvals and other departments may be present at the meeting, at the discretion of the Manager of Plan Review. After the meeting, and pending any justification or clarification requested during the meeting, the Manager of Plan Review will provide an *Incentive Authorization Letter* outlining the granted incentives. A copy of this letter must be included in the full building permit application package.

Projects that receive any of the high-performance incentives, must meet the following criteria before Final Building Inspection is scheduled:

- 1) As-built Energy Step Code Compliance Report confirming compliance with Step 4 or Step 5, as applicable, and supporting documents as per the City of Richmond bulletin Building-38; *or*
- 2) Confirmation of Passive House Certification.

Penalty for Non-Compliance with Conditions of the Incentive Authorization Letter

If the conditions outlined in the *Incentive Authorization Letter* are not met by the time of Final Building Inspection, the applicant will have to pay the waived permit fee, plus 50% processing fee, in order to schedule Final Inspection.

Passive House certification requires achieving performance standards at progressive stages of construction in order to demonstrate properly constructed elements. In order to ensure that overall Certification is achieved at completion, building inspections at each stage will be withheld until the appropriate levels of performance can be demonstrated. Request for Final

Building Inspection granting approval for occupancy is contingent on prior presentation of Passive House certification.

Should construction for proposed Passive House after having been granted a density incentive be discontinued, or the required performance levels (in the Incentive Authorization Letter) be abandoned, the building permit shall be cancelled and the construction stopped. Construction at that point may continue only after a new building permit compliant to existing Zoning Bylaw regulations is approved. This will require removal of any density beyond that permitted in the Zoning Bylaw in order to comply.



Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10238 (Permit Fee Incentives for High-Performance Single Family and Duplex Housing)

The Council of the City of Richmond enacts as follows:

- 1. Building Regulation Bylaw No. 7230, as amended, is further amended at section 5.5 by adding the following after subsection 5.5.4:
 - "5.5.5 Where the **building inspector** is satisfied that a **building permit** application is for a **Certified Passive House**, the **building permit** fee payable by the **owner** pursuant section 5.5.1(a) above is waived."
- 2. Building Regulation Bylaw No. 7230, as amended, is further amended at section 5.6 by:
 - (a) deleting the words "5.6.2 and 5.6.3" in subsection 5.6.1, and replacing them with the words "5.6.2, 5.6.3, 5.6.5 and 5.6.6";
 - (b) deleting the word "only" in subsection 5.6.2;
 - (c) adding the words "in accordance with subsection 5.6.2" after the words "partially refunded" in subsection 5.6.4;
 - (d) adding the following after subsection 5.6.4:

"5.6.5 A **building permit** fee may be refunded, in whole or in part, when:

- (a) the **owner** has submitted a written request for such refund;
- (b) the **building permit** is for a **single family** home or **duplex**;
- (c) either:
 - the building inspector is satisfied that the completed (asbuilt) building achieves Step 4 of the Energy Step Code, and such building permit application was submitted prior to January 1, 2022; or
 - (ii) the building inspector is satisfied that the completed (asbuilt) building achieves Step 5 of the Energy Step Code, and such building permit application was submitted prior to January 1, 2025; and

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- (d) the applicable **building permit** has not expired.
- 5.6.6 Where a refund of a **building permit** fee is approved in accordance with subsection 5.6.5, such refund is to be calculated at:
 - (a) 50% of the nearest dollar the amount of the **building permit** fee, less the non-refundable plan processing fee, in the case of a refund in accordance with subsection 5.6.5(c)(i); or
 - (b) 100% of the nearest dollar the amount of the **building permit** fee, less the non-refundable plan processing fee, in the case of a refund in accordance with subsection 5.6.5(c)(ii)."
- 3. Building Regulation Bylaw No. 7230, as amended, is further amended at section 16.1 by adding the following definition in alphabetical order:

"CERTIFIED PASSIVE HOUSE has the meaning given to that term in the Zoning bylaw."

4. This Bylaw is cited as **Building Regulation Bylaw No. 7230, Amendment Bylaw No.** 10238".

FIRST READING		CITY OF RICHMOND
SECOND READING		APPROVED for content by originating
THIRD READING		Division JC
ADOPTED		APPROVED for legality by Solicitor
		BRB
MAYOR	CORPORATE OFFICER	



То:	General Purposes Committee	Date:	January 8, 2021
From:	James Cooper Director, Building Approvals	File:	10-6125-07-02/2020- Vol 01
	Peter Russell Director, Sustainability and District Energy		

Re: Incentivizing Single-Family Passive Houses in the City of Richmond

Staff Recommendations

- 1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10237, which proposes a density increase to single family houses built to certified Passive House standards, identified in the report titled "Incentivizing Single-Family Passive Houses in the City of Richmond" dated January 8, 2021, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first reading;
- 2. That Richmond Building Regulation Bylaw 7230, Amendment Bylaw 10238, which proposes a waiver of Building Permit fees, identified in the report titled "Incentivizing Single-Family Passive Houses in the City of Richmond" dated January 8, 2021, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first, second and third readings; and
- 3. That Council direct staff to prepare an outreach and education program to familiarize the community with the benefits of constructing new homes to achieve the top levels of the BC Energy Step Code and the Passive House standard.

James Cooper Director, Building Approvals (604-247-4606)

Peter Russell Director, Sustainability and District Energy (604-276-4130)

Att. 7											
REPORT CONCURRENCE											
Routed To: Development Applications Policy Planning Finance Legal	CONCURRENCE ☑ ☑ ☑	CONCURRENCE OF GENERAL MANAGER									
SENIOR STAFF REPORT REVIEW	INITIALS:										

Staff Report

Origin

At the July 3, 2019 Planning Committee meeting, staff received the following referral in reference to the staff report titled "Early Adoption of BC Building Code Provisions for 12 Storey Mass Timber Construction":

"That staff examine options to encourage the development of Passive [House] singlefamily homes and report back."

Passive House is a well-established international standard for energy efficient buildings. For single-family residential construction, it has prescribed energy performance slightly higher than the Step 5 (highest level) of the BC Energy Step Code. The Province has signalled that the BC Building Code will require all new buildings to achieve Step 5 by 2032. The City of Richmond is committed to requiring all new construction to reach the top level of the Step Code by 2025, subject to future Council approvals, as defined in a schedule within the Official Community Plan (OCP).

This report proposes a suite of incentives to encourage single-family and two-family houses to be designed and constructed to the Certified Passive House standard and the top levels of the BC Energy Step Code. It has been prepared in consultation with Passive House Canada and leading high-performance design and construction firms in the region.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

Analysis

A 'Passive House' is a highly energy efficient building that requires minimal energy for space heating and cooling. To meet Passive House requirements, the energy use of a building is minimized by designing and constructing a high-performance envelope, and by utilizing passive heating gains (such as energy from solar radiation and internal activity). Details regarding the Passive House approach to design, meeting the standard, its history and benefits, are outlined in Attachment 1.

Constructing a home to meet Passive House certification not only provides benefits to the occupants of the home, it also helps advance skills and competencies in design and construction to meet the progressively more stringent requirements of the BC Building Code, providing momentum towards excellence and innovation in the building sector.

Passive House and BC Energy Step Code

The BC Energy Step Code (Step Code) has been implemented in Richmond since 2018, designed to transition the design and construction industry ahead of the eventual Code requirement of 'net zero energy ready' buildings. City staff have previously reported on excellent progress to date by Richmond homebuilders in achieving current Step Code requirements, and are now interested in seeing builders reach the top levels of energy performance on their next project, as part of transitioning toward low energy and near-zero emission outcomes.

The Step Code sections of the BC Building Code recognize that buildings built to the Passive House standard are at the energy performance requirements of the top level of the Step Code.¹ The additional advantage of Passive House is the rigorous certification process that assures high performance targets set at the design stage are translated into construction and commissioning.

Research on Best Practice

Along with adoption of the BC Energy Step Code, Richmond already has incentives for higher energy performance in single and two-family construction. Richmond Zoning Bylaw No. 8500 currently exempts from Floor Area Ratio calculation:

- 1. The area in exterior walls that provide extra insulation up to 0.15 meter thickness beyond the exterior wall sheathing; and
- 2. The floor space housing the heat recovery ventilation system, up to 2.35 m^2 .

Adding to these measures, staff conducted research amongst leading design professionals, homebuilders and other municipalities to establish the most appropriate approach for an incentive package to promote higher performance levels at Step Code levels 4 and 5, and ultimately Passive House. (See Attachment 2 for Municipal Scan of Passive House Incentives).

Research indicates that for incentives to be effective, they must at least partially offset the financial cost of designing and constructing to a high performance standard. Passive House certification requires the following measures beyond standard construction:

- 1. Designs produced by certified Passive House designers;
- 2. Consultation from high performance energy specialists;
- 3. Construction materials and high performance measures that at present are more costly than conventional construction;
- 4. Construction phase third party inspections and certifications by consultants; and
- 5. Final testing and certification by Passive House certified consultants, and postconstruction commissioning.

¹ Section 9.36.6.2 (3) of the BC Building Code: Buildings designed and constructed to conform to Step 5 of any of the Tables referred to in Sentence (1) and to the Passive House Planning Package, version 9 or newer, are deemed to comply with this Subsection if the energy model according to which the building is designed and constructed is prepared by a Certified Passive House Designer, or Certified Passive House Consultant, who is approved by the Passive House Institute.

High performance design, testing and certification represent a higher financial outlay, which is an economic risk that has been identified as the main factor preventing wide adoption of high performance construction within the development community beyond the specialty builder.

Other attributes of an effective incentive program include simplicity of measures that can be easily quantified and verified at the design stage, and during construction. Staff are also cognizant of the need for increased technical knowledge and competency for homebuilders, and will continue to engage our local development community through Richmond's *Builder Breakfast* series, as well as partnering with Passive House Canada and Zero Emissions Building Exchange on webinars and courses on ultra-low energy and zero emission construction.

Staff also reviewed recently adopted bylaws in the City of Vancouver (Vancouver) as well as City of North Vancouver and City of New Westminster that provide incentives for constructing single-family, duplex and triplex houses to the Passive House standard.

Notably, Vancouver's recent Zoning Bylaw and Building Bylaw amendments offer incentives in the form of permitted increased (saleable) floor area to encourage Passive House construction. Projects designed to the Passive House standard qualify for an increase in maximum floor area up to 16% for single-family houses, and up to 18% for duplexes and triplexes.

All the above factors were considered in developing the proposed incentives, as well as consideration of potential design ramifications that in some cases will favour simplified forms to affect improved energy design. The overarching intent is to increase the number of single-detached homes targeting the highest levels of energy efficiency while preserving the form and character of existing residential neighborhoods.

Proposed Incentives

Staff have identified four measures that together shape a comprehensive incentive framework for new, high-performance single-detached houses in Richmond:

- 1. Floor Area Exemptions to address increased wall thicknesses to accommodate additional insulation in exterior walls, and requirement for enhanced mechanical systems.
- 2. Facilitated Permitting and Inspection processes to address technical design and inspection of high performance building envelope and mechanical system measures.
- 3. Outreach, Engagement and Education that continues to support local residential builders and designers to successfully meet enhanced energy and emissions performance.
- 4. **Passive House Density Bonus** to help offset the higher cost of achieving ultra-low energy design, construction, testing and review required by Passive House certification.

The above incentives are discussed in detail in Attachment 3, with measures one through three supporting new houses built to Step 4 and Step 5 of the Step Code and to Passive House. Measure four will be available solely to houses built to the Passive House standard, as shown in Table 1. These incentives would be accessed through an application procedure integrated into the Building Permit process (see Attachment 4 for proposed documentation and verification requirements, and Attachment 5 for new incentives available for Step 4 and 5 and Passive House residential buildings from the CleanBC Better Homes New Construction Program).

Performance Level	Incentives	Comments
Energy Step Code Step 4 ⁽¹⁾	Area Exemption equivalent to 5% of maximum permitted Floor Space for additional wall insulation only and up to 2.35 m ² for mechanical equipment, (HRV); 50% permit fee reduction.	50% permit fee reduction only available until Step 4 becomes the minimum requirement (~2022).
Energy Step Code Step 5 ⁽¹⁾	Area Exemption equivalent to 5% of maximum permitted Floor Space for additional wall insulation only and up to 5.0 m ² for mechanical equipment (HRV); 100% permit fee waiver.	100% permit fee reduction only available until Step 5 becomes the minimum requirement (~2025).
Certified Passive House	Area Exemption equivalent to 10% of maximum permitted Floor Space for additional wall insulation only and up to 5.0 m ² for mechanical equipment (HRV: Heat Recovery Ventilators); 100% permit fee waiver; additional floor area allowance as percentage increase over current maximum.	See Attachment 3

Table 1: Proposed Zoning and Fee Incentives for High-Performance Single-Family Houses

 Note: For Step Code 4 and 5 houses seeking the above incentives, and using the EnerGuide rating system for Step Code compliance, the City of Richmond requires applicants to use absolute TEDI targets for Climate Zone 4 to meet the thermal envelop requirement, as described in December 2019, Revision 2, of BC Building Code.

This incentive framework is designed to accelerate movement toward the top level of the Energy Step Code by 2025, as signalled in the OCP. Houses built to Step Code 5 approach the energy performance of Passive House. When Step 4 and 5 become the minimum requirement in Richmond's Building Regulation Bylaw, the above permit fee waivers would be discontinued. However, the exemptions for increased insulation in exterior walls and the mechanical room are proposed to continue.

Appropriate Density Increase for Passive House Incentive

Staff reviewed additional floor area as a financial means to offset the cost of designing and constructing to the Certified Passive House standard. After consulting with leading industry experts and other municipal governments, it has been identified that the additional cost of building to this highest performance standard represents financial uncertainty that discourages broad industry acceptance.

Although significant increases to the maximum buildable area offered by Vancouver have been effective in increasing interest in constructing to the Passive House standard, they require bylaw relaxations to established setbacks, height limits and projections into the maximum building volumes. It is staff's opinion that in Richmond, extending the maximum floor area to levels set by Vancouver would be damaging to neighborhood character, giving rise to problems of building

massing and potential privacy issues, as relaxations to established yard setbacks, massing and height would be needed to accommodate large amounts of additional floor area.

After studying the benefits of appropriate incentives balanced with the need to preserve the existing massing and character of Richmond residential neighborhoods, staff proposes a 10% increase to the maximum floor area of a house built to the certified Passive House standard, capped at 46 m² (500 square feet) regardless of lot size. The increase in density represents a balanced approach that offers incentives that are proportional to additional expense of high while ensuring an overall form that does not detract from existing neighborhoods. Rationale for proposed density as incentives are:

- 1. A 5% area increase is expressly provided for the increased area of required insulation in exterior walls in order to achieve the high performance standards. Through staffs' research, a typically required 6" increase to the thickness of exterior walls throughout consistently represents a 5% contribution to the floor area of a house built to the maximum permissible area. This area increase is an incentive to compensate for the loss of habitable space used to accommodate the required insulation. This increase is available to houses built to Step Code 4 and 5 as well as to Passive House.
- 2. A further 5% area increase is proposed to address the financial risk stemming from increased cost of constructing to the Passive House standard, and additional consultant design, inspection and certification required. The research to determine the adequacy and appropriateness for the amount of density increase is discussed in Attachment 3.

In addition to the 10% density increase described above, the amount of exemption currently available in the Zoning Bylaw to house energy efficient ventilation equipment is proposed to be increased from 2.35 m^2 to a maximum of 5.0 m^2 . This modest exemption for technical space is solely to accommodate additional equipment that ensures sufficient fresh air for a healthy, thermally comfortable interior environment, while managing heat loss from exhausting stale air.

Research by staff into the effects of an additional area to building massing taken across a wide range of standard residential lot sizes, confirms that a 10% increase in maximum floor area will comfortably fit within current building massing regulations for single-detached houses, provided in the Zoning Bylaw without adding substantially to the building massing. Attachment 6 includes a table showing incremental increases to size of houses under a 7, 10 and 12% scenario for comparison. Attachment 7 shows illustrated examples of modest volume increases on typical single-detached lots that would result from a 10% increase in floor area.

With Council's endorsement, a floor area exemption would be introduced through Amendments to Richmond Zoning Bylaw 8500 and Building Regulation Bylaw 7230.

Assurances and Monitoring - Passive House Certification

Should Council direct staff to implement the proposed floor area incentive, staff have devised an application process that sets the following conditions:

1. Passive House design (from a certified Passive House professional) with all required technical documentation;

- 2. Commitment for iterative testing by a Passive House Certifier (third party consultant) during prescribed stages of construction as required by Passive House Canada;
- 3. Agreement from the applicant that no final inspection may occur prior to passing all required Passive House testing during construction; and,
- 4. Agreement from the applicant that no occupancy will be granted prior to Certification by Passive Canada at project completion.

Official Certification, as opposed to achieving performance "equivalent to Passive House standards," is needed to qualify for the increase in maximum floor area. Certification and the aforementioned conditions assure the City that the completed project will meet the required performance level when qualifying for the incentives granted at the permit application stage. Should Council approve the proposed incentives staff will monitor the number of applications, impact of high energy performance on architectural design, and permit revenue.

Financial Impact

The financial impact of waiving building permit fees is expected to be minimal. Since the proposed incentive program is designed to encourage more homes built to the top levels of the Energy Step Code, and Certified Passive House standard, it is anticipated that participation in the incentive program will initially be modest. Permit fee revenue will be monitored as part of the ongoing review of this program, with adjustments made as needed to the amount of fees waived.

Conclusion

High-performance single-detached houses can play an important role in achieving the City's energy efficiency and greenhouse gas reduction targets, and provide thermal comfort and healthy indoor air quality for occupants. To achieve this, staff propose a comprehensive suite of incentives to encourage more houses designed and built to the top levels of the Step Code, and the Certified Passive House standard. These incentives act as a stimulus for builders to utilize enhanced thermal envelopes and advanced mechanical systems in their next project. The incentive framework proposes floor area exemptions, facilitated plan review and building inspections, reduced permitting fees and educational programs that together encourage development of low-energy buildings, including Passive Houses.

This incentive program will be monitored for its effectiveness, with annual progress updates.

Mary.

Norm Connolly, MCIP RPP Sustainability Manager (604-247-4676)

Sepitor Janaustons

Sepehr Foroushani, Ph.D., P.Eng. Building Energy Specialist (604-204-8650)

Att. 1: Introduction to the Passive House Standard

- 2: Municipal Scan of Passive House Incentives
- 3: Additional Information Regarding Proposed High Performance Incentives
- 4: Proposed Application Procedure for High Performance Building Incentive Program
- 5: CleanBC Better Homes New Construction Program: Step 4, Step 5 and Passive House
- 6: Floor Area Exemption Table
- 7: Examples of Modest Floor Area Increased on Typical Single Family Lots

Introduction to the Passive House Standard

Development of the Standard

The standard was originally developed in Germany in the 1990s, with physicists from the University of Darmstadt analyzing the characteristics of 'passive solar' homes and other experimental low-energy buildings around the world, with the goal of developing a performance standard that could be broadly applicable to a variety of buildings. A key objective of this academic research was to determine if a verifiable energy performance standard could be developed that would achieve a level of affordability and constructability, with potential universal application for all building archetypes and climate zones.

For this report, the term 'Passive House' refers to the official definition and standard as set by the Passive House Institute (PHI), and administered in Canada by Passive House Canada.

The performance pathway for a building to meet the Passive House standard is by achieving an annual specific heating energy demand of no more than 15 kWh per m² of floor area per year. As an 'envelope first' performance standard, Passive House buildings must be designed to nearly eliminate all thermal bridging through the envelope, and achieve building air tightness of no more than 0.6 air changes (ACH) per hour at 50 Pascals of air pressure at project completion.

What is a "Passive House"?

Buildings built to the Passive House standard are so thermally efficient that heating, cooling and dehumidification are delivered almost entirely by the supply of ventilation air, with only a small amount of incremental energy needed to maintain indoor air temperatures at 20 degrees Celsius on the coldest day of the year. In order to minimize "active" heating and cooling demand, enhanced insulation, elimination of thermal bridges (energy transfer through materials), maximum utilization of solar and internal heat gains, and a highly airtight envelope are given great attention. Passive House design emphasizes ultra-low energy demand while delivering high levels of thermal comfort. The concept of passive and active energy supply is shown in Figure 1.

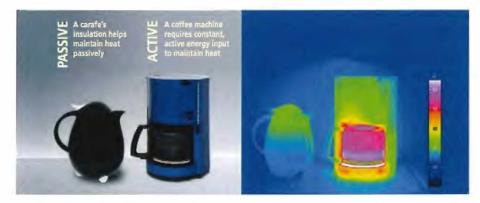


Figure 1 – Passive vs Active: Good thermal insulation reduces the need for active heating; likewise, a properly insulated building envelope can minimize the need for active heating. The thermograph on the right shows hot spots in the "active" system, where heat loss occurs at the greatest rate. [Source: Passive House Institute]

Passive House comes back to Canada

For the German researchers, the Saskatchewan Conservation House (1977) in Regina, SK, was an early inspiration for the development of the Passive House standard (see Figure 2). Tested 30 years after construction, the building's airtightness had not changed significantly and the walls showed no sign of moisture accumulation. Research on ultra-low energy houses elsewhere in North America and Europe led to the first pilot Passive House (a six-unit townhouse), built in 1990 in Darmstadt, Germany. Systematic measurement of the building's energy use in 2016 proved that the estimated energy savings were achieved in practice, and 25 years later the actual energy use was still consistent with energy modeling predictions.

There are now over 40,000 Passive House certified buildings worldwide, covering a wide range of archetypes (e.g., all sizes of residential buildings, schools, kindergartens, recreation centres, supermarkets, commercial and institutional offices). A growing number of Passive House projects are underway across Canada, with British Columbia being the leading province in terms of number of projects and trained Passive House professionals.



Figure 2 – LEFT: Saskatchewan Conservation House (Regina, SK, 1977) [Source: passipedia.org] RIGHT: Bernhardt Passive House (Victoria, BC, 2013) [Source: Passive House Canada (courtesy of D. Ford)]

According to Passive House Canada, there are 34 certified Passive House projects that have been completed in BC, 20 of which are single-family homes. Several others are completed, but have not yet been certified. These projects range from ground-oriented residential through to mid-rise, as well as high-rise multi-unit residential buildings, but also extends to fire halls, kindergartens, mid-rise offices and community centres.

An enthusiastic segment of the building design and construction industry in British Columbia has embraced the Passive House standard, with early examples consisting mainly of single-detached and two-family homes. A catalyst for this was the 2010 Winter Olympics, and the construction of the all-wood Austria House in Whistler (near Lost Lake), as the temporary home of Team Austria, but also with the objective of introducing the international standard into Canada, including Passive House building components and systems. This was BC's first Passive House, which now functions as a warming hut for Nordic skiing in the winter, as well as mountain bike rentals in the summer. Early projects such as these have been drivers for subsequent projects, and establishment of local professional training and practitioner certification (Passive House Canada). There is strong evidence that most of the early, flagship Passive House projects in North America have been small residential buildings. Smaller buildings are an appropriate archetype for local builders, architects and contractors to apply the Passive House standard, with knowledge gained making it easier to apply to larger, more complex buildings (see Figure 3).



An Envelope First Approach

Passive House design focuses first on the building envelope, and then on the efficiency of the building's mechanical systems. This is important because the building envelope should last the entire life of the building, while mechanical systems can be more easily replaced as better technologies become available. Once in place, building envelopes are more tolerant to delayed maintenance, unlike mechanical systems that can be more complex to maintain. Passive Houses rely on highly insulated and ultra-airtight envelopes and high-efficiency heat recovery ventilators. This means thicker than usual wall and/or roof assemblies as well as ventilation systems that may have a larger footprint than typical mechanical systems.

Benefits of Passive House

The Passive House approach facilitates zero-energy and carbon-neutral operation of buildings, which is key in achieving community greenhouse gas emission reduction targets. It is difficult for less efficient buildings to be operated at net-zero energy, at least not without unfeasibly oversized renewable energy generation. On the other hand, Passive House buildings can be more readily supplied from on-site renewables or local low-carbon energy sources, due to very low thermal energy demand. Passive House buildings can be considered 'net zero energy ready' on the pathway to net-zero energy operation of buildings, which will be required by the BC Building Code in 2032. By significantly reducing the energy demand of new buildings through high-performance building standards like Passive House, it frees up BC's low carbon grid electricity for use in retrofitting of older buildings as well as use by zero emission vehicles. Passive House also offers benefits such as high levels of thermal comfort, indoor air quality, acoustic isolation, durability, and increased resilience to extreme weather events.

Passive House Standard and Certification

A key element of the Passive House Standard is a rigorous quality assurance process that ensures what is built matches what was designed. Buildings built to the Passive House standard should in all cases meet or come very close to the energy demand predictions from design stage modelling. That is not the case for most buildings, as it has been documented that the energy consumption of residential buildings can be up to 40% more than design-stage predictions, with heating demand sometimes up to three times greater.

Certification to Passive House Standard is administered by Passive House Canada and can be pursued through two streams. In "design review and certification" an initial design review of the project including all drawings, specifications, calculations and other documentation is conducted. A short report is then issued, highlighting any issues that may put certification at risk, enabling the project team to address the issues before specifications are fixed for building permit application. After the building is fully constructed and commissioned, a post-construction review is conducted. If the project meets the all requirements, a certificate is issued. If the project does not meet all the requirements, a short report describing the shortcomings will be issued. If the shortcomings are resolved, the project can be resubmitted for a second assessment. In the second stream, "streamlined certification", only a post-construction review is conducted. Passive House Canada recommends the first approach, especially for practitioners working on a Passive House project for the first time, as a design stage review helps mitigate risk by identifying issues early. Certifying a typical single-family home costs between \$3000 and \$5000, depending on size and complexity. Design stage review typically takes one to three months with the post-construction taking a minimum of two weeks.

Incremental Cost of Building to the Passive House Standard

Building to the Passive House Standard in the Lower Mainland of BC does not necessarily entail significantly higher costs. While there are additional costs associated with the need for high-quality components, increased insulation and additional detailing, savings can be recouped from smaller and simpler heating systems. Figure 4 summarizes several costing studies comparing the construction cost of single-family homes in BC. In the Lower Mainland, the incremental cost of

building to the Passive Houses Standard is less than 10%. Note that the incremental cost of Passive House construction is likely to decrease as the industry knowledge increases, the supply chain for high-performance components improves, and regulatory barriers are removed. The incremental cost of building to the Passive House Standard, rather than the minimum Building Code requirements, will further decrease as higher levels of the Energy Step Code are gradually rolled out by 2032. Incremental costs and risk of cost over-runs to the developer typically decrease after the first project. Economic life cycle analyses have shown that depending on location, residential Passive Houses can yield a positive net present value to builders (e.g. increased sales) and buyers (e.g. energy and maintenance cost savings).

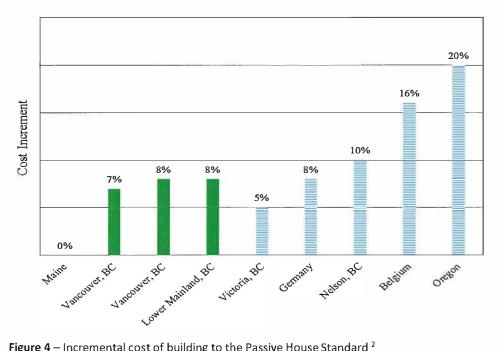


Figure 4 – Incremental cost of building to the Passive House Standard²

² Data from: Frappé-Sénéclauze, Tom-Pierre et. al. Accelerating Market Transformation for High-Performance Building Enclosures: State of market, policy developments, and lessons learned from the Passive House movement. The Pembina Institute (2016).

Municipality	Green Building/ Energy Reduction Initiatives including Incentives for Passive House Certification	Incentives for Passive House Certification of Single Family Homes	Permit Expediting for Passive House Certification	Fee Reductions for Passive House Certification	Non- compliance Penalties
Richmond Current	 Passive House Certification accepted as a part of meeting Energy Step Code requirements 	•Floor area exemptions for increased insulation			
Richmond Proposed	 Stepped incentives for projects exceeding minimum Code compliance through energy efficiency measures including Passive House Certification 	Current incentives plus • floor area exemptions for heat recovery ventilator and related equipment • floor area increases up to 10% for the first 5,000 ft ² . to achieve Passive House Certification	 Expedite permit review 	•50% – 100% fee reduction to offset costs of energy efficient measures and certification	 forfeit of fee reductions and remove area exemptions.
New Westminster – Hd	Climate Action Revenue Incentive Program •High Performance Building Envelope Training (by Passive House Canada) is available to industry and staff Zoning Bylaw •Includes relaxations for upper levels of BC Energy Step Code / Passive House certification	 Floor area exemptions for increased insulation (Steps 3 to 5, and Passive House) Increased building height for deeper insulation (up to 1.2m for Step 5 / Passive House) Passive Houses are given allowances on floor space ratios, building height, and detached accessory area 			
auconver 340	 Passive House Relaxation – Guidelines for Larger Projects Applicants must demonstrate how their development meets Passive House standards in order to seek relaxations Relaxations may apply to floor area and height Renewable City Strategy Reducing building energy demand via Passive House Proposes for rezoning policies for green buildings to require Passive House performance Proposes for rezoning policies for green buildings to require Passive House performance Collaborative platform that strengthens the public, private and civic capacities for zero emission buildings Provides case studies and materials on Passive House 	 Floor area exemptions for increased insulation and heat recovery ventilator Increased building height for deeper insulation Passive Houses are given allowances on floor space ratios, building height, and rear yard setbacks 16% floor area increase for single family dwellings and 18% for duplexes achieving certification Director of Planning may grant additional variances to accommodate building features designed to reduce energy consumption in a Passive House Variation may be granted with height, floor area, yards, building depth, and computation of floor space ratio 	•Expedite permit review* *Plan acknowledges challenge of expediting	•Reducing or waiving City charges such as permit fees, development cost levies, or even property taxes	•forfeit including additional area

Municipal Scan of Passive House Incentives (Spring 2020)

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Municipality	Green Building/ Energy Reduction Initiatives including Incentives for Passive House Certification	Incentives for Passive House Certification of Single Family Homes	Permit Expediting for Passive House Certification	Fee Reductions for Passive House Certification	Non- compliance Penalties
City of North Vancouver		 Floor area exemptions Increased building height 			
Delta	 Community Energy and Emissions Plan List of medium term actions include promoting energy efficient and Passive House design Considering the adaptation of passive design or other high efficiency guidelines Energy and Emissions Inventory Summarizes all of the energy used and emissions Summarizes all of the energy used and emissions 	 Incentives for home energy audits and retrofits are being investigated 			
^А алли Н ^о — 341	 Accepts Passive House certification Accepts Passive House certification Accepts Passive House certification Community Energy & Emissions Plan Seeks to build efficient new buildings and promote energy retrofits in existing ones Development permit areas having the potential to advance passive design strategies including: landscaping, insulation, window design, and shading 	Green Building (not limited to Passive House) •Rebates are available for green buildings and developments that reduce energy use •Green loan program. Payments to buyer will be equal to energy savings			
Victoria	Climate Change Leadership Plan • Targets all buildings to be highly efficient, defining and listing Passive House as an example Greater Victoria Regional Green Economy Initiative • Highlights passive housing as a possible "green economy sector"				Attachment 2

Municipal Scan of Passive House Incentives (Spring 2020) continued

Additional Information Regarding Proposed High Performance Incentives

(1) Floor Area Exemptions to address Technical Aspects

These exemptions are designed to offset the loss of habitable space when permitted floor area has to be used for thicker exterior walls in order to achieve the level of required insulation, and for enhanced, heat recovery ventilation systems. This will address the concern that building to high performance standards comes with having less useable space.

It is anticipated that at Step Code Levels 4 and 5, the thickness of exterior walls may be up to 12 inches. Staff conducted research to determine the area of perimeter walls as a percentage of total floor area in houses that are typically constructed to maximum permitted area. The results show that a 6 inch thick, minimum Building Code wall assembly consistently utilizes area equivalent to slightly less than 5% of total floor area. Therefore, a proposed 5% exemption would offset the additional 6 inches of added insulation required for a high performance wall assembly.

Although provisions in the current Zoning Bylaw similarly exempt from floor area calculation, additional wall insulation up to 6 inches, in practice, they may be used only for front and rear facing walls since building code considerations will not permit thicker walls encroaching into a 1.2 m side yard setback. Formalizing the additional floor area equivalent to the required additional exterior wall thickness for the entire perimeter of the house encourages a design approach that takes advantage of additional allowable space to uniformly add the required insulation to all exterior walls.

As higher levels of energy efficiency are sought, the requirement to minimize air leakage also increases. This makes the provision of fresh air tempered with the heat from exhausted air critical not only for managing heat loss, but also essential for health and comfort. The existing "green building energy systems" exemption for interior space dedicated for mechanical equipment capped at 2.35 m², (Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9845), will continue for houses constructed to Step Code Level 4 and will be increased to 5 m² for those achieving Step Code Level 5 and certified Passive House standards, since the requirement for technical space increases with higher performance level. These are spaces for facilitating more robust heat or energy recovery ventilation systems, associated energy systems, ducting, and easier servicing of mechanical systems to ensure proper operation.

With Council's endorsement, these allowances would be introduced through an Amendment to Richmond Zoning Bylaw No. 8500 for Council consideration.

(2) Facilitated Permitting and Inspection

Reduced permitting fees and facilitated technical review for high performance measures as well as specialized building inspection processes offer additional incentive for builders to consider achieving the top levels of the Energy Step Code or Passive House standard. Staff propose a program of expert consultative facilitation during pre-application meetings and integrating technical requirements for high performance construction with the City's Zoning Bylaw and BC Building Code compliance, as outlined in Attachment 3. Facilitated permitting and inspections reduce complications and potential conflicts between requirements of high performance design and typical building and zoning codes, providing applicants with greater confidence that approvals will be granted in a time frame equivalent to normal construction. Staff will also introduce an integrated inspection procedure to align with the special inspection process provided by the Passive House regime. Given the cost of independent third-party review and certification of Passive Houses, reduced permit fees will also act as an incentive to developers and builders. Furthermore, by implementing the post-construction review phase of the Passive House Certification process into the City's building inspection process, we anticipate reduced inspection and certification times, creating extra incentives for builders and homebuyers.

With Council's endorsement, these enhanced process incentives would be introduced through an Amendment to Building Regulation Bylaw No. 7230. The fee waiver incentives would be introduced through an Amendment to Consolidated Fees Bylaw No. 8636.

(3) Outreach, Engagement and Education

Since 2017, the City of Richmond has conducted significant engagement and capacity building with the residential builder community on implementation of the Energy Step Code, enhanced air barrier techniques, as well as high performance mechanical systems. Through these interactions, staff have identified keen interest from our local design and construction community in applying innovative approaches and introducing excellence into their practice. Through ongoing engagement with industry and facilitating participation in training opportunities, including those provided by Passive House Canada, the City plays an important leadership role in advancing the cause of high-performance buildings in Richmond and the Province.

Staff believe a complementary strategy should involve making homebuyers aware of the benefits of living in a high-performance home. This can be facilitated through events such as virtual or in-person tours of Passive Houses in the region, as well as part of building science seminars conducted by city staff with experts in energy efficient construction that have been engaging the building community, other levels of government, and soon the public.

As a part of the outreach component, staff will incorporate incentives under the Province's CleanBC Better Homes New Construction Program (Energy Step Code Pathway) that provides up to \$15,000 for the construction of new, high-performance, electric homes (see Attachment 5). Part 9 residential buildings achieving the top levels of the BC Energy Step Code, or the Passive House standard, can qualify for the CleanBC incentives.

(4) Density Bonus for Passive House Construction

Staff reviewed additional floor area as a financial means to offset the cost of designing and constructing to the Certified Passive House standard. After consulting with leading industry experts and other municipal governments, it has been identified that the additional cost of building to this highest performance standard represents financial uncertainty that discourages broad industry acceptance.

Staff conducted analysis that considers the potential increase in a house's sale price from additional floor area while factoring in cost of construction and additional cost for high performance elements in order to determine a reasonable floor area increase providing a

balanced financial incentive. The objective is to establish a meaningful incentive that could be realized within existing required setbacks, built form and height limits set in the Zoning Bylaw. Our analysis shows that the perimeter walls, if built at fully 305 mm (12 inches) thick throughout, consistently represent approximately 9.5% of the floor area of a house built to maximum floor area ratio irrespective of the lot size. This becomes the basis considering a density increase as an incentive linked to a primary requirement of high performance design. A proposed 10% floor area increase is equivalent to exempting the entire area contributed (to the total permitted) by a 12 inch thick perimeter wall.

Staff also determined that increased costs attributed to high performance construction adds approximately 10% to the overall cost. After performing the calculation taking into account the selling price of a 10% larger house and a 10% higher construction cost, the difference represents the financial incentive. For example, a house normally built to a maximum 2,200 ft² (204.4 m²) that is increased 10% will yield 2,240 ft² (208.1 m²), and increased revenue of \$14,000 as based on a \$650/ ft² rate (from real estate research that incudes the additional garage area) and base construction cost of \$250/ ft².

Proposed Application Procedure for High-Performance Building Incentive Program

In order to receive the proposed high-performance incentives, the following steps must be taken prior to the submission of the building permit application:

- Energy Step Code 4 or 5: the applicant must submit a request letter to the Director of Building Approvals, along with the Pre-Construction Energy Step Code Compliance Report and supporting documents as per the City of Richmond bulletin (Building-38). The request letter must detail the requested floor area exemptions, and provide a rationale for each item. Upon verification of compliance of the Proposed House with Step 4 or 5, the Manager of Plan Review will provide an *Incentive Authorization Letter* outlining the granted incentives. A copy of this letter must be included in the full building permit application package.
- Certified Passive House: A request letter must be submitted to the Director of Building Approvals, along with a letter from a Certified Passive House Designer attesting to the Passive House performance of the proposed design, and a letter from a Passive House Certifier, assuring that if built as designed, the proposed house will achieve Passive House Certification. The request letter must detail all the requested floor area exemptions, and the rationale for each item. Upon review of the request letter and supporting documents, a meeting will be arranged by the Manager of Plan Review to discuss the exemption request with the applicant. Other staff from Building Approvals and other departments may be present at the meeting, at the discretion of the Manager of Plan Review. After the meeting, and pending any justification or clarification requested during the meeting, the Manager of Plan Review will provide an *Incentive Authorization Letter* outlining the granted incentives. A copy of this letter must be included in the full building permit application package.

Projects that receive any of the high-performance incentives, must meet the following criteria before Final Building Inspection is scheduled:

- 1) As-built Energy Step Code Compliance Report confirming compliance with Step 4 or Step 5, as applicable, and supporting documents as per the City of Richmond bulletin Building-38; *or*
- 2) Confirmation of Passive House Certification.

Penalty for Non-Compliance with Conditions of the Incentive Authorization Letter

If the conditions outlined in the *Incentive Authorization Letter* are not met by the time of Final Building Inspection, the applicant will have to pay the waived permit fee, plus 50% processing fee, in order to schedule Final Inspection.

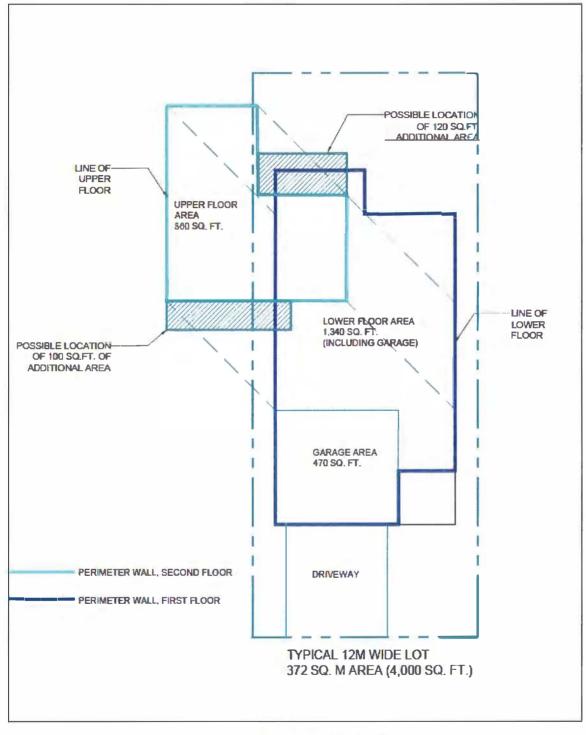
CleanBC Incentives for Low-Carb	on Part 9 Res	CleanBC Incentives for Low-Carbon Part 9 Residential: Step 4, Step 5 and Passive House	se
The CleanBC <i>Better Homes New Constri</i> performance, electric homes. Through Part 9 residential buildings built to the I to Q1 2022 from CleanBC, and specifica	<i>uction Program</i> 1 the CleanBC Pla Passive House st ally through the I	The CleanBC <i>Better Homes New Construction Program</i> provides rebates of up to \$15,000 for the construction of new, high- performance, electric homes. Through the CleanBC Plan, the Province is supporting adoption of the BC Energy Step Code, including Part 9 residential buildings built to the Passive House standard. The following table shows incentives available from December 2020 to Q1 2022 from CleanBC, and specifically through the Energy Step Code rebate pathway in the following table:	truction of new, high- iC Energy Step Code, including available from December 2020 wing table:
CleanBC Better Homes – Energy Step Code Pathway Part 9 residential buildings built to BC Energy Step Code 3 or higher usir [Incentives for qualifying homes at Step 4 and 5 are highlighted in blue]	Step Code Pat Energy Step Code p 4 and 5 are hig	CleanBC Better Homes – Energy Step Code Pathway Part 9 residential buildings built to BC Energy Step Code 3 or higher using electric space and water heating systems qualify. [Incentives for qualifying homes at Step 4 and 5 are highlighted in blue]	ating systems qualify.
Energy Step Code Level	Rebate	Energy Advisor Support Rebate	All-Electric Bonus (optional)
Step 3	\$4,000	41 000 64 1 F - 11 - F	
Step 4	\$6,000	\$1,000 per modelled nome or unit (\$800 to homebuilder; \$200 to Energy Advisor)	94,000 per nome or unit (electric space heat and hot water)
Step 5 ⁽¹⁾	\$10,000		

(1) NOTE: Passive House certified homes receive an equivalent rebate to Step Code 5 homes.

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Floor Area Exemption Table

	Lot 5ize		Current N Siz	•	45% Lot (Coverage	7	% Floor Are Increase	a	1	10% Floor			12% Floor	
sq. m	sq. ft.	Acre	sq. m	sq.ft.	sq. m	sq. ft.	sq. m	sq. ft.	delta sq.ft.	sq. m	sq. ft.	delta sq.ft.	sq. m	sq. ft.	deltusyft.
270	2,906.28	0.07	148.50	1,598.45	121.50	1,307.83	158.9	1710.3	111.9	163.4	1758.3	159.8	166.3	1790.3	100.0
275	2,960.10 3,229.20	0.07	151.25 165.00	1,628.06	123.75 135.00	1,332.05	161.8 176.6	1742.0 1900.4	114.0 124.3	166.4 181.5	1790.9 1953.7	162.8 177.6	169.4 184.8	1823.4 1989.2	105.4
325	3,498.30	0.07	178.75	1,924.07	146.25	1,453.14 1,574.24	176.8	2058.7	124.5	196.6	2116.5	192.4	200.2	2155.0	250.9
350	3,767.40	0.09	192.50	2,072.07	157.50	1,695.33	206.0	2217.1	145.0	211.8	2279.3	207.2	215.6	2320.7	24R.L
375	4,036.50	0.09	206.25	2,220.08	168.75	1,816.43	220.7	2375.5	155.4	226.9	2442.1	222.0	231.0	2486.5	25514
400	4,305.60	0.10	220.00	2,368.08	180.00	1,937.52	235.4	2533.8	165.8	242.0	2604.9	236.8	246.4	2652.2	2013
425	4,574.70	0.11	233.75 247.50	2,516.09	191.25 202.50	2,058.62	250.1 264.8	2692.2 2850.6	176.1	257.1 272.3	2767.7 2930.5	251,6	261.8 277.2	2818.0 2983.8	
450	4,843.80	0.11	258.65	2,664.09	202.50	2,179.71 2,300.81	264.8	2850.6	186.5 194.9	272.3	3062.5	266.4	277.2	3118.2	2214
500	5,382.00	0.12	266.15	2,864.84	225.00	2,421.90	284.8	3065.4	200.5	292.8	3151.3	286.5	298.1	3208.6	311.
525	5,651.10	0.13	273.65	2,945.57	236.25	2,543.00	292.8	3151.8	206.2	301.0	3240.1	294.6	306.5	3299.0	17115
550	5,920.20	0.14	281.15	3,026.30	247.50	2,664.09	300.8	3238.1	211.8	309.3	3328.9	302.6	314.9	3389.5	361
575	6,189.30	0.14	288.65	3,107.03	258.75	2,785.19	308.9	3324.5	217.5	317.5	3417.7	310.7	323.3	3479.9	ETTE .
600 625	6,458.40	0.15	296.15 303.65	3,187.76 3,268.49	270.00	2,906.28 3,027.38	316.9 324.9	3410.9 3497.3	223.1	325.8 334.0	3506.5 3595.3	318.8 326.8	331.7 340.1	3570.3 3660.7	Carlor Ca
650	6,996.60	0.15	311.15	3,349.22	292.50	3,148.47	332.9	3583.7	234.4	342.3	3684.1	334.9	348.5	3751.1	4111
675	7,265.70	0.17	318.65	3,429.95	303.75	3,269.57	341.0	3670.0	240.1	350.5	3772.9	343.0	356.9	3841.5	APLI
700	7,534.80	0.17	326.15	3,510.68	315.00	3,390.66	349.0	3756.4	245.7	358.8	3861.7	351.1	365.3	3932.0	4713
725	7,803.90	0.18	333.65	3,591.41	326.25	3,511.76	357.0	3842.8	251.4	367.0	3950.5	359.1	373.7	4022.4	411.6
750	8,073.00	0.19	341.15	3,672.14	337.50	3,632.85	365.0	3929.2 4015.6	257.0 262.7	375.3	4039.4 4128.2	367.2 375.3	382.1 390.5	4112.8	4901.7 450 3
775 800	8,342.10 8,611.20	0.19	348.65 356.15	3,752.87 3,833.60	348.75 360.00	3,753.95 3,875.04	373.1 381.1	4015.6	262.7	383.5 391.8	4128.2	375.3	390.5	4203.2	AND,D
825	8,880.30	0.20	363.65	3,914.33	371.25	3,996.14	389.1	4188.3	274.0	400.0	4305.8	391.4	407.3	4384.0	467.7
850	9,149.40	0.21	371.15	3,995.06	382.50	4,117.23	397.1	4274.7	279.7	408.3	4394.6	399.5	415.7	4474.5	478.4
875	9,418.50	0.22	378.65	4,075.79	393.75	4,238.33	405.2	4361.1	285.3	416.5	4483.4	407.6	424.1	4564.9	489.1
900	9,687.60	0.22	386.15	4,156.52	405.00	4,359.42	413.2	4447.5	291.0	424.8	4572.2	415.7	432.5	4655.3	409.8
925 950	9,956.70	0.23	393.65	4,237.25	416.25	4,480.52	421.2	4533.9 4620.2	296.6 302.3	433.0 441.3	4661.0 4749.8	423.7 431.8	440.9 449.3	4745.7 4836.1	
950	10,225.80	0.23	401.15	4,317.98	427.50 438.75	4,601.61	429.2	4020.2	302.3	441.5	4749.8	439.9	449.3	4030.1	532.5
1000	10,764.00	0.25	416.15	4,479.44	450.00	4,843.80	445.3	4793.0	313.6	457.8	4927.4	447.9	466.1	5017.0	547.
1025	11,033.10	0.25	423.65	4,560.17	461.25	4,964.90	453.3	4879.4	319.2	466.0	5016.2	456.0	474.5	5107.4	SIL
1050	11,302.20	0.26	431.15	4,640.90	472.50	5,085.99	461.3	4965.8	324.9	474.3	5105.0	464.1	482.9	5197.8	
1075	11,571.30	0.27	438.65	4,721.63	483.75	5,207.09	469.4	5052.1	330.5	482.5	5193.8	472.2	491.3	5288.2	
. 1100	11,840.40	0.27	446.15 453.65	4,802.36	495.00 506.25	5,328.18 5,449.28	477.4	5138.5 5224.9	336.2 341.8	490.8 499.0	5282.6 5371.4	480.2	499.7 508.1	5378.6 5469.1	576.3
1125	12,378.60	0.28	461.15	4,963.82	517.50	5,570.37	493.4	5311.3	347.5	507.3	5460.2	488.3	516.5	5559.5	ERS
1175	12,647.70	0.29	468.65	5,044.55	528.75	5,691.47	501.5	5397.7	353.1	511.0	5500.0	488.3	524.9	5649.9	11. S
1200	12,916.80	0.30	476.15	5,125.28	540.00	5,812.56	509.0	5478.4	353.1	521.5	5613.6	488.3	533.3	5740.3	125
1225	13,185.90	0.30	483.65	5,206.01	551.25	5,933.66	516.5	5559.1	353.1	529.0	5694.3	488.3	541.7	5830.7	176 3
1250	13,455.00	0.31	491.15	5,286.74	562.50	6,054.75	524.0	5639.8	353.1	536.5	5775.0	488.3	550.1	5921.1	
1275 1300	13,724.10 13,993.20	0.32	498.65 506.15	5,367.47 5,448.20	573.75 585.00	6,175.85 6,296.94	531.5 539.0	5720.6 5801.3	353.1 353.1	544.0 551.5	5855.8 5936.5	488.3 488.3	558.5 566.9	6011.6 6102.0	The second se
1325	14,262.30	0.33	513.65	5,528.93	596.25	6,418.04	546.5	5882.0	353.1	559.0	6017.2	488.3	575.3	6192.4	516.5
1350	14,531.40	0.33	521.15	5,609.66	607.50	6,539.13	554.0	5962.8	353.1	566.5	6098.0	488.3	583.7	6282.8	ane s
1375	14,800.50	0.34	528.65	5,690.39	618.75	6,660.23	561.5	6043.5	353.1	574.0	6178.7	488.3	592.1	6373.2	STEE
1400	15,069.60	0.35	536.15	5,771.12	630.00	6,781.32	569.0	6124.2	353.1	581.5	6259.4		600.5	6463.7	
1425 1450	15,338.70 15,607.80	0.35	543.65 551.15	5,851.85 5,932.58	641.25 652.50	6,902.42 7,023.51	576.5 584.0	6204.9 6285.7	353.1 353.1	589.0 596.5	6340.2 6420.9	488.3	608.9 617.3	6554.1 6644.5	
1430	15,876.90	0.36	558.65	6,013.31	663.75	7,144.61	591.5	6366.4	353.1	604.0	6501.6	488.3	625.7	6734.9	TIE!
1500	16,146.00	0.37	566.15	6,094.04	675.00	7,265.70	599.0	6447.1	353.1	611.5	6582.3	488.3	634.1	6825.3	CIEC .
1525	16,415.10	0.38	573.65	6,174.77	686.25	7,386.80	606.5	6527.9	353.1	619,0	6663.1	488.3	642.5	6915.7	576-5
1550	16,684.20	0.38	581.15	6,255.50	697.50	7,507.89	614.0	6608.6	353.1	626.5	6743.8	488.3	650.9	7006.2	1101
1575	16,953.30	0.39	588.65	6,336.23 6,416.96	708.75	7,628.99	621.5	6689.3	353.1	634.0	6824.5	488.3	659.3	7096.6	E76.5
1600 1625	17,222.40 17,491.50	0.40	596.15 603.65	6,416.96	720.00	7,750.08 7,871.18	629.0 636.5	6770.1 6850.8	353.1 353.1	641.5 649.0	6905.3 6986.0	488.3 488.3	667.7 676.1	7187.0	57B3
1650	17,760.60	0.40	611.15	6,578.42	742.50	7,992.27	644.0	6931.5	353.1	656.5	7066.7	488.3	684.5	7367.8	STR.
1675	18,029.70	0.41	618.65	6,659.15	753.75	8,113.37	651.5	7012.2	353.1	664.0	7147.5	488.3	692.9	7458.2	576.9
1700	18,298.80	0.42	626.15	6,739.88	765.00	8,234.46	659.0	7093.0	353.1	671.5	7228.2	488.3	701.3	7548.7	日代日
1725	18,567.90	0.43	633.65	6,820.61	776.25	8,355.56	666.5	7173.7	353.1	679.0	7308.9	488,3	709.7	7639.1	IT/E.3
1750 1775	18,837.00 19,106.10	0.43	641.15 648.65	6,901.34 6,982.07	787.50 798.75	8,476.65 8,597.75	674.0 681.5	7254.4 7335.2	353.1 353.1	686.5 694.0	7389.6 7470.4		718.1 726.5	7729.5 7819.9	576.3
1775	19,106.10	0.44	656.15	7,062.80	810.00	8,718.84	689.0	7415.9	353.1	701.5	7551.1	488.3	726.5	7910.3	EV6.3
1825	19,644.30	0.45	663.65	7,143.53	821.25	8,839.94	696.5	7496.6	353.1	709.0	7631.8	488.3	743.3	8000.8	576.9
1850	19,913.40	0.46	671.15	7,224.26	832.50	8,961.03	704.0	7577.4	353.1	716.5	7712.6	488.3	751.7	8091.2	5783
1875	20,182.50	0.46	678.65	7,304.99	843.75	9,082.13	711.5	7658.1	353.1	724.0	7793.3	488.3	760.1	8181.6	57B 3
1900	20,451.60	0.47	686.15	7,385.72	855.00	9,203.22	719.0	7738.8	353.1	731.5	7874.0	488.3	768.5	8272.0	578 S
1925	20,720.70	0.48	693.65	7,466.45	866.25	9,324.32	726.5	7819.5	353.1	739.0	7954.8	488.3 488.3	776.9	8362.4 8452.8	- 8/63
1975	14920,989.80 21,258.90	0.48	701.15	7,547.18	877.50 888.75	9,445.41 9,566.51	PH41 .5	7900.3 34a.0	353.1 353.1	746.5 754.0	8035.5 8116.2	488.3	785.3 793.7	8452.8	
1010	21,528.00	0.49	716.15	7,708.64	900.00	9,687.60	749.0	8061.7	353.1	761.5	8196.9	488.3	802.1	8633.7	EVIL 1



Examples of Modest Floor Area Increases on Typical Single Family Lots

DIAGRAM SHOWING POSSIBLE LOCATIONS OF 10% INCREASED FLOOR AREA FOR PASSIVE HOUSE CONSTRUCTION ON SECOND FLOOR

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10237 (Floor Area Exclusions for High-Performance Single Family and Duplex Housing)

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Terms Definitions] by adding the following definitions in alphabetical order:

"Certified Passive House	means a building that has completed initial design review (prior to Building Permit submittal), where all drawings, specifications and calculations are reviewed by a Certified Passive House Designer or Certified Passive House Consultant registered with Passive House Canada, to verify that the proposed design should achieve the Passive House Standard. At completion, a Passive House Certifier, registered with Passive House Canada, must be engaged to review post- construction documentation and verify the project meets all certification requirements, whereby a certificate is issued."
"Passive House	has the meaning given to that term in the Passive House Standard."
"Passive House Standard	has the meaning given to it by the <i>International Passive House</i> <i>Institute</i> and <i>Passive House Canada</i> , which set the following energy performance requirements for a new building :
	 (a) Maximum annual space heating demand of 15 kWh per m² of conditioned floor area per year, or 10 Watts per m² of peak heating demand; (b) Building air leakage of no more than 0.6 air changes per hour at 50 Pascals of pressure difference (ACH50), as verified by an onsite blower-door test (in both pressurized and depressurized states); and, (c) Maximum Primary Energy (PE) demand of 120 kWh per m² annually."

- 2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing, Agriculture and Two-Unit Housing Zones] by deleting subsection 4.3.3b) and replacing it with the following:
 - "b) either:
 - i) up to a maximum of 2.35 m2 per dwelling unit for floor area occupied by those components of a green building system constructed or installed within the principal building; or
 - ii) 5% of the maximum permitted floor area ratio for additional wall insulation for a **building** designed and built in accordance with Step 4 of the **BC**

Energy Step Code, and additional floor area up to 2.35 m² for mechanical equipment; or

- 5% of the maximum permitted floor area ratio for additional wall insulation for a building designed and built in accordance with Step 5 of the BC Energy Step Code, and additional floor area up to 5.0 m² for mechanical equipment; or
- iv) 10% of the maximum permitted floor area ratio, up to a maximum of 46m², for a Certified Passive House and additional floor area up to 5.0 m² for mechanical equipment related to the Certified Passive House."
- 3. This Bylaw is cited as "Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10237".

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FIRST READING	CITY OF RICHMOND
PUBLIC HEARING	APPROVED by
SECOND READING	 JC
THIRD READING	 APPROVED by Manager or Solicitor
ADOPTED	 BRB

MAYOR

CORPORATE OFFICER



Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10238 (Permit Fee Incentives for High-Performance Single Family and Duplex Housing)

The Council of the City of Richmond enacts as follows:

- 1. Building Regulation Bylaw No. 7230, as amended, is further amended at section 5.5 by adding the following after subsection 5.5.4:
 - "5.5.5 Where the **building inspector** is satisfied that a **building permit** application is for a **Certified Passive House**, the **building permit** fee payable by the **owner** pursuant section 5.5.1(a) above is waived."
- 2. Building Regulation Bylaw No. 7230, as amended, is further amended at section 5.6 by:
 - (a) deleting the words "5.6.2 and 5.6.3" in subsection 5.6.1, and replacing them with the words "5.6.2, 5.6.3, 5.6.5 and 5.6.6";
 - (b) deleting the word "only" in subsection 5.6.2;
 - (c) adding the words "in accordance with subsection 5.6.2" after the words "partially refunded" in subsection 5.6.4;
 - (d) adding the following after subsection 5.6.4:

"5.6.5 A building permit fee may be refunded, in whole or in part, when:

- (a) the **owner** has submitted a written request for such refund;
- (b) the **building permit** is for a **single family** home or **duplex**;
- (c) either:
 - (i) the building inspector is satisfied that the completed (asbuilt) building achieves Step 4 of the Energy Step Code, and such building permit application was submitted prior to January 1, 2022; or
 - (ii) the building inspector is satisfied that the completed (asbuilt) building achieves Step 5 of the Energy Step Code, and such building permit application was submitted prior to January 1, 2025; and

- 5.6.6 Where a refund of a **building permit** fee is approved in accordance with subsection 5.6.5, such refund is to be calculated at:
 - (a) 50% of the nearest dollar the amount of the **building permit** fee, less the non-refundable plan processing fee, in the case of a refund in accordance with subsection 5.6.5(c)(i); or
 - (b) 100% of the nearest dollar the amount of the **building permit** fee, less the non-refundable plan processing fee, in the case of a refund in accordance with subsection 5.6.5(c)(ii)."
- 3. Building Regulation Bylaw No. 7230, as amended, is further amended at section 16.1 by adding the following definition in alphabetical order:

"CERTIFIED PASSIVE HOUSE has the meaning given to that term in the Zoning bylaw."

4. This Bylaw is cited as Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10238".

FIRST READING		Y OF MOND
SECOND READING	for con origi	ROVED ntent by nating
THIRD READING		C
ADOPTED	for le	ROVED gality plicitor
	BI	RB
MAYOR	CORPORATE OFFICER	