



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

**Tuesday, May 20, 2014 – 7 p.m.**

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

## OPENING STATEMENT

### Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9094 (RZ 12-602748)**  
(File Ref. No. 12-8060-20-009094; RZ 12-602748) (REDMS No. 4184767)

### PH-6

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

**Location:** 13040 No. 2 Road

**Applicant:** Kirk Yuen of Cape Construction (2001) Ltd.

**Purpose:** To create a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone and to rezone the subject property from the “Light Industrial (IL)” zone to the “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone, in order to permit development of a four-storey building with approximately 55 residential units and 348.5 m<sup>2</sup> (3,750 ft<sup>2</sup>) commercial space.

**First Reading:** January 27, 2014

**Order of Business:**

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

### PH-71

- (a) **Brian Howe, 6233 London Road**

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**PH-73**

(b) Katherine Covell, 6233 London Road

3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 9094.



2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9117 (RZ 13-638852)**

(File Ref. No. 12-8060-20-009117; RZ 13-638852) (REDMS No. 4157817)

**PH-75**

See Page PH-75 for full report

**Location:** 9671 Alberta Road

**Applicant:** Citimark-Western Alberta Road Townhouse Ltd.

**Purpose:** To rezone the subject property from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)”, to permit development of a 21 unit, three storey, townhouse complex.

**First Reading:** March 24, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 9117.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9128 (RZ 13-646115)**

(File Ref. No. 12-8060-20-009128; RZ 13-646115) (REDMS No. 4183845)

**PH-96**

See Page PH-96 for full report

**Location:** 7100/7120 Marrington Road

**Applicant:** Nirmal Takhar

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**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots.

**First Reading:** April 14, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 9128.



4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9132 (RZ 12-620563)**

(File Ref. No. 12-8060-20-009132; RZ 12-620563) (REDMS No. 4005183)

**PH-112**

[See Page PH-112 for full report](#)

**Location:** 9211 and 9231 No. 2 Road

**Applicant:** Matthew Cheng Architect Inc.

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit development of 10 townhouse units.

**First Reading:** April 14, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 9132.



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5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9133 (RZ 13-650094)**

(File Ref. No. 12-8060-20-009133; RZ 13-650094) (REDMS No. 4183896)

**PH-136**

[See Page PH-136 for full report](#)

**Location:** 11440/11460 Seabrook Crescent

**Applicant:** Kulwant K. Bhullar

**Purpose:** To rezone the subject property from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/C)”, to permit the property to be subdivided to create two (2) lots.

**First Reading:** April 28, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 9133.



6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9135 (RZ 12-610011)**

(File Ref. No. 12-8060-20-009135; RZ 12-610011) (REDMS No. 4204605)

**PH-154**

[See Page PH-154 for full report](#)

**Location:** 3200, 3220, 3240, 3300, and 3320 No. 3 Road and 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, and 3371 Sexsmith Road

**Applicant:** Pinnacle International (Richmond) Plaza Inc.

**Page**

- Purpose:** To rezone the subject property from “Single Detached (RS1/F)” to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and "School & Institutional Use (SI)", to permit development of a four-phase, 126,575 m<sup>2</sup> (1.36 million ft<sup>2</sup>), high-rise, mixed use development and City park in the City Centre’s Capstan Village comprised of:
- Approximately 1,128 dwellings (i.e. +/-1,048 market units, +/-63 affordable housing units, and 17 affordable dwelling units for professional artists);
  - 28,567 m<sup>2</sup> (307,507 ft<sup>2</sup>) of hotel, retail, office, and public amenity uses, including a 1,428 m<sup>2</sup> (15,376 ft<sup>2</sup>) Early Childhood Development (ECD) Hub (i.e. community service and child care facility);
  - 1.02 ha (2.52 ac) of park and public open space; and
  - The extension of Hazelbridge Way and infrastructure improvements.

**First Reading:** April 28, 2014

**Order of Business:**

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

**Council Consideration:**

1. Action on second and third readings of Bylaw 9135.

☐

**ADJOURNMENT**

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# City of Richmond

## Report to Committee Planning and Development Department

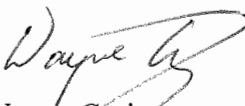
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 18, 2014  
**File:** RZ 12-602748

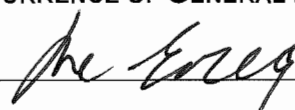
**Re:** Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at  
13040 No. 2 Road from Light Industrial (IL) to Commercial Mixed Use (ZMU24) –  
London Landing (Steveston)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of  
13040 No. 2 Road from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU24) – London  
Landing (Steveston)”, be forwarded to the May 20, 2014 Public Hearing.

  
Wayne Craig  
Director of Development

SB:blg  
Att.

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

## Staff Report

### Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (Attachment A) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m<sup>2</sup> (3,750 ft<sup>2</sup>) of commercial space, under Richmond Zoning Bylaw 8500, Amendment Bylaw 9094.

Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 was reviewed by Council at the Public Hearing held on February 17, 2014 (Attachment B), and the application was referred back to staff based on public comments. In response to concerns expressed by neighbours at the Public Hearing, the applicant has committed to revise the proposal through the required Development Permit application in order to provide vehicular and loading access from No. 2 Road only.

### Background

The following referral motion was carried at the Public Hearing held on February 17, 2014:

*“That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 (RZ 12-602748)(Location: 13040 No. 2 Road; Applicant: Kirk Yuen of Cape Construction (2001) Ltd.) be referred back to staff:*

- (1) for more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building;*
- (2) to consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated;*
- (3) to examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway;*
- (4) for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway; and*
- (5) to examine potential privacy overlook issues associated with the proposed development.”*

This report is being brought forward to provide a response to the referral, to provide a summary of revisions made to the development proposal in response to comments made at the Public Hearing, the nature of the associated loading variance, and to request that the rezoning bylaw be forwarded to the May 20, 2014 Public Hearing.

### Findings of Fact

Please refer to the attached updated Development Application Data Sheet for a comparison of the proposed development data with the relevant bylaw requirements (Attachment C).

Please refer to the original staff report dated January 15, 2013 (Attachment B) for information pertaining to surrounding development, related City policies & studies, pre-Public Hearing public input and responses, as well as staff comments on the proposed zoning amendment, flood plain management, affordable housing, Public Art, trails way-finding improvements, infrastructure improvements, tree retention and replacement, legal considerations, and original rezoning considerations.

### **Public Input**

Public input received prior to Planning Committee is discussed in the original staff report (Attachment B). A number of members of the public made delegations and submitted public correspondence to the Public Hearing held on February 17, 2014. Two (2) delegates also submitted correspondence to the City after the Public Hearing; both opposed to the proposal (Attachment D).

Most of the concerns raised by the public at the Public Hearing and in the new correspondence were included and discussed in the original staff report. The new correspondence does include a new concern that was also raised at the Public Hearing regarding use of the easement that is registered on Title of the adjacent development across their surface parking, servicing and drive aisle areas on top of their parking structure. The easement was registered to allow access for the subject site. Concerns were also expressed regarding the structural ability of the parking structure to accommodate additional traffic.

In response to these public concerns regarding access across the neighbouring development, the applicant has revised the proposal to eliminate the second loading bay and relocate the servicing area away from the rear southeast corner of the site, thereby eliminating the need for access across the neighbouring development, and over the parking structure.

Should the subject development be approved by Council as envisioned, the adjacent strata corporation can make application to the City to discharge the cross-access agreement.

### **Analysis**

This section will discuss each of the referrals made by Council at the Public Hearing held on February 17, 2014:

#### Access Easement Connecting to London Road

In their referral back to staff, Council asked staff:

- For more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building.
- To examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway.
- Consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated.

In response to the referral and the concerns raised by neighbours at the Public Hearing, the proposal will no longer include access across the neighbouring development. The second loading bay at the rear south-east corner of the site is proposed to be eliminated. Recycling and garbage storage facilities are proposed to be moved into an enclosed area within the proposed parking structure, and a garbage compactor provided. All access for the development is proposed to be provided by the No. 2 Road driveway.

As noted in the original rezoning staff report, Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption. As a part of the required Development Permit application, the applicant has agreed and is required to revise the project design to eliminate the second loading bay, relocate garbage and recycling storage facilities into the parking structure, and to provide soft and hard landscaping instead of the previous loading and servicing area in the south-east corner of the site.

The Development Permit application will also include a request for a variance to reduce the required number of off-street loading spaces from two (2) to one (1). The one (1) loading bay would be shared by the residential and commercial uses in the proposed building. The rezoning considerations have been revised to remove a reference to a second loading bay (Attachment E).

In this instance, the proposed loading bay variance and revised approach to garbage and recycling storage in the parking structure and collection from No. 2 Road is supported by Development Applications, Transportation and Environmental Programs staff.

#### Road Improvements Along No. 2 Road

In their referral back to staff, Council asked staff for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway.

In response to the referral, staff will investigate adding the future widening of No. 2 Road from Steveston Highway south to London Road to the City's upcoming 5 year Capital Plan for years 2015-2019 as a possible candidate project for Council's consideration to address long term development in the area.

If endorsed, this project would be phased, with actual construction anticipated to start toward the mid-point of the program to allow for the associated road design work to be carried out and capital funding to be accrued first. The general scope of this project includes roadway upgrade to four lanes between Steveston Highway and Moncton Street and to collector road standard (2 travel lanes and 2 parking lanes) from Moncton Street south to London Road to facilitate future growth in the area.

As noted in the original rezoning staff report, Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.

### Privacy Overlook Issues

In their referral back to staff, Council asked staff to examine potential privacy overlook issues associated with the proposed development.

In response to the referral, the applicant has provided conceptual architectural cross-section drawings (Attachment F) to illustrate that the proposal includes adequate building separation to address these privacy overlook concerns.

To the north, there would be a 21.4 m (70.2 ft) separation between the existing building at 13020 No. 2 Road and the proposed residential units. For the angled building at 13028 No. 2 Road, at the closest point, there would be a 9.1 m (30 ft.) separation of the existing building to the proposed residential units.

To the south, the building would be closer to the existing party wall adjacent to No. 2 Road and would be further setback at the rear of the property, providing a greater separation between the existing buildings and the proposed residential units. There would be 24.8 m (81.3 ft.) separation between the existing building at 6111 London Road and the proposed residential units.

To the east, there would be a 17.2 m (56.3 ft) separation between the existing building at 6233 London Road and the proposed residential units.

The subject site has the same Steveston Area Plan “Mixed-Use” land use designation as the adjacent development to the South, which allows for the proposed four-storey building with ground level non-residential space fronting onto No. 2 Road and residential apartments.

Staff are of the opinion that these conceptual cross-section drawings indicate that there would be sufficient building separation to mitigate privacy overlook concerns. As noted in the original rezoning staff report, the proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP Development Permit guidelines.

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

None.

### **Conclusion**

In response to Council’s referral:

- The second loading bay has been eliminated and access for garbage and recycling collection or loading is no longer proposed across the neighbouring development.
- Information has been provided regarding road improvements to No. 2 Road.
- Privacy overlook issues associated with the proposed development have been reviewed.

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

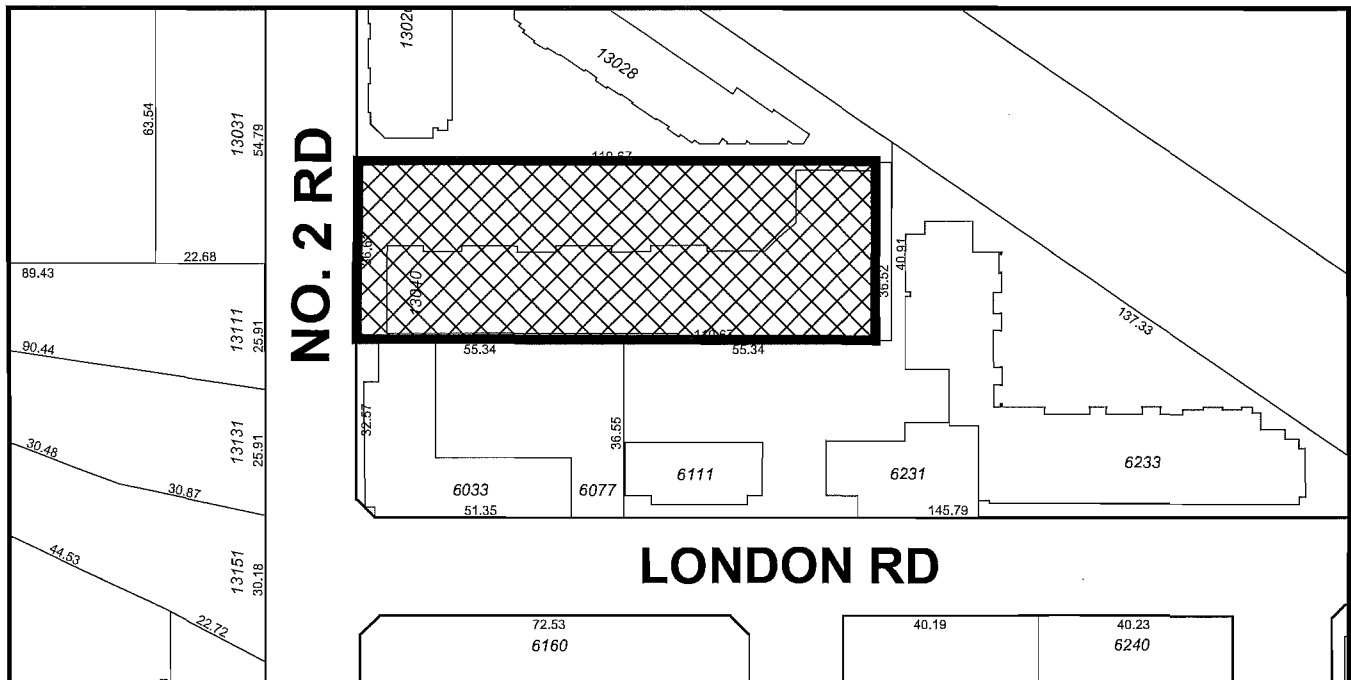
On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be forwarded to the May 20, 2014 Public Hearing.



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

SB:blg

Attachment A: Location Map  
Attachment B: Original Rezoning Staff Report dated January 15, 2013  
Attachment C: Development Application Data Sheet  
Attachment D: Public Correspondence  
Attachment E: Rezoning Considerations  
Attachment F: Conceptual Development Plans



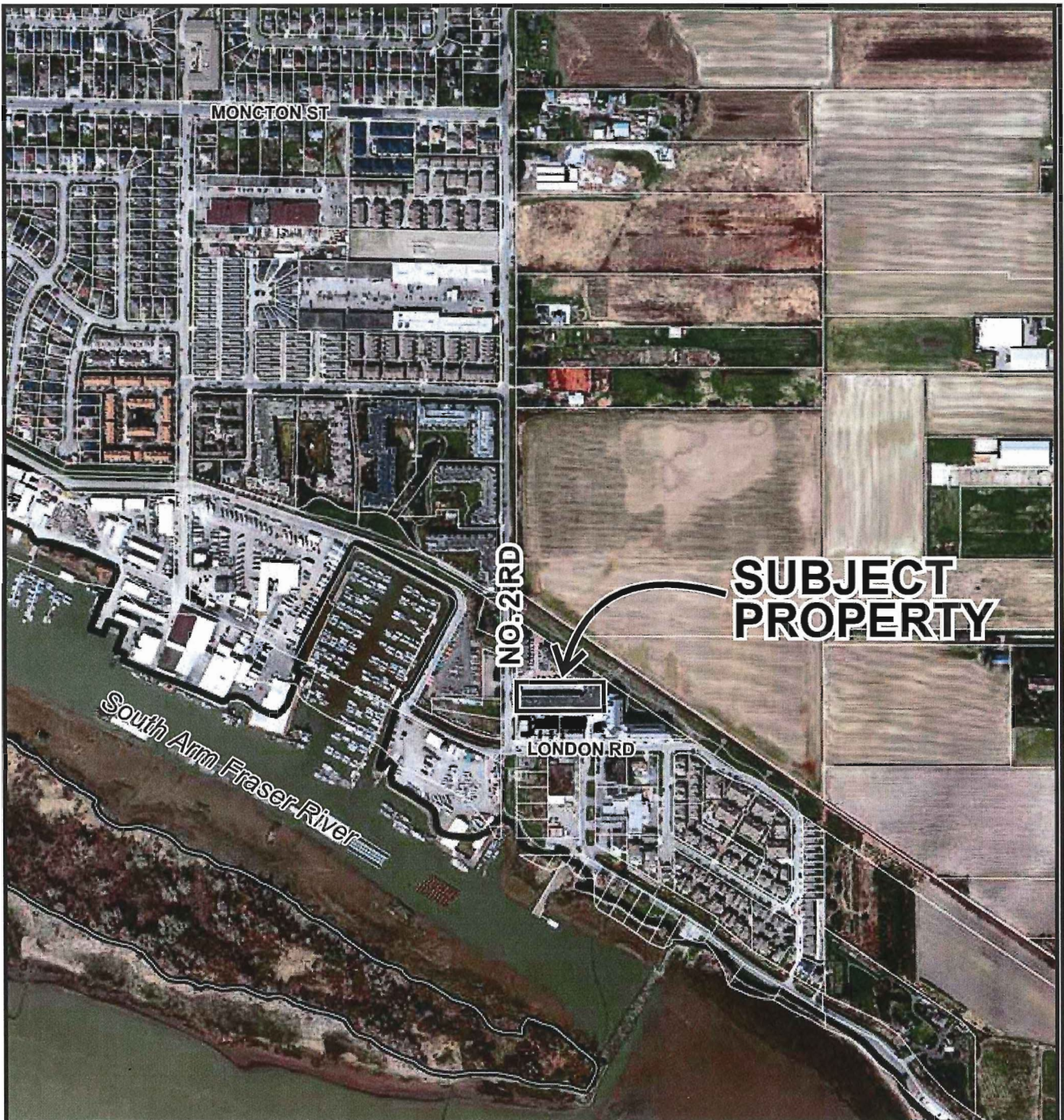
Original Date: 03/19/14

Revision Date:

**PH - 12**



City of  
Richmond



RZ 12-602748

Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES



**City of  
Richmond**

**Report to Committee**  
Planning and Development Department  
*TO PLN - Jan 21, 2017*

**To:** Planning Committee

**Date:** January 15, 2013

**From:** Wayne Craig  
Director of Development

**File:** RZ 12-602748

**Re:** Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at 13040 No. 2 Road from the "Light Industrial (IL)" Zone to a Site Specific "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" Zone

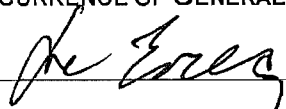
#### Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 to: create "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; and to rezone 13040 No. 2 Road from "Light Industrial (IL)" to "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; be introduced and given first reading.

  
Wayne Craig  
Director of Development

SB:blg

Att.

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

## Staff Report

### Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (**Attachments 1 & 2**) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m<sup>2</sup> (3,750 ft<sup>2</sup>) of commercial space. Parking will be provided below the building with vehicular access from No. 2 Road with an additional access from London Road for servicing and loading (**Attachment 8**).

The developer has agreed to enter into a Servicing Agreement as a rezoning consideration for the design and construction of road and servicing infrastructure works.

### Findings of Fact

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

### Surrounding Development

The site is subject to the Steveston Area Plan and is located in the London/Princess waterfront neighbourhood (**Attachment 4**). Surrounding development is as follows:

- To the north: A three-storey mixed-use townhouse development with commercial space at grade fronting No. 2 Road, zoned “Commercial Mixed Use (ZMU13) – London Landing (Steveston)”, with a permitted density of 1.0 floor area ratio (FAR) and a maximum permitted building height of 12 m and three (3) storeys.
- To the south-east: A five-storey mixed-use development with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU8) – London Landing (Steveston)”, with a permitted density of 1.45 FAR and a maximum permitted building height of 23 m.
- To the south: A four-storey mixed-use development on the corner of No. 2 Road and London Road with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU14) – London Landing (Steveston)” with a maximum permitted density of up to 1.45 (including 0.07 FAR of smaller dwelling units of 47m<sup>2</sup> or less) and a maximum permitted building height of 21 m.
- To the west: Across No. 2 Road, are undeveloped industrial lands currently used in support of Steveston Harbour and zoned “Light Industrial (IL)” with a permitted density of 1.0 FAR and a maximum permitted building height of 12 m.

## Related Policies & Studies

This rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP), the Flood Plain Designation and Protection Bylaw 8204, the City's affordable housing strategy and the public art program. An overview of the review in relation to these policies is provided in the "Analysis" section of this report.

## Public Input

Informational signage is posted on the subject site to notify the public of the subject application and the statutory Public Hearing will provide local property owners and other interested parties with an additional opportunity to comment. Notification of the Public Hearing will be mailed to neighbours and advertised in the local newspaper, *The Richmond Review*.

### Consultation with London Station Neighbours Undertaken by the Applicant

The proposal includes a vehicle access from No. 2 Road to the parking structure and one of two required loading bays. The proposal also includes a second required loading bay which also serves for recycling and garbage collection; accessed from London Road utilizing a cross-access easement registered on Title to the neighbouring strata-titled mixed-use London Station buildings to the south at 6033, 6077, 6111, 6231 and 6233 London Road.

The applicant invited residents of the neighbouring London Station buildings to an open house meeting held in the Steveston Community Centre from 5:00 p.m. to 7:30 p.m. on Tuesday, September 17th, 2013. One hundred and thirteen (113) invitations were sent and fifteen (15) people are listed on the open house sign-in sheet; including seven (7) London Road residents, three (3) residents from elsewhere in Richmond, one (1) Vancouver resident, one (1) attendee without a noted address, and the two (2) owners of the site (**Attachment 5**). At the open house, the following comments were identified (staff comments are included in *'bold italics'*):

- Concern regarding loss of tenants Pilates & Dance studio businesses – *The applicant confirmed that the business owners were invited to lease space in the new building, but have relocated to a new location within Richmond.*
- Concern regarding exceeding the building height of the existing two-storey industrial – *The proposal includes setbacks and landscaped edges, as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential for more frequent garbage and recycling collection – *Garbage and recycling collection for this mixed-use infill project should occur with the same frequency as the neighbouring mixed-use buildings.*
- Concern regarding potential noise from new family residents, daycare, and common outdoor amenity area – *Shared outdoor amenity area is a requirement in multi-family developments and child care is a permitted use in many zoning districts in the City. Future residents and businesses will be required to comply with the City's Noise Bylaw, and noise concerns are not anticipated for this medium density infill project.*

- Concern regarding potential noise and dust from construction activities – *The developer recognizes that construction activities are disruptive and has confirmed that they will comply with the City's Noise Bylaw requirements regarding hours of operation and construction noise. In addition, the developer is required to provide a Construction Parking and Traffic Management Plan as part of the future Building Permit application.*
- The front commercial exterior spaces at the entry need design development – *The proposed design will be further refined through the required Development Permit process.*
- The development was attractive.

#### Public Correspondence

At the time of writing this report, the City has received two (2) pieces of public correspondence (**Attachment 6**), which include the following concerns (staff comments are included in '*bold italics*')

- Concern regarding loss of tenant gym business – *The applicant confirmed that the business owner was invited to lease space in the new building, but closed their business at this location.*
- Concern regarding potential shadowing impact of four (4) storey building height – *The subject orphan lot is surrounded on three sides with existing development. The proposal includes setbacks as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential increased parking demand – *The proposal provides 115 parking spaces on-site, exceeding the bylaw requirement by an additional 21 parking spaces.*
- Concern regarding narrowness of No. 2 Road and London Road and their ability to accommodate the proposal – *Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.*
- Concern regarding pedestrian safety – *The proposal includes frontage improvements which will improve pedestrian safety and will complete the frontage of the subject block.*
- Concern regarding building setbacks – *The proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP. The proposal includes a 12.5 m setback to the east property line and the neighbouring building is setback from the shared property line; for a separation between the apartments in the neighbouring buildings of approximately 15.5 m. The proposal includes 6 m setbacks to the north and south property lines, except for the streetscape facade. The neighbouring townhouse buildings to the north are further setback on an angle, with the closest adjacency being approximately 9 m. The neighbouring mixed-use building to the south, along No. 2 Road, is built with a solid party wall at the shared property line and the proposal includes an entry element that is built against the party wall to reinforce the No. 2 Road streetscape. Further to the south, the neighbouring mixed-use buildings are setback behind a rear surface parking and service area.*

- Concern regarding potential sink holes – *Staff and the developer are not aware of any sinkhole issues regarding the subject site. However, the proposal will be designed and constructed in accordance with the BC Building Code and the development team will include a geotechnical engineer.*
- Recommendation to rezone to allow a maximum of two (2) storeys of residential townhouses, or a maximum of two (2) storeys of residential dwelling units and one (1) storey of commercial space – *The applicant has requested that the City consider the proposal to provide a mixed-use building in accordance with the existing 'Mixed-Use' land use designation in the Steveston Area Plan and a four (4) storey building height as a transition between the taller five (5) storey buildings to the south and the lower three (3) storey buildings to the north.*

### Staff Comments

Based on a review of the subject application, staff are supportive of the subject rezoning application, provided that the developer fully satisfies the considerations of the rezoning (Attachment 7).

### Analysis

#### Proposed Zoning Amendment

Amendments to the Richmond Zoning Bylaw 8500 are proposed to create the new site specific zone “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” and to rezone the subject site from “Light Industrial (IL)” to this new zone. The proposed bylaw has been prepared to manage development on the subject site in accordance with the OCP and as a transition on this infill site surrounded by existing development.

#### Proposal Details

Staff's review of the proposed development shows it to be generally consistent with City policies, as indicated below:

- a) Floodplain Management: In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the developer has agreed to register a floodplain covenant as a consideration of the rezoning specifying a minimum habitable elevation of 2.9 m GSC.
- b) Affordable Housing: In accordance with the City's affordable housing strategy and the proposed “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone density bonus provision, the developer has agreed to provide a voluntary contribution of approximately \$223,656, based on \$4.00 per buildable square foot of residential floor area, to the City's affordable housing reserve as a consideration of the rezoning.
- c) Public Art: The developer has agreed to participate in the City's Public Art Program, with a voluntary contribution in the amount of approximately \$44,591, based on \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area, to the City's Public Art fund as a consideration of the rezoning.

- d) Trails Way-Finding Improvements: The developer has agreed to provide a voluntary contribution in the amount of \$150,000 towards the development of wayfinding projects in the South Dike and Britannia Heritage Shipyards trail areas.
- e) Infrastructure Improvements: The developer has agreed to enter into a Servicing Agreement as a consideration of the rezoning for the following:
- Road Network Improvements: The developer shall be responsible for the design and construction of road improvements across the site's No. 2 Road frontage to extend pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk works [to tie into recent construction to the south (SA 07-364532)]. Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. Reconstruction of the adjacent property driveway letdown may be required. An existing power pole may need to be relocated.
  - Engineering Improvements: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve the minimum spacing requirement of 75 m in multi-family areas. New hydrant(s) to be connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain required, replacement or relocation of the AC watermain may be required.
  - Sanitary Sewer Statutory Right-of-Way (SRW) discharge: The sanitary sewer utilities right-of-way (ROW) along the east property line (RD105058 regarding plan 56029) is currently not in use and may be discharged after first removing any existing utility infrastructure.
  - Any permanent structure above or below ground (i.e. building, slab, footings, etc.) to be setback a minimum 2.5 m from the edge of the existing No. 2 Road utility SRW (i.e. 4.0 m from the property line). Any paved areas, stairs or ramps located within the SRW must be easily removable (i.e. not cast in place and not permanently attached to any other structures) and require a separate encroachment agreement as part of the future Building Permit process.
  - If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City and private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm and sanitary system before and after activity.
- f) Tree Retention and Replacement

Bylaw-size trees	Existing	Retained	Compensation
On-site	1	0	2:1 replacement ratio required – 2 trees
On neighbouring properties	4	4	To be protected

- There is one (1) bylaw size tree on the subject site, a 0.28 cm dbh deciduous tree with a low spreading canopy shape located 1 m inside the property along to No. 2 Road. The tree is located in an existing sanitary sewer right-of-way and adjacent to existing BC Hydro electrical equipment. The tree roots encroach into the clearance and grounding area surrounding the electrical equipment. The property is located in an elevated flood construction level area and the low tree canopy will conflict with the pedestrian clearance on the commercial walkway, stairs and wheelchair ramps.
- The City's Tree Preservation Coordinator has reviewed the proposal and agrees with the removal of the existing on-site tree and replacement with new tree planting.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), two (2) replacement trees are required for the removal of one (1) bylaw-sized tree. The preliminary landscape plan (**Attachment 8**) includes 20 new trees and this will be further refined through the required Development Permit.
- The developer is required to protect the four (4) trees on neighbouring properties adjacent to the subject development site. The developer is required to install any needed tree protection fencing prior to any construction activities occurring on the site.

g) Legal Considerations

- The subject property is strata-titled. Cancellation of the strata plan and winding up of the strata corporation regarding the 10 strata lot light industrial building is a consideration of the rezoning.
- The proposal is a mixed-use development, and the developer has agreed to enter into a mixed-use building noise covenant as a consideration of the rezoning. The covenant would include the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
- The developer has agreed to enter into a legal agreement ensuring the provision of and shared use of the indoor amenity space by all residential units as a consideration of the rezoning. The proposal includes more than the minimum required area of 100 square meters, and the size, location and programming will be further refined through the DP.
- The proposal includes a shared pool of parking for the use of the commercial space and residential visitors. To support this shared use, the developer has agreed to enter into legal agreements to ensure the parking gate remains open during the commercial business hours and to ensure that non-residential parking is shared by visitors and commercial uses. The legal agreement will prohibit the assignment of parking spaces to any particular unit.

h) Form of Development

The developer proposes to construct a medium density mixed use development with approximately 348.5 m<sup>2</sup> (3,750 ft<sup>2</sup>) of street fronting commercial area and 55 apartments in a four (4) storey building over a one (1) level parking structure (**Attachment 8**), which generally conforms to OCP policies, the Steveston Area Plan and Development Permit guidelines.

Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption, which will include the following:

- Review of sustainability features of the development.
- Detailed architectural and open space design including: interfaces to neighbouring developments (e.g. grade changes, transitions, facade alignment), landscaping, children's play area in outdoor amenity area, grading, sanitary sewer setback, and tree protection.
- Detailed design review to minimize grade transition to No. 2 Road as much as possible.
- Review of adaptable and aging in place features. Six (6) adaptable units are proposed and aging in place features are proposed in all units.
- Review indoor amenity space provision, location in the building and programming.
- Review of Floodplain Construction Level requirements, ensuring no storage area or equipment that is damageable by flood water is located below 2.9 m GSC.
- Vehicle and bicycle parking, parking gate locations, truck loading, garbage, recycling and food scraps storage and collection, including truck manoeuvring, and private utility servicing.

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

None.

#### **Conclusion**

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be introduced and given first reading.



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

Attachment 1: Location Map

Attachment 2: GIS Aerial Photo

Attachment 3: Development Application Data Sheet

Attachment 4: London/Princess Land Use Map

Attachment 5: Applicant Open House Sign-in Sheet (September 17, 2013)

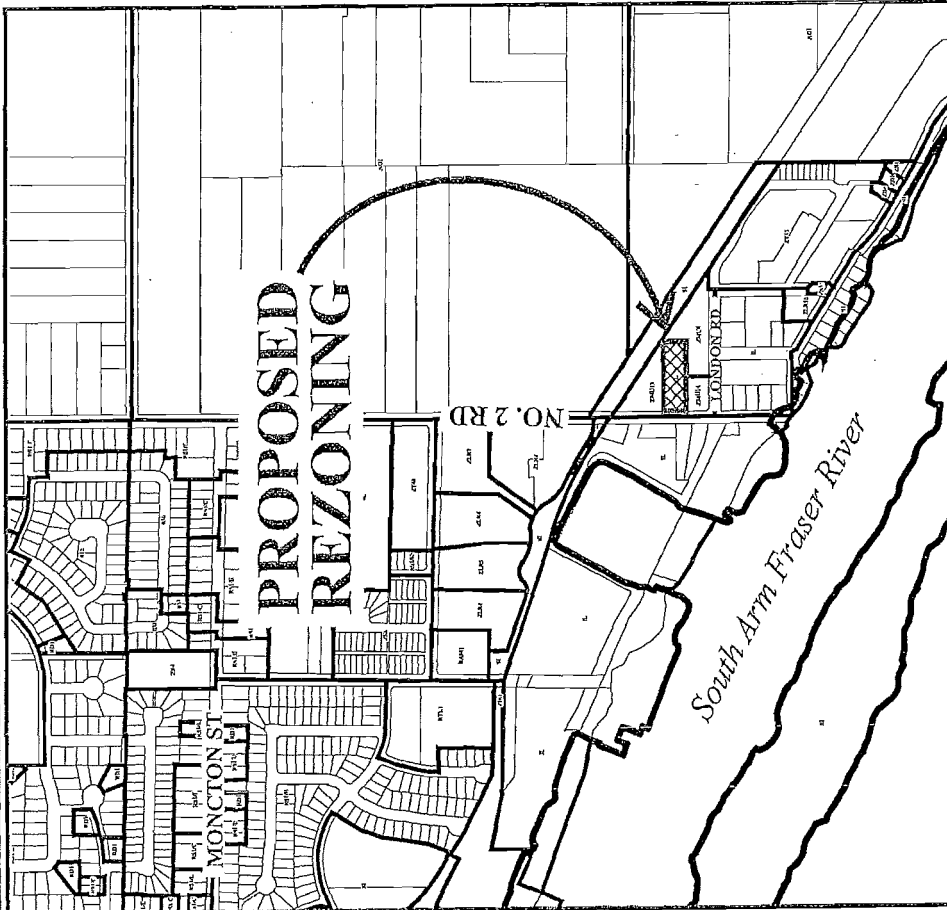
Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations Concurrence

Attachment 8: Conceptual Development Plans



City of Richmond




# PROPOSED REZONING

NO. 2 RD

South Arm Fraser River

NO. 2 RD

LONDON



RZ 12-602748

Original Date: 03/28/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-602748

Original Date: 03/29/12

Amended Date:

Note: Dimensions are in METRES



**RZ 12-602748**

**Attachment 3**

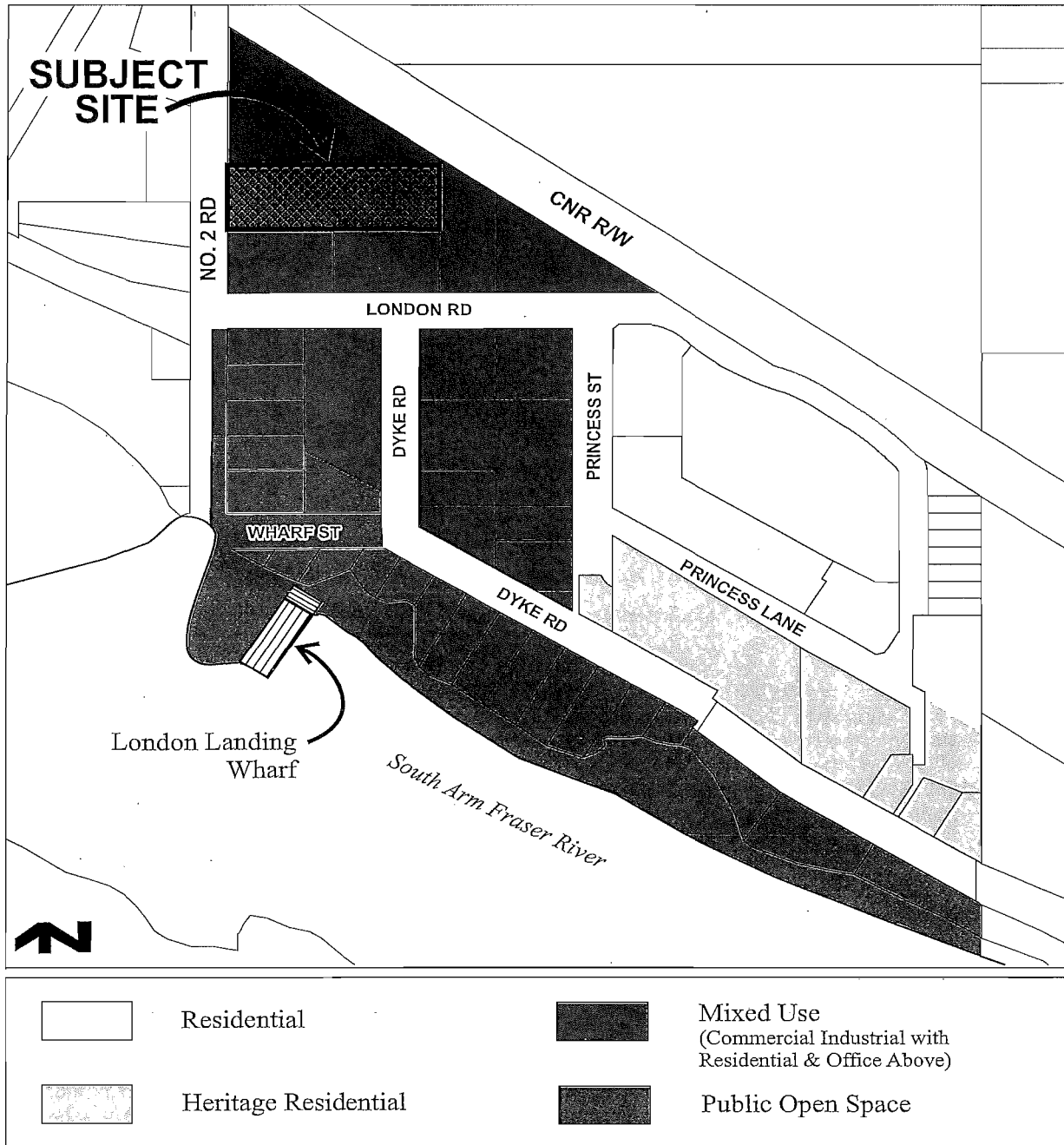
Address: 13040 No 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner:	Matthew & Flora Chen	Unknown	
Site Size (m <sup>2</sup> ):	4,046 m <sup>2</sup>	No Change	
Land Uses:	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation:	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning:	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units:	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 1.37 including commercial space at grade	1.37 including 348.5 m <sup>2</sup> commercial space	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (3) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Indoor Amenity Space	100 m <sup>2</sup>	330 m <sup>2</sup>	None
Outdoor Amenity Space	330 m <sup>2</sup>	373 m <sup>2</sup>	None

# London/Princess Land Use Map



# Harbour Walk Re-Development Information Meeting



13040 No. 2 Road, Richmond, BC

September 17, 2013

Your Name	Your Address	Your Comments!
Trish Howe	502-6233 London Rd.	checking out the plans
Neil Goye	926-6233 London Rd.	Not looking forward to your development.
Walter W. Cavels	302-6233 London Rd.	concerned!
MATT MEW CHER	4780 Lakeshore Ave	looking plans
Flora Chen	" "	" "
Helen Kinney	10491 SPRINGWOOD CRESC	Checking out plans
Claire Adamson		
Madeline Youngman	319 6233 London Rd	checking plans
Beth Bishop	301 6233 London Rd	checking plans
Michael Shi	421 6233 London Rd	Not very happy that my views will be gone
Jane Guen	5051 Munster St	Great plan
Ann Tse	486 W 26 Ave. Van.	Very beautiful project.
Yoon Kyimw	829-7611 McGraw Rd	Good plan for area
Scott Dodgus	408-6233 London Road	MEETING - FRONT COMMERCIAL EXTERIOR
		SPACES of ACCESS ARE PRETTY "DEATH"

R. Howe & K. Covell  
302-6233 London Road  
Richmond, V7E3S3

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

September 25, 2013

RECEIVED  
OCT 02 2013

Re: Rezoning application for 13040 #2 Road

RZ 12-602748

Having attended the public presentation with regard to the above we are writing to express our concerns.

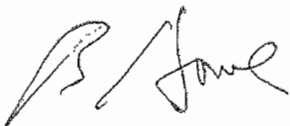
First, we note that the application states that the development will comprise commercial and residential units to a total of four floors. In contrast, the plans presented showed four floors of fully residential units. This is concern in that it raises the density of residents to a level above that which the area's traffic patterns and parking can accommodate.

At this time the residential units on #2 Road and London Road have insufficient parking space. The result is significant parking on the sides of the road – a danger to pedestrians and animals, especially at night. With the addition of the new Penta complex being built on London Road at the foot of #2 Road, the situation will only get worse.

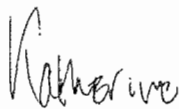
We request consideration of a change in plans for #13040 either to 2 stories of residential or to one level of commercial with 2 stories of residential above.

The infrastructure of this area cannot support the sort of densification the developer proposes.

Sincerely,



R.B. Howe



K. Covell



## Badyal, Sara

---

**From:** Maddie Youngman [tiffers@telus.net]  
**Sent:** Monday, 13 May 2013 04:58 PM  
**To:** Badyal, Sara  
**Subject:** 13040 application.

Hello Sara: First off, I want to thank you again for the time you gave me regarding the four story restructuring of 13040 No. 2 Road. . It was a great deal of information for me to take in and I apologize if I make any following mistakes.

To start you know that I oppose the planned height of four floors, but I am not opposed to change. This whole small emerald neighbourhood was made up from changes of a small group of old business warehouses until Penta saw its potential. This area is presently owned by up to a thousand individuals who love the idea of the mighty Fraser River so close and so wonderful for walking or riding or driving. From sunrise to sunset people are using the entire area for meditation or conversation and it is only when it gets dark along the river that it becomes very quiet as most of Dyke Road is unlit so there is little movement at night but come dawn and the build-up is immediate. London Road and No. 2 Road residents benefit and treasure the quiet nights immensely.

I have walked this area up to no. 3 road or to the village for almost all my forty years of living in Steveston, more so in retirement and I can honestly say there is very little unfamiliar to me and hundreds of other walkers living here. The older buildings and Britannia projects just reek of our history. The bad side of this is the tenfold rise in traffic since the development began and with the ongoing project of Penta on the Southside of London, it will mean up to 150 more cars congesting this corner area coming and going onto the street traffic. It should be noted we also have many trucks and huge vans quite often on the road here and always, more and more people who use Dyke Road, as I have for decades, taking the long way home just to feel closer to nature for the serenity and peace it gives us after many hectic hours at work or driving in the madness of traffic elsewhere. These ephemeral moments of seeking the quiet cannot be taken too lightly as we all need nature to remind us to be grateful and kinder to others and beautiful neighbourhoods help in the daily process of the humane needs in this time of history where money and politics still lead the way.

The world can be cruel as we all know but greed is too often the motivating factor and this is felt by any who take the time to see it in action. The sign for 13040's application was placed in front of the Pilates windows late at night and I saw it for the first time the next day at 6 a.m. walking my dog. Since then there have been many comments made about it all to the negative. People will be extremely unhappy to see such a large building of four stories going up that will over shadow their daily view and cast a dark and extremely cold pall over all the condo buildings presently there and occupied by people who spent their last pennies to make homes here.

The Penta building was planned at least five years ago and can be a welcome change because they plan on adding small businesses and a restaurant for the area. Shops such as children's clothing or sport wear and shoes would be welcomed because the entire area has attracted so many who enjoy outdoor sports of all types and the conviviality it brings. But allowing this high building right in the centre of the present ones is an obscenity to all who live here. Mr. Yuen it seems couldn't wait to close down the gym shortly after his sign went up and that was sadly felt by many who live here and were members of this gym. Now one has to drive miles to get to the closest gym. The same can be said when he removes the Pilates and ballet businesses and shreds the building's small cultural needs of Richmond.

Mr. Yuen's plan is to build a row of two story townhouses that will face north and have some parking in front but above these he plans to build two more stories and this is one of my main objections as the wall on the south side will be solid concrete. The present condo buildings it seems will be too close for any privacy caused by the buildings facing too closely to each other. Herein lies the need for humanity and not another greedy developer making and squeezing the most square footage from their projects. Let him realize that there are real people living in the buildings surrounding his plan and four stories will impact their lives detrimentally simply because he wants to fill his pockets with more dollars. Why not just build some attractive townhouses and be satisfied. He will undoubtedly make a large profit by doing this without causing the unhappiness and misery of two more stories blotting out so many others present views. He also plans a few commercial shops but minor compared to Penta's better planning. Keep in mind the insanity of adding up to another 100 cars coming and going on No 2 Road. It is at present dicey and dangerous to cross any street here and to widen the street and corner will be questionable as the west side seems to belong to the Federal or Provincial governments. No. 2 Road is dangerously too narrow and presently so will London Road corner be too for all this additional traffic

Of course there is also the possibility of sinkholes which happen every day somewhere in the world and the total insecurity of below ground parking .My building shares parking with the west corner condo building and its a nightmare with break-ins and even one daytime burglary on the fourth floor which will mean no doubt, higher insurance rates. But we persevere because of the neighbourhood and the people. People living here say good morning and hi and how are you. This is a good neighbourhood and so many of us living here love it the way it is and the height of this addition will destroy so many of the wonderful things we are so grateful for. The changes and construction that Penta will create will be enough for this area just with the noise factor. I ask the City of Richmond and particularly our City Councillors to stop this greed and disharmony to a small neighbourhood that cries out for your fairness and good judgement when the process reaches its final stage. We came here because of the ALR farms, the mountains the quietness and the harmony of nature and people. This oversized building destroys hopes for the area's real estate values too which will drop for many young owners shadowed by its height and there goes their equity dreams. We should be aware of this factor along with the heavy dangerous traffic, which includes bike traffic and children and baby buggies and strollers trying to cross streets. We do not need another condo building defacing the area and building a row of two story townhouses is building enough.

I challenge any of the City Councillors to park their cars and come and see this jewelled small gem of Steveston and walk to the corner of No 2 and turn left at London, get the friendly feel we have here. Help us to continue protecting not just ALR but its surrounding buildings that have been here for decades used by residents in peaceful harmony that so many other areas don't have because City Hall turned away from them. See us and help us protect what we have against just another large condo building right in the centre of our living space that will hugely impact how we feel about living in Richmond.

I state again – I am not against change but change has to be good for the majority not for the greed of one developer. I say again build the townhouses but please do not build higher than that. If any at City Hall had a huge building built just some feet away from their patio or bedroom window, would you be at peace if it got the go ahead. I pray for your wisdom and charity and the saviours of small neighbourhoods. We are at your mercy as this process proceeds.

I remain sincerely yours, Ms. M. Youngman 604 274 6488



## Rezoning Considerations

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

**Address:** 13040 No 2 Road

**File No.:** RZ 12-602748

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:**

1. Registration of a mixed use building noise covenant on title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m<sup>2</sup>).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring both loading bays are shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works, including, but may not be limited to:
  - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
  - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
  - c) Servicing Agreement to include site analyses for site connections.
  - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
  - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
  - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement\* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The management plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit\* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

\* This requires a separate application.

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

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

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

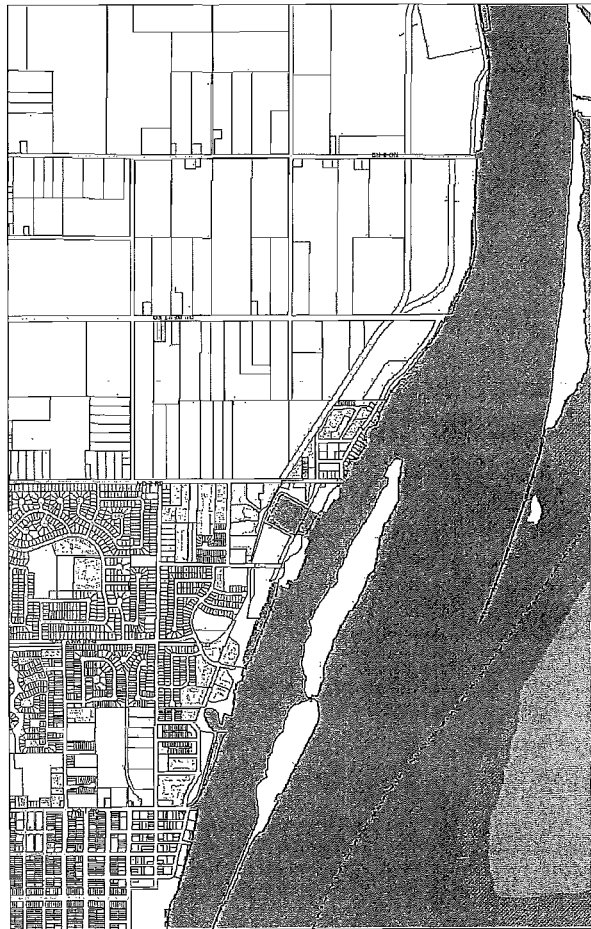
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation,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

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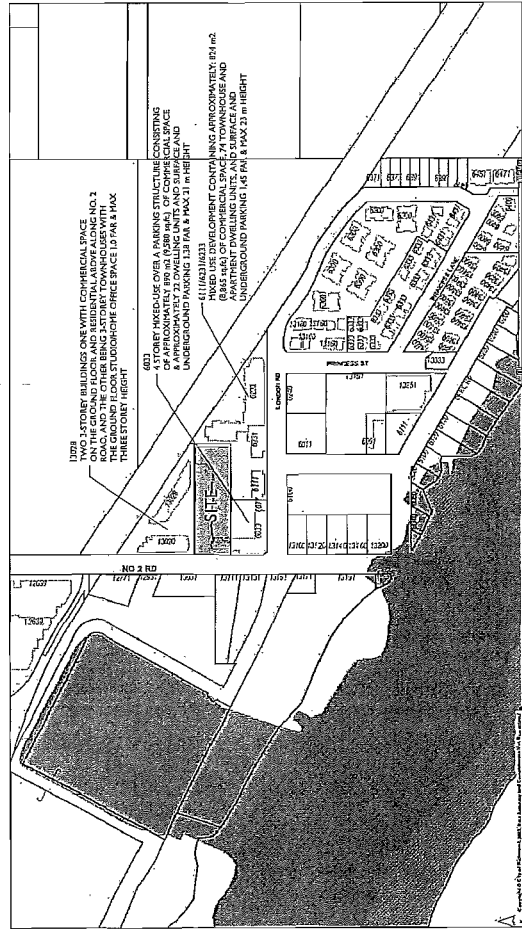
Signed

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Date



## LOCATION PLAN



## CONTEXT PLAN

13040 No. 2 Road, Richmond

**HARBOUR WALK**  
(Parking only from No. 2 Road)

**CIVIC ADDRESS:**  
13040 No. 2 Road, Richmond

LEGAL DESCRIPTION:

SITE AREA:

**SITE COVERAGE (PERMITTED):**

FAR	RESIDENTIAL COMMERCIAL	PERMITTED FAR	PROPOSED FAR
FAR ALLOWED (RESIDENTIAL+COMMERCIAL)	59,664	1.37	1.37
FAR ALLOWED (WIDENTY)	4,355	0.10	0.08
TOTAL FAR ALLOWED	64,019	1.47	
TOTAL FAR PROPOSED	62,914		1.45
VARIANCE	-1,105		

[illegible]

PARALLEL CALCULATIONS DURING PACKING		REQUIRED		PROPOSED		TYPE
3500000 7.34						
1.5 SPACES PER MOVING UNIT		59	11.9	62.5	10.1	4 stack 2 VC
WATER: 0.225 CUBIC FT. PER UNIT		68	8.02	11.0	11.0	4 stack 1 VC
CONCRETE: 0.17 CUBIC FT. PER UNIT		256	m2	19	12	4 stack 1 VC
GRE DUMPS						
TOTAL PIPES				105.5	115	

BI-CYCLE PRINTING CALCULATION:		REQUIRED		PROVIDED	TYPE
TOTAL BI-CYCLE PRINTING					
Sheet	114				
1.5" x 6" x 25" BI-CYCLE PRINTING UNIT		35	1.25	600	CLASS 1
12.5" x 25" BI-CYCLE PRINTING UNIT		5	4.0	12	CLASS 2
TOTAL BI-CYCLE PRINTING				600	105

TRAINING, MONITORING CAPABILITY, EFFORTS TOP-LEVEL WORK SHEETS:	REQUIRED	PROVIDED	TYPE
Section 1, table RESERVE FUEL - 115 LBS TO UNITS COMBAT/CRUISE - 125 LBS/5500 mi.	55" 350mi2	11 11	ON-STORE OFF-STORE WEAPON
TOTAL LOADING		21	21

HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

## SITE CONTEXT

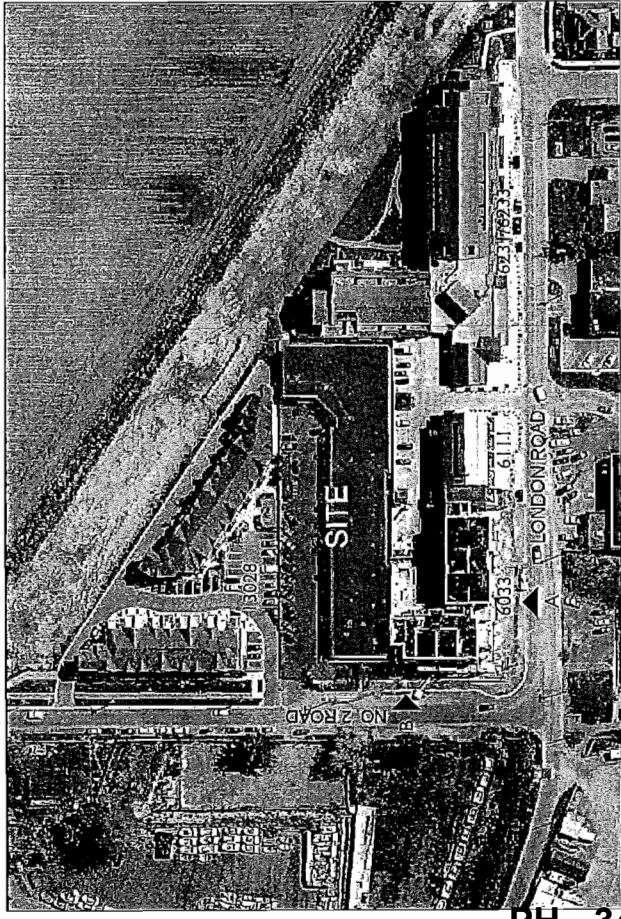
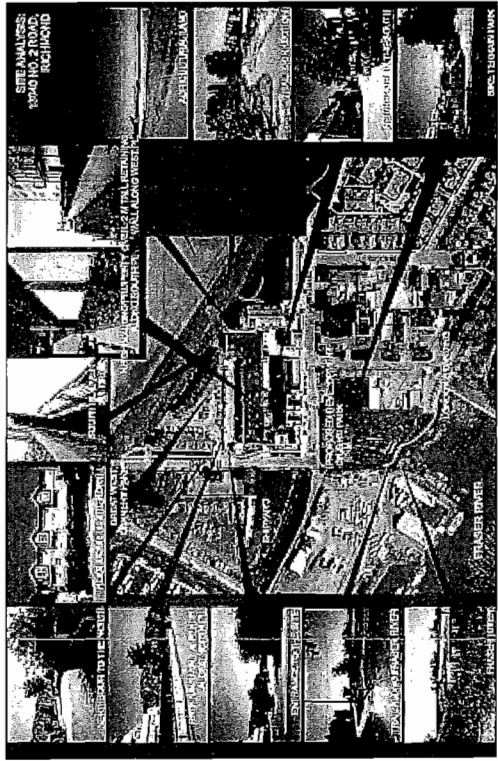
DATE	FEB. 2011
DRAWN BY	RF, EA
CHECKED BY	TR
SCALE	NTS
JOB NUMBER	111

**A-0.02**

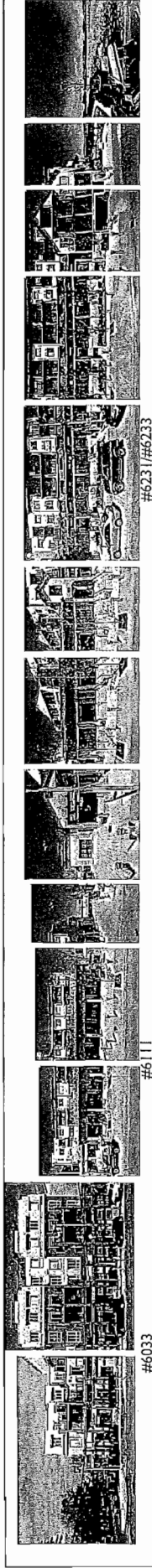


NOTES

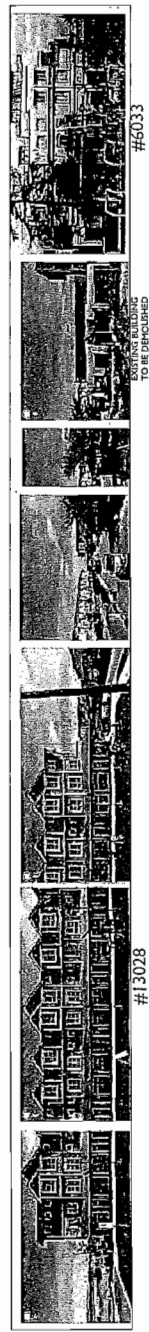
1. SITE  
 2. EXISTING  
 3. PROPOSED  
 4. ADJACENT  
 5. PUBLIC  
 6. PRIVATE



AERIAL VIEW



VIEW A - STREETSCAPE ALONG LONDON ROAD



VIEW B - STREETSCAPE ALONG NO. 2 ROAD

HARBOUR WALK  
 13040 NO. 2 ROAD  
 RICHMOND, B.C.  
 FOR FORTUNE VENTURE  
 ENTERPRISES LTD.

SITE CONTEXT  
 & PHOTOS

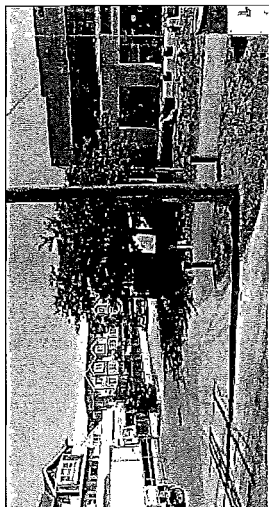
DATE: 10/1/01  
 DRAWN BY: M. T.  
 CHECKED BY: M. T.  
 SCALE: 1/111  
 JOB NUMBER: 1119

SITE

A-0.03



EXISTING ADJACENT DRIVEWAYS AT NO. 2 ROAD



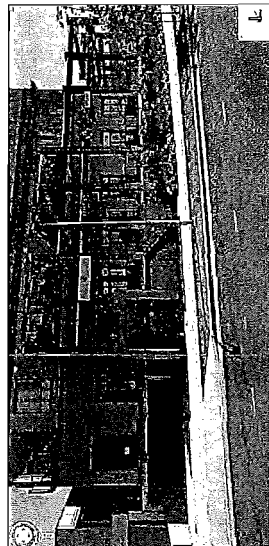
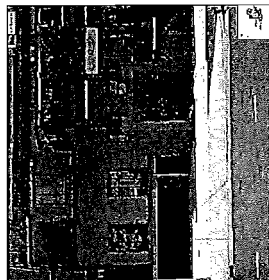
EXISTING DRIVEWAY & SIDEWALK AT NO. 2 ROAD



EXISTING BUILDING AT #13040 NO. 2 ROAD



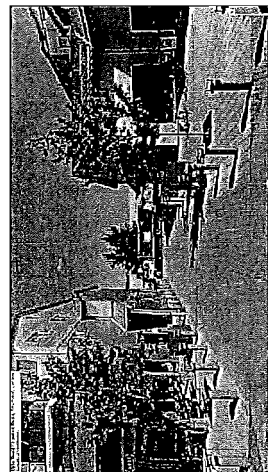
## EXISTING PARKADE ENTRY AT NEIGHBOURING BUILDING



## EXISTING NEIGHBOURING BUILDING TO SOUTH



## SIDEWALK & LANDSCAPING AT STREET CORNER



VIEW TOWARD SITE FROM LONDON ROAD



**CRU ENTRIES ALONG LONDON ROAD**

TOPOGRAPHIC SURVEY OF STRATA PLAN LMS3089 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT

13040 NO. 2 ROAD,  
RICHMOND, B.C.

NOTES:  
Revisions shown are based on City of  
Richmond 1994 Boundary Map.  
The survey was conducted on August 19, 2004.  
The survey was conducted in the  
vicinity of the intersection of  
Stratford Highway  
and 13040 No. 2 Road.

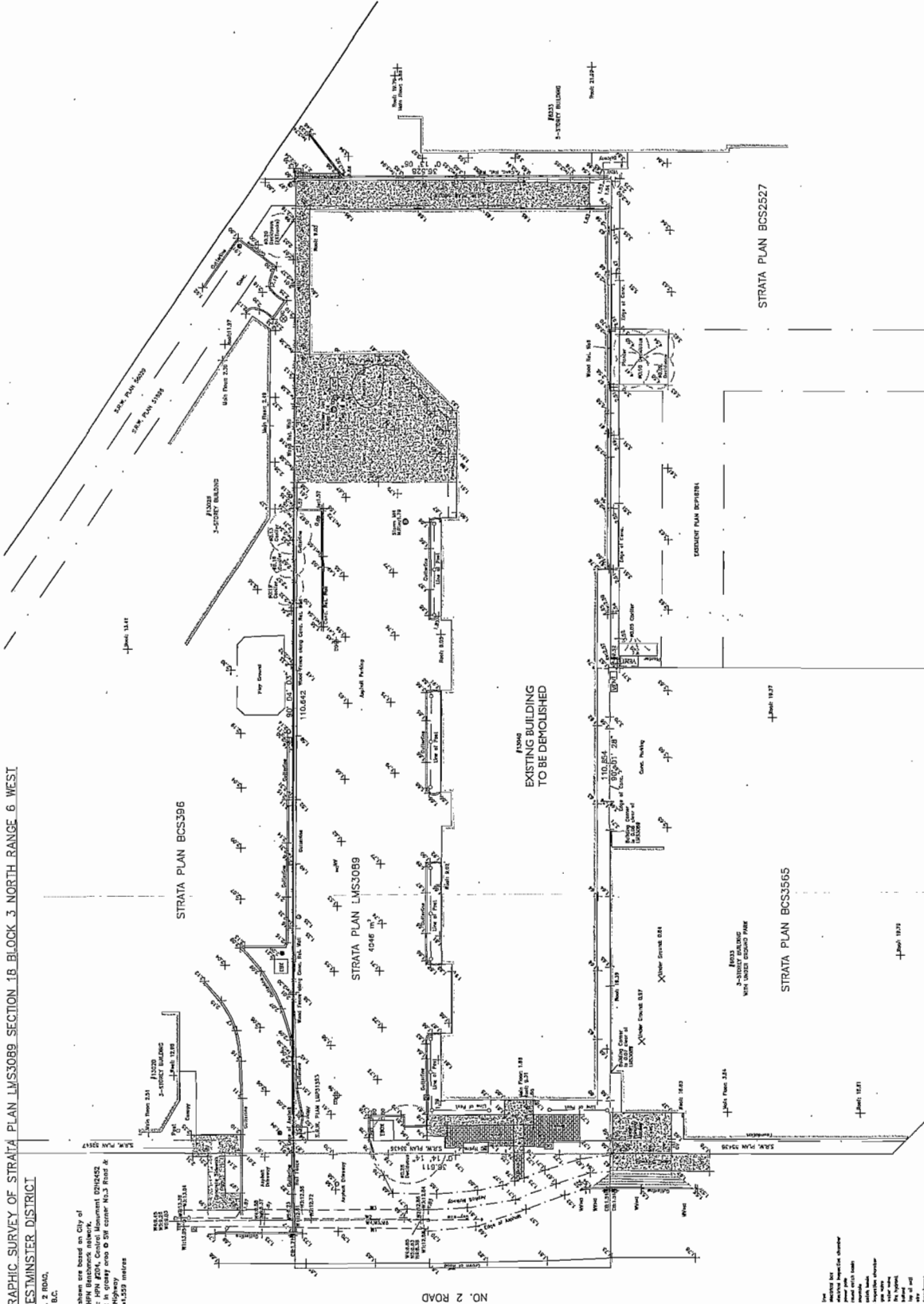


FLAT INFO:



NOTES:  
1. SEE EXHIBIT

EXHIBIT:  
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- LEGEND:
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HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

SURVEY PLAN

DATE	19.08.2004
DRAWN BY	SA
CHECKED BY	19.08.2004
SCALE	1:1119
PROJECT NO.	1119

A-0.05

NOTES  
 0 900000

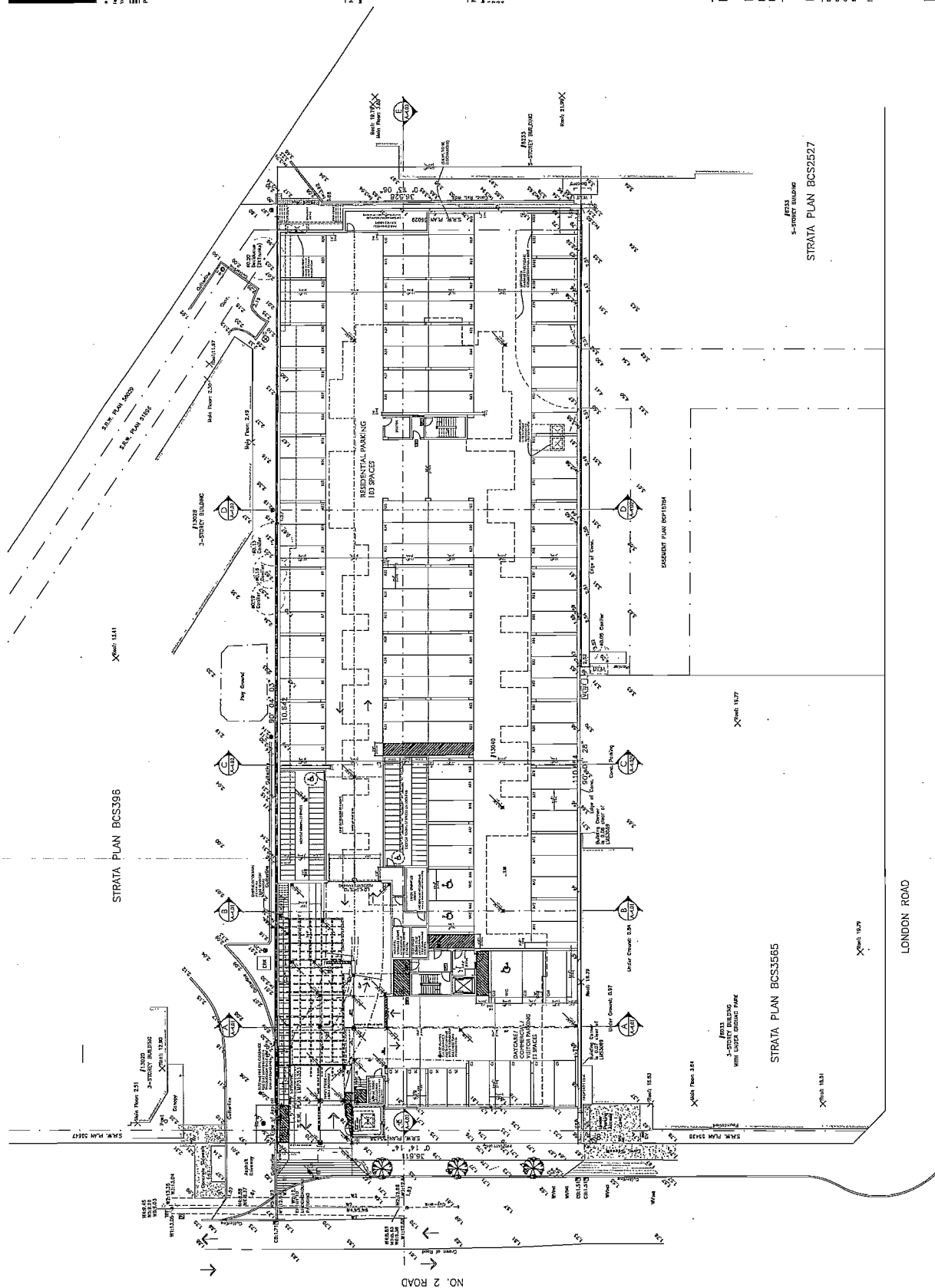
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95	10/10/00	

HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

## PARKING PLAN

DATE	FEB. 2013
DRAWN BY	CA
CHECKED BY	TS
SCALE	1/2" = 1'-0"
JOB NUMBER	1111

A-1.00





NOTES

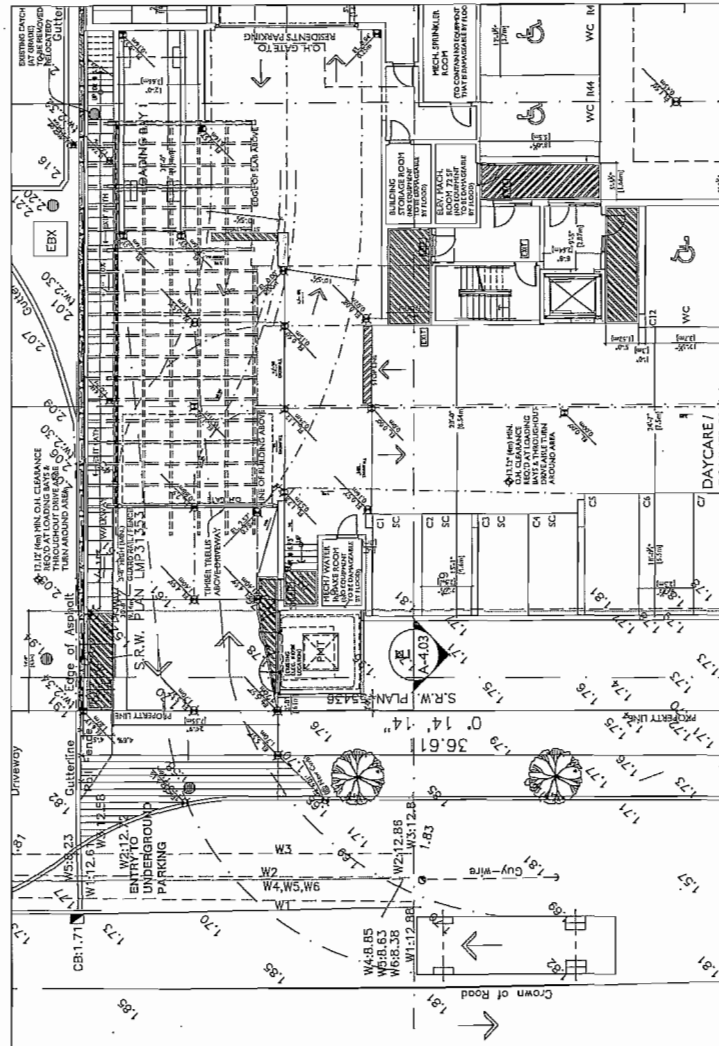
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NO	DATE	REVISIONS
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4	SEP 20 2002	REVISIONS

HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

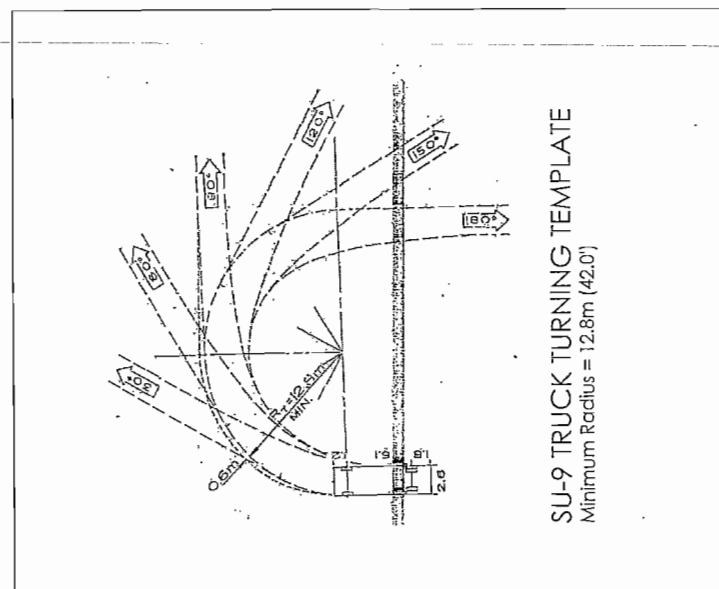
**LOADING DIAGRAMS:  
ENTERING PARKADE**

DATE  
DRAWN BY  
CHECKED BY  
SCALE

A-1.01



1. TRUCK ENTERING LOADING BAY 1 IN PARKADE





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## NOTES

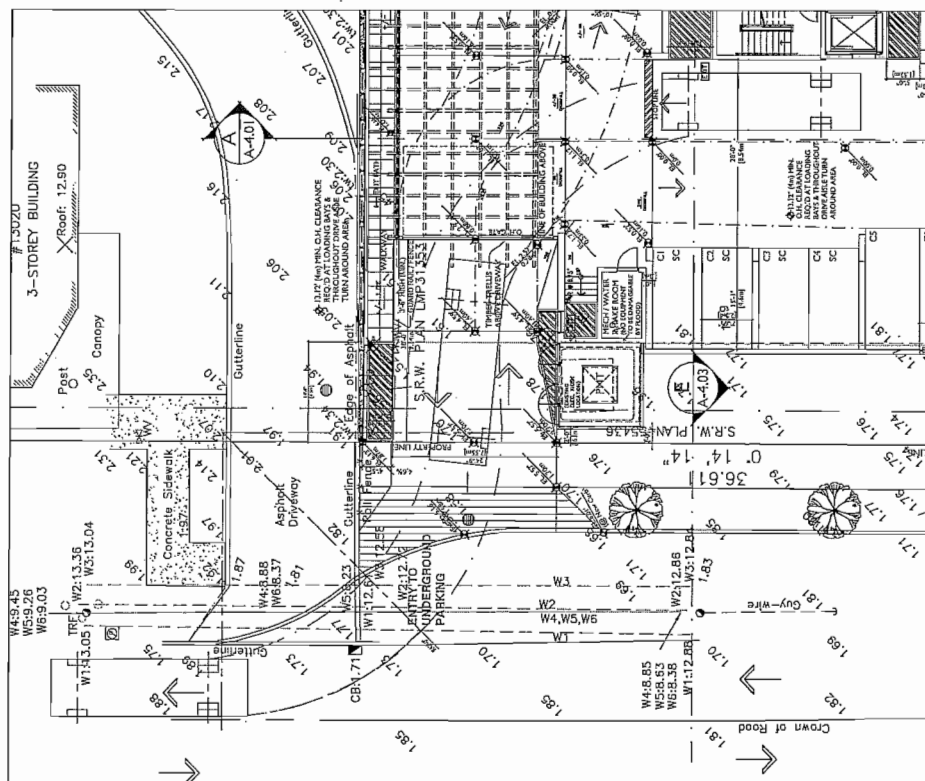
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HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

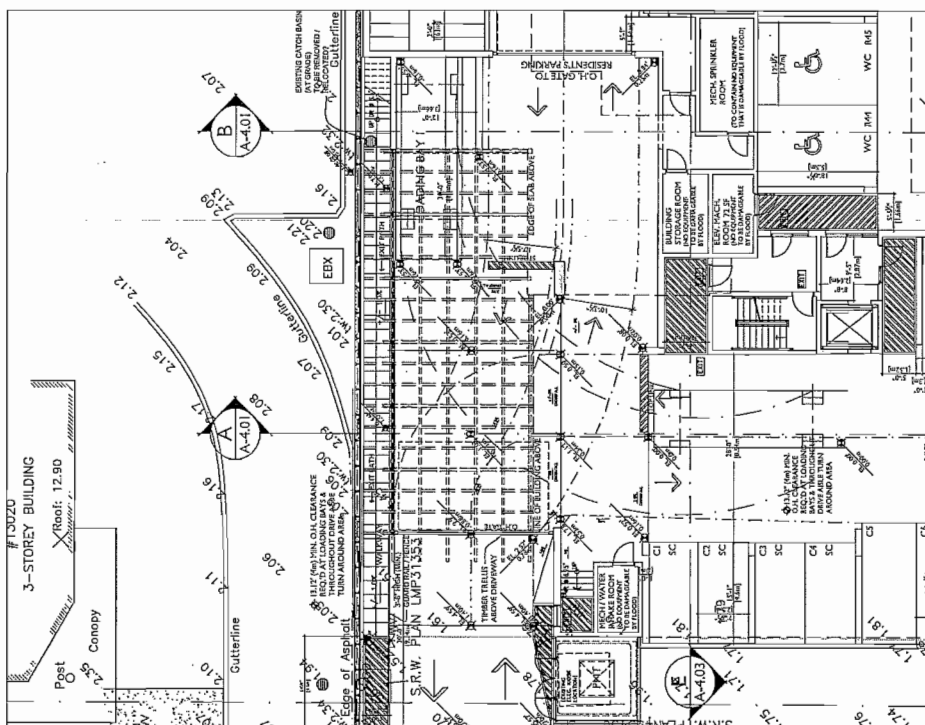
LOADING DIAGRAMS:  
EXITING PARKADE

DATE  
DRAWN BY  
CHECKED BY  
RECALC  
MAR 10 17  
EA  
76  
10' x 17'-0"  
1111

## A-1.02



### 3. TRUCK EXITING PARKADE TO STREET



## 2. TRUCK BACKING OUT OF LOADING BAY 1



**NOTES**  
1. ALL DIMENSIONS ARE IN METERS  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED  
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED  
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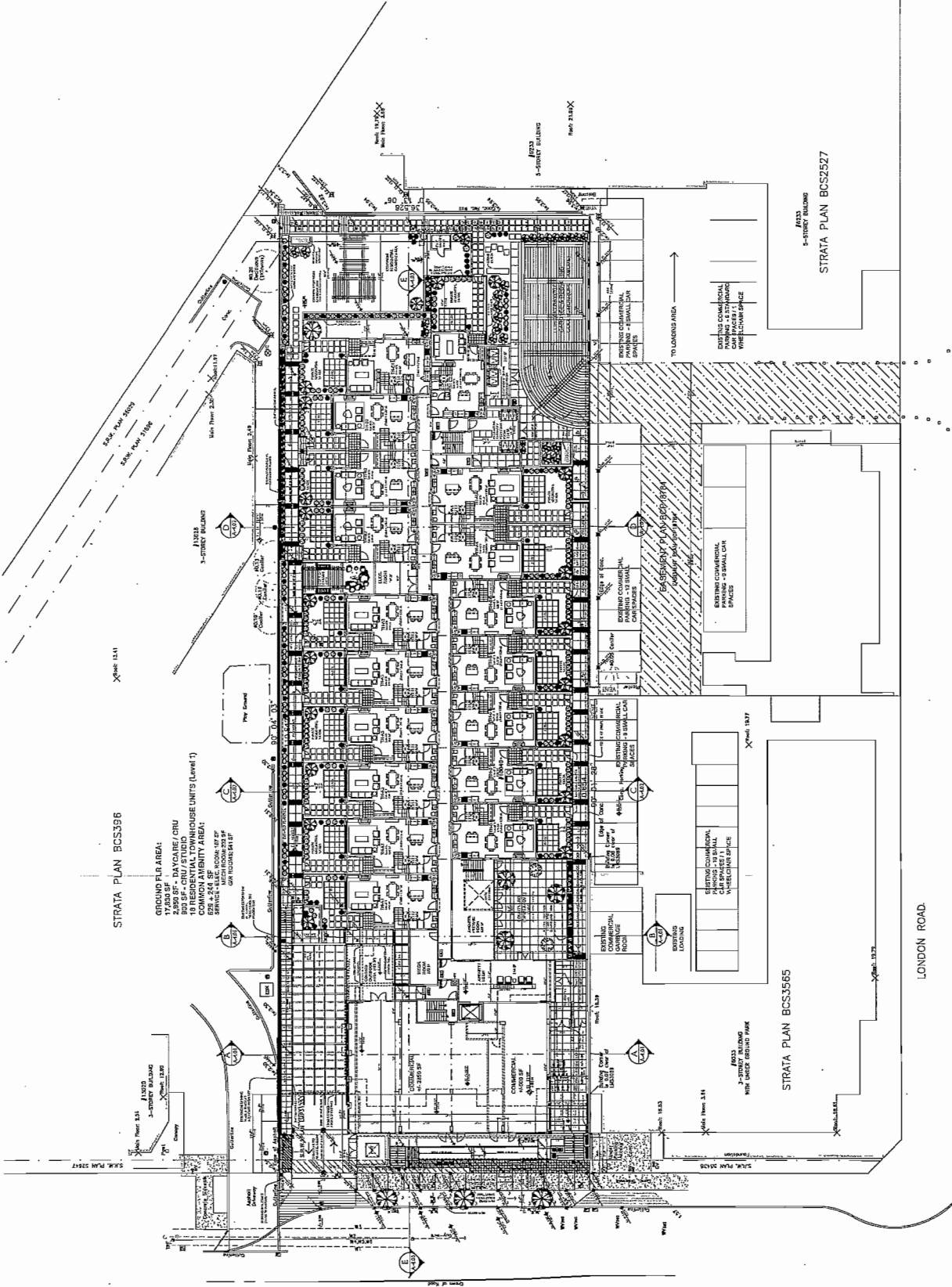
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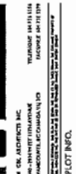
**HARBOUR WALK**  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
CR FOR AN ADVENTURE  
ENTERIES LTD.

**SITE / GROUND**  
FLOOR PLAN

**DATE**  
11/11/11  
**DESIGNED BY**  
1111  
**SCALE**  
1:119  
**PROJECT**  
1119

**A-2.00**





#6033  
3-STORY BUILDING  
WITH UNDER GROUND PARK



gBL  
ARCHITECTS INC.  
1000 WEST 10TH AVENUE  
SUITE 200  
VANCOUVER, BC V6H 1T5  
TEL: 604-681-1119  
WWW.GBLARCHITECTS.COM



NOTES  
1. SEE NOTES ON SHEET A-2.01

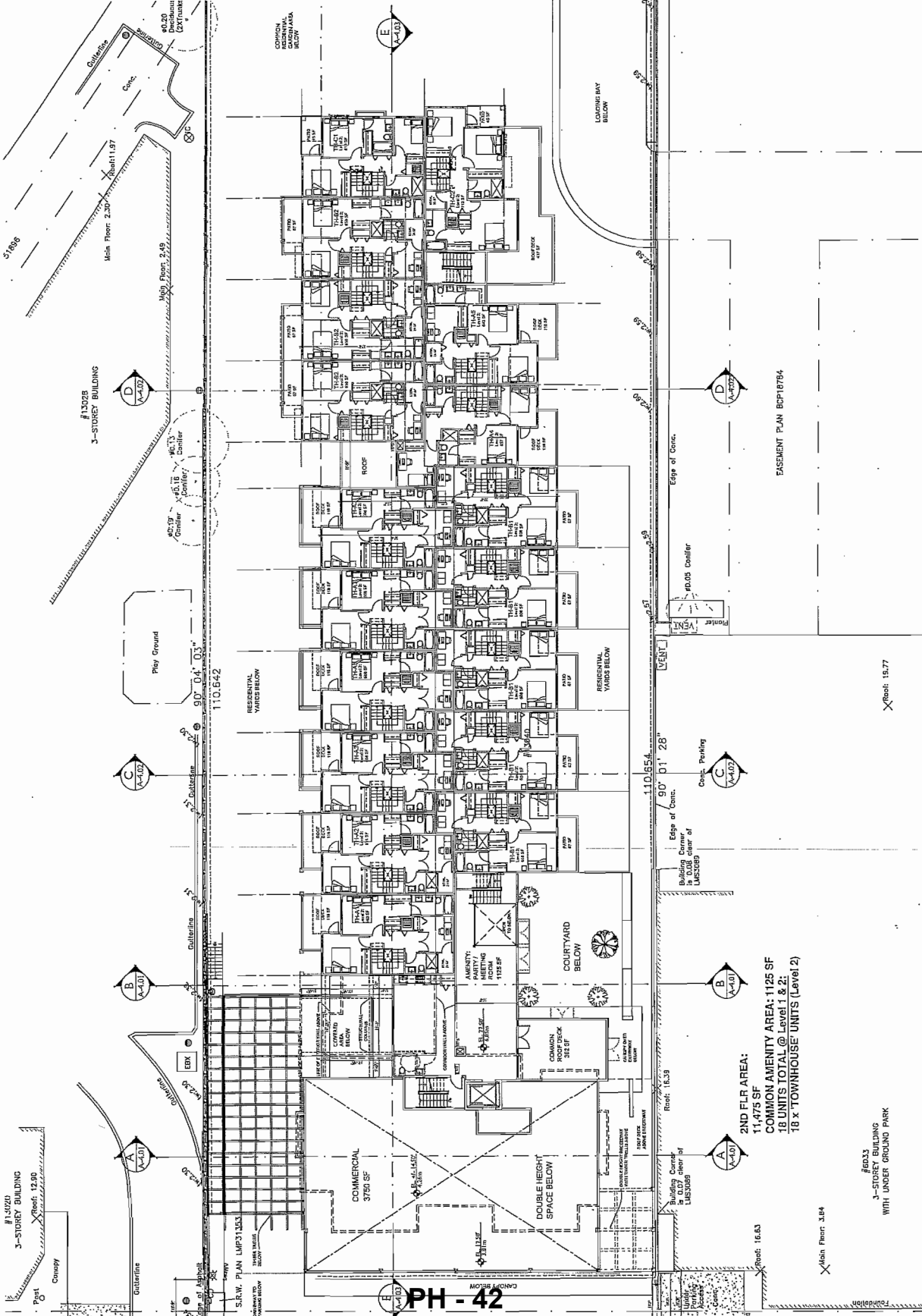
REVISIONS  
1. SEE NOTES ON SHEET A-2.01

HARBOR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR TOWNHOUSE  
ENTERPRISES LTD.

2ND FLOOR PLAN

DATE: 07/10/13  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
SCALE: 1/8" = 1'-0"  
PROJECT NO: 11119

A-2.02



2ND FLR AREA:  
11,475 SF  
COMMON AMENITY AREA: 1125 SF  
18 UNITS TOTAL @ Level 1 & 2:  
18 x TOWNHOUSE UNITS (Level 2)

#6033  
3-STORY BUILDING  
WITH UNDER GROUND PARK

X/Reel: 15.77

X/Main Floor: 3.84

PH - 42



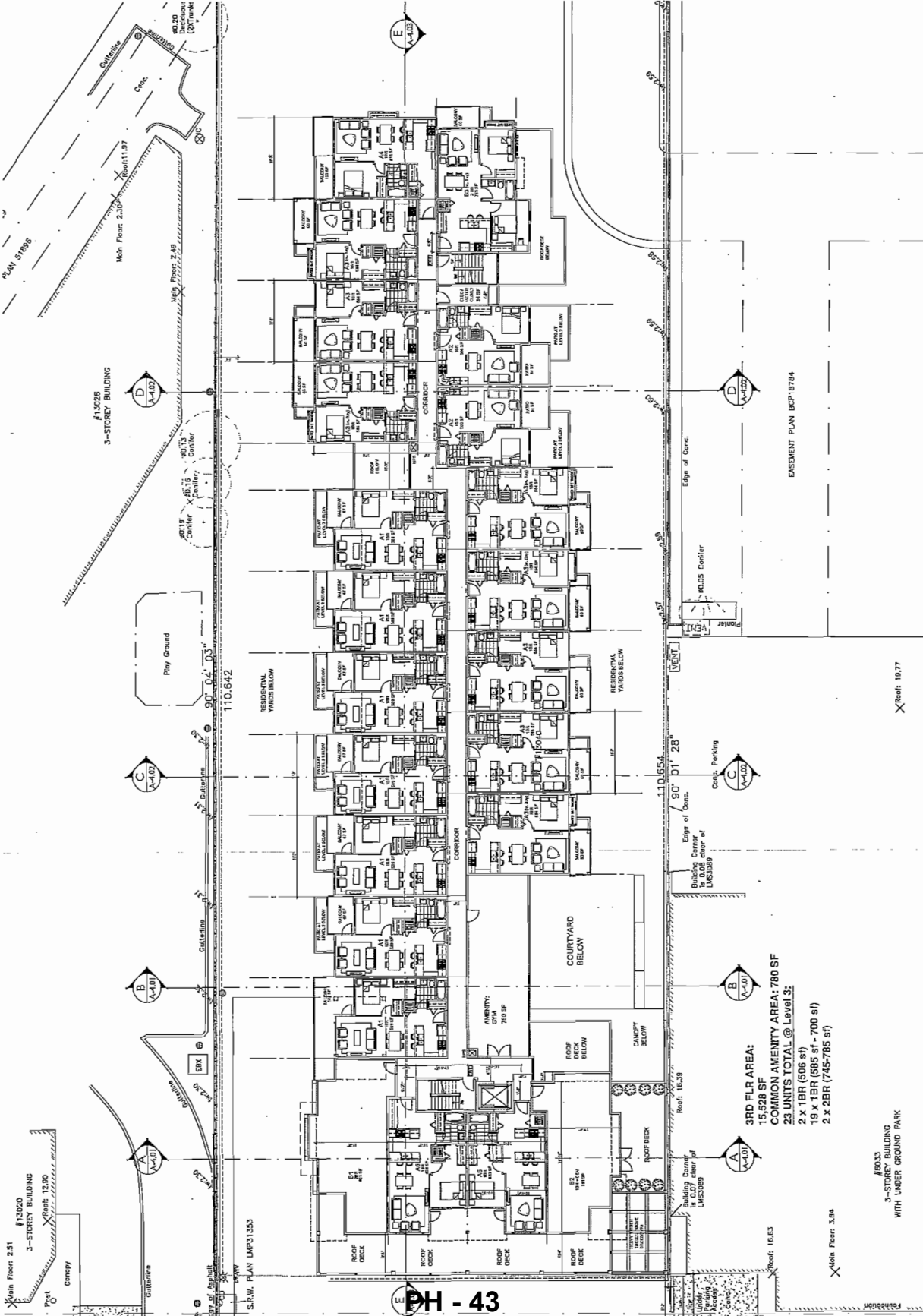
NOTES  
1. SEE SHEET 1119 FOR GENERAL NOTES.

REVISIONS  
1. SEE SHEET 1119 FOR GENERAL NOTES.  
2. SEE SHEET 1119 FOR GENERAL NOTES.  
3. SEE SHEET 1119 FOR GENERAL NOTES.

HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

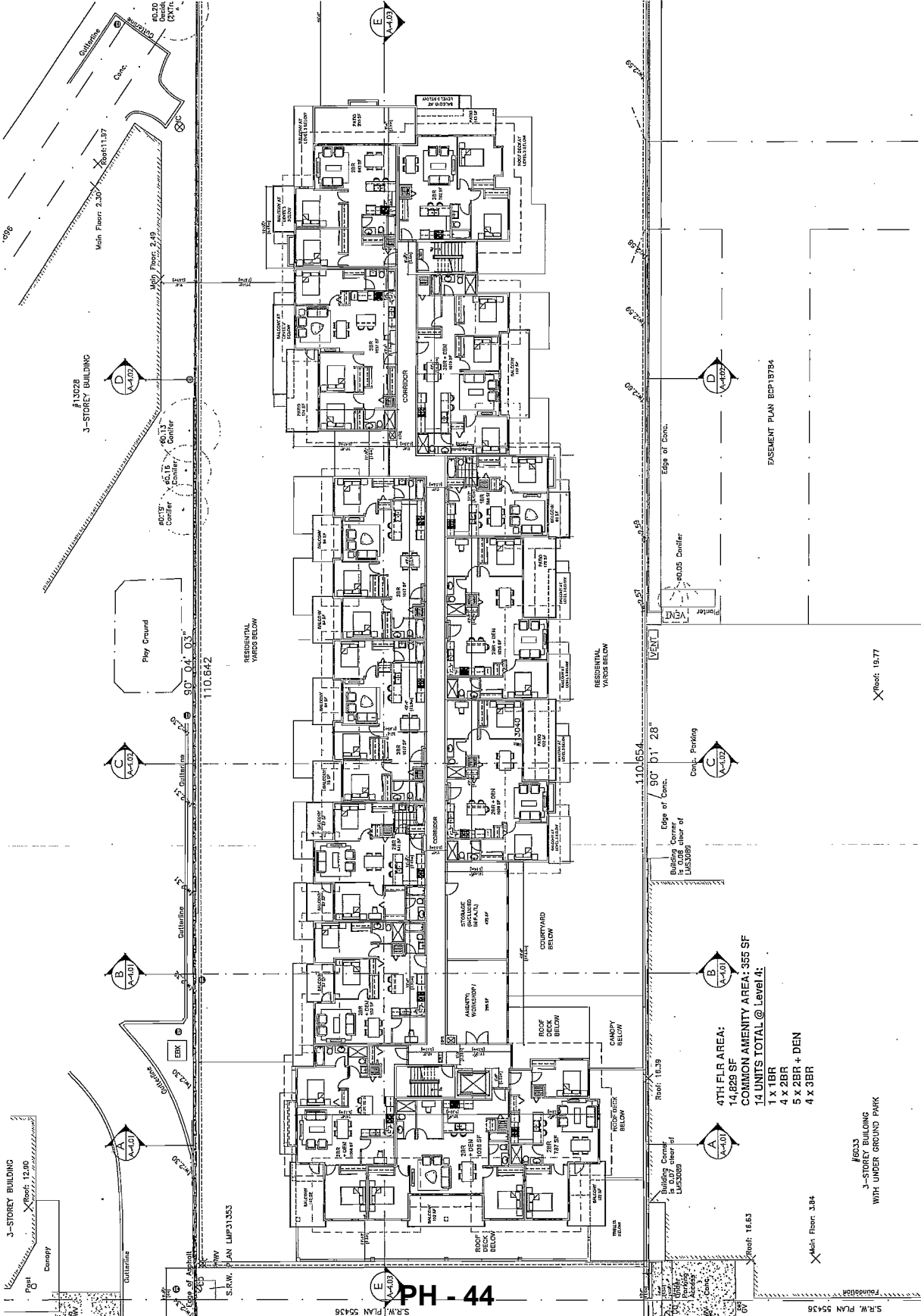
3RD FLOOR PLAN

A-2.03



3RD FLR AREA:  
15,528 SF  
COMMON AMENITY AREA: 780 SF  
23 UNITS TOTAL @ Level 3:  
2 x 1BR (506 sf)  
19 x 1BR (585 sf - 700 sf)  
2 x 2BR (745-785 sf)

FIG. 313  
3-STORY BUILDING  
WITH UNDER GROUND PARK



**HARBOUR WALK**  
 13040 NO. 2 ROAD  
 RICHMOND, B.C.  
 FOR FORTUNE VENTURE  
 ENTERPRISES LTD.

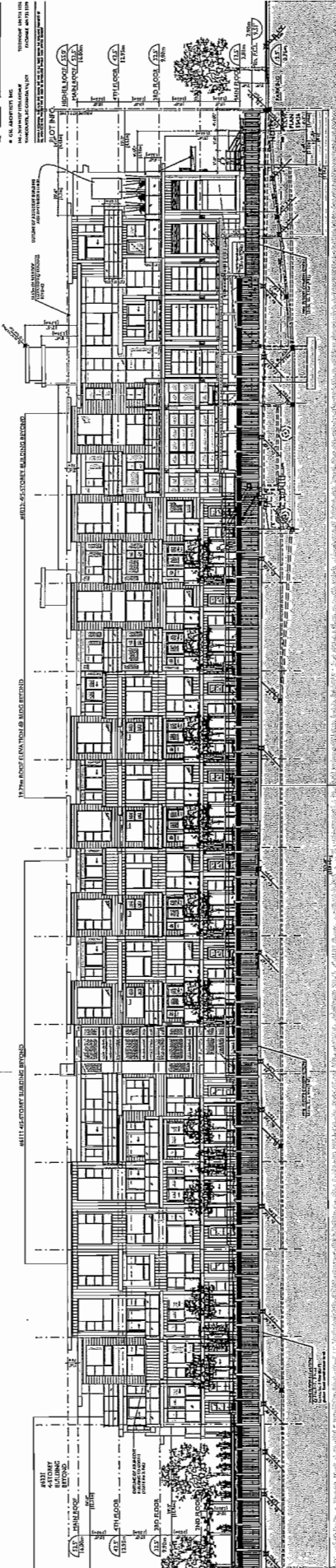
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 CHECKED BY: [Name]  
 SCALE: 1/8\"/>

**A-2.04**

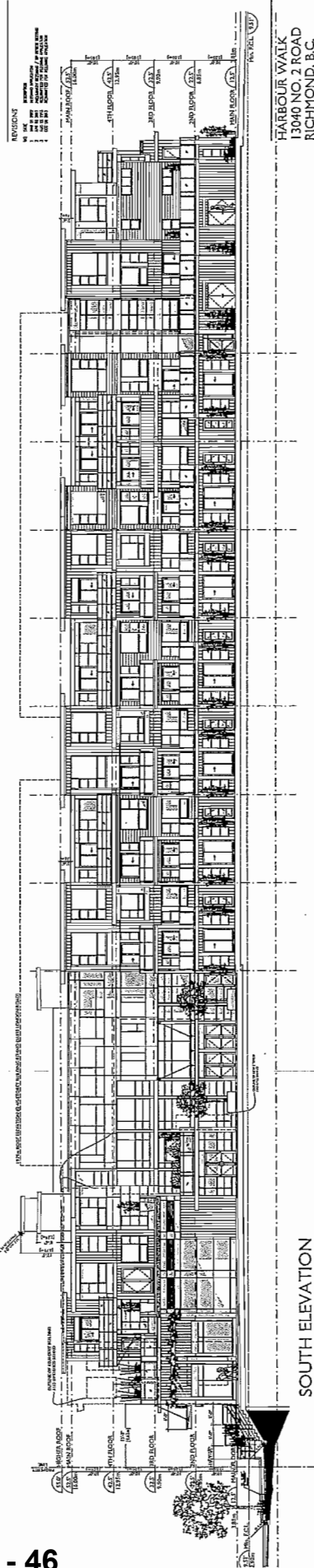
**4TH FLR AREA:**  
 14,829 SF  
 COMMON AMENITY AREA: 355 SF  
 14 UNITS TOTAL @ Level 4:  
 1 X 1BR  
 4 X 2BR  
 5 X 2BR + DEN  
 4 X 3BR

**3-STORY BUILDING**  
 WITH UNDER GROUND PARK





NORTH ELEVATION



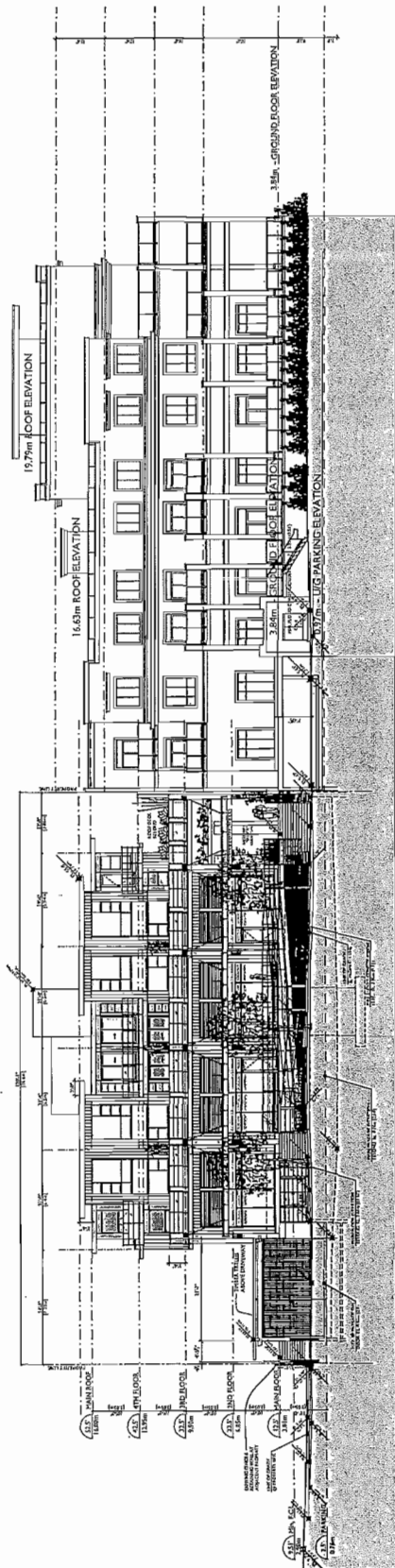
SOUTH ELEVATION

HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
PACIFIC COMMUNITARY  
ENTERPRISES LTD.

ELEVATIONS

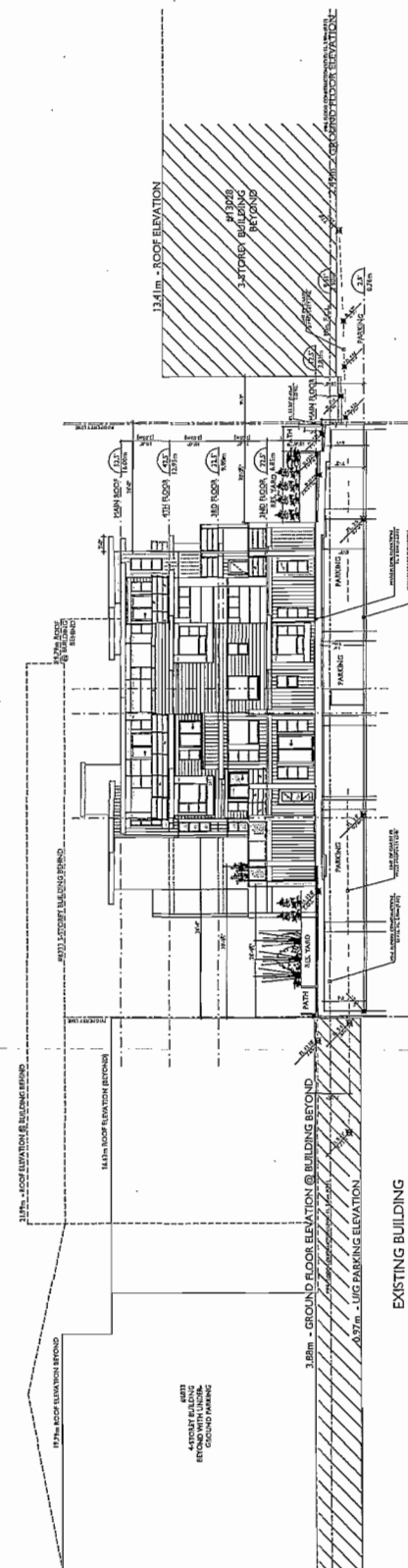
NORTH / SOUTH

DATE	24.10.13
DESIGNED BY	SA
CHECKED BY	MTF/KAC
SCALE	1/119
2014.04.08	



WEST ELEVATION

EXISTING BUILDING  
#6033 4-STORY BUILDING  
WITH UNDERGROUND PARKING



## EXISTING BUILDING

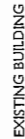
EAST ELEVATION

HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

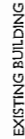
ELEVATIONS  
EAST / WEST

DATE	9.6.2013
DRAWN BY	EA
CHECKED BY	TB
SCALE	30.2" = 1'0"
JOB NUMBER	1111

**A-3.02**



## SECTION A-A

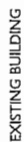


SECTION B-B

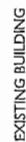
HARBOUR WALK  
13040 NO. 2 ROAD  
RICHMOND, B.C.  
FOR FORTUNE VENTURE  
ENTERPRISES LTD.

SECTIONS A & B

A-4.01



REVIEWS

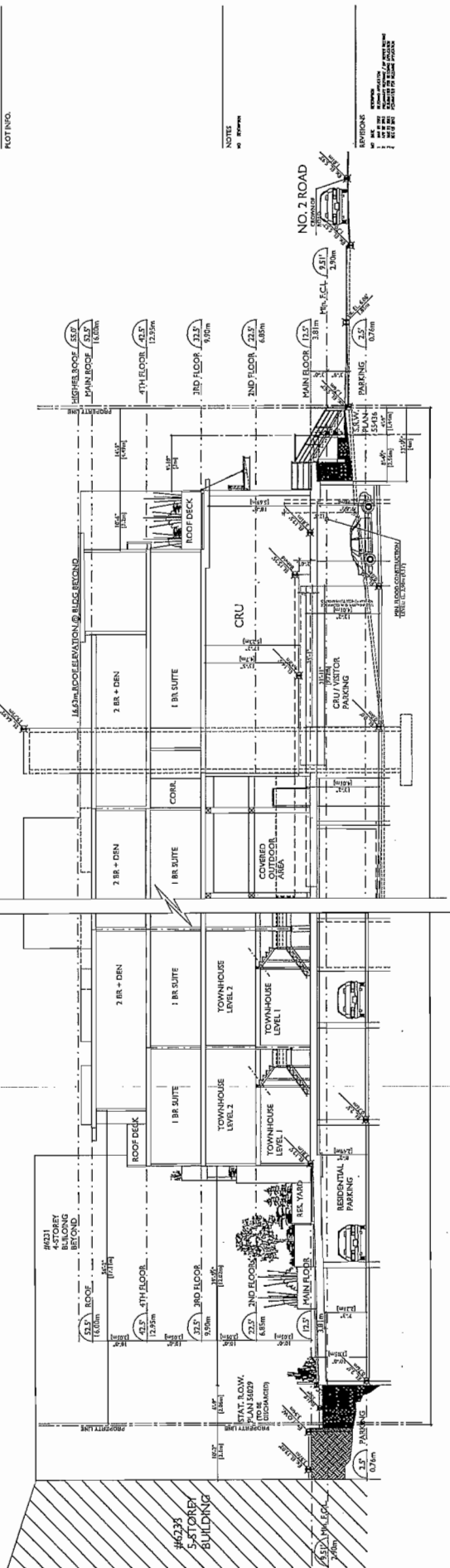


## SECTIONS C & D

DATE	MAR 2013
DRAWN BY	CA
CHECKED BY	TE
SCALE	301' = 1" = 0'
NO. FOR SET	1119

A-4.02

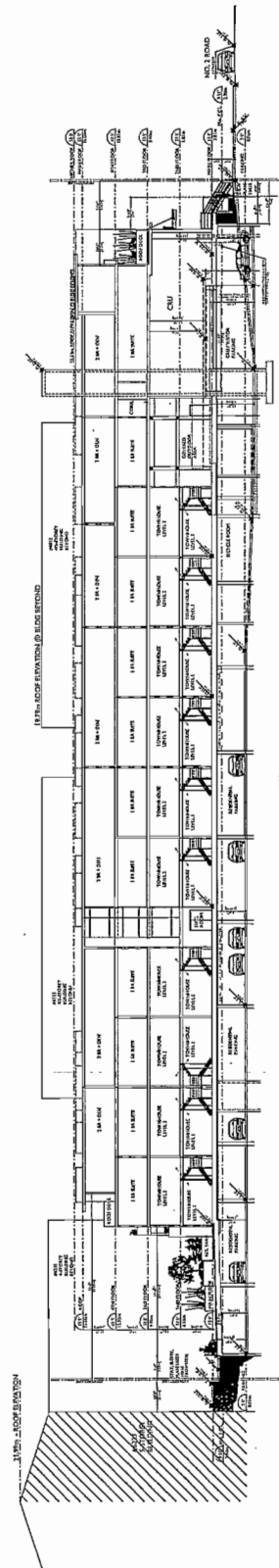
21.99m - ROOF ELEVATION



PH - 50

SECTION E-E - EAST END (1/8" = 1'-0")

SECTION E-E - WEST END (1/8" = 1'-0")



SECTION E-E (1/4" = 1'-0")

A-4.03



**RZ 12-602748**

**Attachment C**

Address: 13040 No. 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner	Matthew & Flora Chen	Unknown	
Site Size (m <sup>2</sup> )	4,046 m <sup>2</sup>	No Change	
Land Uses	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. Max 1.37 including commercial space at grade	1.37 including 348.5 m <sup>2</sup> commercial space at grade	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (2%) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Loading Spaces	1 residential & 1 commercial	1 (shared)	1 Loading Space Reduction
Indoor Amenity Space	100 m <sup>2</sup>	330 m <sup>2</sup>	None
Outdoor Amenity Space	330 m <sup>2</sup>	373 m <sup>2</sup>	None

Dear Sir,

2014/Feb/17

I live at 6233 London Rd. I am concerned with the plans of the development as presented by Mr. Kirk Yuen of Cape Construction.

Of great concern is the plan to access the new structure by an easement, through the parking area behind 6233 London Road, one of which certainly I did not know about nor do I think anyone else knew about at time of purchase. The developer of 6233 London Road, Oris Development, has already indicated will not guarantee the warranty of the concrete structure of the parking area. At this moment we are in dispute with the Oris Development to repair this concrete structure. To allow Mr. Yuen of Cape Construction to use this as a right of way is not in our best interest. Who will pay for possible future repair or damage? Why is it not possible for Mr. Yuen to come up with another plan where this is not necessary? The access to the parking area/easement/right of way is already very tight and at times very busy. More commercial traffic could compromise the integrity of the concrete structure in the long term and more traffic will only exasperate the already tight area.

I am also concerned the city has agreed to allow the building of another high density Condo Development in such close proximity to an already existing development; not across the road but right next to the property of 6233 London Road. With it comes more traffic, more noise and more people. Those of us, who live here, do so to get away from the high density housing of the city centre. Those of us who bought here did so with the belief the present building, 13040 No. 2 Road, would stay there and not be replaced with a larger, more imposing structure.

Also concerning is, for Mr. Yuen of Cape Construction to donate to the various causes such as Affordable Housing reserve (approximately \$223656), Public Arts Program (approximately \$44,591) and agreeing to enter into a servicing agreement with Trails Way-Finding Improvements appears a lot like buying favours from the city. And for whose benefit? Certainly not for the residents of 6233 London road; may I suggest it is for his benefit.

To summarize:

- > I am most concerned with the plans to use an easement/right of way through our property to the new development. Concerns have been raised regarding its future integrity.
- > Also concerning is the size of the new planned building and how it will impact the residence already living here.
- > Lastly, I am concerned how Mr. Kirk Yuen got approval for his proposed plans.

Sincerely,

Klaus Gade/311-6233 London Road, Richmond BC

## Badyal, Sara

---

**From:** Katherine Covell [Katherine\_Covell@cbu.ca]  
**Sent:** Sunday, 02 March 2014 12:03 PM  
**To:** Badyal, Sara  
**Attachments:** Rezoning 1304 No2 Rd.docx

**Categories:** Red Category

Hello Sara

Attached is a copy of the points I raised at the hearing as requested through Maddie Youngman.

I appreciate having my concerns listened to. I, along with many others, attended the open house and found both the developer and the architect to be offensively dismissive of our concerns. They seem to believe the purpose of the open house was to convince us that 50 feet is plenty space for privacy and that we would love the new building being in our view. Not so!

I do believe that well landscaped town houses would fit far better in the space than the condo complex described - this would also be a good compromise between the developer and the current residents. I also would really appreciate some delay in construction - an environment of chronic construction is difficult to live with.

Thank you,

Katherine Covell

I have 2 key concerns and 2 primary suggestions

1. Ad-hoc development which densifies the population of the area in the absence of any new infrastructure – what is the vision for the future of our area – if we are to accept unbridled development of housing and commercial structures where will we put the roads and schools and parks that will also be needed? On the ALR? Is there a long term plan or vision for our area?
2. Current approach poses a real threat to the mental and physical health of residents. We who live in the area chose to do so because of its quiet nature – its openness to trees and sky. We used to wake to bird song (or at the worst honking snow geese).

With the construction of the Penta condo at London and Dyke roads we are now faced with ongoing loud traffic and construction noise starting at 7 a.m. every morning – with additional developments we will in essence be living in the core of a major construction zone for years to come – for some of us, the rest of our lives.

This situation compromises our mental health. There is significant evidence that chronic noise is a problem for mental health –for example traffic noise raises levels of stress hormones, it increases blood pressure, and it affects social behavior.

Our physical health is threatened not only by the dust and other detritus of construction but also by the huge increase in traffic – large trucks and construction equipment on the small roads that are often filled with cyclists, joggers, and walkers. We will not only have more of such construction related traffic but as well more traffic from the increased residents of the Penta building when it is completed.

#### Suggestions

1. I urge a five-year moratorium on any more expansion or new buildings to allow full consideration of the area, its capacity for further residents, increased commercial ventures, its traffic patterns and the many other infrastructure challenges that are the concomitant of unbridled ad-hoc growth.

2. If at the end of that time the decision is made to expand – such as in this proposal – then please require the inclusion of park space, separation between buildings, and control of height. In areas such as that under discussion a limited number of well-landscaped townhouses with space and parkland would fit well – a large condo building squished into a small space is utterly inconsistent with our neighborhood.

To date this area has been a healthy place to live and for children to grow and play – it offers many recreational opportunities that keep the population healthy. With unnecessary and unwanted expansion, this will change.



**Address:** 13040 No. 2 Road

**File No.:** RZ 12-602748

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:**

1. Registration of a mixed use building noise covenant on Title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m<sup>2</sup>).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring the loading bay is shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works, including, but may not be limited to:
  - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
  - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
  - c) Servicing Agreement to include site analyses for site connections.
  - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
  - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
  - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement\* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5 m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire-fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

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

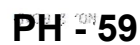
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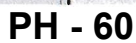
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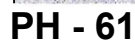
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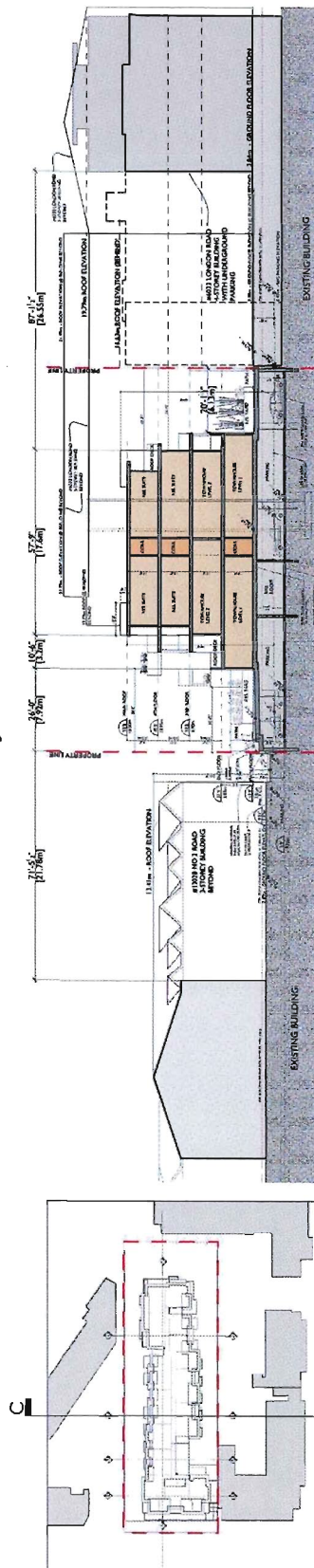
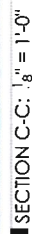
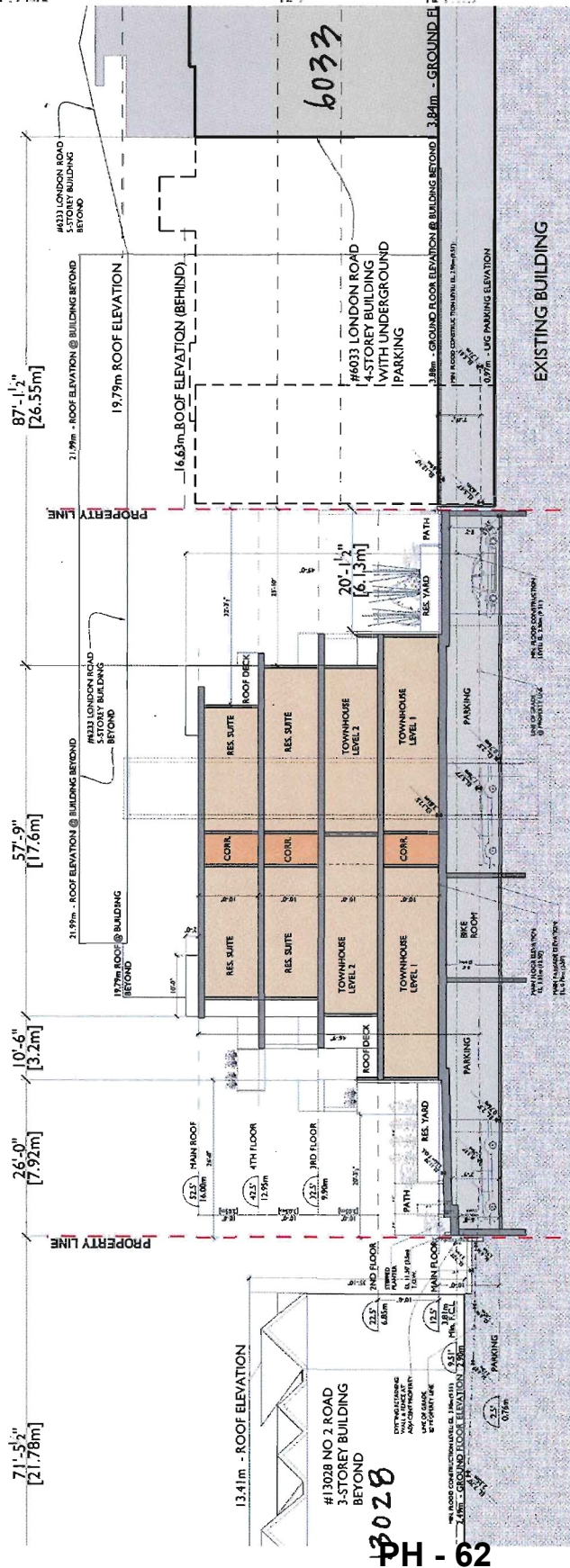
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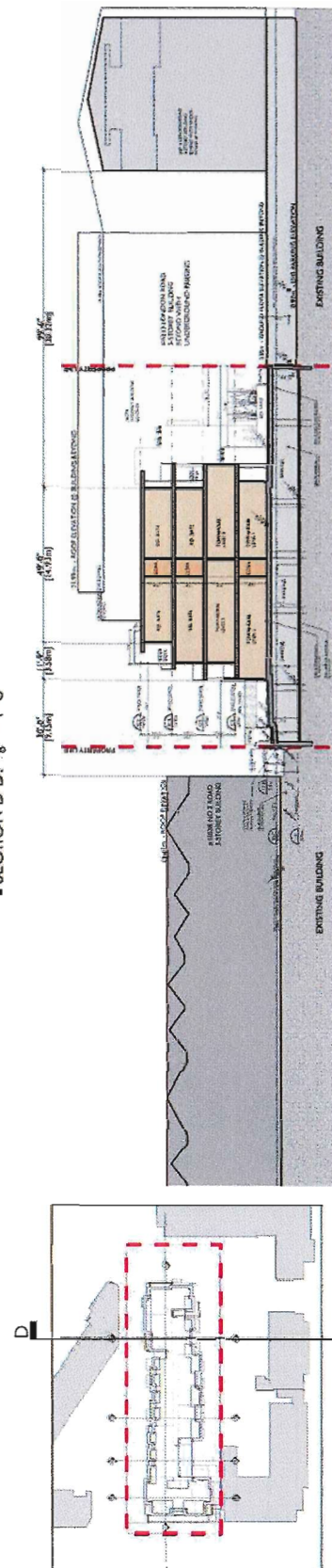
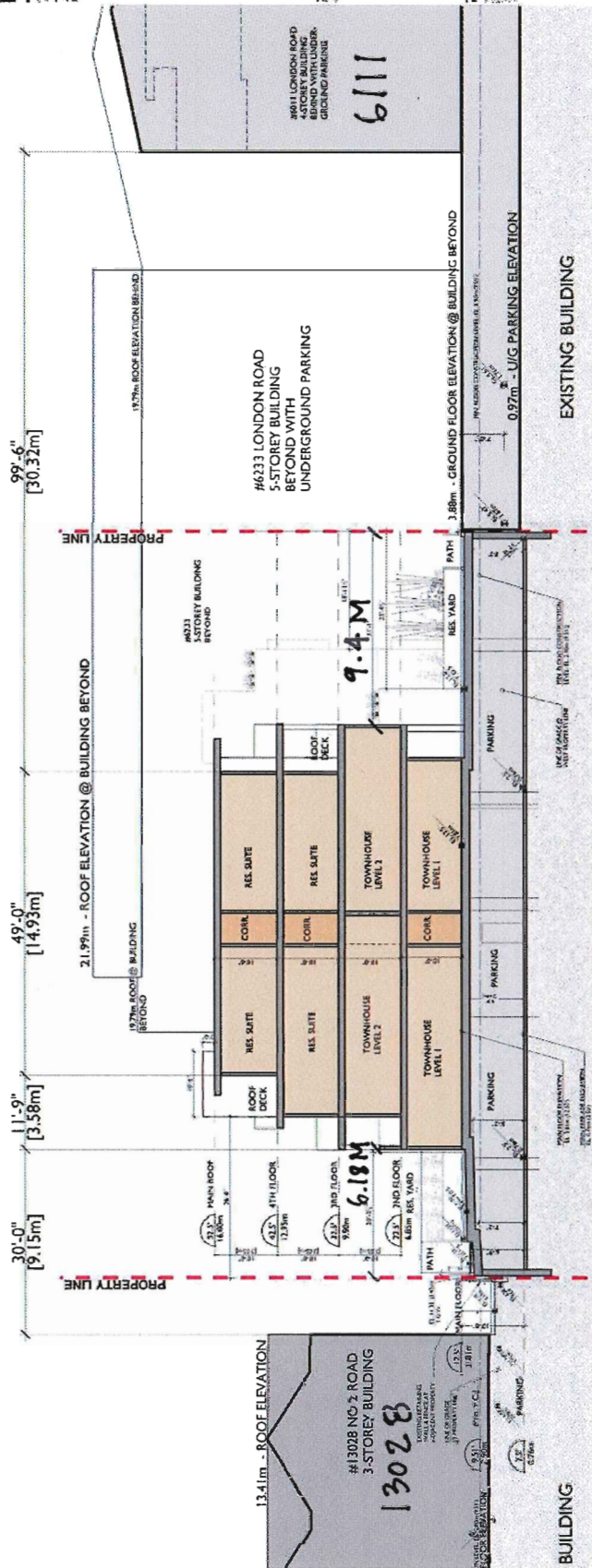


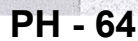




SECTION C-C: 1" = 1'-0"

## KEYPLAN





## SECTION E-E - EAST END (1/8" = 1'-0")



## SECTION E-E (1" = 1'-0")

1119  
 4540712  
 12  
 7A  
 0044 2014

**A-4.08**



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9094 (RZ 12-602748)  
13040 No. 2 Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
  - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted <b>Principal Building</b>
"ZMU24	\$4.00"

- b. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

**"20.24 Commercial Mixed Use (ZMU24) – London Landing (Steveston)**

**20.24.1 Purpose**

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

**20.24.2 Permitted Uses**

- child care
- education, commercial
- health service, minor
- housing, apartment
- industrial, general
- manufacturing, custom indoor
- office
- recreation, indoor
- restaurant
- retail, convenience
- retail, general

- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**

#### 20.24.3 Secondary Uses

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

#### 20.24.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0, together with an additional:
  - a) 0.1 floor area ratio provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.24.4.1, the reference to “1.0” in relation to the maximum **floor area ratio** (FAR) is increased to a higher **density** of “1.37” if:
  - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU24 zone; or
  - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
    - i) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building** area; and
    - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

#### 20.24.5 Permitted Lot Coverage

1. The maximum lot coverage is 54% for **buildings**.

#### 20.24.6 Yards & Setbacks

1. The minimum **front yard** setback is 4.5 m, except that:
  - a) removable ramps, removable retaining walls and removable metal stairs attached to the foundation wall may project into the **setback** up to the **lot line**.

2. A parking **structure** may project into the public **road setback** subject to it being landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.
3. There is no minimum **side yard** or **rear yard**.

#### 20.24.7 Permitted Heights

1. The maximum **height** for **buildings** and **accessory structures** is 21.0 m and no more than four **storeys**.

#### 20.24.8 Subdivision Provisions/Minimum Lot Size

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

#### 20.24.9 Landscaping & Screening

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

#### 20.24.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

#### 20.24.11 Other Regulations

1. The following **uses** permitted by this **zone** shall only be located on the ground floor of a **building**:
  - a) **child care**;
  - b) **education, commercial**;
  - c) **health service, minor**;
  - d) **industrial, general**;
  - e) **manufacturing, custom indoor**;
  - f) **office**;
  - g) **recreation, indoor**;
  - h) **restaurant**;
  - i) **retail, convenience**;
  - j) **retail, general**;
  - k) **service, business support**;
  - l) **service, financial**;
  - m) **service, household repair**;
  - n) **service, personal**; and
  - o) **studio**.

2. **Apartment housing** located within this **zone** shall not be situated within 19.8 m of the **lot line** abutting a **road** on the ground floor of a **building**.
3. The following **secondary uses** are permitted in this **zone** provided they are restricted to **apartment housing** units in which the **uses** are located:
  - a) **boarding and lodging**;
  - b) **community care facility, minor**;
  - c) **home business**.
4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
5. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**".

P.I.D. 024-025-917

STRATA LOT 1 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089  
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-925

STRATA LOT 2 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089  
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-933

STRATA LOT 3 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089  
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-941

STRATA LOT 4 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089  
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-950

STRATA LOT 5 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-968

STRATA LOT 6 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-976

STRATA LOT 7 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-984

STRATA LOT 8 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-992

STRATA LOT 9 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-026-000

STRATA LOT 10 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9094".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JAN 27 2014

FEB 17 2014



\_\_\_\_\_  
MAYOR

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

## Mayor and Councillors

**From:** Webgraphics  
**Sent:** Sunday, 11 May 2014 14:48  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #785)

**Categories:** 12-8060-20-9094 - RZ 12-602748 - 13040 No. 2 Rd - Kirk Yuen of Cape Construction (2001) Ltd.

<b>To Public Hearing</b>
<b>Date:</b> <u>May 20 2014</u>
<b>Item #</b> <u>1</u>
<b>Re:</b> <u>BL 9094</u> <u>RZ 12-602748</u>

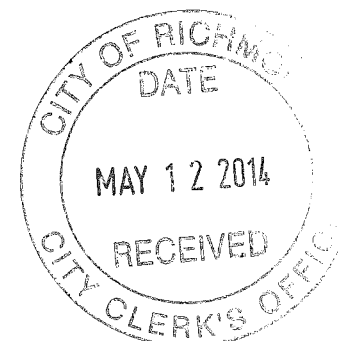
## Send a Submission Online (response #785)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	5/11/2014 2:47:32 PM

### Survey Response

Your Name	Brian Howe
Your Address	302-6233 London Road, Richmond, BC VE7S3
Subject Property Address OR Bylaw Number	13040 No. 2 Road, Richmond, BC
Comments	<p>May 12, 2014 Re - Public Hearing Proposed Development - Richmond Zoning Bylaw 8500 Amendment Bylaw 9094 Location: 13040 No. 2 Road, Richmond BC Unable to attend the public hearing, I am submitting a written comment on the proposed project. Simply put, I believe the development is too large for the location and should be abandoned or scaled back. I have two reasons. First, this four-storey building would be only a few feet away from one adjacent building and 50 feet from another adjacent building. This would compromise the privacy of many tenants and block the views of many people not only in nearby condos but also in the surrounding townhouses. Jamming such a building between other buildings might make sense in Yaletown but it is not appropriate in a people-friendly community like Steveston. Second, the development would add to the densification of the area, increasing</p>



noise levels and putting at risk the safety of children as well as adults. No. 2 Road already is a very busy street with speeding cars, motorcycles, and noise. It will become even busier and noisier with the two new condos currently being built nearby, south of Dyck Road. The proposed project with its 66 units will greatly add to the problem. The development should be rejected or, at the very least, scaled back. Rather than a four-storey building sandwiched into the area, I believe townhouses or a three-storey building with fewer units would be more appropriate for the location. Respectfully Brian Howe 302-6233 London Road, Richmond BC Phone: 604-272-2777 Email: [brian\\_howe@cbu.ca](mailto:brian_howe@cbu.ca)

## MayorandCouncillors

**From:** Webgraphics  
**Sent:** Monday, 12 May 2014 14:40  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #786)

<b>To Public Hearing</b>
<b>Date:</b> <u>MAY 20 2014</u>
<b>Item #</b> <u>1</u>
<b>Re:</b> <u>B2-9094</u>
<u>R212-602748</u>

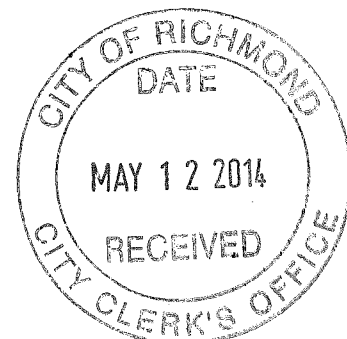
## Send a Submission Online (response #786)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	5/12/2014 2:39:57 PM

### Survey Response

Your Name	Katherine Covell
Your Address	302-6233 London Rd, Richmond
Subject Property Address OR Bylaw Number	13040 No 2 Road, Richmond
Comments	<p>Although Mr Yuen has now addressed the easement issue, he has failed to take into account the serious concerns of area residents as to the height, density, and proximity of the proposed complex. I believe that Richmond City Council has an excellent opportunity here to show leadership in issues of development. Concerns have been raised across the Greater Vancouver Area about unnecessarily large buildings which are changing the nature of the area in their footprint – a footprint that leaves no space for trees, grass, and flowers. The gardens and the tree canopy – what makes the area so pleasing and liveable --are rapidly disappearing. In addition, high density areas create many social and health problems for residents. You can make a difference. Richmond can lead the way. There is no need for the complex as proposed. A smaller complex would be much more consistent with the area, more environmentally friendly, less destructive of privacy, and less of a threat to an already over-crowded road. This is not a dense inner city area. It is a semi-rural area in</p>



the process of transition from commercial to residential. The existing condos and townhouses have been built to include green space and appropriate density for the area. The proposed building does neither. Rather it is designed to fill the area among the existing buildings – to be wider, taller, and in very close proximity. The proposed building remains unacceptable to area residents. We again request your leadership in requiring a smaller building; one that does not block the sun and sky and compromise our privacy by being so close and so high; one that is not so large there is still space for trees, grass, and flowers, and one that does not add hundreds more cars to an already inadequate and unsafe #2 Road.



# City of Richmond

## Report to Committee Planning and Development Department

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

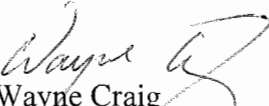
**Date:** March 10, 2014

**File:** RZ 13-638852

**Re:** Application by Citimark-Western Alberta Road Townhouse Ltd. for Rezoning at 9671 Alberta Road from Single Detached (RS1/F) to Medium Density Townhouses (RTM2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:jh  
Att.

### REPORT CONCURRENCE

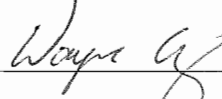
#### ROUTED TO:

Affordable Housing

#### CONCURRENCE



#### CONCURRENCE OF GENERAL MANAGER

 for J. Frey

## Staff Report

### Origin

Citimark-Western Alberta Road Townhouse Ltd. has applied to the City of Richmond for permission to rezone 9671 Alberta Road (Attachment 1 – Location Map) from “Single Detached (RS1/F)” zone to “Medium Density Townhouses (RTM2)” zone in order to permit the development of a 21-unit townhouse complex.

### Project Description

The owners are proposing to develop a 21-unit, three-storey townhouse complex that would integrate with the recently built 22-unit townhouse complex to the west (9651 Alberta Road [RZ 10-518827]) and with the proposed 24-unit townhouse complex to the east (9691 Alberta Road [RZ 11-590114]) which is currently under construction. The proposal would have six detached three-storey townhouse buildings accessed from an internal drive aisle. Each detached building would have three- to four-units each, and each unit would have a two-car garage on one side and a front door and path to a public road or pedestrian pathway on the other side. The proposal would include outdoor amenities such as a children’s play area, benches, and widening of the north-south walkway that connects Alberta Road with Hemlock Drive and Birch Street. All of the townhouse units would have aging-in-place accessibility features and one unit is proposed for easy conversion to provide universal access. A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). A preliminary site plan, building elevations, and landscape plan are provided in Attachment 3.

### Surrounding Development

To the North: At 6300 Birch Street, a 98-unit, two-storey townhouse complex zoned “Town Housing (ZT32) – North McLennan (City Centre)”, and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the East: At 9691 Alberta Road, a 24-unit, three-storey townhouse complex zoned “Low Density Townhouses (RTL4)”, and designated “Residential Area 4” in the McLennan North Sub-Area Plan which is under construction.

To the South: Across Alberta Road, single family homes on lots zoned “Single Detached (RS1/F)” and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the West: At 9651 Alberta Road, a 22-unit, three-storey townhouse complex zoned “High Density Townhouses (RTH1)” and designated “Residential Area 3” in the McLennan North Sub-Area Plan.

### Related Policies & Studies

#### Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single family, two-family and multiple family housing (specifically townhouses). This proposal would be consistent with the OCP.

McLennan North Sub-Area Plan

The subject property is located within the McLennan North Sub-Area Plan which is a part of the City Centre Area Plan (Schedule 2.10C of OCP Bylaw 7100) (Attachment 4 – Land Use Map). The proposed development would be consistent with the land use designation, “Residential Area 4”, as it allows townhouse development with a three-storey maximum where a maximum of 30% lot coverage is achieved and permits a base Floor Area Ratio (FAR) of 0.55. An increase in the FAR to 0.65 may be considered where affordable housing and/or specialized housing is provided for people with disabilities, amenities are provided or conserved, and where community facilities and services are provided. As the proposal include a voluntary contribution to the Affordable Housing Reserve Fund and is providing a dwelling unit for easy conversion to provide universal access, a density increase of 0.10, for a total FAR of 0.65, is proposed. This is consistent with the Sub-Area Plan, and the proposal would fit well within the mixed urban context and varied building styles on adjacent properties.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 metres GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant is to be registered on title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation and climate control measures at the time of applying for their Development Permit.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, the applicant is making a voluntary contribution to the Affordable Housing Reserve Fund in lieu of providing affordable housing units on site. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$55,134.90 based on the proposed floor area of 2,561.1 m<sup>2</sup> (27,567.45 ft<sup>2</sup>).

Public Art

In accordance with City policy, the applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per buildable square footage based on the proposed FAR to the City’s Public Art Fund. The amount of the contribution would be \$21,226.94 based on the proposed floor area of 2,561.1 m<sup>2</sup> (27,567.45 ft<sup>2</sup>).

Amenity Space

Consistent with the OCP, an outdoor amenity space of 6.0 m<sup>2</sup> (64.6 ft<sup>2</sup>) per unit is to be provided, including 3.0 m<sup>2</sup> (32.3 ft<sup>2</sup>) per unit for a children’s play area. The proposal meets these requirements. The outdoor amenity space will be located in a central area of the site and in addition to the children’s play area, a picnic bench, and visitor bicycle parking will also be provided.

The proposal does not provide any indoor amenity space. In accordance with the OCP, a minimum of 70 m<sup>2</sup> (753 ft<sup>2</sup>) of indoor amenity space would be required. In lieu of indoor amenity space, Policy 5041 allows a cash-in-lieu contribution in the amount of \$1,000 per unit for the first 19 units and \$2,000 per unit if there are more than 19 units. In accordance with Policy 5041, the owner will be providing a cash-in-lieu payment of \$23,000 to the Recreation Facility Reserve Fund.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application. Should the rezoning application proceed, a Public Hearing will provide opportunity for additional public input.

### **Staff Comments**

#### Trees Removal, Retention and Replacement

An arborist report was submitted to assess the existing trees on the site for possible retention. The report identified 38 trees that would be impacted by the proposed development. Of these trees, seven trees have been identified to be retained. The remaining 31 trees, including 22 on-site and 9 off-site trees, have been identified for removal because they are either in poor condition or are located within the proposed development footprint (Attachment 5). All of the off-site trees are located on the neighbouring property to the east which is under construction. The removal of the 9 off-site trees was part of a previous development application (RZ 11-590114) for the adjacent parcel and suitable replacement trees were approved.

Of the 22 on-site trees that are to be removed, a 2:1 planting ratio of new trees will need to be achieved as per OCP policy for a total of 44 on-site replacement trees. A review of the new tree plantings will be conducted at the Development Permit stage where a detailed review will be conducted as to the number, type and arrangement of new trees that are to be planted.

#### Servicing Requirements

The site is to connect to existing water, sanitary and stormwater servicing along Alberta Road. No servicing upgrades are required as part of this proposal. At the building permit stage, fire flow calculations must be signed and sealed by a professional engineer to confirm that there is adequate available flow.

The developer is responsible for the installation of pre-ducting for private utilities along the Alberta Road and Hemlock Drive frontage. If required, private utility companies will require rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.).

Prior to final adoption the following must be completed:

1. Dedicate 12.1 m<sup>2</sup> of the site for the completion of the Hemlock Drive/Birch Street corner.
2. Registration of a 23 m<sup>2</sup> statutory right-of-way at the corner of Hemlock Drive/Birch Street for Public Right-of-Passage (PROP) and utilities;
3. Registration of a 3 metre PROP statutory right-of-way along the entire western edge of the site, flared to 5 metres at both Hemlock Drive & Alberta Road, for widening of the pedestrian walkway to a total width of 6 metres; and

4. Enter into the City's standard Servicing Agreement to undertake frontage beautification on Alberta Road, completion of the Hemlock Drive frontage, the internal walkway and all other servicing requirements.

A signed copy of the rezoning considerations (Attachment 6) has been provided by the owner and is in the file.

## **Analysis**

### Proposed Zoning Amendment to Medium Density Townhouses (RTM2)

The proposed rezoning from “Single Detached RS1/F” to “Medium Density Townhouses RTM2” represents an increase in density consistent with the McLennan North Sub-Area Plan. The Sub-Area Plan outlines a transformation of the area from a predominantly single-family neighbourhood toward a higher density neighbourhood, including the development of townhouses. The proposal meets the McLennan North Sub-Area Plan policies as well as the Residential Area 4 land use designation which permits a base FAR of 0.55 and a maximum of three-storey townhouses.

The proposal seeks to take advantage of the available increase in density from the base of 0.55 FAR to the proposed 0.65 FAR. The increased density is supported as the applicant is providing a voluntary contribution to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy, providing a voluntary contribution to the City's Public Art Fund, and providing one unit that will allow easy conversion for universal access. Other developments in the area have achieved a similar increase in base density based on similar contributions.

### Access, Circulation & Parking

Vehicular access will be from 9691 Alberta Road which is the neighbouring property to the east. A statutory right-of-way was registered on the title of 9691 Alberta Road in favour of the subject property during the rezoning process (RZ 11-590114) to allow a future drive aisle to connect to the subject property at 9671 Alberta Road.

As shown in Attachment 3, a separate internal drive-aisle, accessed from the driveway of the property at 9691 Alberta Road connecting a 24-unit townhouse project that is under construction, would allow vehicles to access the proposed units on the subject property. Each unit would have a two-car double wide garage for a total of 22 on-site parking spaces for residents. No tandem parking spaces are proposed for any of the units. The internal drive aisle would provide access to four visitor parking stalls and one handicapped stall, in addition to garbage and recycling containers and a shed for gardening supplies located in the centre of the site.

The visitor parking stalls would cross the property line with 9691 Alberta Road and are designed to include visitor parking stalls for the project under construction at 9691 Alberta Road (RZ 11-590114). This would require a cross-access easement to be secured in favour of the subject property prior to final adoption.

A minimum of 20% of all parking stalls will provide a 120V receptacle to accommodate electric vehicles charging equipment. Further, an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment.

The applicant has proposed wide corners along the internal drive-aisle to help ensure manoeuvrability of larger vehicles. The applicant is to provide a revised site plan indicating

turning radii of an SU9 vehicle to ensure these larger vehicles can move within the site at the Development Permit stage. Further design refinement may be required to enhance adequate manoeuvrability of this size of vehicle.

#### Form of Development

The developer proposes to construct a total of 21 townhouse units on the site which would include six three-storey buildings with each building containing three or four townhouse units. An internal drive aisle would provide access to each unit and provide access to visitor parking, garbage & recycling receptacles, and a garden shed. An outdoor amenity area is located in the central part of the site and would include a children's play area, a picnic bench, visitor bicycle parking and pedestrian connections to the north-south path. The developer's proposed form of development generally conforms to the Development Permit Guidelines in the OCP for multiple family residential development and the requirements of the McLennan North Sub-Area Plan.

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At the DP stage, among other things, the following will be addressed:

- Overall appropriateness to the form and character of the proposed townhouse units.
- Detailed architectural, landscaping and open space design.
- Detailed design of road cross sections, including alignment of sidewalks, curbs, and boulevards.

The proposed development exceeds the bylaw requirement for on-site parking, by providing a side-by-side two-stall garage for every unit.

#### Development Variance Permit

The submitted plans currently show three variances to the "Medium Density Townhouses RTM2" zone with Zoning Bylaw 8500 as follows:

1. A variance to the minimum lot width is required from 30 metres to the existing width of 26.16 metres; a variance of 3.84 metres. This variance is supported as the subject property is surrounded by two recently developed townhouse sites with a similar lot width. To meet the lot width requirement would require additional lots which are not available.
2. A variance to the minimum interior side yard setback on the east side is required from 3.0 metres to 2.0 metres; a variance of 1.0 metre. This variance is supported to allow the siting of the building facing Alberta Street to retain 4 trees on the west side.
3. A variance to the minimum exterior side yard setback on the northeast corner of the site is required from 6.0 metres to 4.1 metres. This variance is supported as it is due to the required road dedication at Hemlock Drive and Birch Street intersection.

The setback variances will be subject to further review at the Development Permit stage.

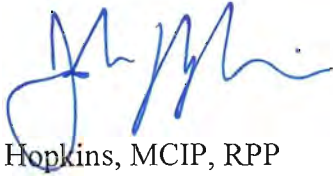
#### **Financial Impact**

None

**Conclusion**

The proposed 21-unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM2)" zone for the McLennan North Sub-Area neighbourhood plan. Staff feel that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption.

Staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9117, be introduced and given first reading.



John Hopkins, MCIP, RPP  
Senior Planner  
(604-276-4279)

JH:cas

Att. 1: Location Map

Att. 2: Development Application Data Sheet

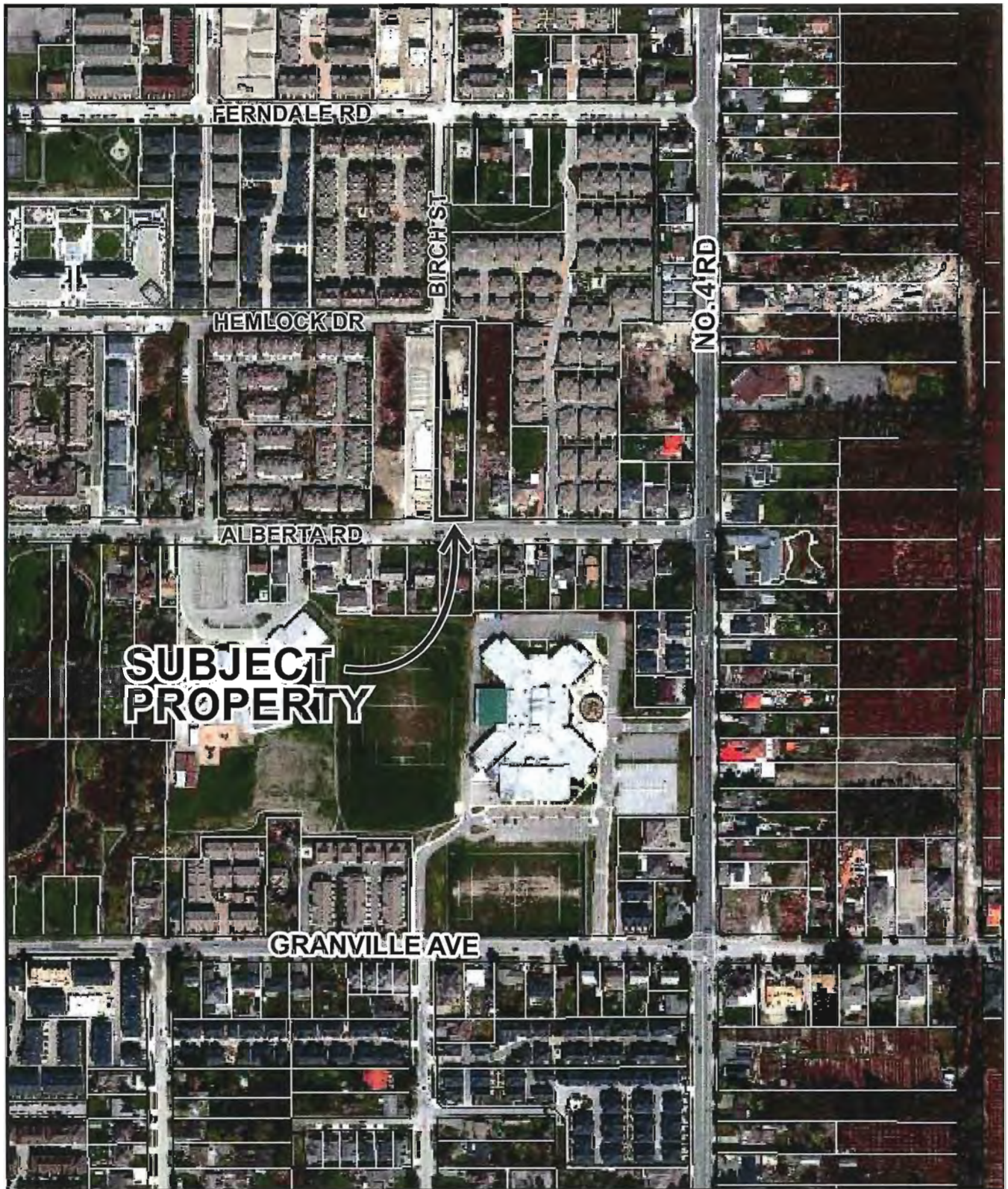
Att. 3: Conceptual Development Plans

Att. 4: McLennan North Sub-Area Plan Land Use Map

Att. 5: Arborist Report and Tree Removal and Retention Plan

Att. 6: Rezoning Conditions





RZ 13-638852

Original Date: 06/18/13

Amended Date:

Note: Dimensions are in METRES



**RZ 13-638852**

**Attachment 2**

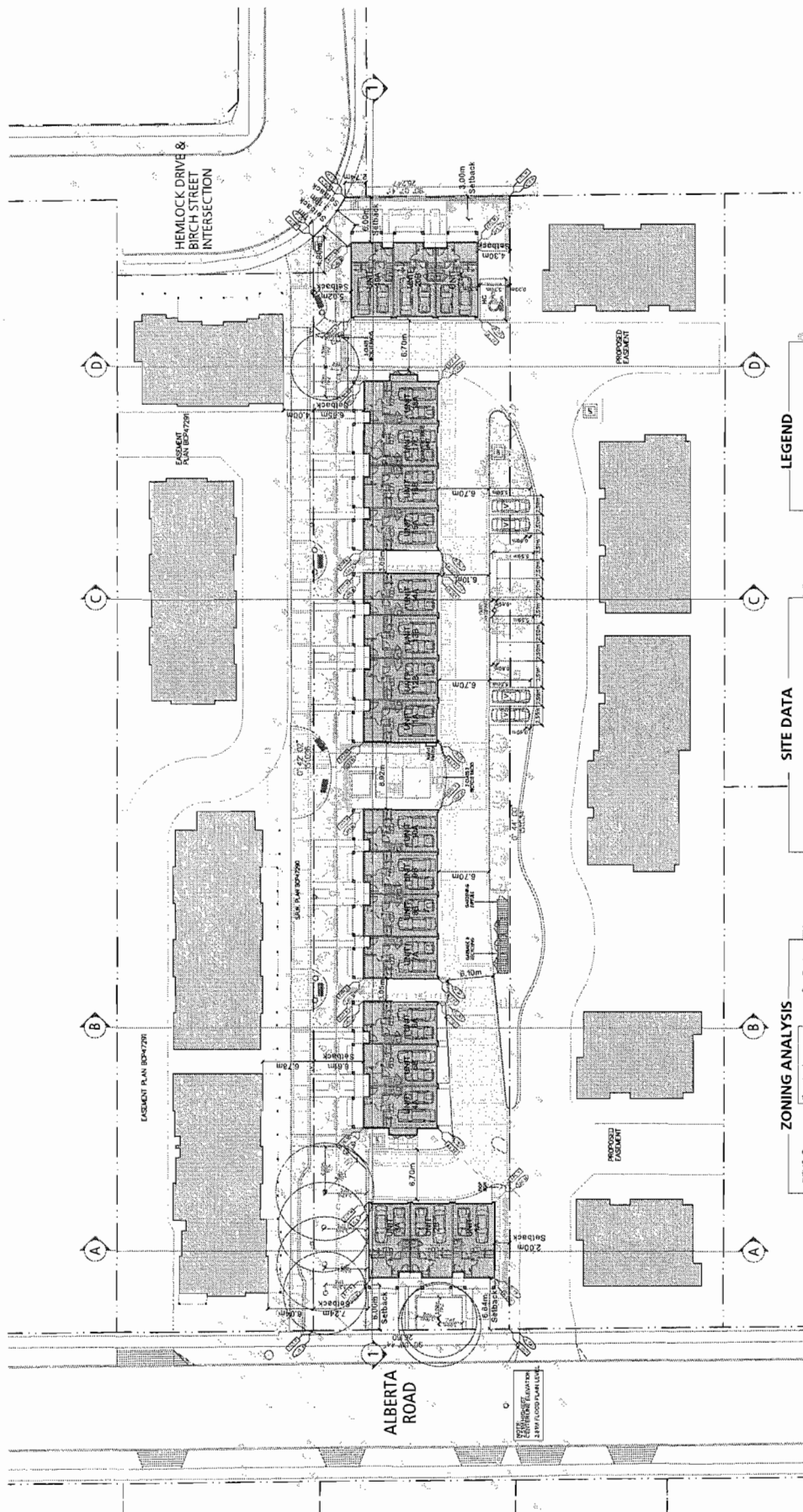
Address: 9671 Alberta Road

Applicant: Citimark-Western Alberta Road Townhouse Ltd.



Planning Area: McLennan North Sub-Area Plan

	Existing	Proposed
<b>Owner:</b>	Citimark-Western Alberta Road Townhouse Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	3,958 m <sup>2</sup> (42,603 ft <sup>2</sup> )	3,946 m <sup>2</sup> (42,474 ft <sup>2</sup> )
<b>Land Uses:</b>	Single detached house	Townhouses
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Residential Area 4, 0.55 base F.A.R., One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved)	No change
<b>Zoning:</b>	Single Detached (RS1/F)	Medium Density Townhouses (RTM2)
<b>Number of Units:</b>	1	21

On Future Subdivided Lots	Bylaw Requirement (RTM2)	Proposed	Variance
Density (Floor Area Ratio):	Max. 0.65 with a contribution to the Affordable Housing Reserve Fund	0.65	none permitted
Lot Coverage – Building:	Max. 40%	33%	none
Lot Size (depth):	Min. 35 m	151 m	none
Lot Size (width):	Min. 30 m	26.16 m	<b>3.84 m</b>
Setback - Front:	Min. 6.0 m	6.8 m	none
Setback – Interior (west):	Min. 3.0 m	5.0 m	None
Setback – Interior (east):	Min. 3.0 m	2.0 m	<b>1.0 m</b>
Setback – Exterior (northwest corner):	Min. 6.0 m	4.1 m	<b>1.9 m</b>
Setback – Rear:	Min. 3.0 m	6.0 m	none
Height (m):	12.0 m	11.8 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 (R) and 0.2 (V) per unit	2.0 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	46	46	none



**LEGEND:**

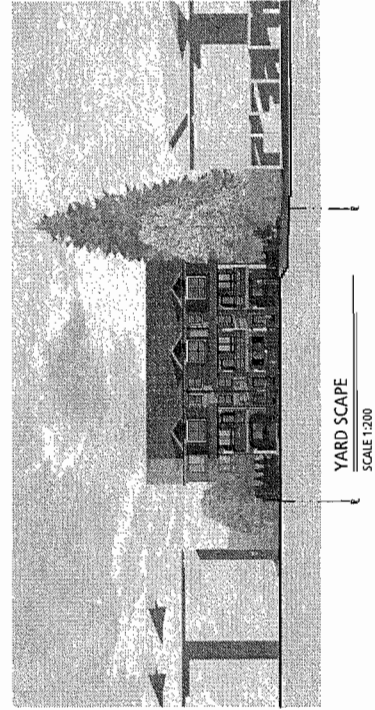
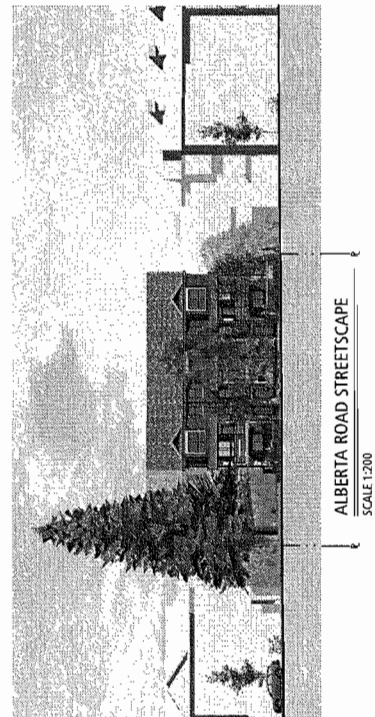
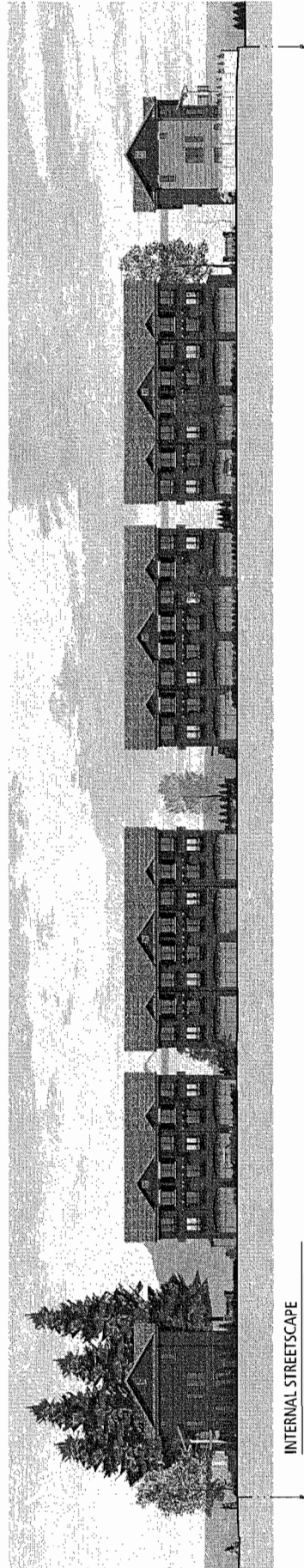
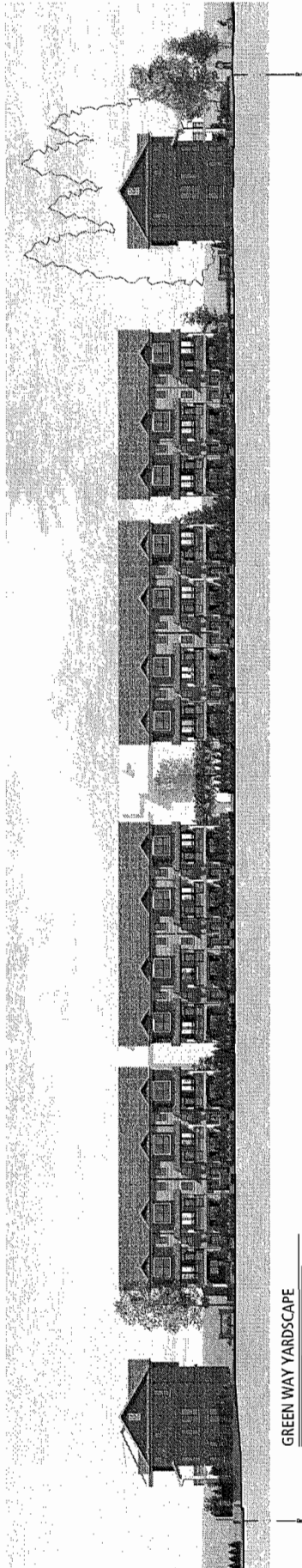
	Finished Grade Elevation	Existing Grade Elevation
		

## SITE DATA

Lot Area	42,464 sf (0.975 ac)	3,945 sqm
Existing Zoning	R50	
Proposed Zoning	RTM	
Required Variances	lot width	
	max. 55.72' max.	
	21.76' max.	
Floor Area	1219 sqm x 2 units = 2438 sqm	
Unit A	1219 sqm x 5 units = 6095 sqm	
Unit B	221 sqm x 1 unit = 221 sqm	
TOTAL	(convertible)	2561 sqm
Floor Area Ratio	0.649	
Unit Density	217 units	
Building Foot Print	150.93 sqm	
Building Coverage	35.2%	
Height	3 stories	
Outdoor Amenity Space	35 sqm (6 @ 6 sqm)	

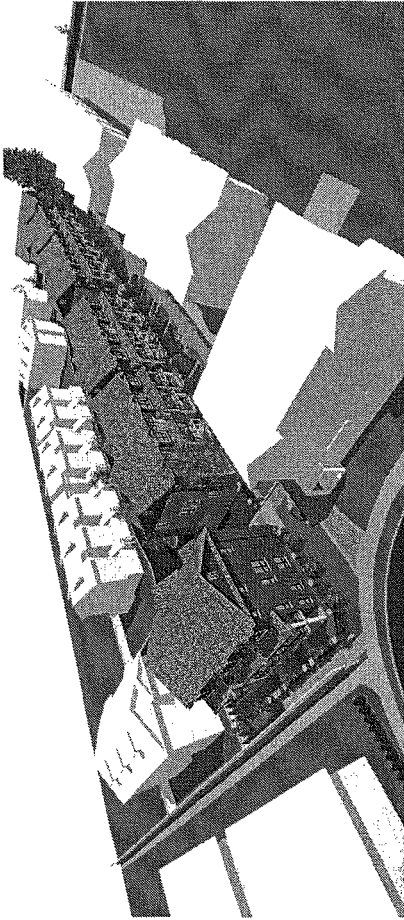
## ZONING ANALYSIS

Required	Our Design
Overturn	complex
0.74 FAR	complex
40% (buildings)	complex
65% (non-porcel)	complex
22% (see plans)	complex
variances required 4.1m at front PL	complex
variance required 2.00m at east PL	complex
variances required 28.160m	complex

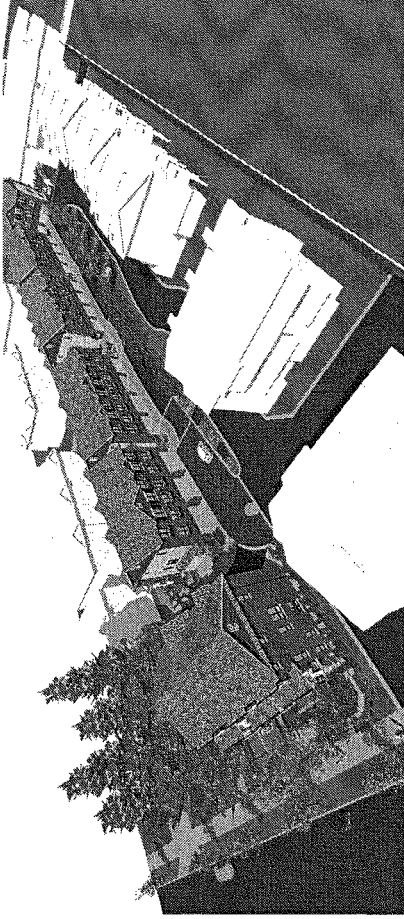


# 9671 ALBERTA ROAD for Western and Citimark



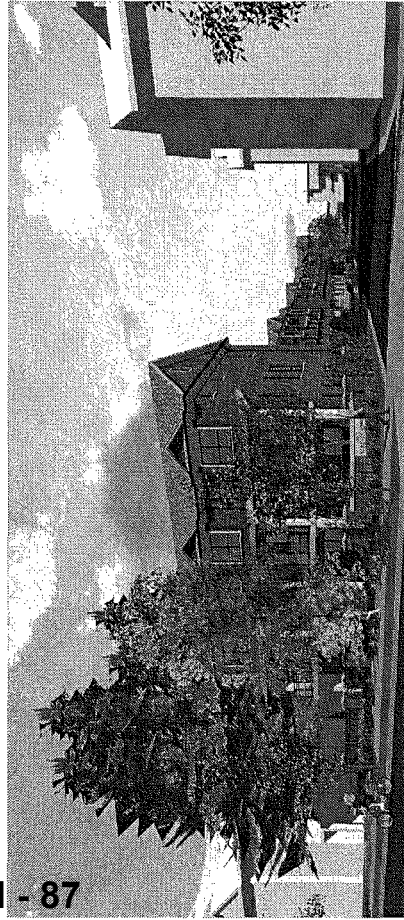


AERIAL VIEW FROM NORTH WEST

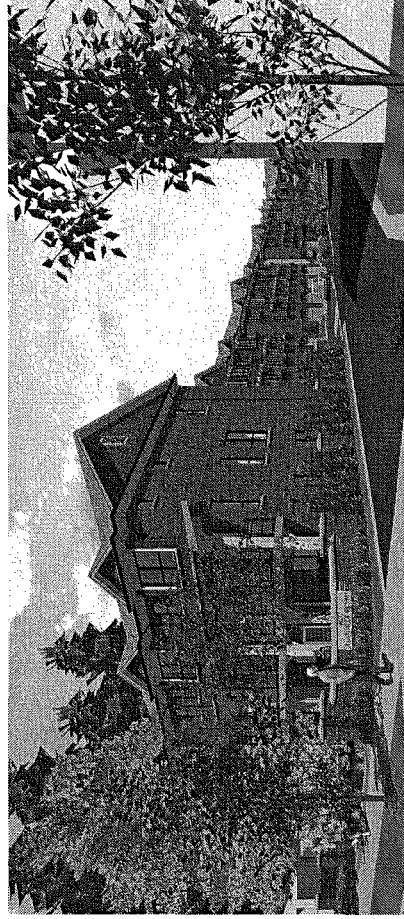


AERIAL VIEW FROM SOUTH EAST

PH - 87



VIEW FROM SOUTH (ALBERTA ROAD)



VIEW FROM SOUTH EAST (ALBERTA ROAD)

# **9671 ALBERTA ROAD** for Western and Citimark

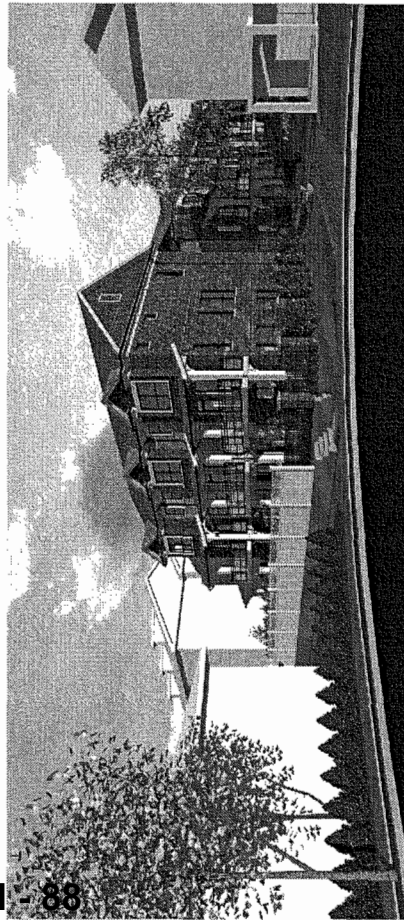


INTERIOR VIEW FROM SOUTH EAST



INTERIOR VIEW FROM SOUTH WEST (GREENWAY)

PH 88



VIEW FROM NORTH WEST

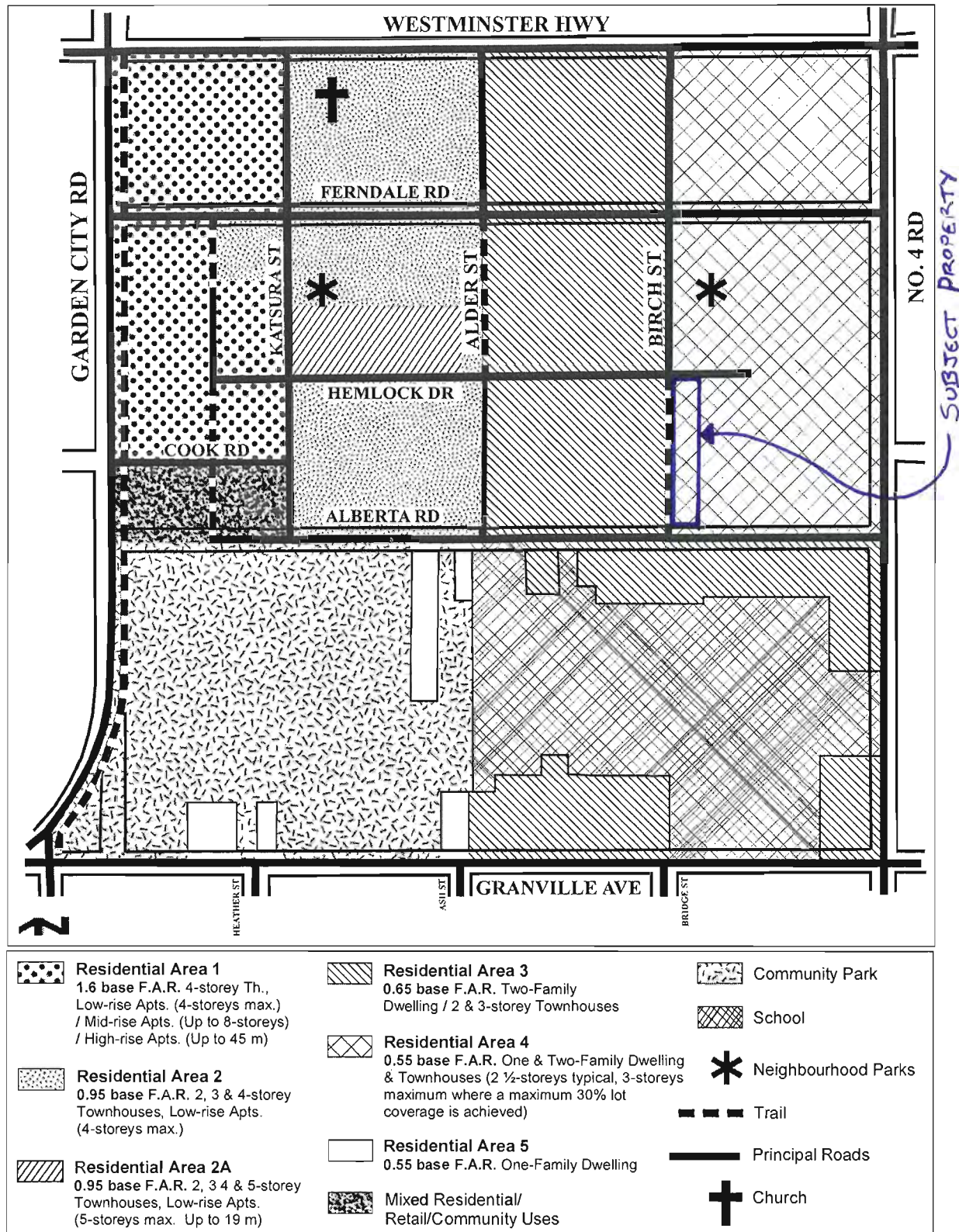


VIEW FROM NORTH WEST

City of Richmond

# Land Use Map

Bylaw 8630  
2010/07/19



# TREE REMOVAL & RETENTION PLAN

Plan #3b

PROJECT NO. DP 2012-37

Van der Zanden Associates Inc.  
Landscape Architecture  
1000 West 10th Avenue  
Edmonton, Alberta T6P 0K6  
Tel: 780.443.1111  
www.vdzassociates.com

FOUGERE  
architecture inc.  
1000 West 10th Avenue  
Edmonton, Alberta T6P 0K6  
Tel: 780.443.1111  
www.fougerearchitecture.com

Western and  
CitiMark

4/10/2012

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ARCHITECT:

CLEAR:

Western and  
CityMark

# SITE AND TREE PLAN

DRAWING TITLE



PROJECT NO.  
DP 2012-37

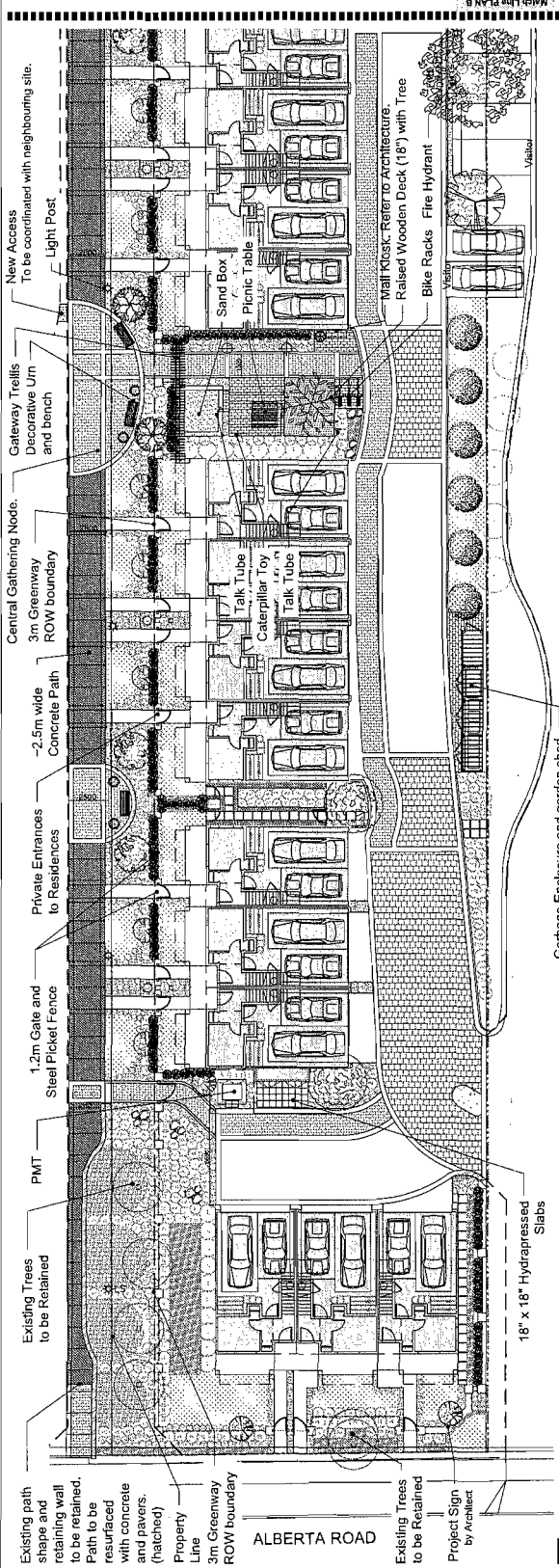
PROJECT:

9671 ALBERTA ROAD  
TOWNHOUSE  
DEVELOPMENT

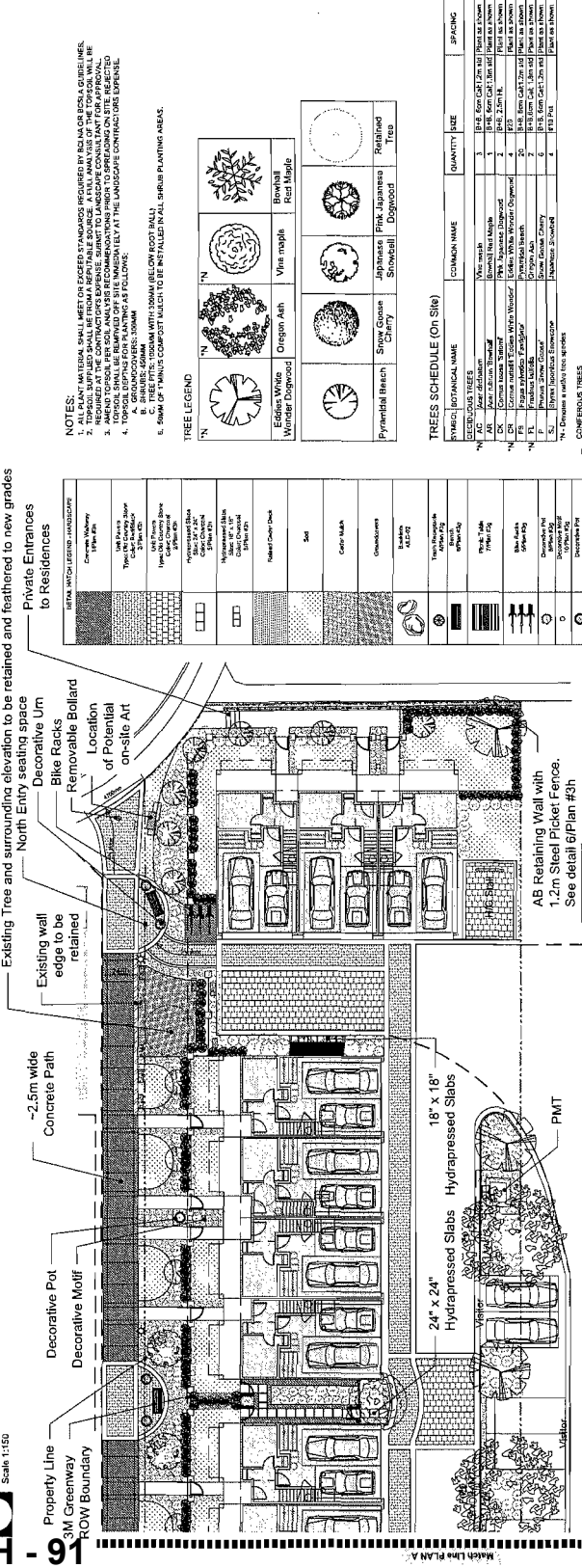
LOCATION:  
9671 ALBERTA ROAD  
RICHMOND - BC

Plan #3c

DRAWN	DATE
TD, TM	1/1/00
CHECKED	RS
APPROVED	DATE
DATE	1/1/00



PH - 91  
1 TREE PLAN - PLAN A  
Scale 1:150



2 TREE PLAN - PLAN B  
Scale 1:150

- NOTES:
1. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BC MIN. BONA GUIDELINES.
  2. ALL PLANT MATERIAL SHALL BE SPECIFIED BY THE CONTRACTOR. SPECIFICATIONS SHALL BE SUBJECT TO APPROVAL.
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  6. SHOWN OF TUNNEL COMPACT MACHINERY TO BE INSTALLED IN ALL PLANTING AREAS.

## TREE LEGEND

	Pyramidal Branch	
	Slag Cause	
	Winter Dogwood	
	Eddies White	
	Oregon Ash	
	Vine maple	
	Blackball Rust Maple	
	Resized Tree	
	Pink Japanese Dogwood	
	Japanese	

## TREES SCHEDULE (On Site)

SYMBOL	SYMBOLICAL NAME	COMMON NAME	QUANTITY	SIZE	SPACING
	AC - <i>Acer dasycarpum</i>	White maple	3	18 in. for (each 1 in. plant in a row)	10 ft
	EDC - <i>Eddies White Winter Dogwood</i>	(General) Red Maple	1	18 in. for (each 1 in. plant in a row)	10 ft
	FK - <i>Cornus florida</i>	Flowering Dogwood	2	24 in. for (each 1 in. plant in a row)	10 ft
	PPA - <i>Prunella americana</i>	Prunella (American)	2	24 in. for (each 1 in. plant in a row)	10 ft
	EDC - <i>Eddies White Winter Dogwood</i>	Flowering Dogwood	2	18 in. for (each 1 in. plant in a row)	10 ft
	FK - <i>Cornus florida</i>	Flowering Dogwood	2	24 in. for (each 1 in. plant in a row)	10 ft
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	FK - <i>Cornus florida</i>	Flowering Dogwood	2	24 in. for (each	

TO: These conditions, drawings, and specifications shall be used in the construction of the project.



## Rezoning Considerations

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

**Address:** 9671 Alberta Road

**File No.:** RZ 13-638852

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, the developer is required to complete the following:**

1. Road dedication of 12.1 m<sup>2</sup> at the northern part of the property for the continued development of Hemlock Drive and Birch Street.
2. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9651 Alberta Road to allow future access to this site from the subject property, and to have visitor parking stalls for the property at 9651 Alberta Road and the subject property cross the shared parking property line. Legal plans are to locate access points and visitor parking stalls in accordance with the conceptual development plan provided within the submitted drawings attached to the Staff Report as Attachment 3.
3. Registration of a Flood Indemnity Restrictive Covenant on title.
4. Registration of a 3.0 metre wide Public Right-of-Passage (PROP) statutory right-of-way along the entire western edge of the site for access to a pedestrian walkway. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscape surfaces. In addition, the right-of-way is to be wider at the intersection of Alberta Road and Hemlock Drive by 2 metres to allow for greater flexibility in design and identification. The 5 metre entry will narrow as it enters the site at a 45 degree angle eastward until it connects with the 3.0 metre width.
5. Registration of a 23 m<sup>2</sup> statutory right-of-way at the corner of Hemlock Drive/Birch Street for access and utilities.
6. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on title.
7. Payment of \$23,000 cash-in-lieu of on-site indoor amenity space.
8. Voluntary contribution of \$55,134.90 towards the City's Affordable Housing Reserve Fund.
9. Voluntary contribution of \$21,226.94 towards the Public Art Reserve Fund.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
  - a) The outdoor amenity area needs to achieve in a single location, an area of at least 126 m<sup>2</sup>, with a children's play area of at least 63 m<sup>2</sup>.
  - b) Information to the treatment of the edges of the site that will remain exposed to the adjacent sites due to the grade increase to meet the requirements of the Flood Protection Bylaw.
  - c) Provide a plan for the temporary design of the path along the western edge of the site.
  - d) Provide locations and design for entry signage at each end of the path that will notify the public that the path is open for public use.
  - e) Submit a site plan to show the manoeuvrability of larger vehicles (SU-9) within the site to the satisfaction of the Director of Transportation.
  - f) A landscaping plan from a registered professional Landscape Architect to provide an appropriate plan that will need to take into account the design of the central amenity area, including a child's play area.
  - g) Edge treatment of the eastern and western sides of the site.
  - h) A context plan to show the Form and Character of the townhouse units and how they address adjacent properties.
  - i) To provide a sense of territory for pedestrian use within the site.
  - j) To identify and design for units that can be easily converted to universal access.

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Complete an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Enter into a Servicing Agreement\* for the design and construction of works. Works include, but may not be limited to:
  - a) Alberta Road: connect/extend from recent SA works done via SA10-537130 to the west and SA12-614743 to the east, with new sidewalk and a grass & treed boulevard, street light conduit (including a street light if required) and service connections.
  - b) Hemlock/Birch corner: connect/extend from recent SA works done via SA10-537130 to the west and SA03-239160 to the north, with sidewalk and a grass & treed boulevard, street light conduit (including a street light if required) and any utilities required to complete the full infrastructure on this street. This will require removal of the interim works agreements and constructing to the ultimate standard of this Servicing Agreement.
  - c) Walkway: complete the existing walkway between Alberta Road and Hemlock Drive.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

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

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9117 (RZ 13-638852)  
9671 Alberta 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 "**MEDIUM DENSITY TOWNHOUSES (RTM2)**".

P.I.D. 003-862-976

EAST HALF LOT 18 BLOCK "B" SECTION 10 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 1305

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9117**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAR 24 2014



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

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

**Date:** March 19 2014

**File:** RZ 13-646115

**Re:** Application by Nirmal Takhar for Rezoning at 7100/7120 Marrington Road from Single Detached (RS1/E) to Single Detached (RS2/B)

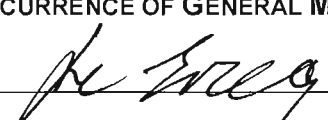
### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, for the rezoning of 7100/7120 Marrington Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.



Wayne Craig  
Director of Development

WC:cl  
Att.

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

## Staff Report

### Origin

Nirmal Takhar has applied to the City of Richmond for permission to rezone the property at 7100/7120 Marrington Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots. There is currently an existing duplex on the property, which will be demolished. A map and aerial photo showing the location of the subject site is included in **Attachment 1**. The proposed subdivision plan of the property is included in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- to the north and east, are dwellings on four (4) medium-sized lots zoned “Single Detached (RS1/B)” fronting Lockhart Road;
- to the south, is a duplex on a large lot zoned “Two-Unit Dwellings (RD1)” fronting Marrington Road; and
- to the west, directly across Marrington Road, is a new dwelling on a large lot zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### 2041 OCP Designation

There is no Area Plan for this neighbourhood. The 2041 OCP land use designation for the subject site is “Neighbourhood Residential (NRES)”. The proposed rezoning and subdivision is redevelopment is consistent with this designation.

#### Lot Size Policy 5447

The subject property is located within the area under Lot Size Policy 5447, adopted by City Council in 1991 (**Attachment 4**). The Lot Size Policy permits the subject property to rezone and subdivide in accordance with the “Single Detached (RS2/B)” zone. This redevelopment proposal is consistent with Lot Size Policy 5447, and would result in a subdivision to create two (2) lots, each approximately 12 m wide and 593 m<sup>2</sup> in area.

#### Affordable Housing Strategy

For single-family rezoning applications, Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total building area towards the City’s Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e. \$6,335) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

### **Staff Comments**

#### Background

The subject property is located on the east side of Marrington Road between Lockhart Road and Moresby Drive, in an established residential neighbourhood which has undergone substantial redevelopment through rezoning and subdivision. This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot, and is consistent with the pattern of redevelopment in the immediate surrounding area.

#### Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The Survey and Report identify three (3) bylaw-sized trees on the subject property, one (1) bylaw-sized tree on the neighbouring property to the east at 3420 Lockhart Road, and one (1) bylaw-sized tree on City-owned property in the boulevard to the northwest of the subject property. The report identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The proposed Tree Retention Plan is shown in **Attachment 5**. A list of tree species assessed in the Arborist's Report is included on the Tree Retention Plan.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- retain and protect the three (3) bylaw-sized trees on the subject property (Tags # 9317, 9318, 9319), which are in good condition. Tree protection fencing is required to be installed to City standard at a minimum of 2.5 m to 3.0 m out from the base of the trees.
- protect the bylaw-sized tree on the neighbouring property to the east at 3420 Lockhart Road (Tag # OS1). Tree protection fencing is required to be installed to City standard on the subject site at a minimum of 3.5 m out from the base of the tree.

- protect the bylaw-sized tree on City-owned property in the boulevard to the northwest of the subject property (Tag # C1). Tree protection fencing is required to be installed to City standard at a minimum of 2.0 m out from the base of the tree.

To ensure the protection of the trees to be retained, the applicant must complete the following prior to final adoption of the rezoning bylaw:

- submit a contract with a Certified Arborist for supervision of any works to be conducted within close proximity to the tree protection zones of retained trees. The contract must include the scope of work required, the proposed number of on-site monitoring inspections (including stages of construction), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- submit a tree survival security in the amount of \$4,000 for tree tags #9317, 9318, and 9319 on-site and for tree tag # C1 on City-owned property in the boulevard along Marrington Road. Following completion of construction and landscaping on the proposed lots, a landscaping inspection will be conducted at the request of the applicant to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the tree has survived.

In recognition of the many benefits derived from urban trees, Council Policy 5032 encourages the planting and maintenance of at least two (2) trees per lot. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) trees on the proposed lots (one (1) tree per lot in the front yard [6 cm deciduous caliper or 3 m high conifer]). On the proposed north lot, this results in a total of two (2) trees due to the retention of tree tag # 9317 in the rear yard and the planting of one (1) tree in the front yard. On the proposed south lot, this results in a total of three (3) trees due to the retention of tree tags # 9318 and 9319 in the rear yard and the planting of one (1) tree in the front yard. Suitable native tree species for planting in the front yards of the proposed lots include Pacific Dogwood (*Cornus nuttallii*) and Vine Maple (*Acer circinatum*).

To ensure that the two (2) trees are planted and maintained on the proposed lots, the applicant is required to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

#### Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on title. The minimum flood construction level is a minimum of 0.3 m above the highest elevation of the crown of Marrington Road.

#### Vehicle Access & Site Servicing

Vehicle access to the proposed lots is to be from Marrington Road.

Prior to subdivision, the applicant is required to enter into a standard Servicing Agreement for the design and construction of engineering infrastructure improvements along Marrington Road, as detailed in **Attachment 6**.

### Subdivision

At subdivision stage, the applicant will be required to:

- pay servicing costs; and
- enter into a standard Servicing Agreement for the design and construction of engineering infrastructure improvements along Marrington Road, as detailed in **Attachment 6**

### **Analysis**

The subject site is located in an established residential area consisting mainly of single detached housing and duplexes.

The neighbourhood immediately surrounding the subject site has undergone substantial redevelopment through rezoning and subdivision in recent years. The subject proposal is consistent with the established pattern and character of redevelopment in the area and is consistent with Lot Size Policy 5447, which allows the subject site to rezone and subdivide in accordance with the “Single Detached (RS2/B)” zone.

There is potential for other large lots in this neighbourhood to rezone and subdivide consistent with the Lot Size Policy.

### **Financial Impact**


None.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot containing a duplex into two (2) smaller lots complies with Lot Size Policy 5447 and applicable policies and land use designations contained within the OCP.

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

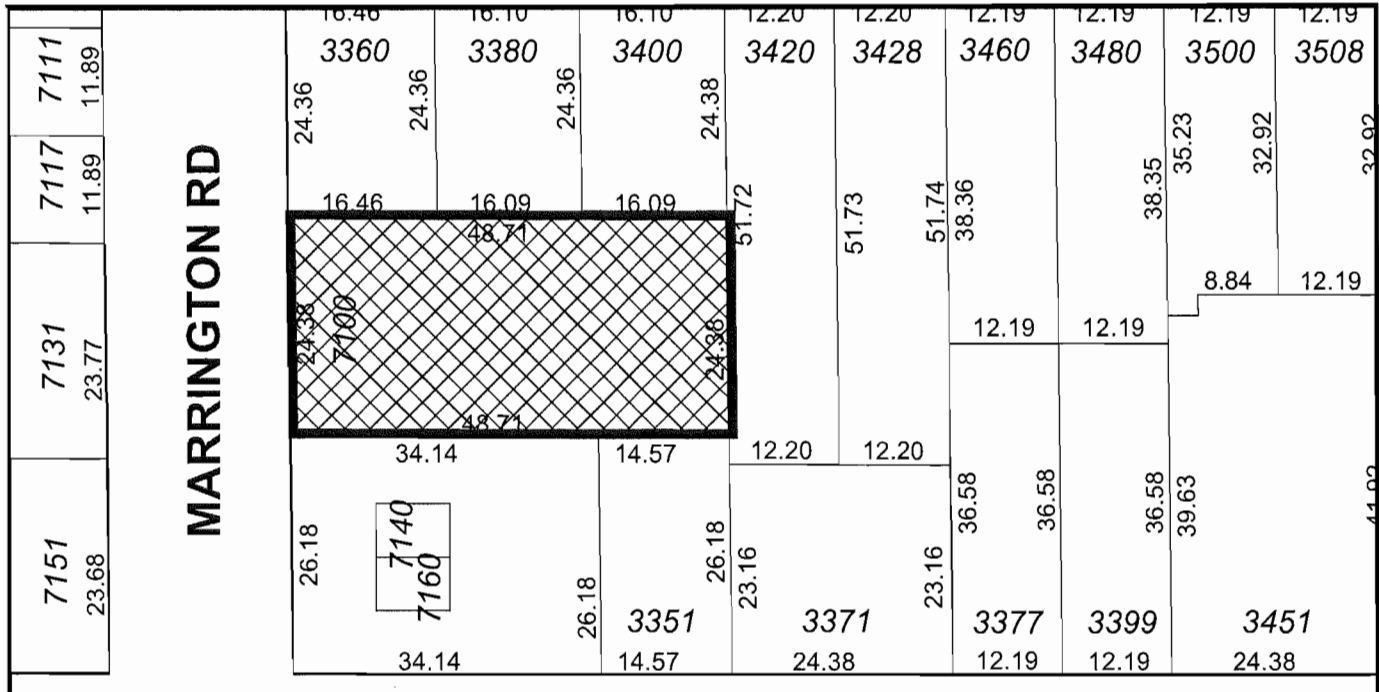
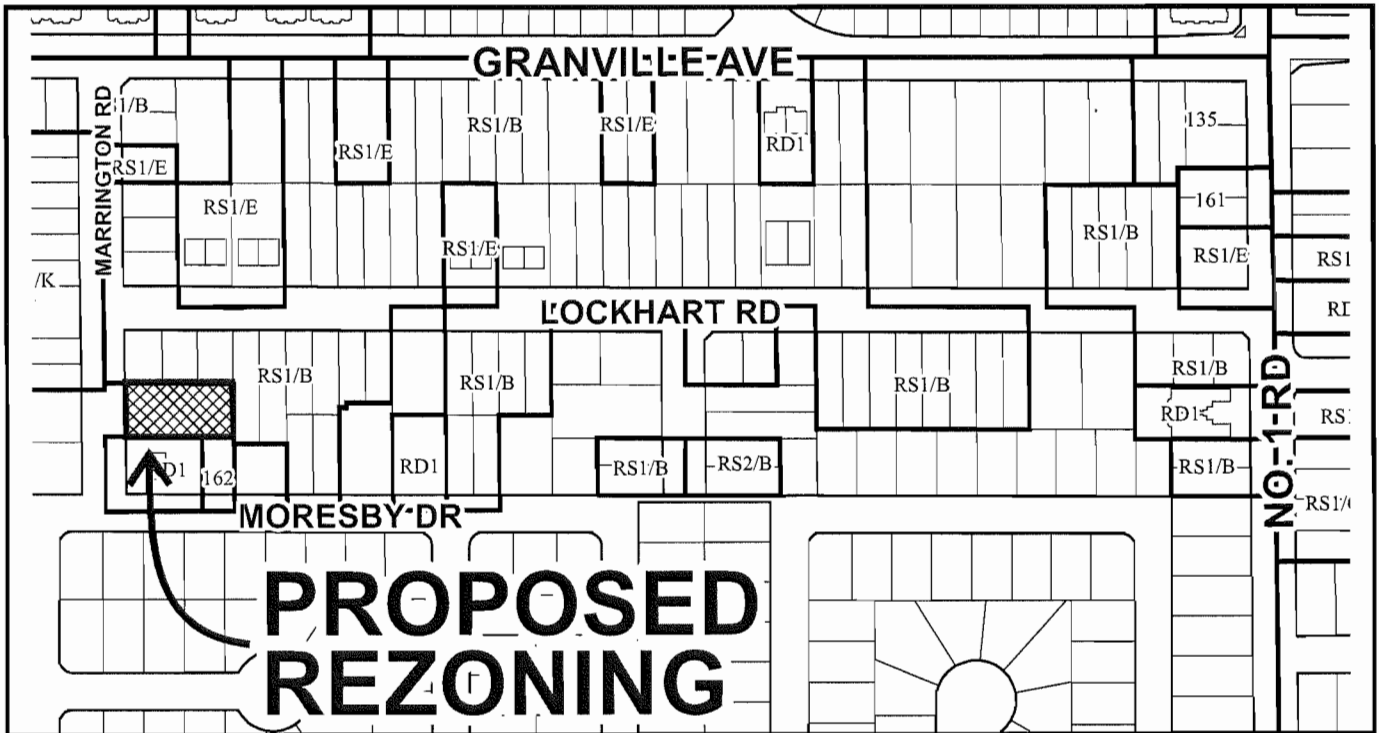
On this basis, staff recommends support for the application. It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9128 be introduced and given first reading.

  
Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:rg



City of  
Richmond



RZ 13-646115

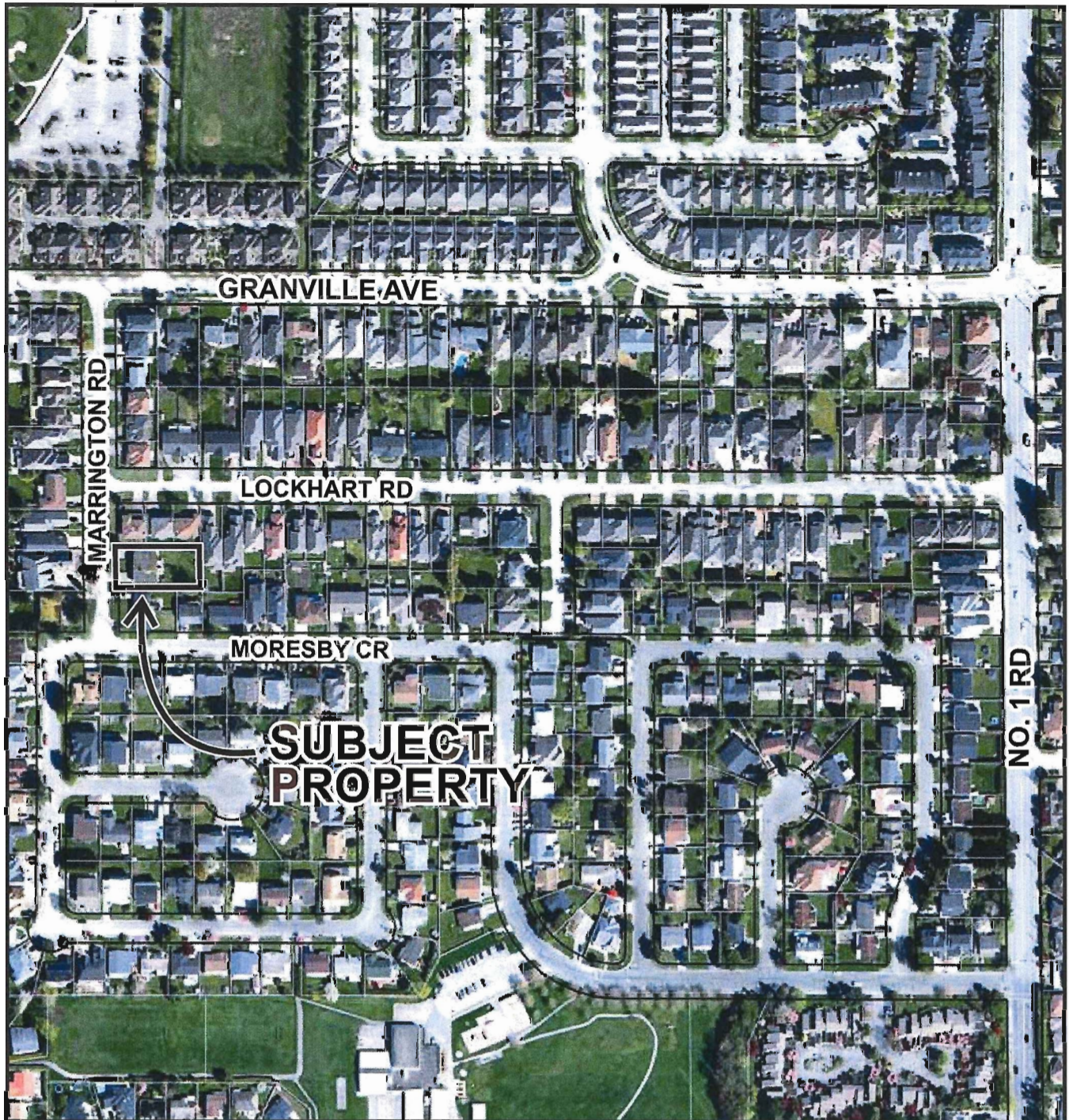
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Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



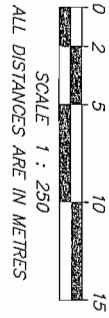
RZ 13-646115

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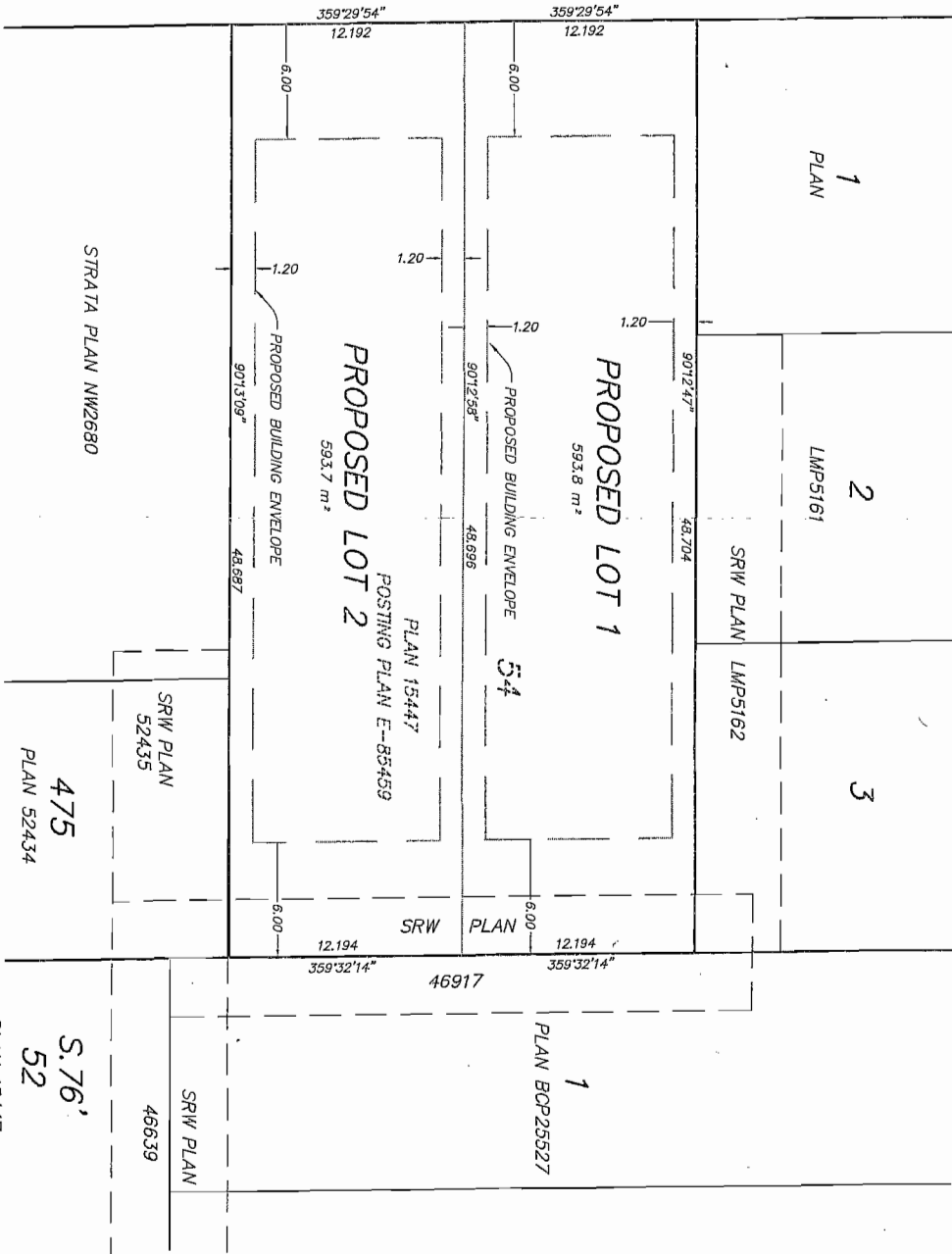
Revision Date:

Note: Dimensions are in METRES

**PRELIMINARY SUBDIVISION PLAN OF LOT 54,  
SECTION 15, BLOCK 4 NORTH, RANGE 7 WEST,  
NEW WESTMINSTER DISTRICT, PLAN 15447**



**MARRINGTON ROAD**



LEGAL BOUNDARIES ARE PRELIMINARY AND  
SUBJECT TO CHANGE.  
PROPOSED SUBDIVISION SUBJECT TO MUNICIPAL APPROVAL.

MURRAY & ASSOCIATES  
201-12448 82nd AVENUE  
SURREY, B.C.  
V3W 3E9  
(604) 597-9189

DATE: SEPTEMBER 12th, 2013  
FILE 9934-01



**RZ 13-646115**

**Attachment 3**

Address: 7100/7120 Marrington Road

Applicant: Nirmal Takhar

Planning Area(s): Seafair

	Existing	Proposed
<b>Owner:</b>	0869575 BC Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	1,187 m <sup>2</sup> (12,776 ft <sup>2</sup> )	Two (2) lots, each approximately 593 m <sup>2</sup> (6,382 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) two-unit dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	Neighbourhood Residential	No change; complies.
<b>Lot Size Policy Designation:</b>	Lot Size Policy 5447 permits this property to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone.	No change; complies.
<b>Zoning:</b>	"Single Detached (RS1/E)"	"Single Detached (RS2/B)"

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	593 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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



# City of Richmond

# Policy Manual

Page 1 of 2	Adopted by Council: September 16, 1991 Amended by Council: July 20, 1998 Amended by Council: October 20 <sup>th</sup> , 2003	<b>POLICY 5447</b>
File Ref: 4430-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 15-4-7	

## **POLICY 5447:**

The following policy establishes lot sizes in a portion of Section 15-4-7, located generally between the **south side of Granville Avenue, the west side of Marrington Road, the north side of Moresby Drive and No. 1 Road:**

That properties within the area generally bounded by the south side of Granville Avenue, the north side of Moresby Drive, the west side of Marrington Road and No. 1 Road, in a portion of Section 15-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- a) That properties between and including 3620 and 3780 Granville Avenue be permitted to subdivide as per Single-Family Housing District (R1/C) zoning;
- (b) That properties between and including 7151 and 7031 Marrington Road be permitted to subdivide as per Single-Family Housing District, Subdivision Area K (R1/K) zoning;

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.

**GRANVILLE AVE**

**LOCKHART RD**

**MARRINGTON RD**

**MORESBY DR**

**BLUNDELL RD**

**NO. 1 RD**

**AG2**

**R1/B**

**R1/C**

**R1/E**

**R1/K**

**R2**

**R3**

**R4**

**R5**

**R6**

**R7**

**R8**

**R9**

**R10**

**R11**

**R12**

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## Rezoning Considerations

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

**Address:** 7100/7120 Marrington Road

**File No.:** RZ 13-646115

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, the applicant is required to complete the following:**

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within close proximity to the tree protection zone of the trees to be retained (i.e., tree tags # 9317, 9318, 9319, OS1, and C1). 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.
2. Submission of a Tree Survival Security to the City in the amount of \$4,000 for the protection of the trees to be retained (i.e., tree tags # 9317, 9318, 9319, OS1, and C1). Following completion of construction and landscaping on the proposed lots, a landscaping inspection will be conducted at the request of the applicant to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.
3. Submission of a Landscaping Security to the City in the amount of \$1,000 (\$500/tree) to ensure that two (2) trees are planted in the front yards of the proposed lots (one [1] tree per lot, with a minimum size of 6 cm deciduous caliper or 3 m high conifer).
4. Registration of a flood indemnity covenant on title.
5. The City's acceptance of the applicant's cash-in-lieu contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,335) to the City's Affordable Housing Reserve Fund.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

**At Demolition\* stage, the applicant must complete the following:**

- Installation of tree protection fencing around: tree tags #9317, 9318, and 9319 on-site; tree tag #OS1 located on the neighbouring property to the east at 3420 Lockhart Road; and tree tag # C1 on City-owned property in the boulevard to the northwest of the subject site. Tree protection fencing is required to be installed to City standard in accordance with the City's tree protection information bulletin TREE-03, and as shown in the proposed Tree Retention Plan (Attachment 5). Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

**At Subdivision\* stage, the applicant must complete the following:**

- Payment of servicing costs;
- Entrance into a standard Servicing Agreement\* for the design and construction of engineering infrastructure improvements, including (but not limited to):

*Storm Sewer Works*

- The provision of a new storm sewer service connection complete with inspection chamber near or at the common property line of the proposed new lots. The inspection chamber must be located in the City boulevard along the west property line of the subject site.

#### *Water Works*

- Using the OCP Model, there is 105 L/s available at 20 psi residual at the hydrant at the frontage of 7140 Marrington Road. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
- The provision of two (2) new water service connections complete with individual water meters in accordance with the Waterworks and Water Rates Bylaw No. 5637 from the existing 150 mm diameter watermain at the Marrington Road frontage. The water meters must be located within the City boulevard along the west property line of the subject site.
- Disconnection and capping of the existing water service connections at the main.

#### *Sanitary Sewer Works*

- The provision of a new sanitary sewer service connection complete with a Type 2 inspection chamber located near or at common property line within the existing three meter wide utility Right-of-Way along the north property line. The applicant must cap and abandon the existing sanitary sewer service connections.

#### *Road Frontage Improvements*

- Construction of works along the subject property's Marrington Road frontage and additional transitional works beyond the property's frontage to tie-in to the existing road and boulevard layout. Works referenced from the west property line must include:
  - Construction of a new grass boulevard along the west property line for City owned inspection chambers and water meters;
  - Construction of a new concrete sidewalk;
  - Construction of a new grass/treed boulevard with street lighting between the required sidewalk and the back of the curb. The required street lighting must be designed to the ultimate layout and must be required to tie-in to the existing street lighting system in Lockhart Road;
  - Construction of new wide base barrier curb and gutter;
  - Construction of road widening complete with catch basins to collect road run-off and transitions to the existing pavement, 20:1 for local roads as per City specifications, at Marrington Road;

Note: Details of the above upgrade works will be finalized through the Servicing Agreement review process. The Servicing Agreement design is to include the water, storm, and sanitary connections for the proposed lots.

#### *General Items*

- The provision of any private utility company rights-of-ways to accommodate any above ground equipment (i.e., transformers, kiosks, transformers, etc.) and future under-grounding of overhead lines.

#### **Note:**

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

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

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

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

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9128 (RZ 13-646115)  
7100/7120 Marrington 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/B)**".

P.I.D. 010-118-501

Lot 54 Section 15 Block 4 North Range 7 West New Westminster District Plan 15447

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9128**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 14 2014



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

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

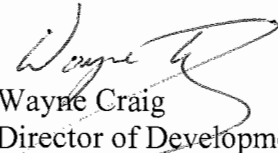
**Date:** March 21, 2014

**File:** RZ 12-620563


**Re:** Application by Matthew Cheng Architect Inc. for Rezoning at 9211 and 9231 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, for the rezoning of 9211 and 9231 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

EL:blg  
Att.

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

## **Staff Report**

### **Origin**

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 9211 and 9231 No. 2 Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 10 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### **Findings of Fact**

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

### **Surrounding Development**

To the North: An approximately 12 year old single-family home on a lot zoned “Single Detached (RS1/E)” and then a commercial building on a lot zoned “Local Commercial (CL)” located at the south-west corner of No. 2 Road and Maple Road.

To the South: Existing single-family dwellings on lots zoned “Single-Detached (RS1/E)”.

To the East: Across No. 2 Road, a four-storey senior’s apartment building (three-storeys over parking) on a lot zoned “Medium Density Low Rise Apartments (RAM1)” and the Christian Reformed Church of Richmond on a lot zoned “Assembly (ASY)”; and a recently approved 15-unit townhouse development (RZ 10-516267 /DP 12-624891) at the south-east corner of No. 2 Road and Maple Road.

To the West: Existing single-family dwellings on lots zoned “Single-Detached (RS1/B)”.

### **Related Policies & Studies**

#### Arterial Road Policy

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map. The proposed rezoning and townhouse development would be consistent with this policy.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy; for a contribution of \$29,277.80.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$11,271.95.

### **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any written correspondence expressing concerns in association with the subject application.

### **Consultation**

The developer consulted with the neighbouring residents regarding the development of the subject site through the delivery of an information letter together with the development plans to each of the properties located adjacent to the subject site. A resident at 9300 Laka Drive wrote to the developer and expressed concerns regarding the existing fence installed on the common property line. The developer advised the resident that the existing fence will be replaced with a new 6 feet tall Cedar fence.

### **Staff Comments**

#### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and has provided the following comments:

- A hedgerow, consisting of 13 Cedar trees located along the north property line, is identified to be retained and protected. These 13 trees range in size between 24 cm calliper and 51 cm calliper. Tree protection barriers should be installed as per the Arborist Report recommendations.
- 18 trees are either dead, dying (sparse canopy foliage), infected with Fungal Blight, Pear Trellis Rust, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- One (1) 31cm calliper Douglas Fir is identified as in good condition; however, due to its close proximity to the existing single-family house, it would unavoidably be damaged during demolition. In addition, the canopy has also been heavily pruned back on one side due to its

close proximity to the house. This tree is not a good candidate for retention and should be removed and replaced.

A Tree Management Plan can be found in **Attachment 4**.

#### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 38 replacement trees are required for the removal of 19 trees. Considering the effort made by the applicant to retain the 13 trees on site, staff recommend 13 replacement trees be exempted from replacement. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$6,500 to the City's Tree Compensation Fund in lieu of planting the remaining 13 replacement trees should they not be accommodated on the site.

#### *Tree Protection*

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the 13 protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security in the amount of \$32,000.00 to ensure the replacement planting will be provided.

#### Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required, but site analysis for storm sewer and sanitary sewer, as well as design of service connections will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 5**).

Prior to final rezoning bylaw adoption, the developer is required to:

- Consolidate the two (2) lots into one (1) development parcel.
- Dedicate approximately 0.6 m (exact dimension to be confirmed at Servicing Agreement stage) across the entire consolidated frontage on No. 2 Road (i.e., along the east property line of the site) for frontage improvement works (see **Attachment 5** for details).

- Enter into the City's standard Servicing Agreement for the design and construction of frontage improvements and service connections (see **Attachment 5** for details).
- Grant a 2.0 m Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) along the entire new east property line for future road widening.
- Contribute \$25,000 towards a bus shelter with 1.0 m x 9.0 m SRW beyond the 2.0 m PROP SRW along the entire new east property line for a concrete bus pad at the existing bus stop location.
- Register on Title, a restrictive covenant to prohibit the conversion of the tandem garage area into habitable space.

#### Vehicle Access

One (1) driveway from No. 2 Road is proposed. The long-term objective is for the driveway access established on Blundell Road to be utilized by adjacent properties to the north and south if they apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed driveway and the internal manoeuvring aisle will be secured as a condition of rezoning to facilitate this vision.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$10,000 as per the Official Community Plan (OCP) and Council Policy.

#### Outdoor Amenity Space

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

#### Sustainability

The developer advises that the following features will be incorporated into the development to create a more energy efficient building shell (when compare to the minimum BC Building Code requirements) in order to mitigate potential heating or cooling energy loss:

- Use of weather strip sealing of windows, entry doors, and garage doors to reduce air leakage;
- Insulated doors and garage door to R8 – R12; insulate walls to R22;
- Insulate roof with R40 mineral wool insulation;
- Insulate foundation slab for reduction in heat loss; and
- Use of double glazed windows with low-e coating.

In addition, a minimum of 20% of the parking stalls will be provided with a 120V receptacle to accommodate electric vehicle charging equipment and an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring) as per the OCP.

## **Analysis**

### Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Neighbourhood Residential land use designation in the 2041 OCP Land Use Map as well as the location criteria and development requirements for arterial road townhouse developments contained in the 2041 OCP. A residual site with less than 50 m frontage will be created (at 9191 No. 2 Road), which is not consistent with the guidelines.

In order to avoid the creation of an orphan lot situation at 9191 No. 2 Road, staff requested the applicant to acquire 9191 No. 2 Road. The applicant made attempts to acquire 9191 No. 2 Road to extend the development proposal, but was unable to come to an agreement with the current owner. The applicant has requested that this application proceed without the acquisition of the adjacent property.

Although the proposed development may create an orphan lot situation on the north side of the subject site, staff support the proposed development based on the following:

- The subject proposal complies with the location criteria and most of the Townhouse Development Requirements under the Arterial Road Policy.
- The dwelling at 9191 No. 2 Road is approximately 12 years old and is not ready for redevelopment.
- A development concept plan for 9191 No. 2 Road has been prepared and is on file; the future development at 9191 No. 2 Road can be considered as an extension of the subject townhouse development. The developer agreed to provide outdoor amenity space and garbage/recycling facilities in a location on the subject site that will allow shared use of those spaces with the future development at 9191 No. 2 Road. A cross-access easement/agreement will be secured as a condition of rezoning to facilitate this.
- A PROP SRW on the subject site will be secured to provide vehicle access to future developments at 9191 No. 2 Road.
- The massing of the proposed townhouse clusters fronting No. 2 Road on the subject site complement the existing single-family dwelling and future development at 9191 No. 2 Road.

### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with Development Permit Guidelines for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Building form and architectural character.
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Site grading requirements to ensure the survival of protected trees.
- Landscaping design and enhancement of the outdoor amenity area to maximize use.
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

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

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

None.

#### **Conclusion**

The proposed 10-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the Arterial Road Policy area. Overall, the proposed land use, site plan, and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9132 be introduced and given first reading.

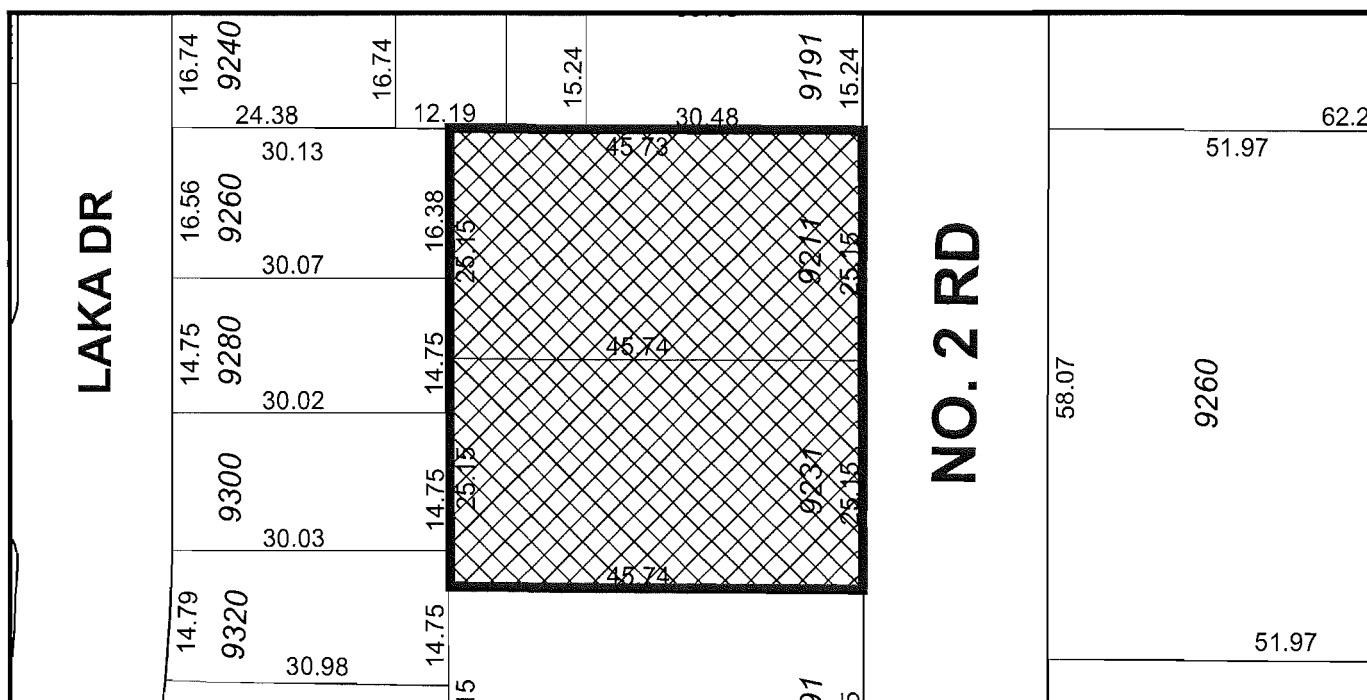
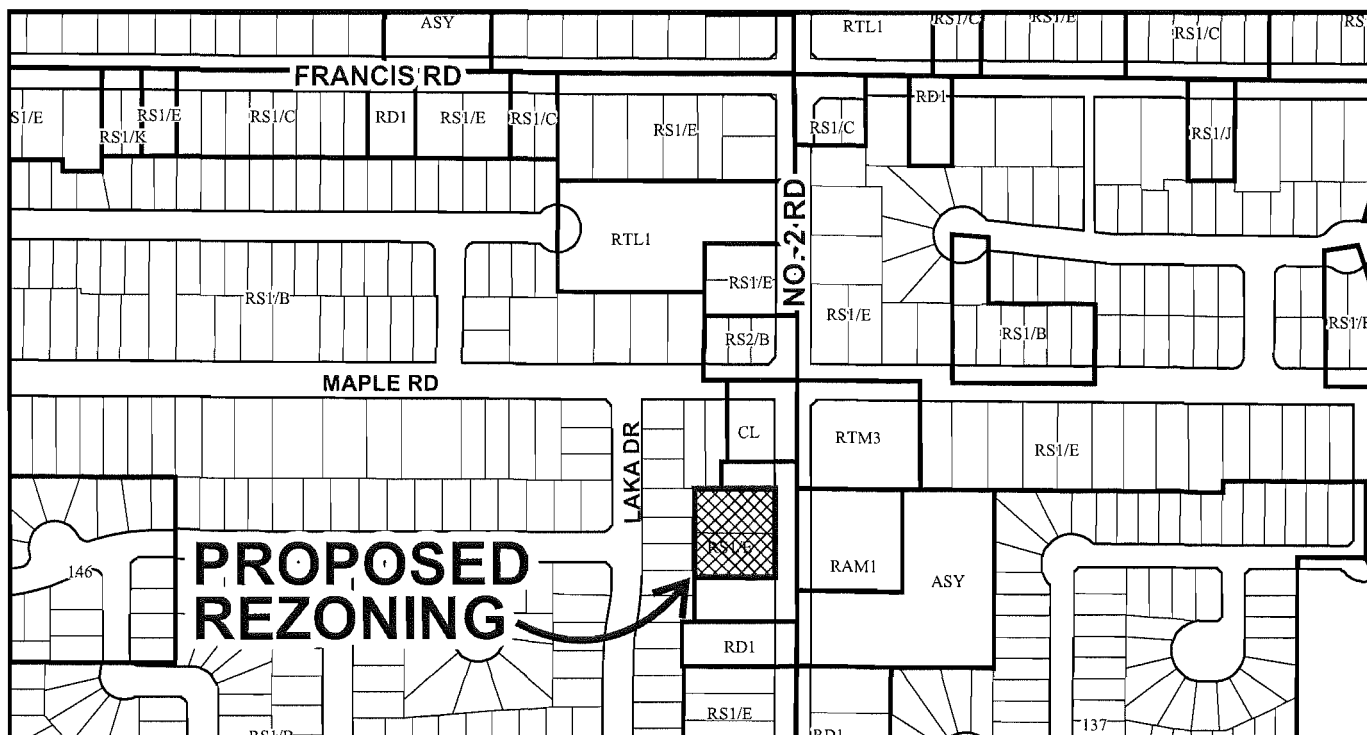


Edwin Lee  
Planning Technician - Design

EL:blg

Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Tree Management Plan  
Attachment 5: Rezoning Considerations

City of  
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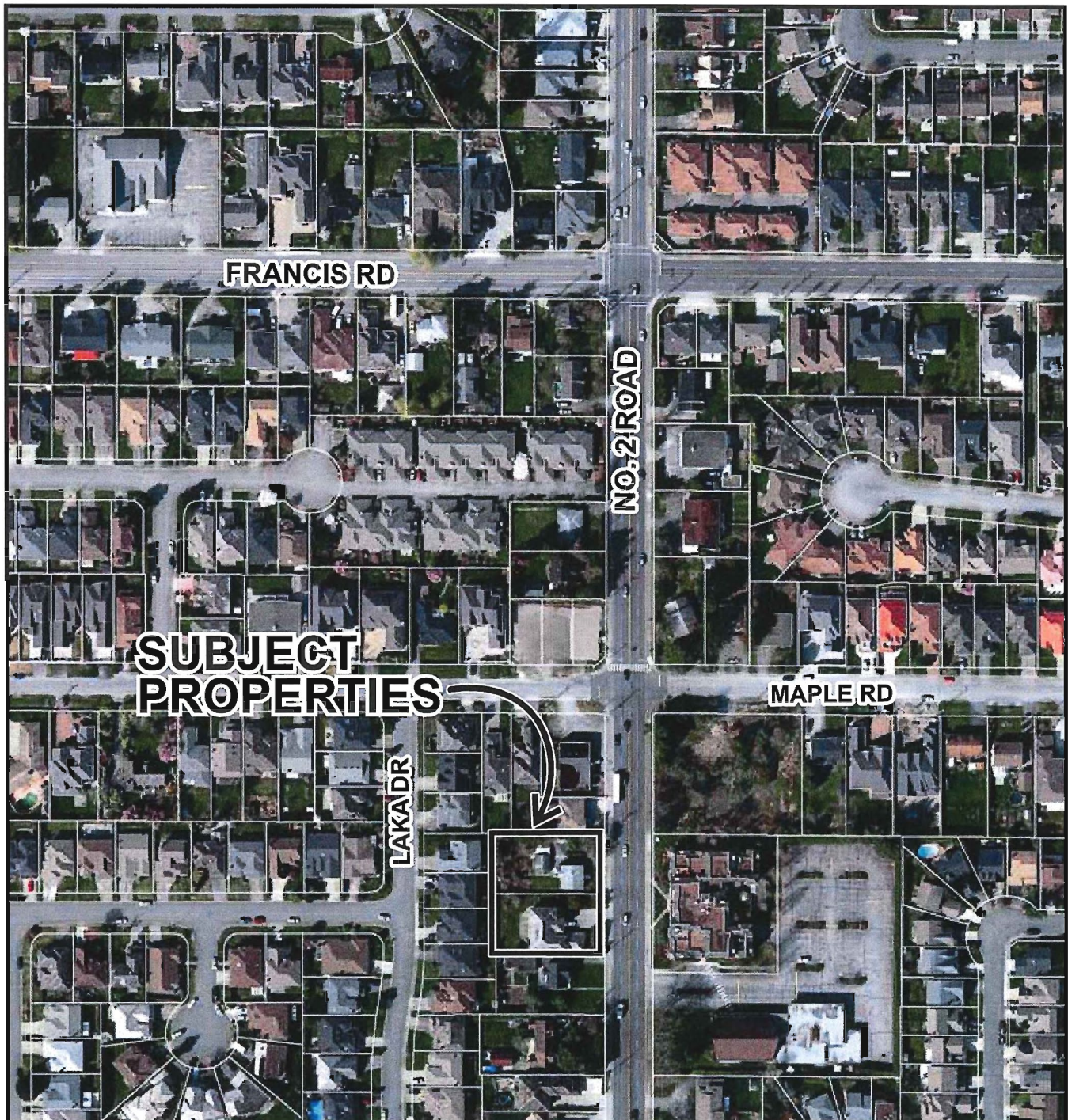
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Revision Date: 04/02/14

Note: Dimensions are in METRES



City of  
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RZ 12-620563

Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES



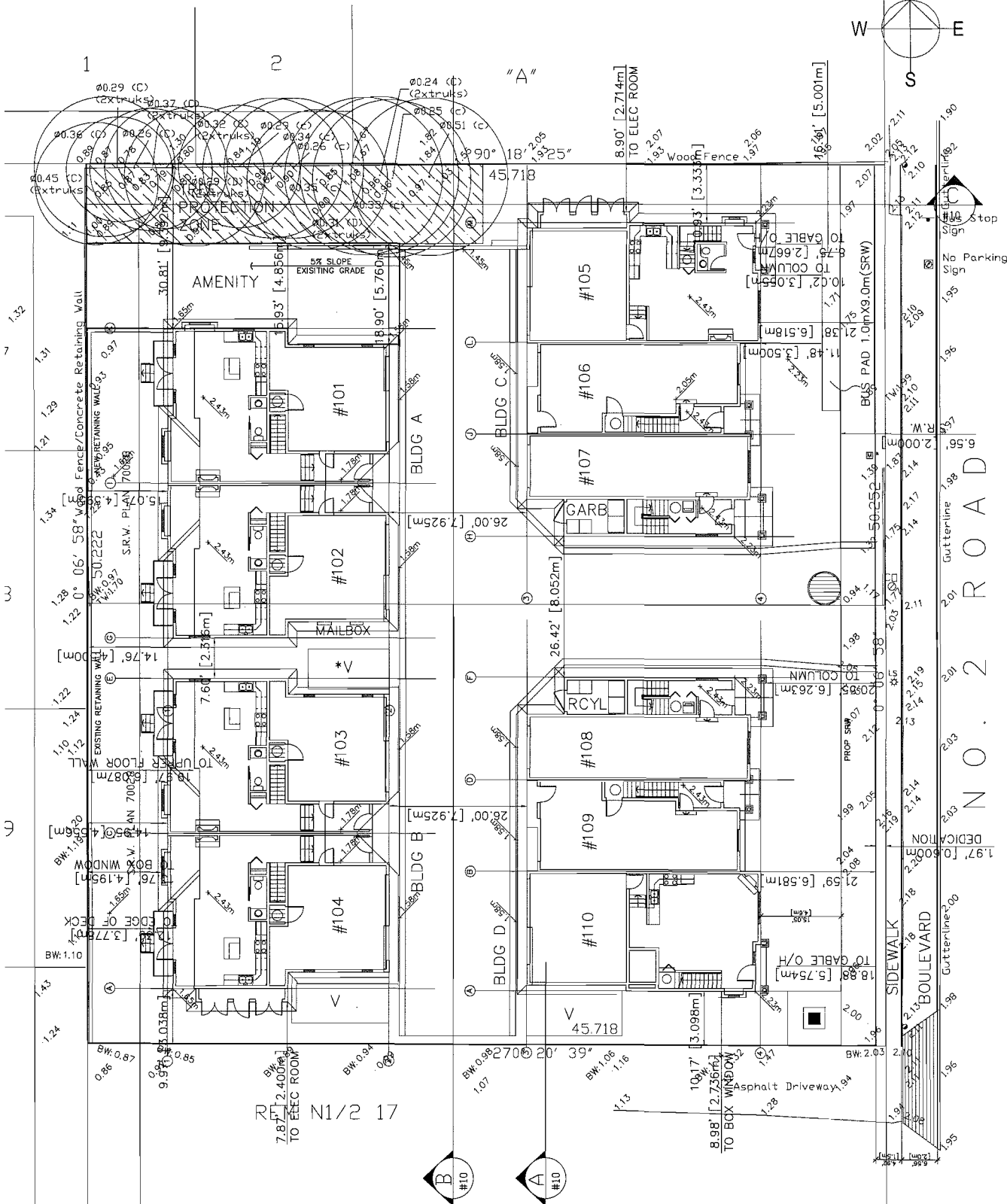
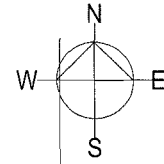
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ARCHITECT INC.

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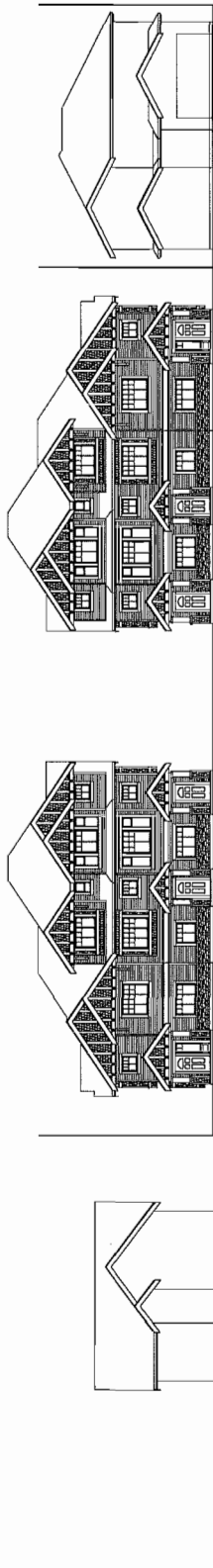
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Project Title: 10-UNIT TOWNHOUSE DEVELOPMENT  
9211-9231 NO.2 ROAD RICHMOND, BC

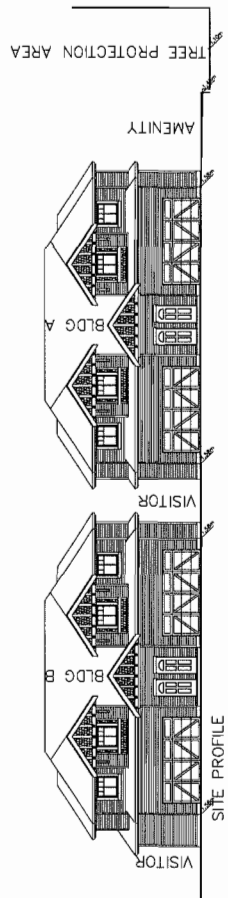
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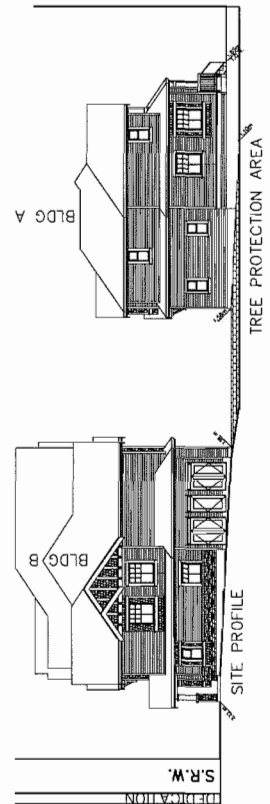
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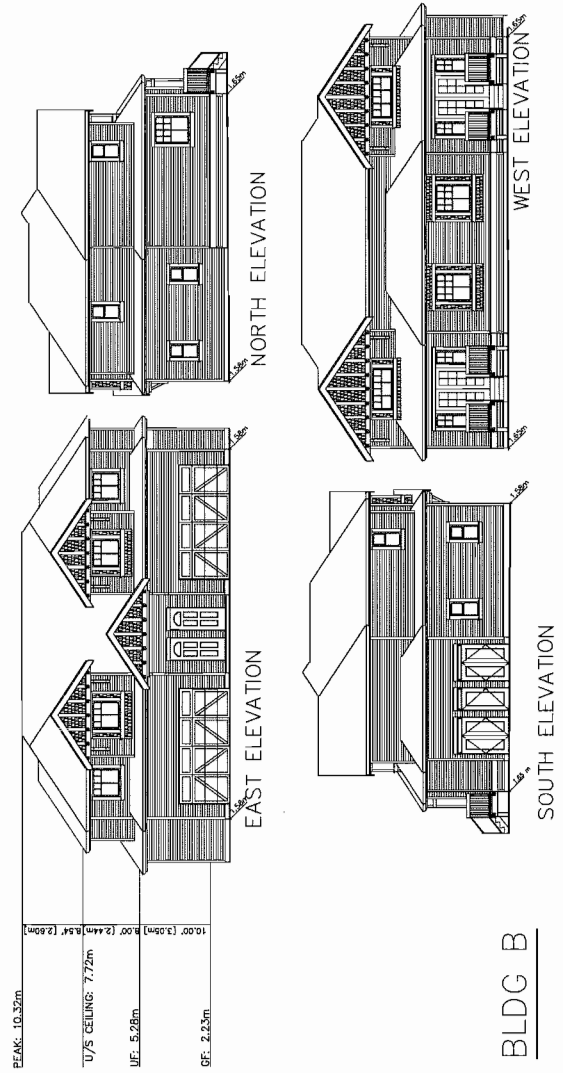
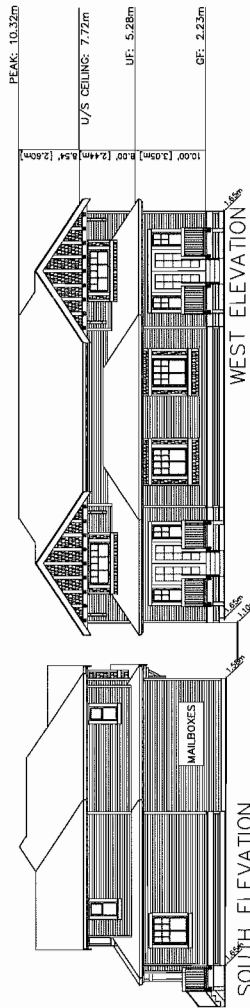
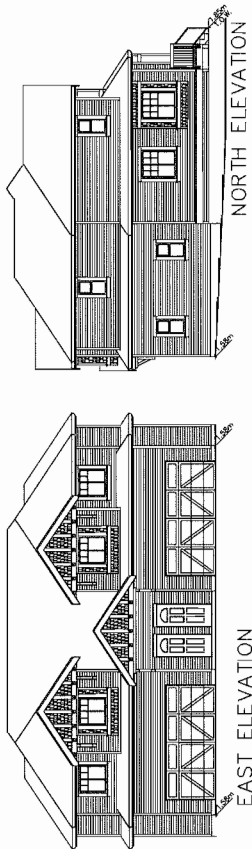


SITE SECTION B



SITE SECTION C

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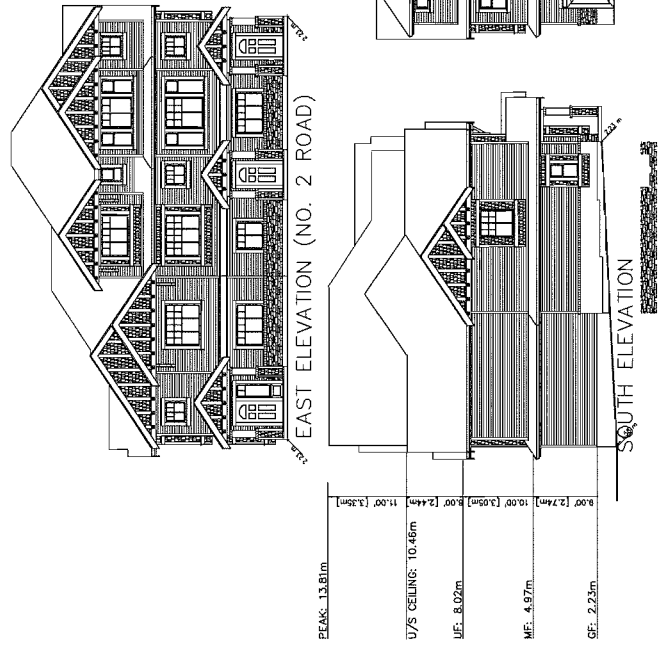
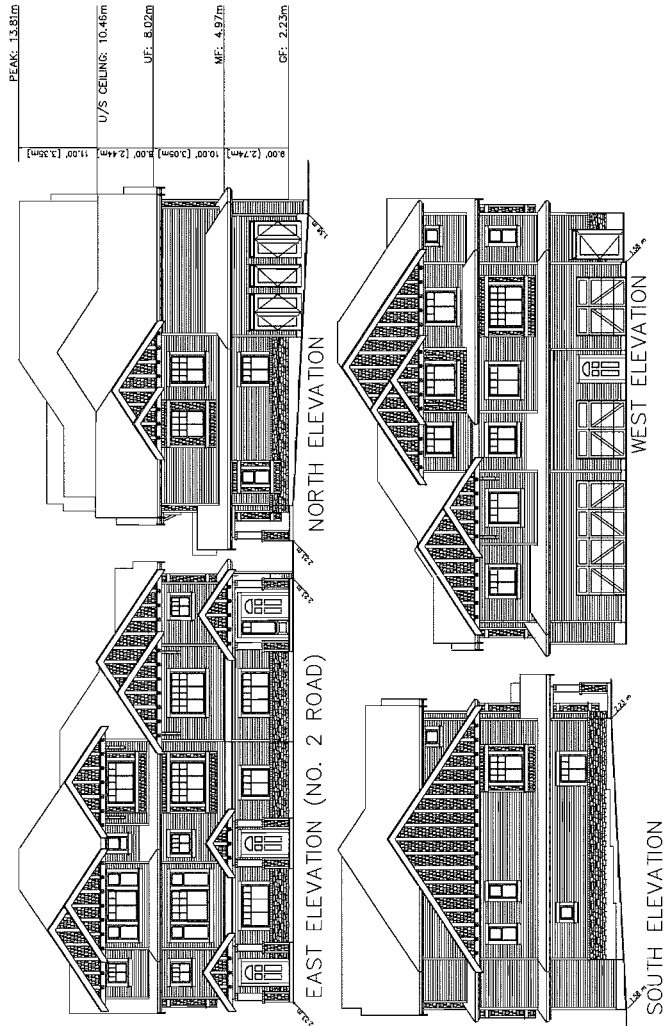
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Project Name: TO-UNIT TOWNHOUSE DEVELOPMENT  
9211-9231  
NO.2 ROAD  
RICHMOND, BC

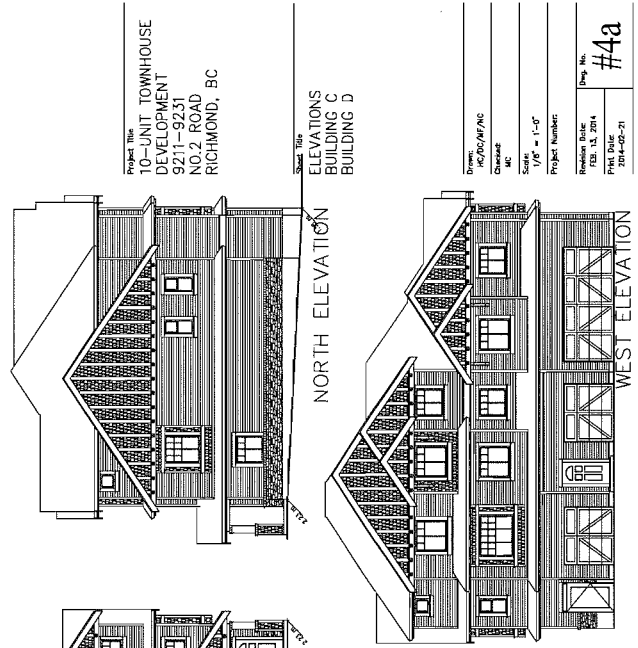
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Consent/Notice

## BLDG C



## BLDG D



Project Name: TO-UNIT TOWNHOUSE DEVELOPMENT  
9211-9231  
NO.2 ROAD  
RICHMOND, BC

Consent/Notice

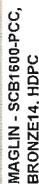
Project Name: TO-UNIT TOWNHOUSE DEVELOPMENT  
9211-9231  
NO.2 ROAD  
RICHMOND, BC

Project Name: TO-UNIT TOWNHOUSE DEVELOPMENT  
9211-9231  
NO.2 ROAD  
RICHMOND, BC

Project No.: 2015/11/26  
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Project No.: 2015/11/26  
Project No.: 2015/11/26



NO.	DATE	REVISION DESCRIPTION	DR.
3	14 AUG 17	RE-DATE PLAN	WALL
2	14 JUL 17	RE-DATE PLAN	WALL
1	14 JUL 17	RE-DATE PLAN	WALL

1501

10 UNIT TOWNHOUSE  
DEVELOPMENT  
92211 / 9231 NO. 2 ROAD  
RICHMOND, B.C.

DRAWING TITLE:  
LANDSCAPE  
PIAN

DATE: 13 NOV 26  
SCALE: 3/32"=1'-0"  
DRAWN: MM  
DESIGN: MM  
CHECK: OF 5

DRAWING NUMBER

11

PROJECT NUMBER:



3A

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2 24 MAR 18	NEW COT TON	DATE
3 24 MAR 19	NEW COT TON	DATE
4 24 MAR 20	NEW COT TON	DATE
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100 24 MAR 16	NEW COT TON	DATE

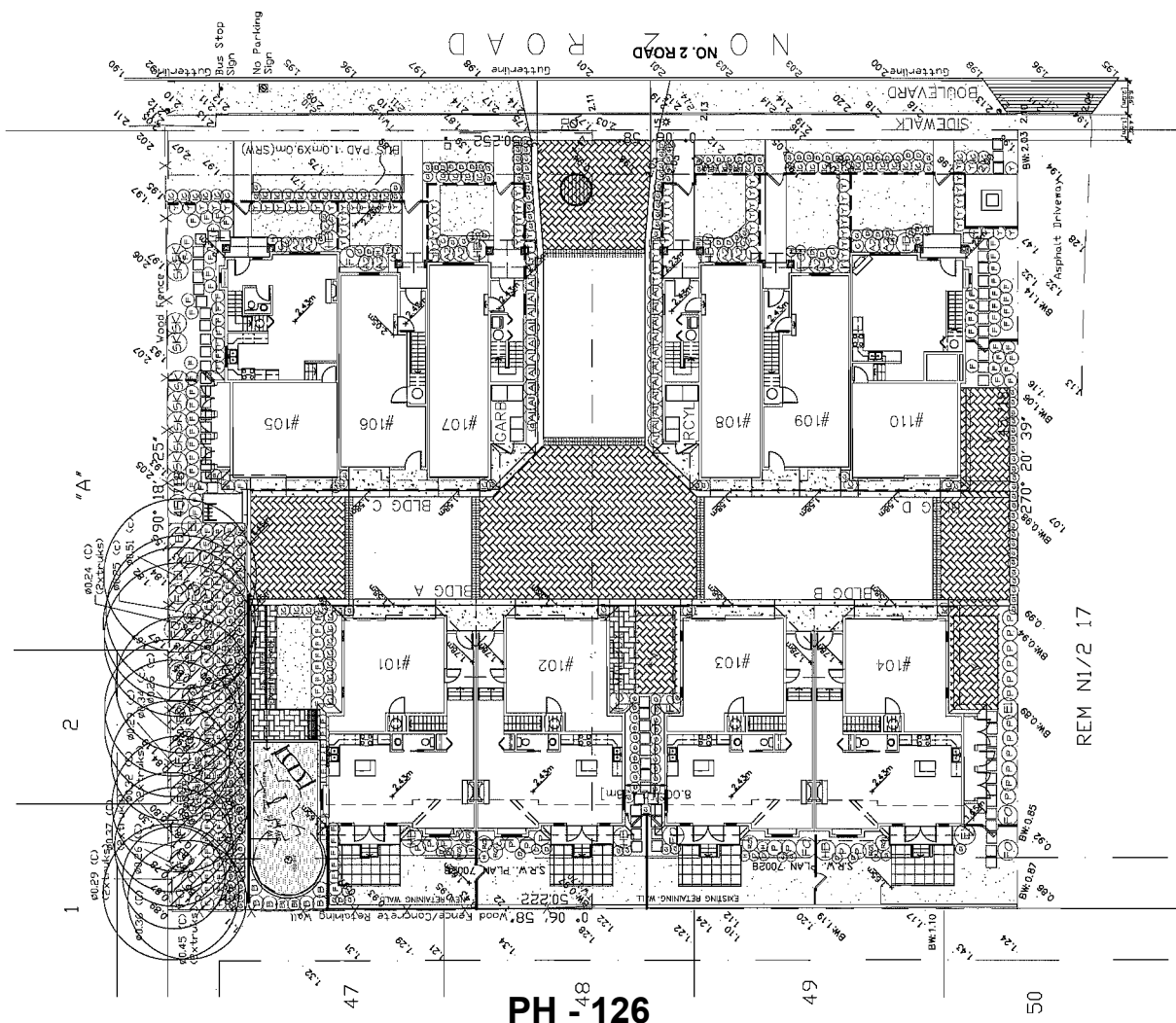
**SHRUB  
PLAN**

DATE: 13 NOV 26  
SCALE: 3/32"=1'-0"  
DRAWN: MIM  
DESIGN: MIM  
CHECKD: OF 5  
DRAWING NUMBER: L2

PMG PROJECT NUMBER:

220-ET

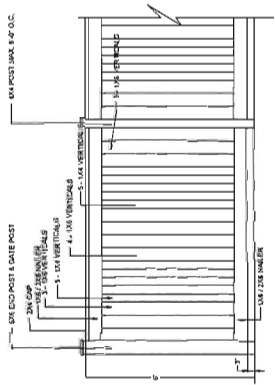
PLANT SCHEDULE			COMMON NAME	PLANTED SIZE / REMAINS
SYMBOL	KEY	SYMBOLICAL NAME		
(A)	1	ALMA JAPONA (WIDE SPREAD)	ROSE ADAM PILET	# POT: 20CM
(B)	2	ALMA JAPONA (WIDE SPREAD)	ADAM PILET	# POT: 20CM
(C)	3	ALMA JAPONA (WIDE SPREAD)	COMPACT WINDING BURNING BUSH	# POT: 20CM
(D)	4	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(E)	5	ALMA JAPONA (WIDE SPREAD)	MONKMAN HONGKONGALACAPAR BLUE	# POT: 20CM
(F)	6	ALMA JAPONA (WIDE SPREAD)	JAPANESE HOLLY	# POT: 20CM
(G)	7	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(H)	8	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(I)	9	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(J)	10	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(K)	11	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(L)	12	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(M)	13	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(N)	14	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(O)	15	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(P)	16	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(Q)	17	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(R)	18	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(S)	19	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(T)	20	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(U)	21	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(V)	22	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(W)	23	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(X)	24	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(Y)	25	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(Z)	26	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AA)	27	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AB)	28	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AC)	29	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
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(AE)	31	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AF)	32	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AG)	33	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AH)	34	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AI)	35	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AJ)	36	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AK)	37	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AL)	38	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(AM)	39	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
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(BO)	67	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
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(BU)	73	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
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(EJ)	140	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
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(FA)	157	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FB)	158	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FC)	159	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FD)	160	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FE)	161	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FF)	162	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FG)	163	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FH)	164	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FI)	165	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FJ)	166	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FK)	167	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FL)	168	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FM)	169	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FN)	170	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FO)	171	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FP)	172	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FQ)	173	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FR)	174	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FS)	175	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FT)	176	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FU)	177	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FV)	178	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FW)	179	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FX)	180	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FY)	181	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(FZ)	182	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GA)	183	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GB)	184	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GC)	185	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GD)	186	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GE)	187	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GF)	188	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GG)	189	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GH)	190	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GI)	191	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GJ)	192	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GK)	193	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GL)	194	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GM)	195	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GN)	196	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GO)	197	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GP)	198	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GQ)	199	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GR)	200	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GS)	201	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GT)	202	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GU)	203	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GV)	204	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GW)	205	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GX)	206	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GY)	207	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(GZ)	208	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(HA)	209	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(HB)	210	ALMA JAPONA (WIDE SPREAD)	ALMA JAPONA (WIDE SPREAD)	# POT: 20CM
(HC)	211	ALMA JAPONA (WIDE		

[illegible]

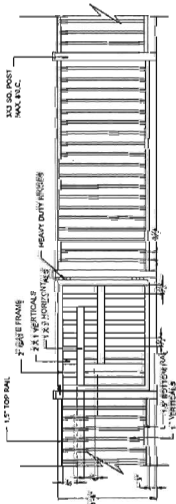
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**pmg**  
LANDSCAPE  
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Burlington, Ontario L7R 4G9  
P: 905.336.4811 | F: 905.336.4022

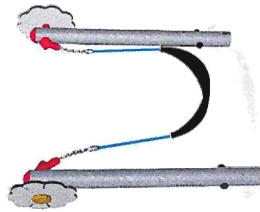
DETAIL



2 6' HT. WOOD FENCE  
U 12' x 12'



1 42\"/>



KOMPAN - SUNFLOWER M95TP



KOMPAN - TODDLER  
SPICA M191P



KOMPAN - PEEKABOO TUNNEL GSP000500

PROJECT:

10 UNIT TOWNHOUSE  
DEVELOPMENT  
9211 / 9231 NO. 2 ROAD  
RICHMOND, B.C.

DETAILS

DATE: 11-JUN-21 DRAWING NUMBER:

SCALE: AS NOTED L3

DRAWN: KJA

DESIGN: KJA

CHECK: OF 5

PMG PROJECT NUMBER: 13-022



**RZ 12-620563**

**Attachment 3**

Address: 9211 and 9231 No. 2 Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): Blundell Road

	Existing	Proposed
<b>Owner:</b>	Kanwardeep Khaira, Rajwant Bhullar, 0965048 B C Ltd	To be determined
<b>Site Size (m<sup>2</sup>):</b>	2296.62 m <sup>2</sup>	2266.59 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	2	10
<b>Other Designations:</b>	Arterial Road Policy – Townhouse Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.5 m	none
Setback – North Side Yard (m):	Min. 3.0 m	3.3 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	50.25 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.3 (V) per unit	none
Off-street Parking Spaces – Total:	22	23	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (20 x Max. 50% = 10)	8	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	0	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 10 units = 60 m <sup>2</sup>	90 m <sup>2</sup>	none

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



Catherine MacDonald Inc.  
3020 202 Street  
Langley, BC  
V2Z 2E2

604.904.0302  
catherine@catlinemacdonald.ca

#### GENERAL NOTES:

COPYRIGHT RESERVED. THIS PLAN AND DESIGN ARE THE PROPERTY OF CATHERINE MACDONALD INC. AND SHALL NOT BE REPRODUCED OR REPRODUCED WITHOUT WRITTEN CONSENT. BASE MATERIAL FROM MATTHEW CHEUNG ARCHITECT INC.

ALL LANDSCAPE WORK TO CONFORM TO THE BC (BCLNA/BCSLA) LANDSCAPE STANDARD (7TH EDITION) AS A MINIMUM.

ALL TREE WORK TO CONFORM TO THE STANDARDS OF THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA).

VERIFY ELEVATIONS AND DIMENSIONS PRIOR TO CONSTRUCTION. REPORT DISCREPANCIES TO ARCHITECT/LANDSCAPE ARCHITECT OR ARBORIST FOR CLARIFICATION.

REFER TO ARBORIST REPORT...  
USE DIMENSIONS. DO NOT SCALE PLAN.

TREE PROTECTION:  
DIMENSION PROTECTION BARRIERS AS SHOWN AND FOLLOW TECHNICAL GUIDELINES AS PER CITY OF RICHMOND. TREE PROTECTION BARRIERS TO BE AT LEAST 1.2M IN HEIGHT AND CONSTRUCTED OF EITHER SNOW FENCING SECURELY FASTENED TO METAL OR WOOD STAKES SPACED NO FURTHER THAN 1M. APART OR PLYWOOD NAILLED TO WOODEN STAKES. OR OTHER FORM OF BARRIER SATISFACTORY TO THE CITY STAFF.

DO NOT REMOVE TREES WITHOUT CITY PERMIT.

CONSULT PROJECT ARBORIST FOR ANY CLARIFICATION.

✗ DENOTES TREE TO BE REMOVED WITH PERMIT.

└─┘ DENOTES TREE PROTECTION FENCING.

10 PROPOSED  
TOWNHOMES  
9211 & 9231  
No. 2 RD.  
RICHMOND, BC



BAR SCALE

0 1 2 3 4 5  
10m  
SCALE 1/16" = 1' - 0"  
FULL SIZE SHEET: 18" x 24"

DRAWN: CM

DATE: 20 JANUARY 2014

SHEET NO: 1 OF 1

DRAWING TITLE:

TREE  
PROTECTION  
PLAN

TREE PROTECTION ZONE

25m

TREE PROTECTION ZONE

4.5m

NO. 2 ROAD

ATTACHMENT 4

## TREE INVENTORY SUMMARY 9211 &amp; 9231 No 2 Road, Richmond

TREE #	TRUNK DIA. (in metres from Survey)	CROWN RADIUS (measured off Survey for retained trees)	SPECIES (by Arborist)	SUMMARY FINDINGS	CONDITION RATING	REPLACE (site trees only, shrubs & hedges not included)	
137	0.27		Plum	poor lower trunk & branch distribution, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
138	0.31	6.96m	Douglas Fir	pruned back from existing house, some stubs, close to demolition zone, less than 2m away from excavation area	good	4m CONIFER	PINUS F.V.P.
139	0.37		Pear	at maturity, poorly maintained, in overgrown area, low vigour, pear trellis rust throughout, extensive leaf drop	poor	8cm DECID	FAGUS S.D.P.
140	0.49		Cherry	at maturity, poorly maintained, in overgrown area, very poor form for species, wilting due to lack of moisture, stressed	poor	9cm DECID	
no tag	.55 2 trunks		Holly	topped, pruned back north side etc., no real tree left	very poor	5.5m CONIFER	PSEUDOTSUGA M.
141	0.22		Holly	extensively pruned back (poorly) on north side, poor species for retention	poor	3.5m CONIFER	PICEA O.B.P.
142	.52 multistem		Cherry	codominant with Cedars, poorly sited, poor form, north side pruned back poorly for clearance	fair	10cm DECID	
143	0.51	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
144	0.25	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
145	.24 2 trunks	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
147	.31 2 trunks		Apple	leaning (to light), splits, poor connections, poor branch attachments	poor	8cm DECID	FAGUS S.D.P.
148	0.33	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
149	not on Survey	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
150	0.26	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
151	0.34	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
152	0.20		Apple	nearing maturity, poor form, poorly maintained	fair	6cm DECID	CERCIS C.F.P.
153	0.32 2 trunks	6 - 9 m	Cedar	never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
154	.29 2 trunks		Cherry	very poor form, included trunks, poorly maintained, should be removed to benefit Cedars	poor	8cm DECID	
155	.32 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
156	.37 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
157	0.26	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health or structural issues	fair-good	RETAIN	
158	.29 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
159	0.36	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health or structural issues	fair-good	RETAIN	
160	.45 2 trunks		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	5m CONIFER	PINUS N.S.G.
161	.34 2 trunks		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	4m CONIFER	PINUS F.V.P.
162	.30 2 trunks		Apple	very poor form, in decline, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
163	0.34		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	4m CONIFER	PINUS F.V.P.
164	0.42		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	5m CONIFER	PINUS N.S.G.
165	.29 2 trunks		Apple	poor form, in decline, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
166	.54 4 trunks		Cherry	dead.	dead	10cm DECID	
167	.45 multistem		Fig	poorly maintained fruit tree, not worth keeping	fair	9cm DECID	
168	0.21		Apple	poorly maintained fruit tree, not worth keeping	poor	6cm DECID	CERCIS C.F.P.



## Rezoning Considerations

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

**Address:** 9211 and 9231 No. 2 Road

**File No.:** RZ 12-620563

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Dedicate approximately 0.6m (exact dimension to be confirmed via Owners BCLS and as per the Servicing Agreement design) across the entire consolidated frontage. (It is presently approximately 2.9 m from the back of curb to the property line.)
3. The granting of a 2.0 wide statutory public-rights-of-passage right-of-way along the entire east property line (No. 2 Road frontage) for future road widening.
4. Registration of a 1.0 m by 9.0 m Right-Of-Way along No. 2 Road, beyond the required 2.0 wide statutory public rights-of-passage right-of-way along the entire east property line, for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.
5. Registration of a statutory public-rights-of-passage right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future residential developments to the north and south. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within this SRW.
6. Registration of a cross-access easement agreement over the outdoor amenity space and garbage/recycling facility (design as per Development Permit for 9211 and 9231 No. 2 Road), in favour of the future residential development at 9191 No. 2 Road, allowing access to/from the outdoor amenity space and garbage/recycling facility at the development site.
7. Registration of a flood indemnity covenant on Title.
8. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking areas into habitable space.
9. City acceptance of the developer's offer to voluntarily contribute \$6,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
10. City acceptance of the developer's offer to voluntarily contribute \$25,000 toward the installation of one bus shelter.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$29,277.80) to the City's affordable housing fund.
12. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$11,271.95) to the City's Public Art fund.
13. Contribution of \$1,000 per dwelling unit (e.g. \$10,000) in-lieu of on-site indoor amenity space.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

15. Enter into a Servicing Agreement\* for the design and construction of frontage beautification & pedestrian enhancement works. Works include, but may not be limited to, removing the existing sidewalk, pouring a new bus pad and a 1.5 m concrete sidewalk at the new property line, and creating a 2.0 m grass and treed boulevard in the area left between the curb and the new sidewalk. Street tree species to be determined.

NOTE:

- There are hydro poles between the back of the current sidewalk and the property line, more or less at the future north and south edges of this development site. These poles must be either designed around with the new sidewalk or relocated into the new boulevard at the Owners sole cost.
- Storm: A site analysis will be required on the servicing agreement drawings (for site connection only). The development site is to connect to the existing box culvert along the east side of No. 2 Road and the existing tie-in location at the box culvert is to be utilized.
- The inspection chamber lead servicing 9191 No. 2 Road, located along the frontage 9211 No. 2 Road, is to be re-connected to the development site connection. If the existing inspection chamber and lead servicing 9191 No. 2 Road encroaches onto the development site, it must be re-located and re-connected by the developer.
- Sanitary: A site analysis will be required on the servicing agreement drawings (for site connection only). The development site is to connect to existing manhole SMH3302, located in the northeast corner of 9260 Laka Drive.
- Water: Once the building design is confirmed at the Building Permit stage, fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey must be submitted to confirm that there is adequate available flow.
- The site is to connect to the existing 200mm diameter watermain located approximately 12 m east of the east property line of the development site; there is an existing 750mm diameter located along the west side of No. 2 Road, which will need to be crossed.

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

1. The submission and processing of the required Servicing Agreement\* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near and 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.

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

1. Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$33,000 in total) to ensure the replacement planting will be provided.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.

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

**Note:**

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

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

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

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

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9132 (RZ 12-620563)  
9211 and 9231 No. 2 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 **"LOW DENSITY TOWNHOUSES (RTL4)"**.

P.I.D. 003-493-296

North Half Lot 18 Except: Part Subdivided by Plan 60236; Block "B" Section 25 Block 4  
North Range 7 West New Westminster District Plan 1353

P.I.D. 012-182-109

South Half Lot 18 Except: Part Subdivided by Plan 60236, Block "B" Section 25 Block 4  
North Range 7 West New Westminster District Plan 1353

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9132"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APR 14 2014

CITY OF RICHMOND
APPROVED by <i>PK</i>
APPROVED by Director or Solicitor <i>ul</i>

\_\_\_\_\_  
MAYOR

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



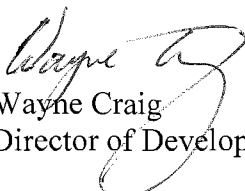
# City of Richmond

## Report to Committee Planning and Development Department

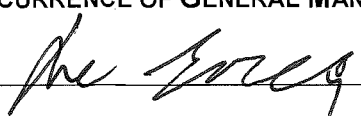
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** March 24, 2014  
**File:** RZ 13-650094  
**Re:** Application by Kulwant K. Bhullar for Rezoning at 11440 and  
11460 Seabrook Crescent from Two-Unit Dwellings (RD1) to Single Detached  
(RS2/C)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9133, for the rezoning of 11440 and 11460 Seabrook Crescent from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/C)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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

## Staff Report

### Origin

Kulwant K. Bhullar has applied to the City of Richmond for permission to rezone the property at 11440 and 11460 Seabrook Crescent from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/C)”, to permit the property to be subdivided to create two (2) lots (**Attachment 1**). There is currently a duplex on the property, which will be demolished. A preliminary subdivision plan associated with this development proposal is included in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north and west, immediately across Seabrook Crescent, are dwellings on large lots zoned “Single Detached (RS1/E)”.
- To the east and south, are dwellings on large lots zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### 2041 OCP Designation

There is no Area Plan for this neighbourhood. The 2041 OCP land use designation for the subject site is “Neighbourhood Residential”. The proposed rezoning and subdivision is redevelopment is consistent with this designation.

#### Lot Size Policy 5434

The subject property is located within the area governed by Lot Size Policy 5434, adopted by City Council in 1990, and amended in 1991 and 2006 (**Attachment 4**). The Lot Size Policy permits properties on specific sections of Williams Road, No. 5 Road, and Steveston Highway to rezone and subdivide to compact lots, and permits the majority of lots within the Policy area to subdivide in accordance with the “Single Detached (RS1/E)” zone.

The subject site contains duplex. The zoning amendment provisions of Richmond Zoning Bylaw 8500 indicate that the Lot Size Policy does not apply to a rezoning application on a site that contains a duplex and that is intended to be subdivided into no more than two (2) lots.

This redevelopment proposal would result in a subdivision to create two (2) lots; each approximately 18 m wide and between 435 m<sup>2</sup> to 453 m<sup>2</sup> in area.

Potential exists for other large-sized lots in the area that contain a duplex to redevelop in a similar manner.

### Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite in the dwelling on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of the legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings to be constructed (i.e., \$5,257).

### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

### **Staff Comments**

#### Background

The subject property is located on the east side of Seabrook Crescent, between Seabay Road and Williams Road. This proposal is to rezone the subject property to enable the creation of two (2) medium-sized lots from an existing large lot containing a duplex, with the resulting lots being similar in width to other lots in the immediate surrounding area.

#### Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The Survey and Report identify one (1) bylaw-sized Plum tree on the subject property. The report identifies tree species, assesses the condition of the tree, and provides recommendations on tree retention and removal relative to the development proposal. The proposed Tree Retention Plan is shown in **Attachment 5**.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations to remove the bylaw-sized Plum tree (Tree # 1) on the subject property due to very poor condition, extensive decay, and signs of failure.

Consistent with Council policies, the applicant has agreed to plant and maintain two (2) trees on each of the proposed lots, for a total of four (4) trees (minimum 6 cm deciduous caliper or 3 m high conifer). Suitable native and non-native tree species for planting on the proposed lots include Cornelian Cherry (*Cornus mas*), Weeping Nootka Cypress (*Chamaecyparis nootkatensis pendula*), Pacific Dogwood (*Cornus nuttalli*), and Paper Birch (*Betula papyrifera*), as recommended by the project arborist and the City's Tree Protection division staff.

To ensure that two (2) trees are planted and maintained on the proposed south lot, the applicant is required to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Further information on the landscaping security for the (2) trees to be planted and maintained on the proposed corner lot (north lot) is described below.

#### Preliminary Architectural Elevation Plans & Landscape Plan

To illustrate how the future corner lot interface will be treated, the applicants have submitted preliminary architectural plans of the proposed building elevations (**Attachment 6**). Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that the building design for the proposed corner lot is generally consistent with the attached architectural elevation plans. Future Building Permit plans must comply with all City regulations, and staff will ensure that the plans are generally consistent with the registered legal agreement for building design.

To ensure that two (2) trees proposed by the applicant are planted, and that the front and exterior side yards of the proposed corner lot are enhanced, the applicant must submit the following prior to final adoption of the rezoning bylaw:

- A Landscape Plan and cost estimate, prepared by a registered Landscape Architect, to the satisfaction of the Director of Development.
- A Landscaping Security in the amount of 100% of the cost estimate (including trees, fencing, paving surfaces, and installation costs).

The Landscape Plan must address the following items:

- Include the two (2) trees proposed by the applicant.
- All front yard and exterior side yard areas must be planted with a variety of suitable native and non-native species and a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability (note: continuous hedges are not permitted in the front yard or exterior side yard).
- If individual shrubs are proposed in the front and exterior side yards, they must be of a low height that will not exceed 1.2 m at maturity, and must be located behind any fencing that is proposed.
- If fencing is proposed in the front and exterior side yards, it must be limited to a maximum height of 1.2 m (4 ft.), must be picket, wicket or post-rail rather than solid panel, and should be setback from the front and exterior lot lines if possible. If fencing is proposed, it should incorporate flower beds, flowering shrubs and other low-lying landscaping to provide improved articulation.

Existing Covenants

There is an existing covenant registered on title of the subject lot, which restricts the use of the property to a duplex (i.e., BE036856), which must be discharged from title by the applicant prior to final adoption of the rezoning bylaw.

Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on title. The minimum flood construction level is a minimum of 0.3 m above the highest elevation of the crown of Seabrook Crescent.

Existing Utility Right-of-Way

There is an existing 3 m wide utility right-of-way (ROW) registered on Title that runs east-west along the south property line of the subject property. The applicant has been advised that no encroachment into the ROW is permitted. This includes no building construction, planting of trees, placement of fill and non-cast-in-place retaining walls above 0.9 m in height.

Site Servicing & Vehicle Access

There are no servicing concerns with the proposed rezoning.

Vehicle access to the proposed south lot is to be from Seabrook Crescent to the west. Vehicle access to the proposed corner lot (north lot) must be located to comply with the Residential Lot (Vehicular) Access Regulation Bylaw No. 7222 (i.e. 12 m to 15 m from the curb at the corner).

Subdivision and Building Permit Stage

At subdivision stage, the applicant is required to pay servicing costs and pre-payment of the current year's property taxes.

At Building Permit stage, the applicant will be required to complete the following service connection works:

- Construct a sanitary sewer connection complete with an inspection chamber within the City boulevard along the west side of the subject site, from the common property line of the proposed lots to the south property line, and connect to the existing sanitary sewer.

**Analysis**

The subject site is located in an established residential area consisting mainly of single detached housing.

This development proposal is consistent with the zoning amendment provisions of Richmond Zoning Bylaw 8500, which permit a rezoning application on a site that contains a duplex and that is intended to be subdivided into no more than two (2) lots.

Potential exists for other large-sized lots in the area that contain a duplex to redevelop in a similar manner.

### **Financial Impact**

None.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot containing a duplex into two (2) medium-sized lots complies with applicable policies and land use designations contained within the OCP, and with Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in **Attachment 7**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application. It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9133 be introduced and given first reading.



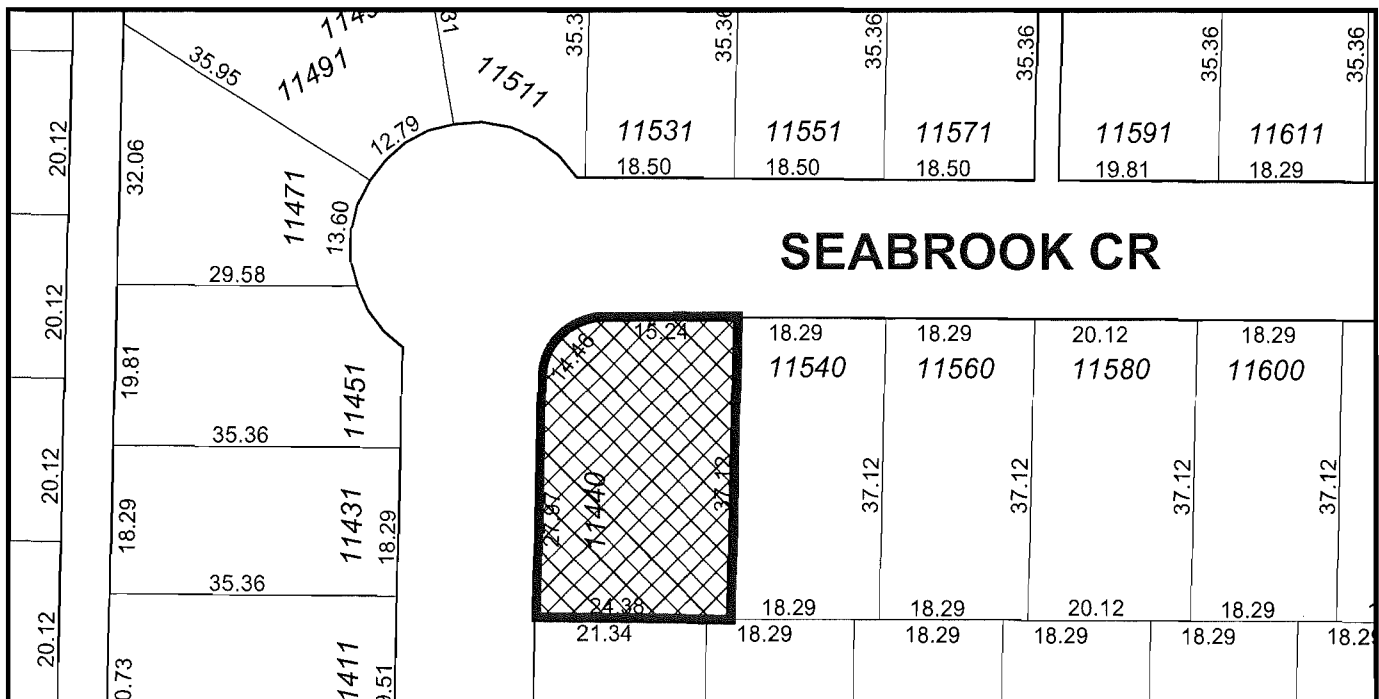
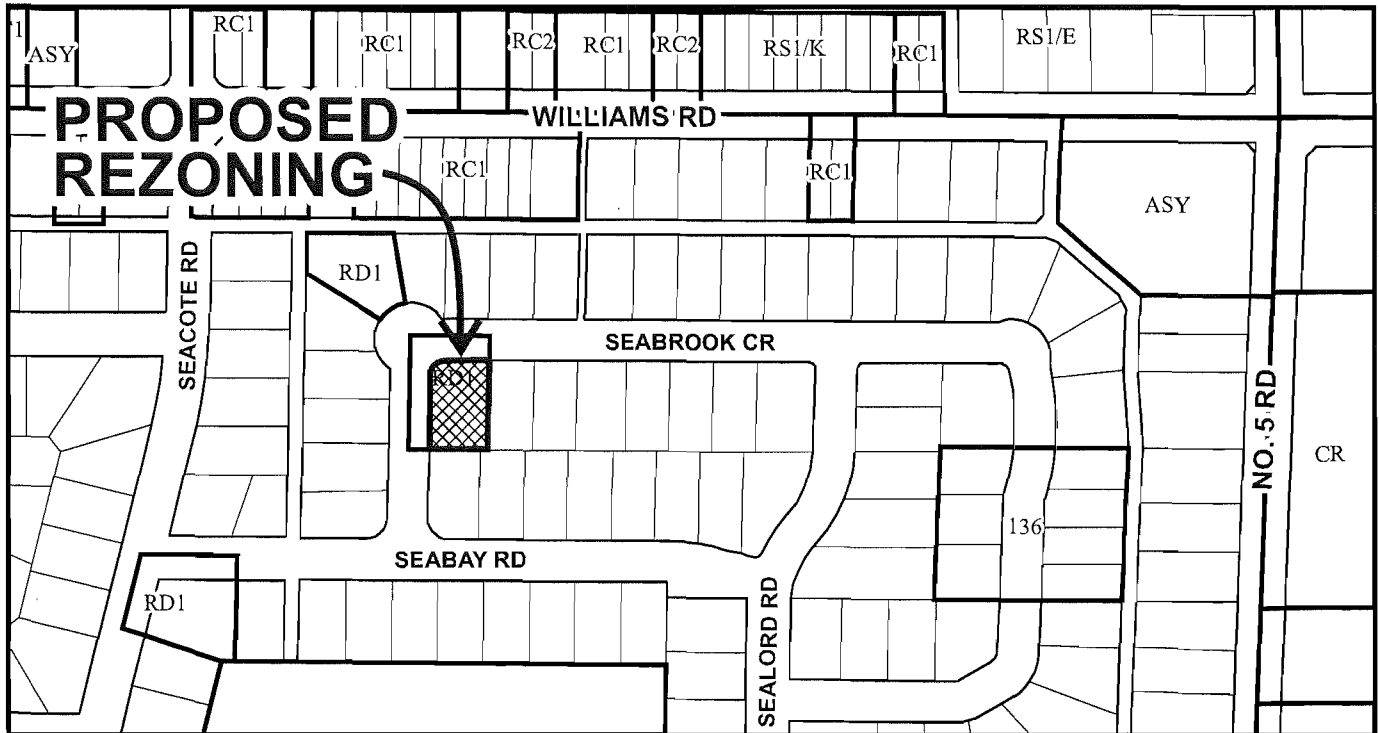
Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5434
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Preliminary Architectural Elevation Plans
- Attachment 7: Rezoning Considerations Concurrence



# City of Richmond



## RZ 13-650094

PH - 142

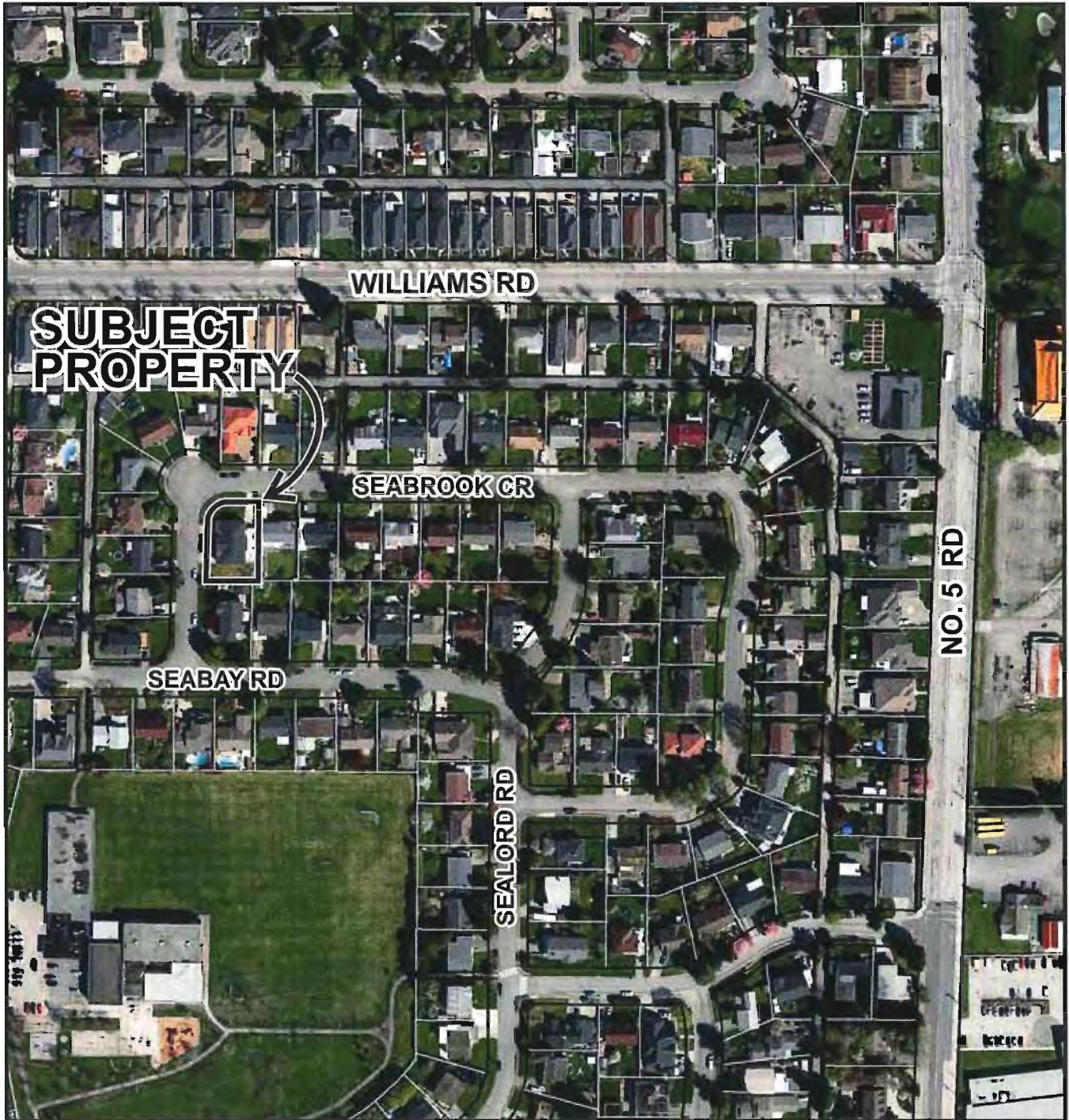
Original Date: 03/24/14

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 13-650094

Original Date: 03/24/14

Revision Date:

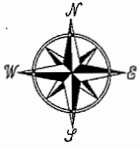
Note: Dimensions are in METRES

PH - 143

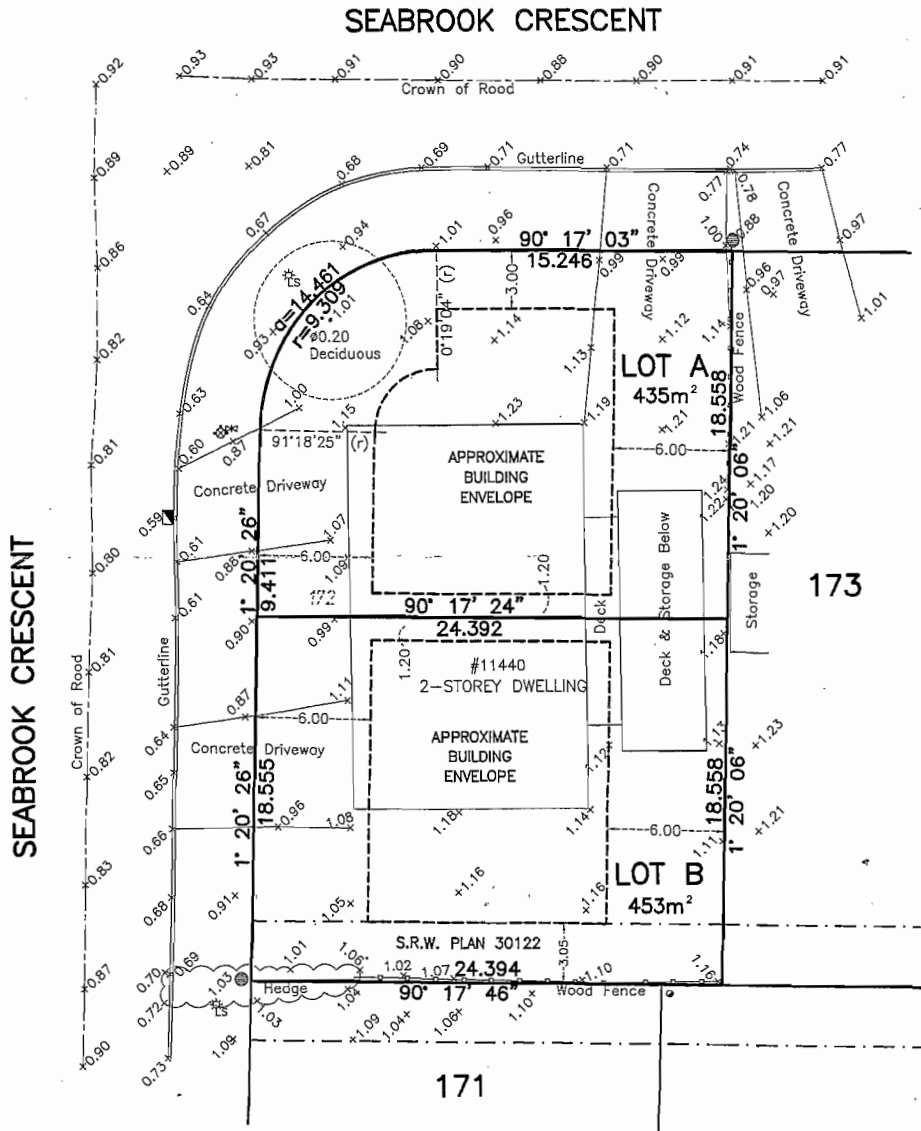
# TOPOGRAPHIC SURVEY OF LOT 172 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 30121

#11440 SEABROOK CRESCENT,  
RICHMOND, B.C.  
P.I.D 002-524-503

SCALE: 1:250



0 5 10 20  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5305  
FB-236 P48  
Drawn By: TH

## LEGEND:

- denotes power pole
- ⊙ denotes round catch basin
- denotes catch basin
- ⋈ denotes water valve
- ⬠ denotes fire hydrant
- LS denotes lamp standard

## NOTE:

Elevations shown are based on City  
of Richmond HPN Benchmark network.  
Benchmark: HPN #191,  
Control Monument 02H2453  
Located at S edge traffic island  
© Riverside PH 144  
Elevation = 1.664 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

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



**RZ 13-650094**

**Attachment 3**

Address: 11440/11460 Seabrook Crescent

Applicant: Kulwant K. Bhullar

Planning Area(s): Shellmont

	Existing	Proposed
<b>Owner:</b>	Kulwant Kaur Bhullar	To be determined
<b>Site Size (m<sup>2</sup>):</b>	888 m <sup>2</sup> (9,558 ft <sup>2</sup> )	Proposed north lot – 435 m <sup>2</sup> (4,682 ft <sup>2</sup> ) Proposed south lot – 453 m <sup>2</sup> (4,876 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) two-unit dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Zoning:</b>	"Two-Unit Dwellings (RD1)"	"Single Detached (RS2/C)"

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	435 m <sup>2</sup> to 453 m <sup>2</sup>	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3 m	Min. 3 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990  
 Amended by Council: November 18, 1991  
 Amended by Council: October 16, 2006

**POLICY 5434**

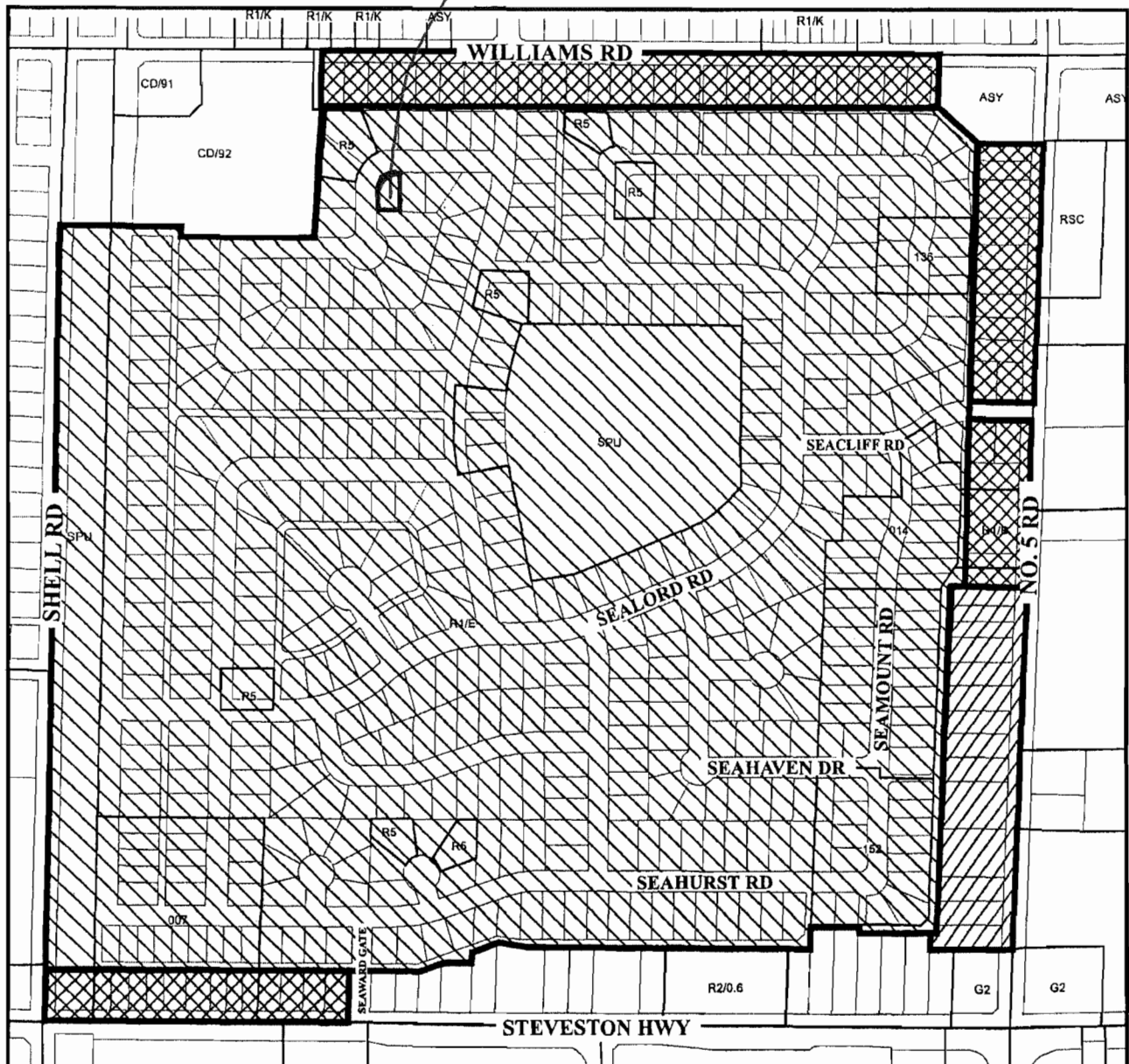
File Ref:

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6****POLICY 5434:**

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
  - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
  - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT SITE



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**  
(access to lane only) (No Multiple-family residential development  
is permitted.



Subdivision permitted as per **R1/B**



## Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991  
10/16/2006

**TOPOGRAPHIC SURVEY OF LOT 172 SECTION 36 BLOCK 4 NORTH  
RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 30121**

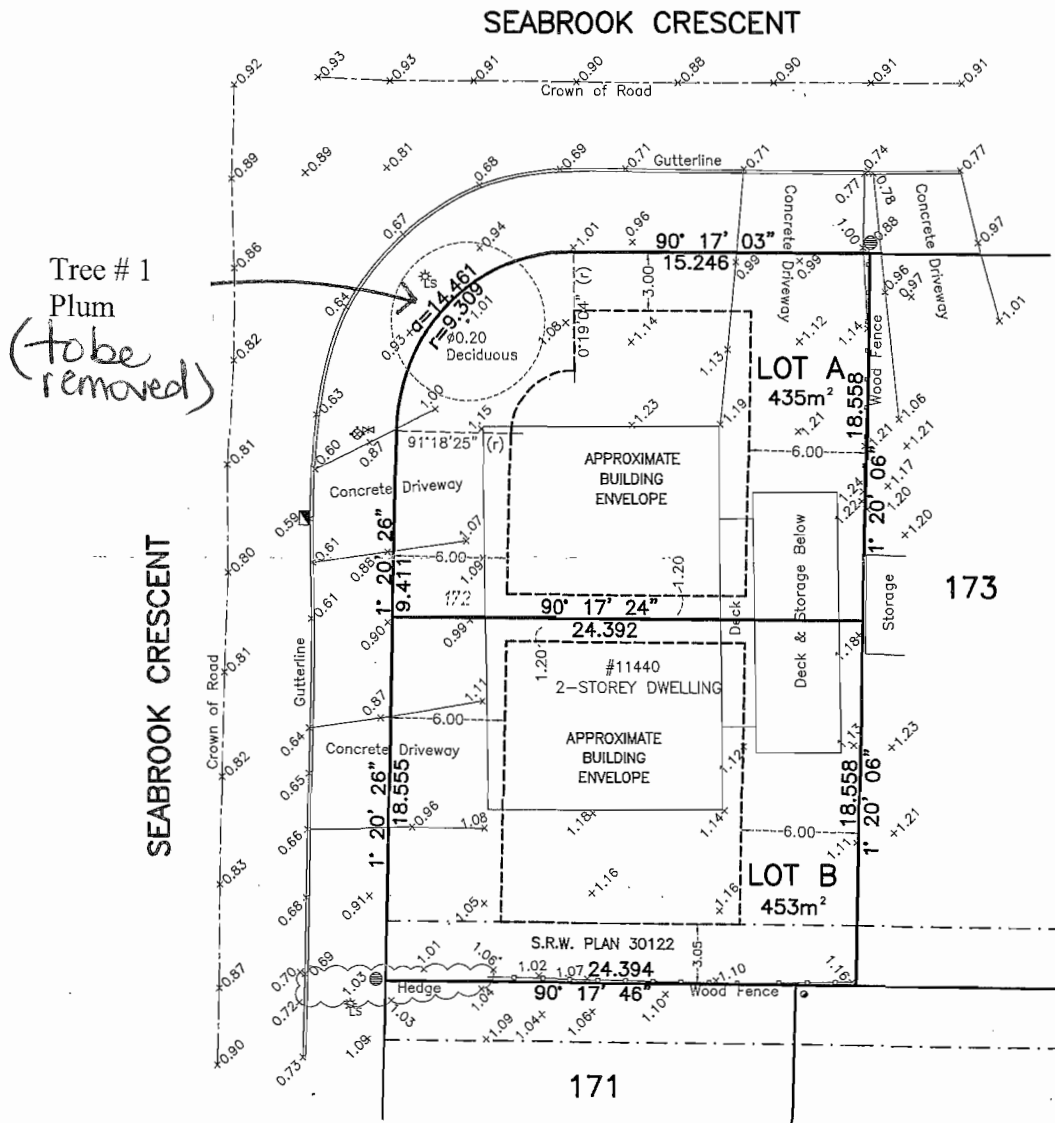
#11440 SEABROOK CRESCENT,  
RICHMOND, B.C.  
P.I.D. 002-524-503



SCALE: 1:250

0 5 10 20  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

Proposed  
Tree Retention  
Plan



**Suitable Replacement Trees**

- Cornelian Cherry (*Cornus mas*)
- Weeping Nootka Cypress (*Chamaecyparis nootkatensis pendula*)
- Pacific Dogwood (*Cornus nuttalli*)
- Paper Birch (*Betula papyrifera*)

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Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
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Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5305  
FB-236 P48  
Drawn By: TH

**LEGEND:**

- denotes power pole
- ⊙ denotes round catch basin
- denotes catch basin
- ⊕ denotes water valve
- ⊗ denotes fire hydrant
- LS denotes lamp standard

**NOTE:**

Elevations shown are based on City  
of Richmond HPN Benchmark network.  
Benchmark: HPN #191,  
Control Monument 02H2453  
Located at S edge traffic island  
⊙ Riverside Dr & Featherstone Way  
Elevation = 1.64 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*[Signature]*  
JOHNSON C. TAM, B.C.L.S.  
SEPTEMBER 27th, 2013

DWG No. 5305-TOPO

PH 148

NTS

Preliminary  
Elevation Plans  
- Corner lot -



WEST ELEVATION

Note: all plans  
at Building Permit  
stage must comply  
with City Regulations



NORTH ELEVATION



## Rezoning Considerations

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

**Address:** 11440/11460 Seabrook Crescent

**File No.:** RZ 13-650094

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9133, the applicant is required to complete the following:**

1. 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.
2. Submission of a Landscape Plan for the proposed corner lot prepared by a Registered Landscape Architect (to the satisfaction of the Director of Development), along with a Landscape Security based on 100% of the cost estimate prepared by the Registered Landscape Architect (including trees, any fencing, paving surfaces, and installation costs). The Landscape Plan must address the following items:
  - Include two (2) trees proposed by the applicant (minimum 6 cm calliper or 3.5 m high conifer);
  - All front yard and exterior side yard areas must be planted with a variety of suitable native and non-native species and a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability. Suitable trees include Cornelian Cherry (*Cornus mas*), Weeping Nootka Cypress (*Chamaecyparis nootkatensis pendula*), Pacific Dogwood (*Cornus nuttalli*), and Paper Birch (*Betula papyrifera*). (Note: continuous hedges are not permitted in the front and exterior side yards)
  - If individual shrubs are proposed in the front and exterior side yards, they must be of a low height that will not exceed 1.2 m at maturity, and must be located behind any fencing that is proposed.
  - If fencing is proposed in the front and exterior side yards, it must be limited to a maximum height of 1.2 m (4 ft.), must be picket, wicket or post-rail rather than solid panel, and should be setback from the front and exterior lot lines if possible. If fencing is proposed, it should incorporate flower beds, flowering shrubs and other low-lying landscaping to provide improved articulation.
3. Submission of a Landscaping Security in the amount of \$1,000 (\$500/tree) to ensure that two (2) trees are planted and maintained on the proposed south lot (minimum 6 cm calliper or 3.5 m high conifer).
4. Discharge of the existing covenant registered on title of the subject lot, which restricts the use of the property to a duplex (i.e., BE036856).
5. Registration of a flood indemnity covenant on title of the subject lot.
6. Registration of a legal agreement on title to ensure that the building design for the proposed corner lot at future development stage is generally consistent with the preliminary architectural plans of the proposed building elevations included as **Attachment 6** to this report.
7. Registration of a legal agreement on title of the subject lot to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,257) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Subdivision\* and Building Permit\* stage, the applicant must complete the following:**

- Payment of servicing costs and pre-payment of the current year's property taxes;
- Construction of a sanitary sewer connection complete with an inspection chamber within the City boulevard along the west side of the subject site, from the common property line of the proposed lots to the south property line, and connect to the existing sanitary sewer.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

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

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9133 (RZ 13-650094)  
11440/11460 Seabrook Crescent**

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/C)"**.

P.I.D. 002-524-503

Lot 172 Section 36 Block 4 North Range 6 West New Westminster District Plan 30121

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9133"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 28 2014



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** April 10, 2014


**From:** Wayne Craig  
Director of Development

**File:** RZ 12-610011

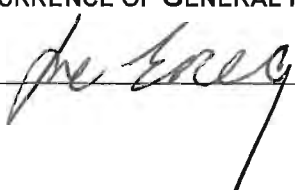
**Re:** Application by Pinnacle International (Richmond) Plaza Inc. for Rezoning at 3200, 3220, 3240, 3300, and 3320 No. 3 Road and 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, and 3371 Sexsmith Road from "Single Detached (RS1/F)" to "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and "School & Institutional Use (SI)"

### Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9135, to amend the Richmond Zoning Bylaw 8500 to create "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and for the rezoning of 3200, 3220, 3240, 3300, and 3320 No. 3 Road and 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, and 3371 Sexsmith Road from "Single Detached (RS1/F)" to "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and "School & Institutional Use (SI)", be introduced and given first reading.
2. That the Conceptual Parks Plan for the Neighbourhood Park, as described in the report, dated April 10, 2014, from the Director of Development, be approved.

  
Wayne Craig  
Director of Development

WC:spc  
Att.

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

## Staff Report

### Origin

Pinnacle International (Richmond) Plaza Inc. has applied to the City of Richmond for permission to rezone lands at 3200, 3220, 3240, 3300, and 3320 No. 3 Road and 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, and 3371 Sexsmith Road from "Single Detached (RS1/F)" to "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and "School & Institutional Use (SI)" to permit the construction of a four-phase, high-rise, high density, mixed use development and City park in the City Centre's Capstan Village area (Attachments 1 & 2). The proposed rezoning is consistent with City Centre Area Plan (CCAP) policy for Capstan Village (Attachment 3) and includes the following key features:

- a) A combined total floor area of 126,575 m<sup>2</sup> (1,362,491 ft<sup>2</sup>) in the development's four phases, including:
  - 98,008 m<sup>2</sup> (1,054,984 ft<sup>2</sup>) of residential; and
  - 28,567 m<sup>2</sup> (307,507 ft<sup>2</sup>) of hotel, retail, office, and public amenity uses;
- b) Approximately 1,128 dwelling units (to be confirmed through the Development Permit review and approval process for each of the subject development's four phases), including:
  - +/- 1,048 market units;
  - +/- 63 affordable housing units secured with a Housing Agreement, as per standard City policy (i.e. 5% of residential floor area); and
  - 17 subsidized affordable housing units for professional artists secured with a Housing Agreement (in addition to the 5% affordable housing provided with respect to standard City policy);
- c) Early Childhood Development (ECD) Hub, constructed at the developer's sole cost to a turnkey level of finish, including 1,428 m<sup>2</sup> (15,376 ft<sup>2</sup>) of indoor space for child care for 81 children and community amenity services, together with outdoor play space;
- d) 10,199 m<sup>2</sup> (2.52 ac) of park and public open space, constructed at the developer's sole cost, including:
  - 6,715 m<sup>2</sup> (1.66 ac) City-owned neighbourhood park adjacent to the future location of the Capstan Canada Line Station;
  - 1,674 m<sup>2</sup> (0.41 ac) of additional City-owned park space along the No. 3 Road frontage of the development site; and
  - 1,810 m<sup>2</sup> (0.45 ac) of publicly-accessible trails and greenways.
- e) Public art; and
- f) Road network and engineering improvements, including the extension of Hazelbridge Way.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4), together with Conceptual Development Plans (Attachment 5).

**Surrounding Development**

- To the North: Sea Island Way, a designated Provincial highway, and highway-oriented commercial properties designated for future development with high-rise, high density, hotel, office, and accessory retail uses.
- To the East: Sexsmith Road and a transitional area (mostly vacant) designated for medium/high density residential development and a neighbourhood park, including the recently rezoned, 5-phase “Concord Gardens” development (RZ 06-349722) and the former Translink park-and-ride lot.
- To the South: Abutting the subject site is 8677 Capstan Way, a smaller property owned by the subject developer, Pinnacle International, which was recently rezoned to “Residential / Limited Commercial (RCL4)” to permit a 200-dwelling, high-rise development (RZ 10-544729 / DP 12-604012). South of that lies Capstan Way, low density commercial uses zoned “Auto Oriented Commercial (CA)” and designated for high-rise, high density, mixed use development, and the recently approved, 3-phase, Polygon “Avanti” development zoned “High Rise Apartment (ZHR 12) Capstan Village (City Centre)” (RZ 11-59198 / DP 12-612510).
- To the West: No. 3 Road and low density, automobile-oriented commercial uses that are currently subject to a rezoning application by Yuanheng Seaside Developments for high-rise, high density, residential, hotel, retail, office, and public amenity uses (RZ 12-603040).

**Related Policies & Studies**

Development of the subject site is affected by the City Centre Area Plan (CCAP) and other City policies (e.g., affordable housing). An overview of these considerations, together with the developer’s proposed response, is provided in the “Staff Comments” and “Analysis” sections.

**Consultation**

- a) Neighbouring Properties (Orphaned Lot): The area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way is comprised of the subject site, Pinnacle International’s approved 200-unit residential project at 8677 Capstan Way (RZ 10-544729 / DP 12-604012), and four lots owned by Concord Pacific (Attachment 6), including:
- Two contiguous lots forming a large site at the corner of No.3 Road and Capstan Way designated for high density, mixed use development and the future extension of Hazelbridge Way;
  - One small lot fronting No. 3 Road designated for park (and included on the City’s Development Cost Charge program for park acquisition and construction); and
  - One small lot at the corner of Sea Island Way and Sexsmith Road designated for high density, mixed use development.

Concord was consulted both during the rezoning of Pinnacle’s site at 8677 Capstan Way and the subject rezoning review regarding possible ways to improve development coordination between their lands and those of Pinnacle (e.g., consolidation), but Concord indicated that any such action would be premature. In light of this, based on staff’s review of alternative conceptual development options prepared by Pinnacle for Concord’s lands, staff concluded

that Concord's large site can reasonably be developed in a manner consistent with the CCAP (regardless of the future extension of Hazelbridge Way), but its small lot at the Sea Island Way/Sexsmith Road corner is considered to be "orphaned" because it cannot achieve the density permitted under the CCAP with a stand-alone project. Based on this, staff recommend and Pinnacle has agreed that, prior to rezoning adoption, a "no development" covenant will be registered restricting Development Permit issuance for Pinnacle's proposed lot located adjacent to the "orphaned" lot until:

- Pinnacle's proposed adjacent lot is consolidated with the "orphaned" lot;
- Concord transfers the density from the "orphaned" lot to another Capstan Village location (e.g., Concord's large site at the corner of No. 3 Road and Capstan Way), as permitted under CCAP policy (i.e. a comprehensively planned "development site" may be comprised of non-contiguous properties); OR
- If neither of the above options prove to be feasible for reasons of timing or otherwise, through the DP design review and approval processes for Pinnacle's lot, additional legal agreements are registered and features are incorporated into the design to facilitate the future development of the "orphaned" lot to the City's satisfaction (e.g., shared vehicle access and service uses, off-site parking, land set aside for possible future consolidation).

b) Advisory Design Panel (ADP): Due to the complexity and prominence of the proposed development, the subject rezoning application was considered on a preliminary basis at the ADP meeting on February 19, 2014 (Attachment 7). The Panel members commended the developer's team on a well-considered, well-presented project and were supportive of the application moving forward to Planning Committee. Some issues identified by ADP members for attention on a phase-by-phase basis at Development Permit stage include:

- **Architecture**: Design development with respect to tower expression, sunlight penetration to podium courtyards, streetscape expression and related features of the Early Childhood Development (ECD) Hub and ARTS units, and colour palette;
- **Landscape**: Design development with respect to opportunities for a unique urban environment, special landscape opportunities (e.g., urban forest), and enhanced pedestrian access to/from the future Capstan Canada Line Station; and
- **Sustainability**: A more detailed energy strategy including, if possible, higher performance.

c) School District and Vancouver International Airport: City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport only apply to rezoning applications proposing an amendment to the Official Community Plan (OCP) or an Area Plan. As the subject rezoning application is consistent with the OCP and City Centre Area Plan (CCAP), no consultation with these parties is required. (Note that, as a courtesy, information regarding the subject rezoning will be provided to both parties for information purposes only.)

d) Ministry of Transportation and Infrastructure (MOTI): As the subject site is within 800 m of a Provincial highway (i.e. Sea Island Way), the rezoning application was referred to MOTI. Preliminary approval was granted for one year as of March 19, 2014. Final approval will include a review of the Servicing Agreement design, as indicated in the attached Rezoning Considerations (Attachment 8).

**Public Input**

Signage is posted on-site to notify the public of the subject rezoning application. At the time of writing this report, no correspondence regarding the application had been received. The statutory Public Hearing will provide local property owners and other interested parties with opportunity to comment on the application.

**Staff Comments**

Based on staff's review of the subject application, including the developer's engineering capacity analysis, preliminary Transportation Impact Analysis (TIA), conceptual park design, and affordable housing proposal, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in Attachment 8. In addition, staff note the following:

- a) Neighbourhood Park Design: The City Centre Area Plan (CCAP) requires that the developer provides for the establishment of a new Neighbourhood Park along the No. 3 Road frontage of the subject rezoning site. The developer's proposed voluntary Neighbourhood Park (land and construction) contribution is approximately 0.67 ha (1.66 ac) in size and strategically located next to the proposed future Capstan Canada Line Station, making it an important feature of the downtown's expanding open space network. The Conceptual Parks Plan for the subject rezoning site, including the proposed Neighbourhood Park, together with trails, greenways, and related public open space features, was developed in consultation between Richmond Parks staff and the developer. (Attachment 8, Schedule I)

In brief, the Neighbourhood Park is envisioned as:

- An "urban square" providing an all-season, all-weather, 24/7, open space focus for the local community inviting people to gather, socialize, relax, play, eat, and pass through;
- An outdoor community venue for public art and related activities supportive of City Centre Area Plan (CCAP) objectives for Capstan Village's establishment as a focus for the arts; and
- A flexible, child-friendly public open space accommodating a variety of regular and special events and programs in an environment that is safe and welcoming;
- A combination of hard surface plazas, lawn, trees, decorative plantings, water features (e.g., water play, drinking fountain), varied seating opportunities (e.g., benches, seating walls, picnics tables, movable chairs), weather protected areas and features (e.g., for rain, wind, sun), play equipment, and infrastructure for events, performances, activities, and displays (e.g., power sources, lighting, temporary shelter); and
- An integrated urban open space, the design and use of which are coordinated with and complementary to public use and enjoyment of the proposed future Capstan Canada Line Station, fronting pedestrian-oriented commercial uses, nearby residential, and local community amenities (e.g., the developer's proposed Early Childhood Development Hub and Artist Residential Tenancy Studio (ARTS) units).

The implementation of the proposed Conceptual Parks Plan and the developer's voluntary contributions proposed as part of the subject rezoning application are an important step towards establishing public open space amenities critical to the livability of Capstan Village and a robust

public open spaces network for all City Centre residents. To date, public consultation has not been sought with respect to the Conceptual Parks Plan or its initial phase of implementation. Public consultation will be undertaken with respect to future phases of park and open space design and construction as opportunities arise (e.g., in coordination with Canada Line station design review).

As part of the subject rezoning application staff are seeking Council's approval of the Conceptual Parks Plan for the Neighbourhood Park. (Attachment 8, Schedule I)

## Analysis

Pinnacle International has made application to rezone a 4.26 ha (10.5 ac) site in Capstan Village, comprised of 14 single family lots (all of which are vacant, with the exception of an existing sales centre), to permit the construction of a four-phase, high-rise, high density, mixed use development containing +/-1,128 dwellings and 28,567 m<sup>2</sup> (307,507 ft<sup>2</sup>) of hotel, retail, office, and public amenity uses, together with City park space. The City Centre Area Plan (CCAP) designates the subject site and the surrounding area for pedestrian/transit-oriented, medium and high density, residential and mixed-use development, with an emphasis on projects that support City objectives for funding the construction of the future Capstan Canada Line Station and the area's growth as the hub of a new "arts district". The subject rezoning is notable for being the fourth application proposing to contribute funding towards Capstan Station's construction and for facilitating the establishment of a new neighbourhood park, Early Childhood Development (ECD) Hub, and subsidized housing for professional artists (over and above the City's standard affordable housing policy). This, together with the subject development's large size and "gateway" location near the busy No. 3 Road/Sea Island Way intersection and proposed Canada Line station, will make it an important part of the emerging Capstan Village area. Moreover, staff's review of the subject application shows it to be consistent with City policy and supportive of CCAP objectives for Capstan Village, as per the following.

- a) **Capstan Canada Line Station:** The CCAP's Capstan Station (density bonus) funding strategy seeks to raise approximately \$25 million for the construction of the Capstan Canada Line Station by providing a 0.5 floor area ratio (FAR) residential density bonus to Capstan Village developer's who voluntarily contribute towards the Capstan Station Reserve at a rate of \$7,800 per dwelling unit (September 2010 rate, to be adjusted annually as per the Consumer Price Index). Based on a City agreement with TransLink, construction of the station is expected to begin within 15 years if adequate funding can be secured. The subject development is consistent with Richmond's station funding strategy in regard to voluntary developer contributions to the Capstan Station Reserve, together with requirements for the developer's provision of additional public open space and a transit-oriented transitional parking strategy, as follows:

- **Estimated Capstan Station Reserve Contribution:** As per City policy, the developer proposes to voluntarily contribute approximately \$8,798,400 towards station construction (secured through "no build" covenants on title), to be paid on a phase-by-phase basis to the Capstan Reserve prior to Building Permit issuance, as follows:

Phase	Lot	No. of Dwelling Units <i>Estimate to be confirmed at Building Permit stage</i>	Capstan Station Reserve Voluntary Contribution <i>* Preliminary estimate based on \$7,800/unit</i>
1	1	405	\$3,159,000
2	2	451	\$3,517,800
3	3	181	\$1,411,800

Phase	Lot	No. of Dwelling Units <i>Estimate to be confirmed at Building Permit stage</i>	Capstan Station Reserve Voluntary Contribution <i>* Preliminary estimate based on \$7,800/unit</i>
4	4	91	\$709,800
<b>TOTAL</b>		<b>1,128</b>	<b>\$8,798,400</b>

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

- **Transit-Adaptive Parking Strategy:** The Zoning Bylaw requires that, prior to the Capstan Canada Line Station being operational, all Capstan Village developments must include parking strategies that satisfy higher “Parking Zone 2” requirements at their initial stages and, through subsequent phases, transition towards lower “Parking Zone 1” requirements. The developer proposes to comply with this Bylaw requirement by:
  - Over-supplying (99) parking spaces at Pinnacle International’s approved residential project at 8677 Capstan Way (DP 12-604012) in anticipation of sharing with Phase 1 of the subject development (i.e. as per legal agreements registered on title);
  - Over-supplying parking in the subject development’s first phase in the form of a 250-space commercial parking facility, including 125 spaces secured through legal agreement for general public use, and utilizing that extra parking to facilitate a:
    - 50% reduction in visitor parking for each of the project’s four phases (i.e. as per existing Zoning Bylaw shared parking provisions); and
    - 250 space reduction in commercial parking for the project’s final phase (i.e., 250 of the total parking spaces required in the final phase are pre-built in the first phase); and
  - Incorporating Transportation Demand Management (TDM) measures to reduce the total number of parking spaces required on the subject site phases (i.e. as per existing Zoning Bylaw provisions allowing for reductions of up to 10%), including the developer’s voluntary contribution of the following:
    - 6 car-share parking spaces, equipped with 2 electric vehicle (EV) quick-charge (240 V) charging stations, within the public parking facility;
    - Cash-in-lieu (\$280,000) for transit shelters and pedestrian mobility enhancements (e.g., special crossings), as determined to the sole satisfaction of the City;
    - 2 City-owned EV quick-charge (240 V) charging stations for public use along the dedicated north-south street near the proposed neighbourhood park; and
    - Street frontage improvements adjacent to all proposed parks.

Land Use	Rate*	Phase				Total
		1	2	3	4	
<b>Residential</b>	<b>Varies</b>	<b>473</b>	<b>529</b>	<b>210</b>	<b>105</b>	<b>1,317</b>
• ARTS Units (17)	0.81/unit	14	0	0	0	14
• Affordable Units (+/-63)	0.81/unit	11	12	19	10	52
• Market (+/-1,048)	1.00/unit	375	436	158	79	1,048
• Visitor (+/-1,128 units)	0.18/unit	73	81	33	16	203
<b>Non-Residential</b>	<b>Varies</b>	<b>-</b>	<b>41</b>	<b>-</b>	<b>577</b>	<b>618</b>
• ECD Hub	32 required	-	32	-	0	32
• Retail (Levels 1 & 2)	3.38/100 m <sup>2</sup>	-	9	-	84	93

Land Use	Rate*	Phase				Total
		1	2	3	4	
· Office (Above Level 2)	2.30/100 m <sup>2</sup>	-	0	-	455	455
· Hotel (+/-100 rooms)	0.38/room	-	0	-	38	38
<b>SUB-TOTAL</b>	<b>Varies</b>	<b>473</b>	<b>570</b>	<b>210</b>	<b>682</b>	<b>1,935</b>
· Commercial/Public Parking Facility	-	+250	-	-	-	+250
· Commercial parking reduction	-	-	-	-	-250	-250
· 50% resident visitor parking reduction	-	-36	-40	-16	-8	-100
· Shared parking pre-built through DP 12-604012**	-	-99	-	-	-	-99
<b>TOTAL REQUIREMENT</b>	<b>Varies</b>	<b>588</b>	<b>530</b>	<b>194</b>	<b>424</b>	<b>1,736</b>

\* Based on "Parking Zone 1" and incorporating 10% Transportation Demand Management (TDM) reductions, except with respect to market resident parking (as per the proposed ZMU25 zone).

\*\* Pinnacle's approved residential project at 8677 Capstan Way over-supplied parking (99 spaces secured with a legal agreement) in anticipation of sharing with Phase 1 of the subject development.

- **Public Open Space Contribution:** As per the Capstan Station Bonus (CSB) policy and at no cost to Richmond, the developer proposes to voluntarily transfer 0.68 ha (1.683 ac) of land to the City in a combination of fee simple lots and statutory right-of-ways for public open space use at a rate of 5.74 m<sup>2</sup>/ dwelling unit (Attachment 8, Schedule C). The land transferred will, in part, be consolidated with lands being transferred to the City by the developer for neighbourhood park purposes (see below) and will be designed and constructed at the developer's sole cost as generally shown in the Conceptual Parks Plan (Attachment 8, Schedule I). As per the Capstan Station Bonus policy and the development's proposed site specific zone, "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)", the developer will be able to calculate buildable floor area on the lands transferred to the City, including the fee simple portion. (Note that neither the proposed land transfer nor its design/construction for park purposes is identified on the City's Development Cost Charge (DCC) program, so these items will not be eligible for DCC credits.)

Capstan Station Bonus (CSB) Public Open Space Features*		CSB Voluntary Public Open Space Contribution**	
		Fee Simple	SRW
A.	Neighbourhood Park (excluding DCC park)	3,326 m <sup>2</sup> (0.82 ac)	nil
B.	No. 3 Road Greenway	1,674 m <sup>2</sup> (0.41 ac)	nil
C.	Sea Island Greenway (Lot 4 SRW)	nil	670 m <sup>2</sup> (0.17 ac)
D.	Neighbourhood Park Trail (Lot 4 SRW)	nil	503 m <sup>2</sup> (0.12 ac)
E.	Mid-Block Trail (Lot 1 SRW)	nil	637 m <sup>2</sup> (0.16 ac)
Sub-Total		5,000 m <sup>2</sup> (1.23 ac)	1,810 m <sup>2</sup> (0.45 ac)
<b>TOTAL</b>		<b>6,810 m<sup>2</sup> (1.68 ac)</b>	

\* CSB public open space features are NOT eligible for Development Cost Charge (DCC) credits for park acquisition or park development; however, as per CCAP policy and the proposed ZMU25 zone, the developer may use the area of CSB public open space features for density calculation purposes.

\*\* The developer must provide public open space in compliance with the provisions of the proposed ZMU25 zone. If the combined total number of dwellings on Lots 1, 2, 3, and 4 exceeds 1,186, additional public open space shall be required. (No adjustment shall be made if the number of dwellings is less than 1,186.)

- b) Neighbourhood Park: The CCAP proposes that the neighbourhood park needs of Capstan Village's anticipated residents, workers, and visitors are served through the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. Based on this, the subject development is required to provide for 0.34 ha (0.84 ac) of one such park (i.e. 72% of the designated neighbourhood park in the affected quarter of a quarter-section, based on the proportion of land owned by the developer within that area), which park is intended for a combination of socializing, children's play, gathering, passive recreation, and transit plaza-related activities (e.g., seating, food vendors, buskers). This space will be consolidated with a portion of the park land the developer proposes to transfer to the City with respect to the Capstan Station Bonus (described above) to provide for a combined effective neighbourhood park space of 0.67 ha (1.66 ac). (Note: The remaining 28% of the CCAP designated neighbourhood park (i.e. 0.33 ac / 0.13 ha) will be secured through the City's standard rezoning processes with respect to the remaining properties within the affected quarter of a quarter-section, all of which belong to a single owner, as shown in Attachment 6).

Prior to rezoning adoption, the subject developer will enter into a Servicing Agreement for the design and construction of the neighbourhood park, together with the contiguous lands that the developer proposes to transfer to the City with respect to the Capstan Station Bonus policy, as generally illustrated in the Conceptual Parks Plan (Attachment 8, Schedule I). In brief, this will include:

- **East portion**: Permanent improvements across approximately 50% of the park (adjacent to the proposed north-south street), including site preparation, raising the finished grade of the park to meet that of the proposed north-south street, pedestrian paths and plaza areas, lighting, site furniture, play features, lawn, planting, trees, rain garden and/or alternate eco-amenity features, and related infrastructure and features; and
  - **West portion** - Temporary improvements across approximately 50% of the park (adjacent to No. 3 Road and the future Canada Line station), including grading and site preparation, a lawn for informal play, pathways, and related features and furnishings. (Permanent park improvements are discouraged in this location until they can be coordinated with the design and development of the transit station, Capstan Village's residential community is better established, and future residents are able to participate in the park planning process.)
- c) Village Centre Bonus (VCB) Amenity Contribution: The CCAP designates the portion of the subject site situated north of the proposed Hazelbridge Way extension as a VCB area for the purpose of encouraging voluntary developer contributions towards child care and other community amenities. The VCB permits a density bonus of 1.0 FAR for commercial uses only (i.e. no residential) if a developer constructs at least 5% of the bonus floor area as turnkey community amenity space to the City's satisfaction.

The subject developer proposes to take full advantage of the bonus commercial density made available through the VCB for retail, office, and hotel, most of which will be constructed in the development's final phase at the corner of No. 3 Road and Sea Island Way where it will enjoy a high degree of exposure to passing motorists and Canada Line riders and have good proximity to the future transit station and park amenities. In addition, the developer proposes to design and construct to a turnkey level of finish, at the developer's sole cost, 5% of the

project's maximum permitted VCB density bonus floor area as a 1,428 m<sup>2</sup> (15,376 ft<sup>2</sup>), City-owned (i.e. air space parcel), Early Childhood Development (ECD) Hub in the project's second phase. Staff are supportive of the developer's proposal because it is consistent with VCB policy and will make a significant contribution towards ensuring that the needs of Capstan Village's anticipated population will have convenient and timely access to important services. In brief, the developer's voluntary contribution will provide for:

- ***Early Childhood Development (ECD) Hub Goals:***

- To provide a one-stop service centre for families, providing them with supports including licensed child care for approximately 81 children, early childhood development programs, and family strengthening and wellness services.
- To help enhance children's readiness for school and help families connect with each other and access community services.
- To serve as a focal point for the emerging Capstan Village community.
- To assist in economic development by supporting working families.

- ***Project Management:*** Prior to adoption of the subject rezoning, a legal agreement shall be registered on title restricting Development Permit issuance for the development's second phase until the developer:

- Submits a voluntary cash-in-lieu contribution equivalent to 5% of the estimated construction value of the ECD Hub towards the City's project management costs;
- Submits an additional voluntary cash-in-lieu contribution equivalent to 10% of the estimated construction value of the ECD Hub for consultant costs (e.g., space programming, architecture, landscape, electrical, mechanical) if the developer requests and the City agrees (at the City's sole discretion) that the City will manage the design and construction of the facility's tenant improvements;
- Designs the 1,428 m<sup>2</sup> (15,376 ft<sup>2</sup>) ECD Hub to the satisfaction of the City, as generally described in the Early Childhood Development (ECD) Hub – Terms of Reference (Attachment 8, Schedule E) and providing for, among other things:
  - i. A functional, licensable, fully-finished child care facility including at least 836 m<sup>2</sup> (8,999 ft<sup>2</sup>) of indoor program space and at least 855 m<sup>2</sup> (9,203 ft<sup>2</sup>) of contiguous outdoor program (play) area located at the building's podium roof level (which shall not be situated higher than the fourth floor above finished grade);
  - ii. A fully finished "storefront space" of at least 465 m<sup>2</sup> (5,005 ft<sup>2</sup>) for early childhood, family support, and related programs, which space shall front onto and be directly accessible from the subject development's proposed north-south street and on-site parking designated for the exclusive use of the ECD Hub;
  - iii. Secure, dedicated vertical circulation connecting the child care level with the "storefront space", including a large elevator able to accommodate multi-passenger strollers; and
  - iv. Parking, bike storage, loading, garbage/recycling facilities, and related features secured for the exclusive use of the ECD Hub and its visitors, staff, guests, and related activities on a 24-hour/day basis, except as otherwise determined to the sole satisfaction of the City; and
- Enters into any and all legal agreements required to transfer the completed, turnkey ECD Hub facility to the City as an air space parcel and provide for its operation, in perpetuity, to the satisfaction of the City.

d) City Centre “Arts District”: The proposed development is situated within the CCAP’s designated “arts district”, the intent of which is to foster the growth of the arts in Richmond and the City Centre by encouraging the establishment of a focus for arts facilities, events, support services, studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city’s rapidly growing downtown and public amenities. The subject development is consistent with the CCAP’s “arts district” policy, as follows:

- **Outdoor Community Venue:** The proposed neighbourhood park and transit plaza are envisioned as a performance and celebration venue for Capstan Village. Park features proposed in regard to this objective may include, but are not be limited to, a stage, performance/gathering plaza, large lawn, public art, food service, special lighting, and audio/visual capabilities.
- **Public Art:** As per City policy, Pinnacle proposes a voluntary developer contribution of at least \$879,653 towards public art (i.e. current City rate, but this will be adjusted on a phase-by-phase basis to reflect the rates in effect upon the date of Development Permit issuance). Prior to rezoning adoption, the developer shall prepare a Public Art Plan for the subject site and its immediate surroundings to the satisfaction of the City, including themes, costs, and, as appropriate, opportunities to coordinate public art projects within funding contributions from other sources (e.g., future developer contributions). As per the subject development’s Rezoning Considerations (Attachment 8), “no development” covenants shall be registered on title to restrict Development Permit issuance on a phase-by-phase basis until the developer enters into legal agreements and posts security to facilitate the implementation of the Plan to the satisfaction of the City.
- **ARTS Units:** The subject development is the second in Capstan Village to propose affordable housing for professional artists (over and above Richmond’s standard affordable housing policy requirements) in the form of Artist Residential Tenancy Studio (ARTS) units. (The area’s first ARTS units are currently under construction as part of the initial phase of “Concord Gardens”, RZ 06-349722 / DP 12-611486.) Many practicing artists have low household earning potential and, just as with other household types, require affordable housing options; however, conventional housing may not be well suited to the special needs of those artists who work from home. The developer’s proposal is consistent with CCAP objectives for an emerging “arts district” in Capstan Village and offers the opportunity for Richmond and its arts community to benefit from an innovative housing option that marries the City’s successful affordable housing policy with a developer-funded model for the creation of arts-supportive residential studio dwellings. More specifically, the developer proposes to:
  - Provide 1,394 m<sup>2</sup> (15,000 ft<sup>2</sup>) of habitable space incorporating 17 ARTS units (i.e. 5 bachelor units, 7 one-bedroom units, and 5 two-bedroom units);
  - Locate the ARTS units at grade along the Hazelbridge Way and Sexsmith Road frontages of the development’s first phase where they will contribute to a lively streetscape and provide continuity with the ARTS units at “Concord Gardens”;
  - Design and construct the ARTS units to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the City;
  - Provide loft-style units with high ceilings, durable finishes, and flexible designs that are able to accommodate a broad range of arts uses (e.g., painting, pottery, dance,

- choreography, non-amplified music, composing, conducting, arranging, recording, writing, media arts, photography, printmaking, and carving);
- Retain ownership of the units and be solely responsible for their management;
  - Comply with City objectives for affordable (low end market rental) housing, as generally defined by the City's Affordable Housing Strategy and secured with a standard Housing Agreement, EXCEPT in addition:
    - i. At least one resident of each ARTS unit must satisfy the criteria of a "professional artist" (i.e. Canada Council defines this as a person who, among other things, has specialized training, is recognized by his/her peers, and has maintained an independent professional practice for at least three years); and
    - ii. The ARTS units shall be treated as bachelor units for the purposes of determining applicable maximum monthly unit rents and household incomes, regardless of actual unit size, configuration, number of bedrooms, or other features. This effectively makes the ARTS units "subsidized" housing because the minimum size of an ARTS unit is proposed to exceed that of a conventional bachelor unit in order to provide for necessary studio space.
- e) Affordable Housing: The subject developer proposes to provide approximately 80 affordable housing units, secured via a Housing Agreement(s) registered on title, including 63+ affordable (low end market rental) housing units as per the City's Affordable Housing (5%) Strategy, together with the 17 Artist Residential Tenancy Studio (ARTS) units described above.

The developer proposes to construct the 17 ARTS units in the project's first phase and entirety of the 1,428 m<sup>2</sup> (15,376 ft<sup>2</sup>) Early Childhood Development (ECD) Hub in the second phase. This creates a significant financial burden for the developer at the front end of the project. To help address this situation, the developer proposes to defer a portion of the project's standard affordable housing to its third and fourth phases. While this will result in those later phases containing more than 5% affordable housing, staff are supportive of the developer's proposal because:

- It will facilitate the early delivery of the Early Childhood Development (ECD) Hub (i.e. well in advance of the developer fully utilizing the Village Centre Bonus and triggering the ECD Hub/community amenity space requirement);
- The project's first phase will include 6.4% affordable housing (i.e. 4.0% ARTS units plus 2.4% standard affordable housing units); and
- The affordable housing units in the project's third and fourth phases will be satisfactorily dispersed and have ample access to residential amenities.

Phase	Lot	Village Centre Bonus Amenity (ECD Hub) 5% of max. Village Centre Bonus	Affordable Housing <i>Habitable Floor Area (% of Residential Floor Area)</i>		
			ARTS Units	Standard Affordable Housing Units	Total
1	1	-	1,393.5 m <sup>2</sup> (4%)	843.8 m <sup>2</sup> (2.4%)	2,237.3 m <sup>2</sup> (6.4%)
2	2	1,428 m <sup>2</sup> (15,376 ft <sup>2</sup> )	-	979.9 m <sup>2</sup> (2.5%)	979.9 m <sup>2</sup> (2.5%)
3	3	-	-	1,980.4 m <sup>2</sup> (12.6%)	1,980.4 m <sup>2</sup> (12.6%)
4	4	-	-	1,026.6 m <sup>2</sup> (12.9%)	1,026.6 m <sup>2</sup> (12.9%)
<b>TOTAL</b>		<b>1,428 m<sup>2</sup> (15,376 ft<sup>2</sup>)</b>	<b>1,393.5 m<sup>2</sup> (1.4%)</b>	<b>4,830.7 m<sup>2</sup> (5.0%)</b>	<b>6,224.2 m<sup>2</sup> (6.4%)</b>

f) **Infrastructure Improvements:** The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective means by which to meet the needs of the City Centre's rapid growth. In light of this, staff recommend, and the developer has agreed, to the following:

- **Road Network Improvements:** As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways, the extension of bike routes, sidewalk and greenway improvements, and the installation of related amenities (e.g., transit shelters, pedestrian crossings). The detailed design of the required road works, generally as shown in the attached "Preliminary Functional Roads Plan" (Attachment 8, Schedule H), shall be completed to the satisfaction of the City prior to rezoning adoption. (Additional detailed design may be required on a phase-by-phase basis with respect to frontage improvements requiring coordination with on-site, private development.) The developer's construction of the required improvements shall be phased over four Servicing Agreements (SA) secured with Letters of Credit, as set out in the attached Rezoning Considerations. (Attachment 8, Schedules F and G) In brief, the improvements shall proceed as follows:

SA	SA Timing	Required SA Road Network Improvements
#1	Prior to rezoning adoption	<ul style="list-style-type: none"> <li>• Hazelbridge Way &amp; north-south street (excluding sidewalk/boulevard adjacent to the frontages of Phases 2, 3 &amp; 4)</li> <li>• Sexsmith Road adjacent to Phase 1</li> <li>• All neighbourhood park frontages</li> </ul>
#2	Prior to Phase 2 DP issuance	<ul style="list-style-type: none"> <li>• Hazelbridge Way &amp; north-south street sidewalk/boulevard adjacent to Phase 2</li> <li>• Sexsmith Road adjacent to Phase 2</li> </ul> <p><i>NOTE – Via the Phase 2 DP, the "private road" linking Sexsmith Road &amp; the north-south road will be designed &amp; secured with the DP Landscape Letter of Credit</i></p>
#3	Prior to Phase 3 DP issuance	<ul style="list-style-type: none"> <li>• Sexsmith Road adjacent to Phase 3</li> </ul>
#4	Prior to Phase 4 DP issuance	<ul style="list-style-type: none"> <li>• North-south street sidewalk/boulevard adjacent to Phase 4</li> <li>• Frontage improvements along No. 3 Road and Sea Island Way</li> </ul>

- **Engineering Improvements:** The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades and related public and private utility improvements, as determined to the satisfaction of the City. The design of all required engineering improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer's construction of the required improvements shall be phased over four Servicing Agreements (SA) secured with Letters of Credit, as set out in the attached Rezoning Considerations. (Attachment 8, Schedules F and G) Prior to rezoning adoption, the developer will enter into the first Servicing Agreement, which shall include:
  - **Water:** 100% of water upgrades required with respect to the subject development shall be designed and constructed through the developer's first Servicing Agreement. (Note: To address potential water quality issues on a temporary basis until the developer's final phase is constructed, the developer shall be responsible for the design and construction, at the developer's sole cost, of an interim automatic flushing system, together with all costs related to the system's maintenance, operation, and removal, as determined to the satisfaction of the City through the Servicing Agreement and related processes.)

- *Storm Sewer*: Full upgrades between the proposed cul-de-sac and the south side of Capstan Way.
- *Sanitary Sewer*: Full upgrades works between the proposed cul-de-sac and the new Capstan Way sanitary pump station on the north side of Capstan Way.

g) Other Sustainable Development Measures: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend and the developer has agreed to the following:

- ***District Energy Utility (DEU)***: The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
- ***Leadership in Energy and Environmental Design (LEED)***: The CCAP requires that all rezoning applications greater than 2,000 m<sup>2</sup> in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this on a phase-by-phase basis through the City's standard Development Permit and Servicing Agreement design and approval processes.
- ***Flood Management Strategy***: The CCAP encourages measures that will enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m GSC and minimize exemptions, wherever practical. The developer has agreed to comply and, in addition, proposes to raise the elevation of new streets within the development (e.g., Hazelbridge Way) and the eastern half of the neighbourhood park above existing grade to enhance the climate adaptability of those features and their relationships with fronting residential, commercial, and community amenity uses.
- ***Aircraft Noise Sensitive Development (ANSND)***: The subject site is situated within ANSD "Area 3", which permits all ANSD uses (i.e. residential, child care, hospital, and school) provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required. (Attachment 8)
- ***Tree Protection***: Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily re-moved and setting replanting requirements. The developer has agreed to comply with this City policy. Moreover, due to the complexity of the subject development's phasing of private construction and City infrastructure, prior to rezoning adoption, in coordination with the Servicing Agreement review and approval processes, the developer will submit a Comprehensive Tree Protection and Replacement Plan for the

entirety of the subject site (both on and off site), prepared by an appropriate professional, which Plan shall include, among other things:

- A phasing strategy for on- and off-site tree protection, removal, and replacement, including tree removal occurring due to pre-loading and site preparation prior to Development Permit issuance;
- Tree protection and survival security requirements;
- Tree compensation, including voluntary developer contributions to the City's Tree Compensation Fund for replacement trees elsewhere within the City; and
- Legal agreement(s) required to facilitate the multi-phase implementation of the Plan.

h) Form of Development: The developer proposes to construct a high-rise, high density, mixed use development and City park on a large site near the future Capstan Canada Line Station and prominent No. 3 Road/Sea Island Way "gateway" to Richmond's City Centre. As per the CCAP, through the proposed rezoning, the subject site will be subdivided with new streets, parks, and trails to create smaller blocks that are more appropriately scaled and configured for pedestrian/transit-oriented urban development. Likewise, the developer's proposed form of development, which is a combination of articulated streetwall buildings and towers, generally conforms to the CCAP and its Development Permit (DP) Guidelines and is well-suited to the demands and opportunities of the site. In particular, the development has successfully demonstrated:

- A strong urban concept providing for a high-density, pedestrian-friendly environment;
- Variations in building height and massing contributing towards skyline interest, sun access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- A mid-rise building typology that aims to break the streetwall into a series of coordinated, yet distinct, buildings, providing for visually engaging streetscapes, a human scale, and opportunities for interesting community amenity and retail identities at grade; and
- Strong public open space and on-site landscape strategies, especially with respect to the neighbourhood park.

Development Permit (DP) approval to the satisfaction of the Director of Development for the first phase of the subject development (i.e. south of Hazelbridge Way), including the ARTS units and public parking facility, will be required prior to rezoning adoption. Additional DP applications will be considered on a phase-by-phase basis for the development's subsequent three phases (i.e. one per phase). In general, at DP stage, design development is encouraged regarding, but not limited to, the following items:

- ***Conditions of Adjacency***:
  - Canada Line interfaces with commercial uses, residential uses (i.e. dwelling units, private outdoor amenity space, and shared indoor/outdoor amenity spaces), and public park and open space; and
  - As per legal agreements proposed to be registered on title prior to rezoning adoption, the developer must demonstrate, to the satisfaction of the City, that:

- i. On a phase-by-phase basis, the proposed building design and construction adequately address aircraft noise and potential on- and off-site development impacts (e.g., view blockage, traffic noise, overlook, shading);
  - ii. Development coordination between the “orphaned” lot at 3131 Sexsmith Road and the adjacent portion of the subject site is resolved (i.e. through property consolidation, rezoning of the “orphaned” lot by its owner, or legal agreements and development measures incorporated into Pinnacle’s development);
  - iii. The shared use of resident amenities between the subject development’s third and fourth phases is appropriately accommodated; and
  - iv. The shared use of resident amenities and parking between the subject development’s first phase and the Pinnacle’s previously approved project at 8677 Capstan Way (RZ 10-544729 / DP 12-604012) is appropriately accommodated;
- ***Urban Design and Site Planning:***
  - The mitigation of parking and loading impacts on the development’s streetscapes;
  - Sunlight penetration to the neighbourhood park, other public open spaces, and residential outdoor amenity space (e.g., podium courtyards);
  - Variations in tower heights, configurations, and orientations taking into account skyline interest and coordination with development elsewhere within Capstan Village;
  - Way-finding, particularly with respect to the:
    - i. Public Parking facility (phase 1);
    - ii. Early Childhood Development (ECD) Hub (phase 2);
    - iii. Future Capstan Canada Line Station; and
    - iv. Capstan Village’s emerging network of ARTS units, public art, public open space linkages, and related features (all phases); and
  - As per the attached Rezoning Considerations and legal agreements proposed to be registered on title prior to rezoning adoption, the developer must demonstrate, to the satisfaction of the City, that public art planning and implementation is appropriately coordinated with the design and construction of private development and public infrastructure;
- ***Architectural Form and Character:***
  - “Gateway” character at the prominent No. 3 Road/Sea Island Way corner;
  - Streetwall form and articulation, with special attention to the:
    - i. “Crescent” facades defining the cul-de-sac (phases 2, 3, and 4);
    - ii. Establishment of a special character along the frontages of the ARTS units (phase 1) and the “private street” (phases 3 and 4); and
    - iii. Neighbourhood park interfaces with proposed commercial uses (phases 2 and 4);
  - Tower and rooftop forms and articulation;
  - Materials, finishes, and colours;
  - Commercial signage strategy;
  - As per the attached Rezoning Considerations and phasing covenants that are to be registered on title prior to rezoning adoption, the developer must demonstrate, to the satisfaction of the City, that the building design and related features satisfy detailed functional and streetscape objectives (e.g., universally accessible, welcoming, pedestrian-friendly, visually engaging, high quality) for the proposed:
    - i. ARTS units (phase 1); and

ii. Early Childhood Development (ECD) Hub (phase 2);

• ***Landscape and Open Space Design:***

- The establishment of a special character along the “private street”;
- Podium rooftop designs that maximize opportunities for green roofs and attractive, useable, accessible outdoor amenity spaces for residents (e.g., urban agriculture with appropriate service access and support features, children’s play space, active recreation uses); and
- As per the attached Rezoning Considerations and phasing covenants that are to be registered on title prior to rezoning adoption, the developer must demonstrate, to the satisfaction of the City, that the detailed designs of publicly-accessible greenways and trails provide for a high-amenity public open space environment and are appropriately coordinated with the design and construction of private development and public infrastructure, including the:
  - i. Mid-Block Trail (phase 1);
  - ii. Neighbourhood Park Trail (phase 2);
  - iii. Sea Island Way Greenway and No. 3 Road Greenway (phase 4);

• ***Affordable Housing:***

- As per covenants that are to be registered on title prior to rezoning adoption, the developer must demonstrate, to the satisfaction of the City, that, on a phase-by-phase basis and within each phase:
  - i. The amount of affordable housing is satisfactory;
  - ii. Affordable housing units are dispersed;
  - iii. A mix of units types is provided that is appropriate to anticipated household needs; and
  - iv. Affordable housing residents are provided with suitable access to indoor and outdoor resident amenities and other features (e.g., parking);

• ***Accessible Housing:***

- Barrier-free access is provided to all residential lobbies from fronting streets and throughout all on-site circulation and resident indoor and outdoor amenity spaces; and
- A portion of the development’s dwelling units shall be designed in compliance with Richmond’s Basic Universal Housing standards, the minimum number of which shall be as follows or as per the OCP at the time of DP issuance, whichever is greater:
  - i. 100% of affordable housing units (all phases);
  - ii. 1 ARTS unit (phase 1); and
  - iii. 15% market dwelling units (all phases); and

• ***Crime Prevention Through Environmental Design (CPTED):***

- Among other things, special attention should be paid to the design of the:
  - i. Public Parking facility (phase 1);
  - ii. Early Childhood Development (ECD) Hub (phase 2); and
  - iii. Public park, trails, and open spaces (all phases).

- i) Site Specific Zone: Under the CCAP, the subject rezoning site is designated for a maximum density of 2.5 FAR south of Hazelbridge Way and 3.5 FAR north of Hazelbridge Way,

including a 0.5 FAR density bonus with respect to the Capstan Canada Line Station. Capstan Village sites such as this would typically be rezoned to a standard zone incorporating Capstan Station Bonus provisions (i.e. “Residential/Limited Commercial / RCL4” or “RCL5” zones). Instead, in the case of the subject development, a site specific zone, “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)”, is proposed because it is better suited to the unique aspects of the proposed project, including site specific:

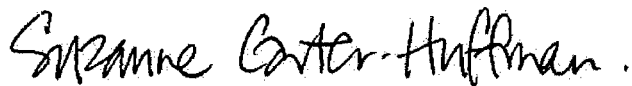
- Variations in land use and density across the development’s four phases, including:
    - Density bonusing for the developer’s provision of the:
      - i. Early Childhood Development (ECD) Hub;
      - ii. Artist residential tenancy studio (ARTS) units; and
      - iii. Public parking facility; and
    - Density provisions with respect to the developer’s dedication of CCAP-designated “minor streets” and the transfer of “non-DCC” fee-simple park to the City (i.e. areas not identified on the Development Cost Charge program that, under the CCAP, the developer may use for density calculation purposes and effectively increase the maximum permitted density on the buildable portion of the subject); and
  - Parking provisions necessary to satisfy existing Zoning Bylaw requirements for Capstan Village with respect to multi-phase developments (i.e. transitions from higher “Parking Zone 2” rates to lower “Parking Zone 1” rates), as determined to the satisfaction of the City through the developer’s transportation impact analysis and parking study.
- j) Development Phasing: Legal agreements will be registered on the development site and density bonusing is written into the subject site’s proposed site specific zone, “Residential / Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)”, to ensure that the phasing of public works and amenities (e.g., the construction of roads, park, affordable housing, Early Childhood Development Hub) are appropriately coordinated with the developer’s market housing and commercial uses, as set out in the proposed “Phasing Key Plan” and “Phasing Summary Table”. (Attachment 8 / Schedules F & G)
- k) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute \$323,873, based on \$0.25/ft<sup>2</sup> of maximum buildable floor area (as per ZMU25, the subject site’s proposed site specific zone), to the City’s community planning reserve fund.

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

As a result of the proposed development, the City will take ownership of developer contributed infrastructure assets such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these new infrastructure assets is estimated to be \$21,500 annually and will be considered as part of the 2015 and subsequent operating budgets as the works are constructed and turned over to the City.

**Conclusion**

The subject development is consistent with Richmond's objectives for the subject property and Capstan Village, as set out in the CCAP, the funding strategy for the construction of Capstan Station, and related City policies and objectives. In addition, the proposed project's form and character, Early Childhood Development (EDC) Hub, subsidized and affordable housing, public art, and public park and open space will enhance the establishment of Capstan Village as a high-amenity, transit-oriented, urban community. On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9135 be introduced and given first reading.

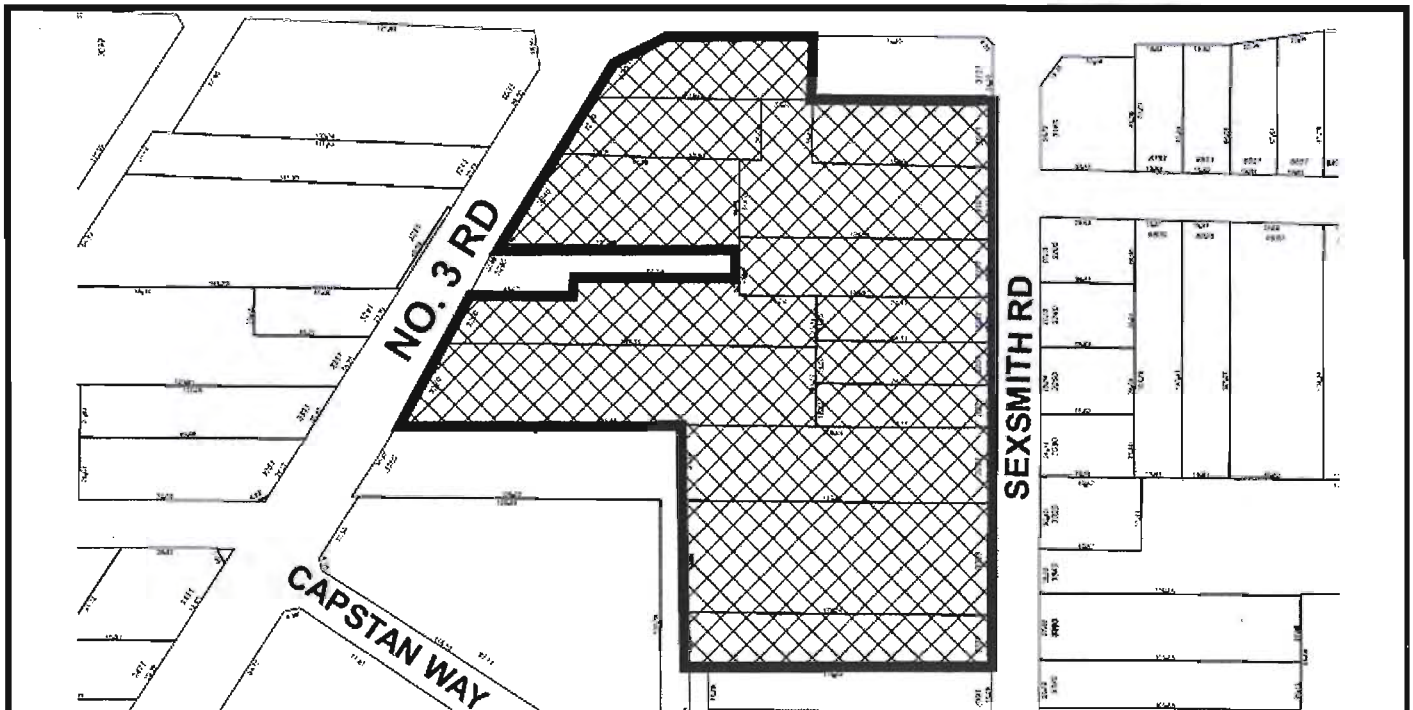
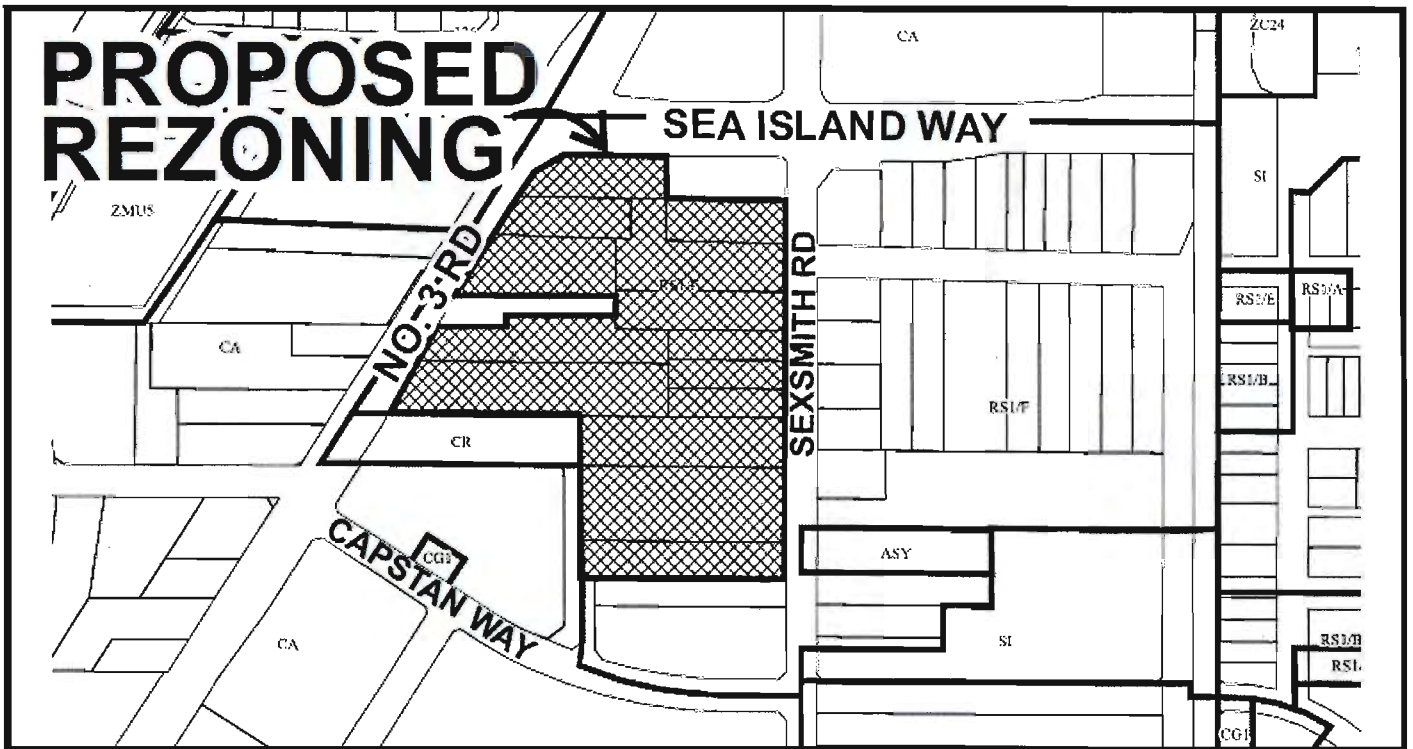


Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

**Attachments:**

1. Location Map
2. Aerial Photograph
3. City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
4. Development Application Data Sheet
5. Conceptual Development Plans
6. Neighbouring Properties (Orphaned Lot)
7. Advisory Design Panel Minutes, February 19, 2014 (Excerpt) – Preliminary Review
8. Rezoning Considerations Concurrence, including the following schedules:
  - A. Preliminary Subdivision Plan
  - B. Preliminary Statutory Right-of-Way Plan
  - C. Capstan Station Bonus – Public Open Space (Fee Simple & SRW) Location Map
  - D. ARTS Units: Supplementary Development Permit Requirements
  - E. Early Childhood Development (ECD) Hub – Terms of Reference
  - F. Phasing Key Plan – Engineering, Roads & Parks (3 pages)
  - G. Phasing Summary Table
  - H. Preliminary Functional Roads Plan – Interim & Ultimate (2 pages)
  - I. Conceptual Parks Plan



RZ 12-610011

Original Date: 03/05/14

Revision Date:

Note: Dimensions are in METRES



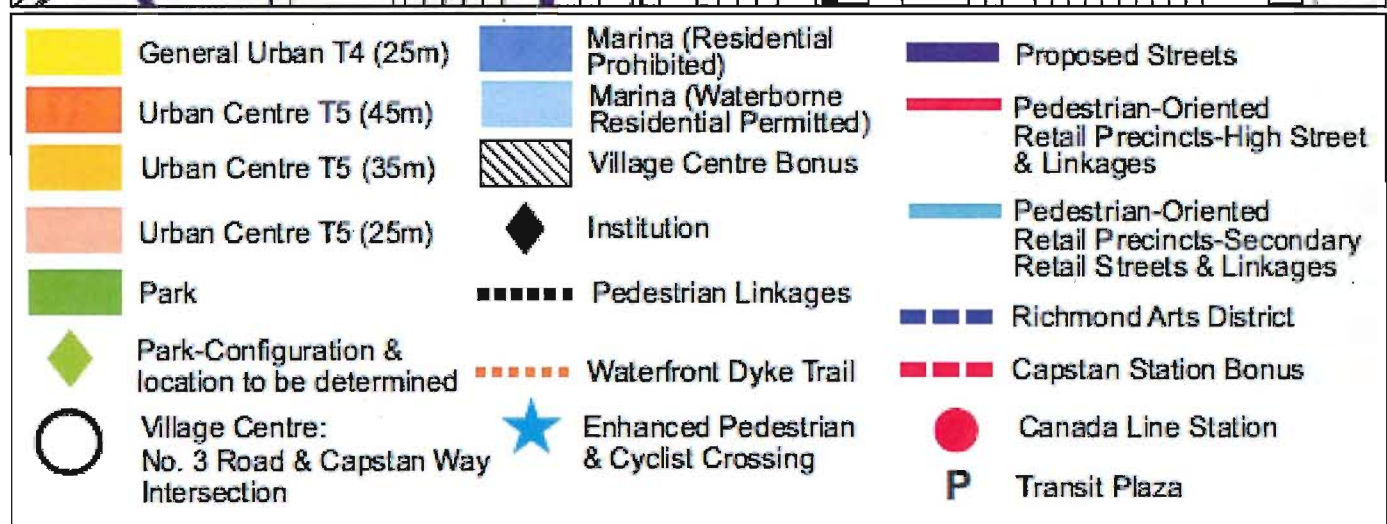
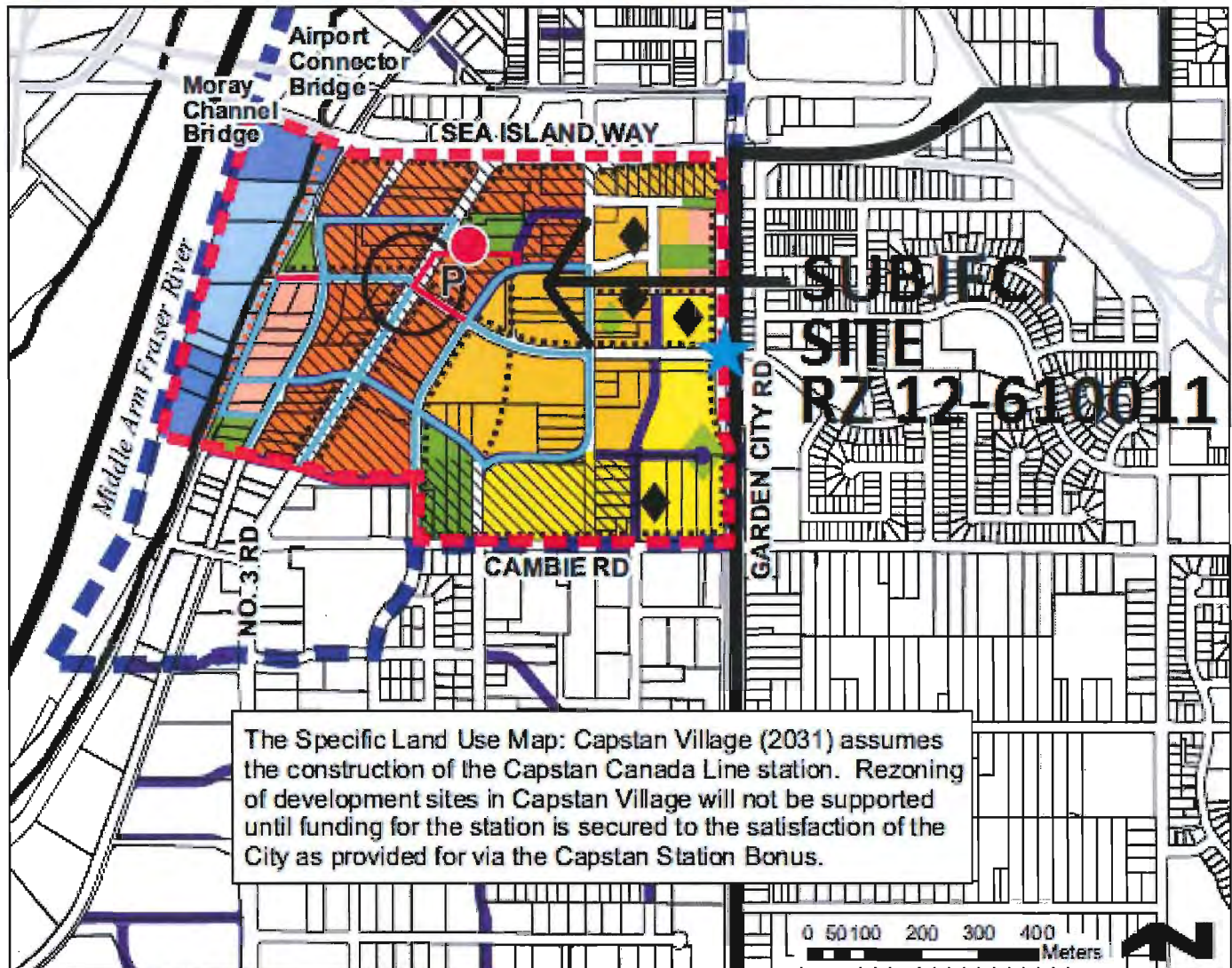
RZ 12-610011

Original Date: 04/03/14

Revision Date:

Note: Dimensions are in METRES

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

Bylaw 6841  
2013/02/12



# City of Richmond

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

## Attachment 4

# Development Application Data Sheet

**RZ 12-610011**

Address: 3200, 3220, 3240, 3300 & 3320 No. 3 Road &  
3171, 3191, 3211, 3251, 3271, 3291, 3331 & 3371 Sexsmith Road

Applicant: Pinnacle International (Richmond) Plaza Inc.

Planning Area: City Centre (Capstan Village)

Floor Area Gross: 131,275.4 m<sup>2</sup> (estimate) Floor Area Net: 126,575.4 m<sup>2</sup>

	Existing	Proposed
<b>Owner</b>	<ul style="list-style-type: none"> <li>Pinnacle International (Richmond) Plaza</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Site Size</b>	<ul style="list-style-type: none"> <li>Gross site: 42,591.8 m<sup>2</sup> (10.5 ac)</li> </ul>	<ul style="list-style-type: none"> <li>"Net Development Site": 39,203.2 m<sup>2</sup> (9.7 ac)</li> </ul>
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>Large single-family residential lots (vacant)</li> </ul>	<ul style="list-style-type: none"> <li>High-rise apartment &amp; commercial</li> <li>Artist Residential Tenancy Studio (ARTS) units</li> <li>Early Childhood Development (ECD) Hub</li> <li>Park</li> <li>Road</li> </ul>
<b>OCP Designation</b>	<ul style="list-style-type: none"> <li>Mixed Use</li> <li>Park</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>City Centre Area Plan (CCAP) Designation</b>	<ul style="list-style-type: none"> <li>Urban Centre T5 (35 m &amp; 45 m) (2.0 FAR)</li> <li>Village Centre Bonus (1.0 FAR)</li> <li>Capstan Station Bonus (0.5 FAR)</li> <li>Park</li> <li>Pedestrian Linkages</li> <li>Proposed Streets</li> </ul>	<ul style="list-style-type: none"> <li>No change.</li> <li>CCAP permits: <ul style="list-style-type: none"> <li>100% of net site area to be used for residential density (39,204.5 m<sup>2</sup>); &amp;</li> <li>73% of net site to be used for Village Centre Bonus density (28,568.5 m<sup>2</sup>)</li> </ul> </li> </ul>
<b>Zoning</b>	<ul style="list-style-type: none"> <li>Single Detached (RS1/F)</li> </ul>	<ul style="list-style-type: none"> <li>Residential / Limited Commercial &amp; Artist Residential Tenancy Studio (ARTS) Units (ZMU25) – Capstan Village (City Centre)</li> </ul>
<b>Net Floor Area</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Non-Residential: 28,567.4 m<sup>2</sup> <ul style="list-style-type: none"> <li>95% Commercial: 27,139.0 m<sup>2</sup></li> <li>5% ECD Hub: 1,428.4 m<sup>2</sup></li> </ul> </li> <li>Residential: 98,008.0 m<sup>2</sup> <ul style="list-style-type: none"> <li>94% Market units: 91,783.8 m<sup>2</sup></li> <li>5% Affordable housing: 4,830.7 m<sup>2</sup></li> <li>1% ARTS units: 1,393.5 m<sup>2</sup></li> </ul> </li> <li>Total: 126,575.4 m<sup>2</sup></li> </ul>
<b>Number of Units</b>	<ul style="list-style-type: none"> <li>Nil (vacant)</li> </ul>	<ul style="list-style-type: none"> <li>Market units: +/-1,048</li> <li>Affordable housing: +/-63 <ul style="list-style-type: none"> <li>Approx. 20% 1-BR, 60% 2-BR &amp; 20% 3-BR</li> </ul> </li> <li>ARTS units: 17 <ul style="list-style-type: none"> <li>Approx. 30% Bach, 40% 1-BR &amp; 30% 2-BR</li> </ul> </li> <li>Total: +/-1,128</li> </ul>
<b>Accessible Housing</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Basic Universal Housing (BUH): <ul style="list-style-type: none"> <li>100% affordable housing units</li> <li>1 ARTS unit</li> <li>15% market residential units</li> </ul> </li> <li>Aging in Place Features: 100% units</li> </ul>

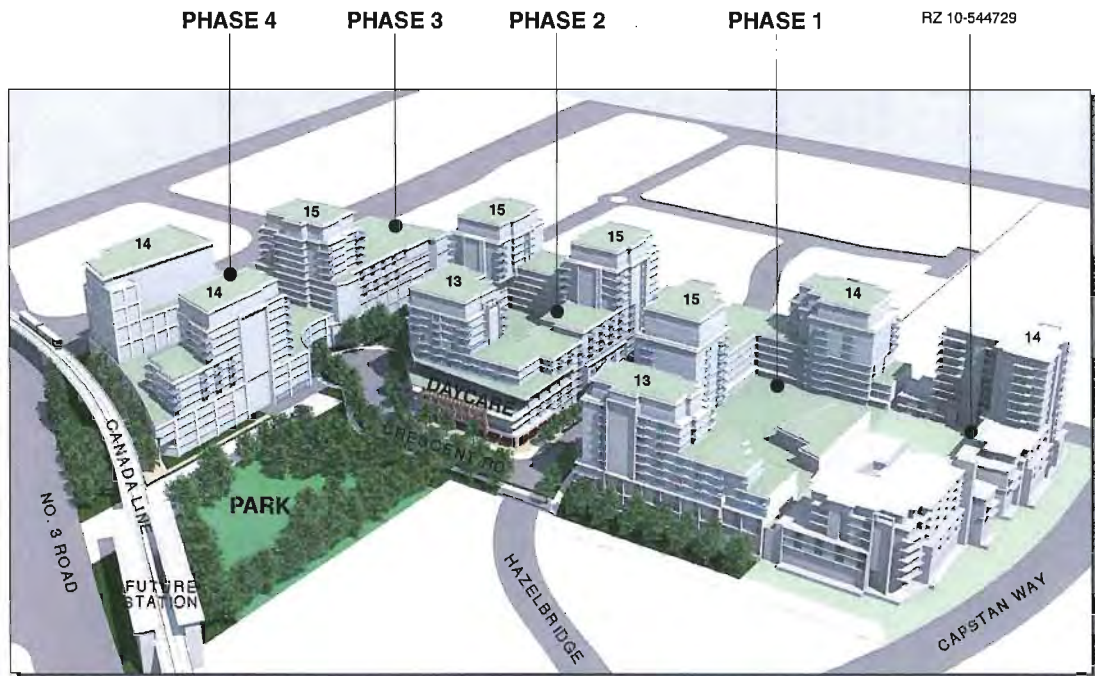
<b>Aircraft Noise Sensitive Development</b>	<ul style="list-style-type: none"> <li>• ANSD "Area 3": Moderate Aircraft Noise Area (All land uses may be considered) <ul style="list-style-type: none"> <li>- Restrictive covenant(s), acoustic reports, noise mitigation, mechanical ventilation &amp; air conditioning capability or equivalent are required</li> </ul> </li> </ul>
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On Future Subdivided Lots	New Site Specific "ZMU25" Zone	Proposed Development	Variance
Net Floor Area Ratio (FAR)	<ul style="list-style-type: none"> <li>• Residential: 2.5</li> <li>• Village Centre Bonus: 1.0</li> </ul>	<ul style="list-style-type: none"> <li>• Residential: 2.5</li> <li>• Village Centre Bonus: 1.0</li> </ul>	<ul style="list-style-type: none"> <li>• None permitted</li> </ul>
Buildable Floor Area (Max.)	<ul style="list-style-type: none"> <li>• Residential (R): 98,008.0 m<sup>2</sup>, including Artist Residential Tenancy Studio (ARTS) units &amp; affordable housing</li> <li>• Non-residential (NR): 28,567.4 m<sup>2</sup>, including Early Childhood Development (ECD) Hub</li> <li>• Total: 126,575.4 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Lot 1: (R) 35,144.1 m<sup>2</sup> &amp; (NR) Nil</li> <li>• Lot 2: (R) 39,194.5 m<sup>2</sup> &amp; (NR) 1,688.5 m<sup>2</sup></li> <li>• Lot 3: (R) 15,732.2 m<sup>2</sup> &amp; (NR) Nil</li> <li>• Lot 4: (R) 7,937.2 m<sup>2</sup> &amp; (NR) 26,878.9 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• None permitted</li> </ul>
Lot Coverage (Building)	<ul style="list-style-type: none"> <li>• Max. 90%, excluding areas granted via a statutory right-of-way for road or park</li> </ul>	<ul style="list-style-type: none"> <li>• 90%</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Lot Size (Min.)	<ul style="list-style-type: none"> <li>• Lot 1: 9,000 m<sup>2</sup></li> <li>• Lot 2: 8,800 m<sup>2</sup></li> <li>• Lot 3: 3,200 m<sup>2</sup></li> <li>• Lot 4: 7,000 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Lot 1: 9,131 m<sup>2</sup></li> <li>• Lot 2: 8,936 m<sup>2</sup></li> <li>• Lot 3: 3,429 m<sup>2</sup></li> <li>• Lot 4: 7,175 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Setback @ Canada Line	<ul style="list-style-type: none"> <li>• For dwellings, amenity space &amp; child care): 20.0 m, but may be 10.0 m based on an approved DP</li> <li>• Other uses: 6.0 m, but may be 3.0 m based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>• For dwellings, amenity space &amp; child care): 10.0 m minimum</li> <li>• Other uses: 3.0 m minimum</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Setback @ Road & Park	<ul style="list-style-type: none"> <li>• 6.0 m, but may be 3.0 m based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>• 3.0 m minimum</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Setback @ Interior Side Yard	<ul style="list-style-type: none"> <li>• 6.0 m, but may be 0.0 m based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>• 0.0 m minimum</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Setback for Parking Below Grade	<ul style="list-style-type: none"> <li>• 0.0 m</li> </ul>	<ul style="list-style-type: none"> <li>• 0.0 m</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Height	<ul style="list-style-type: none"> <li>• North of Hazelbridge Way: 47 m GSC</li> <li>• South of Hazelbridge Way: 35 m, but may be 47 m GSC based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>• Varies (47 m GSC maximum)</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Off-Street Parking Spaces (Min.) <ul style="list-style-type: none"> <li>• Residents (R)</li> <li>• Affordable &amp; ARTS unit residents (A)</li> <li>• Visitors (V)</li> </ul>	<p>"Zone 1" @ build-out:</p> <ul style="list-style-type: none"> <li>• (R) 0.9 spaces/unit*</li> <li>• (A) 0.81 spaces/unit*</li> <li>• (V) 0.18 spaces/unit/**</li> </ul> <p>* Includes approved transportation demand management (10%) reduction  ** 50% Visitor may be shared with Commercial</p>	<ul style="list-style-type: none"> <li>• (R) +/- 1,048 spaces</li> <li>• (A) +/- 66 spaces</li> <li>• (V) +/- 103 spaces</li> <li>• Sub-total: +/- 1,217 spaces*</li> </ul> <p>* Includes 99 pre-approved spaces @ 8677 Capstan Way</p>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Off-Street Parking Spaces (Min.) <ul style="list-style-type: none"> <li>• Commercial (C)</li> <li>• Early Childhood Development Hub (ECD)</li> </ul>	<p>"Zone 1" @ build-out:</p> <ul style="list-style-type: none"> <li>• (C) varies with specific use*</li> <li>• (ECD) 32 spaces</li> </ul> <p>* Transportation demand management (10%) reduction permitted</p>	<ul style="list-style-type: none"> <li>• (C) +/- 586 spaces*</li> <li>• (ECD) 32 spaces</li> <li>• Sub-total: 618 spaces</li> </ul> <p>* 250 spaces secured via a SRW on Lot 1, including 125 for general public use</p>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Off-Street Parking – <ul style="list-style-type: none"> <li>• Total Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• To be confirmed on a DP-by-DP basis</li> </ul>	<ul style="list-style-type: none"> <li>• +/- 1,835 spaces*</li> </ul> <p>* Includes 99 pre-approved spaces @ 8677 Capstan Way</p>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Tandem (Resident) Parking Spaces	<ul style="list-style-type: none"> <li>• Permitted</li> </ul>	<ul style="list-style-type: none"> <li>• To be determined</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>

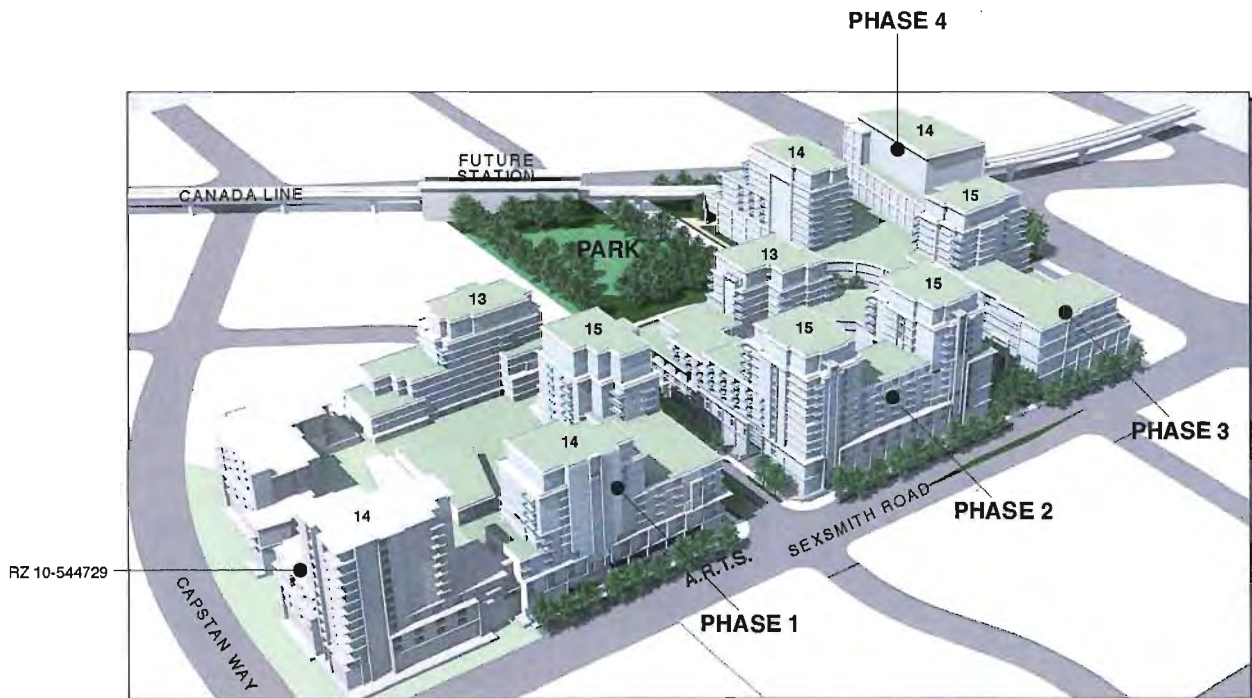
On Future Subdivided Lots	New Site Specific "ZMU25" Zone	Proposed Development	Variance
Amenity Space – Indoor	<ul style="list-style-type: none"> <li>2 m<sup>2</sup>/unit</li> <li>Approx. 2,256 m<sup>2</sup>, based on 1,128 units</li> </ul>	<ul style="list-style-type: none"> <li>As required</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Amenity Space – Outdoor (OCP) & Landscaping (CCAP)	<ul style="list-style-type: none"> <li>OCP: 6.0 m<sup>2</sup>/unit</li> <li>CCAP: 10% net site</li> </ul>	<ul style="list-style-type: none"> <li>As required</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Capstan Station Bonus – Park Requirement	<ul style="list-style-type: none"> <li>5.74 m<sup>2</sup> per unit or 6,810.4 m<sup>2</sup>, whichever is greater</li> </ul>	<ul style="list-style-type: none"> <li>Fee simple: 5,000.4 m<sup>2</sup> (1.23 ac)</li> <li>SRW: 1,810.0 m<sup>2</sup> (0.45 ac)</li> <li>Total: 6,810.4 m<sup>2</sup> (1.68 ac)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

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

**Attachment 5**  
Conceptual Development Plans



Aerial View from Southwest (Capstan & No 3)



Aerial View from Southeast (Capstan & Sexsmith)

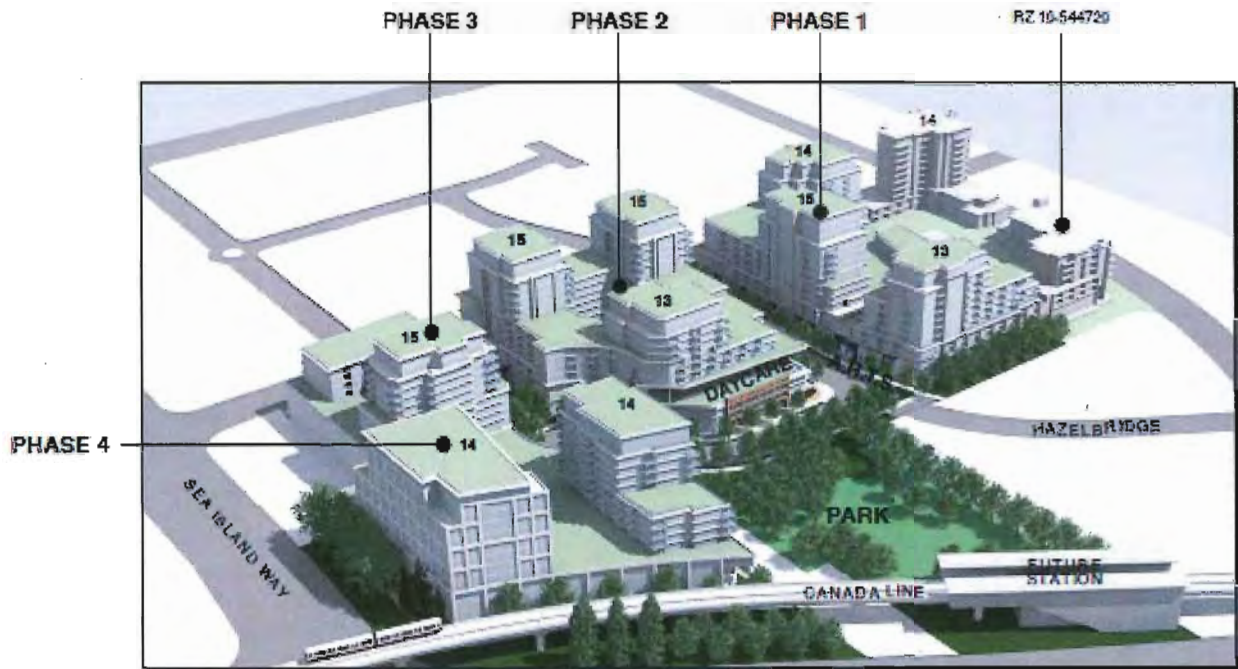
Massing Concept

Rezoning Application  
Capstan Village  
City of Richmond

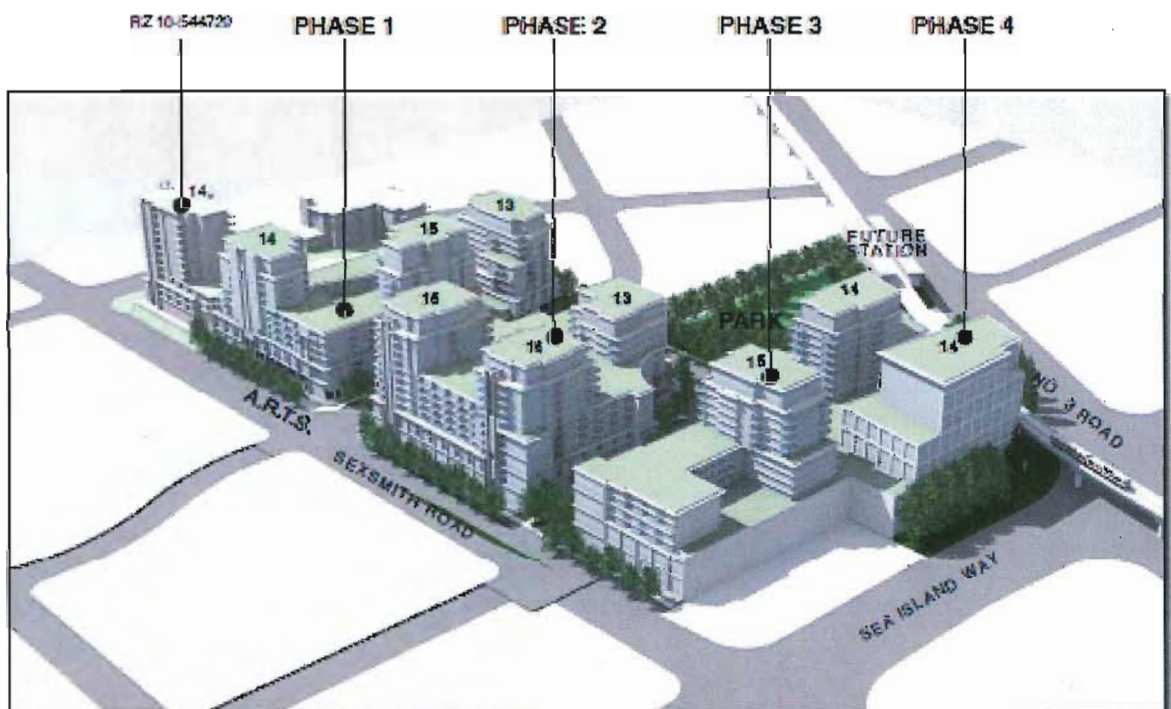
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

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**Attachment 5**  
Conceptual Development Plans



Aerial View from Northwest (No 3 & Sea Island)



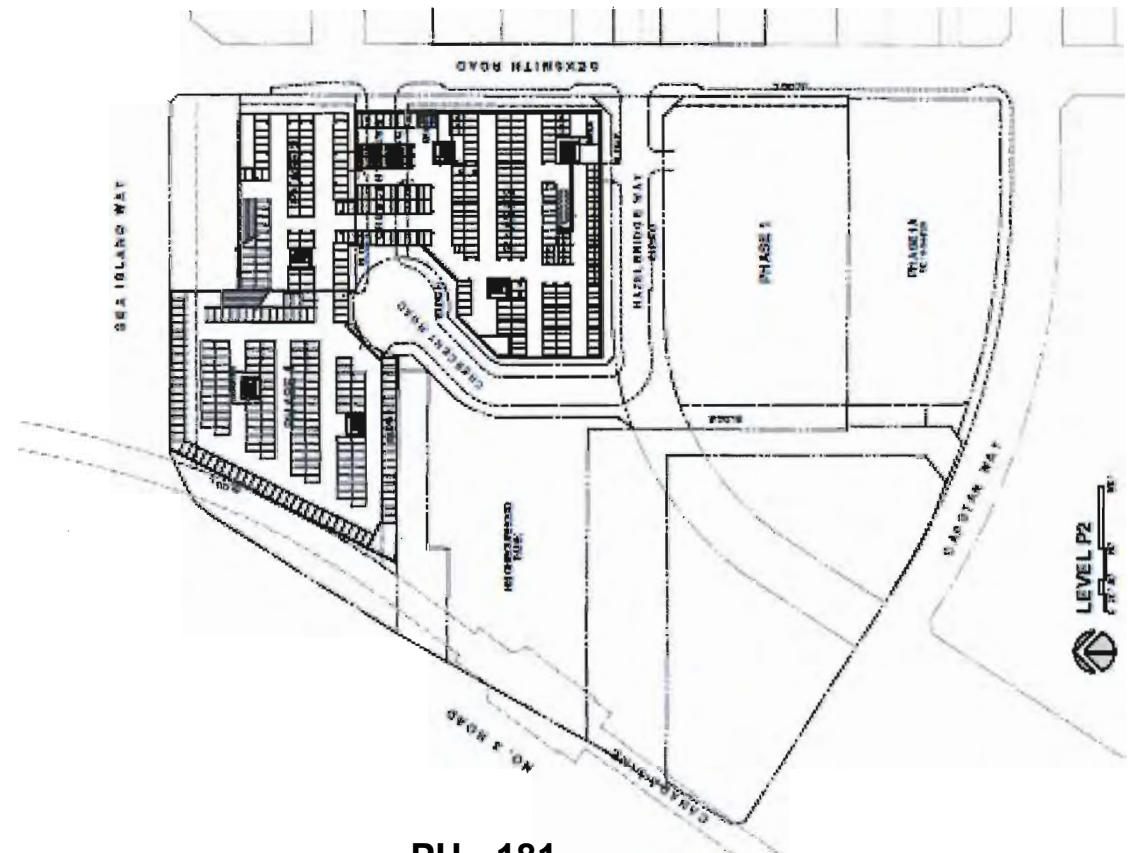
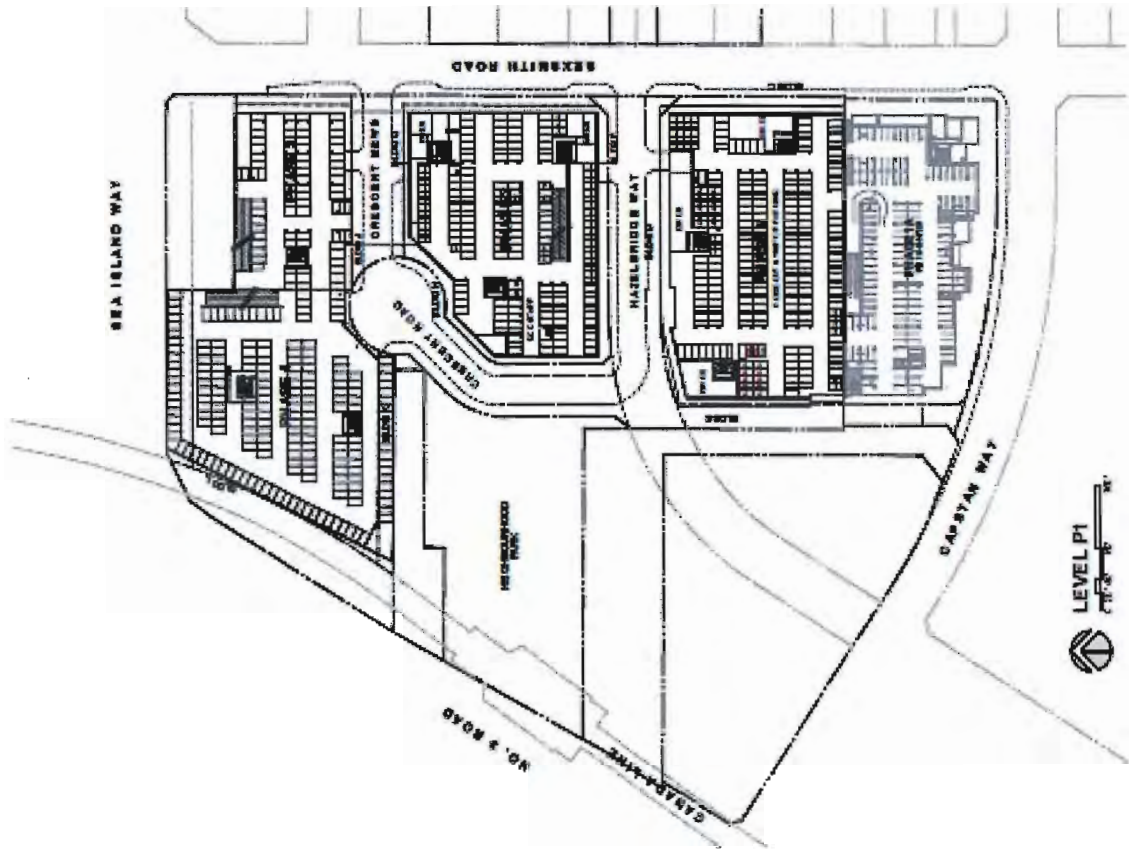
Aerial View from Northeast (Sexsmith & Sea Island)

Massing Concept

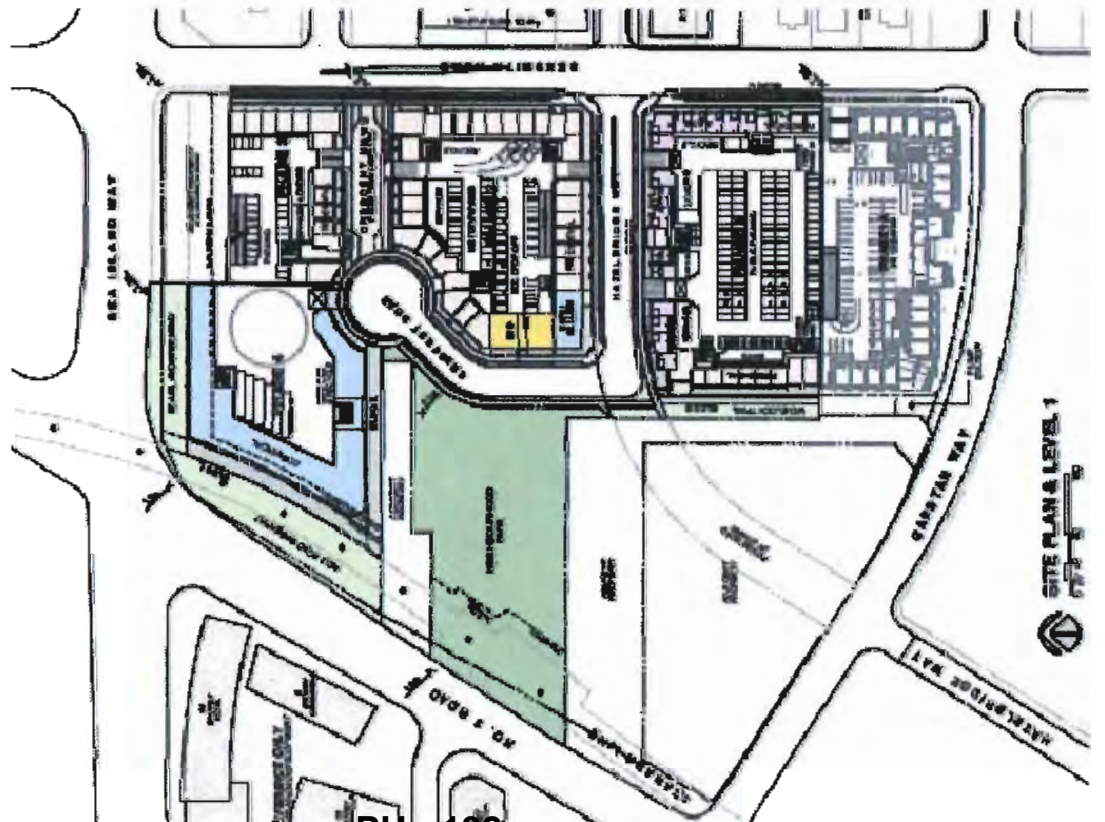
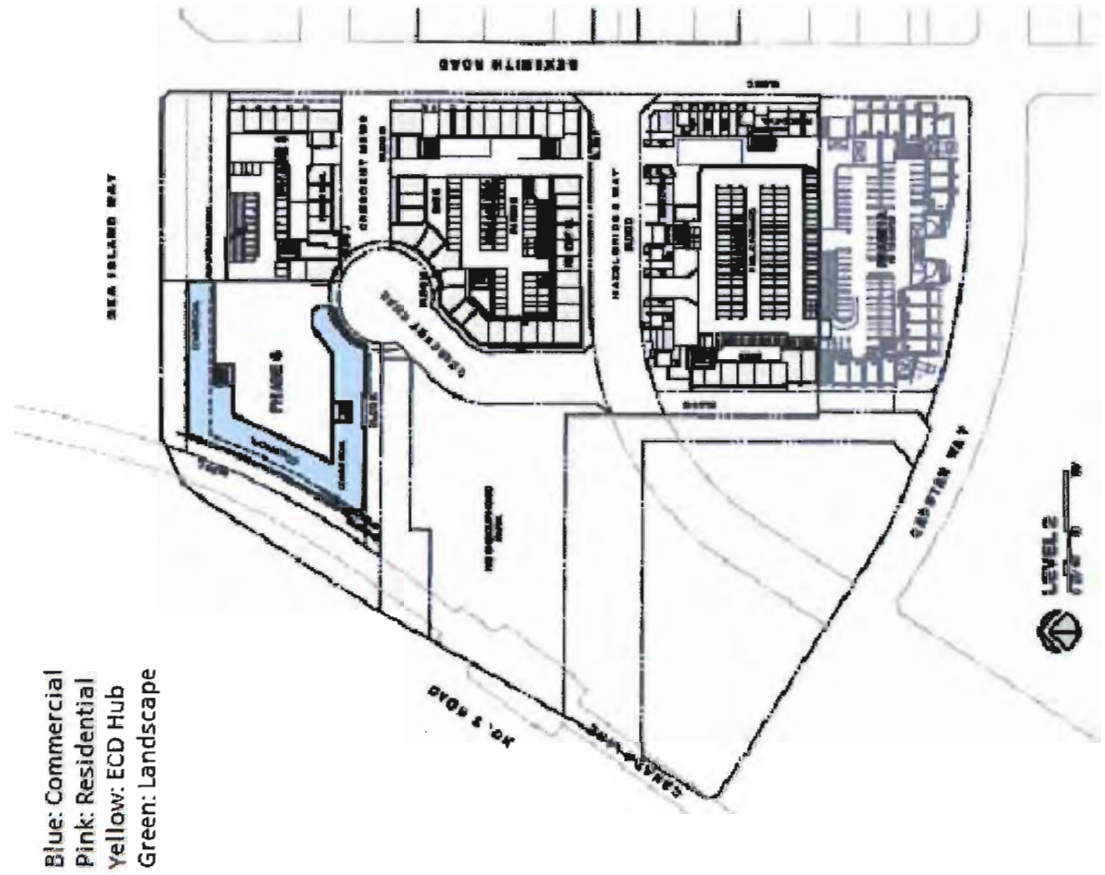
Rezoning Application  
Capstan Village  
City of Richmond

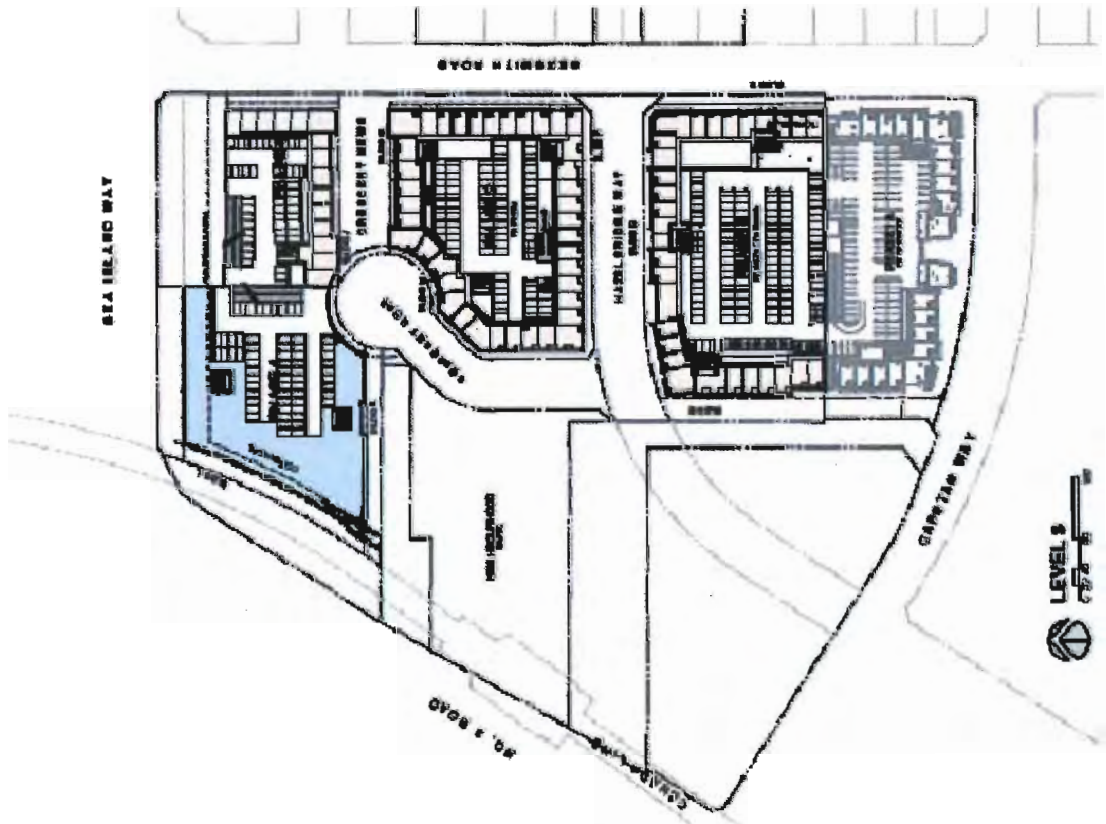
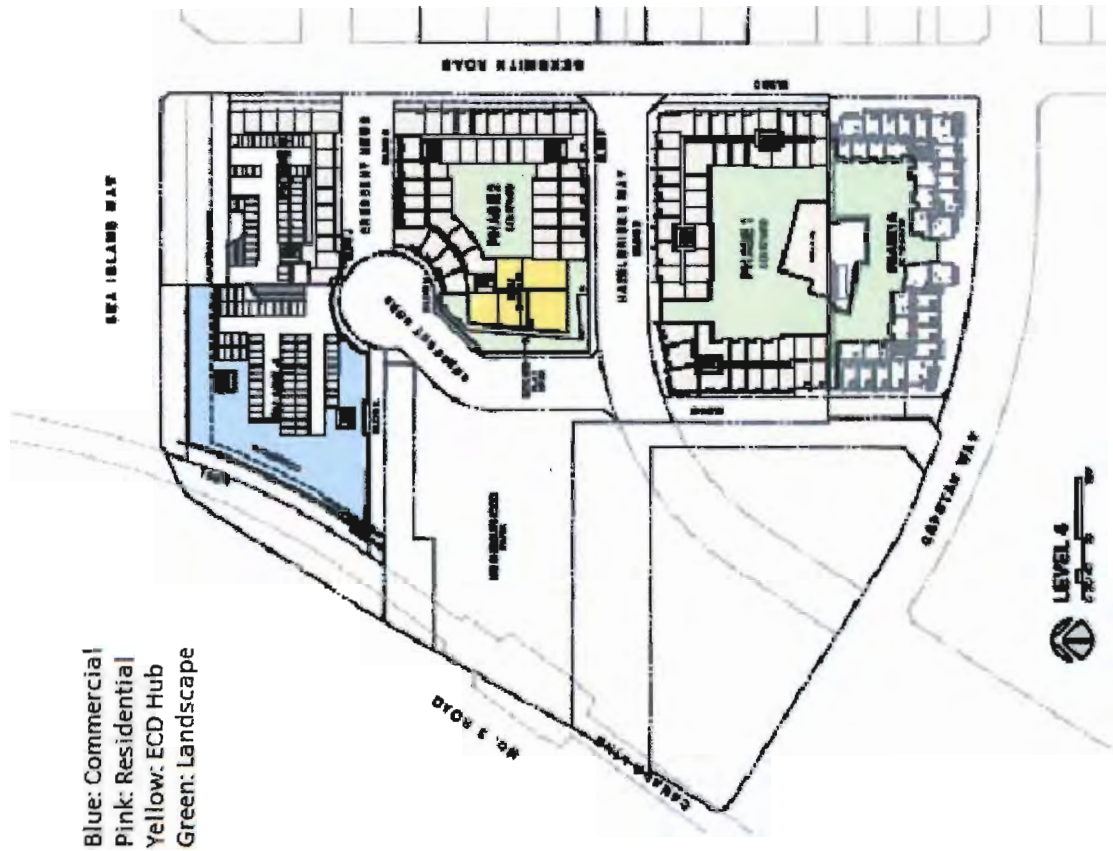
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

PH - 180

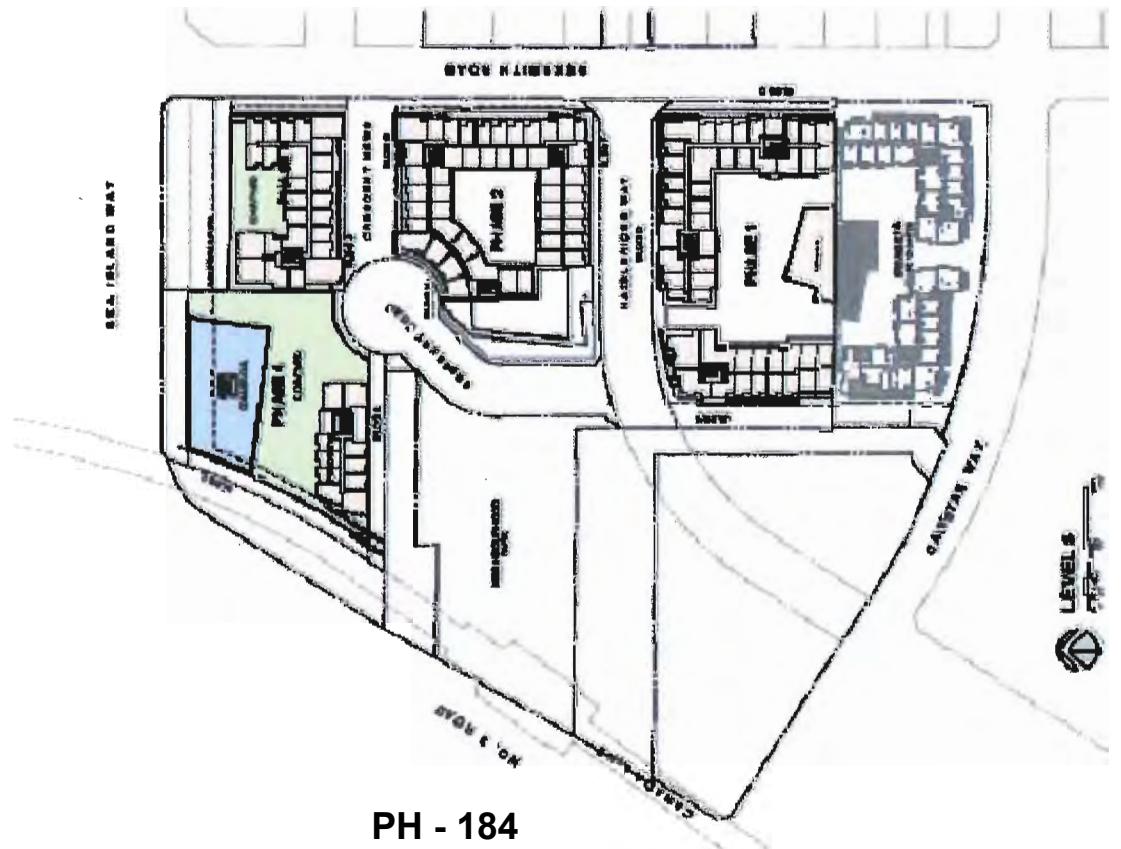
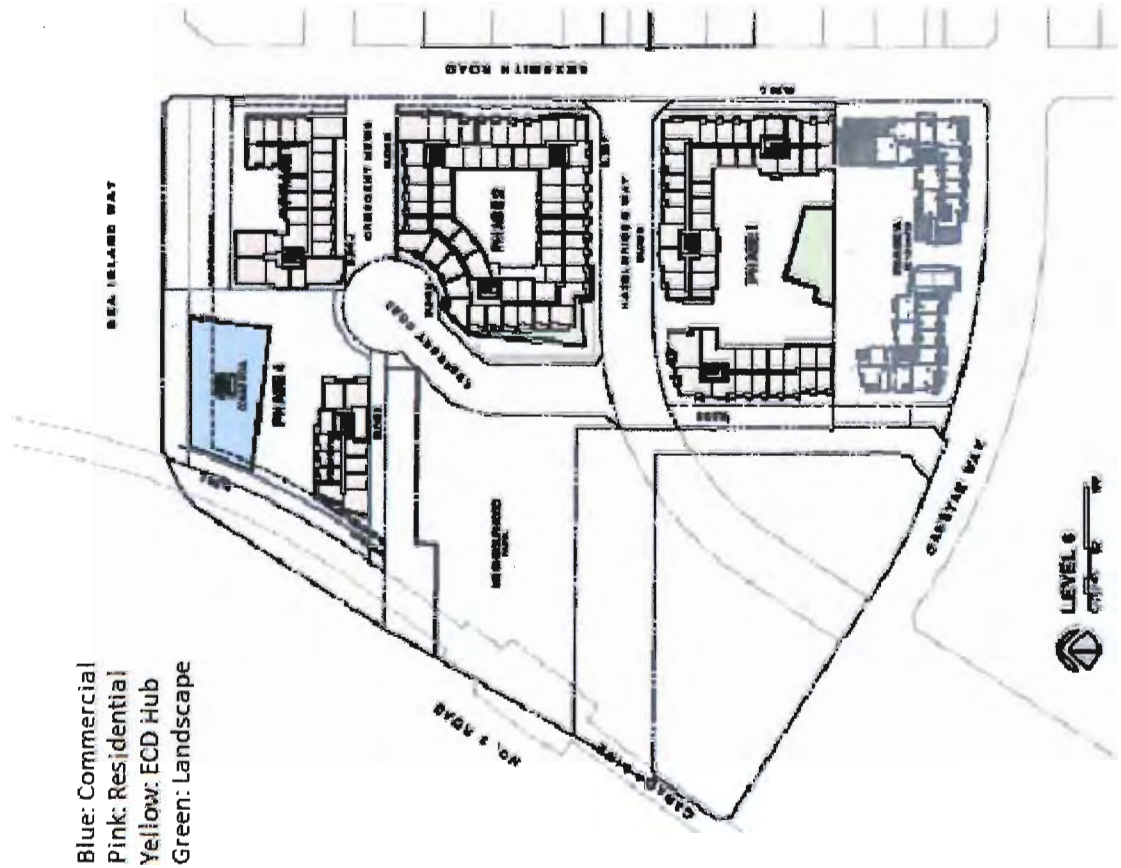


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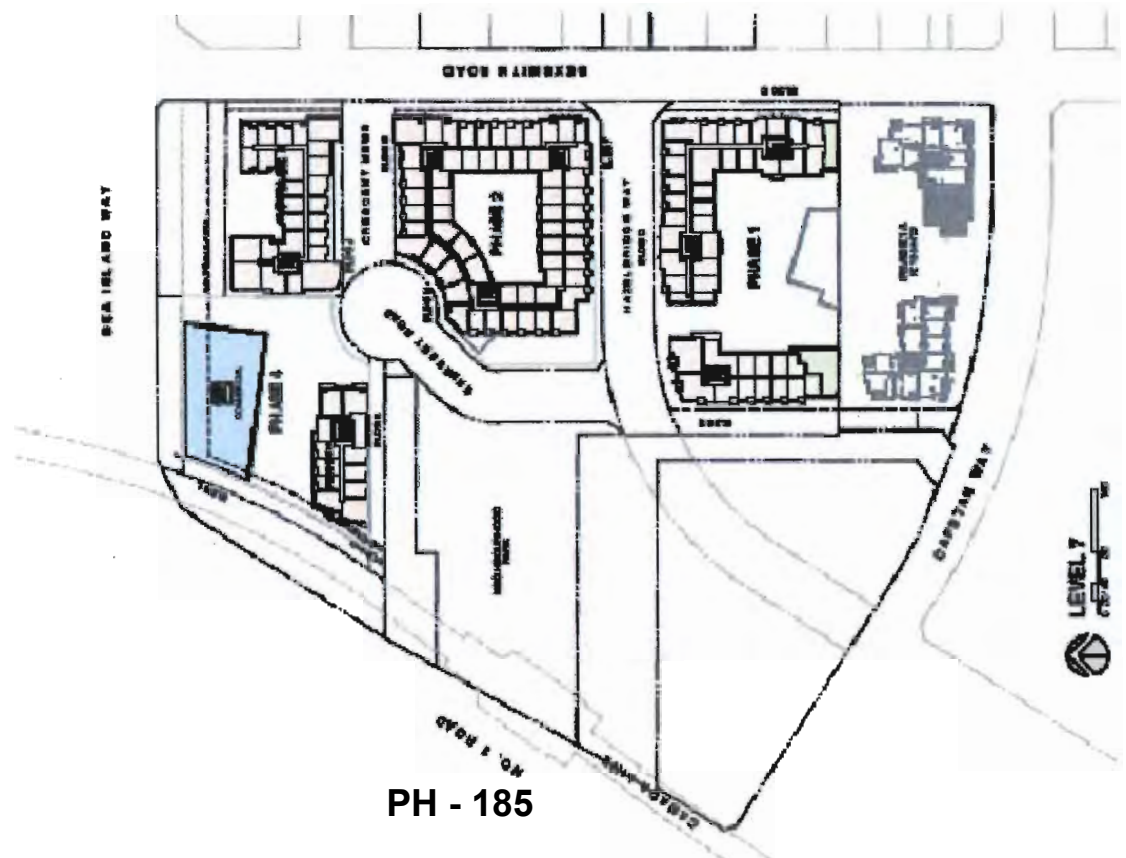
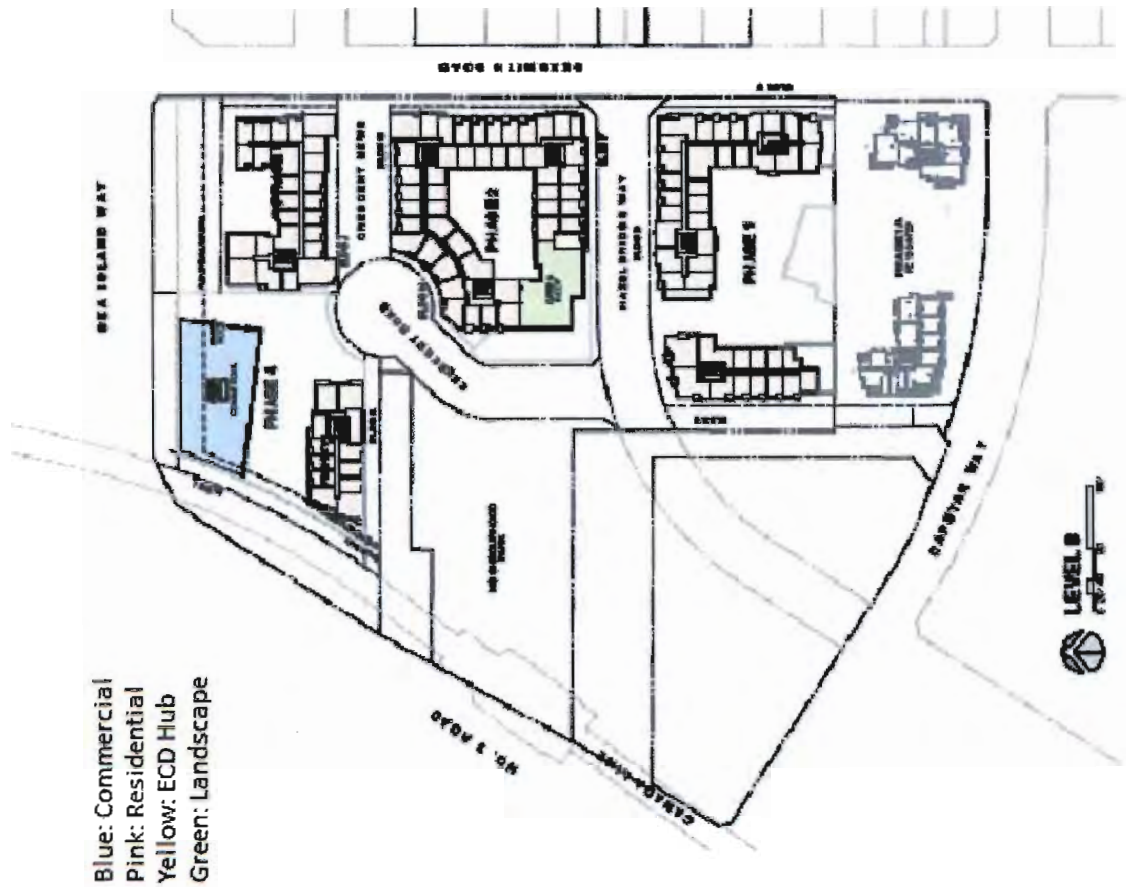




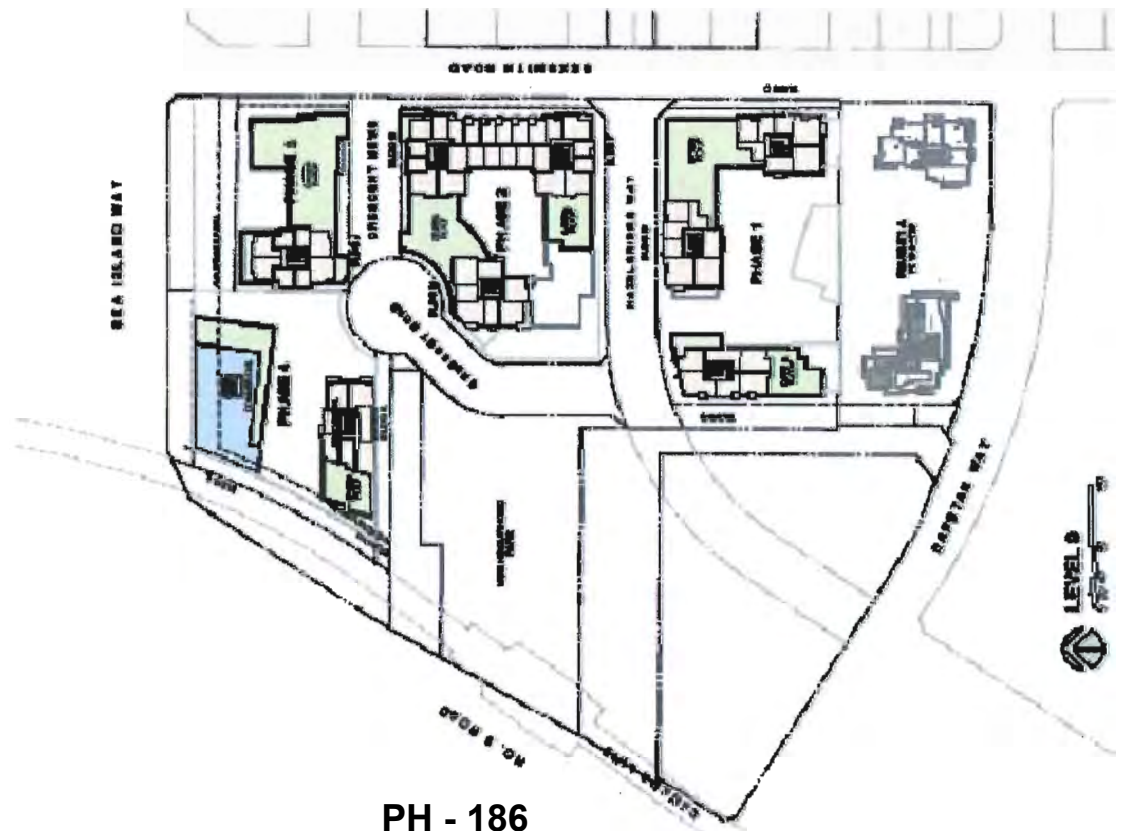
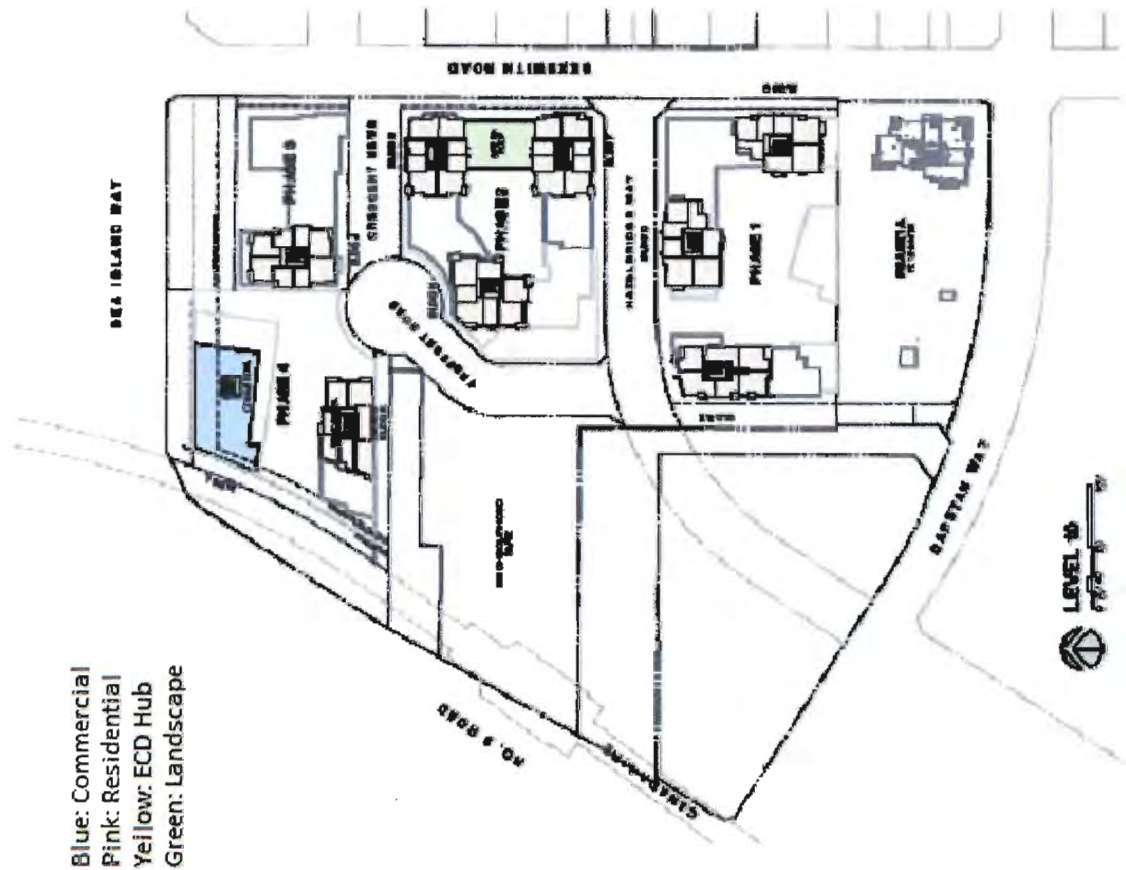
# Attachment 5 Conceptual Development Plans



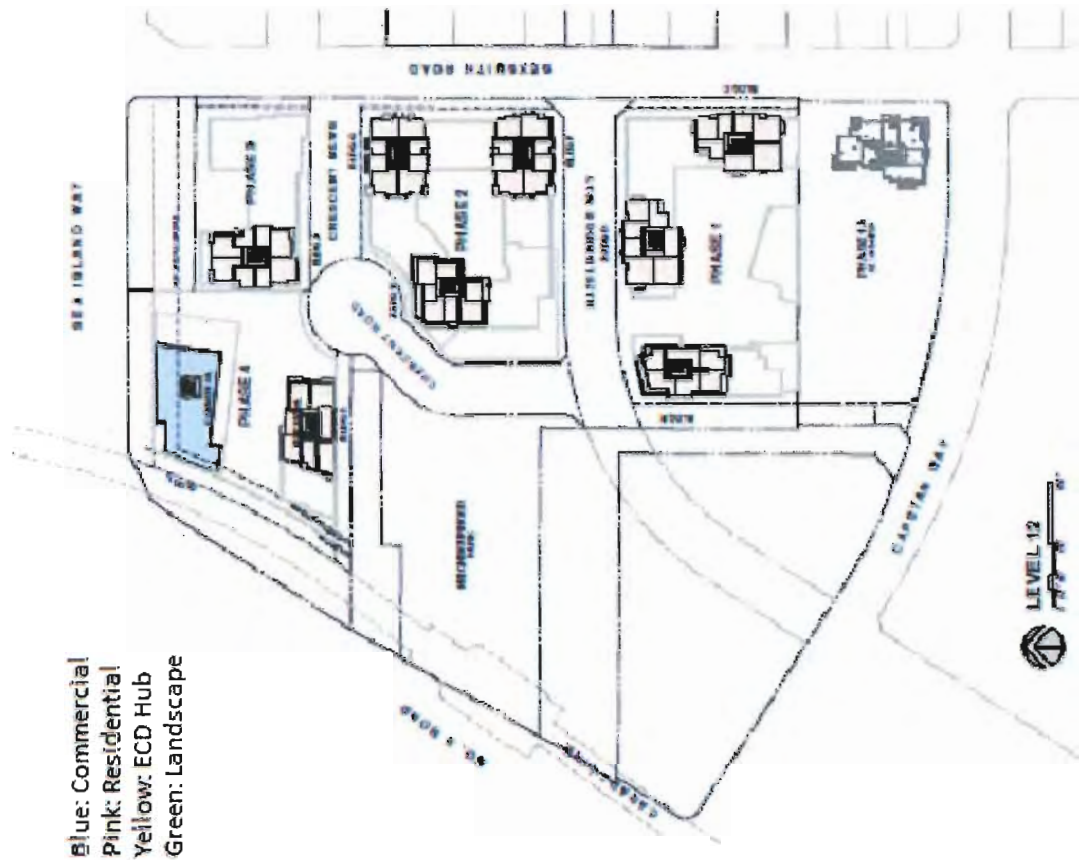
PH - 184

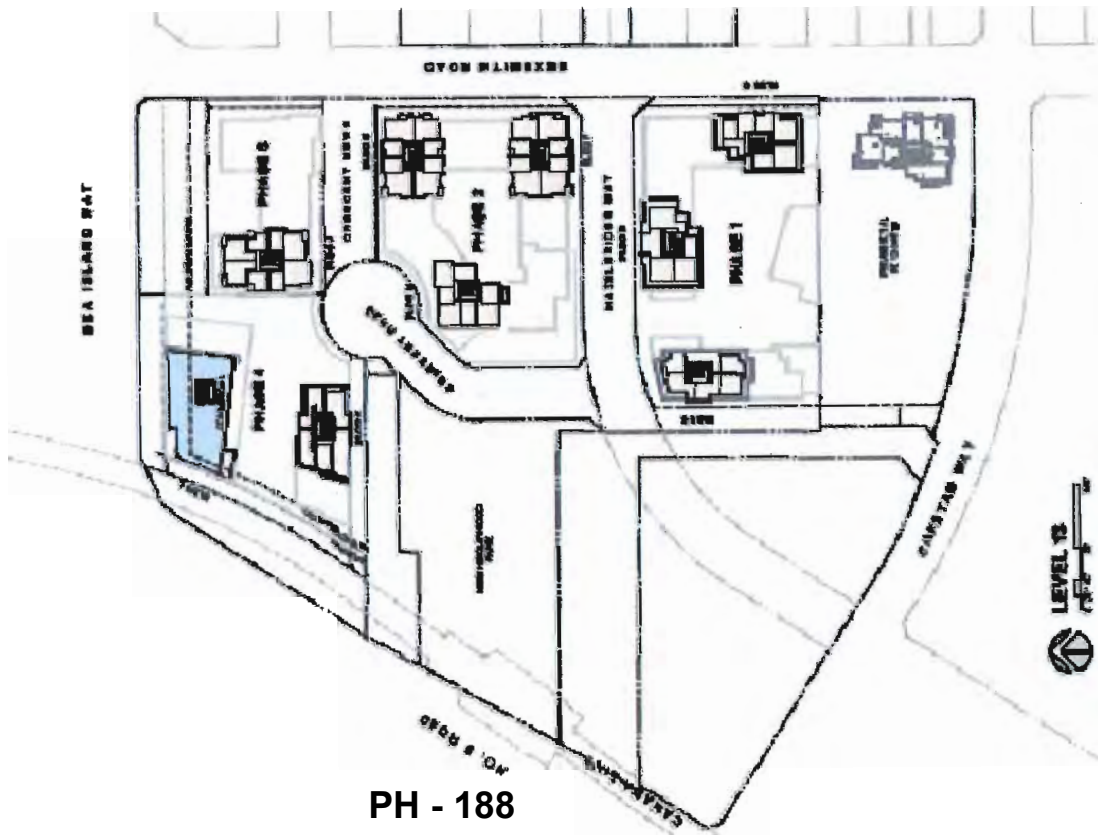


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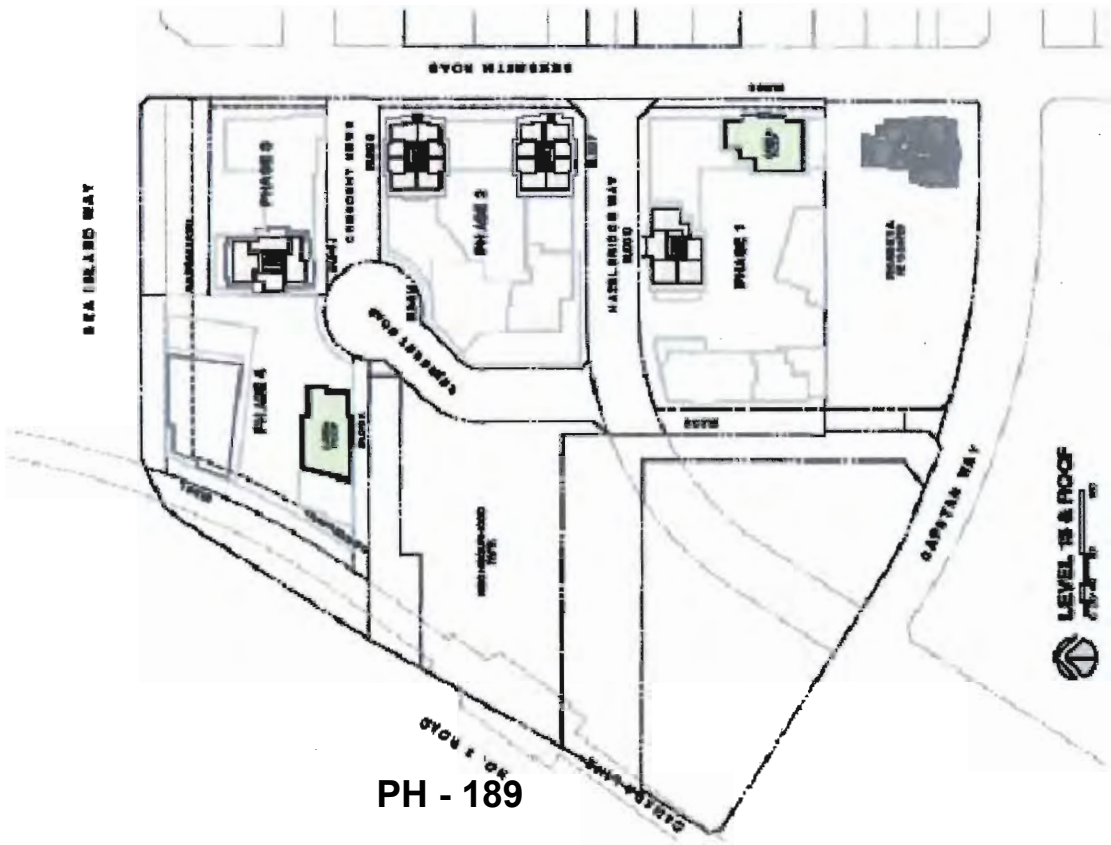
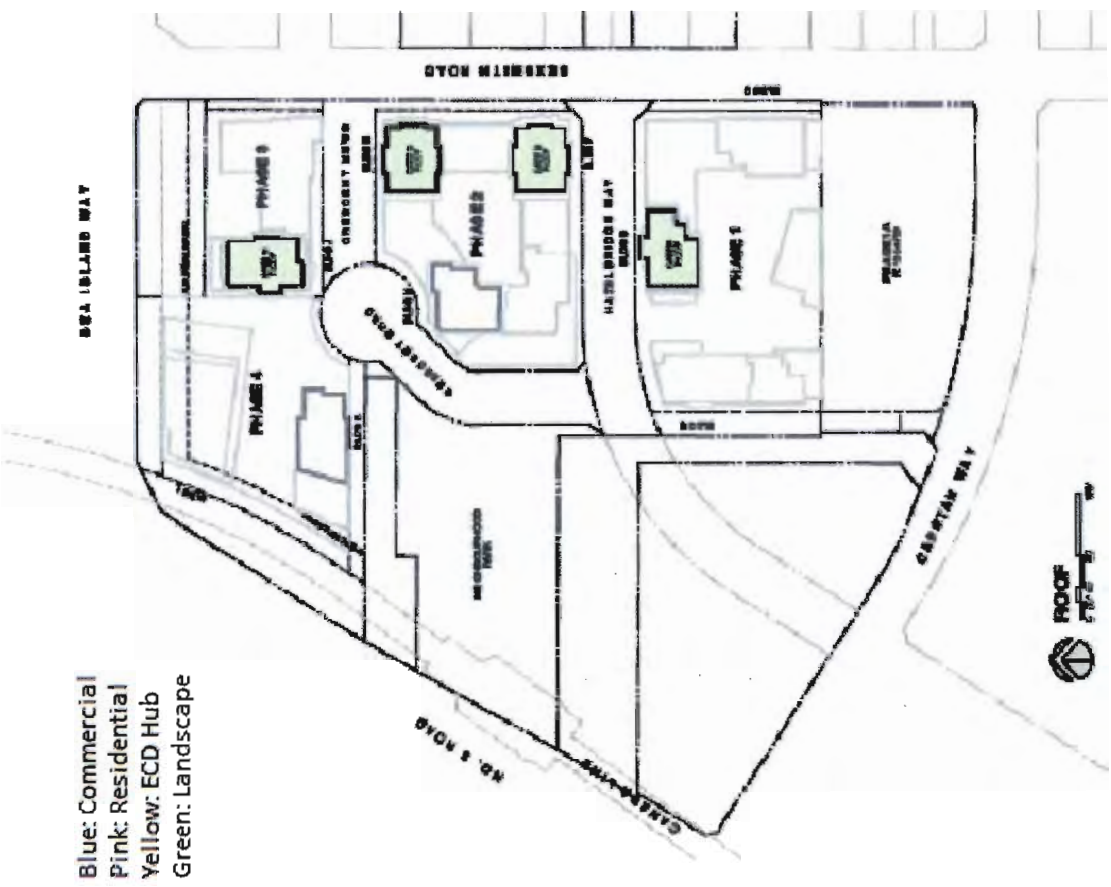


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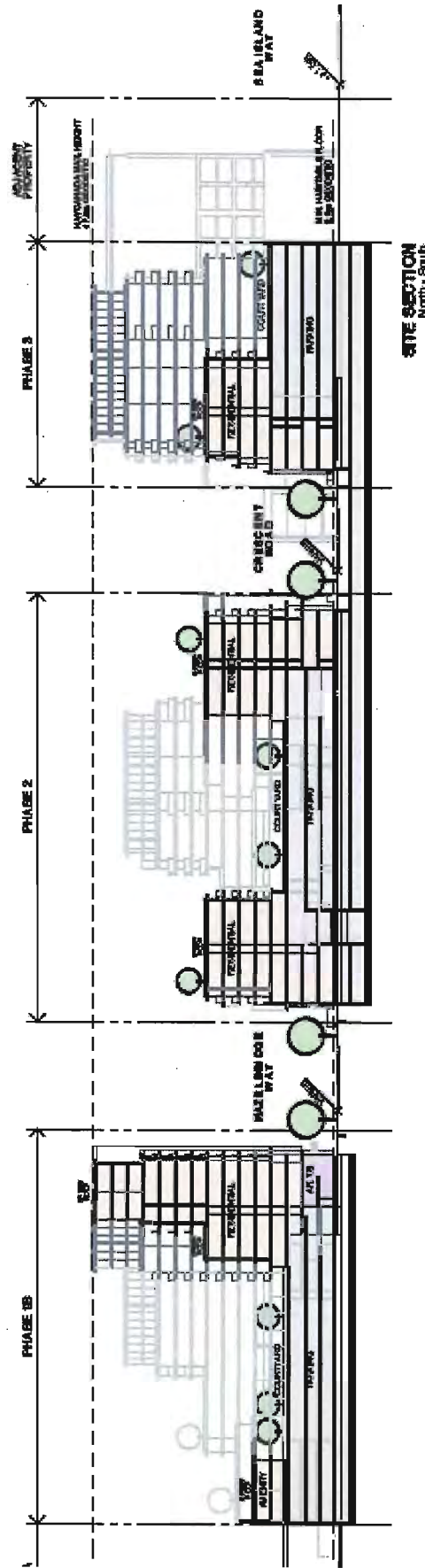
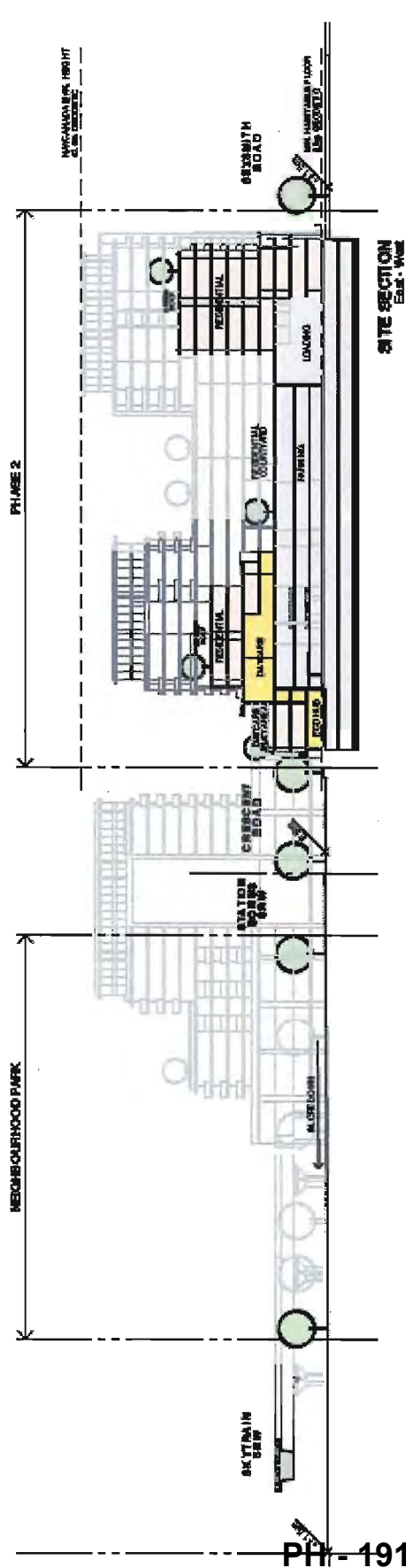


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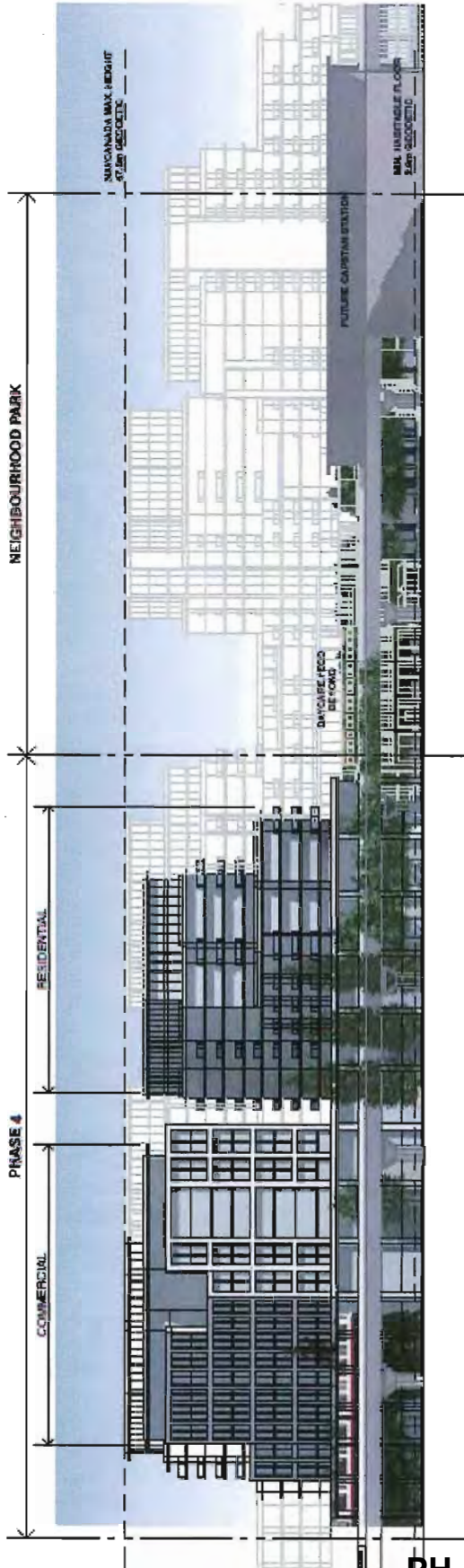


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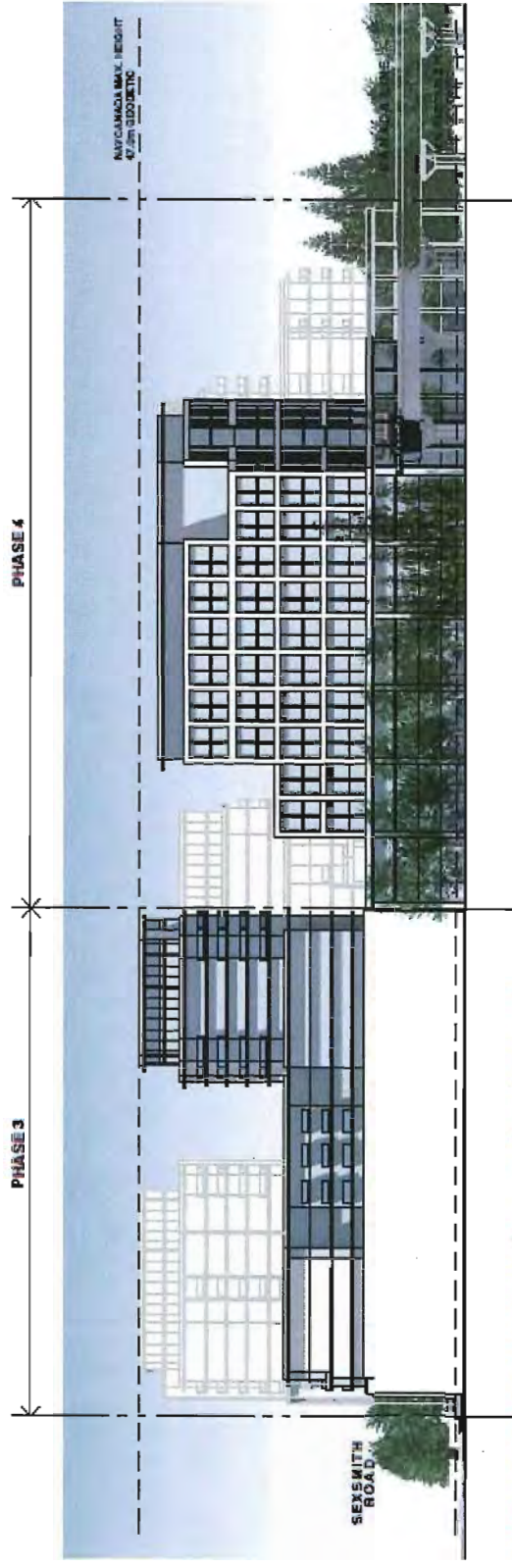




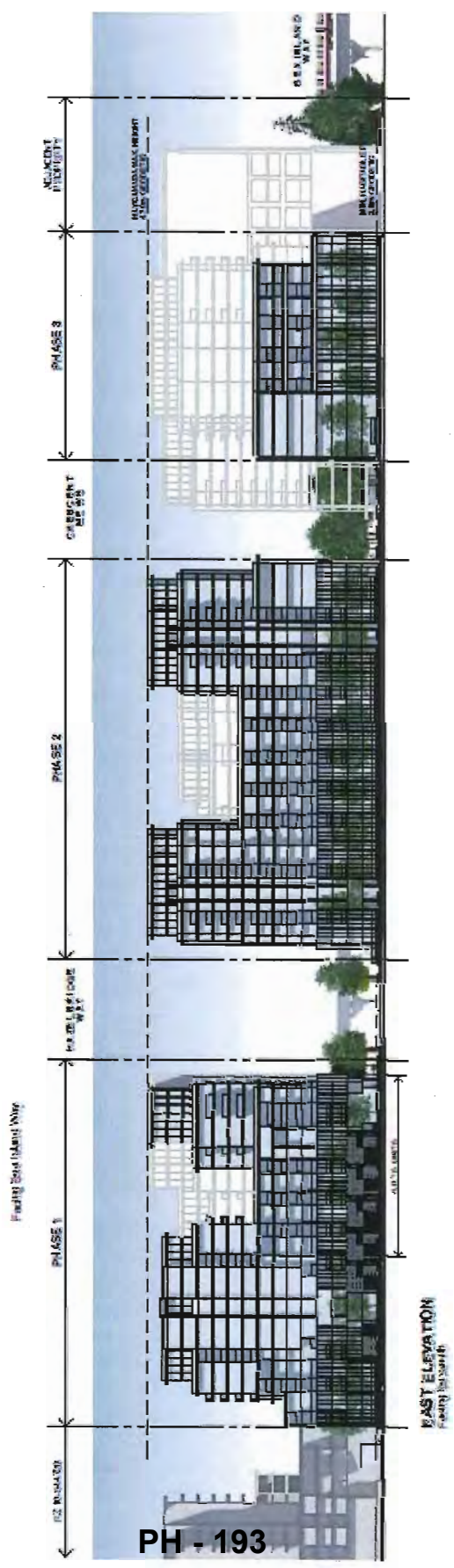
Site Sections



WEST ELEVATION (No. 3 Road)

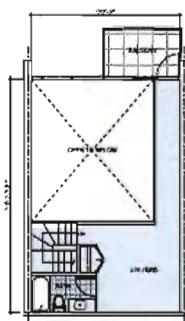


NORTH ELEVATION (Sea Island Way)

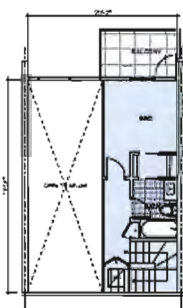


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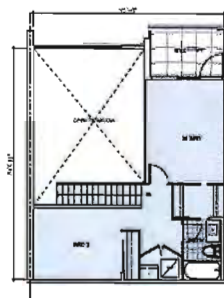
# **Attachment 5** **Conceptual Development Plans**



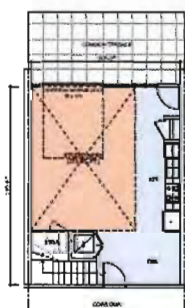
ARTS - BACHELOR  
 LEVEL2



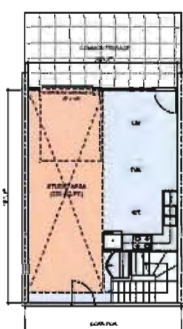
ARTS - 1 BEDROOM  
 LEVEL2



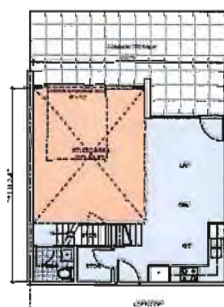
ARTS - 2 BEDROOM  
 LEVEL2



ARTS - BACHELOR  
 LEVEL1



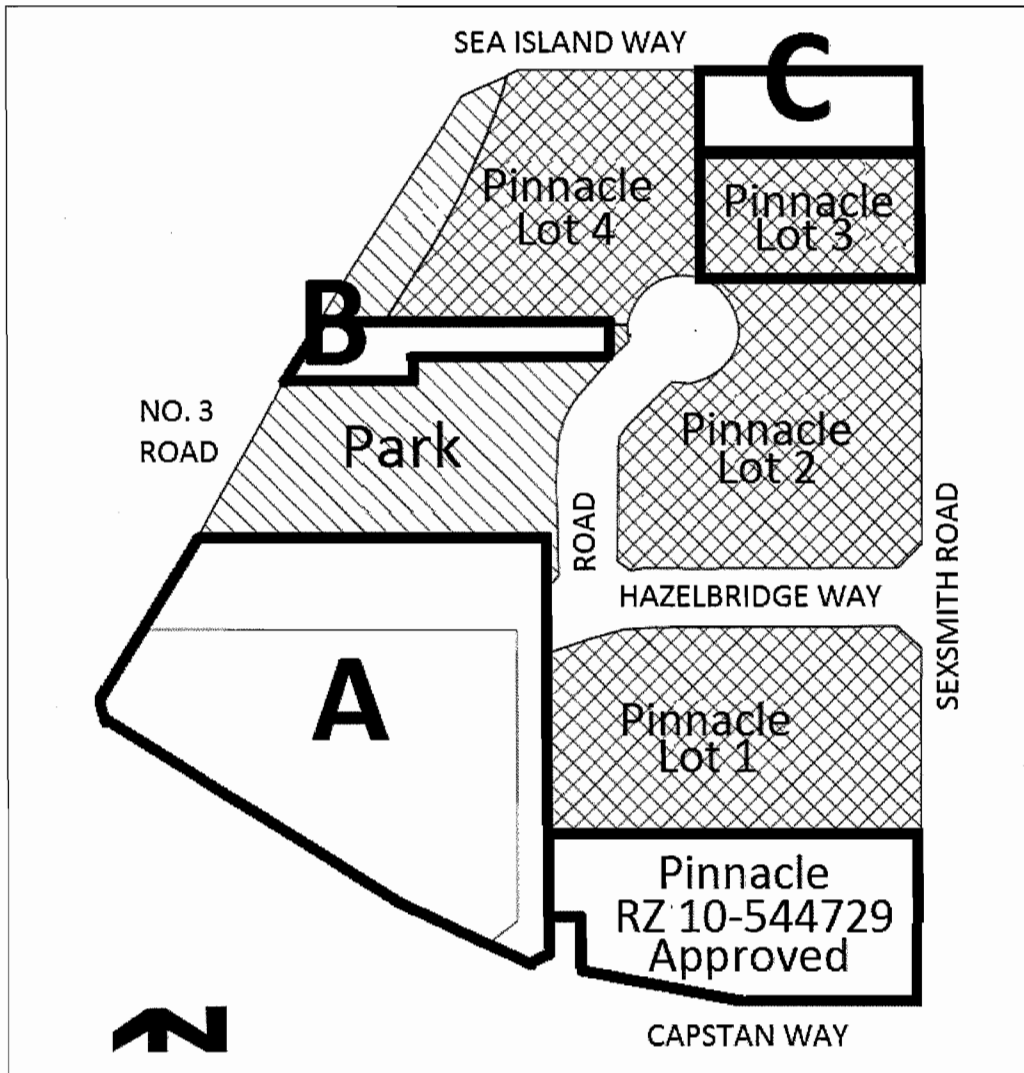
ARTS - 1 BEDROOM  
 LEVEL1



ARTS - 2 BEDROOM  
 LEVEL1



View To ARTS units facing Sexsmith Road  
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- A**     **3360 No. 3 Road & 8511 Capstan Way:** This 1.58 ha (3.91 ac), corner site is large enough to accommodate high density development in a manner consistent with the CCAP.
- B.**     **3280 No. 3 Road:** This 0.16 ha (0.4 ac), mid-block lot belongs to the same owner as “A”, is designated under the CCAP for park, and is included on the City’s Development Cost Charge (DCC) park acquisition program. Its development and compensation can, thus, be managed through the City’s standard development and land acquisition processes (e.g., dedication and DCC credits).
- C.**     **3131 Sexsmith Road:** This 0.20 ha (0.51 ac), corner lot belongs to the same owner as “A” and “B”. It is considered to be “orphaned” because it is designated for high density development, but is too small to achieve this in a form consistent with CCAP objectives. To address this, Pinnacle International has agreed that, prior to adoption of the subject rezoning, a “no development” covenant will be registered on “Pinnacle Lot 3” restricting Development Permit (DP) issuance for that lot until it is consolidated with “C”, the owner of “C” transfers the density elsewhere (i.e. through rezoning of “A”), or, if those options are not feasible, through the DP approval process for “Pinnacle Lot 3”, additional legal agreements are registered on “Pinnacle Lot 3” and related features are incorporated to facilitate the future development of “C” to the City’s satisfaction.

**3. RZ 12-610011– 4-PHASE, HIGH DENSITY, HIGH RISE, MIXED USE DEVELOPMENT, INCLUDING A NEW PARK AND ROADS, NEAR THE FUTURE CAPSTAN CANADA LINE STATION**

**APPLICANT:** Pinnacle International (Richmond) Plaza Inc.

**PROPERTY LOCATION:** 3200, 3220, 3240, 3300 & 3320 No 3 Road & 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331 & 3371 Sexsmith Road

**Applicant's Presentation**

John Bingham, Bingham Hill Architects, and Peter Kreuk, Durante Kreuk Ltd., presented the project and answered queries from the Panel on behalf of the applicant.

**Panel Discussion**

*Comments from the Panel were as follows:*

- a very significant project; glad to see the area being developed;
- would like to see utility ROW planning during the master planning stage as the City develops the District Energy System serving the area;
- LEED Equivalent Checklist shows that the proposed development is aiming for three energy points; would like to see a more detailed strategy to achieve the three energy points, e.g. whether through the mechanical system, building envelope or a combination of both, in the applicant's next presentation to the Panel;
- well-done and thought-out project;
- massing is fantastic; like the south-facing courtyards which allow good sunlight penetration;
- appreciate most the cross sections; they show that the project is complex and a lot has been put on the property;
- appreciate the minimal asphalt surface and a lot of greens on the proposed development;
- hope that the project's LEED Silver equivalency target will be achieved; hope higher LEED levels can be targeted for future phases;
- good massing and setbacks; reconsider colour palette; colours shown in the character sketch of the architecture (i.e., shades of yellow, red and blue) are not appropriate for the size of the buildings;
- the proposed project is huge, terrific and exciting;
- packages provided by the applicant are understandable; great presentation by the applicant;

- Phase 2 courtyard is too enclosed; sunlight penetration is adequate but can be further enhanced; density to the south of the courtyard could be better placed on top of the tower;
- pedestrian movement from the future Capstan Canada Line Station is heavily oriented towards Crescent Mews; pedestrian thrust is lacking towards Hazelbridge Way; heavy pedestrian movement is expected through Hazelbridge Way, the Concord Gardens project and the park beyond;
- landscape design is conventional; would like to see one palette design throughout the project;
- consider further treatment to the tower façade such as introducing breaks to enhance the tower expression;
- framed element on the daycare facility facing the park is a dominant feature; consider further design development;
- architectural drawings provided by the applicant to the Panel are easy to understand; great presentation by the applicant;
- applicant is advised not to underestimate the challenges on the ARTS edge treatment; grade connection needs more careful thought; grade change along Hazelbridge Way will help the permeability of the road surface and enhance the accessibility of the entries to the ARTS units;
- consider further design development to the Neighbourhood Park in view of the expected heavy pedestrian traffic through the Park;
- location of the daycare facility may be appropriate; however, it has a tall edge; edge conditions and guardrail requirements can be onerous and pose great challenges;
- understand the consolidation challenges between the subject development and the proposed development across Sexmith Road; look at the relationship of Crescent Road and Patterson Road; traffic planning needs to consider ways to control access from Crescent Mews to Patterson Road, e.g., adding a traffic signal on Sexmith Road;
- urban forest provides a good solution to animate the edge of the Park and helps the corner plaza; also provides a good buffer between the proposed development and vehicular traffic along Sea Island Way;
- consider CPTED issues in the type of lighting to be used in the proposed development;
- security of children in the daycare facility should be considered in the design of the Phase 2 courtyard;
- look at emergency vehicles' ingress to and egress from the proposed development;

- applicant should ensure that all entrance ways to the development are well illuminated to provide guidance and direction to pedestrians;
- applicant provided a good snapshot of what to expect from the proposed development;
- distribution of affordable housing units in the proposed development is mitigated by the provision of the daycare facility and the ARTS corridor;
- appreciate the assurance of City staff to look into the aging-in-place requirements and accessibility needs of disabled residents in the proposed development;
- consider needs of young parents using strollers in the design of the pedestrian walkways and pathways on the commercial areas and towards the future Capstan Canada Line Station; also, look at opportunities to enhance the accessibility from the podium and courtyards to the street level;
- ensure continuous universal access along the grade change between the floor of the artist studios and the street level; and
- clarify ramping of vehicular entries and exits on the proposed development; not clear in the drawings.



City of  
Richmond

## Rezoning Considerations

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

**Address:** 3200, 3220, 3240, 3300 & 3320 No. 3 Road & 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331 & 3371 Sexsmith Road

**File No.:** RZ 12-610011

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9135, the developer is required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

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

- 2.1. Road: Dedication of 5,529.0 m<sup>2</sup> (1.366 ac) for road purposes as per the Preliminary Subdivision Plan (**Schedule A**), including:
  - a) 20.4 m wide strip of land for the extension of Hazelbridge Way, together with 4.0 m x 4.0m corner cuts at all intersections; and
  - b) 20.4 m wide strip of land for a new North-South Street, together with a 19.0 m radius cul-de-sac bulb and 4.0 m x 4.0 m corner cuts at all intersections.

NOTE: These dedications are required in respect to designated CCAP “minor streets” and are ineligible for DCC (road acquisition) credits; however, they can be used for the purpose of calculating the maximum permitted floor area on the net buildable portion of the subject site (as specifically provided for via the subject development’s proposed site specific zone).

- 2.2. Park: Transfer of 8,389.0 m<sup>2</sup> (2.073 ac) to the City as fee simple for park and related purposes. The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfers shall be borne by the developer. The lands to be transferred, as indicated on the Preliminary Subdivision Plan (**Schedule A**), are comprised of:

- a) 3,388.6 m<sup>2</sup> (0.837 ac) for the Neighbourhood Park; and

NOTE: This land transfer is required in respect to designated CCAP “park” and shall be eligible for DCC credits based on the lesser of the development’s DCCs payable for park acquisition, a City-approved appraisal, and the value identified on the DCC program.

- b) 5,000.4 m<sup>2</sup> (1.236 ac) for additional park, including:
  - 3,326.4 m<sup>2</sup> (0.822 ac) for additional Neighbourhood Park space contiguous with the Neighbourhood Park referenced in Section 2.2(a) (above); and
  - 1,674.0 m<sup>2</sup> (0.414 ac) for No. 3 Road Greenway located north of the Neighbourhood Park referenced in Section 2.2(a) (above).

NOTE: This land transfer is required in respect to CCAP and Zoning Bylaw requirements for the Capstan Station Bonus and is ineligible for DCC (park acquisition) credits; however, it can be used for the purpose of calculating the maximum permitted floor area on the net buildable portion of the subject site (as specifically provided for via the subject development’s proposed site specific zone).

- 2.3. Lot Consolidation and Subdivision: In addition to two (2) City-owned, fee simple lots for park purposes, as per the Preliminary Subdivision Plan (**Schedule A**), consolidation and subdivision to create four (4) lots for the purpose of the subject development, including:
- a) Lot 1 (south lot): 9,131.0 m<sup>2</sup> (2.256 ac);
  - b) Lot 2 (middle lot): 8,936.0 m<sup>2</sup> (2.208 ac);
  - c) Lot 3 (northeast lot): 3,429.0 m<sup>2</sup> (0.847 ac); and
  - d) Lot 4 (northwest lot): 7,175.0 m<sup>2</sup> (1.773 ac).
- 2.4. No Separate Sale: Registration of legal agreements on the four (4) lots created for the purpose of the subject development, as per the Preliminary Subdivision Plan (**Schedule A**), requiring that the lots may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreement and business terms related to financial, legal, development, and other obligations assigned to each of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.
- 2.5. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Statutory Right-of-Way Plan (**Schedule B**), to facilitate public access and related landscaping and infrastructure, including:
- a) Sexsmith Sidewalk 3.7 m wide right-of-way along the subject site's entire Sexsmith Road frontage (i.e. Lots 1, 2, and 3) for sidewalk widening.
    - The right-of-way shall provide for:
      - 24 hour-a-day, universally accessible, public access in the form of sidewalk and related landscape features accommodating pedestrians and cyclists, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
      - Public art;
      - Public access to fronting residential, commercial, public open space, and other on-site uses;
      - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
      - City utilities, traffic control (e.g., signals), and related equipment;
      - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
      - Design and construction, via a Servicing Agreement\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
      - Maintenance at the sole cost of the owner-developer, except for paved sidewalk areas and City streetlights, street trees, and furnishings.
    - The right-of-way shall not provide for:
      - Driveway crossings (except at the intersection with the Private Road right-of-way);
      - Vehicle access, except as described above; or
      - Building encroachments above or below the finished grade of the right-of-way.
- NOTE: This right-of-way is NOT eligible public open space with respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.
- b) Sea Island Greenway: 10.0 m wide right-of-way (670.0 m<sup>2</sup> / 0.166 ac) along the subject site's entire Sea Island Way frontage (Lot 4) for the establishment of a landscaped greenway accommodating pedestrian and bike activity.

- The right-of-way shall provide for:
  - 24 hour-a-day, universally accessible, public access in the form of paved walkway, off-street bike path, and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
  - Public art;
  - Public access to fronting commercial, public open space, and other on-site uses;
  - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
  - City utilities, traffic control (e.g., signals), and related equipment;
  - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
  - Design and construction, via a Development Permit\* or Servicing Agreement\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
  - Maintenance at the sole cost of the owner-developer, except for paved sidewalk areas and City utilities, streetlights, street trees, and furnishings.
- In addition, the right-of-way shall provide for:
  - Building encroachments located fully below the finished grade of the right-of-way, provided that such encroachments do not conflict with the design, construction, or intended operation of the right-of-way (e.g., tree planting, accessible grades, underground utilities), as specified in a Development Permit\* or Servicing Agreement\* approved by the City.
- The right-of-way shall not provide for:
  - Driveway crossings;
  - Vehicle access, except as described above; or
  - Building encroachments above the finished grade of the right-of-way.

NOTE: This right-of-way is required in respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

- c) Neighbourhood Park Trail: 6.0 m wide right-of-way (503.0 m<sup>2</sup> / 0.124 ac) along the south side of Lot 4 to provide for pedestrian and bicycle movements along the north edge of the ultimate Neighbourhood Park consolidation (as set out in the City Centre Area Plan), linking between No. 3 Road and the cul-de-sac bulb at the north end of the dedicated North-South Street.
- The right-of-way shall provide for:
    - 24 hour-a-day, universally accessible, public access in the form of combined walkway/off-street bike path and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
    - Public art;
    - Public access to fronting commercial, residential, public open space, and other on-site uses;
    - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
    - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
    - Design and construction, via a Development Permit\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
    - Maintenance at the sole cost of the owner-developer, except as otherwise determined via the Development Permit\* approval process.

- In addition, the right-of-way shall provide for:
  - Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended operation of the Neighbourhood Park Trail (e.g., tree planting, pedestrian access), as specified in a Development Permit\* approved by the City, including building encroachments situated:
    - i. Fully below the finished grade of the right-of-way; and
    - ii. Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 3.0 m into the right-of-way or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit\* and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of the encroachment.
- The right-of-way shall not provide for:
  - Driveway crossings;
  - Vehicle access, except as described above; or
  - City utilities.

NOTE: This right-of-way is required in respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

- d) Mid-Block Trail: 10.0 m wide right-of-way (637.0 m<sup>2</sup> / 0.157 ac) along the west side of Lot 1, south of Hazelbridge Way, for the extension of the approved landscaped trail for pedestrians and bikes (provided by the developer, as per RZ 10-544729 and DP 12-604012)

- The right-of-way shall provide for:
  - 24 hour-a-day, universally accessible, public access in the form of combined walkway/off-street bike path and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
  - Public art;
  - Public access to fronting residential, public open space, and other on-site uses;
  - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
  - City utilities, traffic control (e.g., signals), and related equipment;
  - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
  - Design and construction, via a Development Permit\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
  - Maintenance at the sole cost of the owner-developer, except as otherwise determined via the Development Permit\* approval process.
- The right-of-way shall not provide for:
  - Driveway crossings;
  - Vehicle access, except as described above; or
  - Building encroachments above or below the finished grade of the right-of-way.

NOTE: This right-of-way is required in respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

- e) Private Road: 20.4 m wide right-of-way along the entire north side of Lot 2, including widening as required to provide for vehicle movements where the SRW intersects with public streets, connecting Sexsmith Road with the cul-de-sac bulb at the north end of the dedicated North-South Street.
- The right-of-way shall provide for:
    - 24 hour-a-day, public access for pedestrians (to universally accessible standards), bicycles, and general purpose vehicle traffic;
    - Public access to fronting residential, commercial, public open space, and other on-site uses;
    - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
    - Special design treatments and landscape features including, but not limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
    - Public art;
    - Traffic control (e.g., signals) and related equipment;
    - The owner-developer's ability to close some or all of the right-of-way to public access in the event of an emergency (e.g., structural failure of the road) with the approval of the City;
    - The owner-developer's ability to close some or all of the right-of-way to vehicles for special events with pre-approval in writing from the City;
    - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the Private Road or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
    - Design and construction at the sole cost and responsibility of the developer, to the satisfaction of the City, via an approved Development Permit\* (secured via the Landscape Letter of Credit) and Building Permit\*; and
    - Maintenance at the sole cost of the owner-developer, to the satisfaction of the City.
  - In addition, the right-of-way shall provide for:
    - A maximum of two (2) driveway crossings, including one (1) on its south side and one (1) on its north side, the designs of which must be to the satisfaction of the Director of Transportation and Director of Development, as specified in a Development Permit\* approved by the City; and
    - Building encroachments, provided that such encroachments do not conflict with the design, construction, or intended operation of the Private Road (e.g., tree planting, vehicle weight restrictions), as specified in a Development Permit\* approved by the City, including building encroachments situated:
      - i. Fully below the finished grade of the right-of-way; and
      - ii. Above the finished grade of the right-of-way, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 2.0 m into the right-of-way or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit\* and there is a clear distance of at least 2.3 m between the finished grade of the right-of-way and the underside of the encroachment.
  - Furthermore, the right-of-way shall provide for:
    - Loading for large trucks (i.e. WB-17), smaller trucks, and other vehicles (i.e. passenger drop-off, garbage/recycling vehicle pick-up) in the form of a lay-by parallel to and north of the vehicle travel portion of the right-of-way. In addition to being available to Lot 2 (upon which lot the right-of-way shall be registered) and the general public, the loading lay-by is expressly provided to accommodate loading for Lot 3 and 3131 Sexsmith Road (the latter of which is situated north of Lot 3 and will be accessed via Lot 3's driveway along the north side of the subject right-of-way).

- The right-of-way shall not provide for:
  - City utilities.

NOTE: This right-of-way is NOT eligible public open space with respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

2.6. Additional Public Rights of Passage: Registration of a Statutory Right-of-Way (SRW) to facilitate public access and related landscaping and infrastructure, including:

- a) ARTS Terraces: A right-of-way of varying width along the entire Sexsmith Road and Hazelbridge Way frontages of the Artist Residential Tenancy Studio (ARTS) Units and related areas on Lot 1, the size and configuration of which shall be confirmed to the satisfaction of the City via the Development Permit\* review and approval processes for Lot 1.
  - The right-of-way shall provide for:
    - 24 hour-a-day, public access for pedestrians (to universally accessible standards) in the form of stairs, ramps, walkways and related landscape features, which may include, but may not be limited to, lighting, furnishings, trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
    - Public art;
    - Public access to fronting ARTS Units, common residential lobbies, and other on-site uses;
    - Emergency and service access, City bylaw enforcement, and any related or similar City-authorized activities;
    - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
    - Design and construction, via a Development Permit\*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
    - Maintenance at the sole cost of the owner-developer.
  - In addition, the right-of-way shall provide for:
    - A maximum of 2 driveway crossings along Hazelbridge Way;
    - Building encroachments, provided that any such encroachments are located fully below the finished grade of the right-of-way or a minimum of 2.5 m clear above the right-of-way and they do not conflict with the design, construction, or intended public amenity or operation of the right-of-way, as specified in a Development Permit\* approved by the City; and
    - Movable furnishings and planting, displays of artworks, and related features, activities, and events (e.g., art openings) within the right-of-way on a temporary and/or permanent basis provided that public access is not impeded and the features enhance the intended public amenity and operation of the right-of-way as specified in a Development Permit\* approved by the City.
  - The right-of-way shall not provide for:
    - Driveway crossings along Sexsmith Road; and
    - City utilities, traffic control (e.g., signals), or related equipment.

NOTE: This right-of-way is NOT eligible public open space with respect to CCAP and Zoning Bylaw public open space requirements for the Capstan Station Bonus.

2.7. Utility Right-of-Way: Registration of Statutory Right-of-Way (SRW) on Lot 4 for City utilities to facilitate the installation of an automatic watermain flushing system, including infrastructure, kiosks, and City operations and maintenance, to address potential water quality issues on a temporary basis until the developer's construction of Lot 4 and its connection to the City's water system. The details of the automatic flushing system and the required utility right-of-way shall be determined, prior to rezoning adoption, through the City's standard Servicing Agreement processes. All works relating to the installation, operation, maintenance, and future removal of the automatic flushing system, including the reinstatement of City roads and related improvements and the discharge of this utility right-of-way, shall

be at the developer's sole cost. (No Development Cost Charge credits shall apply.) No encroachments shall be permitted below or above the required utility right-of-way.

3. Driveway Crossings: Registration of a legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to:
  - 3.1. Statutory Rights-of-Ways (SRW): Those driveway crossings contemplated and expressly permitted by statutory right-of-way granted by the owner to the City and registered on title, which locations shall be limited to:
    - a) Private Road SRW: Four driveway crossings, including:
      - One at Sexsmith Road;
      - One at the cul-de-sac bulb at the north end of the dedicated North-South Street;
      - One mid-block, south side, providing access to parking and related activities on Lot 2; and
      - One mid-block, north side, providing access to parking and related activities on Lot 3, together with access to the adjacent orphaned lot at 3131 Sexsmith Road (as per legal agreement(s) required to be registered on title) and to Lots 2 and 4 via internal parkade connections (as per cross access requirements registered on title).
    - b) ARTS Terraces SRW: Two driveway crossings along the south side of Hazelbridge Way providing access to residential, residential visitor, commercial, and public parking and related service activities (e.g., loading, garbage, recycling, service vehicles) on Lot 1, together with access to 8677 Capstan Way via internal parkade connections for residential and residential visitor parking and related service activities (as per legal agreements registered on title with respect to the subject development and RZ 10-544729).
 

NOTE: Some or all of the Public (250 space) Parking facility on Lot 1 may share access with other parking and/or service uses on Lot 1 and/or 8677 Capstan Way provided that parking security for residents, ease of public use of the Public Parking facility, ease of service vehicle operation for Lot 1 and 8677 Capstan Way, and related issues are fully resolved to the satisfaction of the City (which may include special design features, operational requirements, and/or legal agreement(s) on title) as determined via an approved Development Permit\* for Lot 1.
  - 3.2. Elsewhere: Driveway crossings along each of the following road frontages:
    - a) One at Hazelbridge Way, north side, providing access to parking and related activities on Lot 2; and
    - b) One at the cul-de-sac bulb at the end of the dedicated North-South Street at Lot 4.
4. Cross Access – Vehicle Access: Registration of a cross access agreement(s), statutory right-of-way(s), and/or alternative legal agreement(s) on title over vehicular and pedestrian circulation and related areas on various lots, as per the Preliminary Subdivision Plan (**Schedule A**), as determined to the satisfaction of the City, including:
  - 4.1. On Lot 1: Agreements in favour of 8677 Capstan Way:
    - a) Allowing for access for parking, garbage, recycling, loading, and related purposes including, as determined to the satisfaction of the City, shared garbage, recycling, loading, and/or related facilities, effective upon final Building Permit\* inspection granting occupancy for Lot 1, in whole or in part, or as otherwise secured via RZ 10-544729;
    - b) Facilitating the closure of the City-approved Sexsmith Road driveway at 8677 Capstan Way, as per legal agreement(s) registered on title by the developer of 8677 Capstan Way (then 3391 and 3411 Sexsmith Road) via RZ 10-544729; and
    - c) Securing the “no building” will be permitted on Lot 1, restricting Building Permit\* issuance for a building, in whole or in part, until the developer demonstrates satisfactory operation of the shared access, as determined at the sole discretion of the City.

NOTE: A reciprocal agreement(s) is registered on the title of 8677 Capstan Way (via RZ 10-544729), which provides for, among other things, 99 parking spaces on 8677 Capstan Way for the exclusive use of Lot 1 and the closure of the interim Sexsmith Road driveway at 8677 Capstan Way upon the completion of alternate access via Lot 1 (which works shall be undertaken at the sole cost of the developer, secured with a Letter of Credit held by the City). Any development on Lot 1 shall fully utilize the 99 spaces secured on 8677 Capstan Way for this purpose.

NOTE: “No development” will be permitted on Lot 1, restricting Development Permit\* issuance for a building on Lot 1, in whole or in part, until parking, access, and circulation requirements are satisfactorily designed and secured, as determined at the sole discretion of the City.

- 4.2. On Lots, 2, 3, and 4: Agreements facilitating shared vehicle and pedestrian use of the permitted driveway crossings and associated circulation by residents, commercial uses, visitors, and the general public, and garbage/recycling and service uses with respect to the Lots 2, 3, and 4, together with the adjacent orphaned lot at 3131 Sexsmith Road, as determined to the satisfaction of the City on a phase-by-phase basis via the City’s standard Development Permit\* and Building Permit\* approval processes.

NOTE: “No development” will be permitted, restricting Development Permit\* issuance for a building (in whole or in part), on a phase-by-phase basis, until access and circulation requirements are satisfactorily designed and secured, as determined at the sole discretion of the City.

5. Cross Access – Shared Resident (Indoor and Outdoor) Amenity Space Access: Registration of a cross access agreement(s), statutory right-of-way(s), and/or alternative legal agreement(s) on title over resident (indoor and outdoor) amenity spaces provided as per OCP and City Centre Area Plan (CCAP) policy, together with related pedestrian circulation and associated areas/uses on various lots, as per the Preliminary Subdivision Plan (**Schedule A**), as determined to the satisfaction of the City, including:

- 5.1. On Lot 1: Agreements in favour of 8677 Capstan Way, allowing for the unrestricted use of indoor and outdoor (rooftop) resident amenity spaces at Lot 1 by the residents of 8677 Capstan Way, including unrestricted use by the occupants of the affordable housing units secured at 8677 Capstan Way through a Housing Agreement (which access shall comply with the City-approved business terms of that Housing Agreement), as determined to the satisfaction of the City through the Development Permit\* approval processes for Lot 1.

NOTE: A reciprocal agreement(s) is registered on the title of 8677 Capstan Way (through RZ 10-544729 and DP 12-604012), which provides for, among other things, the unrestricted use of indoor and outdoor (rooftop) resident amenity spaces at 8677 Capstan Way by the residents of Lot 1 (including unrestricted use by the occupants of the affordable housing units secured at Lot 1 through a Housing Agreement).

- 5.2. On Lot 3: Agreements in favour of Lot 4, allowing for the unrestricted use of indoor and outdoor resident amenity spaces at Lot 3 by the residents of Lot 4, including unrestricted use by the occupants of the affordable housing units secured at Lot 4 through a Housing Agreement (which access shall comply with the City-approved business terms of the Housing Agreement), as determined to the satisfaction of the City through the Development Permit\* approval processes for Lot 3.

- 5.3. On Lot 4: Agreements in favour of Lot 3, allowing for the unrestricted use of indoor and outdoor residential amenity spaces at Lot 4, including unrestricted use by the occupants of the affordable housing units secured at Lot 3 through a Housing Agreement (which access shall comply with the City-approved business terms of the Housing Agreement). For the purposes of this agreement, in addition to amenities provided for the exclusive resident use, resident amenities shall include any commercial amenities (e.g., hotel pool, fitness centre, landscaped decks) provided and secured on Lot 4 as shared commercial-resident amenities in lieu of the developer’s provision of some or all independent resident amenity spaces, as determined to the satisfaction of the City through the Development Permit\* approval processes for Lot 4.

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

7. Aircraft Noise: Registration of an aircraft noise sensitive use covenant(s) on title, as applicable to sites with aircraft noise sensitive uses. On a phase-by-phase basis, prior to each Development Permit\* and Building Permit\* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrate that the interior noise levels and thermal conditions comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

8. View Blockage, Canada Line, Traffic Noise, and Other Development Impacts: Registration of a restrictive covenant(s) on title, to the satisfaction of the City:
- 8.1. Potential Impacts: Identifying that distant views from the subject site's private dwellings, common residential spaces, commercial uses, and other spaces may be obstructed and other development impacts may occur, including without limitation, Canada Line impacts (e.g., noise, overlook), increased shading, increased overlook, reduced privacy, increased ambient noise, and increased ambient night-time light potentially caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties;
  - 8.2. Mitigation: Requiring that the owner-developer agrees to design and construct all buildings and improvements on the lands in a manner that anticipates the potential impacts and seeks to mitigate them (e.g., the building envelope must be designed to prevent noise penetrating indoor residential spaces in excess of the City's Noise Bylaw), as per a report prepared prior to rezoning adoption by an appropriate registered professional and confirmed on a phase-by-phase basis prior to Development Permit and Building Permit issuance, via subsequent reports and/or letters of assurance, to the satisfaction of the City; and
  - 8.3. Notification: Requiring that the owner-developer notifies all initial purchasers of the potential development impacts.

NOTE: Potential Canada Line development impacts may be addressed via a separate covenant, if so determined to the satisfaction of the City.

9. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 9.1. No building permit will be issued for a building on the subject site (i.e. on a lot created through consolidation and subdivision as per Section 2.3, as per the Preliminary Subdivision Plan, **Schedule A**) unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - 9.2. If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
  - 9.3. If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
    - a) The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
    - b) The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;

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- c) The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
- d) If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

10. **Capstan Station Bonus:** Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that “no building” will be permitted on the subject site and restricting Building Permit\* issuance for the subject site, in whole or in part, until the developer, on a phase-by-phase basis, contributes to the Capstan station reserve or as otherwise provided for via the Zoning Bylaw.

10.1. **Capstan Station Reserve:** Preliminary estimated developer contributions are as indicated in the following table; however, the actual value of developer contributions may vary (based on the actual number of dwelling units in each phase) and shall be determined, on a phase-by-phase basis, as per the Richmond Zoning Bylaw in effect at the date of Building Permit\* approval.

Phase	Lot	No. of Dwelling Units <i>Estimate to be confirmed at Building Permit* stage</i>	Capstan Station Reserve Voluntary Contribution <i>** Preliminary estimate based on \$7,800/unit</i>
1	1	405	\$3,159,000
2	2	451	\$3,517,800
3	3	181	\$1,411,800
4	4	91	\$709,800
<b>TOTAL</b>		1,128	\$8,798,400

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

10.2. **Public Open Space:** As per CCAP policy with respect to the Capstan Station Bonus, bonus provisions contained within ZMU25 require that the developer grants to the City, via a statutory right-of-way, air space parcel, or fee simple, as determined at the sole discretion of the City, rights of public use over a suitably landscaped area of the site for park and related purposes at a rate of 5.74 m<sup>2</sup> per dwelling unit or 6,810.4 m<sup>2</sup>, whichever is greater. (**Schedule C**) The developer proposes to provide the following public open space prior to rezoning adoption. If the combined total number of dwellings on Lots 1, 2, 3, and 4 exceeds the current estimate and the developer is, therefore, required to provide additional public open space to satisfy the provisions of the Bonus, that additional open space will be secured to the satisfaction of the City prior to Development Permit\* issuance in respect to the development's final phase or as otherwise determined to the satisfaction of the City.

Capstan Station Bonus (CSB) Public Open Space Features**		CSB Voluntary Public Open Space Contribution***	
		Fee Simple	SRW
A.	Neighbourhood Park (excluding DCC park)	3,326.4 m <sup>2</sup>	nil
B.	No. 3 Road Greenway	1,674.0 m <sup>2</sup>	nil
C.	Sea Island Greenway (Lot 4 SRW)	nil	670.0 m <sup>2</sup>
D.	Neighbourhood Park Trail (Lot 4 SRW)	nil	503.0 m <sup>2</sup>
E.	Mid-Block Trail (Lot 1 SRW)	nil	637.0 m <sup>2</sup>
Sub-Total		5,000.4 m <sup>2</sup>	1,810.0 m <sup>2</sup>
<b>TOTAL</b>		6,810.4 m <sup>2</sup> (1.683 ac)	

\*\* CSB public open space features are NOT eligible for Development Cost Charge (DCC) credits for park acquisition or park development; however, as per the ZMU25 zone, the developer may use the area of CSB public open space features for density calculation purposes.

\*\*\* The developer must provide public open space in compliance with the provisions of the ZMU25 zone. If the combined total number of dwellings on Lots 1, 2, 3, and 4 exceeds 1,186, additional public open space shall be required. (No adjustment shall be made if the combined total number of dwellings is less than 1,186.)

11. Transitional Parking and Transportation Demand Management (TDM) Measures: City acceptance of the developer's offer to voluntarily provide for improvements and cash-in lieu contribution(s) to facilitate specific transitional parking and TDM measures in Capstan Village. The voluntary developer contribution of the specified transitional parking and TDM measures shall be taken into consideration by the City on a Development Permit\*-by-Development Permit\* basis in respect to Zoning Bylaw provisions allowing for a relaxation of up to 10% with regard to the development's minimum parking requirements (applicable to all uses except resident parking for market residential units and parking for the Early Childhood Development (ECD) Hub). Transitional parking and TDM measures shall include the following:

NOTE: The specified transitional parking and TDM measures shall be provided by the developer in addition to OCP and Zoning Bylaw requirements in effect at the time of Development Permit\* issuance on a phase-by-phase basis.

- 11.1. Public Parking: Prior to Development Permit\* issuance for Lot 1, the developer shall provide for 250 parking spaces for shared residential/commercial use on Lot 1, as per the subject site's ZMU25 zone. More specifically, the Public Parking facility on Lot 1 shall provide for the following to the City's satisfaction, as determined via the Development Permit\* review and approval processes for Lot 1.

NOTE: The ZMU25 zone provides for a:

- 250 space reduction in the minimum number of required on-site non-residential parking spaces on Lot 4 on the basis that businesses on Lot 4 and their workers, guest, clients, and visitors will have use of the 250 Public Parking spaces on Lot 1; and
- 50% reduction in the minimum required number of on-site residential visitor parking spaces on Lots 1, 2, 3, and 4 on the basis that visitors will have unrestricted access to hourly/short-term parking (shared with Lot 4 non-residential parking, as permitted under the Zoning Bylaw) in a portion of the 250 Public Parking spaces on Lot 1.

NOTE: In addition to the features listed below, the parking facility shall accommodate car-share parking spaces and related requirements, as set out in the "Car-Share Parking" requirements below.

- a) 50% of the facility's 250 parking spaces shall be secured via legal agreement on title for general public use (i.e. unassigned spaces). These unassigned parking spaces shall be made available to the general public on a short-term/hourly basis (i.e. no monthly or longer terms):
  - At a rate that does not exceed that of local City-operated on-street parking; and
  - For a daily duration equal to or greater than that of transit operations within 400 m (5 minute walk) of the lot or as otherwise determined to the satisfaction of the City.
- b) 50% of the facility's 250 parking spaces may be designated for and/or used by specific businesses or other users as determined by the owner-operator (i.e. assigned spaces), to the satisfaction of the City. These assigned spaces shall:
  - On an interim basis, be made available to the residents of Lots 1, 2, and 3, on a first-come-first-served basis, for resident parking purposes (e.g., rented, leased). If, on a phase-by-phase basis, parking demand does not exhaust the supply of assigned spaces, the developer-operator may make the surplus spaces available to the general public on an hourly basis (based on the same terms as the unassigned spaces) and/or a monthly basis, provided that any such arrangements do not compromise the intended availability of the spaces for the interim use of residents of Lots 1, 2, and 3 or the ultimate use of the spaces with respect to Lot 4, as set out in the Zoning Bylaw and further described below.
  - Upon construction of Lot 4, in whole or in part, Lot 4 non-residential development shall exercise priority over the assignable parking spaces and may secure them for its exclusive use (i.e. by rent, lease, and/or and alternate arrangement). If following the completion of Lot 4, the supply of assigned parking spaces exceeds Lot 4's demand, the developer-operator may make the surplus spaces available to the general public on an hourly basis (based on the same terms as the unassigned spaces) or longer term basis (e.g., monthly, annually).

- c) The 250 parking spaces must be:
    - Located on Lot 1 where they provide for convenient, attractive, and universally-accessible pedestrian access to the future Capstan Canada Line station, Early Childhood Development (ECD) Hub (Lot 2), and nearby existing and proposed commercial and residential uses; and
    - Consolidated in one location within Lot 1 or as otherwise determined at the sole discretion of the City and secured with legal agreement(s) on title via an approved Development Permit\* for Lot 1.
  - d) Some or all of the Public (250 space) Parking facility on Lot 1 may share driveway access with other parking and/or service uses on Lot 1 and/or 8677 Capstan Way provided that parking security for residents, ease of public use of the Public Parking facility, ease of service vehicle operation for Lot 1 and 8677 Capstan Way, and related issues are fully resolved to the satisfaction of the City (which may include special design features, operational requirements, and/or legal agreement(s) on title) as determined via an approved Development Permit\* for Lot 1.
  - e) The facility shall provide for parking space sizes/types/distribution, safe pedestrian/vehicle access, and related features (e.g., interior and exterior signage, electric vehicle (EV) charging stations) in compliance with Zoning Bylaw and OCP requirements.
  - f) Design, construction, maintenance, operation, and liability with respect to the 250 parking spaces and related facilities and areas (e.g., driveways, pedestrian access) shall be at the sole cost and responsibility of the developer, to the City's satisfaction.
  - g) "No development" shall be permitted on Lot 1, restricting Development Permit\* issuance for a building on Lot 1, in whole or in part, until the developer,;
    - Designs the parking facility to the satisfaction of the City via the Development Permit\* review and approval process for Lot 1; and
    - Secures the parking facility for its intended use via a statutory right-of-way(s) registered on title and/or other legal agreements, to the City's satisfaction. This may include, but will not be limited to, the registration of legal agreement(s) requiring that the parking spaces may not be sold or otherwise transferred separately without the prior approval of the City, to ensure that the intended use of the facility is not compromised.
  - h) "No occupancy" shall be permitted on Lot 1, restricting final Building Permit\* inspection granting occupancy for a building on Lot 1, in whole or in part, until the required parking facility is completed to the satisfaction of the City and has received final Building Permit\* inspection granting occupancy.
- 11.2. Car-Share Parking: Prior to Development Permit\* issuance for Lot 1, the developer shall provide for parking for 6 car-share vehicles within the designated Public Parking facility on Lot 1 (as described above), together with electric vehicle (EV) charging stations, to the satisfaction of the City. More specifically, the "car-share parking" requirements for Lot 1's Public Parking facility shall include the following.
- a) The 6 car-share spaces shall be consolidated on the ground floor of Lot 1's Public Parking facility, adjacent to the facility's vehicle entrance, and provide for safe, convenient, universally-accessible pedestrian access.
  - b) The car-share spaces shall be equipped with 2 electric vehicle (EV) quick-charge (240 V) charging stations for the exclusive use of the car-share vehicles (or as otherwise determined by the City), which charging stations shall be situated to provide for convenient use by vehicles parked in any of the 6 car share spaces.
  - c) The car share spaces (like the Public Parking facility) shall be available to the general public on a daily basis, the duration of which shall be equal to or greater than that of transit operations within 400 m (5 minute walk) of the lot or as otherwise determined by the City.

- d) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
  - e) “No development” shall be permitted on Lot 1, restricting Development Permit\* issuance for a building on Lot 1, in whole or in part, until the developer:
    - Designs the Public Parking facility to provide for the 6 car-share spaces and related requirements to the satisfaction of the City via the Development Permit\* review and approval process for Lot 1; and
    - Secures the 6 car-share spaces and related features for the intended use via a statutory right-of-way(s) registered on title and/or other legal agreements, to the City’s satisfaction.
  - f) “No occupancy” shall be permitted on Lot 1, restricting final Building Permit\* inspection granting occupancy for a building on Lot 1, in whole or in part, until the required 6 car-share spaces and related features are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy.
- 11.3. Transit Shelters: Prior to rezoning adoption, the developer shall submit a cash-in-lieu contribution towards 2 City Centre-type transit shelters valued at \$60,000.
- 11.4. Pedestrian Mobility Enhancements: Prior to rezoning adoption, the developer shall submit a cash-in-lieu contribution for pedestrian-related infrastructure improvements (e.g., special pedestrian crossing) valued at \$220,000.
- 11.5. Electric Vehicle (EV) Charging Stations: Prior to rezoning adoption, the developer shall provide for 2 EV quick-charge (240 V) charging stations for the use of the general public along the dedicated North-South Street near the frontage of the City-owned Neighbourhood Park, which EV charging stations shall be owned and maintained by the City or its designate, as determined at the sole discretion of the City. More specifically, as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, the developer shall be responsible for:
- a) Design of the EV charging stations;
  - b) Construction of pre-ducting (via the City’s standard Servicing Agreement\* process, secured via a Letter of Credit); and
  - c) Cash-in-lieu contribution for the completion of construction of the EV charging stations (by others).
- 11.6. Park Frontage Works: Prior to rezoning adoption, the developer shall provide for the design and construction of improvements along the No. 3 Road and Sea Island Way frontages of the proposed City-owned Neighbourhood Park and No. 3 Road Greenway, to the City’s satisfaction. More specifically, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, and Senior Manager, Parks, the developer shall be responsible for:
- a) For the Neighbourhood Park (existing 3300 and 3320 No. 3 Road):
    - Design and construction of temporary frontage improvements, at the developer’s sole cost via the City’s standard Servicing Agreement\* process (secured via a Letter of Credit), the design of which shall provide for safe, convenient, and attractive circulation by pedestrians and cyclists in coordination with temporary park improvements (also the responsibility of the developer via a Servicing Agreement\*) within the adjacent Neighbourhood Park. Required improvements may include, but may not be limited to, an asphalt walkway, ground cover, planting, and trees. (Development Cost Charge credits shall not apply.)
    - Cash-in-lieu contribution for the design and construction of ultimate frontage improvements, the value of which shall be determined, to the satisfaction of the City, based generally on the standard established along the west side of No. 3 Road, south of Capstan Way, in coordination with the recent construction of the Canada Line. (Development Cost Charge credits shall not apply.)

b) For the No. 3 Road Greenway (existing 3200, 3220, and 3240 No. 3 Road):

- Enter into legal agreement(s) restricting Development Permit\* issuance for a building on Lot 4, in whole or in part, until the developer enters into the City's standard Servicing Agreement\* (secured via a Letter of Credit) for the design and construction of frontage works, the design of which shall be generally consistent with the standard established in coordination with the recent construction of the Canada Line south of Capstan Way, taking into account City objectives for the ultimate design of the Neighbourhood Park, transit plaza development to be undertaken in coordination with the future Capstan Canada Line station, and City objectives for "gateway" development, public art, and related features in the vicinity of the No. 3 Road and Sea Island Way intersection. (Development Cost Charge credits shall not apply.)

12. Tandem Parking: Registration of a legal agreement(s) on title on all lots, as per the Preliminary Subdivision Plan (**Schedule A**), ensuring that:

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

13. Affordable Housing: The City's acceptance of the developer's offer to voluntarily contribute affordable housing, the terms of which voluntary contribution shall include registration of the City's standard Housing Agreement(s) to secure affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area, excluding the floor area of ARTS units. More specifically, "no development" will be permitted on Lots 1, 2, 3, or 4, restricting Development Permit\* approval, until the developer, on a lot-by-lot basis, makes provisions for the construction of affordable housing on each of the 4 lots, at the sole cost of the developer, to the satisfaction of the City, secured via the City's standard Housing Agreement(s) registered on title. The form of the Housing Agreement(s) is to be agreed to by the developer and the City prior to adoption of the subject rezoning; after which time, changes to the Housing Agreement(s) will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* for each lot and other non-material amendments resulting thereof and made necessary by Development Permit\* approval requirements, to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreement(s) shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

13.1. The required minimum floor area of the affordable housing on each of the 4 lots shall be equal to a minimum of 4 affordable housing units, the combined habitable floor area of which affordable housing units shall comprise at least 5% of the total residential building area on the lots (exclusive of ARTS units) and shall be distributed on a lot-by-lot basis as follows:

Phase	Lot	Max. Permitted Residential Floor Area under ZMU25 (excluding ARTS units)	Minimum Affordable Housing Requirement	
			Habitable Floor Area Requirement**	Lot-by-Lot Distribution of Habitable Floor Area
1	1	33,750.6 m <sup>2</sup>	1,687.5 m <sup>2</sup> (5%)	843.8 m <sup>2</sup> (2.5%) ***
2	2	39,194.5 m <sup>2</sup>	1,959.7 m <sup>2</sup> (5%)	979.9 m <sup>2</sup> (2.5%) ****
3	3	15,732.2 m <sup>2</sup>	786.6 m <sup>2</sup> (5%)	1,980.4 m <sup>2</sup> (12.6%)
4	4	7,937.2 m <sup>2</sup>	396.9 m <sup>2</sup> (5%)	1,026.6 m <sup>2</sup> (12.9%)
Total		96,614.5 m <sup>2</sup>	4,830.7 m <sup>2</sup> (5%)	4,830.7 m <sup>2</sup> (5%)

\*\* 5% of lot-by-lot "Max. Permitted Residential Floor Area under ZMU25 (excluding ARTS units)".

\*\*\* For Phase 1/Lot 1, the combined total floor area of affordable housing and ARTS units represents 6.4% of residential floor area.

\*\*\*\* At Phase 2/Lot 2, in addition to affordable housing, the developer shall provide for an Early Childhood Development (ECD) Hub, as per legal agreements registered in title. (See Section 14 for ECD Hub requirements.)

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

Unit Type	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$850	\$34,000 or less
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$950	\$38,000 or less
2- Bedroom	80 m <sup>2</sup> (860 ft <sup>2</sup> )	\$1,162	\$46,500 or less
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,437	\$57,500 or less

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

- 13.3. Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit\* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided as per OCP and City Centre Area Plan (CCAP) policy. In addition, residents of the affordable housing units shall enjoy the following:
- Lot 1: Unrestricted use of indoor and outdoor (rooftop) residential amenity spaces at 8677 Capstan Way, which spaces are to be provided by the developer in respect to RZ 10-544729 and DP 12-604012 for future shared use with the residents of Lot 1, as per legal agreement(s) on title;
  - Lot 3: Unrestricted use of indoor and outdoor residential amenity spaces at Lot 4, which spaces are to be provided by the developer for the shared use of the residents of Lots 3 and 4, secured via legal agreement(s) on title; and
  - Lot 4: Unrestricted use of indoor and outdoor residential amenity spaces at Lot 3, which spaces are to be provided by the developer for the shared use of the residents of Lots 3 and 4, secured via legal agreement(s) on title.
- 13.4. Parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the Richmond Official Community Plan and Zoning Bylaw at no additional charge to the affordable housing occupants (i.e. no monthly rents or other fees shall apply for the casual, shared, or assigned use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing occupants), which features may be secured via legal agreement(s) on title, as determined to the satisfaction of the City.
- 13.5. The affordable housing units, all related uses (e.g., parking, garbage/recycling, hallways and circulation, amenities), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development and Manager, Community Social Development.
- 13.6. Final Building Permit\* inspection granting occupancy for any building, in part or in whole, on any of Lots 1, 2, 3, or 4 shall not be granted until the required affordable housing units on the affected lot are completed to the satisfaction of the City and have received final Building Permit\* inspection permitting occupancy.
14. **ARTS Units:** The City's acceptance of the developer's offer to voluntarily contribute "artist residential tenancy studio (ARTS) units", the terms of which voluntary contribution shall include the registration of the City's standard Housing Agreement to secure 17 affordable housing units in the form of ARTS units, as defined by the subject rezoning application's proposed "Residential/Limited Commercial (ZMU25) – Capstan Village (City Centre)" zone, as follows:
- The combined habitable floor area of the 17 ARTS units (i.e. net of common areas and uses occurring outside the units such as parking, garbage/recycling areas, hallways, and amenity spaces) shall comprise at least 1,393.5 m<sup>2</sup> (15,000 ft<sup>2</sup>) and shall, together with parking and related uses, be located on Lot 1.
  - The ARTS units will be managed under the guidelines as set out under the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, including provisions for occupants of the

ARTS units subject to the Housing Agreement to not be subject to strata, maintenance, or parking fees, and to enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces (including unrestricted use of indoor and outdoor (rooftop) residential amenity spaces at 8677 Capstan Way, which spaces are to be provided by the developer in respect to RZ 10-544729 and DP 12-604012 for future shared use with the residents of Lot 1, as per legal agreement(s) on title), EXCEPT, in addition to income eligibility, at least one of the residents of each ARTS unit must satisfy the criteria of a “professional artist” as defined by the Canada Council for the Arts. While this definition may change from time to time:

- a) The Canada Council (2011) definition of a “professional artist” is an artist who:
  - Has specialized training in the field (not necessarily in academic institutions);
  - Is recognized as such by his or her peers; and
  - Is committed to devoting more time to artistic activity, if financially feasible; and
- b) To meet the Canada Council (2011) definition of a “professional visual artist”, one must also have:
  - Produced an independent body of work;
  - Had at least 3 public presentations of work in a professional context over a 3-year period; and
  - Maintained an independent professional practice for at least 3 years.

- 14.3. The terms of the Housing Agreement(s) shall indicate that they apply in perpetuity and provide for a specified number of ARTS units, together with their types and sizes, rents, and household incomes, as indicated below. Applicable rental rates and occupant income restrictions shall generally be in accordance with the City’s Affordable Housing Strategy and guidelines for Low End Market Rental housing (unless otherwise agreed to by the Director of Development and Director, Arts, Culture, and Heritage Services), EXCEPT that for the purposes of interpreting the City’s standard Housing Agreement, all ARTS units, regardless of type, size, configuration, or other features, shall be treated as “bachelor” units.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
ARTS bachelor	5	74 m <sup>2</sup> (797 ft <sup>2</sup> )	\$850	\$34,000 or less
ARTS 1-bedroom	7	74 m <sup>2</sup> (797 ft <sup>2</sup> )	\$850	\$34,000 or less
ARTS 2-bedroom	5	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$850	\$34,000 or less

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

- 14.4. The ARTS units shall be designed and constructed to be durable and flexible in order that they may accommodate a broad range of arts uses and related activities, as permitted under the ZMU25 zone. As determined to the satisfaction of the City, unit features should include, but may not be limited to:
- a) Street-oriented, town housing units (as generally defined by the Zoning Bylaw), each of which shall be situated at the first storey of the building (in part or in whole), front directly onto Sexsmith Road or Hazelbridge Way, and provide for direct public access (i.e. without the need for the public to pass through a shared indoor circulation area, such as a corridor, elevator, stair, or lobby);
  - b) A minimum habitable floor elevation of 2.9 m geodetic;
  - c) Good daylighting (especially of the double-height space) and sunlight controls/shading;
  - d) Natural and mechanical ventilation (including, but not limited to, compliance with OCP Aircraft Noise Sensitive Development policies for Area 3: Moderate Aircraft Noise Area);
  - e) Mechanical and electrical flexibility (including flexible lighting options in the double height space);
  - f) Measures incorporated into the individual ARTS units (including appropriate siting and orientation) to ensure that permitted arts-related activities carried out within the units will not materially impact neighbouring residents (on site or off) by way of noise, vibration, smoke, dust, odours, heat, glare, or electrical or radio disturbances detectable beyond the ARTS units;

- g) Highly durable, resilient materials used for all floors, walls, sinks, and countertops;
- h) Direct access from interior double height spaces to outdoor space via double-height doors;
- i) Provisions for the permanent or temporary display outdoors of a limited amount of artwork produced on the premises;
- j) Interceptors in all sink drains;
- k) Convenient access to loading for large and heavy items;
- l) Units wired for communication/high speed data/cable; and
- m) Additional requirements, as set out in the “ARTS Units: Supplementary Development Permit Requirements” (**Schedule D**).

14.5. Parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of ARTS units occupants as per the Richmond Official Community Plan and Zoning Bylaw at no additional charge to the ARTS units occupants (i.e. no monthly rents or other fees shall apply for the casual, shared, or assigned use of the parking spaces, bike storage, EV charging stations, or related facilities) and secured via legal agreement(s) on title.

14.6. The ARTS units, all related uses (e.g., parking, garbage/recycling, hallways and circulation, amenities), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development, Manager, Community Social Development, and Director, Arts, Culture, and Heritage Services.

14.7. Final Building inspection permitting occupancy for a building on Lot 1, in whole or in part, shall not be granted until the ARTS units and all related uses and areas (e.g., ARTS units’ parking, residential amenity spaces) are constructed to the satisfaction of the City and have received final Building Permit inspection permitting occupancy.

15. Early Childhood Development (ECD) Hub: The City’s acceptance of the developer’s offer to voluntarily contribute an Early Childhood Development (ECD) Hub, the terms of which voluntary contribution shall include the developer’s transfer of 1,428.4 m<sup>2</sup> of indoor floor area (together with related outdoor program space, parking, and related features) in the form of an air space parcel on Lot 2, constructed at the developer’s sole cost to a turnkey level of finish to the satisfaction of the City, for use as child care, community amenity space, and minor health service, as provided for under the subject rezoning application’s proposed “Residential/Limited Commercial (ZMU25) – Capstan Village (City Centre)” zone. More specifically, prior to rezoning adoption, as determined to the satisfaction of the City, the developer shall enter into legal agreements and/or provide other security in accordance with **Schedule E** (e.g., option to purchase) requiring that:

15.1. “No development” shall be permitted on Lot 2, restricting Development Permit\* issuance for a building on Lot 2, in whole or in part, until the developer:

- a) Submits a cash-in-lieu contribution towards the City’s project management costs for the ECD Hub for design development through to Provincial licensing approval, based on 5% of the total construction value of the facility and related spaces and uses as verified by an independent quantity surveyor to the satisfaction of the City. In addition, if the developer elects to have the City manage the design and construction of the ECD Hub’s tenant improvements and the City at its sole discretion agrees, then the developer will provide the City with an additional cash contribution, based on 10% of the total construction value of the facility, for consultant costs (e.g., space programming, architecture, landscape, electrical, mechanical).
- b) Designs the ECD Hub to the satisfaction of the City, as generally described in the Early Childhood Development (ECD) Hub – Terms of Reference (**Schedule E**) and providing for, among other things:
  - A functional, licensable, fully-finished child care facility including at least 836 m<sup>2</sup> of indoor program space and at least 855 m<sup>2</sup> of contiguous outdoor program (play) area located at the

building's podium roof level (which shall not be situated higher than the fourth floor above finished grade);

- A fully finished “storefront space” of at least 465 m<sup>2</sup> for early childhood, family support, and related programs, which space shall front onto and be directly accessible from the subject development's dedicated North-South Street and on-site parking designated for the exclusive use of the ECD Hub;
- Secure, dedicated vertical circulation connecting the child care level with the “storefront space”, including a large elevator able to accommodate multi-passenger strollers; and
- Parking, bike storage, loading, garbage/recycling facilities, and related features secured for the exclusive use of the ECD Hub and its visitors, staff, guests, and related activities on a 24-hour/day basis, except as otherwise determined to the sole satisfaction of the City.

15.2. “No building” shall be permitted on Lot 2, restricting Building Permit\* for a building on Lot 2, in whole or in part, until the required ECD Hub and related features are incorporated in the Building Permit\* drawings and specifications, generally as determined via the rezoning (RZ 12-610011) and Development Permit\* processes, to the satisfaction of the City.

15.3. “No occupancy” shall be permitted on Lot 2, restricting final Building Permit\* inspection granting occupancy for a building on Lot 2, in whole or in part, until the required ECD Hub and related features (e.g., parking, loading, service facilities, landscaping) are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy.

16. **Public Art:** City acceptance of the developer's offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:

16.1. Prior to Rezoning Adoption: The developer shall provide for the following:

- a) Submit a Public Art Plan for the entirety of the subject site, prepared by an appropriate professional and based on the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage planning undertaken by the City for Capstan Village, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services (including review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services). The value of the developer's public art contribution (which shall form a key basis for the required Public Art Plan) shall be at least \$879,653, based on a rate of at least \$8.28/m<sup>2</sup> (\$0.77/ft<sup>2</sup>) for residential uses and \$4.41/m<sup>2</sup> (\$0.41/ft<sup>2</sup>) for non-residential uses and the maximum permitted buildable floor area under the subject site's ZMU25 zone, excluding affordable housing, ARTS units, and the Early Childhood Development (ECD) Hub, as determined on a lot-by-lot basis, as follows:

Phase	Lot	Estimated Floor Area as per ZMU25 Zone***	Public Art Exemptions****	Applicable Developer Contribution Rates*	Min. Public Art Voluntary Developer Contributions**
1	1	(R) 35,144.1 m <sup>2</sup>	(R) 2,237.3 m <sup>2</sup>	\$8.28/m <sup>2</sup> (100% residential)	\$272,468
2	2	(R) 39,194.5 m <sup>2</sup> (NR) 1,688.5 m <sup>2</sup>	(R) 979.9 m <sup>2</sup> (NR) 1,428.4 m <sup>2</sup>	\$8.28/m <sup>2</sup> for residential (R) & \$4.41/m <sup>2</sup> for non-residential (NR) or the current City rate at the time of Development Permit* approval, whichever is greater	\$317,564
3	3	(R) 15,732.2 m <sup>2</sup>	(R) 1,980.4 m <sup>2</sup>		\$113,865
4	4	(R) 7,937.2 m <sup>2</sup> (NR) 26,878.9 m <sup>2</sup>	(R) 1,026.6 m <sup>2</sup>		\$175,756
<b>TOTAL</b>		(R) 98,008.0 m <sup>2</sup> (NR) 28,567.4 m <sup>2</sup>	(R) 6,224.2 m <sup>2</sup> (NR) 1,428.4 m <sup>2</sup>	Varies	\$879,653

\* Rates do not apply to affordable housing units, ARTS units, or Early Childhood Development (ECD) Hub.

\*\* Estimates based on maximum permitted floor area under the subject site's ZMU25 zone. Actual contributions may be greater, as determined prior to Development Permit\* issuance on a lot-by-lot basis.

\*\*\* (R) means residential and (NR) means non-residential.

\*\*\*\* Includes affordable housing, ARTS units, and Early Childhood Development (ECD) Hub.

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- b) Enter into legal agreement(s) registered on title for the multi-phase implementation of the City-approved Public Art Plan.
- 16.2. “No Development”: The developer shall enter into legal agreements registered on title requiring that “no development” shall be permitted, restricting Development Permit\* issuance on a lot-by-lot (phase-by-phase) basis, until the developer:
- Enters into any additional legal agreement(s) required to facilitate the multi-phase implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is submitted by the developer for the lot (phase) and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption); and
  - Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the applicable lot (phase) of the Plan’s implementation, the value of which contribution shall be at least the value indicated for the applicable lot (phase) in the table above.

NOTE: If the Plan requires that a voluntary developer contribution with respect to a particular lot (phase) exceeds the value in the above table with the understanding that the developer is “pre-paying” with respect to a future phase or phases, the “pre-paid” portion will be credited towards future voluntary developer contribution(s) as set out in the Plan.

- 16.3. “No Occupancy”: The developer shall enter into legal agreements registered on title requiring that “no occupancy” shall be permitted, restricting final Building Permit\* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on a lot or phase for which the City-approved Public Art Plan requires the developer’s implementation of a public artwork until:
- The developer, at its expense, commissions an artist or artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property or, if expressly permitted by the City, within a statutory right-of-way on the developer’s lands secured for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan;
  - The developer, at its expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer’s rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on Private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services;

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

- The developer, at its expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:
  - Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
  - A statutory declaration, satisfactory to the City Solicitor, confirming that the developer’s financial obligation(s) to the artist(s) have been fully satisfied;
  - The maintenance plan for the public art prepared by the artist(s); and

- Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

17. Tree Protection and Replacement:

17.1. Prior to Rezoning Adoption: The developer shall provide for the following:

- a) Submit a Comprehensive Tree Protection and Replacement Plan for the entirety of the subject site, prepared by an appropriate professional based on City tree protection policy with respect to existing significant trees, both on-site and off-site (i.e. City-owned trees within existing or proposed dedicated roads) to the satisfaction of the Director of Development, Senior Manager, Building Approvals, and Senior Manager, Parks. The Plan shall include, among other things:
  - An up-to-date tree inventory and arborist's report;
  - A phasing strategy for tree protection, removal, and replacement, including among other things:
    - Tree removal occurring due to pre-loading and site preparation prior to Development Permit\* issuance for the affected lot (phase);
    - Tree protection fencing and related requirements; and
    - Tree Survival Security requirements; and
  - Tree compensation, including recommended voluntary developer contributions to the City's Tree Compensation Fund for the planting of replacement trees elsewhere within the City.
- b) Enter into legal agreement(s) registered on title for the multi-phase implementation of the City-approved Comprehensive Tree Protection and Replacement Plan.
- c) Submit a Contract entered into between the developer and a Certified Arborist for supervision of any on-site works conducted within the required tree protection zone of the trees to be retained, on a permanent and/or interim basis as set out under the City-approved Comprehensive Tree Protection and Replacement Plan. (The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and provision for the Arborist to submit a post-construction assessment report to the City for review.)
- d) Install appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities occurring on-site (including building demolition) or as otherwise determined to the satisfaction of the City based on the City-approved Comprehensive Tree Protection and Replacement Plan.

17.2. "No Development": Development Permit\* issuance will be restricted until the developer, on a lot-by-lot (phase-by-phase) basis, fulfills the provisions of the City-approved Comprehensive Tree Protection and Replacement Plan to the satisfaction of the City.

18. Phasing: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that "no development" will be permitted on the subject site and restricting Development Permit\* issuance (together with various Building Permit\* and occupancy restrictions, as determined to the satisfaction of the City), until the developer satisfies the following:

18.1. General Requirements: Development must proceed on the following basis:

- a) The subject development shall include a maximum of four phases, the comprehensive design and development of each of which shall be addressed by one Development Permit\* (i.e. four in total), unless otherwise determined to the satisfaction of the Director of Development;
- b) The construction of phases shall proceed in order from south to north as generally illustrated in the Phasing Key Plan (**Schedule F**);
- c) Development Permit\* issuance, Building Permit\* issuance, and construction of sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance, in whole or in

- part, to final Building Permit\* inspection granting occupancy ahead of an earlier phase, EXCEPT for Phase 4, which may advance ahead of Phase 3.
- d) “No development” will be permitted on Lot 3, restricting Development Permit\* issuance for a building (in whole or in part), until, as determined at the sole discretion of the City, the developer:
- With respect to 3131 Sexsmith Road:
    - Provides for the comprehensive development of Lot 3 and the adjacent orphaned lot at 3131 Sexsmith Road (i.e. via property consolidation, rezoning\*, and submission of a Development Permit\* application), to the satisfaction of the City; or
    - Registers any and all necessary legal agreements on title to facilitate the independent development of 3131 Sexsmith Road (by others), as determined to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks, which may include, but may not be limited to:
      - i. Statutory right-of-ways and/or alternate legal agreements in favour of 3131 Sexsmith Road to permit access for vehicles, bikes, and pedestrians, loading, waste removal, emergency services, and/or parking; and
      - ii. Covenant(s) restricting Development Permit\* and/or Building Permit\* issuance for a portion of Lot 3, as determined to the City’s satisfaction, to allow for its comprehensive development with 3131 Sexsmith Road (e.g., via subdivision and consolidation or some alternate means satisfactory to the City).
  - With respect to resident amenity space, provides for shared resident (indoor and outdoor) amenity space for the unrestricted use of the residents of Lot 4 (including the residents of affordable housing units secured with a Housing Agreement), to the satisfaction of the City, as per legal agreements registered on title as per Section 5 (above).
- e) “No development” will be permitted on Lot 4, restricting Development Permit\* issuance for a building (in whole or in part), until, as determined at the sole discretion of the City, the developer provides for shared resident (indoor and outdoor) amenity space for the unrestricted use of the residents of Lot 3 (including the residents of affordable housing units secured with a Housing Agreement), to the satisfaction of the City, as per legal agreements registered on title (as per Section 5 (above).
- f) “No building” will be permitted on a phase-by-phase basis, restricting Building Permit\* issuance for a building, in whole or in part (exclusive of parking), until any and all necessary additional legal agreements have been registered on title as determined to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks, which may include, but may not be limited to:
- Agreements relating 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; and
  - Right-of-ways, as determined via the subject development’s Servicing Agreement\*, Development Permit\*, or other approval processes, for corner cuts for traffic signal equipment and related rights of public passage.
- g) “No occupancy” shall be permitted on a phase-by-phase basis, in whole or in part (excluding parking), restricting Final Building Permit\* inspection granting occupancy until the following have been satisfied:
- All indoor residential amenity space, affordable housing units, ARTS units, community amenity space (Early Childhood Development (ECD) Hub), Public Parking facility, and publicly-accessible on-site open space required in respect to the phase (as determined via an issued Development Permit\*) must receive Final Building Permit\* inspection granting occupancy; and

- All road, engineering, and park improvements for which the developer is required to enter into a Servicing Agreement\* must be complete to the satisfaction of the City (i.e. Certificate of Completion issued), EXCEPT as specifically provided for in this phasing covenant.

18.2. Phase-by-Phase Requirements: The developer must provide for the phase-by-phase design and construction of specific features to the satisfaction of the City, as per the Phasing Key Plan for Engineering, Transportation, and Parks (**Schedule F**) and Phasing Summary Table (**Schedule G**).

19. Community Planning: City acceptance of the developer's voluntary contribution in the amount of \$323,873 (i.e. \$0.25/ft<sup>2</sup> of maximum permitted buildable floor area as per the proposed ZMU25 zone, excluding affordable housing and ARTS units) to future City community planning studies, as set out in the City Centre Area Plan.
20. Development Permit (DP)\*: The submission and processing of a Development Permit\* for Lot 1 (Phase 1) completed to a level deemed acceptable by the Director of Development.
21. Servicing Agreement (SA): Enter into a Servicing Agreement\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, and parks works.

Except as expressly provided for and in compliance with the subject development's phasing covenant and related legal agreement(s) registered on title, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability:

- Prior to rezoning adoption, all works identified via the subject development's SA\* must be secured via a Letter(s) of Credit;
- No phasing of off-site works shall be permitted and all works shall be completed prior to final Building Permit\* inspection granting occupancy of the first building on the subject site (exclusive of parking), in whole or in part, EXCEPT as expressly provided for via phasing covenant(s) registered on title and/or alternate security as determined to the sole satisfaction of the City via the City's Servicing Agreement\* standard design and approval processes; and
- Development Cost Charge (DCC) credits may apply.

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

21.1. Engineering SA\* Requirements:

- All water, storm, and sanitary upgrades determined via the Capacity Analysis processes are to be addressed via this SA\* process.
- Any permitted phasing of off-site works will be confirmed during the SA\* stage. The scope of phasing shall be to the satisfaction of the City and at its sole discretion. The first phase of off-site works shall be completed prior to final Building Permit\* inspection granting occupancy for the first building on the subject site (exclusive of parking), in whole or in part.
- The City requires that the proposed design and related calculations are included on the SA\* design drawing set.

As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

a) **Sanitary Sewer Upgrades:**

- *Sanitary Gravity Sewer*: The development site has no sanitary service. The developer is responsible to construct the sanitary sewer listed below to service the development. The developer is solely responsible for this work; there will be no latecomer program available.
  - Sexsmith Road north of Patterson Road
    - Approximately 45m of 200mm diameter at 0.50% (45m is measured from the center line of Patterson Road to 5m north of the north property line of 3171 Sexsmith Road). An appropriately sized manhole is required at the northern end of the upgraded pipe.

- Sexsmith Road - Patterson Road to Capstan Way
  - Approximately 117m of 375mm diameter at 0.50%
  - Approximately 156m of 450mm diameter at 0.50%
- Capstan Way @ Sexsmith Road to tie-in to proposed Sanitary Pump Station
  - Approximately 71m of 450mm diameter at 0.50%
  - Approximately 39m of 450mm diameter at 0.50%
  - Approximately 30m of 525mm diameter at 0.50%
  - Approximately 14m of 600mm diameter at 0.50%
- The developer is responsible for constructing sanitary sewers within the proposed roads dedications (North-South Street and Hazelbridge Way) as required to service the development, the Neighbourhood Park and future development(s). The sanitary sewers are to be sized to the greater of a) 200 mm and b) OCP size and connect to the system on Sexsmith Rd; sizing calculations are to be included in the Servicing Agreement design.
- The exact length of the sanitary sewers and location of the manholes are to be finalized during the Servicing Agreement design. The developer is required to abandon the existing sanitary sewer system (remove pipes) that is being replaced by the proposed sanitary sewer system. The developer is solely responsible for all the upgrade requirements.
- *New Sanitary Pump Station:* The developer is responsible for the design and construction of the new Capstan sanitary pump station, if it has not already been built by others. The pump station shall be located approximately 125 m west of the Capstan Way and Sexsmith Road intersection. The new sanitary pump station is intended to service all the developments on the east side of No. 3 Road within the existing Skyline sanitary catchment. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road, and Sea Island Way. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements. If the new pump station is built by others, the developer may be responsible for contributing towards the new pump station.

**b) Storm Sewer Upgrades:**

- *Sexsmith Road Frontage:* The developer is responsible to construct the storm sewer listed below to service the development. The developer is solely responsible for this work; there will be no latecomer program available.
  - Sea Island Way to Patterson Rd - approximately 65m of 600mm diameter
  - Patterson Road to Hazelbridge Way - approximately 95m of 900mm diameter
  - Hazelbridge Way to Capstan Way - approximately 155m of 1050mm diameter
  - Capstan Way to south on intersection - approximately 25m 1200mm diameter
  - The developer is required to build a temporary storm sewer transition to connect the proposed storm sewer to the existing twin system south of Capstan Way. The developer is also required to build a temporary storm sewer transition from the proposed manhole at the Sexsmith Road and Capstan Way intersection to connect to the existing twin storm sewer system south of Capstan Way.
  - Abandon/remove the existing storm sewer system (remove pipes/infill ditches) that is being replaced by the proposed storm sewer system.
- The required frontage improvements along Sea Island Way will impact the existing drainage in the area. It is the developer's responsibility to determine the alterations and upgrade required to accommodate the road improvements and to coordinate with MOTI.
- *No. 3 Road Frontage:* The developer is responsible to upgrade the existing storm sewer from existing manhole STMH9443 (near property line of 3200/3220 No. 3 Rd) to the south property line of 3320 No. 3 Road with a length of approximately 165m to a min. 600 mm diameter. An

appropriately sized manhole is required at the south end of the upgraded pipe. The development is not permitted to connect to this system.

- *Proposed Road Dedications (North-South Street and Hazelbridge Way):* The developer is responsible to construct storm sewers to the greater of a) 600 mm and b) OCP size and connect to the system on Sexsmith Rd; sizing calculations are to be included in the Servicing Agreement design.

**c) Water Upgrades:**

- Using the OCP Model, there is 80 L/s available at 20 psi residual along Sexsmith Road, just south of Sea Island Way, 112 L/s available at 20 psi residual fronting 3331 Sexsmith Road and 602 L/s available at 20 psi residual along No 3 Road. Based on the developer's proposed rezoning, the subject site requires a minimum fire flow of 220 L/s.
- The developer is responsible to upgrade the existing 150 mm diameter watermain to minimum 300mm diameter along Sexsmith Road from Sea Island Way to Capstan Way and connect to the existing system on Capstan Way. The upgrade may need to be extended due to the required offsite improvements.
- The developer is responsible to construct a 300mm diameter watermain along the proposed road dedications (North-South Street and Hazelbridge Way). To temporarily address water quality issues until Lot 4 is connected to the dead end main, the developer's consultant had proposed to install an automatic flushing system. The automatic flushing system complete with its kiosk shall be located in a utility right of way within Lot 4. The details of the automatic flushing system and its required utility right of way shall be determined through the servicing agreement. The following works relating to the automatic flushing system shall be at the developer's cost:
  - Supply and installation cost of the automatic flushing system (complete with a dechlorination system designed specifically for the automatic flushing device) and registration of the required utility right of way. No encroachment under the required utility right of way is allowed.
  - Supply and installation of a water meter to monitor water consumption of the automatic flushing system. The City shall charge the developer of the water consumed by the automatic flushing system.
  - Operations of the system (e.g., setting controls, etc.) shall be done by City crews (at developer's cost).
  - Maintenance of the proposed automatic flushing system shall be done by City crews (at developer's cost).
  - Future removal of the automatic flushing system and future discharge of the required utility right of way.
- A hydrant at the dead end watermain shall be required. Another hydrant at the southwest corner of the future intersection of Private Road and Sexsmith Road shall be required for by-pass supply to Lot 4 in case of a breakdown at the dead-end watermain. Details of the by-pass design shall be finalized through the Servicing Agreement\* design.
- The location of the site service for Lot 3 will be verified thru the SA\* process to minimize water quality issues.
- Once the developer has confirmed the building design at the Building Permit\* stage, the developer must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

**d) Private Utilities:**

- The developer shall provide private utility companies with right-of-ways to accommodate their equipment (i.e. above ground private utility kiosks, vista, transformers, etc.) and such equipment

shall be located and designed to minimize potential impacts on the public realm. It is the responsibility of the developer to contact the private utility companies to learn of their requirements.

e) **Encroachments:**

- Registration of right-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA\* review and approval processes to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks.

21.2. Transportation SA\* Requirements:

- A final Traffic Impact Analysis (TIA), including a comprehensive, detailed road and traffic management design for all phases of the subject development, subject to final functional design approval by the Director of Transportation, must be completed prior to SA\* approval for any transportation-related SA\* works. (For the Preliminary Functional Roads Plan, see **Schedule H.**) The works described within such a comprehensive TIA and plan will include, but may not be limited to, the following:
  - a) **Frontage Works:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIA, as determined at the sole discretion of the City.
    - *Hazelbridge Way:* The developer is responsible for the design and construction of the following cross-section between Sexsmith Road and the west boundary of the subject site, to the satisfaction of the City:
      - Min. 2.0 m wide concrete sidewalk;
      - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
      - 0.15 m wide curb;
      - 12.2 m wide vehicular driving/parking surface;
      - 0.15 m wide curb;
      - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system; and
      - Min. 2.0 m wide concrete sidewalk.

**NOTE:** The construction of Hazelbridge Way is included in the City's Development Cost Charge (DCC) program.

- *North-South Street:* The developer is responsible for the design and construction of the following cross-section between Hazelbridge Way and the cul-de-sac at the north end of the subject road, to the satisfaction of the City:
  - Min. 2.0 m wide concrete sidewalk;
  - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;

- 0.15 m wide curb;
  - 12.2 m wide vehicular driving/parking surface;
  - 0.15 m wide curb;
  - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system; and
  - Min. 2.0 m wide concrete sidewalk.
- *Cul-de-Sac @ North-South Street:* The developer is responsible for the design and construction of the following cross-section at the cul-de-sac at the north end of the North-South Street, to the satisfaction of the City:
- Min. 2.0 m wide concrete sidewalk;
  - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
  - 0.15 m wide curb; and
  - 15.0 m radius vehicular driving surface.
- *Sexsmith Road:* The developer is responsible for the design and construction of the following Interim Cross-Section, to the satisfaction of the City, taking into consideration the following Ultimate Cross-Section in the design and construction of those road works. The developer is required to design and construct improvements from the south limit of the development site to the north limit of the development site, together with a transition between those improvements and the existing condition to the south and the north of the development site (at a minimum 20:1 taper rate), to the satisfaction of the City.

Interim Cross-Section: From west to east -

- 2.0 m wide concrete sidewalk;
- 0.6 m wide buffer strip, incorporating permeable paving (i.e. granite sets), pedestrian lighting, decorative planting, and furnishings;
- 2.0 m wide bike path (i.e. asphalt with a 0.15 m wide concrete band along both sides);
- 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 0.15 m wide curb;
- 2.5 m wide southbound parking lane;
- 3.3 m wide southbound vehicle travel lane;
- 3.3 m wide left-turn lane and landscaped median;
- 3.3 m wide northbound vehicle travel lane; and
- Minimum 1.0 m wide shoulder (temporary).

Ultimate Cross-Section: From west to east, beyond the 3.3 m wide northbound vehicle travel lane (i.e. beginning with the replacement of the temporary minimum 1.0 m wide shoulder) -

- 2.5 m wide northbound parking lane;
- 0.15 m wide curb;

- 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and a minimum 1.5 m wide continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 2.0 m wide bike path (i.e. asphalt with a 0.15 m wide concrete band along both sides);
- 0.6 m wide buffer strip, incorporating permeable paving (i.e. granite sets), pedestrian lighting, decorative planting, and furnishings; and
- 2.0 m wide concrete sidewalk.

*No. 3 Road:* The developer is responsible for designing and constructing works behind the existing east curb to coordinate with and generally match the standard of existing frontage works south of Capstan Way, EXCEPT as required to appropriately coordinate with the design and construction of fronting City park, as determined to the satisfaction of the City.

- *Sea Island Way:* The developer is responsible for accommodating MOTI requirements and designing/constructing frontage works within the road right-of-way with greenway improvements within a Statutory Right-of-Way registered on title for park purposes. Behind the curb (from north to south), improvements shall include –
  - 3.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, streetlights, and a continuous trench for tree planting and to facilitate innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
  - 2.0 m wide bike path (i.e. asphalt with a 0.15 m wide concrete band along both sides);
  - 0.6 m wide buffer strip, incorporating permeable paving (i.e. granite sets), pedestrian lighting, decorative planting, and furnishings;
  - 2.0 m wide concrete sidewalk; and
  - Some combination of groundcover, decorative planting, trees, and landscape features, to the satisfaction of the City, as determined via an approved Development Permit\*.
- b) **Traffic Signals:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIA, as determined at the sole discretion of the City.
  - *Signal Upgrade @ Hazelbridge/Sexsmith Intersection:* Installation of a new traffic signal to facilitate the intersection's conversion from three legs to four including, but not limited to, the following:
    - Signal poles, controller, bases, and hardware;
    - Pole bases, street light luminaires, and fittings (to match City Centre/Capstan Village standards);
    - Detection conduits (i.e. electrical and communication) and signal indications, and communications cable, electrical wiring, and service conductors; and
    - Accessible Pedestrian Signals (APS) and illuminated street name sign(s).
- c) **Streetlights:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIA, as determined at the sole discretion of the City.
  - *Hazelbridge Way:* Both sides of the street –
    - Pole colour: Grey
    - Roadway lighting @ back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles, BUT excluding pedestrian luminaires, banner arms, flower basket holders, and irrigation.
    - Pedestrian lighting: N/A

- *North-South Street*: Both side of the street –
  - Pole colour: Grey
  - Roadway lighting @ back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles, BUT excluding pedestrian luminaires, banner arms, flower basket holders, and irrigation.
  - Pedestrian lighting: N/A
- *Sexsmith Road*: West side of the street –
  - Pole colour: Grey
  - Roadway lighting @ back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles, BUT excluding pedestrian luminaires, banner arms, flower basket holders, or irrigation.
  - Pedestrian lighting (to be installed between the sidewalk and bike path): Type 8 (LED), including 2 pedestrian luminaires (set perpendicular to the direction of travel) and duplex receptacles, BUT excluding banner arms, flower basket holders, and irrigation.
- *No. 3 Road*: East side of the street –
  - Pole colour: Grey
  - Roadway lighting @ back of curb: N/A.
  - Pedestrian lighting: Type 8 (LED), including 2 pedestrian luminaires, duplex receptacles, banner arms, flower basket holders, and irrigation.
- *Sea Island Way*: South side of the street –
  - Pole colour: Grey
  - Roadway lighting @ back of curb: As determined to the satisfaction of MOTI.
  - Pedestrian lighting (to be installed between the sidewalk and bike path): Type 8 (LED), including 2 pedestrian luminaires (set perpendicular to the direction of travel), BUT excluding duplex receptacles, banner arms, flower basket holders, and irrigation.

### 21.3. Parks SA\* Requirements:

- a) The subject, multi-phase, mixed use development provides for a network of public parks and open spaces as generally illustrated in the Conceptual Parks Plan (**Schedule I**), including:
  - City-owned park (i.e. Neighbourhood Park and No. 3 Road Greenway), which will be:
    - Designed and constructed at the developer's sole cost via the City's standard SA\* processes (secured via SA\* Letter(s) of Credit); and
    - Phased as provided for via a covenant registered on title prior to rezoning adoption; and
  - Publicly-accessible open space secured for public use via statutory right-of-ways on private property (i.e. Neighbourhood Park Trail, Mid-Block Trail, and Sea Island Greenway), which will be:
    - Designed and constructed at the developer's sole cost via the City's standard Development Permit processes (secured via DP\* Landscape Letter(s) of Credit); and
    - Phased to coincide with the design and construction of the private lots upon which the various public open space right-of-ways are registered.
- b) Prior to rezoning adoption, the developer is required to enter into a Servicing Agreement for the design and construction of the first phase of the 6,715 m<sup>2</sup> City-owned Neighbourhood Park located between No. 3 Road and the dedicated North-South Street, including a City-approved phasing and budget strategy, to the satisfaction of the Senior Manager, Parks, Director of Development, Director of Transportation, Director of Engineering, and Manager, Environmental Sustainability. The Neighbourhood Park, including this initial phase of park improvements, is generally illustrated in the Conceptual Parks Plan (**Schedule I**). In brief, the initial Neighbourhood Park improvements shall include, to the satisfaction of the City:
  - East portion (approximately 50%) - Permanent improvements across 3,326.4 m<sup>2</sup> of the park, including site preparation, raising the finished grade of the park to meet that of the dedicated North-

South Street, pedestrian paths and plaza areas, lighting, site furniture, play features, lawn, planting, trees, rain garden and/or alternate eco-amenity features, and related infrastructure and features.

NOTE: No DCC credits shall apply because the improvements shall be made to lands transferred to the City with respect to the Capstan Station Bonus and, thus, must be “suitably landscaped” at the sole cost of the developer as per the ZMU25 zone.

- West portion (approximately 50%) - Temporary improvements including grading and site preparation, a lawn for informal play, pathways, and related features and furnishings.

NOTE: No DCC credits shall apply because the required works are temporary and, thus, are not included in the City’s current DCC program.

- c) Street frontages are outside the scope of the park improvements and, therefore, are described under this document’s Transportation SA\* Requirements.

NOTE: The street frontages must be designed and constructed in coordination with the park and, as determined to the satisfaction of the City, elements identified along those frontages under the Transportation SA\* Requirements may be varied via the SA\* detailed design processes to better achieve the inter-related objectives of the City’s parks, transportation, engineering, and related interests.

**For Phase 1 (Lot 1), prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Legal Agreements on Title: Satisfy the terms of all legal agreements registered on title prior to rezoning adoption (RZ 12-610011) with respect to the Development Permit\*, which shall include, but may not be limited to, the following:
  - 1.1. Affordable Housing: Submission of unit numbers, designs, unit mix and distribution, and related features, together with any required modifications or additions to legal agreements registered on title prior to rezoning adoption, to the satisfaction of the City.
  - 1.2. ARTS Units: Submission of unit numbers, designs, unit mix and distribution, and related features, together with any required modifications or additions to legal agreements registered on title prior to rezoning adoption, to the satisfaction of the City.
  - 1.3. Aircraft Noise Sensitive Uses: Submission of a report prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan (OCP) requirements for Aircraft Noise Sensitive Development.
  - 1.4. View Blockage, Canada Line, and Other Potential Development Impacts: Submission of a report prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan (OCP) requirements for Aircraft Noise Sensitive Development.
  - 1.5. Transitional Parking and TDM Measures: Submission of a design for the 250-space Public Parking facility on Lot 1, including required “car-share parking” facilities, together with any required modifications or additions to legal agreements registered on title prior to rezoning adoption, to the satisfaction of the City. Enter into a Servicing Agreement\* (secured via a Letter of Credit) for temporary improvements along the No. 3 Road frontage of the Neighbourhood Park.
  - 1.6. Public Art: Submission of a detailed Public Art Plan, together with the registration of legal agreement(s), Letter(s) of Credits, and other measures facilitating its phased implementation, to the satisfaction of the City.
2. Additional Requirements: Discharge and registration of additional right-of-way(s) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, and Senior Manager, Parks.

**For Phase 1 (Lot 1), prior to Building Permit\* issuance, the developer is required to complete various requirements, which include, but may not be limited to, the following:**

1. Legal Agreements on Title: Satisfy the terms of all legal agreements registered on title prior to rezoning adoption (RZ 12-610011) and Development Permit\* issuance with respect to the Building Permit\*, which shall include, but may not be limited to, the following:
  - 1.1. Affordable Housing: Incorporation of the required amenity features in the Building Permit\* drawings and specifications as determined via the rezoning (RZ 12-610011) and Development Permit\* processes to the satisfaction of the City.
  - 1.2. ARTS Units: Incorporation of the required amenity features in the Building Permit\* drawings and specifications as determined via the rezoning (RZ 12-610011) and Development Permit\* processes to the satisfaction of the City.
  - 1.3. Aircraft Noise Sensitive Uses: Submission of a letter of assurance prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit\* approval processes have been incorporated satisfactorily in the Building Permit\* drawings and specifications.
  - 1.4. View Blockage, Canada Line, and Other Potential Development Impacts: Submission of a letter of assurance prepared by an appropriate registered professional, which confirms that development impact mitigation and related measures identified via the Development Permit\* approval processes have been incorporated satisfactorily in the Building Permit\* drawings and specifications.
  - 1.5. Capstan Station Bonus: Submission of the voluntary developer contribution to the Capstan Station Reserve or as otherwise provided for in the Zoning Bylaw, as per the restrictive covenant(s) and/or legal agreement(s) registered on title and the Richmond Zoning Bylaw in effect at the date of Building Permit\* issuance.
  - 1.6. District Energy Utility (DEU): Submission of an energy modelling report, demonstration that the building is designed with the capability to connect to and be serviced by a DEU, and registration of legal agreement(s) on title to facilitate DEU service.
2. Accessible Housing: Incorporation of accessibility measures in the Building Permit\* drawings and specifications as determined via the rezoning (RZ 12-610011) and Development Permit\* processes (e.g., Basic Universal Housing units, Aging in Place features).
3. Construction Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Construction Hoarding: Obtain a Building Permit\* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit\*. For additional information, contact the Building Approvals Division at 604-276-4285.

**NOTE:**

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

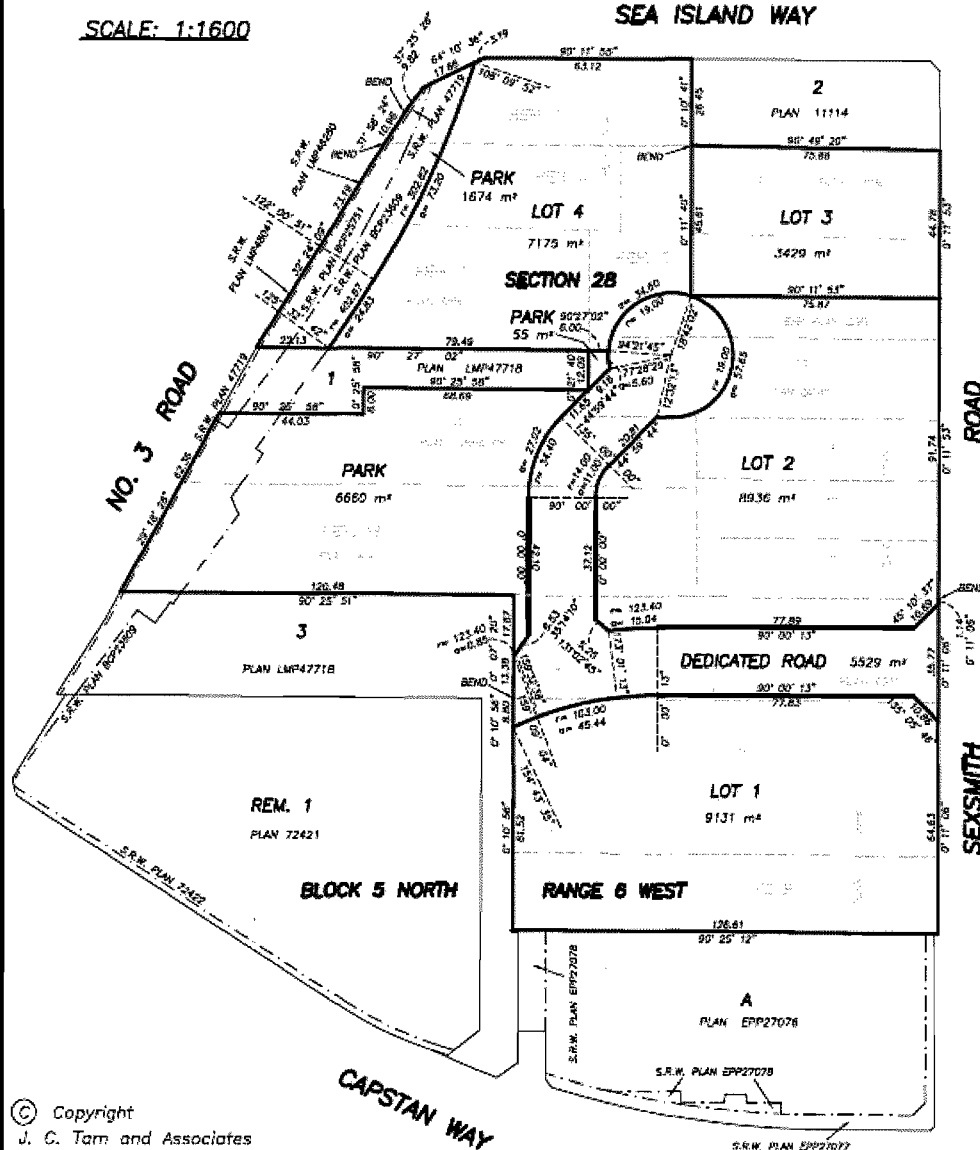
SIGNED COPY ON FILE

\_\_\_\_\_  
Signed\_\_\_\_\_  
Date

**SKETCH PLAN OF PROPOSED SUDDIVISION OF PART OF  
SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT**



**SCALE: 1:1600**



© Copyright  
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Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Job No. 4270  
Drawn By: KA

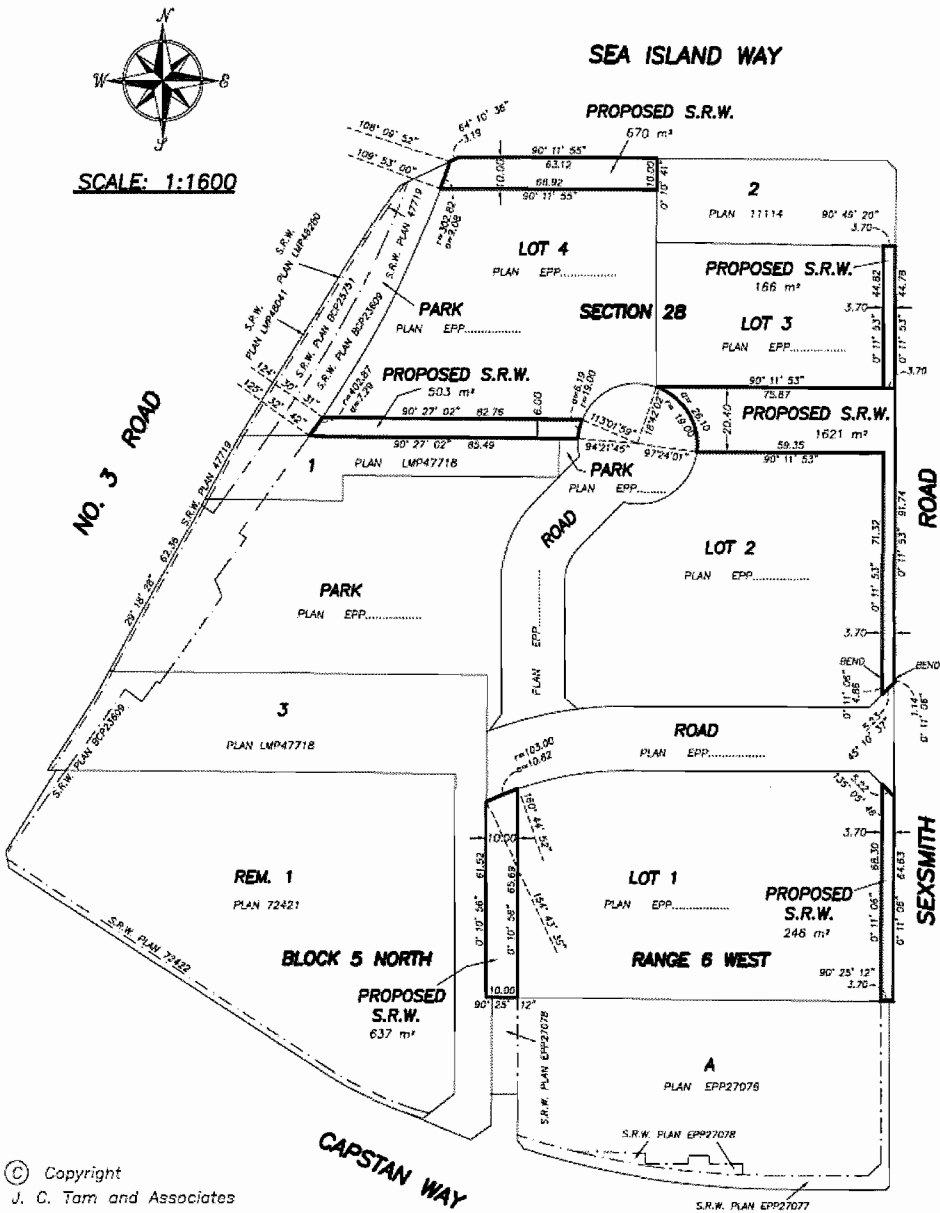
TOTAL PARK AREA= 8389 m²  
TOTAL ROAD DEDICATION= 5529 m²

**DWG No. 4270-2014-PRO-SUB-SKETCH**

MARCH 18th, 2014.

**SCHEDULE B**  
Preliminary Statutory Right-of-Way Plan

**SKETCH PLAN OF PROPOSED STATUTORY RIGHT OF WAY  
OVER PARTS OF LOTS 1, 2, 3 AND 4 ALL OF  
SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN EPP**



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E-mail: office@jctam.com  
Job No. 4270  
Drawn By: KA

BOOK OF REFERENCE	
LOT 1	Area = 883 m <sup>2</sup>
LOT 2	Area = 1621 m <sup>2</sup>
LOT 3	Area = 166 m <sup>2</sup>
LOT 4	Area = 1173 m <sup>2</sup>

DWG No. 4270-2014-PRO-SRW-SKETCH

MARCH 18th, 2014.

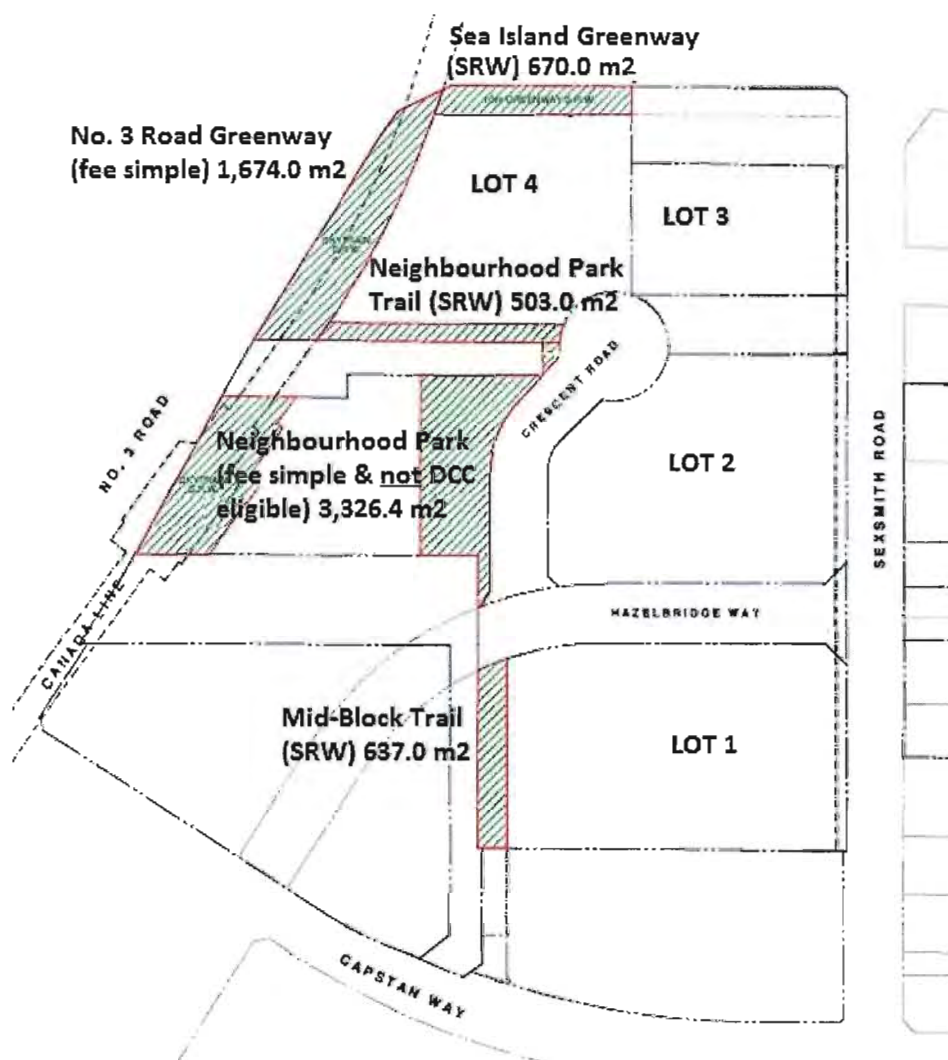
**NOTE:** The size and configuration of the **ARTS Terraces** right-of-way shall be determined to the satisfaction of the City via the Development Permit\* review and approval processes for Lot 1.

**PH - 231**

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

# SCHEDULE C

## Capstan Station Bonus – Public Open Space (Fee Simple & SRW) Location Map



Capstan Station Bonus (CSB) Public Open Space Features**		CSB Voluntary Public Open Space Contribution***	
		Fee Simple	SRW
A.	Neighbourhood Park (excluding DCC park)	3,326.4 m <sup>2</sup>	nil
B.	No. 3 Road Greenway	1,674.0 m <sup>2</sup>	nil
C.	Sea Island Greenway (Lot 4 SRW)	nil	670.0 m <sup>2</sup>
D.	Neighbourhood Park Trail (Lot 4 SRW)	nil	503.0 m <sup>2</sup>
E.	Mid-Block Trail (Lot 1 SRW)	nil	637.0 m <sup>2</sup>
Sub-Total		5,000.4 m <sup>2</sup>	1,810.0 m <sup>2</sup>
<b>TOTAL</b>		6,810.4 m <sup>2</sup> (1.683 ac)	

\*\* CSB public open space features are NOT eligible for Development Cost Charge (DCC) credits for park acquisition or park development; however, as per the ZMU25 zone, the developer may use the area of CSB public open space features for density calculation purposes.

\*\*\* The developer must provide public open space in compliance with the provisions of the ZMU25 zone. If the combined total number of dwellings on Lots 1, 2, 3, and 4 exceeds 1,186, additional public open space shall be required. (No adjustment shall be made if the combined total number of dwellings is less than 1,186.)



**City of  
Richmond**

## **Supplementary Development Permit Requirements**

Community Services Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

*Prepared by City of Richmond January 16, 2013*

**RZ 12-610011**

**Pinnacle International (Richmond) Plaza Inc.**

**ARTS Units: Outline Specifications and Design Guidelines**

### Division 6 Woods and Plastics

#### Architectural Woodwork

- Cabinets – robust durable materials, heavy duty hardware
- Countertop – stain resistant, highly durable, resilient (consider Low VOC Materials LEED Credit 4.4)
- Door Frames – durable materials, resilient to impact of large, heavy materials and equipment
- Screens, Blinds and Shutter - solar control - provide light coloured sunlight rollers/shading with percentage of transparency dependent on orientation.

### Division 7 Thermal and Moisture Protection

#### Building envelope

- The building envelope to meet the requirements of ASHRAE 90.1 2007 prescriptive requirements and in addition all glazing values must meet the minimum requirements, below, or approved equivalent.

### Division 8 Doors and Windows

#### Entrances and Storefronts

- Commercial grade
- Direct access from interior double height spaces to outdoor space via over-height and double-width doors.

#### Windows

- Consistent with LEED Credits 8.1 and 8.2

#### Hardware

- Commercial grade locks and door sets

#### Glazing

- Tempered or laminated glass in Work Areas, as required by code
- Overall glazing u-value including frame to be less than: 0.4 Btu/hr-sq.ft-F
- Solar heat gain factor SHGF of 0.40
- Visible Light Transmittance of not less than 75.0

### Division 9 Finishes

#### General

- General Material criteria: high impact resistance, traffic resistance, stain resistance and exceptional longevity.

- Maintenance Criteria: requires only simple cleaning processes (e.g. soap & water), surface finish easily made good (e.g. Hi-Traffic Acrylic Floor Finish mopped on); hi volume use with minimal impact.
- Repair Criteria: requires only basic interventions (e.g. one person with mortar patching/grinding equipment) to repair cracking, gouging, or other forms of more severe/accidental wear. Repairs contribute to the character of the material/finish; do not necessitate wholesale replacement or refinishing; and are cost effective to do.
- Replacement Criteria: easily stripped, prepped and re-installed with minimum of structural, substrate intervention and expeditious timeline to facilitate re-lease and minimal loss of income. Any replacement must be low-tech and cost effective.

#### Ceilings

- Smooth white paint finish on drywall or concrete

#### Flooring

- Sealed polished concrete in Work Studio Space and Living/Dining/Kitchen. (Concrete flooring with smooth trowel finishing, Class A finish per CSA A23.1 with spray concrete penetrating sealer).
- Low pile carpet in Bedroom (e.g. Berber)
- Resilient Flooring in Bathroom
- Low VOC Flooring (LEED Credit 4.3)

#### Wall Finishes

- Walls within work studio space to have plywood or sheet metal backing to a height of 10'-0" for attachment of equipment and shelving. Living/Dining/Kitchen walls to have plywood or sheet metal backing as required for fixtures and fittings.
- Provide column free space for the Work & Exhibition space. Columns in the Work & Exhibition space may be located along the perimeter of the rooms with consultation and agreement of the City of Richmond.
- Low VOC adhesives and sealants (LEED Credit 4.1)

#### Paints and Coatings

- Low VOC paints and coatings (LEED Credit 4.2)
- Museum white paint colour on walls throughout

### Division 10 Specialties

#### Identification Devices

Directories – special directory for identification of artists in ARTS Units

Exterior signage – information about program and sponsorship of ARTS Units

Exterior display

- Provisions for the permanent or temporary display outdoors of a limited amount of artwork produced on the premises.

### Division 12 Furnishings

Art – Public art to be integrated with unit exterior under Public Art Program agreements

### Division 15 Mechanical

#### Plumbing Fixtures and Equipment

- Kitchen sink and the powder room sink to be commercial grade and equipped with grease interceptors (all sinks to be 16 gauge or lower)
- Provide one (1) tamper proof, non-freezing type of hose bib on the exterior of each pair of ARTS unit (9 in total).

- Plumbing should include rough-in only for easy installation of slop sinks in Work Area if needed.

#### Air Distribution

- Natural and mechanical ventilation (including, but not limited to, compliance with the City's Official Community Plan Aircraft Noise Sensitive Development policies for Area 3: Moderate Aircraft Noise Area).
- The base building is to provide fresh air and exhaust air systems, likely with multiple louvers around the perimeter walls (or provide other similar acceptable type of system).
- Provide operable windows (motorized if not accessible) for exterior facing spaces to provide additional ventilation.
- All spaces need to provide venting via the outside wall while providing a self-contained ventilation system in the ART unit.

#### Heating, Ventilating and Air Conditioning Equipment

- Provide central heating and cooling units that utilize good design practice to ensure appropriate acoustic performance. The areas are to have individually controlled HVAC systems for each room or group of similar rooms with the capability of being controlled, consistent with LEED Credits 6.2, and 7.1.
- Each Arts Unit shall be metered separately for electricity.
- There will be one gas meter for the 17 ARTS Units.

#### Division 16 Electrical

- Electrical flexibility (including flexible lighting options in the double height space) consistent with LEED Credit 6.1.
- Units wired for communication/high speed data/cable.
- Provide adequate electrical service for the intended uses. CDP distribution panel to be located within the Electrical Room. The location of the panel to be coordinated with the layout of the City space, specifically within the City's electrical room. This distribution panel is intended to accommodate all of the requirements of the ARTS Unit.
- The Base Building shall provide emergency power service as required by code.

## **Early Childhood Development Hub Terms of Reference**

### **RZ 12-610011**

*For Pinnacle International (Richmond) Plaza Inc - Prepared by City of Richmond, March 14, 2014*

#### **1. Intent**

The Early Childhood Development Hub facility must:

- a) Have a total indoor floor area equivalent to 5% of the proposed Village Centre Bonus (VCB) floor area or as otherwise determined to the satisfaction of the City;
- b) Provide both space for licensed child care programs, and early childhood and family support programs ;
- c) Provide a space for children between the ages of birth and 12 years old (Note that the age range may be adjusted as determined through consultation with the City and operator);
- d) Provide space for families and children utilizing the early childhood and family support programs;
- e) Satisfy the minimum recommended sizes of the Vancouver Coastal Health Design Resource for Child Care Facilities for the child care component of the facility (or the applicable City policy in effect at the time the facility is to be developed);
- f) Be capable of being licensed by Community Care Facilities and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial Child Care Regulations;
- g) On an ongoing basis, be both functioning and fully operational, to the satisfaction of the City (see "Performance" under Development Processes/Considerations);
- h) Provide functional space to meet the City Centre Area Plan Village Centre objectives for non-residential uses such as a community hub for early childhood development where a continuum of services can be provided; and
- i) Be designed, developed and operated within the spirit of the City's Child Care Development Policy (#4017) which states that:
  - The City of Richmond acknowledges that quality and affordable child care is an essential service in the community for residents, employers, and employees.
  - To address child care needs, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care facilities, spaces, programming, equipment, and support resources.
  - To develop City child care policies and guidelines, and use Council's powers and negotiations in the development approval process, to achieve child care targets and objectives.

#### **2. Development Processes/Considerations**

- a) Operator involvement –
  - The indoor floor plan and the outside play area for the child care facility and for the associated early childhood development and family support area should be developed in collaboration with the operator or its representative, as determined by the City.
  - An operator should be secured prior to the design process beginning.
  - To ensure the facility is satisfactory for a child care space and other ECD Hub programming and related purposes and will be a viable operation, the operator should have input into:
    - Space needs and design;
    - Operation and functioning of the facility;
    - Maintenance;
    - Fittings and finishes;
    - Equipment; and
    - Related considerations.
- b) Child Care Licensing Officer involvement – The application of the Provincial Child Care Regulations can vary based on the local Child Care Licensing Officer's interpretation of programs needs; it is therefore essential that the Licensing Officer be involved with the design and development of the facility from the outset.
- c) Performance – As a condition of Development Permit, to ensure the facility will, on an ongoing basis, be both functioning and operational to the satisfaction of the City, the developer will be required, in consultation with the City, operator, and other affected parties, to define a standard of performance and the measures necessary to safeguard that those standards will be achievable (e.g., responsibility for maintenance).

### 3. Facility Description

- a) General Considerations - As noted above (see Intent), the facility must satisfy all City of Richmond, licensing, and other applicable policies, guidelines, and bylaws as they apply at the time of development.

**For reference purposes** - The minimum space recommended for a child care facility allowing for up to 81 children of various ages (infants to 12 years of age), exclusive of space peripheral to the primary function of the facility, such as parking, elevators and stairs, etc.:

- Indoor activity space – 836 m<sup>2</sup> (9,000 ft<sup>2</sup>)
- Outdoor activity space – 855 m<sup>2</sup> (9,200 ft<sup>2</sup>)

Early Childhood Development and Family Support Programming requires:

- Indoor activity space – 465 m<sup>2</sup> (5,000 ft<sup>2</sup>)

*It is important to note that the above sizes are subject to change based on a number of factors, including policy developments, changes in licensing requirements or the design guidelines, community needs, advice of the operator, and/or other considerations.*

- b) Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of an ECD Hub. As the child care component will be located above the ground floor, special attention will be required to how the facility is accessed (e.g., by foot, by car, in an emergency), the distance travelled, convenience, and related considerations. Where determined necessary, the City may require that the facility is equipped with special features designed to address the challenges of locating a child care facility in a high-density, mixed-use development including, but not limited to:
- A dedicated, over-sized elevator capable of accommodating triple child strollers, large groups of people, and landscape materials (to be transported to the roof deck play area);
  - Parking and loading features required with respect to the ECD Hub entirely on-site and shall include, but may not be limited to, the following:
    - i. 16 parking spaces for the exclusive use of the ECD Hub for short-term parking purposes (e.g., drop-off/pick-up, program vehicle, activity/event parking) consolidated in one location on the building's ground floor with direct (indoor), universally-accessible access for pedestrians between the parkade and the "storefront space" (i.e. 1 standard space, 1 handicapped space, 7 pairs of "shared" handicapped spaces);
    - ii. 16 secured parking spaces consolidated in one location (including at least 1 handicapped space) for the exclusive use of the ECD Hub for long-term parking purposes (e.g., staff);
    - iii. "Class 2" bike storage for 12 bikes (including 6 bikes with attached bike trailers) co-located with the ECD Hub's short-term (ground floor) parking;
    - iv. "Class 1" bike storage in the form of a secure bike room for 10 bikes (equipped with a 120V duplex outlet for electric vehicle (EV) charging) co-located with the ECD Hub's long-term parking; and
    - v. 1 SU-9 loading space for the exclusive use of the ECD Hub, which space may be shared with other uses on-site if:
      - 1 additional parking space is co-located with the ECD Hub's short-term (ground floor) parking for the exclusive use of the ECD Hub for loading purposes for vans and smaller vehicles; and
      - Legal agreements are registered on title to secure adequate access in favour of the ECD Hub for shared use of on-site SU-9 loading spaces, to the satisfaction of the City, as determined via the Development Permit\* design, review, and approval processes;
  - A dedicated garbage room in close proximity to the garbage collection area equipped with a mop sink, hose bib and floor drain; and
  - Private/secured entry from the fronting public street and private/secured entry from the parkade.
- c) Outdoor Space - The outdoor play space for the child care space must be:
- Provided with covered and open play areas;

- Fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and City of Richmond;
  - Landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access (taking into account the challenges of locating a facility on a rooftop) to provide for a wide variety of activities including, but not limited to, the use of wheeled toys, ball play, and gardening;
  - Situated with good access to sunlight for at least three hours per day at winter solstice, two hours of which should occur during typical playtimes 9:30 a.m. to 11:30 a.m. or 1:30 p.m. to 4:00 p.m.
  - Located where it is protected from noise pollution (e.g., from traffic, transit, construction) and ensures good air quality (e.g., protect from vehicle exhaust, restaurant and other ventilation exhausts, noxious fumes);
  - Situated where it is immediately adjacent to and directly accessible (visually and physically) to the indoor child care space;
  - Safe and secure from interference by strangers and others;
  - Situated to avoid conflict with nearby uses (e.g., residential); and
  - If multiple age groups of children are to be accommodated within the space, demised with fencing and be tailored to meet the various developmental needs of the ages of children being served.
- d) Noise Mitigation – Special measures should be incorporated to minimize ambient noise levels both indoors and outdoors (e.g., incorporating a roof over part of the outdoor play space to help create an area of reduced aircraft noise, etc.).
- e) Height Above Grade – The facility is not to be located above the fourth floor of the project, except where this is determined to be to the satisfaction of the City.
- f) Natural light & ventilation – The facility's indoor spaces (with the exception of washrooms, storage, and service areas) must have operable, exterior windows offering attractive views (near or far) and reasonable privacy/overlook, as determined through Richmond's standard development review process.
- g) The associated early childhood development and family support space planned at grade should have an active presence on the street, e.g., support spaces should be placed away from the front windows and spaces such as a multi-purpose room, lounge and reception should be visible.

#### 4. Level of Finish

The ECD Hub must be turnkey and ready for immediate occupancy upon completion (with the exception of loose furnishings, toys, and related items). This includes, but is not limited to, the following requirements:

- Finished floors installed (vinyl and/or carpet);
- Walls and ceiling painted;
- Window coverings installed (curtains or blinds);
- A commercial kitchen with fire suppression and servery kitchens fully fitted out, including major appliances (e.g., stove/ovens, refrigerators, microwaves) and cabinets;
- Washrooms fully fitted out, including sinks, toilets, and cabinets;
- Wired for cablevision, internet, phone, and security;
- Non-movable indoor cabinets, including cubbies;
- All outdoor landscaping, including all permanently mounted play equipment and furnishings;
- Operable, exterior windows; and
- Noise attenuation to the satisfaction of the City.

#### 5. Tenure

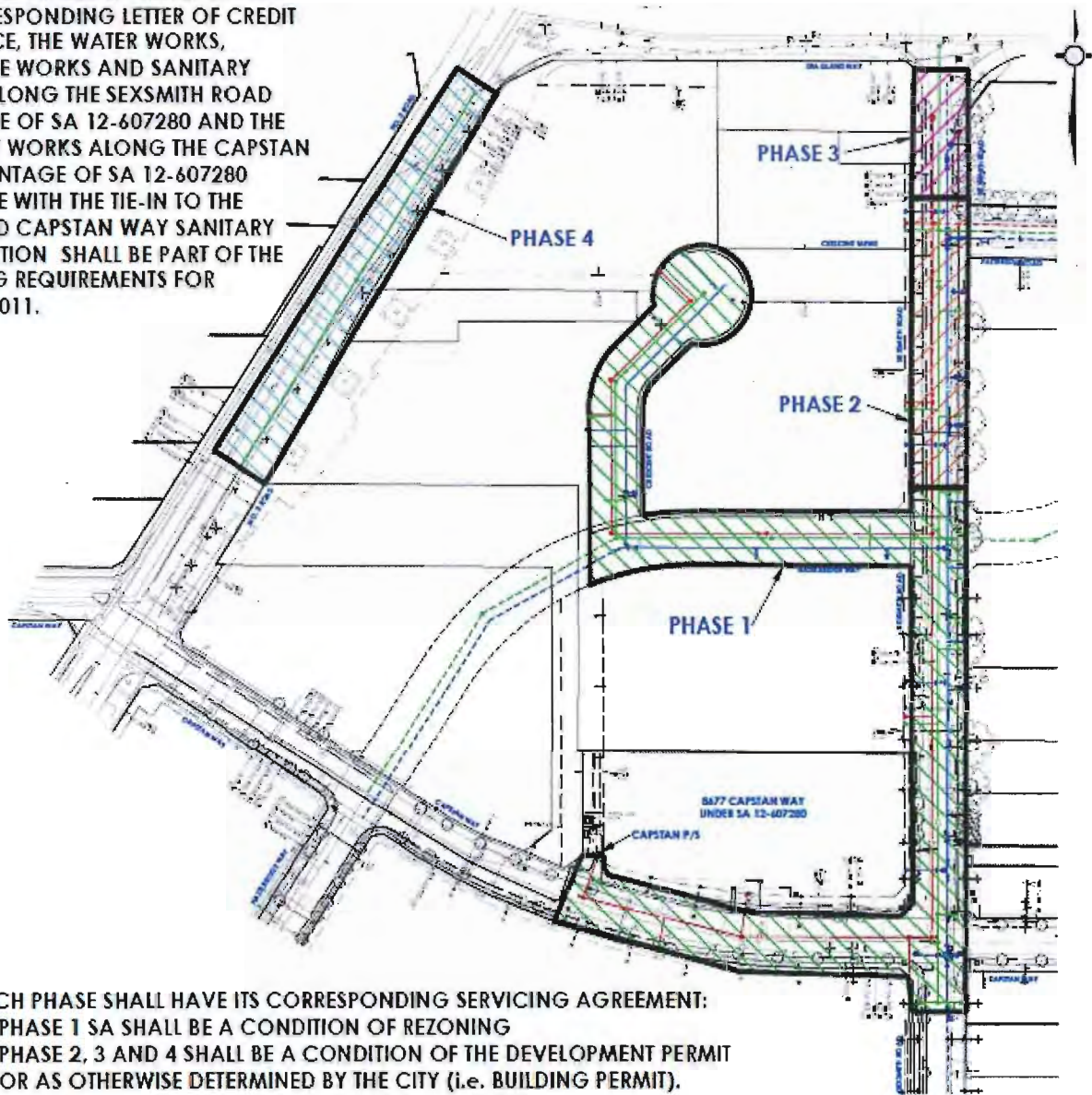
Parcel: Air space parcel  
Ownership: Developer transfers ownership to the City

#### 6. Legal

As a condition of completing the pending rezoning, legal documents will be required to secure the ECD Hub facility contribution, including a "no-development" covenant, an option to purchase, a Letter of Credit, and/or other measures as determined to the satisfaction of the City.

THE REQUIRED FRONTAGE IMPROVEMENTS ALONG SEA ISLAND WAY WILL IMPACT THE EXISTING DRAINAGE IN THE AREA. IT IS THE DEVELOPER'S RESPONSIBILITY TO DETERMINE THE ALTERATIONS AND UPGRADES REQUIRED TO ACCOMMODATE THE ROAD IMPROVEMENTS AND TO COORDINATE WITH MOTI.

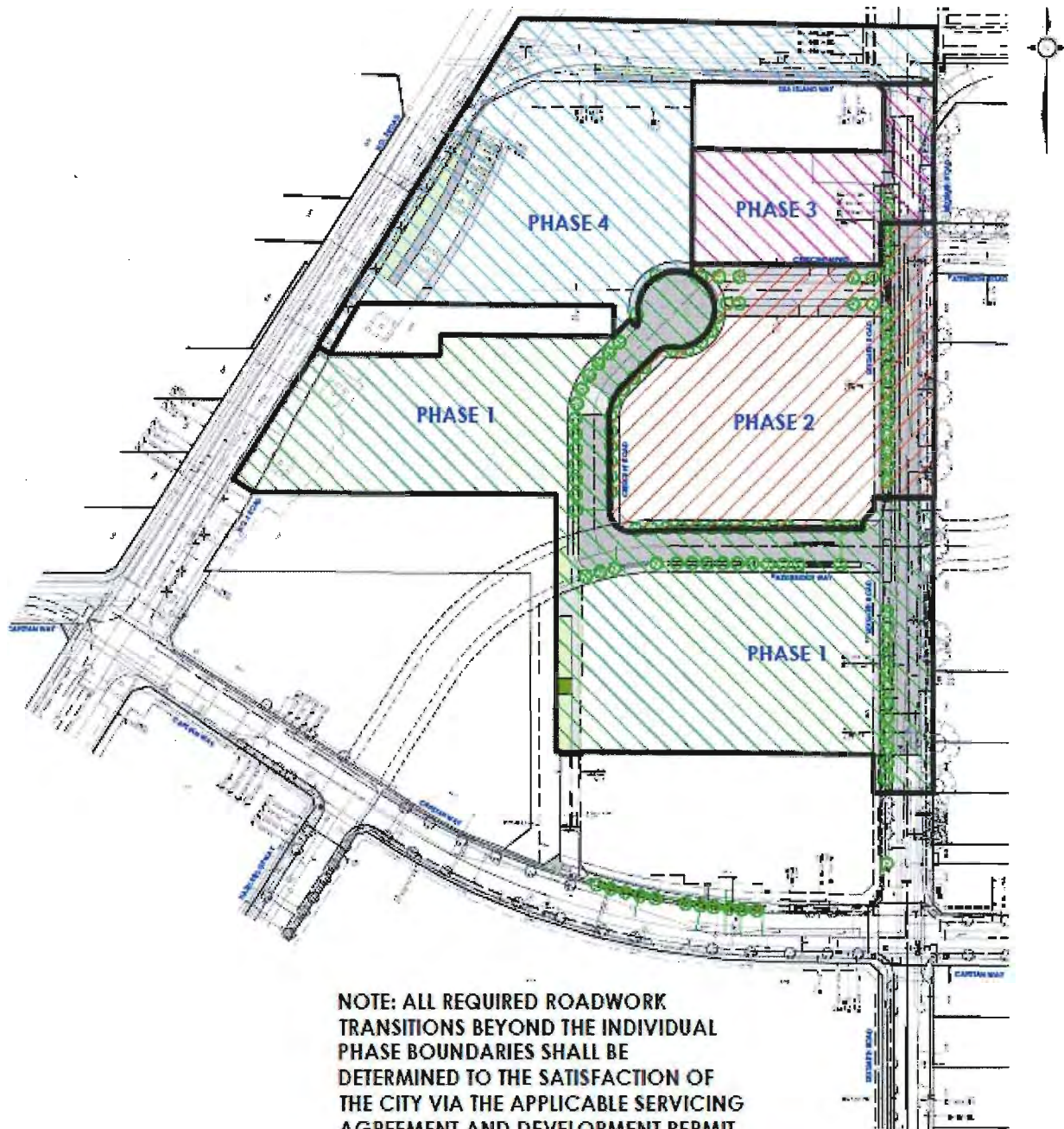
UNTIL SA 12-607280 IS FINALIZED AND ITS CORRESPONDING LETTER OF CREDIT IS IN PLACE, THE WATER WORKS, DRAINAGE WORKS AND SANITARY WORKS ALONG THE SEXSMITH ROAD FRONTAGE OF SA 12-607280 AND THE SANITARY WORKS ALONG THE CAPSTAN WAY FRONTAGE OF SA 12-607280 COMPLETE WITH THE TIE-IN TO THE PROPOSED CAPSTAN WAY SANITARY PUMP STATION SHALL BE PART OF THE REZONING REQUIREMENTS FOR RZ 12-610011.



1. EACH PHASE SHALL HAVE ITS CORRESPONDING SERVICING AGREEMENT:
  - a. PHASE 1 SA SHALL BE A CONDITION OF REZONING
  - b. PHASE 2, 3 AND 4 SHALL BE A CONDITION OF THE DEVELOPMENT PERMIT OR AS OTHERWISE DETERMINED BY THE CITY (i.e. BUILDING PERMIT).
2. ALL WATERWORKS SHALL BE CONSTRUCTED AS PART OF PHASE 1 SA

**City of Richmond**

**SCHEDULE F**  
Phasing Key Plan - ROADS



NOTE: ALL REQUIRED ROADWORK  
TRANSITIONS BEYOND THE INDIVIDUAL  
PHASE BOUNDARIES SHALL BE  
DETERMINED TO THE SATISFACTION OF  
THE CITY VIA THE APPLICABLE SERVICING  
AGREEMENT AND DEVELOPMENT PERMIT  
REVIEW AND APPROVAL PROCESSES.

## SCHEDULE F

### Phasing Key Plan - PARKS



- A** ***Prior to rezoning adoption:*** Servicing Agreement & Letter of Credit for Neighbourhood Park improvements, including 50% permanent works (east half) & 50% temporary works (west half)
- B** ***Prior to Phase 1 Development Permit issuance:*** DP design & Landscape Letter of Credit for the Mid-Block Trail SRW (i.e. extension of trail improvements initiated through RZ 10-544729)
- C** ***Prior to Phase 4 Development Permit issuance:*** DP design & Landscape Letter of Credit for the Neighbourhood Park Trail SRW & Sea Island Way Greenway SRW
- D** ***Prior to Phase 4 Development Permit issuance:*** Servicing Agreement & Letter of Credit for the No. 3 Road Greenway

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**SCHEDULE G**  
Phasing Summary Table

\*\* Occupancy refers to final Building Permit (BP) inspection granting occupancy for the applicable phase in whole or in part, exclusive of parking.

Features & Amenities	Phased Voluntary Developer Contributions	Prior to Rezoning Adoption (RZ 12-610011)	Prior to Development Permit (DP) Issuance	Prior to Occupancy**
<b>PHASE 1 – All features, amenities &amp; voluntary developer contributions identified with respect to Phase 1 must be satisfied, as follows:</b> <b>NOTE: The developer shall be required to enter into Servicing Agreement #1 (secured via a Letter (s) of Credit) prior to rezoning adoption (RZ 12-610011).</b>				
a. ARTS units	100% (turnkey level of finish)	Legal agreement on title	City-approved DP design	Complete
b. Affordable housing	Lot 1 – 100% (turnkey level of finish)	Legal agreement on title	City-approved DP design	Complete
c. Residential amenity space	Lot 1 – 100% of indoor & outdoor space	Legal agreement on title	City-approved DP design	Complete
d. Neighbourhood Park (CCAP park/City-owned)	Temporary improvements (i.e. relocation of temporary field secured via RZ 10-544729) will be designed & constructed within roughly 50% of the Neighbourhood Park. (Non-DCC item)	Servicing Agreement #1 & Letter of Credit	n/a	Complete
e. Neighbourhood Park (Capstan Station Bonus park space/City-owned)	100% of the additional City-owned park space forming roughly 50% of the Neighbourhood Park will be designed & constructed	Servicing Agreement #1 & Letter of Credit	n/a	Complete
f. Mid-Block Trail (SRW)	100%	Legal agreement on title	City-approved DP design & DP landscape Letter of Credit	Complete
g. MOTI improvements	All applicable MOTI requirements, as determined to the City's satisfaction	City-approved functional road design, Servicing Agreement #1 & Letter of Credit	n/a	Complete
h. Sexsmith Road (City-owned) & Sexsmith sidewalk widening (SRW)	Capstan Way to north side of Hazelbridge Way & transitions	City-approved functional road design, Servicing Agreement #1 & Letter of Credit	n/a	Complete
i. Hazelbridge Way (City-owned)	100%, except traffic island & north sidewalk & boulevard	City-approved functional road design, Servicing Agreement #1 & Letter of Credit	n/a	Complete
j. North-South Street (City-owned)	100%, except sidewalk & boulevard along the east side & at the bulb	City-approved functional road design, Servicing Agreement #1 & Letter of Credit	n/a	Complete
k. Traffic signals	Upgrade @ Sexsmith Road & Hazelbridge Way	City-approved functional road design, Servicing Agreement #1 & Letter of Credit	n/a	Complete

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Features & Amenities	Phased Voluntary Developer Contributions	Prior to Rezoning Adoption (RZ 12-610011)	Prior to Development Permit (DP) Issuance	Prior to Occupancy**
l. Transitional parking & TDM measures	Pre-ducting for EV charging stations along the Neighbourhood Park frontage of the North-South Street	City-approved design, Servicing Agreement #1 & Letter of Credit	n/a	Complete
m. Transitional parking & TDM measures	Temporary frontage improvements along No. 3 Road frontage of the Neighbourhood Park (& cash-in-lieu contribution for the future installation of ultimate frontage improvements to the City's satisfaction)	City-approved functional road design, Servicing Agreement #1 & Letter of Credit (& cash-in-lieu contribution)	n/a	Complete
n. Transitional parking & TDM measures	Construction of a Public Parking facility containing 250 parking spaces, together with provisions for interim residential use	Legal agreement on title	Legal agreement & City-approved DP design for Phase 1	Complete
o. Transitional parking & TDM measures	Parking for 6 car share vehicles & EV charging stations, to be located with the Public Parking facility (above)	Legal agreement on title	Legal agreement & City-approved DP design for Phase 1 & Letter(s) of Credit	Complete
p. On-site parking, bike storage & EV charging	Compliance with current OCP & Zoning Bylaw requirements	Legal agreement on title	City-approved DP design & legal agreements (as determined to the City's satisfaction)	Complete
q. Cross Access	Comprehensive parkade development facilitating vehicle & pedestrian circulation for Lot 1 & 8677 Capstan Way (as per RZ 10-544729)	Legal agreement on title	City-approved DP design & legal agreement (& security, as determined by the City)	Complete
r. District Energy Utility	DEU-ready design & construction	Legal agreement on title	City-approved DP design	Complete
s. Engineering	As per Phasing Key Plan – Engineering, generally including: - Water: 100% (No phasing permitted) - Storm: Cul-de-sac to Capstan Way - Sanitary: Cul-de-sac to Capstan pump station	Servicing Agreement #1 & Letter of Credit	n/a	Complete
t. Additional Engineering Requirements	Additional works arising through Development Permit, Servicing Agreement & Building Permit processes for Lot 1	Legal agreement on title	To be determined to the City's satisfaction. May include Servicing Agreement, Letter of Credit &/or other requirements.	Complete
u. Public art	Lot 1 – 100% of developer requirements for the City-approved Public Art Plan with respect to Lot 1	Legal agreement on title	Detailed Public Art Plan, Letter of Credit or cash &/or legal agreements, as applicable by phase	Complete

Features & Amenities	Phased Voluntary Developer Contributions	Prior to Rezoning Adoption (RZ 12-610011)	Prior to Development Permit (DP) Issuance	Prior to Occupancy**
<b>PHASE 2 – All features, amenities &amp; voluntary developer contributions identified with respect to Phase 1 must be satisfied, together with the following:</b> <b>NOTE: The developer shall be required to enter into Servicing Agreement #2 (secured via a Letter (s) of Credit) prior to Development Permit issuance for Phase 2 (Lot 2) or as otherwise determined at the sole discretion of the City (e.g., Building Permit issuance for Phase 2 / Lot 2).</b>				
a. ECD Hub	100% (turnkey level of finish)	Legal agreement on title	City-approved DP design	Complete
b. Affordable housing	Lot 2 – 100% (turnkey level of finish)	Legal agreement on title	City-approved DP design	Complete
c. Residential amenity space	Lot 2 – 100% of indoor & outdoor space	Legal agreement on title	City-approved DP design	Complete
d. Neighbourhood Park (CCAP park/City-owned)	Park improvements, as determined to the satisfaction of the City, the construction cost of which to the developer shall not exceed the development's DCCs (for park construction) payable for Lot 2. (DCC-eligible item.)	Legal agreement on title	To be determined to the City's satisfaction. May include public consultation processes, Servicing Agreement #2 & Letter of Credit	Complete
e. MOTI improvements	All applicable MOTI requirements, as determined to the City's satisfaction	City-approved functional road design & legal agreement on title	Servicing Agreement #2 & Letter of Credit	Complete
f. Sexsmith Road (City) & Sexsmith sidewalk widening (SRW)	Hazelbridge Way to north side of Patterson Road & transitions	City-approved functional road design & legal agreement on title	Servicing Agreement #2 & Letter of Credit	Complete
g. Hazelbridge Way (City-owned)	Lot 2 frontage improvements (e.g., sidewalk & boulevard)	City-approved functional road design & legal agreement on title	Servicing Agreement #2 & Letter of Credit	Complete
h. North-South Street (City-owned)	Lot 2 frontage improvements (e.g., sidewalk & boulevard)	City-approved functional road design & legal agreement on title	Servicing Agreement #2 & Letter of Credit	Complete
i. Private Road (SRW)	Lot 2 multi-modal connection between Sexsmith Road & the North-South Street	City-approved functional road design & legal agreement on title	City-approved DP design & DP landscape Letter of Credit	Complete
j. Transitional parking & TDM measures	Interim use of the Public Parking facility constructed in Phase 1 for, in part, residential use	Legal agreement on title	Legal agreement & City-approved DP design for Phase 2	Complete
k. On-site parking, bike storage & EV charging	Compliance with current OCP & Zoning Bylaw requirements	Legal agreement on title	City-approved DP design & legal agreements (as determined to the City's satisfaction)	Complete
l. Cross Access	Comprehensive parkade development facilitating vehicle & pedestrian circulation for Lots 2, 3 & 4	Legal agreement on title	City-approved DP design & legal agreement (& security, as determined by the City)	Complete
m. District Energy Utility	DEU-ready design & construction	Legal agreement on title	City-approved DP design	Complete

Features & Amenities		Phased Voluntary Developer Contributions	Prior to Rezoning Adoption (RZ 12-610011)	Prior to Development Permit (DP) Issuance	Prior to Occupancy**
n.	Engineering	As per Phasing Key Plan – Engineering	Legal agreement on title	Servicing Agreement #2 & Letter of Credit	Complete
o.	Additional Engineering Requirements	Additional works arising through Development Permit, Servicing Agreement & Building Permit processes for Lot 2	Legal agreement on title	To be determined to the City's satisfaction. May include Servicing Agreement #2, Letter of Credit &/or other requirements.	Complete
p.	Public art	Lot 2 – 100% of developer requirements for the City-approved Public Art Plan with respect to Lot 2	Legal agreement on title	Detailed Public Art Plan, Letter of Credit or cash &/or legal agreements, as applicable by phase	Complete
<b>PHASE 3 – All features, amenities &amp; voluntary developer contributions identified with respect to Phases 1 &amp; 2 must be satisfied, together with the following:</b> <b>NOTE:</b> The developer shall be required to enter into Servicing Agreement #3 (secured via a Letter (s) of Credit) prior to Development Permit issuance for Phase 3 (Lot 3) or as otherwise determined at the sole discretion of the City (e.g., Building Permit issuance for Phase 3 / Lot 3). <b>NOTE:</b> If Phase 4 proceeds ahead of Phase 3 (as per the terms of the phasing covenant registered on title prior to rezoning adoption), at the sole determination of the City, prior to Development Permit issuance and/or occupancy for Phase 4, various features, amenities & voluntary developer contributions identified with respect to Phase 3 including, but not limited to, various things identified with respect to Servicing Agreement #3, may be required to be undertaken in addition to those identified for Phase 4.					
a.	3131 Sexsmith Road (orphaned lot)	Development Permit issuance is restricted for Lot 3, in whole or in part, until development is coordinated with 3131 Sexsmith Road to the City's satisfaction	Legal agreement on title	To be determined to the City's satisfaction prior to DP issuance. May include legal agreement(s), security &/or other measures, as determined to the City's satisfaction.	Complete
b.	Affordable housing	Lot 3 – 100% (turnkey level of finish)	Legal agreement on title	City-approved DP design	Complete
c.	Residential amenity space	Lot 3 – 100% of indoor & outdoor space (to be shared with Lot 4)	Legal agreement on title (including shared use by Lot 4 residents)	City-approved DP design	Complete
d.	Neighbourhood Park (CCAP park/City-owned)	Park improvements, as determined to the satisfaction of the City, the construction cost of which to the developer shall not exceed the development's DCCs (for park construction) payable for Lot 3. (DCC-eligible item.)	Legal agreement on title	To be determined to the City's satisfaction. May include public consultation processes, Servicing Agreement #3 & Letter of Credit	Complete
e.	MOTI improvements	All applicable MOTI requirements, as determined to the City's satisfaction	City-approved functional road design & legal agreement on title	Servicing Agreement #3 & Letter of Credit	Complete
f.	Sexsmith Road (City-owned) & Sexsmith sidewalk widening (SRW)	North of Patterson Road	City-approved functional road design & legal agreement on title	Servicing Agreement #3 & Letter of Credit	Complete

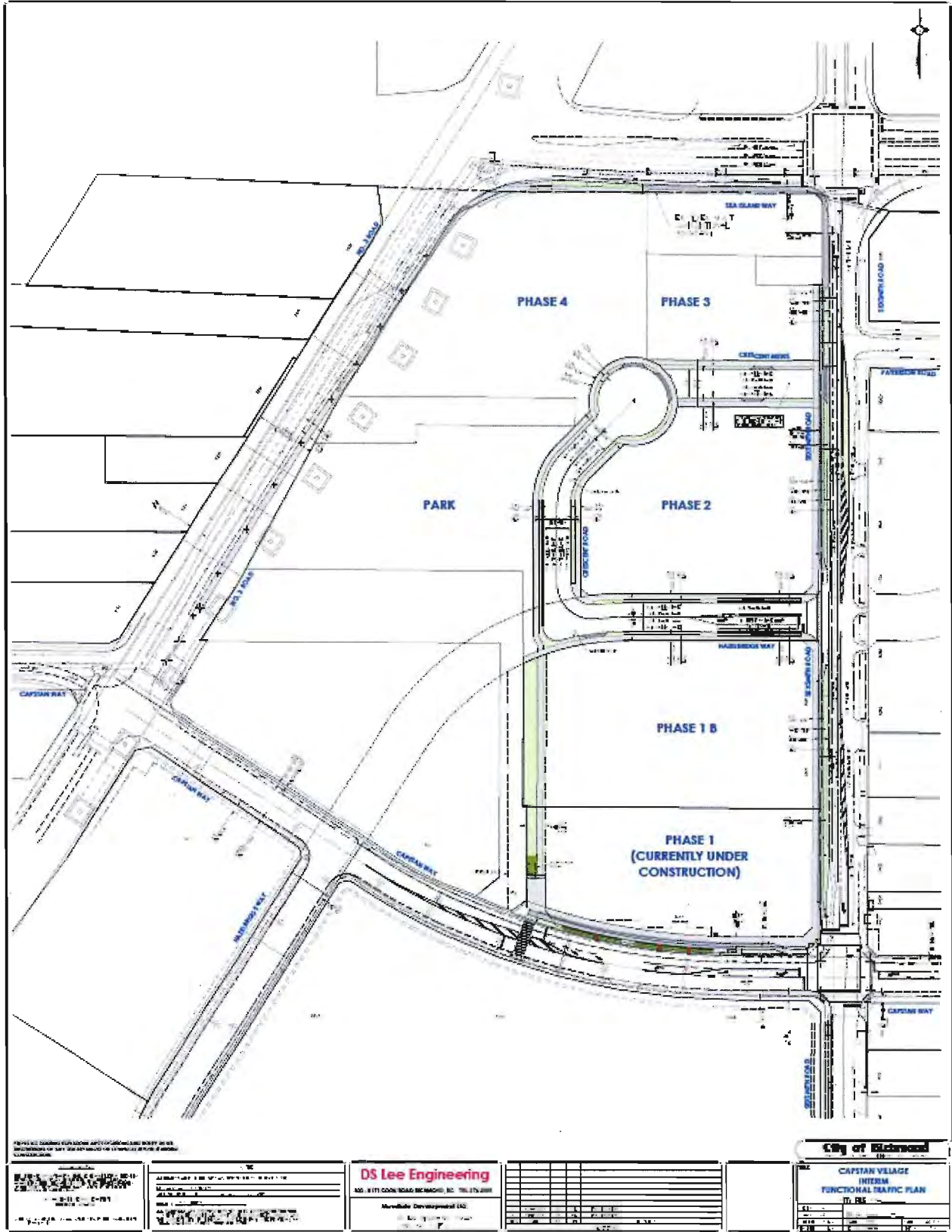
Features & Amenities	Phased Voluntary Developer Contributions	Prior to Rezoning Adoption (RZ 12-610011)	Prior to Development Permit (DP) Issuance	Prior to Occupancy**
g. Transitional parking & TDM measures	Interim use of the Public Parking facility constructed in Phase 1 for, in part, residential use	Legal agreement on title	Legal agreement & City-approved DP design for Phase 3	Complete
h. On-site parking, bike storage & EV charging	Compliance with current OCP & Zoning Bylaw requirements	Legal agreement on title	City-approved DP design & legal agreements (as determined to the City's satisfaction)	Complete
i. Cross Access	Comprehensive parkade development facilitating vehicle & pedestrian circulation for Lots 2, 3 & 4	Legal agreement on title	City-approved DP design & legal agreement (& security, as determined by the City)	Complete
j. District Energy Utility	DEU-ready design & construction	Legal agreement on title	City-approved DP design	Complete
k. Engineering	As per Phasing Key Plan – Engineering	Legal agreement on title	Servicing Agreement #3 & Letter of Credit	Complete
l. Additional Engineering Requirements	Additional works arising through Development Permit, Servicing Agreement & Building Permit processes for Lot 3	Legal agreement on title	To be determined to the City's satisfaction. May include Servicing Agreement #3, Letter of Credit &/or other requirements.	Complete
m. Public art	Lot 3 – 100% of developer requirements for the City-approved Public Art Plan with respect to Lot 3	Legal agreement on title	Detailed Public Art Plan, Letter of Credit or cash &/or legal agreements, as applicable by phase	Complete
<b>PHASE 4 – All features, amenities &amp; voluntary developer contributions identified with respect to Phase 1, 2 &amp; 3 must be satisfied, together with the following:</b> <b>NOTE: The developer shall be required to enter into Servicing Agreement #4 (secured via a Letter (s) of Credit) prior to Development Permit issuance for Phase 4 (Lot 4) or as otherwise determined at the sole discretion of the City (e.g., Building Permit issuance for Phase 4 / Lot 4).</b> <b>NOTE: If Phase 4 proceeds ahead of Phase 3 (as per the terms of the phasing covenant registered on title prior to rezoning adoption), at the sole determination of the City, prior to Development Permit issuance and/or occupancy for Phase 4, various features, amenities &amp; voluntary developer contributions identified with respect to Phase 3 including, but not limited to, various things identified with respect to Servicing Agreement #3, may be required to be undertaken in addition to those identified for Phase 4.</b>				
a. Affordable housing	Lot 4 – 100% (turnkey level of finish)	Legal agreement on title	City-approved DP design	Complete
b. Residential amenity space	Lot 4 – 100% of indoor & outdoor space (to be shared with Lot 3)	Legal agreement on title (including shared use by Lot 3 residents)	City-approved DP design	Complete
c. Neighbourhood Park (CCAP park/City-owned)	Park improvements, as determined to the satisfaction of the City, the construction cost of which to the developer shall not exceed the development's DCCs (for park construction) payable for Lot 4. (DCC-eligible item.)	Legal agreement on title	To be determined to the City's satisfaction. May include public consultation processes, Servicing Agreement #4 & Letter of Credit	Complete
d. No. 3 Road Greenway (City-owned)	100% (Non-DCC item)	Legal agreement on title	City-approved design, Servicing Agreement #4 & Letter of Credit	Complete

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Features & Amenities	Phased Voluntary Developer Contributions	Prior to Rezoning Adoption (RZ 12-610011)	Prior to Development Permit (DP) Issuance	Prior to Occupancy**
e. Sea Island Greenway (SRW)	100%	Legal agreement on title	City-approved DP design & DP landscape Letter of Credit	Complete
f. Neighbourhood Park trail (SRW)	100%	Legal agreement on title	City-approved DP design & DP landscape Letter of Credit	Complete
g. MOTI improvements	All applicable MOTI requirements, as determined to the City's satisfaction	City-approved functional road design & legal agreement on title	Servicing Agreement #4 & Letter of Credit	Complete
h. North-South Street (City-owned)	Lot 4 frontage improvements (e.g., sidewalk & boulevard)	Legal agreement on title	Servicing Agreement #4 & Letter of Credit	Complete
i. Transitional parking & TDM measures	Frontage improvements along the No. 3 Road & Sea Island Way frontages of the City-owned No. 3 Road Greenway (park)	Legal agreement on title	City-approved design, Servicing Agreement #4 & Letter of Credit	Complete
j. Transitional parking & TDM measures	Use of the Public Parking facility constructed in Phase 1 for, in part, assigned non-residential use	Legal agreement on title	Legal agreement & City-approved DP design for Phase 4	Complete
k. On-site parking, bike storage & EV charging	Compliance with current OCP & Zoning Bylaw requirements	Legal agreement on title	City-approved DP design & legal agreements (as determined to the City's satisfaction)	Complete
l. Cross Access	Comprehensive parkade development facilitating vehicle & pedestrian circulation for Lots 2, 3 & 4	Legal agreement on title	City-approved DP design & legal agreement (& security, as determined by the City)	Complete
m. District Energy Utility	DEU-ready design & construction	Legal agreement on title	City-approved DP design	Complete
n. Engineering	As per Phasing Key Plan – Engineering	Legal agreement on title	Servicing Agreement #4 & Letter of Credit	Complete
o. Additional Engineering Requirements	Additional works arising through Development Permit, Servicing Agreement & Building Permit processes for Lot 4	Legal agreement on title	To be determined to the City's satisfaction. May include Servicing Agreement #4, Letter of Credit &/or other requirements.	Complete
p. Public art	Lot 4 – 100% of developer requirements for the City-approved Public Art Plan with respect to Lot 4	Legal agreement on title	Detailed Public Art Plan, Letter of Credit or cash &/or legal agreements, as applicable by phase	Complete

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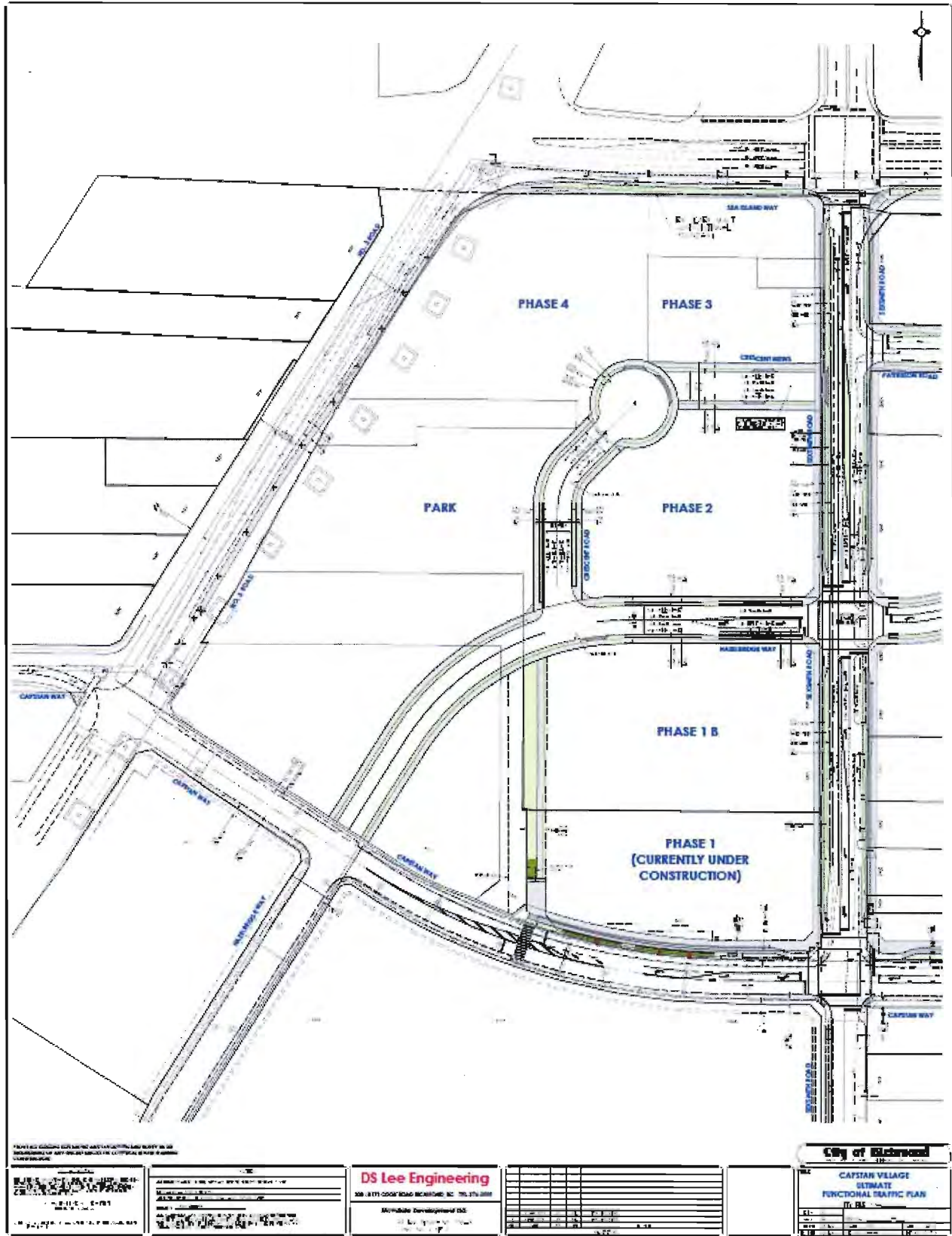
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Preliminary Functional Roads Plan - Interim

**NOTE:** The detailed design of the **Private Road** (right-of-way) shall be determined to the satisfaction of the City via the Development Permit\* review and approval processes for Lot 2.

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Preliminary Functional Roads Plan - Ultimate

**NOTE:** The detailed design of the **Private Road** (right-of-way) shall be determined to the satisfaction of the City via the Development Permit\* review and approval processes for Lot 2.

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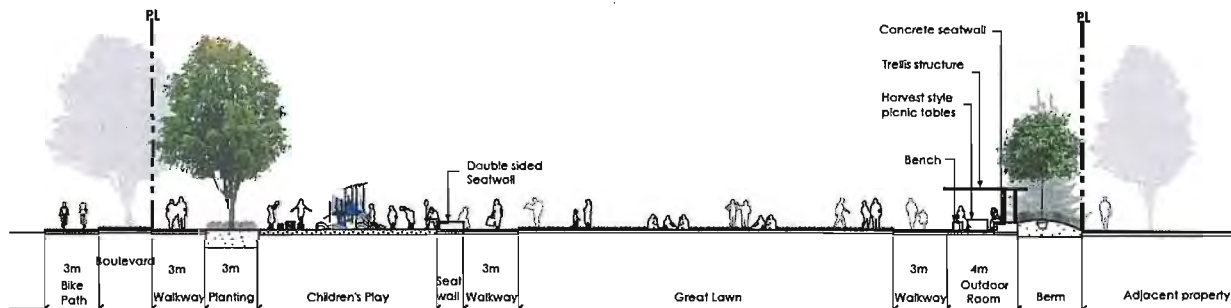
**Conceptual Parks Plan (RZ 12-610011)**



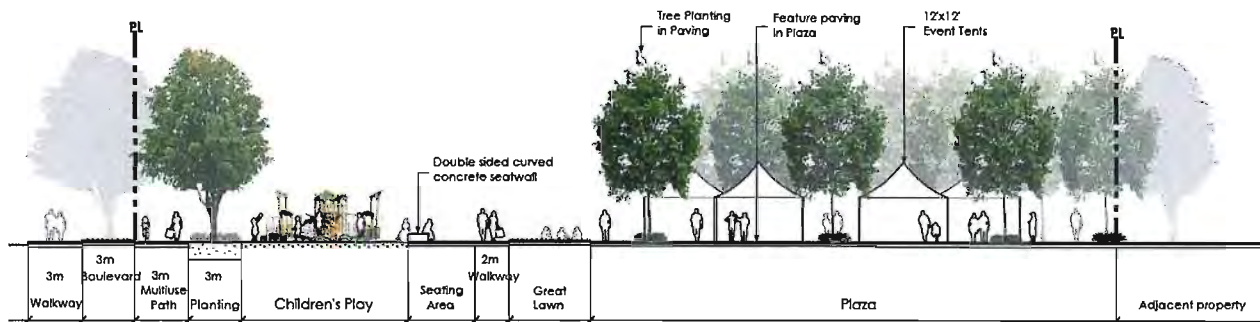
**PH - 250**

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**Conceptual Parks Plan (RZ 12-610011)**



Neighbourhood Park - West Portion (looking west)



Neighbourhood Park - East Portion (looking west)

**NEIGHBOURHOOD PARK - DETAILS**

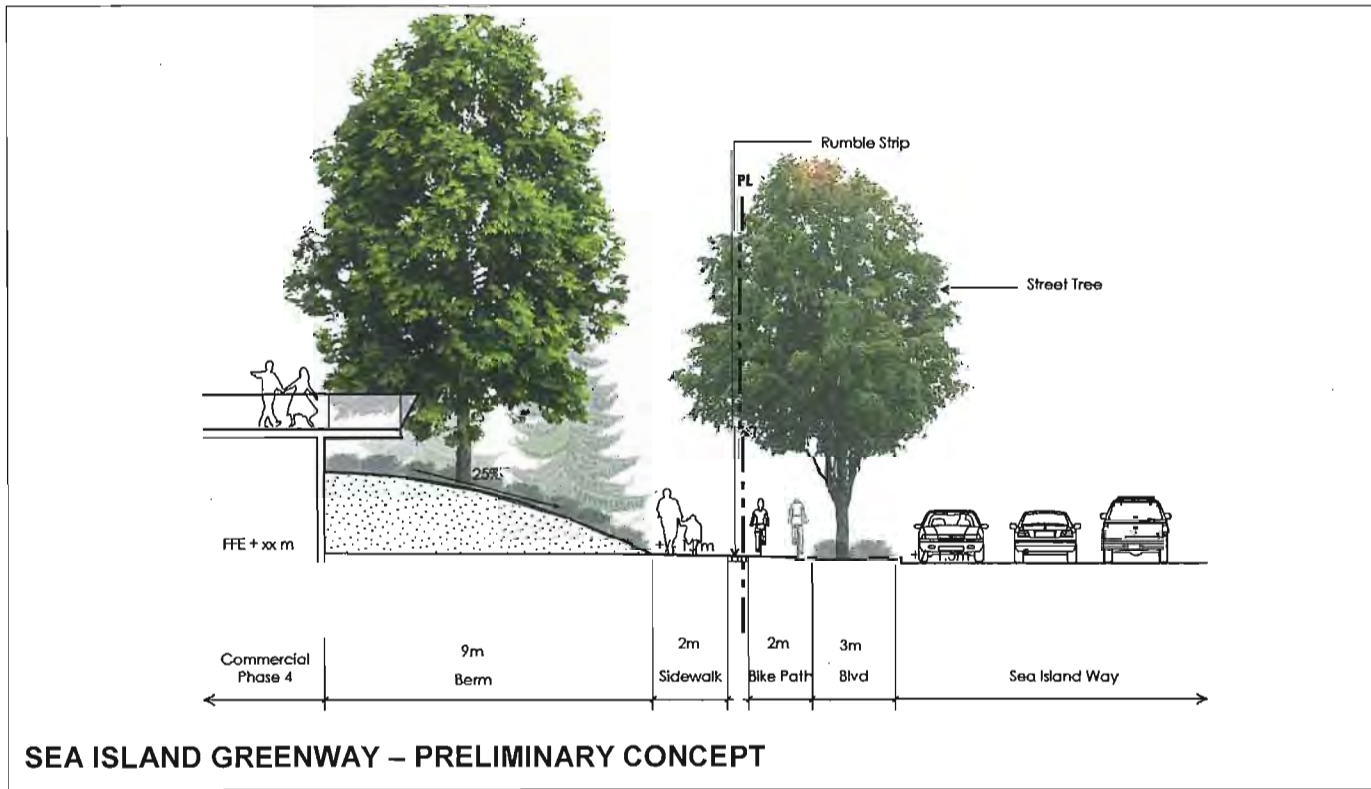
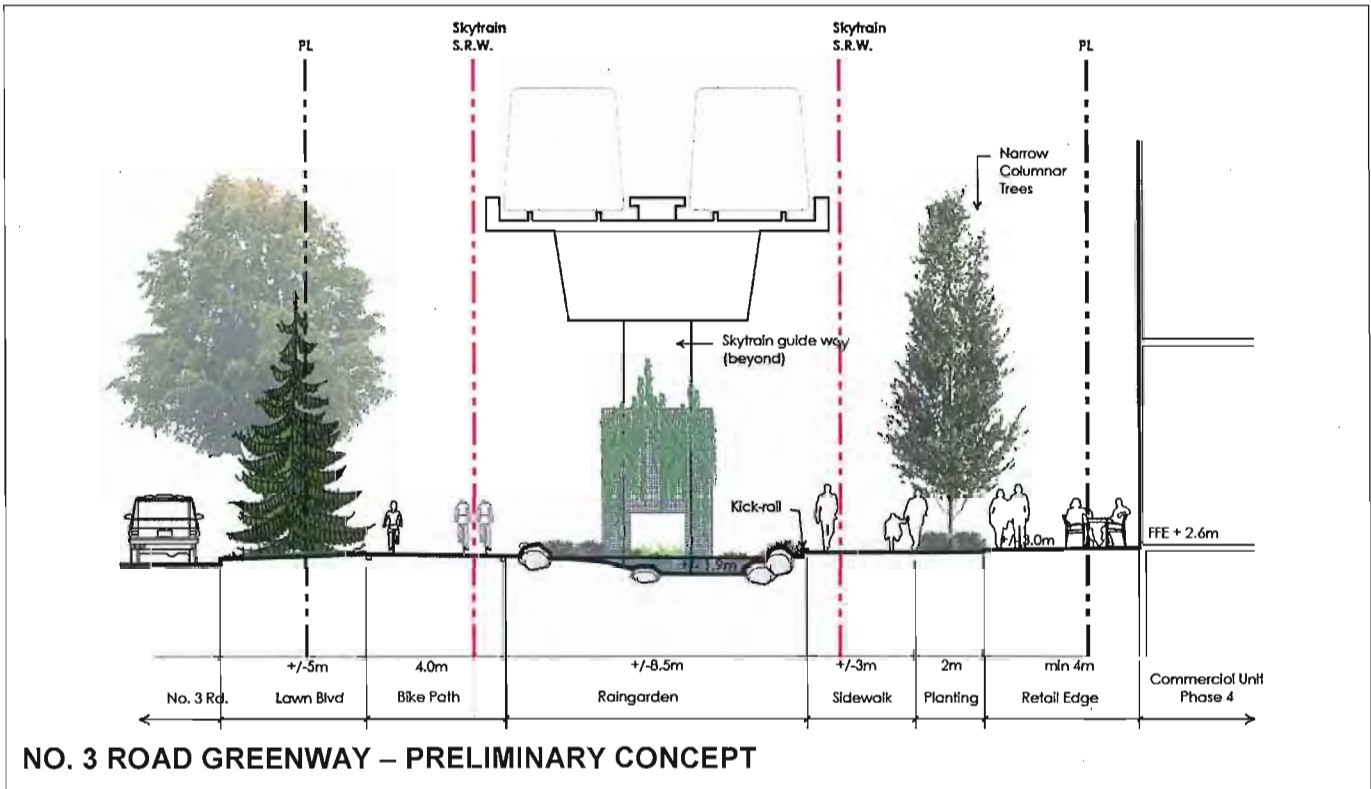
## **NEIGHBOURHOOD PARK**

Highlights of the Conceptual Parks Plan for the Neighbourhood Park include:

1. **Urban Plazas/Squares:** Two hard surface spaces will form the backbone of an exciting, urban space. The main plaza, shaded with trees, will function as the common ground where neighbourhood residents can meet and socialize, enjoy the outdoors, and participate in a variety of programmed events. It will be constructed of high quality materials and built for durability and practicality. The second plaza area will be located at the southwest end of the park. Its association with the future Capstan Canada Line station and the anticipated retail and commercial uses of the future development site to the south will lead to a lively urban space, since pedestrian volumes in this area would be expected to be high.
2. **Lawn:** An open lawn space will be developed for informal play and sunning. It will be large enough so that it may host a range of outdoor activities, and its location between the two plaza spaces will extend the range of activities and events.
3. **Trees:** A mix of tree types will be planted to provide shade, colour, and seasonal interest.
4. **Landscape Features:** These will include earthworks, specimen trees, rain gardens and ornamental planting beds.
5. **Pedestrian Pathways:** A network of pathways and circulation routes will be developed to bring people in to, out from and through the park. This is especially important due to the park's position as at a crossroad linking the future Capstan Canada Line station with residences in the surrounding neighbourhood.
6. **Playground:** A range of traditional play equipment to those more informal and natural in materials and character will be provided for neighbourhood children. It will complement the services to be provided by a licensed child care centre that is included in the proposed development project.
7. **Site Furniture:** The park will contain a variety of benches and seating edges, tables, trellises and trash receptacles to support life within the park.
8. **Public Art:** Works of public art will be commissioned and placed to enliven the park and contribute towards a sense of place, ownership and identity for local residents and visitors.
9. **Infrastructure:** The plan will specify the infrastructure necessary for the efficient and effective operation and maintenance of the park including, but not limited to, lighting, irrigation, storm drainage, power, and water.

NOTE: Only City and private utilities required to facilitate public enjoyment of the Neighbourhood Park, as determined to the sole satisfaction of the City, shall be permitted within the bounds of the City-owned lot secured via the subject rezoning application for Neighbourhood Park purposes.

Conceptual Parks Plan (RZ 12-610011) – Details





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9135 (RZ 12-610011)  
3200, 3220, 3240, 3300, and 3320 No. 3 Road and 3171, 3191, 3211,  
3231, 3251, 3271, 3291, 3331, and 3371 Sexsmith Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 20.25 thereof the following:

**“20.25 Residential / Limited Commercial and Artist Residential Tenancy Studio Units  
(ZMU25) – Capstan Village (City Centre)**

**20.25.1 Purpose**

The **zone** accommodates artist residential tenancy studio (ARTS) units and high-rise apartments within the **City Centre**, plus a limited amount of **commercial use** and compatible **secondary uses**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to the **City Centre** arts district, **affordable housing units**, **child care**, amenity, **commercial use**, and the Capstan Canada Line station.

**20.25.2 Permitted Uses**

- artist residential tenancy studio (ARTS) units
- **child care**
- **congregate housing**
- **housing, apartment**
- **housing, town**
- **live/work dwelling**

**20.25.3 Secondary Uses**

- **amenity space, community**
- **animal grooming**
- **boarding and lodging**
- **broadcast studio**
- **community care facility, minor**
- **education, commercial**
- **government service**
- **health service, minor**
- **home-based business**
- **hotel**
- **library and exhibit**
- **liquor primary establishment**

- manufacturing, custom indoor
- office
- park
- parking, non-accessory
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- vehicle rental, convenience
- veterinary service

#### 20.25.4 Permitted Density

1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.25.4.1, the reference to “1.2” is increased to a higher **floor area ratio** of “2.5”, provided that:
  - a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan**;
  - b) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19 of this bylaw;
  - c) the **owner** grants to the **City**, via a statutory **right-of-way, air space parcel**, or fee simple, as determined at the sole discretion of the **City**, rights of public use over a suitably landscaped area of the **site** for **park** and related purposes at a rate of 5.74 m<sup>2</sup> per **dwelling unit** or 6,810.4 m<sup>2</sup>, whichever is greater;
  - d) prior to occupancy of the **building**, the **owner**:
    - i. provides within the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total residential **building** area, excluding the **building** area of artist residential tenancy studio (ARTS) units; and

- ii. enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot**, and files a notice in the Land Title Office; and
  - e) prior to occupancy of any **building** within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2, the **owner**:
    - i. provides within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2, not less than 17 artist residential tenancy studio (ARTS) units and the combined **habitable space** of the total number of artist residential tenancy studio (ARTS) units would comprise at least 1,393.5 m<sup>2</sup>; and
    - ii. enters into a **housing agreement** with respect to the artist residential tenancy studio (ARTS) units and registers the **housing agreement** against title to the **lot**, and files a notice in the Land Title Office.
3. If the **owner** of a **lot** has paid a sum into the **Capstan station reserve** and provided a suitably landscaped area of the **site** for **park** and related purposes, **affordable housing units**, and artist residential tenancy studio (ARTS) units under Section 20.25.4.2, Sub-Sections (b), (c), (d), and (e) respectively, an additional 1.0 **density bonus floor area ratio** is permitted, provided that:
- a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre Area Plan**;
  - b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential purposes, which non-residential purposes shall provide, in whole or in part, for **convenience retail uses** (e.g., large format grocery store; drug store), **minor health services**, pedestrian-oriented **general retail**, or other **uses** important to the viability of the Village Centre as determined to the satisfaction of the **City**;
  - c) the **owner** uses a maximum of 49% of the **gross floor area** of the **building**, including the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**), for non-residential purposes;
  - d) the **owner** grants to the **City**, via **air space parcel**, at least 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**) or 1,428.4 m<sup>2</sup>, whichever is greater, for **child care**, **community amenity space**, and **minor health service**, to the satisfaction of the **City**, and locates the entirety of the area granted to the **City** within the area shown cross-hatched and indicated as “B” in Section 20.25.4, Diagram 2; and
  - e) the **owner** provides 250 **parking spaces** for shared **commercial/residential use** and grants rights of public use over 50% of the **parking spaces**, secured via a statutory **right-of-way**, **air space parcel**, or alternative means, as determined at the sole discretion of the **City**, within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2.
4. For the area within the **City Centre** shown cross-hatched in Section 20.25.4, Diagram 1, notwithstanding Section 20.25.4.2, the reference to “2.5” is increased to a higher **floor**

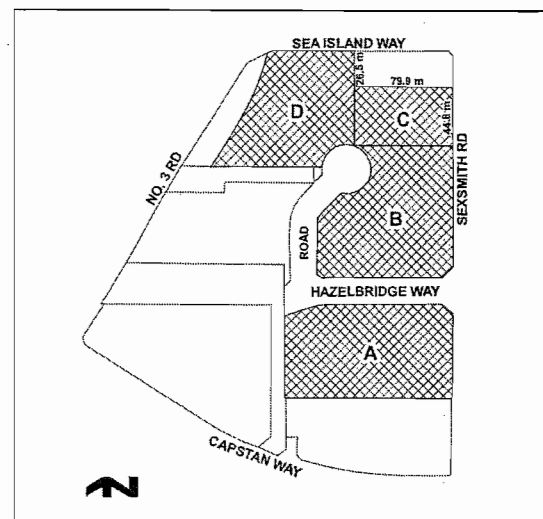
**area ratio** of “3.418” and, notwithstanding Section 20.25.4.3, the reference to “1.0” is increased to a higher **floor area ratio** of “1.462”, provided that the:

- b) **owner** complies with the conditions set out in Sections 20.25.4.2(a), (b), (c), and (d) and Sections 20.25.4.3(a), (b), (c), (d), and (e);
- c) **owner** dedicates not less than 5,529.0 m<sup>2</sup> of land to the **City** as **road**;
- d) **owner** transfers not less than 5,000.4 m<sup>2</sup> of land to the **City** as fee simple for **park** purposes, which shall include a suitably landscaped area of the **site** transferred by the **owner** to the **City** in compliance with Section 20.25.4.2(c), provided that such area is transferred to the **City** as fee simple;
- e) maximum total combined **floor area** for the **site** shall not exceed 126,575.4 m<sup>2</sup>, of which the **floor area** of residential **uses** shall not exceed 98,008.0 m<sup>2</sup> and the **floor area** of other **uses** shall not exceed 28,567.4 m<sup>2</sup>; and
- f) maximum **floor area** for the areas shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, shall not exceed:
  - i. for “A”: 35,144.1 m<sup>2</sup> for residential **uses**, including at least 843.8 m<sup>2</sup> of **habitable space** for **affordable housing units**, and nil for other **uses**;
  - ii. for “B”: 39,194.5 m<sup>2</sup> for residential **uses**, including at least 979.9 m<sup>2</sup> of **habitable space** for **affordable housing units**, and 1,688.5 m<sup>2</sup> for other **uses**;
  - iii. for “C”: 15,732.2 m<sup>2</sup> for residential **uses**, including at least 1,980.4 m<sup>2</sup> of **habitable space** for **affordable housing units**, and nil for other **uses**; and
  - iv. for “D”: 7,937.2 m<sup>2</sup> for residential **uses**, including at least 1,026.6 m<sup>2</sup> of **habitable space** for **affordable housing units**, and 26,878.9 m<sup>2</sup> for other **uses**.

**Diagram 1**



**Diagram 2**



5. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

### 20.25.5 Permitted Lot Coverage

1. The maximum **lot coverage** for the areas shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, is 90% for **buildings** and **landscaped** roofs over **parking spaces**.

### 20.25.6 Yards & Setbacks

1. Minimum **setbacks** shall be:
  - a) for Canada Line **setbacks**, measured to a **lot line**:
    - i. for **dwelling units**, **amenity space**, and **child care**: 20.0 m, but may be reduced to 10.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**; and
    - ii. for other **uses**: 6.0 m;
  - b) for **road** and **park setbacks**, measured to a **lot line** or the boundary of an area granted to the **City**, via a statutory **right-of-way** or **air space parcel**, for **road** or **park** purposes: 6.0 m, but may be reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**;
  - c) for **interior side yard setbacks**, measured to a **lot line** or the boundary of an area granted to the **City**, via a statutory **right-of-way** or **air space parcel**, for **road** or **park** purposes: 6.0 m, but may be reduced to 0.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**; and
  - d) for parking situated below finished grade, measured to a **lot line**: 0.0 m.

### 20.25.7 Permitted Heights

1. The maximum **building height** shall be:
  - a) 47.0 m geodetic north of Hazelbridge Way; and
  - b) 35.0 m south of Hazelbridge Way, but may be increased to 47.0 m geodetic if a proper interface is provided with adjacent **buildings** and areas secured by the **City**, via statutory **right-of-way**, **air space parcel**, fee simple, or other means as determined to the satisfaction of the **City**, for **park** purposes, as specified in a Development Permit approved by the **City**.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

#### 20.25.8 Subdivision Provisions

1. The minimum **lot** area for the areas shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, shall be:
  - a) for “A”: 9,000 m<sup>2</sup>;
  - b) for “B”: 8,800 m<sup>2</sup>;
  - c) for “C”: 3,200 m<sup>2</sup>; and
  - d) for “D”: 7,000 m<sup>2</sup>.

#### 20.25.9 Landscaping & Screening

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

#### 20.25.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the provisions of Section 7.0, EXCEPT that for the purpose of minimum number of **parking spaces**:
  - a) **City Centre** Parking Zone 1 rates shall apply;
  - b) the minimum on-site parking requirements for **town housing**, **apartment housing**, and mixed **commercial/residential uses** shall not be less than 1.0 space for residents per **dwelling unit**; and
  - c) Artist residential tenancy studio (ARTS) units shall be treated as **affordable housing units**.
2. Notwithstanding Section 20.25.10.1, if the **owner** has provided:
  - a) **child care**, **community amenity space**, and **minor health service** within the area shown cross-hatched and indicated as “B” in Section 20.25.4, Diagram 2, under Section 20.25.4.3(d), the minimum combined total number of **parking spaces** for the **uses** shall be 32, all of which shall be located within area “B”; and
  - b) 250 **parking spaces** for shared **commercial/residential use** within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2, and granted rights of public use over 50% of the **parking spaces** under Section 20.25.4.3(e):
    - i. the minimum combined total number of **parking spaces** required for non-residential **uses** within the area shown cross-hatched and indicated as “D” in Section 20.25.4, Diagram 2, shall be reduced by 250; and
    - ii. the minimum number of residential visitor **parking spaces** within the areas shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, may be reduced by 50%.

### 20.25.11 Other Regulations

1. For the purposes of this bylaw, arts residential tenancy studio unit or ARTS unit:
    - a) means a **dwelling unit** providing space for sleeping, living, washrooms, and **kitchen**, together with space designed to facilitate the use of the **dwelling** for arts-related **home-based business** purposes including painting, pottery, dance, choreography, non-amplified music, composing, conducting, arranging, recording, writing, media arts, photography, print making, or carving;
    - b) shall be **town housing**;
    - c) shall have a minimum **habitable space** of 74.0 m<sup>2</sup>, of which at least 25.0 m<sup>2</sup>, provided as one contiguous space, shall have a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling.
  2. Signage must comply with the City of Richmond's *Sign Bylaw No. 5560*, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
  3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
  4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it:
    - 2.1. **RESIDENTIAL / LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) – CAPSTAN VILLAGE (CITY CENTRE).**

That areas shown cross-hatched and indicated as "A" on "Schedule "A" attached to and forming part of Bylaw No. 9135".
    - 2.2. **SCHOOL & INSTITUTIONAL USE (SI).**

That areas shown hatched and indicated as "B" on "Schedule "A" attached to and forming part of Bylaw No. 9135".

### 20.25.11 Other Regulations

1. For the purposes of this bylaw, arts residential tenancy studio unit or ARTS unit:
    - a) means a **dwelling unit** providing space for sleeping, living, washrooms, and **kitchen**, together with space designed to facilitate the use of the **dwelling** for arts-related **home-based business** purposes including painting, pottery, dance, choreography, non-amplified music, composing, conducting, arranging, recording, writing, media arts, photography, print making, or carving;
    - b) shall be **town housing**;
    - c) shall have a minimum **habitable space** of 74.0 m<sup>2</sup>, of which at least 25.0 m<sup>2</sup>, provided as one contiguous space, shall have a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling.
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Those areas shown cross-hatched and indicated as "A" on "Schedule "A" attached to and forming part of Bylaw No. 9135".
  - 2.2. **SCHOOL & INSTITUTIONAL USE (SI).**

Those areas shown hatched and indicated as "B" on "Schedule "A" attached to and forming part of Bylaw No. 9135".

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9135"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

ADOPTED

APR 28 2014



\_\_\_\_\_  
MAYOR

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

