



### City Council Electronic Meeting

Council Chambers, City Hall 6911 No. 3 Road Monday, February 12, 2024 7:00 p.m.

### Pg. # ITEM

### MINUTES

- 1. Motion to:
- CNCL-14 (1) adopt the minutes of the Regular Council meeting held on January 29, 2024; and
- CNCL-25 (2) receive for information the Metro Vancouver 'Board in Brief' dated January 26, 2024.

### AGENDA ADDITIONS & DELETIONS

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### COMMITTEE OF THE WHOLE

- 2. Motion to resolve into Committee of the Whole to hear delegations on agenda items.
- 3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 20.

4. *Motion to rise and report.* 

### RATIFICATION OF COMMITTEE ACTION

### CONSENT AGENDA

### PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

### CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Addition of names to the Richmond City Cenotaph.
- London/Steveston Dog Off-Leash Area Update
- Award Of Contract 8239P Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses
- First Nations Bunkhouse Interpretive Program and Level of Service

### Council Agenda – Monday, February 12, 2024

### Pg. # ITEM

- Award Of Contract 8259P IT Security Extended Detection and Response (XDR)
- Revenue Anticipation Borrowing (2024) Bylaw No. 10532
- Richmond Advisory Committee on the Environment 2023 Annual Report and 2024 Work Program
- Richmond Accessibility Advisory Committee 2023 Annual Report and 2024 Work Program
- Child Care Development Advisory Committee 2023 Annual Report and 2024 Work Program
- Land use applications for first, second and third reading:
  - 6660 Francis Road Rezone from Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone (Shawn Liu – applicant)
  - 9371 and 9391 Francis Road Rezone from the "Single Detached (RS1/C)" Zone to the "Low Density Townhouses (RTl4)" Zone (Manswell Enterprises Ltd – Applicant)
- 5. Motion to adopt Items No. 6 through No. 17 by general consent.

### 6. COMMITTEE MINUTES

### That the minutes of:

- (1) the Parks, Recreation and Cultural Services Committee meeting held on January 30, 2024;
- (2) the General Purposes Committee meeting held on February 5, 2024; (distributed separately)
- CNCL-46 (3)

CNCL-33

Consent Agenda Item

- (3) the **Finance Committee** meeting held on February 5, 2024; and
- (4) the Planning Committee meeting held on February 6, 2024; (distributed separately)

be received for information.

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Consent Agenda Item

CNCL-48

7. ADDITION OF NAMES TO THE RICHMOND CITY CENOTAPH. (File Ref. No.) (REDMS No.)

See Page CNCL-48 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

- (1) That the City of Richmond acknowledge Canadian soldiers Private Hikotaro Koyanagi and Private Kazuo Harada and their sacrifice for Canada; and
- (2) That their names be appropriately added to the Richmond City Cenotaph in time for the National Civic Ceremony on November 11, 2024.

Consent Agenda Item 8. LONDON/STEVESTON DOG OFF-LEASH AREA UPDATE (File Ref. No. 06-2345-20-LSTE1) (REDMS No. 7461802)

CNCL-51

See Page CNCL-51 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

- (1) That Option 1, as outlined in the staff report titled "London/Steveston Dog Off-Leash Area Update", dated December 20, 2023, from the Director, Parks Services, be endorsed; and
- (2) That staff write a letter to the residents adjacent to the proposed offleash area advising of the proposed options outlined in the staff report, before the next Council meeting.

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#### 9. AWARD OF CONTRACT 8239P – DELIVERY OF ADVANCED LIFEGUARDING, LIFESAVING AND FIRST AID INSTRUCTIONAL AND RECERTIFICATION COURSES (File Ref. No. 11-7125-01) (REDMS No. 7431664)

CNCL-79

Consent

Agenda

Item

See Page CNCL-79 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

- (1) That Contract 8239P Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses be awarded to L.I.T. Aquatics Ltd. for a three-year term for the projected contract value of \$1,449,000 exclusive of taxes, as described in the report titled, "Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses", dated January 2, 2024, from the Director, Recreation and Sport Services;
- (2) That the Chief Administrative Officer and the General Manager, Community Services, be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$2,415,000 exclusive of taxes, as described in the report titled, "Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses", dated January 2,2024, from the Director, Recreation and Sport Services; and
- (3) That the Chief Administrative Officer and General Manager, Community Services, be authorized to execute the contract and all related documentation with L.I.T. Aquatics Ltd.

Pg. #	ITEM		
	10.	FIRST NATIONS BUNKHOUSE INTERPRETIVE PROGRAM AN LEVEL OF SERVICE (File Ref. No. 11-7141-01) (REDMS No. 7373274)	ND
CNCL-84		See Page CNCL-84 for full report	
		PARKS, RECREATION AND CULTURAL SERVICES COMMITT RECOMMENDATION	TEE
		(1) That the First Nations Bunkhouse Interpretive Program and Level Service as detailed in the staff report titled "First Nations Bunkhou Interpretive Program and Level of Service", dated January 9, 20 from the Director, Arts, Culture and Heritage Services and Direct Facilities and Project Development be approved;	l of use 24, tor,
		(2) That staff investigate the historical use of the building as smokehouse;	s a
		(3) That a joint committee of Council and Britannia Heritage Soci members be formed to oversee the restoration; and	iety
		(4) That the National Historical Sites and Monuments Board should consulted on the restoration process.	be

(File Ref. No. 04-1300-01) (REDMS No. 7489418)

**CNCL-103** 

See Page CNCL-103 for full report

#### GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) That contract 8259P – Extended Detection and Response (XDR) solution be awarded to Optiv Canada for an aggregate value of \$534.813.30, exclusive of taxes for an initial contract term of three years, which includes an option to extend with the value of\$478,376.50 at the end of the initial term for a further three years as described in the report titled "Award of Contract 8259P – IT Security - Extended Detection and Response (XDR)" dated January 2, 2024 from the Director, Information Technology; and

### Pg. # ITEM

- (2) That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to extend the initial three-year term up to the maximum total term of six years as described in the report "Award of Contract 8259P – IT Security -Extended Detection and Response (XDR)," dated January 2, 2024, from the Director, Information Technology; and
- (3) That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract amendment and all related documentation with Optiv Canada over the six-year term.
- 12. **REVENUE ANTICIPATION BORROWING (2024) BYLAW NO. 10532** (File Ref. No. 03-0900-01) (REDMS No. 7501395)

**CNCL-107** 

See Page CNCL-107 for full report

FINANCE COMMITTEE RECOMMENDATION

That Revenue Anticipation Borrowing (2024) Bylaw No. 10532 be introduced and given first, second and third readings.

Consent Agenda Item

Consent

Agenda

Item

13. RICHMOND ADVISORY COMMITTEE ON THE ENVIRONMENT 2023 ANNUAL REPORT AND 2024 WORK PROGRAM (File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 7479227)

CNCL-111

See Page CNCL-111 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Richmond Advisory Committee on the Environment's 2023 Annual Report and 2024 Work Program, as presented in the staff report titled "Richmond Advisory Committee on the Environment 2023 Annual Report and 2024 Work Program" dated January 9, 2024, from the Director of Policy Planning, be approved.

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	Pg. #	ITEM	
Consent Agenda Item		14.	RICHMOND ACCE ANNUAL REPORT A (File Ref. No. 08-4055-05) (REI
	CNCL-118		Se
			PLANNING COMMIT
			That the Richmond Acc and 2024 Work Progra Accessibility Advisory Program" dated Janua Development, be approv
Consent Agenda Item		15.	CHILD CARE DEV ANNUAL REPORT A (File Ref. No. 07-3070-01/) (RE
	CNCL-128		Se

### SSIBILITY ADVISORY COMMITTEE 2023 ND 2024 WORK PROGRAM

DMS No. 7476143)

e Page CNCL-118 for full report

TEE RECOMMENDATION

cessibility Advisory Committee's 2023 Annual Report im, as presented in the staff report titled "Richmond Committee 2023 Annual Report and 2024 Work rry 4, 2024, from the Director of Community Social ved.

### **ELOPMENT ADVISORY COMMITTEE 2023** ND 2024 WORK PROGRAM

EDMS No. 7487416)

e Page CNCL-128 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Child Care Development Advisory Committee's 2023 Annual Report and 2024 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2023 Annual Report and 2024 Work Program" dated January 3, 2024, from the Director, Community Social Development, be approved.

Consent Agenda Item

**APPLICATION BY SHAWN LIU FOR REZONING AT 6660 FRANCIS** 16. ROAD FROM "SINGLE DETACHED (RS1/E)" ZONE TO THE "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)" ZONE (File Ref. No. RZ 20-891129) (REDMS No. 7482815)

**CNCL-141** 

See Page CNCL-141 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10529, for the rezoning of 6660 Francis Road from the "Single Detached (RS1/E)" zone to "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given first, second and third reading.

			Council Agenda – Monday, February 12, 2024
	Pg. #	ITEM	
Consent Agenda Item		17.	APPLICATION BY MANSWELL ENTERPRISES LTD. FOR REZONING AT 9371 AND 9391 FRANCIS ROAD FROM THE "SINGLE DETACHED (RS1/C)" ZONE TO THE "LOW DENSITY TOWNHOUSES (RTL4)" ZONE (File Ref. No. RZ 22-005593) (REDMS No. 7332772)
	CNCL-169		See Page CNCL-169 for full report
			PLANNING COMMITTEE RECOMMENDATION
			That Richmond Zoning Bylaw 8500, Amendment Bylaw 10527, for the rezoning of 9371 and 9391 Francis Road from the "Single Detached (RS1/C)" zone to the "Low Density Townhouses (RTL4)" zone, be introduced and given first, second and third reading.
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### CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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NON-CONSENT AGENDA ITEMS

### Pg. # ITEM

### GENERAL PURPOSES COMMITTEE Mayor Malcolm D. Brodie, Chair

#### 18. SUPERVISED CONSUMPTION SITE (File Ref. No.)

CNCL-213

See Page CNCL-213 for full report

### GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. Au

- (1) That Staff administer a practicability analysis to gauge the potential benefits and challenges of implementing a drug consumption site within the Richmond General Hospital Precinct. This analysis will evaluate the impact on public safety, healthcare costs, and community perceptions, providing evidence-based recommendations for the successful implementation of a supervised drug consumption site to address the growing public health crisis related to acute drug addiction and overdose deaths;
- (2) That staff collaborate with Coastal Health as the Authority responsible to fund and provide services onsite, both the Provincial and Federal Governments, local healthcare providers, and community organizations in establishing the drug consumption site. This collaboration will ensure that individuals accessing these sites receive comprehensive care, including access to addiction treatment, harm minimization services, and counseling;
- (3) That staff recommend to Council a process to establish a task force comprised of representatives from law enforcement, legal services, healthcare professionals, community organizations, and individuals with lived experience of drug addiction to develop guidelines, protocols, and best practices for the implementation of the drug consumption site, ensuring its effectiveness, acceptance, and safety;
- (4) That staff recommend to Council the resources required for community education and awareness campaigns about supervised drug consumption sites. These campaigns will aim to dispel misconceptions, reduce stigma, and promote understanding of the public health benefits associated with these sites;

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	(5)	That staff recomment to assess the effec
		consumption site T

- d to Council a monitoring and evaluation system tiveness of the implementation of the drug tion site. This system will collect data on overdose rates, healthcare utilization, and referrals to addiction treatment, allowing Council to make informed decisions about the future of this site; and
- That staff develop a process to ensure that community concerns and **(6)** perspectives are considered during the planning and implementation process.

PLANNING COMMITTEE	
Councillor Bill McNulty, Chair	

APPLICATION BY LANSDOWNE PHASE 19. 1 LIMITED PARTNERSHIP FOR REZONING AT 5300 NO. 3 ROAD FROM THE (CA)" **"AUTO-ORIENTED** COMMERCIAL ZONE TO THE **"RESIDENTIAL/LIMITED COMMERCIAL** (ZMU55) LANSDOWNE VILLAGE (CITY CENTRE)" ZONE (File Ref. No. RZ 23-011557) (REDMS No. 7536337)

**CNCL-215** 

**CNCL-478** Added

See Page CNCL-478 for staff memorandum

See Page CNCL-215 for full report

### PLANNING COMMITTEE RECOMMENDATION

Opposed: Cllrs. Day and McNulty

- That Richmond Official Community Plan Bylaw 7100, Amendment (1) Bylaw 10523 to amend Section 2.33 map entitled "Pedestrian Environment Map (2031)", Section 2.5.1 map entitled "A Base for Building a Living Landscape Map", Section 2.6 map entitled "Base Level Parks & Open Space Map (2031)", subsection 2.6.3(c) map entitled "Pedestrian Linkages Map", subsection 3.1.3(c) (Pedestrian Linkages) map entitled "Designated Green Link & Linear Park Location Map", and Section 3.3.2 Special Precinct 2.0 plan entitled "Special Precinct Character Areas & Major Park and Public Open Space Plan", to move the North-South "Minor Green Link" east of Cooney Road identified in the OCP Lansdowne Village (City Centre), to along the west side of Kwantlen Street, be introduced and given first reading;
- (2) That Bylaw 10523, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;

### Pg. # ITEM

- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;
- (3) That Bylaw 10523, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10511 to create the "Residential/Limited Commercial (ZMU55) Lansdowne Village (City Centre)" zone, and to rezone a portion of 5300 No.3 Road from "Auto-Oriented Commercial (CA)" to "Residential/Limited Commercial (ZMU55) Lansdowne Village (City Centre)" zone, be introduced and given first reading.

### PUBLIC ANNOUNCEMENTS AND EVENTS

### **NEW BUSINESS**

### **BYLAW FOR ADOPTION**

CNCL-372 Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10219 (9300 and 9320 Cambie Road, RZ 18-835042) Opposed at 1<sup>st</sup> Reading – None. Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – Cllr. Wolfe

### DEVELOPMENT PERMIT PANEL

Pg. #	ITEM	
	20.	RECOMMENDATION
		See DPP Plan Package (distributed separately) for full hardcopy plans
CNCL-376	<b>ó</b>	(1) That the minutes of the Development Permit Panel meeting held on
CNCL-473		January 17, 2024 and the <b>Chair's report</b> for the Development Permit Panel meetings held on February 15, 2023, be received for information; and
		(2) That the recommendations of the Panel to authorize the issuance of Development Permit (DP 21-933765) for the properties at 9300 and 9320 Cambie Road, be endorsed and the Permit so issued.

### ADJOURNMENT



### **Regular Council**

### Monday, January 29, 2024

Place: **Council Chambers Richmond City Hall** Mayor Malcolm D. Brodie Present: Councillor Chak Au Councillor Carol Day Councillor Laura Gillanders Councillor Kash Heed Councillor Andy Hobbs Councillor Alexa Loo Councillor Bill McNulty Councillor Michael Wolfe Corporate Officer - Claudia Jesson Councillor Laura Gillanders Absent: Andy Hobbs Mayor Brodie called the meeting to order at 7:00 p.m. Call to Order: RES NO. ITEM

### MINUTES

R24/2-1

1.

It was moved and seconded *That:* 

- (1) the minutes of the Regular Council meeting held on January 15, 2024, be adopted as circulated; and
- (2) the minutes of the Regular Council meeting for Public Hearings held on January 23, 2024, be adopted as circulated.

### CARRIED

7560368

**Minutes** 





### Regular Council Monday, January 29, 2024

### PRESENTATION

Suzanne Bycraft, Director, Public Works Operations, presented two national Silver Leaf Awards from the International Association of Business Communicators (IABC) for the Single Use Plastic Ban, and the Rethink Waste Think Tank, ideas of communication and engagement campaigns. A brief overview of each award was provided, recognizing the City of Richmond for excellence in strategic communication in Canada.

Helene Perndl, Trade Relations Officer for the Austrian Commercial Office, presented the National Energy Global Award 2023. The Energy Globe Foundation has awarded the City of Richmond the National Energy Globe Award 2023, an annual environmental award that recognizes projects focussing on energy efficiency, sustainability and the use of renewable energy. The award is in recognition of the City Centre District Energy Utility expansion project.

### COMMITTEE OF THE WHOLE

R24/2-2 2. It was moved and seconded *That Council resolve into Committee of the Whole to hear delegations on agenda items (7:08 p.m.).* 

#### CARRIED

- 3. Delegations from the floor on Agenda items None.
- R24/2-3 4. It was moved and seconded *That Committee rise and report (7:09 p.m.).*

CARRIED



### Regular Council Monday, January 29, 2024

### CONSENT AGENDA

R24/2-4

5. It was moved and seconded *That Items No. 6 through No. 9 and No. 11 through No. 15 be adopted by general consent.* 

### CARRIED

### 6. **COMMITTEE MINUTES**

#### That the minutes of:

- (1) the Community Safety Committee meeting held on January 16, 2024;
- (2) the General Purposes Committee meeting held on January 22, 2024; and
- (3) the Planning Committee meeting held on January 23, 2024,

be received for information.

### **ADOPTED ON CONSENT**

#### 7. 2024 CHILD CARE GRANTS

(File Ref. No. 03-1085-01) (REDMS No. 7473884, 6466775, 7242940)

- (1) That the Child Care Capital Grants be awarded for the total recommended amount of \$50,000.00 as identified in the staff report titled "2024 Child Care Grants" dated January 3, 2024, from the Director, Community Social Development;
- (2) That a second call for applications for the Child Care Professional and Program Development Grants be issued in March 2024 and recommendations for grant allocations be brought forward in a subsequent report for Council consideration; and
- (3) That the grant funds be disbursed accordingly following Council approval.

ADOPTED ON CONSENT





### Regular Council Monday, January 29, 2024

#### 8. **2024 HEALTH, SOCIAL AND SAFETY GRANTS** (File Ref. No. 03-1085-01) (REDMS No. 7442143, 7483906, 7029120)

- (1) That the 2024 Health, Social and Safety Grants be awarded for the total recommended amount of \$683,590.00 as identified in Attachment 2 of the staff report titled "2024 Health, Social and Safety Grants," dated January 3, 2024 from the Director, Community Social Development and as amended to include an increased amount of \$35,000 to Church on Five, \$2,500 to the Society for Youth Empowerment and Strength, and an increased amount of \$10,000 to The Society of St. Vincent de Paul Vancouver Archdiocesan Central Council funded from the Council Contingency fund; and
- (2) That the grant funds be disbursed accordingly following Council approval.

#### ADOPTED ON CONSENT

#### 9. 2024 ENVIRONMENTAL ENHANCEMENT GRANTS (File Ref. No. 03-1085-01) (REDMS No. 7472271, 7473762, 7492516, 7492935)

- (1) That the 2024 Environmental Enhancement Grants be awarded for the recommended amount of \$37,303 as identified in Attachment 1 of the staff report titled "2024 Environmental Enhancement Grants", dated January 3 2024, from the Director, Parks Services; and
- (2) That the grant funds be disbursed accordingly following Council approval

#### ADOPTED ON CONSENT

 2024 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS (File Ref. No. 03-1085-01) (REDMS No. 7408027, 7409391, 7409402)

See page 7 for action on this item.



### Regular Council Monday, January 29, 2024

#### 11. **2024 ARTS AND CULTURE GRANTS** (File Ref. No. 03-1085-01) (REDMS No. 7497664, 7297228)

- (1) That the 2024 Arts and Culture Grants be awarded for the total recommended amount of \$127,364, as identified in Attachment 1 of the staff report titled "2024 Arts and Culture Grants," dated December 18, 2023, from the Director, Arts, Culture and Heritage Services; and
- (2) That the grant funds be disbursed accordingly following Council approval.

#### ADOPTED ON CONSENT

### 12. CEBA LOAN EXTENSION

(File Ref. No. 01-0140-20-FINA1) (REDMS No. 7560416)

That a letter requesting an extension for the Canada Emergency Business Account (CEBA) loans repayment for small businesses to December 31, 2024 be sent to the Honourable Chrystia Freeland, Deputy Prime Minister and Minister of Finance, and the Honourable Mary Ng, Minister of Export Promotion, International Trade and Economic Development, and that copies be sent to MP Parm Bains and MP Wilson Miao.

#### ADOPTED ON CONSENT

### 13. RICHMOND INTERCULTURAL ADVISORY COMMITTEE 2023 ANNUAL REPORT AND 2024 WORK PROGRAM

(File Ref. No. 01-0100-30-RIAD1-01) (REDMS No. 7478218, 7442301, 7475112)

#### It was moved and seconded

That the Richmond Intercultural Advisory Committee's 2023 Annual Report and 2024 Work Program, as presented in the staff report titled "Richmond Intercultural Advisory Committee 2023 Annual Report and 2024 Work Program" dated January 5, 2024, from the Director of Community Social Development, be approved.

ADOPTED ON CONSENT



### Regular Council Monday, January 29, 2024

14. RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE 2023 ANNUAL REPORT AND 2024 WORK PROGRAM (File Ref. No. 01-0100-30-RCSA1-01) (REDMS No. 7475049, 7433508, 7433509)

It was moved and seconded

That the Richmond Community Services Advisory Committee's 2023 Annual Report and 2024 Work Program, as outlined in the staff report titled "Richmond Community Services Advisory Committee 2023 Annual Report and 2024 Work Program", dated January 5, 2024, from the Director, Community Social Development, be approved.

#### ADOPTED ON CONSENT

15. RICHMOND SENIORS ADVISORY COMMITTEE 2023 ANNUAL REPORT AND 2024 WORK PROGRAM

(File Ref. No. 01-0100-30-SADV1-01) (REDMS No. 7490833, 7490667, 7482691

It was moved and seconded

That the staff report titled "Richmond Seniors Advisory Committee 2023 Annual Report and 2024 Work Program" dated January 5, 2024 from the Director, Community Social Development be approved.

#### ADOPTED ON CONSENT

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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### Regular Council Monday, January 29, 2024

### NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE Mayor Malcolm D. Brodie, Chair

10. 2024 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS (File Ref. No. 03-1085-01) (REDMS No. 7408027, 7409391, 7409402)

It was moved and seconded

- (1) That the 2024 Parks, Recreation and Community Events Grants, less the proposed grant to KidSport – Richmond Chapter, be awarded for the total recommended amount of \$123,017, as identified in Attachment 1 of the staff report titled "2024 Parks, Recreation and Community Events Grants", dated January 3, 2024, from the Director, Parks Services, and the Director, Recreation and Sport Services, and as amended to include a \$2,000 grant to the Richmond Cosom Floor Hockey Association, with funding coming from the Council Contingency fund; and
- (2) That the grant funds be disbursed accordingly following Council approval.

The question on the motion was not called as discussion ensued with respect to the grant funding allocation for the Canadian International Dragon Boat Festival Society.

The question on the motion was then called and it was **CARRIED** with Cllr. Heed opposed.

### 16. 2024 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS – KIDSPORT

(File Ref. No. 03-1085-01) (REDMS No. 7408027)

In accordance with Section 100 of the Community Charter, Cllr. Loo declared to be in a conflict of interest as she is on the Board of Directors of KidSport – Richmond Chapter, and Cllr. Loo left the meeting – 7:24 p.m.

R24/2-5



### Regular Council Monday, January 29, 2024

R24/2-6

#### It was moved and seconded That the grant to KidSport – Richmond Chapter be awarded in the amount of \$20,000.

The question on the motion was not called as a brief discussion ensued noting that the KidSport – Richmond Chapter grant was not included in the previous motion as a result of Cllr. Loo's conflict as a Board Member of the organization.

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

Cllr. Loo returned (7:25 p.m.).

#### 17. SHERATON HOTEL STRIKE (File Ref. No.)

R24/2-7

#### It was moved and seconded

That the City of Richmond provide support to the Hotel and Hospitality Workers by not doing any business with the Hilton Vancouver Airport and Vancouver Airport Marriott Hotels, in addition to the Sheraton Airport hotel, until there is a resolution to the job action at the Sheraton Vancouver Airport Hotel Richmond.

The question on the motion was not called as discussion ensued regarding the ongoing labour dispute with the Sheraton Vancouver Airport Hotel Richmond workers, noting further clarification to the previous motion passed by Council at the January 15, 2024 Council meeting should include support to the hotel workers of the Hilton Vancouver Airport and Vancouver Airport Marriott Hotels.

The question on the motion was then called and it was **CARRIED** with Mayor Brodie and Cllr. Loo opposed.





### Regular Council Monday, January 29, 2024

### PUBLIC ANNOUNCEMENTS AND EVENTS

Mayor Brodie announced the following:

A new advisory committee to City Council referred to as the Richmond Youth Advisory Committee has been created. Details on volunteer opportunities will be forthcoming.

Trustee Heather Larson was appointed as the Richmond School Board liaison to the Richmond Child Care Development Advisory Committee for a oneyear term to expire on December 31, 2024, with Trustee Rod Belleza as the alternate.

### BYLAWS FOR ADOPTION

R24/2-8 It was moved and seconded *That the Consolidated 5 Year Financial Plan (2024-2028) Bylaw No. 10515 be adopted.* 

### CARRIED

### DEVELOPMENT PERMIT PANEL

R24/2-9

- 18. It was moved and seconded
  - (1) That the Chair's report for the Development Permit Panel meeting held on May 10, 2023, be received for information; and
  - (2) That the recommendations of the Panel to authorize the issuance of a Development Permit (DP 22-019430) for the property located at 10151 Ainsworth Crescent, be endorsed and the Permit so issued.

CARRIED



19.

**Regular Council** Monday, January 29, 2024

### PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

R24/2-10

It was moved and seconded

That Council resolve into Committee of the Whole to hear delegations on non-agenda items (7:39 p.m.).

#### CARRIED

Drew Rickard spoke in opposition to the proposed temporary Steveston Bus Exchange move from the current location at Chatham Street and Second Avenue to Chatham Street between Fourth and Sixth Avenues, noting (i) overall safety concerns for the proposed location given the close proximity to a daycare with drop-off/pick-up of 40 children daily, (ii) with 197 busses predicted through Steveston each day, and the bus turns proposed adjacent to the Garry Point Park concession stand, many pedestrians both on the multiuse path and on the street would be impacted, as would future plans considered for the creation of a formal walk between Steveston Village and Garry Point Park, (iii) there would be a net loss of parking on Chatham Street, (iv) a petition created in opposition of the proposed temporary transit exchange (not provided) was circulated to hundreds of residents in the area, resulting in a majority not in support, and (v) requested that the proposed temporary bus exchange be referred back to staff to work with TransLink for further consideration.

In response to queries from Council, the delegation noted (i) the petition was also signed by some businesses in the area, and (ii) suggested an alternate location could be beside the Cannery (where tour and school busses currently park) which is off street.

**Minutes** 



### Regular Council Monday, January 29, 2024

In response to queries from Council, staff noted (i) TransLink will be consulting with the community regarding their proposal starting February 12, where it would be beneficial to provide the information as presented to Council, (ii) staff have also looked at various options, none of which have been ideal with pros and cons to each, (iii) in terms of TransLink priorities, they do not have the funding for a permanent solution, which has been their main impediment and why they are looking an interim proposal, (iv) on conclusion of the TransLink consultations, staff will be providing a report to Council with findings to provide Council's input to TransLink, and (v) information outlined in the options reports will be recirculated to Council.

R24/2-11 20. It was moved and seconded *That Committee rise and report (7:58 p.m.).* 

#### CARRIED

### ADJOURNMENT

R24/2-12 It was moved and seconded *That the meeting adjourn (7:59 p.m.).* 

#### CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, January 29, 2024.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

## **BOARD IN BRIEF**

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#### For Metro Vancouver meetings on Friday, January 26, 2024

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: <u>media@metrovancouver.org.</u>

#### **Metro Vancouver Regional District**

#### E1.1 Regional Park at Cape Roger Curtis – Project Update

RECEIVED

Regional Park staff continue to work through the Bowen Island Municipality (BIM) rezoning and Official Community Plan (OCP) amendment process required to allow for supervised overnight tent camping in the proposed regional park at Cape Roger Curtis.

In July 2023, BIM council referred the park proposal, draft rezoning and OCP amendment bylaws, and a list of conditional requirements to advisory committees, external agencies, Islands Trust, and First Nations. Phase 2 public engagement took place July 29 to August 16, 2023. On August 25, 2023, the Islands Trust Executive Committee resolved that the BIM rezoning and OCP amendment bylaws are contrary to or at variance with the Islands Trust Policy Statement. BIM subsequently asked Metro Vancouver to submit an amended proposal to comply with the Islands Trust Policy Statement prior to consideration of second reading.

Staff have provided detailed responses to the Islands Trust decision and conditional requirements to BIM, and requested clarity on the next steps in the rezoning and OCP amendment process.

The Board received the report for information.

#### E2.1 Climate 2050: Priority Actions to Accelerate Toward our Regional Targets RECEIVED

The Board has adopted the targets and plans aligned with the global science to avoid the worst impacts of climate change. Metro Vancouver's *Clean Air Plan* and *Climate 2050* strategy and supporting roadmaps outline the necessary actions and roles. This report identifies priority "Big Moves" needed to accelerate toward the Board-adopted greenhouse gas emissions reduction targets.

At its January 11 meeting, the Climate Action Committee identified the importance of a broad and inclusive discussion on priority actions, and the need for all standing committees of the Metro Vancouver Board to be aware of, and understand the criticality of, these priority actions in advancing substantive climate action toward the Board adopted climate action targets. Given that affordability and housing challenges are top of mind for the residents of Metro Vancouver, it is important to ensure that there is broader discussion about the regulatory opportunities for Metro Vancouver in the building, transportation, and industrial sectors, and a good understanding of the range of supportive policies and equity outcomes that are imperative for any regulatory policy success.

The Board received the report for information and directed staff to forward a copy of the report to the Caucus of Committee Chairs for discussion and information.

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## E2.2 Proposed Regulatory Approach to Reduce Greenhouse Gas Emissions from ExistingNOTLarge Buildings: Phase 2 EngagementENDORSED

This report requested a second phase of engagement on a regulatory approach for reducing GHG emissions from existing large buildings (over 2,322 square metres or 25,000 square feet). The report sought Board direction to engage further with impacted and interested audiences on a regulatory intentions paper, which describes an approach to setting GHG emissions reporting requirements and final GHG limits for about 9,000 large buildings in the region. This represents less than two per cent of the region's overall existing building stock, yet these buildings contribute 35 per cent of building sector GHG emissions.

The Board did not support the proposal to proceed with the next phase of engagement.

#### E3.1 Renewal of MVRD Internal Financing of MVHC Mortgages

The Board approved the MVRD continuing to provide first mortgage financing on four MVHC properties (Manor House, Regal Place Hotel, Cedarwood Place, and Crown Manor). The mortgages will be for another five-year term, and will have a variable interest rate based upon Metro Vancouver's internal rate of return on investments. The Board directed the Corporate Officer to publish in the newspaper, pursuant to requirements of Section 272 of the *Local Government Act*, Metro Vancouver's intention to lend money to the MVHC.

#### E4.1 Metro 2050 Implementation Guideline – Industrial and Employment Lands APPROVED

The Board endorsed the *Metro 2050 Implementation Guideline – Industrial and Employment Lands* as presented.

Regional Planning is in the process of developing and updating a suite of *Metro 2050* implementation guidelines in an effort to support the interpretation and implementation of the regional growth strategy. This implementation guideline is intended to provide clarity about industrial land objectives, as well as how planning policies, market conditions, site locations, industrial sectors, and local contexts influence the implementation of these objectives. It also provides guidance for member jurisdictions on how to best support the protection and efficient development and use of industrial lands, while also reflecting local contexts and issues, during the preparation of Regional Context Statements.

## E4.2 Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two RECEIVED Report

The *Metro Vancouver Resident and Immigrant Behaviour Model* was developed to better understand housing and neighbourhood needs and preferences of long-term residents and immigrants. The survey found that both cohorts are motivated to live in the region largely due to employment opportunities and a favourable climate. Immigrants are more likely to move within the region, while long-term residents tend to remain in a single location.

Immigrants prefer living in "the city," while long-term residents prefer living in a suburban neighbourhood. Both cohorts express a preference to live in neighbourhoods with a mix of housing types, shops, and

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## BOARD IN BRIEF

APPROVED

G2.1 Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)

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businesses. Both cohorts prefer the housing type they currently live in with immigrants more likely to prefer apartments and multi-attached houses, and long-term residents more likely to prefer single detached houses.

The Board received the report for information.

#### E4.3 Metro Vancouver Housing Data Book 2023

The *Metro Vancouver Housing Data Book* brings together a large collection of regional and municipal level housing related data to support policy makers, researchers, and members of the public. The Board received the report for information.

#### E4.4 Commercial Truck Parking on Agricultural Lands

Metro Vancouver staff have reviewed the matter of unauthorized commercial or heavy-duty truck parking on the region's agricultural lands. This issue has been an ongoing challenge for some member jurisdictions in the region and involves truck owner-operators parking or storing vehicles on agricultural lands because they have limited options. This report provides background and context of the issue, including: a summary of relevant policies and plans, an overview of the complexity and interconnected aspects of the issue, impacts on the agricultural sector, the needs of truck drivers and their operational considerations, current efforts to address the issue, and possible solutions that various agencies could further explore.

The Board resolved to send a letter to the Minister of Transportation and Infrastructure and the Minister of Agriculture and Food advocating for provincial actions to address the issue of commercial truck parking on agricultural lands, and to send a copy of this report to member jurisdictions with agricultural land.

## G1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. APPROVED 1370, 2024

Metro Vancouver has undertaken a review of its regional park land holdings. Due to changes in legislation and corporate practice over time, there is a significant number of regional parks parcels that are not dedicated as regional park by way of bylaw. This includes outstanding regional park lands owned by Metro Vancouver that are not currently dedicated by way of bylaw, with some exceptions of parks where Metro Vancouver is engaged in major projects.

The Board gave first, second, and third readings to the Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1370, 2024, then passed and finally adopted said bylaw.

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### RECEIVED

APPROVED

APPROVED

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The City of Maple Ridge requested a Type 2 *Metro 2050* amendment for a 25.4-hectare site comprising 13 properties located southwest of the intersection of 232 Street and 128 Avenue. The amendment would adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approximately two hectares in total), and re-designate the regional land uses from General Urban and Agricultural to Industrial and Conservation and Recreation to accommodate future industrial uses and protect a portion of the site for nature.

The Board initiated a *Metro 2050* amendment process for the City of Maple Ridge as requested. They gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024* and directed staff to notify affected local governments per section 6.4.2 of *Metro 2050*.

## G3.1 MFA Spring 2024 Borrowing for the Township of Langley – MVRD Security Issuing APPROVED Bylaw No. 1377, 2024

As set out in the Community Charter, Metro Vancouver must adopt a security issuing bylaw in order to enable the Township of Langley to proceed with their long-term borrowing request of \$25,250,000. This borrowing is to finance the construction of Fire Hall #5.

The Board consented to the request for financing from the Township of Langley, gave first, second, and third readings to *Metro Vancouver Regional District Security Issuing Bylaw No. 1377, 2024*, then adopted said bylaw and forwarded it to the Inspector of Municipalities for Certificate of Approval.

#### H1 Notice of Motion

New Westminster Mayor Patrick Johnstone provided a notice of motion to the Board on behalf of New Westminster Council requesting that fair wage and living wage policies be developed and adopted by the regional government.

The Board directed staff to report back on living wage and fair wage policies for the MVRD, MVHC, GVWD, and GVS&DD.

#### **I 1** Committee Information Items and Delegation Summaries

The Board received delegation summaries from standing committees.

#### Climate Action Committee – January 11, 2024

**Delegation Summaries:** 

#### 3.1 Melina Scholefield, Executive Director, Zero Emissions Innovation Centre

Subject: Climate Action in Metro Vancouver - Retrofit Accelerator for Existing Large Buildings

#### Regional Planning Committee – January 12, 2024

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Delegation Summaries:

## 3.1 Marlene Best, Interim Director of Planning and Amanda Grochowich, Manager of Community Planning, Planning Department, City of Maple Ridge

Subject: Urban Containment Boundary Extension and Re-designation

### **Greater Vancouver Water District**

#### I 1 Committee Information Items and Delegation Summaries

The Board received one information item from one standing committee.

#### Water Committee – January 10, 2024

Information Item:

#### E1.1 Cleveland Dam Safety Enhancements Program

Metro Vancouver remains dedicated to enhancing public safety for those enjoying nature around Capilano River Regional Park and has completed a number of upgrades to the Cleveland Dam as well as along the Capilano River downstream of the dam. These include installing an interim public alarm system, enhancing the reliability of the Cleveland Dam mechanical and control systems, adding more warning signage along the river, launching a safety education website, transitioning to Alertable (an emergency mass public alert system), and completing two phases of public engagement.

Design of the long-term public warning system is currently underway with new alarm sites being informed through on-site surveying along the Capilano River to determine patterns of public river uses. Another phase of engagement will take place in 2024 prior to installation and commissioning of new locations in 2025.

### **Greater Vancouver Sewerage and Drainage District**

#### E1.1 2024 Liquid Waste Capital Projects

#### RECEIVED

The Board approves an annual capital budget for the liquid waste system. This report provides the Board with geographical information regarding the location of the different projects that were approved for 2024. The Board received the report for information.

E1.2 Award of Contract Resulting from Standing Request for Expression of Interest No. APPROVED 23-011: Biosolids Management – Multi-Site Forage Crop Fertilization

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Metro Vancouver is obligated under the *Integrated Liquid Waste and Resource Management Plan* to continuously seek and secure beneficial use options to manage our supply of biosolids in an environmentally, socially, and fiscally responsible manner.

The Board approved award of a contract resulting from Standing Request for Expression of Interest No. 23-011 for biosolids management, in the amount of up to \$5,607,000 (exclusive of taxes) to SYLVIS Environmental Services Inc., for a term of five years with an option to extend for one additional five-year term subject to final review by the Commissioner.

## E1.3 Award of Contract Resulting from Standing Request for Expression of Interest No. APPROVED 23-011: Biosolids Management – Ingerbelle Composting Facility

Metro Vancouver is obligated under the *Integrated Liquid Waste and Resource Management Plan* to continuously seek and secure beneficial use options to manage our supply of biosolids in an environmentally, socially, and fiscally responsible manner.

The Board approved award of a contract resulting from Standing Request for Expression of Interest No. 23-011 for biosolids management, in the amount of up to \$29,768,000 (exclusive of taxes) to Arrow Transportation Systems Inc., for a term of five years with an option to extend for one additional two-year term subject to final review by the Commissioner.

## E1.4 Award of Contract Resulting from Request for Proposal No. 23-184: Iona Island APPROVED Wastewater Treatment Plant Long-term Lagoon Cleaning

Metro Vancouver requires specialized services to remove and dewater digested wastewater treatment plant sludge from the four lagoons located at lona Island Wastewater Treatment Plant in order to create space for construction of the plant upgrade projects.

The Board approved the award of RFP No. 23-184 for Iona Wastewater Treatment Plant long-term lagoon cleaning in the amount of up to \$29,913,644 (exclusive of taxes) to American Process Group Ltd., for a term of four years with an option to extend for an additional two years, subject to final review by the Commissioner.

#### G1.1 Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas APPROVED Boundaries Amendment Bylaw No. 374, 2024 – Fraser Sewerage Area – Maple Ridge (14500 Silver Valley Road)

At its November 24, 2023 meeting, the MVRD Board resolved that the extension of GVS&DD sewerage services to four new building footprints at 14500 Silver Valley Road, Maple Ridge was generally consistent with the provisions of *Metro 2050*. The City of Maple Ridge requested a sewer area amendment application to the GVS&DD requesting an extension of sewer service to 14500 Silver Valley Road, which is part of UBC's Malcolm Knapp Research Forest.

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The Board gave first, second, and third readings to the *Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 374, 2024,* then passed and finally adopted said bylaw.

#### I 1 Committee Information Items and Delegation Summaries

The Board received a lone information item from a single standing committee.

#### Liquid Waste Committee – January 17, 2024

Information Item:

#### E1 2023 "Our Ocean Thanks You" Campaign Results

Microfibres from fabrics are one of the largest sources of microplastics in the ocean and can be harmful to aquatic life. The "Our Ocean Thanks You" campaign asks residents to wash in cold water to reduce microfibre shedding. The campaign ran from September 12 to October 29 and targeted parents with children under 18. Paid media placements included social media, YouTube, television, radio, transit advertising, online banners, and Google Search terms, all of which directed to a campaign website. Boosted by creative materials featuring new marine animals, many media placement and website results were stronger than last year. The campaign delivered over 25 million impressions, 1.1 million video views, 13,000 clicks for more information, 253 engagements, 11,600 website visits, and reached 845,000 residents through online tactics. The campaign will run again in 2024 with a similar timing and will continue to feature additional marine animals as part of its creative materials.

### **Metro Vancouver Housing**

#### E1.1 Renewal of MVRD Internal Financing of MVHC Mortgages

# The Board approved the MVRD continuing to provide first mortgage financing on four MVHC properties (Manor House, Regal Place Hotel, Cedarwood Place, and Crown Manor). The mortgages will be for another five-year term, and will have a variable interest rate based upon Metro Vancouver's internal rate of return

five-year term, and will have a variable interest rate based upon Metro Vancouver's internal rate of return on investments. The Board directed the Corporate Officer to publish in the newspaper, pursuant to requirements of Section 272 of the *Local Government Act*, Metro Vancouver's intention to lend money to the MVHC.

APPROVED

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#### I 1 Committee Information Items and Delegation Summaries

The Board received a solitary information item from a standing committee.

#### Housing Committee – January 12, 2024

Information Item:

## E1.1 Municipal Measures to Reduce Non-Market Housing Development Costs and Approval Timelines – Engagement Update

Non-profit rental housing projects face a number of challenges, including increasing costs and extended timelines, which have been exasperated in the current economic climate. To maximize the number of affordable homes delivered in the region, and to ensure affordable rental housing projects remain viable, supportive municipal policies that reduce development costs and approval timelines for non-market housing are critical. This report provides an update on engagement activities undertaken to date, following direction from the MVHC Board to work with Metro Vancouver member jurisdictions to identify opportunities for more regional consistency and supportive policy measures to aid in more effective delivery of non-market housing in the region.



### Parks, Recreation and Cultural Services Committee

Date:	Tuesday, January 30, 2024
Place:	Council Chambers Richmond City Hall
Present:	Councillor Chak Au, Chair Councillor Michael Wolfe Councillor Bill McNulty
Absent:	Councillor Laura Gillanders Councillor Andy Hobbs
Also Present:	Councillor Carol Day
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on December 20, 2023, be adopted as circulated.

### CARRIED

### DELEGATIONS

 (1) Chad Wetsch and Yvonne Chow, Vancouver, Coast & Mountains Tourism Region, Destination BC, presented on "Experience the Fraser," a recreational, cultural, and heritage initiative along the Lower Fraser River Corridor, and referred to their PowerPoint presentation (copy on file, City Clerk's Office). In reply to queries from Committee, the delegation noted that (i) Destination BC is looking to partner with the City on this initiative, alongside opportunities to work with Indigenous and non-Indigenous partners, (ii) there are multiple resources available to the City for this initiative, and (iii) this initiative would provide positive economic and community impacts while promoting a safe and sustainable way to move around the city.

Discussion ensued regarding the Experience the Fraser presentation and as a result, the following **referral motion** was introduced:

It was moved and seconded

That the Experience the Fraser presentation by Destination BC, dated January 31, 2024, be referred to staff for analysis.

### CARRIED

(2) Debbie Jiang and Kelvin Higo, provided a summary of the service of Richmond soldiers Private Hikotaro Koyanagi and Private Kazuo Harada to Canada's war effort and expressed that their sacrifice be recognized by adding their names to the Richmond City Cenotaph.

Discussion then ensued regarding other memorials in Canada and the process to add names to the Richmond Cenotaph, and as a result the following **motion** was introduced:

It was moved and seconded

- (1) That the City of Richmond acknowledge Canadian soldiers Private Hikotaro Koyanagi and Private Kazuo Harada and their sacrifice for Canada; and
- (2) That their names be appropriately added to the Richmond City Cenotaph in time for the National Civic Ceremony on November 11, 2024.

### CARRIED

Discussion then ensued with regard to recognizing other Richmond veterans, and as a result the following **referral motion** was introduced:

That the City investigate through appropriate bodies, if there are any fallen members of South-East Asian and or including First Nations descent, who resided in Richmond.

### CARRIED

### COMMUNITY SERVICES DIVISION

### 2. LONDON/STEVESTON DOG OFF-LEASH AREA UPDATE

(File Ref. No. 06-2345-20-LSTE1) (REDMS No. 7461802)

In reply to queries from Committee, staff advised that the distance from the off-leash dog park fence to the residential property lines has increased to 15 metres and the increase in budget is for the excavation and drainage work for the new concept plan that contains a 1 metre high berm and additional trees to mitigate noise levels.

Sergei Volpov, Richmond resident, expressed concerns with regard to the proposal and spoke on the (i) proposed off-leash dog park and the concerns about the proximity to the residents, (ii) the potential noise level and (iii) alternate locations for the off-leash dog park within London Steveston park.

Discussion ensued regarding the consultation process and it was suggested that staff continue to engage property owners adjacent to the proposed offleash area.

It was moved and seconded

- (1) That Option 1, as outlined in the staff report titled "London/Steveston Dog Off-Leash Area Update", dated December 20, 2023, from the Director, Parks Services, be endorsed; and
- (2) That staff write a letter to the residents adjacent to the proposed offleash area advising of the proposed options outlined in the staff report, before the next Council meeting.

### CARRIED

#### 3. AWARD OF CONTRACT 8239P – DELIVERY OF ADVANCED LIFEGUARDING, LIFESAVING AND FIRST AID INSTRUCTIONAL AND RECERTIFICATION COURSES (File Ref. No. 11-7125-01) (REDMS No. 7431664)

It was moved and seconded

(1) That Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses be awarded to L.I.T. Aquatics Ltd. for a three-year term for the projected contract value of \$1,449,000 exclusive of taxes, as described in the report titled, "Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses", dated January 2, 2024, from the Director, Recreation and Sport Services;

- (2) That the Chief Administrative Officer and the General Manager, Community Services, be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$2,415,000 exclusive of taxes, as described in the report titled, "Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses", dated January 2,2024, from the Director, Recreation and Sport Services; and
- (3) That the Chief Administrative Officer and General Manager, Community Services, be authorized to execute the contract and all related documentation with L.I.T. Aquatics Ltd.

### CARRIED

## 4. FIRST NATIONS BUNKHOUSE INTERPRETIVE PROGRAM AND LEVEL OF SERVICE

(File Ref. No. 11-7141-01) (REDMS No. 7373274)

Staff presented on the First Nations Bunkhouse and noted that (i) the bunkhouse was built in the 1890s, (ii) the proposed reconstruction of the bunkhouse will incorporate as much salvage material as possible, (iii) the exhibits and programs will align with existing programs at Britannia Heritage Shipyards and include interpretative programs of Indigenous peoples, and (v) First Nations will be involved in the Bunkhouse restoration process.

In reply to queries from Committee, staff noted that an assessment of available salvageable materials can be done following deconstruction of the building and once the engagement and design process is complete, construction could begin simultaneously with the Phoenix Seine Loft with an estimated completion in 2027.

Harold Steves and Loren Slye, Britannia Shipyards National Historic Site Society, referenced their submission (attached to and forming part of these minutes as Schedule 1) and expressed support for the proposal and restoration of the bunkhouse, noting that additional research is required to determine if the building was used as a smokehouse and that careful consideration must be done in order to preserve Indigenous historical elements during the deconstruction process

Discussion ensued regarding the further study of the building's original purpose and staff noted that these details of interpretation will be provided in the consultation stage. As a result of the discussion, the following **motion** was introduced:

4.
It was moved and seconded

- (1) That the First Nations Bunkhouse Interpretive Program and Level of Service as detailed in the staff report titled "First Nations Bunkhouse Interpretive Program and Level of Service", dated January 9, 2024, from the Director, Arts, Culture and Heritage Services and Director, Facilities and Project Development be approved;
- (2) That staff investigate the historical use of the building as a smokehouse;
- (3) That a joint committee of Council and Britannia Heritage Society members be formed to oversee the restoration; and
- (4) That the National Historical Sites and Monuments Board should be consulted on the restoration process.

#### CARRIED

#### 5. MANAGER'S REPORT

#### (i) Steveston Playground Project

Staff highlighted that the Steveston Playground project design is approaching the procurement stage. Staff consulted the Rick Hansen Foundation, the Richmond Centre of Disability and the Steveston Community Society and incorporated their comments on design functionality and accessibility. The project is on track with construction to begin after this year's Steveston Salmon Festival with an estimated completion date of June 2025.

### ADJOURNMENT

It was moved and seconded *That the meeting adjourn (5:26 p.m.).* 

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on Tuesday, January 30, 2024.

Councillor Chak Au Chair Mizuguchi,Andrea Legislative Services Associate

#### To: Mayor and Council

From; Harold Steves, Chair Britannia Shipyard NHS Society

Re: Parks, Recretion and Cultural Services Committee, Item 4: First Nation Bunkhouse Interpretive Program and Level of Service

1. First Nation Smokehouse evidence:

On Sept. 20, 2020, I wrote a report to council requesting "that City records be amended to indicate the building is not a bunkhouse, but likely a smokehouse or longhouse," and that further "tree ring or other studies be done to determine the age of the building". I also suggested that staff " investigate....the addition of typical welcoming totems". This staff report only deals with the latter. The addition of welcoming totems is less important. Determining the age of the structure is crucial before any contracts are let, or decisions are made about deconstruction.

Before he died, Archaeologist Dr. Len Ham gave me his files and had me promise to try to get a proper heritage investigation of the First Nation House and nearby buildings. Present City staff are unaware of reports by Dr. Len Ham indicating the building may be a highly significant smokehouse, and asked me to provide the information. (A smokehouse is not for smoking fish but a longhouse with vents in the roof to let the smoke out primarily from cooking. It is also known as a Rancheria)

In his 1986 BC Archaeological Site Inventory, Dr. Len Ham wrote, "This site requires a detailed site study before any more demolition."

In a Sept 1988 Heritage Overview for the City Dr. Ham wrote, "It is a very long building with numerous windows. While it shares these features with other native Indian cannery dwellings, this structure is unique in that it is gable rather than shed roofed. It is more similar to the large historic smokehouses which were situated at several Coast Salish Villages during the late 1800's and early 1900's.... Air photographs suggest the presence of a single door to this structure located in its southern side." "It may be a very significant building."

Heritage Manager Mary Gazetas had a dendochronology study done on both the First Nation House and the Murakami House. Based on tree ring evidence, both buildings were dated at 1885, not 1895 as dated in this report. Subsequent staff reports referred to the building as a longhouse or Rancheria.

On April 29, 1994, Dr. Ham reported to Chief Guerin and Ms Leona Sparrow of the Musqueam Indian Band that the City of Richmond had desecrated land marked as historic midden deposits.

"I have received samples of wood and matrix which Alderman Harold Steves salvaged from the excavation of services trenches at the Britannia Heritage Shipyard (DgRt 6} in Richmond. Also recovered is a very large (c. 2X3') sandstone and several small brick fragments." "It appears the excavation went through a historic era Native Indian Canoe equipped with a hearth." "The location of this find is apparently in the vicinity of an old slough channel, and adjacent to the original location of the former Indian cannery house."

"In addition it is known that there was a named Musqueam house site cluster and graveyard located up the above mentioned slough"

Years earlier, City of Richmond employee, Percy Norton, reported that he uncovered Indian Burial boxes with his grader, and saw skeletons staring up at him when he originally graded Railway Avenue just north of Moncton Street and immediately north of the smokehouse.

Sometime around 2000 new City staff started referring to the longhouse as a bunkhouse serving the Phoenix Cannery.

Dr. Ham provided City staff with a 1926 plan of the Phoenix Cannery showing the slough going north with a Salt House, used for salting fish, on the west side of the slough and a Mess House on the east side. The 1926 map also shows First Nation huts or cabins west of the Phoenix Cannery, where the Japanese bunkhouse and Chinese Bunkhouse were also located. They would serve the Phoenix Cannery not the Smokehouse.



32, the Mess House, building 36, the

Murakami House and Boatworks, building 40, and the First Nation House to the north in its original location.



Dr. Ham provided several aerial photographs showing a trail or boardwalk

going east from a central door of the assumed smokehouse in the opposite direction of the Phoenix **CNCL - 42** 

Cannery to the wharf in front of the Murakami House, indicating the occupants were going to the wharf to go fishing and not the Phoenix Cannery which wasn't even there at the time.



Photographs of the building on PRCS-51 and 52 show smokehouse vents at each end of the building near the peak.

When The Murakami House was deconstructed, it was found that the building had been longer, and the north end of the building had been crudely cut off.

I have included an early slide of a cluster of smokehouses along a slough titled Salmon Camp and one of the Salt House or Japanese Duplex.



#### Analysis:

With a Burial Ground to the north, and buried dugout canoe to the south, and vents just below the roof, it would appear that the First Nation "Longhouse" is a Smokehouse. The walkway going east would indicate that the residents were not working in the Phoenix Cannery, but going to their boats at the wharf in front of the Murakami House to go fishing before the Phoenix Cannery was built. The First Nation Longhouse was always assumed to be built ca. 1885 or earlier, similar to the Murakami House and so dated by studying the tree growth rings on the lumber. The Murakami House was a larger building before the coming of the Japanese. It may have been Marshall English's Fish Camp.

While it is true that canneries built rows of huts with a shed roof for First Nation families, earlier salmon camps and canneries were built where First Nation People already lived. Logically, Marshall English built his 1882 fish camp where there already were First Nation people. It is also logical that as salmon was not shipped to Europe and little salmon was being canned, there would be a Salt House and Mess House.

#### Recommendation;

As I recommended Sept 20, 2020, the building should be referred to, once again, as a smokehouse or longhouse.

A thorough and proper study of the buildings should be done by the Museum of Anthropology or a qualified archaeologist.

2. Restoration vs reconstruction.

It is important that the metal roof remain on the building. Historically metal roofs were put on Steveston waterfront buildings to protect them from flying embers from frequent fires. It also protects any evidence of it being a smokehouse. It is important that the ends of the building below the roof remain untouched to show the smokehouse vents at each end of the building. If the roof is kept entirely intact, it is the only way to determine the original use of the building and restoration is still possible. In the past, buildings with rotted out floors were raised by lifting the roof using jacks and squares of timbers to keep the building stable. A concrete foundation can be poured and the building anchored to the foundation with new studs where needed. Damaged siding can be replaced "like for like". The 1991 estimate for restoration was \$160,000

#### Recommendation;

A joint committee of council and society members should be formed, similar to the committee chaired by Councillor McNulty when the Phoenix Seine Loft was restored, to oversee the restoration.

The National Historic S ites and Monuments Board should be consulted.



# **Finance Committee**

Date: Monday, February 5, 2024

Place: Council Chambers Richmond City Hall

Present:

Mayor Malcolm D. Brodie, Chair Councillor Chak Au Councillor Carol Day Councillor Laura Gillanders Councillor Kash Heed Councillor Andy Hobbs Councillor Alexa Loo Councillor Bill McNulty Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 5:56 p.m.

# MINUTES

It was moved and seconded That the minutes of the meeting of the Finance Committee held on January 8, 2024, be adopted as circulated.

#### CARRIED

# FINANCE AND CORPORATE SERVICES DIVISION

1. **2023 INVESTMENT REPORT** (File Ref. No. 03-1095-01) (REDMS No. 7531953)

It was moved and seconded

That the staff report titled "2023 Investment Report" dated January 10, 2024 from the Director, Finance be received for information.

**Minutes** 

The question on the motion was not called as a brief discussion ensued with respect to the City's Environmental, Social and Governance "AA" (leader) rating.

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

 REVENUE ANTICIPATION BORROWING (2024) BYLAW NO. 10532 (File Ref. No. 03-0900-01) (REDMS No. 7501395)

It was moved and seconded

That Revenue Anticipation Borrowing (2024) Bylaw No. 10532 be introduced and given first, second and third readings.

CARRIED

# **ADJOURNMENT**

It was moved and seconded *That the meeting adjourn (5:58 p.m.).* 

#### CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, February 5, 2024.

Mayor Malcolm D. Brodie Chair Lorraine Anderson Legislative Services Associate Missing Names from the City of Richmond Cenotaph Private Hikotaro Koyanagi & Private Kazuo Harada

> Researched and submitted by Debbie Jiang December 22, 2023

Japanese Canadian fishermen have long been part of the City of Richmond's history and maritime culture. Steveston was the hub of immigration from Wakayama Prefecture, Japan, after pioneer, Gihei Kuno was so impressed by the abundance of salmon in the Fraser River. Summoning his countrymen to come to British Columbia, the first wave of Issei began in the late 19<sup>th</sup> century. Canneries sprang up along the Steveston waterfront and on Sea Island where many Japanese Canadians fished and worked. Many were naturalized British subjects. One of the largest family clans to immigrate from Fukuoka, Japan to Richmond were the Koyanagi families.

#### **HISTORICAL CONTEXT**

Japan was Great Britain's ally at this time in history. When the First World War broke out in 1914, Japanese were eager to enlist for King and country. British Columbia's Japanese Canadians wasted no time in forming a battalion of 200 volunteers, but local politicians and Prime Minister Sir Robert Borden rejected them. Racism was rife but by 1916, the need for replacement troops on the Western front was dire. Military leaders in Alberta were keen to accept the volunteers and welcomed the Japanese Canadians from British Columbia.

This explains why Japanese Canadian soldiers' attestation papers show Albertan addresses instead of Eburne, Steveston, Vancouver, Nass or Skeena River area–places from where fishermen-immigrants from Japan lived and worked were recruited for war service<sup>1</sup>. However, by studying the next-of-kin cards, the medal cards and the pay ledgers found in the First World War personnel records, they hold solid clues as to where the soldiers actually lived and worked prior to war. In addition, by studying the data in clusters, patterns of relationships can be seen among clansmen and those sharing the same profession. Ex: Out of seven soldiers who enlisted together between September 1 and 5, 1916 in Calgary, five of them gave 240 Alexander Street, Vancouver as their "latest address".

In the cases of Private Koyanagi<sup>2</sup> and Private Harada<sup>3</sup>, both clearly stated on their attestation papers that they were fishermen by profession. Koyanagi's marriage certificate gives the strongest evidence that he worked and lived in Eburne. He states "Terra Nova" as his residence.

<sup>1</sup> Ito, Roy. We Went to War. Stittsville, ON. Canada's Wings, 1984.

<sup>3</sup> Library and Archives Canada, First World War Personnel Records, <u>RG 150, Accession 1992-93/166, Box 4035 - 10</u>

<sup>&</sup>lt;sup>2</sup> Library and Archives First World War Personnel Records, <u>RG 150, Accession 1992-93/166, Box 5253 - 20</u>

On May 10, 1913, he and Miss Toshi Koyanagi were married<sup>4</sup> in Vancouver. Tragically, Toshi died in childbirth on March 7, 1914. Depressed and distraught, Hikotaro disappeared for six months<sup>5</sup>. By the time friends and family found him, he and his cousin had enlisted in the Canadian Expeditionary Force. Both their addresses were 240 Alexander Street, a rooming house in Little Tokyo (Vancouver). This was their temporary address where they were staying for a few months in 1916 when the Japanese Canadian battalion was raised up.

Toshi Koyanagi was the younger sister of Sakumatsu Koyanagi<sup>6</sup>, children of Matsuzo Koyanagi and Suma Nishi. Hikotaro, was the brother of Kuichi Koyanagi<sup>7</sup>, children of Ichimatsu Koyanagi and Haya Harada. All of these men were multi-generational fishers in Japan and Eburne. Toshi's maternal grandmother's maiden name is Harada.

13-09-024492 TTAL STATISTICS ACT

Private Kazuo Harada, was the nephew of Otohachi Koyanagi<sup>8</sup>. Kazuo's mother was Mrs. Teo Koyanagi. His elder brother's name was Hatsuji Koyanagi. His uncle, Mr. Otohachi Koyanagi, being Harada's only relative in Canada, was assigned his monthly pay from the military. Otohachi Koyanagi was a fisherman on Sea Island, working for the Terra Nova Cannery<sup>9</sup>. Harada immigrated to Canada on March 9, 1915. Sixteen months later he had joined the 175<sup>th</sup> Battalion in the Canadian army. Therefore, there are no school records nor census records of him since he arrived at age 23, after the 1911 census was taken and died before the 1921 census was to be recorded.

During the Second World War, when 22,000 Japanese Canadians were forcibly uprooted and dispossessed, Otohachi's son, Ryushin, wrote a letter of protest to the federal government. In it, the 34-year old Canadian-born fisherman laments, "I have just received your letter and statement of my account of July 27, 1944. To say that I was shocked is putting it mildly. I am sure my aged parents will be shocked too when they learn that the land which they bought for me with the labour of their sweat and tears have been sold. I know now that my cousins who fought and died in France for Canada during the last war have died in vain...You have cunningly taken advantage of this war to deprive illegally the properties, which I, a Canadian subject had acquired legally."<sup>10</sup>

Ryushin Koyanagi's cousins are none other than Hikotaro and Kazuo as there are no other Japanese Canadian fishermen-soldiers within the Koyanagi family tree. The men both enlisted

- <sup>4</sup> British Columbia Vital Statistics marriage certificate
- <sup>5</sup> Koyanagi, J. (2013, November 9). <u>In Search of Private Hikotaro Koyanagi</u>. *The Bulletin*.
- <sup>6</sup> Landscapes of Injustice Archive, Toshi and Sakumatsu Koyanagi's family lineage
- <sup>7</sup> Landscapes of Injustice Archives, Hikotaro Koyanagi's brother, <u>Kuichi Koyanagi</u>
- <sup>8</sup> BC Packers Fonds, Terra Nova Ledger, Accession 2001 34
- <sup>9</sup> Otohachi Koyanagi's address
- <sup>10</sup> Ryushin Koyanagi's <u>letter</u>

on the same day, September 1, 1916 at the same recruiting office in Calgary, one behind the other in a group of fishermen friends and boarding housemates. Incidentally, one of these men was Private Daitaro Araki, also a Sea Island Japanese Canadian labourer who lived at the Vancouver Cannery in Eburne. Judging by his regimental number, 697077, he stood in line right in front of Koyanagi whose number was 697078. (Unlike Koyanagi and Harada, Araki survived the war and returned home.)



#### LOCAL COMMEMORATION

The Japanese War Memorial was proudly unveiled on April 9, 1920 in

Stanley Park, Vancouver, commemorating the 196 Japanese Canadians who served, 55 of whom died as a result of war. The cost was paid entirely privately by members of the Japanese Canadian community. A year later, in 1921, the Great War Veterans Association of Cumberland, BC erected a Memorial Arch where bronze tablets hang, bearing the names of their town's war dead, including Private Toraki Matsumura and Private Masaji Yamada. Apart from this memorial on Vancouver Island, there is no other city/town whose local war memorial honours any Japanese Canadian who died in the First World War<sup>11</sup>. The Richmond Cenotaph was erected at a time when Japanese Canadians did not have the right to vote and were seen as a threat to the white population. The names of Japanese Canadians from Sea Island and Steveston were omitted from the cenotaph by a prejudiced society.

Mr. Kelvin Higo and I propose to have the names of Privates Koyanagi and Harada added onto the Celtic cross-shaped war memorial in Richmond. These soldiers' relatives are highly in favour. We seek to honour and recognize them for the contribution they made to Canada's war effort, albeit 103 years late.

It is time to bring them home. Lest we forget.



Private Hikotaro Koyanagi (1885-1917) Age 32 Killed at the Battle of Passchendaele, October 26, 1917 Commemorated on the Menin Gate, Belgium

Private Kazuo Harada (1890-1918) Age 28 Died of wounds from the Battle of Amiens, August 15, 1918 Buried in Netley Military Cemetery, United Kingdom

Debbie Jiang is the former National Coordinator of the Lest We Forget Cenotaph Research Project in Ottawa at Library and Archives Canada. Debbie's areas of expertise are teaching others how to use and interpret Canadian military personnel records and Chinese and Japanese Canadian genealogy.

<sup>11</sup> There is an obelisk erected by the Nass River Branch of the Japanese Canadian Association in Kincolith, BC dedicated to "Brave Soldiers who Died in the War". However, the date on it is before Armistice, so presumably dedicated to soldiers of the Russo-Japanese War of 1904-05. Source: Garvin, R. (1996, April/May) Japanese Canadian Monument Found on B.C. North Coast. *Nikkei Images*. Volume 1, No. 2., 5.



From: Todd Gross File	00-2345-20-65161/201
Committee From: Todd Gross File	06-2345-20-LSTE1/Vol
To: Parks, Recreation and Cultural Services Dat	e: December 20, 2023

#### Staff Recommendation

That Option 1, as outlined in the staff report titled "London/Steveston Dog Off-Leash Area Update", dated December 20, 2023, from the Director, Parks Services, be endorsed.

Jul /

Todd Gross Director, Parks Services (604-247-4942)

Att. 5

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE CONCURRENCE OF GENERAL MANAGER		
Recreation & Sport Services Community Bylaws	N	BJ-5	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO	
	LB	Gerer.	

#### Staff Report

#### Origin

In June 2023, construction began on the dog off-leash area at the north end of London/Steveston Neighbourhood School Park (London/Steveston Park). This site was identified as the preferred location for this amenity during public consultation for the London/Steveston Park Concept Plan (Concept Plan) that was approved by Council on May 25, 2015.

In July 2023, staff heard from neighbouring residents who expressed concerns about the dog off-leash area under construction. A delegation spoke to these concerns at the Parks, Recreation and Cultural Services Committee meeting on July 19, 2023, and staff received the following referral:

- 1. That construction of the off-leash dog park in London/Steveston Park be paused except for essential infrastructure required for Park operations;
- 2. That staff consult with nearby residents of the off-leash dog park to review their concerns and explore options to address those concerns where possible; and
- 3. That staff provide an update at the next Parks, Recreation and Cultural Services Committee meeting.

The purpose of this report is to provide Council with an overview of the results of the community engagement process that took place between September 25 and October 22, 2023, and recommend next steps.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

1.3 Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.

1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.2 Enhance the City's network of parks, trails and open spaces.

#### Background

#### London/Steveston Concept Plan Implementation

Implementation of the Concept Plan (Attachment 1), which was approved by Council on May 25, 2015, has taken place over several years and phases. The dog off-leash area is one of the final components of the Concept Plan to be implemented before the Concept Plan is fully realized. Development of the Concept Plan was informed by a comprehensive three-phase community engagement process. Renewal of London/Steveston Park has taken place over the following phases:

- Phase 1 (2018) included new pathways to the north and south of Kingsley Estate, connecting the park to No. 2 Road;
- Phase 2 and 3 (2019–2020) included new pathways, rolling topography, tree planting and an updated playground;
- Phase 4 (2020–2021) included a multi-purpose plaza and basketball half-court;
- Phase 5 (2023-present) is to include construction of the dog off-leash area, which has been on hold since July 2023; and
- Phase 6 (2024–2025) is to include fitness equipment and interpretive signage.

#### London/Steveston Additional Dog Off-Leash Engagement

In response to the referrals from the July 19, 2023, Parks, Recreation and Cultural Services Committee meeting, staff led an additional targeted community engagement process to seek further input on the London/Steveston dog off-leash area. In keeping with the referrals from Council, the intent of this engagement was to answer two key questions:

- 1. Is there still support for a permanent dog off-leash area at London/Steveston Park?
- 2. If so, is there support for completing the project at the current site, as identified in the Council-approved London/Steveston Park Concept Plan?

The community engagement process consisted of a Let's Talk Richmond (LTR) survey (open from Monday, September 25 to Sunday, October 22, 2023) and on-site open houses on Saturday, October 14, 2023, from 9:00 to 11:00 a.m., and Wednesday, October 18, 2023, from 5:00 to 7:00 p.m. These opportunities were promoted through a variety of means, including:

- An invitation to participate in the online survey and on-site open houses, delivered by mail to residents that live within approximately 500 metres or a 10-minute walk of London/Steveston Park;
- On-site signage; and
- Targeted social media ads throughout the survey period.

Hard copy surveys were made available at on-site open house events.

London/Steveston Dog Off-Leash Area Community Engagement Information Boards (Attachment 2) were posted on the LTR site, providing project background and context. Residents were invited to

complete an online survey to share input. Upon conclusion of the engagement period, 327 survey responses had been received.

#### Analysis

#### Community Engagement Results

A detailed summary of the community engagement results is provided in the London/Steveston Dog Off-Leash Area Survey Report (Attachment 3). Overall, 72.5 per cent of respondents indicated support for a permanent dog off-leash area at London/Steveston Park, 25.4 per cent indicated they did not support a permanent dog off-leash area and 2.1 per cent were undecided. From the 72.5 per cent of respondents who indicated support, 97.4 per cent also indicated support for completion of the dog off-leash area at its current location. The survey also provided respondents with the option to submit written comments. Of the comments received, 189 (69.7 per cent) were supportive of the current dog off-leash location, and 82 (30.2 per cent) were not.

For those who expressed support for a permanent dog off-leash area and completion at the current location, the following is a summary of comments received:

- A significant amount of money has been spent and work completed to date; it would be a waste of resources to cancel or relocate the project.
- The quality of work completed to date has been well received.
- There is already a lot of noise created from existing park uses, e.g., ball diamonds and sports fields, and a dog off-leash area is not anticipated to exceed these noise levels.
- The proposed location away from other park amenities accommodates visitors to the park who may be nervous around dogs.
- There are many dogs currently roaming off-leash in the park.
- There are no dog off-leash areas currently within walking distance; this would allow people to walk to an amenity that they are required to drive at present.
- The proposed location for the dog off-leash area is currently underutilized.
- The proposed dog off-leash area site is centrally located, and its proximity to the parking lot off Williams Road is beneficial.

For those who expressed a lack of support for the current location of the dog off-leash area, the following is a summary of comments received:

- The proposed dog off-leash area is too close to residential properties.
- The proposed dog off-leash area is too close to the playground.
- The proposed dog off-leash area will be noisy and adversely affect adjacent residents.
- The proposed dog off-leash area presents smell, hygiene and maintenance concerns.
- There are safety concerns about off-leash, aggressive dogs.
- The proposed location for the dog off-leash area has displaced previous uses of the space, e.g., grass volleyball, kite flying, etc.

#### Options for Completion of Dog Off-Leash Area

Based on feedback received during the fall 2023 London/Steveston dog off-leash area community engagement, staff reviewed the current dog off-leash area plan, previous Concept Plan engagement results and existing park amenities, and have developed four options as described below, for consideration by Council.

#### Option 1 – Adjust dog off-leash boundary and enhance buffer zone (recommended)

Option 1 is to adjust the dog off-leash boundary by moving the western fence line to the east by approximately seven metres; this would increase the distance from the dog park fence to residential property lines from approximately eight to 15 metres. This increased buffer zone will allow for additional measures to reduce visual and noise impacts on park users and adjacent residents by introducing a one-metre high berm and dense tree planting.

Within the enclosed dog off-leash areas, this option retains the same amount of available open space for dogs to run and play, however, shows a reduction in the perimeter mulch pathways and landscaped areas. Refer to the London/Steveston Dog Off-Leash Area – New Concept Plan that illustrates the proposed changes to the plan (Attachment 4).

In terms of cost, this option would require an increase in the project budget of up to 20 per cent or \$40K. This is due to the need to redo and shift portions of the sub-grade preparation work (e.g., excavation and drainage) that has already been completed. The additional funding could be made available from Parks General Development capital accounts, which have been previously approved by Council as part of the capital planning process.

Option 1 is recommended, as it will address local resident concerns related to proximity to residential properties and noise while meeting the needs of respondents who were supportive of the dog off-leash area and prospective site. While these adjustments will require some modifications to work completed to date, they do not significantly deviate from the original plan. With Council endorsement of the recommended option, work to complete the project will resume as weather allows, with completion anticipated in Q2 2024.

#### Option 2 – Status quo (not recommended)

Option 2 is to maintain the status quo and complete construction in accordance with the London/Steveston Dog Off-Leash Area – Original Concept Plan (Attachment 5). This option would fit within the original project budget of \$200K, which was approved by Council as part of the capital planning process (2020–2024). This option offers the most efficient and cost-effective path forward, allowing the City to leverage the scope of work that has been completed to date.

While feedback from the community engagement process indicates support for this approach, Option 2 is not recommended, as it would fail to address resident concerns related to proximity to residential properties and noise.

#### Option 3 – Cancel project and return site to its original condition (not recommended)

Option 3 is to cancel the project and utilize the remaining project funds (approximately \$100K) to return the site to its original condition. This option is not recommended, as it would fail to deliver a park amenity that residents identified as a priority during the community engagement period for development of the London/Steveston Park Final Concept Design (Attachment 1).

The results of the fall 2023 community engagement process also indicated strong support for a dog off-leash area in London/Steveston Park, in particular one within walking distance for local residents; cancellation of the project would fall short of meeting these expressed community desires. Capital funding secured for this project would be fully expended, and fail to provide a benefit to the community.

# Option 4 – Relocate dog off-leash area to 'Recreational Open Lawn' within London/Steveston Park (not recommended)

Option 4 is to relocate the dog off-leash area to the 'Recreational Open Lawn' space within London/Steveston Park. Given the layout of existing sports fields within London/Steveston Park, the only feasible alternative location is inside the paved walking trail circuit in the southwest portion of the park.

During the London/Steveston Park Final Concept Design community engagement process, residents expressed strong support for an open flexible green space for multi-use activities, games and sports. The large open space – identified as 'Recreational Open Lawn' in the London/Steveston Park Final Concept Design (Attachment 1) – was kept largely free of trees to serve this function.

Introducing a dog off-leash area to the 'Recreational Open Lawn' would displace this flexible space and the multi-use informal recreational activities it accommodates. Relocating the dog off-leash area and returning the current site to its original condition would incur significant costs and require an additional capital funding request (estimated at \$300K depending on specific siting).

For these reasons, this option is not recommended. Should Council choose and approve this option, an additional funding of \$300K from the Parks DCC and Capital Reserve (Revolving Fund) is required, and the Consolidated Five Year Financial Plan (2024-2028) would need to be amended accordingly. This would result in the cancellation or postponement of other DCC funded park projects such as playground renewals and park amenity components from larger projects.

#### **Financial Impact**

Should Option 1 be supported, the additional associated costs of up to \$40K could be made available from Parks General Development capital accounts, which have been previously approved by Council as part of the capital planning process.

#### Conclusion

In July 2023, following direction from Council, staff put the London/Steveston Dog Off-Leash Area construction project on hold to conduct additional community engagement that focused specifically on the details of the dog off-leash area. From September 25 to October 22, 2023, local residents were engaged via a Let's Talk Richmond survey and two on-site open houses. A total of 327 survey responses were received, and results indicated strong support for both a permanent dog off-leash area in London/Steveston Park and completion of the project at its current location, as identified in the London/Steveston Park Final Concept plan.

Staff recommend proceeding with Option 1, which addresses resident concerns related to proximity to residential properties and noise while allowing the City to leverage work that has been completed to date and finish the project using existing capital funds. With Council endorsement, construction will resume as weather allows, with completion anticipated in Q2 2024.

M

Jason Chan Manager, Parks Planning, Design and Construction (604-233-3341)

Kin He

Kevin Fraser Research Plamer 2 (604-233-3311)

Att. 1: London/Steveston Park Final Concept Design

- 2: London/Steveston Dog Off-Leash Area Community Engagement Information Boards
- 3: London/Steveston Dog Off-Leash Area Survey Report
- 4: London/Steveston Dog Off-Leash Area New Concept Plan
- 5: London/Steveston Dog Off-Leash Area Original Concept Plan



CNCL - 58

BENCHES / SEATING

TATIONS

PICNIC TABLES





**CNCL - 60** 

ss, including ball nd planting areas. y School.	ley Estate, connecting , tree planting, and an F-court. elopment. elopment. different priorities. The seeking to provide an ctical constraints and ar from you!		Richmond
London/Steveston Park ondon/Steveston Park diamonds, soccer fields, a basketball court, playground, passive recreation, al base of some of these amenities is shared with Steveston-London Secondar	<ul> <li>Phase 1 (2018) included new pathways to the north and south of Kings the park to No. 2 Rd.</li> <li>Phase 2 and 3 (2019-2020) included new pathways, rolling topography, updated playround.</li> <li>Phase 4 (2020-2021) included a multi-purpose plaza and basketball hall construction of the dog off-leash area represents the final phase of park dev Help us determine a path forward</li> <li>London/Steveston Park attracts a wide range of users that are likely to have of final outcome may not be a perfect solution for everyone, but City staff are sequitable solution that maximizes community benefits.</li> <li>By sharing your input, you can help us to devise an approach that meets pracommunity needs. If you live in the area and are a park user, we want to hea community to Williams Rd parking lot</li> <li>Froxinity to Williams Rd parking lot</li> <li>Cost effectiveness for existing project budget</li> <li>Follows Council-endorsed London/Steveston Final Design Concept</li> <li>Follows Council-endorsed London/Steveston Final Design Concept</li> <li>Follows Council-endorsed London/Steveston Final Design and/or footprint of off-leash are</li> </ul>	LEGEND LONDON/STEVESTON PARK (CITY-OWNED PROPERTY) CURRENT DOG OFF-LEASH AREA SITE	
3 SITE MAP			London/Steveston Dog Off-Leash Area Public Engagement September-October 2023

#### Attachment 3

# London/Steveston Dog Off-Leash Area Survey Report

#### SURVEY RESPONSE REPORT 23 September 2023 - 23 October 2023

PROJECT NAME: London/Steveston dog off-leash area

BANG THE TABLE engagementHQ.

**CNCL - 62** 



Q1 The following statement best describes me. I visit London/Steveston park:



Optional question (328 response(s), 2 skipped) Question type: Dropdown Question Q2 I typically visit London/Steveston Park by:



#### Q3 The following statement best describes me:



Q4 (If 'I am a dog owner' was selected) I regularly visit dog off-leash areas with my dog:





Optional question (19 response(s), 311 skipped) Question type: Dropdown Question





Optional question (153 response(s), 177 skipped) Question type: Checkbox Question Q6 The availability of nearby parking opportunities would influence my ability to visit a dog off-leash area at London/Steveston Park:



Question type: Radio Button Question





Optional question (327 response(s), 3 skipped) Question type: Checkbox Question Q8 I feel the following features are the most important for a successful dog off-leash area (select up to three):



Optional question (320 response(s), 10 skipped) Question type: Checkbox Question

**CNCL - 71** 

Q9 The following statement best describes me:



#### **Question options**

- I support the creation of a permanent dog off-leash area at London/Steveston Park
- l do not support the creation of a permanent dog off-leash area at London/Steveston Park
- I am undecided about the creation of a permanent dog off-leash area at London/Steveston Park

Optional question (327 response(s), 3 skipped) Question type: Dropdown Question
Q10 The following statement best describes me:



### **Question options**

- I support completion of the dog off-leash area at its current location in London/Steveston Park (as identified in the London/Steveston Park Final Concept Design)
- I do not support the dog off-leash area being constructed at its current location
- I am undecided about my preferred location for the dog off-leash area

Optional question (235 response(s), 95 skipped) Question type: Dropdown Question



# Q11 I heard about this engagement via: (check all that apply)

Optional question (323 response(s), 7 skipped) Question type: Checkbox Question Attachment 4





# 1m Tall Berm with Dense Tree Planting 1.5m Wide Buffer Planting (Grasses) **Drinking Fountain** Service Gate Bench (10)Ē 00 6 $( \black \blac$ Planting Area (Shrubs and Trees) Perimeter Pathway (Wood Fibre) Log/Boulder Edge Treatment Dog Run (Crushed Gravel) Double-gated Entrance Fenced Enclosure 6 5 2 -3 4



Attachment 5

London/Steveston Dog Off-Leash Area - Original Concept Plan



# **Drinking Fountain** Service Gate Bench 00 ා $\mathbb{P}$ Planting Area (Shrubs and Trees) Perimeter Pathway (Wood Fibre) Log/Boulder Edge Treatment Dog Run (Crushed Gravel) Double-gated Entrance Fenced Enclosure ٥ R 4 6 F (0)





CNCL - 78



Re:	Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses		
From:	Keith Miller Director, Recreation and Sport Services	File:	11-7125-01/2023-Vol 01
То:	Parks, Recreation and Cultural Services Committee	Date:	January 2, 2024

### **Staff Recommendation**

- That Contract 8239P Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses be awarded to L.I.T. Aquatics Ltd. for a three-year term for the projected contract value of \$1,449,000 exclusive of taxes, as described in the report titled, "Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses", dated January 2, 2024, from the Director, Recreation and Sport Services;
- That the Chief Administrative Officer and the General Manager, Community Services, be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of \$2,415,000 exclusive of taxes, as described in the report titled, "Award of Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses", dated January 2, 2024, from the Director, Recreation and Sport Services; and
- 3. That the Chief Administrative Officer and General Manager, Community Services, be authorized to execute the contract and all related documentation with L.I.T. Aquatics Ltd.

Keith Miller Director, Recreation and Sport Services (604-247-4475)

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Finance Department Purchasing	<b>I</b>	EG-5		
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		

# **Staff Report**

# Origin

Since 2005, Aquatic Services has provided advanced lifesaving, lifeguarding, and first-aid instructional and recertification courses (Advanced Aquatic Courses) in City of Richmond facilities through a revenue sharing contract with a third-party service provider. The five-year contract with the current service provider, L.I.T. Aquatics Ltd., will end in May 2024.

To engage qualified service providers and ensure competitive pricing for the provision of Advanced Aquatic Courses, a procurement process was undertaken. The purpose of this report is to provide a summary of the submission results and to seek Council's approval to enter into a new three-year contract (Contract 8239P) with L.I.T. Aquatics Ltd., with an option to renew for an additional two-year term.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant and Active Community:

6.1 Advance a variety of programs, services, and community amenities to support diverse needs and interests and activate the community.

This report supports the Recreation and Sport Strategy 2019-2024 Focus Area #6 Community Capacity Building:

6.6 Develop and implement career awareness, preparation and development strategies to attract and educate new leaders.

## Background

The City offers Advanced Aquatic Courses at two facilities, Minoru Centre for Active Living and Watermania, for individuals looking to pursue a career in aquatics. Through a revenue sharing contract, the courses are delivered by a third-party service provider with the specialized expertise and quantity of qualified personnel required to teach these specific types of courses. Seasonal registration for the Advanced Aquatic Courses is processed through the City's registration system. The service provider invoices the City for course-related supply costs as well as their share of net revenues. The balance of net revenues is retained by the City.

The City of Richmond continues to be a municipal leader in offering Advanced Aquatic Courses. By contracting with a third-party service provider, the City has been able to increase the number of Advanced Aquatic Course offerings by approximately 20 per cent, compared to pre-pandemic numbers. Over 2,500 individuals take part in these training courses annually, enabling the City to continue actively recruiting vital aquatics staff, such as Instructor/Lifeguards, Swimming Instructors and Aquatic Attendants, thus supporting an increase in the delivery of swimming - 3 -

### Public Request for Proposals Process

A Request for Proposals (RFP) 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses was posted to BC Bid on Thursday, October 19, 2023, and closed on Thursday, November 16, 2023. Four proposals were received including three complete submissions and one deemed incomplete as it did not respond to all requirements of the RFP.

### Proposal Evaluation

The Evaluation Committee, consisting of three City staff, undertook independent reviews of the three complete submissions. Proposals were scored and evaluated against pre-determined criteria that included:

- Corporate profiles and background;
- Project understanding;
- Methodology, workplan and schedule;
- Skills, expertise, and qualifications of personnel;
- Available resources and capacity to deliver the services; and
- Financial proposal, including value-added services and revenue sharing arrangement.

Based on the team's evaluation process, L.I.T. Aquatics Ltd.'s proposal received the highest overall score and was therefore ranked first out of the three complete submissions. A summary is provided in Table 1 below. Although their revenue sharing proposal was not the most profitable, L.I.T. Aquatics Ltd. offered a guaranteed annual minimum profit and is deemed to offer the best value to the City. They possess the resources and capacity required to deliver the volume of Advanced Aquatic Courses required by the City, and, most notably, their proposal demonstrated readiness and the ability to meet the timelines outlined in the RFP. L.I.T.

Ranking	Vendor Name	<b>RFP Score</b>
1	L.I.T. Aquatics Ltd.	81.80
2	ProSafe First Aid Training School Inc.	61.60
3	The Royal Life Saving Society Canada, British Columbia and Yukon Branch	58.00
4	Pacific First Aid	Disqualified

### Table 1: Evaluation Summary of RFP Submissions

L.I.T. Aquatics Ltd. has over 25 years of experience and provides services to a variety of Lower Mainland municipalities and businesses, including the City of Richmond since 2005. They are an industry leader with a solid reputation for providing high quality courses and have access to a large pool of highly qualified instructors in order to fulfill all required programming.

## Financial Analysis

The City's contract with the service provider is a variable revenue sharing agreement whereby each party receives an agreed upon percentage of net revenues from the course registration fees collected by the City. Net revenues are determined after deducting program supply costs, including course manuals and exam fees, that are paid directly to the service provider.

In 2023, Advanced Aquatic Course offerings were maximized and yielded high registration numbers. A similar volume of courses are being planned over the next year; therefore, the City's projected share of net revenues from Contract 8239P has remained steady in the 2024 Operating Budget. After paying the service provider for supply costs and their share of net revenues, the City is anticipated to retain approximately \$300,000 over the initial three-year term, and \$500,000 over the maximum five-year term, should the City choose to execute the optional two-year contract extension. Actual net revenues may fluctuate based on factors such as registration numbers and potential changes to course registration fees.

The projected total cost for Contract 8239P is outlined in Table 2 below, estimated at \$1,449,000 for the initial three-year term and \$2,415,000 for the maximum five-year term. A 15 per cent contingency has been included to allow for growth in Advanced Aquatic Course offerings over the contract term and, therefore, a potential increase in the service provider's supply costs and share of net revenues.

Contract Year	Projected Total Cost <sup>1</sup>
Year 1 (April 1, 2024 – March 31, 2025)	\$420,000
Year 2 (April 1, 2025 – March 31, 2026)	\$420,000
Year 3 (April 1, 2026 – March 31, 2027)	\$420,000
Contingency 15%	\$189,000
Subtotal: Initial Three-Year Term	\$1,449,000
Optional Year 4 (April 1, 2027 – March 31, 2028)	\$420,000
Optional Year 5 (April 1, 2028 – March 31, 2029)	\$420,000
Contingency 15%	\$126,000
Subtotal: Two-Year Extension	\$966,000
Total	\$2,415,000

# Table 2: Projected Total Cost for Contract 8239P (2024 - 2029)

<sup>&</sup>lt;sup>1</sup> Includes supply costs and service provider's share of net revenues

# **Financial Impact**

Contract 8239P is a variable revenue sharing agreement that includes a guaranteed annual minimum profit to the City. The execution of this contract is estimated to result in net revenue of approximately \$300,000 over the initial three-year term and \$500,000 over the maximum five-year term. The estimated cost to award Contract 8239P to L.I.T. Aquatics Ltd. to deliver the Advanced Aquatic Courses is \$1,449,000 for an initial three-year term, and up to a maximum of \$2,415,000 for the maximum five-year term.

Actual net revenues and costs to the City are contingent on registration revenues received for the Advanced Aquatic Courses offered.

Funding is available within the City's Operating Budget and Consolidated Five Year Financial Plan.

## Conclusion

This report requests approval from Council to award Contract 8239P – Delivery of Advanced Lifeguarding, Lifesaving and First Aid Instructional and Recertification Courses to L.I.T. Aquatics Ltd. for an initial three-year term, with the option to renew for an additional two-year term. L.I.T. Aquatics Ltd.'s proposal resulted in the highest overall score, and represents the best value to the City in terms of revenue sharing, experience and capacity to deliver Advanced Aquatic Courses to the residents of Richmond and beyond. Offering these courses from the City's aquatics facilities provides several benefits, such as providing opportunities for more individuals to become qualified Swimming Instructors, Aquatic Attedants and Instructor/Lifeguards.

Kirsten Close Manager, Aquatics and Community Wellness (604-238-8041)



Re:	First Nations Bunkhouse Interpretive Program a	nd Leve	l of Service
	Martin Younis, B. Eng., M. Eng. Director, Facilities and Project Development		
From:	Marie Fenwick Director, Arts, Culture and Heritage Services	File:	11-7141-01/2023-Vol 01
То:	Parks, Recreation and Cultural Services Committee	Date:	January 9, 2024

### **Staff Recommendation**

That the First Nations Bunkhouse Interpretive Program and Level of Service as detailed in the staff report titled "First Nations Bunkhouse Interpretive Program and Level of Service", dated January 9, 2024, from the Director, Arts, Culture and Heritage Services and Director, Facilities and Project Development be approved.

M Fenvick Marie Fenwick

Marie Fenwick Director, Arts, Culture and Heritage Services (604-276-4288)

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Martin Younis, B. Eng., M. Eng. Director, Facilities and Project Development (604-204-8501)

Att. 6

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Finance Department Parks Services	2 2	EJ-5		
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		
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### Staff Report

### Origin

On February 28, 2021, Council endorsed a program plan to guide future planning and a capital submission for the First Nations Bunkhouse as detailed in the staff report titled "First Nations Bunkhouse Program Plan," dated October 14, 2020, from the Director, Arts, Culture and Heritage Services to guide future planning and a capital submission for the First Nations Bunkhouse.

On December 11, 2023, Council approved \$6.5 M in capital funding to construct a replica First Nations Bunkhouse building as part of the 2024 budget process.

The purpose of this report is to provide information, including capital costing for the facility construction, and to seek Council approval of the interpretive program and the associated service level for the First Nations Bunkhouse.

This report also responds to the January 30, 2018, referral from Parks, Recreation, and Cultural Services Committee:

That staff examine removing the caretaker suite from Point House at Britannia Shipyards National Historic Site and install exhibits and display First Nations' stories and report back.

This report also responds to the January 26, 2021, referral from Parks, Recreation, and Cultural Services Committee:

That staff be directed to investigate the inclusion of First Nations welcoming totems at the front of the building.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.5 Enhance and preserve arts and heritage assets in the community.

This report supports the *Steveston Heritage Sites Interpretive Framework*, endorsed by Council on November 14, 2023, which identified the following interpretive goals for the Britannia Shipyards:

- Create authentic and immersive experiences of the daily life of the people who worked in West Coast fishing and boatbuilding;
- Foster greater understanding of the cultural diversity of people that supported West Coast fishing and boatbuilding;
- Encourage discovery of the complex workings of West Coast fishing and boatbuilding industry; and
- Inspire connections to and stewardship of West Coast maritime heritage and Fraser River.

The *Steveston Heritage Sites Interpretive Framework* identified interpretation of Indigenous Peoples in Steveston as a gap in the stories currently shared at the heritage sites in Steveston.

This report supports the following objectives set out in the Richmond Cultural Harmony Plan:

Strategic Direction #1: Intercultural Connections

- 1.1 Continue to recognize and celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events.
- 1.2 Develop and implement a neighbourhood approach to facilitating positive intercultural exchange and understanding between Richmond's diverse cultural communities, such as community-based dialogues, storytelling, and sharing of art, food, and music.

Strategic Direction #5: Programs and Services

5.4 Strengthen relationships with various cultural and ethnic communities in order to integrate their arts, cultural and heritage practices into the City's programs and events.

### Analysis

### Background

The building currently referred to as the First Nations Bunkhouse at the Britannia Shipyards National Historic Site (Britannia Shipyards) is a place of historical significance and is one of the site's last buildings to be made operational (Attachment 1).

The building was constructed in the 1890s and it is believed to be the only structure of its kind remaining on the BC coast. In the *1991 Agenda Paper* produced by the Historic Sites and Monuments Board of Canada, the building was considered of significant heritage value. The Statement of Significance indicates, "...the First Nations Bunkhouse is important for its historical, aesthetic, cultural, and social values, particularly for its association with First Nations working in the fishing and canning industries" (Attachment 2).

Measuring 31' x 116', the building provides approximately 3,300 square feet of usable space. It originally had a cedar shingle roof, plank flooring inside, eight small square windows, and one central doorway on the south face. The character defining elements of the building include:

- Simple rectangular building form and horizontal massing;
- Gable roof with wood shingle and remnants of wood gutters;
- Weathered vertical board and batten cedar siding on the exterior;
- Wood door; and
- Visible indication of former window and door openings.

Like many buildings used in the fishing and canning industries, the First Nations Bunkhouse had multiple functions over the years. Due to its resemblance to Indigenous housing at other BC canneries and similarities to traditional Indigenous dwellings, it is believed this building was originally built by a cannery company as a residence for Indigenous seasonal workers

(Attachment 3). It is likely the building was used by Indigenous groups from a variety of coastal communities in BC who came to the Steveston area to support cannery operations in the late 19th and early 20th centuries.

The original location of the building was on a slough farther inland in Steveston. In the late 1940s, the Anglo-British Columbia Packing Company relocated the building to the Britannia Shipyards site, to support its Phoenix Cannery operations. After its relocation and during its remaining years of operation, the building was used for gear and net storage.

Currently, the structure is heavily deteriorated, with temporary measures having been previously implemented to stabilize the structure from collapse. The building is not safe to occupy and is surrounded by a chain link fence to ensure public safety.

To support the conservation/reconstruction and future interpretation of the building, an investigation of the historical background and reconstruction options was undertaken throughout 2023. This work included a research report by heritage architect, Don Luxton, investigating the building's history and construction. A structural feasibility assessment was done by a structural engineer and constructability analysis by a Construction Management firm to see if conserving the building was possible. Findings indicated that the current structure is not salvageable without exposing the project to unreasonable risks. It was concluded that the construction of a replica is the best approach.

#### Facility Construction

On December 11, 2023, Council approved the 2024 capital budget which included \$6.5 M for the construction of a like-for-like replica of the First Nations Bunkhouse which honours the character-defining elements outlined above. Included in the capital costs are:

- Deconstruction of the existing building and salvage what is possible of the materials;
- Construction of a replica building;
- Interior fit out including interpretive exhibits and furniture, fixtures and equipment required to deliver the proposed program;
- New exterior landscaping to support programming; and
- Funds for planning and engagement with Indigenous communities.

### Reconstruction

The replica will be constructed utilizing a similar methodology to the existing building, consisting of a modern structural framework and clad in materials matching the original building. It will have the same dimensions and exterior aesthetic as the original building. As much of the original building materials as possible will be salvaged for reuse.

Since the original First Nations Bunkhouse was not built as a traditional Indigenous structure, staff do not recommend incorporating a house post or welcome figure into the building's construction. Background on the cultural significance of house posts and welcome totems is provided in Attachment 4.

### **Building Fit Out and Landscaping**

To support the future program, the new building will include climate-controlled washrooms, a kitchenette, and storage. The remainder of the building would remain uninsulated with spot heating to provide a truer interpretive experience of the space similar to what is found elsewhere at Britannia Shipyards.

Approximately 2,000 square feet of the overall 3,300 square feet will be used for exhibits. This space will include both museum-style displays as well as re-created historical displays, providing flexibility to tell Indigenous stories in a variety of methods. This style of exhibit is in keeping with the other displays at Britannia Shipyards and may include a mix of the following elements:

- artifact cases;
- audio/visual elements;
- digital displays;
- custom made props;
- text panels; and
- re-created living quarters offering visitors a glimpse into the life of the buildings original occupants.

By utilizing a range of display methods, the exhibit will support telling the stories of how the original building was used and the people who used it, as well as the broader context of Indigenous peoples and the fishing industry. Attachment 5 provides a sample floor plan with reference images of exhibit elements.

New landscaping elements, including native plantings, will support displays and programming related to Indigenous cultural heritage to the west of the building. Attachment 6 provides a concept of what this may look like. The creation of this space will allow flow between the interior and exterior of the building similar to its historical use. This space would be one of the first impressions of Britannia Shipyards that visitors have upon arrival.

The other location where Indigenous stories are currently told at Britannia Shipyards is the Point House. The Point House currently provides both exhibition space and a caretaker's suite. At this time staff do not recommend altering the interpretive displays or removing the caretaker's suite. The caretaker actively provides valuable services to the site including a presence during early morning, evening and overnight times that enhances site security, prevents property misuse, and supports after hour rentals. The stories told in the Point House can be considered as part of the engagement done with Musqueam for the First Nations Bunkhouse. Should the outcome of this engagement recommend changes to the exhibits in the Point House, this can be done at a future time in a manner complementary to the stories told in the First Nations Bunkhouse.

### Proposed Interpretive Program

The proposed program for the future First Nations Bunkhouse is to interpret Indigenous stories through exhibits and programming. This interpretation will create a broader understanding of Indigenous cultural heritage by sharing the lived experiences of those working in Steveston's fishing industry and the impact of colonization by the fishing industry on local Indigenous communities with visitors to Britannia Shipyards. This robust interpretive program will honour the spirit of the Truth and Reconciliation Commission's Calls to Action by shedding light on the

seldom-told stories of First Nations and the fishing industry and by telling these stories through words of First Nations peoples. Sharing these stories will help the public better understand the systemic racism found within Canada's fishing industry and the resulting displacement from the industry's growth.

In-person interpretative programming can help bring to life these sensitive stories, facilitate hands-on experiences for public, and give visitors an opportunity to interact with locals to have their questions answered. Having a person available to speak with visitors is shown to greatly improve a visitor's experience of a museum or heritage site. For public programming, which would serve both local residents and visitors, staff would provide in-person interpretation to general visitors during the Britannia Shipyards' high season (Victoria Day to Labour Day) and for occasions such as National Indigenous Peoples Day. Prior to the completion of permanent exhibits, which is expected to take several years, in-person programming would be the primary method of interpretation offered in the First Nations Bunkhouse. Programming will include a variety of different activities for both residents and visitors, such as:

- Curriculum-linked school programs;
- Guided tours;
- In-situ interpretation;
- Demonstrations or workshops;
- Story-telling or performances; and
- Special/Seasonal programs, including National Indigenous Peoples Day.

### Level of Service

The development and delivery of each of these type of programs requires special skills and attention to ensure they are done in a purposeful and respectful way. To effectively deliver new in-person interpretive programming in this new facility, additional staff will be required. Currently, Britannia Shipyards has 0.5 FTE budget for a School Program Coordinator.

The staff required to support this level of service includes:

- RFT Educational Program Coordinator;
- RFT Community Facilities Programmer; and
- Heritage Interpreter auxiliary hours.

The First Nations Bunkhouse is part of the overall operation of Britannia Shipyards. The site is open to the public February to December each year, with longer hours during the summer season. The First Nations Bunkhouse will be the ninth building at the Britannia Shipyards to open to the public. As such, existing site operations will support the general administration, marketing and promotion, and space rentals for the First Nations Bunkhouse.

Council approved an Operating Budget Impact (OBI) of \$185,824 for the First Nations Bunkhouse facility as part of the 2024 capital budget. The on-going costs and revenues for the proposed interpretive program are outlined in Table 1.

	Base Facility	School Programming	Public Programming	TOTAL
Revenue	\$1,620	\$7,350	\$12,400	\$21,370
Expense	\$43,838	\$58,388	\$104,968	\$207,194
Net Cost	\$42,218	\$51,038	\$92,568	\$185,824

Table 1: Operating Budget Impact (OBI)

The annual base facility cost (without any program) of \$42,218 includes utilities, cleaning, security, Wi-Fi, building maintenance, and maintenance of new park infrastructure. The total OBI includes staffing costs for the proposed interpretive program.

The benefits of the proposed First Nations Bunkhouse Interpretive Program include advancing Truth and Reconciliation in Richmond, filling a gap in the interpretive stories and programs offered at the heritage sites in Steveston, offering teachers the opportunity to enhance their teaching of Indigenous cultural heritage and supporting tourism destination development by offering new experiences related to Indigenous cultural heritage.

### Next Steps

Should Council approve the interpretive program and service level as outlined, staff will move forward with the project as outlined below.

## Engagement

As outlined in the October 14, 2020 report, "First Nations Bunkhouse Program Plan," detailed planning on the interpretive program will be done in collaboration with Indigenous knowledge keepers. Preliminary engagement with the Musqueam Indian Band around the First Nations Bunkhouse began in 2018 and Musqueam representatives have expressed an interest in participating in the development of interpretation in this space. Staff have informed Musqueam of the status of the project and will continue to seek their input. Staff will also engage with the many Indigenous communities who historically came to Steveston to participate in the fishing industry to provide an opportunity for them to share their stories.

Local community groups will also be invited to participate in further program development. The Britannia Shipyards National Historic Site Society has been informed of the project and will be given the opportunity to provide regular input as the development of the interpretive program takes shape. Additionally, representatives from the Gulf of Georgia Cannery Society, Richmond School District No. 38, Tourism Richmond, and the Richmond Intercultural Advisory Committee will be offered an opportunity to provide input. Additional groups may be identified through the planning process.

Engagement with all of the identified groups will begin in 2024.

### **Planning and Design**

Detailed design for the construction of a replica will take place in 2024. These designs will be part of a future Heritage Alteration Permit. Deconstruction and construction will be coordinated

with the ongoing structural and envelope renewals in the Seine Net Loft and Shipyard Building which is scheduled for late 2025 with completion anticipated in early 2027.

Following initial engagement with Indigenous communities, concept designs for the interpretive program will be developed with input from the communities who wish to participate. This process will include concepts for exhibits, landscaping and programming.

Staff will continue to look for grant opportunities to support the development and implementation of exhibits and programming in the First Nations Bunkhouse.

### **Financial Impact**

None.

### Conclusion

The First Nations Bunkhouse is an important part of the Britannia Shipyards National Historic Site and is deemed to have significant heritage value due to its age and uniqueness. The construction of a replica building with surrounding landscaping will help complete the experience of Britannia Shipyards and support important interpretation of Indigenous Peoples. This report seeks Council approval of the interpretive program and level of service to serve schools and the general public as outlined to enhance the visitors' experience of the First Nations Bunkhouse and help achieve the goals of Truth and Reconciliation.

Wheen Clarke

Rebecca Clarke Manager, Museum and Heritage Services (604-247-8330)

Mile Racic Manager, Capital Buildings Project Development (604-247-4655)

### Att. 1: Current Image of the First Nations Bunkhouse

- 2: Statement of Significance for the First Nations Bunkhouse
- 3: Archival photo of Indigenous cannery dwelling
- 4: Background on house posts and welcome figures
- 5: Concept floor plan with reference images
- 6: Concept landscape plan



# Current Image of the First Nations Bunkhouse

First Nations Bunkhouse at Britannia Shipyards National Historic Site, 2021

### First Nations Bunkhouse Britannia Heritage Shipyard National Historic Site Statement of Significance c.1895 5180 Westwater Drive, Richmond, BC

#### Description

The First Nations Bunkhouse is a one-storey, long, narrow wooden structure with a gable roof, wood gutters and board and batten siding, situated north of and parallel to the boardwalk at Britannia Shipyard.

The First Nations Bunkhouse is part of Britannia Heritage Shipyard National Historic site, which was declared a National Historic Site in 1991and opened as a city park in 1995.



Waterworks Atlas Map showing the original location of the First Nations Bunkhouse on the Phoenix Cannery property, 1936. (Richmond Archives 1997-15-9)



#### Values

The First Nations Bunkhouse is important for its historical, aesthetic, cultural and social values, particularly for its association with First Nations working in the fishing and canning industries, and for its potential to interpret this history.

The First Nations Bunkhouse is important for its early construction date, around 1895, as a dwelling for First Nations workers employed by the Phoenix Cannery, and as a rare example of this type of communal dwelling, likely the last surviving First Nations residence associated with the Steveston canneries.

The First Nations Bunkhouse is significant for its association with First Nations working in the fishing and canning industries, where they initially comprised the majority of the work force. Traveling by canoe

First People's House, Britannia Heritage Shipyard Statement of Significance

First Nations Bunkhouse early in the season from areas up and down the BC coast, First Nations Statement of Significance followed a seasonal work pattern that brought them to the canneries, to farm fields, and back to their traditional territory in the winter off-season. First Nations men were fishermen, while Native women were sought for constructing and mending nets and working on the salmon canning lines.

> Accommodation according to racial divisions was part of life in the canneries, and this is reflected at Britannia. Canneries had separate living guarters for First Nations, Japanese, Chinese and Europeans. As with many in the work force, First Nations cannery workers lived communally, first in village sites and later in housing provided by the canneries.

Considered to have a similar appearance to First Nations longhouses, the building form is important for its ability to communicate the communal living conditions and lifestyle common to First Nations, seen in its long, low rectangular form with evidence of multiple door and window openings. First Nations huts had openings for indoor fire ventilation and smokehouses for salmon and eulachons. Constructed of common materials including vertical red cedar board and batten siding and originally secured with square cut iron nails, the building is rare and intact example of First Nations cannery housing.

Ongoing relocation and re-purposing of buildings was common in the fishing and canning industry. The First Nations bunkhouse was originally located on pilings further north along the main dyke, near a previously existing slough, and later used for net storage. Some time between 1942 and 1946, it was moved forward to its present location.

The structure is an integral part of the Britannia site as it helps to tell the complete story of the fishing industry on the west coast.

### **Character-defining Elements**

Site and setting

Location north of and parallel to the historical boardwalk •

Building

- Remnant of original building cluster pattern
- Simple rectangular building form and horizontal massing
- Gable roof with wood shingle and remnants of wood gutters
- Weathered vertical board and batten siding on the exterior
- Wood door
- Visible indication of former window and door openings

Intangible cultural features

Oral histories

### Britannia Shipyard Selected References Statement of Significance

Bannister, Marie and Marilyn Clayton, eds. *Steambox, Boardwalks, Belts and Ways: Stories from Britannia.* City of Richmond, 1992.

Christopher Phillips and Associates. *Britannia Heritage Shipyard Park Concept Plan.* 1993.

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Miller, Gerry. Oral History Interview July 17 and September 24 1991.

Meggs, Geoff and Duncan Stacey. *Cork Lines and Canning Lines.* Vancouver: Douglas & McIntyre, 1992.

Reid, David J. *The Development of the Fraser River Salmon Canning Industry, 1885 to 1913.* Federal Department of the Environment, 1973.

Robert Lemon Architecture and Preservation and Judy Oberlander Preservation Consultant. *Britannia Documentation Summary Report.* City of Richmond, 1989.

Ross, Leslie. *Richmond, Child of the Fraser.* Richmond BC: Richmond '79 Centennial Society, 1979.

Stacey, Duncan. *Salmonopolis: The Steveston Story.* Madeira Park, B.C.: Harbour Publishing, 1994.

Stacey, Duncan. *Steveston's Cannery Channel: A Social History of the Fishing Community.* Corporation of the Township of Richmond, 1986.

Steveston Recollections: The History of a Village. http://www. museevirtuel-virtualmuseum.ca

Steveston Museum. http://www.steveston.bc.ca/online/museum.html

Yesaki, Mitsuo. *Steveston Cannery Row: An Illustrated History.* Richmond BC: Lulu Island Printing, 1998.



Archival photo of Indigenous cannery dwelling

Indigenous housing at Star Cannery in Steveston, circa 1900

### **Background on House Posts and Welcome Figures**

While the First Nations Bunkhouse is believed to have served as a residence for Indigenous Peoples who worked for the canneries during the summer season, it cannot be considered a traditional Indigenous living space, such as a "longhouse". These traditional residences are central elements of Indigenous communities and are built as lasting structures for specific family clans or communal use. House posts are sacred poles carrying the crest images belonging to the heads of a House and are typical elements at the entrance to longhouses. Longhouses and house posts play an important role in First Nations cultural heritage, not only to provide shelter, but as a means of preserving and passing along traditional knowledge and practices and recognizing family ancestry.

A "welcome post" or "welcome figure" is generally a single, larger-than-life carved human figure that often stands at an arrival point (traditionally near the beach) in Northwest Coast communities to welcome visitors. These posts are stand-alone figures and not incorporated into a building structure.



Musqueam welcome figures at YVR, 1996 (YVR)



Musqueam poles and new house, 1915 (BC Archives)





Studio**HuB** architects 1725 W Third Avenue Vameouver, BC V6J 1K7 T. 604.738.0201













Re:	Award of Contract 8259P – IT Security - Extended (XDR)	d Detect	ion and Response
From:	Grant Fengstad Director, Information Technology	File:	04-1300-01/2023-Vol 01
То:	General Purposes Committee	Date:	January 2, 2024

### **Staff Recommendation**

- That contract 8259P Extended Detection and Response (XDR) solution be awarded to Optiv Canada for an aggregate value of \$534.813.30, exclusive of taxes for an initial contract term of three years, which includes an option to extend with the value of \$478,376.50 at the end of the initial term for a further three years as described in the report titled "Award of Contract 8259P – IT Security - Extended Detection and Response (XDR)" dated January 2, 2024 from the Director, Information Technology; and
- That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to extend the initial three-year term up to the maximum total term of six years as described in the report "Award of Contract 8259P – IT Security -Extended Detection and Response (XDR)," dated January 2, 2024, from the Director, Information Technology; and
- 3. That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract amendment and all related documentation with Optiv Canada over the six-year term.

Grant Fengstad Director, Information Technology (604-276-4096)

REPORT CONCURRENCE				
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SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		
	CJ	Jevena		

# **Staff Report**

# Origin

In 2014, the City was a participant in the Province of British Columbia ("Province") corporate supply agreement #CS-000810 ("CSA") for Computer Anti-malware Software and Services. This agreement allowed the City to purchase antivirus end-point security protections at the same terms and pricing as the Province. This CSA expired on April 1, 2022, and the Province did not extend this contract.

The rapidly changing security landscape has resulted in newer technologies being created to mitigate and protect organizational assets. Within the Information Technology workplan for 2023, it was identified to research newer options to improve the security protocols for the City.

The most common way for external cyber criminals to gain access to any organization is through the endpoint devices (desktops, laptops) that are in use. Traditionally, these devices were primarily targeted by cyber criminals to infect an organization with viruses and worms which would encrypt and hold data ransom (ransomware). Cyber threats have become increasingly complex with actions now involving remote breaches and account impersonations. Traditional anti-virus solutions can no longer address these increasingly sophisticated threats.

Staff are recommending to install a next-generation extended detection and response (XDR) solution to protect the City's devices and network. XDR solutions extend the capability of traditional anti-virus solutions by using machine learning and artificial intelligence to provide enhanced capabilities to respond to cybersecurity threats across endpoints on a network. Additionally, staff are recommending a managed service which would have the awarded vendor provide 7 day a week / 24 hour a day active monitoring of the security state for all devices. Failing to implement this next-generation solution would introduce greater risk that the City would become compromised in the future.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

*Community safety and preparedness through effective planning, strategic partnerships and proactive programs.* 

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.2 Seek improvements and efficiencies in all aspects of City business.

# Analysis

# Procurement Process

A Request for Proposals 8259P - Extended Detection and Response (XDR) Solution was posted to BC Bid on September 13, 2023.

The following describes the full scope of services that are required by the City.

The solution will enable real-time monitoring of all computers on the City's network using advanced heuristics, algorithms and artificial intelligence. The monitor specifically will look for any activities that may be indicators of compromise and automatically isolate and quarantine devices and prevent infection to other computers. Extended Detection and Response (XDR) is an advanced, next generation solution for end-point device management and is critical in the toolkit for cybersecurity management.

# Review Process

The City received the following nine (9) proposals by the submission deadline on October 10, 2023:

City staff evaluated proposals against the following criteria:

- Financial proposals (35%)
- Ability to meet technical requirements (30%)
- Program Approach and Implementation (25%)
- Corporate background and proposed team (10%)

Table 1 - Vendor Responses

Company	Financial Proposals	Proposal Score out of 100
Optiv Canada ("Optiv")	\$534,813.30	67.25
GlassHouse Systems Inc	\$598,588.98	60.36
Cynamics	\$198,000.00	58.33
Compugen	\$291,228.83	57.96
iON United	\$779,074.00	Over budget
Blueshift Cybersecurity Inc	\$950,110.00	Over budget
CDW Canada Corporation	\$976,700.47	Over budget
MarcViews Network	\$6,256,782.00	Over budget
Information Stream Solution	\$6,408,532.00	Over budget

\*Does not include applicable taxes

Proposals submitted by iON United, Blueshift Cybersecurity, CDW Canada Corporation, MarcViews Network and Information Stream Solution were reviewed; however due to budgetary considerations, they were not given any further review.

- The proposal submitted by Optiv received the highest overall score. Optiv's proposed XDR Solution met all of the City's technical requirements and their response outlined a comprehensive methodology for the provisioning of the Solution including qualified resources to support the product and deliver the Managed Services offered.
- GlassHouse Systems, Inc. received the second highest evaluation score but did not demonstrate relevant experience with past engagements where an XDR solution was implemented. Additionally, they quoted the highest year over year escalation fees of 6% per year.

- Cynamics received the third highest score but did not offer a managed services option. There was limited public information available on the company, beyond that it was established in 2019 as an AI-driven Network Detection and Response start-up.
- The proposal received from Compugen was considered however their financial proposal did not include the cost of either managed or value add services. In addition, the proposed solution had some technical limitations.

# **Financial Impact**

The contracted value is within the Council approved operating budget for Information Technology.

Description	Costs
Professional services fees (implementation cost)	\$56,436.80
Subscription cost – three year term	\$280,911.00
Managed services cost – three year term	\$197,465.50
Total contract value	\$534,813.30
PST on contracted services	\$37,436.93
Total Awarded Value	\$572,250.23

The City has the option to renew the contract for an additional 36 months under the same terms and conditions.

# Conclusion

The proposal submitted by Optiv Canada ("Optiv") having received the best overall score, based on corporate background, implementation, technical requirements and cost. Staff recommend the submission by Optiv to be awarded by Council as it represents the best value to the City.

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Angela Deer, B. Sc, MBA, PMP Manager, IT Compl and Project Deliv (604-276-4252)

AED:gf



	Director, Finance		01
From:	Mike Ching, CPA, CMA Director, Finance	File:	03-0900-01/2023-Vol 01
То:	Finance Committee	Date:	January 5, 2024

# Staff Recommendation

That Revenue Anticipation Borrowing (2024) Bylaw No. 10532 be introduced and given first, second and third readings.

Mike Ching, CPA, CMA Director, Finance (604-276-4137)

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Law		- AR		
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		

# Staff Report

# Origin

The City of Richmond (the City) maintains a credit facility agreement with its bank, which includes: (i) \$15,000,000 in standby letters of credit, demand promissory notes or bank overdraft; (ii) \$4,500,000 in leasing lines of credit; and (iii) \$2,000,000 in commercial card credit facility. The purpose of this report is to seek Council's approval and authorization of the proposed Revenue Anticipation Borrowing (2024) Bylaw No. 10532.

This bylaw requires annual review and adoption in accordance with Section 177 of the *Community Charter*.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.1 Ensure effective financial planning to support a sustainable future for the City.

# Analysis

The City continues to maintain a sound financial position with access to cash and liquid investments to meet its financial obligations. Consistent with ongoing practice, it is prudent for the City to maintain an adequate level of credit facility as a contingency plan in the event that the City requires bridge funding to meet current lawful expenditures and obligations.

The credit facilities were created only as safety measures and were never utilized, except for the commercial credit card facility that is always repaid monthly without any interests.

# The City's Credit Facility Agreement

# \$15,000,000 Standby Letters of Credits/Demand Promissory Notes/Bank Overdraft

- The purpose of the operating line of credit is to ensure that the City has a secondary source of credit in place to protect its bank accounts from the unlikely event of going into an overdraft position.
- Staff regularly monitor the City's cash flow position to prevent the possibility of having to draw down on the credit facility. The credit facility has never been utilized by the City.

# \$4,500,000 Leasing Lines of Credit

• The purpose of the leasing lines of credit is to ensure that a leasing facility is available in the event it is required.

# \$2,000,000 Commercial Credit Card Facility

• The purpose of the commercial credit card facility is to provide a convenient and costeffective method of procuring and paying for low value goods and services.
The credit facilities are offered to the City by its bank at no charge unless they are being drawn upon. The following table summarizes the interest rates under the City's existing credit facility agreement:

	Operating Lines of Credit	Leasing Lines of Credit	Commercial Credit Card
Interest Rate	Scotiabank's prime lending rate minus 0.50%	Scotiabank's prime lending rate or leasing base rate plus 0.60%	Scotiabank's prime lending rate plus 12%
Grace Period	None	None	3 days after statement date

The current bank's prime lending rate at the time of this report is 7.20%.

# Proposed Revenue Anticipation Borrowing (2024) Bylaw No.10532

The proposed Revenue Anticipation Borrowing (2024) Bylaw No.10532 does not automatically result in any borrowing upon adoption.

The purpose of maintaining these credit facilities is to ensure that they will be available in the event that funds are required to meet short-term operational cash flow needs. Should any of these credit facilities be utilized resulting in the City incurring interest charges for a consecutive period of more than two weeks, staff will prepare a memo to inform Council of such financial activity.

The Revenue Anticipation Borrowing Bylaw is required to be adopted annually by Council. There was no change to the credit facility arrangement since it was last adopted in 2023. Credit facility arrangements are reviewed with the bank at least once a year to evaluate the City's credit needs in determining the optimal level of credit facility balances to maintain.

# **Financial Impact**

None.

# Conclusion

Staff recommend that the Revenue Anticipation Borrowing (2024) Bylaw No. 10532 be introduced and given first, second and third readings.

Venus Ngan, CPA, CA Manager, Treasury and Financial Services (604-276-4217)

Att. Revenue Anticipation Borrowing (2024) Bylaw No. 10532



# **REVENUE ANTICIPATION BORROWING (2024) BYLAW NO. 10532**

The Council of the City of Richmond enacts as follows:

- 1. Council shall be and is hereby empowered and authorized to borrow upon the credit of the City, from a financial institution, a sum not exceeding \$21,500,000 at such times as may be required.
- The form of obligation to be given as acknowledgement of the liability shall be \$15,000,000 in the form of standby letters of credit, demand promissory notes or bank overdraft, \$4,500,000 in the form of leasing lines of credit, and \$2,000,000 in the form of commercial credit card facility.
- 3. All unpaid taxes and the taxes of the current year (2024) when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.
- 4. Revenue Anticipation Borrowing (2023) Bylaw No. 10445 is hereby repealed.
- 5. This Bylaw is cited as "Revenue Anticipation Borrowing (2024) Bylaw No. 10532".

FIRST READING		TTY OF
SECOND READING	AP for c or	PROVED contant by iginating dept.
THIRD READING		LN .
ADOPTED	for by	r legality Solicitor
	B	RB

MAYOR

CORPORATE OFFICER



То:	Planning Committee	Date:	January 9, 2024
From:	John Hopkins Director, Policy Planning	File:	01-0100-30-ACEN1- 01/2023-Vol 01
Re:	Richmond Advisory Committee on the Environm 2024 Work Program	ent 2023	Annual Report and

#### **Staff Recommendation**

That the Richmond Advisory Committee on the Environment's 2023 Annual Report and 2024 Work Program, as presented in the staff report titled "Richmond Advisory Committee on the Environment 2023 Annual Report and 2024 Work Program" dated January 9, 2024, from the Director of Policy Planning, be approved.

John Hopkins Director, Policy Planning (604-276-4279)

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REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Sustainability and District Energy Parks Services	N N	be Erceg		
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		

# Staff Report

# Origin

The role of the Advisory Committee on the Environment (ACE) is to provide advice to Council on environmental issues of concern to the community and receive information and offer feedback on City initiatives and projects in support of the City's sustainability goals and objectives.

This report supports Council's Strategic Plan 2022-2026 Strategy #2 Strategic and Sustainable Community Growth:

1.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the City.

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the city.

This report supports Council's Strategic Plan 2022-2026 Strategy #5 A Leader in Environmental Sustainability:

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

5.2 Support the preservation and enhancement of Richmond's natural environment.

5.3 Encourage waste reduction and sustainable choices in the City and the community.

This report supports Council's Strategic Plan 2022-2026 Strategy #6 A Vibrant, Resilient and Active Community:

6.2 Enhance the City's network of parks, trails and open spaces.

# Analysis

# 2023 Annual Report

The 2023 Annual Report is contained in Attachment 1 and includes the following highlights:

- The Committee was engaged with and provided preliminary comments on the draft guiding principles relating to the Lansdowne Major Park Master Plan.
- In support of the City's flood protection plans, the Committee received information on preliminary dike design for Steveston Harbour between the London Landing area and Garry Point Park and provided feedback to staff.
- The Committee received information and provided input to staff on the Richmond Circular City Economy as well as the associated Material Flow Analysis.

- Information sharing and awareness as related to environmental plans and initiatives being implemented through the Vancouver Airport Authority (YVR).
- Received information and provided feedback on feasibility of solar panel installation on residential buildings, which was presented as a component of the City's Community Energy and Emissions Plan 2050 (CEEP 2050) action item.
- The Committee had two in-person tours, visiting Terra Nova Rural Park and Minoru Lakes Park where Committee members received information on recent design upgrades as well as environmentally significant features and functions.

### 2024 Work Program

The Committee endorsed the proposed 2024 Work Program at their December 13, 2023 meeting. The 2024 Work Program is contained in Attachment 2 and includes the following highlights:

- Provide feedback on a number of projects and initiatives with an environmental component being led by a variety of departments in support of the City's sustainability goals.
- Receive overview and awareness of the Building Regulation Bylaw amendment (in force October 31, 2023) with regard to the adoption of the new Zero Carbon Step Code.
- Provide feedback on the targeted update to the Official Community Plan as it relates to Environmental Protection and Enhancement.
- Receive overview and provide preliminary feedback on the Riparian Management Area Update and the development of the City's Habitat Banking Program.
- Information sharing by the Council liaison and staff liaison to the ACE on environmental issues, including updates from representatives that participate in the Food Security and Agricultural Advisory Committee (FSAAC) and Vancouver International Airport Environmental Advisory Committee (YVR EAC).

# **Financial Impact**

There is provision in the department budget to support the activities of the ACE.

### Conclusion

The Advisory Committee on the Environment (ACE) serves an important role in providing guidance to Council on achieving a sustainable environment and promoting awareness on a wide-range of environmental issues. Staff recommend that the ACE 2023 Annual Report and 2024 Work Program be approved.

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Babak Behnia Planner 2 (604-204-8639)

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- Att. 1: Advisory Committee on the Environment 2023 Annual Report
  - 2: Advisory Committee on the Environment 2024 Work Program

# 2023 Annual Report The Richmond Advisory Committee on the Environment (ACE)

Projects/Initiatives	Results	Ac	complishments and Comments
Parks – Lansdowne Major	Received information about	AU	Parks staff obtained commonts and
Park Master Plan	the guiding principles driving	•	foodbook from the Committee to aid in
	the parks and open space		refining the engagement process as well
	master plan forming part of		the design and environmentally
	the future redevelopment of		as the design and environmentally
	the site		sensitive features of the park space.
Community Enormy and	Dessived information on the		Questain a bility at a ff a batain a discourse and
Community Energy and	Received information on the	•	Sustainability starr obtained comments
Emissions Plan			on the reasibility of this program as it
	Climate Action Program		relates to the City's CEEP 2050
	2050 and provided		objectives and specifically with regards
	2050 and provided		to GHG reduction from buildings.
	comments.		
YVR Environmental	Information sharing and	•	Various environmental initiatives, plans
Advisory Committee	updates provided to the		and construction activities presented to
	ACE.		the YVR EAC were presented and
			summarized to the ACE members for
			information sharing purposes.
Recycling and Solid Waste	Received information about	•	Environment programs staff provided
Management	and provided input to staff		information on recycling and solid waste
	on recycling and solid waste		management initiatives being looked at
	management programs and		for 2023.
	infrastructure in Richmond.		
Flood Protection	Information sharing and	•	Staff from Engineering presented and
	obtained feedback from the		received preliminary feedback on
	Committee.		Steveston Island Dike design for the
			foreshore area from London Landing to
			Garry Point Park as part of the long term
			engagement with multiple stakeholders.
District Energy	Presentation and Overview	•	Staff from Lulu Island Energy Company
	of City Centre District		provided a brief overview and
	Energy Utility (CCDEU).		presentation on the technology of
			District Energy to the Committee and
			provided an in-depth analysis of the
			CCDEU's current scope of coverage
			and received feedback from Committee
			on future connectivity opportunities.
Parks	In-person tour of the Minoru	•	Parks staff provided an in-person tour of
	Lakes Park post construction		the Minoru Lakes Park and highlighted
	to review the significant		some of the environmentally significant
	environmental features and		features of the future upgrades to the
	functions.		Committee.
	In-person tour of Terra Nova	•	Parks staff provided an in-depth tour of
	Rural Park to review the		the Terra Nova Rural Park to the
	recent upgraded and		Committee, highlighting the recent
	features throughout the site.		upgrades to the many areas of the park
			and focusing on the park's
			environmentally significant features and
			functions.
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Projects/Initiatives	Results	Accomplishments and Comments
	Overview and update on the City's feral rabbit management program.	<ul> <li>Committee provided an update on the program and City's long term plans with regard to feral rabbit population management.</li> </ul>
Circular Economy	Information sharing and obtained feedback from the Committee.	<ul> <li>Staff from the Sustainability Department provided two separate presentations and received feedback on the ongoing Circular City Strategy as well as the associated Material Flow Analysis.</li> </ul>
Solar Panel in Residential Buildings	Information sharing and obtained feedback from the Committee.	<ul> <li>Staff from Sustainability provided an analysis on the feasibility of solar panels in residential buildings in the City and received feedback on further analysis of efficiency in other types of buildings such as institutional buildings.</li> </ul>
Electric Vehicle Charging Infrastructure	Information sharing and obtained feedback from the Committee.	<ul> <li>Committee provided an overview on standards of EV charging stations in the City as well as City's plans for electrifying City vehicles and providing EV charging opportunities in more areas.</li> </ul>
Information sharing	Information sharing amongst ACE members, Council and staff.	<ul> <li>Monthly updates provided by the Council and staff liaisons to the ACE.</li> <li>Information sharing between the Food Security and Agricultural Advisory Committee (FSAAC) and the ACE.</li> </ul>

# 2024 Work Program The Advisory Committee on the Environment

Projects/Initiatives	Expected Results	Objectives and Deliverables
Engineering	Information and awareness Obtain feedback	City of Richmond Water Conservation Program (Lead Department Engineering).
Park Programs – Initiatives	Information and awareness	<ul> <li>Updates on Park Programs initiatives related to feral rabbits (Lead Department Parks).</li> </ul>
Parks – Partners for Beautification	Information and awareness Obtain feedback	<ul> <li>Provide project updates on the work to update and enhance the Partners for Beatification program at the City (Lead Department Parks).</li> </ul>
Parks – Agricultural Lands	Information and awareness Obtain feedback	<ul> <li>Presentation on ongoing inventory, planning study and mapping out of possible additional uses and programming for Garden City Lands, South Dike Lands, London Farm and Terra Nova Rural Park (Lead Department Parks).</li> </ul>
Nature Park Hydrological Study	Information and awareness Obtain feedback	<ul> <li>Provide an overview of the study, including objectives and criteria (Lead Department Parks).</li> </ul>
Environmental education and awareness	Information and awareness	<ul> <li>Tour of Iona Island Wastewater Treatment Plant (External Lead – Metro Vancouver).</li> <li>District Energy Utility Presentation and Engagement (Lead Department Lulu Island Energy Company).</li> <li>Embodied carbon in construction materials to support transition to low-embodied carbon and reduce GHG emissions (Lead Department Sustainability).</li> </ul>
Official Community Plan Targeted Update	Information and awareness Obtain feedback	• Provide an overview and obtain feedback with the Committee regarding the targeted updates relating to Environmental Protection and Enhancement (ESA) (Lead Department Policy Planning).
Circular Economy	Information and awareness	<ul> <li>Follow up overview and update on the City's Material Flow Analysis (Lead Department Sustainability).</li> </ul>
Ecological Network Management	Information and awareness	<ul> <li>Riparian Management Area (RMA) overview and updates (Lead Department Environment).</li> <li>Habitat Banking Application Status (Lead Department Environment).</li> </ul>
Zero Carbon Code for Richmond's Building Regulations Bylaw	Information and awareness	<ul> <li>Provide an overview on the City's approach in adopting the new Zero Carbon Code into the Building Regulations Bylaw (Lead Department Sustainability).</li> </ul>
Wildlife and Environmental Management – Projects	Information and awareness	<ul> <li>Provide information on Rodent Program (Lead Department Environment).</li> <li>Provide an overview and update on Bat City Program (Lead Department Environment).</li> </ul>
Recycling and Solid Waste	Information and awareness Obtain feedback	Receive information about the City's reporting on recycling and solid waste management and updates on initiatives and programs (Lead Department Environmental Programs).
Emergency Preparedness	Information and awareness Obtain feedback	• Provide information on the role of Emergency Programs at the City and preparedness education in relation to severe weather and climate adaptation (Lead Department Emergency Programs).
YVR Environmental Advisory Committee	Information sharing and awareness	<ul> <li>Presentation on the YVR Annual Sustainability Report (Lead agency YVR).</li> </ul>
Information sharing	Education and awareness	<ul> <li>Regular updates on matters related to sustainability and the environment arising from Council/committee.</li> <li>Regular updates on the activities of the Food Security and Agricultural Advisory Committee and YVR Environmental Advisory Committee.</li> </ul>



Re:	Richmond Accessibility Advisory Committee 2 Program	2023 Anı	nual Report and 2024 Work
From:	Kim Somerville Director, Community Social Development	File:	08-4055-05/2024-Vol 01
To:	Planning Committee	Date:	January 4, 2024

#### **Staff Recommendation**

That the Richmond Accessibility Advisory Committee's 2023 Annual Report and 2024 Work Program, as presented in the staff report titled "Richmond Accessibility Advisory Committee 2023 Annual Report and 2024 Work Program" dated January 4, 2024, from the Director of Community Social Development, be approved.

Kim Somerville Director, Community Social Development (604-247-4671)

Att. 2

REPORT CONCURRENCE		
CONCURRENCE OF GENERAL MANAGER		
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SENIOR STAFF REPORT REVIEW INITIALS:		
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APPROVED BY CAO		
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# **Staff Report**

# Origin

The creation of the Richmond Accessibility Advisory Committee (RAAC) was approved by City Council on November 28, 2022 to address one of the municipal requirements of the Accessible British Columbia Act. The RAAC acts as a resource and provides advice to City Council to support the advancement of accessibility in the city, so people with disabilities are able to participate fully in all aspects of community life. Each year, the RAAC submits an annual report to Council for the completed year and a proposed work plan for the upcoming year. This report presents the RAAC's 2023 annual report (Attachment 1) and the proposed RAAC 2024 Work Program (Attachment 2) to Council for approval.

This report supports Council's Strategic Plan 2022–2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

This report supports Council's Strategic Plan 2022–2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.* 

# Analysis

The RAAC is comprised of up to 12 Council-appointed, voting members who bring unique perspectives, knowledge and experiences to committee meetings. By fostering meaningful dialogue and information sharing, the RAAC provides input and advice to City Council to support the identification, removal and prevention of barriers experienced by people with disabilities in the community.

Work undertaken by the Committee aligns with the Accessible British Columbia Act's requirements related to the role of accessibility advisory committees, including the requirements to:

- Assist the City with identifying barriers experienced by people with disabilities when interacting with or within the City (public and staff);
- Advise the City on how to prevent and remove these barriers; and
- Support the development and implementation of the Richmond Accessibility Plan.

# 2023 Annual Report

The inaugural meeting of the RAAC was held on April 12, 2023. Activities undertaken by the Committee in its first year of operation are outlined in the 2023 Annual Report. Highlights of the

Committee's work include:

- Provided input and guidance to support the development of the Richmond Accessibility Plan, including reviewing findings from the initial consultation with people with disabilities, as well as the individuals and organizations that support them, and providing feedback on the recommended actions outlined in the draft Plan;
- Supported the development of initiatives being undertaken by the City to advance accessibility and inclusion in the community by inviting City staff to present on accessibility-related projects, including the new accessibility features on the City's recently refreshed website, ongoing transportation improvements that promote enhanced access in the built environment and the development of the City's updated Social Development Strategy; and
- Regularly discussed barriers in the community that were identified by Committee members or individuals they support to assist with the removal and prevention of these barriers.

# 2024 Work Program

The proposed 2024 Work Program was discussed at the RAAC meeting held on November 8, 2023. In 2024, priorities for the Committee include:

- Supporting the finalization and ongoing implementation of the new Richmond Accessibility Plan;
- Providing advice and recommendations related to the advancement of accessibility in the City, including providing input to support the development of new City strategies and initiatives; and
- Increasing RAAC members' awareness on issues and trends that impact people with disabilities in the community through guest speakers and presentations.

Throughout 2024, the RAAC will meet monthly to discuss accessibility-related matters, advise City Council and staff as necessary, and provide an accessibility lens to the review of related policies, plans and initiatives that work to advance accessibility in the community. Development of the new accessibility plan will be completed shortly and the final Richmond Accessibility Plan will be presented to Council for adoption in winter 2024.

# **Financial Impact**

There is provision in the department budget to support the activities of the RAAC.

### Conclusion

The RAAC 2023 Annual Report provides a summary of the activities undertaken by the Committee during the 2023 calendar year. The proposed RAAC 2024 Work Program outlines the Committee's priorities for the year to fulfil its mandate to support the advancement of accessibility in Richmond, so that people with disabilities are able to participate fully in all aspects of community life. Staff recommend that the proposed RAAC 2024 Work Program be approved.

Melanie Burner Program Manager, Social Development (604-276-4390)

- Att. 1: Richmond Accessibility Advisory Committee: 2023 Annual Report
  - 2: Richmond Accessibility Advisory Committee: 2024 Work Program

# Richmond Accessibility Advisory Committee 2023 Annual Report

#### Introduction

The creation of the Richmond Accessibility Advisory Committee (RAAC) was approved by City Council on November 28, 2022 to meet one of the initial requirements of the Accessible British Columbia Act. The RAAC was established in 2023 and its inaugural meeting was held on April 12 of that year. The RAAC acts as a resource and provides advice to City Council to support the advancement of accessibility in the city, so that people with disabilities are able to participate fully in all aspects of community life. Through ongoing discussion, information and knowledge sharing, the RAAC assists the City with identifying barriers experienced by people with disabilities in the community and advises the City on how to prevent and remove these barriers, thereby aligning its work with related requirements of the Accessible British Columbia Act. A representative from the Richmond Public Library also participates as a member of the RAAC to support the alignment of the City's and Library's efforts to advance accessibility in Richmond.

#### 2023 Membership

The RAAC is to be comprised of up to 12 Council-appointed, voting members, consisting of seven citizen representatives and five organization representatives, representing Aspire Richmond, Pathways Clubhouse, Richmond Centre for Disability, Richmond Public Library and Vancouver Coastal Health (VCH). In 2023, the RAAC had 11 voting members and one vacant position designated for a Citizen Appointee – Indigenous Person representative.

### **Citizen Appointees**

- Rob Sleath, Chair
- Shaan Lail, Vice-Chair
- Damian Gorman, Citizen Member
- Melanie Arnis, Citizen Member
- Pam Andrews, Citizen Member
- Tommy Leung, Citizen Member

### **Organizational Representatives**

- Anne Bechard, Richmond Public Library
- Cindy Larden, Vancouver Coastal Health
- Dave MacDonald, Pathways Clubhouse
- Ella Huang, Richmond Centre for Disability
- Sue Jones, Aspire Richmond

### The RAAC also included two non-voting City of Richmond representatives:

- Councillor Bill McNulty, Council Liaison
- Melanie Burner, Program Manager, Social Development, Staff Liaison
   **CNCL 122**

# 2023 Highlights

The RAAC held six meetings in 2023 from April 2023 to November 2023, with no meeting scheduled in August or December 2023. Over the initial six meetings, the RAAC discussed a wide variety of issues and barriers affecting people with disabilities in the community and provided advice and recommendations to the City to support the advancement of a number of accessibility-related initiatives. Highlights of the RAAC's 2023 meetings included:

# 1) Draft Richmond Accessibility Plan

The RAAC shared their expertise and knowledge during each stage of development of the draft Richmond Accessibility Plan to help guide the project. This included reviewing findings from the initial consultation with people with disabilities, their families and caregivers and local disability-serving organizations, and providing feedback on the recommended actions included in the draft Plan. The RAAC also provided input into the public engagement plan.

# 2) Applying an accessibility lens to City initiatives

The RAAC provided an accessibility perspective to support the development of a number of new City strategies and initiatives in 2023. These included the development of the City's updated Social Development Strategy, the new accessibility features of the City's refreshed website, ongoing accessibility-related transportation improvements and current seniors and age-friendly initiatives that work to advance accessibility in the community.

# 3) Ongoing identification of barriers in the community

During each meeting held in 2023, the RAAC designated time to discuss barriers they, or individuals they support, have identified in the community, as well as discussing potential ways to remove and prevent these barriers. Areas of concern identified by the committee were forwarded to the appropriate City departments for follow up.

# Presentations

The RAAC hosted monthly guest speakers to highlight new City strategies and initiatives and provide opportunities for feedback to advance accessibility across City planning and service delivery.

# • April – Committee Orientation

Melanie Burner, Program Manager, Social Development, led a committee orientation and presented an overview of the RAAC mandate, terms of reference, and member roles and responsibilities.

# • May – Richmond Accessibility Plan and Initial Consultation Findings

Mitchell Reardon, Director of Happy Cities, and Marco Pasqua, Accessibility Consultant from Meaningful Access Consulting, presented on the development of the new Richmond Accessibility Plan, including findings from the initial consultation with people with disabilities, as well as the individuals and organizations that support them, in Richmond.

## • June – Update Social Development Strategy

Dorothy Jo, Program Manager, Social Planning, and Donna Lee, Planner 2, Poverty Reduction, facilitated a discussion on how the City can build a more inclusive and thriving community in Richmond as part of the public engagement process for the updated Social Development Strategy that is currently being developed.

### • July – Refreshed City Website

Gerina Heathe, Digital Communications Associate, presented on the refreshed City website, launched in April 2023, including an opportunity for the RAAC to provide feedback on the website's new accessibility features and tools.

### • September – Ongoing Accessibility-Related Improvements to Transportation

Lloyd Bie, Director, Transportation, and Sonali Hingorani, Manager, Transportation, presented on the department's ongoing and future projects to make Richmond more accessible, including updates to accessible parking stalls and Accessible Pedestrian Signals (APS). The RAAC was given the opportunity to share feedback and discuss barriers within the built environment.

### • October – New Seniors Strategy and Dementia-Friendly Community Action Plan

Anthony Kupferschmidt, Program Lead, Seniors, presented on the new Seniors Strategy 2022–2032 and Dementia-Friendly Community Action Plan, in addition to current seniors and age-friendly initiatives that work to advance accessibility.

### **Conclusion and Acknowledgements**

Throughout its inaugural year, the Richmond Accessibility Advisory Committee has been honoured to represent the diversity of people with disabilities in Richmond and remains committed to meeting the legislative requirements of the Accessible British Columbia Act. We would like to thank Mayor Malcolm Brodie and City Councillors for their support of the RAAC. As well, we express our gratitude to Staff Liaison Melanie Burner for addressing RAAC feedback on accessibility barriers in the community. We look forward to continuing to make Richmond more accessible and inclusive through our work in 2024.

Submitted by:

Rob Sleath, Chair Richmond Accessibility Advisory Committee

# Richmond Accessibility Advisory Committee (RAAC) 2024 Work Program

# Initiative 1: Participate in a RAAC orientation.

### <u>Action</u>

1.1 Members participate in an orientation to the RAAC to learn about the roles and responsibilities of advisory committee members, the RAAC Terms of Reference and the City's current strategies and initiatives related to accessibility.

### Expected Outcomes

Members are aware of and understand the following:

- The RAAC Terms of Reference
- Their role as an appointed member of the RAAC
- The City's Respectful Workplace Policy 6800
- The 2024 Work Program
- Current City of Richmond strategies and initiatives related to accessibility, including the development of the Richmond Accessibility Plan

# Initiative 2: Act as a resource to the City by providing recommendations and perspectives on issues and opportunities related to advancing accessibility in Richmond.

### Actions

- 2.1 Respond to City Council requests and provide advice on issues related to advancing accessibility in Richmond.
- 2.2 Consult and provide input on City strategies, initiatives and policies that impact accessibility in Richmond.
- 2.3 Provide input and feedback to City staff on the accessibility of City programs, services and the built environment.
- 2.4 Review and discuss feedback received through the City's Accessibility Feedback Tool to support the ongoing prevention and removal of barriers in the community.

### Expected Outcomes

The RAAC applies an accessibility lens to support the development and updating of City strategies, initiatives and policies and advises City Council and staff, as requested.

The RAAC provides ongoing feedback to support the identification, removal and prevention of barriers in existing City programs, services and the built environment.

# Initiative 3: Support the finalization and implementation of the Richmond Accessibility Plan.

### <u>Action</u>

3.1 Participate in and provide advice and recommendations related to the development and implementation of the Richmond Accessibility Plan.

### Expected Outcomes

The RAAC provides input into the development of the final Richmond Accessibility Plan.

The RAAC supports implementation of the Plan by providing input on new initiatives that advance actions outlined in the Plan.

# Initiative 4: Build on the RAAC's knowledge of accessibility issues through information sharing, guest speakers and educational opportunities.

### Actions

- 4.1 Invite guest speakers to present on issues and trends that impact people with disabilities in the community at regular RAAC meetings.
- 4.2 Identify accessibility-related educational opportunities for members to learn about emerging issues and trends impacting people with disabilities that can inform the City's policies or practices.
- 4.3 Monitor accessibility-related issues and emerging trends.

### Expected Outcomes

The RAAC is informed of trends and concerns raised by people with disabilities in the community.

The RAAC is well equipped to provide an accessibility lens to City strategies, policies and initiatives, as requested.

# Initiative 5: Encourage public awareness and community engagement to understand the needs and concerns of people with disabilities in Richmond.

### <u>Actions</u>

- 5.1 Discuss accessibility-related matters arising as a standing item on the RAAC agenda.
- 5.2 Participate in information sessions, educational activities and special events open to the public that focus on issues impacting people with disabilities in Richmond.
- 5.3 Promote opportunities for people with disabilities to participate in public engagement opportunities led and supported by the City.

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### Expected Outcomes

RAAC is informed of trends and concerns raised by community members with disabilities.

The City and residents continue to be well informed about the latest trends, research and advocacy efforts related to accessibility matters.

People with disabilities are increasingly aware of engagement opportunities related to advancing accessibility in Richmond.

# Initiative 6: Support priority accessibility-related City initiatives through aligning RAAC agenda and discussion topics.

### <u>Action</u>

6.1 Review current and upcoming City accessibility initiatives and determine where RAAC participation will be most effective within the scope of the committee's advisory role.

### Expected Outcomes

The RAAC's work and focus are aligned with Council-approved priorities related to advancing accessibility in Richmond.

The RAAC's work informs current policy updates and initiatives from various City departments related to advancing accessibility.



Re:	Child Care Development Advisory Comm Work Program	ittee 2023	3 Annual Report and 2024
From:	Kim Somerville Director, Community Social Development	File:	07-3070-01/2023-Vol 01
То:	Planning Committee	Date:	January 3, 2024

#### **Staff Recommendation**

That the Child Care Development Advisory Committee's 2023 Annual Report and 2024 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2023 Annual Report and 2024 Work Program" dated January 3, 2024, from the Director, Community Social Development, be approved.

Kim Somerville Director, Community Social Development (604-247-4671)

Att. 2

REPORT CONCURRENCE		
CONCURRENCE OF GENERAL MANAGER		
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## **Staff Report**

# Origin

The City of Richmond is a municipal leader in its commitment to child care. The City recognizes the importance of child care for Richmond residents and continues to promote and maintain a comprehensive child care system to meet the current and future needs of the community.

The Child Care Development Advisory Committee (CCDAC) was established to provide City Council with advice (e.g. information, options, analysis and recommendations) regarding the planning, development, support and promotion of a range of quality, affordable and accessible child care options in Richmond. As the City develops the next Richmond Child Care Needs Assessment and Strategy, the CCDAC will also serve an important role in helping to advance the Strategy for the next 10 years.

This report supports Council's Strategic Plan 2022–2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.* 

This report supports the City's Social Development Strategy's Strategic Direction 4:

Help Richmond's Children, Youth and Families Thrive.

This report also supports the 2017–2022 Richmond Child Care Needs Assessment and Strategy:

Action 22 - Continue to support the work of the Child Care Development Advisory Committee with the view of building the capacity of the child care sector and parents understanding of child care options.

# Analysis

The purpose of the Child Care Development Advisory Committee is to act as a resource and provide advice to City Council regarding the planning and development of quality, affordable and accessible child care in Richmond. The City supports the CCDAC by providing an annual operating budget, a Council liaison and a staff liaison.

### 2023 Annual Report

Below are activities undertaken by the CCDAC and described in the 2023 Annual Report (Attachment 1). Highlights of their accomplishments are as follows:

1. Planned and hosted events to celebrate Child Care Month in May, including a Symposium titled 'Supporting Richmond's Children' and a Children's Art Exhibition held in the Brighouse Branch of the Richmond Public Library.

- 2. Monitored and discussed several changes to child care legislation and funding programs initiated by senior levels of government to support child care initiatives. These included updates to the ChildCareBC New Spaces funding program, Early Childhood Educator Wage Enhancement and the Fee Reduction Initiative.
- 3. Offered input to help inform the development of the new Richmond Child Care Strategy with particular emphasis on the engagement plan and identification of key child care needs in Richmond.
- 4. Reviewed and made recommendations to City Council on the City's 2024 Child Care Grants Program.

# 2024 Work Program

The proposed 2024 Work Program (Attachment 2) was approved at the CCDAC meeting held January 10, 2024. This year the CCDAC will give priority to:

- Making recommendations to City Council regarding advocacy that could be undertaken with senior levels of government regarding the ongoing implementation of the Federal Multilateral Early Learning and Care Framework, the Provincial ChildCareBC plan, the new Richmond Child Care Strategy, and the 2021–2031 Richmond Child Care Action Plan;
- Liaising with the Acting Manager, Community Social Development (staff liaison) regarding issues that need further attention, action or clarification;
- Advising the City regarding the development of new City-owned child care centres and early childhood development hubs;
- Providing information to CCDAC members on community advocacy initiatives that impact children and families;
- Assisting and providing advice regarding the development of the new Richmond Child Care Strategy; and
- Proposing and implementing activities for Child Care Month in May 2024.

# **Financial Impact**

There is provision in the department budget to support the activities of the CCDAC.

# Conclusion

Child care continues to be an essential service for families in Richmond. The CCDAC plays an important role in supporting child care in Richmond. The Child Care Development Advisory Committee's 2023 Annual Report provides information on the activities undertaken by the CCDAC and the 2024 Work Program outlines the Committee's intention to monitor and address emerging issues affecting child care services throughout the year. It is recommended that the Child Care Development Advisory Committee's 2023 Annual Report and 2024 Work Program be approved.

Chris Duggan Acting Manager, Community Social Development (604-204-8621)

Att. 1: City of Richmond Child Care Development Advisory Committee – 2023 Annual Report
2: City of Richmond Child Care Development Advisory Committee – 2024 Work Program

# City of Richmond Child Care Development Advisory Committee 2023 Annual Report

Highlights of the Child Care Development Advisory Committee (CCDAC) meetings and events are outlined below:

- 'Supporting Richmond's Children,' a symposium for Early Childhood Educators, child care providers and parents celebrating Child Care Month, took place at Richmond City Hall on May 6, 2023. This event, which was planned by the CCDAC, featured presentations on 'The Current State of Richmond's Children,' 'Supporting Families: Response and Referral,' 'Nurturing in Nature' and 'Supporting Children's Outdoor Play in the Early Years.'
- 2. A Children's Art Exhibition to celebrate Child Care Month was held at the Brighouse Branch of the Richmond Public Library from May 8–31, 2023. A total of thirteen child care programs participated. These programs created 22 pieces of artwork for display. The art was created by children, ranging in age from two to 12 years old.
- 3. The CCDAC reviewed and monitored several changes to child care legislation and funding programs initiated by senior levels of government to support child care initiatives. These included updates to the ChildCareBC New Spaces funding program, the Early Childhood Educator Wage Enhancement and the Fee Reduction Initiative.
- 4. CCDAC reviewed the Human Early Learning Partnership Early Development Instrument, Wave 8 data (2019–2022) and explored how CCDAC could potentially respond to key vulnerabilities in Richmond through the 2024 Child Care Grant Program.
- 5. The CCDAC offered input to help inform the development of the new Richmond Child Care Strategy with particular emphasis on the engagement plan and identification of key child care needs in Richmond.
- 6. The CCDAC reviewed the applications submitted for the City's 2024 Child Care Grant Program and made recommendations to City Council on awarding the grants.

# Members of the 2023 Child Care Development Advisory Committee

Voting

- 1. Chantelle Pereira (Chair)
- 2. Kevin Ching (Vice Chair)
- 3. Karen Jensen
- 4. Tania Lam
- 5. Joyce Lin
- 6. Diana Ma
- 7. Harinder Malhi
- 8. Rowena Raber
- 9. Vedrana Tomic
- 10. William Tsai
- 11. Zolzaya Tuguldar
- 12. Elana van Veen

# External Organizations (Non-voting)

1. Jocelyn Wong (Richmond Child Care Resource and Referral)

# Council Representative (Non-Voting)

1. Councillor Carol Day

# School Board Liaison (Non-Voting)

1. Trustee Heather Larson

# Staff Liaison (Non-Voting)

1. Chris Duggan, Acting Manager, Community Social Development

# Recording Secretary (Non-voting)

1. Tiffany Mallen, Planner 1, Child Care

# 2023 CCDAC Budget

CCDAC received an operating budget of \$4,000.00 for 2023; \$3,000.00 of this was used in 2023.

# **Closing Comments**

The CCDAC has continued to successfully deliver the activities identified in the 2023 Work Program and has maintained a strong commitment to continuity and connection. The CCDAC met predominantly in a virtual format and held two in-person meetings this year. The Committee successfully hosted an in-person Child Care Symposium, participated in the City's Child Care Grant Program process, and monitored child care related initiatives and activities at the municipal, provincial and federal levels. CCDAC members have continued to demonstrate flexibility and dedication to the Committee and its valuable work. Committee members shared feedback on their experience as CCDAC members over the past year during the December meeting. All members present described their experience as positive. The following quotes are a sample of the overall comments about the role of the CCDAC and the members' involvement:

- "I truly value the work the Committee puts forth to the child care sector. I really like the interaction between families and the City through questionnaires and events put out throughout the year."
- "A highlight for me was our in-person meetings and being able to discuss important topics including child care licensing regulations, the needs of parents and how to retain educators in the field."
- "I am proud to be a part of a fun and supportive committee in providing feedback to our municipal government and promoting more support for our childcare sector in Richmond."
- "Presentations such as the one we had on the 2022 Update to the Child Care Needs Assessment and Strategy showed how much has been done for child care in Richmond. It was great to see how many new spaces had been created."
- "This committee provides a valuable volunteer opportunity for me, as a parent of two young children, to influence an essential service (child care) impacting the lives of my own family and others."
- "I am proud that we are able to get important messages and ideas about child care to City Council."
- "I was grateful to be able to participate in the Child Care Symposium both as a committee member and a presenter. The benefits that the Symposium brings to the child care community are invaluable and it was wonderful to have people gather in person this year."

The CCDAC serves to provide input and insight into the child care system in Richmond. It consists of operators, parents who use and understand the needs and importance of child care services in Richmond, community members and service providers who support the provision of child care including staff from the Supported Child Development Program and the Richmond Child Care Resource and Referral Program. This broad representation, combined with the varied opinions of the members, leads to insightful discussions and an increased awareness of the resources and needs in the child care sector as we endeavor to find new ways to contribute to the growing child care sector and its needs in Richmond.

Chris Duggan, our staff liaison, effectively articulates key child care needs and priorities in our city. Chris is always available and is a tremendous support to this Committee. We appreciate her and her team for always being organized and ensuring that we have everything we need for our meetings. Chris genuinely cares about children and families, and understands what the needs are, and that is reflected in her work. With her support and hard work we had a wonderful Symposium in honour of Child Care Month and were able to connect and thank other educators in the field. Chris keeps all members regularly updated on developments and news releases and we benefit from her presentations. On behalf of all the members we thank you for your hard work and your continued support.

As we look ahead to the new year, we are excited for the development of the new 10-year Child Care Strategy. The City has just concluded an engagement period seeking input from Richmond residents, parents and guardians and child care providers to identify what the current and future needs for child care are in Richmond. We are looking forward to hearing what the collective voices of our community have to share. This will guide us as we find a path forward to serve the needs in our Community and as we build upon the achievements of the past years. It has been my pleasure to serve as the Chair of the Child Care Development Advisory Committee again this year alongside the Vice Chair, Kevin Ching and the other members who come together each month. I feel thankful to be able to have a voice and contribute, and thank City Council for the opportunity to serve in this way, for their support and for seeing the value in investing in child care in Richmond.

### **Prepared by:**

Chantelle Pereira. Chair Child Care Development Advisory Committee, December 2023

# City of Richmond Child Care Development Advisory Committee 2024 Work Program

The proposed 2024 Work Program is consistent with the Child Care Development Advisory Committee's (CCDAC) mandate to act as a resource and provide advice to City Council regarding the planning, development, support and promotion of quality, affordable and accessible child care in Richmond.

The Work Program supports Council's Strategic Plan 2022–2026 Strategic Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.* 

The Work Program supports the City's Social Development Strategy's Strategic Direction 4:

Help Richmond's Children, Youth and Families Thrive.

The Work Program supports the 2017–2022 Richmond Child Care Needs Assessment and Strategy:

Strategic Direction - Collaboration and Partnership: Action 22. Continue to support the work of the Child Care Development Advisory Committee with the view of building the capacity of the child care sector and parents understanding of child care options.

The Work Program also supports the 2021–2031 Richmond Child Care Action Plan:

Sector Quality and Sustainability: Action 3.1 Ensure that the City continues to be wellinformed about the latest trend, research and advocacy efforts concerning child care matters.

# 2024 CCDAC Work Program

The 2024 Work Program was approved at the CCDAC meeting held on January 10, 2024. This year the Committee will give priority to the initiatives outlined in the table below.

Advocacy	
Initiative #1	• Make recommendations to City Council regarding advocacy that could be undertaken with senior levels of government regarding the ongoing implementation of the Federal Multilateral Early Learning and Care Framework, the Provincial Child Care BC plan, the new Richmond Child Care Strategy, and the 2021–2031 Richmond Child Care Action Plan.
CCDAC Actions/Steps	<ul> <li>Monitor child care issues and emerging trends;</li> <li>Monitor senior government announcements and changes regarding child care policy and funding for creating new child care spaces;</li> <li>Discuss child care-related issues that come to the CCDAC's attention, consider related roles and actions that could be taken or recommended;</li> <li>Pass motions or resolutions;</li> <li>Prepare letters and briefs; and</li> <li>Submit advice to City Council through the staff liaison.</li> </ul>
Expected Outcome	<ul> <li>Council will be informed about child care issues in the community that may be pursued with senior levels of government.</li> </ul>
Indicator of Success	Increased funding and improved funding processes.
Partners	<ul> <li>City Council</li> <li>Child Care Licensing (Vancouver Coastal Health)</li> <li>Provincial Government</li> <li>Federal Government</li> </ul>
Initiative #2	<ul> <li>Liaise with the Acting Manager, Community Social Development (staff liaison) regarding issues that need further attention, action or clarification.</li> </ul>
CCDAC Actions/Steps	<ul> <li>At monthly meetings, provide the staff liaison with information and CCDAC's perspective on key child care issues impacting Richmond operators, providers and families;</li> <li>Participate in actions noted in the 2021–2031 Richmond Child Care Action Plan that are identified as needing CCDAC involvement;</li> <li>Participate in the development of the new 10-year Richmond Child Care Strategy;</li> <li>Provide advice on future City of Richmond child care initiatives;</li> <li>Provide ideas for communication materials that will assist child care operators and parents; and</li> <li>Respond to Council referrals through the staff liaison.</li> </ul>
Expected Outcome	• The Acting Manager, Community Social Development, as the staff liaison to CCDAC, will be informed regarding CCDAC's perspective on key child care issues.
Indicator of Success	The staff liaison working with CCDAC's advice and under City Council's direction will address priority child care issues for Richmond.
Partners	<ul> <li>City Council</li> <li>Key organizations and individuals</li> <li>Child care providers and early childhood educators</li> </ul>

Initiative #3	Participate in City consultations related to child care.
CCDAC Actions/Steps	<ul> <li>Continue to participate in discussions related to child care to inform the new City's Social Development Strategy and the implementation of the 2021–2031 Richmond Child Care Action Plan;</li> <li>Continue to provide input into the development of the new 10-year Richmond Child Care Strategy; and</li> <li>Provide input into other City consultation processes as they relate to the CCDAC's mandate (e.g. City Child Care Budget).</li> </ul>
Expected Outcome	<ul> <li>Implementation of actions with or related to child care in the City's Social Development Strategy and the 2021–2031 Richmond Child Care Action Plan incorporating the CCDAC's perspective;</li> <li>The new Richmond Child Care Strategy includes relevant input from CCDAC members; and</li> <li>CCDAC's advice is provided to City consultation processes that are relevant to its mandate.</li> </ul>
Indicator of Success	<ul> <li>Plans for future growth of City services and amenities will address the need for quality, affordable child care.</li> </ul>
Partners	<ul><li>City Council</li><li>Key organizations and individuals</li><li>Child care providers and early childhood educators</li></ul>
Initiative #4	<ul> <li>Advise the City regarding the development of new City-owned child care centres and early childhood development hubs.</li> </ul>
CCDAC Actions/Steps	<ul> <li>CCDAC to be consulted at the earliest point possible in the development process; and</li> <li>Review proposals for City-owned child care facilities and early childhood development hubs.</li> </ul>
Expected Outcome	<ul> <li>CCDAC is consulted regarding the planning and development of new City- owned child care facilities secured through rezoning processes.</li> </ul>
Indicator of Success	• Child care facilities and early childhood development hubs are well designed and meet community needs regarding size, location and programs offered.
Partners	<ul> <li>City Council</li> <li>City Planners</li> <li>Developers</li> <li>Key organizations and individuals</li> <li>Child care operators</li> </ul>
Initiative #5	<ul> <li>Identify and provide information to CCDAC members on community advocacy initiatives that impact children and families.</li> </ul>
CCDAC Actions/Steps	• At monthly meetings, or as relevant, share information with CCDAC regarding key, related community advocacy initiatives impacting Richmond child care operators, providers and families.
Expected Outcome	CCDAC will be informed about community advocacy issues related to children and families.
Indicator of Success	CCDAC members have better access to information on advocacy initiatives related to child care, children and families.
Partners	Key organizations and individuals

Child Care Grants	
Initiative	Recommend Child Care Grant allocations.
CCDAC Actions/Steps	<ul><li>Review City Child Care Grant applications; and</li><li>Make grant recommendations to Council.</li></ul>
Expected Outcome	<ul> <li>Council endorses grant recommendations and allocates grants to non-profit societies so these organizations will be able to undertake capital projects to improve the quality of their furnishings, equipment and physical space; and</li> <li>Richmond's early childhood educators will receive training opportunities and resources as a result of the City's allocation of Professional and Program Development Grants.</li> </ul>
Indicator of Success	• The quality and capacity of child care programs will be enhanced as a result of the City's Child Care Grants Program.
Partners	<ul><li>City Council</li><li>Key organizations and individuals</li><li>Child care operators</li></ul>

Child Care Month	
Initiative	<ul> <li>Propose and implement activities for Child Care Month in May that are reflective of and compliant with current public health guidelines.</li> </ul>
CCDAC Actions/Steps	<ul> <li>Plan for an annual event to occur in Richmond during Child Care Month (May) which will include professional development opportunities for Richmond child care providers and/or exhibitions to showcase the work of Richmond's child care providers.</li> </ul>
Expected Outcome	<ul> <li>Richmond residents will learn about child care services in their community;</li> <li>Richmond child care providers will have an opportunity to receive useful information for professional development; and</li> <li>Richmond child care providers will be supported and celebrated for their work.</li> </ul>
Indicator of Success	<ul> <li>Child Care Month (May) activities enhance the work of child care professionals in Richmond and support parents.</li> </ul>
Partners	<ul><li>Key organizations and individuals</li><li>Child care providers and early childhood educators</li></ul>

Development of New Richmond Child Care Strategy	
Initiative	Assist with the development of the new Richmond Child Care Strategy.
CCDAC Actions/Steps	<ul> <li>Provide advice on other actions related to the development of the Strategy as requested by the Acting Manager, Community Social Development.</li> </ul>
Expected Outcome	A new 10-year Child Care Strategy is developed.
Indicator of Success	<ul> <li>Richmond families have better access to information on child care and other family-related resources; and</li> <li>Richmond early childhood educators have more professional development opportunities and the quality of child care programs in Richmond is enhanced.</li> </ul>
Partners	<ul><li>Key organizations and individuals</li><li>Child care providers and early childhood educators</li></ul>

2021–2031 Richmond Child Care Action Plan – Implementation Actions	
Initiative	<ul> <li>Assist with the implementation of the actions noted in the City's 2021– 2031 Richmond Child Care Action Plan.</li> </ul>
CCDAC Actions/Steps	<ul> <li>Action 2.1 – Review and enhance current awareness and education strategies about the importance of child care;</li> <li>Action 3.1 – Ensure that the City continues to be well informed about the latest trends, research and advocacy efforts concerning child care matters; and</li> <li>Action 3.5 – Promote and assist with the improvement of consistent quality child care in Richmond through targeted City support and/or grant opportunities.</li> </ul>
Expected Outcome	<ul> <li>Short-term actions noted in the 2021–2031 Richmond Child Care Action Plan are initiated and, dependent on identified timelines, completed; particularly those identified as involving the CCDAC.</li> </ul>
Indicator of Success	<ul><li>Increased child care spaces are available in Richmond.</li><li>Child care quality, accessibility and inclusiveness are enhanced.</li></ul>
Partners	<ul> <li>City Council</li> <li>Public Partners (School District 38, Vancouver Coastal Health)</li> <li>Key organizations and individuals</li> <li>Child care operators, providers and early childhood educators</li> </ul>

### 2024 CCDAC Budget

As an Advisory Committee to City Council, the CCDAC's activities are fully supported by the City's operating budget.

Child care is an essential service for families who live, work and study in Richmond. The 2024 CCDAC Work Program, which supports Council's Strategic Plan 2022–2026 and the City's Social Development Strategy (2013–2022), outlines the Committee's intention to monitor and address emerging issues affecting child care services throughout the year. Through its annual work program, the CCDAC continues to support the development and sustainability of a comprehensive child care system in Richmond.



To: Planning Committee	
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From: Wayne Craig Director, Development 
 Date:
 January 8, 2024

 File:
 RZ 20-891129

### Re: Application by Shawn Liu for Rezoning at 6660 Francis Road from "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10529, for the rezoning of 6660 Francis Road from the "Single Detached (RS1/E)" zone to "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given first, second and third reading.

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

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REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing		pe Erceg

# Staff Report

# Origin

Shawn Liu has applied on behalf of the property owners, 1323562 BC Ltd. (Director: Herbert Ang) and 1323565 BC Ltd. (Director: Shawn Liu), to the City of Richmond for permission to rezone 6660 Francis Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, to permit a duplex to be developed on the property, with vehicle access from Francis Road via a shared driveway (Attachment 1).

A Development Permit application is required to further address the form and character of the proposed duplex development. Conceptual development plans are provided for reference in Attachment 2.

# Findings of Fact

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

### Subject Site Existing Housing Profile

The subject site consists of a single-family dwelling on the property, which will be demolished. The applicant has indicated that the dwelling is currently occupied by a rental tenant and that it does not contain a secondary suite. The applicant has advised that the tenants are aware of the proposed development and they are in regular communication with the tenants.

# **Surrounding Development**

Existing development immediately surrounding the subject site is as follows:

To the North:	Immediately across Francis Road is Minler Road and single-family homes on lots zoned "Single Detached (RS1/E)". There is also a duplex on a lot zoned "Two-Unit Dwelling (RD1)" across Francis Road to the northwest.
To the South:	Single-family homes on lots zoned "Single Detached (RS1/E)" and "Single Detached (RS1/B)" fronting onto Maple Place.
To the East:	Single-family homes on lots zoned "Single Detached (RS1/K)" fronting onto Francis Road.
To the West:	Single-family homes on lots zoned "Single Detached (RS1/E)" fronting onto Francis Road and a single-family home on a lot zoned RS1/D fronting onto Magnolia Drive.

# **Related Policies & Studies**

### Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential." This redevelopment proposal to rezone to permit a duplex is consistent with this designation.

### Arterial Road Land Use Policy

The Arterial Road Land Use Policy in the OCP directs appropriate duplex/triplex developments on certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and this redevelopment proposal to rezone to permit a duplex on the subject site is consistent with this Policy.

### Single-Family Lot Size Policy 5428

The subject site is located within the area governed by Single-Family Lot Size Policy 5428, which was adopted by City Council on December 18, 1989 and subsequently amended on December 15, 2008 (Attachment 4). The Policy identifies minimum single-family lot sizes for the subdivision of properties on specific sections of Francis Road, Magnolia Drive, Maple Road and Woodwards Road.

Lot size policies are used to govern the rezoning and subdivision of new single-family lots. The proposed rezoning does not involve the subdivision of land and would permit the construction of a duplex, consistent with the Arterial Road Land Use Policy, which designated the site for "Arterial Road Duplex/Triplex" uses. Accordingly, the proposed rezoning is not subject to Single-Family Lot Size Policy 5428.

# Floodplain Management Implementation Strategy

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

# **Public Consultation**

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

The Province has granted Royal Assent to Bill 44, *Housing Statues (Residential Development) Amendment Act, 2023.* Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP. As a result, City Council may not hold a Public Hearing on the proposed rezoning.

# Analysis

# Built Form and Architectural Character

One duplex is proposed for the subject site. A conceptual development plan has been submitted (Attachment 2) and a Development Permit Application (DP 20-891130) has been applied for and will be reviewed to address the form and character of the proposed duplex.

The duplex will be in a "front-to-back" configuration; with one dwelling unit at the front of the property and the second dwelling unit at the back. The front and back units will be connected by individual attached carports. In keeping with the architectural character of the neighbourhood, the duplex will be two storeys and will feature a peaked roof.

# Existing Legal Encumbrances

A 3.0 m wide Statutory Right-of-Way (SRW) is registered on Title of the property for sanitary infrastructure located in the southeast corner of the property. The applicant has been advised that encroachment into the SRW is not permitted.

### Accessible Housing

The applicant has agreed that aging-in-place features will be provided in both units (e.g., the inclusion of blocking in bathroom walls for the installation of grab-bars and the provision of lever-type handles for plumbing fixtures and door handles). In addition, at least one convertible unit will be provided in this duplex development. Details of the accessible housing features will be required for the convertible unit and reviewed through the Development Permit process.

### Transportation and Site Access

The subject property currently has a driveway accessible from Francis Road, which is required to be removed and re-instated with a concrete sidewalk as part of the required Servicing Agreement associated with the proposed rezoning. A new driveway crossing to the site will be constructed to City design standards.

Vehicle access to the duplex lot is proposed via a single shared driveway. An on-site vehicle turn-around will be provided to prevent vehicles from reversing onto Francis Road. Each unit will have two parking stalls in a private carport.

Prior to the final adoption of the Rezoning Bylaw, the applicant is required to provide a 0.6 m wide road dedication across the Francis Road frontage to accommodate the required frontage improvements.

Prior to rezoning bylaw adoption, the applicant is required to provide a \$17,100.00 contribution towards the construction of a special crosswalk at the Francis Road and Minler Road intersection and register a restrictive covenant on Title to ensure that:

- Vehicle access to the two duplex units is via a single shared driveway crossing; and,
- The buildings and driveway on the subject property be designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto Francis Road.
#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses ten bylaw-sized trees on the subject property, one bylaw-sized tree on a neighbouring property, and two street trees on City property.

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

- Ten bylaw-sized trees (tags# 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11) are located on the subject property.
- Seven bylaw-sized trees located on the subject property (tags# 1, 2, 4, 6, 7, 9 and 11) are in good condition and are to be retained and protected.
- One bylaw-sized tree located on the subject property, a 21 cm Purple Leaf plum (tag# 3), has a poor structure due to pruning and historical failures; recommended for removal and replacement.
- One bylaw-sized tree located on the subject property, a 42 cm Western Red cedar (tag# 5), is under stress with previous topping and historical shearing; recommended for removal and replacement.
- One bylaw-sized tree, a 36 cm Pacific dogwood (tag# 8), which was surveyed at the time of the initial application and noted to have significant decay, has failed as the result of a wind storm event in 2021 and has since been removed by the applicant with the City's permission.
- One bylaw-sized tree (tag# NG1) located on the neighbouring property to the west (6640 Francis Road) is recommended for retention and protection. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

The City's Park's Department arboriculture staff has reviewed the Arborist's Report and provided the following comments:

- Tree # BL.1 (Fagus sylvatica 'Dawyck', 9 cm) is in good health and condition, and does not conflict with the proposal. This tree must be retained and protected. A \$5,120.00 survival security is required to be submitted prior to rezoning adoption; and, a legal agreement entered into regarding the terms for use/release of the security.
- A new tree was planted by the City, BL.2 (Fagus sylvatica 'Dawyck') which is in good health and condition and does not conflict with the proposal. This tree must be retained and protected. A \$5,120.00 survival security is required to be submitted prior to rezoning adoption and a legal agreement entered into regarding the terms for use/release of the security.

## Tree Replacement

The applicant wishes to remove two on-site bylaw-sized trees (tags# 3, 5). The 2:1 replacement ratio would require a total of four replacement trees. The applicant has agreed to plant a minimum of four replacement trees. The preliminary landscape plans include the planting of six trees on the development site. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	8.0 cm	4.0 m

The size and species of the minimum four required replacement trees will be incorporated and reviewed in detail through the required Development Permit and overall landscape design. The applicant will be required to provide a Landscape Security in the amount of 100 per cent of the cost estimate for landscaping plus a 10 per cent contingency cost as part of the associated Development Permit.

#### Tree Protection

Seven trees on the subject property (tags# 1, 2, 4, 6, 7, 9 and 11) and one tree (tag# NG1) on the neighbouring property to the west (6640 Francis Road) are to be retained and protected. The applicant has submitted a tree management plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.
- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security in the amount of \$61,440.00 for the seven on-site trees (four trees sized 20-30 cm at \$5,120.00 each and three trees sized 31 cm to 90 cm at \$10,240.00 each) and two City trees (two trees sized 20-30cm at \$5,120.00 each) to be retained.

#### Affordable Housing Strategy

Consistent with the objectives of the City's Affordable Housing Strategy and the requirements of Section 5.15 of Richmond Zoning Bylaw 8500 respecting rezoning applications that propose the "Arterial Road Duplex (RDA)" zone outside of the City Centre, the applicant has agreed to provide a contribution of \$12.00 per buildable square foot. This contribution, total \$43,206.00, must be provided prior to final adoption of the rezoning bylaw.

#### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of frontage improvements and service connections. Works include, but are not limited to:

- Construct a new 1.5 m wide concrete sidewalk at the property line and provide a minimum 1.5 m wide treed and landscaped boulevard.
- Cut and cap, at main, the existing water service connection and install two new water service connections complete with water meters to be located onsite in a right-of-way.
- Cut, cap and remove the existing storm connections at the inspection chambers and upgrade the existing storm sewer located on Francis Rd to 600 mm from manhole STMH1081 to a proposed new manhole at the site's east property line (approximately 24.0 m).
- Inspect and confirm the capacity and condition of the existing sanitary connection. If the existing storm connection is adequate to be reused, it may be retained. If not, replace the service connection to the proposed lot.
- Prior to the issuance of a Building Permit, the applicant must pay the applicable Development Cost Charges (DCC's) (GVS&DD, GVWD and TransLink), and Address Assignment Fees.

#### **Development Permit**

A Development Permit application will be required to address the form and character of the proposed duplexes. Through the Development Permit process, the following issues are to be further examined:

- Compliance with the Development Permit Guidelines for Arterial Road duplex projects as outlined in the 2041 Official Community Plan (OCP).
- Review of the architectural character, scale and massing to ensure that the proposed duplex is well designed, fits in well with the neighbourhood, and does not adversely impact the adjacent single detached homes.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Review of proposed drive aisle width to ensure that two vehicles can safely pass each other; including the provision of turning templates to ensure safe vehicle entry and exit from each of the carports.

• Refinement of landscape design, including: the provision of a holding area for garbage/recycling material collection, and the size and species of the minimum four onsite replacement trees to achieve an acceptable mix of conifer and deciduous trees on-site and the provision of a security for 100 per cent of the cost estimate of the landscaping, plus a 10 per cent contingency.

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

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

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

#### Conclusion

This application is to rezone the property at 6660 Francis Road from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwelling (RDA)" zone, to permit a duplex to be developed on the property, with vehicle access to Francis Road.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the Official Community Plan.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10529 be introduced and given first reading.

Laurel Eyton Planning Technician (604-276-4262)

LE:he

- Att. 1: Location Map
  - 2: Conceptual Development Plans
  - 3: Development Application Data Sheet
  - 4: Single Family Lot Size Policy 5428
  - 5: Tree Management Plan
  - 6: Rezoning Considerations

RS2/K

RS1/B

91.77

RS1/E



38.14

29

18.39



20.12

18.00

FRANCIS RD









RZ 20-891129

**CNCL - 150** 

Original Date: 01/29/20

Revision Date: 01/04/23

Note: Dimensions are in METRES















6660 FRANCIS ROAD, RICHMOND, B C proposed two-family dwelling for shawn un













# **Development Application Data Sheet**

**Development Applications Department** 

Attachment 3

## RZ 20-891129

Address: 6660 Francis Road

Applicant: Shawn Liu

Planning Area(s): Blundell

	Existing	Proposed
Owners:	Shawn Liu and Herbert Ang	Strata Lot 1: TBD Strata Lot 2: TBD
Site Size (m <sup>2</sup> ):	1041.1 m²	1029.0 m²
Land Uses:	One single detached dwelling	One duplex (two-family attached dwelling)
OCP Designation:	Neighbourhood Residential	No change
Arterial Road Strategy Designation:	Arterial Road Duplex/Triplex	No change
Single Family Lot Size Policy Designation:	5428 permits subdivision as per R1/C or R1/J, unless there is a constructed lane, then R1-0.6	Not applicable
Zoning:	Single Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	One	Two

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	The lesser of 0.60 FAR and 334.5 m <sup>2</sup>	0.32	none permitted
Buildable Floor Area (m²):*	Max. 334.5 m² (3600.5 ft²)	333.92 m² (3,593.0 ft²)	none permitted
Lot Coverage (% of lot area):	Buildings: Max. 45% Non-porous Surfaces: Max. 70% Live plant material: Min. 25%	Building: Max. 29% Non-porous Surfaces: Max. 52% Live plant material: Min 33%	none
Lot Size:	Min. 464.5 m²	1029.0 m²	none
Lot Dimensions (m):	Min. Width: 13.4 m Min. Depth: 30.0 m	Width: 20.1 m Depth: 51.1 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 2.0 m Rear: Min. 9.5 m for up to 60% of 1st storey rear wall and 10.7 m for at least 40% of 1st storey rear wall and all of 2nd storey	Front: Min. 6.11 m Rear: Min. 16.26 m East Side: Min. 2.04 m West Side: Min. 6.74 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	The lesser of 2 storeys or 9.0 m	8.84 m (2 storeys)	none

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

Attachment 4







# **Rezoning Considerations**

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

## Address: 6660 Francis Road

# File No.: <u>RZ 20-891129</u>

# Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10529, the developer is required to complete the following:

- 1. 0.6 m road dedication along the entire Francis Road frontage to accommodate the required frontage improvements; exact width is to be confirmed with survey information to be submitted by the applicant, subject to the approved Servicing Agreement design for frontage improvements.
- 2. 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.
- 3. Submission of a Tree Survival Security to the City in the amount of \$61,440.00 for the seven on-site trees (four onsite trees sized 20 to 30 cm at \$5,120.00 each and three trees sized 31 to 90cm at \$10,240.00 each) and two City trees (two trees sized 20 to 30 cm at \$5,120.00 each) to be retained.
- 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. Registration of an on-site approximately 1.5 m wide Statutory Right-of-Way behind the new north property line after road dedication to accommodate the new water meters and inspection chambers.
- 6. Registration of a flood indemnity covenant on title.
- 7. Registration of a legal agreement on Title to ensure that:
  - a) Vehicle access to the two duplex units is via a single shared driveway crossing along the west side of the subject property.
  - b) The building and driveway on the subject property be designed to accommodate on-site vehicle tum-around capability to prevent vehicles from reversing onto Francis Road.
- 8. City acceptance of the developer's offer to voluntarily contribute \$12.00 per buildable square foot (e.g. \$43,206.00) to the City's Affordable Housing Reserve Fund.
- 9. City acceptance of the developer's offer to voluntarily contribute \$17,100.00 towards the construction of a special crosswalk at the Francis Road/ Minler Road intersection. The special crosswalk will feature: traffic poles, overhead illuminated signs, amber flashers, strobe lights, Audible Pedestrian Signal, a special crosswalk cabinet, Hydro service panel, and conduit/junction boxes. (Account No. 3132-10-550-55001-0000).
- 10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 11. Payment of all fees in full for the cost associated with required public notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
- 12. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

#### Water Works:

- a) Using the OCP Model, there is 683 L/s of water available at a 20 psi residual at the Francis Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
  - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection.

#### CNCL - 164

Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.

- ii. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
- c) At Developer's cost, the City will:
  - i. Cut and cap, at main, the existing water service connection and remove water meter.
  - ii. Install two new water service connections, one for each house to serve the lot, complete with water meters. The meter boxes are to be located onsite in a right-of-way.

#### Storm Sewer Works:

- d) At Developer's cost, the City will:
  - i. Cut and cap and remove the existing storm connections at the inspection chambers (IC). Retain the ICs to serve the adjacent properties.
  - ii. Upgrade the existing storm sewer located on Francis Rd from manhole STMH1081 to a newly proposed manhole fronting the proposed site's east property line to 600mm. The upgrade shall be approximately 24 m.
  - iii. Install a new storm connection, complete with IC, to serve the proposed development. Tie-in to the newly proposed storm sewer.
  - iv. Cut and cap the lawn basin at the north property line of the lot once the property is raised to match the surrounding area and the need for the lawn basin is eliminated. The developer is to confirm that removal of the lawn basin will not adversely affect drainage in the area and retain/relocate if required.
  - v. Site drainage must be directed towards the service connection IC fronting Francis Road to prevent storm water from ponding on the boulevard, roads, and driveways.
- e) At Developer's cost, the City will:
  - i. Complete all tie-ins for the proposed works to existing City infrastructure.

#### Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
  - i. Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews. At Developer's cost, the City will:
  - ii. Inspect and confirm the capacity and condition of the existing sanitary connection. If the existing storm connection is adequate to be reused, it may be retained. If not, replace the service connection to the proposed lot.

#### Frontage Improvements:

- g) At Developer's cost, the Developer is required to:
  - i. Coordinate with BC Hydro, Telus and other private communication service providers:
    - 1. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - ii. Review street lighting levels along all road and lane frontages, and upgrade as required.
  - iii. Complete other frontage improvements as per Transportation requirements

# - 2 -

## **CNCL - 165**

Initial:

- 1. Remove the existing sidewalk and construct a new 2.0 m wide concrete sidewalk at the new property line. Construct a new grass/tree boulevard over the remaining width between the new sidewalk and the existing south curb of Francis Road. The cross-section of the frontage improvements (south to north) are to include:
  - New north property line of the site.
  - 2.0 m wide concrete sidewalk (per Arterial Road Sidewalk Policy).

- 3 -

- 1.5 m wide landscaped boulevard with street trees.
- 0.15 m wide existing south curb of Francis Road.
- iv. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site. The sidewalk transition sections are to be based on a reverse curve design (3 m x 3 m).
- v. The new sidewalk is to be aligned around trees that have been identified for protection.
- vi. All existing driveways on the subject property along the Francis Road development frontage are to be closed permanently. The new vehicle driveway access to the site must be constructed to City design standards.
- vii. Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- viii. Consult Engineering on lighting and other utility requirements as part of the frontage works.

#### General Items:

- h) At Developer's cost, the Developer is required to:
  - i. Provide, prior to start of site preparation works, a preload plan and geotechnical assessment of preload, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
  - ii. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other nonremovable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
  - iii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, drilling, underpinning, anchoring, shoring, piling, preloading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

- 1. Submission of a convertible unit plan for the accessible housing unit.
- 2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency. The Landscape Plan should:
  - a. comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - b. include a mix of coniferous and deciduous trees;
  - c. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - d. include at minimum the four required replacement trees with the following minimum sizes:

No. of Replacement	Minimum Caliper of	or	Minimum Height of Coniferous
Trees	Deciduous Tree		Tree
4	8 cm		4.0 m

Initial:

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

- 1. Payment of Address Assignment Fees and applicable Development Cost Charges (DCCs) Translink, Greater Vancouver Water District (GVWD), and Greater Vancouver Sewerage and Drainage District (GVS&DD).
- 2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

#### Note:

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

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

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

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

Signed

Date

(Signed copy on file)



# Richmond Zoning Bylaw 8500 Amendment Bylaw 10529 (RZ 20-891129) 6660 Francis Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)".

P.I.D. 010-028-013 Lot 6 Section 30 Block 4 North Range 6 West New Westminster District Plan 14934

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10529".

FIRST READING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APPROVED by WWW APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



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

 Date:
 January 8, 2024

 File:
 RZ 22-005593

Re: Application by Manswell Enterprises Ltd. for Rezoning at 9371 and 9391 Francis Road from the "Single Detached (RS1/C)" Zone to the "Low Density Townhouses (RTL4)" Zone

#### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10527, for the rezoning of 9371 and 9391 Francis Road from the "Single Detached (RS1/C)" zone to the "Low Density Townhouses (RTL4)" zone, be introduced and given first, second and third reading.

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

WC:js Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing		pe Erceg

#### Staff Report

## Origin

Manswell Enterprises Ltd. (Incorporation number: BC0497028; Director: Jason Lam and Marian Lee), has applied to the City of Richmond for permission to rezone 9371 and 9391 Francis Road (Attachment 1) from the "Single Detached (RS1/C)" zone to the "Low Density Townhouses (RTL4)" zone in order to permit the development of nine townhouse units with one secondary suite and one convertible unit. Vehicle access is proposed from Francis Road. A preliminary site plan, building elevations and landscape plan are contained in Attachment 2.

A Servicing Agreement will be required for the design and construction of frontage beautification works and service connections.

#### Findings of Fact

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

#### Subject Site Existing Housing Profile

The subject site currently contains two single-family homes. The applicant advised that there are no existing secondary suites on these properties and both homes are currently tenanted. It is noted that both tenants are on a one-year fixed term lease (end of May 2024) with no renewable clause.

#### **Surrounding Development**

Existing development immediately surrounding the subject site is as follows:

To the North and West:	An existing 24-unit townhouse complex fronting Francis Road, on a lot zoned "Low Density Townhouses (RTL1)".
To the North and East:	Existing single-family dwellings fronting on Ash Street on lots zoned "Single Detached (RS1/B)" and "Single Detached (RS1/C)".
To the South:	Across Francis Road, existing single-family dwellings on lots zoned "Single Detached (RS1/E)".

#### **Related Policies & Studies**

#### Official Community Plan/ Broadmoor Area – Ash Street Sub-Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is "Neighbourhood Residential". The Broadmoor Area – Ash Street Sub-Area Plan designates the site as "Low Density Residential" (Attachment 4). This redevelopment proposal for nine townhouses is consistent with the land use designation.

#### Arterial Road Land Use Policy

The Arterial Road Land Use Policy in the City's 2041 OCP (Bylaw 9000), directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for "Arterial Road Townhouse" on the Arterial Road Housing Development Map and the proposal is generally in compliance with the Townhouse Development Requirements under the Arterial Road Policy.

#### Residual Site

The proposed site assembly will leave a residual development site to the east at 8891, 8897 and 8899 Ash Street. These properties facing and addressed off a local road (Ash Street) are identified for townhouse development under the Arterial Road Policy since they are located within 35 m from an arterial road (Francis Road) on a block designated for townhouse developments. This residual development site will have an approximately 23 m frontage along Francis Road, which is less than the minimum frontage requirement of 40 m on a minor arterial road, under the Policy.

The developer has made multiple attempts to explore the opportunity to include the residual development site into the proposed townhouse development; however, the acquisition attempt was not successful (Attachment 5). To proceed with the subject development proposal, the developer has agreed to provide vehicle access from the subject site to future multiple-family residential development on 8891, 8897 and 8899 Ash Street, in support of the future redevelopment of the residual development site. A Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire internal drive aisle on the subject site to allow use of the driveway will be registered on Title of the subject site as a condition of rezoning to secure this arrangement.

The proposed development will not restrict redevelopment of the residual development site. The applicant has provided a preliminary concept (on file) for the residual development site to demonstrate that it could be redeveloped into a multiple-family residential development generally in keeping with the site's OCP designation in the future.

#### Floodplain Management Implementation Strategy

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

## **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have received one piece of correspondence from the public about the rezoning application in response to the placement of the rezoning sign on the property. The submission is from a cyclist enquiring about the opportunity for cycling infrastructure improvements along Francis Road as part of the subject rezoning application (Attachment 6). Staff responded to the enquiry at the time and there has been no additional correspondence. The suggestions are listed below with staff's responses provided in *italics*:

1. Remove street parking and provide a bike lane in front of the development.

The implementation of cycling facilities in the City is guided by the Cycling Network Plan, the update of which was endorsed by Council on July 26, 2022. The Plan was developed based on extensive stakeholder and public engagements. In the Plan development, considerations were given to factors such as safety, connectivity, utility and convenience, feasibility, network gaps and social equity. Francis Road, from No. 4 Road to west dyke, is identified as a future major cycling route in the Official Community Plan. Based on the work completed in the recent Cycling Network Plan update which identifies priorities for the next 15 years, this section of Francis Road falls outside of that 15-year priority list. Installation of cycling facilities along Francis Road are not required by the developer at this time; future construction of cycling facilities will be undertaken by the City.

All townhouse developments are required to provide on-site off-street car parking facilities for residents and visitors. The Zoning Bylaw rates are 2.0 spaces and 0.2 spaces per dwelling unit for resident and visitor parking respectively.

2. Development to provide secure bike parking options for residents.

The proposed development features bicycle parking spaces in garages for residents and short-term bicycle parking for visitors within the outdoor amenity space located opposite to the entry driveway.

3. Minimize the number of driveways connecting to the road, and thus minimize the number of traffic conflict zones for cyclists.

A fundamental component of the City's Arterial Road Policy is to limit the number of driveway access points to arterial roads upon redevelopment. The subject development was able to consolidate the number of driveways from two to one; a Statutory Right-ofways (SRW) to provide shared cross access to future neighbouring developments is also secured as part of Rezoning.

The Province has granted Royal Assent to Bill 44, Housing Statues (Residential Development) Amendment Act, 2023. Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP. Accordingly, City Council may not hold a Public Hearing on the proposed rezoning.

## Analysis

## Built Form and Architectural Character

The applicant proposes to consolidate the two properties into one development parcel, with a total net site area of  $1,887 \text{ m}^2$ . The proposal consists of nine townhouses, in a mix of two-storey and three-storey townhouse units in four clusters.

The layout of the townhouse units is oriented around a single driveway providing access to the site from Francis Road and an east-west internal maneuvering aisle providing access to the unit garages. An outdoor amenity area will be situated in a central open courtyard at the rear (north) of the site, opposite to the entry driveway.

All three-storey units are proposed along Francis Road; a minimum 7.5 m interior side yard setback is provided to the third floor of the street-fronting buildings to minimize potential privacy concerns with the single-family dwelling to the east and the townhouse development to the west. Two-storey detached and duplex units are proposed along the rear (north) lot lines to serve as a transition to the two-storey townhouse units to the northwest and single-family homes to the northeast. The proposed building forms, heights and setbacks are in compliance with the design guidelines for arterial road townhouse developments.

Consistent with the parking requirements in Richmond Zoning Bylaw 8500, a total of 18 resident vehicle parking spaces are proposed within nine individual side-by-side garages. Also consistent with the parking requirements, a total of two visitor vehicle parking spaces and two visitor (Class 2) bicycle parking spaces are proposed on-site. In addition, a total of 18 resident (Class 1) bicycle parking spaces are proposed, which exceeds the 1.25 space per unit requirements under the Zoning Bylaw 8500.

#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 16 bylaw-sized trees on the subject property, one tree on neighbouring properties and five street trees on City property.

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

## On-site Trees:

- A 76 cm caliper beech tree (tag# 6) located in the southeast corner of the site is identified as being in good condition and should be retained. Due to its proximity to proposed Building A, cantilevered foundations will be required within the tree protection zone to retain this tree. Arborist supervision will be required for site preparation and construction activities. A Tree Survival Security of \$10,240.00 will be required for this tree.
- A 50 cm caliper plum tree (tag# 20) located on-site along the rear (north) property line identified in fair condition is to be retained and protected on site. A Tree Survival Security of \$10,240.00 will be required for this tree.
- A multi-branched cherry plum tree (tag# 11; 144 cm combined calliper size) is identified in fair condition with decay. This tree is not a good candidate for retention and should be replaced.

- Ten trees located on site (tag# 7, 8, 9, 10, 12, 13 17, 18, 19 & 21), are in fair to poor condition historically topped and exhibiting decay pockets at main unions, significant cracks in the main trunk, weak structure as well as sparse foliage. These trees are not good candidates for retention and should be replaced.
- Three mature Emerald Green Arborvitae trees located on site (tag# 14, 15, 16), with calliper sizes 55 cm, 40 cm and 26 cm respectively, are identified in good condition but with open dead sections and poor structure. Therefore, these remnant hedging cedars are not good candidates for long term retention and should be replaced.

#### Off-site Trees:

- One tree (tag# 22) located on the neighbouring property is to be protected as per the Arborist Report recommendations.
- Four Chanticleer pear trees (tag # C1 C4), located in the existing City's boulevard in front of the site, are in poor condition and in conflict with the required frontage improvement works. These trees are approved for removal by the Parks Department, a \$3,072.00 tree compensation contribution is required.
- One honey locust tree (tag# C5) located at the southwest corner of the site, within the City's boulevard, is identified in good condition and to be retained. A Tree Survival Security of \$5,120.00 will be required for this trees.
- There are Thuja hedges along the road frontage of each property. A large potion of these hedgerows is located within the existing City's boulevard and the required road dedication area. These hedges are approved for removal by the Parks Department due to their condition and conflict with the required frontage improvement works; no tree compensation contribution is required.

#### Tree Replacement

The applicant wishes to remove 13 bylaw-sized trees on-site; the 2:1 replacement ratio would require 26 replacement trees. In addition, the applicant wishes to remove one significant tree on-site (tag# 11), the 3:1 replacement ratio would require an additional three replacement trees. Therefore, the total number of replacement trees required for the proposed removal of 14 trees on-site is 29.

According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 20 new trees on-site. Staff will work with the applicant to explore the opportunity to include additional replacement trees on site at the Development Permit stage. The size and species of replacement trees will also be reviewed in detail through Development Permit and overall landscape design. The developer will be required to provide \$768.00 to the City's Tree Compensation Fund for each and any number of trees short of the required 29 replacement trees included within the Development Permit landscape plans.

#### Tree Protection and Relocation

The applicant has also committed to retain and protect two trees on-site. The applicant has submitted a Tree Management Plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$25,600.00 to ensure that the two on-site trees (specifically tag# 6 & 20) and one street tree (tag# C5), identified for retention, will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site are completed.

#### Existing Legal Encumbrances

There are existing 3.0 m wide utility Right-of-Ways (ROWs) generally along the north and east property lines at the northeast corner of the subject site for existing sanitary main and connections. The developer is aware that no construction is permitted in these areas.

#### Transportation and Site Access

One vehicular access from Francis Road is proposed. The proposed vehicle access is envisioned to be utilized by adjacent properties to the east if they apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed entry driveway from Francis Road and the internal east-west manoeuvring aisle will be secured as a condition of rezoning.

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.6 m wide road across the entire Francis Road frontage to accommodate the required frontage improvements including a new sidewalk and grass and treed boulevard.

#### Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. Based on the rate identified in the OCP (i.e., \$2,066.00 per unit for the first 19 units), the total cash contribution required for the nine-unit townhouse development is \$18,594.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces at  $109 \text{ m}^2$  exceeds the minimum requirements under the Official Community Plan (OCP) of 6 m<sup>2</sup> of outdoor space per unit. Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

#### Energy Efficiency

Consistent with the City's Energy Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance targets have been considered in the proposed design. The proposal is anticipated to achieve Step 3 of the Energy Step Code with the use of a Low Carbon Energy System. Further details on how the proposal will meet this commitment will be reviewed as part of the DP and Building Permit (BP) application review processes.

#### Housing Type and Tenure

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

#### Affordable Housing Strategy

The City of Richmond's Affordable Housing Strategy (AHS) seeks cash-in-lieu contributions to the City's Affordable Housing Reserve Fund when considering rezoning applications with 60 or fewer dwelling units; the contributions are sought in lieu of built low-end-of-market (LEMR) housing units. In this case, the application proposes a nine-unit townhouse development.

Consistent with the City's Affordable Housing Strategy and Richmond Zoning Bylaw 8500, the applicant proposes to submit a contribution of \$12.00 per buildable square foot (for sites outside of the City Centre). For this proposal the contribution requirement is \$145,245.89 and must be provided to the City prior to final adoption of the rezoning bylaw. The applicant has also voluntarily proposed the inclusion of one secondary suite (approx. 33 m<sup>2</sup> (355 ft<sup>2</sup>) in area) within the development.

#### Market Rental Housing Policy

The City of Richmond's Official Community Plan establishes a policy framework for the provision of market rental housing. Smaller-scaled projects including townhome proposals with more than five units are not required to provide purpose-built market rental units so long as a cash-in-lieu (CIL) contribution is made into the City's Affordable Housing Reserve Fund. The CIL contribution amount for townhouse developments is \$2.65 per buildable square foot. Consistent with the OCP, the CIL contribution applicable to this proposal is \$32,295.97 and must be provided to the City prior to final adoption of the rezoning bylaw.

#### Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.99 per buildable square foot (2023 rate) to the City's Public Art Reserve fund; for a total contribution in the amount of \$12,065.29.

#### Variance Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- 1. Reduce the front yard setback from 6.0 m to 4.5 m.
  - The applicant is proposing a reduced front yard setback in order to provide a larger rear yard setback to facilitate a greater separation between the proposed townhouse development and the adjacent residential developments to the north. The increased rear yard setback would also provide a larger protection buffer to the existing cherry plum tree along the north property line that is to be retained as part of the development.
  - The resulting distance from the back of curb to the building face would be approximately 8.0 m. To protect the future dwelling units at the subject site from potential noise impacts generated by traffic on Francis Road, a restrictive covenant will be registered on Title prior to final adoption of the rezoning bylaw to ensure that noise attenuation is to be incorporated into dwelling unit design and construction. Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to comply with the requirements of the restrictive covenant.
  - Staff support the requested variance recognizing that a minor road dedication (approximately 0.6 m) is required and that the Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setback where a 6.0 rear yard setback is provided, on condition that there is an appropriate interface with neighbouring properties.
- 2. Allow six small car parking stalls.
  - The Zoning Bylaw permits small car parking stalls only when more than 31 parking stalls are proposed on site.

The proposed nine-unit townhouse development will provide 18 residential, plus two visitor parking spaces on-site. The small car stalls will be featured in six of the side-by-side double garages. Each of those garages will contain one small car stall alongside with one standard-size stall. The proposed variance allows for a more flexible site layout.

- The applicant is providing two Class 1 bicycle parking spaces per dwelling unit (instead of the bylaw requirement of 1.25 spaces per unit) as compensating measures.
- Transportation staff support the proposed variances to allow one small car stall in six of the side-by-side double-car garages.

These variances will be reviewed in the context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

#### **Development Permit**

A Development Permit processed to a satisfactory level is a requirement of rezoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the proposed site grading to ensure survival of all proposed protected trees and appropriate transition between the proposed development and the adjacent existing developments.
- Refinement of site layout to maximize planting areas along internal drive aisles and to better define private vs. semi-private spaces on-site.
- Refinement of the proposed building form to demonstrate individuality of dwelling units and to achieve sufficient variety in design to create a cohesive yet interesting streetscape along Francis Road and internal drive aisles.
- Refinement of landscape design to optimize replacement tree planting on-site, to maximize permeable surface areas and to better articulate hard surface treatments on-site.
- Review of sizes and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Refinement of the outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of the sustainability strategy for the development proposal.

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

#### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections (Attachment 8).

The developer is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

#### Financial Impact or Economic Impact

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

#### Conclusion

The proposed nine-unit townhouse development is generally consistent with the Official Community Plan (OCP) and the Arterial Road Policy in the OCP. Further review of the project design is required to ensure a high-quality project and design consistent 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 in Attachment 8, 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 10527 be introduced and given first reading.

Edwin Lee Planner 2 (604-276-4121)

EL:js

- Att. 1: Location Map
  - 2: Conceptual Development Plans
  - 3: Development Application Data Sheet
  - 4: Broadmoor Area Ash Street Sub-Area Plan
  - 5: Proof of Acquisition Attempts
  - 6: Correspondence Received
  - 7: Tree Management Plan
  - 8: Rezoning Considerations










RZ 22-005593

**CNCL - 181** 

Original Date: 02/02/22

**Revision Date:** 

Note: Dimensions are in METRES

































## **Development Application Data Sheet**

Development Applications Department

#### RZ 22-005593

Address: 9371 and 9391 Francis Road

Applicant: Manswell Enterprises Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed	
Owner:	Manswell Enterprises Ltd.	No Change	
Site Size (m <sup>2</sup> ):	1,912 m <sup>2</sup>	1,887 m <sup>2</sup>	
Land Uses:	Single-Family	Multiple-Family Residential	
OCP Designation:	Low-Density Residential	No Change	
Area Plan Designation:	N/A	No Change	
702 Policy Designation:	N/A	No Change	
Zoning:	Single Detached (RS1/C)	Low Density Townhouses (RTL4)	
Number of Units:	2	9 townhouses + 1 secondary suite	
Other Designations:	N/A	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	4.5 m Min.	Variance Requested
Setback – Interior (East) Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Interior (West) Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (north) (m):	Min. 3.0 m	6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max. along Francis Road / 9.0 m (2 storeys) Max. along north property line	none
Lot Width:	Min. 40.0 m	41 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Depth:	Min. 35.0 m	47.5 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V)	none
Off-street Parking Spaces – Total:	18 (R) and 2 (V)	18 (R) and 2 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (18 x Max. 50% = 9)	0	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided in site	6	Variance Requested
Handicap Parking Spaces:	None when fewer than 3 visitor stalls are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	2 (Class 1) and 0.2 (Class 2) per unit	none
Off-street Parking Spaces – Total:	12 (Class 1) and 2 (Class 2)	20 (Class 1) and 2 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m² x 9 units = 54 m²	109 m²	none

Other: <u>Tree replacement compensation required for removal of bylaw-sized trees.</u>







Regent Park Realty Inc. 306-2309 W 41<sup>st</sup> Ave Vancouver, B.C. V6M 2A3

00 EE 11 0001 00 10000 11 E0.

Date: October 2, 2023

Manswell Enterprises Ltd 135-8600 Cambie Road Richmond, B.C. V6X 4J9

Subject: Acquisition and Development Consultation Summary for 8891, 8897 and 8899 Ash St, Richmond

Dear Mrs. Marian Lam and Mr. Jason Lam,

Please find the attached log and summary for land acquisition and development consultation for 8891, 8897 and 8899 Ash Street.

If you have any questions or concern, please do not hesitate to reach out to myself.

Thank you!

Kerel Siu Realtor and Independent Realestate Broker 778-927-8881

#### 8891 Ash Street

May 25, 2023 Realtor Kerel Siu knocked the Door at 5:25 pm but unable to reach the owner.

May 26, 2023 Realtor Kerel Siu knocked the Door at 6:15 pm but unable to reach the owner.

June 2, 2023 Realtor Kerel Siu knocked the Door at 6:25 pm but unable to reach the owner.

June 4, 2023 Realtor Kerel Siu knocked the Door at 6:55 pm but unable to reach the owner.

July 5, 2023 Realtor Kerel Siu sent an offer to listing agent Stephen Chan of 8891 Ash Street with the pruchase price \$1.7M (MLS# R2793578)

July 6, 2023 Listing Agent Stephen Chan of 8891 Ash Street replied that seller would not review any offers until 5pm, July 11, 2023

July 12, 2023 Listing Agent Stephen Chan of 8891 Ash Street confirmed that seller did not accept any offer and the sale price remains at \$1.98M

October 2, 2023 Realtor Kerel Siu presented a revised offer to purchase with \$1.79M and shared the Conceptual Development Plan of 9371 and 9391 Francis Road with site plan and drawing to the realtor Stpehen Chan and the offer was rejected. Stephen Chan will pass the info to the seller.

#### 8897 Ash Street

May 25, 2023 Realtor Kerel Siu presented an offer to purchase with purchase price \$1.9M to owner Chung Yan Belinda Kai. Belinda would like to discuss with her husband and requested to come back tomorrow.

- May 26, 2023 Realtor Kerel Siu presented an offer to purchase with purchase price \$1.9M to other owner Kiang Shek Shan (Ms. Chung Yan Belinda's husband). Mr. Shan expressed that he has no intention to sell the property at current market price and he refused to sign the rejection letter. He provided his cell #604-506-6283 if city staff wishes to contact him.
- October 2, 2023 Realtor Kerel Siu presented a revised offer to purchase with \$1.99M and shared the Conceptual Development Plan of 9371 and 9391 Francis Road with site plan and drawings. The property owner rejected the offer.

#### 8899 Ash Street

May 25, 2023 Realtor Kerel Siu presented an offer with purchase price \$1.9M to owner Qi Wang. Ms. Wang rejected the offer and clearly stated that she is not prepared to sell the property at the moment with any purchase price. She refused to sign the rejection letter.

May 26, 2023 Realtor Kerel Siu presented the Conceptual Development Plan of 9371 and 9391 Francis Road with site plan and drawings.

October 2, 2023 Realtor Kerel Siu presented a revised offer to purchase with \$1.99M and shared the Conceptual Development Plan of 9371 and 9391 Francis Road with site plan and drawings. The property owner rejected the offer. Manswell Enterprises Ltd. 135 - 8600 Cambie Road Richmond, BC V6X 4J9

September 27, 2023

SHEK-SHAN KIANG CHUNG YAN BELINDA LAI 8897 ASH STREET RICHMOND, BC V6Y 3B4

#### Subject: Rezoning Application 9371 and 9391 Francis Road

Dear SHEK-SHAN KIANG & CHUNG YAN BELINDA LAI,

As an owner of neighboring properties on Francis Road, this letter is to inform you that our company has proposed to consolidate 9371 and 9391 Francis Road to rezoning the RTL4 zoning per City of Richmond's Arterial Road townhouse policy. The proposed development will contain nine townhouse units with a maximum FSR of 0.6.

Please see the attached site plan diagram and drawings for your references.

If you have questions or concerns, please feel free to contact the undersigned below by phone or email.

Sincerely,

Marian Lam

Marian Lam Director

604-761-9000 marianlam@shaw.ca



PROPOSED TOWNHOUSE DEVELOPMENT AT 9371 & 9391 FRANCIS ROAD

TOWNHOUSE DEVELOPMENT AT 9371 & 9391 FRANCIS ROAD, RICHMOND, BC ISSUED FOR REZONING APPLICATION 2021-11-30 CONTACT LIST	DRAWING LIST ARCHITECTURAL: A0.0 COVER SHEET A0.1 COLOR RENDERING A0.2 COLOR RENDERING A0.3 PROJECT DATA & STATISTICS A0.4 STIE CAREAL PHOTO A0.5 STIE CONTEXT PLAN IS TREET ELEVATION A1.5 STIE SPAN A1.1 STIE FLAN A1.3 FIEF FIGHTING PLAN A1.3 FIEF FIGHTING PLAN A1.4 PRIVARE CUTODOR SPACE OVERLAY DIAGRAM A1.5 BUILDING / PORCH AREA OVERLAY DIAGRAM A1.5 DEVELOPMENT POTENTIAL DIAGRAM	A21         LEVEL 1 FLOOR PLANS           A22         LEVEL 2 FLOOR PLANS           A33         LEVEL 3 FLOOR PLANS           A24         ROOF PLANS           A25         LEVEL 1 AREA OVERLAY DUAGRAM           A25         LEVEL 1 UNIT AREA OVERLAY DUAGRAM           A25         LEVEL 1 UNIT AREA OVERLAY DUAGRAM           A25         LEVEL 2 UNIT AREA OVERLAY DUAGRAM           A26         LEVEL 2 UNIT AREA OVERLAY DUAGRAM           A27         BUILDING A ELEVATIONS           A38         BUILDING G ELEVATIONS           A34         BUILDING D ELEVATIONS	ISSUED FOR REZONING APPLICATION 2021-11-30

From: Jesse Li <jesse.li2002@gmail.com>
Sent: August 16, 2022 11:30 PM
To: DevApps <<u>DevApps@richmond.ca</u>>
Subject: Regarding development and rezoning applications on Francis Rd

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

Hi there,

As a cyclist in Richmond, I would like to note that Francis Rd is an informal cycling route used by cyclists, and that there is an opportunity to work with developers to enable cycling infrastructure improvements along this route.

In particular, for the townhouse redevelopments/rezonings planned at 9371 Francis Rd and 9200 Francis Rd, I would like to see the following considerations made by the developers:

- To rely on off-street parking rather than on-street parking, so that residents do not need on-street parking and so the space occupied by a parking lane may later be reallocated towards a bike lane

- To provide secure bike parking options for residents, such as a shared bike cage

- To minimize the number of driveways connecting to the road, and thus minimize the number of traffic conflict zones for cyclists

Best regards, Jesse Li

# **ATTACHMENT 7**



### **ATTACHMENT 8**



## **Rezoning Considerations**

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

#### Address: 9371 and 9391 Francis Road

#### File No.: RZ 22-005593

# Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10527, the developer is required to complete the following:

- 1. (Development Permit) The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 2. **(Subdivision)** Consolidation of all the lots into one development parcel (which will require the demolition of at least one of the existing dwellings).
- 3. (Road Dedication) Approximately 0.6 m road dedication along the entire Francis Road frontage to accommodate a new 1.5 m wide treed/grassed boulevard and a new 2.0 m wide concrete sidewalk; exact width is to be confirmed with survey information to be submitted by the applicant.
- 4. (Shared Driveway) Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the entire area of the proposed entry driveway from Francis Road and the internal east-west manoeuvring aisle, in favour of future adjacent residential development to the east, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
  - a) Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
- 5. (Flood Protection) Registration of a flood indemnity covenant on Title.
- 6. (Secondary Suites) Registration of a legal agreement on Title to ensure that
  - a) No final Building Permit inspection is granted until one secondary suite with a minimum size of 33 m<sup>2</sup> (355 ft<sup>2</sup>) is constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
  - b) The secondary suite cannot be stratified or otherwise held under separate Title.
- 7. **(Housing Tenure and Age Restrictions)** Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
- 8. (Road Traffic Noise) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic noise from Francis Road to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
  - a) CMHC guidelines for interior noise levels as indicated in the chart below:

8		
Portions of Dwelling Units	Noise Levels (decibels)	
Bedrooms	35 decibels	
Living, dining, recreation rooms	40 decibels	
Kitchen, bathrooms, hallways, and utility rooms	45 decibels	

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 9. (Arborist's Supervision) Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-site works conducted within the tree protection zone on site of the trees to be retained onsite and off-site. 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.



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- 10. (Tree Protection Fencing) Installation of appropriate tree protection fencing onsite around all trees to be retained onsite and off-site as part of the development prior to any construction activities, including building demolition, occurring on-site.
- 11. (Tree Survival Security) Submission of a Tree Survival Security to the City in the amount of \$25,600 for the 76 cm caliper Beech tree (tag# 6; \$10,240), 50 cm caliper Plum tree (tag# 20; \$10,240), and one Honey Locust tree (tag# C5; \$5,120).
- 12. **(Tree Compensation)** City acceptance of the developer's offer to voluntarily contribute \$3,072 to Parks Division's Tree Compensation Fund for the removal of four Chanticleer Pear trees (tag # C1 C4), located along Francis Road frontage of the site.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicants.

- 13. (Indoor Amenity) Contribution of \$18,594.00 in-lieu of on-site indoor amenity space.
- 14. (Affordable Housing) City acceptance of the developer's offer to voluntarily contribute \$12.00 per buildable square foot (e.g. \$146,245.89) to the City's affordable housing fund.
- 15. (Market Rental) City acceptance of the developer's offer to voluntarily contribute \$2.65 per buildable square foot (e.g. \$32,295.97) to the City's affordable housing fund.
- 16. (Public Art Cash Contribution) City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:
  - a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building	Rate	Maximum Permitted Floor	Minimum Voluntary	
Type	(2023)	Area (after exemptions)	Cash Contribution	
Residential	\$0.99 per buildable square foot	12,187.15 ft <sup>2</sup>	\$12,065.29	

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Prince Index (All Items) – Vancouver yearly quarterto-quarter change, where the change is positive.
- 17. (**Required Notices**) Payment of all fees in full for the cost associated with required public notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
- 18. (Servicing Agreement) Enter into a Servicing Agreement\* for the design and construction of frontage improvements along the site frontages. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:
  - 1) Water Works:
    - a) Using the OCP Model, there is 313 L/s of water available at a 20 psi residual at the Francis Rd. frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
    - b) Prior to the rezoning staff report being written, the Developer is required to coordinate with Richmond Fire Rescue to confirm whether fire hydrants are required along the proposed development's lane frontage. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the servicing agreement scope.
    - c) At Developer's cost, the Developer is required to:
      - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
      - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
         CNCL 207

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- Cut and cap all existing water service connections and remove all existing water meters.
- Install a new 100mm diameter water service connection, complete with water meter and water meter box as per City specifications to service the site.
- Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- d) At Developer's cost, the City will:
  - Complete all tie-ins for the proposed works to existing City infrastructure.
- 2) Storm Sewer Works:
  - a) At Developer's cost, the Developer is required to:
    - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
    - Cut and cap existing storm sewer service connection located at south PL of 9391 Francis Rd and remove associated inspection chambers.
    - Cut and cap existing storm sewer service connection located at south PL of 9371 Francis Rd and remove associated inspection chambers.
    - Cut and cap existing storm sewer service connection lead located at southwest PL of 9371 Francis Rd and remain the existing IC.
    - Cut and cap existing storm sewer service connection lead located at southeast PL of 9391 Francis Rd and remain the existing IC.
    - Install a new storm service connection complete with inspection chamber as per City specifications for the proposed site. The location and size of the required storm sewer service connection shall be determined through the servicing agreement design process.
  - b) At Developer's cost, the City will:
    - Complete all tie-ins for the proposed works to existing City infrastructure.
- 3) Sanitary Sewer Works:
  - a) At Developer's cost, the Developer is required to:
    - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
    - Cut and cap existing sanitary sewer service lead connection located at northeast corner of 9371 Francis Rd and remain the existing IC.
    - Cut and cap existing sanitary sewer service lead connection located at east PL of 9391 Francis Rd and remain the existing IC.
    - Install a new sanitary service connection complete with inspection chamber as per City specifications for the proposed site. The location and size of the required sanitary sewer service connection shall be determined through the servicing agreement design process.
    - Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
  - b) At Developer's cost, the City will:
    - Complete all tie-ins for the proposed works to existing City infrastructure.
- 4) Street Lighting:
  - a) At Developer's cost, the Developer is required to:
    - Review street lighting levels along all road and lane frontages, and upgrade as required.
- 5) Frontage Improvements (Engineering)
  - a) The Developer is required to:
- **CNCL 208**

- Coordinate with BC Hydro, Telus and other private communication service providers
  - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To underground overhead service lines.
- Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
  - BC Hydro PMT 4.0 x 5.0 m
  - BC Hydro LPT 3.5 x 3.5 m
  - Street light kiosk 1.5 x 1.5 m
  - Traffic signal kiosk 2.0 x 1.5 m
  - Traffic signal UPS 1.0 x 1.0 m
  - o Shaw cable kiosk  $-1.0 \times 1.0 \text{ m}$
  - Telus FDH cabinet 1.1 x 1.0 m
- Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
  - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
  - Pipe sizes, material and slopes.
  - Location of manholes and fire hydrants.
  - Road grades, high points and low points.
  - Alignment of ultimate and interim curbs.
  - Proposed street lights design.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, 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.
- 6) Frontage Improvements (Francis Road)

- a) Frontage improvements (cross-section): Across the subject site's entire Francis Road frontage, the Developer is required to provide the following frontage improvements (measured north to south):
  - New south property line of the subject site. (Note: a 0.6 m wide dedication is required to meet minimum frontage improvement standards).
  - 2.0 m wide concrete sidewalk. (Arterial Road Sidewalk Policy).
  - 1.5 m wide landscaped boulevard with street trees.
  - 0.15 m wide curb (north side of site fronting section of Francis Road).
- b) Frontage improvements (sidewalk alignment): The subject site's new sidewalk is to connect directly to the existing sidewalk to the immediate east and west neighbouring developments at the common property line. Sidewalk transition sections are required.
  - The transition sections are to be constructed based on a reverse curve design (e.g. 3 m x 3 m).
  - The sidewalk may need to be aligned around trees that have been identified for retention.
- c) Driveway closures/backfill: All existing driveways along the subject site's Francis Road frontage are to be closed permanently. The Developer is responsible for the removal of all existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described above.
- d) Parks/Tree Bylaw requirements: Consult Parks/Tree Bylaw on the requirements for tree protection/placement including tree species and spacing as part of the frontage works. Note that the above frontage improvements may have to be realigned to meet tree protection requirements.
- e) Engineering requirements: Consult Engineering on lighting and other utility requirements that are to be included as part of the frontage works. These requirements include but are not limited to: relocation of hydro poles, relocation of existing or placement of new hydrants, and streetlights. All such installations are to have setbacks from sidewalk/driveway/road curb per City Engineering Design Specifications.

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

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

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

#### Prior to Development Permit\* issuance, the following must be completed:

- 1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
- 2. If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for off-site planting is required.

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

Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management
Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
Transportation) and MMCD Traffic Regulation Section 01570.

**CNCL - 210** 

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.

Initial:

#### 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 10527 (RZ 22-005593) 9371 & 9391 Francis Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 003-977-421 Parcel "A" (J4683E) Lot 58 Except: Part Subdivided by Plan 76875, Section 22 Block 4 North Range 6 West New Westminster District Plan 8142

and

P.I.D. 003-907-422 Lot 551 Section 22 Block 4 North Range 6 West New Westminster District Plan 58839

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10527".

FIRST READING	CITY OF RICHMOND
SECOND READING	APPROVED by
THIRD READING	APPROVED by Director
OTHER CONDITIONS SATISFIED	or Solicitor
ADOPTED	

MAYOR

CORPORATE OFFICER

**Subject:** Research, examine, and develop actions to establish a supervised drug consumption site within the Richmond General Hospital Precinct to address the growing public health crisis related to drug addiction and overdose deaths.

Members of Council: Laura Gillanders and Kash Heed

Meeting: General Purposes Committee

Notice Provided on: January 30, 2024

For Consideration on: February 5, 2024 in accordance with Procedure By-law No 7560

#### Background

Supervised consumption sites provide a safe and controlled environment for people to use drugs, reducing the risk of overdose and other health complications. Health professionals are present to intervene in case of emergencies and provide immediate medical assistance. These sites have proven to be effective in preventing overdose deaths. Staff are trained to administer naloxone, an opioid overdose reversal medication, and can quickly respond to overdose situations. This can save lives and provide an opportunity for individuals to seek further treatment and support.

Public drug policies should not push drug users into unsafe areas such as alleys and hidden alcoves, instead they should establish safe places to consume drugs. Many of these people have no place to live so they are outdoors and visible, living in tents or lying on benches, in doorways or alleys as this is their living space, all in the public eye. By providing a designated space for drug use, supervised consumption sites will help reduce public drug use and associated risks, such as discarded needles and drug-related crime. This can improve the overall safety and cleanliness of the community while dealing with some of the disorder issues.

The sites offer a gateway to healthcare and support services for people struggling with acute drug addiction. They provide an opportunity for individuals to engage with healthcare professionals, social workers, and addiction counsellors who can offer guidance, referrals, and support for treatment and recovery. The sites provide sterile equipment and safe disposal options, reducing the risk of transmitting bloodborne infections such as HIV and hepatitis C. They also offer testing and treatment for these diseases, contributing to public health efforts.

Studies have shown that these sites can be cost-effective in the long run. By preventing overdose deaths and reducing healthcare costs associated with first responder response, emergency room visits and infectious diseases, these sites can save money for the healthcare system and society as a whole.

These sites are part of a continuum of care to recognize the inherent dignity and worth of individuals struggling with drug addiction. They provide a non-judgmental and supportive environment, offering a compassionate response to a complex health issue. These sites aim to reduce stigma and discrimination, promoting the well-being of individuals. Correspondingly, drug detoxification plays a vital role in the continuum of care for people struggling with drug abuse. By addressing the physical dependence on drugs, detoxification sets the stage for successful rehabilitation and long-term recovery and should be considered as a next step.

As our soon to be retired courageous BC Coroner Lisa Lapointe articulated, "They're trying to stay warm or stay dry or stay safe...If public drug use is greater, is it due to decriminalization or is it due to more people having nowhere to live? Decriminalization didn't cause inflation. Decriminalization didn't cause the housing crisis."

It is important to note that the effectiveness and benefits of supervised consumption sites may vary depending on the specific context and implementation. However, evidence from existing sites in various locations suggests that they can play a crucial role in addressing drug addiction and its associated harms. During 2023, 2,511 people lost their lives in BC through toxic drug poisoning: we have a responsibility aimed at political intervention as 26 of those lives were lost in Richmond.

#### Motion

1. That Staff administer a practicability analysis to gauge the potential benefits and challenges of implementing a drug consumption site within the Richmond General Hospital Precinct. This analysis will evaluate the impact on public safety, healthcare costs, and community perceptions, providing evidence-based recommendations for the successful implementation of a supervised drug consumption site to address the growing public health crisis related to acute drug addiction and overdose deaths;

2. That Staff collaborate with Coastal Health as the Authority responsible to fund and provide services onsite, both the Provincial and Federal Governments, local healthcare providers, and community organizations in establishing the drug consumption site. This collaboration will ensure that individuals accessing these sites receive comprehensive care, including access to addiction treatment, harm minimization services, and counseling;

3. That Staff recommend to Council a process to establish a task force comprised of representatives from law enforcement, legal services, healthcare professionals, community organizations, and individuals with lived experience of drug addiction to develop guidelines, protocols, and best practices for the implementation of the drug consumption site, ensuring its effectiveness, acceptance, and safety;

4. That Staff recommend to Council the resources required for community education and awareness campaigns about supervised drug consumption sites. These campaigns will aim to dispel misconceptions, reduce stigma, and promote understanding of the public health benefits associated with these sites;

5. That Staff recommend to Council a monitoring and evaluation system to assess the effectiveness of the implementation of the drug consumption site. This system will collect data on overdose rates, healthcare utilization, and referrals to addiction treatment, allowing Council to make informed decisions about the future of this site; and,

6. That Staff develop a process to ensure that community concerns and perspectives are considered during the planning and implementation process.



Re:	Application by Lansdowne Phase 1 Limited Partnership for Rezoning at 5300 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to the		
From:	Suzanne Smith Acting Director, Development	File:	RZ 23-011557
То:	Planning Committee	Date:	January 25, 2024

"Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)"

#### Staff Recommendation

Zone

- That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10523 to amend Section 2.33 map entitled "Pedestrian Environment Map (2031)", Section 2.5.1 map entitled "A Base for Building a Living Landscape Map", Section 2.6 map entitled "Base Level Parks & Open Space Map (2031)", subsection 2.6.3(c) map entitled "Pedestrian Linkages Map", subsection 3.1.3(c) (Pedestrian Linkages) map entitled "Designated Green Link & Linear Park Location Map", and Section 3.3.2 Special Precinct 2.0 plan entitled "Special Precinct Character Areas & Major Park and Public Open Space Plan", to move the North-South "Minor Green Link" east of Cooney Road identified in the OCP Lansdowne Village (City Centre), to along the west side of Kwantlen Street, be introduced and given first reading;
- 2. That Bylaw 10523, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
- 3. That Bylaw 10523, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10511 to create the "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone, and to rezone a portion of 5300 No.3 Road from "Auto-Oriented Commercial (CA)" to "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone, be introduced and given first reading.

0. J

Suzanne Smith Acting Director, Development (604-276-4138)

WC:vk Att. 9

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Community Social Development Parks Services Engineering Sustainability and District Energy Policy Planning Transportation Arts, Culture, Heritage	N N N N N N N N N N N N N N N N N N N	be Erceg	
### Staff Report

### Origin

Lansdowne Phase 1 Limited Partnership has applied to the City of Richmond to rezone a portion of 5300 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to a new site-specific zone, the "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone. The proposed rezoning would permit the redevelopment of 25,070 m<sup>2</sup> of the northeast portion of the subject site to develop mixed-use and residential uses. Residential units include Low-End Market Rental (LEMR) units, market rental units and residential strata units. This application is for Phase 1A (three parcels) of a multiphase process (seven phases).

The Lansdowne Redevelopment Phase 1A rezoning would enable the subdivision of three parcels - Parcel 2, Parcel 5 and Parcel 8 (or P2, P5 and P8) along the northeast portion of the site along Alderbridge Way from Hazelbridge Way in the west to Kwantlen Street to the east (Attachment 1).

Key components of the proposal include:

- Approximately 1,041 residential dwelling units, including 141 LEMR units, 151 market rental housing units and 749 strata units.
- A total floor area of approximately 80,625 m<sup>2</sup> (867,840 ft<sup>2</sup>) comprised of approximately:
  - Approximately 10,857 m<sup>2</sup> (116,867 ft<sup>2</sup>) of LEMR housing units on Parcel 8;
  - Approximately 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>) of market rental housing units on Parcel 8;
  - $\circ~$  Approximately 52,040 m² (560,166 ft²) of market strata housing units on Parcels 2 and 5;
  - Approximately 2,124 m<sup>2</sup> (22,906  $ft^2$ ) of indoor amenity space; and
  - Approximately 661  $m^2$  (7,115 ft<sup>2</sup>) of commercial space on Parcel 2.
- Parcel 2 and Parcel 5 are designed to comply with Energy Step Code 2 with connection to a low carbon energy system, and Parcel 8 is designed to exceed City standards with commitment to Energy Step Code 3 and connection to a low carbon energy system. The low carbon energy system will be contributed by the developer.
- Provision of a 14.5 m wide Lansdowne Linear Park with pedestrian and cycling improvements in a combination of interim and ultimate condition.
- Provision of North-South greenways including a 12 m "North-South Green Link" between Parcels 2 and 5 and a 6 m wide "Minor Green Link" east of Cooney Road along Kwantlen Street.
- Provision of an East-West Mews along the south edge of this development phase, providing a significant pedestrian linkage with lighting, trees and landscape elements.
- Significant transportation improvements including a multi-use path along Alderbridge with a double row of trees, intersection improvements and extensions of roads for Hazelbridge Road and Cooney Road.

The required Transportation, Parks and Engineering improvement works with respect to the subject development, will be secured through the City's standard Servicing Agreement process prior to rezoning bylaw adoption. Works including securing a Statutory Right-of-Way (SRW) along Alderbridge Way and Lansdowne Road for parks and open space, frontage and infrastructure improvements and utility upgrades including water works, storm sewer works and sanitary sewer works will be designed and constructed at the owner's sole cost.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

### Subject Site Existing Housing Profile

The subject site is a portion of the surface parking lot to service the Lansdowne Shopping Mall.

### **Surrounding Development**

- To the North: Across Alderbridge Way, a series of properties zoned primarily CA Zone permitting a range of auto-oriented commercial uses and one site zoned for a Neighbourhood Pub; one active rezoning application midblock (RZ 19-858707) to permit an eight-storey hotel, which is currently under staff review.
- To the South: Existing Lansdowne Shopping Mall, recently the subject of an approved Lansdowne Master Plan application (CP 15-717017) to amend the Official Community Plan (OCP) to adjust land use designation boundaries to facilitate future development of the site as a mixed-use neighbourhood.
- To the East: Across Kwantlen Street, high-rise residential development zoned RCL1, consisting of three sixteen-storey residential towers on a two-level parking podium with six townhouses.
- To the West: Existing Lansdowne Shopping Mall, recently been the subject of an approved Lansdowne Master Plan application (CP 15-717017) to amend the Official Community Plan (OCP) to adjust land use designation boundaries to facilitate future development of the site as a mixed-use neighbourhood.

### **Related Policies & Studies**

### Official Community Plan/Lansdowne Village City Centre Area Plan

The Official Community Plan designates this portion of the subject site as "Downtown Mixed Use" and "Mixed Use". In the City Centre Area Plan (CCAP), the subject site is designated "Urban Core T6 (35m)", "Urban Centre T5 (25m)" and "Village Centre Bonus" (Attachment 3).

The proposed rezoning to the new site-specific "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone is generally consistent with these designations, except that an OCP amendment is required. The "Official Community Plan Bylaw No 7100, Amendment Bylaw 10523" would accommodate:

• the relocation of the North-South "Minor Green Link" east of Cooney Road, identified in the OCP Lansdowne Village (City Centre), from midblock to along the west side of Kwantlen Street for this first Phase of Phase One development (Phase 1A) on the site, as shown in Attachment 4.

Staff support the proposed OCP amendment as it will provide the ability to consider additional project density for the purposes of affordable and market rental housing to address community need as supported by OCP rental housing policies. The relocation of the North-South "Minor Green Link" east of Cooney Road also facilitates a significant improvement in the design and functionality of the parkade, improves the transition to the public realm with greater accessibility to the general public, while still ensuring the proposal meets the design objectives of the CCAP. The proposed OCP amendment is further discussed in the "Analysis" section of this report.

### Aircraft Noise Sensitive Development Policy

The subject site is located in an area impacted by aircraft noise (Area 2) and registration of an aircraft noise sensitive use legal agreement on Title is required prior to final adoption of the rezoning bylaw. The purpose of the legal agreement is to ensure that the building design satisfies Canada Mortgage and Housing Corporation (CMHC) guidelines for interior noise levels and The American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards for interior thermal comfort, and potential purchasers are made aware of potential noise conditions.

As part of the required Development Permit application process, the developer will be required to provide confirmation from a qualified acoustic professional that the proposed development is designed in compliance with the Aircraft Noise Sensitive Development (ANSD) standards.

### Floodplain Management Implementation Strategy

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

### **Public Consultation**

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

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

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders (Attachment 5).

### Analysis

The applicant has applied to rezone the 25,070 m<sup>2</sup> northeast portion of 5300 No. 3 Road along Alderbridge Way to permit an approximately 80,625 m<sup>2</sup> (867,840 ft<sup>2</sup>) development comprised of two C-shaped eight to fourteen-storey buildings over a shared two-level below grade parkade on Parcel 2 and 5, and two six-storey L-shaped buildings (with two four-storey connections) over a single-level partially below grade parkade on Parcel 8. The development includes 1,041 dwelling units, consisting of approximately 141 LEMR units, 151 market rental housing units and 749 strata units, street fronting commercial along Hazelbridge Way, a North-South "Minor Green Link", an East-West Mews, as well as infrastructure upgrades and frontage improvements on all frontages.

### Proposed OCP and CCAP Amendment

To facilitate the subject development, amendments are proposed to a series of maps in Schedule 2.10 of Official Community Plan (OCP) Bylaw 7100, City Centre Area Plan (CCAP). Specifically, this involves "Official Community Plan Bylaw No 7100, Amendment Bylaw 10523", to relocate the North-South "Minor Green Link" identified in the OCP Lansdowne Village (City Centre), from its original location running through Parcel 8 east of Cooney Road to along the Westside of Kwantlen Street (Attachment 4).

According to the OCP, the North-South "Minor Green Link" requires a minimum of 6 m (19 ft.) width for pedestrians and to meet streets and parcel boundaries at grade to prioritize accessibility. The original North-South "Minor Green Link" location on Parcel 8 east of Cooney Road would result in bisecting the parcel and creating multiple issues with the proposed development and rendering the building unfeasible from accessibility, Crime Prevention through Environmental Design (CPTED) and parking inefficiencies. In addition, the impact on built form would also result in fewer rental units accommodated on-site. Locating the "Minor Green Link" at grade would divide the building in two, essentially creating a slim, inefficient Affordable Housing (LEMR) buildings. Additionally, impacts to the East portion of the parking area becomes non-accessible and inefficient. Further, impacts to design due to flood plain constraints for the first level of development on Level One would require an exceptionally long accessible ramp (approx. 260 ft/80m) resulting in an undesirable public realm condition and interface.

In the proposed design and proposed OCP amendment, the North-South "Minor Green Link", east of Cooney Road, would be relocated from the middle of the building, to the east side of the development site along the Kwantlen Street edge of the site for this phase of development.

This solution delivers the objective of creating strong pedestrian circulation and connectivity North-South along the site, while maintaining the opportunity to deliver much-needed rental housing in a liveable, accessible building design. The design achieves the goals of a publicly oriented park-like character, with ample seating, lingering opportunities and a cohesive pedestrian-friendly experience, that is activated and made secure through connection to the development's entry and opportunity for moments of community interaction.

The proposed CCAP amendment, if approved, would enable a seamless, publicly accessible "Minor Green Link" along Kwantlen Street which would ultimately lead south through future development phases to the future Neighbourhood Plaza at the corner of Kwantlen Street and Lansdowne Road.

### Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with OCP Policy (i.e., provision of rental housing), the developer has requested that the subject site (Phase 1A) be rezoned to a new site-specific zone, "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone, which includes:

- Compliance with the density provisions outlined in the Lansdowne Master Plan. The application has been reviewed and complies with the plan. The density permitted has been secured through a covenant on title which serves to ensure compliance of the FAR across the redevelopment phases.
- Maximum density: 3.54 FAR calculated against the net site area of the three parcels of Phase 1A. This includes density bonus related to the provision of LEMR units and market rental units and the Village Centre Bonus for provision of commercial uses on Parcel 2. The zone also includes the typical 0.1 FAR density bonus for common indoor amenity space for residents.
- Permitted land uses: a range of low and high-rise apartment uses and a limited amount of commercial use and compatible secondary and additional uses including rental tenure.
- Residential rental tenure restriction relating to the provision of 292 rental units (e.g., 141 LEMR units, and 151 market rental units) to be secured through rental tenure zoning and Housing Agreements registered on Title. These units comprise of: 15 per cent of the buildable residential area for LEMR units and 15 per cent of the remaining buildable residential area for market rental units.
- A Village Centre Bonus has been secured with the contribution of 661 m<sup>2</sup> (7,115 ft<sup>2</sup>) of commercial retail uses located on Parcel 2 at the western edge of the development. This necessitates an amenity contribution (based on five per cent of bonus VCB floor area) valued at \$309,858.25. In addition, an Urban Core Transect (T6) voluntary contribution, representing 1 per cent of residential floor valued at \$5,106,289.76
- Maximum building height: 24.0 m 45.0 m
- Maximum lot coverage and minimum setbacks in keeping with other multiple family zones, and specific parking requirements as discussed in the Transportation and Site Access section of this report.

### Built Form and Architectural Character

The developer proposes to construct a high-density, mixed-use residential and retail development (Attachment 6) and is generally consistent with the CCAP's Development Permit Guidelines. The proposed form of development would see the majority of the development density oriented toward the west portions of the site in closer proximity to the Canada Line.

This is in keeping with the City's Official Community Plan and Transit Oriented Development principles. This includes two eight to fourteen-storey buildings over a shared two-level below-grade parkade on Parcel 2 and 5, and two six-storey buildings over a single-level parkade on Parcel 8.

The building massing and form is arranged to create gateways at key intersections along Alderbridge, Hazelbridge and Cooney Roads. The proposed Parcel 5, Cooney tower location, while falling outside of the 400 m/five-minute walk radius, follows the principles and intent of the approved Lansdowne Master Plan OCP amendment - creating a gateway tower at the major Cooney N-S entrance to the site.

The Cooney tower with a higher massing element at Alderbridge Way, is a key visual marker for vehicular and bike traffic, which highlights the importance of the future Cooney Road as a key multi-modal street connecting Richmond from north to south. In addition to the importance of the visual tower at this corner, the entrance lobby located at the base of the northeast tower also enables a better relationship to the entrance of the rental building across the street at Parcel 8; creating a sense of equality and interface between the housing forms.

The proposed buildings have been designed with consideration of compliance with Transport Canada's maximum permitted building height under the Aeronautical Zoning Regulations, which generated a series of cutouts to permit taller buildings on the overall site. Further refinement of the design at the Development Permit stage will confirm compliance of building heights.

In addition, prior to adoption of the rezoning bylaw, a legal agreement will be registered on Title to notify future residents of view and other potential impacts associated with being located in the City Centre, that may arise as a result of surrounding City Centre development and/or proximity to the development's proposed commercial activities.

### Existing Legal Encumbrances

A no development covenant is registered on the property which restricts rezoning and development of the subject site conditional to meeting conditions related to phasing, density, land uses, amenities, services and contributions. The subject rezoning application will provide road, park, public right-of-way, amenity contribution associated with Urban Core Transect (T6) and Village Centre Bonus Area density, utility upgrades and public art contribution consistent with the terms included in the no development covenant. Conditional to compliance with the considerations outlined in Attachment 9, the no development covenant will be discharged from the portion of the site included in the subject rezoning application.

### Housing Type and Tenure

A. Summary of Residential Units:

Table 1 below summarizes the unit type within the LEMR, market rental and strata components of the development.

Unit Type	LEMR	Market Rental	Strata	Total
Studio	11 units	22 units	37 units	70 units
Studio	(7.8%)	(14.6%)	(4.9%)	(6.7%)
1-Bedroom	37 units	61 units	392 units	490 units
	(26.2%)	(40.4%)	(52.3%)	(47.1%)
2- Bedroom	48 units	68 units	283 units	399 units
	(34.0%)	(45.0%)	(37.7%)	(38.3%)
3-Bedroom	45 units	Nono	37 units	82 units
	(31.9%)	None	(4.9%)	(7.9%)
Total	141 units	151 Units	749 Units	1,041 Units

Table 1: Summary of the Size of LEMR, Market and Strata Units

### B. <u>LEMR Housing:</u>

The developer proposes to design and construct 141 Low-End Market Rental (LEMR) units to a turnkey level of finish at the developer's sole cost, comprising 10,857 m<sup>2</sup> (116,867 ft<sup>2</sup>) of habitable floor area on Parcel 8. This area represents 15 per cent of the development's total residential floor area satisfying the standard generally applied within the Lansdowne Village (City Centre) area. The supply, size and design of the LEMR units uphold the objectives of the City's Affordable Housing Strategy. Table 2 below summarizes the unit mix, size of units, maximum rents and income thresholds associated with the LEMR units. A Housing Agreement will be used to secure these limits. A Housing Covenant registered on Title will be used to set the minimum unit area, identify unit location and parking space allocation.

Unit Type	Unit Mix (see Note 1)	Minimum Unit Area	Max. Rent (See Note 2)	Income Threshold (See Note 2)
Studio	11 units (7.8 %)	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811 / month	\$34,650 or less
1-Bedroom	37 units (26.2 %)	50 m² (535 ft²)	\$975 / month	\$38,250 or less
2- Bedroom	48 units (34.0 %)	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218 / month	\$46,800 or less
3-Bedroom	45 units (32.0 %)	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480 / month	\$58,050 or less

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Table 2 <sup>.</sup> Low-End Market Rental (	TEMR	) Unit Details

Note 1: The unit mix and supply will be confirmed through the Development Permit\* process. The minimum targets established in the Affordable Housing Strategy and Official Community Plan will be upheld.

Note 2: Values adopted by Council on July 24, 2017 and included in the City's public-facing LEMR Bulletin.

The Affordable Housing Strategy provides that 60 per cent of LEMR units should be "family-friendly", being comprised of two or more bedrooms. The Strategy targets a 30 percent supply of two-bedroom units and a 30 per cent supply of three-bedroom units. The proposal satisfies the unit mix sought.

The Strategy also supports Basic Universal Housing (BUH), which recognizes a design that meets the accessibility needs of a wide range of individuals. The Strategy seeks to have at least 85 per cent of LEMR units with a BUH design. In this case all of the LEMR units will include this design.

As outlined in the Strategy, affordable housing units may be clustered provided the developer enters into a partnership agreement with a qualified non-profit organization to own or manage the units.

As part of this development, the LEMR units are to be clustered within the easternmost Lshaped portion of the six-storey building; the market rental units will occupy the western Lshaped portion of this building and both portions will share a central courtyard (Attachment 6). The developer has provided that they intend to work with S.U.C.C.E.S.S., a qualified nonprofit organization, to lease and manage the affordable housing units. A letter of support from S.U.C.C.E.S.S is included in Attachment 7.

### C. Market Rental Housing:

The developer proposes to design and construct 151 market rental units, to a turnkey level of finish, at the developer's sole cost, comprising 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>) of habitable floor area on west portion of Parcel 8.

The Official Community Plan (OCP) provides that 15 per cent of the development's total residential floor area, minus any area allocated to affordable housing (LEMR), is to be provided as purpose-built market rental housing. In this case, the market rental housing makes up a total habitable floor area of 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>), being roughly 15.3 per cent of the total.

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	37m <sup>2</sup> (400 ft <sup>2</sup> )-	22 units	14.6 %
1-Bedroom	43m <sup>2</sup> ( 463 ft <sup>2</sup> )	61units	40.4 %
2- Bedroom	61m <sup>2</sup> (660 ft <sup>2</sup> )	68 units	45 %
3-Bedroom	-	None	-
Total	N/A	151 units	100%

Table 3 Market Rental Unit Details

Note 1: The unit mix and supply will be confirmed through the Development Permit\* process.

The OCP provides that a minimum of 40 per cent of market rental units should be familyfriendly two and three-bedroom units. In this case, 68 units or 45 per cent of the total will be two-bedroom units. Further, all of the units will have a BUH design. A Housing Agreement will be used to secure the market rental units. A Housing Covenant will be used to set the minimum unit area, identify unit location and parking space allocation.

### D. Market Strata Housing:

In addition to the LEMR and market rental units, the project includes 749 market strata units to be provided within two separate buildings.

These include a 14-storey building in Parcel 2 and a 13-storey building in Parcel 5. Of the 749 strata units, approximately 43 per cent will be "family-friendly" (2 bedroom plus) and 113 of the units will include a BUH design.

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

### E. General Housing Requirements:

Prior to final adoption of the rezoning bylaw, registration of Housing Agreements and Market Rental Agreement and Housing Covenants on Title is required to secure the following in perpetuity for the LEMR units, and market rental units:

- LEMR units are required to achieve occupancy prior to any other buildings or uses in the proposed development.
- Residential use is restricted to residential rental tenure.
- Age-related occupancy restrictions are prohibited.
- Single ownership of the LEMR units is maintained (within a single airspace parcel or strata lot). This also applies to the market rental units (within a single airspace parcel or strata lot).
- Occupants will enjoy full use of all indoor residential amenity spaces, all outdoor residential amenity spaces, parking, bicycle storage and related features, at no additional charge to the occupants.

### F. <u>Accessibility:</u>

Richmond's OCP encourages development to meet the needs of the City's aging population and people facing mobility challenges. Staff support the developer's proposal, which is consistent with City Policy and will include:

- Barrier-free lobbies, common areas and amenity spaces.
- Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.).
- 38.9 per cent Basic Universal Housing (BUH) units (i.e., 405 of 1,041 units), including 100 per cent of LEMR units (i.e., 141 units) and 100 per cent of Market Rental units (i.e., 151 units).

### Village Centre Bonus (VCB)

Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Village Centre Bonus (i.e. up to 1.0 floor area ratio for commercial uses) must make an amenity contribution (based on five per cent of bonus VCB floor area – Table 4 below) and as applicable, utilize the permitted bonus VCB floor area for commercial uses that are selected for their ability to enhance the vitality and amenity of the applicable City Centre Village (e.g., Lansdowne Village).

Through this application 0.09 FAR of VCB density bonus would be applied for the provision of commercial uses along the Hazelbridge (western edge) of Parcel 2.

### Table 4: VCB Bonus contribution

VCB Bonus Area	5% of Maximum VCB Bonus Floor Area	Rate	Minimum Interim Amenity Security
661m <sup>2</sup> (7,115 ft <sup>2</sup> )	33.05m <sup>2</sup> (355.75 ft <sup>2</sup> )	\$871/ ft <sup>2</sup>	\$ 309,858.25

### Urban Core Transect (T6)

Under the CCAP and Zoning Bylaw, development sites that are located within the Urban Core Transect (T6) must make an amenity contribution, based on one per cent of total Residential building area for Area within Urban Core Transect (T6 area) to enhance the vitality and amenity of the applicable City Centre Village (e.g., Lansdowne Village).

### Table 5: Urban Core Transect (T6) contribution

Urban Core Transect (T6) Bonus Area	1% of total residential building area	Rate	Minimum Interim Amenity Security
54,465m <sup>2</sup> (586,256 ft <sup>2</sup> )	544.65m <sup>2</sup> (5,862.56 ft <sup>2</sup> )	\$871/ ft <sup>2</sup>	\$ 5,106,289.76

Community Amenity Contribution:

Based on a review of the current development proposal for Phase 1A, staff confirm that a physical childcare facility/Early Childhood Development Hub space is not required to be incorporated into the current development phase (1A). The recommendation is for a cash-in-lieu contribution in-lieu of on-site amenity space towards the "Interim Amenity Security" for a future facility elsewhere on the site in Phase 7 in compliance with the OCP and Master Phasing Agreement. This amenity contribution would be provided prior to rezoning bylaw adoption, and would be based on the equivalent-to-construction-value rate of \$871.00 per square foot and 5 per cent of the site's maximum permitted VCB bonus floor area and 1 per cent of total residential building area within Urban Core Transect (T6 area). If the payment is not made within one-year of the third reading of the zoning amendment bylaw, the Council-approved "equivalent to construction value" community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable.

It should be noted that as part of the overall plan for the Lansdowne site, the OCP identifies a potential City owned facility to be provided in the southwest corner of the site adjacent to the Canada Line, Lansdowne Linear Park and a civic plaza which is envisioned to be located at the corner of Lansdowne Road and No. 3 Road. That City facility is anticipated to be provided as part of Phase 7 of the Lansdowne Master Plan buildout.

The City is interested in the provision of a physical childcare facility/Early Childhood Development Hub and understands that this amenity would not be realized until Phase 7 of the Lansdowne Development as per the approved Lansdowne Master Plan OCP amendment.

In keeping with the OCP, any amenity contributions provided as "Interim Amenity Security" would be held in an interim account until Council has determined what form of amenity is to be provided as part of future rezoning applications.

### Transportation and Site Access

The proposed development provides for transportation improvements and related features, all at the developer's sole cost, to be secured through a combination of road dedication and legal agreements registered on Title, to the satisfaction of the Director Transportation, and the City's standard Servicing Agreement process (secured with Letters of Credit), as applicable, as per the attached Rezoning Considerations (Attachment 9).

Staff support the developer's proposal, which is consistent with City objectives and OCP amendment and includes:

- Frontage improvements along Alderbridge Way to accommodate road, off-street multipurpose path, sidewalk, planted boulevard and related upgrades. This includes maintaining the two existing eastbound traffic lanes and a 5.65 m wide area of dedication for curb and gutter improvements, hardscape improvements and a multiuse pathway (3 m wide).
- Frontage improvements along Kwantlen Street to accommodate road, sidewalk, planted boulevard and related upgrades. This includes varying widths of dedication for curb and gutter improvements, sidewalk improvements, travel and turning lanes and hardscape improvements. There will also be a 6 m wide North-South "Minor Green Link" along the west edge of Kwantlen along this side of the development.
- Frontage improvements along Cooney Road to accommodate road, sidewalk, planted boulevard and bike path-related upgrades. This includes varying widths of dedication for curb and gutter improvements, sidewalk improvements, travel and turning lanes, hardscape improvements and a bike path on the east side of the road.
- Frontage improvements along Hazelbridge Way to accommodate road, sidewalk, planted boulevard and related upgrades. This includes varying widths of dedication for curb and gutter improvements, sidewalk improvements, existing and additional travel lanes and hardscape improvements.
- Frontage improvements along the East-West Mews to accommodate road, sidewalk and boulevard related upgrades. This includes dedications for sidewalk improvements, interim travel lanes and boulevard improvements.

The Parcels are generally accessible from Alderbridge Way, Hazelbridge Way, East-West Mews, Cooney Road, and Kwantlen Street, with vehicular access off East-West Mews for Parcel 2, 5 and Parcel 8.

In accordance with the recently enacted Provincial Housing Statutes Amendment Act, 2023 – Bill 47, a rezoning application that receives First Reading after January 1, 2024 will be subject to the requirements of Transit Oriented Areas Regulation 47. As such, off-street parking spaces for the residential use of the land, other than accessible parking and loading, are not required to be provided as part of the development.

The proposed development will provide commercial parking, residential accessible parking and loading in accordance with the City's current Zoning Bylaw 8500.

In addition, the applicant has voluntarily provided additional off-site residential parking spaces and has agreed to provide the following voluntary Transportation Demand Management (TDM) measures, which will be secured by restrictive covenant or legal agreements(s) in the considerations, for the purposes of facilitating alternative modes of transportation to support the site:

- <u>Mobility Hub</u>: An interim version of the City Scale Mobility Hub is planned as part of Phase 1A and is proposed to be located outside of the three development parcels, within the western portion of the Lansdowne site along No. 3 Road, with the understanding that the ultimate condition will be implemented as a condition of completion of any first rezoning for Phase 6 (Schedule C). This interim hub will encourage multi-modal connections between various forms of transportation prior to development of the final version of the City Scale Mobility Hub with supplementary amenities, expected by Phase 7. The location of the Mobility Hub will be on private property abutting the future Civic Plaza with Phase 1A elements on the south side of the future East-West Road.
- <u>Enhanced Cycling and Walking Treatments:</u> The Lansdowne Linear Park will be established through the development of Phase 1A. The developer will dedicate and construct the eastern portion of the Lansdowne Linear Park along the northern edge of Lansdowne Road, in addition to interim construction of the western and central sections of the linear park secured through SRW. The 14.5 m wide park would consist of cycling and pedestrian path with landscaping, trees, seating and lighting.
- <u>Enhanced Class 2 Bicycle Parking Spaces</u>: The developer will provide enhanced Class 2 bicycle parking (indoor) in terms of access and convenience with 64 per cent spaces located indoors. The developer will provide bike maintenance and repair facilities in each parcel, with an additional bicycle maintenance area will be provided for visitors in a covered area within the greenway secured via SRW, and is publicly accessible between Parcels 2 and 5.
- <u>Transit Pass Program</u>: The developer will provide the equivalent of two years of two-zone monthly transit passes to 100 per cent of the market rental and affordable rental units.

- <u>Car Share Vehicles:</u> The developer will provide two car-share vehicles and two spaces equipped with Level 2 electric vehicle charging stations at-grade directly south of Parcel 8 within the access driveway. Car-share spaces will be 24-hour reserved and provided in addition to residential visitor spaces. As directed by the City, the car-share vehicles will consist of one compact car and one SUV.
- <u>Car Share Memberships:</u> The developer will provide car share memberships for 100 per cent of market rental and affordable rental units.
- <u>Bike Maintenance and Repair Facilities:</u> The developer will provide bike maintenance and repair facilities within a bicycle maintenance station in each parcel.
- <u>E-Bike Parking Spaces</u>: The developer will provide standard 120 Volt outlets for 25 per cent of the proposed Class 1 bicycle parking spaces to allow for e-bike charging in each parcel.
- <u>EV Ready Visitor Parking Spaces:</u> The developer will provide Level 2 240 Volt Plug-ins for 25 per cent of the proposed visitor parking spaces.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 74 bylaw-sized trees on the subject property and 27 street trees on City Property for a total of 101 trees located in the scope of work of the Phase 1A development.

It is worthwhile to note that consideration of tree retention and removal on the subject site has involved a comprehensive review of the form of development, associated frontage works including the introduction of a new multi-use path along Alderbridge Way and significant on and off-site infrastructure improvements. This included the site-specific consideration of the following elements:

- Tree relocation is complicated by the mature age of the trees, the overall health documented in many of the trees, pre-existing structural condition, asymmetric root balls and the logistical challenges of transplanting large trees, resulting in a low likelihood of survival for transplanted trees.
- From a maturity of trees in the future standpoint, the existing trees will likely suffer, decline and dieback due to the changed hydrology and access to sunlight post development, the species of the replacement trees can be selected so that they will thrive in the new conditions and provide a very rich experience in the ultimate condition.
- The plan includes a number of new buildings, extension of roads, frontage improvements and introduction of pedestrian mews and green links some of which introduce conflicts. In addition, a new Multi-Use Path along Alderbridge Way. Bringing the Boulevard and sidewalk grade down from existing to be set at level with the streetscape will also enable a second row of planting to be provided at the back of the sidewalk. This requires some tree removal and changing of grade.

The resulting design will contribute to greater cohesion to the overall City public realm by stitching this new development into the Lansdowne Village Area fabric.

• Tree replacement within Phase 1A, in accordance with Urban Forestry best practices to ensure success and longevity, the intent is to choose tree species that are tolerant of partial shade on Alderbridge Way and the new growing condition. The number of trees to be planted on-site, proposed to exceed the required replacement number, will be reviewed and secured through the Development Permit Process.

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

- Two trees (tag# 245 and 246) located on-site are identified to be retained and protected in the Arborist report (Attachment 8).
- 72 trees (tag #201-209, 211-244, 247-249 and 251-276) located on-site are proposed to be removed.
- Replacement trees should be specified at 2:1 ratio as per the OCP (minimum 4 m high conifer or 8 cm caliper deciduous).

The applicant completed a Tree Preservation Study that provided a rationale for the removal of the trees and planting new trees in the subject site, a summary of which is as below:

- There are 101 Trees including 74 trees on-site (tag #201-209, 211-249 and 251-276) and 27 street trees (tag #736-762), located within the project scope of the northern portion of Phase 1A of the Lansdowne Mall Redevelopment.
- 41 Trees are to be removed for City Road Works and Engineering requirements, which include six trees (tag #254-259) for Hazelbridge Way widening, 16 trees (tag #201-209 and 211-217) for Kwantlen Street Widening, four trees (tag #236-238 and 275) for Cooney Road extension, and 15 trees (tag #229-230, 261-268, 271-274 and 276) for the construction of the East-West Mews and associated utilities and servicing works.
- 12 Trees (tag #224-228, 231-234 260 and 269-270) are located in the centre of the development parcels as per the Lansdowne Master Plan and cannot be retained.
- Eight Trees (tag #219, 221, 223, 239, 241, 243, 248 and 252) located on-site along the Alderbridge frontage need to be removed to stop current dieback in accordance to Arboricultural Best Management practices. Overly tight spacing has created significant crown overlap and substantial self-shading, impeding the development of normal growth/form. This has promoted natural processes that induce the dieback that has been observed since 2015. New buildings on the south (sunny side) will exacerbate this dieback due to additional shading and competition for soil water resources.
- 11 on-site Trees (tag #218, 220, 222, 235, 240, 242, 244, 247, 249, 251 and 253) along Alderbridge Way are proposed to be removed. A 13.5 m setback is required to preserve the crown of the mature trees, from the impacts of the Deep Soil Mixing (DSM) excavation equipment.

This would lead to the loss of ~67 Rental Units and ~243,000 ft<sup>2</sup> of market strata gross floor area — rendering the project unfeasible from a financing perspective and severely impacting the delivery of much needed LEMR and purpose built market rental units. Furthermore, this was undesirable due to the amount of grade changes, sidewalk setbacks and atypical adjacency conditions that would be needed to accommodate accessibility beside these large mounded trees. It would also introduce other safety concerns with larger grade changes required at intersections and future crossing locations.

The City's arborist also reviewed the applicant's Arborist report related to City trees and agreed with the proposal for:

- 16 City Trees (tag #747-762) located on the central boulevard in Alderbridge Way are to be retained.
- 11 off site trees (tag #736-746) located on the central boulevard in Alderbridge Way are to be removed for City Road Works and Engineering requirements for reconfiguration of Alderbridge Way.

### Tree Replacement

The applicant wishes to remove 72 on-site trees (tag #201-209, 211-244, 247-249 and 251-276). The 2:1 replacement ratio for 72 trees would require a total of 144 trees, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

The preliminary landscape plans provided by the applicant identify a total of 251 new trees to be planted on-site, well above the required number of replacement trees.

The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. Out of the 251 new trees, 175 trees meet the minimum sizes, which is still above the 144 trees required based on the 2:1 replacement ratio.

### Table 6 Tree Replacement

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
166	8 cm	n/a
9	n/a	4 m

The applicant wishes to remove 11 City Trees (tag #736-746). The applicant will contribute \$20,736.00 to the City's Tree Compensation Fund to compensate and 27 additional trees would need to be planted elsewhere in the City.

### Tree Protection

Two on-site trees (tag #245-246) and 16 street-trees are to be retained and protected.

16 City Trees (tag #747-762) located on the central boulevard in Alderbridge Way are to be retained.

The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 9).

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

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to construction, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

### Public Art

The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated along key public open space corridors. The developer has proposed to integrate public art with the proposed development.

Staff recommend acceptance of the developer's offer with a minimum value of at least \$607,793.14, based on City approved rates and the maximum buildable floor area permitted under the subject site's proposed "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone, excluding market rental and affordable housing (as indicated in the table below).

Prior to rezoning adoption, the developer will prepare a Master Public Art Plan for the entire Lansdowne Development and a Public Art Plan for Phase 1A.

The Master Public Art Plan will guide the subsequent public art plans for each phase and outline how the public art contributions are dispersed at each phase and what percentages of the funds will be allocated to the Major Park. The Master Public Art Plan together with the Public Art Plan for Phase 1A will be presented for consideration by the Richmond Public Art Advisory Committee and followed by the registration of legal agreements on Title to secure the implementation of the approved plan to the City's satisfaction.

For contributions with a cumulative budget over \$250,000.00, the Public Art Plan for Phase 1A is presented for Council approval prior to Building Permit\* issuance. Considering the cumulative budget is \$607,793.14, the Public Art Plan for Phase 1A will be brought forward for Council approval prior to Building Permit\* Issuance.

Use	Max. Permitted Floor Area Under ZMU55 Zone	Affordable Housing & Market Rental Exemption	Max. Permitted Floor Area (After Exemptions)	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	78,501 m <sup>2</sup> (844,977.73 ft <sup>2</sup> )	21,812 m <sup>2</sup> (234,782.41 ft <sup>2</sup> )	56,689 m <sup>2</sup> (610,195.32 ft <sup>2</sup> )	\$0.99/ft <sup>2</sup>	\$604,093.36
Non- Residential	661 m² (7,114.94 ft²)	n/a	661 m² (7,114.94 ft²)	\$0.52/ft <sup>2</sup>	\$3,699.77
TOTAL	79,162 m <sup>2</sup> (852,092.68 ft <sup>2</sup> )		57,350 m <sup>2</sup> (617,310.26 ft <sup>2</sup> )	Varies	\$607,793.14

### Table 7 Public Art Contribution

### Lansdowne Linear Park

The Lansdowne Linear Park will be established through the development of Phase 1A. The developer will dedicate and construct the eastern portion of the Lansdowne Linear Park along the northern edge of Lansdowne Road, in addition to interim construction of the western and central sections of the linear park secured through SRW (Attachment 6). Park Development Cost Charges (DCC) credits would be available. The 14.5 m wide park would consist of cycling and pedestrian path with landscaping, trees, seating and lighting.

### Site Servicing and Frontage Improvements

Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreement for the design and construction of water, storm sewer and sanitary sewer upgrades, together with related public and private utility improvements arising as a result of the proposed development, as determined to the satisfaction of the City. These works will be secured with a Letter of Credit, for the design and construction of required off-site works.

Frontage improvements will occur on all frontages of the development including a multi-use path along Alderbridge with a double row of trees, and interim (west of Cooney) and ultimate (east of Cooney) construction of the Lansdowne Linear Park from No. 3 Rd to Kwantlen Street. This would include the dedication of the east portion of the Park east of Cooney.

### Sustainability and District Energy

In compliance with the City's sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code for the proposed mixed-use residential buildings, the developer proposes the following:

- Parcel 8: Step 3 with a low carbon energy system with the capability to connect to the City Centre District Energy Utility.
- Parcel 2 & 5: Step 2 a with low carbon energy system with the capability to connect to the City Centre District Energy Utility.

The mechanical engineer has provided a letter confirming the project is being designed to achieve applicable Step Code with connection to a low carbon energy system contributed by the developer, with the capability to connect to the City Centre District Energy Utility once it becomes available. More information regarding the development's sustainability initiatives will be provided at the Development Permit stage.

The concept plan is to locate an interim low carbon energy plant to provide cooling to the Phase 1 buildings (including Phase 1A- Parcels 2, 5, 8 and future development Parcels 9, 10) on the roof of Parcel 5, with the capability to connect to and be serviced by a District Energy Utility (DEU), providing heating, cooling and domestic hot water heating.

### Future Development Permit\* Application Considerations

Development Permit\* approval, to the satisfaction of the Director, Development, is required prior to final adoption of the rezoning bylaw. At Development Permit\* stage, additional design development is encouraged with respect to the following items:

- <u>Streetscape along Kwantlen and Cooney Road</u>: Opportunities to further soften the raised parkade using landscape design including planting.
- <u>Streetscape along East-West Mews</u>: Opportunities to make the built form more active and engaging with the East-West Mews.
- <u>Architectural Design</u>: Opportunities to create visual differentiation through massing, façade and materiality in response to create landmark towers.
- <u>Building Height:</u> The building heights of Parcel 2 and 5 be further reviewed to ensure compliance with Vancouver International Airport Zoning Regulations-Building Height Compliance.
- <u>Parkade fire response</u>: The proposal includes a single response point proposed for the parkade below Parcel 2 and 5. The parkade is too large to allow for a single response point proposed at the entry of Parcel 5. Fire protection systems need to be zoned to allow for dispatch to response to Parcel 2 or 5 depending on the location of the activated device or system.
- <u>North-South Green Link</u>: Opportunities to demarcate public realm from adjacent private realm areas and direct people towards the publicly accessible green link area by incorporating landscape elements (planting, trees, furnishings and paving patterns) within and along the edges of the green link. Green link to be designed to accommodate large volumes and free movement of pedestrians.
- <u>New East-West Mews</u> (between Cooney Road and Kwantlen Street including "Minor Green Link"): Opportunities to provide clearly delineated and protected pedestrian linkages along the north side of the access driveway with elements such as bollards, light poles and/or trees in grates. Provide free, unimpeded public access and movement of pedestrians within the SRW.

Opportunities to prioritize pedestrian access and safety by integrating landscape elements (planting, lighting, trees, walls, furnishings, bollards and/or paving patterns) within and along the edges of the mews to demarcate public realm from adjacent private realm areas and direct people towards publicly accessible, pedestrian areas.

- <u>Pedestrian access and safety</u>: Prioritize pedestrian access and safety.
- <u>Accessibility</u>: Design and distribution of Basic Universal Housing units and common spaces.
- <u>Sustainability</u>: Opportunities to enhance building performance in coordination with architectural expression.
- <u>Crime Prevention through Environmental Design (CPTED)</u>: Opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- <u>Parking, Loading & Waste Management</u>: The development proposal is consistent with the Zoning Bylaw and related City requirements. Further design of vehicle parking and circulation, truck manoeuvring, waste management activities and related features and spaces.

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

As a result of the proposed development, the City will take ownership of developer contributed assets constructed to City Standards, such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, bike lanes and traffic signals. The rezoning application results in \$62,404.92 Operational Budget Impact (OBI) for off-site City Infrastructure including roadworks, waterworks, storm sewers, sanitary sewers, streetlights, street trees and traffic signals.

The Lulu Island Energy Company (LIEC) will take ownership of the low carbon energy system contributed by the developer.

### Conclusion

Lansdowne Phase 1 Limited Partnership has applied to the City of Richmond to rezone a portion of 5300 No. 3 Road from "Auto-Oriented Commercial (CA)" zone to "Auto-Oriented Commercial (CA)" zone to "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone. The proposed rezoning of Phase 1A of this multiphase phase development would permit the development of three parcels along the northeast portion of the Lansdowne site.

The proposed rezoning would permit the development a high density mixed-use high-rise development containing approximately  $661m^2$  (7,115 ft<sup>2</sup>) of commercial space at grade and approximately 1,041 dwelling units, consisting of 141 LEMR units and 151 market rental housing units secured with rental tenure zoning.

The development would also provide significant transportation improvements including a multiuse path along Alderbridge, the Lansdowne Linear Park, an East-West Mews and two North-South Green Links along with intersection and utility upgrades and frontage improvements.

Associated with the proposed zoning amendment is a proposed amendment to the OCP to relocate a North-South "Minor Green Link" east of Cooney Road that would provide the ability to consider additional project density for the purposes of affordable and market rental housing, improve the design and interface of the parkade and public realm and enhance accessibility to the general public, while ensuring the proposal meets the design objectives of the CCAP.

It is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 10523 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10511 be introduced and given first reading.

Virendra Kallianpur Program Manager, Urban Design (604-247-4620)

VK:he

- Att. 1: Location Map and Aerial Photograph
  - 2: Development Application Data Sheet
  - 3: Specific Land Use Map: Lansdowne Village (2031)
  - 4: OCP Amendment Schedule Map Changes
  - 5: OCP Consultation Summary
  - 6: Conceptual Development Plans
  - 7: Non-Profit Letter of Support
  - 8: Tree Management Plan
  - 9: Rezoning Considerations











RZ 23-011557

**CNCL - 238** 

Original Date: 03/14/23

Revision Date: 03/30/23

Note: Dimensions are in METRES



### **Development Application Data Sheet**

Units: **1,041** 

(P2: 386; P5: 363; P8:292)

**Development Applications Department** 

RZ 23-011557			Attachment 2		
Address: 5300 N	5300 No.3 Road, Richmond, B.C. – Parcels 2, 5, and 8 (P2, P5, P8)				
Applicant: Lansdo	owne Phase 1	IA Limited Partnership			
Planning Area(s):	City Centre- Lansdowne Village				
Floor Area:	GFA: 96,21 FAR: 80,62	8 m² (P2: 36,677 m²; P5: 34,780   5 m² (P2: 30,325 m²; P5: 27,902	m²; P8: 24,717 m²) m²; P8: 22,398 m²)		
Total Habitable Area	72,335 m² ( <b>P8:</b> LEMR:	<b>P2:</b> 26,510 m²; <b>P5:</b> 25,530 m²; <b>P</b> 8 10,857 m²)	<b>8:</b> Market Rental: 9,438 m <sup>2</sup> ;		
		Existing	Proposed		
Site Size (m²):		Master Plan Gross Site Area: 156,247 m <sup>2</sup>	Phase 1A – Gross Site Area: <b>25,070</b> m <sup>2</sup> ) ( <b>P2</b> : 8,619 m <sup>2</sup> ; <b>P5</b> : 7,766 m <sup>2</sup> ; <b>P8</b> : 8,685 m <sup>2</sup> ) Net Site Area – <b>22,762</b> m <sup>2</sup> ( <b>P2</b> : 7,375 m <sup>2</sup> ; <b>P5</b> : 7,402 m <sup>2</sup> ; <b>P8</b> : 7,985 m <sup>2</sup> )		
Land Uses:		Shopping Centre	<b>P2&amp;5</b> : B3 Mixed-Use; High-Rise Res., Commercial & Mixed Use; <b>P8</b> : B2 Mixed-Use; Mid-Rise Res.		
OCP Designation:		Mixed Use (MU)	<b>P2&amp;5</b> : Urban Core T6 (35m) <b>P8</b> : Urban Centre T5 (25m)		
Zoning:		Auto-Oriented Commercial (CA)	Site Specific Zoning		
		Nil.	Phase 1A A – Total Dwelling		

	Amendment Bylaw 10511 Requirement	Proposed	Variance
Floor Area Ratio:	<b>P2</b> : 4.11 <b>P5</b> : 3.77 <b>P8</b> : 2.81	Total: 3.54 FAR P2: 4.11 P5: 3.77 P8: 2.81	None
Lot Coverage (% of lot area):	90%	<b>P2</b> : 5,408 – 63%; <b>P5</b> : 5,252 – 68%; <b>P8</b> : 5,210 – 60%	None
Lot Size (m <sup>2</sup> ) (Net of Dedications)	<b>P2:</b> 7,375; <b>P5:</b> 7,402; <b>P8:</b> 7,985	Total: 22,762 (P2: 7,375; P5: 7,402; P8: 7,985)	None
Setback (m)- Front Yard (Alderbridge Way):	Min. 3 m	Min.3 m	None
Setback (m) – Side Yard (Hazelbridge Way)	Min. 3 m	Min. 3 m	None

Number of Units:

	Amendment Bylaw 10511 Requirement	Proposed	Variance
Setback (m) – Side Yard (Cooney Road)	Min. 3 m	Min. 3 m	None
Setback (m) – Side Yard (Kwantlen Street)	Min. 2.5 m	Min. 2.5 m	None
Setback (m) – Rear Yard (Mews)	P2 & P5: Min. 3 m P8: 8 m	P2 & P5: Min 3 m	None
Building Separation (Public Open Space)	20m – Public Open Space 16m – Fronting Green Link	20 m – Public Open Space 16 m –Fronting Green Link	None
Height (m) per OCP*: 36-44m *Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.	<ul> <li>P2: 45.0 m measured from Grade</li> <li>P5: 44 m measured from Grade</li> <li>P8: 25 m measured from Grade</li> </ul>	P2: 39.6-45.0 m measured from Grade P5: 36-42 m measured from Grade P8: 24 m measured from Grade	None
Height (m) per AZR:	Varies: 43 m-47m with bump out per AZR Exemption Areas Land Areas	Compliant with AZR Exemption Areas Land Areas "D1" to "D4"	None
Off-street Parking Spaces – Commercial	P2 Commercial: 23	<b>P2</b> Commercial: 54* (incl. 2 Accessible) *Visitor & Retail Shared	None
Off-street Parking Spaces- Accessible	<b>P2:</b> 10; <b>P5:</b> 9; <b>P8:</b> 5	<b>P2:</b> 10; <b>P5:</b> 9; <b>P8:</b> 5	None
Total Off-street Residential Parking Spaces (excluding accessible)	Not Required	P2 Residential:386 P5 Residential: 401 P8 Residential: 161 Total: 948	None
Off-street Loading Spaces	P2 Residential: 2 medium P2 Commercial: 1 medium P5 Residential: 2 medium P8 Residential: 2 medium	P2 Residential: 2 medium P2 Commercial: 1 medium P5 Residential: 2 medium P8 Residential: 2 medium	None
Tandem Parking Spaces:	Not Permitted	Nil.	None
Amenity Space (m <sup>2</sup> ) – Indoor:	<b>P2</b> : 772; <b>P5</b> : 726; <b>P8</b> : 584	<b>P2</b> : 786; <b>P5</b> : 752; <b>P8</b> : 586	None



\*Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.

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 $(\mathbf{6})$ 

(Varies from 32m to 35m)

(Varies from 36m to 44m)

# Pedestrian Environment Map (2031)



# Pedestrian Environment Map (2031)



### 7185501

Existing

Proposed

## A Base for Building a Living Landscape Map



## A Base for Building a Living Landscape Map



# Base Level Parks & Open Space Map (2031)



# Base Level Parks & Open Space Map (2031)



### Existing

Proposed

### Proposed



# **OCP Amendment Schedule Map Changes**

# Pedestrian Linkages Map



Existing

7533872

Designated Green Link & Linear Park Location Map



### Proposed



### Existing

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



### Existing

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



### Proposed

### **OCP** Consultation Summary

Staff have reviewed the proposed OCP amendment, with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy 5043 requirements and determined that OCP Amendment Bylaw 10523 does not need referral to external stakeholders.

Stakeholder	<b>Referral Comment (No Referral necessary)</b>
Agricultural Land Commission (ALC)	No referral necessary because the Agricultural Land Reserve is not affected.
	OCP Amendment Bylaw 10523 is to relocate the North- South "Minor Green Link" from its original location running midblock through Parcel 8 in the northeast quadrant of the development site (under the Lansdowne OCP and Master Plan) to the West side of Kwantlen Street on the eastern edge of the site.
Board of Education of School District No. 38 (Richmond)	No referral is deemed necessary as this change does not change the density (and number of future families) anticipated on the Lansdowne site beyond what is currently permitted in the OCP.
	Consultation with the Richmond School District No 38 on the overall Lansdowne Master Plan occurred as part of the Lansdowne OCP Amendment process adopted by Council in 2023.
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) Policy.

Stakeholder	<b>Referral Comment (No Referral necessary)</b>
Richmond Coastal Health Authority	No referral necessary because Richmond Coastal Health Authority (RCH) facilities are not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.










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**CNCL - 271** 



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**CNCL - 277** 

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**CNCL - 304** 

MR 1686-S1 0505/11/15 -3TAG TO #















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Virendra Kallianpur Program Manager, Urban Design I Planning & Development I City of Richmond City of Richmond 6911 No. 3 Road Richmond BC V6Y 2C1

Delivered via email.

Aug 25, 2023

Dear Virendra

I am writing in connection with Lansdowne Phase 1 which includes Low End of Market Rental (LEMR) units. I understand from discussions with Lansdowne Phase 1 Limited Partnership that this project is proceeding to Rezoning/ DP application.

#### S.U.C.C.E.S.S. Partnership with Phase 1 Limited Partnership

S.U.C.C.E.S.S. and Lansdowne Phase 1 Limited Partnership had several discussions recently regarding S.U.C.C.E.S.S. operating the LEMR units in the development, upon completion of construction. Both parties have expressed interest in working with each other on this project and have signed an MOU and a LOI to formalize this partnership.

#### S.U.C.C.E.S.S.'s Objective and interest in the development

S.U.C.C.E.S.S. recognizes that affordable, secure, and well-maintained housing is fundamental to the community and contributes to healthier residents and communities. Affordable housing is integrally linked to other community issues such as health, recreation, and social and economic development.

S.U.C.C.E.S.S. currently owns/operates two affordable housing buildings in Richmond with a total of 134 units. We also have MOU's with other developers to own/operate more than 200 additional units within Richmond. Adding more buildings / units within Richmond allows for a cluster of units to increase operational efficiencies and economies of scale.

S.U.C.C.E.S.S. intends to lease and operate the LEMR units within the development. Our objective is to add affordable housing units to our portfolio for low to moderate income households. Households who live and/or work in Richmond would be prioritized given they meet all other eligibility criteria. The building will be a mix of Families and non-families.

#### **Tenant Selection**

S.U.C.C.E.S.S. plans to utilize BC Housing's Housing Registry to pull resident applications as well as use S.U.C.C.E.S.S.'s waitlists for existing housing sites. Special consideration is provided to those who have completed a BC Housing supplemental application, which gives priority to those in particular circumstances of higher need. This method alone most likely fills a large percentage of vacancies. However, it is also beneficial to engage community partners, who provide one-to-one services to those who are precariously housed, under housed or homeless, for suggested suitable applicants. S.U.C.C.E.S.S. will also be working with the Lansdowne Phase 1 Limited Partnership to offer housing to eligible service workers in the adjacent Lansdowne Shopping Center



S.U.C.C.E.S.S. selects residents in a fair, equitable, non-discriminative, transparent, consistent, and accountable manner and does not discriminate against any applicant or resident by reason of race, colour, religion, national or ethnic origin, ancestry, class, sex, sexual orientation, familial status, disability, military/veteran status, source of income, age, the fact that there are children forming part of the family or any other cause prohibited by local, provincial, and federal laws. S.U.C.C.E.S.S. complies with federal and provincial laws regarding human rights and adheres to National Occupancy Standards.

#### **Unit Mix**

The proposed housing unit mix allows S.U.C.C.E.S.S. to offer housing to a wide range of households thus increasing the diversity of the building and the types of clients to be housed. We try to adhere to the National Occupancy Standards so 2-3 bed units are reserved for families and 1-bed/studios are for seniors and households with no children.

#### **Programming and Services**

S.U.C.C.E.S.S. has a model for independent housing that also promotes community building. There will be programs in the building to engage tenants and build community. These programs will be determined and developed based on the need of the building after occupancy.

Please let me know if you require any further information.

Regards

Ahmed Omran Director, Community Real Estate and Asset Management







# **Rezoning Considerations**

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

### Address: 5300 No.3 Road

## File No.: RZ 23-011557

# Prior to final adoption of Richmond Zoning Amendment Bylaw 10511, the developer is required to complete the following:

- 1. (Official Community Plan Amendment Bylaw) Final Adoption of OCP Amendment Bylaw 10523.
- 2. (*NAV Canada Building Height*) Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
- 3. *(Site Contamination- Dedicated and/or Transferred Land)* Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated and/or transferred land. Such assurances could include one or more of the following:
  - 3.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication and/or transferred lands);
  - 3.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated and/or transferred to the City are in a satisfactory state from an environmental perspective; and
  - 3.3. The registration of a legal agreement on the title to the Lands which provides that:
    - 3.3.1.No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
    - 3.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
- 4. (*Consolidation, Subdivision, Dedication and Land Transfer*) Registration of a Subdivision Plan to the satisfaction of the City. Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:
  - 4.1. Road Dedication:

Dedication of approximately 5,537 m<sup>2</sup> (1.36 Ac.) for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule A) and Preliminary Road Functional Plan (Schedule B).

All land dedication identified can be further refined in the rezoning and Servicing Agreement\* process to accommodate roadway improvements and is subject to the discretion and satisfaction of the Director of Transportation.

Final extents and amounts to be determined through the required Servicing Agreement\* application process, to the satisfaction of the Director of Transportation. Road dedication areas include:

4.1.1.Alderbridge Way (Between No.3 Road and Kwantlen Street):

- i) A strip of land dedication with a varying width between 3.17 m and 5.35 m along the entire length to accommodate road elements to the back of the proposed sidewalk along the south side of the street. The width of land dedication to be increased to 5.35 m just east of No. 3 Road to accommodate the intersection widening for an additional westbound left-turn noted below. Note that the amount of land dedication may need to be refined pending whether the existing trees along the south side of Alderbridge Way will be retained or removed, with an intent to place the property line at the back of the sidewalk.
- ii) Minimum 6 m x 6 m corner cuts at Alderbridge Way intersections with Kwantlen Street, Hazelbridge Way, Cooney Road and No. 3 Road.
- 4.1.2.Kwantlen Street (Between Alderbridge Way and E-W Mews):

- i) A strip of land dedication with a varying width between approximately 2.291 m and 5.447 m along the entire length to accommodate road elements to the back of the proposed sidewalk on the west side of the street.
- 4.1.3.Cooney Road (Between Alderbridge Way and E-W Mews):
  - i) Generally a 28.45 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street including minimum 6 m x 6 m corner cuts at intersection with Alderbridge Way. Ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.
- 4.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):
  - Alderbridge Way to East-West Mews: a varying width 15.1 m at E-W Mews to 18.20 m at Alderbridge Way wide strip of land dedication required to accommodate road elements along both sides of the road from approximately the existing curb on the west to the back of the proposed sidewalks on the east side. Including minimum 6 m x 6 m corner cuts at intersections with Alderbridge Way.
- 4.2. City-Owned Park:

Transfer of at least 2,441  $m^2$  (0.60 ac.) to the City as fee simple for park and related purposes, as indicated on the Preliminary Subdivision Plan (Schedule A). The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer/owner.

- 5. (*Public Rights of Passage Statutory-Rights-of-Way SRWs*) Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide right-of-ways for the purposes of public passage and utilities to facilitate public access, related landscaping and infrastructure, including:
  - 5.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

2.00 m at the back of the proposed future property line on the south side of Alderbridge Way for public access of approximately 620.5 m2 (0.15 ac.). Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The 1.0m MUP portion of SRW(s) will be maintained by City, while the 1.0m "greenway" portion of this SRW(s) will remain privately owned and maintained.

- 5.2. <u>E-W Mews</u>:
  - 5.2.1.Hazelbridge Way extension and Cooney Road:
    - i) A 10.6 m wide strip of land along the entire length to provide an east/west connection between Hazelbridge Way extension and Cooney Road extension for public access.
    - Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveways of Parcel 2 and 5 in subsequent phases when parcels to the south redevelop. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit\* and Servicing Agreement\* issuance.
  - 5.2.2. Cooney Road and Kwantlen Street:
    - i) A 3.16 m to 6.0 m varying width strip of land north of the southern property line along the entire length of Parcel 8 to secure an Interim Green Link and to provide an east/west connection between Cooney Road Extension and Kwantlen Street. In addition to a 3.75m strip of land south of the southern property line of Parcel 8 to secure access to/from the development and Kwantlen Street. With the understanding that the Ultimate Green Link is to be provided in a subsequent phase once Parcel 9 to the south redevelops.
    - ii) Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveway of Parcel 8 and Cooney Road during this phase and subsequent phases when Parcel 9 to the south redevelops. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit\* and Servicing Agreement\* issuance. Associated SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.
- 5.3. Public Open Space:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide Statutory Right of Ways, as shown generally on the Preliminary Subdivision

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5.3.1.Lansdowne Road (Between No. 3 Road and Kwantlen Street):

Any SRW(s) in the City's favour to secure the Phase 1A Lansdowne Linear Park including the Interim Western Linear Park, Interim Central Linear Park, and Interim Neighbourhood Plaza to the satisfaction of the Director of Transportation and Director Parks Services.

5.3.2. Major North-South Greenlink:

A total 12.0 m SRW(s) in the City's favour with 6.0 m dedicated from the east side of Parcel 2 and 6.0 m from the west side of Parcel 5 to secure free and unimpeded public use and access to the Major North-South Greenlink between Parcel 2 and Parcel 5 to the discretion and satisfaction of the Director of Transportation and Director Parks Services. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Agreement for applicant to enter into a Servicing Agreement\* to deliver the North-South Greenlink with consideration for the design to prioritize pedestrians while allowing cycling future retrofit of a bi-directional cycling facility.

5.3.3. Minor North-South Greenlink:

A 6.0 m SRW(s) in the City's favour to secure free and unimpeded public use and access to the Minor North-South Greenlink on the east side of Parcel 8 along Kwantlen Street between Alderbridge Way and E-W Mews. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit\* and Servicing Agreement\* issuance to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

5.4. <u>City Scale Mobility Hub:</u>

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an approximately  $265m^2$  SRW(s) in the City's favour to secure the area of and public access to an Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition will be implemented in a later phase of development (Phase 6). The location of the Mobility Hub will be on private property abutting the future Civic Plaza with Phase 1A elements on the south side of the Future East-West Road by Parcels 1A, as indicated in the Interim Mobility Hub Plan (Schedule C). The SRW will be privately owned and maintained. The understanding is that the Interim Mobility Hub will be started in Phase 1A, with additional changes and new elements and SRW(s) to the north of Future East-West Road in Phase 2 to cover additional Mobility Hub elements. Further details on the Mobility Hub can be found in the TDM section.

5.5. Parcel 8 Car Share:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an SRW(s) in the City's favour to secure two car share spaces in Parcel 8 including any space required to ensure and enable 24 hr. public access and use of the car share spaces. This includes but is not limited to any part of the private property such as driveways, drive aisle, corridors, hallways, stairwells, walking paths, elevators, gates etc. needed.

- 6. (*Parking Strategy*) City acceptance of the developer's offer to voluntarily contribute towards various transportationrelated improvements and secure parking for specific uses in compliance with Zoning Bylaw requirements. Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use, securing the owner's commitment to provide:
  - 6.1. (Off-Street Bicycle Parking):

A total of 1,302 Class 1 and 211 Class 2 off-street bicycling spaces are provided:

- 6.1.1.Parcel 2:
  - i) Class 1: 485 (56 Double Decker, 140 Double Duplex, 201 Single Horizontal, 88 Vertical Rack).
  - ii) Class 2: 80 (63 Inside Single Horizontal, 17 Outside Single Horizontal).

#### 6.1.2.Parcel 5:

- i) Class 1: 454 (16 Double Decker, 236 Double Duplex, 170 Single Horizontal, 32 Vertical Rack).
- ii) Class 2: 73 (40 Inside Single Horizontal, 33 Outside Single Horizontal).

#### 6.1.3.Parcel 8:

- i) Class 1: 363 (240 Double Duplex, 123 Single Horizontal).
- ii) Class 2: 58 (31 Inside Single Horizontal, 27 Outside Single Horizontal).
- 6.1.4.No development shall be permitted, restricting Development Permit\* issuance for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and related features.
- 6.1.5.No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.
- 6.1.6.No occupancy shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required Class 1 and Class 2 off-street bicycle parking and related features are completed and have final Building Permit\* inspection granting occupancy.

#### 6.2. Off-Street Vehicle Parking:

Vehicle Parking Supply and Type:

- 6.2.1.Parcel 2:
  - i) A total of 440 vehicle parking spaces are provided based as follows:
    - a. Residential: Provision of 386 parking spaces using a rate of 1.0 spaces per dwelling unit.
    - b. Visitor/Retail: Provision of 54 shared residential visitor and commercial retail parking spaces.
  - ii) Parking Type
    - a. Accessible Parking: Provision of 10 accessible parking spaces.
    - b. Small Car: Provision of 188 (43% of total parking) small car spaces.
    - c. Regular Car: Provision of 242 (55% of total parking) regular car spaces.
  - iii) Parking Management Plan

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment regarding parking management plan, subject to the approval of the Director of Transportation, for the shared commercial and residential visitor parking that may feature but is not limited to the following:

- a. A single shared pool of parking for the retail and residential visitor uses with no reserved spaces. The parking lot will have signage and an overhead gate with intercom to control access. Parking will be open to all users during retail operating hours and access to parking spaces will be restricted to residential visitors only outside of these periods.
- b. Paid retail parking. Parking fees may be discounted, or waived, for commercial patrons and residential visitors to provide convenient parking for site users while also controlling parking use.
- c. Maximum parking durations to prevent long-term parking and encourage parking turnover. Overnight parking may be permitted for approved residential visitors.
- d. Restricting building residents from parking in the visitor spaces through license plate registration and monitoring.
- e. Visitor parking pass system to manage and control visitor parking demands. Visitor pass allocation would be limited on a per-unit basis.
- f. Security and enforcement to ensure all parking policies are followed and enforced. Parked vehicles violating these policies will be warned, fined, and/or towed.
- g. Providing signage clearly indicating any time or fare controls. Signage should also state the parking spaces are only intended for visitors of the specific building.

6.2.2.Parcel 5:

- i) A total of 401 vehicle parking spaces are provided as follows:
  - a. Residential: Provision of 364 parking spaces using a rate of 1.0 spaces per dwelling unit.
  - b. Residential Visitor: Provision of 37 visitor parking.
    CNCL 319

- ii) Parking Type
  - a. Accessible Parking: Provision of nine (9) accessible parking spaces.
  - b. Small Car: Provision of 116 (29% of total parking) small car spaces.
  - c. Regular Car: Provision of 276 (69% of total parking) regular car spaces.

#### 6.2.3.Parcel 8:

- i) A total of 161 vehicle parking spaces are provided:
  - a. Market Rental: Provision of 76 parking spaces reflecting 0.60 spaces per dwelling unit.
  - b. Affordable Rental: Provision of 56 parking spaces reflecting 0.4 spaces per dwelling unit.
  - c. Visitor: Provision of 29 visitor parking spaces using a rate of 0.1 visitor parking spaces per unit.
- ii) Parking Type:
  - a. Accessible Parking: Provision of five (5) accessible parking spaces.
  - b. Small Car: Provision of 72 (45% of total parking) small car spaces.
  - c. Regular Car: Provision of 84 (52% of total parking) regular car spaces.
- 6.3. Public Use Agreement:
  - 6.3.1.Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that: a) all residential visitor parking spaces are shared with commercial uses, b) all shared parking spaces remain unassigned; c) all shared parking spaces are located on or close to the ground level of the parking structure; d) all shared parking spaces are identified with signage as to their intended usage; e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during nonstandard business hours; g) identify the shared parking stalls in the Development Permit plans; h) identify the shared parking stalls in the Building Permit plans; and j) prior to building inspection permitting occupancy, provide wayfinding and stall identification. Shared parking spaces will be made available for the use of the public, at the sole cost of the property owner, to the satisfaction of the Director, Transportation; Director, Parks Services; and Director, Development. The terms of such legal agreements will include but will not be limited to the following:
  - 6.3.2. For Parcel 2, 54 shared parking spaces for residential visitor and commercial retail including 20 small car spaces, 32 regular car spaces, and 2 accessible car spaces.
  - 6.3.3.Commercial and residential visitor parking shall be shared and shall not be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees, specific persons, specific businesses and/or specific units.
  - 6.3.4.Public use parking spaces secured under this legal agreement(s) shall be available on an hourly basis (i.e. no monthly or longer terms): For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted at Centre Park, Civic Plaza, and/or the community amenity. At a maximum hourly rate equal to the public parking at other City spaces (ex. Richmond Oval, community centre), to the satisfaction of the City.
  - 6.3.5.No development shall be permitted, restricting Development Permit\* issuance for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and related features.
  - 6.3.6.No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.
  - 6.3.7.No occupancy shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required residential, commercial and visitor parking and related features are completed and have final Building Permit\* inspection granting occupancy.
- 6.4. Transportation Demand Management (TDM):

Registration of a legal agreement to secure the property owner's voluntary commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of facilitating alternative

modes of transportation to support the site . TDM strategies as determined to the satisfaction of the Director of Transportation are below:

6.4.1. Transit Pass Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:

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- i) Provide two years of two-zone monthly transit passes for 100% of market rental and affordable rental units. The approximate value of this is \$982,872.
- i) Letter of Credit provided to the City for 100% of the transit pass program value.
- ii) Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of "subscribed" users to the program, until full unit count is exhausted over a period of two year.
- iii) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full two year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
- iv) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreement.
- 6.4.2. Car-Share Parking, Vehicles and Membership for Parcel 8: Registration of a legal agreement on title requiring that no development shall be permitted on Parcel 8, restricting Development Permit\* issuance until the developer provides for parking for the lot's required proportion of two (2) car-share vehicles together with electric vehicle (EV) charging stations, car-share vehicles, contractual arrangements with car-share operator, and car-share service membership, all to the satisfaction of the City. More specifically, the two (2) car-share parking stalls and two (2) vehicle requirements shall include the following:
  - i) The car-share parking spaces shall be located together on the ground floor where they will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access.
  - ii) The car-share spaces shall be provided in addition to residential visitor parking requirements.
  - iii) The car-share spaces shall be equipped with electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of car-share vehicles parked in the required car-share spaces.
  - iv) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
  - v) "No development" shall be permitted on the lot, restricting Development Permit\* issuance, until the developer:
    - a. Designs the lot to provide for the required car-share facility, including car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (eg. EV 240V chargers, signage).
    - b. Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements.
    - c. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (eg. operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
  - vi) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required car-share facility.
  - vii) "No occupancy" shall be permitted on the lot, restricting final Building Permit\* inspection granting occupancy for any building, in whole or in part, until the developer:
    - a. Completes the required car-share facility on the lot and it has received final Building Permit\* inspection granting occupancy.
    - b. Enters a contract with a car-share operator for the operation of the car-share spaces on the lot for a minimum term of three (3) years, which contract shall include, that:
      - i. The required car-share facility and vehicles(s) will be 100% available for use upon Building Permit\* inspection granting requipares of the first building of the lot, in whole or in part

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

- c. Car-share Membership Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a car-share membership program, including the following method of administration and terms:
  - i. Provide car-share service membership tied to the unit and not the occupant for 100% of market rental and affordable housing units.
  - ii. Letter of Credit provided to the City for 100% of car-share membership program value in the amount of \$73,500.
  - iii. Administration by car-share service, housing society or management company. The owner is not responsible for the monitoring of use of car-share membership but only noting number of "subscribed" users to the program.
- d. If the car-share membership is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full car share program has been exhausted. Should not all car share memberships be utilized by the end of the third year, the remaining funds equivalent to the value can be discharged.
  - i. The availability and method of accessing the car-share memberships is to be clearly explained in the tenancy agreement.
- 6.4.3. Enhanced Bicycle Facilities at Parcel 2, Parcel 5 and Parcel 8: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit\*:
  - Bicycle maintenance and repair facility: One bicycle maintenance and repair facility for each of Parcel 2, Parcel 5 and Parcel 8 for the shared use of all residents within each parcel, including bicycle repair stand (with tools), foot pump, faucet, house and drain for bicycle washing. A note is required on the Building Permit\* and Development Permit\*. Appropriate signage is required.
  - ii) Provision of standard 120V outlets for 25% of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging.
  - iii) Enhanced Class 2 Bicycle Parking:
    - a. Provision of 64% of required Class 2 bicycle parking shall be provided indoors with weather protection.
  - iv) "No development" shall be permitted, restricting Development Permit\* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
  - v) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City requirements.
  - vi) "No occupancy" shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit\* inspection granting occupancy.
  - vii) The developer/owner shall, at its sole cost, design, install and maintain on the lot, to the satisfaction of the City as determined via the Servicing Agreement\*:
    - a. Bicycle maintenance area: A bicycle maintenance area for visitors in a covered area within the greenway between Parcels 2 and 5.
- 6.4.4. EV Ready Visitor Parking Spaces: The developer will provide Level 2 240 Volt Plug-ins for 25% of the proposed visitor parking spaces, with four outlets on a 40-amp branch breaker.
- 6.5. Mobility Hubs:
  - 6.5.1. The property owner is required to undertake transportation related improvements, including the introduction of a Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition/standard will be implemented in a later phase of development (Phase 6). An Interim Mobility Hub 1 is to be provided starting in Phase 1A and to be completed in Phase 2. Registration of a legal agreement securing Interim Mobility Hub 1 as a condition of the first rezoning in Phase 1A, and registration of a legal agreement securing the final Mobility Hub 1 as a condition of the first

rezoning: Mobility hub generally to follow Interim Mobility Hub Plan (November 2022) and Lansdowne Mobility Hub Vision (January 2021) and are summarized below:

TABLE 2
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Interim Mobility Hub 1 (Interim City Scale Mobility Hub). No rezoning of Phase 1A conditional to registration of				
legal agreement securing the following:				
Timing	Interim Mobility Hub 1 would be introduced in Phase 1A and completed in Phase 2. Interim Mobility Hub 1 would remain in place until its replacement by the permanent Mobility Hub 1.			
Intention	Shared by users of the existing shopping centre and residents of the initial phases of development.			
Location	Private property abutting the future Civic Plaza with elements on both sides of the Future East-West Road by Parcels 1A and 1B.			
Features include but are not limited to:	Accessible parking spaces (5), EV charging spaces (12), pick up/drop off, taxi/ride hailing spaces (5), service vehicle parking, enhanced pedestrian and micromobility connections, shared bike and micro-mobility parking area, enhanced class 2 secured bike parking and provision for electrical connection (min 15), seating, weather protection, enhanced connections to Phase 1A, wayfinding, and shuttle/Handydart layby parking.			

- 6.5.2.No development shall be permitted, restricting Development Permit\* issuance for a building on the lot, in whole or in part, until the developer provides the related TDM design as approved by the City.
- 6.5.3.No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required TDM measures including a letter by the engineers assuring that the facilities satisfy the City's objectives.
- 6.5.4.No occupancy shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required TDM measures are implemented and have final Building Permit\* inspection granting occupancy.
- 7. *(Loading Supply)* Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide total of seven (7) medium size loading spaces are proposed as part of the rezoning:
  - 7.1. Parcel 2:
    - 7.1.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
    - 7.1.2.Commercial Loading: Provision for one (1) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
  - 7.2. Parcel 5:
    - 7.2.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
  - 7.3. Parcel 8:
    - 7.3.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
- 8. *(Site Access)* Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from the subject site as a condition of the applicable rezoning. Requirements shall be confirmed to the satisfaction of the City, on a lot-by-lot basis, prior to rezoning, Development Permit\* and Servicing Agreement\* issuance.
  - 8.1. Parcel 2:
    - 8.1.1.One (1) driveway crossing, along Hazelbridge Way at E-W Mews.
    - 8.1.2.One (1) site access off East-West Mews (permitting full movement in the interim and left-in and right-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).
  - 8.2. Parcel 5:
    - 8.2.1.One (1) driveway crossing, along Cooney Road at E-W Mews.

8.2.2.One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).

#### 8.3. Parcel 8:

- 8.3.1.One (1) driveway crossing, along Kwantlen Street at E-W Mews.
- 8.3.2.One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes).
- **9.** *(Tree Removal, Replacement, & Relocation)* Removal and protection of on-site and City trees, providing tree replacement and tree survival securities entering into legal agreement(s) to the satisfaction of the City (as generally indicated on the Preliminary Tree Management Plan /Schedule D), including:

#### 9.1. Landscape Plan :

Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:

- i) include a mix of coniferous and deciduous trees;
- i) include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- ii) include the 144 required replacement trees with the following minimum sizes:

#### TABLE 3

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
144	6 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for City planting is required.

- 9.2. On-Site Tree Protection:
  - 9.2.1.Certified Arborist Contract: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the two on-site trees to be protected (tag# 245, 246). The contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.
  - 9.2.2. Tree Protection Fencing: Installation of appropriate tree protection fencing around all trees to be retained (tag #245-246) as part of the development prior to any construction activities, including building demolition, occurring on-site.

#### 9.3. City Trees:

9.3.1. City Tree Removal Compensation:

The value of the developer's voluntary contribution is \$20,736 towards the City's Tree Compensation Fund for tree planting elsewhere in the City in compensation for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

9.3.2. City Tree Replacement:

27 replacement trees need to be planted on city property for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

- 9.3.3. City Tree Survival Security:
  - i) Alderbridge Way Central Boulevard:

Enter into a legal agreement and submission of a tree survival security (Letter of Credit) in the amount of \$158,720.00, to secure the required protection of 16 existing City trees along the central boulevard along Alderbridge Way (tag# 747-762), at the developer's sole cost, through the project's Development Permit\* processes. Subject to tree survival, the security is to be released 90% at completion of Development Permit works and the remaining 10% at the end of a one-year maintenance period. In the event tree survival is not achieved, the developer shall be required to make a cash-in-lieu contribution for the **CNCL - 324** 

Initial:
planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).

ii) Tree Survival Security Agreements:

Execution of legal agreements with respect to each tree survival security regarding use and return of each security, to the satisfaction of the City.

iii) Certified Arborist Contract:

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

iv) Tree Protection Fencing:

Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities.

- **10.** *(Mixed Use)* Registration of a covenant on title that identifies the building on Parcel 2, shown as Lot 1 on the Preliminary Subdivision Plan (Schedule A) as a mixed use building.
- 11. *(Mixed-Use Noise)* Registration of a legal agreement on title that identifies the building as a mixed use building, and indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal non-residential use from penetrating into residential areas on-site and on neighbouring sites that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
- 12. (Aircraft Noise Covenant) Registration of an aircraft noise sensitive use covenant on title.
- 13. (*Aircraft Noise Design*) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noises to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

- 13.1. CMHC guidelines for interior noise levels as indicated in the chart below:
- 13.2. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 14. *(Flood Construction)* Registration of a flood indemnity covenant on title as per Flood Plain Designation and Protection Bylaw No. 8204, Area "A".
  - 14.1. Flood Control Level (FCL) applies. Other than vehicle and bicycle parking, no other use is permitted below FCL.
- **15.** *(View and Other Development Impacts)* Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 16. (Affordable Housing) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director, Community Social Development. The

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terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- 16.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of 10,857 m<sup>2</sup> (116,867 ft<sup>2</sup>) or at minimum the net ('habitable') area of the LEMR units must equal 15 percent of the total net residential area,
- 16.2. All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).
- 16.3. The imposition of any place age-based restrictions on occupants of any affordable housing unit is prohibited.
- 16.4. The developer shall, as generally indicated in the table below:
  - i) Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
  - ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit\*.

	Affordable Housing Strategy Requirements (1) (2)		Project Targets (2)		
Unit Type	Type Minimum Unit Maximum Tot Area Unit Rent**		Total Maximum Household Income**	Unit Mix	BUH
Studio	400 ft <sup>2</sup>	\$811	\$34,650 or less	7.8% (11 units)	100%
1 Bed Room	535 ft <sup>2</sup>	\$975	\$38,250 or less	26.2% (37 units)	100%
2 Bed Room	741 ft <sup>2</sup>	\$1,218	\$46,800 or less	34.0% (48 units)	100%
3 Bed Room	980 ft <sup>2</sup>	\$1,480	\$58,050 or less	32.0% (45 units)	100%
Total	N/A	N/A	N/A	100% (141 units) 10,857 m² (116,867 ft²)	100%

#### TABLE 4

(1) May be adjusted periodically, as provided for under City policy.

- (2) Project Targets may be revised through an approved Development Permit\* process provided that at least 141 LEMR units are provided.
- 16.5. Single ownership is required for the affordable housing units (single owner for all affordable housing units). The affordable housing unit locations are to be determined to the satisfaction of the Director of Development and Director, Community Social Development through an approved Development Permit\*. The clustering of units, as proposed, is supportable provided a non-profit operator is secured to manage the LEMR units.

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

- 16.6. 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 amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- 16.7. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit\* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the providing space, bike storage, EV charging stations, or related

facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit\* issuance.

- 16.8. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director, Community Social Development.
- 16.9. "No development" shall be permitted, restricting Development Permit\* issuance for any building in whole or in part, until the developer, to the City's satisfaction:
  - i) Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
  - ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit\*; and
  - iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit\* review and approval processes.
- 16.10. No Building Permit\* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 16.11. "No occupancy" shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building, in whole or in part, until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy.
- 17. (*Market Rental Housing*) Entering into a Market Rental Agreement and registration of a Covenant for the provision of market rental housing on Parcel 8, shown as Lot 3 in the Preliminary Sub-division Plan (Schedule A) to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.
  - 17.1. The required minimum floor area of the market rental housing building shall be equal to a combined habitable floor area of at least 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>), or at minimum the net ('habitable') area of the Market Rental units must comprise 15 percent of the total net residential floor area of the development (excluding LEMR floor area).
  - 17.2. All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot) on a lot-by-lot basis.
  - 17.3. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements.
  - 17.4. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):
    - 17.4.1. All indoor amenity spaces and outdoor amenity spaces provided for residents of the building as per OCP, City Centre Area Plan, and Development Permit\* requirements.
    - 17.4.2. All parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit\* requirements.
  - 17.5. The terms of the market rental agreement shall indicate that they apply in perpetuity and provide for the following:
    - 17.5.1. Ensure that Basic Universal Housing features shall be provided in a minimum of 100% of the market rental housing units in accordance with the OCP Market Rental Policy.
    - 17.5.2. Achieve following the Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*.

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Unit Type	Min. Unit Area	Unit Mix (1)	BUH (1)
Studio	37m <sup>2</sup> (400 ft <sup>2</sup> )-	14.6% (22 units)	14.6% (22 units)
1-bedroom	43m <sup>2</sup> ( 463 ft <sup>2</sup> )	CNA9.4% (37 mits)	40.4% (61 units)

2-bedroom	61m <sup>2</sup> (660 ft <sup>2</sup> )	45.0% (68 units)	45.0% (68 units)
3-bedroom	-	-	-
Total	N/A	151 Units	100% (151 units)

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process

- 17.6. "No development" shall be permitted, restricting Development Permit\* issuance for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer:
  - 17.6.1. Designs the Lot 3 (Parcel 8) to provide for the market rental housing units and ancillary spaces;
    - If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit\*.
- 17.7. No Building Permit\* shall be issued for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.
- 17.8. "No occupancy" shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit\* inspection granting occupancy.

## 18. (Housing Tenure) Registration of a restrictive covenant prohibiting

- 18.1. the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and
- 18.2. the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
- **19.** *(Public Art On-Site)* City acceptance of the developer's offer to make a voluntary contribution towards the City's Public Art Fund, the terms of which shall include the following:
  - 19.1. The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Use	Minimum Developer Contribution Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$0.99/ ft <sup>2</sup>	610,195.32 ft <sup>2</sup>	\$ 604,093.36
Commercial	\$0.52/ ft <sup>2</sup>	7,114.94 ft <sup>2</sup>	\$ 3,699.77
Total	Varies	617,310.26 ft <sup>2</sup>	\$ 607,793.14

## TABLE 6

- 19.2. In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Prince Index (All Items) Vancouver yearly quarter-to-quarter change, where the change is positive.
- 19.3. Prior to adoption of a rezoning bylaw for the first rezoning of the subject site, a Public Art Master Plan for the entire Lansdowne Development (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Arts, Culture and Heritage Services and Director, Development.
- 19.4. Prior to rezoning bylaw adoption, the developer shall submit a Public Art Plan, for the subject site, to the satisfaction of the Director, Arts Culture and Heritage Services. The Public Art Plan shall be:
  - 19.4.1. Prepared by an appropriate professional.
  - 19.4.2. Based on a contribution value of at least the total amount indicated in the table in item a) above.
  - 19.4.3. Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, Capstan Public Art Plan and other relevant supplementary public art and

heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

- 19.4.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.
- 19.4.5. NOTE: For contributions with a cumulative budget over \$250,000, the Public Art Plan is presented for Council approval prior to Building Permit\* issuance.
- 19.4.6. Implemented by the developer, as required by legal agreement(s) registered on Title to prior to rezoning adoption.
- 19.5. "No development" shall be permitted on the subject site, restricting Development Permit\* issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
  - 19.5.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the subject site 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).
  - 19.5.2. Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City) to secure the developer's implementation of the Public Art Plan, the collective value of which shall be at least \$607,793.14, including \$30,389.66 as a cash contribution equal to 5% of the total amount indicated in the table in item a) above (\$607,793.14) and a Public Art security Letter of Credit in the amount of \$577,403.48, being the total amount identified in item a) above.
- 19.6. "No occupancy" shall be permitted on the subject site, restricting final Building Permit\* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject site until:
  - 19.6.1. The developer, at the developer's sole cost and expense, commissions one or more 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 owned site, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject site (which right-of-way shall be to the satisfaction of the City and secured by one or more legal agreements for rights of public passage, public art, and related purposes including maintenance, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).
  - 19.6.2. The developer, at the developer's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the City-approved Public Art Plan, 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 corporation if on the subject site (including transfer of joint worldwide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.
  - 19.6.3. NOTE: It is the understanding of the City that the artist's 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 and that these interests will in turn be transferred to the City, subject to approval by Council to accept the transfer of ownership of the artwork.
  - 19.6.4. The developer, at the developer's sole cost and expense, has submitted a final report to the City, to be submitted promptly after completion of the installation of the public art in accordance with the City-approved Public Art Plan, which report, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, includes:
    - i) 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;
    - ii) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
    - iii) The maintenance plan for the public art prepared by the artist(s);

- iv) 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.
- 19.7. As an alternative to the provision of public art on-site, the developer may offer to make a voluntary cash contribution in lieu; provided that the value of such voluntary public art contribution shall be at least the total amount indicated in the table in item a) above. In this case, the requirements of d) through f) above will not apply.
- **20.** *(Community amenity contribution):* As per the OCP amendment/ Master Development Agreement, the commitment is:
  - 20.1. In satisfaction of the Urban Core Transect (T6) and the Village Centre Bonus Area density bonusing provisions (all as described in the CCAP), with particulars to be determined through the Rezoning Application processes. Without limiting the City's discretion, it is anticipated that the cumulative area associated with the foregoing will be as follows:
    - 20.1.1. approximately 1,778 square meters (19,140 square feet) of childcare space or cash equivalent associated with area designated as Urban Core Transect (T6); and
    - 20.1.2. approximately 3,196 square meters (34,400 square feet) for either childcare space or another type of community facility, or cash equivalent associated with the area designated as Village Centre Bonus Area
    - 20.1.3. for a total cumulative area of approximately 4,975 m<sup>2</sup> (53,550 ft<sup>2</sup>) of the Community Amenity Space, Cash in Lieu, or a mix of the two. The Owner acknowledges and agrees that, except as set out in section 14.2 [Community Amenity Process], the location, configuration and mix of Community Amenity Space and Cash in Lieu remains at the discretion of the City Council
  - 20.2. Based on a review of the current development proposal for Phase 1A, staff confirm that no provision of a physical child care facility/Early Childhood Development Hub space is required to be incorporated into the subject development and recommend that a cash- in-lieu contribution be accepted in lieu of on-site amenity space towards the "Interim Amenity Security" in compliance with the OCP and Master Phasing and Amenities Agreement, prior to rezoning bylaw adoption, of \$ 5,416,148.01 based on the equivalent-to-construction-value rate of \$871.00 per square foot and 5% of the site's maximum permitted VCB bonus floor area and 1% of total Residential building area for Area within Urban Core Transect (T6 area). If the payment is not made within one year of third reading of the zoning amendment bylaw, the Council-approved "equivalent to construction value" community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable. A summary is provided below:

5% of Maximum VCB	Rate	Minimum Interim
Bonus Floor Area		Amenity Security
33.05m <sup>2</sup> (355.75 ft <sup>2</sup> )	\$871/ ft <sup>2</sup>	\$ 309,858.25
1% of total residential	Rate	Minimum Interim
building area		Amenity Security
544.65m <sup>2</sup> (5,862.56 ft <sup>2</sup> )	\$871/ ft <sup>2</sup>	\$ 5,106,289.76
	5% of Maximum VCB Bonus Floor Area 33.05m <sup>2</sup> (355.75 ft <sup>2</sup> ) 1% of total residential building area 544.65m <sup>2</sup> (5,862.56 ft <sup>2</sup> )	5% of Maximum VCB Bonus Floor AreaRate33.05m² (355.75 ft²)\$871/ ft²1% of total residential building areaRate544.65m² (5,862.56 ft²)\$871/ ft²

- 20.3. The City is interested in the provision of a physical child care facility/Early Childhood Development Hub and understand that this amenity would be realized in Phase 7 of the Lansdowne Development as per the OCP amendment. As a condition of completion of any first Rezoning with respect to Phase 7, or as otherwise directed by City Council in connection with such first Rezoning Application, the owner will enter into further agreement in accordance to Section 14.2 as part of the Master Development Agreement. The Interim Amenity Security provided as part of each Rezoning Application upto to the first Rezoning Application of Phase 7 will be replaced in accordance to Section 14.2 (b) (iii) as per the Master Development Agreement.
- 21. (District Energy Utility (DEU): Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City **SNCi** gth **30** ner's commitment to connect to District Energy

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Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 21.1. No Building Permit\* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 21.2. No Building Permit\* will be issued for a building on the subject site unless if, prior to issuance of the Development Permit\*, for the subject site the City and the City's DEU service provider, LIEC have provided the owner with written notice that:
  - 21.2.1. the interim low carbon energy plant to provide cooling to the Phase 1 building(s) is to be located on-site, and the Phase 1 building(s) will connect to a DEU for the provision of heating and domestic hot water heating, the owner:
    - i) designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and to an onsite interim low carbon energy plant (cooling) for the provision of cooling, as directed by the City's service provider, LIEC;
    - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide cooling to the Phase 1 building(s), as directed by the City's service provider ,LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
    - iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations)) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
    - iv) provides a cash in lieu contribution equivalent to the additional construction and installation costs that the owner would otherwise have incurred if the interim low carbon energy plant onsite was to provide any combination of heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), rather than solely to provide cooling to the Phase 1 building(s). Such cost differential will be determined by a third party quantity surveyor agreed to between the parties, and who's costs shall be paid by the owner; and
    - v) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant (cooling) and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site. or
  - 21.2.2. the interim low carbon energy plant to provide heating, cooling, and domestic hot water heating to the Phase 1 building(s) is to be located on-site, the owner:
    - designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and by the interim low carbon energy plant, as directed by the City's service provider, LIEC;
    - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide heating, cooling and domestic hot water heating to the Phase 1 building(s), as directed by the City's service provider, LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;

- iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant, and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the interim low carbon energy plant and any service connections and energy transfer stations) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City; and
- iv) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site.The owner will not transfer the interim low carbon energy plant (cooling) or the interim low carbon energy plant, as applicable, if constructed by or on behalf of the owner, to any entity other than the City or LIEC, including to any strata corporation, without the prior written consent of the City.
- 21.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC, including without limitation that the owner agrees that, upon direction by the City and/or LIEC to connect, the building(s) will connect to the centralized low carbon energy plant (phase 2) once it is constructed and available for connection, unless otherwise agreed to in writing by the City.
- 21.4. If a DEU, including any on-site interim or centralized low carbon energy plant, is available for connection for heating, cooling, and/or domestic hot water heating, and the City has directed the owner to connect to the DEU in respect of one or more of heating, cooling, and/or domestic hot water heating, no final building inspection permitting occupancy of a building will be granted unless, and until:
  - 21.4.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for heating, cooling and domestic hot water heating;
  - 21.4.2. as directed by the City's service provider, the building is connected to the DEU, and if such DEU is an on-site interim low carbon energy plant supplied and installed by or on behalf of the owner, at the owner's sole cost, to provide heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), such energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - 21.4.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - 21.4.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - 21.4.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
  - 21.4.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 21.5. If a DEU is not available for connection for cooling, but a low carbon energy plant (cooling) has been required on-site pursuant to the above prior to the issuance of the Development Permit\* for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
  - 21.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for cooling;
  - 21.5.2. the building is connected to the on-site interim low carbon energy plant (cooling) supplied and installed by the owner, at the owner's sole cost, to provide cooling to the building(s), as directed by the City's service **CNCL - 332**

provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;

- 21.5.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant (cooling) on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
- 21.5.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
- 21.5.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
- 21.5.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the interim low carbon energy plant (cooling) by the City and/or the City's DEU service provider, LIEC.
- 21.6. If a DEU is not available for connection for heating and domestic hot water heating, no final building inspection permitting occupancy of a building will be granted until:
  - 21.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU (DEU ready); and
  - 21.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

(Note: Phase 1 referred in the above section 21, includes Phase 1A- Parcels, 2, 5, 8 and future Parcels 9, 10)

### 22. (Energy Step Code Requirements): As per City policy:

- 22.1. Residential buildings with 6 stories or less require a Step 4 or Step 3 with low carbon energy system.
  - 22.1.1. Residential buildings greater than 6 stories require a Step 3 or Step 2 with low carbon energy system.
  - 22.1.2. Retail portions require Step 3 or alternatively Step 2 with low carbon energy system.
  - 22.1.3. Amenity: Conform to Part 8 of the National Energy Code of Canada for Buildings.
  - 22.1.4. In case of a combination of occupancies in a single building, a weight-averaging method applies to calculate target TEDI and MEUI; or alternatively, the major occupancy (residential) could be assumed for the entire building
  - 22.1.5. As part of the rezoning application, a statement must be provided by the Coordinating Registered Professional, confirming that the applicable Energy Step Code performance targets have been considered in the proposed design. (Note: The consideration has been satisfied. REDMS#7498376)

## 23. (Electric Vehicle Charging):

- 23.1. All residential parking shall be equipped with EV charging infrastructure. EV outlets will need to be supplied with energized outlets in order to support EV charging, with each parking space capable of receiving "Level 2" charging at a performance level of at least 12 kWh within a max 8-hour period.
- 23.2. For parking associated with uses other than residential:
  - 23.2.1. 35% of parking spaces shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and
  - 23.2.2. An additional 10% of parking spaces shall feature opportunity charging.
- 23.3. Notwithstanding 23.2:
  - 23.3.1. An alternate allocation of energized outlets may be provided if the total installed capacity of the electrical circuits for Level 2 charging meets or exceeds 1.25 kW multiplied by the total number of parking spaces subject to 22.2 and
  - 23.3.2. DC fast charging infrastructure may be used to meet some or all of the requirements of 36.c-i with the approval of Director of Building Appro**CINCL 333**

- 24. (Servicing Agreement\* SA) Enter into a Servicing Agreement(s)\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, parks and sustainability works, to the satisfaction of the City, which include, but may not be limited to the following.
  - 24.1. Frontage Works:

The developer shall be responsible for the design and construction of the frontage works, to the satisfaction of the City, subject to the review and approval of the detailed SA designs, which shall include, but may not limited to, the following.

The following cross-sections are intended to be "typical". The approved design may be required to vary from the "typical" conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes. While the list below provides a general description of the minimum frontage work requirements to the standards of which are schematically shown in the approved road functional plan prepared by Aplin Martin, the exact details and scope of the frontage works to be completed by the developer will be confirmed through the detailed design (SA) process to the satisfaction of the City.

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

24.1.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

- i) Maintain two existing eastbound traffic lanes.
- ii) 0.15 m wide curb and gutter.
- iii) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 3.0 m wide multi use pathway (MUP).
- v) 1.0 m buffer at back of MUP.
- 24.1.2. Kwantlen Street (Between Alderbridge Way and Lansdowne Road):

From west to east:

- 6.0 m wide varying width grassed/treed boulevard or other hardscape improvements as part of the northsouth "Minor Green Link" approximately from back of proposed curb and will be determined through a subsequent Servicing Agreement\*. Tie into existing roadway.
- ii) 2.0 m wide concrete sidewalk.
- iii) Minimum 1.5 m grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 0.15 m wide curb and gutter.
- v) Varying width of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes including a northbound left-turn bay and northbound right-turn bay, and/or on-street parking layby from west to east:
  - a. A Varying 3.418 m to 4.939 m southbound travel lane.
  - b. 3.5 m northbound left turn lane.
  - c. A varying 5.446 m to 6.950 m combined for northbound through and right turn lanes.
  - d. 2.5 m parking layby.
- vi) 0.15 m wide curb and gutter.
- vii) A varying 2.70 m to 5.20 m boulevard
- 24.1.3. Cooney Road (Between Alderbridge Way and E-W Mews):

Please note that the ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.

From west to east:

i) 2.0 m wide concrete sidewalk.

- ii) 0.7 m wide paver buffer strip.
- iii) 1.9 m wide asphalt bike path.
- iv) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through the SA process.
- v) 0.15 m wide curb and gutter.
- vi) 6.35 m wide driving surface for two southbound traffic lanes.
- vii) 3.25 m wide area for:
  - a. driving surface at intersections for left-turn lanes, or
  - b. mid-block landscaped/treed medians, or other hardscape improvements as determined through SA process, with curb and gutter on both sides.
- viii) 6.35 m wide driving surface for two northbound traffic lanes.
- ix) 0.15 m wide curb and gutter.
- x) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- xi) 1.9 m wide asphalt bike path.
- xii) 0.7 m wide buffer strip m.
- xiii) 2.0 m wide concrete sidewalk.
- 24.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):

From west to east:

- i) 4.00 m southbound travel lane from existing curb.
- ii) 3.30 m left-turn bays.
- iii) 3.70 m northbound travel lane.
- iv) 0.15 m wide curb and gutter.
- v) Varying width (11.0 m 14.0 m wide) of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes, and 3.00 m layby.
- vi) Varying width (1.5 m 4.0 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process.
- vii) 2.0 m wide concrete sidewalk.
- 24.1.5. E-W Mews (Between Hazelbridge Way and Kwantlen Street):

From north to south within a 5.90 m P.R.O.P.:

- i) 0.30 m buffer at back of sidewalk.
- ii) 1.50 m sidewalk clear of any intrusions or obstructions.
- iii) 0.90 m boulevard.
- iv) 0.15 m wide curb or concrete band
- v) 3.50 m interim westbound travel lane.
- vi) 4.25 m interim eastbound travel lane.

## 24.2. <u>Intersection Improvements:</u>

The property owner is responsible for the design and construction of the following intersection improvements generally as shown in the Functional Road Plan:

24.2.1. General Intersection Upgrades:

- i) Along the development frontages, all intersection and mid-block pedestrian crosswalks are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps.
- 24.2.2. Alderbridge Way / No. 3 Road:
  - i) Installation of dual left-turn lanes on the westbound approach (by adding a new 3.25 m wide turning lane) with a minimum total storage length of the two lanes at approximately 120 m, while maintaining all other existing traffic lanes. b. Provision of dual left-turn lanes on the eastbound approach (by converting widened Alderbridge Way, by others) with a minimum total storage length of the two lanes at approximately 150 m, while maintaining all other existing traffic lanes. Note: while a portion of the left-

turn lanes may be accommodated within the existing medians, a minimum 1.2 m wide median must be maintained on the intersection approaches.

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- ii) New curb ramps to facilitate road widening.
- iii) Implementation Plan to follow Implementation Plan Alderbridge Way & No. 3 Road (November 2022), and may include interim or ultimate works at the intersections including on the eastbound approach on Alderbridge Way on the west side of No.3 Road. Applicant must enter into a Servicing Agreement\* to deliver the works. The Implementation Plan can be modified at the discretion of the Director of Transportation to addresses each of the following possible scenarios:
  - a. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay in advanced of this development.
  - b. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay during a similar time frame as this development.
  - c. In the scenario where adjacent development at 7960 Alderbridge Way is unable to implement a mirroring second eastbound left-turn bay during a similar time frame as this development.
- 24.2.3. Alderbridge Way/ Hazelbridge Way:
  - i) Installation of a new curb extension with curb ramps and modification existing crosswalk.
- 24.2.4. Alderbridge Way/ Cooney Road:
  - i) Installation of a westbound-to-southbound left-turn lane, with a minimum width of 3.25 m, a minimum storage length of approximately 40 m, with a portion of the left-turn lane accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.
- 24.2.5. Lansdowne Road / Cooney Road:
  - i) Installation of a new curb extension with curb ramps and modification existing crosswalk.
  - ii) Installation of westbound left turn lane extension to 65 m.
- 24.2.6. Alderbridge Way / Kwantlen Street:
  - i) Installation of northbound left turn lane extension to 40 m.
  - ii) Installation of westbound left turn lane extension to 75 m.
- 24.2.7. Hazelbridge Way / E-W Mews:
  - i) Installation of all-way stop control.
  - ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.
- 24.2.8. Cooney Road / E-W Mews:
  - i) Installation of a special crosswalk across Cooney Road
  - ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.

#### 24.3. Upgrade Existing Traffic Signals:

The property owner is to upgrade (as necessary) the following existing traffic signals:

- 24.3.1. Alderbridge Way/ Kwantlen Street:
  - i) New Traffic cabinet.
  - ii) New UPS/Service cabinet.
  - iii) New APS on all poles.
  - iv) Intersection lighting drawing with new LED streetlights on all poles.
  - v) New traffic poles on development frontage.
- 24.3.2. Alderbridge Way / Hazelbridge Way:
  - i) New UPS/Service cabinet.
  - ii) New APS push buttons on all poles.
  - iii) Intersection lighting drawing with LED street lights on all poles. CNCL - 336

- iv) New traffic poles and traffic signal hardware on development frontage.
- v) New traffic fibre connection to traffic cabinet.
- vi) New traffic cameras.
- vii) New LED street name signs.
- viii) Remove existing median traffic poles and relocate to north side of intersection.
- 24.3.3. Alderbridge Way / No. 3 Road:
  - i) New traffic cabinet.
  - ii) New UPS/Service cabinet.
  - iii) New APS push buttons on all poles.
  - iv) Upgrade existing LED street name signs.
  - v) New traffic pole and traffic signal hardware on development frontage.
  - vi) Re/re existing fibre cable to traffic cabinet.
- 24.3.4. Lansdowne Road / Kwantlen Street:
  - i) New APS on all poles.
  - ii) New fibre connection to cabinet.
  - iii) Should signal pole on the northwest quadrant need to be re-located, a signal modification drawings will be required.

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

24.4. Install New Traffic Signal Devices:

New traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) required at the following locations:

- 24.4.1. Alderbridge Way/Cooney Road.
- 24.4.2. Alderbridge Way provision for future mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road.
- 24.4.3. Hazelbridge Way / East-West Mews; provision for future mid-block pedestrian crossing
- 24.4.4. Cooney Road / East-West Mews; special crosswalk across..
- 24.4.5. Lansdowne Road / Kwantlen Street.
- 24.4.6. Other locations identified through subsequent rezoning applications.

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

24.5. Additional Traffic Signal Infrastructure:

The installation of communications conduit and fibre cable  $(1 \times 75 \text{ mm})$  within the development extents on boulevards along frontages is required at:

- 24.5.1. Alderbridge Way.
- 24.5.2. Hazelbridge Way.
- 24.5.3. Cooney Road.
- 24.5.4. Kwantlen St.
- 24.5.5. E-W Mews.

#### 24.6. <u>Additional Off-site Works:</u>

The exact details and scope of the frontage works to be completed by the property owner will be confirmed through the Development Permit\* or Servicing Agreement\* processes, to the satisfaction of the City.

- 24.6.1. Hazelbridge Way, from Alderbridge Way to East-West Mew. Interim standards road improvements on the west side (i.e., one southbound traffic lane and an interim 2 m wide paved walkway) to be constructed in this phase.
- 24.6.2. Modifications to access and circulation adjacent to Parcel 8 including:
  - i) Closure of parking lot access across from Parcel 8.
  - ii) Modification of barrier curb and median.
  - iii) Closure to east-west through traffic along E-W Mews at Cooney Road intersection and installation of roll over curb for alternate Emergency Access.
- 24.6.3. Removal of existing landscaped median and rearrangement of parking and drive aisles in the south-east corner of the Property adjacent to Lansdowne Linear Park.
- 24.6.4. Modifications associated with implementing the Interim City Scale Mobility Hub in the south-west corner of the property adjacent to the Lansdowne Canada Line Station.
- 24.6.5. Modifications associated with provisioning for future midblock crosswalk across Alderbridge Road between Hazelbridge Way and Cooney Road including considerations for electrical, lighting and drainage etc.
- **25.** (*Parks Servicing Agreement\**) Enter into a Servicing Agreement\* for the detailed design and delivery of the following elements:

Note that a Lansdowne Major Park and Open Space Master Plan is being developed through a separate concurrent process led by Parks Services. The following Major Park and Open Space elements to be guided by the Lansdowne Major Park and Open Space Master Plan as well as the Master Land Use Plan included in the Official Community Plan Amendment Bylaw 10154. The following comments are to be taken into consideration and addressed during the Servicing Agreement\* process.

- 25.1. Lansdowne Linear Park and Lansdowne Road Frontage:
  - 25.1.1. Note that the cross section and concept design for the interim and final condition of the Lansdowne Linear Park is to be determined through the Major Park Master Plan process, which will guide the detailed design of the Lansdowne Linear Park via the Servicing Agreement\* process.
  - 25.1.2. The Lansdowne Linear Park Permanent construction works are eligible for Parks Development Cost Charge (DCC) credits. Parks DCC credit value to be calculated and issued upon completion of the Lansdowne Linear Park Permanent works to the satisfaction of the Director of Parks Services. Should the Parks DCC credit value of the Lansdowne Linear Park Permanent works be less than the DCC Payables for this phase of rezoning, then the remaining DCC Payables will roll forward and be applied to future redevelopment phases that include works that are eligible for Parks DCC credits.
  - 25.1.3. Lansdowne Linear Park and Lansdowne Road Frontage final condition to:
    - i) Be located between Kwantlen Street and the Cooney Road extension.
    - ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
    - iii) Be Fee Simple with the Owner transferring ownership of the applicable portion of the subdivided property to the City.
    - iv) Prioritize tree retention.
    - v) Incorporate furnishings (seating, waste receptacles, bike racks), signage, and lighting (pathway and event).
    - vi) Include event power kiosks.
    - vii) Include water hook-ups.
    - viii) Incorporate localized stormwater detention.

- ix) Allow accommodation of seasonal parades, events and festivals.
- x) Be comprised of high-quality, long-lasting, robust materials.
- xi) Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- xii) To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard.
- xiii) Include additional tree planting and support infrastructure such as soil cells.
- xiv) Be maintained by the Owner/ Strata.
- 25.2. Lansdowne Linear Park and Lansdowne Road Frontage Interim condition to:
  - i) Encompass two sections of the Lansdowne Road frontage, as illustrated in the OCP amendment, that are located between the future Cooney Road and Hazelbridge Way extensions and Hazelbridge Way extension and No. 3 Road.
  - ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
  - iii) Include a ROW over the entire area that allows free unimpeded public access.
  - iv) Be located between the Cooney Road extension and No 3 Road.
  - v) Prioritize tree retention.
  - vi) Provide continuous, paved pedestrian and cycling connections along the entire length.
  - vii) Include furnishings (seating, waste receptacles) and wayfinding signage.
  - viii) Provide shade for pathway users with trees and/or structures.
  - ix) Be comprised of materials and elements that can be re-purposed in the final condition or recycled in keeping with the City's Circular Economy Goals.
  - x) Be maintained by the Owner/ Strata.
- 25.3. Existing Neighbourhood Plaza Site Activation:

The final Neighbourhood Plaza will be provided in the next phase (Phase 1B). In the interim, the applicant is to design and deliver in Phase 1A, activation of the existing Neighbourhood Plaza site. Below is a description of the minimum requirements:

25.3.1. Existing Neighbourhood Plaza Site Activation to include:

- i) The existing lawn and treed area at the northwest corner of Kwantlen Street and Lansdowne Road, including the City owned corner, as illustrated in the OCP amendment.
- ii) Include a ROW over the area that allows free unimpeded public access.
- iii) A minimum of 3 picnic tables with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- iv) A minimum of 3 benches with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- v) Waste receptacles that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- vi) A pathway that connects from the corner intersection at Kwantlen Street and Lansdowne Road to the Lansdowne Shopping Centre site entry to the north. The pathway may be comprised of materials that are of a temporary nature, that can be re-purposed in the future and that allow for minimal impacts to existing trees.
- vii) Signage welcoming users to the site that includes a description of the long-term plans/process for it.
- viii) Tree retention and protection.
- ix) Ongoing maintenance and monitoring provided by the Applicant/Owner (Lansdowne Centre). Maintenance to be equivalent to Level 3 Moderate as outlined in the current edition of the Canadian Landscape Standard.

- x) Design submitted for review via the Servicing Agreement\* process.
- xi) Be maintained by the Owner/ Strata.
- 25.4. <u>Streetscape Requirements</u>:

Streetscapes (not included in the Major Park Master Plan process). Note that the requirements listed below are for the boulevards only.

- 25.4.1. Alderbridge Way Streetscape:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Accent planting at pedestrian crossings.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.2. Kwantlen Road Streetscape:
  - i) 1.5 meter width boulevard with lawn and street trees.
  - ii) Accent planting at crossings and corner bulges.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.3. Hazelbridge Way:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Accent planting at corner bulges.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.4. Cooney Road:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Accent planting at pedestrian crossings.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.5. New East-West Road:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Include irrigation tied to the onsite water supply.
- **26.** *(Open Space Requirements)* The following Open Space elements to be guided by the Master Land Use Plan included in the Official Community Plan (OCP) Amendment bylaw 10154. The following comments are to be taken into consideration and addressed during the detailed design phases of the project.

#### 26.1. North South Greenlink to:

- 26.1.1. Be located between Parcel 2 and 5, Alderbridge Way and East-West Mews, with a minimum of 20 meters separation between fronting buildings.
- 26.1.2. Provide a minimum total size of 0.14 hectares (0.36 acres) of public open space upon completion of Parcel 2.
- 26.1.3. Be comprised of a (12 m) wide SRW with 6 m being located on Parcel 2 and 6 m being located on Parcel 5, that allows for free unimpeded public access.
- 26.1.4. Incorporate landscape elements (planting, trees, furnishings and paving patterns) within and along the edges of the green link to demarcate public realm from adjacent private realm areas and direct people towards the publicly accessible green link area.
- 26.1.5. Green link to be designed to accommodate large volumes and free movement of pedestrians.
- 26.1.6. As per the OCP Amendment, be unimpeded by parkade structures below to allow for full-depth planting. If the Applicant is able to demonstrate to the City's satisfaction that this is not feasible, then the following should be used as a guide for soil volumes for trees.
- 26.1.7. Soil Volume Requirements: The following are recommended as guidance only and site specific exceptions may be made by the City. In general, the City aims to select the largest tree suitable for the site while balancing the available soil volume and constraints for site lines, utilities or other relevant considerations. Generalized per-tree minimum soil volumes are provided below:

Tree size category	Average Spacing	Per-tree Minimum Soil Volume*
Large (>10 m canopy spread)	9 - 11 m	45 m3/30 m3 shared
Medium (~10 m canopy spread)	8 - 10 m	25 m3/20 m3 shared
Small (~6 m canopy spread)	6 - 10 m	10m3/5 m3 shared
Very Small (~3 m spread)	3 – 6 m	5 m3

\*Soil volume should be a depth of 1 m. The soil volumes quoted should be considered as minimums for the size categories listed and are based on a minimum of 0.3m3 of soil per 1 m2 of canopy area. Both soil volume and the permeability of the surface area around in hardscape (i.e., the "tree pit") should be maximized. To increase root zone volume, suspended pavement, structural soils or soil cells may be required.

- 26.1.8. Have a park-like character with large trees, furnishings (benches, tables, drinking fountains, waste receptacles, bike racks, and small play elements), lighting (pathway and event), identity and wayfinding signage.
- 26.1.9. Explore potential stormwater capture and detention through incorporation of technologies/systems suited to the site and urban environments.
- 26.1.10. Include interpretation of the former slough located in this area through design form and signage.
- 26.1.11. Be unimpeded by overhead structures that service private use, e.g. connecting bridges between buildings. Should the City support the Applicant's rationale for inclusion of the pedestrian bridge, the pedestrian bridge to be considered as a public art location with a goal to create a gateway entry to the N-S Greenway and ultimate link to the Centre Park.
- 26.1.12. Include high quality cohesive materials.
- 26.1.13. Incorporate trees and planting that provide an overall net increase in habitat value and that provide support for local pollinators, songbirds, and wildlife.
- 26.1.14. Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- 26.1.15. Include event power kiosks.
- 26.1.16. Include water hook-ups.
- 26.1.17. To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard. Open Space Requirements:
- 26.2. New East-West Mews (Cooney Road and Kwantlen Street) including "Minor Green Link"
  - 26.2.1. Incorporate planting and trees
  - 26.2.2. Include irrigation tied to the onsite water supply
  - 26.2.3. Provide clearly delineated and protected pedestrian linkages along the north side of the access driveway with elements such as bollards, light poles and/or trees in grates.
  - 26.2.4. Provide free, unimpeded public access and movement of pedestrians within the SRW.
  - 26.2.5. Landscape elements (planting, lighting, trees, walls, furnishings, bollards and/or paving patterns) within and along the edges of the mews to demarcate public realm from adjacent private realm areas and direct people towards publicly accessible, pedestrian areas.
  - 26.2.6. Prioritize pedestrian access and safety.
  - 26.2.7. Be maintained by the Owner/Strata.
- 27. *(Engineering Servicing Agreement\*):* A Servicing Agreement\* is required to design and construct the following works:
  - 27.1. <u>Water Works:</u>
    - 27.1.1. At Developer's cost, the Developer is required to:
      - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must

be signed and sealed by a Professional Engineer and be based on Building Permit\* Stage building designs.

- ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- iii) Provide right-of-ways for the water meters. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the Servicing Agreement\* process).
- iv) Replace the existing asbestos cement (AC) water main along the entire Alderbridge Way frontage of the development site (i.e. from No 3 Rd Road to Kwantlen Street) prior to the start of any proposed onsite or offsite works, including preloading, de-watering, and other construction and soil preparation works. Approximate length of required watermain replacement is 590m.
- v) Install new water mains along the proposed extensions of Hazelbridge Way, Cooney Road, complete with service connections and hydrants per City spacing.
- vi) The development proposes a private watermain in the private east-west mews located along the southern frontage of proposed parcels 2 and 5 between future Hazelbridge Way and future Cooney Rd. The private watermain are intended to service private fire hydrants along the private E-W Mews to provide fire protection for the Mall, as well as to connect to an existing mall water service. To isolate and protect the City's water system due to the proposed connections of the private systems, the City requires installation of reduced pressure backflow assemblies (RPBA). The City requires RPBA at each connection of the private water system to the City's water system. Total number of RPBA required is four. Two RPBA each at the junctions of the proposed Hazelbridge Way and Cooney Rd with the private east-west mews. Exact location of the required RPBAs shall be finalized via the Servicing Agreement\* review.
- vii) Provide rights of ways to contain the required RPBAs to facilitate connection of the existing private water systems to the City's water system. The sizes and locations of the required rights of ways shall be determined through the Development Permit\* review process and shown on the Development Permit\* drawings. The details of the RPBAs shall be finalized via the Servicing Agreement\* review.
- viii) CP15-717017 required the installation of a new water main along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with hydrants per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the watermains complete with an automatic flushing system at the dead end and install fire hydrants along Kwantlen St frontage that are required to service Parcel 8. The remainder of the watermain upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed.
- ix) Provide one water service connection for each parcel, complete with meter and meter box. Multiple service connections for one parcel are not permitted. Parcels 2 and 5 shall be connected to the new watermain dead ends in future Hazelbridge Way and future Cooney Rd complete with hydrants and automatic flushing systems. Parcel 8 shall be connected at the watermain dead end in Kwantlen St complete with a hydrant and automatic flushing system. Provide rights of ways to contain the automatic flushing systems that will be installed in the proposed development. The sizes and locations of the required rights of ways shall be determined through the Development Permit\* review process and shown on the Development Permit\* drawings. The details of the automatic flushing systems shall be finalized via the Servicing Agreement\* review.
- 27.1.2. At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.
  - ii) Confirm the sizes for the water main upgrades at the time of each phase's rezoning.
- 27.2. <u>Storm Sewer Works:</u>
  - 27.2.1. At Developer's cost, the Developer is required to:
    - i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
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- ii) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement\* design(s).
- iii) Perform a capacity analysis (Runoff Hydrograph Method) to size the proposed storm sewers. The capacity analysis shall include the proposed storm sewers for the entire development site, and direct as much runoff as possible to the proposed rainwater feature in Phase 5.
- iv) Install new storm sewers, approximately 90 meters, along the proposed extensions of Hazelbridge Way, Cooney Road, and the new E-W Mews. Storm sewer sizes shall be determined via Rational method at the Servicing Agreement\* design review stage. Minimum pipe size shall be 600mm diameter as per City Engineering Specifications.
- v) CP15-717017 required the installation of new storm sewers along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with manholes per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the storm sewers along Kwantlen St frontage that are required to service Parcel 8. The remainder of the storm sewer upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed. Minimum size shall be 600 mm.
- 27.2.2. At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City Infrastructure.
- 27.3. <u>Sanitary Sewer Works:</u>
  - 27.3.1. At Developer's cost, the Develop is required to:
    - i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
    - ii) The development proposes a private sanitary main in the private east-west mews located along the southern frontage of proposed parcels 2, 5 and 8 (Phase 1A) between future Hazelbridge Way and future Cooney Rd. All sanitary service connections that are connected to or flow into the private sanitary sewer installed in Phase 1A must be designed so that that they can connect to the ultimate sanitary sewer when the private sanitary sewer is removed. The private sanitary sewers shall be removed when the ultimate sanitary sewers in the future City-owned east-west road is completed and operational.
    - iii) CP15-717017 required the installation of new sanitary mains along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with the replacement and upgrade of the Alderbridge Sanitary Pump Station. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the sanitary mains along Kwantlen St that are required to service Parcel 8 (i.e., install new sanitary sewers on Kwantlen Street from the existing pump station northward to the south property line of parcel 8, approximately 155m long). Sanitary sewer sizes shall be determined via Capacity Analyses at the Servicing Agreement\* design review stage. Minimum pipe size shall be 200mm diameter as per City Engineering Specifications. The remainder of the new sanitary main upgrade between the sanitary pump station and Lansdowne Road, including the sanitary pump station replacement and upgrade, as per CP15-717017, shall be installed in the rezoning of the next phase when the parcels to the south are developed. The location for the new pump station shall be to the satisfaction of the Director, Engineering. Replacement of the pump station includes, but is not limited to:
      - a) A new wet well, pumps, and related appurtenances.
      - b) A new kiosk, underground power supply (i.e. BC Hydro pad-mounted transformer), back-up generator, SCADA antenna, and related appurtenances.
      - c) A new valve chamber complete with flow meter and related appurtenances and access chambers for the forcemain for maintenance and inspection purposes.
      - d) Right-of-way(s) for the pump station, vehicle access/parking, and related structures. The right-of-way(s) shall be on grade and open sky above.
      - e) Rights of ways to access to and from the pump station for the City's maintenance vehicles, and space for the vehicles to park without obstructing pedestrian or vehicle traffic (including space for vehicles to park adjacent to the wet well during pump maintenance).
        - **CNCL 343**

- f) Decommissioning and removal of the existing Alderbridge Sanitary Pump Station after the new station is completed and operational.
- iv) Remove the existing sanitary sewer on Kwantlen Street, or fill and abandon (as appropriate).
- 27.3.2. At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.
  - ii) Confirm the sizes for the sanitary sewer upgrades at the time of each phase's rezoning.
  - iii) Reconnect all existing sanitary connections to the new sanitary sewers.
- 27.4. Frontage Improvements
  - 27.4.1. At Developer's cost, the Develop is required to:
    - i) Coordinate with BC Hydro, Telus and other private communication service providers:
      - a) To pre-duct for future hydro, telephone and cable utilities along all road frontatges.
      - b) Before relocating/ modifying any of the existing power poles and/or guy wires within the property frontages.
      - c) To underground overhead service lines.
    - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement\* drawings, and registered prior to SA design approval:
      - a) BC Hydro Vista- Confirm SRW dimensions with BC Hydro.
      - b) BC Hydro PMT  $4.0 \times 5.0 \text{ m}.$
      - c) BC Hydro LPT  $-3.5 \times 3.5 \text{ m}.$
      - d) Street light kiosk  $-1.5 \times 1.5 m$ .
      - e) Traffic signal kiosk 2.0 x 1.5 m.
      - f) Traffic signal UPS 1.0 x 1.0 m.
      - g) Shaw cable kiosk  $-1.0 \times 1.0 \text{ m}$ .
      - h) Telus FDH cabinet 1.1 x 1.0 m.
    - iii) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following City Street requirements:
      - a) Alderbridge Way (West of Cooney)
        - Pole colour: grey.
        - Roadway lighting at back of curb: Type 7 (LED) including 1 street luminaire, duplex receptacle, and flower basket holders, but excluding any pedestrian luminaires, banner arms, or irrigation.
        - As applicable, pedestrian lighting between sidewalk and bike path: Type 8 (LED) including 2 pedestrian luminaires set perpendicular to the roadway, but excluding any flower basket holders, irrigation, or duplex receptacles.
      - b) Alderbridge Way (East of Cooney)
        - Pole colour: black.
        - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.

- As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custon Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excpluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- c) Hazelbridge Way (West of Cooney, south of Alderbridge)
  - Pole colour: grey.
  - Roadway lighting at back of curb (existing lighting to be replaced): Type 7 LED including 1 street luminaire, banner arms, and deuplex receptacles but excluding any pedestrian luminaires, flower basket holders, or irrigation.
  - Pedestrian lighting: not applicable (i.e no stand-alone pedestrian poles)
- d) Cooney Road (South of Alderbridge)
  - Pole colour: black.
  - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
  - As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- e) Kwantlen Street (East of Cooney, south of Alderbridge)
  - Pole colour: black.
  - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED) (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
  - Pedestrian lighting: Not applicable (ie. No stand-alone poles)
- iv) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following off-street publicly-accessible walkways and open spaces requirements:
  - a) West of Cooney
    - Pole colour: grey.
    - Pedestrian Lighting: Type 8 LED including 2 pedestrian luminaires set perpendicular to the direction of travel, but excluding any flower basket holders, irrigation, or duplex receptacles.
  - b) East of Cooney
    - Pole colour: black.
    - Pedestrian lighting: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including pot-top luminaire but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- v) Provide traffic signals as specified:
  - a) Grey pole colour (style to match type 7) at the following locations:
    - Alderbridge at Hazelbridge
    - Additional hazelbridge locations as applicable.
  - b) Black pole colour (style to match type 3) at the following locations:
    - Alderbridge at Cooney.
    - Alderbridge at Kwantlen.
    - Additional Cooney locations as applicable.
    - Additional Kwantlen locations as applicable. CNCL - 345

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- a) EW Mews (west of Cooney) shared vehicle / pedestrian route:
  - Pole colour: grey.
  - Roadway lighting at back of curb: Type 8 / Custom 6.0 m Height (LED) including 1 street luminaire, but excluding any banner arms, flower basket holders, irrigation, or duplex receptacles.
  - For reference: Onni "Riva" (Drawing #615759-12-09)
- b) EW Green Linke (East of Cooney) shared vehicle / pedestrian route:
  - Pole colour: black.
  - Roadway lighting at back of curb: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaite, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- vii) Street Tree Receptacle Required Frontages:
  - a) No. 3 Road.
  - b) Hazelbridge Way.
- viii) Complete other frontage improvements as per Transportation requirements.
- 27.5. <u>General Items</u>
  - 27.5.1. At Developer's cost, the Develop is required to:
    - i) Provide, prior to start of site preparation works or within the first Servicing Agreement\* submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
    - ii) Provide a video inspection report of the existing utilities along all frontages prior to start of site preparation works or within the first Servicing Agreement\* submission, whichever comes first. A followup video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
    - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the Servicing Agreement\* design.
    - iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
    - v) Submit a proposed strategy at the Building Permit\* stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
    - vi) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
    - vii) Coordinate the Servicing Agreement\* design for this development with the Servicing Agreement\*(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each Servicing Agreement\* submission confirming that they have

coordinated with civil engineer(s) of the adjacent project(s) and that the Servicing Agreement\* designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

- a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
- b) Pipe sizes, material and slopes.
- c) Location of manholes and fire hydrants.
- d) Road grades, high points and low points.
- e) Alignment of ultimate and interim curbs.
- f) Proposed street lights design.
- viii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement\*(s) and/or Development Permit\*(s), and/or Building Permit\*(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 28. (Public Hearing Notice Fees): Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
- 29. (Development Permit DP): The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

- 1. (Rezoning) Incorporation of features in Development Permit\* plans as determined via the Rezoning process.
- 2. *(Air Space Parcel Subdivision and/or Strata Subdivision)* The owner is to confirm the whether an Air Space Parcel Subdivision and/or Strata Subdivision are being pursued to ensure the project can be constructed as required under the proposed zoning, Rezoning Considerations and the BC Building Code.
- 3. *(Acoustic Report)* Complete an acoustical and mechanical 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

4. (*Code Report*) Complete a preliminary code report/ analysis to address any potential code issues within the development.

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

- 1. (*Rezoning and Development Permit Features*) Incorporation of urban design, accessibility, and sustainability measures in Building Permit\* (BP) plans as determined via the Rezoning and/or Development Permit\* processes.
- (Construction Parking and Traffic Management Plan) Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per CNCL 347

Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

- 3. (Protection of Adjacent Structures Report) Submission of a Complete a Protection of Adjacent Structures Report.
- 4. *(Latecomer agreement charges)* If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 5. (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 associates fees may be required as part of the Building Permit\*. For additional information, contact the Building Approvals Department at 604-276-4285.

## Note:

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

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

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

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

Signed

Date

(Signed copy on file)



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Schedule "A"

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- 35 -

Schedule "B"



**CNCL - 351** 



**CNCL - 352** 



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**CNCL - 354** 





# Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 10523 (RZ 23-011557) 5300 No. 3 Road

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

- 1. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by:
  - 1.1. At Section 2.3.3, replacing the map entitled "Pedestrian Environment Map (2031)", with the map attached hereto as Schedule A.
  - 1.2. At Section 2.5.1, replacing the map entitled "A Base for Building a Living Landscape Map", with the map attached hereto as Schedule B.
  - 1.3. At Section 2.6, replacing the map entitled "Base Level Parks & Open Space Map (2031)", with the map attached hereto as Schedule C.
  - 1.4. At subsection 2.6.3(c), replacing the map entitled "Pedestrian Linkages Map", with the map attached hereto as Schedule D.
  - 1.5. At subsection 3.1.3(c) (*Pedestrian Linkages*), replacing the map entitled "Designated Green Link & Linear Park Location Map", with the map attached hereto as Schedule E.
  - 1.6. At Section 3.3.2 Special Precinct 2.0, replacing the plan entitled "Special Precinct Character Areas & Major Park and Public Open Space Plan", with the plan attached hereto as Schedule F.
- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10523".

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw 10523

# Section 2.3.3



Schedule B to Bylaw 10523

# Section 2.5.1



Schedule C to Bylaw 10523

# Section 2.6



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Schedule D to Bylaw 10523

# **Section 2.6.3(c)**



Schedule E to Bylaw 10523

**Section 3.1.3(c)** 

Designated Green Link & Linear Park Location Map



Schedule F to Bylaw 10523

# Section 3.3.2

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





# Richmond Zoning Bylaw 8500 Amendment Bylaw 10511 (RZ 23-011557) 5300 No. 3 Road

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

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

# "20.55 Residential / Limited Commercial (ZMU55) – Lansdowne Village (City Centre)"

### 20.55.1 Purpose

The **zone** accommodates low rise and high-rise apartments within the **City Centre**, plus a limited amount of **commercial use** and compatible **secondary uses** and additional **uses**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to **affordable housing units, market rental housing units, child care**, amenity, **commercial use**, and the Village Centre Bonus Area designated by the **City Centre** Area Plan.

#### 20.55.2 Permitted Uses

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- community care facility, minor
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- health service, minor
- housing, apartment
- housing, town
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office

- park
- 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
- veterinary service
- 20.55.3 Secondary Uses
  - boarding and lodging
  - home business
  - home-based business

# 20.55.4 Residential Rental Tenure

1. The portion of the **development site** shown crosshatched and indicated as "C" in Section 20.55.4.1, Diagram 1, shall be **used** only for **residential rental tenure** 

Diagram 1



2. For the purposes of this **zone**, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.

# 20.55.5 Permitted Density

- 1. The maximum **floor area ratio** (FAR) for the areas identified in Diagram 1, Section 20.55.4, shall be:
  - a) for the area indicated as "A": 2.0;
  - b) for the area indicated as "B": 2.0; and
  - c) for the area indicated as "C": 1.2.
- 2. Notwithstanding Section 20.55.5.1, the references to maximum **floor area ratio** shall be increased:
  - a) 0.1 floor area ratio provided that the additional floor area is used entirely to accommodate indoor amenity space.
- 3. Notwithstanding Section 20.55.5.1, the references to maximum **floor area ratio** shall be further increased:
  - a) for the area indicated as "A" the reference to "2.0" is increased to a higher **floor area ratio** "4.01";
  - b) for the area indicated as "B" the reference to "2.0" is increased to a higher **floor area ratio** "3.67"; and
  - c) for the area indicated as "C" the reference to "2.0" is increased to a higher **floor area ratio** "2.71",

provided that:

- d) the **owner** provides within the area indicated as "C" in Diagram 1, Section 20.55.4:
  - i) no less than 141 **affordable housing units** on the **site**, having a combined **floor area** of at least 10,857 m<sup>2</sup> (116,867 ft<sup>2</sup>) of **habitable space** excluding the building area of **market rental units**; and
  - ii) no less than 151 **market rental housing units** on the **site**, having a combined **floor area** of at least 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>) of **habitable space** excluding the building area of **affordable housing units**;
- e) the **owner** 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;
- f) the owner enters into a housing agreement with respect to the market rental housing units and registers the housing agreement against the title to the lot, and files a notice in the Land Title Office;
- g) within the area indicated as "A" in Diagram 1, Section 20.55.4, the **owner** uses a minimum of "0.09 FAR" of the additional **floor area ratio** for non-residential **uses** only;

- h) the owner provides a cash contribution or letter of credit to the City for the value of the community amenity space equivalent to the greater of 5% of the Maximum VCB Bonus Floor Area on the site or 33.05 m<sup>2</sup> (355.75 ft<sup>2</sup>), multiplied by (i) the "equivalent to construction value" rate of \$871 per square foot, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the "equivalent to construction value" rate of \$871 per square foot adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-Residential Building Construction Price Index" for Vancouver, where such change is positive; and
- i) the owner provides a cash contribution or letter of credit to the City for the value of the community amenity space equivalent to the greater of 1% of the additional floor area ratio on the site or 544.65 m<sup>2</sup> (5,862.56 ft<sup>2</sup>), multiplied by (i) the "equivalent to construction value" rate of \$871 per square foot, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the "equivalent to construction value" rate of \$871 per square foot adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-Residential Building Construction Price Index" for Vancouver, where such change is positive.

### 20.55.6 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 90%, exclusive of portions of the **site** the **owner** grants to the City, via a statutory **right-of-way**, **road** dedication, fee simple, **air space parcel**, or alternative means satisfactory to the **City**, for **park** or **road** purposes.

#### 20.55.7 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
  - a) for road and park setbacks, measured to a lot line or the boundary of an area granted to the City for road, park, or open space purposes via any means: 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;
  - b) for interior side yard setbacks: 10.0 m
  - c) for south **property line**: 3 m; and
  - d) for parts of a **building** situated below finished **grade**, measured to a **lot line**: 0.0 m.
- 2. Architectural features such as cornices, leaders, pilasters, and sills may project into a required **setback**, but may not project more than a distance of 1.0 m, if a proper interface is provided as specified in a Development Permit approved by the **City**.
- 3. Entry stairs, ramps and **landscape** elements such as paving, planters and **fences** may project into the required **setback** but may not exceed 50% of the **frontage** as specified in a Development Permit approved by the **City**.

#### 20.55.8 Permitted Heights

- 1. The maximum **building height** for the areas identified in Diagram 2, Section 20.55.8, shall be:
  - a) for the area identified as "1": 47.0 m geodetic;
  - b) for the area identified as "2": 38.0 m geodetic but may be increased to 46.0 m geodetic if a proper interface is provided with adjacent buildings and areas secured or to be secured by the City for road or park purposes, as specified in a Development Permit approved by the City, and it complies with applicable Transport Canada Regulations; and
  - c) for the area identified as "3": 27.0 m geodetic

# Diagram 2



- 2. The maximum **height** for **accessory buildings** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 12.0 m.

# 20.55.9 Subdivision Provisions

- 1. The minimum **lot area** for areas identified in Diagram 1, Section 20.55.4.1, shall be:
  - a) for the area identified as "A": 7,375 m<sup>2</sup>;
  - b) for the area identified as "B": 7,400 m<sup>2</sup>; and
  - c) for the area identified as "C": 7,985 m<sup>2</sup>.

# 20.55.10 Landscaping & Screening

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

# 20.55.11 On-Site Parking and Loading

- 1. On-site bicycle parking and loading shall be provided according to the provisions of Section 7.0.
- 2. On-site **parking** for areas identified in Diagram 1, Section 20.55.4.1 shall be provided in accordance with the provisions of Section 7.0, except as follows:

- a) for the area identified as "A", the minimum required on-site **parking spaces** for the residential **uses** are ten (10) accessible **parking spaces**;
- b) for the area identified as "A": a minimum of two (2) accessible **parking spaces** for non-residential **uses** are required;
- c) for the area identified as "B", the minimum required on-site **parking spaces** for the residential **uses** are nine (9) accessible **parking spaces**; and
- d) for the area identified as "C", the minimum required on-site **parking spaces** for the residential **uses** are five (5) accessible **parking spaces**.
- 3. On-site **loading spaces** for areas identified in Diagram 1, Section 20.55.4.1 shall be provided in accordance with the provisions of Section 7.0, except:
  - a) that the minimum number of **loading spaces** required are as follows:
    - (i) for the area identified as "A": a two (2) medium **loading spaces** for residential **uses**;
    - (ii) for the area identified as "A": one (1) medium **loading space** for non-residential **uses**;
    - (iii) for the area identified as "B": two (2) medium loading spaces; and
    - (iv) for the area identified as "C": two (2) medium loading spaces; and
  - b) large size **loading spaces** shall not be required.

# 20.55.12 Other Regulations

- 1. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
- 2. 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 areas and by designating them as follows:

# 3.1 "RESIDENTIAL / LIMITED COMMERCIAL (ZMU 55) – LANSDOWNE VILLAGE (CITY CENTRE)".

That area shown hatched and indicated as "A" on "Schedule "A" attached to and forming part of Bylaw 10511".

# 3.2 "SCHOOL & INSTITUTIONAL USE (SI)".

That area shown cross-hatched and indicated as "B" on "Schedule "A" attached to and forming part of Bylaw 10511".

# CNCL - 369

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10511".

FIRST READING	 CITY OF RICHMOND
PUBLIC HEARING	APPROVED by
SECOND READING	 (Def-
THIRD READING	 APPROVED by Director
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL	
OTHER CONDITIONS SATISFIED	
ADOPTED	

MAYOR

CORPORATE OFFICER



# Bylaw 10219



# Richmond Zoning Bylaw 8500 Amendment Bylaw 10219 (RZ 18-835042) 9300 and 9320 Cambie Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 18.43 thereof the following:

"18.43 Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)

#### 18.43.1 Purpose

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

#### 18.43.2 Permitted Uses

18.43.3 Secondary Uses

housing, apartment

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

# 18.43.4 Permitted Density

- 1. The maximum floor area ratio is 1.50, together with an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space.
- 2. Notwithstanding Section 18.43.4.1, the reference to "1.50" is increased to a higher **density** of "1.70" if, prior to first occupancy of a **building**, the **owner**:
  - a) Provides on the lot not less than five affordable housing units having a combined habitable space of at least 1/3 of the "0.2" floor area density bonus; and
  - b) Enters into a **housing agreement** for the **affordable housing units** with the **City** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

#### 18.43.5 Permitted Lot Coverage

1. Maximum Lot Coverage is 40% for buildings.

#### 18.43.6 Yards & Setbacks

- 1. The minimum public **road setback** is:
  - a. 4.0 m from Cambie Road; and
  - b. 7.5 m from McKim Way.
- 2. The minimum side yard is 4.0 m.
- 3. Notwithstanding Sections 18.43.6.1 and 18.43.6.2, a parking structure may project into the Cambie Road road setback or the property line setback provided that such encroachment is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the City, but no closer than:
  - a. 2.0 m to a lot line abutting Cambie Road;
  - b. 1.2 m to the east side lot line; and
  - c. 0.9 m to the west side lot line

#### 18.43.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 19.5 m and 5 habitable **storeys**.
- 2. The maximum height for accessory buildings and structures is 9.0 m.

#### 18.43.8 Subdivision Provisions/Minimum Lot Size

- 1. There are no minimum lot width or lot depth requirements.
- 2. The minimum lot size is  $6700 \text{ m}^2$ .

#### 18.43.9 Landscaping & Screening

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

#### 18.43.10 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.

#### 18.43.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "LOW RISE APARTMENT (ZLR43) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)".

P.I.D. 004-916-301

Lot 5 Except: Plan 45079, Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 000-579-769 Lot 55 Section 34 Block 5 North Range 6 West New Westminster District Plan 45079

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10219".

FIRST READING	DEC 0 7 2020	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	JAN 1 8 2021	APPROVED by
SECOND READING	JAN 1 8 2021	APPROVED
THIRD READING	JAN 1 8 2021	or Solicitor
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE SATISFIED	OCT 2 3 2023	
OTHER CONDITIONS SATISFIED	JAN 3 1 2024	
ADOPTED		

MAYOR

CORPORATE OFFICER





**Minutes** 

# Development Permit Panel Wednesday, January 17, 2024

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: Cecilia Achiam, General Manager, Community Safety, Chair John Irving, General Manager, Engineering and Public Works Peter Russell, Director, Sustainability and District Energy

The meeting was called to order at 3:30 p.m.

# MINUTES

It was moved and seconded That the minutes of the meeting of the Development Permit Panel held on December 13, 2023 be adopted.

# CARRIED

### 1. DEVELOPMENT PERMIT 20-919145 (REDMS No. 7317348)

APPLICANT: Jonathan King

PROPERTY LOCATION: 4571, 4591 and 4611/4631 Steveston Highway

#### INTENT OF PERMIT:

- 1. Permit the construction of 16 townhouse units at 4571, 4591 and 4611/4631 Steveston Highway on a site zoned "Low Density Townhouses (RTL4)".
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback along Steveston Highway from 6.0 m to 4.50 m.

# Applicant's Comments

Jiang Zhu, Imperial Architecture Ltd., with the aid of a visual presentation (attached to and forming part of these minutes as <u>Schedule 1</u>), provided background information on the proposed development, highlighting the following:

- the proposed form, massing, and architectural design of the townhouse buildings are compatible with adjacent residential developments;
- a north-south entry driveway off Steveston Highway is proposed along the west
   property line and the proposed east-west internal drive aisle will provide shared access to future developments to the east and west;
- the development's proposed common outdoor amenity space will be available for shared use with the future development to the west;
- two electric vehicle (EV) charging will be provided for each garage;
- the unit entries and the proposed common outdoor amenity area are fully accessible; and
- the development includes two convertible units.

Zhipin Li, Homing Landscape Architecture, Corp., with the aid of the same visual presentation, briefed the Panel on the main landscape features of the project, noting that (i) existing landscape conditions such as existing trees and hedges will be retained as much as possible and additional trees are proposed to be planted to provide privacy, (ii) changes to existing site grade will be minimized for landscaping, (iii) a significant amount of native plant species is proposed for landscaping, (iv) the proposed common outdoor amenity space exceeds the required size and provides for a variety of uses, and (v) the proposed on-site turnaround area will be landscaped and used as an additional outdoor amenity space when the adjacent property to the west will redevelop in the future.

# Staff Comments

Wayne Craig, Director, Development, noted that (i) the shared use of the proposed common outdoor amenity between the proposed development and the future development to the west is just a design intent and there is no formal sharing arrangement between the two developments, (ii) the project has been designed to achieve Level 3 of the BC Energy Step Code with on-site Low-Carbon Energy Systems, (iii) there is a Servicing Agreement associated with the project for frontage works and site services, (iv) the Servicing Agreement includes a provision for turning restriction within the driveway to ensure right-in/right-out turning movements, (v) the proposed front yard setback was identified at the time of rezoning, (vi) an acoustical report was provided by the applicant confirming that the units will meet Canada Mortgage and Home Corporation (CMHC) internal noise standards, and (vii) there will be future cross access over the east-west internal drive aisle with adjacent properties to the west and east of the subject site secured by a Statutory Right-of-Way.

### Panel Discussion

In reply to a query from the Panel regarding the design of the two buildings fronting Steveston Highway, the applicant noted that (i) the two buildings are not identical as they have different roof forms to provide some variation in building design, and (ii) permeable pavers will be installed on the entry driveway, visitor parking stalls, internal pedestrian walkways and entries to common areas.

In reply to queries from the Panel, Mr. Craig noted that (i) there are other developments along Steveston Highway that have right-in/right-out turning restrictions for vehicle access, and (ii) all required replacement trees will be accommodated on the subject site.

#### Correspondence

None.

# Gallery Comments

None.

# Panel Discussion

The Panel expressed support for the project, noting that (i) the design of the proposed development has taken into consideration the existing adjacent developments as well as the future redevelopment of neighbouring properties, and (ii) the provision of low-carbon energy systems for the project is appreciated.

# Panel Decision

It was moved and seconded *That a Development Permit be issued which would:* 

- 1. permit the construction of 16 townhouse units at 4571, 4591 and 4611/4631 Steveston Highway on a site zoned "Low Density Townhouses (RTL4)"; and
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback along Steveston Highway from 6.0 m to 4.50 m.

#### CARRIED

#### 2. DEVELOPMENT PERMIT 21-943418 (REDMS No. 7451673)

APPLICANT: Karla C

Karla Castellanos Architect

PROPERTY LOCATION: 13888 Wireless Way

### INTENT OF PERMIT:

- Permit the construction of a three-storey light industrial and ancillary office building on a new lot created through subdivision of the west portion (proposed Lot 1) of the subject site at 13888 Wireless Way, on a site zoned "Industrial Business Park (ZI3) – Crestwood Area (East Cambie)".
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) reduce the required number of parking spaces from 2.8 spaces to 0.75 spaces for each 100 m<sup>2</sup> of gross leasable floor area of building on Lot 1;
  - (b) reduce the minimum required number of large-sized on-site designated loading spaces on Lot 1 from 1 space to 0 spaces; and
  - (c) reduce the minimum percentage of standard parking spaces on Lot 2 from 50 per cent to 30 per cent.

### Applicant's Comments

Karla Castellanos, KCC Architecture, with the aid of a visual presentation (attached to and forming part of these minutes as <u>Schedule 2</u>), provided background information on the proposed development, highlighting the following:

- the proposal is a redevelopment of an existing site through subdivision of the lot to create a new lot;
- pedestrian access to the two buildings will be from the existing sidewalk along Wireless Way;
- a three-storey building for light industrial and ancillary office use is proposed on the new Lot 1 which has been designed to allow flexibility of use by future tenants;
- the proposed building mimics the form and character of the existing building;
- each unit will have a separate entry and a common lobby and corridor will also be provided for access to the individual units;
- high performance building materials are proposed to provide more efficient energy performance for the building;
- the Riparian Management Area (RMA) along the south edge of the site will be fully restored on new Lot 1 and partially restored on Lot 2;
- parking for Lot 1 is provided in front of the units;
- screening will be provided for the proposed rooftop mechanical equipment;
- architectural treatment, i.e. different wall textures with interesting patterns and colours, is proposed for the flat west façade of the new building to provide visual interest; and
- there are three proposed variances related to parking and loading.

Clark Kavolinas, C. Kavolinas and Associates Inc., with the aid of the same visual presentation, briefed the Panel on the main landscape features of the project, noting that (i) landscaped and treed islands are proposed to break up the surface parking area in front of the proposed building on Lot 1, (ii) native plant species are proposed to be installed within the RMA setback along the south property line, (iii) a row of trees will be planted along the east side of Lot 2 and three additional trees will be incorporated into the existing surface parking area on Lot 2, and (iv) bicycle racks will be installed near the pedestrian access to the new building off Wireless Way.

# Staff Comments

Mr. Craig noted that (i) there is a Servicing Agreement associated with the project for frontage works, (ii) there will be invasive plant removal within the RMA along the southern edge of the site and a three-year monitoring period over the planting within the RMA, (iii) an Agricultural Land Reserve (ALR) buffer covenant will be registered as a condition of the subject application, and (iv) the provision of rooftop solar panels is included in the project for on-site electricity generation approximately 40% of the roof area.

In reply to a query from the Panel, Mr. Craig noted that (i) the three proposed parking variances associated with the project were reviewed and accepted by the City's Transportation Department, (ii) the project's proposed Transportation Demand Management (TDM) package includes the provision of a three-year transit pass program for tenants or owners of the new building and a shuttle service to bring employees between the site and the Bridgeport Canada Line station, and (iii) the proposed TDM measures are secured by a legal agreement and will run for a minimum of three years.

In reply to a further query from the Panel, Mr. Craig noted that there will be improvements on the RMA along the southern edge of Lot 2 which include the removal of invasive species and additional planting within the planting area which require the removal of some parking stalls in Lot 2.

#### **Panel Discussion**

In reply to queries from the Panel, the applicant noted that (i) there will be 11 stratified units, (ii) each unit consists of three-storeys and have its own rooftop solar panels, and (iii) one roughed-in electric vehicle (EV) charging infrastructure will be allocated for each unit to accommodate future installation of an EV charging station.

The Panel then advised that the applicant clarify during the Building Permit stage the location and percentage of parking stalls that will be provided with roughed-in EV charging infrastructure.

#### Correspondence

None.

### **Gallery Comments**

None.

#### Panel Discussion

The Panel expressed support for the project, noting that the applicant has put a lot of thought into the design of the project.

### Panel Decision

It was moved and seconded *That a Development Permit be issued which would:* 

- 1. permit the construction of a three-storey light industrial and ancillary office building on a new lot created through subdivision of the west portion (proposed Lot 1) of the subject site at 13888 Wireless Way, on a site zoned "Industrial Business Park (ZI3) – Crestwood Area (East Cambie)"; and
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) reduce the required number of parking spaces from 2.8 spaces to 0.75 spaces for each 100  $m^2$  of gross leasable floor area of building on Lot 1;
  - (b) reduce the minimum required number of large-sized on-site designated loading spaces on Lot 1 from 1 space to 0 spaces; and
  - (c) reduce the minimum percentage of standard parking spaces on Lot 2 from 50 per cent to 30 per cent.

#### CARRIED

#### 3. DEVELOPMENT PERMIT 22-021165 (REDMS No. 7501936)

APPLICANT: 0853803 BC Ltd. and 1121648 BC Ltd.

PROPERTY LOCATION: 6571 and 6591 No. 1 Road

#### INTENT OF PERMIT:

- 1. Permit the construction of eight townhouse units at 6571 and 6591 No. 1 Road on a site zoned "Low Density Townhouses (RTL4)".
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum required lot width on major arterial roads from 50.0 m to 40.2 m.

## Applicant's Comments

Eric Law, Eric Law Architect, with the aid of a visual presentation (attached to and forming part of these minutes as <u>Schedule 3</u>), provided background information on the proposed development, highlighting the following:

• the project has been designed in consideration of its site context;

a new driveway is proposed along the north side adjacent to the existing singlefamily home to the north (6551 No. 1 Road) and secured by a Statutory-Right-of-

Way (SRW) to provide more separation and shared access to the neighbouring property when it redevelops in the future;

the site grade along the west property line will be raised to provide an appropriate

- interface with the adjacent townhouse development to the west and enhance the usability of the backyards of the rear units of the proposed development;
- the proposal includes one convertible unit;
- the project has been designed to achieve Level 3 of the BC Energy Step Code with Low Carbon Emission Systems; and
- the proposed landscaping for the three-storey front units along No. 1 Road includes installation of berms to reduce their apparent height to read like two-storey units.

Yiwen Ruan, PMG Landscape Architects, with the aid of the same visual presentation, briefed the Panel on the main landscape features of the project, noting that (i) permeable pavers are proposed to identify key points on the driveway and internal drive aisle, (ii) the common outdoor amenity area includes a children's play equipment and bench seating, (iii) nine trees are proposed to be planted on-site, and (iv) on-site irrigation will be provided for soft landscaping.

In addition, Mr. Law noted that one on-site and one off-site tree will be removed and four replacement trees will be installed.

# Panel Discussion

In reply to a query from the Panel, Mr. Law noted that mechanical equipment for the townhouse units will be installed on the second floor of the units.

#### Staff Comments

Mr. Craig noted that (i) there is a Servicing Agreement associated with the project for frontage works and site services, and (ii) the proposed lot width variance is a technical variance and was identified at rezoning.

#### Correspondence

Shiraz and Almas Mohamed, 6551 No. 1 Road (Schedule 4)

Mr. Craig noted that the letter of Mr. Shiraz Mohamed and his wife, owners of the adjacent single-family home to the north (6551 No. 1 Road), pertains to land use which is outside of the purview of the Panel.

## Gallery Comments

None.

### Panel Discussion

The Panel expressed concern regarding the site grade, in particular the elevations of the driveway, internal drive aisle and ground floor/garage of the townhouse units which meet the bylaw requirements but are below the street level and potentially at risk of flooding.

Mr. Craig noted one option would be to refer the application back to staff to increase the site grade and provide time for the applicant to consider how that would be accomplished and address any architectural changes before returning. The other option for the Panel would be to endorse the Permit with direction that site grading be amended prior to the application being presented to City Council for consideration; however, the application would not then return to the Panel and would limit any changes the applicant could make to the application.

In reply to a query from the Panel, Mr. Law noted that the heating system includes an electrical hot water tank, located on second level. It was noted the equipment could be potentially located at grade once overall site grade is raised.

Discussion ensued regarding the need for the applicant to address this concern, and as a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That DP 22-021165 be referred back to staff in order for the applicant to work with staff to increase the site grade and introduce necessary changes to the project design in order to mitigate the risk of flooding in the proposed development.

CARRIED

#### 4. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled on Wednesday, January 31, 2024 be cancelled.

#### CARRIED

# 5. Date of Next Meeting: February 14, 2024

# ADJOURNMENT

It was moved and seconded *That the meeting adjourn (4:59 p.m.).* 

# CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, January 17, 2024.

Cecilia Achiam Chair Rustico Agawin Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, January 17, 2024



16 UNIT TOWNHOUSE DEVELOPMENT (DP 20-919145) AT 4571, 4591, 4611 STEVESTON HIGHWAY, RICHMOND, BC ISSUED DDP REVIEW 2024-01-17

**CNCL - 385** 



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**CNCL - 387** 



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Constant American Constraints     Constant American Constraints     Constant American Constraints     Constant American Constraints     C	3. UNIT 16 CONTARIS A LOCK-OFF UNIT. 4. The project will provide ar bounce heat pully ac unit with hey mechanical ventilation by fited to achieve step	2006 REQUIREMENTS, FOLLOWING SUSTAINABLE FEATURES WILLALDO BE PROVIDED IN THE PROJECT:	
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SHADOW ANALYSIS MARCH 20TH - 2:00PM



ClarkProject

Project Hz. #8217 Dzewing Hz. A 0.7

STEVESTON HWY TOWNHOUSE DEVELOPMENT 4571, 4591 & 4411 STEVESTON HWY, RICHMOND, BC (0P 20-919145)

SHADOW ANALYSIS

Rode N.T.S.















Imperial Architecture Atd. Architecture, Interior design & planning 7005 FRENCII STREET, VANCOUVER, BC, V6F 4V5, 778-938-8552, IMPERIAL ARCHITECTURE@GMAIL.COM

July 20, 2023

### **Accessibility Strategy**

#### <u>16 Unit Townhouse Development</u> at 4571, 4591, 4611 Steveston Highway, Richmond, BC

The design of project is in compliance with relevant Aging-In-Place and accessibility requirements in various city documents such as OCP, Townhouse Design Guidelines etc.

- 1. Wheelchair access and circulation
  - 1.1 All units in front buildings (Buildings A, & B) expect unit 2 have their main unit entries facing Steveston Highway. Direct paved pathway between unit entry and public sidewalk for each front unit was proposed. The width and slope of each pathway were designed in consideration of the wheelchair usage and access.
  - 1.2 All units in back buildings (Building C, D & E) and Unit 2 in Building A have their main unit entries from internal driveway. The width and slope of the pathway were designed in consideration of the wheelchair usage and access.
- 2. Coverable Unit design and Aging-In-Place features for all units
  - 2.1 Unit 12 and 14 in Buildings C and D were designed to meet requirements in City of Richmond's Coverable Unit design guideline. Detailed Convertible Unit plans demonstrated compliance with each requirement in the guideline. Refer to the attached convertible unit floor plans, manufacturer's specifications on future elevator for more information.
  - 2.2 Aging-In-Place features as listed in the OCP will be Incorporated into design of all units.
- 3. Accessibility to outdoor amenity area and H/C visitor parking stall
  - 3.1 Main access to outdoor amenity area is at the end of the internal driveway at northwest corner of the site which is connected to all unit entries. Residents from all units can get access to the outdoor amenity area through share pedestrian walkway on internal driveway as demonstrated on the attached wheelchair circulation route diagram.
  - 3.2 The Van access H/C visitor stall is located centrally between building A and B in the development beside the internal driveway. H/C visitor stall users can get access to all unit entries through the internal driveway as demonstrated on the attached wheelchair circulation route diagram.
- 4. Accessibility to private yards for convertible units
  - 4.1 Grading design for both convertible units' private yards complied with accessibility design standards. Maximum slope proposed is no greater than 5%.



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CON (NOT	ivertible ( Te: Saferh	J <mark>NIT G</mark> OME (	IUIDELINES CRITERIA PROPOSED FOR INCLUSION ARE SHOWN IN BOLD ITALICS)			
		A1	ENTRY DOORS ARE A MINIMUM 863 MM BUT IDEALLY 914 MM AND HAVE CLEAR ACCESS.			
	DOORS & DOORWAYS	A2	ENTRY DOOR CLEAR EXTERIOR FLOOR SPACE MIN, 1220 MM DEPTH BY DOOR WIDTH FLUS 600 MM ON LATCH SIDE (NOT NEEDED IF ROUGH IN WIRING PROVIDED FOR FUTURE AUTOMATIC DOOR OPENER).			
٨		A3	INTERIOR DOORS TO MAIN LIVING AREAS, 1 BATHROOM AND 1 BEDROOM, MIN. 600 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX, 13 MM HEIGHT, DEMONSTRATE WHEELCHAIR ACCESS BETWEEN THE HALLWAY AND ROOMS AND WIDEN HALLWAY AND / OR DOORWAY(S) IF NECESSARY TO SECURE ACCESS.			
		A4	PATIO / BALCONY MIN. 860 MM CLEAR OPENING. SMALL REMOVABLE WOOD RAMP WILL BE USEO TO ADAPT 2" HEIGHT OIFFERENCE BETWEEN FINISHED SURFACES WHEN THE UNIT IS CONVERTED TO ACCESSIBLE UNIT (I.E. WHEN THE ELEVATOR IS INSTALLED)			
		A5	ALL INTERIOR THRESHOLDS WITHIN UNITS COMPLY WITH BC BUILDING CODE.			
		A6	LEVER-TYPE HANOLES FOR ALL DOORS			
В	VERTICAL CIRCULATION	82	VERTICAL LIFT, DEPRESSED SLAB AREA, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPECS. FRAMING TO ACCOMMODATE SHAFT CONSTRUCTION WITHOUT IMPACT TO SURROUNDING STRUCTURE.			
	-	B3	AT THE TOP OF ALL STAIRWAYS, WALLS ARE REINFORCED WITH 2" X 12" SOLID LUMBER AT 914 MM TO CENTRE.			
с	HALLWAYS	C1	MIN, 900 MM WIDTH.			
	GARAGE	01	MIN. 1 ACCESSIBLE PARKING SPACE WITH MIN, 4 M GARAGE WIDTH.			
		D2	ACCESS FROM GARAGE TO LIVING AREA MIN, 800 MM CLEAR OPENING.			
	BATHROOM (MIN.1)	Εí	TOILET CLEAR FLOOR SPACE MIN, 1020 MM AT SIDE AND IN FRONT.			
		E2	WALL BLOCKING FOR FUTURE GRAB BAR INSTALLATION AT TOILET, TUB AND SHOWER. REINFORCED WITH 2" X 12" SOLID LUMBER IN ALL BATHTUB, SHOWER, AND TOILET LOCATIONS.			
E		E3	LEVER-TYPE HANDLES FOR PLUMBING FIXTURES.			
		E4	PRESSURE AND TEMPERATURE CONTROL VALVES ARE INSTALLED ON ALL SHOWER FAUCETS.			
		E5	CABINETS UNDERNEATH SINK(S) ARE EASILY REMOVED.			
		E6	DEMONSTRATE BATH AND SHOWER CONTROLS ARE ACCESSIBLE (LAYOUT OR FIXTURE PLACEMENT)			
F	KITCHEN	F1	CLEAR AREA NEEDED UNDER FUTURE WORK SPACE, PLUMBING AND GAS PIPES (IN-WALL AND IN-FLOOR) LOCATEO CLEAR OF UNDER COUNTER AREA OF FUTURE WORK SPACE (STOVE, SINK & MIN, B10 MM WIDE COUNTER), ALL PIPES ARE BROUGHT IN NO HIGHER THAN 304 MM TO 355 MM TO THE CENTRE OF THE PIPE FROM FLOOR LEVEL			
		F2	CABINETS UNDERNEATH SINK ARE EASILY REMOVED.			
		F3	1500 MM TURNING DIAMETER OR TURNING PATH DIAGRAM.			
		F4	LEVER-TYPE HANDLES FOR PLUMBING FIXTURES,			
G	WINDOWS	G1	MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGLE HAND (BATHROOM, KITCHEN & LIVING ROOM)			
н	OUTLETS &	H1	PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS; BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE SWITCHES TOILET, ABOVE EXTERNAL DOORS (OUTSIDE AND INSIDE) ON FRONT FACE OF KITCHEN COUNTER, WITHIN PROXIMITY OF CONTROL CENTRE FOR SMART HOME OPTIDNS.			
	SWITCHES	H2	UPGRADE TO FOUR-PLEX OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE AND RECREATION ROOM			

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Style 5	1. 4. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	一个 一个 的复数	Contraction of the Second
clear cab size	hoistway width	hoistway length	jack centerline	entrance centerline
40" x 50"	60-1/2"	59-1/2"	29-3/4"	35-3/4"
40" x 54"	60-1/2"	63-1/2"	31-3/4"	39-3/4"
42" x 60"	62-1/2"	69-1/2"	34-3/4"	45-3/4"
48" x 60"	68-1/2"	69-1/2"	34-3/4"	45-3/4"
minimum*	54-1/2"	59-1/2"		



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Specifications			In-Line	
Overhead Clearances Required:	Hydraulic Drive	In-Line Drive	Drive w/Controller at top of hoistway	
84" Cab helght - standard door pkg. 84" Cab height - upgrade / premium door pkg.	96" (2438 mm) 96" (2438 mm)	96" (2438 mm) 96" (2438 mm)	108" (2743 mm) 114" (2896 mm)	
96" Cab height - standard door pkg. 96" Cab height - upgrade / premium door pkg.	108" (2743 mm) N/A	108" (2743 mm) N/A	120" (3048 mm) N/A	
Rated Load: Standard 750 lbs (340 kg) or 1,000 lbs (4	55 kg)			
Speed: 40 ft/min (12.2 meters/min) nominal speed				
Travel Range: Up to 50 feet (15.2 m)			· ·	
Stops: Up to 6 stops				
Standard Controls: Fully automatic push button open Illuminated push buttons	ration   Digital floor indicat	or in car   Automatic	car lighting upon entry	
Standard Safety Features: Battery-powered emerge monitoring system   Emergency stop and alarm	ncy lowering   Safety brake	system   Car door ar	nd hall door safety	
Hydraulic Drive System: 1:2 cable hydraulic drive   Qu for smooth start and stop	uiet submersed pump and	motor   Two-speed v	alve	
In-Line Drive System : Geared direct drive motor   Var	iable frequency drive for s	mooth start and stop	Speed monitor	
Power Requirements: 230 VAC single phase   Option	al 208 VAC 3 phase (Hydra	ulic Drive only)		
Popular Options: Premium fixtures   Integral emerge	ncy telephone   3-speed sl	iding doors		

Flooring: By others to match the home decor | Minimum 1/8" thick | Maximum 3/4" thick

Warranty: 2 year standard warranty | Optional additional 5 year extended warranty to 7 years (North America Only)

PRIVATE YARD GRADING DESIGN FOR CONVERTIBLE UNITS ON SHOWN ON LANDCAPE DRAWINGS



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**Imperial Architecture Atd.** Architecture. Interior design & planning 7705 FRENCH STREET, VANCOUVER, BC, V6P 4V5, 778-938-8652, IMPERIAL ARCHITECTURE@GMAIL.COM

July 20, 2023

Building Approval Department City of Richmond 6911 No. 3 Road, Richmond, British Columbia

To whom it may concern,

#### Re: DP 20-919145 - 4571, 4591, 4611 Steveston Hwy, Richmond

I, Jiang Zhu Architect AIBC, am the architect for the Development Permit Application for DP 20-919145 – the 16-unit townhouse development at 4571, 4591, 4611 Steveston Hwy, Richmond.

On behalf the design consultant team, we hereby confirm that:

The applicable Energy Step Code performance targets have been considered in design, and that a Qualified Energy Modeler has been engaged to ensure that the proposed design can achieve the applicable performance targets.

For reference and record, below is the contact information of the Qualified Energy Modeler for this project:

Jack Cui, M.Sc. P.Eng., LEED AP Senior Energy Modelling Specialist | Division Manager JRS ENGINEERING 300 – 4595 Canada Way, Burnaby BC V5G 1J9 jcul@jrsengineering.com

Please refer to the attached letter from JRS dated July 7<sup>th</sup>, 2023 outlining details and pathways chosen by the consultant team for achieving the city's step code requirements.



Jiang Zhu, Architect AIBC, CP, MRAIC, LEED AP BD+C Principal Imperial Architecture Ltd. Tei: 778-938-8552 Imperial.architecture@gmail.com

> IMPERIAL ARCHITECTURE LTD. 1-1



#### SUSTAINABILITY STRATEGY 4611 STEVESTON

#### July 7, 2023

Development Permit Document Drawing Requirements Development Applications Department City of Richmond 6911 No. 3 Road, Richmond, BC V6Y 2C1

Re: 4611 Steveston – Development Permit Application DP 20-919145 - 4571, 4591, 4611 Steveston Hwy Sustainability Strategy

As a part of the Development Permit Application for 4611 Steveston JRS Engineering (JRS) hereby commits to assisting the project team in Implementing sustainability strategies. The proposed project is located at 4611 Steveston Highway, Richmond, BC, and the project will be developed as a 16-unit townhouse complex with a total of five buildings.

The following sustainability strategies have been analysed and included in the building designs in order to reduce energy consumption and reduce greenhouse gas emissions, and thus achieve the BC Energy Step Code compliance:

 Step 3 with Low Carbon Energy System. Effective July 1, 2022, Energy Step Code requirements for Part 9 Residential Buildings in Richmond include Step 5<sup>(6)</sup>, Step 4<sup>(b)</sup>, or Step 3<sup>(b)</sup> + Low Carbon Energy System\*\*. The project will target a low carbon energy system and thus Step 3 applies.

(a) Building envelope performance requirements can be achieved using all campliance pathways defined in BCBC.

(b) Bullding performance requirements must be achieved using adjusted TEDI and MEUI compliance pathways. \*\* Annual limit of  $\leq$  500 kg CO2e per housing unit, or  $\leq$  2.5 kg CO2e/ m2 of conditioned floor area and  $\leq$  1000 kg CO2e per housing unit.

- The proposed building skin is listed in the Appendix A
- Air source heat pump to reduce heating and cooling energy
- HRV/ERV to reduce heating/cooling energy for conditioning ventilation air
- Energy Star appliances to reduce energy consumption
- Electric hot water tank to further reduce the greenhouse gas emissions

The project team will coordinate to incorporate the measures required to meet all requirements of the Richmond's BC Energy Step Code for Part 9 Townhames.

Please contact the undersigned if you should require any additional information.

JRS ENGINEERING EGBC Permit to Practice #1002484

Per:

) .,

Jack Cui, MSc, PEng, LEED AP Sr Energy Modelling Specialist I Division Manager

www.JRSENGINEERING.com

YANCOUVER 300 - 4595 Canada Way Burnaby, British Columbia YSG 1J9 TEL: (604) 320 1999 CALGARY 115 - 1925 18th Avenue NE Calgary, Alberta T2E 7T8 TELr (403) 452 3377



Appendix A

**Proposed Building Skin** 



APPENDIX A - PROPOSED BUILDING SKIN

Page 1 of 1

#### PROPOSED BUILDING SKIN

The following building skin performance has been proposed to achieve Step 3 + Low Carbon Energy System:

- R17.8 Wall
- R31.3 Roof
- Window Performance: U=0.25, SHGC=0.35
- Window to wall ratios:

  - Building A: 14.2%
    Building B: 13.4%
    Building C: 13.5%
  - o Building D: 13.5%
  - o Building E: 12.4%
- Airtight air barrier system

4611 STEVESTON TOWNHOUSE DEVELOPMENT

**CNCL - 410** 

JRS PROJECT: VR21302

### STEVESTON HWY TOWNHOUSE DEVELOPMENT LANDSCAPE SET: ISSUED FOR ADP COMMENTS DECEMBER 3, 2023

#### LANDSCAPE DRAWING INDEX

DRAWING INDEX				
SHEET No.	SHEET NAME			
L 0.0	LANDSCAPE COVER SHEET AND DESIGN RATIONALE			
L.O.1	LANDSCAPE TREE MANAGEMENT PLAN			
L 0.2	LANDSCAPE REPLACEMENT TREE PLAN			
L 1.0	LANDSCAPE LAYOUT AND MATERIALS PLAN			
L 1.1	LANDSCAPE GRADING PLAN			
£ 1.2	POROUS SURFACE DIAGRAM			
L 1.3	OUTDOOR AMENITY AREA ENLARGEMENT PLAN			
£ 1.4	LANDSCAPE SECTIONS			
L 1.5	FUTURE OUTDOOR AMENITY & TURNAROUND AREA PLAN			
L 2.0	LANDSCAPE PLANTING PLAN - NORTH AREA			
L 2.1	LANDSCAPE PLANTING PLAN - SOUTH AREA			
L2.2	LANDSCAPE PLANT LIST			
L 2.3	DESIGN-BUILD IRRIGATION PLAN			
L 3.0	HARDSCAPE DETAILS			
L 3,1	FURNISHING DETAILS			
L 3.2	FURNISHING DETAILS			
L 3,3	FURNISHING DETAILS			
L 3.4	SOFTSCAPE DETAILS			

#### GENERAL NOTES

ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONUNCTION WITH ALL OTHER LANDSCAPE ARCHITECTURAL DRAWNOS, DETAILS, SPECIFICATIONS, AND OTHER CORRESPONDANCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.

IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.

THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLECT OF THIS ADVICE.

ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.

LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER MATERIALS IS TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

ALL PLANTING SHALL BE IN ACCORDANCE WITH CSLA LANDSCAPE STANDARD, LATEST EDITION

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT TO SOPERATIONS.

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

FINAL SELECTION AND APPROVAL OF ALL STREET TREES TO BE DONE BY THE CITY OF RICHMOND.

#### LANDSCAPE DESIGN RATIONALE

The site is surrounded by single family houses on the north, west and east sides, and the landscape design intends to ensure the privacy of the adjacent neighbors. Existing hedges along the east property line will be retained and evergreen trees are proposed there to create a dense landscape buffer which addresses any potential privacy and overfook concerns. Evergreen hedges are proposed along the north property line, and a solid 6' high privacy fence with vines is proposed along the wast property line. All the landscape elements and design stategies mentioned above will help to protext the privacy of adjacent neighbors.

The landscape design intends to bring nature close to the local residents. Lawn, flower beds, native shrubs, and a mixed of deciduous and evergreen trees are proposed in the front yards along the Slovesion Highway, which creates a green buffer between the private houses and the public sidewak. The raised planters with wood trellis and vines are provided to maximize the planting opportunities in the limited spaces along the internal drive aists. The raised planters also work as green dividers between the adjacent garages. There are large patios, lawn, planting beds and trees in the backyards of the Units 11 to 16, and the green background of the houses.

A large outdoor amenity space is located at the northwestern corner of the site which is highly visible from the driveway entry. Three removable bollards are designed at the entry of the outdoor amenity erea to stop vehicles and ensure pedestrian's safety. Bike racks and mailbox are also located there for easy access for everyone including the disable. The key program of the outdoor amenity spece is a playground with various play elements for children at various ages. A large play structure is proposed in the center of playground to provide ective play opportunities such as climbing, jumping, running and sliding for older kids. Stepping stonas in planting bed creates a nature play zone where children at various ages cen access nature to improve their creetivity. Sandbox and mud kitchen are provided to help the children to develop their social and communication skills while they are playing. An existing evergrean hedge is retained on the west and a couple of large trees will be planted on the wast and south sides of the playground to provide enough shade for the children and their parents. Two benches are provided for parents to sit and observe their children pley. A 6' high privacy fence will be installed around the playground to ensure the children's safety. A multi-functional lawn is provided at the north end of the outdoor amenity space for flexible programs. The playground is designed at the existing grades, and a maximum 10% slope remp and stair are used to connect the playground with the amenity space entrance. A pedestnan path in different color of pavers is proposed along the north side of internal drive aiste to provide a safe pedestrian access to the outdoor amenity entrance.























ID	Latin Name	Common Name	Quantity	Scheduled Size	Not
REES (DECIDUOUS & CONIFEROUS)					
<u>AG</u>	Acer griseum	Paperbark Maple	9	8cm cal.	+
BEP	Betula papyrifera	Paper Birch	3	6cm cal.	
CN	Cornus nuttallii 'Eddie's White Wonder'	'Eddle's White Wonder' Dogwood	<u> </u>	6cm cal.	+
LIQ	Liquidambar styracifiua	American Sweetgum		BCm cai.	
PIO	Pinus contorta var. contorta	Shore Pine		4m nign.	
PRE	Prunus emarginata	Bitter Cherry	3	6cm cal.	+
SHRUBS					
Arb	Arbutus unedo 'Compacta'	Compact Strawberry Bush	14	#3 pot	
AJ	Azalea japonica 'Kent's Pride'	Kent's Pride Azalea	23	#2 pot	
Bx	Buxus microphylla	Littleleaf Boxwood	91	#2 pot	
ec1	Erica carnea	Spring Heath	30	#1 pot	_
Gs	Gaultheria shallon	Salal	109	#2 pot	
Hym	Hydrangea macrophylla	Bigleaf Hydrangea	20	#3 pot	
Ma	Mahonia aquifolium	Oregon Grape Holly	12	#2 pot	
Nad	Nandina domestica	Heavenly Bamboo	32	#2 pot	
Rh4	Rhododendron 'PJM'	PJM Rhododendron	32	#3 pot	_
Shh	Sarcococca hookeriana var. humilis	Sweet Box	8	#2 pot	
Skj	Skimmla japonica	Japanese Skimmia	25	#3 pot	
Spg	Spiraea x bumalda 'Goldflame'	Goldflame Spirea	6	#2 pot	
Sym	Symphoricarpos alba	Snowberry	42	#2 pot	
Tmb	Taxus x media 'Hicksii'	Hick`s Yew	110	4' High	
Th	Thuja occidentalis 'Smaragd'	Emerald Cedar	40	#2 pot	
Vot	Vaccinium ovatum 'Thunderbird'	Thunderbird Evergreen Huckleberry	4	#3 pot	
PERENNIALS & GROUNDCOVERS					
	Funborbia x martinii	Martin's Spurge	8	#1 pot	
	Lavandula angustifolia	English Spike Lavender	136	#2 not	-
138	Ovalis oragana	Oregon Oxalis	80	#1 pot	
pol	Polystichum munitum	Western sword fern	190	#1 pot	_
	Comment line Deneel	les Danas lenanges Sadas	49	#1 pot	
cmi	Carex morrowii 'Ice Dance' Ice Dance Japanese Sedge		26	#1 pot	
	Festuca glauca	Colden Jananese Forest Grass	206	#1 pot	
ha	Hakonechida macra Aureola	Golden Japanese Forest Grass	208	#1 pot	
VINES					
cll	Clematis ligusticifolia	Western White Clematis	11	#1 pot	
				·	+

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	F	Revisions
NO	Date	Note
1	2022-01-21	ISSUED FOR DP
2	2022-08-19	ISSUED FOR DP
э	2023-01-24	ISSUED FOR DP
4	2023-02-25	ISSUED FOR DP
5	2023-08-23	ISSUED FOR ADP COMMENT
6	2023-12-03	ISSUED FOR DP
-	STEVE	STON HWY HOUSE OPMENT DRESS: 1 STEVESTON HIGHWAY C, CANADA
PR	DJECT NUMBER	21-14
SC	ALE: 3/32 =1'0"	1:120)
RF	VIEWED BY: FL	
L	ands	cape Plant List
		L2.2

OFFSITE PLANT LIST					1
ID	Latin Name	Common Name	Quantity	Scheduled Size	Notes
TREES (DECIDUOUS & CONIFEROUS)					
SJ	Styrax japonicus	Japanese Snowbell Tree	6	6cm cal.	

#### PLANTING NOTES:

 In case of discrepancy between plant numbers on this list and on the plan, the latter sha prevail.

2) All planting shall be in accordance with CSLA Landscape Standard, latest edition.

3) The Landscape Contractor shall ensure that the on-sile planting medium/soil meets the specification & recommendations of the soil analysis taken at the time of Substantial Completion. All recommendations of the soil analysis shall be executed prior to Final Acceptance of the landscape works by the Consultant and the municipal authorities.

4) Minimum planting medium depths: lawn - 6"/150mm groundcover - 12"/300 mm shrubs - 14"/450 mm trees - 24"/660 mm (around & beneath rootball)

trees - 24"/600 mm (around & beneath rootball)

5) All plant material to be supplied on the job site must be obtained from a nursery participating in the BCLNA Phytophthora ramorum Certification Program.









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NOTE: PER SUPPLIER FOR SPECIFICATIONS AND INSTALLATIONS.







(4) PLAY STRUCTURE BY LANDSCAPE STRUCTURES

HOMING LANDSCAPE ARCHITECTURE DDRESS: 1423 W11TH AVENUE, ANCOUVER, BC, CANADA VOH 1K9 ELL: 778-323-338 DSCAPEOGMAIL COM Revisions NO. Date Note 2022-01-21 ISSUED FOR DP 2022-08-19 ISSUED FOR DP 2023-01-24 ISSUED FOR DP 2023-02-25 ISSUED FOR OP ISSUED FOR ADP COMMENT 2023-08-23 2023-12-03 ISSUED FOR DP STEVESTON HWY TOWNHOUSE DEVELOPMENT PROJECT ADDRESS: 4571/4591/4611 STEVESTON HIGHWAY RICHMOND, BC, CANADA PROJECT NUMBER: 21-14 SCALE: AS SHOWN DRAWN BY: EL REVIEWED BY: EL Furnituring Details L3.1







Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, January 17, 2024

# **SYMPHONY HILL TECH CENTRE 2**

13888 WIRELESS WAY RICHMOND BC

DEVELOPMENT PERMIT PANEL PRESENTATION





### **TABLE OF CONTENTS**

~

1.0 INTRODUCTION

2.0 PROJECT CONTEXT

3.0 DESIGN PROPOSAL

4.0 LANDSCAPE

5.0 RENDERINGS



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### **1.0 INTRODUCTION**

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## **1.1 PROJECT INTRODUCTION**

### The property is situated between Wireless Way and Westminster Highway,

west of Sparwood Place, encompassing a total area of 20,088.73 square meters. Currently zoned as I3 Industrial Business Park in the Crestwood Area, the site hosts a three-story building at its centre. The proposed development aims to subdivide the western portion of the property, aligning with the city's initiative to enhance industrial land density.

Benefiting from Its strategic location, the site boasts convenient access to major transportation routes such as Westminster Highway, Knight Street, and No. 6 Road, connecting to key highways in the lower mainland.

Surrounded by operational industrial developments to the north, east, and west, the property faces Westminster Highway to the south, featuring a statutory right of way along its southern boundary. Notably, this right of way is intended to extend Sparwood Place, providing secondary access to the adjacent western property.

In response to preliminary comments received on August 12, 2021, the City initially requested a separate site access for the new parcel. However, following a thorough review with the client, it was determined that sharing site access with the existing building would be preferred. This arrangement allows for the creation of a welcoming pedestrian plaza in front of the new building, enhancing the overall design and functionality of the development.

SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

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## DESIG PROPOSAL

### **2.0 PROJECT CONTEXT**

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# 2.1 SITE CONTEXT



AG | Agriculture & Golf CV | Vehicle Sales

IB | Industrial Business Park IL | Light Industrial

SI | School & Institutional ZI | Industrial Business Park - Crestwood Area (East Cambie)

KCC ARCHITECTURE

# **2.2** APPLICABLE POLICIES & GUIDELINES







Community Energy and Emissions Plan 2050



**Development Permit** Guidelines Management Strategy 2019



**Official Community** Plan (OCP)

1.00



Waste Management Design Guidelines



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## LAHD: CAPI

## **3.0 DESIGN PROPOSAL**

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REPORTED

## **3.1** DESIGN RATIONALE

### 3.1.1 Building Layout

The proposed new development comprises a three-story building, with the first two levels designated for multitenant industrial units. The third level is allocated for additional office space, either for the units below or for new tenants. All units will be offered as strata properties.

Assuming that the primary service connections are available along Wireless Way, service rooms have been strategically positioned to face North, specifically towards Wireless Way. To ensure a visually unobtrusive appearance, the illumination of the building will be confined within the property boundaries. Rooftop units will be carefully situated to remain out of sight from the street; where visibility is unavoidable, aesthetic screening will be implemented.

In response to the City's preliminary comments, parking has been meticulously provided. The parking spaces for the existing building adhere to the zoning requirements outlined in the original submission, ensuring compliance with city regulations.

### 3.1.2 Building Form and Character

The architectural design incorporates **prominent featured walls to seamlessly mirror and integrate with the existing building, maintaining a cohesive aesthetic.** The proposed building height is meticulously set at 14.3 meters.

The strategically positioned canopies introduce strong lines, highlighting and defining the entrances to each unit. Varied parapet heights, reveals, and painted stripes contribute to the nuanced articulation evident throughout the building elevations.

A judicious combination of materials and colours has been selected to accentuate both individuality and a harmonious overall design. In addition, the maximization of windows serves the dual purpose of allowing ample natural light to permeate interior spaces, enhancing the overall functionality and aesthetic appeal of the structure.



## **3.1** DESIGN RATIONALE

### 3.1.3 Accessibility Strategy

The accessible path leading to each building aligns with public accessibility standards, ensuring uniformity. Positioned in front of each building, the path runs parallel to the entire length of the structure. This layout **allows individuals using** wheelchairs to easily navigate, providing sufficient space to turn around and maneuver at the entrance door of each unit.

Internally, the design and finishing of the proposed building are intentionally structured for future stratification upon completion. As a result, we are currently adhering to the minimum code requirements per unit. This approach alfords flexibility to prospective tenants, enabling them to tailor their spaces according to specific needs and preferences once they assume occupancy.

### 3.1.4 Sustainability Statement

The buildings incorporate **high-performance building materials**, including insulated tilt-up panels, double glass units with e-coating, and insulated overhead doors, reflecting a commitment to energy efficiency and sustainability. Specifically, windows in office/mezzanine areas feature canopies to mitigate direct sunlight, while strategically positioned **skylights enhance natural light within the warehouse, contributing to reduced energy consumption**.

To promote the use of electric vehicles, the new industrial facility will be equipped with one charging station for each unit. Thoughtful landscape design, encompassing both soft and hard elements, has been implemented to elevate common areas, minimize water consumption, and utilize native plants to reduce irrigation requirements.

In alignment with water conservation practices, all toilets within the facility will adhere to water-efficient standards. Complying with the latest British Columbia Building Code (BCBC) requirements during the Building Permit coordination process, we will develop a comprehensive building energy model. This model will ensure the **optimization of the building's energy performance, achieving a harmonious balance among mechanical, electrical, and building envelope components to enhance overali efficiency and effectiveness.** 



# 3.3 LEGAL & SETBACKS



#### SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC 11

SETBACKS FRONT YARD (WIRELESS WAY)

REAR & INTERIOR SIDES YARDS NO MINIMUM REQUIRED

EXISTING BUILDING FOOTPRINT

SETBACKS

**BUILDING FOOTPRINT** 

FRONT YARD (WIRELESS WAY)

PERMITTED PROVIDED

REAR & INTERIOR SIDES YARDS

NO MINIMUM REQUIRED

42,231.13 SF (3,923.40 SM)

## KCC ARCHITECTURE

### **CNCL - 439**

SITE DATA LOT 1

### **CIVIC ADDRESS**

13888 WIRELESS WAY RICHMOND BC

#### LEGAL DESCRIPTION

LOT B SECTION 5 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN BCP24407 PID 026-714-604

#### ZONING

INDUSTRIAL BUSINESS PARK (ZI3) - CRESTWOOD AREA (EAST CAMBIE)

#### SITE AREA

SYMPHONY HILL CORPORATE LOT 1 (PROPOSED BUILDING)

#### TOTAL SITE AREA 41,568.45 SF (3,861.83 SM)

BUILDING FOOTPRINT

PROPOSED BUILDING 15,891.49 SF (1,476.37 SM)

6.0 M

PERMITTED 7.3 M PROVIDED

22.94 M

6.0 M

LOT B SECTION 5 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN BCP24407 PID 026-714-604 ZONING

13888 WIRELESS WAY RICHMOND BC

INDUSTRIAL BUSINESS PARK (ZI3) - CRESTWOOD AREA (EAST CAMBIE)

#### SITE AREA

SITE DATA LOT 2

LEGAL DESCRIPTION

CIVIC ADDRESS

SYMPHONY HILL CORPORATE LOT 2 (EXISTING BUILDING)

#### TOTAL SITE AREA 174,671.86 SF (16,227.54 SM)

#### SYMPHONY HILL TECH CENTRE 2 13888 WIRELESS WAY RICHMOND 8C 12





**3.4 PROJECT STATISTICS** 

LEVEL 1 LEVEL 2 LEVEL 3	15,891.49 SF 9,166.10 SF 15,295.71 SF	(1,476.37 SM) (851.56 SM) (1,421.01 SM)	
TOTAL GFA	40,353.30 SF	(3,748.94 SM)	
DENSITY (FAR)			
PERMITTED PROPOSED	1.00 <b>0.97</b>		
LOT COVERAGE			
PERMITTED PROPOSED	60% <b>38%</b>		
BUILDING HEIGHT			
ALLOWED	13.00 M (42.65 15,00 M (49.21	5') TO THE ROOF DECK (') FOR MECHANICAL EQUIPMENT (	
PROPOSED	12,83 M (42, 13,90 M (45,	09') 50') ARCHITECTURAL FEATURES W	
AVERAGE FINISHED GRADE			
PROPOSED	2.40 M		
PARKING REQUIREMENT			
INDUSTRIAL, WAREHOUSE	2.80 spaces p	er 100.0 m² of gross leasable floor	
REQUIRED	The gross lea: including the 3,436.87 / 100	sable floor area for the warehouse, ancillary office space: 3,436.87 SM I x 2.80 = 96.23 (96)	
PROPOSED	Variance requ General parki 3,436.87 / 100	ested to use the Industriał ng rate of 0.75 spaces per 100.0 m² x 0.75 = 25.77 (26)	
STANDARD PROVIDED SMALL PROVIDED TOTAL PROVIDED	16 16 32		
ACCESSIBLE PARKING			
REQUIRED	If required mo	ore than 11 spaces 2% are required	
PROVIDED	1 (Van Accessible)		
LOADING SPACE			
REQUIRED	1 every 1,861 2	SM GFA, + 1 every 5,000 SM above	
PROVIDED	2 (One medi	um loading space shared with t	
BIKE STORAGE			
CLASS 1	REQUIRED PROVIDED	3,436.87 / 100 x 0.27 = 9.27 (9) 10	
CLASS 2	REQUIRED	3,436.87 / 100 x 0.40 = 13.74 (14) 16	

15,891.49 SF (1,476.37 SM)

SITE DATA LOT 1

BUILDING FOOTPRINT

PROPOSED BUILDING GROSS FLOOR AREA

15,691,49 SF (1,476.37 SM) 9,166,10 SF (851.56 SM) 15,295.71 SF (1,421.01 SM)			
40,353.30 SF {3,748.94 SM}			
1.00 <b>0.97</b>			
60% 38%			
13.00 M (42.65') TO THE ROOF DECK 15.00 M (49.21') FOR MECHANICAL EQUIPMENT & ARCHITECTURAL FEATURES ONLY			
12.83 M (42.09') 13.90 M (45.60') ARCHITECTURAL FEATURES WALLS			
2.40 M			
2.80 spaces per 100.0 m² of gross leasable floor area			
The gross leasable floor area for the warehouse, including the ancillary office space: 3,436.87 SM 3,436.87 / 100 x 2.80 = 96.23 (96)			
Variance requested to use the Industriał General parking rate of 0.75 spaces per 100.0 m² of gross leasable floor area: 3,436.87 / 100 x 0.75 = 25.77 (26)			
16 16 32			
lf required more than 11 spaces 2% are required accessible 2 x 26 / 100 = 0.52 1 (Vari Accessible)			
1 every 1,861 SM GFA, + 1 every 5,000 SM above 1,861 SM 2			
2 (One medium loading space shared with the garbage truck space)			
REQUIRED 3,436.87 / 100 x 0.27 = 9.27 (9) PROVIDED 10			



EXISTING BUILDING FOOTPRINT	42,231.13 SF (3,923.40 SM)
GROSS FLOOR AREA	
EXISTING TOTAL BUILDING AREA	126,693.39 SF (11,770.20 SM)
DENSITY (FAR)	
PERMITTED PROPOSED	1.00 0.72
LOT COVERAGE	
PERMITTED PROPOSED	60% 24%
BUILDING HEIGHT	
ALLOWED	13.00 M (42.65') TO THE ROOF DECK 5.00 M (49.21') FOR MECHANICAL EQUIPMENT & ARCHITECTURAL FEATU
EXISTING	BUILDING HEIGHT REMAINS AS ORIGINALLY APPROVED BY THE CITY
AVERAGE FINISHED GRADE	
EXISTING	3.00 M
PARKING REQUIREMENT	
REQUIRED	2.80 spaces per 100.0 m² of gross leasable floor area 10,826.09 / 100 x 2.80 = 303.13 (304)
STANDARD PROVIDED SMALL PROVIDED TOTAL PROVIDED	111 256 367

SITE DATA LOT 2

BUILDING FOOTPRINT

REQUIRED PROVIDED

ACCESSIBLE PARKING



## **3.4 PROJECT STATISTICS**



13 SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

















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# 3.7 ELEVATIONS



17 SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

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#### 18 SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

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(2) NORTH BUILDING ELEVATION

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# 3.7 ELEVATIONS



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3.8 SECTIONS







# **3.9** VARIANCES

### 3.9.1 Variance Rationale

We seek the City's consideration of the following variances, along with accompanying rationale for each:

(A) reduce the required number of parking spaces from 2.8 spaces to 0.75 spaces for each 100 square meter of gross leasable floor area of building on Lot 1

1. The primary purpose of the proposal is for warehouse and storage, requiring minimal utilization of parking spaces.

**(B)** reduce the minimum required number of large-sized on-site designated loading spaces on Lot 1 from 1 space to 0 spaces

1. The industrial units are intentionally designed to accommodate smaller operations, unsuitable for large-scale production, manufacturing, or extensive storage activities. The envisioned use primarily involves vans and pick-up trucks.

2. Each unit features an overhead door that opens directly to an adjacent parking space. This layout is purposefully designed to facilitate the loading and unloading of small to medium-sized packages, with the expectation that vans or pick-up trucks can park in close proximity to the overhead door.

3. Moreover, the proximity of the site to the existing office building on Lot 2 necessitates careful consideration in the size of trucks accommodated. The cohesive design of the new building is intended to seamlessly integrate with the existing structure, making larger trucks incongruent with the overall aesthetic. Therefore, accommodating larger trucks on this site would not be harmonious with the design intent and visual cohesion of the surrounding area.

(C) reduce the minimum percentage of standard parking spaces on Lot 2 from 50 percent to 30 percent

1. The existing building on Lot 2 included more parking spaces than required. Despite the reduction in standard parking spaces, the project still complies with Zoning requirements.

20 SYMPHONY HILL TECH CENTRE 2 13888 WIRELESS WAY RICHMOND BC



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# 3.11 SHADOW ANALYSIS



22 SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

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### **4.0 LANDSCAPE**

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24 SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

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### **5.0 RENDERINGS**

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# **5.1** RENDERINGS



26 SYMPHONY HILL TECH CENTRE 2 | 13888 WIRELESS WAY RICHMOND BC

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# 5.1 RENDERINGS



27 SYMPHONY HILL TECH CENTRE 2 13888 WIRELESS WAY RICHMOND BC



KCC ARCHITECTURE

Schedule 3 to the Minutes of the Development Permit Panel meeting held on Wednesday, January 17, 2024







DEVELOPMENT PERMIT

DP 22-021165



2. VIEW ALONG NO 1 ROAD SIDEWALK



DP 22-021165

DEVELOPMENT PERMIT



1. AERIAL VIEW ALONG NO 1 ROAD





2. AERIAL SOUTH VIEW

 PR3112.14 FORME FIG OFF CAN, COMONE Re31123 FORME FIG OFF CAN, COMONE PR31243 FORME FIG OFF CAN, COMONE PR312443 FORME FIG OFF CAN COMONE PR312444 FORME FIG OFF CAN COMONES PR304 PR304

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ILLUSTRATIVE IMAGES

PROJECT NUMBER:16-03 ISSUED: 1/5/2024 DRAWN BY: EL CHECKED BY: EL FILENAME: 16-04\_SH0\_240103-DPP-PRESEN



DEVELOPMENT PERMIT

DP 22-021165



2. AERIAL WEST VIEW

IMAGE (3)

DEVELOPMENT PERMIT

DP 22-021165





DEVELOPMENT PERMIT

**CNCL - 463** 

NORTH





DEVELOPMENT PERMIT

**CNCL - 465** 

NORTH








**CNCL - 469** 





Suile C100 - 4185 Still Creek Drive Burneby, Brittsh Columbia, V5C 6G9 p: 504 294-0011 ; f: 804 294-0022

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PLAN

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LANDSCAPE

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CLIENT: SUITON GROUP - SEAFAIR REALTY, WITH; ERIC LAW ARCHITECT

8 UNIT TOWNHOUSE

DEVELOPMENT

6571 - 6591 NO. 1 ROAD

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**CNCL - 470** 

**CNCL - 471** 



DESIGN: DD

CHKD: PCM

PMG PROJECT NUMBER

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21-014

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Suite C100 - 4185 Shill Creek Drive Burneby, British Columbia, VSC 669 p: 604 294-0011 ; f: 604 294-0022

Schedule 4 to the Minutes of the Development Permit Panel meeting held on Wednesday, January 17, 2024

To Development Permit Panel

Date: JANMARY 17

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From:	Shiraz Mohamed <shirazmohamed@hotmail.com></shirazmohamed@hotmail.com>	Re: DP 22-021165
Sent:	January 17, 2024 10:24 AM	
То:	CityClerk	
Subject:	Development Permit Panel Meeting for File 22-02116	55 Applicant 0853803 BC Ltd
Follow Up Flag:	Follow up	
Flag Status:	Flagged	

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#### Hi Ashley Kwan,

My name is Shiraz Mohamed & my wife & I own the adjoining property # 6551 on No 1 Road. Due to critical weather condition I am unable to attend the above meeting and am resorting to email to put forward my concerns that this permit should not be issued as I have addressed previously to the City the reasons for my concerns. We have lodged our objection to have the two lots developed since the start of this application and the City Planning and Development Division must have all my prior emails and communications.

If the Rezoning Application were to be approved, this would have very negative on both my wife and I:

- The Rezoning would immediately devalue our property causing unnecessary financial duress and hardship
- The Rezoning would make it very difficult to sell our property, once approved
- The Rezoning would greatly limit the redevelopment opportunities of our property and go against the City's development plan
- The Rezoning would interrupt the enjoyment of our property as we would now be sandwiched between two different townhouse developments.

Based on the points above, I strongly urge the City to reconsider and deny this application for Rezoning.

Thank you for your time. Shiraz & Almas With regards

Sent from my iPad



Re:	Development Permit Panel Meeting Held on February 15, 2023		
From:	Joe Erceg Chair, Development Permit Panel	File:	DP 21-933765
To:	Richmond City Council	Date:	January 30, 2024

# **Staff Recommendation**

That the recommendation of the Panel to authorize the issuance of Development Permit (DP 21-933765) for the properties at 9300 and 9320 Cambie Road, be endorsed and the Permit so issued.

be Erceq

Joe Erceg Chair, Development Permit Panel (604-276-4083)

# **Panel Report**

The Development Permit Panel considered the following item at its meeting held on February 15, 2023.

# DP 21-933765 – INTERFACE ARCHITECTURE INC. – 9300 AND 9320 CAMBIE ROAD (February 15, 2023)

The Panel considered a Development Permit (DP) application to permit he construction of 126 residential units in a five-storey multi-family apartment building over a common parkade at 9300 and 9320 Cambie Road on a site zoned "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)". A variance is included in the proposal to increase the maximum lot coverage of buildings from 40 to 43 per cent. A variance is also inlcuded in the proposal to reduce the minimum width of one manoeuvring aisle in the parkade from 6.7 m to 6.4 m.

The applicant and architect, Kenneth Chow, of Interface Architecture Inc., and the applicant's landscape architect, Yiwen Ruan, of PMG Landscape Architects, provided a brief visual presentation on the project, noting the following:

- A six-storey multi-family apartment building is located to the east of the subject site and a three-storey townhouse development is located to the west of the site.
- The proposed development is located within the Alexandra District Energy Utility Energy (DEU) catchment area and will be required to connect to the Alexandra DEU.
- The proposed building has been designed to provide an appropriate transition from the six-storey apartment building to the east to the three-storey townhouse development to the west.
- The required east-west McKim Way road dedication will split the site into the northern portion where the 126-unit five-storey apartment building will be sited and the southern portion which will have an outdoor amenity space with garden plots for the exclusive use of residents in the proposed development.
- The proposed unit types include one- to three-bedroom units with dens.
- Five two- to three-bedroom units will be provided for affordable housing.
- 36 units, including the five affordable units, will meet the City's Basic Universal Housing (BUH) requirements.
- The central mass of the proposed building is positioned from the adjacent east and west developments to provide separation, screening, and privacy and mitigate potential overlook and shadowing onto adjacent developments.
- The southeast corner of the proposed building is chamfered to allow sunlight penetration to the proposed building and to the west face of the adjacent apartment building to the east.
- The Cambie Road and McKim Way frontages include terraced landscaping to provide an appropriate relationship with the street.
- In addition to the fitness centre and a multipurpose room on the first floor, a common amenity room will be provided on each floor of the proposed building.
- 38 existing trees on the site will be removed and 79 new trees will be planted.

- Curved retaining walls with planters are proposed along the south edge to provide transition from McKim Way to the proposed building.
- The pedestrian entries on McKim Way are marked with pedestrian scale lighting.
- An architectural trellis is proposed above the parkade entry.
- The loading area is screened from McKim Way by raised planters.
- The subject site's grade along the west side is matched to the site grade of the adjacent townhouse development and trees and tall shrubs are proposed to provide screening and privacy.
- Terraced planter walls and trees are proposed along the north edge of the subject site to provide transition from Cambie Road to the proposed building.
- A landscape boulder feature, bench seating and bicycle rack are proposed near the pedestrian lobby entrance.
- Terraced planter walls, one row of trees, and lounge seats are provided along the east edge of the subject site to provide a quiet and resting zone for the proposed development and privacy to the two adjacent properties.
- The outdoor amenity area on the podium includes, among others, a children's play area, a large lawn, and an outdoor dining area.
- The community gardens in the southern portion of the subject site will be fenced and gated.
- Permanent irrigation will be provided for all landscaped areas in the proposed development.

In reply to queries from the Panel, Mr. Chow and Mr. Ruan noted that (i) the green space adjacent to the parkade entry and loading area is elevated and will not be accessible to the public, (ii) the proposed children's play area includes a large open lawn area and multiple play structures that provide play opportunities for children with ages ½ to 12 years, (iii) a three- to four-feet wide rainwater percolation zone is provided along the east and west edges of the subject site, (iv) downward focused and low lighting are proposed throughout the subject site which include bollard lights, step lights and unity entry downward lights to provide adequate lighting and avoid light pollution, and (v) there are penthouse units with outdoor decks provided on the 5th floor along Cambie Road.

Staff noted that (i) there is a Servicing Agreement associated with the project which includes, among others, frontage improvements along Cambie Road and road construction of McKim Way extension through the subject site, (ii) the proposed variance to reduce the minimum width of one manoeuvring aisle is limited to a portion of the parkade, was reviewed and supported by Transportation staff, and would not adversely impact traffic mobility within the parkade, (iii) the proposed variance to increase the maximum lot coverage of buildings is a technical variance associated with balcony projections and columns supporting the balcony projections which assist in achieving energy efficiency, (iv) the building has been designed to achieve BC Step Code Level 3, (v) the package of Transportation Demand Measures (TDM) associated with the project includes, among others, provision of one-year 2-zone monthly transit passes to 25 percent of the market units and 100 percent of affordable units, provision of a bicycle maintenance and repair room in the development, provision of two car share vehicle spaces equipped with electric vehicle (EV) charging, and provision of voluntary cash contributions for wayfinding and cycling-related infrastructure in the West Cambie area.

In reply to queries from the Panel, Staff confirmed that (i) there is an existing north-south pedestrian walkway adjacent to the proposed community gardens, (ii) the walkway will be improved as part of the Servicing Agreement, and (iii) the proposed lot coverage variance is associated with the balcony columns which help thermal bridging for the balconies and enhance energy efficiency.

Shaun Traill (REMY site) expressed concerns over the variance for lot coverage, the proposed affordable housing units and public access provisions.

In response to these concerns, Staff noted that the proposed increase of 3 percent in lot coverage is associated with columns that support balconies on the second floor of the subject building and enhance energy efficiency, the proposed five affordable housing units in the project are low-end market rental units secured by housing agreement with the City and could be occupied by qualified tenants meeting the City's income requirements, and there is no public access along the east side of the subject building.

Huang Wen Zheng (4133 Stolberg Street), expressed concern regarding the proximity of the proposed new building to the existing REMY building, fire truck access in the parkade, and the proposed building height.

In response to Mr. Huang's queries, the Chair noted that the proposed building's setback from the common property line is larger than the building setback provided on the REMY building. In addition, Staff noted that the minimum required setback from the common property line is 4 meters, the central portion of the subject building is set back 10.4 meters from the east property line and the proposed building setback at the north and south ends of the proposed building is 4 meters, there is no need for fire truck access in the parkade, a fire suppression system will be installed in the proposed building that meets the City's Building Code requirements, and the proposed manoeuvring aisle variance is limited to the eastern side of the parkade which is occupied only by small cars. Staff also referenced the shadow analyses for the project, noting that the two buildings will cast a shadow on each other during winter and confirmed that the amount of shading on the proposed development from the taller REMY building would be greater. In addition, Staff noted that the proposed building has been pulled back as far as possible from the east property line to mitigate shadowing impacts.

The Panel expressed support for the project, noting that (i) the project has been sensitively designed to provide an appropriate interface with existing adjacent developments and the adjacent streets, and (ii) the proposed outdoor amenity spaces are well thought out.

The Panel then directed staff to work with the applicant to address potential security issues with respect to the proposed community gardens on the southern portion of the subject site.

The Panel expressed support for the project, noting that (i) the project has been sensitively designed to provide an appropriate interface with existing adjacent developments and the adjacent streets, and (ii) the proposed outdoor amenity spaces are well thought out.

The Panel then directed staff to work with the applicant to address potential security issues with respect to the proposed community gardens on the southern portion of the subject site.

Subsequent to the Panel meeting staff worked with the applicant to improve the security of community garden areas, adding notes on the landscape plans that call for restricted use signage and lockable gates.

The Panel recommends the Permit be issued.



To:	Mayor and Councillors	Date:	February 9, 2024
From:	Wayne Craig Director, Development	File:	RZ 23-011557
Re:	Application by Lansdowne Phase 1 Limited Partne 5300 No. 3 Road from the "Auto-Oriented Commer "Residential/Limited Commercial (ZMU55) – Lansd	ership fo cial (CA) lowne Vi	r Rezoning at )" Zone to the Illage (City Centre)"

# Purpose

Zone

This memo responds to questions and feedback received during the Planning Committee Meeting on February 6, 2024 regarding the provision of three-bedroom market rental units, potential for a City-owned childcare facility and potential implications of construction cost escalation on the provision of future City-owned amenity space on the site.

# Analysis

## Three-bedroom Market Rental Units

While the proposed market rental unit mix presented to Planning Committee exceeds the City's Official Community Plan (OCP) policy and Market Rental Housing Policy target of providing 40 per cent of market rental units as family units (units consisting of two or more bedrooms), Planning Committee members expressed a desire to see three-bedroom market rental units provided.

The applicant originally proposed to construct 151 market rental units comprising 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>) of habitable floor area on the west portion of Parcel 8, in keeping with City policy. Out of the 151 market rental units, 68 units, or 45 per cent, will be family-friendly units as indicated in Table 1.

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	37m <sup>2</sup> (400 ft <sup>2</sup> )-	22 units	14.6 %
1-Bedroom	43m <sup>2</sup> ( 463 ft <sup>2</sup> )	61units	40.4 %
2- Bedroom	61m <sup>2</sup> (660 ft <sup>2</sup> )	68 units	45 %
3-Bedroom	-	None	-
Total	N/A	151 units	100%

Table 1 Market Rental Unit Details - Original Proposal

Note 1: The unit mix and supply will be confirmed through the Development Permit\* process.



Subsequent to Planning Committee's consideration of the application, the applicant reviewed the development proposal, market, and financial viability and propose to adjust the market rental unit mix to include 10 three-bedroom units as outlined in Table 2.

- 2 -

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	37m <sup>2</sup> (400 ft <sup>2</sup> )	20 units	12.7 %
1-Bedroom	43m <sup>2</sup> (463 ft <sup>2</sup> )	67units	42.7 %
2- Bedroom	61m <sup>2</sup> (660 ft <sup>2</sup> )	60 units	38.2 %
3-Bedroom	87m² (935 ft²)	10 units	6.4%
Total	N/A	157 units	100%

Table 2 Market Rental Unit Details – Revised Proposal

Note 1: The unit mix and supply will be confirmed through the Development Permit\* process.

Should Council agree with the applicant's revised unit mix, staff recommend that Council grant first reading of the rezoning bylaw subject to the revised rezoning considerations contained in Attachment 1.

## **Community Amenity**

The subject rezoning application provides the City with the opportunity to secure up to 577.7 m<sup>2</sup> (6,218.31 ft<sup>2</sup>) of City-owned amenity space. The staff report recommends securing the construction of this amenity space in a subsequent phase of development as part of a larger City-owned facility on the site. The OCP envisions that upon build-out of the entire property, the City will have the ability to secure up to 9,375 m<sup>2</sup> (53,550 ft<sup>2</sup>) of City-owned amenity space on-site.

Planning Committee requested assurance that deferring construction of this amenity space to a subsequent phase of development would not be impacted by potential construction cost escalation. Legal agreements secured through the preceding OCP Amendment (adopted by Council on November 27, 2023) and the rezoning considerations secured through this application ensure the City may secure up to 4,975 m<sup>2</sup> (53,550 ft<sup>2</sup>) of the City-owned amenity space at the discretion of Council. The location, configuration and use of the future City-owned amenity space is at the discretion of the Council although the OCP envisions that a large City-owned facility would be located at the northeast corner of the intersection of Lansdowne Road and No. 3 Road (with convenient access to the Canada Line Station, a proposed Civic Plaza and Lansdowne Linear Park). The \$5,416,148 security secured through this rezoning application is being collected as an interim security towards the construction of the potential future City-owned facility.

The applicant understands and acknowledges that the use of the any City-owned amenity space will be determined by Council at a future date.

#### **Childcare**

Planning Committee members expressed a desire for a childcare facility to be provided on-site.

Based on a review of the current development proposal for Phase 1A, staff identified that a physical childcare facility/Early Childhood Development Hub space is not required to be incorporated into the current development Phase (1A). As indicated above, Council retains the ability to require a City-owned childcare facility as part of the potential 9,375 m<sup>2</sup> (53,550 ft<sup>2</sup>) of City-owned amenity space on-site.

The applicant has considered the feedback from Planning Committee and in order to respond to the desire for childcare to be included in the Phase 1A site, the applicant is committed to working with the non-profit housing provider that would manage the LEMR units, to explore the inclusion of home business based childcare programs as an option for up to three ground oriented LEMR units to be provided on Parcel 8 as outlined in Attachment 2. Further details on the applicant's proposal will be explored through the Development Permit process.

# Conclusion

In response to questions and feedback received during the Planning Committee Meeting on February 6, 2024, the following information is provided to Council:

- The applicant is prepared to adjust the Market Rental unit mix to include 10 threebedroom units as outlined in Table 2. Should Council agree to the proposed unit mix, staff recommend that first reading of the rezoning bylaw be granted subject to the revised rezoning considerations in Attachment 1.
- Legal agreements secured through the preceding OCP amendment application and the Rezoning considerations for the subject rezoning application, secure the applicant's commitment to construct 577.7 m<sup>2</sup> (6,218.31 ft<sup>2</sup>) of City-owned amenity space in a subsequent phase of development on-site should Council desire on-site amenity space.
- Council retains discretion to determine the use of any on-site City-owned amenity space to be provided in subsequent phase of development including a childcare facility/Early Childhood Development Hub.
- To address the provision of childcare use in the Phase 1A development, the applicant is committed to exploring including up to three LEMR units being used for home business childcare programs as outlined in Attachment 2.

For additional information, please contact the undersigned.

mp

Wayne Craig Director, Development 604-247-4625

WC:js

- Att.1: Revised Rezoning Considerations2: Applicant Proposal for Family Day Care
- pc: SMT Suzanne Smith, Program Manager, Development Viren Kallianpur, Program Manager, Urban Design

Attachment 1



**Rezoning Considerations** 

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

# Address: 5300 No.3 Road

# File No.: RZ 23-011557

# Prior to final adoption of Richmond Zoning Amendment Bylaw 10511, the developer is required to complete the following:

- 1. (Official Community Plan Amendment Bylaw) Final Adoption of OCP Amendment Bylaw 10523.
- 2. (*NAV Canada Building Height*) Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
- 3. *(Site Contamination- Dedicated and/or Transferred Land)* Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated and/or transferred land. Such assurances could include one or more of the following:
  - 3.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication and/or transferred lands);
  - 3.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated and/or transferred to the City are in a satisfactory state from an environmental perspective; and
  - 3.3. The registration of a legal agreement on the title to the Lands which provides that:
    - 3.3.1.No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
    - 3.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
- 4. (*Consolidation, Subdivision, Dedication and Land Transfer*) Registration of a Subdivision Plan to the satisfaction of the City. Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:
  - 4.1. Road Dedication:

Dedication of approximately 5,537 m<sup>2</sup> (1.36 Ac.) for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule A) and Preliminary Road Functional Plan (Schedule B).

All land dedication identified can be further refined in the rezoning and Servicing Agreement\* process to accommodate roadway improvements and is subject to the discretion and satisfaction of the Director of Transportation.

Final extents and amounts to be determined through the required Servicing Agreement\* application process, to the satisfaction of the Director of Transportation. Road dedication areas include:

4.1.1.Alderbridge Way (Between No.3 Road and Kwantlen Street):

- i) A strip of land dedication with a varying width between 3.17 m and 5.35 m along the entire length to accommodate road elements to the back of the proposed sidewalk along the south side of the street. The width of land dedication to be increased to 5.35 m just east of No. 3 Road to accommodate the intersection widening for an additional westbound left-turn noted below. Note that the amount of land dedication may need to be refined pending whether the existing trees along the south side of Alderbridge Way will be retained or removed, with an intent to place the property line at the back of the sidewalk.
- ii) Minimum 6 m x 6 m corner cuts at Alderbridge Way intersections with Kwantlen Street, Hazelbridge Way, Cooney Road and No. 3 Road.
- 4.1.2.Kwantlen Street (Between Alderbridge Way and E-W Mews):

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- i) A strip of land dedication with a varying width between approximately 2.291 m and 5.447 m along the entire length to accommodate road elements to the back of the proposed sidewalk on the west side of the street.
- 4.1.3.Cooney Road (Between Alderbridge Way and E-W Mews):
  - Generally a 28.45 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street including minimum 6 m x 6 m corner cuts at intersection with Alderbridge Way. Ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.
- 4.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):
  - i) Alderbridge Way to East-West Mews: a varying width 15.1 m at E-W Mews to 18.20 m at Alderbridge Way wide strip of land dedication required to accommodate road elements along both sides of the road from approximately the existing curb on the west to the back of the proposed sidewalks on the east side. Including minimum 6 m x 6 m corner cuts at intersections with Alderbridge Way.
- 4.2. City-Owned Park:

Transfer of at least 2,441  $m^2$  (0.60 ac.) to the City as fee simple for park and related purposes, as indicated on the Preliminary Subdivision Plan (Schedule A). The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer/owner.

- 5. (*Public Rights of Passage Statutory-Rights-of-Way SRWs*) Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide right-of-ways for the purposes of public passage and utilities to facilitate public access, related landscaping and infrastructure, including:
  - 5.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

2.00 m at the back of the proposed future property line on the south side of Alderbridge Way for public access of approximately 620.5 m2 (0.15 ac.). Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The 1.0m MUP portion of SRW(s) will be maintained by City, while the 1.0m "greenway" portion of this SRW(s) will remain privately owned and maintained.

- 5.2. <u>E-W Mews</u>:
  - 5.2.1.Hazelbridge Way extension and Cooney Road:
    - i) A 10.6 m wide strip of land along the entire length to provide an east/west connection between Hazelbridge Way extension and Cooney Road extension for public access.
    - Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveways of Parcel 2 and 5 in subsequent phases when parcels to the south redevelop. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit\* and Servicing Agreement\* issuance.
  - 5.2.2. Cooney Road and Kwantlen Street:
    - i) A 3.16 m to 6.0 m varying width strip of land north of the southern property line along the entire length of Parcel 8 to secure an Interim Green Link and to provide an east/west connection between Cooney Road Extension and Kwantlen Street. In addition to a 3.75m strip of land south of the southern property line of Parcel 8 to secure access to/from the development and Kwantlen Street. With the understanding that the Ultimate Green Link is to be provided in a subsequent phase once Parcel 9 to the south redevelops.
    - Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveway of Parcel 8 and Cooney Road during this phase and subsequent phases when Parcel 9 to the south redevelops. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit\* and Servicing Agreement\* issuance. Associated SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.
- 5.3. Public Open Space:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide Statutory Right of Ways, as shown generally on the Preliminary Subdivision

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5.3.1.Lansdowne Road (Between No. 3 Road and Kwantlen Street):

Any SRW(s) in the City's favour to secure the Phase 1A Lansdowne Linear Park including the Interim Western Linear Park, Interim Central Linear Park, and Interim Neighbourhood Plaza to the satisfaction of the Director of Transportation and Director Parks Services.

5.3.2. Major North-South Greenlink:

A total 12.0 m SRW(s) in the City's favour with 6.0 m dedicated from the east side of Parcel 2 and 6.0 m from the west side of Parcel 5 to secure free and unimpeded public use and access to the Major North-South Greenlink between Parcel 2 and Parcel 5 to the discretion and satisfaction of the Director of Transportation and Director Parks Services. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Agreement for applicant to enter into a Servicing Agreement\* to deliver the North-South Greenlink with consideration for the design to prioritize pedestrians while allowing cycling future retrofit of a bi-directional cycling facility.

5.3.3. Minor North-South Greenlink:

A 6.0 m SRW(s) in the City's favour to secure free and unimpeded public use and access to the Minor North-South Greenlink on the east side of Parcel 8 along Kwantlen Street between Alderbridge Way and E-W Mews. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit\* and Servicing Agreement\* issuance to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

5.4. <u>City Scale Mobility Hub:</u>

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an approximately 265m<sup>2</sup> SRW(s) in the City's favour to secure the area of and public access to an Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition will be implemented in a later phase of development (Phase 6). The location of the Mobility Hub will be on private property abutting the future Civic Plaza with Phase 1A elements on the south side of the Future East-West Road by Parcels 1A, as indicated in the Interim Mobility Hub Plan (Schedule C). The SRW will be privately owned and maintained. The understanding is that the Interim Mobility Hub will be started in Phase 1A, with additional changes and new elements and SRW(s) to the north of Future East-West Road in Phase 2 to cover additional Mobility Hub elements. Further details on the Mobility Hub can be found in the TDM section.

5.5. Parcel 8 Car Share:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an SRW(s) in the City's favour to secure two car share spaces in Parcel 8 including any space required to ensure and enable 24 hr. public access and use of the car share spaces. This includes but is not limited to any part of the private property such as driveways, drive aisle, corridors, hallways, stairwells, walking paths, elevators, gates etc. needed.

- 6. (*Parking Strategy*) City acceptance of the developer's offer to voluntarily contribute towards various transportationrelated improvements and secure parking for specific uses in compliance with Zoning Bylaw requirements. Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use, securing the owner's commitment to provide:
  - 6.1. (Off-Street Bicycle Parking):

A total of 1,302 Class 1 and 211 Class 2 off-street bicycling spaces are provided:

- 6.1.1.Parcel 2:
  - i) Class 1: 485 (56 Double Decker, 140 Double Duplex, 201 Single Horizontal, 88 Vertical Rack).
  - ii) Class 2: 80 (63 Inside Single Horizontal, 17 Outside Single Horizontal).

# 6.1.2.Parcel 5:

- i) Class 1: 454 (16 Double Decker, 236 Double Duplex, 170 Single Horizontal, 32 Vertical Rack).
- ii) Class 2: 73 (40 Inside Single Horizontal, 33 Outside Single Horizontal).

# 6.1.3.Parcel 8:

- i) Class 1: 363 (240 Double Duplex, 123 Single Horizontal).
- ii) Class 2: 58 (31 Inside Single Horizontal, 27 Outside Single Horizontal).
- 6.1.4.No development shall be permitted, restricting Development Permit\* issuance for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and related features.
- 6.1.5.No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.
- 6.1.6.No occupancy shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required Class 1 and Class 2 off-street bicycle parking and related features are completed and have final Building Permit\* inspection granting occupancy.

## 6.2. Off-Street Vehicle Parking:

Vehicle Parking Supply and Type:

- 6.2.1.Parcel 2:
  - i) A total of 440 vehicle parking spaces are provided based as follows:
    - a. Residential: Provision of 386 parking spaces using a rate of 1.0 spaces per dwelling unit.
    - b. Visitor/Retail: Provision of 54 shared residential visitor and commercial retail parking spaces.
  - ii) Parking Type
    - a. Accessible Parking: Provision of 10 accessible parking spaces.
    - b. Small Car: Provision of 188 (43% of total parking) small car spaces.
    - c. Regular Car: Provision of 242 (55% of total parking) regular car spaces.
  - iii) Parking Management Plan

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment regarding parking management plan, subject to the approval of the Director of Transportation, for the shared commercial and residential visitor parking that may feature but is not limited to the following:

- a. A single shared pool of parking for the retail and residential visitor uses with no reserved spaces. The parking lot will have signage and an overhead gate with intercom to control access. Parking will be open to all users during retail operating hours and access to parking spaces will be restricted to residential visitors only outside of these periods.
- b. Paid retail parking. Parking fees may be discounted, or waived, for commercial patrons and residential visitors to provide convenient parking for site users while also controlling parking use.
- c. Maximum parking durations to prevent long-term parking and encourage parking turnover. Overnight parking may be permitted for approved residential visitors.
- d. Restricting building residents from parking in the visitor spaces through license plate registration and monitoring.
- e. Visitor parking pass system to manage and control visitor parking demands. Visitor pass allocation would be limited on a per-unit basis.
- f. Security and enforcement to ensure all parking policies are followed and enforced. Parked vehicles violating these policies will be warned, fined, and/or towed.
- g. Providing signage clearly indicating any time or fare controls. Signage should also state the parking spaces are only intended for visitors of the specific building.

6.2.2.Parcel 5:

- i) A total of 401 vehicle parking spaces are provided as follows:
  - a. Residential: Provision of 364 parking spaces using a rate of 1.0 spaces per dwelling unit.
  - b. Residential Visitor: Provision of 37 visitor parking.

- ii) Parking Type
  - a. Accessible Parking: Provision of nine (9) accessible parking spaces.
  - b. Small Car: Provision of 116 (29% of total parking) small car spaces.
  - c. Regular Car: Provision of 276 (69% of total parking) regular car spaces.

# 6.2.3.Parcel 8:

- i) A total of 161 vehicle parking spaces are provided:
  - a. Market Rental: Provision of 76 parking spaces reflecting 0.60 spaces per dwelling unit.
  - b. Affordable Rental: Provision of 56 parking spaces reflecting 0.4 spaces per dwelling unit.
  - c. Visitor: Provision of 29 visitor parking spaces using a rate of 0.1 visitor parking spaces per unit.
- ii) Parking Type:
  - a. Accessible Parking: Provision of five (5) accessible parking spaces.
  - b. Small Car: Provision of 72 (45% of total parking) small car spaces.
  - c. Regular Car: Provision of 84 (52% of total parking) regular car spaces.
- 6.3. Public Use Agreement:
  - 6.3.1.Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that: a) all residential visitor parking spaces are shared with commercial uses, b) all shared parking spaces remain unassigned; c) all shared parking spaces are located on or close to the ground level of the parking structure; d) all shared parking spaces are identified with signage as to their intended usage; e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during nonstandard business hours; g) identify the shared parking stalls in the Development Permit plans; h) identify the shared parking stalls in the Building Permit plans; and j) prior to building inspection permitting occupancy, provide wayfinding and stall identification. Shared parking spaces will be made available for the use of the public, at the sole cost of the property owner, to the satisfaction of the Director, Transportation; Director, Parks Services; and Director, Development. The terms of such legal agreements will include but will not be limited to the following:
  - 6.3.2. For Parcel 2, 54 shared parking spaces for residential visitor and commercial retail including 20 small car spaces, 32 regular car spaces, and 2 accessible car spaces.
  - 6.3.3.Commercial and residential visitor parking shall be shared and shall not be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees, specific persons, specific businesses and/or specific units.
  - 6.3.4.Public use parking spaces secured under this legal agreement(s) shall be available on an hourly basis (i.e. no monthly or longer terms): For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted at Centre Park, Civic Plaza, and/or the community amenity. At a maximum hourly rate equal to the public parking at other City spaces (ex. Richmond Oval, community centre), to the satisfaction of the City.
  - 6.3.5.No development shall be permitted, restricting Development Permit\* issuance for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and related features.
  - 6.3.6.No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.
  - 6.3.7.No occupancy shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required residential, commercial and visitor parking and related features are completed and have final Building Permit\* inspection granting occupancy.
- 6.4. Transportation Demand Management (TDM):

Registration of a legal agreement to secure the property owner's voluntary commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of facilitating alternative

modes of transportation to support the site . TDM strategies as determined to the satisfaction of the Director of Transportation are below:

6.4.1. Transit Pass Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:

- i) Provide two years of two-zone monthly transit passes for 100% of market rental and affordable rental units. The approximate value of this is \$982,872.
- i) Letter of Credit provided to the City for 100% of the transit pass program value.
- ii) Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of "subscribed" users to the program, until full unit count is exhausted over a period of two year.
- iii) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full two year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
- iv) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreement.
- 6.4.2. Car-Share Parking, Vehicles and Membership for Parcel 8: Registration of a legal agreement on title requiring that no development shall be permitted on Parcel 8, restricting Development Permit\* issuance until the developer provides for parking for the lot's required proportion of two (2) car-share vehicles together with electric vehicle (EV) charging stations, car-share vehicles, contractual arrangements with car-share operator, and car-share service membership, all to the satisfaction of the City. More specifically, the two (2) car-share parking stalls and two (2) vehicle requirements shall include the following:
  - i) The car-share parking spaces shall be located together on the ground floor where they will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access.
  - ii) The car-share spaces shall be provided in addition to residential visitor parking requirements.
  - iii) The car-share spaces shall be equipped with electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of car-share vehicles parked in the required car-share spaces.
  - iv) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
  - v) "No development" shall be permitted on the lot, restricting Development Permit\* issuance, until the developer:
    - a. Designs the lot to provide for the required car-share facility, including car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (eg. EV 240V chargers, signage).
    - b. Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements.
    - c. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (eg. operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
  - vi) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required car-share facility.
  - vii) "No occupancy" shall be permitted on the lot, restricting final Building Permit\* inspection granting occupancy for any building, in whole or in part, until the developer:
    - a. Completes the required car-share facility on the lot and it has received final Building Permit\* inspection granting occupancy.
    - b. Enters a contract with a car-share operator for the operation of the car-share spaces on the lot for a minimum term of three (3) years, which contract shall include, that:
      - i. The required car-share facility and vehicles(s) will be 100% available for use upon Building Permit\* inspection granting of the first building of the lot, in whole or in part

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

- c. Car-share Membership Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a car-share membership program, including the following method of administration and terms:
  - i. Provide car-share service membership tied to the unit and not the occupant for 100% of market rental and affordable housing units.
  - ii. Letter of Credit provided to the City for 100% of car-share membership program value in the amount of \$73,500.
  - iii. Administration by car-share service, housing society or management company. The owner is not responsible for the monitoring of use of car-share membership but only noting number of "subscribed" users to the program.
- d. If the car-share membership is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full car share program has been exhausted. Should not all car share memberships be utilized by the end of the third year, the remaining funds equivalent to the value can be discharged.
  - i. The availability and method of accessing the car-share memberships is to be clearly explained in the tenancy agreement.
- 6.4.3. Enhanced Bicycle Facilities at Parcel 2, Parcel 5 and Parcel 8: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit\*:
  - Bicycle maintenance and repair facility: One bicycle maintenance and repair facility for each of Parcel 2, Parcel 5 and Parcel 8 for the shared use of all residents within each parcel, including bicycle repair stand (with tools), foot pump, faucet, house and drain for bicycle washing. A note is required on the Building Permit\* and Development Permit\*. Appropriate signage is required.
  - ii) Provision of standard 120V outlets for 25% of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging.
  - iii) Enhanced Class 2 Bicycle Parking:
    - a. Provision of 64% of required Class 2 bicycle parking shall be provided indoors with weather protection.
  - iv) "No development" shall be permitted, restricting Development Permit\* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
  - v) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City requirements.
  - vi) "No occupancy" shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit\* inspection granting occupancy.
  - vii) The developer/owner shall, at its sole cost, design, install and maintain on the lot, to the satisfaction of the City as determined via the Servicing Agreement\*:
    - a. Bicycle maintenance area: A bicycle maintenance area for visitors in a covered area within the greenway between Parcels 2 and 5.
- 6.4.4. EV Ready Visitor Parking Spaces: The developer will provide Level 2 240 Volt Plug-ins for 25% of the proposed visitor parking spaces, with four outlets on a 40-amp branch breaker.
- 6.5. Mobility Hubs:
  - 6.5.1. The property owner is required to undertake transportation related improvements, including the introduction of a Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition/standard will be implemented in a later phase of development (Phase 6). An Interim Mobility Hub 1 is to be provided starting in Phase 1A and to be completed in Phase 2. Registration of a legal agreement securing Interim Mobility Hub 1 as a condition of the first rezoning in Phase 1A, and registration of a legal agreement securing the final Mobility Hub 1 as a condition of the first

rezoning: Mobility hub generally to follow Interim Mobility Hub Plan (November 2022) and Lansdowne Mobility Hub Vision (January 2021) and are summarized below:

I ABLE 2
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Interim Mobility Hub 1 (Interim City Scale Mobility Hub). No rezoning of Phase 1A conditional to registration of legal agreement securing the following:			
Timing	Interim Mobility Hub 1 would be introduced in Phase 1A and completed in Phase 2. Interim Mobility Hub 1 would remain in place until its replacement by the permanent Mobility Hub 1.		
Intention	Shared by users of the existing shopping centre and residents of the initial phases of development.		
Location	Private property abutting the future Civic Plaza with elements on both sides of the Future East-West Road by Parcels 1A and 1B.		
Features include but are not limited to:	Accessible parking spaces (5), EV charging spaces (12), pick up/drop off, taxi/ride hailing spaces (5), service vehicle parking, enhanced pedestrian and micromobility connections, shared bike and micro-mobility parking area, enhanced class 2 secured bike parking and provision for electrical connection (min 15), seating, weather protection, enhanced connections to Phase 1A, wayfinding, and shuttle/Handydart layby parking.		

- 6.5.2.No development shall be permitted, restricting Development Permit\* issuance for a building on the lot, in whole or in part, until the developer provides the related TDM design as approved by the City.
- 6.5.3.No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required TDM measures including a letter by the engineers assuring that the facilities satisfy the City's objectives.
- 6.5.4.No occupancy shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on the lot, in whole or in part, until the required TDM measures are implemented and have final Building Permit\* inspection granting occupancy.
- 7. *(Loading Supply)* Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide total of seven (7) medium size loading spaces are proposed as part of the rezoning:
  - 7.1. Parcel 2:
    - 7.1.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
    - 7.1.2.Commercial Loading: Provision for one (1) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
  - 7.2. Parcel 5:
    - 7.2.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
  - 7.3. Parcel 8:
    - 7.3.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).
- 8. *(Site Access)* Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from the subject site as a condition of the applicable rezoning. Requirements shall be confirmed to the satisfaction of the City, on a lot-by-lot basis, prior to rezoning, Development Permit\* and Servicing Agreement\* issuance.
  - 8.1. Parcel 2:
    - 8.1.1.One (1) driveway crossing, along Hazelbridge Way at E-W Mews.
    - 8.1.2.One (1) site access off East-West Mews (permitting full movement in the interim and left-in and right-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).
  - 8.2. Parcel 5:
    - 8.2.1.One (1) driveway crossing, along Cooney Road at E-W Mews.

8.2.2.One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).

#### 8.3. Parcel 8:

- 8.3.1.One (1) driveway crossing, along Kwantlen Street at E-W Mews.
- 8.3.2.One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes).
- **9.** *(Tree Removal, Replacement, & Relocation)* Removal and protection of on-site and City trees, providing tree replacement and tree survival securities entering into legal agreement(s) to the satisfaction of the City (as generally indicated on the Preliminary Tree Management Plan /Schedule D), including:

#### 9.1. Landscape Plan :

Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:

- i) include a mix of coniferous and deciduous trees;
- i) include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- ii) include the 144 required replacement trees with the following minimum sizes:

#### TABLE 3

No. of Replacement Trees	Minimum Caliper of Deciduous Tree		Minimum Height of Coniferous Tree
144	6 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for City planting is required.

- 9.2. On-Site Tree Protection:
  - 9.2.1.Certified Arborist Contract: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the two on-site trees to be protected (tag# 245, 246). The contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.
  - 9.2.2. Tree Protection Fencing: Installation of appropriate tree protection fencing around all trees to be retained (tag #245-246) as part of the development prior to any construction activities, including building demolition, occurring on-site.

#### 9.3. City Trees:

9.3.1. City Tree Removal Compensation:

The value of the developer's voluntary contribution is \$20,736 towards the City's Tree Compensation Fund for tree planting elsewhere in the City in compensation for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

9.3.2. City Tree Replacement:

27 replacement trees need to be planted on city property for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

- 9.3.3. City Tree Survival Security:
  - i) Alderbridge Way Central Boulevard:

Enter into a legal agreement and submission of a tree survival security (Letter of Credit) in the amount of \$158,720.00, to secure the required protection of 16 existing City trees along the central boulevard along Alderbridge Way (tag# 747-762), at the developer's sole cost, through the project's Development Permit\* processes. Subject to tree survival, the security is to be released 90% at completion of Development Permit works and the remaining 10% at the end of a one-year maintenance period. In the event tree survival is not achieved, the developer shall be required to make a cash-in-lieu contribution for the

planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).

ii) Tree Survival Security Agreements:

Execution of legal agreements with respect to each tree survival security regarding use and return of each security, to the satisfaction of the City.

iii) Certified Arborist Contract:

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

iv) Tree Protection Fencing:

Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities.

- **10.** *(Mixed Use)* Registration of a covenant on title that identifies the building on Parcel 2, shown as Lot 1 on the Preliminary Subdivision Plan (Schedule A) as a mixed use building.
- 11. *(Mixed-Use Noise)* Registration of a legal agreement on title that identifies the building as a mixed use building, and indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal non-residential use from penetrating into residential areas on-site and on neighbouring sites that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
- 12. (Aircraft Noise Covenant) Registration of an aircraft noise sensitive use covenant on title.
- 13. (*Aircraft Noise Design*) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noises to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

- 13.1. CMHC guidelines for interior noise levels as indicated in the chart below:
- 13.2. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 14. *(Flood Construction)* Registration of a flood indemnity covenant on title as per Flood Plain Designation and Protection Bylaw No. 8204, Area "A".
  - 14.1. Flood Control Level (FCL) applies. Other than vehicle and bicycle parking, no other use is permitted below FCL.
- **15.** *(View and Other Development Impacts)* Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 16. *(Affordable Housing)* The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director, Community Social Development. The

terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- 16.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of 10,857 m<sup>2</sup> (116,867 ft<sup>2</sup>) or at minimum the net ('habitable') area of the LEMR units must equal 15 percent of the total net residential area,
- 16.2. All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).
- 16.3. The imposition of any place age-based restrictions on occupants of any affordable housing unit is prohibited.
- 16.4. The developer shall, as generally indicated in the table below:
  - Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
  - ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit\*.

	Affordable Ho	using Strategy Req	uirements (1) (2)	Project Targets	Targets (2)	
Unit Type	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**	Unit Mix	BUH	
Studio	400 ft <sup>2</sup>	\$811	\$34,650 or less	7.8% (11 units)	100%	
1 Bed Room	535 ft <sup>2</sup>	\$975	\$38,250 or less	26.2% (37 units)	100%	
2 Bed Room	741 ft <sup>2</sup>	\$1,218	\$46,800 or less	34.0% (48 units)	100%	
3 Bed Room	980 ft <sup>2</sup>	\$1,480	\$58,050 or less	32.0% (45 units)	100%	
Total	N/A	N/A	N/A	100% (141 units) 10,857 m² (116,867 ft²)	100%	

TABLE 4

(1) May be adjusted periodically, as provided for under City policy.

- (2) Project Targets may be revised through an approved Development Permit\* process provided that at least 141 LEMR units are provided.
- 16.5. Single ownership is required for the affordable housing units (single owner for all affordable housing units). The affordable housing unit locations are to be determined to the satisfaction of the Director of Development and Director, Community Social Development through an approved Development Permit\*. The clustering of units, as proposed, is supportable provided a non-profit operator is secured to manage the LEMR units.

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

- 16.6. 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 amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- 16.7. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit\* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the **Calify systems**, bike storage, EV charging stations, or related

facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit\* issuance.

- 16.8. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director, Community Social Development.
- 16.9. "No development" shall be permitted, restricting Development Permit\* issuance for any building in whole or in part, until the developer, to the City's satisfaction:
  - i) Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
  - ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit\*; and
  - iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit\* review and approval processes.
- 16.10. No Building Permit\* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 16.11. "No occupancy" shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building, in whole or in part, until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit\* inspection granting occupancy.
- 17. (*Market Rental Housing*) Entering into a Market Rental Agreement and registration of a Covenant for the provision of market rental housing on Parcel 8, shown as Lot 3 in the Preliminary Sub-division Plan (Schedule A) to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.
  - 17.1. The required minimum floor area of the market rental housing building shall be equal to a combined habitable floor area of at least 9,438 m<sup>2</sup> (101,594 ft<sup>2</sup>), or at minimum the net ('habitable') area of the Market Rental units must comprise 15 percent of the total net residential floor area of the development (excluding LEMR floor area).
  - 17.2. All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot) on a lot-by-lot basis.
  - 17.3. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements.
  - 17.4. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):
    - 17.4.1. All indoor amenity spaces and outdoor amenity spaces provided for residents of the building as per OCP, City Centre Area Plan, and Development Permit\* requirements.
    - 17.4.2. All parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit\* requirements.
  - 17.5. The terms of the market rental agreement shall indicate that they apply in perpetuity and provide for the following:
    - 17.5.1. Ensure that Basic Universal Housing features shall be provided in a minimum of 100% of the market rental housing units in accordance with the OCP Market Rental Policy.
    - 17.5.2. Achieve following the Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*.

ADLL J			
Unit Type	Min. Unit Area	Unit Mix (1)	BUH (1)
Studio	37m <sup>2</sup> (400 ft <sup>2</sup> )-	12.7 <del>14.6</del> % ( <del>22</del> units) <mark>20</mark>	12.7 <del>14.6</del> % ( <del>22</del> units)20
1-bedroom	43m <sup>2</sup> ( 463 ft <sup>2</sup> )	427 (94% 492 units) 67	42.74 <del>0.4</del> % ( <del>61</del> units)67

TABLE 5

2-bedroom	61m <sup>2</sup> (660 ft <sup>2</sup> )	<mark>38.2 <del>45.0</del>% (<del>68</del> units)<mark>60</mark></mark>	<mark>38.2<del>45.0</del>% (<del>68</del> units) <mark>60</mark></mark>
3-bedroom	87 m² (935 ft²)	6.4% (10 units)	6.4% (10 units)
Total	N/A	157 451 Units	100% ( <del>151</del> units) <mark>157</mark>

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process

- 17.6. "No development" shall be permitted, restricting Development Permit\* issuance for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer:
  - 17.6.1. Designs the Lot 3 (Parcel 8) to provide for the market rental housing units and ancillary spaces;
    - If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit\*.
- 17.7. No Building Permit\* shall be issued for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.
- 17.8. "No occupancy" shall be permitted, restricting final Building Permit\* inspection granting occupancy for any building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit\* inspection granting occupancy.

#### 18. (Housing Tenure) Registration of a restrictive covenant prohibiting

- 18.1. the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and
- 18.2. the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
- **19.** *(Public Art On-Site)* City acceptance of the developer's offer to make a voluntary contribution towards the City's Public Art Fund, the terms of which shall include the following:
  - 19.1. The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Use	Minimum Developer Contribution Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$0.99/ ft <sup>2</sup>	610,195.32 ft <sup>2</sup>	\$ 604,093.36
Commercial	\$0.52/ ft <sup>2</sup>	7,114.94 ft <sup>2</sup>	\$ 3,699.77
Total	Varies	617,310.26 ft <sup>2</sup>	\$ 607,793.14

## TABLE 6

- 19.2. In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Prince Index (All Items) Vancouver yearly quarter-to-quarter change, where the change is positive.
- 19.3. Prior to adoption of a rezoning bylaw for the first rezoning of the subject site, a Public Art Master Plan for the entire Lansdowne Development (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Arts, Culture and Heritage Services and Director, Development.
- 19.4. Prior to rezoning bylaw adoption, the developer shall submit a Public Art Plan, for the subject site, to the satisfaction of the Director, Arts Culture and Heritage Services. The Public Art Plan shall be:
  - 19.4.1. Prepared by an appropriate professional.
  - 19.4.2. Based on a contribution value of at least the total amount indicated in the table in item a) above.
  - 19.4.3. Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, Capstan Public Art Plan and other relevant supplementary public art and

heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

- 19.4.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.
- 19.4.5. NOTE: For contributions with a cumulative budget over \$250,000, the Public Art Plan is presented for Council approval prior to Building Permit\* issuance.
- 19.4.6. Implemented by the developer, as required by legal agreement(s) registered on Title to prior to rezoning adoption.
- 19.5. "No development" shall be permitted on the subject site, restricting Development Permit\* issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
  - 19.5.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the subject site 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).
  - 19.5.2. Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City) to secure the developer's implementation of the Public Art Plan, the collective value of which shall be at least \$607,793.14, including \$30,389.66 as a cash contribution equal to 5% of the total amount indicated in the table in item a) above (\$607,793.14) and a Public Art security Letter of Credit in the amount of \$577,403.48, being the total amount identified in item a) above.
- 19.6. "No occupancy" shall be permitted on the subject site, restricting final Building Permit\* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject site until:
  - 19.6.1. The developer, at the developer's sole cost and expense, commissions one or more 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 owned site, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject site (which right-of-way shall be to the satisfaction of the City and secured by one or more legal agreements for rights of public passage, public art, and related purposes including maintenance, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).
  - 19.6.2. The developer, at the developer's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the City-approved Public Art Plan, 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 corporation if on the subject site (including transfer of joint worldwide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.
  - 19.6.3. NOTE: It is the understanding of the City that the artist's 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 and that these interests will in turn be transferred to the City, subject to approval by Council to accept the transfer of ownership of the artwork.
  - 19.6.4. The developer, at the developer's sole cost and expense, has submitted a final report to the City, to be submitted promptly after completion of the installation of the public art in accordance with the City-approved Public Art Plan, which report, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, includes:
    - i) 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;
    - ii) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
    - iii) The maintenance plan for the public art prepared by the artist(s);

- iv) 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.
- 19.7. As an alternative to the provision of public art on-site, the developer may offer to make a voluntary cash contribution in lieu; provided that the value of such voluntary public art contribution shall be at least the total amount indicated in the table in item a) above. In this case, the requirements of d) through f) above will not apply.
- **20.** *(Community amenity contribution):* As per the OCP amendment/ Master Development Agreement, the commitment is:
  - 20.1. In satisfaction of the Urban Core Transect (T6) and the Village Centre Bonus Area density bonusing provisions (all as described in the CCAP), with particulars to be determined through the Rezoning Application processes. Without limiting the City's discretion, it is anticipated that the cumulative area associated with the foregoing will be as follows:
    - 20.1.1. approximately 1,778 square meters (19,140 square feet) of childcare space or cash equivalent associated with area designated as Urban Core Transect (T6); and
    - 20.1.2. approximately 3,196 square meters (34,400 square feet) for either childcare space or another type of community facility, or cash equivalent associated with the area designated as Village Centre Bonus Area
    - 20.1.3. for a total cumulative area of approximately 4,975 m<sup>2</sup> (53,550 ft<sup>2</sup>) of the Community Amenity Space, Cash in Lieu, or a mix of the two. The Owner acknowledges and agrees that, except as set out in section 14.2 [Community Amenity Process], the location, configuration and mix of Community Amenity Space and Cash in Lieu remains at the discretion of the City Council
  - 20.2. Based on a review of the current development proposal for Phase 1A, staff confirm that no provision of a physical child care facility/Early Childhood Development Hub space is required to be incorporated into the subject development and recommend that a cash- in-lieu contribution be accepted in lieu of on-site amenity space towards the "Interim Amenity Security" in compliance with the OCP and Master Phasing and Amenities Agreement, prior to rezoning bylaw adoption, of \$ 5,416,148.01 based on the equivalent-to-construction-value rate of \$871.00 per square foot and 5% of the site's maximum permitted VCB bonus floor area and 1% of total Residential building area for Area within Urban Core Transect (T6 area). If the payment is not made within one year of third reading of the zoning amendment bylaw, the Council-approved "equivalent to construction value" community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable. A summary is provided below:

VCB Bonus Area	5% of Maximum VCB	Rato	Minimum Interim
VOD Donus Area	Bonus Floor Area	Tate	Amenity Security
661m <sup>2</sup> (7,115 ft <sup>2</sup> )	33.05m <sup>2</sup> (355.75 ft <sup>2</sup> )	\$871/ ft <sup>2</sup>	\$ 309,858.25
	· · · · · · · · ·		
Urban Core	1% of total residential	Rate	Minimum Interim
Transect (T6)	building area		Amenity Security
Bonus Area	_		
54,465m <sup>2</sup>	544.65m <sup>2</sup> (5,862.56 ft <sup>2</sup> )	\$871/ ft <sup>2</sup>	\$ 5,106,289.76
(586,256 ft <sup>2</sup> )			
Total			\$ 5.416.148.01

- 20.3. The City is interested in the provision of a physical child care facility/Early Childhood Development Hub and understand that this amenity would be realized in Phase 7 of the Lansdowne Development as per the OCP amendment. As a condition of completion of any first Rezoning with respect to Phase 7, or as otherwise directed by City Council in connection with such first Rezoning Application, the owner will enter into further agreement in accordance to Section 14.2 as part of the Master Development Agreement. The Interim Amenity Security provided as part of each Rezoning Application upto to the first Rezoning Application of Phase 7 will be replaced in accordance to Section 14.2 (b) (iii) as per the Master Development Agreement.
- 21. (District Energy Utility (DEU): Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, **CNCh**g-tl**495**wner's commitment to connect to District Energy

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Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 21.1. No Building Permit\* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 21.2. No Building Permit\* will be issued for a building on the subject site unless if, prior to issuance of the Development Permit\*, for the subject site the City and the City's DEU service provider, LIEC have provided the owner with written notice that:
  - 21.2.1. the interim low carbon energy plant to provide cooling to the Phase 1 building(s) is to be located on-site, and the Phase 1 building(s) will connect to a DEU for the provision of heating and domestic hot water heating, the owner:
    - i) designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and to an onsite interim low carbon energy plant (cooling) for the provision of cooling, as directed by the City's service provider, LIEC;
    - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide cooling to the Phase 1 building(s), as directed by the City's service provider ,LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
    - iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations)) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
    - iv) provides a cash in lieu contribution equivalent to the additional construction and installation costs that the owner would otherwise have incurred if the interim low carbon energy plant onsite was to provide any combination of heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), rather than solely to provide cooling to the Phase 1 building(s). Such cost differential will be determined by a third party quantity surveyor agreed to between the parties, and who's costs shall be paid by the owner; and
    - v) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant (cooling) and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site. or
  - 21.2.2. the interim low carbon energy plant to provide heating, cooling, and domestic hot water heating to the Phase 1 building(s) is to be located on-site, the owner:
    - designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and by the interim low carbon energy plant, as directed by the City's service provider, LIEC;
    - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide heating, cooling and domestic hot water heating to the Phase 1 building(s), as directed by the City's service provider, LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;

- iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant, and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the interim low carbon energy plant and any service connections and energy transfer stations) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City; and
- iv) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site.The owner will not transfer the interim low carbon energy plant (cooling) or the interim low carbon energy plant, as applicable, if constructed by or on behalf of the owner, to any entity other than the City or LIEC, including to any strata corporation, without the prior written consent of the City.
- 21.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC, including without limitation that the owner agrees that, upon direction by the City and/or LIEC to connect, the building(s) will connect to the centralized low carbon energy plant (phase 2) once it is constructed and available for connection, unless otherwise agreed to in writing by the City.
- 21.4. If a DEU, including any on-site interim or centralized low carbon energy plant, is available for connection for heating, cooling, and/or domestic hot water heating, and the City has directed the owner to connect to the DEU in respect of one or more of heating, cooling, and/or domestic hot water heating, no final building inspection permitting occupancy of a building will be granted unless, and until:
  - 21.4.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for heating, cooling and domestic hot water heating;
  - 21.4.2. as directed by the City's service provider, the building is connected to the DEU, and if such DEU is an on-site interim low carbon energy plant supplied and installed by or on behalf of the owner, at the owner's sole cost, to provide heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), such energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - 21.4.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - 21.4.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - 21.4.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
  - 21.4.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 21.5. If a DEU is not available for connection for cooling, but a low carbon energy plant (cooling) has been required on-site pursuant to the above prior to the issuance of the Development Permit\* for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
  - 21.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for cooling;
  - 21.5.2. the building is connected to the on-site interim low carbon energy plant (cooling) supplied and installed by the owner, at the owner's sole cost, to provide cooling to the building(s), as directed by the City's service CNCL - 497

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provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;

- 21.5.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant (cooling) on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
- 21.5.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
- 21.5.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
- 21.5.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the interim low carbon energy plant (cooling) by the City and/or the City's DEU service provider, LIEC.
- 21.6. If a DEU is not available for connection for heating and domestic hot water heating, no final building inspection permitting occupancy of a building will be granted until:
  - 21.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU (DEU ready); and
  - 21.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

(Note: Phase 1 referred in the above section 21, includes Phase 1A- Parcels, 2, 5, 8 and future Parcels 9, 10)

### 22. (Energy Step Code Requirements): As per City policy:

- 22.1. Residential buildings with 6 stories or less require a Step 4 or Step 3 with low carbon energy system.
  - 22.1.1. Residential buildings greater than 6 stories require a Step 3 or Step 2 with low carbon energy system.
  - 22.1.2. Retail portions require Step 3 or alternatively Step 2 with low carbon energy system.
  - 22.1.3. Amenity: Conform to Part 8 of the National Energy Code of Canada for Buildings.
  - 22.1.4. In case of a combination of occupancies in a single building, a weight-averaging method applies to calculate target TEDI and MEUI; or alternatively, the major occupancy (residential) could be assumed for the entire building
  - 22.1.5. As part of the rezoning application, a statement must be provided by the Coordinating Registered Professional, confirming that the applicable Energy Step Code performance targets have been considered in the proposed design. (Note: The consideration has been satisfied. REDMS#7498376)

#### 23. (Electric Vehicle Charging):

- 23.1. All residential parking shall be equipped with EV charging infrastructure. EV outlets will need to be supplied with energized outlets in order to support EV charging, with each parking space capable of receiving "Level 2" charging at a performance level of at least 12 kWh within a max 8-hour period.
- 23.2. For parking associated with uses other than residential:
  - 23.2.1. 35% of parking spaces shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and
  - 23.2.2. An additional 10% of parking spaces shall feature opportunity charging.
- 23.3. Notwithstanding 23.2:
  - 23.3.1. An alternate allocation of energized outlets may be provided if the total installed capacity of the electrical circuits for Level 2 charging meets or exceeds 1.25 kW multiplied by the total number of parking spaces subject to 22.2 and
  - 23.3.2. DC fast charging infrastructure may be used to meet some or all of the requirements of 36.c-i with the approval of Director of Building Approval **CL 498**

- 24. (Servicing Agreement\* SA) Enter into a Servicing Agreement(s)\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, parks and sustainability works, to the satisfaction of the City, which include, but may not be limited to the following.
  - 24.1. Frontage Works:

The developer shall be responsible for the design and construction of the frontage works, to the satisfaction of the City, subject to the review and approval of the detailed SA designs, which shall include, but may not limited to, the following.

The following cross-sections are intended to be "typical". The approved design may be required to vary from the "typical" conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes. While the list below provides a general description of the minimum frontage work requirements to the standards of which are schematically shown in the approved road functional plan prepared by Aplin Martin, the exact details and scope of the frontage works to be completed by the developer will be confirmed through the detailed design (SA) process to the satisfaction of the City.

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

24.1.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

- i) Maintain two existing eastbound traffic lanes.
- ii) 0.15 m wide curb and gutter.
- iii) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 3.0 m wide multi use pathway (MUP).
- v) 1.0 m buffer at back of MUP.
- 24.1.2. Kwantlen Street (Between Alderbridge Way and Lansdowne Road):

From west to east:

- 6.0 m wide varying width grassed/treed boulevard or other hardscape improvements as part of the northsouth "Minor Green Link" approximately from back of proposed curb and will be determined through a subsequent Servicing Agreement\*. Tie into existing roadway.
- ii) 2.0 m wide concrete sidewalk.
- iii) Minimum 1.5 m grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 0.15 m wide curb and gutter.
- v) Varying width of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes including a northbound left-turn bay and northbound right-turn bay, and/or on-street parking layby from west to east:
  - a. A Varying 3.418 m to 4.939 m southbound travel lane.
  - b. 3.5 m northbound left turn lane.
  - c. A varying 5.446 m to 6.950 m combined for northbound through and right turn lanes.
  - d. 2.5 m parking layby.
- vi) 0.15 m wide curb and gutter.
- vii) A varying 2.70 m to 5.20 m boulevard
- 24.1.3. Cooney Road (Between Alderbridge Way and E-W Mews):

Please note that the ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.

From west to east:

i) 2.0 m wide concrete sidewalk. CNCL - 499

- ii) 0.7 m wide paver buffer strip.
- iii) 1.9 m wide asphalt bike path.
- iv) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through the SA process.
- v) 0.15 m wide curb and gutter.
- vi) 6.35 m wide driving surface for two southbound traffic lanes.
- vii) 3.25 m wide area for:
  - a. driving surface at intersections for left-turn lanes, or
  - b. mid-block landscaped/treed medians, or other hardscape improvements as determined through SA process, with curb and gutter on both sides.
- viii) 6.35 m wide driving surface for two northbound traffic lanes.
- ix) 0.15 m wide curb and gutter.
- x) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- xi) 1.9 m wide asphalt bike path.
- xii) 0.7 m wide buffer strip m.
- xiii) 2.0 m wide concrete sidewalk.
- 24.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):

From west to east:

- i) 4.00 m southbound travel lane from existing curb.
- ii) 3.30 m left-turn bays.
- iii) 3.70 m northbound travel lane.
- iv) 0.15 m wide curb and gutter.
- v) Varying width (11.0 m 14.0 m wide) of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes, and 3.00 m layby.
- vi) Varying width (1.5 m 4.0 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process.
- vii) 2.0 m wide concrete sidewalk.
- 24.1.5. E-W Mews (Between Hazelbridge Way and Kwantlen Street):

From north to south within a 5.90 m P.R.O.P.:

- i) 0.30 m buffer at back of sidewalk.
- ii) 1.50 m sidewalk clear of any intrusions or obstructions.
- iii) 0.90 m boulevard.
- iv) 0.15 m wide curb or concrete band
- v) 3.50 m interim westbound travel lane.
- vi) 4.25 m interim eastbound travel lane.

#### 24.2. <u>Intersection Improvements:</u>

The property owner is responsible for the design and construction of the following intersection improvements generally as shown in the Functional Road Plan:

24.2.1. General Intersection Upgrades:

- i) Along the development frontages, all intersection and mid-block pedestrian crosswalks are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps.
- 24.2.2. Alderbridge Way / No. 3 Road:
  - i) Installation of dual left-turn lanes on the westbound approach (by adding a new 3.25 m wide turning lane) with a minimum total storage length of the two lanes at approximately 120 m, while maintaining all other existing traffic lanes. b. Provision of dual left-turn lanes on the eastbound approach (by converting widened Alderbridge Way, by others) with a minimum total storage length of the two lanes at approximately 150 m, while maintaining all other existing traffic lanes. Note: while a portion of the left-CNCL 500

turn lanes may be accommodated within the existing medians, a minimum 1.2 m wide median must be maintained on the intersection approaches.

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- ii) New curb ramps to facilitate road widening.
- iii) Implementation Plan to follow Implementation Plan Alderbridge Way & No. 3 Road (November 2022), and may include interim or ultimate works at the intersections including on the eastbound approach on Alderbridge Way on the west side of No.3 Road. Applicant must enter into a Servicing Agreement\* to deliver the works. The Implementation Plan can be modified at the discretion of the Director of Transportation to addresses each of the following possible scenarios:
  - a. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay in advanced of this development.
  - b. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay during a similar time frame as this development.
  - c. In the scenario where adjacent development at 7960 Alderbridge Way is unable to implement a mirroring second eastbound left-turn bay during a similar time frame as this development.
- 24.2.3. Alderbridge Way/ Hazelbridge Way:
  - i) Installation of a new curb extension with curb ramps and modification existing crosswalk.
- 24.2.4. Alderbridge Way/ Cooney Road:
  - i) Installation of a westbound-to-southbound left-turn lane, with a minimum width of 3.25 m, a minimum storage length of approximately 40 m, with a portion of the left-turn lane accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.
- 24.2.5. Lansdowne Road / Cooney Road:
  - i) Installation of a new curb extension with curb ramps and modification existing crosswalk.
  - ii) Installation of westbound left turn lane extension to 65 m.
- 24.2.6. Alderbridge Way / Kwantlen Street:
  - i) Installation of northbound left turn lane extension to 40 m.
  - ii) Installation of westbound left turn lane extension to 75 m.
- 24.2.7. Hazelbridge Way / E-W Mews:
  - i) Installation of all-way stop control.
  - ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.
- 24.2.8. Cooney Road / E-W Mews:
  - i) Installation of a special crosswalk across Cooney Road
  - ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.

#### 24.3. Upgrade Existing Traffic Signals:

The property owner is to upgrade (as necessary) the following existing traffic signals:

- 24.3.1. Alderbridge Way/ Kwantlen Street:
  - i) New Traffic cabinet.
  - ii) New UPS/Service cabinet.
  - iii) New APS on all poles.
  - iv) Intersection lighting drawing with new LED streetlights on all poles.
  - v) New traffic poles on development frontage.
- 24.3.2. Alderbridge Way / Hazelbridge Way:
  - i) New UPS/Service cabinet.
  - ii) New APS push buttons on all poles.
  - iii) Intersection lighting drawing with LED street lights on all poles. CNCL - 501

- iv) New traffic poles and traffic signal hardware on development frontage.
- v) New traffic fibre connection to traffic cabinet.
- vi) New traffic cameras.
- vii) New LED street name signs.
- viii) Remove existing median traffic poles and relocate to north side of intersection.
- 24.3.3. Alderbridge Way / No. 3 Road:
  - i) New traffic cabinet.
  - ii) New UPS/Service cabinet.
  - iii) New APS push buttons on all poles.
  - iv) Upgrade existing LED street name signs.
  - v) New traffic pole and traffic signal hardware on development frontage.
  - vi) Re/re existing fibre cable to traffic cabinet.
- 24.3.4. Lansdowne Road / Kwantlen Street:
  - i) New APS on all poles.
  - ii) New fibre connection to cabinet.
  - iii) Should signal pole on the northwest quadrant need to be re-located, a signal modification drawings will be required.

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

24.4. Install New Traffic Signal Devices:

New traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) required at the following locations:

- 24.4.1. Alderbridge Way/Cooney Road.
- 24.4.2. Alderbridge Way provision for future mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road.
- 24.4.3. Hazelbridge Way / East-West Mews; provision for future mid-block pedestrian crossing
- 24.4.4. Cooney Road / East-West Mews; special crosswalk across..
- 24.4.5. Lansdowne Road / Kwantlen Street.
- 24.4.6. Other locations identified through subsequent rezoning applications.

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

24.5. Additional Traffic Signal Infrastructure:

The installation of communications conduit and fibre cable (1 x 75 mm) within the development extents on boulevards along frontages is required at:

- 24.5.1. Alderbridge Way.
- 24.5.2. Hazelbridge Way.
- 24.5.3. Cooney Road.
- 24.5.4. Kwantlen St.
- 24.5.5. E-W Mews.

# 24.6. <u>Additional Off-site Works:</u>

The exact details and scope of the frontage works to be completed by the property owner will be confirmed through the Development Permit\* or Servicing Agreement\* processes, to the satisfaction of the City.

- 24.6.1. Hazelbridge Way, from Alderbridge Way to East-West Mew. Interim standards road improvements on the west side (i.e., one southbound traffic lane and an interim 2 m wide paved walkway) to be constructed in this phase.
- 24.6.2. Modifications to access and circulation adjacent to Parcel 8 including:
  - i) Closure of parking lot access across from Parcel 8.
  - ii) Modification of barrier curb and median.
  - iii) Closure to east-west through traffic along E-W Mews at Cooney Road intersection and installation of roll over curb for alternate Emergency Access.
- 24.6.3. Removal of existing landscaped median and rearrangement of parking and drive aisles in the south-east corner of the Property adjacent to Lansdowne Linear Park.
- 24.6.4. Modifications associated with implementing the Interim City Scale Mobility Hub in the south-west corner of the property adjacent to the Lansdowne Canada Line Station.
- 24.6.5. Modifications associated with provisioning for future midblock crosswalk across Alderbridge Road between Hazelbridge Way and Cooney Road including considerations for electrical, lighting and drainage etc.
- **25.** *(Parks Servicing Agreement\*)* Enter into a Servicing Agreement\* for the detailed design and delivery of the following elements:

Note that a Lansdowne Major Park and Open Space Master Plan is being developed through a separate concurrent process led by Parks Services. The following Major Park and Open Space elements to be guided by the Lansdowne Major Park and Open Space Master Plan as well as the Master Land Use Plan included in the Official Community Plan Amendment Bylaw 10154. The following comments are to be taken into consideration and addressed during the Servicing Agreement\* process.

- 25.1. Lansdowne Linear Park and Lansdowne Road Frontage:
  - 25.1.1. Note that the cross section and concept design for the interim and final condition of the Lansdowne Linear Park is to be determined through the Major Park Master Plan process, which will guide the detailed design of the Lansdowne Linear Park via the Servicing Agreement\* process.
  - 25.1.2. The Lansdowne Linear Park Permanent construction works are eligible for Parks Development Cost Charge (DCC) credits. Parks DCC credit value to be calculated and issued upon completion of the Lansdowne Linear Park Permanent works to the satisfaction of the Director of Parks Services. Should the Parks DCC credit value of the Lansdowne Linear Park Permanent works be less than the DCC Payables for this phase of rezoning, then the remaining DCC Payables will roll forward and be applied to future redevelopment phases that include works that are eligible for Parks DCC credits.
  - 25.1.3. Lansdowne Linear Park and Lansdowne Road Frontage final condition to:
    - i) Be located between Kwantlen Street and the Cooney Road extension.
    - ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
    - iii) Be Fee Simple with the Owner transferring ownership of the applicable portion of the subdivided property to the City.
    - iv) Prioritize tree retention.
    - v) Incorporate furnishings (seating, waste receptacles, bike racks), signage, and lighting (pathway and event).
    - vi) Include event power kiosks.
    - vii) Include water hook-ups.
    - viii) Incorporate localized stormwater detention.

- ix) Allow accommodation of seasonal parades, events and festivals.
- x) Be comprised of high-quality, long-lasting, robust materials.
- xi) Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- xii) To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard.
- xiii) Include additional tree planting and support infrastructure such as soil cells.
- xiv) Be maintained by the Owner/ Strata.
- 25.2. Lansdowne Linear Park and Lansdowne Road Frontage Interim condition to:
  - Encompass two sections of the Lansdowne Road frontage, as illustrated in the OCP amendment, that are located between the future Cooney Road and Hazelbridge Way extensions and Hazelbridge Way extension and No. 3 Road.
  - ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
  - iii) Include a ROW over the entire area that allows free unimpeded public access.
  - iv) Be located between the Cooney Road extension and No 3 Road.
  - v) Prioritize tree retention.
  - vi) Provide continuous, paved pedestrian and cycling connections along the entire length.
  - vii) Include furnishings (seating, waste receptacles) and wayfinding signage.
  - viii) Provide shade for pathway users with trees and/or structures.
  - ix) Be comprised of materials and elements that can be re-purposed in the final condition or recycled in keeping with the City's Circular Economy Goals.
  - x) Be maintained by the Owner/ Strata.
- 25.3. Existing Neighbourhood Plaza Site Activation:

The final Neighbourhood Plaza will be provided in the next phase (Phase 1B). In the interim, the applicant is to design and deliver in Phase 1A, activation of the existing Neighbourhood Plaza site. Below is a description of the minimum requirements:

25.3.1. Existing Neighbourhood Plaza Site Activation to include:

- i) The existing lawn and treed area at the northwest corner of Kwantlen Street and Lansdowne Road, including the City owned corner, as illustrated in the OCP amendment.
- ii) Include a ROW over the area that allows free unimpeded public access.
- iii) A minimum of 3 picnic tables with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- iv) A minimum of 3 benches with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- v) Waste receptacles that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- vi) A pathway that connects from the corner intersection at Kwantlen Street and Lansdowne Road to the Lansdowne Shopping Centre site entry to the north. The pathway may be comprised of materials that are of a temporary nature, that can be re-purposed in the future and that allow for minimal impacts to existing trees.
- vii) Signage welcoming users to the site that includes a description of the long-term plans/process for it.
- viii) Tree retention and protection.
- ix) Ongoing maintenance and monitoring provided by the Applicant/Owner (Lansdowne Centre). Maintenance to be equivalent to Level 3 Moderate as outlined in the current edition of the Canadian Landscape Standard.
- x) Design submitted for review via the Servicing Agreement\* process.
- xi) Be maintained by the Owner/ Strata.
- 25.4. <u>Streetscape Requirements</u>:

Streetscapes (not included in the Major Park Master Plan process). Note that the requirements listed below are for the boulevards only.

- 25.4.1. Alderbridge Way Streetscape:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Accent planting at pedestrian crossings.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.2. Kwantlen Road Streetscape:
  - i) 1.5 meter width boulevard with lawn and street trees.
  - ii) Accent planting at crossings and corner bulges.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.3. Hazelbridge Way:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Accent planting at corner bulges.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.4. Cooney Road:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Accent planting at pedestrian crossings.
  - iii) Include irrigation tied to the onsite water supply.
- 25.4.5. New East-West Road:
  - i) 1.5 meter wide boulevard with lawn and street trees.
  - ii) Include irrigation tied to the onsite water supply.
- **26.** *(Open Space Requirements)* The following Open Space elements to be guided by the Master Land Use Plan included in the Official Community Plan (OCP) Amendment bylaw 10154. The following comments are to be taken into consideration and addressed during the detailed design phases of the project.

## 26.1. North South Greenlink to:

- 26.1.1. Be located between Parcel 2 and 5, Alderbridge Way and East-West Mews, with a minimum of 20 meters separation between fronting buildings.
- 26.1.2. Provide a minimum total size of 0.14 hectares (0.36 acres) of public open space upon completion of Parcel 2.
- 26.1.3. Be comprised of a (12 m) wide SRW with 6 m being located on Parcel 2 and 6 m being located on Parcel 5, that allows for free unimpeded public access.
- 26.1.4. Incorporate landscape elements (planting, trees, furnishings and paving patterns) within and along the edges of the green link to demarcate public realm from adjacent private realm areas and direct people towards the publicly accessible green link area.
- 26.1.5. Green link to be designed to accommodate large volumes and free movement of pedestrians.
- 26.1.6. As per the OCP Amendment, be unimpeded by parkade structures below to allow for full-depth planting. If the Applicant is able to demonstrate to the City's satisfaction that this is not feasible, then the following should be used as a guide for soil volumes for trees.
- 26.1.7. Soil Volume Requirements: The following are recommended as guidance only and site specific exceptions may be made by the City. In general, the City aims to select the largest tree suitable for the site while balancing the available soil volume and constraints for site lines, utilities or other relevant considerations. Generalized per-tree minimum soil volumes are provided below:

Tree size category	Average Spacing	Per-tree Minimum Soil Volume*	
Large (>10 m canopy spread)	9 - 11 m	45 m3/30 m3 shared	
Medium (~10 m canopy spread)	8 - 10 m	25 m3/20 m3 shared	
Small (~6 m canopy spread)	6 - 10 m	10m3/5 m3 shared	
Very Small (~3 m spread)	3 – 6 m	5 m3	

\*Soil volume should be a depth of 1 m. The soil volumes quoted should be considered as minimums for the size categories listed and are based on a minimum of 0.3m3 of soil per 1 m2 of canopy area. Both soil volume and the permeability of the surface area around in hardscape (i.e., the "tree pit") should be maximized. To increase root zone volume, suspended pavement, structural soils or soil cells may be required.

- 26.1.8. Have a park-like character with large trees, furnishings (benches, tables, drinking fountains, waste receptacles, bike racks, and small play elements), lighting (pathway and event), identity and wayfinding signage.
- 26.1.9. Explore potential stormwater capture and detention through incorporation of technologies/systems suited to the site and urban environments.
- 26.1.10. Include interpretation of the former slough located in this area through design form and signage.
- 26.1.11. Be unimpeded by overhead structures that service private use, e.g. connecting bridges between buildings. Should the City support the Applicant's rationale for inclusion of the pedestrian bridge, the pedestrian bridge to be considered as a public art location with a goal to create a gateway entry to the N-S Greenway and ultimate link to the Centre Park.
- 26.1.12. Include high quality cohesive materials.
- 26.1.13. Incorporate trees and planting that provide an overall net increase in habitat value and that provide support for local pollinators, songbirds, and wildlife.
- 26.1.14. Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- 26.1.15. Include event power kiosks.
- 26.1.16. Include water hook-ups.
- 26.1.17. To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard. Open Space Requirements:
- 26.2. New East-West Mews (Cooney Road and Kwantlen Street) including "Minor Green Link"
  - 26.2.1. Incorporate planting and trees
  - 26.2.2. Include irrigation tied to the onsite water supply
  - 26.2.3. Provide clearly delineated and protected pedestrian linkages along the north side of the access driveway with elements such as bollards, light poles and/or trees in grates.
  - 26.2.4. Provide free, unimpeded public access and movement of pedestrians within the SRW.
  - 26.2.5. Landscape elements (planting, lighting, trees, walls, furnishings, bollards and/or paving patterns) within and along the edges of the mews to demarcate public realm from adjacent private realm areas and direct people towards publicly accessible, pedestrian areas.
  - 26.2.6. Prioritize pedestrian access and safety.
  - 26.2.7. Be maintained by the Owner/Strata.
- 27. *(Engineering Servicing Agreement\*):* A Servicing Agreement\* is required to design and construct the following works:
  - 27.1. <u>Water Works:</u>
    - 27.1.1. At Developer's cost, the Developer is required to:
      - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must

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be signed and sealed by a Professional Engineer and be based on Building Permit\* Stage building designs.

- ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- iii) Provide right-of-ways for the water meters. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the Servicing Agreement\* process).
- iv) Replace the existing asbestos cement (AC) water main along the entire Alderbridge Way frontage of the development site (i.e. from No 3 Rd Road to Kwantlen Street) prior to the start of any proposed onsite or offsite works, including preloading, de-watering, and other construction and soil preparation works. Approximate length of required watermain replacement is 590m.
- v) Install new water mains along the proposed extensions of Hazelbridge Way, Cooney Road, complete with service connections and hydrants per City spacing.
- vi) The development proposes a private watermain in the private east-west mews located along the southern frontage of proposed parcels 2 and 5 between future Hazelbridge Way and future Cooney Rd. The private watermain are intended to service private fire hydrants along the private E-W Mews to provide fire protection for the Mall, as well as to connect to an existing mall water service. To isolate and protect the City's water system due to the proposed connections of the private systems, the City requires installation of reduced pressure backflow assemblies (RPBA). The City requires RPBA at each connection of the private water system to the City's water system. Total number of RPBA required is four. Two RPBA each at the junctions of the proposed Hazelbridge Way and Cooney Rd with the private east-west mews. Exact location of the required RPBAs shall be finalized via the Servicing Agreement\* review.
- vii) Provide rights of ways to contain the required RPBAs to facilitate connection of the existing private water systems to the City's water system. The sizes and locations of the required rights of ways shall be determined through the Development Permit\* review process and shown on the Development Permit\* drawings. The details of the RPBAs shall be finalized via the Servicing Agreement\* review.
- viii) CP15-717017 required the installation of a new water main along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with hydrants per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the watermains complete with an automatic flushing system at the dead end and install fire hydrants along Kwantlen St frontage that are required to service Parcel 8. The remainder of the watermain upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed.
- ix) Provide one water service connection for each parcel, complete with meter and meter box. Multiple service connections for one parcel are not permitted. Parcels 2 and 5 shall be connected to the new watermain dead ends in future Hazelbridge Way and future Cooney Rd complete with hydrants and automatic flushing systems. Parcel 8 shall be connected at the watermain dead end in Kwantlen St complete with a hydrant and automatic flushing system. Provide rights of ways to contain the automatic flushing systems that will be installed in the proposed development. The sizes and locations of the required rights of ways shall be determined through the Development Permit\* review process and shown on the Development Permit\* drawings. The details of the automatic flushing systems shall be finalized via the Servicing Agreement\* review.
- 27.1.2. At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.
  - ii) Confirm the sizes for the water main upgrades at the time of each phase's rezoning.
- 27.2. <u>Storm Sewer Works:</u>
  - 27.2.1. At Developer's cost, the Developer is required to:
    - i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
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- ii) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement\* design(s).
- iii) Perform a capacity analysis (Runoff Hydrograph Method) to size the proposed storm sewers. The capacity analysis shall include the proposed storm sewers for the entire development site, and direct as much runoff as possible to the proposed rainwater feature in Phase 5.
- iv) Install new storm sewers, approximately 90 meters, along the proposed extensions of Hazelbridge Way, Cooney Road, and the new E-W Mews. Storm sewer sizes shall be determined via Rational method at the Servicing Agreement\* design review stage. Minimum pipe size shall be 600mm diameter as per City Engineering Specifications.
- v) CP15-717017 required the installation of new storm sewers along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with manholes per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the storm sewers along Kwantlen St frontage that are required to service Parcel 8. The remainder of the storm sewer upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed. Minimum size shall be 600 mm.
- 27.2.2. At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City Infrastructure.
- 27.3. <u>Sanitary Sewer Works:</u>
  - 27.3.1. At Developer's cost, the Develop is required to:
    - i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
    - ii) The development proposes a private sanitary main in the private east-west mews located along the southern frontage of proposed parcels 2, 5 and 8 (Phase 1A) between future Hazelbridge Way and future Cooney Rd. All sanitary service connections that are connected to or flow into the private sanitary sewer installed in Phase 1A must be designed so that that they can connect to the ultimate sanitary sewer when the private sanitary sewer is removed. The private sanitary sewers shall be removed when the ultimate sanitary sewers in the future City-owned east-west road is completed and operational.
    - iii) CP15-717017 required the installation of new sanitary mains along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with the replacement and upgrade of the Alderbridge Sanitary Pump Station. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the sanitary mains along Kwantlen St that are required to service Parcel 8 (i.e., install new sanitary sewers on Kwantlen Street from the existing pump station northward to the south property line of parcel 8, approximately 155m long). Sanitary sewer sizes shall be determined via Capacity Analyses at the Servicing Agreement\* design review stage. Minimum pipe size shall be 200mm diameter as per City Engineering Specifications. The remainder of the new sanitary main upgrade between the sanitary pump station and Lansdowne Road, including the sanitary pump station replacement and upgrade, as per CP15-717017, shall be installed in the rezoning of the next phase when the parcels to the south are developed. The location for the new pump station shall be to the satisfaction of the Director, Engineering. Replacement of the pump station includes, but is not limited to:
      - a) A new wet well, pumps, and related appurtenances.
      - b) A new kiosk, underground power supply (i.e. BC Hydro pad-mounted transformer), back-up generator, SCADA antenna, and related appurtenances.
      - c) A new valve chamber complete with flow meter and related appurtenances and access chambers for the forcemain for maintenance and inspection purposes.
      - d) Right-of-way(s) for the pump station, vehicle access/parking, and related structures. The right-of-way(s) shall be on grade and open sky above.
      - e) Rights of ways to access to and from the pump station for the City's maintenance vehicles, and space for the vehicles to park without obstructing pedestrian or vehicle traffic (including space for vehicles to park adjacent to the wet well during pump maintenance).

- f) Decommissioning and removal of the existing Alderbridge Sanitary Pump Station after the new station is completed and operational.
- iv) Remove the existing sanitary sewer on Kwantlen Street, or fill and abandon (as appropriate).
- 27.3.2. At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.
  - ii) Confirm the sizes for the sanitary sewer upgrades at the time of each phase's rezoning.
  - iii) Reconnect all existing sanitary connections to the new sanitary sewers.
- 27.4. Frontage Improvements
  - 27.4.1. At Developer's cost, the Develop is required to:
    - i) Coordinate with BC Hydro, Telus and other private communication service providers:
      - a) To pre-duct for future hydro, telephone and cable utilities along all road frontatges.
      - b) Before relocating/ modifying any of the existing power poles and/or guy wires within the property frontages.
      - c) To underground overhead service lines.
    - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement\* drawings, and registered prior to SA design approval:
      - a) BC Hydro Vista- Confirm SRW dimensions with BC Hydro.
      - b) BC Hydro PMT  $4.0 \times 5.0 \text{ m}.$
      - c) BC Hydro LPT  $-3.5 \times 3.5 \text{ m}.$
      - d) Street light kiosk  $-1.5 \times 1.5 m$ .
      - e) Traffic signal kiosk 2.0 x 1.5 m.
      - f) Traffic signal UPS 1.0 x 1.0 m.
      - g) Shaw cable kiosk  $-1.0 \times 1.0 \text{ m}$ .
      - h) Telus FDH cabinet 1.1 x 1.0 m.
    - iii) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following City Street requirements:
      - a) Alderbridge Way (West of Cooney)
        - Pole colour: grey.
        - Roadway lighting at back of curb: Type 7 (LED) including 1 street luminaire, duplex receptacle, and flower basket holders, but excluding any pedestrian luminaires, banner arms, or irrigation.
        - As applicable, pedestrian lighting between sidewalk and bike path: Type 8 (LED) including 2 pedestrian luminaires set perpendicular to the roadway, but excluding any flower basket holders, irrigation, or duplex receptacles.
      - b) Alderbridge Way (East of Cooney)
        - Pole colour: black.
        - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.

- As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custon Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excpluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- c) Hazelbridge Way (West of Cooney, south of Alderbridge)
  - Pole colour: grey.
  - Roadway lighting at back of curb (existing lighting to be replaced): Type 7 LED including 1 street luminaire, banner arms, and deuplex receptacles but excluding any pedestrian luminaires, flower basket holders, or irrigation.
  - Pedestrian lighting: not applicable (i.e no stand-alone pedestrian poles)
- d) Cooney Road (South of Alderbridge)
  - Pole colour: black.
  - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
  - As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- e) Kwantlen Street (East of Cooney, south of Alderbridge)
  - Pole colour: black.
  - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED) (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
  - Pedestrian lighting: Not applicable (ie. No stand-alone poles)
- iv) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following off-street publicly-accessible walkways and open spaces requirements:
  - a) West of Cooney
    - Pole colour: grey.
    - Pedestrian Lighting: Type 8 LED including 2 pedestrian luminaires set perpendicular to the direction of travel, but excluding any flower basket holders, irrigation, or duplex receptacles.
  - b) East of Cooney
    - Pole colour: black.
    - Pedestrian lighting: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including pot-top luminaire but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- v) Provide traffic signals as specified:
  - a) Grey pole colour (style to match type 7) at the following locations:
    - Alderbridge at Hazelbridge
    - Additional hazelbridge locations as applicable.
  - b) Black pole colour (style to match type 3) at the following locations:
    - Alderbridge at Cooney.
    - Alderbridge at Kwantlen.
    - Additional Cooney locations as applicable.
    - Additional Kwantlen locations as applicable. CNCL - 510

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- owned and maintained requirements:
  - a) EW Mews (west of Cooney) shared vehicle / pedestrian route:
    - Pole colour: grey.
    - Roadway lighting at back of curb: Type 8 / Custom 6.0 m Height (LED) including 1 street luminaire, but excluding any banner arms, flower basket holders, irrigation, or duplex receptacles.
    - For reference: Onni "Riva" (Drawing #615759-12-09)
  - b) EW Green Linke (East of Cooney) shared vehicle / pedestrian route:
    - Pole colour: black.
    - Roadway lighting at back of curb: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaite, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- vii) Street Tree Receptacle Required Frontages:
  - a) No. 3 Road.
  - b) Hazelbridge Way.
- viii) Complete other frontage improvements as per Transportation requirements.
- 27.5. <u>General Items</u>
  - 27.5.1. At Developer's cost, the Develop is required to:
    - i) Provide, prior to start of site preparation works or within the first Servicing Agreement\* submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
    - ii) Provide a video inspection report of the existing utilities along all frontages prior to start of site preparation works or within the first Servicing Agreement\* submission, whichever comes first. A followup video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
    - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the Servicing Agreement\* design.
    - iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
    - v) Submit a proposed strategy at the Building Permit\* stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
    - vi) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
    - vii) Coordinate the Servicing Agreement\* design for this development with the Servicing Agreement\*(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each Servicing Agreement\* submission confirming that they have **CNCL** 511

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coordinated with civil engineer(s) of the adjacent project(s) and that the Servicing Agreement\* designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

- a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
- b) Pipe sizes, material and slopes.
- c) Location of manholes and fire hydrants.
- d) Road grades, high points and low points.
- e) Alignment of ultimate and interim curbs.
- f) Proposed street lights design.
- viii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement\*(s) and/or Development Permit\*(s), and/or Building Permit\*(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 28. (Public Hearing Notice Fees): Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
- 29. (Development Permit DP): The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

- 1. (Rezoning) Incorporation of features in Development Permit\* plans as determined via the Rezoning process.
- 2. *(Air Space Parcel Subdivision and/or Strata Subdivision)* The owner is to confirm the whether an Air Space Parcel Subdivision and/or Strata Subdivision are being pursued to ensure the project can be constructed as required under the proposed zoning, Rezoning Considerations and the BC Building Code.
- 3. *(Acoustic Report)* Complete an acoustical and mechanical 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

4. (*Code Report*) Complete a preliminary code report/ analysis to address any potential code issues within the development.

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

- 1. (*Rezoning and Development Permit Features*) Incorporation of urban design, accessibility, and sustainability measures in Building Permit\* (BP) plans as determined via the Rezoning and/or Development Permit\* processes.
- (Construction Parking and Traffic Management Plan) Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per CNCL 512

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Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

- 3. (Protection of Adjacent Structures Report) Submission of a Complete a Protection of Adjacent Structures Report.
- 4. *(Latecomer agreement charges)* If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 5. (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 associates fees may be required as part of the Building Permit\*. For additional information, contact the Building Approvals Department at 604-276-4285.

### Note:

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

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

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

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

Signed

Date

(Signed copy on file)



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CNCL - 517



**CNCL - 518** 



**CNCL - 519** 



February 8th, 2024

#### Virendra Kallianpur

Program Manager, Urban Design I Planning & Development City of Richmond 6911 No. 3 Road Richmond BC V6Y 2C1

Delivered via email.

Dear Virendra,

Following the meaningful discussion at the February 6<sup>th</sup> Planning Committee concerning Phase 1A of the Lansdowne Redevelopment, the Applicant team would like to make an addition to the Rezoning submission to include a **minimum of 2 and up to 3 units in the Parcel 8 LEMR building allocated as Eligible Units for 'Licensed Family Child Care' or 'Licensed In-home Multi-age Care'**. We are committed to working with our partners at S.U.C.C.E.S.S. to prioritize these units for tenants who are 'Licensed Family Child Care' (up to 7 children) or 'Licensed In-home Multi-age Care' (up to 8 children) providers, planning to offer Child Care services as a home-based business. We feel that this opportunity would greatly benefit the family residents of Parcel 8 and surrounding neighbourhood, providing care for up to 24 children; while maintaining the intended and much needed rental unit count currently in the project.

This proposal would not change any previous discussions about a Child Care Hub in a future phase of the Lansdowne Masterplan; but would act as a potential supplement in the interim, providing an alternate type of care that could further fill the gap and need for 'Non-Standard Hour' child care, as well as a range of care for those seeking a smaller and more intimate scaled care environment.

While we will further explore the operating requirements and design specifics during the Development Permit phase, we can confirm that we meet all requirements as outlined in the Child Care Licensing Regulation, for either the 'Licensed Family Child Care' or the 'Licensed In-home Multi-age Care', within our courtyard adjacent Family Units on Parcel 8.

Kind regards,

Dea Knight Director, Development, **Bosa Properties Inc** 

Ahmed Omran Director, Community Real Estate and Asset Management **S.U.C.C.E.S.S.** (in Partnership with Phase 1 Limited Partnership)

