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## General Purposes Committee

Council Chambers, City Hall  
6911 No. 3 Road

Monday, November 16, 2020  
4:00 p.m.

Pg. #      ITEM

### MINUTES

- GP-7**      *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on November 2, 2020.*



### FINANCE AND CORPORATE SERVICES DIVISION

1.    **AWARD OF CONTRACT 6722P – SUPPLY AND DELIVERY OF COMPUTER EQUIPMENT AND RELATED SERVICES**  
(File Ref. No. 04-1300-01) (REDMS No. 6520987 v. 8)

**GP-17**

**See Page GP-17 for full report**

*Designated Speaker: Grant Fengstad*

### STAFF RECOMMENDATION

- (1)    *That contract 6722P – Supply and Delivery of Computer Equipment and Related Services for an initial three-year term estimated at \$845,910 exclusive of taxes, with an option to renew for one further two-year term for a maximum of five years, be awarded to Compugen, Inc.; and*

- (2) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with Compugen, Inc.*



## ENGINEERING AND PUBLIC WORKS DIVISION

### 2. ENERGY STEP CODE REQUIREMENTS FOR PART 9 RESIDENTIAL AND PART 3 HOTEL BUILDINGS

(File Ref. No. 10-6125-07-02; 12-8060-20-010205) (REDMS No. 6506519 v. 27; 6506222)

GP-21

See Page GP-21 for full report

*Designated Speakers: Norm Connolly and James Cooper*

#### STAFF RECOMMENDATION

- (1) *That Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205, which updates existing Step Code requirements for Part 9 residential buildings and introduces Step Code requirements for Group C occupancy hotels, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first reading; and*
- (2) *That for Part 3 Hotels and Motel buildings, and for Part 9 buildings currently required to build to Step 1 and requiring a Development Permit (e.g. duplexes), notwithstanding the adoption of Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205:*
- (a) *If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with energy efficiency requirements applicable prior to the adoption of Bylaw 10205; or*
- (b) *If an acceptable Development Permit application has been submitted to the City prior to adoption of Bylaw 10205, is considered and endorsed by the Development Permit Panel prior to December 15, 2021, and has a complete Building Permit application acceptable to the City submitted prior to December 15, 2021, the owner may apply for a Building Permit in compliance with energy efficiency requirements applicable prior to adoption of Bylaw 10205.*





PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY PC URBAN (VIKING WAY) HOLDINGS CORP. FOR STRATA TITLE CONVERSION AT 3671 & 3691 VIKING WAY AND 13511 & 13520 CRESTWOOD PLACE**

(File Ref. No. SC 20-893905; SC 20-895413; SC 20-895414) (REDMS No. 6471629 v. 4; 77594; 6488062)

GP-78

See Page GP-78 for full report

*Designated Speakers: Wayne Craig and Jessica Lee*

STAFF RECOMMENDATION

- (1) *That the three applications for Strata Title Conversion by PC Urban (Viking Way) Holdings Corp. for the properties located at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place be approved on the fulfilment of the following conditions within 180 days of the date of this resolution:*
  - (a) *Payment of all City utility charges and property taxes up to and including the current year;*
  - (b) *Registration of a flood indemnity covenant on title;*
  - (c) *Registration of an aircraft noise indemnity covenant on title;*
  - (d) *Registration of a covenant on title identifying that no separate sales of strata lots are permitted unless the strata lots are separated by a demising wall;*
  - (e) *Completion of remediation works identified in the Building Code Compliance Report prepared by CFT Engineering Inc., to the satisfaction of the Building Approvals Department;*
  - (f) *Receipt of a Letter of Credit in the amount of \$36,410 to secure the provision of six additional accessible vehicle parking spaces, 24 Class 2 bicycle parking spaces, and pedestrian connections from the buildings to the sidewalk; and*
  - (g) *Submission of appropriate plans and documents to the City and execution of the same by the Approving Officer; and*
- (2) *That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.*



## General Purposes Committee Agenda – Monday, November 16, 2020

Pg. #

ITEM

4. **APPLICATION BY WYDANCO CONSULTANTS LTD. TO RESCIND THIRD READING OF AMENDMENT BYLAWS 9628 AND 9629 AND TO UPDATE REZONING CONSIDERATIONS TO AMEND THE PROPOSED “HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY” ZONE FOR THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD AND 8311 & 8351 SEA ISLAND WAY**  
(File Ref. No. ZT 19-575774/RZ 13-628557; 12-8060-20-009626/00) (REDMS No. 6470377 v. 10)

GP-127

See Page GP-127 for full report

*Designated Speakers: Wayne Craig and Robin Pallett*

### STAFF RECOMMENDATION

- (1) *That Third Reading of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, for the subject properties, be rescinded;*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, as amended, to amend the Bridgeport Village Specific Land Use Map- Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:*
  - (a) *adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and*
  - (b) *for the above-noted properties, providing for up to 50% of the 1.0 Floor Area Ratio (FAR) Village Centre Bonus floor area to be allocated to education uses;**be forwarded to a new Public Hearing;*
- (3) *That Bylaw 9628, as amended, having been considered in conjunction with:*
  - (a) *the City's Financial Plan and Capital Program; and*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act;*
- (4) *That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (5) *That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, for the subject properties, be rescinded;*

- (6) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, as amended, which would:*
- (a) *create the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone and rezone the subject properties from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway”; and*
  - (b) *to discharge “Land Use Contract 126”, entered into pursuant to “Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979”, (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8351 Sea Island Way;*
- be forwarded to a new Public Hearing.*



## LEGAL AND LEGISLATIVE SERVICES DIVISION

### 5. 2021 COUNCIL AND COMMITTEE MEETING SCHEDULE (File Ref. No. 01-0105-01) (REDMS No. 6556849)

GP-267

See Page GP-267 for full report

*Designated Speaker: Claudia Jesson*

#### STAFF RECOMMENDATION

- (1) *That Council select the preferred option for the 2021 Council and Committee Meeting Schedule, as detailed in Attachments 1 and 2 of the staff report dated November 3, 2020, from the Director, City Clerk’s Office; and*
- (2) *That the following revisions as detailed in the staff report title “2021 Council and Committee Meeting Schedule” dated November 3, 2020, from the Director, City Clerk’s Office, be approved:*
  - (a) *That the Regular Council meetings (open and closed) of August 9 and August 23, 2021 be cancelled; and*
  - (b) *That the August 16, 2021 Public Hearing be rescheduled to September 7, 2021 at 7:00pm in the Council Chambers at Richmond City Hall.*



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### COUNCILLOR KELLY GREENE

- ADDED**      6.      **INCLUSION OF THE UN SUSTAINABLE DEVELOPMENT GOALS IN THE CITY OF RICHMOND'S ANNUAL REPORT OR OTHER ANNUAL REPORT**

(File Ref. No.)

**GP-273**

[See Page GP-273 for background material](#)

#### RECOMMENDATION

*For staff to provide analysis on inclusion of the UN Sustainable Development Goals in the City of Richmond's Annual Report or other annual report basis.*

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- ADDED**      7.      **SIDEWALK WIDTH STANDARDS FOR ARTERIAL AND MINOR ARTERIAL ROADS**

(File Ref. No.)

**GP-274**

[See Page GP-274 for background material](#)

#### RECOMMENDATION

*Staff to evaluate sidewalk width standards for arterial and minor arterial roads and report back with recommendations.*

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### ADJOURNMENT

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## General Purposes Committee

Date: Monday, November 2, 2020

Place: Council Chambers  
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair  
Councillor Chak Au  
Councillor Carol Day (by teleconference)  
Councillor Kelly Greene (by teleconference)  
Councillor Alexa Loo  
Councillor Bill McNulty (by teleconference)  
Councillor Linda McPhail (by teleconference)  
Councillor Harold Steves (by teleconference)  
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:18 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on October 19, 2020, be adopted as circulated.*

**CARRIED**

### PLANNING AND DEVELOPMENT DIVISION

1. **RECOMMENDATION TO AWARD CONTRACT 6851P - VIDEO DETECTION SYSTEM HARDWARE, SOFTWARE AND SERVICES**  
(File Ref. No. 02-0775-50-6851) (REDMS No. 6523026)

It was moved and seconded

- (1) *That Contract 6851P - Video Detection System Hardware, Software and Services be awarded to Econolite Canada; and*

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- (2) *That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the contract between the City and Econolite Canada.*

**CARRIED**

**2. ESTABLISHMENT OF UNDERLYING ZONING FOR PROPERTIES DEVELOPED UNDER LAND USE CONTRACTS 008, 013, 022, 068, 100, 153 IN BROADMOOR**

(File Ref. No. 08-4430-03-09; 12-8060-20-010147/010148/010149/010150/010151/01052) (REDMS No. 6403748 v. 4; 6399105; 6444089; 6444236; 6400014; 6400557; 6403964; 6400707; 6404763)

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10147, to establish underlying zoning for the property developed under Land Use Contract 008, be introduced and given first reading;*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10148, to establish underlying zoning for the property developed under Land Use Contract 013, be introduced and given first reading;*
- (3) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10149, to establish underlying zoning for the properties developed under Land Use Contract 022 and to permit a housekeeping amendment, be introduced and given first reading;*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10150, to establish underlying zoning for the property developed under Land Use Contract 068, be introduced and given first reading;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10151, to establish underlying zoning for the properties developed under Land Use Contract 100, be introduced and given first reading; and*
- (6) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10152, to establish underlying zoning for the property developed under Land Use Contract 153 and to permit a housekeeping amendment, be introduced and given first reading.*

The question on the motion was not called as in reply to queries from Committee, Wayne Craig, Director, Development, by teleconference, advised that unlike the approach used for Land Use Contracts for single-family properties, no early termination bylaws are proposed to be brought forward for the remaining LUCs. Also, Mr. Craig noted that staff responded to approximately 15 enquiries as a result of the initial notification process, however additional notifications will be mailed as part of the Public Hearing process.

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

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3. **APPLICATION BY BROOK POONI ASSOCIATES FOR A  
TEMPORARY COMMERCIAL USE PERMIT FOR THE PROPERTY  
AT 13651 BRIDGEPORT ROAD**

(File Ref. No. TU 20-890999) (REDMS No. 6539497 v. 3; )

In reply to queries from Committee, Mr. Craig and Carli Williams, Manager, Business Licence and Bylaws, advised the following by teleconference:

- it is staff's opinion that introducing retail uses into an industrial area is contrary to the Official Community Plan (OCP) policies around preservation and intensification of industrial lands;
- the Temporary Commercial Use Application (TCUP) is before Council to legitimize the retail use while the applicant actively searches for an appropriately zoned site;
- staff were made aware of the unauthorized retail operations through complaints and found that the business was in contravention of the City's zoning regulations;
- if approved the TCUP would be valid for three years from the date of issuance, and that the Applicant would be eligible for one extension to the Permit for up to three additional years; and
- staff anticipate reporting back on the Industrial Lands Intensification Initiative in early 2021.

By teleconference, Lee Methot, Midland Appliances, spoke to the TCUP application. He stated that his business focuses on appliance sales to builders; however, he remarked that some builders have homeowners purchase their appliances directly, which is what has occurred in this instance. Mr. Methot advised that he was unaware that he was operating in contravention to the City's zoning regulation and once notified of his violation, he immediately took steps to be compliant.

Mr. Methot stated that he is actively searching for a suitable site that would permit retail operations and the TCUP application is to allow him to remain in business in the interim.

In reply to queries from Committee, Mr. Methot advised that he is seeking a location suitable to serve all his clientele; also he remarked that his business focuses on appliance sales for newly constructed homes or those under major renovation.

In reply to further queries from Committee, Mr. Craig advised that a business-to-business transaction is permissible at the subject site; however, the retail sale to an end consumer such as a homeowner / individual is in contravention to the City's zoning regulation.

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Mr. Craig noted that the applicant did apply for a zoning text amendment to legitimize the retail use, however the upcoming staff report on the Industrial Lands Intensification Initiative will address wholesale in industrial lands and in fact strengthen the prohibitions on retail within bonafide industrial areas. He further commented on the area immediately west of Knight Street, noting businesses like IKEA operate here as industrial retail is a permitted use.

It was moved and seconded

- (1) *That the application by Brook Pooni Associates for a Temporary Commercial Use Permit (TCUP) for the property at 13651 Bridgeport Road to permit a maximum of 1,490 m<sup>2</sup> (16,043 ft<sup>2</sup>) of floor area to be used for "Warehouse Sales" limited to the sale of household appliances, and the provision of 87 vehicle parking spaces, be considered for three years from the date of issuance; and*
- (2) *That this application be forwarded to the December 14, 2020 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.*

**CARRIED**

#### 4. **NON-PROFIT SOCIAL SERVICE AGENCY SPACE NEEDS – POLICY OPTIONS**

(File Ref. No. 07-3000-01) (REDMS No. 6503285 v. 7)

By teleconference, Lesley Sherlock, Planner 2, stated that the staff report responds to a referral concerning (i) the immediate need to seek opportunities to address the loss of at-risk, high priority non-profit organization (NPO) space and (ii) the need to identify options to increase the supply of affordable non-profit social service agency space in the City Centre and other appropriate locations. She highlighted the following information:

##### Loss of At-Risk, High Priority NPO Space

- a Non-Profit Organization Replacement and Accommodation policy is proposed to ensure that NPO tenants that may be displaced by redevelopment would be ensured replacement space, at 50% of market rent, in perpetuity;
- the space would be developer-owned and secured for NPO use by a legal agreement; and
- the impacted NPOs would have the first right of refusal to occupy the replacement space; if they were to opt to stay at their interim location, the space would be leased to another non-profit approved by the City.

##### Increase the Supply of Affordable Non-Profit Social Service Agency Space

- existing density bonus provisions in the Zoning Bylaw for Community Amenity Space may be used, and the proposed staff recommendation would provide staff with direction to do so; and

4.



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- the use of these provisions would not detrimentally impact contributions for civic facilities as they are not intended for civic purposes.

Ms. Sherlock stated that to further increase the supply of non-profit space, other measures may be taken. She remarked however that an economic analysis is required to determine viable and effective approaches, based on project and land use economics, as well as the need for functional space. Also, she stated that the COVID-19 impacts on supply and demand would need to be considered, therefore the analysis would be initiated in the second quarter of 2021 when the pandemic's impacts may be better understood.

She advised that staff would share the results of the analysis in the fourth quarter of 2021 and following Council's review of the analysis, staff would undertake consultation with the Richmond Community Services Advisory Committee (RCSAC), Richmond Caring Place Society, Urban Development Institute, senior governments, public partners and other stakeholders. Also, Ms. Sherlock stated that based on the results of the economic analysis and community consultation, a proposed policy framework, including an inter-departmental staff review process and criteria, would be proposed for Council's consideration.

In reply to queries from Committee, Ms. Sherlock provided the following information:

- Parts (1) and (2) of the proposed staff recommendations would be in effect as soon as approved by Council, while Parts (3) and (4) pertain to future actions;
- the proposed staff recommendations would address matters identified in the RCSAC's 2018 review of social service agency space needs; and
- the proposed Replacement and Accommodation policy is limited to 50% of market rent.

Discussion took place on the proposed 1:1 minimum replacement space in the form of developer-owned community amenity space to be secured for NPO use in perpetuity. It was noted that the proposed provision would treat a developer with many leases with NPOs differently than a developer with no leases with a NPO. It was noted that an irresponsible developer may terminate their lease with a NPO prior to redevelopment in an effort to avoid providing replacement space. Also, the need to consider unintended consequences of such a provision should be examined; for instance, property owners may be reluctant to rent space to NPOs.

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In reply to further queries from Committee, Ms. Sherlock advised that the language in the proposed NPO replacement and accommodation policy is broad to ensure agreement with the City's zoning regulations. Also, she stated that there are currently four agencies in the City Centre at risk of displacement due to redevelopment. Ms. Sherlock then advised that staff will be seeking a land economist specialist for the proposed economic analysis.

In response to Committee's discussion, Joe Erceg, General Manager, Planning and Development, advised that in the event a developer frees a building of NPOs, prior to the submission of a rezoning application, in an effort to avoid providing replacement space, their conduct would be taken into consideration as part of the rezoning process. Mr. Erceg then stated that Parts (1) and (2) of the proposed staff recommendation aim to address an area where there are currently no protections for NPO space, while Parts (3) and (4) look to examine incentives in an effort to increase supply of space for NPOs.

It was moved and seconded

- (1) *That Council Policy 5051 "Non-Profit Organization Replacement and Accommodation Policy", as outlined in the staff report titled, "Non-Profit Social Service Agency Space Needs – Policy Options" dated September 29, 2020 from the Director, Community Social Development be adopted;*
- (2) *That density bonus provisions in the Zoning Bylaw for Community Amenity Space be used to secure non-profit organization space;*
- (3) *That OCP Policy be reviewed and economic analysis of further policy options to increase the supply of non-profit space be conducted; and*
- (4) *That, following the proposed economic analysis, staff bring forward a policy framework, staff review process and criteria for securing community amenity options through the rezoning process for new developments for Council consideration.*

The question on the motion was not called as the Chair directed staff to examine the replacement space clause in the proposed policy to determine if the language needs revision in order to address concerns raised by Committee such as the timing of the application, and the history of tenants.

In reply to a query from Committee, Mr. Erceg stated that Council will have the opportunity to review rezoning applications including which NPO is seeking space as part of a rezoning process, and therefore it is suggested that the proposed policy's language in relation to tenant eligibility remain broad.

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

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The Chair advised that Items No. 5 and 6 would be considered in conjunction.

5. **CITY CENTRE AREA PLAN AMENDMENT – DEVELOPMENT PERMIT GUIDELINES FOR THE SPIRES ROAD AREA**

(File Ref. No. 08-4045-20-20) (REDMS No. 6467931 v. 13; 6461756)

6. **PARK LAND USE DESIGNATION CHANGES IN THE SPIRES ROAD NEIGHBOURHOOD**

(File Ref. No. 06-2345-01) (REDMS No. 6472121 v. 22; 6475467; 6473429; 6509641; 6474304)

By teleconference, Barry Konkin, Director, Policy Planning, accompanied by Alexander Kurnicki, Research Planner 2, provided background information and in reply to queries from Committee, advised the following:

- there have been challenges with the consolidation of lots into large development parcels in the central and eastern portions of the Spires Road area;
- in order to address these challenges, staff are proposing a number of changes to the CCAP road network to support the implementation of the Special Precinct Development Permit Guidelines, reduce the need for road closures, and improve pedestrian mobility in the area;
- the total parks and open space area within 400 m of the Spires Road Area significantly exceeds the minimum park quantity standards for the City Centre and therefore Parks is proposing to amend the land use designation of several lots from “Park” to “General Urban T4;”
- the proposed linear pedestrian linkages will facilitate access to and from the neighbourhood while meeting access needs for emergency services;
- staff have not examined an increase in density for the Spires Road area but can include this notion as part of the proposed upcoming public consultation process if given Council direction;
- the proposed design guidelines reduce the minimum area of private outdoor space from 37 m<sup>2</sup> to 30 m<sup>2</sup>; and
- given the importance of trees to the community, staff would work with developers to retain as many trees as possible in the redevelopment of the Spires Road area.

In reply to queries from Committee, Mr. Craig advised that the project at the corner of Cook Road and Cooney Road has an active, issued Development Permit.

Discussion took place and the following Committee comments were noted:

- diagonal pedestrian linkages are preferred as they provide users direct access to parks in the vicinity;

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- larger private outdoor space is paramount over a design element like a pitched roof;
- the minimum area of private outdoor space should remain 37 m<sup>2</sup>; and
- the proposed designation of four lots from “Park” to “General Urban T4” is not supported.

It was moved and seconded

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 10190, to amend the Development Permit Special Precinct Key Map to include the Spires Road area as a Special Precinct, and adding a new set of Special Precinct Development Permit Guidelines for this area to the City Centre Area Plan in Schedule 2.10, be introduced and given first reading;*
- (2) *That Bylaw 10190, having been considered in conjunction with:*
  - (a) *the City’s Financial Plan and Capital Program; and*
  - (b) *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 10190, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That the proposed amendments to the Specific Land Use Plan: Brighthouse Village (2031) to update the road network, park designation and pedestrian linkages as provided in the report dated October 5, 2020, from the Director of Policy Planning be endorsed to proceed to public consultation;*
- (5) *That staff proceed with public consultation regarding the proposed amendments to the conceptual Park Land Use Designation in the Spires Road Neighbourhood as outlined in the staff report titled “Park Land Use Designation Changes in the Spires Road Neighbourhood,” dated October 5, 2020, from the Director, Parks Services and report back to Council with the results of the process.*

The question on the motion was not called as discussion took place on Committee’s comments regarding pedestrian linkages, the size of private outdoor space, and density provisions and as a result, the following **referral motion** was introduced:

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It was moved and seconded

*That the staff reports titled “City Centre Area Plan Amendment – Development Permit Guidelines for the Spires Road Area” dated October 5, 2020 from the Director, Policy Planning and “Park Land Use Designation Changes in the Spires Road Neighbourhood” dated October 5, 2020, from the Director, Parks Services, be referred back to staff to review the provision of pedestrian linkages, including the northeast and southeast corners of the eastern edge of the Spires Road Area.*

The question on the referral motion was not called as the following **amendments** were introduced:

It was moved and seconded

*That other roof options in an effort to maintain the minimum 37 m<sup>2</sup> area of private outdoor space be added to the referral.*

**CARRIED**

It was moved and seconded

*That density and the provision of green space options be added to the referral.*

**CARRIED**

Opposed: Mayor Brodie  
Cllrs. Loo  
McPhail

The question on the main referral motion, which now reads,

*“That the staff report titled “City Centre Area Plan Amendment – Development Permit Guidelines for the Spires Road Area” dated October 5, 2020 from the Director, Policy Planning and the staff report titled “Park Land Use Designation Changes in the Spires Road Neighbourhood” dated October 5, 2020, from the Director, Parks Services, be referred back to staff to examine:*

- (1) the provision of pedestrian linkages, including the northeast and southeast corners of the eastern edge of the Spires Road Area;*
- (2) other roof options in an effort to maintain the minimum 37 m<sup>2</sup> area of private outdoor space; and*
- (3) density and the provision of green space options.”*

was then called and it was **CARRIED**.

In reply to a query from Committee, Mr. Craig spoke to applications currently under review by staff and Mr. Erceg clarified that staff will continue processing said applications unless otherwise instructed by Council resolution.

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:59 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the meeting of the General  
Purposes Committee of the Council of the  
City of Richmond held on Monday,  
November 2, 2020.

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Mayor Malcolm D. Brodie  
Chair

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Hanieh Berg  
Legislative Services Associate



# City of Richmond

## Report to Committee

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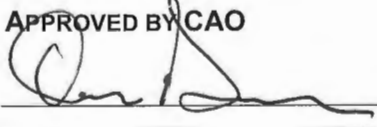
**To:** General Purposes Committee  
**From:** Grant Fengstad  
Director, Information Technology  
**Date:** Oct 6, 2020  
**File:** 04-1300-01/2020-Vol  
01  
**Re:** **Award of Contract 6722P – Supply and Delivery of Computer Equipment and Related Services**

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### Staff Recommendation

1. That contract 6722P – Supply and Delivery of Computer Equipment and Related Services for an initial three-year term estimated at \$845,910 exclusive of taxes, with an option to renew for one further two-year term for a maximum of five years, be awarded to Compugen, Inc.; and
2. That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with Compugen, Inc.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Finance Department	<input checked="" type="checkbox"/>	 for Andrew Nazareth
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The City has adopted a “best practice” refresh program to ensure that the lifecycle for Information Technology assets are providing the best value to the City and being updated as they become “end of life”. Corporate computers are replaced on a five-year refresh cycle with approximately 20% of the inventory being updated each year. This provides up to date technology on a rolling basis to City employees that enable a high level of performance in serving the needs of the community. Having a managed refresh program reduces Corporate risk by planning and scheduling replacement versus responding to computer failures and breakage. In addition, facilitating the move from desktops to laptops to support remote work.

Information Technology manages a current inventory of approximately 1600 desktop and 400 laptop devices. Each year, approximately 400 of these devices are updated to current technology standards.

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

*Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.*

*2.1 Continued leadership in addressing climate change and promoting circular economic principles.*

*2.2 Policies and practices support Richmond's sustainability goals.*

This report supports Council’s Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

*Accountable, transparent, and responsible financial management that supports the needs of the community into the future.*

*5.3 Decision-making focuses on sustainability and considers circular economic principles.*

### Analysis

#### RFP Process

RFP 6722P - Supply and Delivery of Computer Equipment and Related Services was posted to BC Bid on July 2nd, 2020 and closed on August 10th, 2020.

The RFP set out the City’s requirements for computer equipment for a 5-year period, detailing technical specifications, quantities required by year and service level expectations.



Five proposals were received by the closing date from the following proponents:

- Compugen Inc.
- Island Key Computers
- Microserve
- Prototype Integrated Solutions Inc.
- Risentex Enterprises Ltd

### Review Process

Staff initially evaluated the five proposals against pre-determined criteria that included:

- Proponent experience, including references
- Ability to provide the required services
- Ability to meet technical requirements, including stated specifications
- Financial proposal
- Circular economy assessment

The results of the team's initial evaluation of proposals are shown below:

Table 1- Results of First Stage Evaluation

<b>Proponent</b>	<b>Evaluation Score</b>	<b>Proposed price to supply required equipment during initial 3-year contract term</b>
<b>Compugen Inc.</b>	72.0%	\$845,910
<b>Island Key Computers</b>	68.2%	\$1,062,018
<b>Microserve</b>	66.3%	\$991,730
<b>Risentex Enterprises Ltd</b>	43.8%	\$1,348,904
<b>Prototype Integrated Solutions Inc.</b>	12.7%	\$2,792,377

The evaluation showed that two proponents were not able to meet or able to provide the services or technical requirements requested and removed from further evaluation. The three remaining proponents were requested to provide test equipment for technical evaluation and physical assessment, where a pass or fail assessment was applied.

The result of the technical testing and physical assessment of the equipment was as follows:

Table 2- Results of Second Stage Evaluation

<b>Proponent</b>	<b>Technical Testing (Pass/Fail)</b>	<b>Physical Assessment (Pass/Fail)</b>
<b>Compugen Inc.</b>	Pass	Pass
<b>Island Key Computers</b>	Pass	Pass
<b>Microserve</b>	Fail	Pass

Based on the team's evaluation of proposals and the results of the second stage technical testing and certification process, Compugen's proposal received the highest overall score (shown in Table 1).

To further confirm Compugen's ranking, the team conducted an online interview, which confirmed the submission content and did not uncover any concerns. Through the interview process, adoption to circular economy best practices was discussed at length. Compugen has an existing program known as Green4Good that will responsibly recycle end of life computers and not create any waste.

### **Contract Term**

The recommended contract length is for a three-year term with an option to renew for an additional two one-year terms, for a maximum of five years.

### **Financial Impact**

None.

### **Conclusion**

This report presents the RFP summary results for Contract 6722P – Supply and Delivery of Computer Equipment and Related Services. It is recommended that a contract be awarded to Compugen Inc. as the most responsive and responsible bidder with the initial three-year term estimated at \$845,910, exclusive of taxes.

*Harjap Bardin*

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# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** October 26, 2020

**From:** James Cooper, Director, Building Approvals

**File:** 10-6125-07-02/2020-  
Vol 01


Peter Russell, Director, Sustainability and District  
Energy

**Re:** Energy Step Code Requirements for Part 9 Residential and Part 3 Hotel Buildings

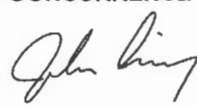

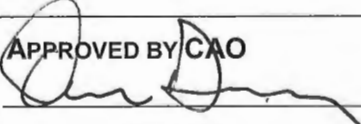
### Staff Recommendation

1. That Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205, which updates existing Step Code requirements for Part 9 residential buildings and introduces Step Code requirements for Group C occupancy hotels, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first reading; and
2. That for Part 3 Hotels and Motel buildings, and for Part 9 buildings currently required to build to Step 1 and requiring a Development Permit (e.g. duplexes), notwithstanding the adoption of Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205:
  - (a) If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with energy efficiency requirements applicable prior to the adoption of Bylaw 10205; or
  - (b) If an acceptable Development Permit application has been submitted to the City prior to adoption of Bylaw 10205, is considered and endorsed by the Development Permit Panel prior to December 15, 2021, and has a complete Building Permit application acceptable to the City submitted prior to December 15, 2021, the owner may apply for a Building Permit in compliance with energy efficiency requirements applicable prior to adoption of Bylaw 10205.

  
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Att. 7

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Law	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

In July 2018, Council adopted energy efficiency requirements of the BC Energy Step Code for new Part 9 residential buildings, and for Part 3 multi-unit residential, office and commercial buildings. At the same meeting, Council also approved amendments to the Official Community Plan (OCP) to include a schedule detailing new future Building Regulation Bylaw amendments in early 2020, 2022 and 2025 respectively, subject to future Council approvals to support the City's greenhouse gas (GHG) reduction targets.

This report includes a proposed amendment to City of Richmond's Building Regulation Bylaw 7230 that references higher Step Code requirements for new Part 9 residential buildings (single-detached, duplex and townhouse homes), and adds Step Code requirements for the additional "Group C occupancy" of Hotel and Motel uses. The Bylaw amendments introduce a 'two-option' Step Code format, where homebuilders and developers have the choice of meeting the prescribed Step Code performance requirement or a one-Step relaxation for installing (or connecting to) a low-carbon building energy system (LCES).

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

*2.1 Continued leadership in addressing climate change and promoting circular economic principles.*

The implementation of Part 9 building requirements were originally scheduled to be considered earlier in 2020 but were delayed in consideration of the current COVID-19 pandemic. Staff undertook extensive online consultation with local homebuilders and developers from May to July 2020, engaging over 250 participants in total, which signaled industry support for the proposed Bylaw amendments. The report discusses financial considerations for developers; given the broadening of choices for builders and the minimal financial impact, staff believe the introduction of the bylaw changes are appropriate at this time.

### Analysis

The Province's 2018 CleanBC Plan signaled that a "net zero energy-ready" level of energy efficiency will be required of all new buildings in the 2032 BC Building Code, specifically:

*Compared to the current base BC Building Code, new homes will be:*

- 20 per cent more energy efficient by 2022,
- 40 per cent more energy efficient by 2027, and
- 80 per cent more energy efficient by 2032, the net-zero energy ready standard.

The above increases in minimum BC Building Code requirements are equivalent to Steps 3, 4 and 5 respectively for new Part 9 residential buildings, and Steps 2, 3 and 4 respectively for new Part 3 "Group C occupancies" (i.e., multi-unit residential buildings, including hotels and motels).

### City of Richmond Energy Step Code Requirements and Timing

The current OCP schedule (Table 1) of forecasted increases in Energy Step Code requirements indicates that new buildings in Richmond will be required to build to the highest level of the Step Code beginning in 2025, seven years in advance of Provincial requirements. The City's aggressive schedule was justified because the City already had 'above code' rezoning requirements and had invested heavily in capacity building with local builders, including providing subsidized air tightness training and testing. Given the sea-change in building design and construction now underway, catalyzed by the BC Energy Step Code, ongoing support for builders will be key to the City's continued success in reducing GHGs on this timeline. Further acceleration of the schedule set out in the OCP is expected to create non-compliances with energy performance requirements resulting in delayed approvals and expensive remedial actions.

**Table 1 – Schedule Showing Current OCP, Proposed and Future Step Code Requirements**

	<b>Adopted Bylaw</b>	<b>Proposed Bylaw Amendment</b>	<b>Subject to future Council approval</b>	
<b>Time of Building Permit Application</b>	<b>Sept. 2018</b>	<b>Dec. 2020</b>	<b>Jan. 2022</b>	<b>Jan. 2025</b>
<b>Part 9 Residential</b>				
Townhomes & Apartments	Step 3	<b>Step 3 OR Step 2 + LCES (a)</b>	<b>Step 4 OR Step 3 + LCES (b)</b>	<b>Step 5 OR Step 4 + LCES (b)</b>
Single Family, Duplex & Other Residential	Step 1	<b>Step 3 OR Step 2 + LCES (a)</b>	<b>Step 4 OR Step 3 + LCES (b)</b>	<b>Step 5 OR Step 4 + LCES (b)</b>
<b>Part 3 Development</b>				
Office & Retail Buildings	Step 2	Same as 2018	Step 3 (c)	Step 3 (c)
Residential Wood frame Low/Mid-Rise	Step 3	Same as 2018	Step 4 (c)	Step 4 (c)
Residential Concrete Towers	Step 3 OR Step 2 + LCES	Same as 2018	Step 3 (c)	Step 4 (c)
Hotels & Motels	n.a.	<b>Step 3 OR Step 2 + LCES</b>	<b>Same as 2020 (c)</b>	<b>Step 4 OR Step 3 + LCES (c)</b>

**(a)** – Greenhouse Gas Intensity no more than 6 kg CO<sub>2</sub>e / m<sup>2</sup>/ year [or] ≤ 1.2 tCO<sub>2</sub>e / year

**(b)** – Greenhouse Gas Intensity no more than 3 kg CO<sub>2</sub>e / m<sup>2</sup>/ year [or] ≤ 0.6 tCO<sub>2</sub>e / year

**(c)** – LCES targets for 2022-2025 Part 3 residential and commercial to be developed in 2021

Attachment 1 includes further detail on Provincial Code direction and Council-endorsed climate action targets.

### Incenting GHG Emission Reductions Using a Low Carbon Energy System Policy

The BC Energy Step Code has been highly effective as a performance-based framework that reduces the total amount of thermal and mechanical energy used in a new building. The Step

Code does not however directly limit carbon emissions via a specific metric, since it is ‘fuel agnostic’ as to the source of energy used in a building.<sup>1</sup>

The City of Richmond has pioneered a novel method of incenting low carbon mechanical systems in new buildings using the Step Code. This approach provides homebuilders and developers with two options to satisfy minimum energy performance requirements in Richmond’s Building Regulation Bylaw. As proposed, this ‘two-option’ or ‘Step down’ framework would provide applicants with the following choices:

- (a) Meet the current minimum Energy Step Code performance level as set in Building Regulation Bylaw No. 7230 for that building type (e.g., Step Code level 3); or,
- (b) Meet a one Step lower performance level (e.g., Step Code level 2) with installation of, or connection to, a low carbon energy system, in accordance with the requirements in Building Regulation Bylaw No. 7230.

The trade off between a higher investment in the building envelope to meet the Step Code requirement, versus meeting a one Step lower requirement, provides an incentive to install a low carbon energy system that provides energy efficient heating and cooling services powered by low-carbon BC grid electricity and/or renewable natural gas.

#### Engaging the Construction Industry on Proposed Bylaw Amendments

City staff organized and facilitated extensive online engagement of local homebuilders and developers from May to July 2020, using a series of ‘virtual Builder Breakfasts’ for Part 9 residential buildings, as well as two developer webinars for Part 3 hotels and motels. The City’s online engagement was amongst the most extensive to date, with over 250 participants in total (homebuilders, developers, contractors, Energy Advisors and building officials) from six online webinar and workshop sessions. See Attachment 2 for details on the City’s engagement process and feedback results.

#### **Proposed Bylaw Amendments for Part 9 Residential Buildings**

At present, new detached and duplex houses in Richmond must meet Step 1 of the Energy Step Code. Current bylaw requirements for townhouses requires that they meet Step 3, in terms of energy performance. These requirements entered into force on September 1, 2018. However, projects with ‘in stream’ Development Permits were allowed to build to the previous requirements, as long as an acceptable Building Permit application was submitted to the City prior to the end of 2019. Step Code requirements have been applied to new townhouse developments submitting Building Permit applications since January 1, 2020.

To date, Richmond homebuilders have successfully transitioned to the Energy Step Code, easily meeting airtightness and building envelope performance metrics (see Attachment 3), in part because of subsidized training and airtightness testing provided by the City.

#### Proposed Bylaw Amendment

The proposed Building Regulation Amendment would align Energy Step Code requirements for all Part 9 residential buildings. With Council approval, these requirements would enter into

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<sup>1</sup> New buildings built to the top level of the Step Code (effectively near the Passive House standard), have ultra low thermal energy demand and tend to use all-electric heating systems.



force on December 15, 2020. In order to maximize GHG reductions, while providing local homebuilders with two options for energy performance, a one-Step relaxation would be available to applicants installing a low carbon energy system, as shown in Table 1.

For Part 9 buildings, staff propose that the definition of an LCES be tied to achieving an absolute carbon performance level to qualify for a one-Step relaxation. For 2020, a 6 kg / m<sup>2</sup> carbon target allows industry an easier transition toward lower carbon mechanical equipment in new homes, relative to a more stringent 3 kg / m<sup>2</sup> requirement that staff is considering recommending for 2022, subject to future Council approval. At 6 kg / m<sup>2</sup>, builders still can install a mix of energy efficient gas and electric heating systems, while growing the market for electric heat pump systems. The 2020 requirements also include a 1.2 tonne limit, ensuring that smaller homes (under 200 m<sup>2</sup> in floor area) are not penalized relative to larger homes, given the higher energy use of smaller homes on a per square metre basis. See Attachment 4 for staff's presentation to local builders on proposed requirements, including live polling results on timing options for the Step Code framework, and preferred LCES carbon intensity metric.

Based on the performance of local homebuilders in implementing beyond-Code energy performance to date, staff are confident that builders will be able to successfully construct to the proposed schedule of Energy Step Code requirements, set out to 2025.

Regarding financial considerations, staff relied on the Province's 2018 costing study assessing the additional capital cost of building to Energy Step Code requirements relative to minimum prescriptive code requirements. The study reported that the lowest identified incremental costs of building a smaller detached house of 237m<sup>2</sup> (2,551 ft<sup>2</sup>) to Steps 2 and 3 were just 0.2% and 0.7% respectively above that for a minimum code compliant building, while the lowest identified incremental capital costs for building a 511m<sup>2</sup> (5,500 ft<sup>2</sup>) house to Steps 2 and 3 were 1.0% and 1.1% respectively.

Because townhouses are already required to achieve Step 3, the addition of the new Step 2 + LCES option may reduce total capital costs for these projects. The Province's 2018 costing study indicated that for a townhouse building comprised of six units of 1,720 ft<sup>2</sup> each, the lowest identified capital cost for building to Step 2 was 0.2% lower than building to Step 3. Townhouse builders would want to assess the further cost of implementing a low carbon energy system in a Step 2 building when deciding which compliance option to select.

### **Proposed Bylaw Amendments for Part 3 Hotels and Motels**

There are no Step Code performance requirements for new hotels and motels in Richmond at present. When Council adopted the Energy Step Code into local regulation in July 2018, the Province of BC had not yet created Step Code requirements for new hotels and motels, which were later added to the BC Building Code. New hotels currently have to meet current prescriptive energy requirements within the BC Building Code of either ASHRAE 90.1 (2016) or the National Energy Code for Buildings (2015). Within the City Centre Area, new hotel projects would need to consider LEED<sup>TM</sup> Silver sustainability measures at the time of rezoning.

#### **Proposed Bylaw Amendment**

The proposed Building Regulation Amendment introduces Energy Step Code requirements for new Part 3 Hotels and Motels, with Energy Step Code requirements coming into force on December 15, 2020. In order to maximize GHG reductions, a one-Step relaxation in Step Code

requirements will be available to applicants installing an LCES, or connecting to the City's district energy system (Table 1), similar to options available for concrete frame multi-unit residential buildings. See Attachment 5 for City staff presentation on proposed requirements.

Regarding financial considerations, the Province's 2018 costing study found that the most cost-effective approach for building a 9,520 m<sup>2</sup> ten-story hotel to Step 3 would increase overall capital costs by only \$1/m<sup>2</sup>, or less than 0.1% relative to minimum prescriptive code requirements. The study also calculated that the 33% improvement in energy efficiency would result in a simple cost payback within half a year of building occupancy. The lowest assessed incremental cost of building this hotel to a Step 2 performance level actually reduced total capital expenditures by 0.2% (\$57 per m<sup>2</sup>) below that of building to minimum code requirements.

In-stream provisions for new buildings subject to a development permit are detailed in Attachment 6. These accommodate the request from the Urban Development Institute (UDI) to extend the in-stream allowance beyond six months (Attachment 7).

### Next Steps

During the first half of 2021, City staff will undertake technical analysis, and engage Richmond's builders / developers on proposed Step Code bylaw amendments for January 2022.

### **Financial Impact**

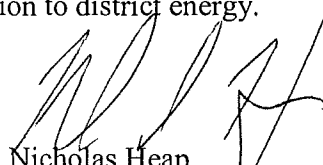
None.

### **Conclusion**

Implementing new BC Energy Step Code requirements for Part 9 Residential buildings and for Part 3 Hotels and Motels advances the City's policy objectives for energy efficiency and greenhouse gas emission reduction in new construction. The incremental increases in Part 9 Step Code requirements for 2020 have been anticipated by builders since the introduction of the Step Code in 2018. Extending Step Code requirements to Hotels and Motels brings consistency in applying the Step Code to Part 3 buildings. The recommended two-option framework for Step Code requirements offers builders increased choice and encourages use of low carbon energy through in-building low carbon systems, or connection to district energy.



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- Att. 1: Provincial Direction on Step Code and Richmond's Climate Action Targets  
2: 2020 Online Builder and Developer Engagement on the Energy Step Code  
3: City of Richmond Progress on Step Code Adoption for Part 9 Residential Buildings  
4: City of Richmond staff presentation at online Builder Breakfast workshop, May 20, 2020  
5: City of Richmond staff presentation at online Hotel Developer workshop, June 24, 2020  
6: Provision for In-Stream Development Permits  
7: Letter from Urban Development Institute – Propose Energy Step Code Implementation for New Hotel Developments



## Provincial Direction on Step Code and Richmond's Climate Action Targets

The BC Energy Step Code sets out graduated energy performance requirements for new buildings, and is a key policy and regulatory tool that local governments can utilize to achieve higher building energy performance than base requirements in the BC Building Code (BCBC). The Province of BC has signaled that a “net zero energy-ready” level of energy efficiency will be required of all new buildings in the 2032 BCBC.

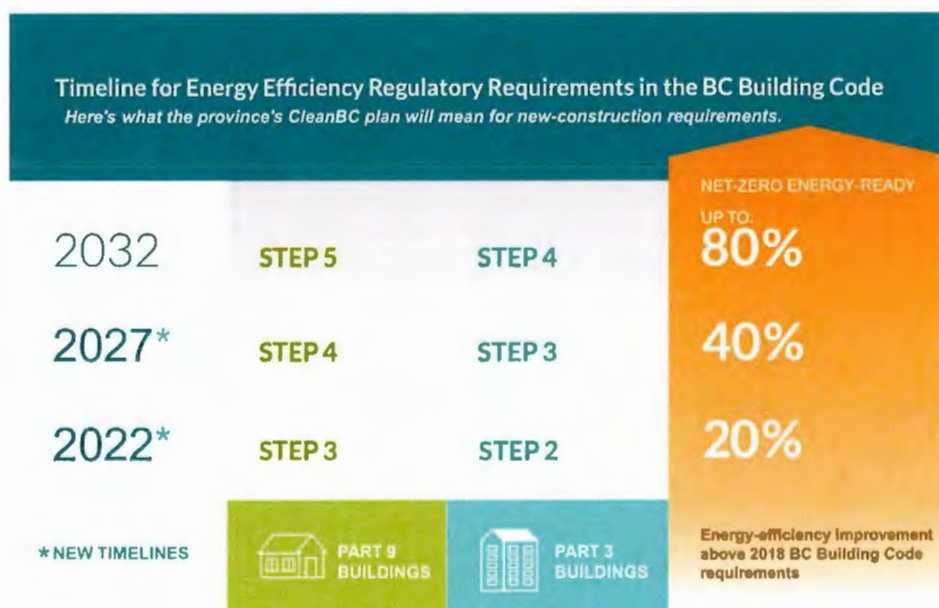
The Province's CleanBC Plan (2018), states that:

*Compared to the current base BC Building Code, new homes will be:*

- 20 per cent more energy efficient by 2022,
- 40 per cent more energy efficient by 2027, and
- 80 per cent more energy efficient by 2032, the net-zero energy ready standard.<sup>2</sup>

In line with the CleanBC commitment, the Province is now revising minimum performance requirements for the next edition of the BCBC, in order to achieve a 20% improvement in the energy efficiency for all new buildings. When adopted, these new regulations would come into force in the BCBC in December 2022, and would apply to new construction beginning in 2023. The following figure shows timing of future BCBC energy efficiency targets mapped against equivalent Step Code levels for both Part 9 and Part 3 residential buildings.

## Timeline for Energy Efficiency Requirements in the BC Building Code



<sup>2</sup>“Net zero energy ready” is generally understood to mean reducing building energy requirements for heating, cooling, ventilation and hot water to a level where it becomes possible to meet all remaining building energy requirements by means of on-site renewable energy resource such as roof-top solar power or geo-exchange systems.

Richmond's community-wide GHG emission reduction targets, as stated in the Official Community Plan (2041) sets a reduction target of 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050. The OCP also includes a separate energy efficiency goal of reducing building energy use by 10% below 2007 levels by 2020.

In March 2019, Council directed staff to identify measures capable of reducing Richmond's GHG emissions by 50% below 2007 levels by 2030, and achieving net zero emissions by 2050. In January 2020, following significant community engagement in 2019 on the City's revised Community Energy and Emissions Plan, Council endorsed eight strategic directions to achieve these deeper targets, including the following objectives for new buildings (see figure below).

### Climate Action Direction #3 for New Buildings

#### CARBON NEUTRAL ENERGY FOR NEW BUILDINGS

*Major Move for 2020-2030*

##### DIRECTION 3

All new building applications will meet the applicable (for building type) top performance level of the BC Energy Step Code starting in 2025, and be powered by low carbon energy systems (in-building or district energy).



##### Carbon Reduction Impact by 2030:

- ✓ Achieve 80% low-carbon energy supply for heating and cooling district-energy-connected buildings in Richmond.
- ✓ All new buildings completed after 2025 (not connected to district energy) will consume 50% less energy and emit two-thirds less greenhouse gases than new buildings built in 2017.



## 2020 Online Homebuilder and Developer Engagement on the Energy Step Code

City staff organized and facilitated extensive online engagement of local homebuilders and developers from May to July 2020, using a series of ‘virtual Builder Breakfasts’ for Part 9 residential buildings, as well as two developer webinars for Part 3 hotels and motels. These sessions provided attendees with backgrounds on proposed Step Code amendments to the City’s Building Regulation Bylaw to be introduced in 2020, subject to Council approval.

The engagement process fully achieved City objectives to:

- Conduct a successful, COVID-19 appropriate, online engagement series with Richmond’s design and construction community;
- Be consistent with previous Council policy on Step Code adoption and timing;
- Maximize options to reduce carbon emissions from new buildings;
- Where opportunities exist, seek consistency in Step Code requirements throughout the Metro Vancouver region; and,
- Maintain and build upon the City’s excellent relationship with the development community.

Virtual Builder Breakfasts	Topic Summary	Participant Stats
May 6, 2020	<ul style="list-style-type: none"> <li>• Update on Step Code market adoption in Richmond</li> <li>• December 2019 changes to BC Building Code (Step Code)</li> <li>• Overview on City’s plan to adopt higher Step Code levels</li> </ul>	<b>Attendees</b> 55 in total; with 45 homebuilders, four Energy Advisors, and 6 City staff
May 13, 2020	<b>Joint event with City of New Westminster</b> <ul style="list-style-type: none"> <li>• Integrated design – essential tool for high performance buildings (Einar Halbig, E3 EcoGroup)</li> <li>• High performance, low-carbon HVAC mechanical systems (Rob Pope, Ecolighten)</li> <li>• High performance design and construction by Victoreric</li> </ul>	<b>Attendees</b> 148 in total; with 115 homebuilders, designers, energy advisors and presenters; 13 staff from Richmond and New West; 20 from other local governments
May 20, 2020	<b>Virtual Workshop with Live Polling</b> on a proposed two-option Step Code framework: <ul style="list-style-type: none"> <li>• Step Code relaxations for low carbon energy systems</li> <li>• Defining a two-option approach for Richmond</li> <li>• Timing of Step Code requirements in 2020 and 2022</li> <li>• Defining LCES in our Building Regulation Bylaw</li> <li>• Supporting our construction community</li> <li>• LCES incentives for Part 9 (Roberto Pecora, ZEBx)</li> </ul>	<b>Attendees</b> 76 in total; with 63 homebuilders, designers, energy advisors and presenters; and 13 staff from other local governments
July 15, 2020	<ul style="list-style-type: none"> <li>• City staff presentation on proposed updates to Richmond’s Building Bylaw, with new efficiency requirements for fall 2020 and January 2022.</li> <li>• Case study of high performance building envelopes, with several projects featured by Victoreric, including a Step Code level 4+ home in Terra Nova.</li> </ul>	<b>Attendees</b> 73 in total; with 55 homebuilders, designers, energy advisors; and 13 staff from other local governments; and 5 City staff



## Summary of Key Feedback – Part 9 Homebuilders, Contractors and Trades

The following points summarize feedback received during the 2020 Builder Breakfast series:

- Participants favour the ‘two-option’ Step Code proposal by the City, as it would provide two paths for applicants to satisfy the Building Regulation Bylaw requirement, with a one-Step relaxation available for installation of a low carbon energy system (LCES).
- Participants prefer that the LCES relaxation be limited to a single Step, as opposed to a two-Step relaxation approach (like West Vancouver has implemented).
- The current timing of expected Step Code increments in 2020, 2022 and 2025, as per current City of Richmond OCP schedule, is preferred, with participants signaling it would be achievable.
- Participants like an incremental approach to setting carbon intensity limits as a performance definition for LCES (i.e., 5.5 kg CO<sub>2</sub>e / m<sup>2</sup> / year in 2020, dropping to 3 kg CO<sub>2</sub>e / m<sup>2</sup> / year in 2022). This provides time for industry to transition to electric heat pump mechanical systems, while still allowing for mixed natural gas and electric heating systems to occur in new buildings in the near term. [Note the 5.5 kg limit was rounded to 6 kg in the eventual Amendment]
- Participants understood the point in the City staff presentation that the proposed Amendment may also include a fixed carbon limit (tonnes of carbon emitted annually) in the LCES definition, to ensure smaller floor area houses are not unintentionally penalized by a carbon intensity limit.
- Local construction community sees value the current Bylaw requirement that a mid-construction airtightness test be conducted (prior to drywall installation) to ensure the project is on track to meet the Step Code airtightness target, and they see continued value in this requirement.

Developer Webinars	Topic Summary	Participant Stats
June 24, 2020	<ul style="list-style-type: none"> <li>• Update on Step Code market adoption in Richmond</li> <li>• Local governments with new Step Code requirements for hotels. and LCES relaxation option available</li> <li>• Proposed Bylaw Amendment with Step Code req's and how LCES relaxation applies within district energy areas</li> </ul>	<b>Attendees</b> 14 in total; with 8 developers and architects; rep's from Urban Development Institute; and 6 City staff
July 8, 2020	<ul style="list-style-type: none"> <li>• Treatment of in-stream hotel development applications</li> <li>• Expected timing of Bylaw Amendment in fall 2020, and Step Code requirements in 2022</li> </ul>	<b>Attendees</b> 12 in total; with 7 developers and architects; rep's from Urban Development Institute; and 5 City staff

## Summary of Key Feedback – Part 3 Hotel Developers

The following summarizes feedback received from hotel developers and UDI Pacific Region representatives during summer 2020 developer webinars:

- Participants favour extending the ‘two-option’ Step Code approach (currently only available to concrete-frame multi-unit residential buildings) to Hotels / Motels in the proposed Amendment.
- The current Part 3 LCES definition was viewed as sufficient for the proposed 2020 Building Regulation Bylaw Amendment. Participants understood that this definition would be reviewed in 2021, as part of developing proposed 2022 Bylaw amendments.
- City staff adjusted the in-stream allowance from six to 12 months for Hotels / Motels subject to a development permit, accommodating a request from the Urban Development Institute.

### **City of Richmond Progress on Step Code Adoption for Part 9 Residential Buildings**

The BC Energy Step Code was adopted by the City of Richmond in July 2018, with Step Code requirements entering into force in September 2018.

Largely owing to policies implemented by the Province and federal government in response to housing affordability issues, the pace of construction in new detached housing was considerably slower than expected during late 2018 and 2019, and very few detached homes built to Energy Step Code requirements reached completion before the start of 2020. The slowdown in new detached house construction resulted in no homes built to Energy Step Code requirements from reaching final inspection until fall 2019. Lacking information on how well local homebuilders were able to comply with the new Step 1 requirements, staff postponed making recommendations on increased Energy Step Code requirements until the level of compliance achieved by homebuilders to Step 1 requirements was better understood.

As of July 2020, 59 single-detached and two-unit buildings containing 82 dwelling units have been built to Step 1 requirements and approved for occupancy. It is now clear that Richmond homebuilders have done very well in meeting the new requirements of the Energy Step Code. In addition to incorporating energy modelling in building design, and integrating energy efficient features, local homebuilders have achieved particular success in improving the airtightness (and thus, the comfort and indoor air quality) of these new homes relative to those built before Energy Step Code requirements were put in place. Council's direction to invest resources into an Airtightness Training Program appears to have played a significant role in helping local homebuilders gain the new skills necessary for success in building to the Energy Step Code.

Owing to the in-stream provisions noted above, no townhouse projects subject to Energy Step Code requirements have yet been completed, but many townhouse projects built over the past four years have been designed and constructed to meet beyond-Code EnerGuide 82 requirements. These townhouses have incorporated many of the energy efficiency upgrades that would also be effective in achieving Step 2 or Step 3 under the Energy Step Code. The biggest change in going from EnerGuide 82 to Step 2 or Step 3 of the Energy Step Code will be achieving the mandatory airtightness target, which is expected to result in a significant improvement in the overall energy performance of these buildings. As noted above, Richmond actively supports local builders to gain the required knowledge and skills through the Airtightness Training Program.

In sum, the ability of builders to build successfully to the City's new Energy Step Code requirements has exceeded expectations. Staff are confident that the local construction industry is gaining the skills and experience needed to meet the next increment of Energy Step Code requirements.



#### TODAY'S AGENDA:

##### Workshop on a Tiered Energy Step Code Framework

- Potential approaches for a two-option Step Code framework
- ✓ Feedback on Richmond's Two-Option Part 9 (TOP9) Energy Step Code framework
- ✓ Feedback on defining a "Low Carbon Energy System"
- Live polling of participants via an easy-to-use survey tool.*
- New incentives for low-carbon mechanical systems



## Part 9 | Step 5: Net Zero Ready New Construction



## What Does the BC Energy Step Code Measure?

Performance Requirements For:

✓ **Building envelope**





## What Does the BC Energy Step Code Measure?

Performance Requirements For:

- ✓ Building envelope
- ✓ **Equipment and systems**



## What Does the BC Energy Step Code Measure?

Performance Requirements For:

- ✓ Building envelope
- ✓ Equipment and systems
- ✓ **Airtightness (as-built)**

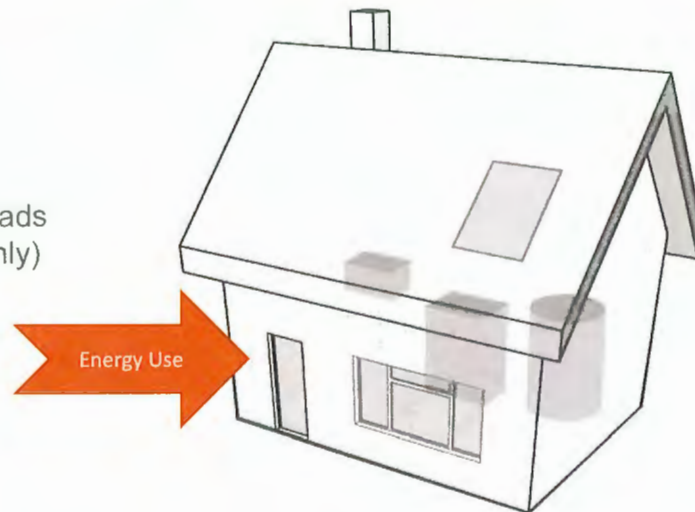




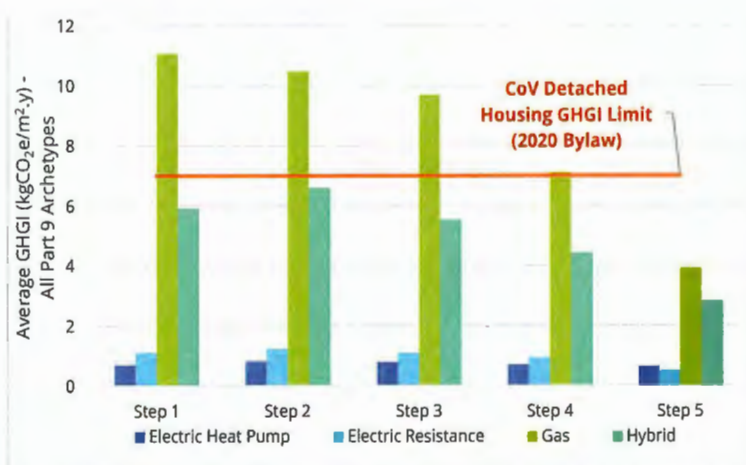
## Equipment Efficiency Metrics

### Energy Use

- Heat
- Water heating
- Ventilation
- Lights and plug loads (large buildings only)



## GHG Emissions & BC Energy Step Code



Graph Source: Integral Group. June 2019. Implications of BC Energy Step Code on GHG Emissions

- Step Code on its own does not necessarily achieve very low GHG emissions
- Gas systems are being widely implemented as part of Energy Step Code Part 9 buildings





To: General Purposes Committee

Date: November 29, 2019

From: Peter Russell  
Director, Sustainability and District Energy

File: 10-6125-07-02/2019

Re: Community Energy and Emissions Plan 2020-2050 Directions

### CARBON NEUTRAL ENERGY FOR NEW BUILDINGS

### Major Move for 2020-2030

#### DIRECTION 3

All new building applications will meet the applicable (for building type) top performance level of the BC Energy Step Code starting in 2025, and be powered by low carbon energy systems (in-building or district energy).



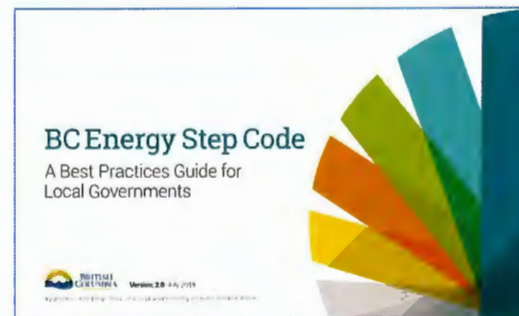
#### Carbon Reduction Impact by 2030:

- ✓ Achieve 80% low-carbon energy supply for heating and cooling district-energy-connected buildings in Richmond.
- ✓ All new buildings completed after 2025 (not connected to district energy) will consume 50% less energy and emit two-thirds less greenhouse gases than new buildings built in 2017.



## “Two Option Part 9” (TOP9) Energy Step Code Framework

- A two-option Energy Step Code framework offers builders choice, while encouraging low-GHG development:
  - Option A: **Step X**
  - [or]
  - Option B: **Step (X – n) with a low-carbon energy system**
- This two-option approach is already used for **Part 3** construction in **Richmond**, Burnaby, Surrey, Vancouver, New Westminster and UBC
- Included in the *Best Practices Guide for Local Governments v.2*



*“Offering industry a relaxation clause that will also reach climate objectives”*



## WORKSHOP: Setting the direction for our Building Bylaw update

- ✓ Feedback on Richmond's Two-Option Part 9 (TOP9) Energy Step Code framework
- ✓ Feedback on defining a "Low Carbon Energy System"

***Open your web browser to the following URL:***

<https://www.menti.com/1zdyfqkmcm>

The digit code is: 37 40 41



## Energy Step Code schedule in Official Community Plan

Bylaw 9771  
2018/07/16

Building Type	Building Permit Application			
	Estimated Timetable for Future Consideration			
<b>Smaller Part 9 Residential</b>	<b>September 1, 2018</b>	<b>September 1, 2020</b>	<b>January 2022</b>	<b>January 2025</b>
Townhomes and Apartments	Step 3	<i>Revise to include step-down low carbon energy system options</i>		
Single Family, Duplex and Other Residential	Step 1			

*Staff propose that there would be  
two Energy Step Code compliance options  
for all Part 9 buildings*



## Two-Option Part 9 (TOP9) ESC: Key Implementation Issues

1. Defining the TOP9 ESC framework (requirements and timing)
2. Defining "low carbon energy system"
3. Supporting the transition to high-performance low-carbon homes



## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

1. Develop recommendations in accord with Council decisions and priorities
2. Maximize GHG emission reductions in new construction
3. Maintain or improve consistency between local governments
4. Maximize compliance with ESC requirements in force
5. Maintain and build upon the City's good relationship with local builders



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### Objectives:

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Bylaw 9771  
2018/07/16

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	Estimated Timetable for Future Consideration			
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Townhomes and Apartments	Step 3	Same as 2018	Step 4	Step 4 or Step 5
Single Family, Duplex and Other Residential	Step 1	Step 3	Step 3 or Step 4	Step 4 or Step 5





## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

2. Maximize GHG emission reductions in new construction

### CARBON NEUTRAL ENERGY FOR NEW BUILDINGS

*Major Move for 2020-2030*

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All new building applications will meet the applicable (for building type) top performance level of the BC Energy Step Code starting in 2025, and be powered by low carbon energy systems (in-building or district energy).



## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

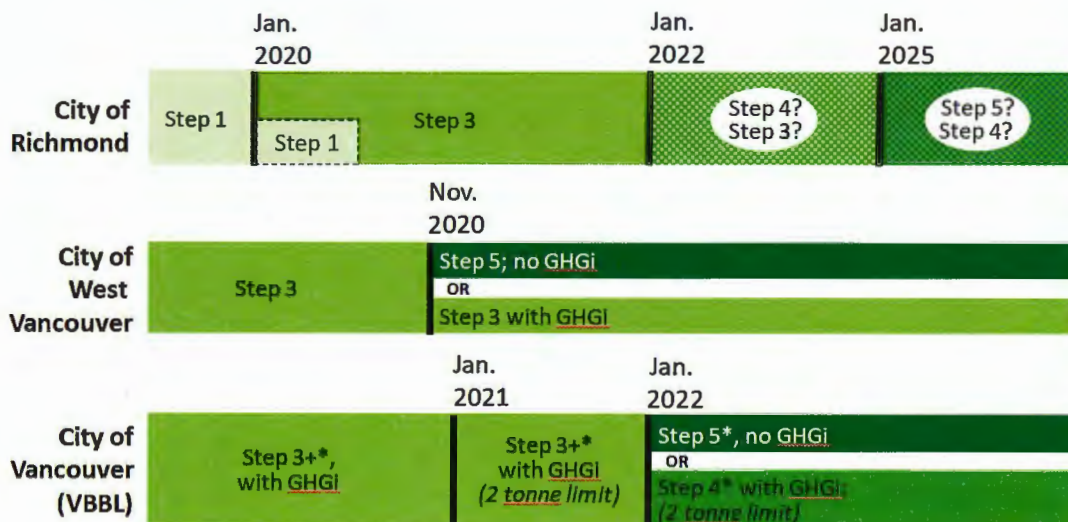
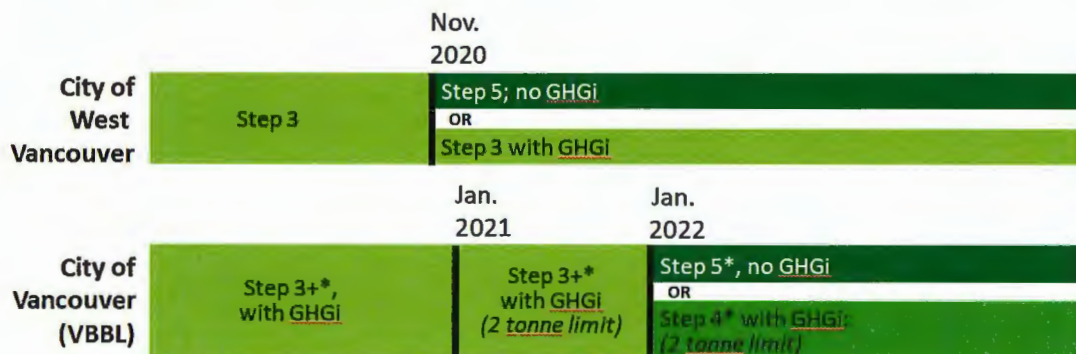
3. Maintain or improve consistency between local governments



## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

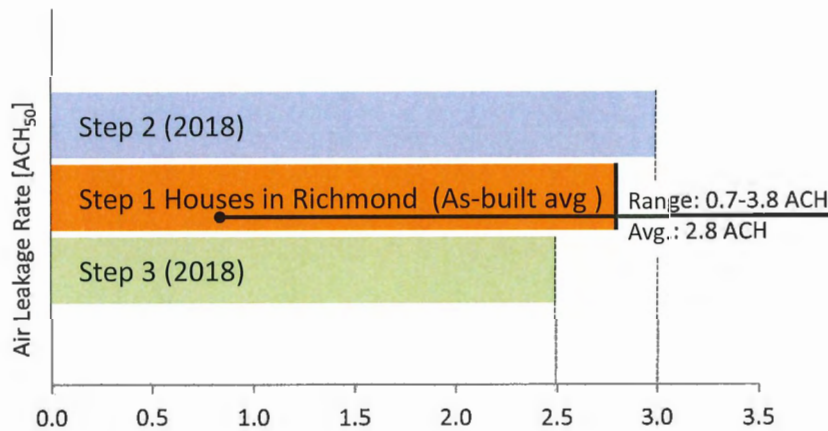
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## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

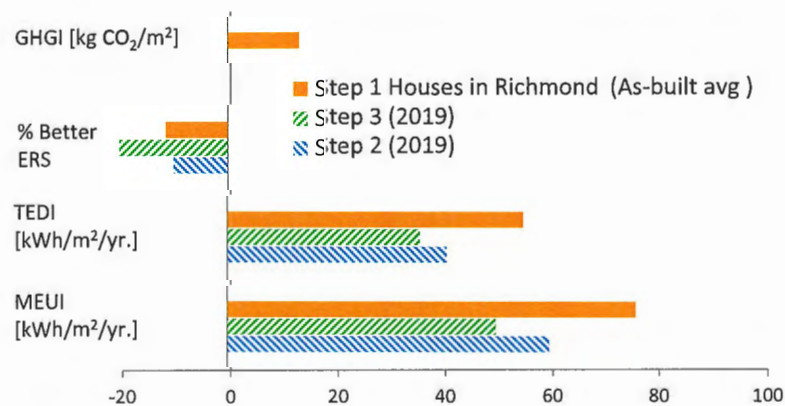
4. Maximize compliance with ESC requirements in force



## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

4. Maximize compliance with ESC requirements in force





## Defining the TOP9 ESC framework (requirements and timing)

### Objectives:

5. Maintain and build upon the City's good relationship with local builders

Building Type	Building Permit Application			
	Estimated Timetable for Future Consideration			
<b>Smaller Part 9 Residential</b>	<b>September 1, 2018</b>	<b>January 2020</b>	<b>January 2022</b>	<b>January 2025</b>
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<b>Larger Part 3 Developments</b>				
Residential Concrete Towers	Step 3 or Step 2 for buildings with low carbon energy system	Same as 2018	Step 3	Step 4
Residential Woodframe Low/Mid-Rise	Step 3	Same as 2018	Step 4	Step 4
Office & Retail Buildings	Step 2	Same as 2018	Step 3	Step 3

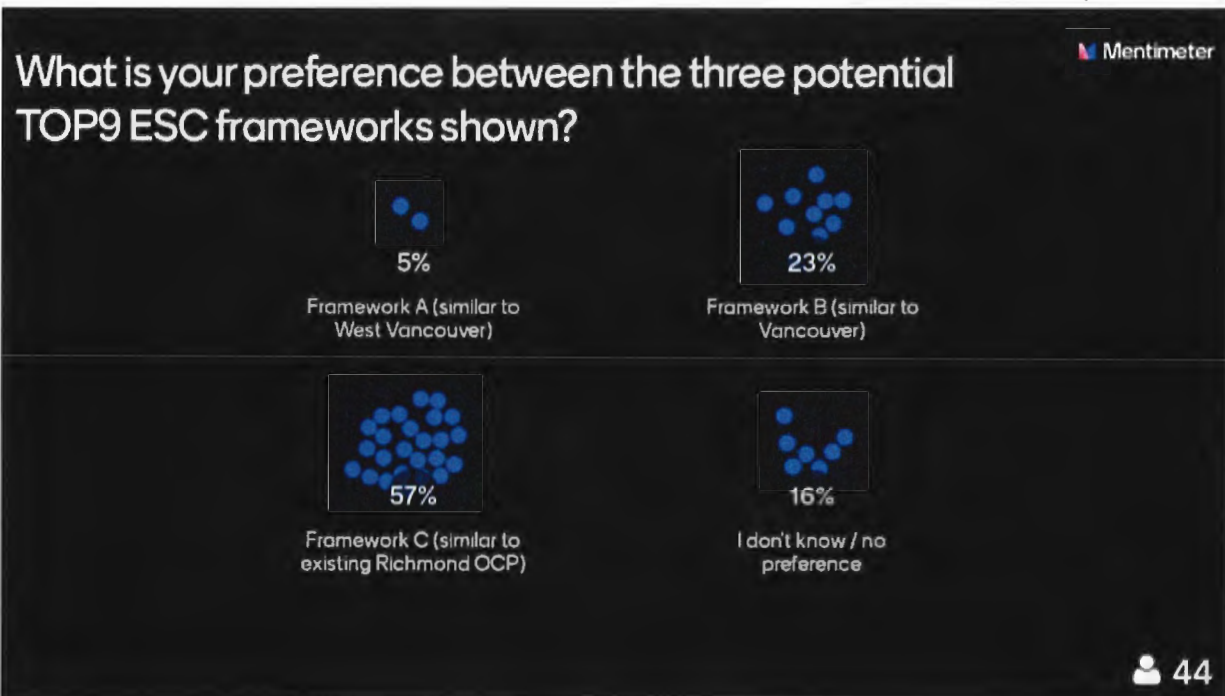


## Defining the TOP9 ESC framework (requirements and timing)

Staff consider framework "C" to be the best option for meeting the City's objectives

	September 2020	January 2022	January 2025 (...or advance to 2024?)	Bylaw Requirements
<b>A</b>	Step 5	Step 5	Step 5	• Similar to North Shore (West Van) Requirements
	OR	OR	OR	
	Step 3 + LCES	Step 3 + LCES	Step 4 + LCES	
<b>B</b>	Step 4	Step 5	Step 5	• Similar to City of Vancouver requirements
	OR	OR	OR	
	Step 3 + LCES	Step 3 + LCES	Step 4 + LCES	
<b>C</b>	Step 3	Step 4	Step 5	• Similar to existing City of Richmond OCP schedule
	OR	OR	OR	
	Step 2 + LCES	Step 3 + LCES	Step 4 + LCES	





## Two-Option Part 9 (TOP9) ESC: Key Implementation Issues

- ✓ 1. Defining the TOP9 ESC framework (requirements and timing)
2. Defining "low carbon energy system"
3. Supporting the transition to high-performance low-carbon homes

## Defining “Low Carbon Energy System”

Richmond: Current language in Building Regulation Bylaw No. 7230 :  
**(developed with Part 3 buildings in mind) :**

*“Low carbon building energy system” ... means a building’s space heating, cooling and domestic hot water heating mechanical system that is supplied energy through:*

- a) *... a City owned district energy utility\* ...;*  
*or*

*\* usually not economic for Part 9 buildings*



## Defining “Low Carbon Energy System”

Richmond: Current language in Building Regulation Bylaw No. 7230  
**(developed with Part 3 buildings in mind) :**

- b) *on-site energy supply equipment designed to meet a minimum 70% of the building’s annual heating, cooling and hot water energy demand from a renewable energy source... [including]*
- *air and ground source heat pumps*
  - *solar collectors*
  - *waste heat recovery*
  - *other, as approved by the City*



## Defining “Low Carbon Energy System”

Vancouver uses a **performance metric** for Part 9 residential buildings:

- Building energy system (heating, cooling, hot water) is limited to GHG emissions of **5.5 kg CO<sub>2</sub>e / m<sup>2</sup> / year**
  - i.e.: a 300 m<sup>2</sup> building cannot emit more than (300 x 0.0055 =) 1.65 tonnes GHG per year
- Will be reduced to **3 kg CO<sub>2</sub>e / m<sup>2</sup> / year\*** in 2022.

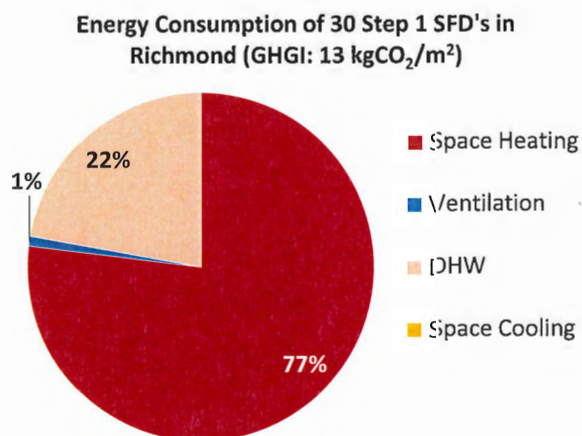
Vancouver will also be using a **fixed limit**:

- **2 tonne GHG per year limit** on homes larger than 3,500ft<sup>2</sup> (2021)

\* Allows for natural gas use in **Step 5** buildings



## Getting to 5.5 kg and 3 kg CO<sub>2</sub>e/m<sup>2</sup>/year...



For the average **Step 1** house:

- Use electricity for **75%** of space heating (baseboard or heat pump) = ~5.5 kg CO<sub>2</sub>/m<sup>2</sup>
- Decarbonize **all** space heating = ~3.0 kg CO<sub>2</sub>/m<sup>2</sup>
- Decarbonize **all** space heating, cooling and DHW, **but** install natural gas range and/or fireplace = ~3.0 kg CO<sub>2</sub>/m<sup>2</sup>

## Defining “Low Carbon Energy System”

West Vancouver uses several **performance metrics**:

- *Building energy system (heating, cooling, hot water) is limited to GHG emissions of **3 kg CO<sub>2</sub>e / m<sup>2</sup> / year** (November 2020)  
[i.e.: a 300 m<sup>2</sup> building = 900 kg = 0.9 tonnes GHG per year]*
- *The system must have a seasonal average **COP > 2** (November 2020)*
  - *Coefficient of performance (COP) for various heating systems:*
    - *Natural gas furnaces and boilers = < 1* **X**
    - *Electric baseboards = 1* **X**
    - *Natural gas heat pumps = <2* **X**
    - *Electric heat pumps = 1 – 2.5+* **✓**



## Defining “Low Carbon Energy System”

Other suggested measures:

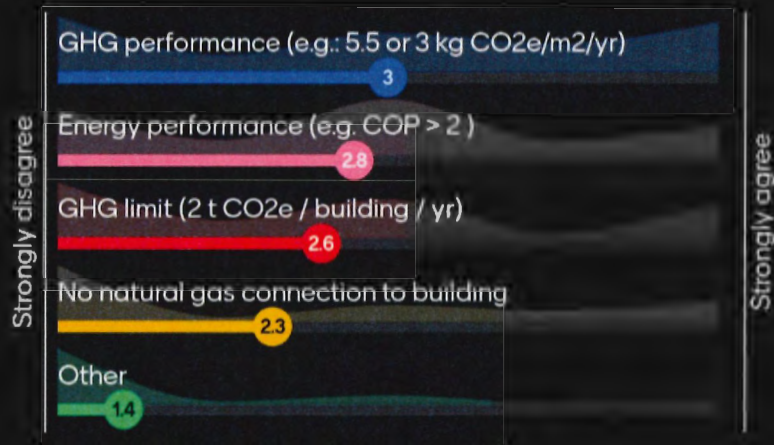
- *No natural gas connection to building*





## Should Richmond use the following to define "Low Carbon Energy Systems" for Part 9 residential buildings?

Mentimeter



37

## Are there other ways to define a "Low Carbon Energy System" for Part 9 residential buildings?

Mentimeter

Don't know

solar if cost allows in future

passive house

I would like to see advances in equipment installed in the homes

can the city explore the use of solar system?

I think Heat pump will be a good idea

airtight

7

## Two-Option Part 9 (TOP9) ESC: Key Implementation Issues

- ✓ 1. Defining the TOP9 ESC framework (requirements and timing)
- ✓ 2. Defining “low carbon energy system”
- 3. Supporting the transition to high-performance low-carbon homes



## Supporting the transition to high-performance low-carbon homes

### Objectives:

- a. Improve / streamline building code regulation and regulatory compliance
- b. Support local builders in building to higher levels of the ESC

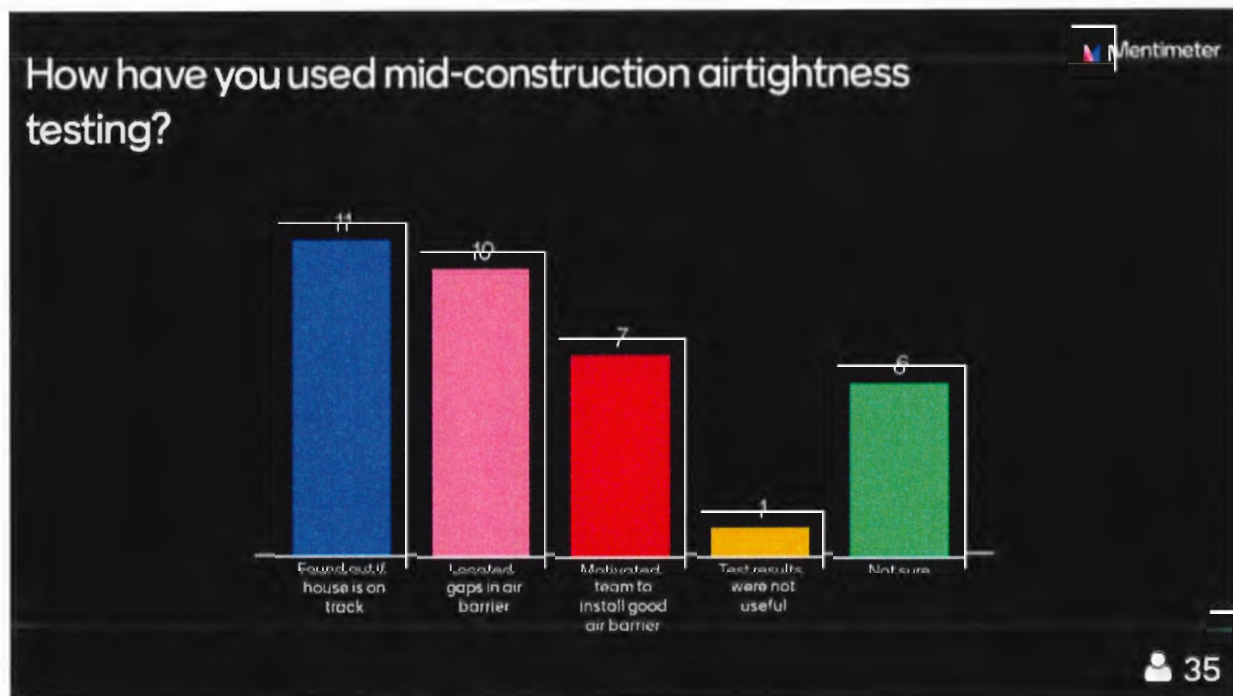


## Supporting the transition to high-performance low-carbon homes

### Objectives:

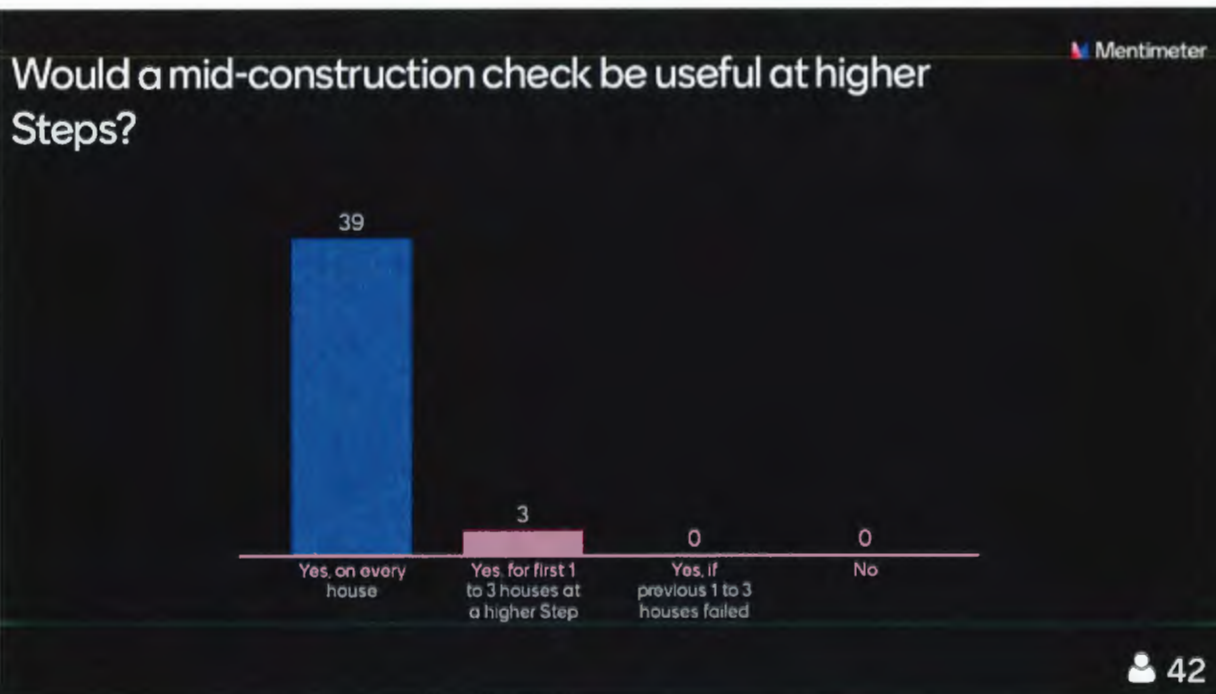
#### a. Improve/streamline building code regulation / regulatory compliance

- ESC requires pre-construction and post-construction forms
- Richmond currently requires a **mid-construction** check as well:
  - Verification of upgrades
  - Pre-drywall blower door test





Step	Building energy model	Airtightness Requirement:		Performance Requirement of Building Equipment and Systems			Performance Requirement of Building Envelope		
		Blower door test	ACH <sub>50</sub> : air changes per hour @ 50 Pa pressure differential	Reference House: % better than ERS v15 ref. house	OR	mechanical energy use Intensity (MEUI): kWh/m <sup>2</sup> -year	thermal energy demand Intensity (TEDI): kWh/m <sup>2</sup> -year	OR	Reference House: % better than ERS v15 ref. house
1	✓	✓	report score	0%	OR	conform to Subsection 9.36.5			
2	✓	✓	≤ 3.0	10%	OR	≤ 60 OR for A/C and/or < 210m <sup>2</sup> houses, see Table 9.36.6.3.A	≤ 35 OR HDD-adjusted TEDI: ≤ 41	OR	5%
3	✓	✓	≤ 2.5	20%	OR	≤ 45 OR for A/C and/or < 210m <sup>2</sup> houses, see Table 9.36.6.3.A	≤ 30 OR HDD-adjusted TEDI: ≤ 36	OR	10%
4	✓	✓	≤ 1.5	40%	OR	≤ 35 OR for A/C and/or < 210m <sup>2</sup> houses, see Table 9.36.6.3.A	≤ 20 OR HDD-adjusted TEDI: ≤ 26	OR	20%
5	✓	✓	≤ 1.0	≤ 25	OR	OR for A/C and/or < 210m <sup>2</sup> houses, see Table 9.36.6.3.A	≤ 15 OR HDD-adjusted TEDI: ≤ 18	OR	40%



What other measures should Richmond consider to improve implementation of the Energy Step Code?

NA

Don't know

Make it mandatory to have exterior air barrier. Will make it easier for people once they learn it.

extra FSR

Compare costs of electricity vs gas for homes. Cost is important for end users.

Provide free hands on seminars for builders.

should required report by CEA for detail report for air tight in the mid construction report. This will limit the issue at the end of construction. — Perry Yang

If it's not mandatory, our municipality's (not Richmond) builders won't do it.

incentives coupled with mandatory requirements, but you're already on it

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## Supporting the transition to high-performance low-carbon homes

### Objectives:

#### *b. Support building to higher levels of the ESC*

Richmond implemented the Airtightness Training Program in Fall 2018.

- Over 75 builders have taken the free one-day training course
- Over 25 (non-ESC) houses have had a free diagnostic blower door test

There are funds remaining in both programs.





## Low Carbon Energy Systems Incentives for Ground-Oriented Housing

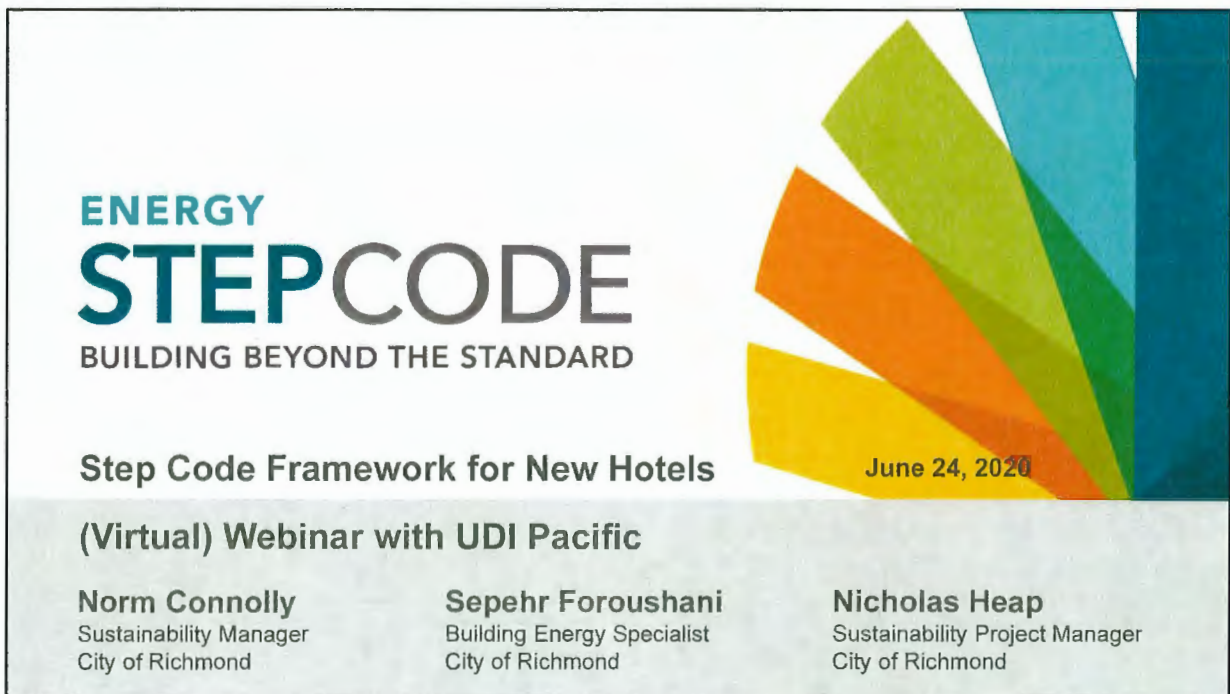
Roberto Pecora, Zero Emission Building Exchange

BC Step Code or Passive House Performance	Ground Oriented Dwellings (Single Family, Laneway House, Duplex, Triplex, Quadplex, Townhouse)			
	Heat Pumps for Space Heating (1st Dwelling)	For Each Additional Dwelling <sup>1</sup>	Additional Incentive for DHW Heat Pump	Additional Incentive for Induction Cooktops
Step 4	Up to \$15,000	Up to \$5,000	Up to \$1,000/unit for Integrated Up to \$2,500/unit for split	\$500/unit
Step 5	Up to \$20,000	Up to \$5,000	Up to \$1,000/unit for Integrated Up to \$2,500/unit for split	\$500/unit
Passive House <sup>2</sup>	Up to \$20,000	Up to \$5,000	Up to \$1,000/unit for Integrated Up to \$2,500/unit for split	\$500/unit

1 - An additional unit may include a lock-off suite, laneway house or additional units in duplexes, multi-plexes or townhouses

2 - Passive House projects that only require a DHW heat pump for both space and hot water heating may qualify for the combined incentive amounts for space heating and DHW.





## AGENDA

### Proposed Two-Option Step Code Framework for New Part 3 Hotels

- National and Provincial Building Code Context
- City of Richmond policy approach: supporting the Step Code transition
- Proposed two-option Step Code framework for new hotels
- Incentives for low-carbon mechanical systems  
*Live polling of participant feedback via an easy-to-use survey tool.*
- New energy modeling tools for Part 3 buildings
- Training opportunities available in Metro Vancouver



## Provincial Policy Context

December 2018



By 2032, new buildings will be  
**80% more energy efficient**  
than a home built today.



## CleanBC – Better Buildings



Energy Efficiency  
Climate Resilience  
Seismic Resilience

### British Columbia's commitment for future Building Codes

#### New Buildings

2022 – 20% improvement

2027 – 40% improvement

2032 – Net Zero Energy Ready

#### Existing Buildings

Code for existing buildings in 2024

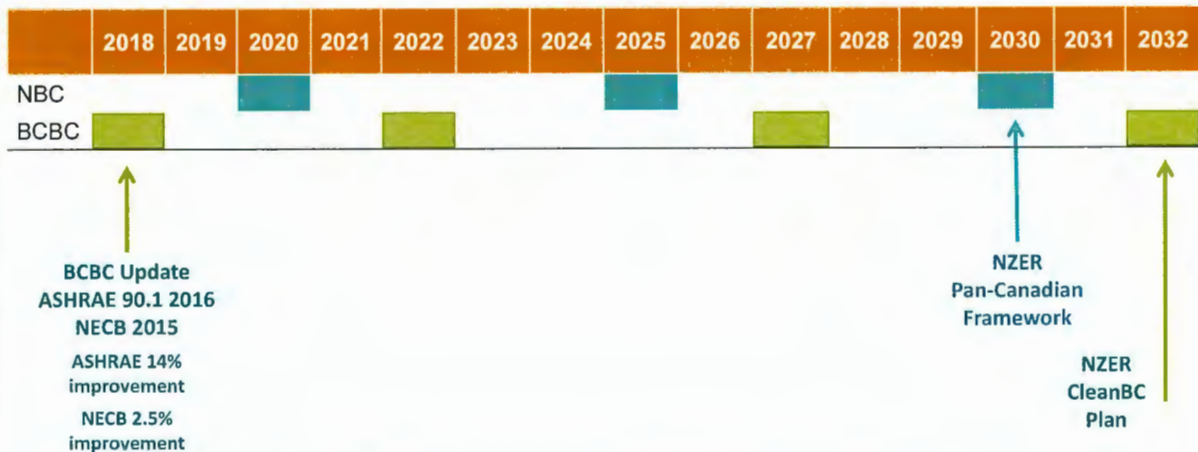
## Roadmap to Net Zero Energy Ready

### BC Energy Step Code Expansion since 2017



6

## National and Provincial Code Direction



Path to Net Zero Energy Ready (NZER) Construction

## Timeline for Energy Efficiency Regulatory Requirements in the BC Building Code

Here's what the province's CleanBC plan will mean for new-construction requirements.

2032

STEP 5

STEP 4

2027\*

STEP 4

STEP 3

2022\*

STEP 3

STEP 2

\*NEW TARGET DEADLINES



PART 9  
BUILDINGS



PART 3  
BUILDINGS

NET-ZERO ENERGY-READY

UP TO:

80%

40%

20%

Energy-efficiency improvement  
above 2018 BC Building Code  
requirements

3



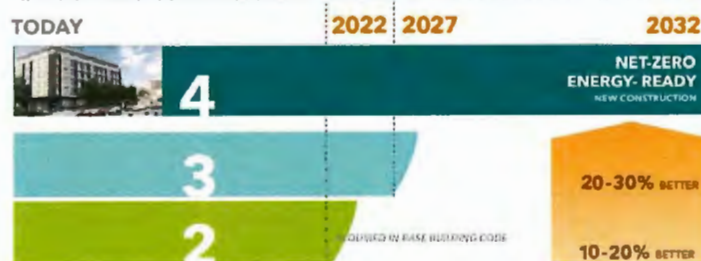
## New Construction – Part 3 Group C Occupancies



### Includes

- Hotels
- Multi-Unit Apartment Buildings (BCBC: 'Other Group C Occupancies')

## New Construction – Part 3



### Energy Step Code in 2022: Considerations

- NECB-2020 baseline (ASHRAE 90.1-2019?)
- Discussion about "20% better" and possible target adjustments
- Continued focus on industry and local government leadership
- Continued focus on modelling and airtightness testing
- Seeking recommendations through Energy Step Code Council

## Responding to the Climate Emergency

As of June 2020, 1,500 jurisdictions in 30 countries have declared a climate emergency.

In BC, 26 local authorities have declared a climate emergency through their Councils.



## Responding to the Climate Emergency

### Policy and Program Approach:

Integrate energy efficiency and emissions intensity in assessing overall building performance.

Set minimum performance levels in Bylaw, and signal to industry when requirements will step up.





## City of Richmond

### Report to Committee

To: General Purposes Committee

Date: November 29, 2019

From: Peter Russell  
Director, Sustainability and District Energy

File: 10-6125-07-02/2019

Re: Community Energy and Emissions Plan 2020-2050 Directions

#### CARBON NEUTRAL ENERGY FOR NEW BUILDINGS

#### Major Move for 2020-2030

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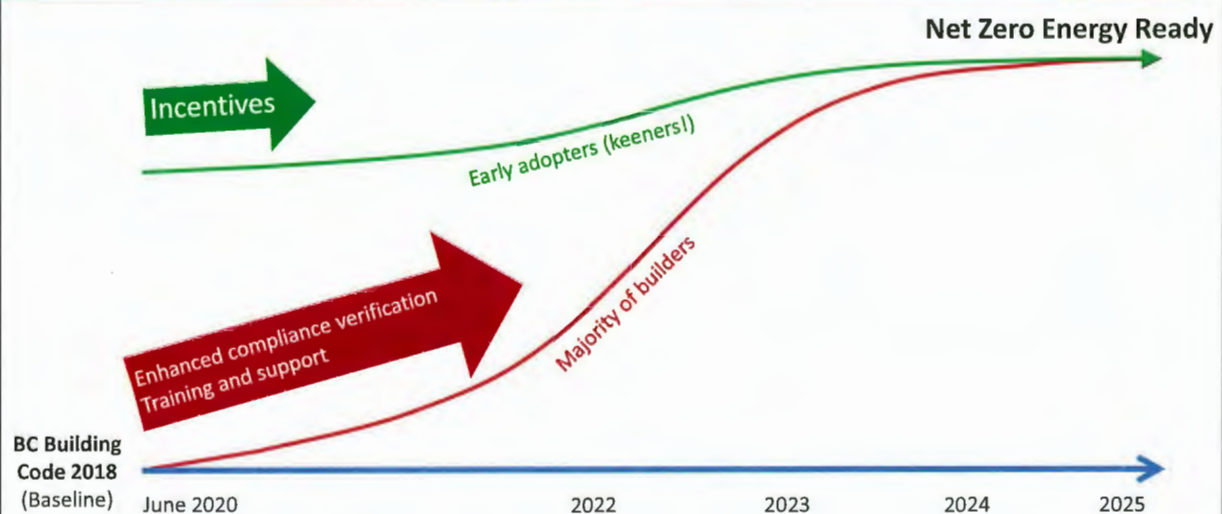


##### Carbon Reduction Impact by 2030:

- ✓ Achieve 80% low-carbon energy supply for heating and cooling district-energy-connected buildings in Richmond.
- ✓ All new buildings completed after 2025 (not connected to district energy) will consume 50% less energy and emit two-thirds less greenhouse gases than new buildings built in 2017.



### Richmond's direction | All Step Code buildings





## Part 3 Archetypes

- Mid-Rise MURB
- High-Rise MURB
- Mid-Rise Mixed Use
- Commercial Office
- Commercial Retail / Mercantile
- Hotel / Motel (December 2018)



## Part 3 Building Metrics



Thermal Energy Demand Intensity (TEDI)



Total Energy Use Intensity (TEUI)



Air leakage rate, in L/(s.m<sup>2</sup>) @75 Pa  
Pressure Differential

## GHGI Targets

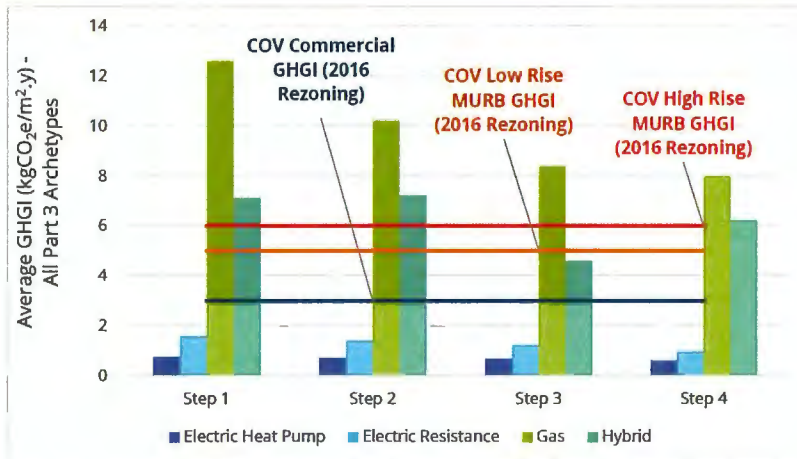


**Greenhouse Gas Intensity (GHGI)**

- ✓ Visible progress toward municipal and provincial carbon reduction targets
- ✓ Helps reduce number of buildings requiring costly retrofits to meet future targets

**Solution:** Incent building-scale or district-scale Low-Carbon Energy Systems (LCES)

## Emission Intensities | All Part 3 Archetypes

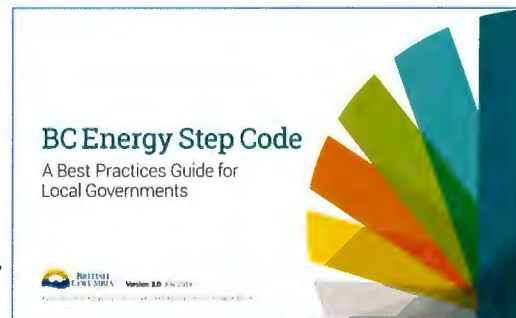


Graph Source: Integral Group. June 2019. *Implications of BC Energy Step Code on GHG Emissions*

**Low Carbon Energy Systems provide lower GHG intensities, even at high thermal loads.**

## Low Carbon Energy Systems | Two Option Approach

- A two-option Energy Step Code framework offers builders choice, while encouraging lower emission development:
  - Option A: **Step X**
  - [or]
  - Option B: **Step (X – n) with a LCES**
- This two-option approach is already used for **Part 3** construction in **Richmond, Burnaby, Surrey, Vancouver, New Westminster, Port Moody and UBC.**
- Included in the *Best Practices Guide for Local Governments v.2*



*"Offering industry a relaxation clause that will also reach climate objectives"*



## Energy Step Code schedule in Official Community Plan

*Bylaw 9771  
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Residential Woodframe Low/Mid-Rise	Step 3	Same as 2018	Step 4	Step 4
Office & Retail Buildings	Step 2	Same as 2018	Step 3	Step 3



## Low Carbon Energy Systems | Definition for Part 3

- **LCES:** A professionally operated or maintained on-site energy system supplying a minimum of 70-75% of the building's annual heating, cooling, and domestic hot water demand.

Examples include, electrical air source heat pump or variable refrigerant flow, geo-exchange, in-building sewer heat recovery, biomass, solar, or other system approved by the City.

- **Step Code relaxation** applies to buildings implementing an on-site Low-Carbon Energy System, or connecting to a district energy system (for buildings within a DE service area).



## Hotels and Motels

[Table 10.2.2.3.-H; Dec. '19]

Step	Building energy model	Airtightness Requirement		Building Equipment and Systems	Building Envelope
		Airtightness Test	Performance Requirement	Total Energy Use Intensity (TEUI) <i>kWh/m<sup>2</sup>·year</i>	thermal energy demand intensity (TEDI) <i>kWh/m<sup>2</sup>·year</i>
1	✓	✓	report score	Conform to Part 8 of NECB	Conform to Part 8 of NECB
2	✓	✓	report score	≤ 170	≤ 30
3	✓	✓	report score	≤ 140	≤ 20
4	✓	✓	report score	≤ 120	≤ 15

## Part 3: “Other Residential Occupancies”

[Table 10.2.2.3.-H; Dec. '19]

Step	Building energy model	Airtightness Requirement		Building Equipment and Systems	Building Envelope
		Airtightness Test	Performance Requirement	Total Energy Use Intensity (TEUI) <i>kWh/m<sup>2</sup>·year</i>	thermal energy demand intensity (TEDI) <i>kWh/m<sup>2</sup>·year</i>
1	✓	✓	report score	Conform to Part 8 of NECB	Conform to Part 8 of NECB
2	✓	✓	report score	≤ 130	≤ 45
3	✓	✓	report score	≤ 120	≤ 30
4	✓	✓	report score	≤ 100	≤ 15



# Hotels and Motels

[Table 10.2.2.3.-H; Dec. '19]

Step	Building energy model	Airtightness Requirement		Building Equipment and Systems	Building Envelope
		Airtightness Test	Performance Requirement	Total Energy Use Intensity (TEUI) kWh/m <sup>2</sup> ·year	thermal energy demand intensity (TEDI) kWh/m <sup>2</sup> ·year
1	✓	✓	report score	Conform to Part 8 of NECB	Conform to Part 8 of NECB
2	✓	✓	report score	≤ 170 (+31%)	≤ 30 (67%)
3	✓	✓	report score	≤ 140 (+17%)	≤ 20 (67%)
4	✓	✓	report score	≤ 120 (+20%)	≤ 15 (same)

## Hotels: Energy Step Code requirements in Metro Vancouver

Richmond's proposed new hotel  
Energy Step Code requirement:

- **Step 3**
- OR
- **Step 2 + LCES**

Is aligned with:

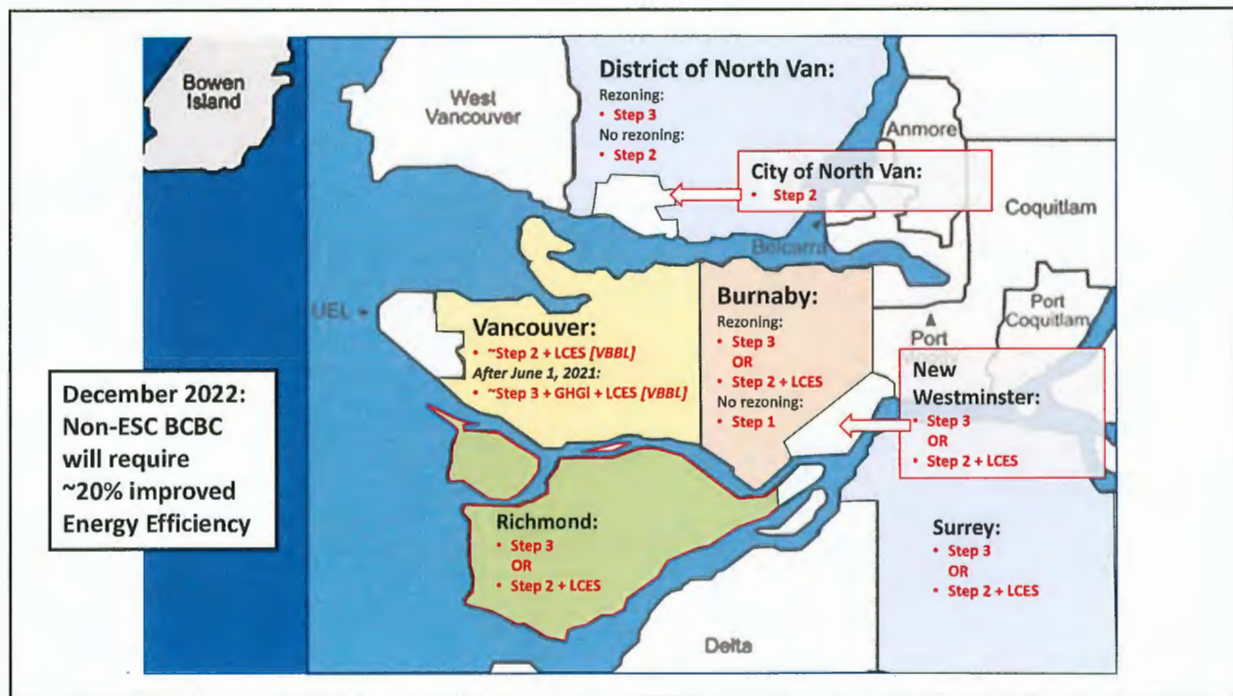
- Surrey
- New Westminster
- Burnaby (w/ rezoning)

... and less stringent than:

- Vancouver (after June 1, 2021)
- District of North Van (w/ rezoning)



Note: 2022 BCBC: ~20% gain in energy efficiency for all new construction



### Proposed Two-Option Step Code Framework for Hotels (performance requirements and timing)

	September 2020	January 2022	January 2025	City Staff Proposal Options
<b>A</b>	Step 3	Step 3	Step 4	• Step Code framework similar to other Metro Vancouver muni's
	OR	OR	OR	
	Step 2 + LCES	Step 2 + LCES	Step 3 + LCES	
<b>B</b>	Step 2	Step 3	Step 4	• Step Code framework referencing relaxation to Step 1 (2020-2021)
	OR	OR	OR	
	Step 1 + LCES	Step 2 + LCES	Step 3 + LCES	

## NEW! Part 3 Energy Design Report

Voluntary **Excel-based tool** that can be used by energy modellers and design professionals as a checklist and submitted to local government authorities to verify compliance.

Development of the Design Report funded by **City of Richmond** and **BC Hydro**.

Gives industry and local authorities a consistent way to gather and review energy performance characteristics of **Part 3 Step Code buildings** at both pre-construction and as-built stages, tailored to the energy performance characteristics of larger buildings.

### When to use the report

Used at any of the development review stages for larger buildings:

- Pre-Application or Application
- Rezoning Application
- Development Permit
- Building Permit
- Occupancy



## NEW! Part 3 Energy Design Report

### Application

For buildings containing major occupancies complying with Subsection 10.2.3. of the BC Building Code. Intended to capture requirements of Articles 2.2.2.1 and 2.2.9.2 of Division C of the Code, as well as local government Bylaw requirements for energy use and emissions reductions in buildings. Portions of the building that are subject to Subsection 10.2.2.1.(1)(a) or (b) of Division B of the BC Building Code should also be included in this modelling report.

### Learn to use the report

*July webinar dates to be announced soon!*

The Building and Safety Standards Branch is offering free webinars on this report:

**Webinar #1 For building energy modellers.** It will summarize the features of the checklist and how to complete it.

**Webinar #2 For local government staff.** It will summarize how to review the completed checklist to confirm that modelled energy and/or emissions performance has been met, and how to review the completed checklist for purposes of compliance.







In partnership with:



Canada Green Building Council

**PASSIVEHOUSE**  
CANADA

**MOVING ONLINE  
FOR JUNE!**

**Decarb Lunch  
CO<sub>2</sub> Series**

Lessons Learned from Three Local Multi-Family Heat Pump Retrofit Projects

June 26, 2020 | 12:00pm - 1:00pm | **FREE WEBINAR**



## Pattern Language from Passive House

How to design + build high-performance buildings at the lowest possible cost.

### DATES

Session 1: May 19, 21, 26, 28

Session 2: June 2, 9, 16, 23

Summer and Fall 2020 dates coming soon!



Forestry Innovation  
Investment

### **Provision for In-Stream Development Permits**

Staff propose that Part 3 Hotels and Motel buildings, and Part 9 buildings currently required to build to Step 1 (e.g. duplexes), be permitted to build to the prior energy efficiency requirements if they are well advanced within the Development Permit process at the time the new Step Code requirements come into force. Specifically, to be eligible for this exemption, a proposed new development requiring a Development Permit, would have to meet the following conditions:

- a) If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with the energy efficiency requirements applicable prior to the adoption of Amendment Bylaw No. 10205; or
- b) If an acceptable Development Permit application has been submitted to the City prior to adoption of Amendment Bylaw No. 10205, it must be considered and endorsed by the Development Permit Panel and have a complete building permit application acceptable to the City submitted prior to December 15, 2021. The Building Permit application must include architectural drawings showing envelope details and schedule of mechanical systems in compliance with Part 10 (Step Code section) of the BC Building Code (BCBC).



**URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION**  
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Vancouver, British Columbia V6E 3S7 Canada  
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[www.udi.bc.ca](http://www.udi.bc.ca)

August 13, 2020

Nicholas Heap  
Sustainability Project Manager  
City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Norm Connolly  
Community Energy Manager  
City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Dear Mr. Heap and Mr. Connolly:

**Re: Proposed Energy Step Code Implementation for New Hotel Developments**

The Urban Development Institute (UDI) would like to thank Richmond Staff for meeting virtually with representatives from building and hotel sectors to discuss proposals to implement the *BC Energy Step Code (ESC)* for new hotel development in Richmond. The *ESC* is important to us, as our organization was one of the original participants in its development, and we continue to sit on the BC Energy Step Council. We see the *ESC* as a positive vehicle to meet the 2032 energy efficiency targets established by senior governments in a consistent and flexible way across multiple jurisdictions that allows builders to adapt to new approaches in construction.

We would like to commend staff for their work on the development of this policy and their dedicated outreach to local builders, in-particular those with in-stream applications. Although hotel development is not a primary focus for many of our members, we would like to offer some general comments on the proposed policy and Richmond's broader *ESC* framework.

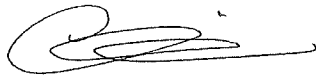
UDI continues to support the two-option framework through which, builders in many areas can choose to build to a higher step or a lower step with a low carbon energy system (LCES), as it provides additional flexibility for builders. However, as we have expressed in the past, we are concerned with the City's continued requirement for builders to design and construct a District Energy-ready LCES in the City Centre area, to be provided to the Lulu Island Energy Company with no compensation. This is an added cost for builders, at a time when the economy is transitioning into a recovery phase.

By requiring that LCES systems be provided to the City, it prevents the builder from pursuing other cost recovery mechanisms, including allowing other energy provider, such as Corix or FortisBC, to purchase the system. Homebuyers and tenants are paying much more for their units to be have their energy costs regulated by the City – as opposed to the BC Utilities Commission.

As we noted in the discussion in the July 22<sup>nd</sup> webinar, the grandfathering period for in-stream applications is relatively short. It was acknowledged that the time for a new application to reach the Development Permit Panel stage will most likely exceed the 6-month in-stream protection proposed in the policy. To provide increased certainty to applicants we would suggest that staff consider extending the grandfathering period to ensure that applications that are already underway can proceed without the need redesign projects, contributing to costly delays. Our members purchase land and make financial commitments early in the development process. Adjustments become increasingly difficult to make at later stages.

We thank staff again for meeting with builders regarding these proposals, and ask that you consider our recommendations as part of the ongoing work on this policy. We look forward to working with Richmond on this and other initiatives.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anne McMullin', with a stylized, flowing script.

Anne McMullin  
President and CEO, Urban Development Institute



**Building Regulation Bylaw No. 7230,  
Amendment Bylaw No. 10205  
(Energy Step Code requirements for  
new Part 9 Residential and Part 3 Hotel buildings)**

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

1. *Building Regulation Bylaw No. 7230*, as amended, is further amended by replacing the schedule in Section 10.1.1 with the following schedule:

<i><b>Buildings subject to Part 9 of the Building Code</b></i>		
Building Type	<b>Building permit</b> application filed on or after September 1, 2018	<b>Building permit</b> application filed on or after December 15, 2020
<b>Townhomes and apartments</b>	Step 3	Step 3 OR Step 2 for <b>buildings</b> that implement a <b>low carbon building energy system.</b>
<b>Single family, duplex and other dwelling units</b>	Step 1	



<b><i>Buildings subject to Part 3 of the Building Code</i></b>		
Building Type	<b>Building permit</b> application filed on or after September 1, 2018	<b>Building permit</b> application filed on or after December 15, 2020
<b>Hotels and Motels</b>	n.a.	Step 3 OR Step 2 for <b>buildings</b> that implement a <b>low carbon building energy system</b> .
<b>Other Group C Residential occupancies</b> greater than 6 stories or <b>non-combustible construction</b> (not including hotel and motel occupancies)	Step 3 OR Step 2 for <b>buildings</b> that implement a <b>low carbon building energy system</b> .	
<b>Other Group C Residential occupancies</b> 6 stories or less and <b>combustible construction</b> (not including hotel and motel occupancies)	Step 3	
<b>Group D Business and personal services occupancies</b> or <b>Group E mercantile occupancies</b>	Step 2	

2. *Building Regulation Bylaw No. 7230*, as amended, is further amended at Section 16.1 by adding the following definitions in alphabetical order:

**CARBON DIOXIDE EQUIVALENT** has the meaning given to that term in the *Greenhouse Gas Industrial Reporting and Control Act*, [SBC 2014] Chapter 29.

**CONDITIONED SPACE** has the meaning given to that term in the **Building Code**.

<b>HOTEL</b>	has the meaning given to that term in the <b>Richmond Zoning Bylaw No. 8500</b> .
<b>MOTEL</b>	has the meaning given to that term in the <b>Richmond Zoning Bylaw No. 8500</b> .
<b>OTHER GROUP C RESIDENTIAL OCCUPANCY</b>	has the meaning given to that term in the <b>Building Code</b> .
<b>LOW CARBON BUILDING ENERGY SYSTEM</b>	<p>means:</p> <ul style="list-style-type: none"><li>a) for <b>buildings</b> subject to Part 3 of the <b>Building Code</b>, a <b>building's</b> space heating, cooling and domestic hot water heating mechanical system that is supplied energy through:<ul style="list-style-type: none"><li>i) a connection to a district energy utility system owned by the <b>City</b> or a corporate subsidiary of the <b>City</b>; or</li><li>(ii) on-site energy supply equipment designed to meet a minimum 70% of the <b>building's</b> annual heating, cooling and domestic hot water energy demand from a renewable energy source, approved by the <b>City's</b> General Manager of Engineering and Public Works. Applicable renewable energy source technologies include, but are not limited to, air and ground source heat pump systems, waste heat recovery systems, solar collectors, or other systems as approved by the <b>City's</b> General Manager of Engineering and Public Works. The <b>building's</b> energy system must be designed and constructed such that it is ready to connect to a future district energy utility system owned by the <b>City</b> or a corporate subsidiary of the <b>City</b>. For sites outside district energy utility service areas and the City Centre Area (as defined in Bylaw No. 9000, Official Community Plan), the <b>City's</b> General Manager of Engineering and Public Works may exempt the building's energy system from the requirement to be ready to connect to a future district energy utility system.</li></ul></li></ul>

- b) for **buildings** subject to Part 9 of the **Building Code**, a **building's** space heating, cooling and domestic hot water heating mechanical system that in combination meets the following performance requirement:
  - i) less than 1.2 tonnes of carbon dioxide equivalent emissions per building per year; or
  - ii) 6 kg or less of carbon dioxide equivalent emissions per square metre of conditioned space per year.

3. This Bylaw may be cited as "**Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205**".

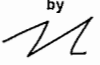
FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor BRB

\_\_\_\_\_  
 MAYOR

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



**To:** General Purposes Committee

**Date:** November 4, 2020

**From:** Wayne Craig  
Director, Development

**File:** SC 20-893905  
SC 20-895413  
SC 20-895414

**Re:** **Application by PC Urban (Viking Way) Holdings Corp. for Strata Title Conversion at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place**

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**Staff Recommendation**

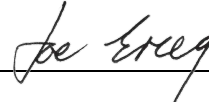
1. That the three applications for Strata Title Conversion by PC Urban (Viking Way) Holdings Corp. for the properties located at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place be approved on the fulfilment of the following conditions within 180 days of the date of this resolution:
  - a) Payment of all City utility charges and property taxes up to and including the current year;
  - b) Registration of a flood indemnity covenant on title;
  - c) Registration of an aircraft noise indemnity covenant on title;
  - d) Registration of a covenant on title identifying that no separate sales of strata lots are permitted unless the strata lots are separated by a demising wall;
  - e) Completion of remediation works identified in the Building Code Compliance Report prepared by CFT Engineering Inc., to the satisfaction of the Building Approvals Department;
  - f) Receipt of a Letter of Credit in the amount of \$36,410 to secure the provision of six additional accessible vehicle parking spaces, 24 Class 2 bicycle parking spaces, and pedestrian connections from the buildings to the sidewalk; and
  - g) Submission of appropriate plans and documents to the City and execution of the same by the Approving Officer.

2. That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.



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

WC:jl  
Att. 7

<b>REPORT CONCURRENCE</b>
<b>CONCURRENCE OF GENERAL MANAGER</b> 



## Staff Report

### Origin

PC Urban (Viking Way) Holdings Corp. has applied to the City of Richmond for permission to facilitate the Strata Title Conversion of four existing industrial buildings at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place into a total of 59 strata title lots. A location map and aerial photograph is provided in Attachment 1. The draft strata plans are shown in Attachment 2.

### Findings of Fact

The subject site includes three properties that are located in an established industrial area in the East Cambie Area Plan and are zoned “Industrial Business Park (IB1)”.

Development immediately surrounding the subject site is as follows:

- To the North: A lot zoned “Industrial Business Park (IB1),” with vehicle access from Viking Way and the subject site.
- To the East: Across Viking Way, lots zoned “Industrial Business Park (IB1),” with access from Viking Way.
- To the West: Lots zoned “Industrial Business Park (IB1),” with vehicle access from Crestwood Place.
- To the South: A lot zoned “Industrial Business Park (IB1),” with vehicle access from Viking Way.

There are four existing buildings on the subject site with a total floor area of 14,860 m<sup>2</sup> (159,954 ft<sup>2</sup>). These four buildings are currently demised into 39 industrial units of various sizes. Required parking spaces are located at the front of each building, and loading facilities are provided at the rear of each building. Access to the subject site is proposed to be maintained via four existing driveway crossings to Viking Way, three of which are used for shipping and receiving, and five existing driveway crossings to Crestwood Place. No changes to the vehicle access are being proposed.

The proposed Strata Title Conversion would create 59 strata lots, which aligns with the original building layout and would result in one strata lot per existing loading bay (Attachment 2). Due to changes in tenancy and tenant needs since the buildings’ construction in the late 1980’s, several units in the buildings had been consolidated, resulting in the current 39-unit layout. The owner’s intention is to create 59 strata lots based on the original building layout. Existing tenants will be provided the opportunity to purchase the strata lots based on the current 39-unit layout. This would enable future purchaser to have discretion to either maintain the strata lots as one large industrial unit or separate the strata lots into multiple units through the Building Permit process. A legal agreement will be registered on title for each property identifying that no separate sales of the strata lots are permitted unless the strata lots are separated by demising walls as per the current B.C. Building Code. Table 1, below, provides a summary of the existing units and proposed strata lots in each building.

**Table 1: Summary of Proposed Strata Title Conversion**

Application File Number	Building Address	Total Floor Area	Number of Existing Tenants	Number of Existing Units	Number of Proposed Strata Units
SC 20-893905	3671 Viking Way	3,205 m <sup>2</sup>	9	10	14
	3691 Viking Way	3,238 m <sup>2</sup>	5	7 (1 vacant)	14
SC 20-895413	13511 Crestwood Place	4,699 m <sup>2</sup>	7	7	15
SC 20-895414	13520 Crestwood Place	3,718 m <sup>2</sup>	12	15 (1 vacant)	16
<b>Total:</b>		<b>14,860 m<sup>2</sup></b>	<b>31*</b>	<b>39</b>	<b>59</b>

\* One tenant occupies units within three different buildings (i.e., 3671 Viking Way, 3691 Viking Way, and 13520 Crestwood Place) and is counted as one tenant in the total calculation.

Two accessible parking spaces and no indoor or outdoor bicycle parking spaces exist on the subject site. To comply with Richmond Zoning Bylaw 8500, the applicant proposes to provide six additional accessible parking spaces (eight spaces total or two spaces per building) and Class 1 and Class 2 bicycle parking on the subject site. Class 1 bicycle parking spaces will be provided within each strata lot, and 24 Class 2 bicycle parking spaces (six spaces per building) are proposed to be installed along the Viking Way frontage.

The front and exterior side yards are landscaped with a combination of trees, shrubs, and groundcovers which is in compliance with the landscaping requirements in the Zoning Bylaw. As part of the City's Neighbourhood Traffic Safety and Walkway Program, a new 1.7 m wide sidewalk is in the process of being constructed by the City along the west side of Viking Way, which provides an opportunity for improved pedestrian connections to the four industrial buildings. The applicant has proposed to extend the existing pedestrian pathways from the building entrances to the new Viking Way sidewalk.

A site plan showing the proposed accessible vehicle parking spaces, bicycle parking areas, and pedestrian connections are provided in Attachment 3. In order to ensure that the works are completed, the applicant is required to provide a Letter of Credit in the amount of \$36,410 in association with the Strata Title Conversion.

## Analysis

City of Richmond Council Policy 5031 (Strata Title Conversion Applications – Commercial and Industrial) outlines Council's Policy in determining how staff process Strata Title Conversion applications for three or more proposed strata lots (Attachment 4). The applicant has submitted all of the necessary information required by Policy 5031, including a Baseline Property Condition Assessment Report and a Building Code Compliance Report.

- Staff received a Baseline Property Condition Assessment Report by Pinchin Ltd. confirming that no increase in maintenance or repair costs associated with the buildings' condition are expected within approximately 10 years.
- A letter provided by Pinchin Ltd., dated April 14, 2020, indicates that the life expectancy of the buildings is at least 30 years.

- Staff received a Building Code Compliance Report by CFT Engineering Inc. which identified several existing non-conforming items within the buildings that have an impact on the fire and life safety of the building occupants. The City's Building Approval Department has reviewed the report and recommends that the non-conforming items be resolved prior to stratification of the property. As a condition of Strata Title Conversion approval, the applicant is required to remediate the non-conforming items identified in the Building Code Compliance Report, to the satisfaction of the City's Building Approval Department. These items include, but are not limited to, the following:
  - Remove barred exit doors and door hardware.
  - Upgrade suite-to-suite fire separations.
  - Confirm water pressure for the existing sprinkler system meets existing Code requirements and upgrade the system if necessary.
  - Upgrade the fire separation of electrical rooms.
  - Confirm existing outdoor generators locations conform to Code requirements.
- The Building Code Compliance Report also identified an interior structure within a unit at 13511 Crestwood Place that was constructed without a Building Permit. The applicant has removed the non-compliant structure to the satisfaction of the Building Approvals Department, and a building inspection was completed by staff in August, 2020.
- A Parking Study was conducted by R.F. Binnie & Associates Ltd. to understand the existing parking facilities and the parking needs of each proposed strata lot as per the Zoning Bylaw. The number of existing vehicle parking and loading spaces exceed the minimum Bylaw requirement, and six new accessible parking spaces are required. Designated parking and loading spaces for each strata lot will be secured as limited common property with visitor and accessible parking spaces remaining as common property. As part of a business license, each business will need to verify that they have access to the Bylaw-required parking and loading facilities.
- No physical or structural upgrading of the building will take place. Upon stratification approval, the applicant intends to undertake minor exterior alterations to the buildings, such as exterior painting of buildings, replacement of rear exit and overhead doors, improved exterior lighting, parking lot upgrades, and new wayfinding and business signage, which will be subject to issuance of a Sign Permit. The addition of bicycle parking areas and the extension of the pedestrian pathways to the sidewalk will have minor impacts on existing landscaped areas.
- There are 39 total units in the existing buildings, and no changes to the existing demising walls are proposed at this time. The owner's intention is to create 59 strata lots and sell the lots based on the existing 39-unit layout (i.e., one unit may comprise of several strata lots), providing future buyers with flexibility in the size of unit they wish to occupy or lease. The existing unit layout is shown in the proposed site plan included as Attachment 3. A legal agreement is required to be registered on title identifying that no separate sales of the strata lots are permitted unless the strata lots are separated by demising walls. Any future separation of units and construction of demising walls will be subject to the Building Permit process and the current B.C. Building Code.

- There are currently 31 tenants occupying 37 units in the buildings. Two units are currently vacant. Lease agreements will be honoured until the lease terms expire, and all existing tenants will be offered right-of-first-refusal to purchase their unit at pre-market value upon stratification approval. Where existing tenants are not in a position to purchase a unit, PC Urban's brokerage team will be made available to work with tenants to find suitable leasing options within one of the four buildings or elsewhere in Richmond and the Lower Mainland. The proposal and tenant relocation plan was communicated to tenants through two rounds of meetings with tenants during fall 2019 and summer 2020. Individual letters, dated July 6, 2020, were sent to each tenant to further communicate the proposed Strata Title Conversion (Attachment 5).
- The applicant had also sent a survey to each tenant to understand their views and level of support for the proposed Strata Title Conversion. 27 of the 31 tenants had completed surveys, representing 33 of the 37 occupied units. Four tenants did not provide a response, and confirmation of receipt of the letters and surveys via registered mail has been provided by the applicant and placed in the development file. Written correspondence received from the tenants are provided in Attachment 6.
- Of the correspondence received, 19 tenants expressed support for the Strata Title Conversion, five tenants did not indicate their level of support, and three tenants expressed opposition. Attachment 7 and Table 2, below, summarize the responses received by building.

**Table 2: Summary of Tenant Responses by Building**

Application File Number	Building Address	Occupied Floor Area*	Number of Existing Tenants	Tenant Responses by Number of Tenants			
				Support	Neutral	Oppose	No Response
SC 20-893905	3671 Viking Way	3,205 m <sup>2</sup>	9	6	0	1	2
	3691 Viking Way	2,919 m <sup>2</sup>	5	5	0	0	0
SC 20-895413	13511 Crestwood Place	4,699 m <sup>2</sup>	7	5	2	0	0
SC 20-895414	13520 Crestwood Place	3,509 m <sup>2</sup>	12	5	3	2	2
<b>Total:</b>		<b>14,332 m<sup>2</sup></b>	<b>31**</b>	<b>19**</b>	<b>5</b>	<b>3</b>	<b>4</b>
<b>Percent of Tenants with a Response:</b>		<b>n/a</b>	<b>n/a</b>	<b>89%</b>		<b>11%</b>	<b>n/a</b>
<b>Percent of Occupied Floor Area:</b>		<b>100%</b>	<b>n/a</b>	<b>85%</b>		<b>5%</b>	<b>10%</b>

\* Two vacant units are excluded from summary table.

\*\* One tenant occupies units within three different buildings (i.e., 3671 Viking Way, 3691 Viking Way, and 13520 Crestwood Place) and is counted as one tenant in the total calculation.

- The applicant has noted that approximately 65% of existing tenants have expressed interest in purchasing a strata lot based on the proposed pre-market values, and three tenants have submitted official Letters of Intent to purchase strata lots upon Strata Title Conversion approval.

- The following concerns were expressed by the tenants that had expressed opposition to the Strata Title Conversion:
  - The Strata Title Conversion may have a negative impact on the existing business relationships between tenants of the business park and create uncertainty.
  - Strata Title Conversion might result in big increases in property tax and management fees which small business cannot afford.
  - There is not enough details provided, such as the number of parking spaces, any improvements before sale (i.e., other than new exterior painting), and the amount of reserve fund carried forward.
  - The asking price for each strata lot is too high.
  - The currently proposed improvements to the buildings do not help build business image and operation and only include power washing and repainting the exterior. The buildings are over 30 years old and are in need of upgrades and improvements.

Staff worked with the applicant to address their concerns in the following ways:

- The applicant has been in contact with all tenants that had expressed opposition to address their concerns.
- In response to a concern regarding potential impacts to existing business relationships within the buildings, the applicant has noted that stratification may provide opportunities for stable, long-term relationships between existing and/or new businesses that choose to purchase a strata lot. For existing tenants that do not wish to purchase a strata lot, PC Urban's brokerage team will be made available to work with tenants to find suitable leasing options within one of the four buildings or elsewhere in Richmond and the Lower Mainland.
- The applicant has noted future strata management fees will ultimately be determined by the future strata council in which all future strata owners will have an input.
- Proposed upgrades and improvements to the subject site include, at minimum, exterior painting of buildings, replacement of rear exit and overhead doors, improved exterior lighting, new wayfinding and business signage, new bicycle parking, new pedestrian pathways, and parking lot upgrades. The applicant has noted that the proposed upgrades and improvements to the buildings have been consistent throughout the tenant consultation process and will be at the sole cost of the current property owner.
- The applicant has advised that each strata lot will be allocated limited common property rights over a certain number of parking spaces located in close proximity to the entrance of the strata lot. The number of stalls allocated to an individual purchaser will be based on the individual's business requirements and City of Richmond Zoning Bylaw requirements.



- The pre-market values of the strata lots are based on a professional valuation and comparative analysis of light industrial strata lot sales in North Richmond and surrounding areas.
- The applicant has noted that those tenants that are in support of or have no objection to the Strata Title Conversion represent 89% of respondents and 85% of occupied floor area, as illustrated in Attachment 7.
- The subject site is located in an area with a Flood Construction Level (FCL) of 3.0 m GSC. A restrictive covenant must be registered on title of each property as part of the document registration package, the purpose of which is to address public awareness and identify a minimum FCL of 3.0 m GSC. This will apply to all future construction.
- The subject site is located within Aircraft Noise Area 4. A restrictive covenant must be registered on title of each property as part of the document registration package, the purpose of which is to address public awareness and ensure aircraft noise mitigation is incorporated into the design and construction of buildings and additions, as required. This will apply to all future construction.

In light of this, staff support the proposed Strata Title Conversions subject to:

1. Payment of all City utility charges and property taxes up to and including the current year for each property.
2. Registration of a flood indemnity covenant on title identifying a minimum flood construction level of 3.0 m GSC for each property.
3. Registration of an aircraft noise indemnity covenant for Area 4 on title for each property.
4. Registration of a covenant on title for each property identifying that no separate sales of strata lots are permitted unless the strata lots are separated by a demising wall.
5. Completion of remediation works identified in the Building Code Compliance Report prepared by CFT Engineering Inc., to the satisfaction of the Building Approvals Department.
6. Receipt of a Letter of Credit in the amount of \$36,410 for the provision of six additional accessible vehicle parking spaces, 24 Class 2 bicycle parking spaces, and pedestrian connections from the buildings to the sidewalk.
7. Submission of appropriate plans and documents to the City (i.e., Strata Plan Surveyor's Certificate, Application to Deposit, Form T, etc.) and execution of the same by the Approving Officer within 180 days of the date of a Council resolution.

### **Financial Impact**

None.

## **Conclusion**

PC Urban (Viking Way) Holdings Corp. has applied to convert four existing industrial buildings at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place into a total of 59 strata lots. Staff have no objection to the three applications and recommend approval of the Strata Title Conversion.



Jessica Lee  
Planner 1  
(604-247-4908)

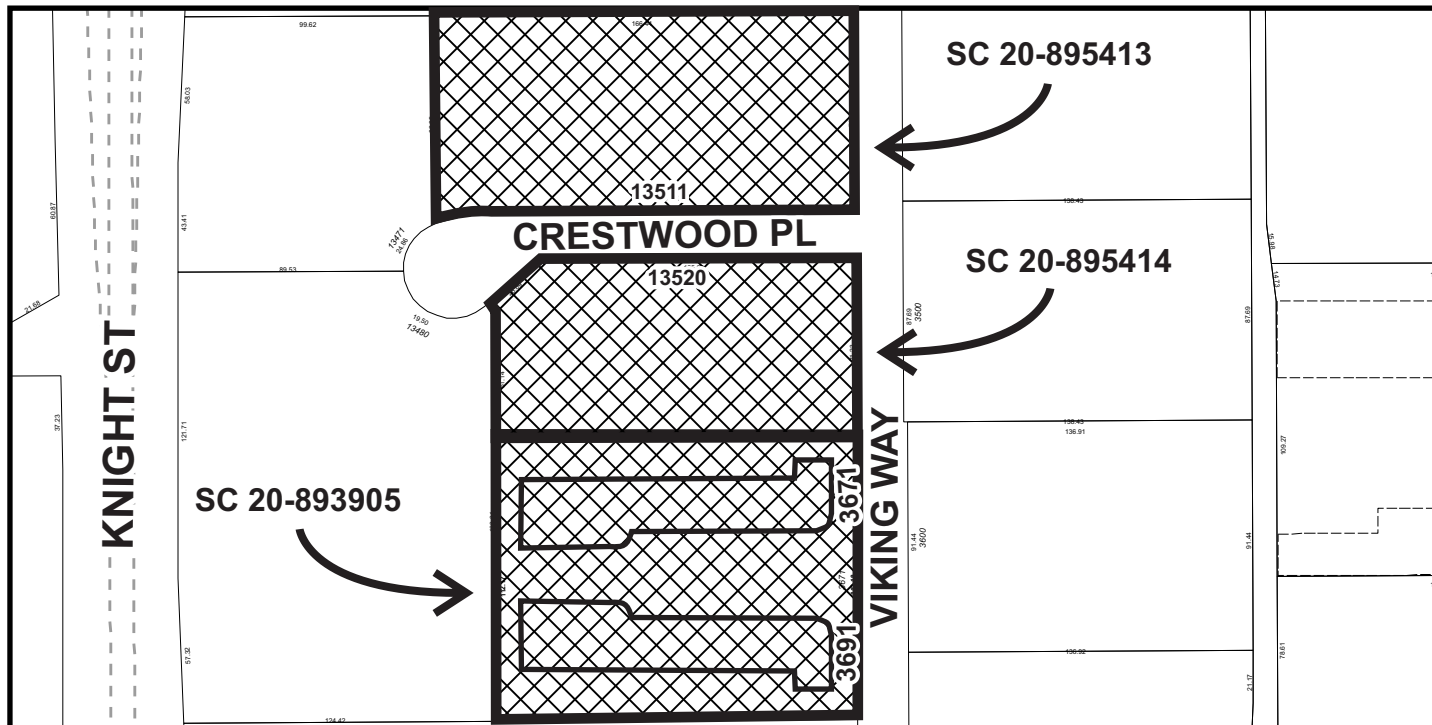
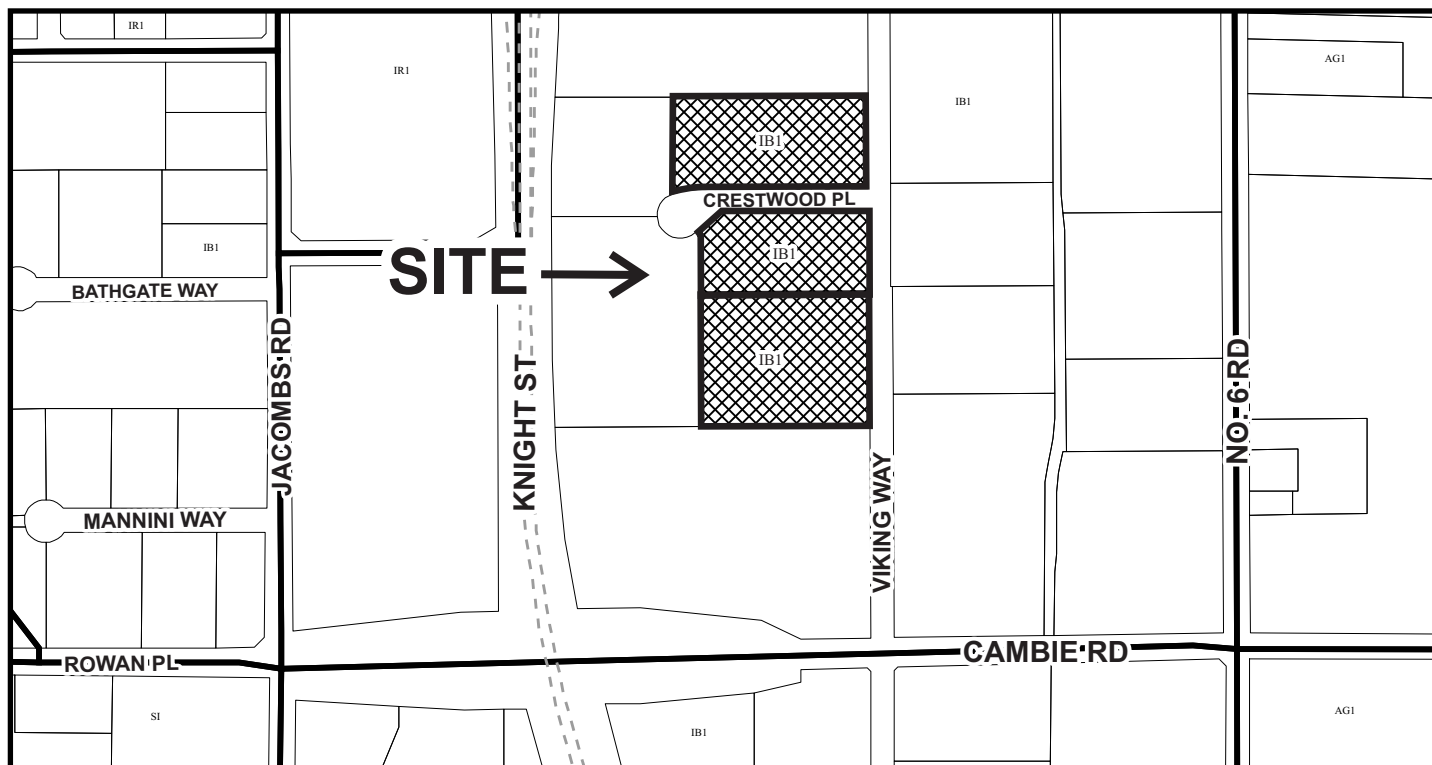
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### Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Draft Strata Plan
- Attachment 3: Proposed Site Plan
- Attachment 4: Policy 5031: Strata Title Conversion Applications – Commercial and Industrial
- Attachment 5: Letter to Tenants, dated July 6, 2020
- Attachment 6: Tenant Surveys and Correspondence
- Attachment 7: Tenant Survey Results by Unit



# City of Richmond



SC 20-893905  
SC 20-895413  
SC 20-895414

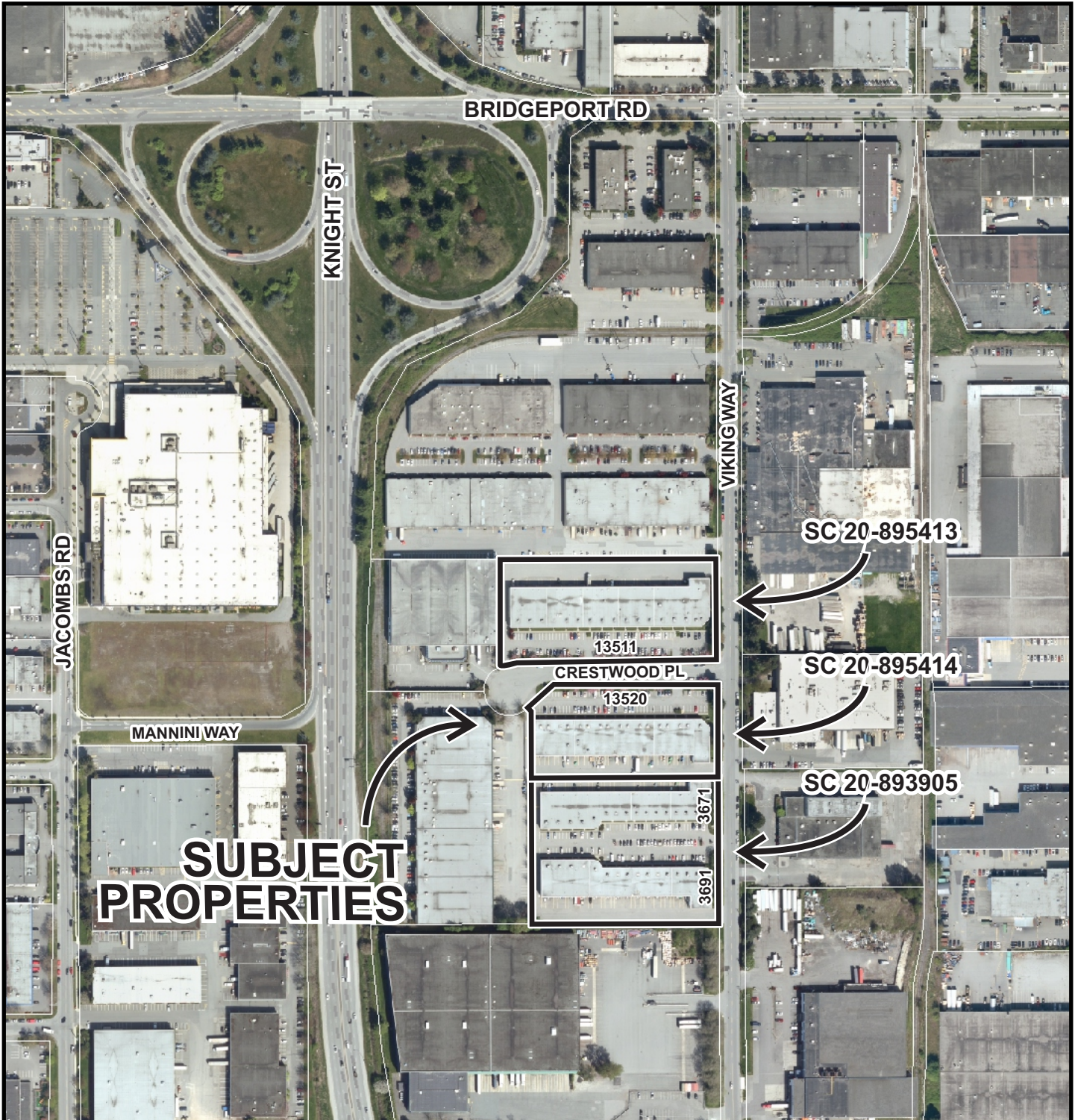
Original Date: 03/16/20

Revision Date: 06/02/20

Note: Dimensions are in METRES



# City of Richmond



SC 20-893905  
SC 20-895413  
SC 20-895414

Original Date: 03/24/20

Revision Date: 06/02/20

Note: Dimensions are in METRES



GROUND LEVEL 3671 and 3691 Viking Way

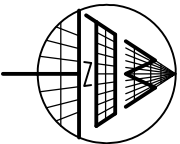
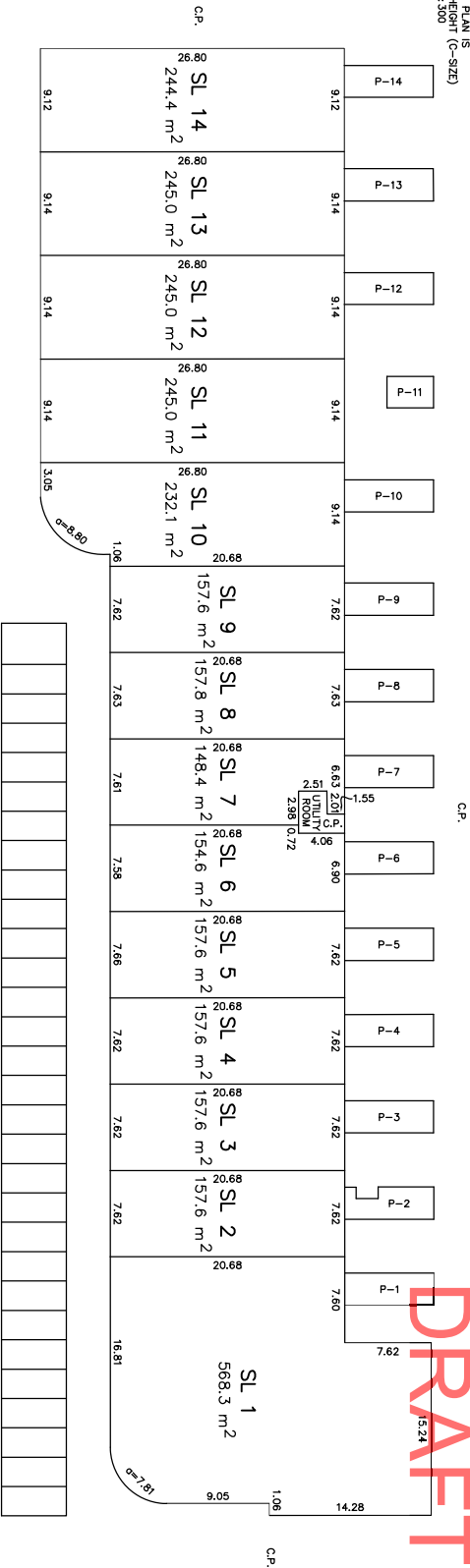
5 0 5 10 15  
THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH BY 432mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:300

STRATA PLAN EPS

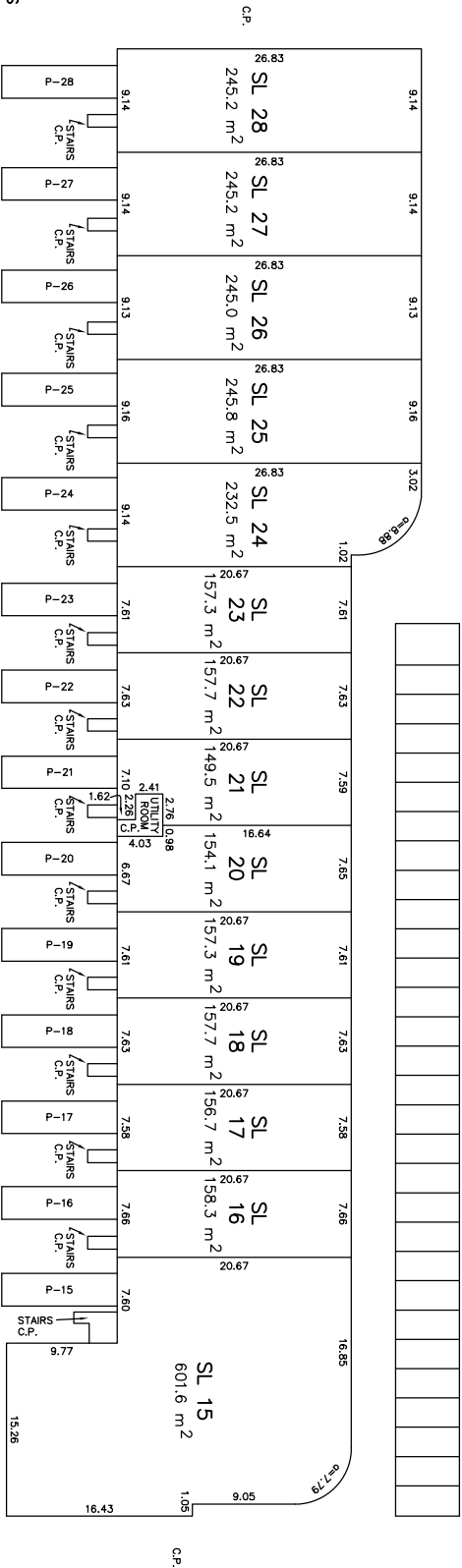
SHEET 2 OF 3 SHEETS

DRAFT

BUILDING 1



BUILDING 2



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MATSON PECK & TOPLUSS

SURVEYORS & ENGINEERS

#320 - 11120 HOGSHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604.270.9331

FAX: 604.270.4137

CAD FILE: 19087-4-PROPOSED STRATA-ODWG

R-20-19087-4-PROPOSED-STRATA

DRAFT 2020 MAY 6

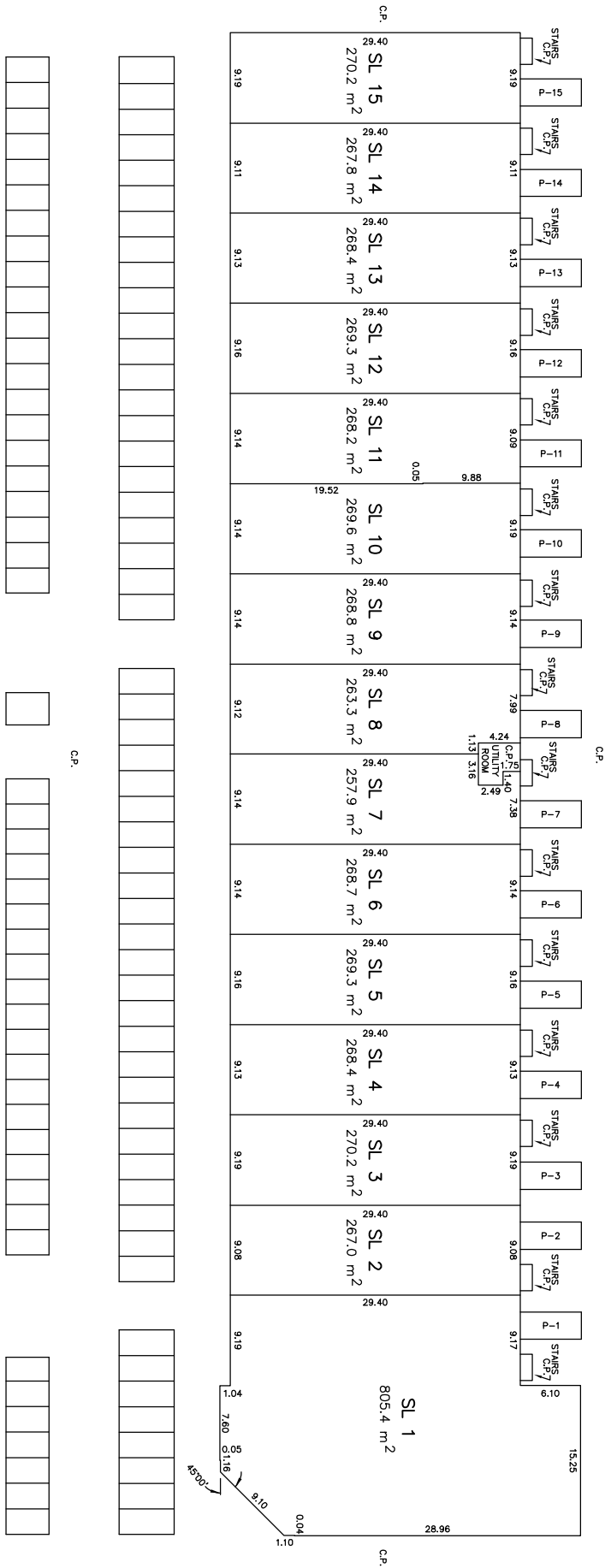
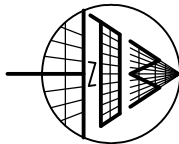


GROUND LEVEL 13511 Crestwood Place

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THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH BY 432mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:300

STRATA PLAN EPS  
**DRAFT**

SHEET 2 OF 3 SHEETS



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**MATSON PECK & TOPLUSS**  
SURVEYORS & ENGINEERS  
#320 - 11120 HORSeshoe WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604.270.9331  
FAX: 604.270.4137  
CADFILE:19087-2-PROPOSED STRATA-0.DWG  
R-20-19087-2-PROPOSED-STRATA

DRAFT 2020 MAY 6

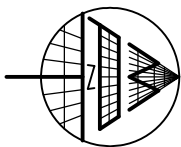
GROUND LEVEL 13520 Crestwood Place

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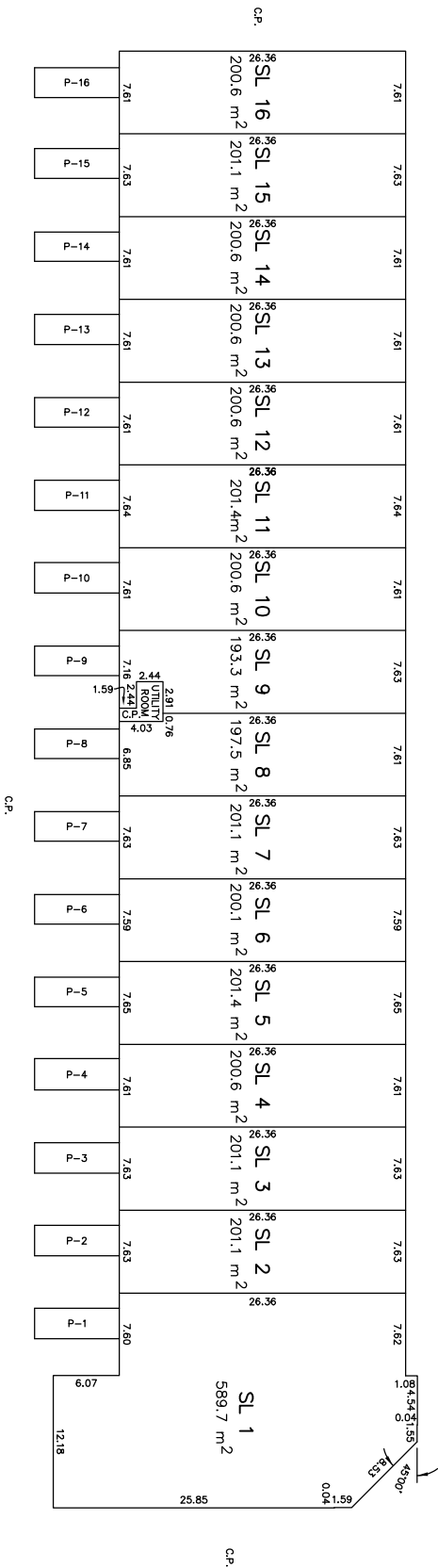
STRATA PLAN EPS

SHEET 2 OF 3 SHEETS

DRAFT



C.P.



C.P.

© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSeshoe WAY

ROMMOND, B.C., V7A 5H7

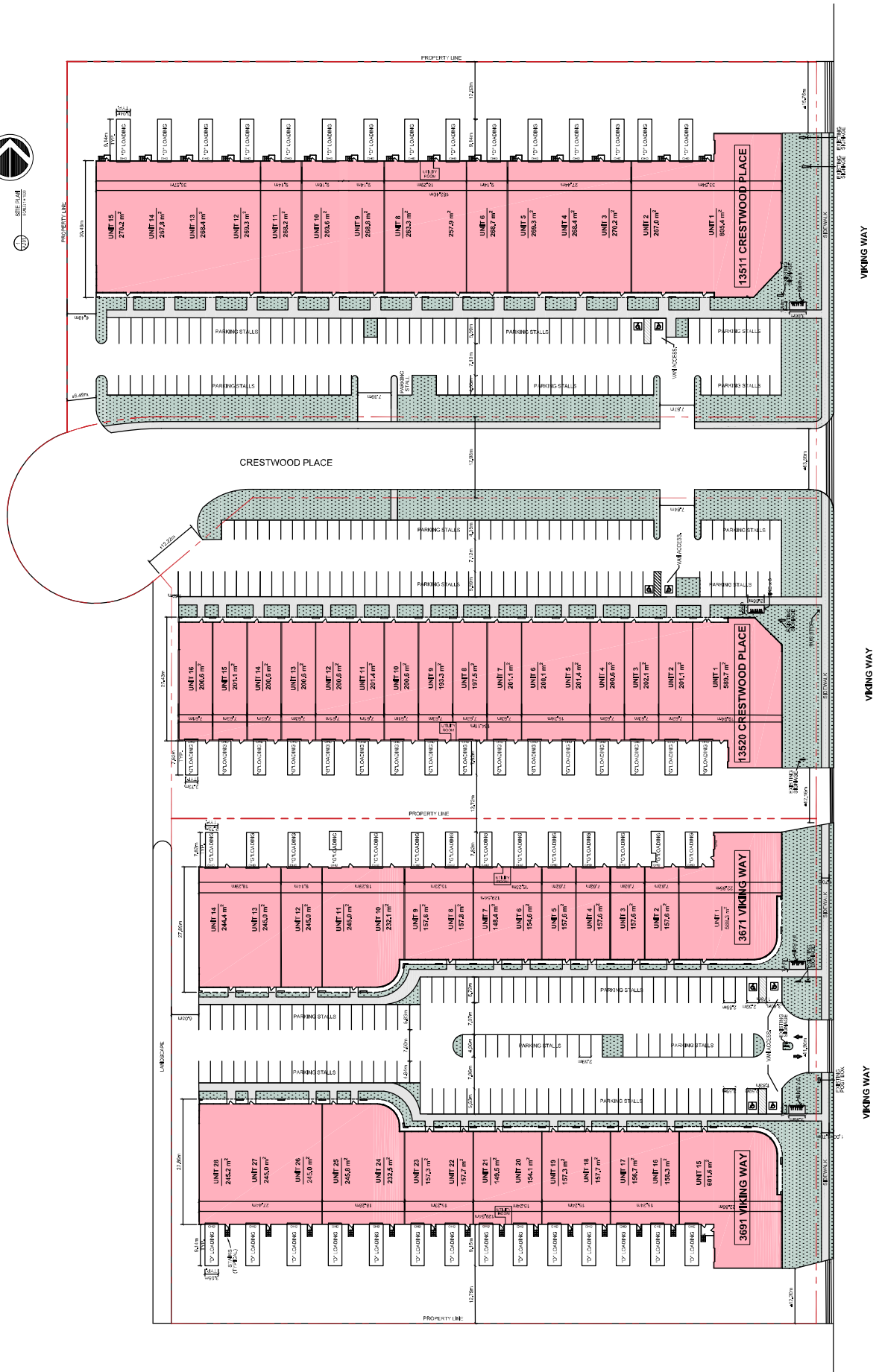
PH: 604.270.9331

FAX: 604.270.4137

CADFILE:19087-3-PROPOSED STRATA-0.DWG

R-20-19087-3-PROPOSED-STRATA

DRAFT 2020 MAY 6





**City of  
Richmond**

## **Strata Title Conversion Applications**

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

[www.richmond.ca](http://www.richmond.ca)

Tel: 604-276-4000 Fax: 604-276-4052

### **Commercial and Industrial Policy 5031**

It is Council policy that the following matter shall be considered before deciding on any commercial or industrial strata title conversion applications involving three or more strata lots:

1. The life expectancy of the building and any projected major increases in maintenance costs due to the condition of the building. This information shall be supplied by the applicant in the form of a written report in an acceptable form prepared by a registered architect, engineer or similarly qualified professional. The report shall review the building's age, quality, general condition and measure of compliance with current building codes and City bylaws.
2. The impact of the proposal on the existing tenants in terms of their existing leases and their ability to offer to purchase the units they occupy or to relocate into comparable and suitable rental premises if unable to purchase their existing units.
3. The views of the affected tenants as established by a formal canvass by the City staff or agents of the City. A standard form available from the City's Planning and Development Department may be used for this purpose.
4. Any proposals involving upgrading of the buildings or changes affecting open space, landscaping, common facilities, off-street parking and loading spaces. The ownership and management of the off-street parking and loading facilities should be specifically addressed.
5. Any other conditions peculiar to the circumstances of the conversion proposal and requiring special measures to be taken as a condition of approval.
6. All commercial or industrial strata conversion applications must be compatible with the City's bylaws regulating the use and development of the land, and the servicing standards appropriate to the site.



July 6, 2020

[REDACTED]

Attention: Primary Tenant Contact

**RE: Viking Way Business Park Strata Application (City of Richmond File No. SC 20-893905, SC 20-895413, SC 20-895414) Survey and Information**

---

Dear [REDACTED]

On February 28, 2020, PC Urban and its partners became the new owners of Viking Way Business Park (3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place) and in advance of this transition date, Avison Young was hired as our property management company. We hope that you have been impressed with their service levels through the landlord transition period, and to date. Now that we have completed the purchase and transition of ownership, we are excited to share with you more details of our plans that we first discussed when we met in October & November of 2019.

PC Urban has recently submitted an application to the City of Richmond for Strata Title conversion of the four existing buildings and is currently working through the process with the City. The stratification plan for the buildings would create fifty-nine separate legal strata lots for sale. This number of lots aligns with each building's original structural grid and matches one rear loading bay per lot. No new demising walls are contemplated in this strata title conversion. Part of our process will also see some upgrades to the buildings, wayfinding, tenant signage and landscaping to further improve the exposure of the business park, and your business presence within the park.

Viking Way Business Park is currently occupied by 31 separate tenants, each of whom will be given the right-of-first opportunity to purchase the unit within which they currently occupy and lease. PC Urban has hired Jones Lang Lasalle (JLL) as brokers to lead the sales. JLL will begin the process of meeting with individual tenants to discuss further details of the sales program, including the exclusive pre-market pricing that will be available to the existing tenants. Some leaseholders currently occupy more than one loading bay and would therefore have the right-of-first opportunity to purchase the number of strata lots matching their leased space. The opportunity to purchase your leased unit will provide your business with long term control and lease rate security over the tenure of your space, while allowing you the opportunity to benefit from equity growth in the North Richmond Industrial Real Estate Market.

We would like to emphasize that we do not intend to alter the existing terms of any current leases within the building, and you will continue to have the absolute right to continue to lease your space until the end of the lease term. If you indicate to our sales team (JLL) during your right-of-first opportunity period, that you do not want to purchase your strata unit(s), PC Urban will continue to honour your existing lease unchanged. In addition, we will work with you to provide a short-term lease extension



should your lease expire any time before July 1, 2021 and should you require a bit more time to find suitable new space. We are committed to providing any short-term extensions at the same financial terms as your current lease. Throughout the remaining lease, our brokerage team will assist your business to find another space to lease, within one of the four buildings, or external to the business park that satisfies your requirements.

As part of City of Richmond Council's consideration of the proposed Strata Title Conversion application, the City would like to obtain your views. The City has requested that each tenant complete and sign the attached survey and provide your opinion regarding PC Urban's proposed Strata Title Conversion application. Additional written feedback may also be provided as an attachment to the survey.

If you have any questions regarding any of the above information or the attached survey please feel free to contact the undersigned (John Reid: 604-428-3315 or [jreid@pcurban.ca](mailto:jreid@pcurban.ca)) or City of Richmond staff (Jessica Lee: 604-247-4908 or [jlee3@richmond.ca](mailto:jlee3@richmond.ca))

Best Regards,

**PC Urban Properties Corp.**



John Reid  
Senior Development Manager

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Applied Biological Materials/ GenomeMe		
Respondent Name:	Earnest Leung		
Job Title:	VP Corporate Development		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	1,2,3-3691 Viking Way, 1,2-3671 Viking Way, Unit 11, 12-13520 Crestwood Place		
Years of Occupancy:	10		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

It gives us a choice to purchase the units we are actively operating in.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Earnest Leung Date: July 14, 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	MPC Technologies Inc.		
Respondent Name:	MATTHEW CHIANG		
Job Title:	General manager		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	#3 - 3671 Viking Way	Unit:	#3
Years of Occupancy:	9 yrs.		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our **existing** lease terms will not be **changed** or impacted by the Strata Title conversion process, and PC Urban will **provide** leasing services to **existing** tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: \_\_\_\_\_

Date: July 13, 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
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**Retain one copy for your records.**

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Hush City Soundproofing Inc.		
Respondent Name:	Peter Heathard		
Job Title:	President.		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	3671 Viking Way	Unit:	4
Years of Occupancy:	1		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: 

Date: Aug 13/20.

Please return the completed survey by Aug 14, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Three Lamb Investments International Ltd.		
Respondent Name:	Irene Zhao		
Job Title:	Secretary		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	5-3671 Viking Way, Richmond	Unit:	5
Years of Occupancy:	1 year		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

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If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

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By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Irene Date: 2020/08/01

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	PlayHeads Fashion Ltd.		
Respondent Name:	Eddie Lin		
Job Title:	Manager		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	3671 Viking Way Richmond	Unit:	6
Years of Occupancy:	5		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☒ (please provide reason why): \_\_\_\_\_

Since we have been in this plaza for the past 5 years, we have been working closely with some of the neighbors, just afraid if they move after the strata title conversion that will create some uncertainty to our work flow and business.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature:  Date: Aug 25 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**

**Strata Title Conversion Application**  
Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

**(A) Existing Tenant Information**

Tenant/Company Name:	ASSA INDUSTRIAL LTD		
Respondent Name:	JASON GADHRI		
Job Title:	OWNER		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	3671 Viking way	Unit:	2-9
Years of Occupancy:	3.5		

**(B) Views of Existing Tenant**

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ No (please provide reason why): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: [Signature] Date: Aug 13, 2020

Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

**Strata Title Conversion Application  
Tenant Survey**

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

**(A) Existing Tenant Information**

Tenant/Company Name:	Spatial Technologies (2017) Inc.		
Respondent Name:	Brett Findlater		
Job Title:	President		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	10-3671 Viking Way	Unit:	
Years of Occupancy:	11		

**(B) Views of Existing Tenant**

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Brett Findlater

Date: July 13, 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
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## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Ameta West Security Wholesale INC.		
Respondent Name:	Ethan Zhong		
Job Title:	President		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	3691 Viking Way, Suite 4 & 5	Unit:	4 & 5
Years of Occupancy:	4		

### (B) Views of Existing Tenant

Please check the following boxes:

I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.

I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.

I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes / No (please provide reason why): \_\_\_\_\_

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If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: [Signature] Date: Aug. 13, 2020

Please return the completed survey by **July 22, 2020** to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

**Strata Title Conversion Application**  
Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

**(A) Existing Tenant Information**

Tenant/Company Name:	ZONE GOLF ACADEMY INC		
Respondent Name:	TJ ATLEY		
Job Title:	PRESIDENT		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	3691 VIKING WAY	Unit:	8 and 9
Years of Occupancy:	4		

**(B) Views of Existing Tenant**

Please check the following boxes:

I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.

I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.

I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? ☒ Yes / ☐ No (please provide reason why): \_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Jawne Atley Date: Aug 12/2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	DP TILE AND STONE CO., LTD		
Respondent Name:	Bryan		
Job Title:	Sales Manager		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	3691 VIKING WAY	Unit:	10 & 11
Years of Occupancy:	3 YEARS AND A HALF		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: [Signature] Date: 12 August, 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	KNP ABADWAR INC		
Respondent Name:	PHILIP CHONG		
Job Title:	PRESIDENT		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	UNIT # 12 to 14, 3691 Viking Way	Unit:	
Years of Occupancy:	3 years +		

### (B) Views of Existing Tenant

Please check the following boxes:

I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.

I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.

I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes / No (please provide reason why): \_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

2020/8/13

Please return the completed survey by Aug 14, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Aviall (Canada) Ltd.		
Respondent Name:	Scott Rightnowar		
Job Title:	Manager		
Contact Phone Number:			
Address of Leased Premises:	13511 Crestwood Place	Unit:	1
Years of Occupancy:	10		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☐ (please provide reason why): N/A

Aviall, a wholly owned subsidiary of Boeing, does not benefit from the stratification of this  
property as it results in a forced relocation of our business. That being said, Aviall  
understands it is the owners building and decision to pursue this strategy.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: DocuSigned by:  
*Scott Rightnowar*  
4E3B79B6C9A646A... Date: 08/21/2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	DISCOVER ENERGY CORP.		
Respondent Name:	LEE ADAMS		
Job Title:	PRESIDENT		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13511 CRESTWOOD PL.	Unit:	34+5
Years of Occupancy:	FIVE		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: \_\_\_\_\_

Date: JULY 13<sup>TH</sup> 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	ALC Micro (BC) Inc.		
Respondent Name:	Stanley Chan		
Job Title:	GM		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13511 Crestwood Place	Unit:	6
Years of Occupancy:	> 30 years		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☐ (please provide reason why):

We do not have enough information to answer the question.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Stanley Chan Date: July 8 2020

Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.





July 6, 2020

ALC Micro B.C. Inc.  
6 - 13511 Crestwood Place  
Richmond, BC  
V6V 2E9  
Attention: Primary Tenant Contact

**RE: Viking Way Business Park Strata Application (City of Richmond File No. SC 20-893905, SC 20-895413, SC 20-895414) Survey and Information**

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Dear Michelle Lee,

On February 28, 2020, PC Urban and its partners became the new owners of Viking Way Business Park (3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place) and in advance of this transition date, Avison Young was hired as our property management company. We hope that you have been impressed with their service levels through the landlord transition period, and to date. Now that we have completed the purchase and transition of ownership, we are excited to share with you more details of our plans that we first discussed when we met in October & November of 2019.

PC Urban has recently submitted an application to the City of Richmond for Strata Title conversion of the four existing buildings and is currently working through the process with the City. The stratification plan for the buildings would create fifty-nine separate legal strata lots for sale. This number of lots aligns with each building's original structural grid and matches one rear loading bay per lot. No new demising walls are contemplated in this strata title conversion. Part of our process will also see some upgrades to the buildings, wayfinding, tenant signage and landscaping to further improve the exposure of the business park, and your business presence within the park.

Viking Way Business Park is currently occupied by 31 separate tenants, each of whom will be given the right-of-first opportunity to purchase the unit within which they currently occupy and lease. PC Urban has hired Jones Lang Lasalle (JLL) as brokers to lead the sales. JLL will begin the process of meeting with individual tenants to discuss further details of the sales program, including the exclusive pre-market pricing that will be available to the existing tenants. Some leaseholders currently occupy more than one loading bay and would therefore have the right-of-first opportunity to purchase the number of strata lots matching their leased space. The opportunity to purchase your leased unit will provide your business with long term control and lease rate security over the tenure of your space, while allowing you the opportunity to benefit from equity growth in the North Richmond Industrial Real Estate Market.

We would like to emphasize that we do not intend to alter the existing terms of any current leases within the building, and you will continue to have the absolute right to continue to lease your space until the end of the lease term. If you indicate to our sales team (JLL) during your right-of-first opportunity period, that you do not want to purchase your strata unit(s), PC Urban will continue to honour your existing lease unchanged. In addition, we will work with you to provide a short-term lease extension

PC Urban Properties Corp. | Suite 880, 1090 West Georgia Street,  
Vancouver, BC V6E 3V7 | 604 282 6085 | [www.pcurban.ca](http://www.pcurban.ca)

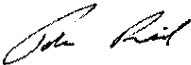
should your lease expire any time before July 1, 2021 and should you require a bit more time to find suitable new space. We are committed to providing any short-term extensions at the same financial terms as your current lease. Throughout the remaining lease, our brokerage team will assist your business to find another space to lease, within one of the four buildings, or external to the business park that satisfies your requirements.

As part of City of Richmond Council's consideration of the proposed Strata Title Conversion application, the City would like to obtain your views. The City has requested that each tenant complete and sign the attached survey and provide your opinion regarding PC Urban's proposed Strata Title Conversion application. Additional written feedback may also be provided as an attachment to the survey.

If you have any questions regarding any of the above information or the attached survey please feel free to contact the undersigned (John Reid: 604-428-3315 or [jreid@pcurban.ca](mailto:jreid@pcurban.ca)) or City of Richmond staff (Jessica Lee: 604-247-4908 or [jlee3@richmond.ca](mailto:jlee3@richmond.ca))

Best Regards,

**PC Urban Properties Corp.**



John Reid  
Senior Development Manager

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	LEPZI BIOTECHNOLOGY		
Respondent Name:	RADOSLAV STAYKOV		
Job Title:	VP OPERATIONS		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13511 CRESTWOOD PL	Unit:	7-8
Years of Occupancy:			

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: \_\_\_\_\_

Date: 13-Jul-2020

Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Edifier Enterprises Canada Inc		
Respondent Name:	Philip Liu		
Job Title:	VP		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13511 Crestwood Pl	Unit:	9, 10
Years of Occupancy:	10		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

It is a good opportunity to own a property

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature:  Date: July 13, 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	PowerGate Access Systems Inc.		
Respondent Name:	Tom Duncan		
Job Title:	Owner		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13511 Crestwood Place	Unit:	11
Years of Occupancy:	8		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

Yes, as long as we do not have to move. However, we do not plan to purchase the unit at this time.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature:  Date: July 13, 2020

**Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	COMNAV		
Respondent Name:	MR. S. GULAMANI		
Job Title:	CEO		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13511 CRESTWOOD PL.	Unit:	15
Years of Occupancy:	20+ YEARS		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why):

- WISH TO SUPPORT PC URBAN PLANS  
- MAINTAIN CONTINUITY W/ COMMITTED LANDLORD  
- APPRECIATE LANDLORD W/ LOCAL PRESENCE

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: 

Date: 2020-07-10

Please return the completed survey by **July 22, 2020** to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

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## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	UNIVERSAL SUPPLY		
Respondent Name:	GEORGE CORNING		
Job Title:	AREA MANAGER		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	1 - 13520 CRESTWOOD PL	Unit:	1
Years of Occupancy:			

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☐ (please provide reason why): \_\_\_\_\_

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If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: [Signature] Date: AUG 21/20

Please return the completed survey by Aug 14, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

**Strata Title Conversion Application**  
Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

**(A) Existing Tenant Information**

Tenant/Company Name:	TOPSOURCES LAB INC.		
Respondent Name:	BENJAMIN CHEUNG		
Job Title:	DIRECTOR		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 CRESTWOOD PLACE	Unit:	3
Years of Occupancy:	21 YEARS		

**(B) Views of Existing Tenant**

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☒ (please provide reason why):

I have been here for around 20 years, reason for such a long lease is the prime location and well managed strata. The proposed "RE-DEVELOPMENT" by PC Urban will deteriorate the value of this piece of prime industrial area of Richmond like forever. And affect our business image and cost of operations. Details attached.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: [Signature] Date: AUG., 31, 2020

Please return the completed survey by Aug 14, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

## Strata Title Conversion Application

Tenant Survey

P2/2

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	TOPSOURCES LAB INC.		
Respondent Name:	BENJAMIN CHEUNG		
Job Title:	DIRECTOR		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 CRESTWOOD PLACE	Unit:	3
Years of Occupancy:	21 YEARS		

Do you support the Strata Title Conversion? No ✓ (please provide reason why):

Additional written feedback submitting to the City of Richmond

The present re-development plan proposed by PC Urban is very different from the first presentation from their people. The previous one was much nicer and elegant which will help build the business image and operation of the tenants. I was considered to buyout my own unit after the **Original** re-development plan. But the present one even don't have any improvements on the building itself other than power washing and repainting the outside wall. These 30 years old buildings need upgrades and improvements for business operations and even safety reasons.

The price they are asking is totally out of market price. Now is just like flipping in residential property market. This in turn will raise the rent un-reasonably and will cause all small businesses in this area difficult to survive, especially under the present economic situation.

This piece of industrial land, I think, is the prime most piece of future industrial area in Richmond. Once the stratification changed under the present plan of PC Urban, upgrades and improvements of these 30 years old buildings are impossible in the future. The value of this piece of land will be degraded forever.

Signature: [Signature] P2/2 Date: Aug., 31, 2020

Please return the completed survey by Aug 14, 2020 to John Reid via one of the below methods:

? Email (preferred): jreid@pcurban.com

? Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Elite Window Fashions		
Respondent Name:	Abe Lerman		
Job Title:	CFO		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 Crestwood Place	Unit:	4
Years of Occupancy:	10		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

Wish to avoid increasing occupancy costs in the future

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If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: 

Date: 9 October 2020

**Please return the completed survey by August 14, 2020 to John Reid via one of the below methods:**

- Email (preferred): [jreid@pcurban.ca](mailto:jreid@pcurban.ca)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

**Retain one copy for your records.**



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	GOOD & QUICK GLASS CO 2013 LTD		
Respondent Name:	PETER CHEN		
Job Title:	OWNER		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 CRESTWOOD PL, RICHMOND	Unit:	7
Years of Occupancy:	5		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why):

GIVES COMPANIES A CHANCE TO OWN THEIR SPACE.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: [Signature]

Date: JULY 16, 2020

Please return the completed survey by **July 22, 2020** to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	LCF Advanced Technology Ltd		
Respondent Name:	Daniel Lo		
Job Title:	President		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 Crestwood Place	Unit:	8
Years of Occupancy:	3 yr 9 months		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☒ (please provide reason why): \_\_\_\_\_

- Might face big increase in property tax and management fee after conversion - we pay triple net & a small business (cannot afford)
- Pre-sale price is quite high when compared with the market (consulted with banker)
- Not enough details of sale provided such as # of parking spaces, any improvement before sale (other than new paint on building), amount of reserve fund carry forward etc

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: \_\_\_\_\_

*Daniel Lo*

Date: \_\_\_\_\_

*Aug 31, 2020*

Please return the completed survey by July 22, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

**Strata Title Conversion Application**  
Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

**(A) Existing Tenant Information**

Tenant/Company Name:	NEOTYPE PREPRESS CORPORATION		
Respondent Name:	Cathy Scott		
Job Title:			
Contact Phone Number:			
Address of Leased Premises:	13520 CRESTWOOD PLACE	Unit:	#9
Years of Occupancy:	4 1/2 YEARS.		

**(B) Views of Existing Tenant**

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☐ / No ☐ (please provide reason why):

Due to Covid19 and how it has affected Business,  
it would be difficult to make a major  
business purchase decision at this time.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Cathy Scott Date: August 5/2020

Please return the completed survey by **July 22, 2020** to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	VCC Group Inc.		
Respondent Name:	Grant Roman		
Job Title:	Manager		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 Crestwood	Unit:	10
Years of Occupancy:	Eight		

### (B) Views of Existing Tenant

Please check the following boxes:

- ✓ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ✓ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ✓ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? ☒ Yes / ☐ No (please provide reason why): \_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: Grant Roman Date: October 22, 2020

Please return the completed survey by August 14, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.ca](mailto:jreid@pcurban.ca)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

(A) Existing Tenant Information

Tenant/Company Name:	Jade Clinics (J.J. Desloges Inc.)		
Respondent Name:	Jennifer Desloges		
Job Title:	CEO		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 Crestwood Pl.	Unit:	13
Years of Occupancy:	6.5		

(B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why):

The asking price on my unit is too high.

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: 

Date: Aug 21, 2020.

Please return the completed survey by Aug 14, 2020 to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.

6-08002



2020-08-14  
Viking...es).pdf



## Strata Title Conversion Application Tenant Survey

PC Urban has submitted a Strata Title Conversion Application to the City of Richmond for permission to stratify the four (4) existing industrial buildings at 3671 and 3691 Viking Way and 13511 and 13520 Crestwood Place. As part of the review process by the City, Council policy requires that the views of the affected tenants be obtained. Please complete Sections A and B of the Tenant Survey below.

### (A) Existing Tenant Information

Tenant/Company Name:	Rafa River Naturals Canada Inc.		
Respondent Name:	Jason Hsu		
Job Title:	General Manager		
Contact Phone Number:	[REDACTED]		
Address of Leased Premises:	13520 Crestwood Place	Unit:	14 & 15
Years of Occupancy:	7		

### (B) Views of Existing Tenant

Please check the following boxes:

- ☒ I/we acknowledge receipt of the letter from PC Urban dated July 6, 2020 and, having read its contents, understand the implications of the proposed Strata Title Conversion application.
- ☒ I/we acknowledge that I have been given the right-of-first opportunity to purchase my unit before it is offered to the market.
- ☒ I/we acknowledge that our existing lease terms will not be changed or impacted by the Strata Title conversion process, and PC Urban will provide leasing services to existing tenants as outlined in the letter from PC Urban dated July 6, 2020.

Do you support the Strata Title Conversion? Yes ☒ / No ☐ (please provide reason why): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If desired, additional written feedback may be submitted to the City of Richmond as an attachment to this survey.

By signing the Tenant Survey, I/we acknowledge that, in accordance with the City of Richmond's applicable privacy policies, this survey and any attachments may be made available to the public by the City as part of Council's consideration of the Strata Title Conversion application.

Signature: John Reid Date: July 14, 2020

Please return the completed survey by **July 22, 2020** to John Reid via one of the below methods:

- Email (preferred): [jreid@pcurban.com](mailto:jreid@pcurban.com)
- Mail: 1090 W. Georgia Street (Suite 880), Vancouver, BC, V6E 3V7

Retain one copy for your records.







**To:** General Purposes Committee

**Date:** October 27, 2020

**From:** Wayne Craig  
Director, Development

**File:** ZT 19-875774 /  
RZ 13-628557

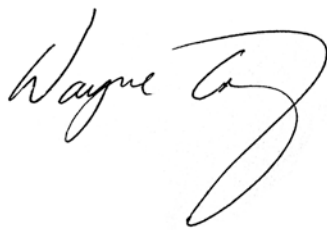
**Re:** **Application by Wydanco Consultants Ltd. to Rescind Third Reading of Amendment Bylaws 9628 and 9629 and to Update Rezoning Considerations to Amend the Proposed “High Rise Commercial (ZC39) – Bridgeport Gateway” Zone for the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way.**

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### Staff Recommendation

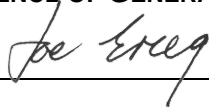
1. That Third Reading of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, for the subject properties, be rescinded.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, as amended, to amend the Bridgeport Village Specific Land Use Map- Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
  - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
  - b) for the above-noted properties, providing for up to 50% of the 1.0 Floor Area Ratio (FAR) Village Centre Bonus floor area to be allocated to education uses;be forwarded to a new Public Hearing.
3. That Bylaw 9628, as amended, having been considered in conjunction with:
  - a) the City's Financial Plan and Capital Program; and
  - b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
4. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
5. That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, for the subject properties, be rescinded.

6. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, as amended, which would:
- a) create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and rezone the subject properties from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway"; and
  - b) to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8351 Sea Island Way;
- be forwarded to a new Public Hearing.



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

WC:RP  
Att. 9

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

## **Staff Report**

### **Origin**

Wydanco Consultants Ltd. has applied on behalf of New Continental Properties Inc., for permission to develop a two-phase commercial development on the subject site via rezoning application (RZ 13-628557). The site is bisected by an existing public lane, with Phase 1 (Areas A and B) south and east of the lane and Phase 2 (Area C) located north of the lane. A location map of the subject properties can be found in Attachment 1 and a site area map is provided on Attachment 2. New Continental Properties Inc. is owned by Mr. Zai Ai Liu. Danny Leung is the Director of Wydanco Consultants Ltd.

The applicant has applied for a Zoning Text Amendment for this site (ZT 19-875774) in order to amend the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone, as presented by Amendment Bylaw 9629, to relocate the proposed educational uses from Area A (Phase 1) to Area C (Phase 2) in order to postpone construction of a post-secondary educational facility as a result in the change of market demand for that use. An amendment to OCP Amendment Bylaw 9628 is also required in order to accommodate the relocation of educational uses away from the No. 3 Road frontage.

At the Public Hearing on July 17, 2017, Council granted Second and Third Reading to Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9629:

- Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628 sought to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) to accommodate ‘education, commercial’ and ‘education, university’ uses (but excluding dormitory and child care uses) on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and, provide for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses for the subject site.
- Richmond Zoning Bylaw 8500, Amendment Bylaw 9629 sought to rezone the subject properties to permit the development of a two-phase commercial development.

The original Report to Council, dated May 30, 2017 is provided (Attachment 3).

Because Amendment Bylaws 9628 and 9629 have not yet been adopted, the following steps are required to consider the proposal:

- A rescindment of Third Reading for Amendment Bylaws 9628 and 9629.
- Revisions to the previously agreed to Rezoning Considerations.
- Consideration of the revised bylaws at a new Public Hearing.
- Subsequent consideration of Third Reading.

### **Findings of Fact**

Please refer to the original staff report dated May 30, 2017 (Attachment 3), for detailed information regarding the original rezoning application.



## **Site and Surrounding Development**

The subject site is located in Bridgeport Village, between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing City lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

To the North: Across Bridgeport Road, on the west side of West Road, is a mixed-use building, which includes retail, hotel and office uses (RZ 12-605272, ZT 15-708370 and DP 12-624180).

Across Bridgeport Road, on the east side of West Road, is an existing two-storey commercial building.

Across Bridgeport Road, along No. 3 Road, is a two-storey, retail, restaurant and office development with surface parking (DP 14-659747).

To the South: Across Sea Island Way is Phase 2 of a 3-Phase development, which includes retail, office and residential uses, plus a new community centre (RZ 12-603040 and ZT 19-872212). As of the date of this report, Development Permit application (DP 17-794169) for this proposed development is currently under staff review.

To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).

To the West: An existing two-storey warehouse with surface parking.

## **Analysis**

### **Original Proposal**

The original proposal, via rezoning application (RZ 13-628557), sought to permit the development of high-density commercial, commercial education and university education uses on two linked development lots in the City Centre's Bridgeport Village. Key components of the original proposal concept include:

- A two-Phase development: Phase 1 was composed of Areas A and B, and Phase 2 consisted of Area C. This phasing of areas is not proposed to change.
- On the south-easterly development lot, a two-tower with podium building combining restaurant, office, and education uses in one tower (Area A) and hotel and convenience retail uses in the other tower (Area B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.

- A total floor area of approximately 28,140 m<sup>2</sup> (302,896 ft<sup>2</sup>) comprised of approximately:
  - 975 m<sup>2</sup> (10,495 ft<sup>2</sup>) of retail and restaurant space.
  - 17,785 m<sup>2</sup> (191,436 ft<sup>2</sup>) of hotel space.
  - 4,690 m<sup>2</sup> (50,483 ft<sup>2</sup>) of office space.
  - 4,690 m<sup>2</sup> (50,483 ft<sup>2</sup>) of commercial and university education space.
- Approximately 306 rooms in the hotel in Area B, and 95 rooms in the hotel in Area C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road.

### Proposed Changes

The applicant has proposed changes to the proposed development that include the relocation of ‘education, commercial’ and ‘education, university’ land uses from the tower portion of the building in Area A (Phase 1) to Area C (Phase 2) and replacing the relocated educational uses in Area A (on Levels 5-8 of the tower) with office use. However, because Area C fronts onto Bridgeport Road, OCP Amendment Bylaw 9628 likewise needs amending in order to remove a stipulation that educational uses must front onto No. 3 Road.

Although an increased amount of office floor area is proposed (as a result of being allocated floor area that had previously been allocated to educational uses), the form and massing of Building A would remain generally as originally proposed. Similarly, the proposed changes to the use of the Building B involve a reduction in hotel floor area (as a result of the cumulative impacts of relatively minor changes to hotel layout on each floor) but results in no significant changes to form and massing. Together, Buildings A and B (Phase 1) are proposed to have a combined FAR of 2.44. Including Building C (Phase 2), the total FAR of all three areas would be 2.94 FAR. The updated conceptual plans are provided in Attachment 4 and an updated Development Application Data Sheet is provided in Attachment 5.

A redlined version of the updated OCP Amendment Bylaw 9628, highlighting the changes from the previous version, can be found in Attachment 6. The proposed change to Bylaw 9628 consists of removing the text (in Section 1(a) of the Bylaw) which states that educational uses must be located on a site fronting No. 3 Road, in keeping with the original proposal.

With consideration to the future Capstan Canada Line Station, the proposed City Community Centre across Sea Island Way to the south and the enhanced public realm that is established through the redevelopment occurring along the No. 3 Road corridor, in tandem with the applicant’s voluntary rezoning contributions of \$697,119 for additional local connectivity improvements and \$100,000 towards pedestrian crossing enhancements along Bridgeport Road (as part of the proposed TDM measures) and the improved public realm and connectivity that composes part of the proposed development (including sidewalks and trees along the Municipal lane and 3 m wide sidewalks along the Sea Island Way and Bridgeport Road frontages, staff support the removal of language from Bylaw 9628 that requires educational uses to be provided in Area A.

A redlined version of the updated Zoning Amendment Bylaw 9629, highlighting the changes from the previous version, can be found in Attachment 7.

## Sustainability

Through this application, the proposed development is required to achieve Step 2 of the Energy Step Code. As of the date of this report, the proposed office component is required to meet Step 2 of the Energy Step Code; however, there is no step code requirement for hotels at this time. Energy modelling and an associated report will be provided prior to advancing the Development Permit the Development Permit Panel.

The original proposal was required to connect to the City's District Energy Utility System, whereas the through current proposal, the applicant has agreed to secure provision for an on-site low carbon energy system and the transfer of its ownership to the City.

## Updated Rezoning Considerations

The updated Rezoning Considerations are provided in Attachment 8, and a redlined version, highlighting the changes from the previous version, can be found in Attachment 9.

The updated Rezoning Considerations are summarized as follows:

- **Legal Agreement Restricting Strata of Education and Commercial Uses (ZT Consideration #21):** The original proposal included a restriction on strata titling of the 0.5 FAR of the floor area that is eligible for commercial education or university education uses. This consideration ensures that that portion of the development is maintained as a single strata lot. This rezoning consideration needs to be amended to address the proposed relocation of the educational uses to Area C. The revised rezoning consideration ensures that this 0.5 FAR is retained as a single strata lot whether it is used for education or office purposes.
- **District Energy Utility (ZT Consideration #32):** Under the original proposal, the development was proposed to connect to a District Energy Utility (DEU). This consideration has been updated to reflect the provision of a low carbon energy plant, for which ownership would be transferred to the City as per the City's current District Energy Utility standards. A legal agreement securing this arrangement is required prior to final adoption of Amendment Bylaw 9629.
- **Community Facilities Contribution (ZT Consideration #34):** The original rezoning included the provision of cash-in-lieu of securing Civic Amenity Space in the development for the reasons stated in the original staff report (Attachment 3). The rate for cash-in-lieu contributions has increased since the original rezoning staff report was presented to Council in 2017, from \$6,997 per square metre (\$650 per square foot) to \$8,073.20 per square metre (\$750 per square foot). This results in a net contribution increase of \$504,736.39.

- **Community Planning Contribution (ZT Consideration #35):** The rate for the Community Planning Contribution, which is applied to gross floor area of the proposed development (Phase 1), has increased since the original rezoning staff report was presented to Council in 2017, from \$2.69 per square metre (\$0.25 per square foot) to \$3.23 per square metre (\$0.30 per square foot). This results in a net contribution increase of \$15,175.31.
- **Public Art Contribution (ZT Consideration #36):** The rate for the Community Planning Contribution, which is applied to gross floor area of the proposed development (Phase 1), has increased since the original rezoning staff report was presented to Council in 2017; from \$4.63 per square metre (\$0.43 per square foot) to \$5.06 per square metre (\$0.47 per square foot). This results in a net contribution increase of \$12,077.78.
- **Development Permit (ZT Consideration #39):** A Development Permit application, which is required prior to rezoning approval, must include energy modelling and an associated report, which is also required to be attached to a covenant addressing DEU matters via ZT Consideration #32(a) (see above).

#### Next Steps

Should Council wish to proceed with the amended Bylaw 9629 and the updated rezoning considerations, the applicant would be required to satisfy the updated rezoning considerations prior to final adoption of Bylaw 9628 and Bylaw 9629.

#### **Conclusion**

It is recommended that Third Reading for Official Community Plan Bylaw 7100, Amendment Bylaw 9628 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9629 be rescinded, revised and re-introduced to Council via a new Public Hearing.



Robin Pallett, RPP, MCIP  
Planner 2  
(604-276-4200)

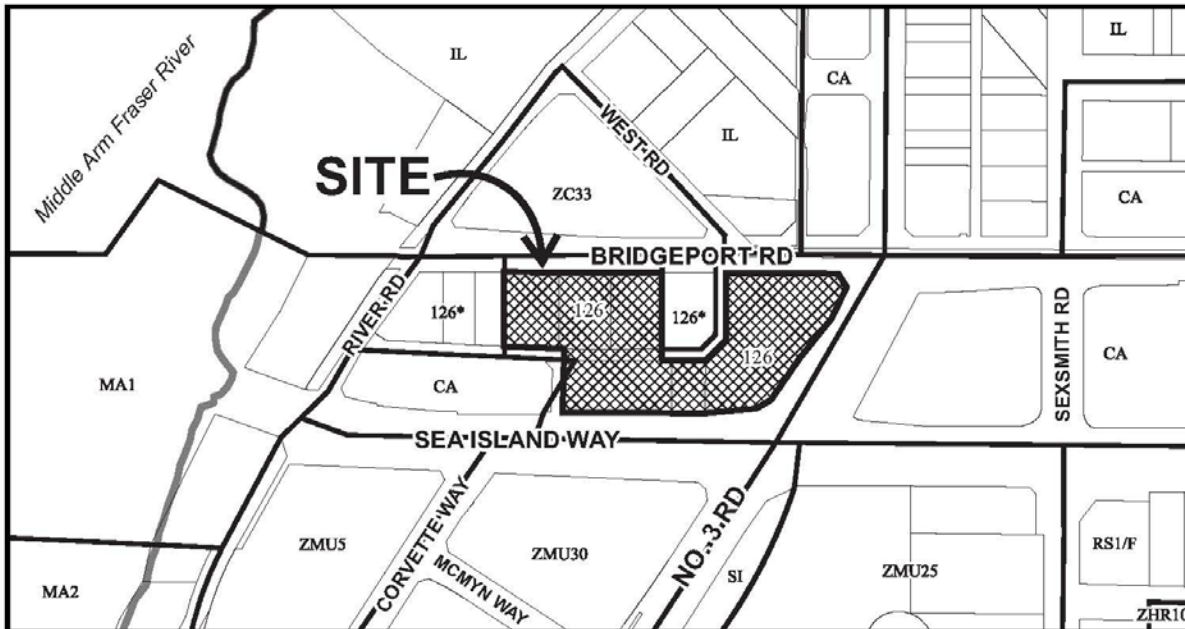
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#### Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Areas Map
- Attachment 3: Original Rezoning Report to Council, dated May 30, 2017
- Attachment 4: Updated Proposal Conceptual Plans
- Attachment 5: Updated Development Application Data Sheet
- Attachment 6: Updated OCP Amendment Bylaw 9628 (redlined version)
- Attachment 7: Updated Zoning Amendment Bylaw 9629 (redlined version)
- Attachment 8: Updated Rezoning Considerations (clean version)
- Attachment 9: Updated Rezoning Considerations (redlined version)



City of  
Richmond



ZT 19-875774

Original Date: 10/15/19

Revision Date:

Note: Dimensions are in METRES





City of  
Richmond

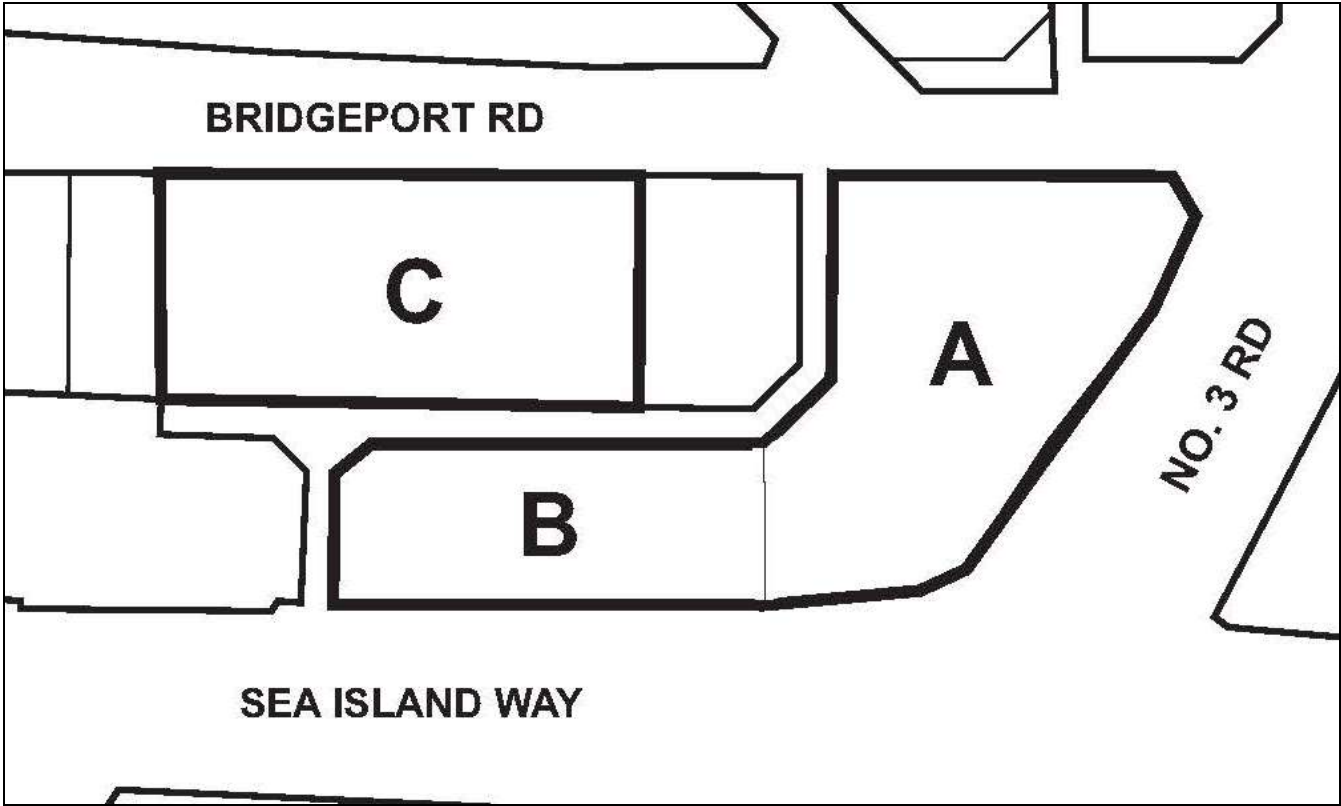


ZT 19-875774

Original Date: 10/15/19

Revision Date:

Note: Dimensions are in METRES





## City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** May 30, 2017

**From:** Wayne Craig  
Director, Development

**File:** RZ 13-628557

**Re:** Application by New Continental Properties Inc. and Affiliates for Rezoning of the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126"; at 8351 Sea Island Way from "Land Use Contract 126"; and, at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to "High Rise Commercial (ZC39) – Bridgeport Gateway"

### Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
  - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
  - b) for the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,be introduced and given first reading.
2. That Bylaw 9628, having been considered in conjunction with:
  - a) The City's Financial Plan and Capital Program;
  - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
3. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at

May 25, 2017

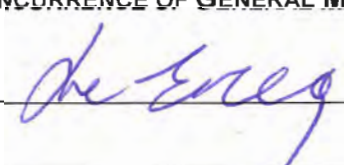
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RZ 13-628557

8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.

  
Wayne Craig  
Director, Development

JD:blg  
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	



## Staff Report

### Origin

New Continental Properties Inc. and Affiliates has applied to the City of Richmond for permission to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” (Attachment 1), in order to permit the development of high-density commercial and education uses on two linked development lots in the City Centre’s Bridgeport Village. Key components of the proposal concept (Attachment 2) include:

- A two-phase development.
- On the south-easterly development lot, a two tower with podium building combining restaurant, office, and education uses in one tower (Building A) and hotel and convenience retail uses in the other tower (Building B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.
- A total floor area of approximately 28,140 m<sup>2</sup> (302,896 ft<sup>2</sup>) comprised of approximately:
  - 975 m<sup>2</sup> (10,495 ft<sup>2</sup>) of retail and restaurant space;
  - 17,785 m<sup>2</sup> (191,436 ft<sup>2</sup>) of hotel space;
  - 4,690 m<sup>2</sup> (50,483 ft<sup>2</sup>) of office space; and
  - 4,690 m<sup>2</sup> (50,483 ft<sup>2</sup>) of commercial and university education space.
- Approximately 306 rooms in the hotel on Parcel A+B and 95 rooms in the hotel on Parcel C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road featuring public art.

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate the inclusion of commercial education and university education (excluding dormitory and child care) uses on the subject site. As well, discharge of the existing Land Use Contract from the titles of the existing properties is required.

### Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

### Site and Surrounding Development

The subject site is located in Bridgeport Village (Attachment 4) between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing city lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.



Surrounding development includes:

- To the North: Across Bridgeport Road and under construction, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (DP 12-624180).  
Across Bridgeport Road and under application, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (RZ 12-598104).  
Across Bridgeport Road and under construction, a two-storey, 0.5 FAR, retail, restaurant and office development with surface parking (DP 14-659747).
- To the South: Across Sea Island Way, a recently-approved rezoning and DP for a 3.5 FAR, podium and tower, retail, office and residential development, which will also include a new community centre, with a maximum height of 45 m (DP 16-745853).
- To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).
- To the West: An existing two-storey warehouse with surface parking.

## **Related Policies**

### **1. Official Community Plan/City Centre Area Plan**

Official Community Plan: The Official Community Plan (OCP) designates the site as “Commercial”. The proposed rezoning and proposed OCP amendment are consistent with this designation.

City Centre Area Plan: The City Centre Area Plan (CCAP) Bridgeport Village Specific Land Use Map designates the site as “Urban Centre T5 (45 m)” and “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with these designations, except that OCP amendments are required to accommodate:

- the proposed commercial education and university education uses which are not currently supported on sites south of Bridgeport Road; and,
- utilization of up to one-half of the Village Centre Bonus floor area for combined commercial and university education uses.

The proposed OCP amendments are further discussed in the Analysis section of this report.

### **2. Other Policies, Strategies and Bylaws**

Flood Protection Management Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in a combination of Area 1B (new residential land use prohibited) and Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed

rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement prior to final adoption of the rezoning bylaw.

Richmond Public Art Policy: The proposed development must address the Richmond Public Art Policy and provide for installation of art on the site or a financial contribution toward Public Art in the Bridgeport Village. The contribution will be secured before rezoning adoption with a combination cash deposit and Letter of Credit. The Please refer to Analysis Section 2 b) "Community Amenities" for further information.

## Consultation

### 1. OCP Amendment

General Public: An OCP amendment application sign has been installed on the subject site noting the proposed addition of education uses to the list of uses supported by the City Centre Area Plan (CCAP) for this property. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. Referrals were made to Ministry of Transportation and Infrastructure (MoTI) and TransLink through the rezoning process. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

#### OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only. The proposed OCP amendments do not permit K-12 schools and, as residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater	No referral necessary, as the proposed amendment refers to the

Stakeholder	Referral Comment (No Referral necessary)
Vancouver Regional District (GVRD)	addition of commercial and university education as a permitted use relative to the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Ministry of Transportation and Infrastructure (MoTI)	<b>The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to MoTI through the associated rezoning process.</b>
TransLink	<b>The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to TransLink through the associated rezoning process.</b>
Port Authorities (Vancouver Port Authority / Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	<b>No referral necessary. However, as a courtesy, staff have notified VIAA of the proposed rezoning application and associated OCP amendment.</b>
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Miscellaneous Stakeholder Organizations (e.g. UDI)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Relevant Federal and Provincial Government Agencies	No referral necessary, except as included in this table, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.

## 2. Rezoning

General Public: A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign except from the representative of the owners of the adjacent orphan lot (8380 Bridgeport Road). The representative noted that they were aware of the proposed rezoning, that they had been approached by the developer and that the owner was not interested in selling the property at this time. Should the Planning Committee endorse this application and Council grant first reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area

resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was formally referred to or otherwise coordinated with external agencies as described below.

- Ministry of Transportation and Infrastructure (MoTI): The application was referred by staff to MoTI in 2013 and again in 2017. MoTI has provided the City with an extension of the previously provided preliminary approval, based on the rezoning drawings, road functional drawings and Transportation Study. The preliminary approval includes new deceleration lanes, access and egress restrictions for the subject site and the adjacent orphan lot, and, lane manoeuvring for vehicles and various sized trucks. Final approval of the road functional design for the Bridgeport Road and Sea Island Way frontages will be required prior to rezoning adoption.
- South Coast British Columbia Transportation Authority (TransLink): Staff have referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the proposed OCP amendment, the off-site design of the No. 3 Road area and implications for the regional transportation system. On this basis, TransLink is not opposed to staff advancing the OCP and rezoning report to Council. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide comment but expect that the applicant will work cooperatively to address all concerns as well as obtain Translink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting building permit issuance prior to final approval being received from TransLink.
- Trans Mountain Pipeline/Kinder Morgan Canada: There is an existing jet fuel pipeline in the Bridgeport Road right-of-way that runs past the subject site. Kinder Morgan has noted that standard Approved Pipeline Proximity Installation Permits for both on-site and off-site works may be required and these can be granted to the owner of the subject development if the owner conforms to standard requirements. Preliminary review between Kinder Morgan and the applicant has not identified any significant issues.

## **Analysis**

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure; land use; density, height; siting conditions; and, community amenities.

### **1. Proposed OCP (CCAP) Amendment**

Land Use: The proposed OCP (CCAP) land use amendments will allow commercial education and university education uses on the site. The range of education programs is expected to include ESL training, short term career training, private career college programs, privately and publically funded college diploma and associate degree programs and first and second year university

courses leading to subsequent study at a university. These programs would generally be offered in conjunction with New Continental's education services agency, Global Education Centre (GEC). The proposed facility would offer courses to local and international students and the duration of courses would range from 12 to 24 months. There would be approximately 58 staff.

The proposed OCP amendment would add "commercial education" and "university education" uses to the current list of uses supported on the subject site (i.e. office, hotel, institution and studio) in the Bridgeport Village Specific Land Use Map. Staff support the addition of these uses to the site, as discussed below, but recommend the university education use exclude accessory dormitory and child care uses due to the livability issues arising from vehicle and aircraft noise.

Connectivity: Education uses were not envisioned by the CCAP in Bridgeport Village south of Bridgeport Road because of concerns around poor transportation connectivity for students, a challenging pedestrian environment on Bridgeport Road and Sea Island Way and a lack of local services. Since the plan was adopted, many of these circumstances have improved. Capstan Station is expected to be constructed in the future and would be closer to the site than the existing Bridgeport Station. Capstan Village to the south is undergoing significant residential and commercial redevelopment and a new City Community Centre, offering recreation, cultural and community programming, will be provided in the Yuan Heng development across Sea Island Way from the subject site. In this evolving context, staff believe that the education uses may be considered if connectivity is further reinforced. To this end, the applicant has offered a voluntary rezoning contribution of \$697,119 for additional local area connectivity improvements. Specific recommendations for use of the funds, once identified, will be forwarded to Council in a separate report.

Density: The proposed amendments are structured to permit education uses as a component of the Village Centre Bonus floor area (up to half of the 1.0 FAR VCB), along with office uses. This is intended to ensure that the site is developed primarily with airport-related uses (e.g. hotels and offices supporting YVR), as well as to maintain a portion of the original VCB incentive to develop office uses. Staff note that the applicant has agreed to maintain the education floor area under a single strata title so that it can be easily converted to large tenant office space if the education facilities are no longer desirable or viable.

Hotel Use: Hotel use is permitted by the CCAP. Two hotels, designed to function as standard hotels, are being proposed on the subject site. There is some concern that these hotels may be used as student dormitories. To ensure that the student living arrangements are not compromised and that the hotels are being used as bona fide standalone commercial enterprises consistent with the City's land use, licensing and taxation objectives, registration of a legal agreement on title securing the owner's and assignee's commitment to a maximum on-site hotel stay of six months is a condition of rezoning bylaw adoption. Further, a non-strata agreement on each hotel must also be registered on title prior to rezoning approval.

### **Proposed Rezoning**

The proposed rezoning is consistent with the Bridgeport Village Specific Land Use Map transects, Urban Centre T5 (35 m) and (45 m) (except for the commercial and university education uses which are the subject of the proposed OCP amendment). A new site-specific zone is proposed, "High Rise Commercial (ZC39) – Bridgeport Gateway ". The recommended



provisions reflect requirements regarding the amounts of hotel, office and education floor area, the location of education uses (in support of transportation connectivity objectives), site-specific height and siting parameters and parking and loading rates. Signed rezoning considerations are provided (Attachment 5).

## **2. CCAP Implementation Policies**

The CCAP includes a variety of policies intended to address a community development needs arising from densification, as outlined in this section.

### **a) Utility, Transportation and Parks Infrastructure**

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement.

City Utilities: The developer is required to undertake a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrades on Sea Island Way and the lane frontages.
- Storm sewer upgrades Bridgeport Road, No. 3 Road, Sea Island Way and the lanes.
- Various frontage improvements including street lighting.

A more detailed description of frontage and other infrastructure improvements is included in the Rezoning Considerations (Attachment 5). Required improvements to City utilities are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

Private Utilities: Undergrounding of private utility lines, location of private utility equipment on site and, if possible, relocation of a BC Hydro transmission pole and/or guy wires, are required.

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

- Bridgeport Road: The roadway will be widened to accommodate MoTI travel and turning lane requirements, as well as a lighting strip. The City cross-section will include a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with a statutory right-of-way (SRW).
- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a raised bikeway, a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with an SRW.
- Sea Island Way: Sea Island Way currently has a wide off-street area of land that is City-owned, but under MoTI jurisdiction. MoTI has agreed to permit the developer to locate the standard City treed boulevard and sidewalk in this area, along the roadway, as well as create a plaza in the remaining space. Further, MoTI has expressed support for a building setback (1.5 m) along this frontage.
- Lanes: The various existing lanes will be upgraded to increase their travel widths and to add sidewalks. A new lane will be added at the western end of the site to create a second connection to Bridgeport Road and will be secured with an SRW. The Parcel A+B

turnaround as well as existing lane widenings will be secured with a combination of dedications and SRWs.

Preliminary Road Functional Drawings have been provided (Attachment 6).

Road enhancements along No. 3 Road to provide the new raised bike lane and a wider sidewalk will be eligible for DCC credits. All other works will be the sole responsibility of the developer and are not eligible for DCC credits.

**Parks and Open Space Network:** The CCAP identifies No. 3 Road as part of the City's greenway system. In lieu of providing a linear greenway and consistent with the need to enhance the pedestrian environment at this busy double intersection, the proposal includes two plazas bordering No. 3 Road. The combined plazas will assist with the transition between Capstan Village and Bridgeport Village as well as marking transitions to and from the city, river and airport.

- **Public Realm Design – No. 3 Road North:** The application shows approximately 694 m<sup>2</sup> of plaza space at the corner of No. 3 Road and Bridgeport Road (not including required City sidewalks). The proposed plaza is subject to a number of 3<sup>rd</sup> party SRWs and will also be subject to a public-right-of-passage (PROP) SRW. Detailed design development will be undertaken through the DP and SA processes. Parks Department staff have requested significant tree planting in this area, the implementation of which will be subject to co-ordination with TransLink (guideway), MoTI and BC Hydro (transmission pole) limitations.
- **Public Realm Design – No. 3 Road South:** There is a large area of City land bordering Sea Island Way that is reserved for future widening of the highway. The applicant reviewed highway widening needs with MoTI and MoTI supports adjustments to this area for public realm use. The south-facing area connects with a large covered pedestrian plaza area between the hotel and office/education components on Parcel A+B that links the building entries and the streets and lane. Detailed design development of the required improvements will be undertaken through the DP and SA processes and will be co-ordinated with any MoTI requirements.

The greenway/ plaza (Parks) infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

## **b) Community Amenities**

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

**Density Bonusing:** The proposed rezoning is located in the Brighthouse Village Specific Land Use Map "Village Centre Bonus (VCB)" area and utilizes the available VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided back to the City in the form of floor area for a community amenity or a cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development, and limited amount of community amenity floor area (469 m<sup>2</sup>) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (\$3,281,593.00 calculated using the proposed floor area  $[0.05 \times 1.0 \times 9,380 \text{ m}^2 \times \$6,997$

/m<sup>2</sup>)). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning (\$75,696.60 calculated using the proposed floor area [28,140 m<sup>2</sup> x \$2.69 / m<sup>2</sup>]).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution, which staff recommend be located in either or both of the public plaza areas. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%), based on the current contribution rates (e.g. a minimum of \$130,288.20 calculated using the proposed floor areas [28,140 m<sup>2</sup> x \$4.63]).

### **3. Other CCAP Development Policies**

#### **a) Transportation**

Site Access - Off-site: Vehicular access/egress to the site will be provided via an internal laneway system connecting to Sea Island Way and Bridgeport Road.

Access/Egress - Orphan Lot: Existing parking for the orphan lot at 8380 Bridgeport Road is provided at the front and the rear of the building and is currently accessed from the City lane. Egress from the front parking area, which has angled spaces, is provided through the subject site (8360 Bridgeport Road/Parcel C) onto Bridgeport Road. MoTI does not support permanently retaining this egress and it must be removed when construction of the Bridgeport Road improvements is commenced toward the end of Phase 1 of the subject development (Parcel A+B and interim Parcel C). At that time, the applicant is proposing to provide a one way egress from the orphan lot front yard parking, through Parcel C, south to the east-west lane. This egress route is proposed to be provided as an SRW. As the proposed new SRW route requires the demolition of the existing building at 8360 Bridgeport Road and the existing building is intended to be used during construction of Phase 1, registration of the SRW will occur at the time that the Bridgeport Road egress is closed. In lieu of immediate registration of the SRW, an agreement will be registered on title in favour of the City and Province to ensure that the applicant provides the SRW at the appropriate time.

Site Access - On-site: Vehicular access is provided via the lane system to both drop-off/turnaround areas and parkade entrances on Parcel A+B and Parcel C. Truck access and loading is provided and will be the subject of further review during the DP review process.

Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1A) except for the education parking. Staff requested a consultant parking study to establish the appropriate rate for the education use in this location. The proposed rate of 0.4 spaces per student and 0.4 spaces per staff is based on existing mode splits observed at similar education facilities. Transportation staff support the proposed education parking rate, which is reflected in the proposed site-specific zone, as well as the overall parking proposal which includes the following TDM reductions:

- A 10 percent reduction for all uses due to shared parking;

- A 10 percent reduction for all uses with the provision of the following TDM measures:
  - Transit passes (similar to that of the U-Pass program) for all students in perpetuity.
  - End-of-trip cycling facilities (e.g. showers, toilets) for each gender for each of the proposed land uses.
  - Two parking spaces for car-share vehicles with the necessary PROP SROW registered.
  - One car-share vehicle for a minimum duration of three years.
  - Equipping of the car-share spaces with one electric vehicle (EV) quick-charge (240 V) charging station.
  - Equipping of 20% of all vehicle parking spaces with 240 volt plug in receptacles for the future addition of shared use charging stations.
- An additional 20 percent reduction for the commercial education uses with the provision of the following TDM measures:
  - Transit passes for all staff in perpetuity.
  - A shuttle bus provided in perpetuity for both staff and students.
  - Priority carpool parking for students and staff.
  - Equipping of the Class 1 bicycle spaces with 120V electric vehicle plug in receptacles for the future addition of shared use charging stations.
  - Voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.

All TDM measures associated with the commercial education use are to be implemented with Phase 1 development (Parcel A+B and interim C). Further, all car share and car pool spaces are to be provided in the Parcel A+B structure. Registration of legal agreements on title to secure various components of the TDM package is required prior to rezoning adoption.

Parking Location and Phasing: Some of the required parking for Parcel A+B is proposed to be located on Parcel C, first as surface parking (Phase 1) and then in a parkade (Phase 2). The applicant has provided a comprehensive proposal, as part of the consultant transportation study, to manage the transition from the surface parking to the constructed parkade. The physical design of the interim surface parking will be managed through the DP review process.

Parking – Orphan Lot: The design concept for future redevelopment of the orphan lot at 8380 Bridgeport Road demonstrates the need for between 73 and 82 parking spaces, depending on the Capstan Station status at the time of development. Sixteen of these spaces can be provided on the orphan lot and the remainder, between 57 and 66, will be accommodated on the subject site (Parcel C). Registration of a legal agreement for the provision of the required spaces for the future use of the orphan is a requirement of rezoning adoption.

Loading: The proposed loading calculation for medium size trucks is consistent with the Richmond Zoning Bylaw. For Parcel A+B, a total of four SU-9 loading trucks will be required. For Parcel C, two SU-9 spaces will be required. Staff support waiving the requirement for large truck loading spaces, as reflected in the proposed site-specific zoning, based on the results of the consultant study: the proposed uses would not typically involve deliveries with large semi-trailers and the lane network will be able to accommodate short-term large truck loading activities should such need arise. The proposed site-specific zone permits the waiving of the large loading spaces.

**b) Ecology and Adaptability**

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape system. The proposed development will contribute to the ecological network through a number of measures including:

- Provision of a significant number of new trees in or around the plaza areas along No. 3 Road, subject to coordination with MoTI, TransLink and other private utilities.
- Provision of street trees on all three street frontages.
- Provision of soft landscape in the back-of-curb public realm areas.
- Provision of intensive/extensive green roofs on the upper roof levels.

Further review of the landscape and green roof aspects of the proposal will occur within the DP process.

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

**4. Development Concept Review**

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

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's unusual configuration, specific constraints (Canada Line guideway), urban impacts (adjacent arterial highways), urban design opportunities (multi-directional gateway) and combination of uses (education, office and hotel). There are three main tower elements that are interspersed with varied height midrise and podium elements. The varied massing, height and façade expression, as well as the allocation of uses across the site, provides for a more intimate grain on the street frontages than might typically be found on a development of this scale.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. Much of the proposed development is surrounded by wide City streets and widened lanes which mitigates potential impacts on both the surrounding public realm and surrounding private development. The only abutting adjacency is with the orphan lot and the applicant has provided conceptual drawings demonstrating its potential for development at 3.0 FAR and six storeys.

Form and Character: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines. Staff have identified the following issues to be resolved at the DP.

*Phase 1 (Parcel A+B and interim parking on Parcel C)*

- the site and functional planning to further develop:
  - the plaza and public realm to address general programming, circulation, design and landscaping requirements as well as improvements related to existing utilities and infrastructure;



- building entries and other indoor-outdoor relationships to enhance street public realm animation (*Note: More active uses should be provided at ground level along the Bridgeport Road side of building*);
- the general architectural form and character to further develop:
  - the façade expression of the Tower A in the context of the CCAP signature tower/gateway designation and to acknowledge and celebrate the education uses;
  - the upper levels of Tower A to add more visual interest to the skyline;
  - the laneside building facades to establish a finer urban grain and to provide more visual interest (*Note: The lane circulation is intended to operate as an extension of the public realm. Further, much of the building will be highly visible from the surrounding area*);
  - all large areas of curtain wall to add visual interest and reduce the sense of anonymity;
  - addition of weather protection and exploration of opportunities to add shading devices for both sustainability and visual interest;
- the interim surface parking lot to:
  - provide interim screening and landscaping;

*Phase 2 (Parcel C)*

- the site and functional planning to further develop:
  - provision of a public landscape feature in the Bridgeport Road setback area adjacent to the parkade to improve the public realm experience along this frontage;
- the general architectural form and character to further develop:
  - the Bridgeport Road parkade facade (Building C);

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing truck manoeuvring has been provided and will be further developed through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be further developed through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process. Specific design development should include:
  - Phase 2 (Parcel C)*
    - the orphan lot lane, parkade interface and consideration of potential CPTED issues.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site

and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

- Sustainability: Integration of sustainability features into the site, building and landscape design.

## **5. City-wide Policies**

### **a) Tree Management**

The applicant wishes to remove 5 on-site trees (Trees #169, 170, 178, 179 and 180). The 2:1 replacement ratio would require a total of 10 replacement trees, which the applicant has agreed to provide within the overall landscape plan that will be provided and reviewed through the DP application process. Tree protection is required for the 3 existing trees on the orphan lot at 8380 Bridgeport Road.

On the advice of Park staff, off-site tree replacement measures will include a contribution of \$9,100 (*7 trees x \$1,300*) to the Tree Compensation Fund and the provision of new frontage trees through the SA process.

## **6. Legal Encumbrances**

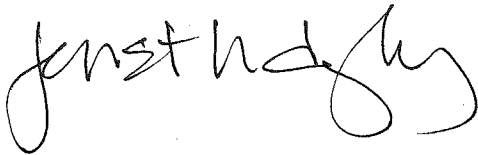
The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones. The applicant has provided a Charge Summary and Opinion prepared by a lawyer. Staff comment as follows.

- Statutory Rights of Way (SRW) pertaining to utilities that are in favour of the City may need to be discharged or amended subject to circumstances arising from preloading and/or SA civil design. These circumstances will be established within the SA process.
- The Covenant that restricts access from Bridgeport Road to the property at 8320 Bridgeport Road should be discharged (BR 25294).

**Conclusion**

The application by New Continental Properties Inc. and Affiliates to amend the OCP and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way in order to develop a high-density, mixed hotel, office and education complex is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed commercial uses will support the nearby airport as well as future development in Bridgeport Village. The proposed education uses will create an added layer of activity on the site and help invigorate the surrounding area. The built form will provide a strong identity for the site's gateway role, and, public realm enhancements will greatly improve the pedestrian experience at this high traffic location. Engineering, transportation and parks improvements, along with a voluntary OCP amendment contribution and cash-in-lieu density bonusing contributions, will help to address a variety of community development needs.

On this basis, it is recommended that OCP Bylaw 7100, Amendment Bylaw 9628 and Zoning Bylaw 8500, Amendment Bylaw 9629, be introduced and given first reading.



Janet Digby, Architect AIBC  
Planner 3  
(604-247-4620)

JD:blg

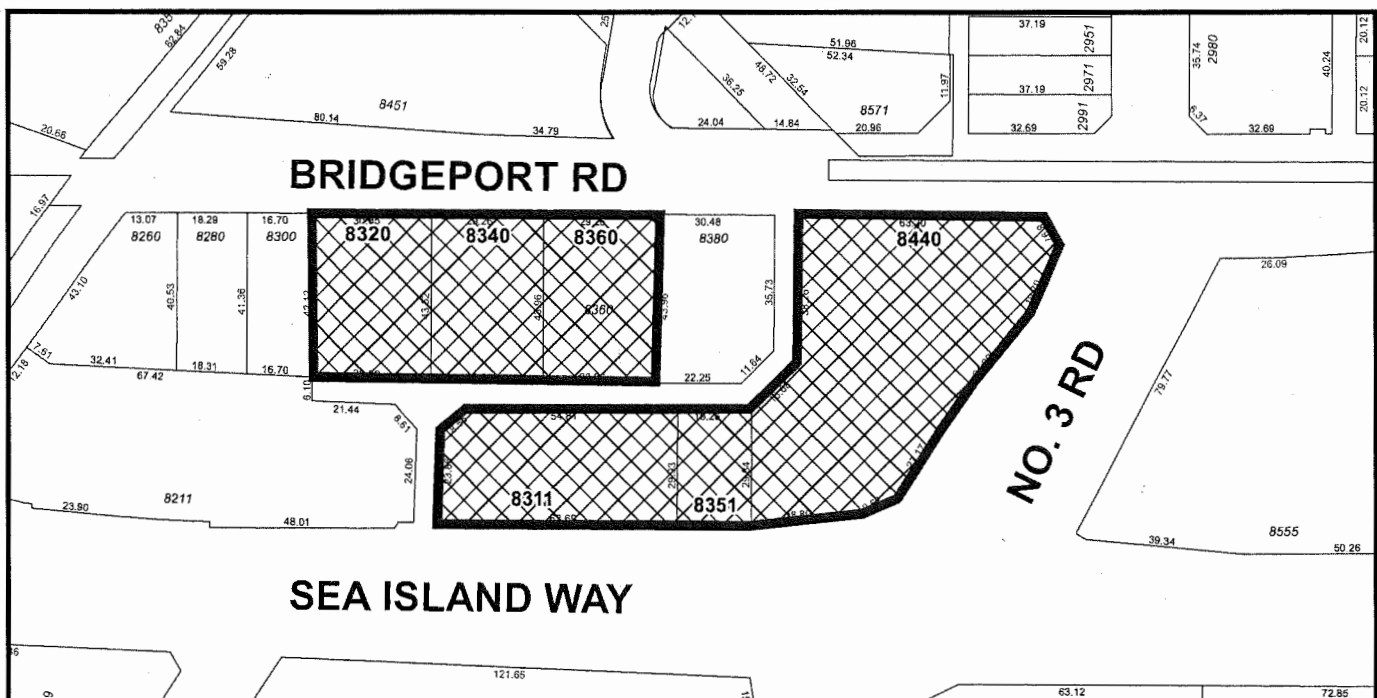
**Attachments:**

- |               |  |
|---------------|--|
| Attachment 1: | Rezoning Map /Aerial                                 |
| Attachment 2: | Rezoning Proposal Conceptual Plans                   |
| Attachment 3: | Development Application Data                         |
| Attachment 4: | City Centre Bridgeport Village Specific Land Use Map |
| Attachment 5: | Rezoning Considerations                              |
| Attachment 6  | Preliminary Road Functional Drawings                 |

Enclosure



City of  
Richmond



RZ 13-628557

Original Date: 03/05/14

Revision Date: 01/11/16

Note: Dimensions are in METRES





RZ 13-628557

Original Date: 02/05/13

Amended Date: 01/11/16

Note: Dimensions are in METRES





GP - 165

PERSPECTIVES A027

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC  
2800 Park Place - 666 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0825 Fax: 604 603 3510

MAY 3, 2017 RICHMOND, B.C.

WA  
301-1144-8700-8711, Vancouver, BC V6C 2Z6  
801-685-3235 www.wensleyarchitect.com  
WENSLEY ARCHITECTURE LTD





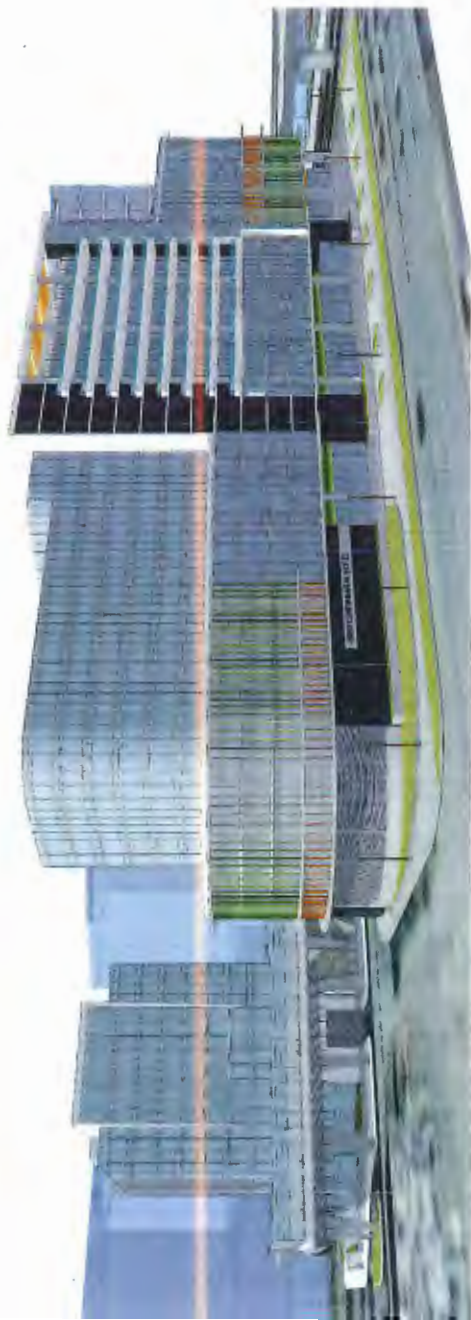
GP - 156

PERSPECTIVES A028

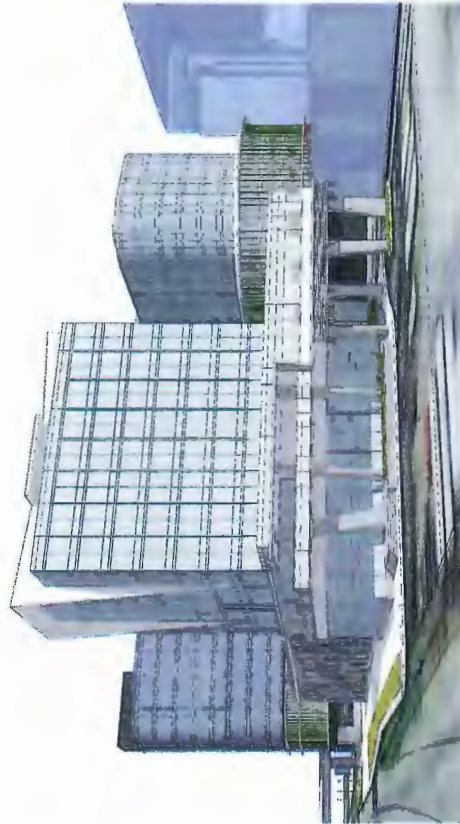
## PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.  
2800 Park Place - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604.623.0850 Fax: 604.610.2110

MAY 3, 2017 RICHMOND, B.C.



GP - 157



PERSPECTIVES A038

## PROPOSED MIXED USE DEVELOPMENT

NEW **CONTINENTAL PROPERTIES INC**

MAY 03, 2017 RICHMOND, B.C.

**WA** WENSLEY ARCHITECTURE LTD  
201-1440 Avenue St, Vancouver V6B 2S6  
604-681-0000

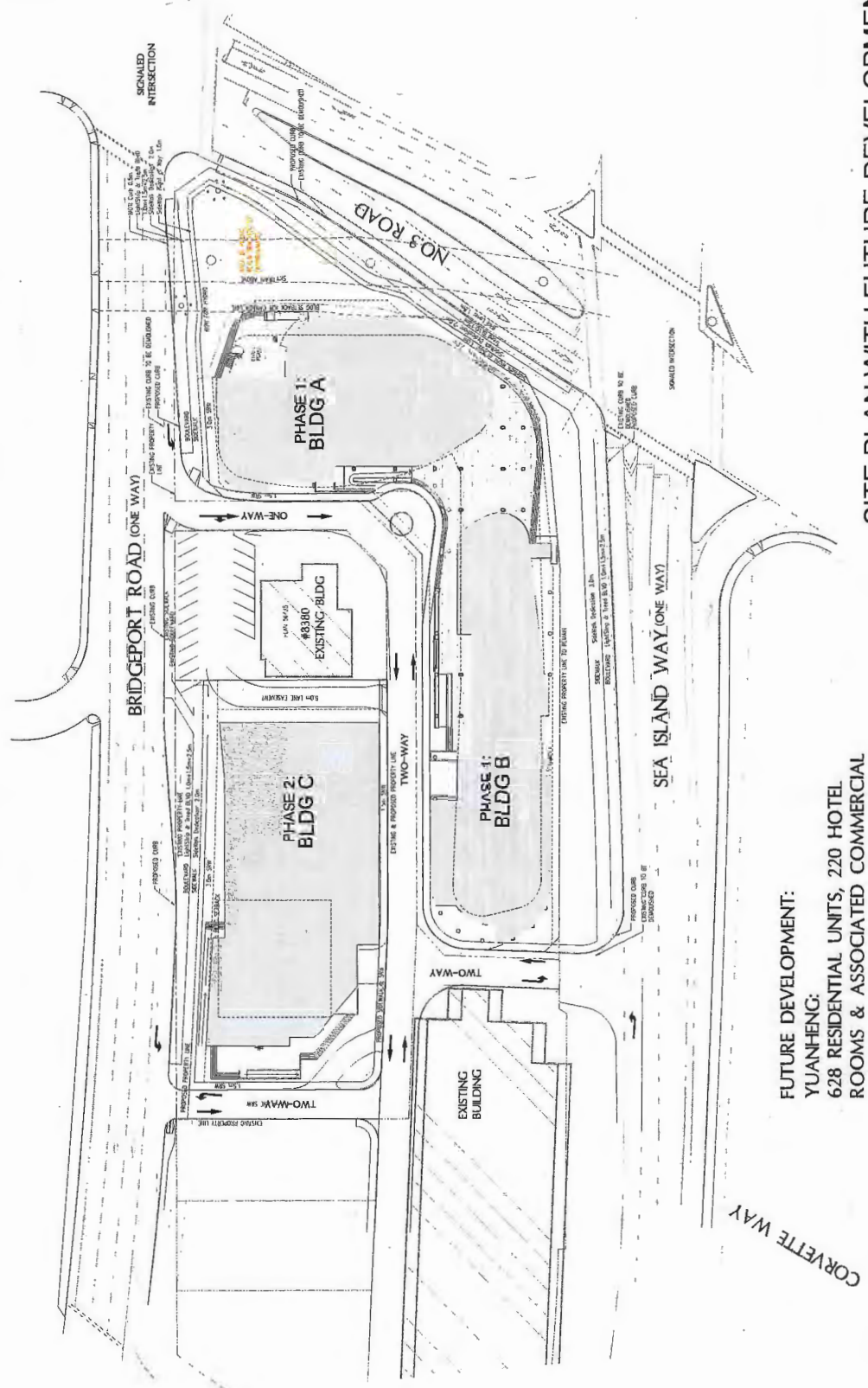
2800 Park Place - 655 Burrard Street, Vancouver BC V6C 2Z7 Ph: 604-681-0888 Fax: 604-681-3510



FUTURE DEVELOPMENT:  
 DAVA:  
 2 STOREY COMMERCIAL  
 BUILDINGS

FUTURE DEVELOPMENT:  
 JINGON: 4 MILLION SF. OF  
 RETAIL, ENTERTAINMENT,  
 OFFICE, HOTEL & CONFERENCE

FUTURE DEVELOPMENT:  
 3 TOWER WITH HOTEL,  
 OFFICE & COMMERCIAL



FUTURE DEVELOPMENT:  
 YUANHENG:  
 628 RESIDENTIAL UNITS, 220 HOTEL  
 ROOMS & ASSOCIATED COMMERCIAL

SITE PLAN WITH FUTURE DEVELOPMENT CONTEXT A005

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.  
 2880 PARK PLACE - 688 BAYVIEW SQUARE, VICTORIA, BC V8S 2Z7 TEL: 250 592 0059 FAX: 250 592 3070

MAY 3, 2017 RICHMOND, B.C.

# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXEUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

GP - 159

BUILDING A+B: FLOOR PLAN LEVEL 1 011

PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

WA

301 - 1544 Alouette St. Vancouver V6G 2Z6  
604 682 3420

WENSLEY ARCHITECTURE LTD

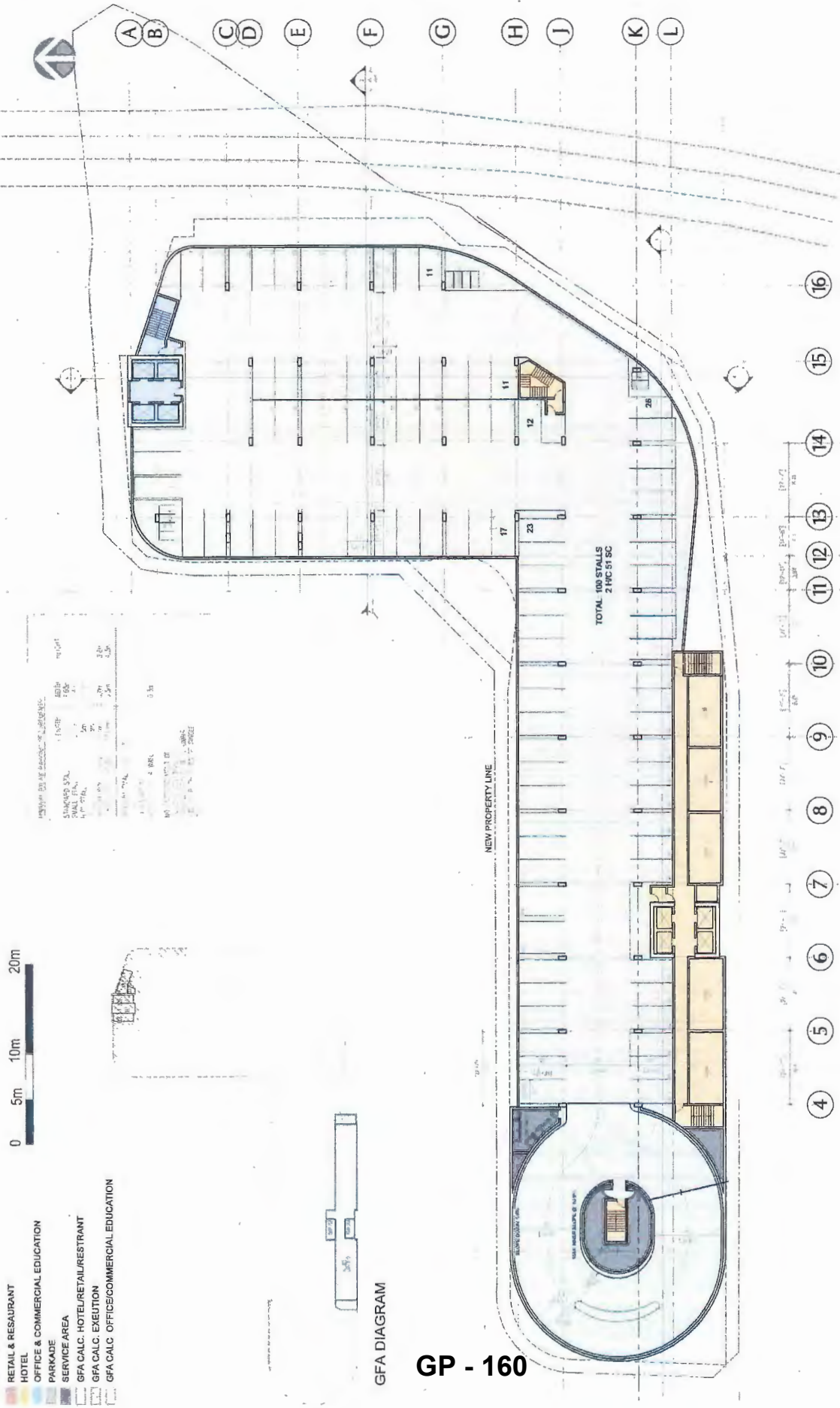
NEW CONTINENTAL PROPERTIES INC.  
2600 Park Place - 666 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0852 Fax: 604 683 3510



# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

0 5m 10m 20m



GFA DIAGRAM

GP - 160

BUILDING A+B: FLOOR PLAN LEVEL 2, 3, 4, A012

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC  
2800 Pine Plaza, 608 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 693 0845 Fax: 604 695 1510

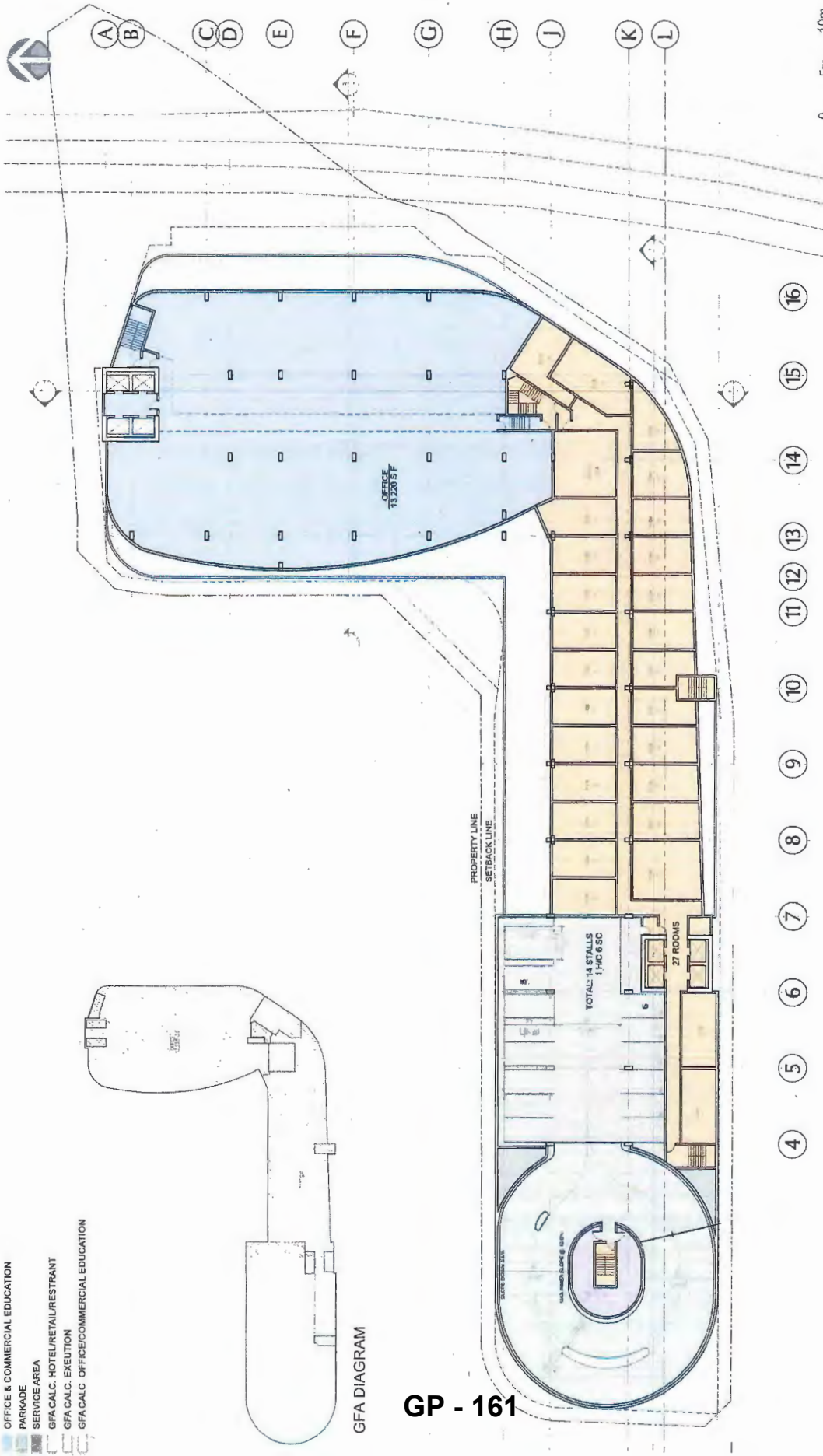
MAY.3.2017 RICHMOND, B.C.

WA  
727-144-1330  
GMA 432-3320  
W: www.wensleyarch.com

WENSLEY ARCHITECTURE LTD

# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GP - 161

BUILDING A+B: FLOOR PLAN LEVEL 5A013

PROPOSED MIXED USE DEVELOPMENT

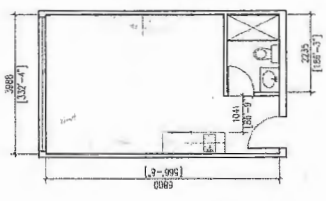
MAY. 3.2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.  
2820 Park Place - 508 Burnside Street Vancouver BC V6C 2Z7 Ph: 604 603 0859 Fax: 604 603 3510

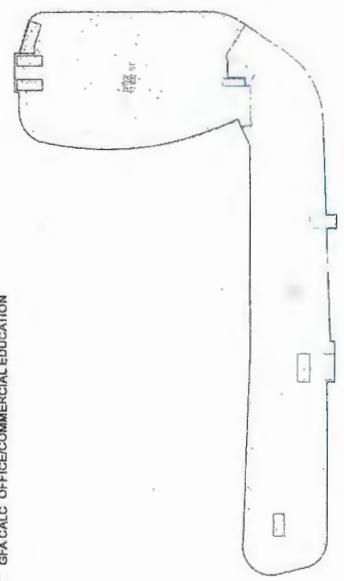
WA  
301 - 1000 Avenue B, Vancouver, V6G 2Z8  
604 603 3510  
WENSLEY ARCHITECTURE LTD

**LEGEND**

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

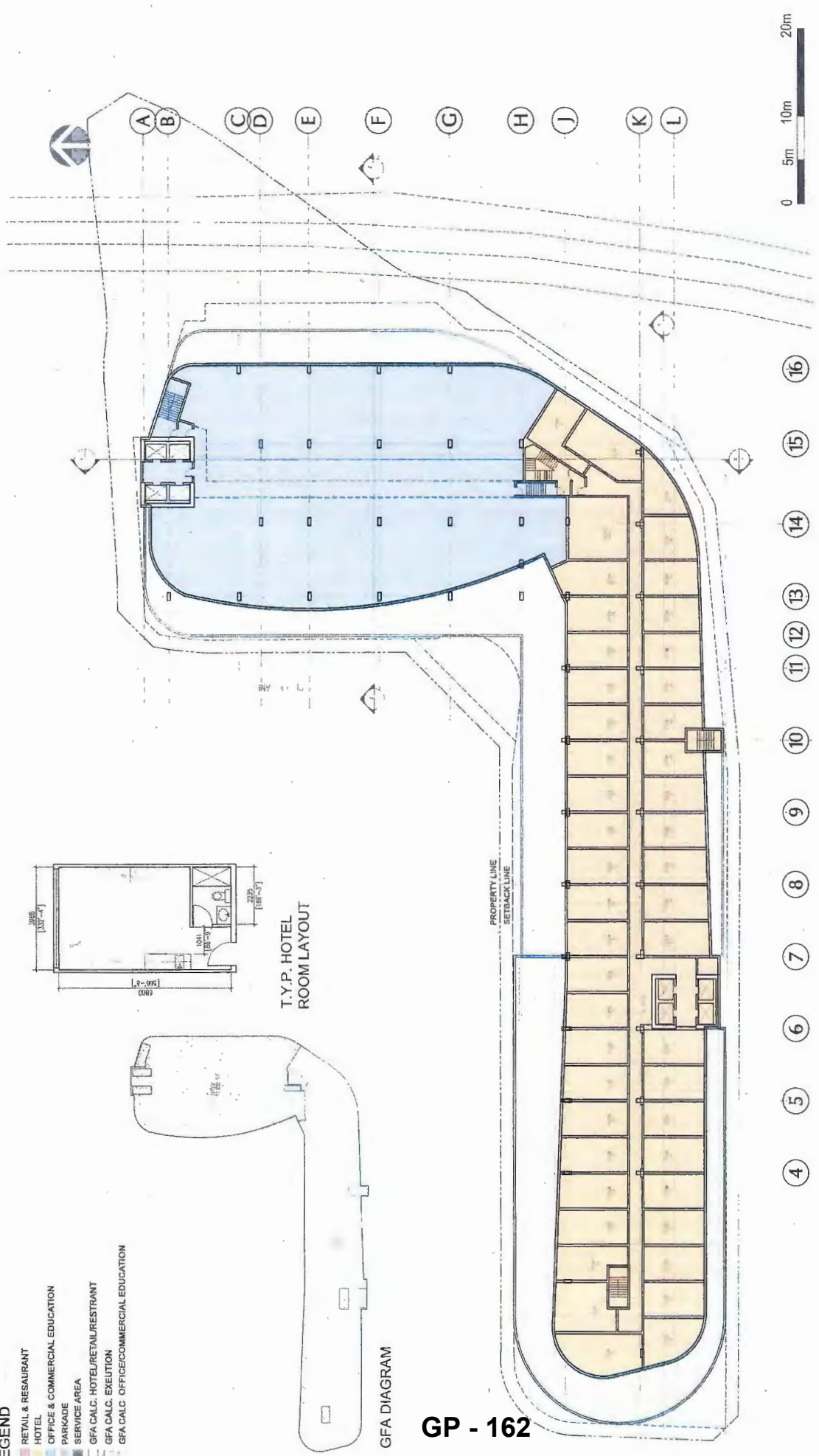


T.Y.P. HOTEL ROOM LAYOUT



GFA DIAGRAM

GP - 162



BUILDING B: FLOOR PLAN LEVEL 6, 7, 8  
BUILDING A: FLOOR PLAN LEVEL 5, 6, 7 A014

**PROPOSED MIXED USE DEVELOPMENT**

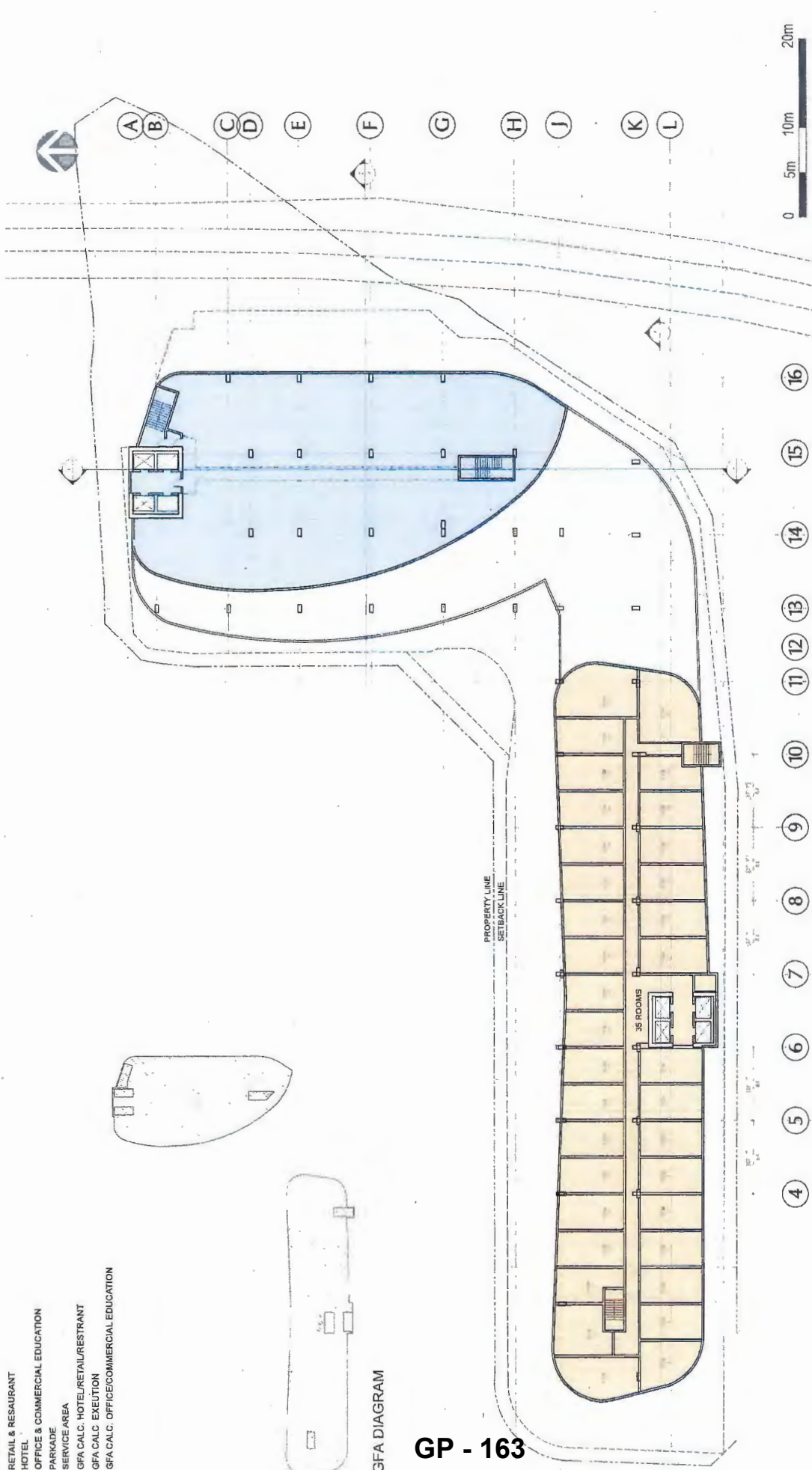
NEW CONTINENTAL PROPERTIES INC.  
2807 Park Road, 662 Burnaby Street, Vancouver, BC V6C 2Z7 Ph: 604 834 0855 Fax: 604 834 8510

MAY 3, 2017 RICHMOND, B.C.



# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

GP - 163

BUILDING B: FLOOR PLAN LEVEL 9, 10, 11  
BUILDING A: FLOOR PLAN LEVEL 8, 9, 10 A015

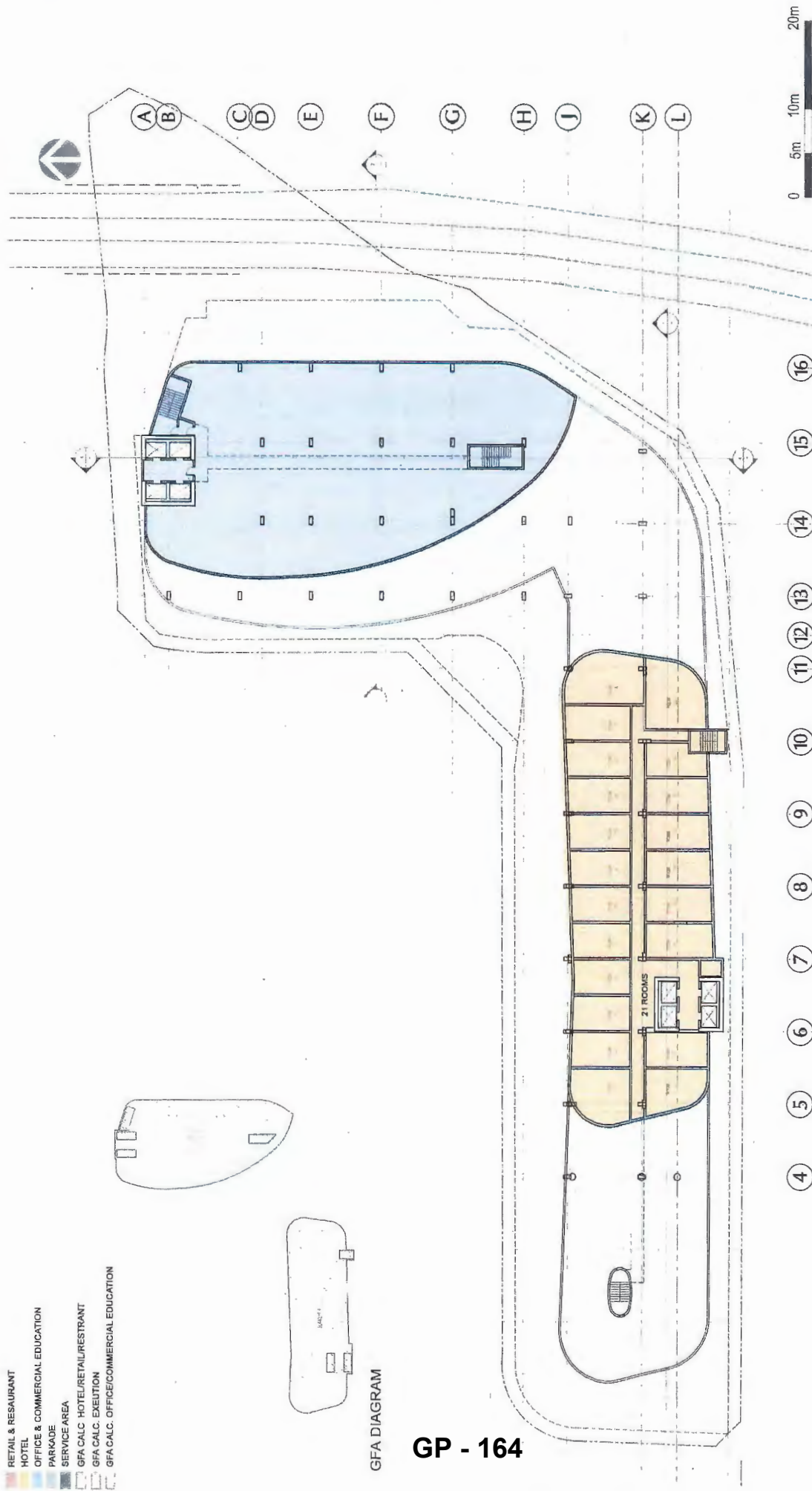
## PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.  
2801 Park Place - 608 Burnaby Street Vancouver BC V6C 2Z7 Ph: 604 603 0855 Fax: 604 603 5510

# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

GP - 164

BUILDING B: FLOOR PLAN LEVEL 12  
BUILDING A: FLOOR PLAN LEVEL 11-12 A016

## PROPOSED MIXED USE DEVELOPMENT

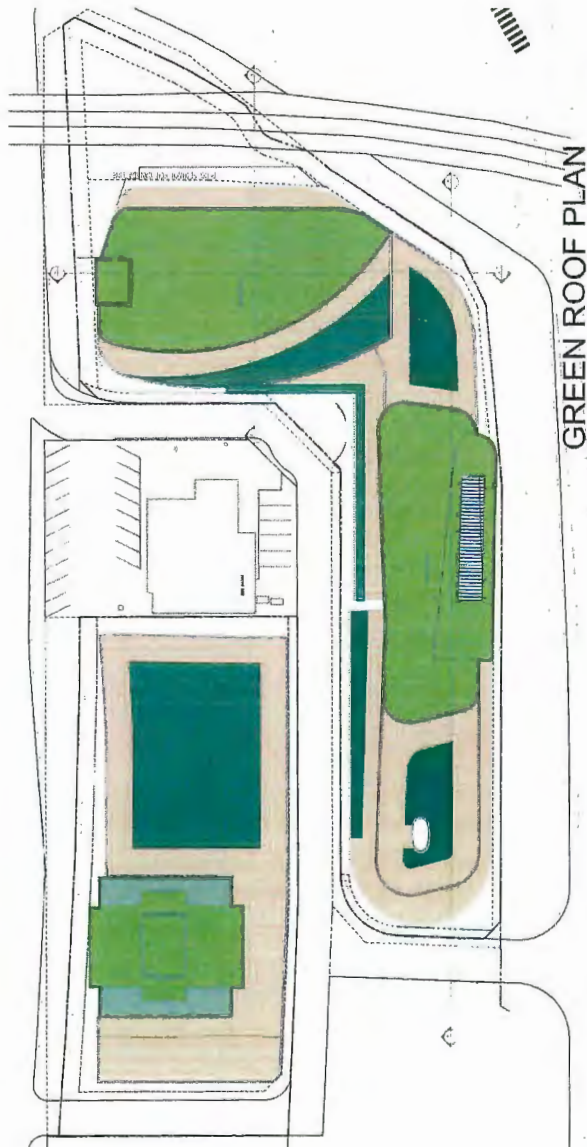
MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.  
2001 Pine Plaza - 656 Burrard Street Vancouver BC V6C 2T7 Ph: 604 633 8855 Fax: 604 678 2510



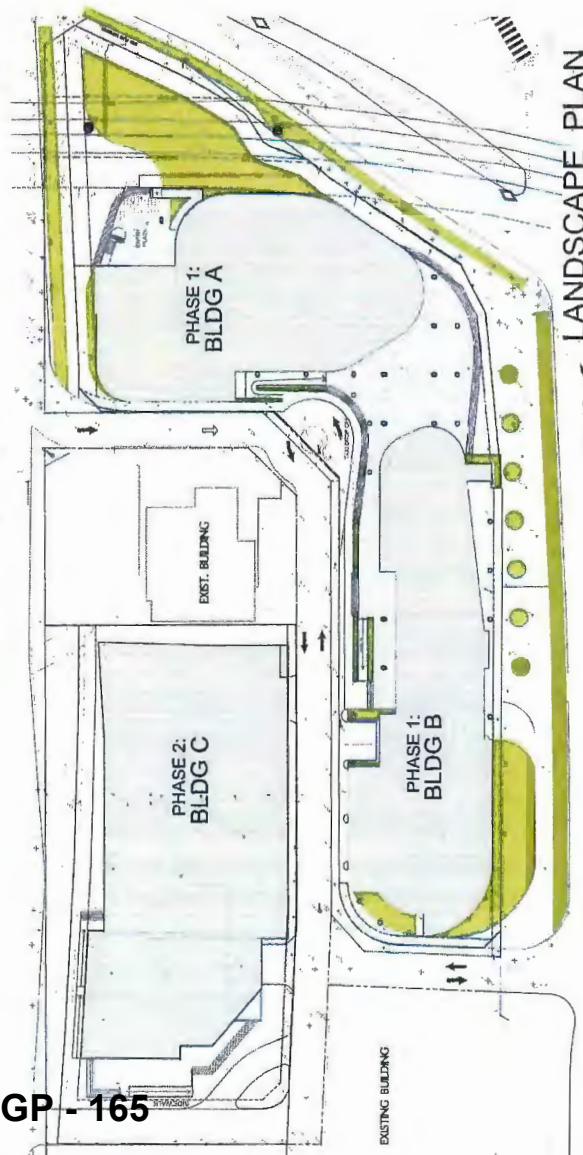
LEGEND

- COOL ROOF
- COOL ROOF PAVING
- GREEN ROOF
- REGULAR PAVING
- LEVEL 1 GREEN LANDSCAPE



GREEN ROOF PLAN

GP - 165



LANDSCAPE PLAN

PROPOSED MIXED USE DEVELOPMENT

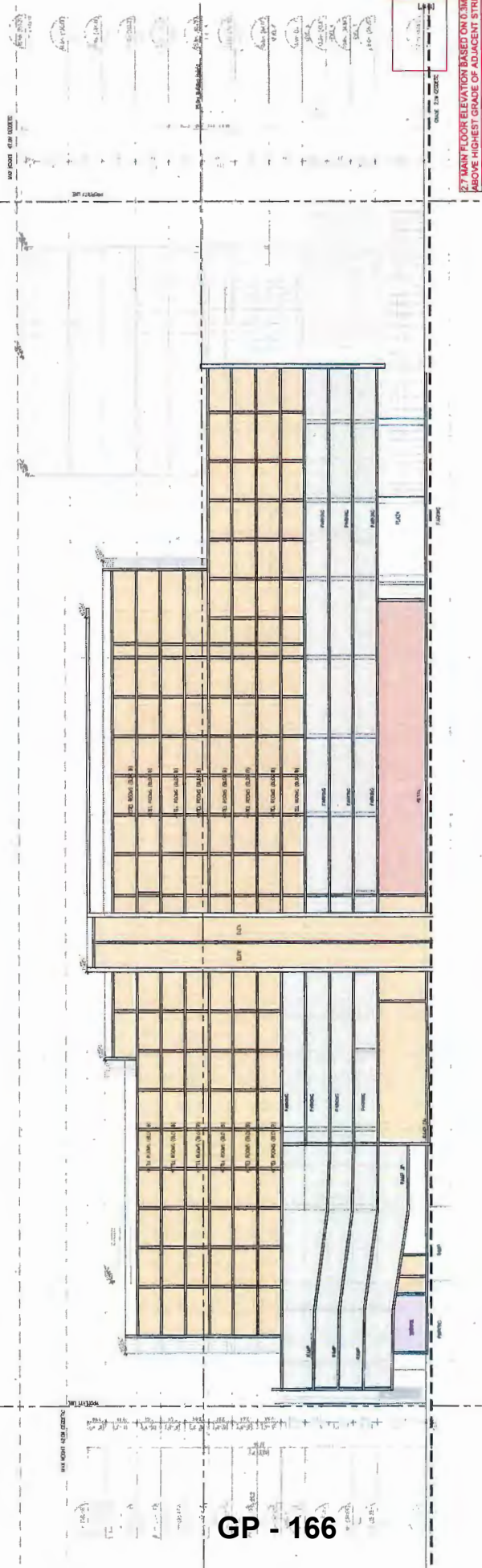
DECEMBER 16, 2016 RICHMOND, B.C.

BUILDING A+B GREEN ROOF PLAN 017

# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



SECTION 1-1

BUILDING A+B SECTION A020

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

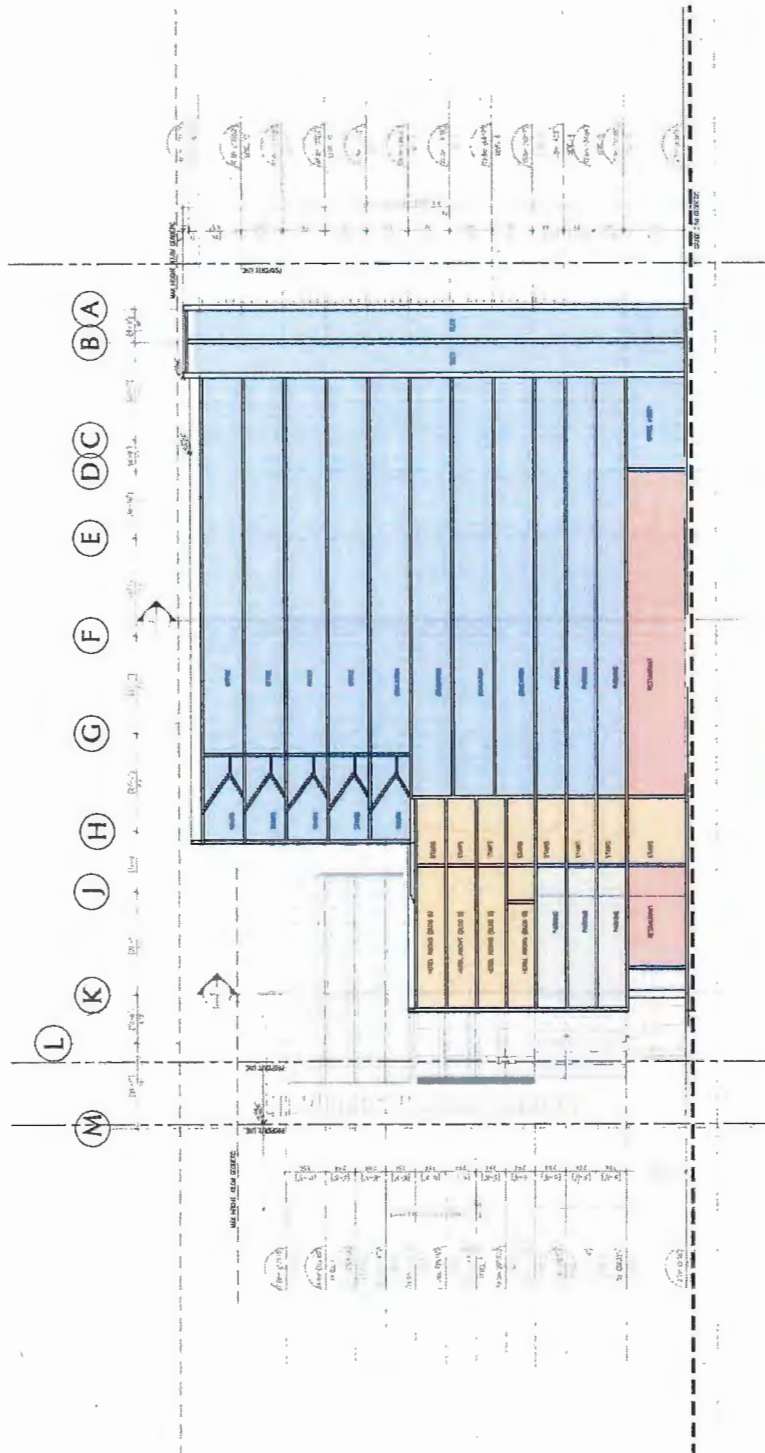
NEW CONTINENTAL PROPERTIES INC.  
2000 West Fraser - 606 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 2510

WA  
200 West Fraser - 606 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 2510  
\* WENSLEY ARCHITECTURE LTD.

GP - 166

# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



SECTION 3-3

GP - 167

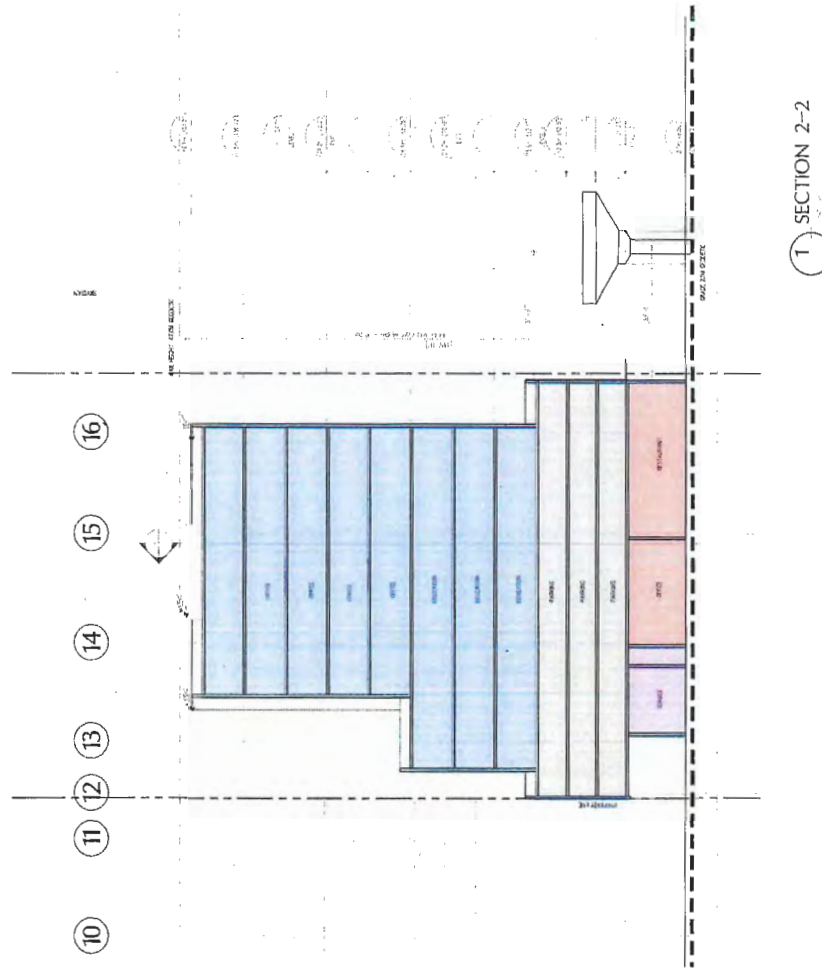
BUILDING A+B SECTION A021

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

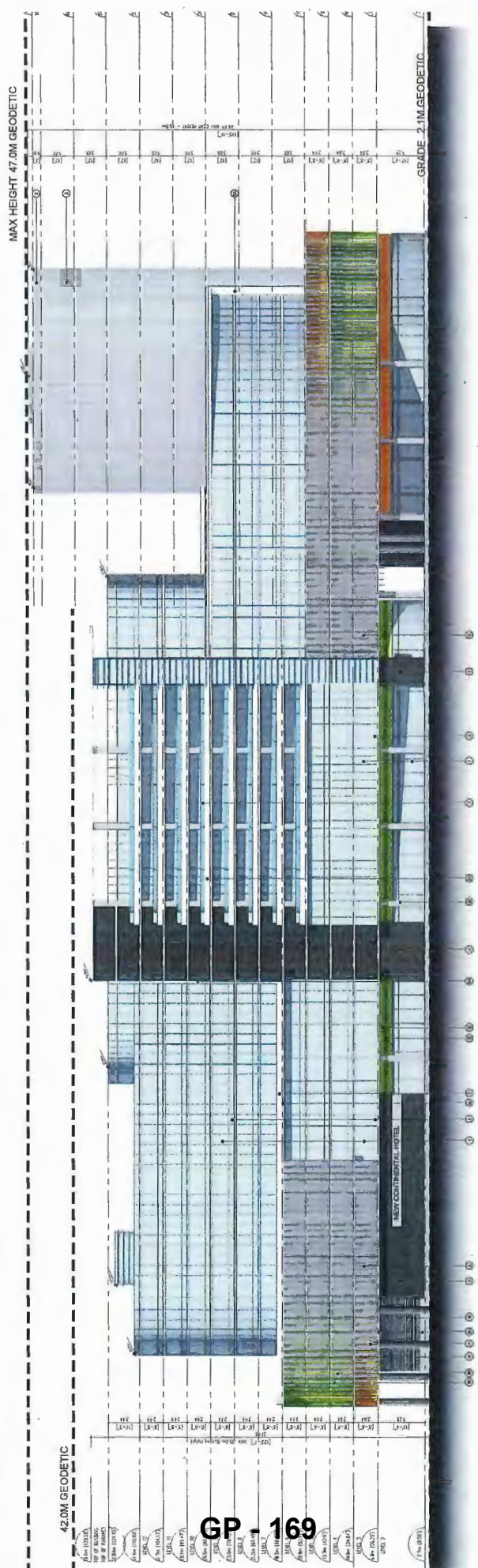
NEW CONTINENTAL PROPERTIES INC.  
2080 Park Place - 658 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 693 0855 Fax: 604 693 3510

WENSLEY ARCHITECTURE LTD  
301 - 1444 Avenue 6, Vancouver V6C 2Z3  
604-693-3358 www.wensleyarch.com





MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
3	GLASS CURTAIN WALL
4	GLASS CURTAIN WALL
5	GLASS CURTAIN WALL
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7	GLASS CURTAIN WALL
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100	GLASS CURTAIN WALL



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301 - 1544 Abbott St. Vancouver, V6B 2Z4  
(604) 682-3525 • www.wensleyarch.com

# PROPOSED MIXED USE DEVELOPMENT

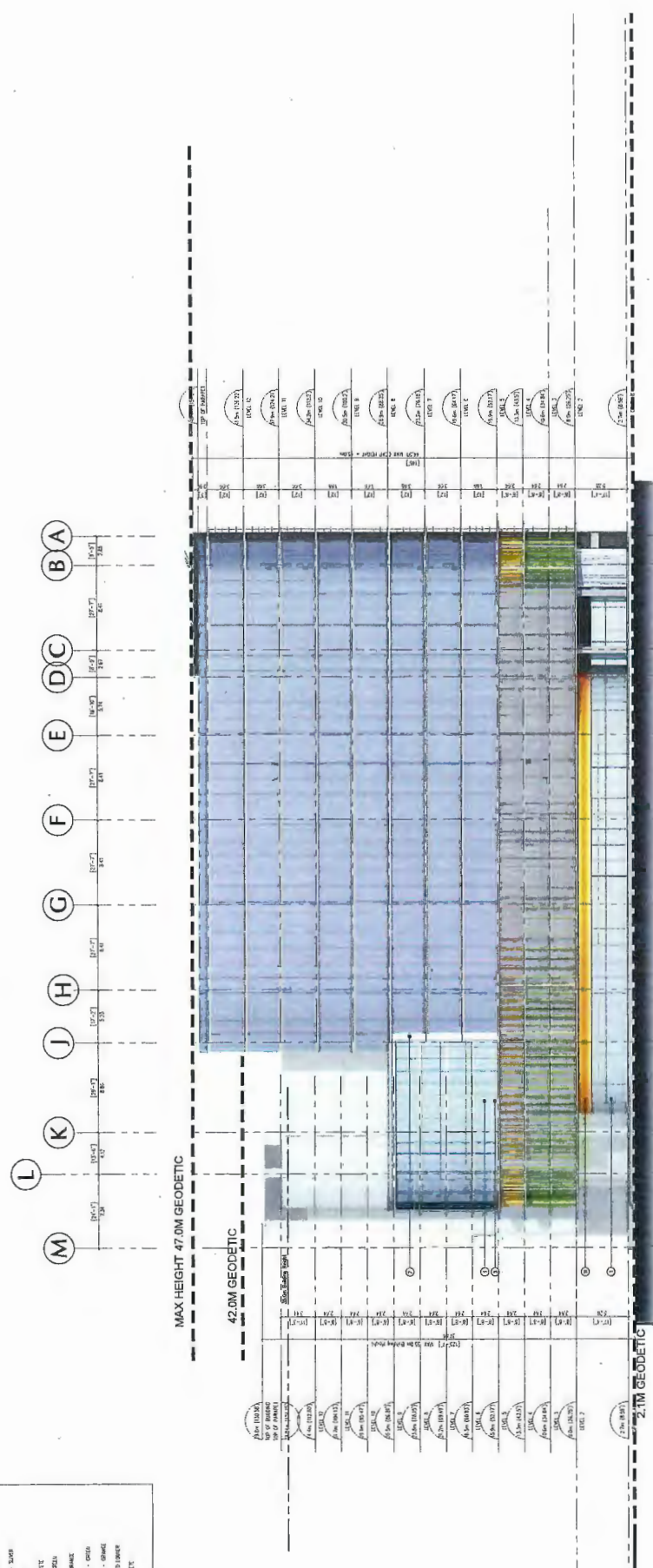
MAY 03, 2017 RICHMOND, B.C.

## BUILDING A+B SOUTH ELEVATION A023

NEW CONTINENTAL PROPERTIES INC.  
2200 Park Place - 686 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 682 0835 Fax: 604 682 0516



MATERIAL LEGEND	
1	GLASS CURT
2	WALL CURT
3	GLASS PANEL FRAME CURT
4	GLASS VENT
5	GLASS PANEL - WOOD
6	GLASS PANEL - WOOD
7	GLASS PANEL - WOOD
8	GLASS PANEL - WOOD
9	GLASS PANEL - WOOD
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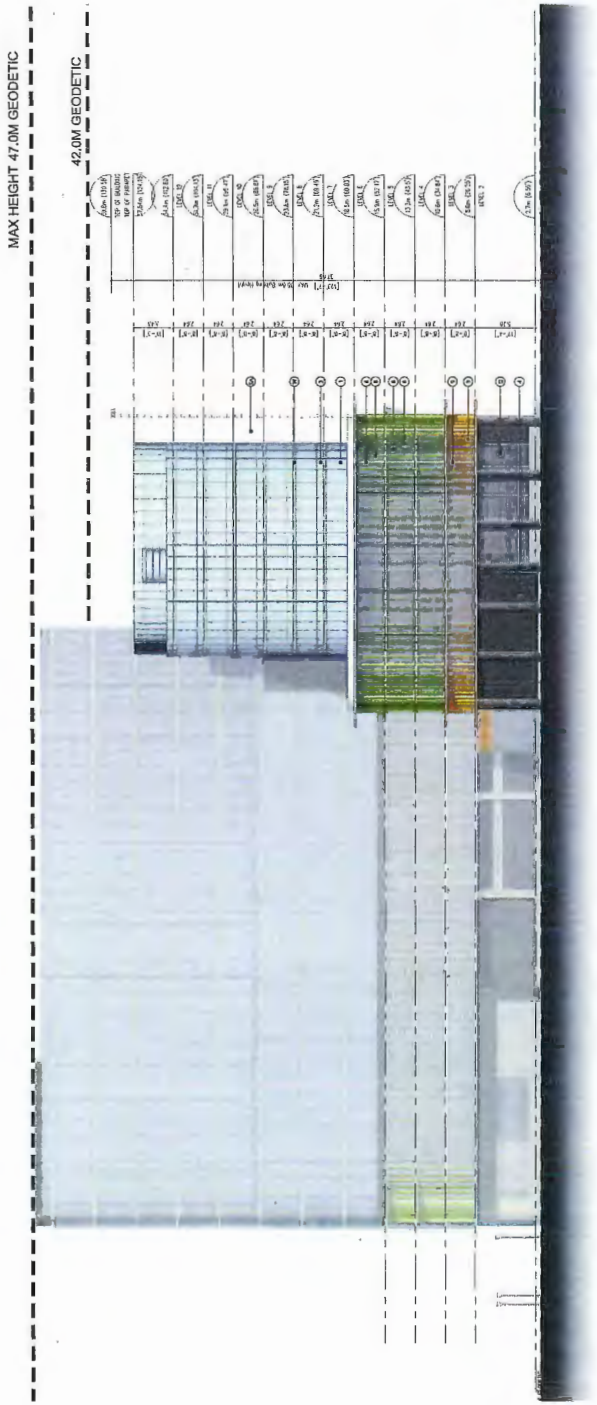
PROPOSED MIXED USE DEVELOPMENT  
MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B EAST ELEVATION A024

NEW CONTINENTAL PROPERTIES INC.  
2800 Park Place - 696 Burrard Street Vancouver BC V6C 2Z7 Ph: 604.603.0858 Fax: 604.603.3510

MATERIAL LEGEND	
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BUILDING A+B WEST ELEVATION A025

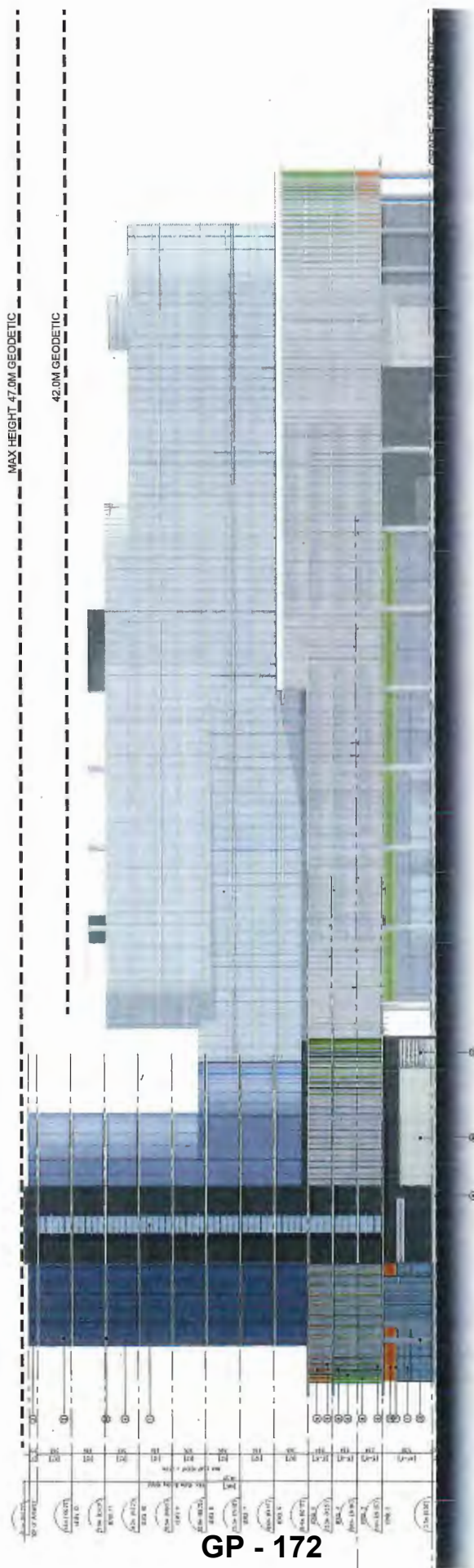
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.  
2800 Park Plaza - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0665 Fax: 604 695 3510

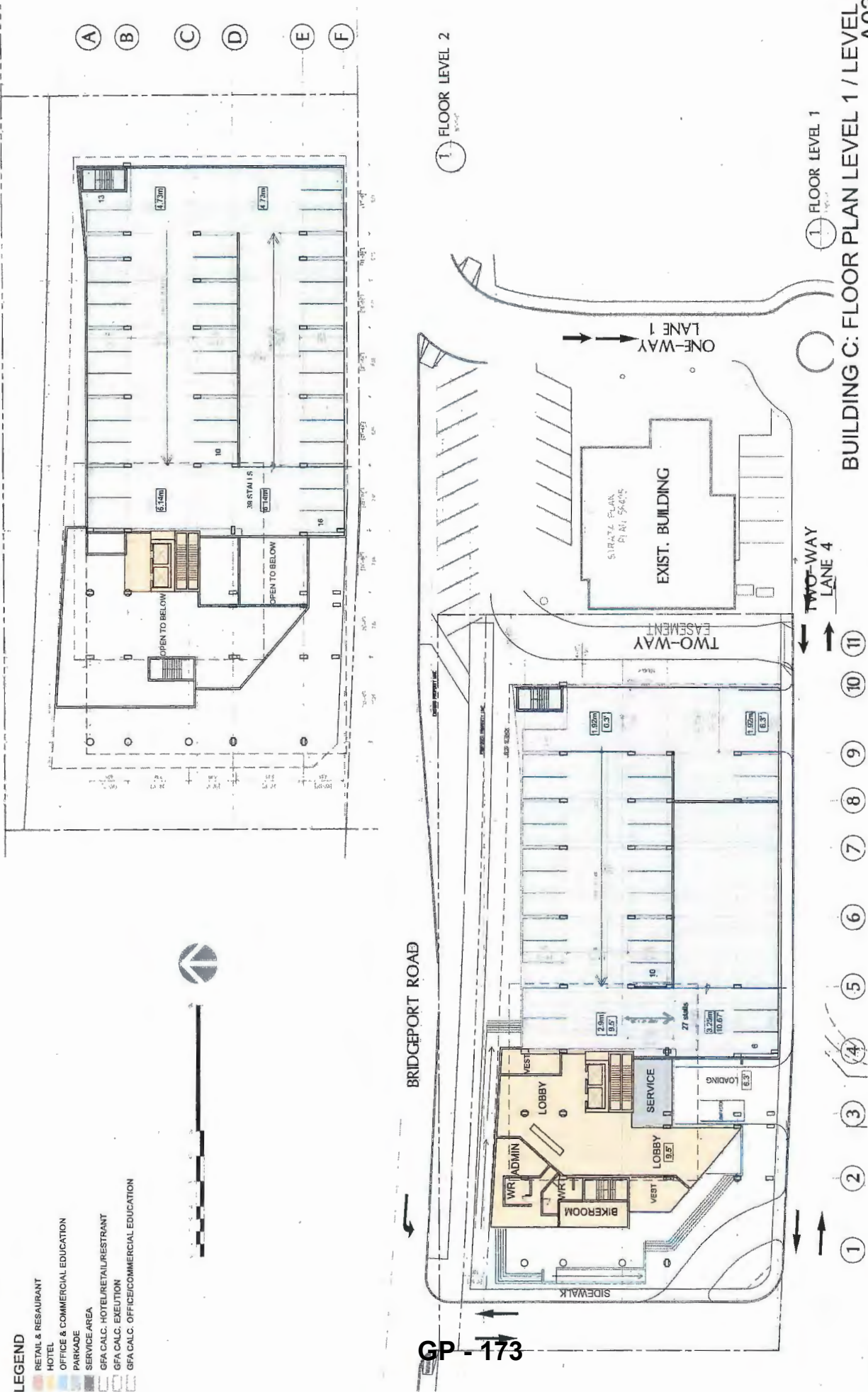
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WA 821 1414 Alameda St., Vancouver, V6C 2Z8  
604-683-5225 www.wensleyarch.com  
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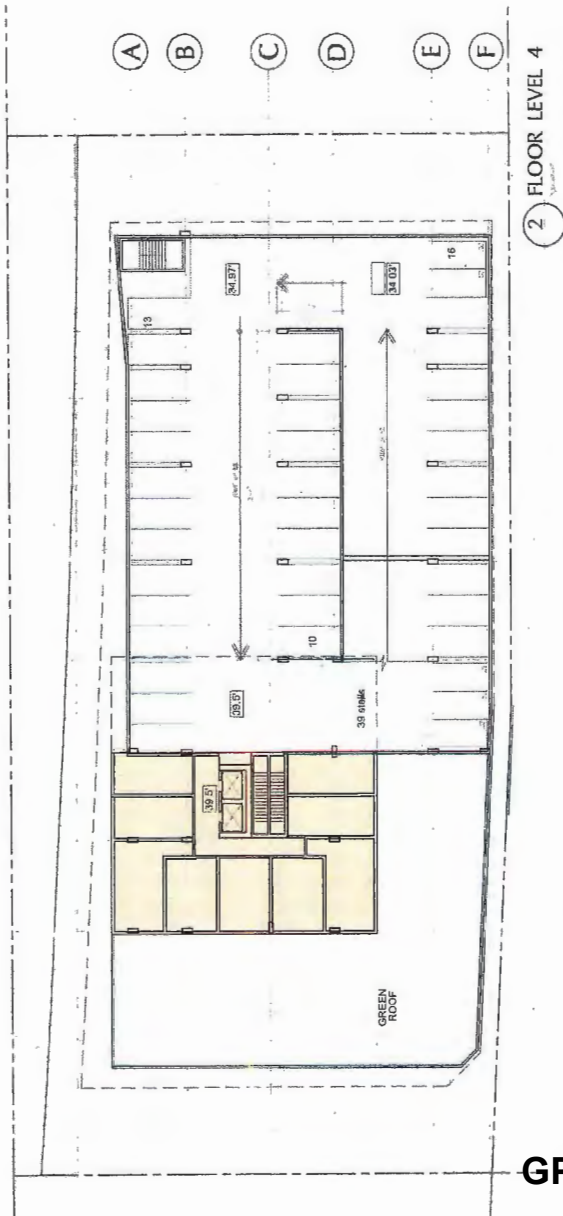


GP-173

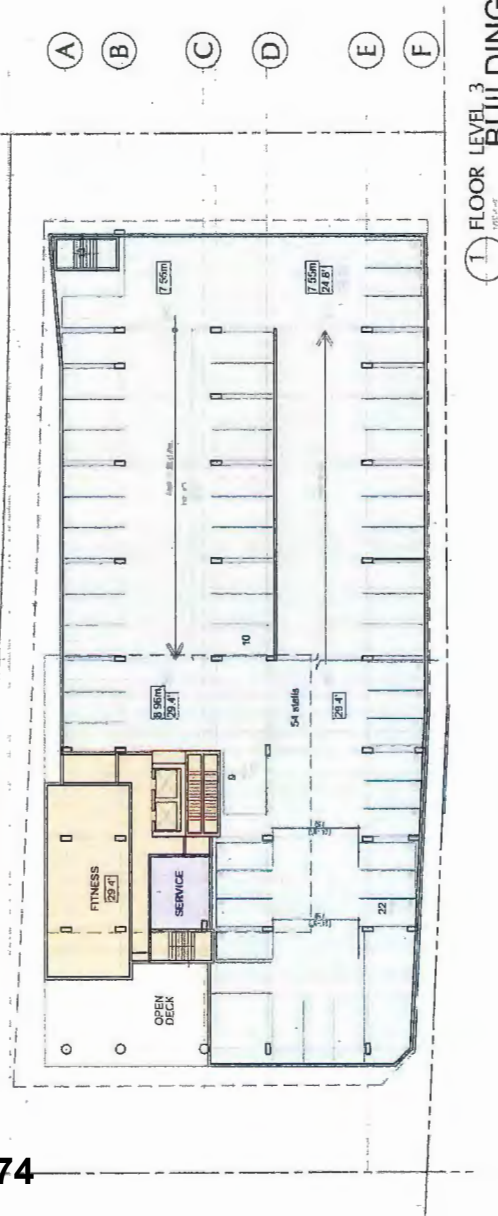


# LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



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BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A032

## PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.  
2800 Pave. Place - 1955 Burrard Street, Vancouver, BC V6C 2Z7 PH: 604 603 0855 Fax: 604 603 3510

WA  
251 - 1414 Avenue 10, Vancouver, V6C 2Z4  
PH: 604 683 5529  
WENSLEY ARCHITECTURE LTD

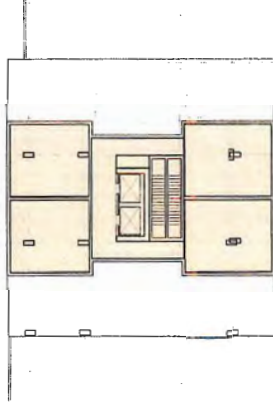






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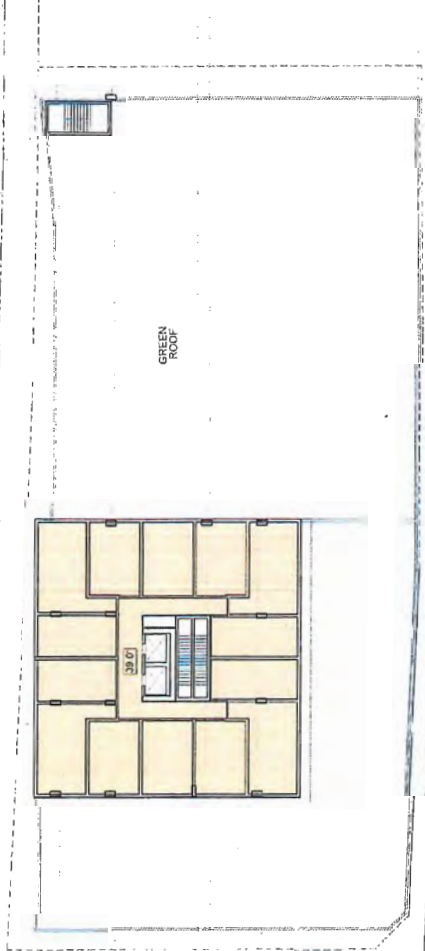
- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



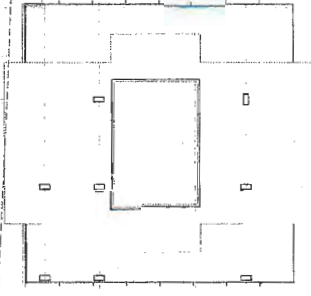
3 FLOOR LEVEL 11



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2 FLOOR LEVEL 5-10



4 ROOF PLAN

GP - 175

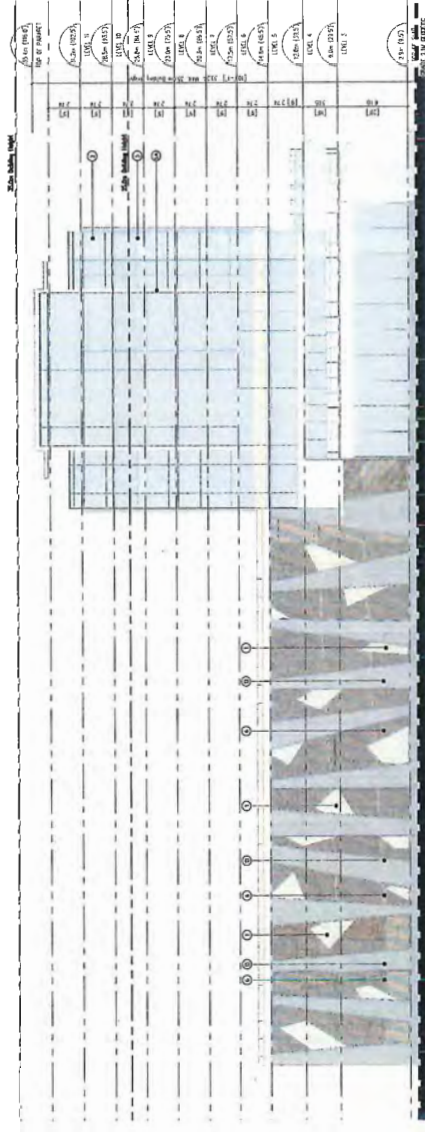
BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A033

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

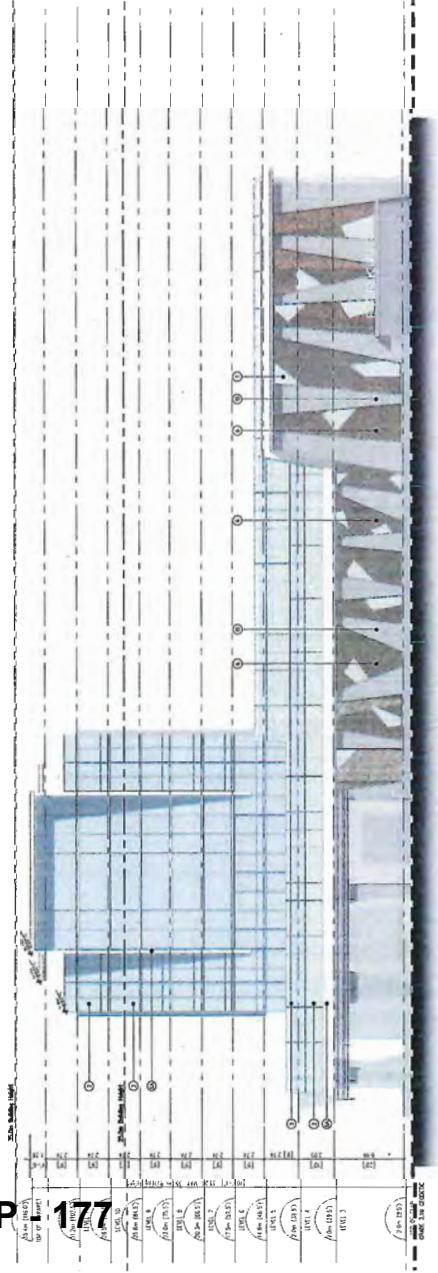


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1 BLDG C NORTH ELEVATION

GP 177



2 BLDG C SOUTH ELEVATION

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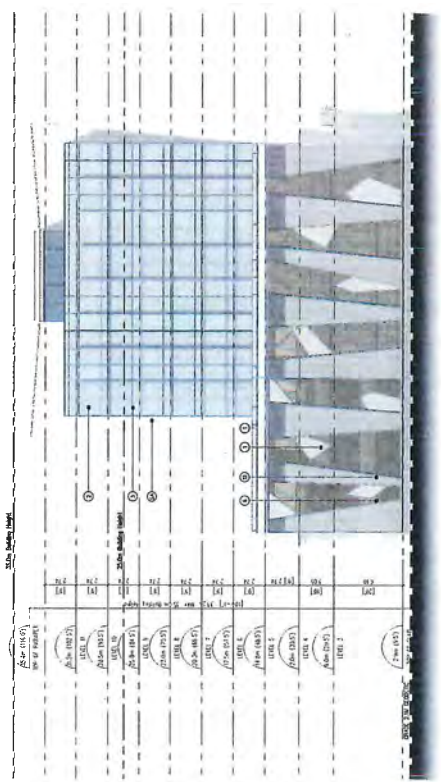
# PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

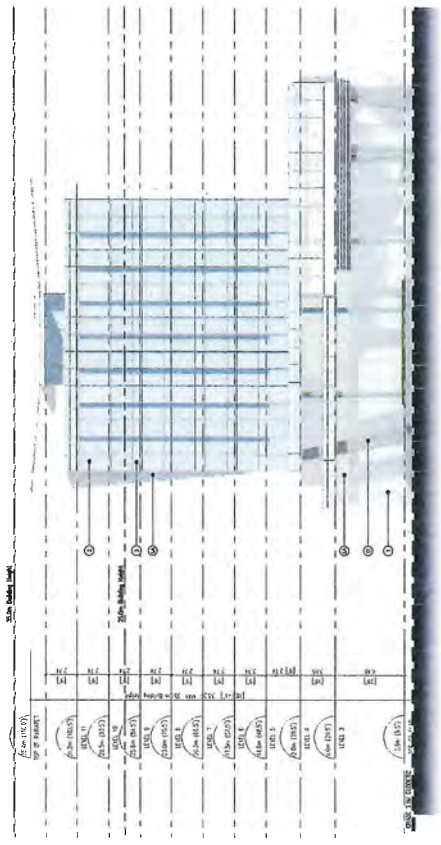
## BUILDING C ELEVATIONS A036

NEW CONTINENTAL PROPERTIES INC  
2007 Park View - 696 Burrard Street Vancouver BC V6C 2Z7 PH: 604.607.6666 FAX: 604.607.3510

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1 BLDG C EAST ELEVATION



2 BLDG C WEST ELEVATION

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WENSLEY ARCHITECTURE LTD  
301 - 3440 Alouette Rd, Vancouver, BC V6Z 2Z4  
Tel: 604-555-1111 Fax: 604-555-1112  
www.wensleyarch.com

# PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

## BUILDING C ELEVATIONS A037

NEW CONTINENTAL PROPERTIES INC  
2800 Park Place 606 Burrard Street Vancouver, BC V6C 2Z7 Tel: 604-693-6545 Fax: 604-693-6546



Development Application (RZ)  
Data Summary

RZ 13-628557	
Address:	8320, 8340, 8360 & 8440 Bridgeport Road and 8311& 8351 Sea Island Way
Owner/Agent:	New Continental Properties Inc. / Danny Leung, Wydanco
Planning Area(s):	City Centre Area Plan – Bridgeport Village – T5 (45m) and T5 (35) – VCB Overlay – DPG Sub-Area A.4
Other Area(s):	Aircraft Noise Sensitive Use Area 1.B & 2 – Flood Construction Level Area A

RZ 13-628557	Existing	Proposed
OCP Designation:	Commercial	Commercial
Land Uses:	Commercial	Commercial & Education
Zoning:	LUC 126 and CA	ZMU39
Site Area (before and after dedications): Parcel A+B+C	10,441 m <sup>2</sup>	9,380 m <sup>2</sup>
Net Development Site Area (for floor area calculation):	N/A	9,380 m <sup>2</sup>
Number of Residential Units:	0	0

RZ 13-628557	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	2.00	2.00	
Village Centre Bonus (VCB) (max):	1.00	1.00	
Total FAR (max):	3.00	3.00	
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	
Office FAR (max):	3.00	0.50	
Education FAR (max.):	0.50	0.50	
Commercial (hotel and secondary uses) (max):	18,760 m <sup>2</sup>	18,760 m <sup>2</sup>	
Office (max):	28,140 m <sup>2</sup>	4,680 m <sup>2</sup>	
Education (max):	4,680 m <sup>2</sup>	4,680 m <sup>2</sup>	
Floor Area FAR (max):	28,161 m <sup>2</sup>	28,161 m <sup>2</sup>	
Lot Coverage (max.):	90%	71% / 73%	
Setback – Bridgeport Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – No. 3 Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – Sea Island Way (min):	6.0 m / 1.5 m	1.5 m	
Setback – Canada Line (min):	6.0 m	6.0 m	
Setback – Lanes	0.0 m	0.0 m	
Setback – Interior Side Yard (min):	0.0 m	> 0.0 m	
Height Dimensional (geodetic) (max):	47.0 m / 42.0 m / 37.0 m	46.1 m / 37.65 m / 35.4 m	
Height Accessory (max):	5.0	n/a	
Subdivision/Lot Size (minimum):	3,400 m <sup>2</sup>	3,480 m <sup>2</sup>	
Off-street Parking TTL – Pre-Capstan (Parcel A+B+C and Orphan) (min):	503	475	1 and 2
Off-street Parking TTL – Post-Capstan (Parcel A+B+C and Orphan) (min):	465	475	1 and 2



<b>TDM Reduction (max):</b>	<b>10% / 20% (education)</b>	<b>10% / 20% (education)</b>	
<b>Class 1 Bicycle Parking (min):</b>	<b>127</b>	<b>129</b>	
<b>Class 2 Bicycle Parking (min):</b>	<b>132</b>	<b>132</b>	
<b>Loading – Medium (min):</b>	<b>6</b>	<b>6</b>	
<b>Loading – Large (min):</b>	<b>within lane system</b>	<b>within lane system</b>	

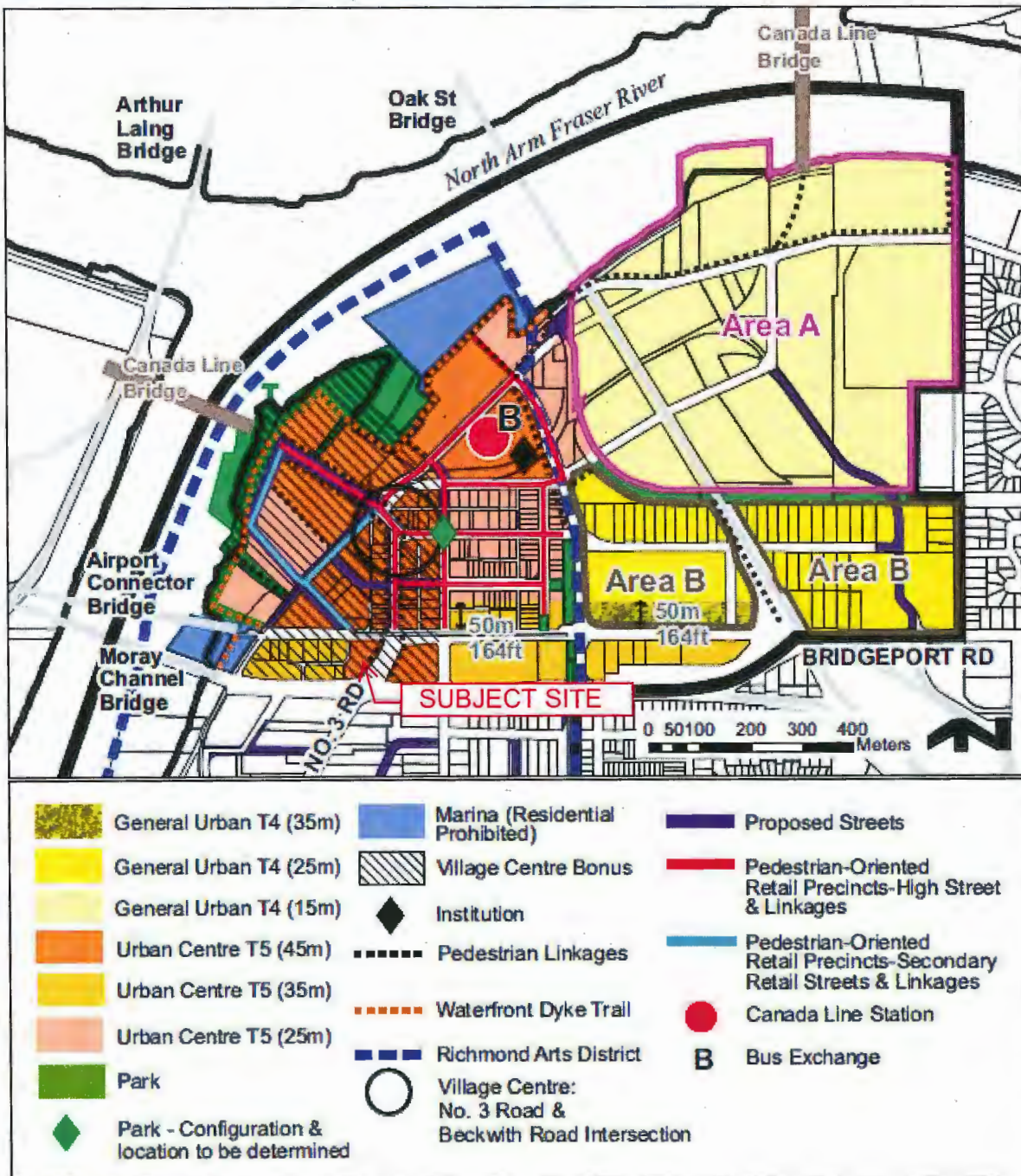
**GENERAL NOTE:** All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

**NOTE 1:** Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. number of hotel rooms, floor areas), final parking requirements will be determined using the same methodology.

**NOTE 2:** The proposed parking makes assumptions regarding timing of Capstan Station, development of subject site Phase 1 and 2 and development of the orphan lot. Final parking provision will be required to meet the relevant conditions at the time of development permit approval.

# Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041  
2016/07/25





# City of Richmond

## OCP Amendment and Rezoning Considerations

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

**Address:** 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

**File No.:** RZ 13-628557

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.**

***(OCP Amendment)***

1. Final Adoption of OCP Amendment Bylaw 9628.

***(External Agencies)***

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

**(Submissions)**

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

*Note: Final report on file.*

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

*Note: Preliminary road functional drawings on file.*

**(Subdivision, Dedications and Statutory-Rights-of-Way)**

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
  - Statutory-Right-of-Way – City of Richmond – BR25282
  - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. **(Statutory Rights-of-Way)** Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;



- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

*General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.*

*General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.*

*General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.*

**(Covenants and Agreements)**

- 14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
- 15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
- 16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
- 18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
- 20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
- 21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial and education use.

22. **(Vehicle Access and Egress)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under **(Egress – Orphan Lot)**.
23. **(Egress – Orphan Lot)** Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
    - 24 hour a day use; and
    - design and construction at owner's cost and maintenance and repair at owner's cost;
  - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
  - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
    - 24 hour a day use; and
    - maintenance and repair at owner's cost; and
  - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
  - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. **(Parking – Orphan Lot)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
  - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
  - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
  - d) design and construction at owner's cost; and
  - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

*Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.*

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
  - a) universal accessibility;
  - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
  - c) design and construction at owner's cost; and
  - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

*Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.*

28. **(Car Share Provisions)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities 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 facilities shall be used going forward.

29. **(Electric Vehicle Provisions – Cars and Bicycles)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

*Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.*

- 30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
- 31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
- 32. **(District Energy Utility)** Registration of a covenant on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement will include, at minimum, the following terms and conditions:
  - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory-Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
  - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
    - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
    - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
    - iii. the owner grants or acquires the Statutory-Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
    - iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory-Right-of-Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

**(Contributions)**

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).



34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,281,593.00 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g.  $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \$6,997 / \text{m}^2$ ) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least \$75,696.60 (100% of the total floor area calculated using the proposed floor area e.g.  $28,140 \text{ m}^2 \times \$2.69 / \text{m}^2$ ) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least \$130,288.20 (100% commercial floor area @ \$4.63 per square meter calculated using the proposed floor area e.g.  $28,140 \text{ m}^2 \times \$4.63 / \text{m}^2$ ) towards public art (15% to *Public Art Provision Account # 7500-10-000-90337-0000* and 85% to *ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as  $7 \times \$1,300$  per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

*Per Current Floor Area Estimates in m<sup>2</sup>:*

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

**(Development Permit)**

39. Submission and processing of a Development Permit\* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
  - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
    - i. Council directions arising out of Public Hearing;
    - ii. form and character objectives noted in the associated Report to Planning Committee;
    - iii. comments of the Advisory Design Panel;
    - iv. the requirements of TransLink related to Development Permit (DP) level consent;
    - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
    - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
  - b) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
  - a. the location and specifications for ecological network landscaping;
  - b. the location and specifications for intensive and extensive green roofs;
  - c. the location and dimension of required on-site tree protection;
  - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. 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; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

***(Letter of Credit – Trees, Ecological Network and Landscape)***

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

***(Servicing Agreement)***

40. Submission and processing of a Servicing Agreement\* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

***(Development Phasing)***

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

***(Utilities – Engineering)***

***(Water Works)***

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
  - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
  - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
  - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
  - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
  - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
  - i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
  - ii. Cut and cap at main all existing water service connections.
  - iii. Complete all proposed watermain tie-ins.

***(Storm Sewer Works)***

- d) The Developer is required to:
  - i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
  - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole

STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
- iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
- v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.

e) At Developers cost, the City will:

- i. Cut and cap at main all existing storm service connections.
- ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
- iii. Complete all proposed storm sewer tie-ins.

***(Sanitary Sewer Works)***

f) The Developer is required to:

- i. No upgrade required to the existing sanitary sewers at the lane frontages.

g) At Developers cost, the City will:

- i. Cut and cap at main all existing sanitary service connections.
- ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
- iii. Complete all proposed sanitary sewer service connections and tie-ins.

***(Frontage Improvements – Engineering)***

h) The Developer is required to:

- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.

*Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.*

- iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
- v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
- vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
- vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
- viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
- ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
- x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be



shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

***(General Items – Engineering)***

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
  - ii. 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 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.
  - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
  - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
  - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

***(Frontage Improvements – Transportation)***

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

*Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval*

*processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.*

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

*Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.*

*Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.*

*Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

*Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

**(Servicing Agreement – Letter of Credit)**

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

**(Servicing Agreement – LTO Registration)**

- o) Registration of the Servicing Agreement on title.

**(Building Permit)**

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

*Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.*

**General Notes:**

1. Some of the foregoing items (\*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

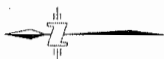
3. Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal Permits does not give an 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

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Signed

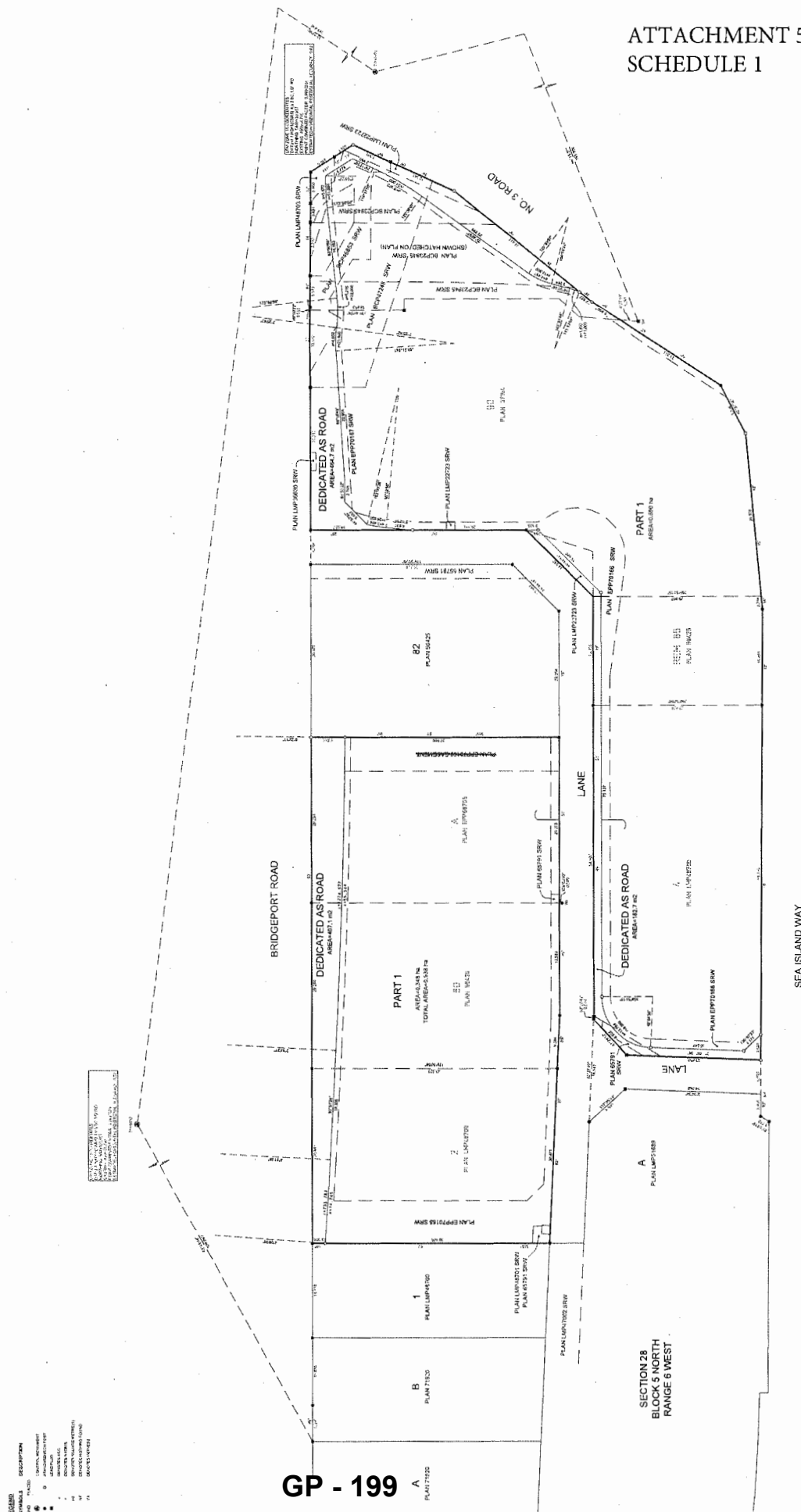
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Date



## PRELIMINARY

ATTACHMENT 5 -  
SCHEDULE 1



**GP - 199**

WILSON, J. M. 1983. THE GREAT VANCOUVER INTERNATIONAL DISTRICT.



EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER  
PART OF LOT A SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN EPP68705

PLAN EPP70170

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT.  
FOR ACCESS PURPOSES

BCGS 92G-015

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

THE INTENDED PLOT SIZE OF THIS PLAN IS 560 mm IN WIDTH BY  
432 mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:200

INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND)

NAD83 (CSRS) 4.0.0 BC-1 (GVRC)

GRID BEARINGS ARE DERIVED FROM PLAN EPP68705

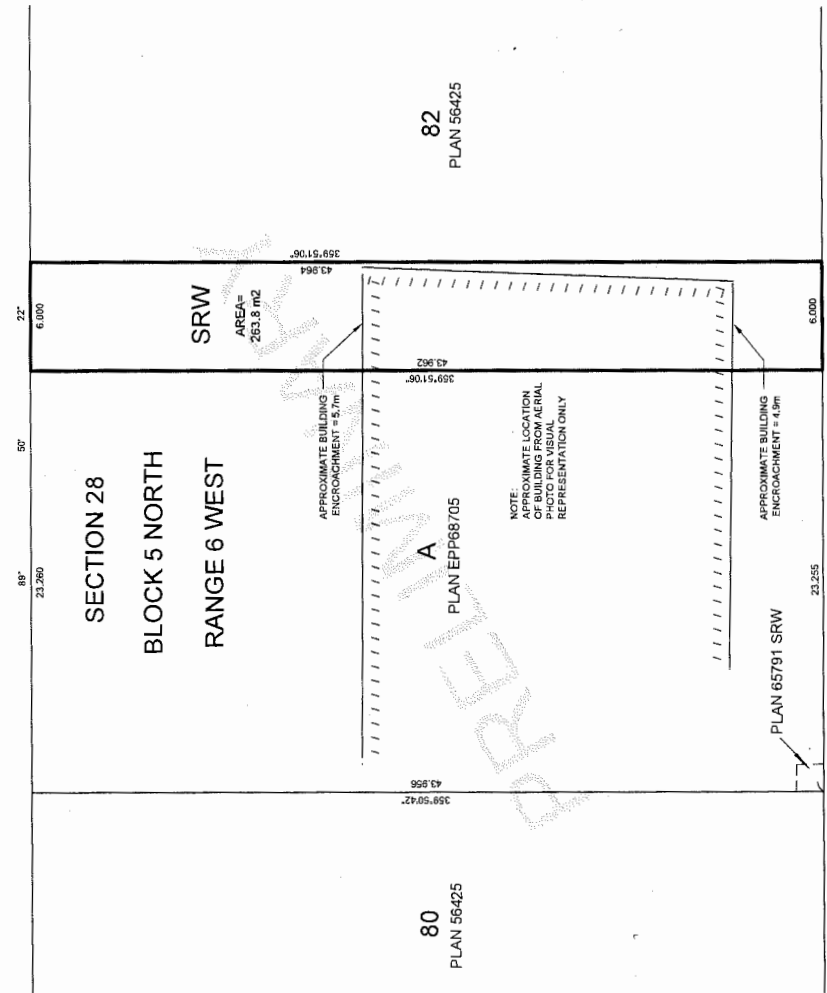
LEGEND:

m<sup>2</sup> DENOTES SQUARE METRE(S)

GP - 200



BRIDGEPORT ROAD



NOTE:  
APPROXIMATE LOCATION  
OF BUILDING FROM AERIAL  
PHOTO FOR VISUAL  
REPRESENTATION ONLY

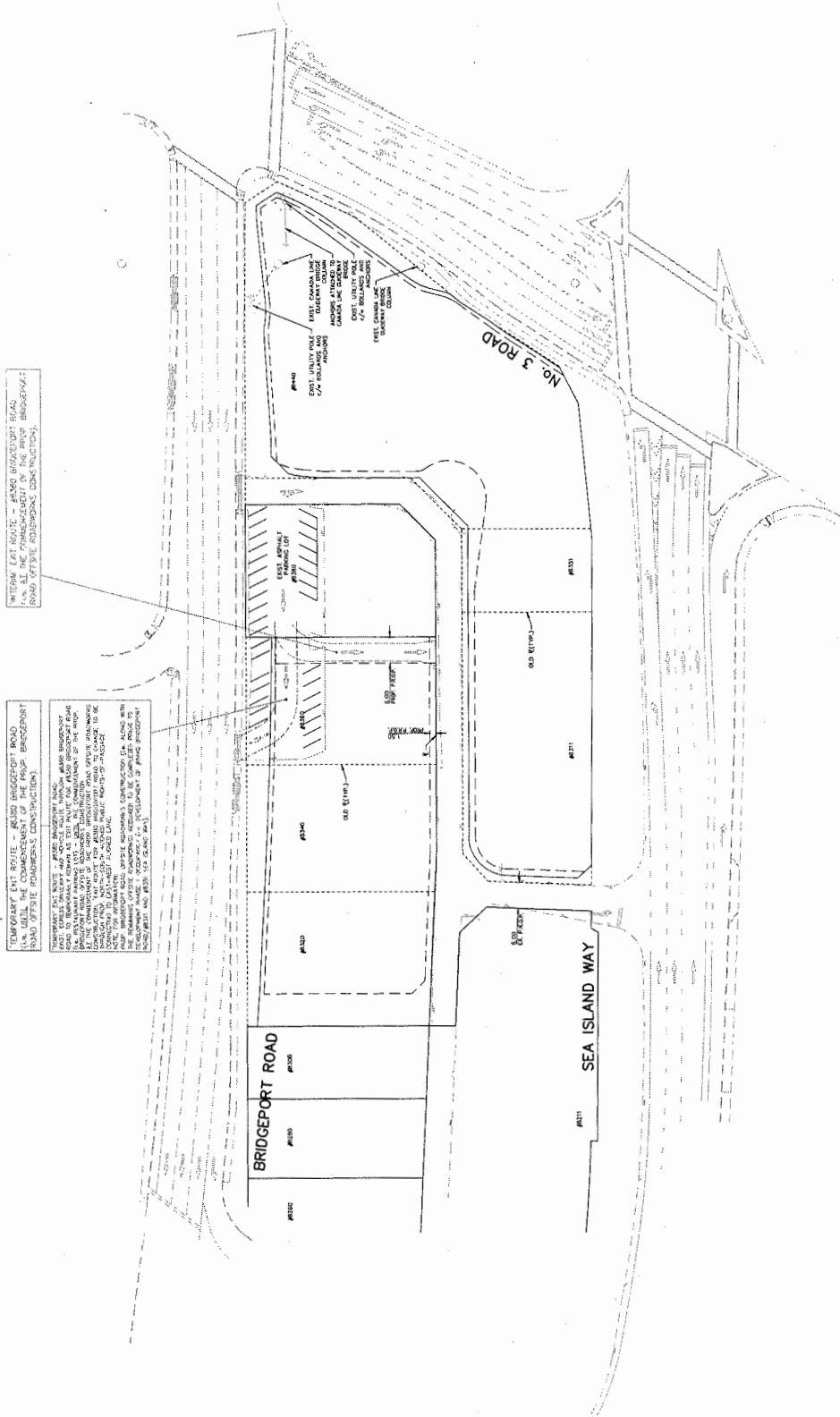
THIS PLAN IS BASED ON THE FOLLOWING  
LAND TITLE AND SURVEY AUTHORITY OF BC  
REGISTRATION:  
PLAN EPP68705

JASON C. HAMEL, BCLS (2011)  
28TH DAY OF MAY, 2017.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

MAE HANNEY ASSOCIATES  
LAND SURVEYORS LTD.  
Suite 2300  
13450 - 102 Avenue  
Surrey BC  
V4W 2G7  
Tel 604 596 0393  
Fax 604 596 0391  
FILE NO. 2117-0979-08 EXP  
ECP DATE

ATTACHMENT 5 - SCHEDULE 2



'INTECH' FAY ROUSE - FLEET MANAGER, 1945  
 L.A. AT THE COMPLETION OF THE MPP  
 ROAD WITH ROADS COMPLETION.

"TEMPORARY EXIT ROUTE - BRUSH BRIDGEPORT ROAD  
(I.E. UNTIL THE COMMENCEMENT OF THE PROP. BRIDGEPORT  
ROAD OFFSITE ROADWORKS CONSTRUCTION).

[illegible]

BRIDGEPORT ROAD

SEA ISLAND WAY

# GP - 201

**City of Richmond**  
OFFICE OF THE CITY ENGINEER  
 1000 N. 10TH ST. RICHMOND, VA 23219

**TITLE: TEMPORARY & INTERIM  
 EXIT ROUTE FOR #4380 BRIDGEPORT ROAD**

**8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/  
 8370 & 8390 BRIDGEPORT ROAD  
 CITY FILE: RZ 73-628557**

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**DWG. No.:** [blank]

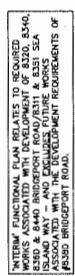
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**REVISIONS**

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FILE: 8320, 8340, B360 & 8440 BRIDGEPORT ROAD/  
FUNCTIONAL PLAN  
B311 & B351 SEA ISLAND WAY  
CITY FILE: RZ 13-628557

[illegible]

**MPT ENGINEERING CO. LTD.**  
11120 HONLESHOE WAY, RICHMOND, BC V7A 4P7 TEL: 004-279-9331 FAX: 004-279-9331  
**NEW CONTINENTAL PROPERTIES INC.**

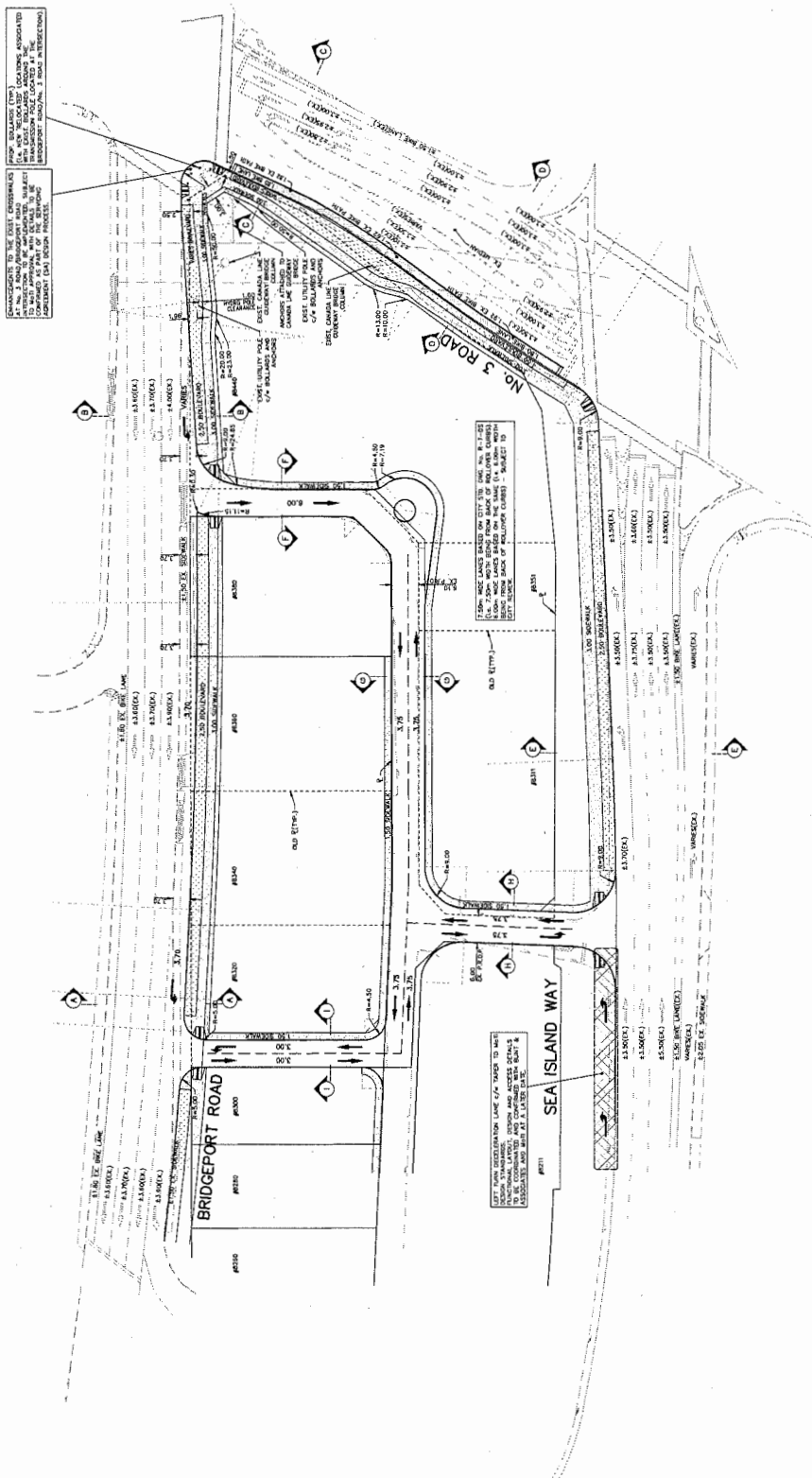
MPT DWG. No.: R15943--FP  
SHT. No.: 1 OF 4

NOTES:

1. ALL ELEMENTS ARE IN POSITIVE PHASE AND ENTER IN FOLLOWING RELATIONS:  
$$E_{11} = E_{21} = E_{31} = E_{41} = E_{51} = E_{61} = E_{71} = E_{81} = E_{91} = E_{101} = E_{111} = E_{121} = E_{131} = E_{141} = E_{151} = E_{161} = E_{171} = E_{181} = E_{191} = E_{201} = E_{211} = E_{221} = E_{231} = E_{241} = E_{251} = E_{261} = E_{271} = E_{281} = E_{291} = E_{301} = E_{311} = E_{321} = E_{331} = E_{341} = E_{351} = E_{361} = E_{371} = E_{381} = E_{391} = E_{401} = E_{411} = E_{421} = E_{431} = E_{441} = E_{451} = E_{461} = E_{471} = E_{481} = E_{491} = E_{501} = E_{511} = E_{521} = E_{531} = E_{541} = E_{551} = E_{561} = E_{571} = E_{581} = E_{591} = E_{601} = E_{611} = E_{621} = E_{631} = E_{641} = E_{651} = E_{661} = E_{671} = E_{681} = E_{691} = E_{701} = E_{711} = E_{721} = E_{731} = E_{741} = E_{751} = E_{761} = E_{771} = E_{781} = E_{791} = E_{801} = E_{811} = E_{821} = E_{831} = E_{841} = E_{851} = E_{861} = E_{871} = E_{881} = E_{891} = E_{901} = E_{911} = E_{921} = E_{931} = E_{941} = E_{951} = E_{961} = E_{971} = E_{981} = E_{991} = E_{1001} = E_{1011} = E_{1021} = E_{1031} = E_{1041} = E_{1051} = E_{1061} = E_{1071} = E_{1081} = E_{1091} = E_{1101} = E_{1111} = E_{1121} = E_{1131} = E_{1141} = E_{1151} = E_{1161} = E_{1171} = E_{1181} = E_{1191} = E_{1201} = E_{1211} = E_{1221} = E_{1231} = E_{1241} = E_{1251} = E_{1261} = E_{1271} = E_{1281} = E_{1291} = E_{1301} = E_{1311} = E_{1321} = E_{1331} = E_{1341} = E_{1351} = E_{1361} = E_{1371} = E_{1381} = E_{1391} = E_{1401} = E_{1411} = E_{1421} = E_{1431} = E_{1441} = E_{1451} = E_{1461} = E_{1471} = E_{1481} = E_{1491} = E_{1501} = E_{1511} = E_{1521} = E_{1531} = E_{1541} = E_{1551} = E_{1561} = E_{1571} = E_{1581} = E_{1591} = E_{1601} = E_{1611} = E_{1621} = E_{1631} = E_{1641} = E_{1651} = E_{1661} = E_{1671} = E_{1681} = E_{1691} = E_{1701} = E_{1711} = E_{1721} = E_{1731} = E_{1741} = E_{1751} = E_{1761} = E_{1771} = E_{1781} = E_{1791} = E_{1801} = E_{1811} = E_{1821} = E_{1831} = E_{1841} = E_{1851} = E_{1861} = E_{1871} = E_{1881} = E_{1891} = E_{1901} = E_{1911} = 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E_{2831} = E_{2841} = E_{2851} = E_{2861} = E_{2871} = E_{2881} = E_{2891} = E_{2901} = E_{2911} = E_{2921} = E_{2931} = E_{2941} = E_{2951} = E_{2961} = E_{2971} = E_{2981} = E_{2991} = E_{3001} = E_{3011} = E_{3021} = E_{3031} = E_{3041} = E_{3051} = E_{3061} = E_{3071} = E_{3081} = E_{3091} = E_{3101} = E_{3111} = E_{3121} = E_{3131} = E_{3141} = E_{3151} = E_{3161} = E_{3171} = E_{3181} = E_{3191} = E_{3201} = E_{3211} = E_{3221} = E_{3231} = E_{3241} = E_{3251} = E_{3261} = E_{3271} = E_{3281} = E_{3291} = E_{3301} = E_{3311} = E_{3321} = E_{3331} = E_{3341} = E_{3351} = E_{3361} = E_{3371} = E_{3381} = E_{3391} = E_{3401} = E_{3411} = E_{3421} = E_{3431} = E_{3441} = E_{3451} = E_{3461} = E_{3471} = E_{3481} = E_{3491} = E_{3501} = E_{3511} = E_{3521} = E_{3531} = E_{3541} = E_{3551} = E_{3561} = E_{3571} = E_{3581} = E_{3591} = E_{3601} = E_{3611} = E_{3621} = E_{3631} = E_{3641} = E_{3651} = E_{3661} = E_{3671} = E_{3681} = E_{3691} = E_{3701} = E_{3711} = E_{3721} = E_{3731} = E_{3741} = E_{3751} = E_{3761} = E_{3771} = E_{3781} = E_{3791} = E_{3801} = E_{3811} = E_{3821} = E_{3831} = E_{3841} = E_{3851} = E_{3861} = E_{3871} = E_{3881} = E_{3891} = E_{3901} = E_{3911} = E_{3921} = E_{3931} = E_{3941} = E_{3951} = E_{3961} = E_{3971} = E_{3981} = E_{3991} = E_{4001} = E_{4011} = E_{4021} = E_{4031} = E_{4041} = E_{4051} = E_{4061} = E_{4071} = E_{4081} = E_{4091} = E_{4101} = E_{4111} = E_{4121} = E_{4131} = E_{4141} = E_{4151} = E_{4161} = E_{4171} = E_{4181} = E_{4191} = E_{4201} = E_{4211} = E_{4221} = E_{4231} = E_{4241} = E_{4251} = E_{4261} = E_{4271} = E_{4281} = E_{4291} = E_{4301} = E_{4311} = E_{4321} = E_{4331} = E_{4341} = E_{4351} = E_{4361} = E_{4371} = E_{4381} = E_{4391} = E_{4401} = E_{4411} = E_{4421} = E_{4431} = E_{4441} = E_{4451} = E_{4461} = E_{4471} = E_{4481} = E_{4491} = E_{4501} = E_{4511} = E_{4521} = E_{4531} = E_{4541} = E_{4551} = E_{4561} = E_{4571} = E_{4581} = E_{4591} = E_{4601} = E_{4611} = E_{4621} = E_{4631} = E_{4641} = E_{4651} = E_{4661} = E_{4671} = E_{4681} = E_{4691} = E_{4701} = E_{4711} = E_{4721} = E_{4731} = E_{4741} = E_{4751} = E_{4761} = E_{4771} = E_{4781} = E_{4791} = E_{4801} = E_{4811} = E_{4821} = E_{4831} = E_{4841} = E_{4851} = E_{4861} = E_{4871} = E_{4881} = E_{4891} = E_{4901} = E_{4911} = E_{4921} = E_{4931} = E_{4941} = E_{4951} = E_{4961} = E_{4971} = E_{4981} = E_{4991} = E_{5001} = E_{5011} = E_{5021} = E_{5031} = E_{5041} = E_{5051} = E_{5061} = E_{5071} = E_{5081} = E_{5091} = E_{5101} = E_{5111} = E_{5121} = E_{5131} = E_{5141} = E_{5151} = E_{5161} = E_{5171} = E_{5181} = E_{5191} = E_{5201} = E_{5211$$

**CHILLING, GAS SERVICES**

[illegible]



'ULTIMATE' FUNCTIONAL PLAN RELATES TO THE REQUIRED WORKS ASSOCIATED WITH THE DEVELOPMENT OF 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/8311 & 8351 SEA ISLAND WAY (I.E. AS SHOWN ON THE 'INTERIM' FUNCTIONAL PLAN) - PLUS FUTURE WORKS ASSOCIATED WITH THE DEVELOPMENT REQUIREMENTS OF #8380 BRIDGEPORT ROAD.

[illegible]

**MPT ENGINEERING CO. LTD.**  
123 HORSFORD WAY, RICHMOND, BC V6A 5H7 TEL: 604-279-9331 FAX: 604-279-9332  
**NEW CONTINENTAL PROPERTIES INC.**

**'ULTIMATE'  
FUNCTIONAL PLAN**

TITLE:	8320, 8340, 8360 & 8410 8311 & 8351 SIA CITY FILE: RZ	DWG. No.:	8320, 8340, 8360 & 8410 8311 & 8351 SIA CITY FILE: RZ
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DATE	TIME	LOCATION	REMARKS
1	25 MAY/77	M	40 FOURTH SUBMISSION
2	4 MAY/73	M	40 THIRD SUBMISSION
3	25 MAY/77	M	40 SECOND SUBMISSION
4	28 MAY/77	M	40 FIRST SUBMISSION
5	DATE	M	40

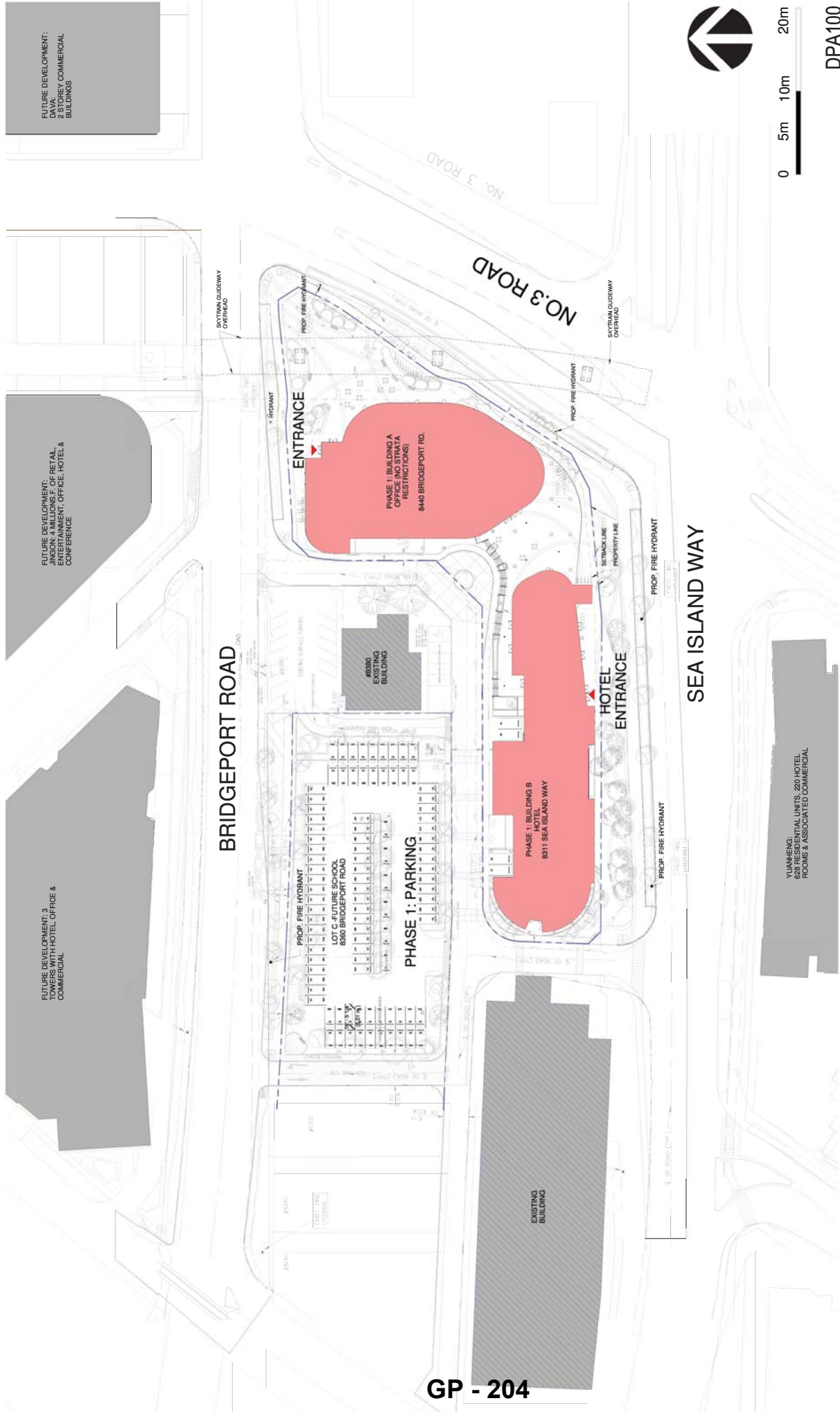
**EMPT ENGINEERING CO. LTD.**  
123 HOLLISIDE WAY, RICHMOND, BC V7A 9P7 TEL: 604-279-8331 FAX: 604-276-4137

**NEW CONTINENTAL PROPERTIES INC.**

MPT DWG. No.: R15943-FP  
SHT. No.: 3 OF 4

[illegible]

THE NATIONAL ARCHIVES HAS RECORDED THE NAMES OF THE AMERICAN SOLDIERS WHO SERVED IN THE ARMY OF THE AIRBORNE MEDICAL SERVICE DURING THE SECOND WORLD WAR.



GP - 204







LEGEND

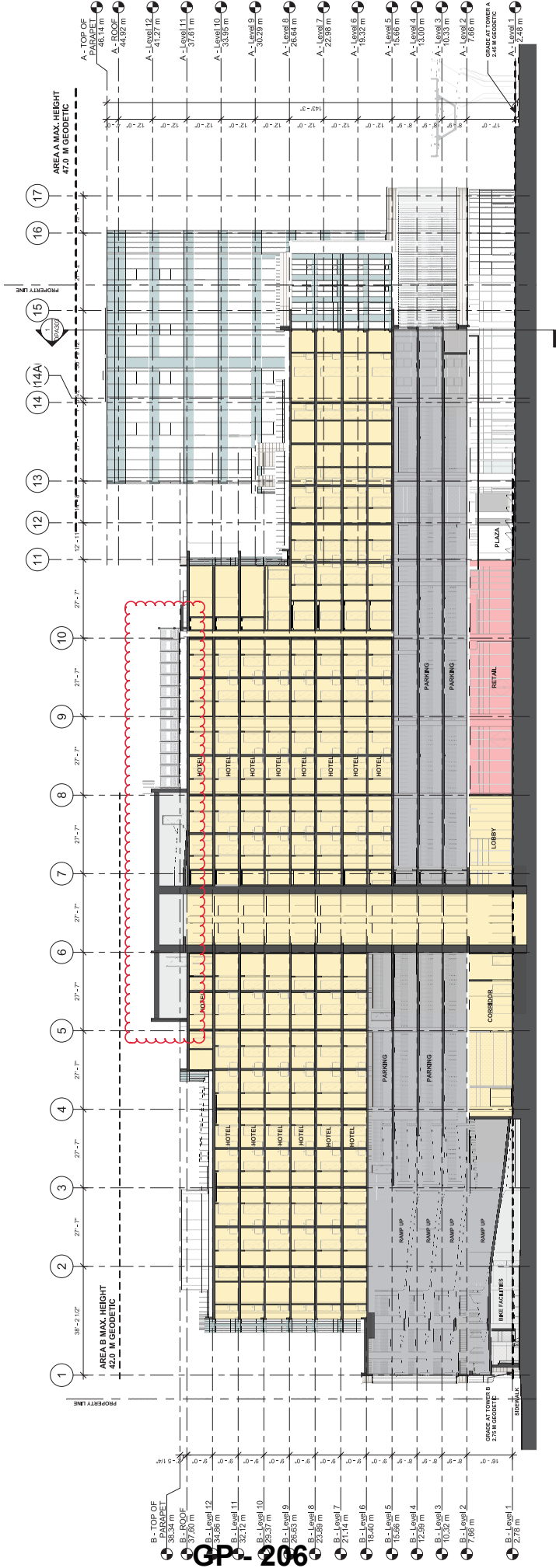
RETAIL/RESTAURANT

OFFICE

HOTEL

PARKADE

SERVICE AREA



① BUILDING B SECTION - DP  
1/16" = 1'-0"

LEGEND

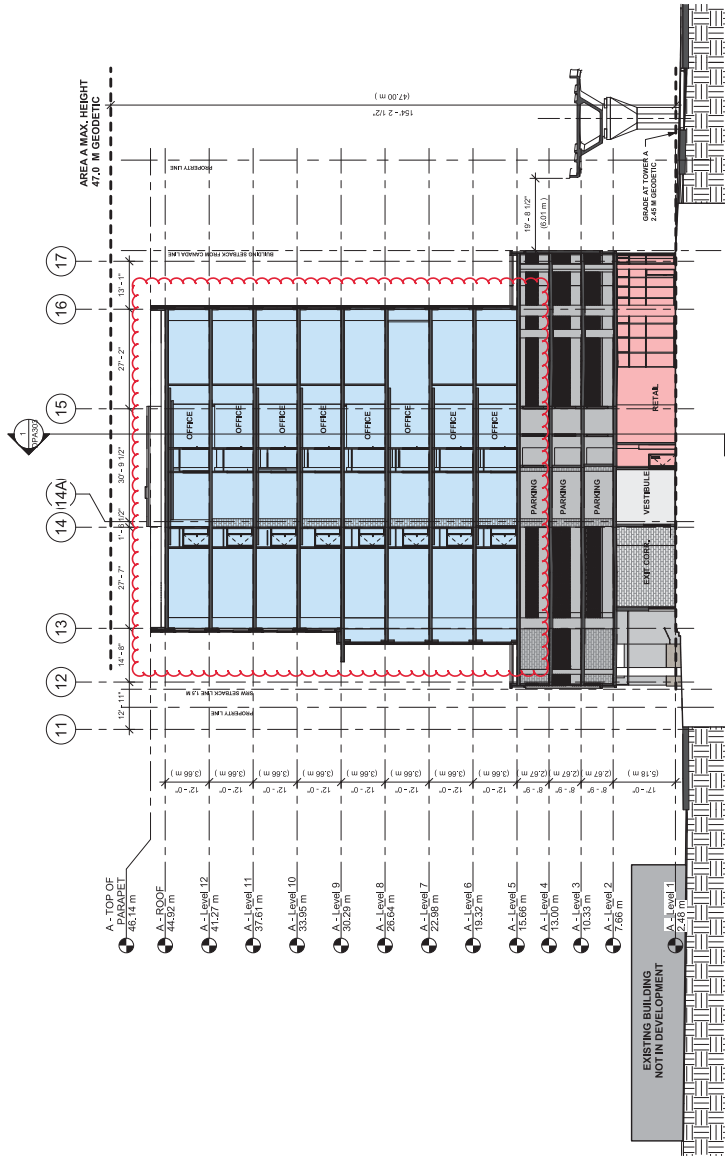
RETAIL/RESTAURANT

OFFICE

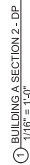
HOTEL

PARKADE

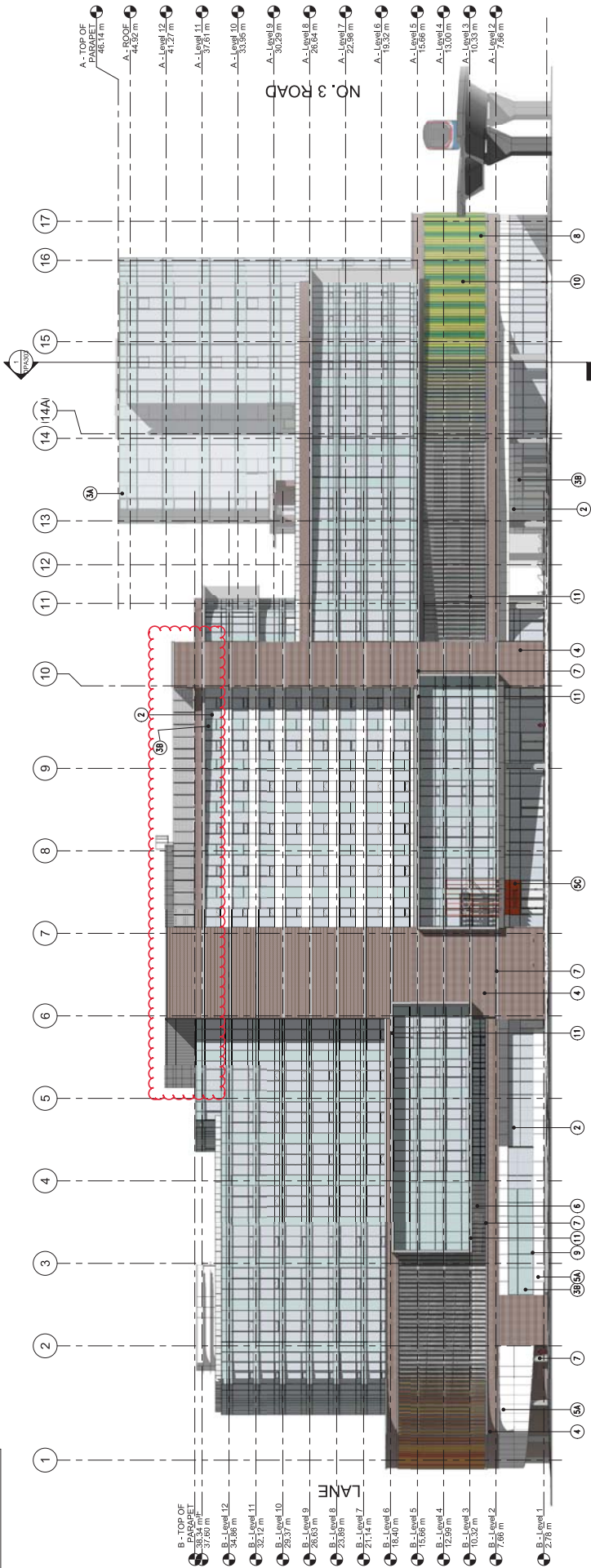
SERVICE AREA



1. BUILDING A SECTION 1 - DP  
1/16" = 1'-0"



MATERIAL KEYNOTE LEGEND	
KEY	MATERIAL
1	GLAZING WINDOW GLASS
2	SPANDREL GLAZING, OPaque TO
3A	SPANDREL GLAZING, OPaque TO
3B	SPANDREL GLAZING, OPaque TO
4	BRICK VENEER
5	METAL PANEL - DARK GRAY METTE
5B	METAL - SILVER
5C	METAL PANEL - ORANGE (OI)
6	METAL PANEL - ORANGE (OI)
7	PAINTED CONCRETE
8	METAL PANEL - GREEN AND DRANGE
9	ALUMINUM SINGLe FRAMe-CLEAR
10	ALUMINUM SINGLe FRAMe-CLEAR
11	ALUMINUM SINGLe FRAMe-CLEAR
12	ALUMINUM SINGLe FRAMe-CLEAR
13	ALUMINUM SINGLe FRAMe-CLEAR
14	ALUMINUM SINGLe FRAMe-CLEAR
15	ALUMINUM SINGLe FRAMe-CLEAR
16	ALUMINUM SINGLe FRAMe-CLEAR
17	ALUMINUM SINGLe FRAMe-CLEAR
18	ALUMINUM SINGLe FRAMe-CLEAR
19	ALUMINUM SINGLe FRAMe-CLEAR
20	ALUMINUM SINGLe FRAMe-CLEAR
21	ALUMINUM SINGLe FRAMe-CLEAR
22	ALUMINUM SINGLe FRAMe-CLEAR
23	ALUMINUM SINGLe FRAMe-CLEAR
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25	ALUMINUM SINGLe FRAMe-CLEAR
26	ALUMINUM SINGLe FRAMe-CLEAR
27	ALUMINUM SINGLe FRAMe-CLEAR
28	ALUMINUM SINGLe FRAMe-CLEAR
29	ALUMINUM SINGLe FRAMe-CLEAR
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97	ALUMINUM SINGLe FRAMe-CLEAR
98	ALUMINUM SINGLe FRAMe-CLEAR
99	ALUMINUM SINGLe FRAMe-CLEAR
100	ALUMINUM SINGLe FRAMe-CLEAR



① SOUTH ELEVATION - DP  
1/16" = 1'-0"

IWA  
ARCHITECTS

REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019  
PROPOSED COMMERCIAL USE DEVELOPMENT

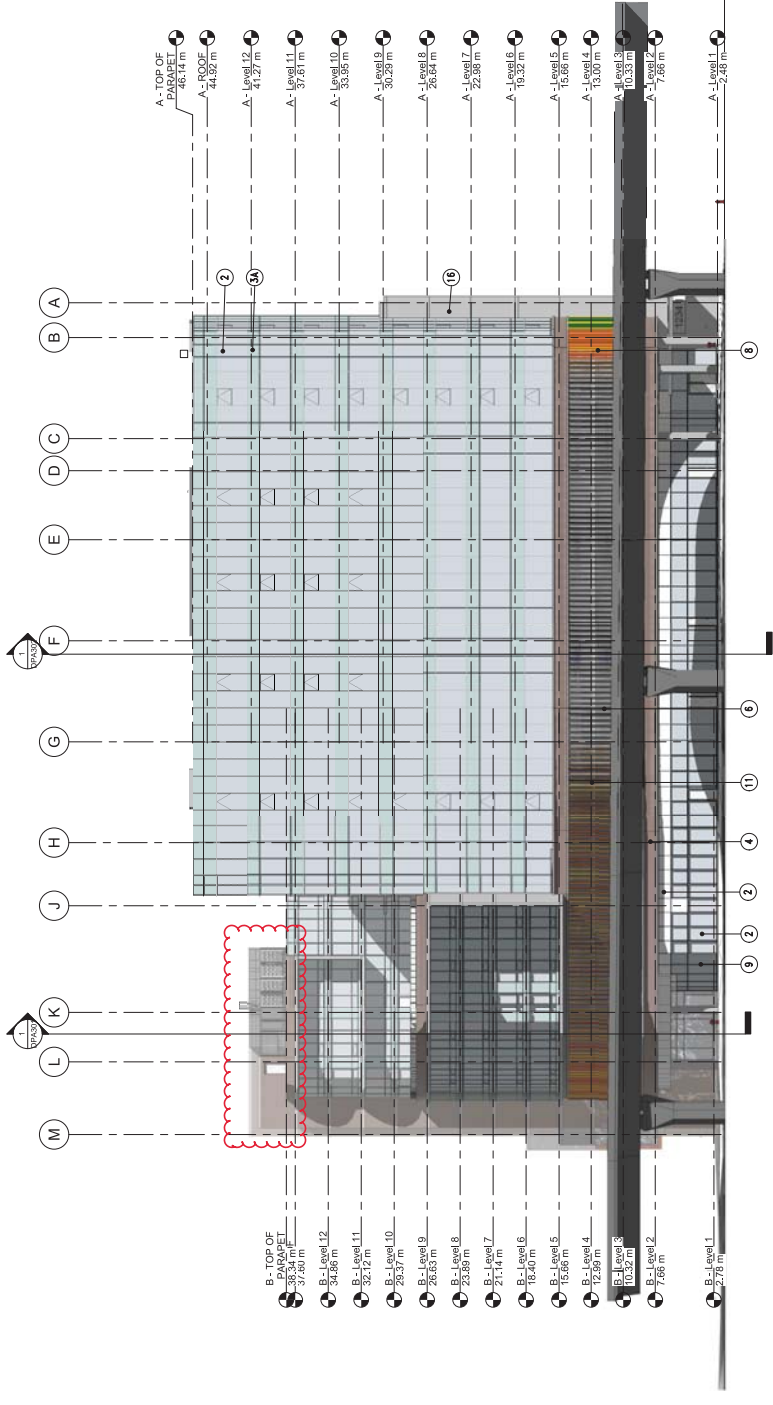
RICHMOND, B.C

DPA401  
SOUTH ELEVATION  
NEW CONTINENTAL PROPERTIES INC

OCT 04, 2019

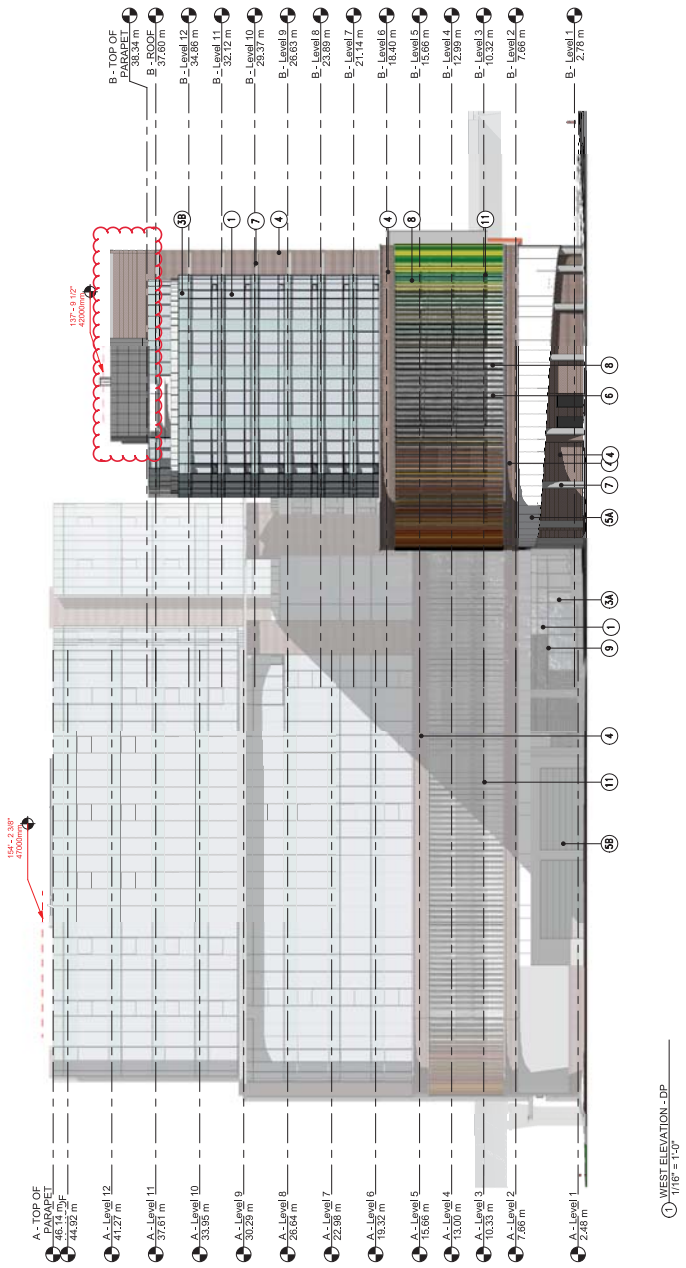


MATERIAL KEYNOTE LEGEND	
KEY	MATERIAL
1	GLAZING - VIBRA GL-100
2	GLAZING - VIBRA GL-100 LIGHT BLUE TINT
3A	SPANDREL GLAZING - OPACQUE TO 10
3B	SPANDREL GLAZING - OPACQUE TO 10
4	BRICK - VIBRA
5	METAL PANEL
5A	METAL PANEL - VIBRA
5B	METAL PANEL - VIBRA
5C	METAL PANEL - VIBRA
5D	METAL PANEL - VIBRA
5E	METAL PANEL - VIBRA
5F	METAL PANEL - VIBRA
5G	METAL PANEL - VIBRA
5H	METAL PANEL - VIBRA
5I	METAL PANEL - VIBRA
5J	METAL PANEL - VIBRA
5K	METAL PANEL - VIBRA
5L	METAL PANEL - VIBRA
5M	METAL PANEL - VIBRA
5N	METAL PANEL - VIBRA
5O	METAL PANEL - VIBRA
5P	METAL PANEL - VIBRA
5Q	METAL PANEL - VIBRA
5R	METAL PANEL - VIBRA
5S	METAL PANEL - VIBRA
5T	METAL PANEL - VIBRA
5U	METAL PANEL - VIBRA
5V	METAL PANEL - VIBRA
5W	METAL PANEL - VIBRA
5X	METAL PANEL - VIBRA
5Y	METAL PANEL - VIBRA
5Z	METAL PANEL - VIBRA



① EAST ELEVATION - DP  
1/16" = 1'-0"

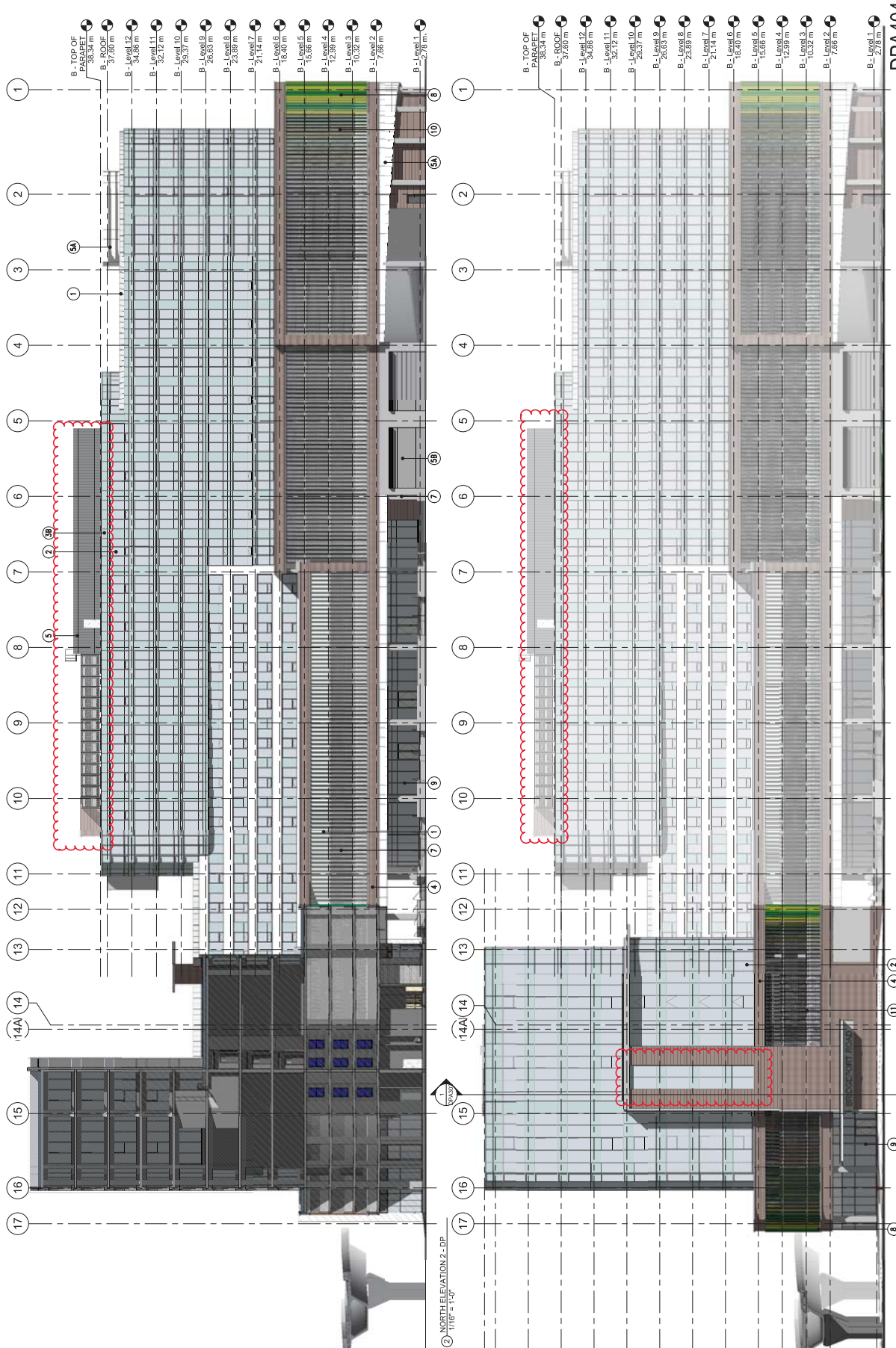
MATERIAL KEYNOTE LEGEND	
KEY	MATERIAL
1	GLAZING - VISION CLEAR
2	GLAZING - VISION CLEAR
3A	SPANDREL GLAZING - TRANSPARENT
3B	MATCH CLEAR VISION GLASS
4	MATCH BLUE TINTED VISION GLASS
5	BRICK VENEER
6A	METAL PANEL - BRASS WHITE
6B	METAL PANEL - BRASS WHITE
7	MESH PERFORATED METAL PANEL
8	METAL PANEL - BRASS WHITE
9	METAL PANEL - BRASS WHITE
10	METAL PANEL - BRASS WHITE
11	SEALANT CONCRETE
12	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
13	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
14	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
15	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
16	PREPARED WALL CAP



① WEST ELEVATION - DP  
1/16" = 1'-0"

KEY	MATERIAL
1	GLAZING: VIBRANT CLEAR
2A	GLAZING: VIBRANT LIGHT BLUE TINT
2B	GLAZING: VIBRANT DARK BLUE TINT
3A	MATCH CLAY TINT VIBRANT GLASS
3B	MATCH BLUE TINTED VIBRANT GLASS
4	BRICK: VITRE-FIN
5A	METAL PANEL - MILKY WHITE
5B	METAL - SILVER CHROME (30)
6	MESH: PERFORATED METAL PANEL
7	PAINTED CONCRETE - SAND ORANGE
8	PAINTED CONCRETE - SAND ORANGE
9	SEQUENCES ON EACH WIDE SIDE
10	ADDED ALUMINUM FRAME
11	ADDED ALUMINUM FRAME - VERTICAL GLAZE
12	SEALED CONCRETE - SAND ORANGE
13	ALUMINUM BRUNATE FRAME - CLEAR ANODIZED ALUMINUM
14	ALUMINUM BRUNATE FRAME - CLEAR ANODIZED ALUMINUM
15	VERTICAL MILLION CAP

GP - 212



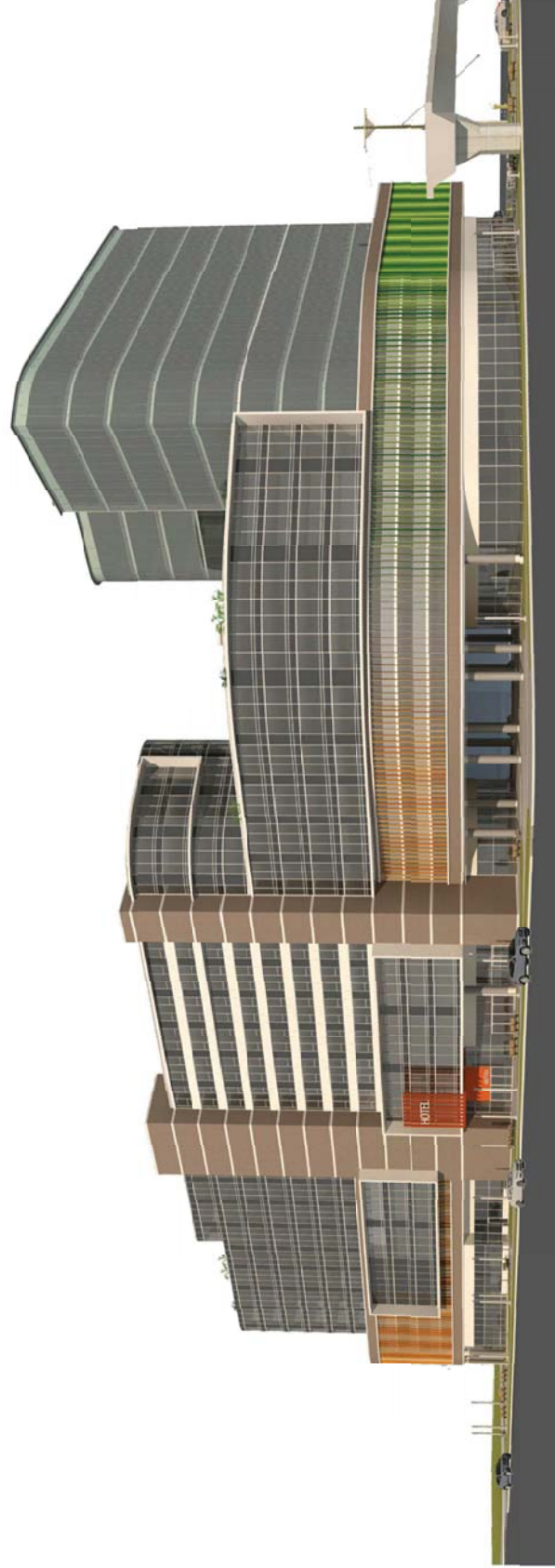
**IWA ARCHITECTS**

REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019  
**PROPOSED COMMERCIAL USE DEVELOPMENT**

RICHMOND, B.C.

**DPA404**  
**NORTH ELEVATIONS**  
**NEW CONTINENTAL PROPERTIES INC**

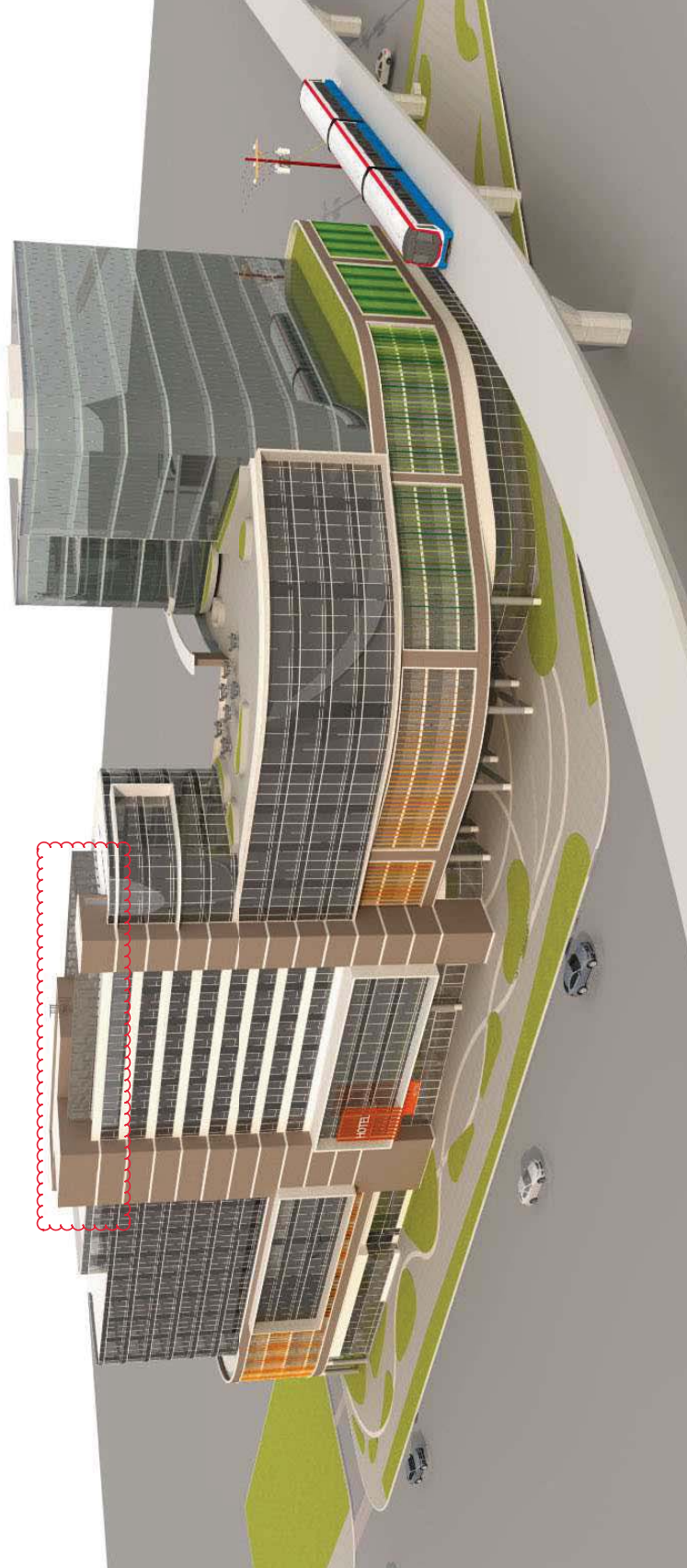
OCT 04, 2019

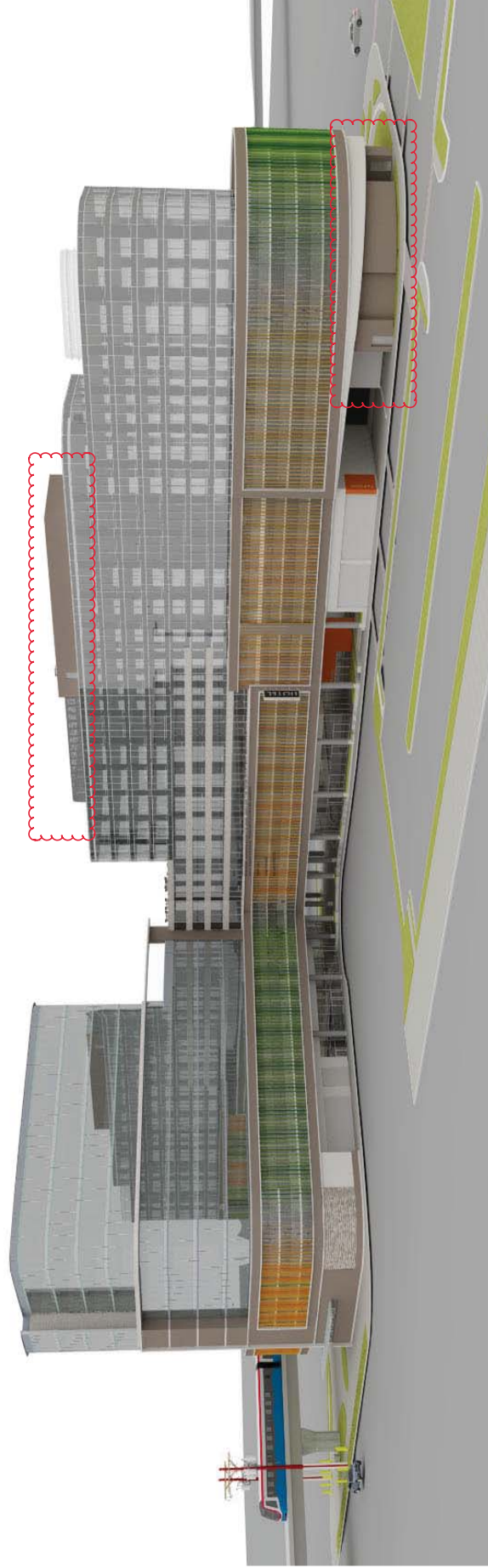






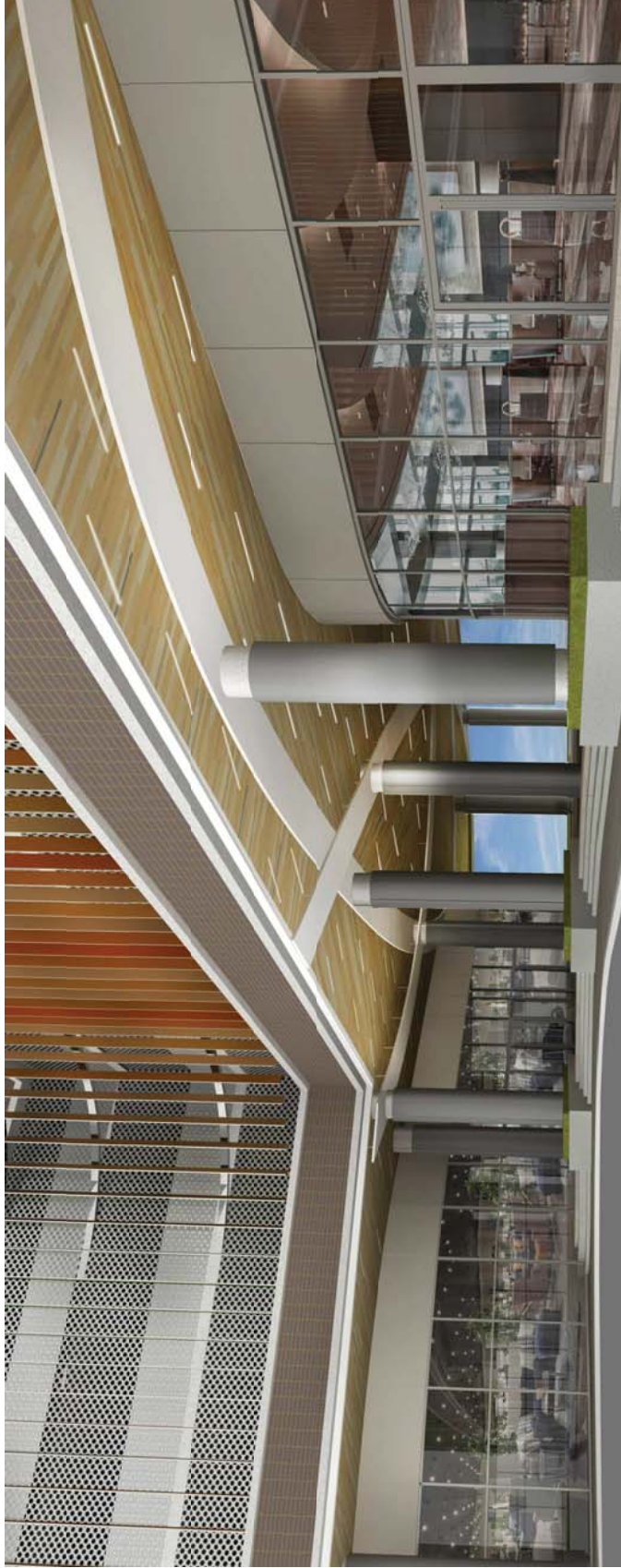


















**RZ 19-875774**

Address: 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

Applicant: New Continental Properties Inc. / Danny Leung, Wydanco

Planning Area(s): City Centre Area Plan - Bridgeport Village- T5 (45m) and T5 (35) - VCB Overlay-  
DPG Sub-Area A.4

	Existing	Proposed
<b>Owner:</b>	New Continental Properties Inc.	No change
<b>Site Size (m²):</b>	10,441 m2	9,380 m2
<b>Land Uses:</b>	Commercial	Commercial and Education
<b>OCP Designation:</b>	Mixed Use	No change
<b>Area Plan Designation:</b>	Urban Centre T5 (45m) and Urban Centre T5 (35)	No change
<b>Zoning:</b>	LUC 126 and CA	ZMU39
<b>Other Designations:</b>	Sub-Area A.4; VCB overlay	No change

	Proposed Site-Specific Zone	Proposed via RZ 13-628557	Proposed via ZT 19-875774
<b>Base FAR (max):</b>	2.00	2.00	No change
<b>Village Centre Bonus (VCB) (max):</b>	1.00	1.00	No change
<b>Total FAR (max):</b>	3.00	3.00	No change
<b>Commercial FAR (hotel and secondary uses) (max):</b>	2.00	2.00	1.46
<b>Office FAR (max):</b>	3.00	0.50	0.98
<b>Education (max):</b>	0.50	0.50	0.50
<b>Lot Coverage (max.):</b>	90%	72%	No change
<b>Setback- Bridgeport Road (min):</b>	6.0 m /3.0 m	3.0 m	No change
<b>Setback- No. 3 Road (min):</b>	6.0 m /3.0 m	3.0 m	No change
<b>Setback- Sea Island Way (min):</b>	6.0 m /1.5 m	1.5 m	No change
<b>Setback- Canada Line (min):</b>	6.0 m	6.0 m	No change
<b>Setback - Lanes</b>	0.0 m	0.0 m	No change
<b>Setback- Interior Side Yard (min):</b>	0.0 m	>0.0 m	No change
<b>Height Dimensional (geodetic) (max):</b>	Area A: 47.0 m	46.1 m	46.6 m

<b>Setback- Canada Line (min):</b>	Area B: 42.0 m	37.65 m	40.5 m
<b>Setback - Lanes</b>	Area C: 37.0 m	35.4 m	N/A (Phase 2)
<b>Height Accessory (max):</b>	5.0 m	N/A	N/A
<b>Subdivision/Lot Size (minimum):</b>	3,400 m <sup>2</sup>	3,480 m <sup>2</sup>	No change
<b>Off-street Parking (Parcel A+B+C plus Orphan):</b>	548 (subject to reduction as per TDM and the conclusions of a Transportation Study accepted by City staff)	475	Areas A & B (Phase 1): 301 Area C (Phase 1 surface parking): 96 <b>Phase 1 Total: 397</b>
			Area C (Phase 2): 159 (-96 surface stalls counted via Phase 1 & including 66 stalls allocated to the orphan lot) <b>Phase 2 Total: 63</b>
			<b>Phase 1 &amp; 2 Total: 460</b>
<b>TDM Reduction (max):</b>	Education uses: 20% All other uses: 10%	Education uses: 20% All other uses: 10%	No change
<b>Class 1 Bicycle Parking:</b>	127	129	Areas A & B (Phase 1): 54 Area C (Phase 2): 65 <b>Phase 1 &amp; 2 Total: 119</b>
<b>Class 2 Bicycle Parking:</b>	132	132	Areas A & B (Phase 1): 64 Area C (Phase 2): 59 <b>Phase 1 &amp; 2 Total: 123</b>
<b>Loading - Medium (min):</b>	6	6	No change
<b>Loading - Large (min):</b>	within lane system	within lane system	No change

**GENERAL NOTE:** All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings. ·



City of  
Richmond

**Bylaw 9628**

**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 9628 (RZ 13-628557)  
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island  
Way**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR, ~~is located on a site fronting No. 3 Road,~~ and, has a site area of between 8,000 m<sup>2</sup> and 11,000 m<sup>2</sup>”;

- b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND
_____	
_____	APPROVED by
_____	APPROVED by Manager or Solicitor
_____	
_____	
_____	

\_\_\_\_\_  
MAYOR

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



**City of  
Richmond**

**Bylaw 9629**

**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9629 (RZ 13-628557)  
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way**

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 22 (Site Specific Commercial Use Zones), in numerical order:

**“20.39     “High Rise Commercial (ZC39) – Bridgeport Gateway”**

**20.39.1     Purpose**

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

**20.39.2     Permitted Uses**

- hotel
- office

**20.39.3     Secondary Uses**

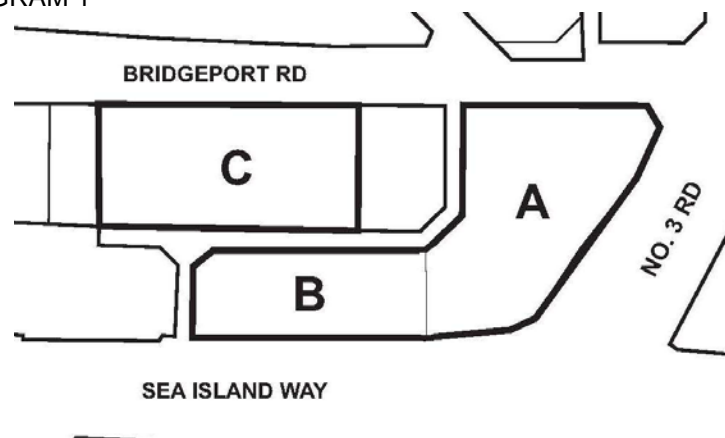
- retail, convenience
- restaurant

**20.39.3A     Additional Uses**

- education, commercial
- education, university

**20.39.4     Permitted Density**

DIAGRAM 1





1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas “A”, “B” and “C”, as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 20.39.4.2, the reference to “2.0” is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
  - a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
  - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
  - c) the owner locates the **density bonus floor area** within areas “A” and “C”, as shown in Diagram 1;
  - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area “AC”, as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area “A”, as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5 , whichever is less; and
  - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the “equivalent to construction value” rate of \$6,9978,073.20/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,9978,073.20/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive; and
4. Notwithstanding Section 20.39.4.2 and Section 20.39.4.3, the maximum **floor area ratio** for areas “A” and “B” together, as shown in Diagram 1, is 2.50.

#### **20.39.5 Permitted Lot Coverage**

1. The maximum **lot coverage** for **buildings** for areas “A” and “B” together, as shown in Diagram 1, is 90% and for area “C”, as shown in Diagram 1, is 90%.

#### **20.39.6 Yards & Setbacks**

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
  - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
  - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
  - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
  - e) for **interior side yards**, 0.0 m.
2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
  3. Notwithstanding Section 20.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road**, **lane** or public purposes.

#### **20.39.7 Permitted Heights**

1. The maximum height for **principal buildings** located on the area identified as “A” in Diagram 1 in Section 20.39.4, is 47.0 m geodetic.
2. The maximum height for **principal buildings** located on the area identified as “B” in Diagram 1 in Section 20.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
3. The maximum height for **principal buildings** located on the area identified as “C” in Diagram 1 in Section 20.39.4 is 37.0 m geodetic.
4. The maximum **building height** for **accessory buildings** is 5.0 m.

#### **20.39.8 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot area** is 3,400 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

#### **20.39.9 Landscaping & Screening**

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

#### **20.39.10 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
  - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
  - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
    - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
  - iii. priority car-pool **parking** for students and staff members; and
  - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

#### 20.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as “**AC**” in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 20.39.4.3:
    - a) **commercial education**; and
    - b) **university education**.
  2. **Dormitory** and **child care uses** are prohibited.
  3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
  4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:
- |        |  |
|--------|--|
| P.I.D. | 024-947-962<br>LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700  |
| P.I.D. | 004-069-188<br>LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425  |
| P.I.D. | P.I.D. 001-941-003<br>STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM |
| P.I.D. | 001-941-011<br>STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1      |
| P.I.D. | 000-541-362<br>LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 57164  |
| P.I.D. | 024-947-989<br>LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700  |

P.I.D. 003-727-246  
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5  
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962  
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN LMP48700

P.I.D. 004-069-188  
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN 56425

P.I.D. 001-941-003  
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN  
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT  
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011  
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE  
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE  
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362  
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN 57164

P.I.D. 024-947-989  
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN LMP48700

P.I.D. 003-727-246  
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5  
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

- GP - 229**





**City of  
Richmond**

## **OCP Amendment and Rezoning Considerations**

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

---

**Address:** 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

**File No.:** ZT 19-875774 (amending RZ 13-628557)

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.**

***(OCP Amendment)***

1. Final Adoption of OCP Amendment Bylaw 9628.

***(External Agencies)***

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

*Note:* MOE no further correspondence required on file.

*Note:* This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

*Note:* Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.

5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. *(Refer to Covenants and Agreements section.)*

*Note:* Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

*Note:* Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

*Note:* Preliminary comment has been received from BC Hydro and is on file.

***(Submissions)***

8. ***(Transportation Reports)*** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

*Note: Final report on file.*

9. ***(Road Functional Drawings)*** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

*Note: Preliminary road functional drawings on file.*

***(Subdivision, Dedications and Statutory-Rights-of-Way)***

10. ***(Discharges)*** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
  - Statutory-Right-of-Way – City of Richmond – BR25282
  - Covenant No. BR25294

11. ***(Subdivision)*** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. ***(Statutory Rights-of-Way)*** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. (***Statutory Rights-of-Way***) Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

*General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.*

*General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.*

*General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.*

**(Covenants and Agreements)**

14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial (including office) and education use.

22. (**Vehicle Access and Egress**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under (**Egress – Orphan Lot**).
23. (**Egress – Orphan Lot**) Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
    - 24 hour a day use; and
    - design and construction at owner's cost and maintenance and repair at owner's cost;
  - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
  - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
    - 24 hour a day use; and
    - maintenance and repair at owner's cost; and
  - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
  - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. (**Parking – Orphan Lot**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
  - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
  - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
  - d) design and construction at owner's cost; and
  - e) maintenance and repair at owner's cost;

and specifically providing for:



- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

*Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.*

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

*Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.*

28. (***Car Share Provisions***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities 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 facilities shall be used going forward.

29. (***Electric Vehicle Provisions – Cars and Bicycles***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

*Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.*

30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
32. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy 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:
  - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
    - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
    - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant 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 low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
  - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
  - d) if a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:

- i. the building is connected to the DEU;
  - ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
  - iii. 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.
- e) if a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council 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:
  - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
  - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - iii. the owner transfers ownership of the 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;
  - iv. 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
  - v. 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 low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
  - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
  - ii. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

**(Contributions)**

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).
- 34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,786,329.39 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. 0.05 x 1.0 x 9380 m<sup>2</sup> x \$8,073.20 /m<sup>2</sup>) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should

the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$8,073.20) will be adjusted annually thereafter based on the Statistics Canada “Non-residential Building Construction Price Index” yearly quarter to quarter change for Vancouver, where the change is positive.

35. **(Community Planning)** City acceptance of the owner’s offer to voluntarily contribute at least \$90,871.91 (100% of the total floor area calculated using the proposed floor area e.g. 28,140 m<sup>2</sup> x \$3.23 / m<sup>2</sup>) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner’s offer to voluntarily contribute at least \$142,365.98 (100% commercial floor area @ \$5.06 per square meter calculated using the proposed floor area e.g. 28,140 m<sup>2</sup> x \$4.63 /m<sup>2</sup>) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner’s offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner’s offer to voluntarily contribute \$9,100 (calculated as 7 x \$1,300 per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

*Per Current Floor Area Estimates in m<sup>2</sup>:*

<b>Floor Area Total</b>	<b>Retail/Restaurant</b>	<b>Hotel</b>	<b>Office/ Education</b>	<b>VCB</b>
28,140	975	17,785	9,380	9,380

**(Development Permit)**

39. Submission and processing of a Development Permit\* application for Parcels “A” and “B” completed to a level deemed acceptable by the Director of Development, demonstrating:
  - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
    - i. Council directions arising out of Public Hearing;
    - ii. form and character objectives noted in the associated Report to Planning Committee;
    - iii. comments of the Advisory Design Panel;
    - iv. the requirements of TransLink related to Development Permit (DP) level consent;
    - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
    - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
  - b) Submission of confirmation that the building is designed with the capability to connect to and be serviced by a DEU. The applicant must also provide an energy modelling report satisfactory to the Director of Engineering.
  - c) the owner’s commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
    - i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;



- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
  - a. the location and specifications for ecological network landscaping;
  - b. the location and specifications for intensive and extensive green roofs;
  - c. the location and dimension of required on-site tree protection;
  - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. 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; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

***(Letter of Credit – Trees, Ecological Network and Landscape)***

- d) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

***(Servicing Agreement)***

- 40. Submission and processing of a Servicing Agreement\* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

***(Development Phasing)***

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

***(Utilities – Engineering)***

***(Water Works)***

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
  - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
  - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
  - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
  - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
  - ii. Cut and cap at main all existing water service connections.
  - iii. Complete all proposed watermain tie-ins.

***(Storm Sewer Works)***

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
  - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A

- three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.
- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
  - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
  - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
  - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
  - iii. Complete all proposed storm sewer tie-ins.

***(Sanitary Sewer Works)***

- f) The Developer is required to:
- i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
- i. Cut and cap at main all existing sanitary service connections.
  - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
  - iii. Complete all proposed sanitary sewer service connections and tie-ins.

***(Frontage Improvements – Engineering)***

- h) The Developer is required to:
- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
  - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.  
*Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.*
  - iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to

- 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
  - v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
  - vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
  - vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
  - viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
  - ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
  - x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
  - xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
  - xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro

- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

***(General Items – Engineering)***

- i) The Developer is required to:
  - i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
  - ii. 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 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.
  - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
  - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
  - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

***(Frontage Improvements – Transportation)***

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

*Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.*



k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

*Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.*

*Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.*

*Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

*Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

*Note: Final MoTI approval is required prior to rezoning adoption.*

*Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.*

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

**(Servicing Agreement – Letter of Credit)**

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

*Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.*

**(Servicing Agreement – LTO Registration)**

- o) Registration of the Servicing Agreement on title.

**Prior to Building Permit issuance, the owner is required to complete the following.**

- 41. **(Trans Mountain Pipeline/Kinder Morgan Canada)** The applicant must acquire a Proximity Permit from Kinder Morgan.

*Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).*

*Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.*

*Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.*

**General Notes:**

1. Some of the foregoing items (\*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

3. 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

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Signed

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Date



## OCP Amendment and Rezoning Considerations

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

**Address:** 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

**File No.:** ZT 19-875774 (amending RZ 13-628557)

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.**

**(OCP Amendment)**

1. Final Adoption of OCP Amendment Bylaw 9628.

**(External Agencies)**

2. **(Ministry of Environment)** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. **(Provincial Ministry of Transportation & Infrastructure - Site)** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. **(Provincial Ministry of Transportation & Infrastructure - Off-site)** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.

5. **(South Coast British Columbia Transportation Authority (TransLink))** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. **(Trans Mountain Pipeline/Kinder Morgan Canada)** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. **(BC Hydro)** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

***(Submissions)***

8. ***(Transportation Reports)*** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

*Note: Final report on file.*

9. ***(Road Functional Drawings)*** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

*Note: Preliminary road functional drawings on file.*

***(Subdivision, Dedications and Statutory-Rights-of-Way)***

10. ***(Discharges)*** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
  - Statutory-Right-of-Way – City of Richmond – BR25282
  - Covenant No. BR25294

11. ***(Subdivision)*** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. ***(Statutory Rights-of-Way)*** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to



minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. (***Statutory Rights-of-Way***) Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

*General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.*

*General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.*

*General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.*

**(Covenants and Agreements)**

14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial (including office) and education use.

22. (**Vehicle Access and Egress**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under (**Egress – Orphan Lot**).
23. (**Egress – Orphan Lot**) Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
    - 24 hour a day use; and
    - design and construction at owner's cost and maintenance and repair at owner's cost;
  - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
  - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
    - 24 hour a day use; and
    - maintenance and repair at owner's cost; and
  - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
  - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. (**Parking – Orphan Lot**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
  - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
  - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
  - d) design and construction at owner's cost; and
  - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

*Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.*

25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
  - a) universal accessibility;
  - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
  - c) design and construction at owner's cost; and
  - d) maintenance and repair at owner's cost,
 and, specifically providing for:
  - e) one male facility and one female facility, each with a minimum of two showers;
  - f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
  - a) identification of the cycling end of trip facilities in the Development Permit plans;
  - b) identification of the cycling end of trip facilities in the Building Permit plans; and
  - c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

*Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.*

28. (***Car Share Provisions***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities 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 facilities shall be used going forward.

29. (***Electric Vehicle Provisions – Cars and Bicycles***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;



- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

*Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.*

30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
32. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s)~~covenant on title~~, to the satisfaction of the City, securing the owner's commitment to connect to District Energy 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:
  - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
    - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
    - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant 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 low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
  - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
  - d) if a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:

- i. the building is connected to the DEU;
- ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
- iii. 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.
  - a) ~~the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and~~
- ~~b) if a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council 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: then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:~~
- ~~c) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;~~
  - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
  - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - iii. the owner transfers ownership of the 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;
  - iv. 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
  - v. 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 low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- ~~i. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;~~
- ~~ii. the owner grants or acquires the Statutory Right of Way(s) and/or easements necessary for supplying DEU services to the building; and~~
- ~~iii. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.~~
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for

the subject site, no final building inspection permitting occupancy of a building will be granted until:

- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
- ii. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

**(Contributions)**

33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).
34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least ~~\$3,281,593.00~~\$3,786,329.39 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g.  $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \text{\$6,997}$  $\text{\$8,073.20}$  /m<sup>2</sup>) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ( $\text{\$8,073.20}$  ~~$\text{\$6,997}$~~ ) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least  ~~$\text{\$75,696.60}$~~  $\text{\$90,871.91}$  (100% of the total floor area calculated using the proposed floor area e.g.  $28,140 \text{ m}^2 \times \text{\$2.69}$  $\text{\$3.23}$  / m<sup>2</sup>) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least  ~~$\text{\$130,288.20}$~~  $\text{\$142,365.98}$  (100% commercial floor area @  ~~$\text{\$4.63}$~~  $\text{\$5.06}$  per square meter calculated using the proposed floor area e.g.  $28,140 \text{ m}^2 \times \text{\$4.63}$  /m<sup>2</sup>) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as  $7 \times \$1,300$  per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

*Per Current Floor Area Estimates in m<sup>2</sup>:*

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

**(Development Permit)**

39. Submission and processing of a Development Permit\* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
  - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
    - i. Council directions arising out of Public Hearing;
    - ii. form and character objectives noted in the associated Report to Planning Committee;

- iii. comments of the Advisory Design Panel;
  - iv. the requirements of TransLink related to Development Permit (DP) level consent;
  - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
  - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
- b) Submission of confirmation that the building is designed with the capability to connect to and be serviced by a DEU. The applicant must also provide an energy modelling report satisfactory to the Director of Engineering.**
- b)c)** the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
  - ii. flood construction level(s);
  - iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
  - iv. site access and vehicular crossings;
  - v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
  - vi. location and details of car-share parking spaces;
  - vii. location and details of car-pool parking spaces;
  - viii. location and details of orphan lot parking spaces (temporary and permanent);
  - ix. required end of trip facilities, including their location, number, size, type and use;
  - x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
  - xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
  - xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
  - xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
  - xiv. on the landscape plan and roof plans, if applicable:
    - a. the location and specifications for ecological network landscaping;
    - b. the location and specifications for intensive and extensive green roofs;
    - c. the location and dimension of required on-site tree protection;
    - d. the location, dimensions and specifications for replacement trees;
  - ii. include a mix of coniferous and deciduous trees;
  - iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - iv. include the 5 required replacement trees with the following minimum sizes:
  - xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
  - xvi. 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; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

***(Letter of Credit – Trees, Ecological Network and Landscape)***

e)d) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

***(Servicing Agreement)***

40. Submission and processing of a Servicing Agreement\* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

***(Development Phasing)***

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

***(Utilities – Engineering)***

***(Water Works)***

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
  - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
  - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermains in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
  - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermains shall be tied-in to the existing watermains along Sea Island Way and Bridgeport Road.
  - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.



- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
  - ii. Cut and cap at main all existing water service connections.
  - iii. Complete all proposed watermain tie-ins.

***(Storm Sewer Works)***

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
  - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.
  - iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
  - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
  - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
  - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
  - iii. Complete all proposed storm sewer tie-ins.

***(Sanitary Sewer Works)***

- f) The Developer is required to:
  - i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
  - i. Cut and cap at main all existing sanitary service connections.
  - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
  - iii. Complete all proposed sanitary sewer service connections and tie-ins.

***(Frontage Improvements – Engineering)***

- h) The Developer is required to:
  - i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
  - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.  
*Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.*
  - iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
  - iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
  - v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
  - vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
  - vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
  - viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
  - ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
  - x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of

8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.

- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

***(General Items – Engineering)***

- i) The Developer is required to:
  - i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
  - ii. 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 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.
  - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.

- iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
- v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

***(Frontage Improvements – Transportation)***

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

*Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.*

- k) The Developer is required to:

- i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

*Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.*

*Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.*

*Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

- ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

*Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

- iii. For Sea Island Way Frontage:  
Along the entire Sea Island Way frontage, complete the following cross-section (south to north):
  - MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
  - Min. 1.5m wide grassed/treed boulevard.
  - Min. 3.0m wide concrete sidewalk.
- iv. For Lanes:
  - Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road: Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
  - Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
  - Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
  - Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.
  - Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.
- v. Corner cuts be provided at:
  - All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
  - All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

*Note: Final MoTI approval is required prior to rezoning adoption.*

*Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.*

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

***(Servicing Agreement – Letter of Credit)***

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

*Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.*



**(Servicing Agreement – LTO Registration)**

- o) Registration of the Servicing Agreement on title.

**Prior to Building Permit issuance, the owner is required to complete the following.**

**(Building Permit)**

- 41. (Trans Mountain Pipeline/Kinder Morgan Canada) The applicant must acquire a Pipeline Proximity Installation Permit from Kinder Morgan for all on-site and off-site works associated with the proposed development; and**

*Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).*

*Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.*

*Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.*

**General Notes:**

1. Some of the foregoing items (\*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

3. 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

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Signed

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Date



# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** November 3, 2020

**From:** Claudia Jesson  
Director, City Clerk's Office

**File:** 01-0105-01/2020-Vol  
01

**Re:** 2021 Council and Committee Meeting Schedule

### Staff Recommendation

1. That Council select the preferred option for the 2021 Council and Committee Meeting Schedule, as detailed in Attachments 1 and 2 of the staff report dated November 3, 2020, from the Director, City Clerk's Office; and
2. That the following revisions as detailed in the staff report title "2021 Council and Committee Meeting Schedule" dated November 3, 2020, from the Director, City Clerk's Office, be approved:
  - a) That the Regular Council meetings (open and closed) of August 9 and August 23, 2021 be cancelled; and
  - b) That the August 16, 2021 Public Hearing be rescheduled to September 7, 2021 at 7:00pm in the Council Chambers at Richmond City Hall.

Claudia Jesson  
Director, City Clerk's Office  
(604-276-4006)  
Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF SENIOR DIRECTOR 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

## Staff Report

### Origin

Under the *Community Charter* and the Council Procedure Bylaw No. 7560, Council must provide for advance public notice of Council and Committee meetings and, at least once per year, advertise the availability of the Council meeting schedule. Accordingly, the 2021 Council meeting schedule options are being presented at this time to provide advance notice of Council's regular meeting schedule. Although at this time a reduced Committee schedule is in place due to the COVID-19 Pandemic, the proposed 2021 Council and Committee Meeting Schedule options are based on the full complement of meetings. It should be noted that a Special Council meeting can be called with 24 hours' notice should any unusual or urgent circumstances arise outside of the usual schedule. Likewise, Council and Committee may make adjustments to the meeting schedule through the year as circumstances may necessitate.

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

*Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.*

### Analysis

#### Option 1 – August Meeting Break and December Holiday Season

It has been the City's usual practice to observe a meeting break in August and to close City Hall during the December holiday season. In 2021, City Hall will be closed on Friday, December 24, 2021 and will re-open on Monday, January 3, 2022. In accordance with the Council Procedure Bylaw No. 7560, Council resolutions are required for any changes to the prescribed Council meeting schedule. Therefore, in order to accommodate an August meeting break and December Holiday Season, it is recommended that the Regular Council meetings (open and closed) of August 9 and 23, 2021 be cancelled.

Changes to the Committee meeting dates may also be altered at the discretion of the Chair as circumstances arise closer to the dates of the meetings and do not require a Council resolution. Following the 2020 December City Hall closure, City Hall will re-open on Monday, January 4, 2021 and the General Purposes and Finance Committees would fall on Tuesday, January 5, 2021 and the Planning Committee on Wednesday, January 6, 2021.

A further change that staff propose to the Committee schedule is a change to the Parks, Recreation and Cultural Services Committee (PRCS) meeting that would normally fall on July 27, 2021, the day after the last Council meeting before the August meeting break. In order for Council to consider any recommendations from this meeting at the Regular Council meeting of July 26, 2021, it is proposed that the PRCS meeting be moved to the previous week, following the Public Works and Transportation Committee (PWT) on Tuesday, July 20, 2021.

With regard to the August Public Hearing, in keeping with past practice, staff propose that it be rescheduled from August 16, 2021 to September 7, 2021. This change to the Public Hearing

schedule minimizes the delay, due to the August meeting break, for consideration of land use applications that have been given first reading. There would be no need for a second scheduled Public Hearing during the third week of September.

Accordingly, adjustments to the meeting schedule are proposed to:

- cancel the open and closed Regular Council meetings of August 9 and 23, 2021 and the Committee meetings associated to those Council meeting cycles;
- reschedule the August 16, 2021 Public Hearing to September 7, 2021;
- reschedule the July PRCS meeting for Tuesday, July 20, 2021, following the PWT meeting so that Council may consider any recommendations from the PRCS meeting at the last Regular Council meeting before the August break on July 26, 2021; and
- schedule the December PRCS and the PWT meetings in tandem for December 14, 2021.

A draft meeting schedule is presented in Attachment 1, which incorporates adjustments for the August meeting break and the December holiday season City Hall closure.

Option 2 – Includes all adjustments under Option 1 **PLUS** a change to accommodate the Union of BC Municipalities (UBCM) convention

In 2016, Council first considered whether changes to the meeting schedule would be made to accommodate attendance at the Federation of Canadian Municipalities (FCM) or UBCM Conventions and direction was given that the circumstances be considered each year.

The FCM Convention schedule has not been finalized for 2021, however, the proposed dates of June 3 - 6, 2021 or June 10 – 13, 2021 does not conflict with any usual meeting days.

The 2021 UBCM convention is scheduled for September 13 - 17, 2021 in Vancouver and if the meeting schedule were to be adjusted to accommodate the convention, staff propose the following:

- the September 14, 2021 Community Safety Committee (CS) meeting be rescheduled for September 21, 2021, following the PWT meeting;

Matters arising from the CS meeting during this week would be considered at the Regular Council meeting on September 27, 2021. This adjustment would avoid a scheduling conflict for those wishing to attend the UBCM convention.

A draft meeting schedule for Option 2 is presented in Attachment 2, which incorporates adjustments for:

- the August meeting break;
- the December holiday season City Hall closure; and
- the UBCM convention.

### **Financial Impact**

None.



## Conclusion

It is recommended that Council select the preferred option for the 2021 Council and Committee Meeting Schedule. The approval of the meeting schedule at this time provides Council and the public with advance notice of the meeting schedule.



Claudia Jesson  
Director, City Clerk's Office

- Att. 1: Proposed 2021 Council and Committee Meeting Schedule – Option 1  
2: Proposed 2021 Council and Committee Meeting Schedule – Option 2

## 2021 MEETING SCHEDULE

ATTACHMENT 1

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
<b>JANUARY</b>							<b>FEBRUARY</b>							<b>MARCH</b>						
					STAT 1	2		GP 1	FC 2	PC 3	4	5	6		GP 1	FC 2	PC 3	4	5	6
3	4	GP 5	FC 6	PC 7	8	9	7	CO 8	CS 9	DP 10	11	12	13	7	CO 8	CS 9	DP 10	11	12	13
10	CO 11	CS 12	DP 13	14	15	16	14	STAT 15	GP 16	PH 17	PWT 18	19	20	14	GP 15	PH 16	PWT 17	18	19	20
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	21	CO 22	PRC 23	DP 24	25	26	27
24	CO 25	PRC 26	DP 27	28	29	30	28							28	29	30	31			
31																				
<b>APRIL</b>							<b>MAY</b>							<b>JUNE</b>						
				1	STAT 2	3							1			1	2	FCM 3	FCM 4	FCM 5
4	STAT 5	GP 6	FC 7	PC 8	9	10	2	GP 3	FC 4	PC 5	6	7	8	FCM 6	GP 7	FC 8	PC 9	10	11	12
11	CO 12	CS 13	DP 14	15	16	17	9	CO 10	CS 11	DP 12	13	14	15	13	CO 14	CS 15	DP 16	17	18	19
18	GP 19	PH 20	PWT 21	22	23	24	16	GP 17	PH 18	PWT 19	20	21	22	20	GP 21	PH 22	PWT 23	24	25	26
25	CO 26	PRC 27	DP 28	29	30		23	STAT 24	CO 25	PRC 26	DP 27	28	29	27	CO 28	PRC 29	DP 30			
							30	31												
<b>JULY</b>							<b>AUGUST</b>							<b>SEPTEMBER</b>						
				STAT 1	2	3	1	STAT 2	3	4	5	6	7				1	2	3	4
4	GP 5	FC 6	PC 7	8	9	10	8	9	10	DP 11	12	13	14	5	STAT 6	GP 7	FC 8	PH 9	PC 10	11
11	CO 12	CS 13	DP 14	15	16	17	15	16	17	18	19	20	21	12	CO 13	CS 14	DP 15	UBCM 16	UBCM 17	UBCM 18
18	GP 19	PH 20	PWT 21	22	23	24	22	23	24	DP 25	26	27	28	19	GP 20	PWT 21	22	23	24	25
25	CO 26	27	DP 28	29	30	31	29	30	31					26	CO 27	PRC 28	DP 29	30		
<b>OCTOBER</b>							<b>NOVEMBER</b>							<b>DECEMBER</b>						
					1	2		GP 1	FC 2	PC 3	4	5	6				1	2	3	4
3	GP 4	FC 5	PC 6	7	8	9	7	CO 8	CS 9	DP 10	STAT 11	12	13	5	CO 6	CS 7	DP 8	9	10	11
10	STAT 11	CO 12	CS 13	DP 14	15	16	14	GP 15	PH 16	PWT 17	18	19	20	12	GP 13	PH 14	PWT 15	16	17	18
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	19	CO 20	21	22	23	24	25
24	CO 25	PRC 26	DP 27	28	29	30	28	GP 29	FC 30					26	STAT 27	STAT 28	29	30	31	1 JAN
31														2 JAN	STAT 3 JAN					

**CO** Regular Council Mtg., 7:00pm  
Regular (Closed) Council Mtg., 4:00pm

**CS** Community Safety, 4:00pm

**DP** Development Permit Panel, 3:30pm

**FC** Finance, following 1st General Purposes Meeting of each month

**GP** General Purposes, 4:00pm

**PC** Planning, 4:00pm

**PH** Public Hearing, 7:00pm

**PRC** Parks, Recreation & Cultural Services, 4:00pm

**PWT** Public Works & Transportation, 4:00pm

**FCM** FCM

**UBCM** UBCM

**Note:** All meeting dates are subject to change.

Option 2 - With UBCM Adjustments (CS moved)  
ATTACHMENT 2

# 2021 MEETING SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
<b>JANUARY</b>							<b>FEBRUARY</b>							<b>MARCH</b>						
					STAT 1	2		GP 1	FC 2	PC 3	4	5	6		GP 1	FC 2	PC 3	4	5	6
3	4	GP 5	FC 6	7	8	9	7	CO 8	CS 9	DP 10	11	12	13	7	CO 8	CS 9	DP 10	11	12	13
10	CO 11	CS 12	DP 13	14	15	16	14	STAT 15	GP 16	PH 17	18	19	20	14	GP 15	PH 16	PWT 17	18	19	20
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	21	CO 22	PRC 23	DP 24	25	26	27
24	CO 25	PRC 26	DP 27	28	29	30	28							28	29	30	31			
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<b>APRIL</b>							<b>MAY</b>							<b>JUNE</b>						
				1	STAT 2	3							1			1	2	FCM 3	FCM 4	FCM 5
4	STAT 5	GP 6	FC 7	8	9	10	2	GP 3	FC 4	PC 5	6	7	8	FCM 6	GP 7	FC 8	PC 9	10	11	12
11	CO 12	CS 13	DP 14	15	16	17	9	CO 10	CS 11	DP 12	13	14	15	13	CO 14	CS 15	DP 16	17	18	19
18	GP 19	PH 20	PWT 21	22	23	24	16	GP 17	PH 18	PWT 19	20	21	22	20	GP 21	PH 22	PWT 23	24	25	26
25	CO 26	PRC 27	DP 28	29	30		23	STAT 24	CO 25	PRC 26	DP 27	28	29	27	CO 28	PRC 29	DP 30			
							30	31												
<b>JULY</b>							<b>AUGUST</b>							<b>SEPTEMBER</b>						
				STAT 1	2	3	1	STAT 2	3	4	5	6	7				1	2	3	4
4	GP 5	FC 6	7	8	9	10	8	9	10	DP 11	12	13	14	5	STAT 6	GP 7	FC 8	PH 9	10	11
11	CO 12	CS 13	DP 14	15	16	17	15	16	17	18	19	20	21	12	CO 13	UBCM 14	DP 15	UBCM 16	UBCM 17	18
18	GP 19	PH 20	PWT 21	22	23	24	22	23	24	DP 25	26	27	28	19	GP 20	CS 21	PWT 22	23	24	25
25	CO 26	27	DP 28	29	30	31	29	30	31					26	CO 27	PRC 28	DP 29	30		
<b>OCTOBER</b>							<b>NOVEMBER</b>							<b>DECEMBER</b>						
					1	2		GP 1	FC 2	PC 3	4	5	6				1	2	3	4
3	GP 4	FC 5	6	7	8	9	7	CO 8	CS 9	DP 10	STAT 11	12	13	5	CO 6	CS 7	DP 8	9	10	11
10	STAT 11	CO 12	CS 13	14	15	16	14	GP 15	PH 16	PWT 17	18	19	20	12	GP 13	PH 14	PWT 15	16	17	18
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	19	CO 20	21	22	23	24	25
24	CO 25	PRC 26	DP 27	28	29	30	28	GP 29	FC 30					26	STAT 27	STAT 28	29	30	31	1 JAN
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**UBCM** UBCM

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## **Motion**

For staff to provide analysis on inclusion of the UN Sustainable Development Goals in the City of Richmond's Annual Report or other annual report basis.

## **Rationale**

The UN has 17 Sustainable Development Goals that can be used to standardize organizations' CSR reports and focus efforts on goals which have maximum impact in achieving truly sustainable activities. The UN SDGs are commonly adopted as best practices at major organizations worldwide and help to communicate each organizations efforts in a consistent and comparable way.

The City of Richmond has adopted the UN IPCC climate targets, has positioned itself as an environmental leader with its plastic bag ban, and is working to reduce inequity and improve residents' well-being. Using the UN SDGs would further help to communicate our efforts and, in turn, Richmond's leadership could inspire other communities to adopt these reporting standards which would help further our collective action on sustainability.

The Richmond Annual Report already includes many, if not all, categories of SDGs. Adoption of the UN SDGs may help to further enhance our report and provide additional organization of corporate activities.

To maximize the effectiveness of using SDGs, some organizations have chosen to adopt FAST goals within each category, which are 'frequently discussed, ambitious, specific and transparent'. In turn, the organization reports annually on their progress on specific actions.

The UN Sustainable Development Goals can be found here: <https://sdgs.un.org/goals>.

OECD on SDGs for cities: <http://www.oecd.org/about/impact/achievingthesdgsincitiesandregions.htm>

Example of the SDGs in a CSR report of Schneider Electric: <https://sdreport.se.com/en/>

Example of the SDGs in an annual report from Vancity:  
[https://annualreport.vancity.com/\\_doc/Vancity\\_2019\\_AR.pdf](https://annualreport.vancity.com/_doc/Vancity_2019_AR.pdf)

## Motion

Staff to evaluate sidewalk width standards for arterial and minor arterial roads and report back with recommendations.

## Rationale

Sidewalk widths are reducing from historical widths. Although the sidewalks meet Transport Canada regulations for minimum widths, this width is not always optimal. Wider sidewalks on arterial and minor arterial roads are desirable for the following reasons:

- **Accessibility:** motorized wheelchairs are 25" wide or wider. Standard wheelchairs are 18-22" and require clearance on each side for arm movement. A companion should be able to walk beside a person in a wheelchair without falling off the sidewalk and without bumping into each other (clearance is needed between people for movement).
- **Gender equity:** strollers are 21-29" wide. Women provide the most childcare on average in households. A child or companion should be able to walk beside a mother without falling off the sidewalk.
- **Active transportation:** walking or taking transit will require the use of sidewalks. With increasing density, the provision of wider sidewalks on main roads is necessary to accommodate additional users.
- **Environmental:** transportation uses approximately 40% of our city's carbon budget. We must increase the number of users of active transportation modes. Sidewalks on main roads collect the foot traffic from neighbourhoods and must be able to accommodate greatly increased use.
- **Safety:** where sidewalk widths are insufficient to meet demand inside neighbourhoods people may step onto the road immediately beside the sidewalk in relative safety (after checking for vehicles). This is not possible on arterial or minor arterial roads. Pedestrians must be fully separated from traffic.

Please see the images below to see how sidewalk widths are reduced in front of new developments.



Railway, approaching Granville.



Existing width, excl. curb 93"



New width, excl. curb 59"





Steveston Hwy westbound,  
approaching Constable Gate.



Existing width, excl. curb 80"



New width, excl. curb 59"



No. 2 southbound,  
approaching Woodward Rd.



Existing width, excl. curb 77"



New width, excl. curb 59"



Williams westbound,  
approaching Haddon Dr.



Existing width, excl. curb 82"



New width, excl. curb 47"