



## Planning Committee (Continuation of Planning Committee meeting held on February 2, 2021)

## Council Chambers, City Hall 6911 No. 3 Road

### Wednesday, February 3, 2021 4:00 p.m.

Pg. # ITEM

## PLANNING AND DEVELOPMENT DIVISION

4. PROPOSED OFFICIAL COMMUNITY PLAN/CITY CENTRE AREA PLAN AMENDMENT, LANSDOWNE SHOPPING CENTRE FINAL MASTER LAND USE PLAN

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

PLN-493	See Page PLN-493 for full report
PLN-642	See Page PLN-642 for Bylaw 10154

Designated Speakers: Wayne Craig and Diana Nikolic

#### STAFF RECOMMENDATION

- (1) That Official Community Plan Amendment Bylaw 10154, which proposes a number of amendments, including:
  - (a) In Schedule 1 of Official Community Plan Bylaw 9000, to amend the shape of the designated "Park" and to extend the "Downtown Mixed Use" designation to include a 7,269 m<sup>2</sup> (78,242 ft<sup>2</sup>) area on the east side of Hazelbridge Way extension; and
  - (b) In Schedule 2.10 (City Centre Area Plan) of the Official Community Plan 7100 to:
    - (i) Amend the existing land use designations in the Generalized Land Use Map, Specific Land Use Plan: Lansdowne Village (2031), and reference maps throughout the plan for the area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road to:

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- Reflect the proposed Major Park location and distribution; and
- Amend land use designations to reflect the proposed reorganization of building density and building heights;
- (ii) Amend the Development Permit Special Precinct Key Map to include an area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road and to add new Special Precinct Development Permit Guidelines; and
- (iii) Make related minor map, text, page numbering, and table of contents amendments to the City Centre Area Plan;

be introduced and given first reading;

- (2) That Bylaw 10154, having been considered in conjunction with:
  - (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; and

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

#### 5. **FARMING FIRST STRATEGY UPDATE** (File Ref. No. 08-4050-10) (REDMS No. 6457642 v. 4)

PLN-681

See Page PLN-681 for full report

Designated Speaker: Barry Konkin

#### STAFF RECOMMENDATION

- (1) That the Farming First Strategy, as outlined in the report titled "Farming First Strategy" dated January 18, 2021 from the Director of Policy Planning, be endorsed;
- (2) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10230, to replace the objectives and policies contained in Section 7.1 (Protect Farmland and Enhance Its Viability) of the OCP with the objectives and policies contained in the Farming First Strategy, be introduced and given first reading;

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- (3) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10231, to amend the OCP's Development Permit Guidelines to include specific agricultural buffer guidelines for lands adjacent to the Agricultural Land Reserve, be introduced and given first reading;
- (4) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10232, to amend the OCP's Development Permit Guidelines to revise the Environmentally Sensitive Area (ESA) DP exemption requirements for new farmers to reflect current practice, be introduced and given first reading;
- (5) That Bylaws 10230, 10231 & 10232, having been considered in conjunction with:
  - (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;

- (6) That Bylaws 10230, 10231 & 10232, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;
- (7) That staff be directed to prepare a letter signed by the Mayor to the Minister of Agriculture identifying the agricultural issues identified through the Farming First Strategy consultation process that require Provincial action; and
- (8) That staff be directed to report back to Council in one year regarding the implementation of the proposed actions associated with the Farming First Strategy.
- 6. MANAGER'S REPORT

## ADJOURNMENT



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

 Date:
 January 20, 2021

 File:
 CP 15-717017

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

#### **Staff Recommendation**

- 1. That Official Community Plan Amendment Bylaw 10154, which proposes a number of amendments, including:
  - a) In Schedule 1 of Official Community Plan Bylaw 9000, to amend the shape of the designated "Park" and to extend the "Downtown Mixed Use" designation to include a 7,269 m<sup>2</sup> (78,242 ft<sup>2</sup>) area on the east side of Hazelbridge Way extension.
  - b) In Schedule 2.10 (City Centre Area Plan) of the Official Community Plan 7100 to:
    - Amend the existing land use designations in the Generalized Land Use Map, Specific Land Use Plan: Lansdowne Village (2031), and reference maps throughout the plan for the area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road to:
      - Reflect the proposed Major Park location and distribution; and
      - Amend land use designations to reflect the proposed reorganization of building density and building heights.
    - ii) Amend the Development Permit Special Precinct Key Map to include an area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road and to add new Special Precinct Development Permit Guidelines.
    - iii) Make related minor map, text, page numbering, and table of contents amendments to the City Centre Area Plan.

be introduced and given first reading.

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

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

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

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Wayne Craig Director, Development

WC:nd

Att.

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

#### Staff Report

#### Origin

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

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

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

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

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

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

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

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

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

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

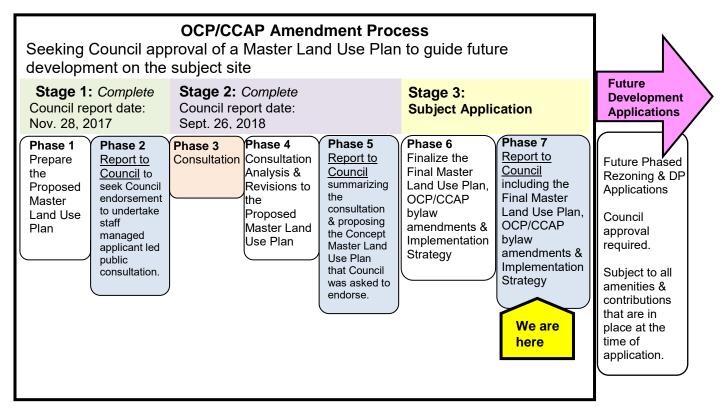
- 4 hectares (10 acres) of Major Park, consistent with the CCAP.
- A minimum 0.85 hectares (2.11 acres) of additional public open space (plaza and green links).
- Three new roads, a mews, expansion of the cycling network, and green connections throughout the site.
- Two on-site mobility hubs, as well as introduction of an interim mobility hub that would be introduced during the proposed first phase of development to maximize transportation options.
- Development of and transfer to the City of two on-site low carbon energy plants, which would enable Lulu Island Energy Company (LIEC) to provide service to the development proposed on the subject site, as well as, service to neighbouring properties in the future.
- New and upgraded utility services, including a new sanitary pump station and provisions to design and construct a rainwater management system to the satisfaction of staff.
- Retention of the existing mall during the initial phases of redevelopment to maintain commercial services within the neighbourhood throughout the phased redevelopment process.
- Special Precinct Development Permit Guidelines to support development principles to create a vibrant mixed-use urban environment.
- Conditional to the developer taking full advantage of the density bonusing provisions in the CCAP, the City would secure up to approximately 4,975 m<sup>2</sup> (53,550 ft<sup>2</sup>) of on-site Cityowned community amenity space, or an equivalent cash-in-lieu contribution to the satisfaction of the City, which is discussed in detail in the Future Reports and Processes section of this report. The proposed Final Master Land Use Plan identifies a potential location for a City-owned amenity space at the northeast corner of the intersection of Lansdowne Road and No. 3 Road (with convenient access to the Canada Line Station, a proposed Civic Plaza, and Lansdowne Linear Park). A separate Council process will determine whether an on-site amenity space is desired in this location and if so, the intended use of the amenity space.

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

#### **Development Information**

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

#### Background



#### Council Approved OCP/CCAP Amendment Application Review Process

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

#### Stage 3 (current stage)

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

#### Site and Surrounding Development

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

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

Development surrounding the subject site is as follows:

- To the north, Alderbridge Way and low/mid-rise office, commercial and hotel development, as well as undeveloped properties. Properties in the area are zoned "Auto-Oriented Commercial (CA)", "Pub & Sales (CP1)", and "Land Use Contract (LUC) 79 and 40". The properties are designated "Commercial" in the Official Community Plan (OCP) and "Urban Centre T5 (25 m and 35 m)" and "Village Centre Bonus (VCB)" in the Aberdeen Village Specific Land Use Map of the CCAP.
- To the east, Kwantlen Street and an existing high-rise residential development and Kwantlen Polytechnic University's (KPU) Richmond Campus. The properties are zoned "Residential/Limited Commercial (RCL1)" and "School and Institutional Use (SI)" respectively. The sites are designated "Mixed Use" and "School" in the OCP and designated "Urban Centre T5 (25 m)" and "Institution" in the Lansdowne Village Specific Land Use Map of the CCAP.
- To the south, existing commercial and residential developments, including a development proposal at 5500 No. 3 Road to permit a 15 storey building with approximately 149 purpose-built market rental housing units, which was granted 3<sup>rd</sup> reading at the April 20, 2020 Public Hearing (RZ 19-858804, DP 20-896600). The properties are zoned "Downtown Commercial (CDT1)" and "Medium Density Low Rise Apartments (RAM1)". The properties are designated "Downtown Mixed Use" and "Apartment Residential" in the OCP and "Urban Core T6 (45 m)", "VCB", and "General Urban T4 (15 m)" in the Lansdowne Village Specific Land Use Map of the CCAP.
- To the west, new development including:
  - An approved high density mixed-use development (RZ 15-692485, DP 16-740262) that includes 18,720 m<sup>2</sup> (201,500 ft<sup>2</sup>) of office and commercial floor area, and 822 residential units including 38 low-end market rental units, and 115 secured market rental units;
  - An approved high density mixed-use development (RZ 17-779262, DP 18-829141) that includes approximately 8,434 m<sup>2</sup> (90,782 ft<sup>2</sup>) of office and commercial floor area, 558 m<sup>2</sup> (6,000 ft<sup>2</sup>) of City-owned community amenity floor area, and 383 residential units including 20 low-end market rental units; and
  - An existing single storey car rental business.

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

### Findings of Fact Related Policies & Studies

## Official Community Plan (OCP)

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

- Amend the OCP to reflect the proposed Major Park location and distribution.
- Extend the "Downtown Mixed Use" designation to include a 7,269 m<sup>2</sup> (78,242 ft<sup>2</sup>) area on the east side of the proposed extension of Hazelbridge Way to support the existing designation of Hazelbridge Way in this area as a retail high street (Attached Bylaw 10154, Schedule A).

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

#### City Centre Area Plan (CCAP)

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

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

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

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

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

#### Proposed Major Park

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

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

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

#### Proposed Land Use Reorganization

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

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

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

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

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

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

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

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

#### OCP Amendment Bylaw 10154

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

- 1) Amend the Lansdowne Village Specific Land Use Map (Attached Bylaw 10154, Schedule CC). The proposed designations include the following:
  - "Urban Centre T5" (Residential and Mixed Uses) and "Village Centre Bonus (VCB)" on the westerly 1/3 of the subject site. The proposed permitted maximum density is up to 2.0 Floor Area Ratio (FAR), with a provision for optional bonus non-residential density up to 1.0 FAR provided that the conditions of the VCB are addressed. The maximum building height is 47 m geodetic.
  - "Urban Core T6" (Residential and Mixed Uses) on the central 1/3 of the subject site and VCB on a 7,269 m<sup>2</sup> (78,242 ft<sup>2</sup>) area abutting Hazelbridge Way extension. The proposed permitted maximum density is 3.0 Floor Area Ratio (FAR). A limited area is designated VCB, which permits optional additional non-residential density, provided the conditions of the VCB are addressed. The maximum building height is 35 m, with provisions for additional height as outlined in the proposed Special Precinct Development Permit Guidelines (and discussed in a subsequent section of this report).

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

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

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

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

#### Consultation

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

The community consultation process and outcomes included:

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

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

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

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

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

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

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

#### Analysis

#### Key Planning Objectives and Related Proposed Master Land Use Plan Elements

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

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

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

#### Park Objectives and Major Park Elements

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

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

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

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

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

#### Public Open Space Objectives and Public Open Space Elements

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

#### 1) Plaza

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

#### Building Height Objectives and Building Height Elements

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

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

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

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

Consistent with OCP objectives, the subject application proposes to:

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

#### Transportation Objectives and Transportation Elements

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

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

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

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

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

# Neighbourhood Character Objectives and Proposed Special Precinct Development Permit Guidelines

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

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

#### Implementation Strategy

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

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

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

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

#### **Development Phasing**

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

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

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

#### Development Subdivision

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

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

#### Major Park

#### Ownership

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

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

#### Major Park Acquisition and Development Phasing

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

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

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

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

#### Public Open Space

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

#### Transportation Infrastructure & Alternative Travel Options

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

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

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

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

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#### Engineering Servicing

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

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

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

#### District Energy and Low Carbon Energy Sources

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

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

#### Future Reports and Processes

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

1) <u>City-owned Amenity Building/Space</u>: The subject OCP/CCAP amendment ensures that Cityowned community amenity building/space considerations as currently established in the existing CCAP are retained. Through the proposed OCP/CCAP amendment staff identified a possible location for a consolidated City-owned amenity building/space (i.e. the prominent intersection of No. 3 Road and Lansdowne Road adjacent to the proposed Civic Plaza) should Council decide to pursue a City facility on the site. Conditional to the developer taking full advantage of the CCAP's density bonus provisions, through future rezoning applications, the developer would be obligated to provide the City with on-site City owned amenity or an equivalent cash contribution based on estimated construction value for providing the following: • The equivalent of up to 1% of residential building area within area designated Urban Core Transect (T6 area) secured for child care space unless otherwise directed by Council. Approximately 1,778 m<sup>2</sup> (19,138 ft<sup>2</sup>) of child care space or equivalent value would be secured through development.

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

• The equivalent of up to 5% of the additional 1.0 FAR permitted for non-residential area (VCB area) secured for either child care space or, another type of community facility if the provision of child care space is not the priority. Approximately 3,196 m<sup>2</sup> (34,400 ft<sup>2</sup>) of amenity space or equivalent value would be secured through development.

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

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

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

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

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

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

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

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

Future rezoning applications will result in the City incrementally taking ownership of developer contributed assets to introduce 4 hectares (10 acres) of Major Park, potential for approximately 4,975 m<sup>2</sup> (53,550 ft<sup>2</sup>) of City-owned community amenity building/space (conditional to the developer taking full advantage of the CCAP's density bonus provisions and Council direction to secure construction and transfer ownership of the community amenity building/space), two district energy plants and their associated infrastructure, roadworks, waterworks, storm and sanitary sewers, street lights, street trees, and traffic signals. The anticipated Operating Budget Impact (OBI) for these assets will be further detailed at the time of the associated rezoning.

#### Conclusion

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

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

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

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

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

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

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

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

Diana M.

Diana Nikolic, MCIP Senior Planner/Urban Design

DN:cas

Attachment 1: Location Map
Attachment 2: Final Master Land Use Plan
Attachment 3: Data Sheet
Attachment 4: Summary: Completed Stages of Council Approved OCP/CCAP Amendment
Application Review Process
Attachment 5: Existing Specific Land Use Map: Lansdowne Village (2031)
Attachment 6: Summary: Proposed Supporting Map and Minor Text Amendments
Attachment 7: Stakeholder Consultation Summary
Attachment 8: Summary: Acquisition and Development Phasing (including Major Park, Public

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

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

Attachment 10: OCP/CCAP Considerations

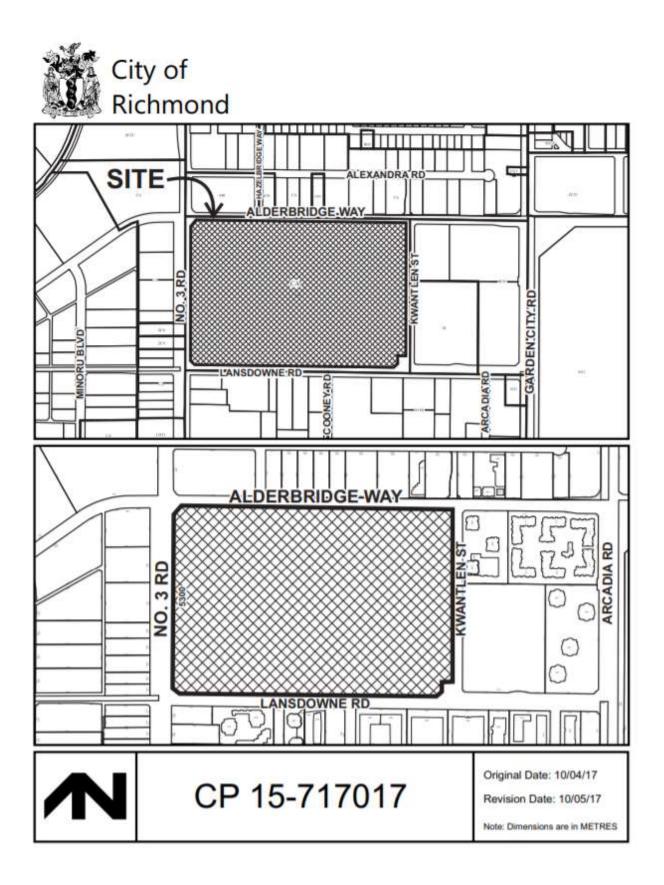
Schedule 1: Phasing Plan

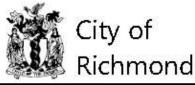
- Schedule 2: Preliminary Subdivision Plan
- Schedule 3: Preliminary Road Functional Plan
- Schedule 4: Major Park and Public Open Space Plan

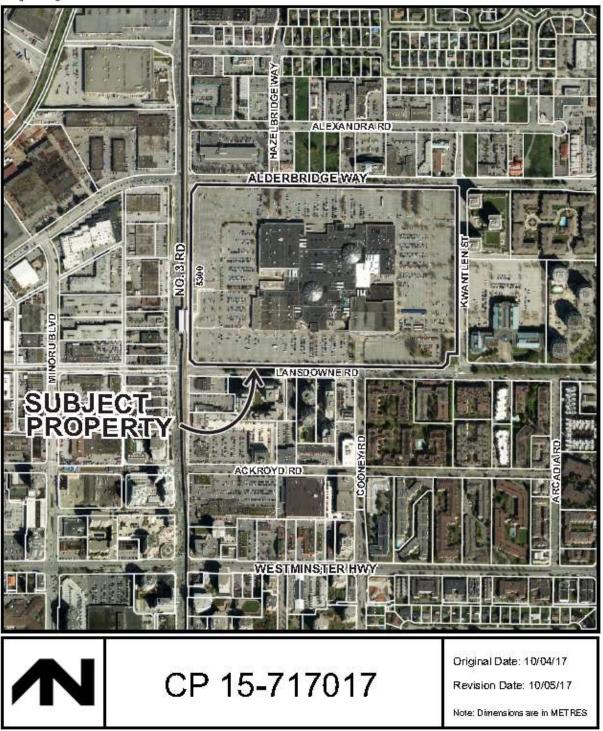
Schedule 5: Mobility Hub Vision

Schedule 6: Preliminary Utility Servicing Plans and Cross Sections

Schedule 7: District Energy Servicing Strategy







I Kwantlen Street Ezela ципосцибра FAR OUTSIDE 400M RADIUS / 5 MIN. WALK YVR Impacted Towers Potential Height Limit with New YVR Burway Private Laneways Privately Owned / Publicly Accessible ---- $\overline{c}$ Public Street Network Street with Large Residential Cooney Road ~ 46m J A6m 50 Ł ₹ ¶ \$ Alderbridge Way \$ **₽** 44m ₩**®** 1 icial Presence Lansdowne Linear Park 400m Radius from Skytrain 5 Minute Walk Park & Lansdowne Road Additional Open Space Secured with Right of Way Retail 'High Street' Street with Large Comme 43m -> ₩**€** 1 ł \$ ; Residential Oriented Block Residential with Potemal Local Retail Park & Public Open Space City Owned Residential Mixed Block Office/Retall Allowable ₩. A FAR WITHIN 400M RADIUS / 5 MIN. WALK 3.2 yeW appindlaseH Mixed Use Midrise 15-35m+ Proposed Height 35m Max Height Residential Lowrise 25m Max Height Retail Oriented Block Retail/Office, Residential Above Civic Plaza €§ 45m CK \_ Community Amenity Building TBD DEORE.ON Residential Towers 47m Max Height Office Towers 47m Max Height LEGEND

**Final Master Land Use Plan** 

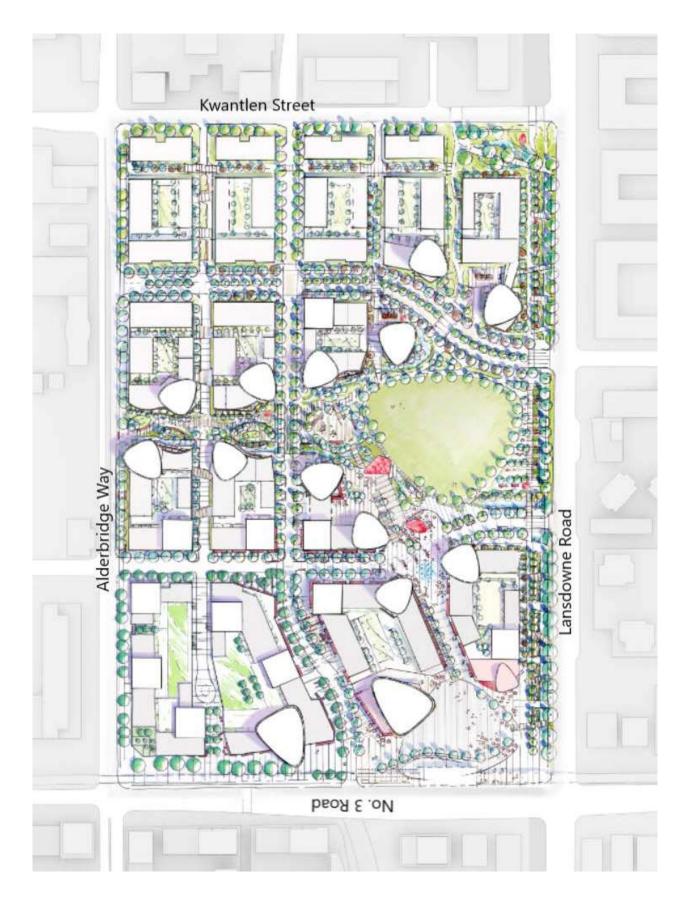
**ATTACHMENT 2** 

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#### **ATTACHMENT 2**





## **Application Data Sheet**

**Development Applications Department** 

#### OCP

Attachment 3

Address: 5300 No. 3 Road

Applicant: Vanprop Investments Ltd. Inc. No. 270547

Planning Area(s): City Centre Area Plan

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

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

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

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

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

#### Stage 1 - complete

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

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

The November 28, 2017, report included:

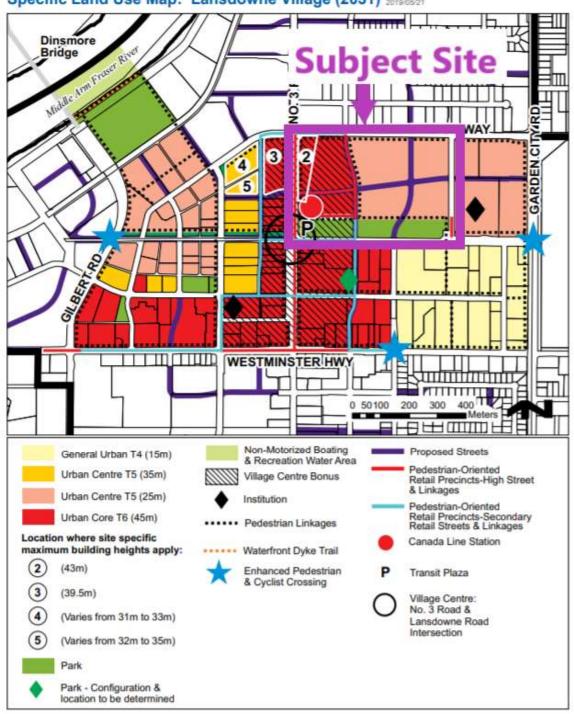
- An overview of the proposed OCP/CCAP amendments;
- A proposed process to advance the OCP/CCAP amendment application; and
- A recommended community consultation plan that Council was asked to endorse.

#### **Stage 2 - complete**

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

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

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



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

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

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

## Summary: Proposed Supporting Map and Minor Text Amendments

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

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

#### Stakeholder Consultation Summary

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

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

				- · · · · ·
October 2018 -	March 2020	Consultation	with Kev	/ Stakeholders

# **RICHMOND SCHOOL DISTRICT**

# **Stakeholder Meeting Summary**

# **Meeting Date**

20 August 2019

# Attendees:

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

# **Meeting Purpose:**

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

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

Consultation with the School District includes:

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

# **Updates:**

Long Range Facilities Plan (LRFP)

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

(<u>https://pd.sd38.bc.ca/sites/default/files/SD38\_Long\_Range\_Facilities\_Plan\_2019.pdf#zoom=100</u>). The School Board approved the report's preferred option to accommodate anticipated student growth needs to 2033 for a northern portion of the City Centre ("North Central" school region) by undertaking permanent additions to existing schools including:

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

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

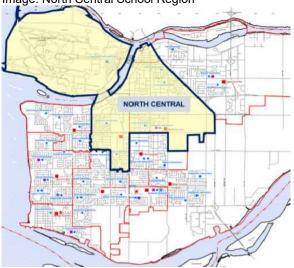


Image: North Central School Region

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

# **Discussion:**

## Development application review process status

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

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

## Developer's proposed development phasing schedule

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

#### Reference to a possible new school within the North Central area

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

- 4 -

The applicant prepared a study of preferred locations for a school at the subject site, which was shared at a previous stakeholder meeting and included as Attachment 5 to the October 9, 2018 staff report to Council (<u>https://www.richmond.ca/\_shared/assets/\_19\_LandsdownPlan\_CNCL100918\_51744.pdf</u>). The study suggested proposed Parcel 3 or 12 as a possible location for a future school. Proposed Parcel 3 and 12 are both proposed during an earlier phase of development (Phase 3) and are circled in blue in the image below. Although neither parcel abuts the future Centre Park, both parcels would abut publically accessible outdoor space.

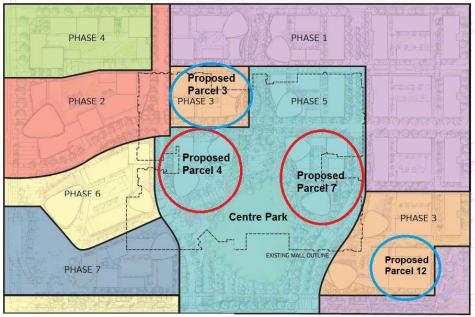


Image: Lansdowne Centre Proposed Phasing Strategy

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

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

6413734

## TRANSLINK

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

#### Greetings Nathalie,

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

#### Service Vehicles & HandyDART

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

#### **Bike Lockers**

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

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

#### Regards,

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

www.richmond.ca

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

Dear Ms. Nikolic,

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

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

#### Service Vehicles & HandyDART

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

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

#### **Bike Lockers**

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

#### **Ongoing Collaboration**

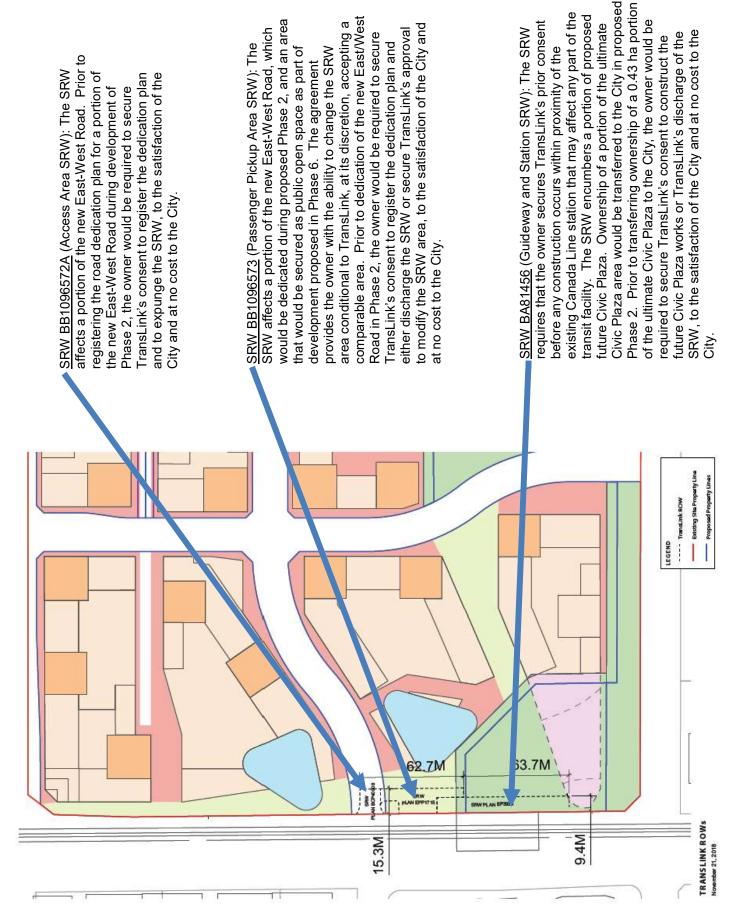
Thank you again for the opportunity to provide additional feedback on elements of the proposed OCP Amendment at Lansdowne Centre. Please feel free to let me know if you have any questions, or wish to discuss further. We look forward to ongoing collaboration on this Project.

Kind regards,

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

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





#### **Existing TransLink Agreement Summary and Location Plan**

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

19 November 2019

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

Dear Ms. Nikolic:

#### RE: Concept Master Land Use Plan for Lansdowne Centre

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

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

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

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



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

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

Sincerely yours,

Mark C. Chang

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

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



# Summary: Acquisition and Development Phasing

### MAJOR PARK: ACQUISITION & DEVELOPMENT PHASING STRATEGY

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

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

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

#### RESIDENTIAL DEVELOPMENT AND MAJOR PARK PHASING SUMMARY

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

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

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

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

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

# TRANSPORTATION AND RELATED INFRASTRUCTURE: ACQUISITION & DEVELOPMENT PHASING STRATEGY

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

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

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

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

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

#### SUMMARY OF ON-SITE MOBILITY HUB ELEMENTS

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

## ENGINEERING SEVICING: ACQUISITION & DEVELOPMENT PHASING STRATEGY

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

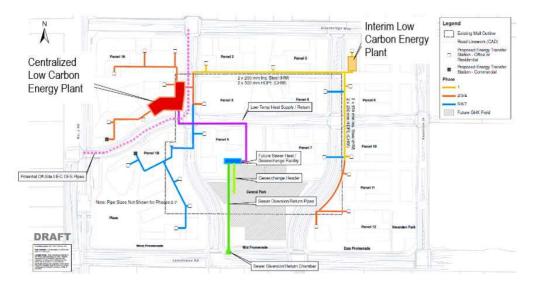
Phase	Engineering Works			
	<ul> <li>Maximize catchment of rainwater feature.</li> <li>New sanitary sewer along the new East-West Road extension between Cooney Road and Hazelbridge Way extensions.</li> <li>Remove temporary sanitary sewer along East-West Mews, and along Parcel 9, now Cooney Road extension.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

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

## Phasing Summary: District Energy and Low Carbon Energy Sources

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

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





# **OCP/CCAP** Amendment Considerations

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

#### Address: 5300 No. 3 Road

## File No: CP 15-717017

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

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

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

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

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

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

- 1.3. <u>No Separate Sale</u>: Prior to the first subdivision of the subject site, registration of a legal agreement requiring that any lot resulting from subdivision of 5300 No. 3 Road may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreements and business terms related to financial, legal, development and other obligations assigned to each of the lots as a result of the subject OCP/CCAP amendment are transferred and secured to the satisfaction of the Director, Development; Director, Parks Services; Director, Engineering; and City Solicitor.
- 1.4. <u>Major Park</u>: A total of 3.99 hectares (9.85 acres) of Major Park is required to be secured and to be generally consistent with the attached Major Park and Public Open Space Plan (Schedule 4) comprised of:

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

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

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

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

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

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

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

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

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

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

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

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- 1.5. <u>Public Open Spaces (Statutory Right-of-Ways)</u>: Registration of SRWs to secure a network of Public Open Spaces on the subject site, generally consistent with the attached Major Park and Public Open Space Plan (Schedule 4).
  - a. A minimum of 8,549 m<sup>2</sup> (0.85 hectares) of Public Open Space secured by was of SRWs on private property is to be secured in tandem with rezoning and/or Development Permit\* of the encumbered property, with the exception of situations where the permanent Public Open Space SRW is shared between parcels. In these instances, the property owner may be required to provide an "interim" condition to the satisfaction of the City, at no cost to the City, which is later replaced with a "permanent" condition and SRW, to the satisfaction of the City, at no cost to the City.
  - b. The areas listed in the table below are minimum values and are subject to confirmation as part of the detailed development application review processes. The specific location, configuration, design and related terms of the SRW(s) shall be confirmed through the standard rezoning, Development Permit, and Building Permit application review process, Servicing Agreement, and/or other City approval process\*, to the satisfaction of the City.

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

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

#### 1.6 Transportation:

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

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

1.6.1 Road Improvements:

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

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

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

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

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

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

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

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

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

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

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

1.6.2 Intersection Improvements:

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

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

1.6.2.2 Alderbridge Way / No. 3 Road:

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

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

1.6.2.3 Alderbridge Way / Cooney Road:

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

1.6.2.4 Lansdowne Road / Hazelbridge Way:

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

1.6.3 Traffic Signal Improvements:

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

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

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

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

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

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

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

#### 1.6.4.1 Phase 1:

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

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

b. Kwantlen Street, from Alderbridge Way to Lansdowne Road (Items 1.6.1.6, 1.6.2.1, 1.6.3).

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

1.6.4.2 Phase 2:

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

1.6.4.3 Phase 3:

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

1.6.4.4 Phase 5:

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

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

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

1.6.5.2 Hazelbridge Way:

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

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

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

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

#### 1.6.5.6. East-West Road:

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

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

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

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

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

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.8.1 Interpreting the Requirements

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

#### 1.8.2 General Requirements (All Phases)

#### 1.8.2.1 Water Works:

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

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

i.

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

- Shaw cable  $kiosk 1.0 \times 1.0 \text{ m}$
- Telus FDH cabinet 1.1 x 1.0 m
- c. Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required.
- d. Complete other frontage improvements as per Transportation requirements.
- 1.8.2.5 General Items:
- a. At property owner's cost, the property owner is required to:
  - i. Provide, prior to start of site preparation works or within the first Servicing Agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
  - ii. Provide a video inspection report of the existing utilities along all frontages prior to start of site preparation works or within the first Servicing Agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and to provide recommendations to retain, replace, or repair the utilities. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the property owner's cost.
- iii. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the property owner's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- iv. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- v. Submit a proposed strategy at the Building Permit\* stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the property owner will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the property owner will be required to enter into a de-watering agreement with the City wherein the property owner will be required to treat the groundwater before discharging it to the City's storm sewer system.
- vi. Not encroach into any City SRWs or dedicated roads with any proposed trees, retaining walls, or other non-removable structures.
- vii. Coordinate the Servicing Agreement design for this development with the Servicing Agreement(s) for the adjacent development(s), both existing and in-stream. The property owner's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1<sup>st</sup> submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
  - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
  - Pipe sizes, material and slopes.
  - Location of manholes and fire hydrants.
  - Road grades, high points and low points.
  - Alignment of ultimate and interim curbs.
  - Proposed street lights design.
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building

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

#### 1.8.3 Phase 1

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

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

#### 1.8.4 Phase 2

1.8.4.1 Water Works:

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

#### 1.8.4.2 Storm Sewer Works:

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

#### 1.8.4.3 Sanitary Sewer Works:

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

#### 1.8.5 Phases 3 & 4

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

#### 1.8.6 Phase 5

1.8.6.1 <u>Water Works</u>:

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

- 20 -

v. Discharge the SRW for the temporary water main after the removal of the temporary water main.

#### 1.8.6.2 Storm Sewer Works:

iv.

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

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

#### 1.8.6.3 Sanitary Sewer Works:

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

#### 1.8.7 Phases 6 & 7

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

<u>Notes</u>: As a result of the proposed development, the City will take ownership of property ownercontributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$250,000. Due to the long-term phased nature of this development, this amount will be broken down by phase and assigned to operating budgets at the time of the rezoning application for each phase. - 21 -

satisfaction of the City, securing the property owner's obligation to provide an on-site low carbon district energy system capable of supplying at least 70% of each of the subject site's individual space heating, space cooling, and domestic hot water annual needs for all buildings in the development from a renewable (noncarbon) energy source that would also have the ability to connect and be serviced by a City District Energy Utility (DEU), at no cost to the City or its DEU service provider the Lulu Island Energy Company (LIEC), and granting the statutory right-of-way(s) necessary for supplying the DEU services to the building(s). The low carbon district energy system would be built in 2 or more phases located generally as show in Schedule 7, and will be capable of being expanded by the City to provide service to off-site development. The phased requirements to be reflected in the legal agreement(s) registered on the applicable phase or sub-phase are as follows:

#### 1.9.1 Phase 1:

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

#### 1.9.2 Phase 2:

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

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

#### 1.9.3 Phase 5:

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

#### 1.9.4 All other phases and sub-phases:

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

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

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

- f. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site/phase/sub-phase has not been adopted by Council prior to the issuance of the Development Permit\* for the subject site/phase/sub-phase, no final building inspection permitting occupancy of a building will be granted until:
  - i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
  - ii. The owner grants or acquires any additional statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space Parcel subdivision and Strata Plan filing).
- 1.10. <u>Public Art:</u> Prior to adoption of a rezoning bylaw for the first rezoning on the subject site, a Public Art Plan for the subject site (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Community Social Development and Director, Development.
- 1.11 <u>City-owned Community Amenity Security</u>: A City-owned community amenity building/space and/or an equivalent cash contribution, will be secured in accordance with the following terms, subject to Council approval:
  - a. Prior to each rezoning of any application preceding Phase 7, the property owner will:
    - Demonstrate compliance with Urban Core (T6) and Village Centre Bonus density bonusing provisions to the satisfaction of the City. (i.e. Subject to Council approval, approximately 1,778 m<sup>2</sup> (19,140 ft<sup>2</sup>) of child care space or cash equivalent associated with area designated Urban Core Transect (T6 area), and approximately 3,196 m<sup>2</sup> (34,400 ft<sup>2</sup>) for either child care space or another type of community facility, or cash equivalent associated with development of area designated Village Centre Bonus. The City would secured up to approximately 4,975 m<sup>2</sup> (53,550 ft<sup>2</sup>) of City-owned amenity building/space, or cash equivalent.)
    - ii. Provide a security equivalent to the construction value for the proportion of City-owned community amenity building/space associated with the subject rezoning based on construction costs at the time of rezoning, to the satisfaction of the City (Interim City-owned Amenity Security).
  - iii. Enter into a registered or unregistered security agreement with the City to govern the use of the Interim City-owned Amenity Security, to acknowledge that
    - The construction obligations are being deferred until Phase 7, or as otherwise directed by Council, and to allow for such security to be converted and used as partial satisfaction for the security obligations associated with 1.11(b) below or the release of the collected Interim City-owned Amenity Security following the delivery of new security in the full amount required in relation to 1.11(b) below or;
    - At Council's discretion, the Interim City-owned Amenity Security may be allocated toward an off-site City-owned amenity project(s), which would proportionally reduce or remove the property owner's on-site City-owned amenity building/space construction obligations.
  - b. As a condition of rezoning in Phase 7, or as otherwise directed by Council, registration of a legal agreement(s) on title securing the design and construction, and transfer to the City, of City-owned amenity building/space, as well as ancillary space, which may include but is not limited to parking, loading, collection, etc., an associated Project Management fee and/or other terms that are to be established to the satisfaction of the City, at no cost to the City, and provision of security in the amount then required by the City for the construction and delivery of this City-owned amenity building/space.
- 2.0. Submission and processing of a rezoning\* application for proposed development within Phase 1 (Parcel 8), completed to a level deemed acceptable by the Director, Development.

# NOTE:

- \* This requires a separate application.
- In the case of discrepancy between metric and imperial references, the metric value shall apply.
- Where the Director, Development deems appropriate, the preceding agreements are to be drawn not only as
  personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

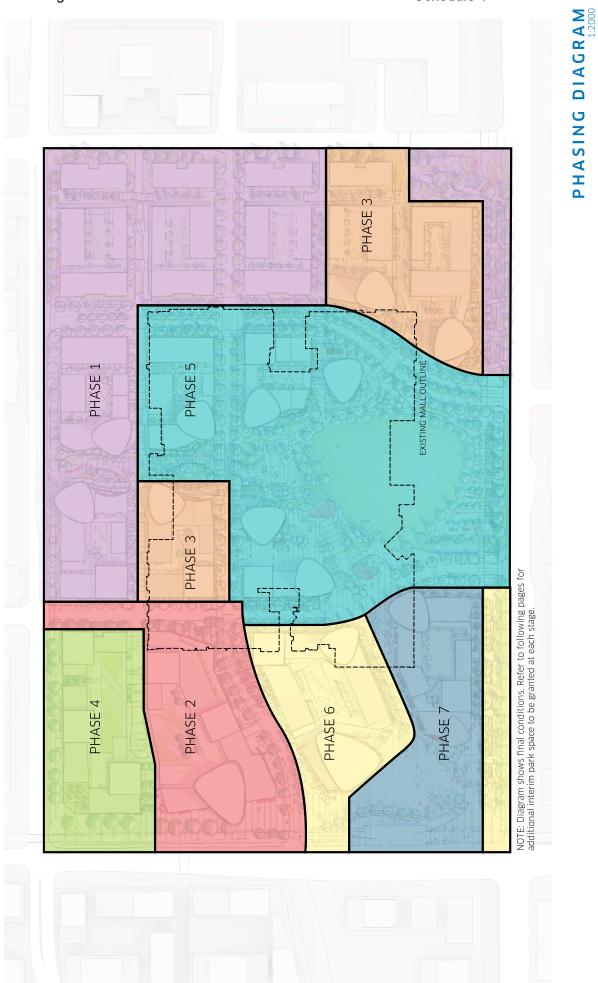
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director, Development. All agreements shall be in a form and content satisfactory to the Director,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

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

# SIGNED COPY ON FILE

Signed

Date



PLN - 565

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# Phasing Plan

# Schedule 1

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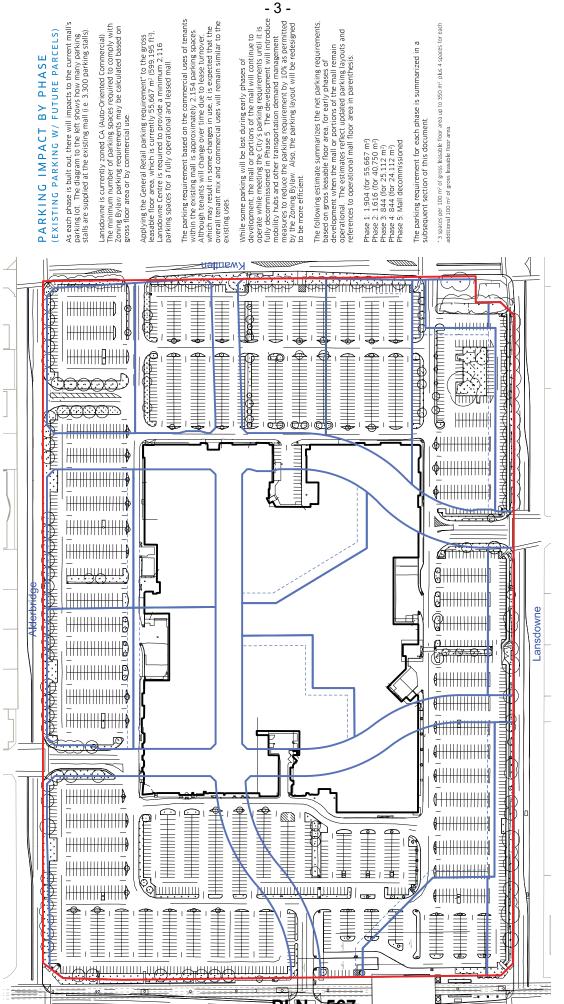




# ZONES OF THE EXISTING MAL

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

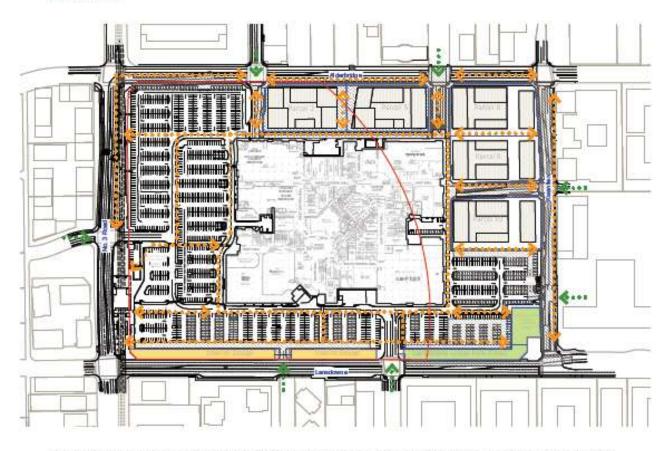
From: 'Lansdowne Centre Phased Demo Report' by Iredale Architecture.



PĽN - 567

EXISTING PARKING WITH FUTURE PARCELS

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

PEDESTRIAN/CYCLIST CONNECTIONS

MAJOR VEHICULAR ACCESS POINTS

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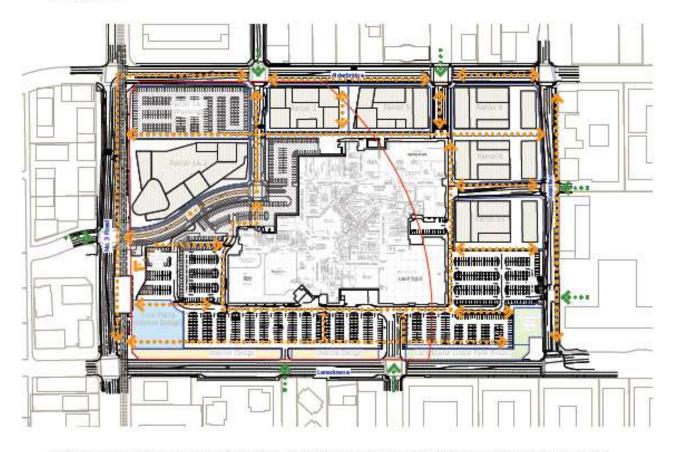
### SUB-PHASING

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

### PARKING CALCULATIONS

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

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



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



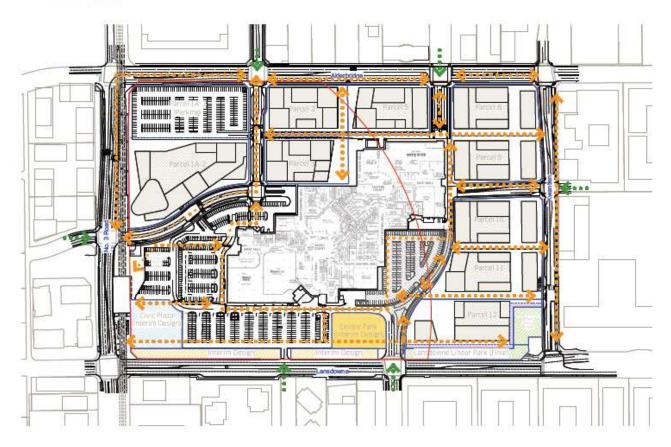


### PARKING CALCULATIONS

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

PARK PHASING LEGEND

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



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

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### PEDESTRIAN/CYCLIST CONNECTIONS

### MAJOR VEHICULAR ACCESS POINTS

### SUB-PHASING

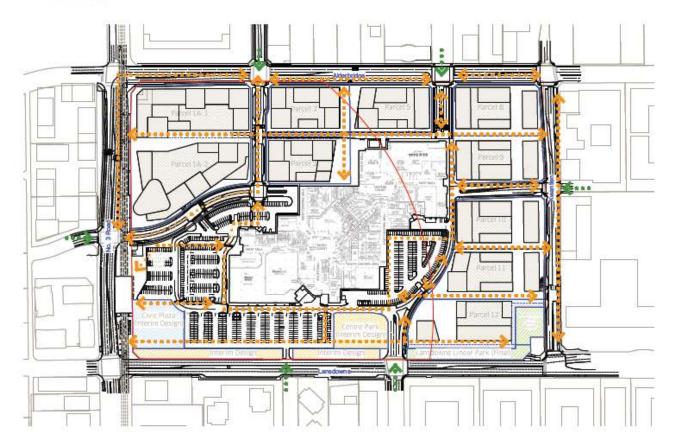
The tentative order for Phase 3 would be to jointly target Parcel 3 and the interim Centre Park. The parcel order conjointly/after that would be Parcels 11 then 12. With Parcel 12 would come the Eastern Linear Park & Neighbourhood Plaza park frontage enhancement areas.

### PARKING CALCULATIONS

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

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

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

PEDESTRIAN/CYCLIST CONNECTIONS MAJOR VEHICULAR ACCESS POINTS



### PARKING CALCULATIONS

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

PARK PHASING LEGEND

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



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

PEDESTRIAN/CYCLIST CONNECTIONS

MAJOR VEHICULAR ACCESS POINTS

### SUB-PHASING

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

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

PARA PRASING LEGEND

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



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

**PLN - 573** 

PEDESTRIAN/CYCLIST CONNECTIONS MAJOR VEHICULAR ACCESS POINTS



### PARK PHASING LEGEND

Permanent Major Park [Fee Simple]

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

Interim Major Park/PFEA (ROW)

15



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

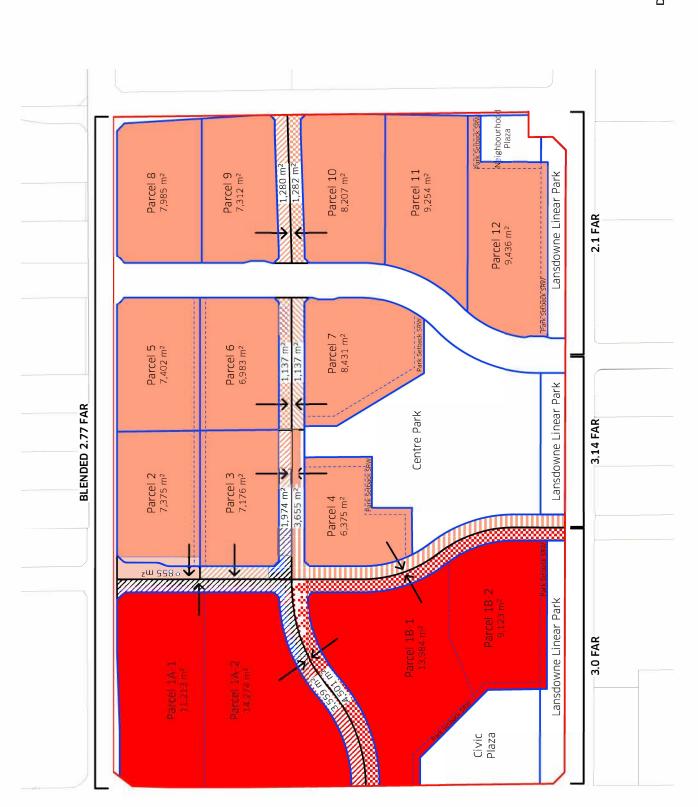
PEDESTRIAN/CYCLIST CONNECTIONS MAJOR VEHICULAR ACCESS POINTS

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### PARK PHASING LEGEND

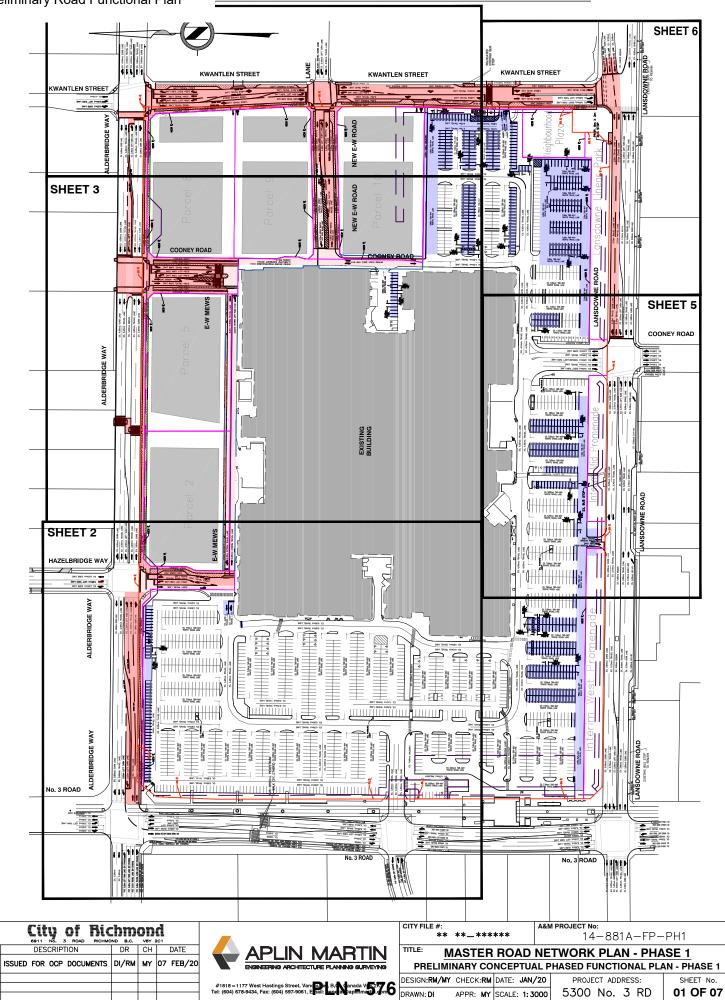
Permanent Major Park (Fee Simple) Permanent Park Frontage Enhancement Area (PFEA) [ROW] Interim Major Park [Fee Simple] Interim Major Park/PFEA [ROW]

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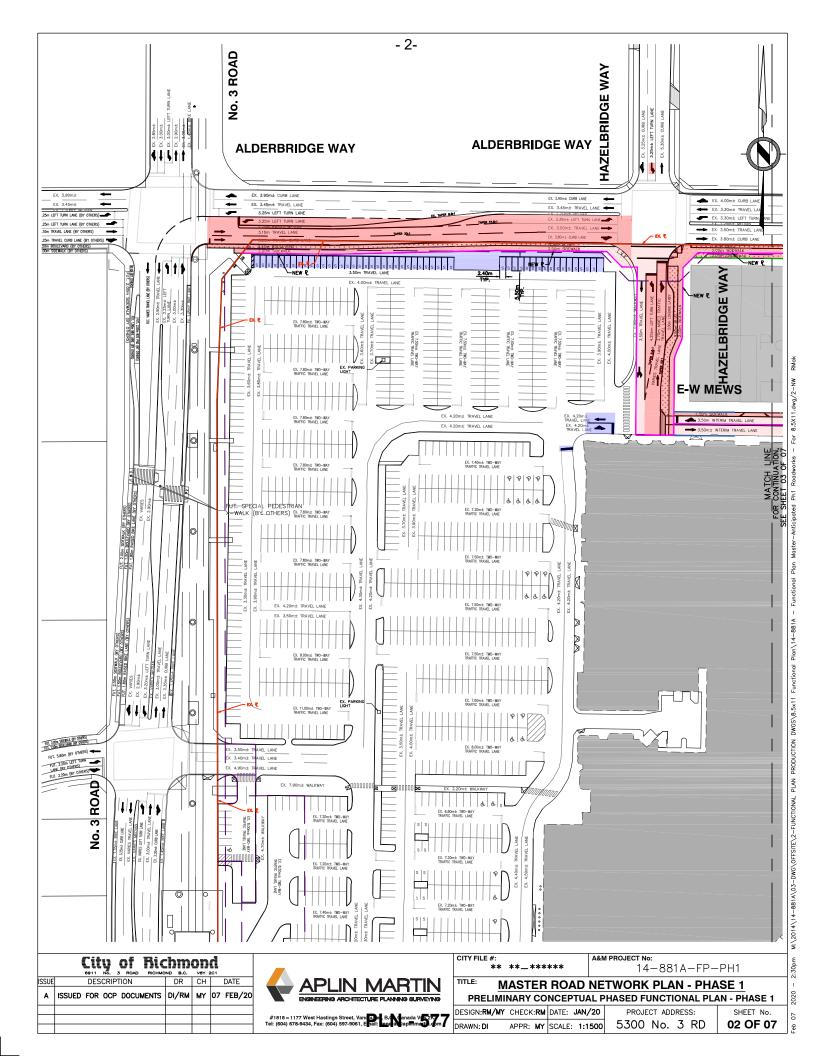


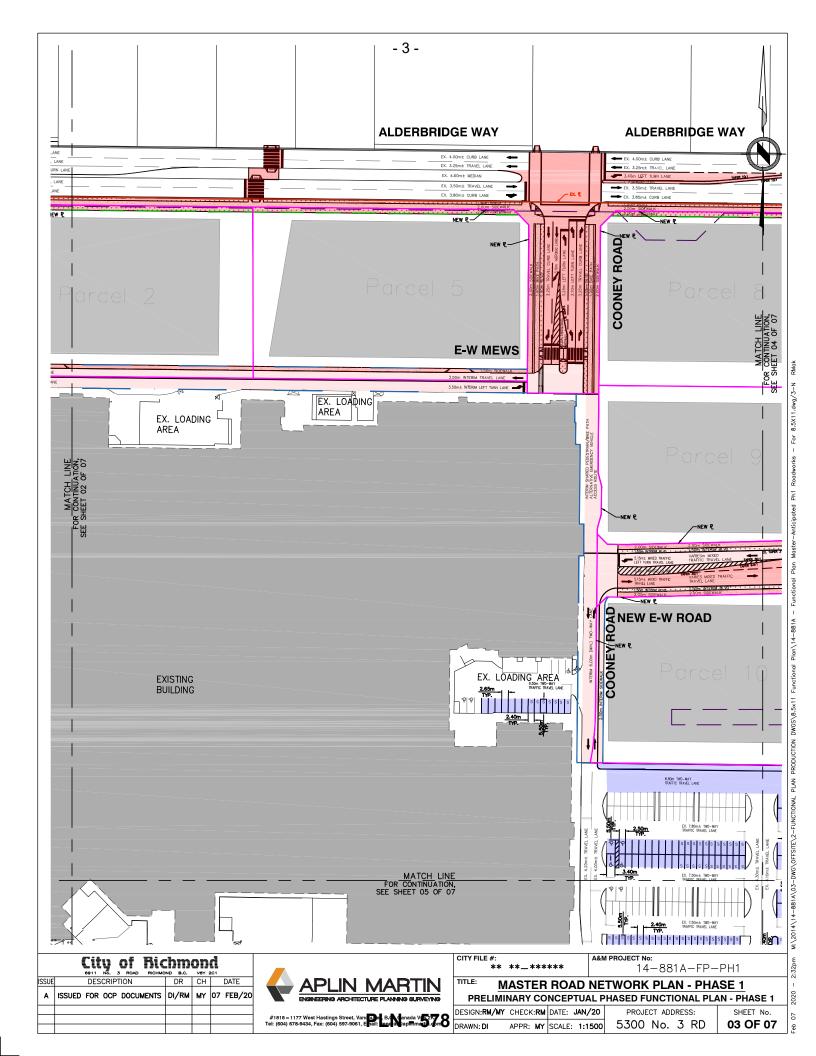
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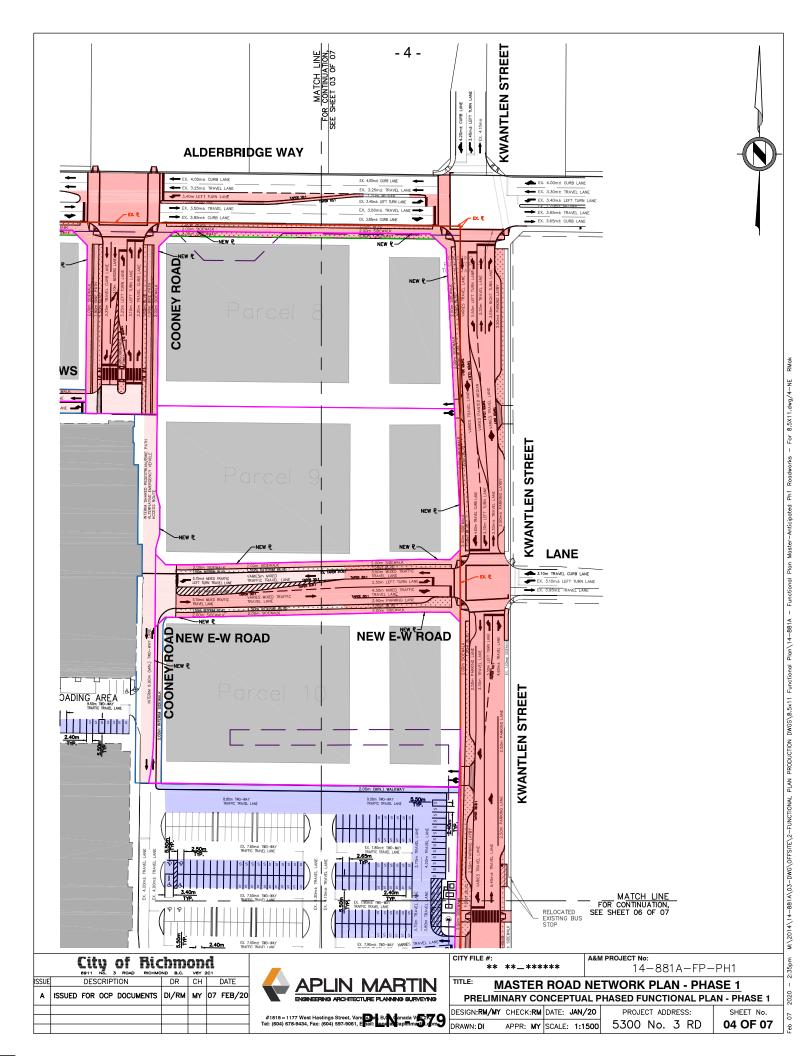
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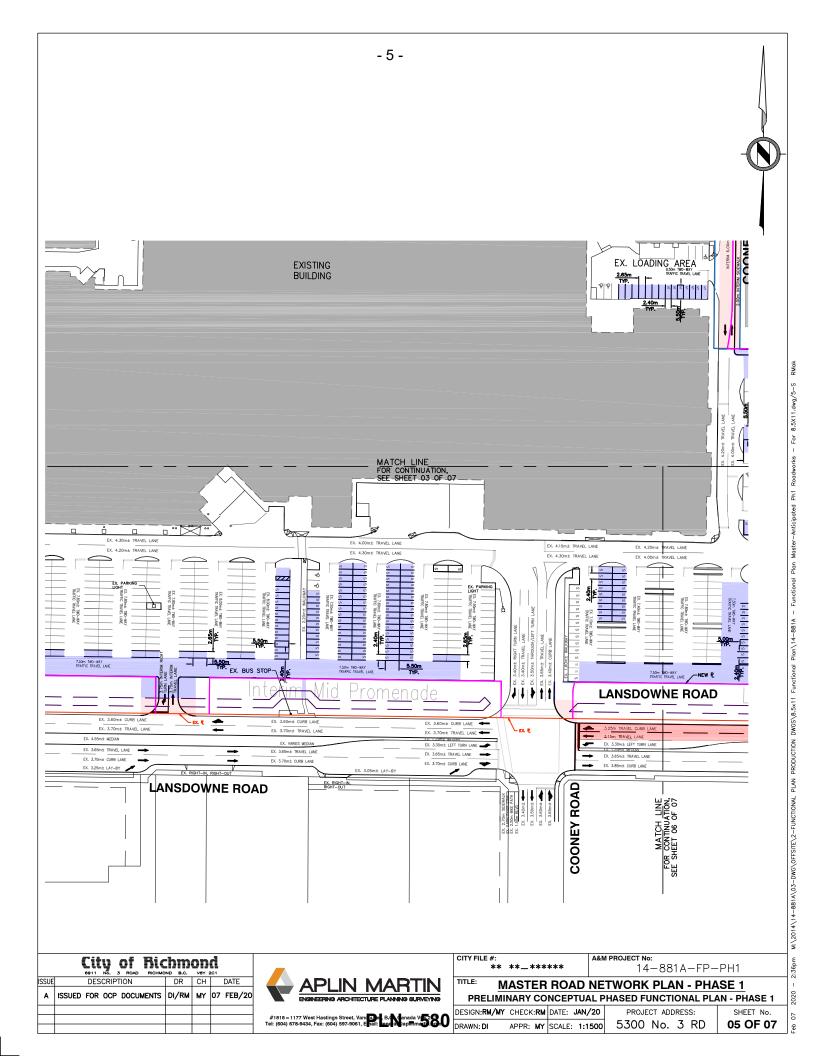
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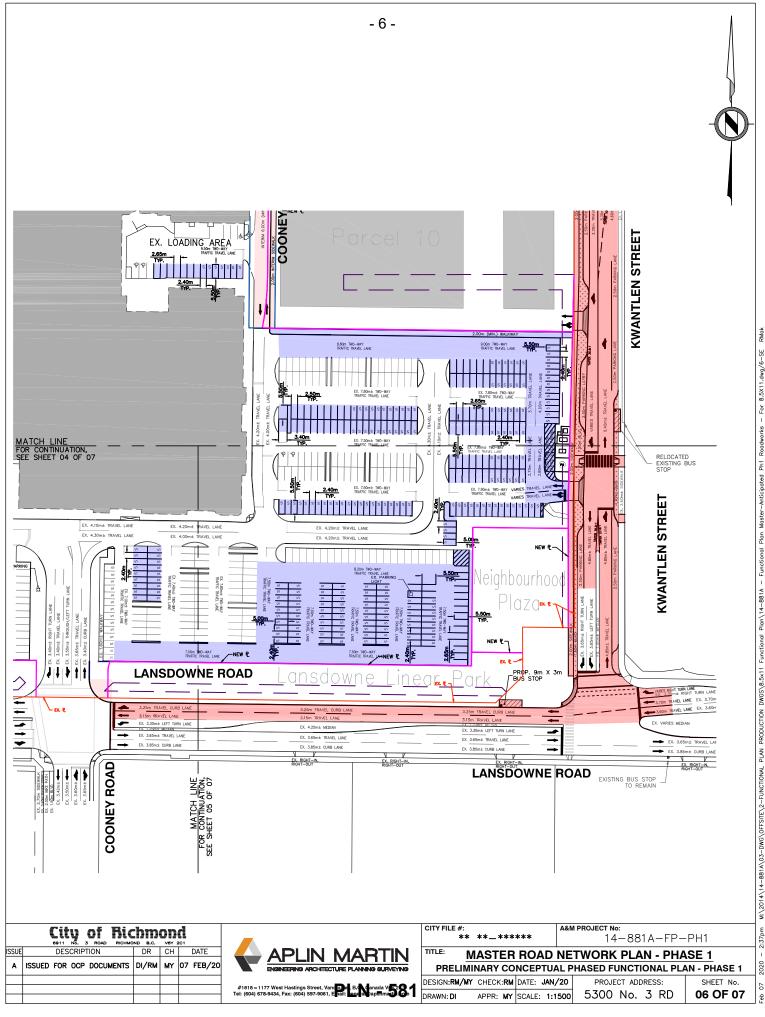
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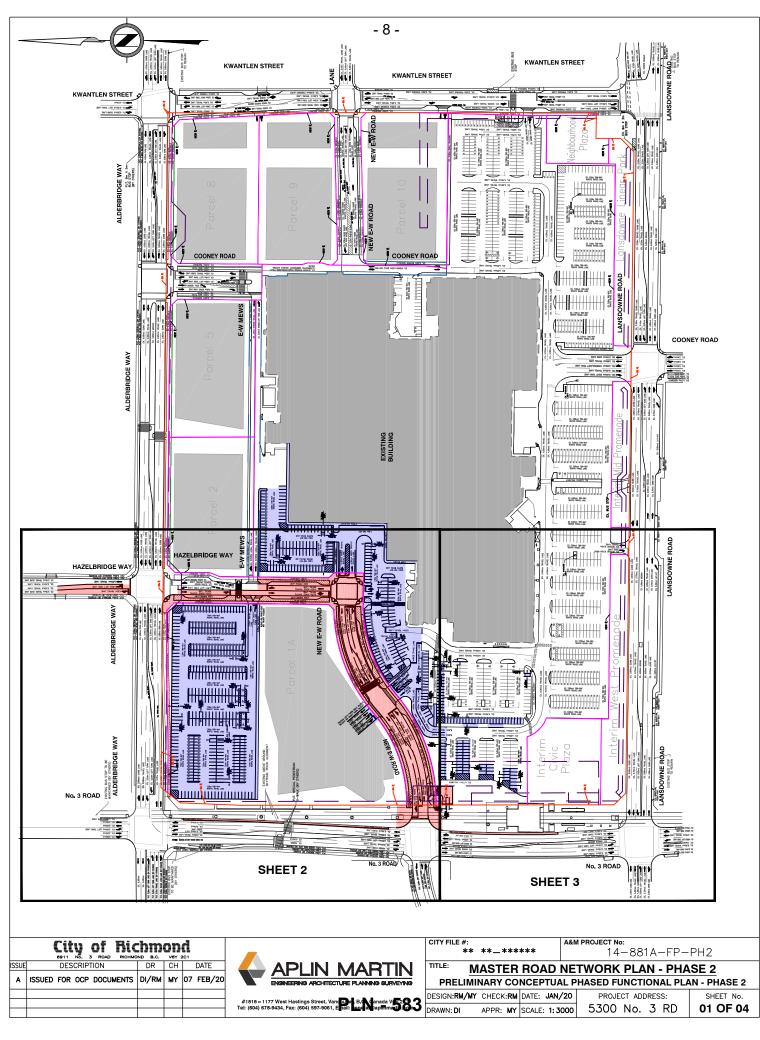
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# GENERAL NOTES:

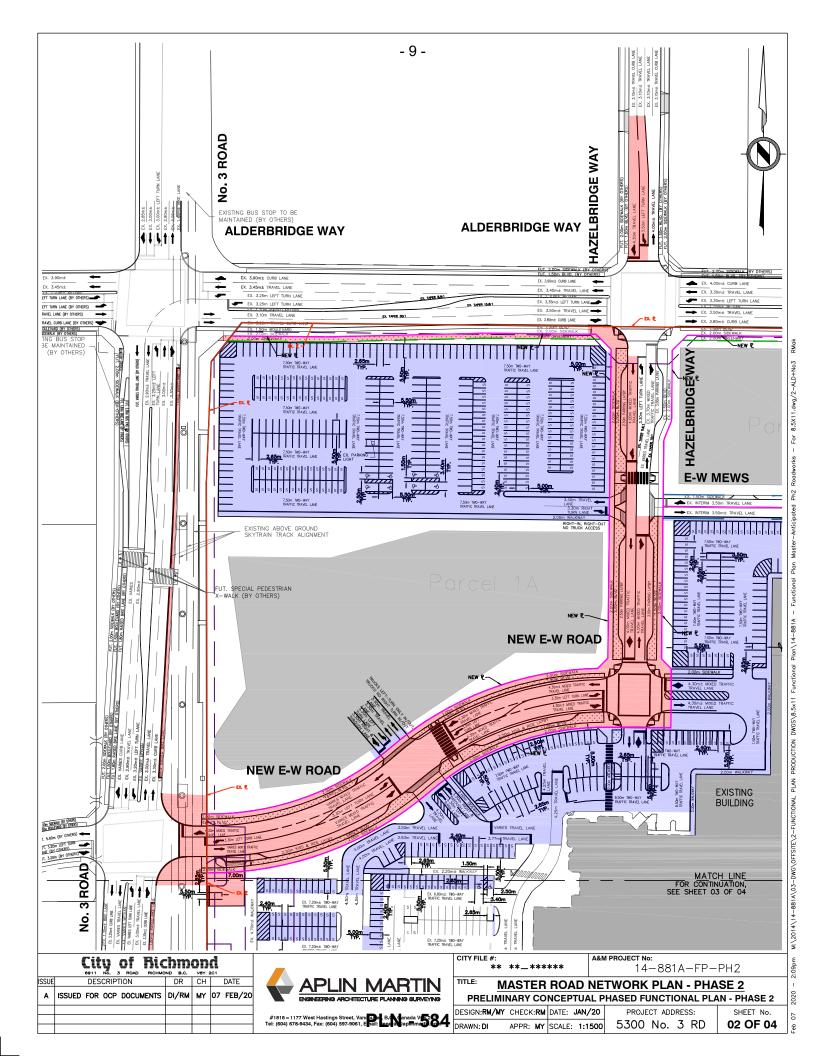
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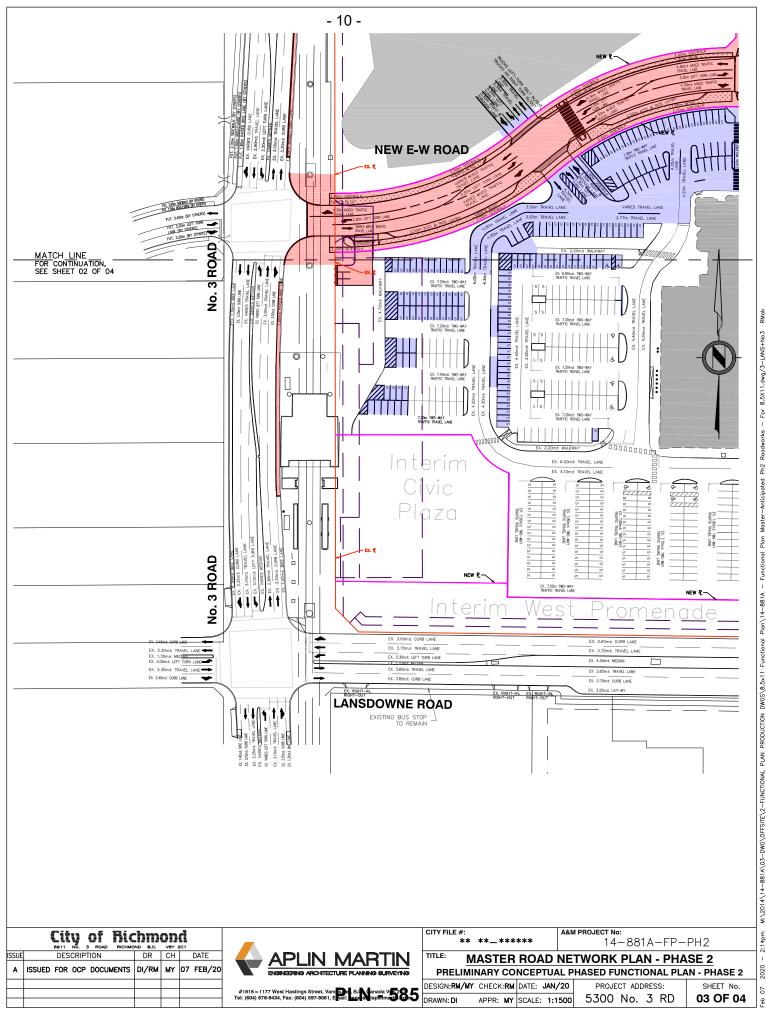
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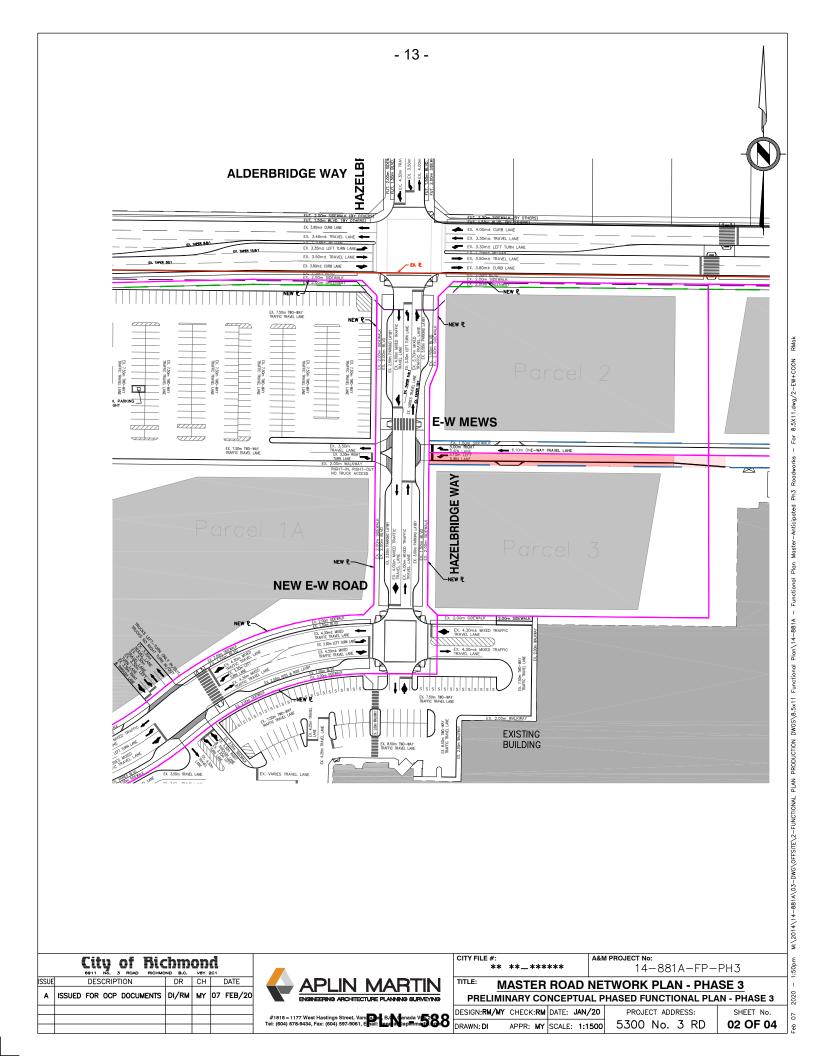
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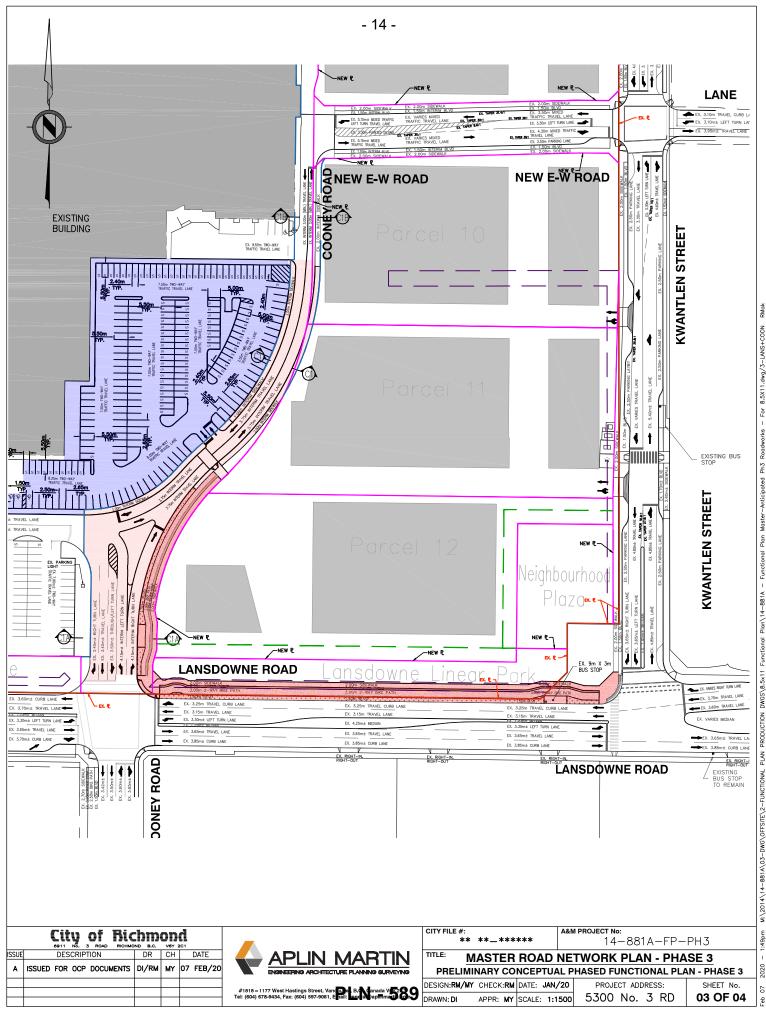
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**City of Bichmond** 

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ASTER ROAD NETWORK PLAN - PHASE 3

PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 3

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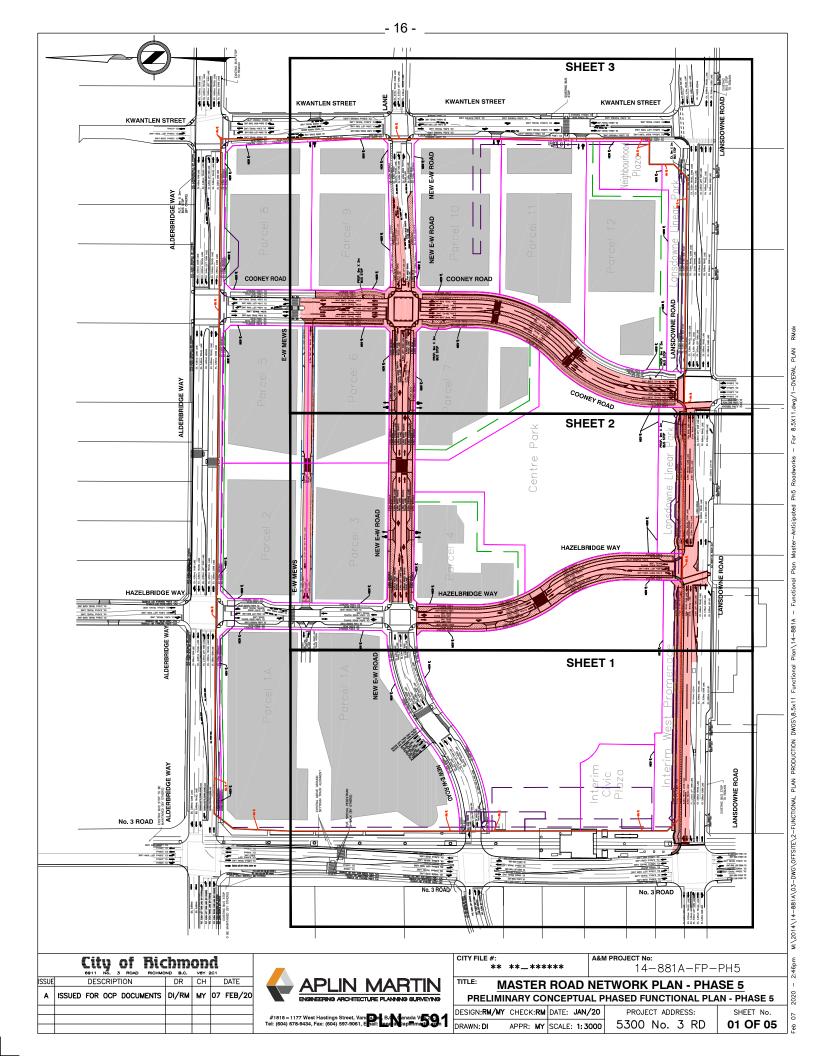
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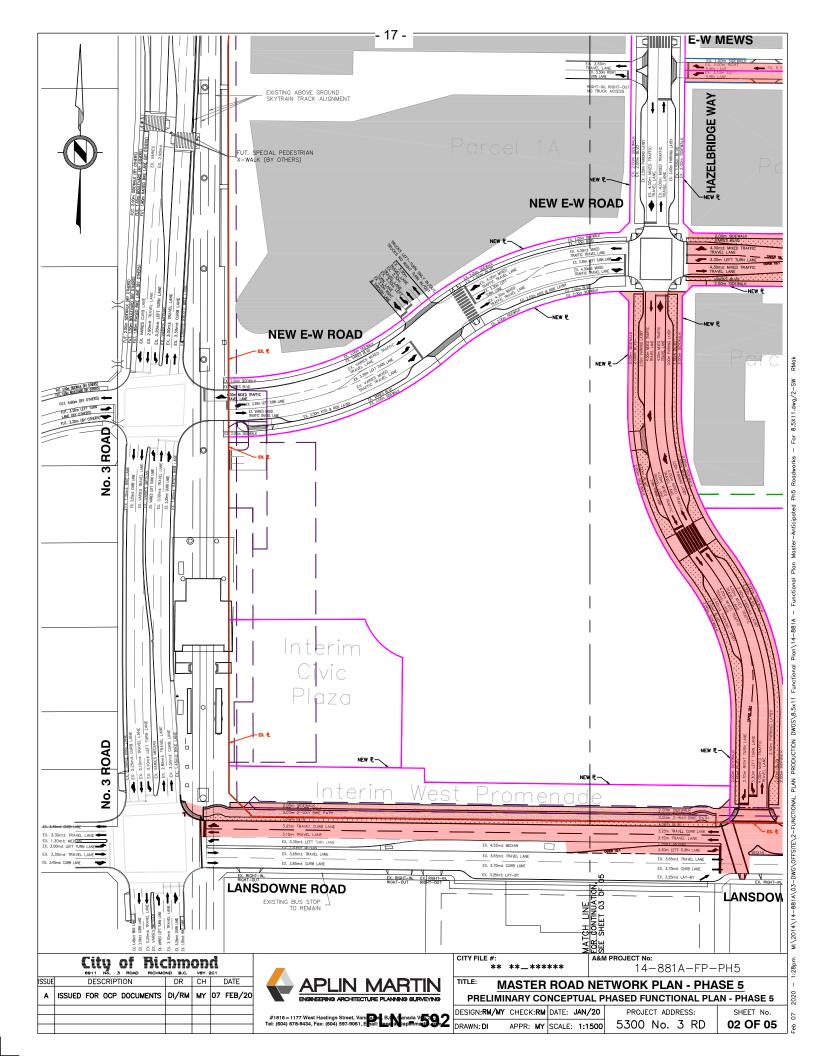
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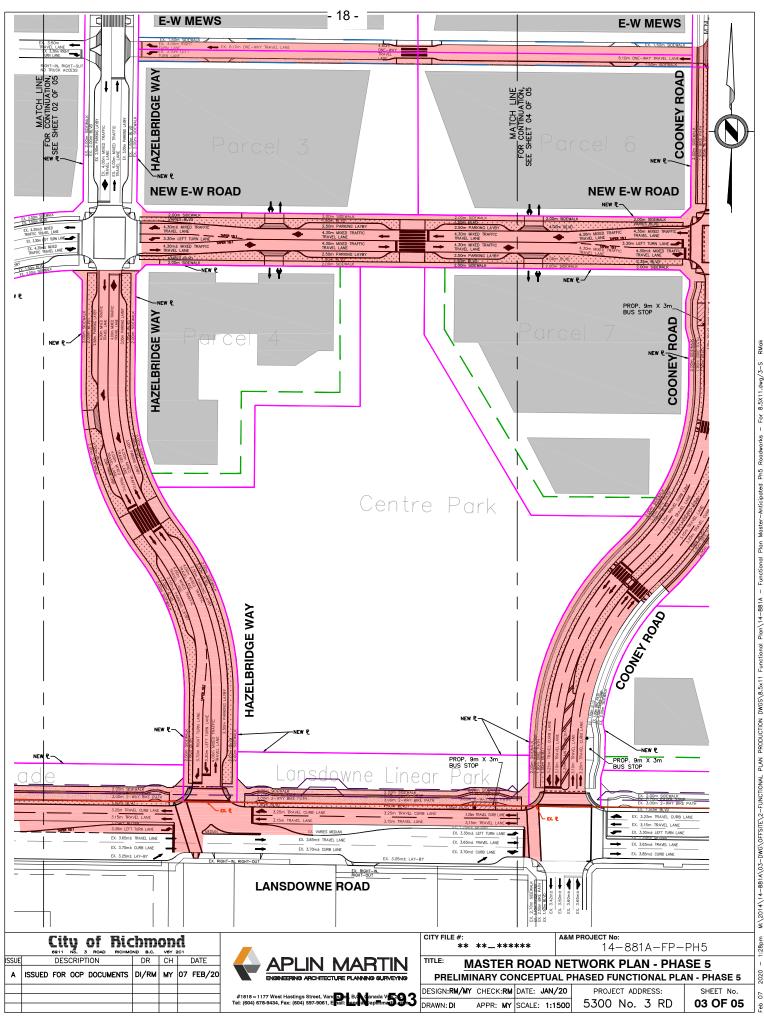
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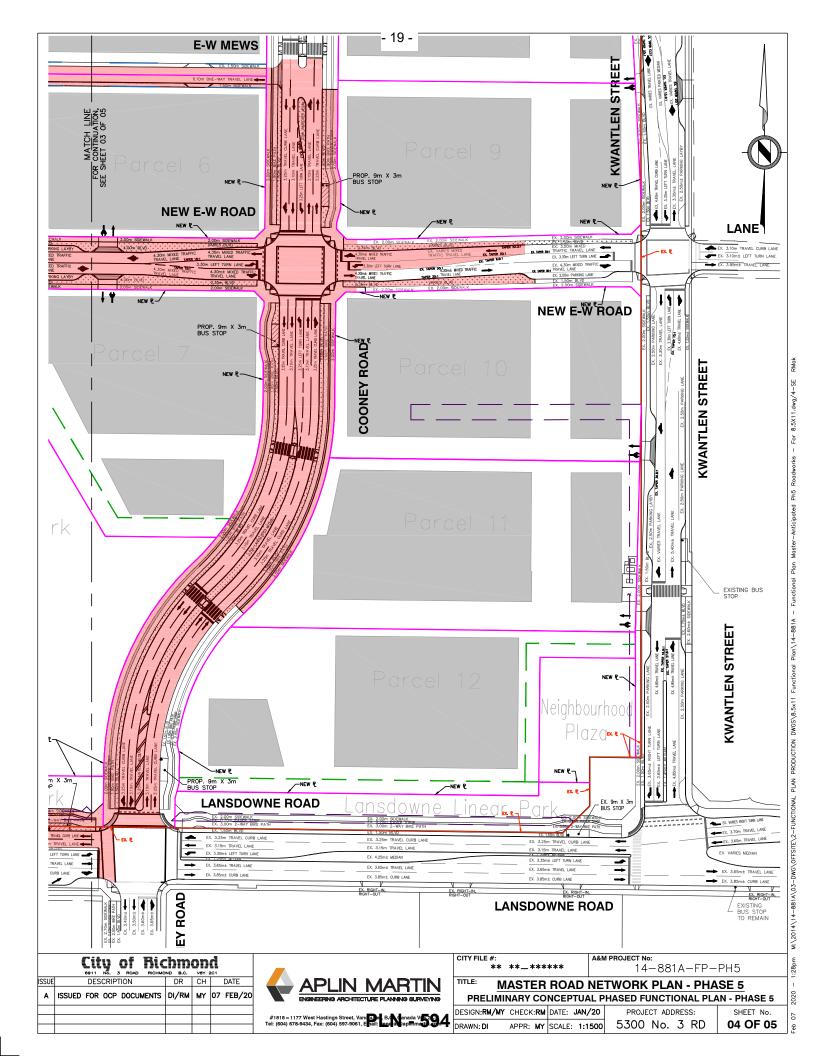
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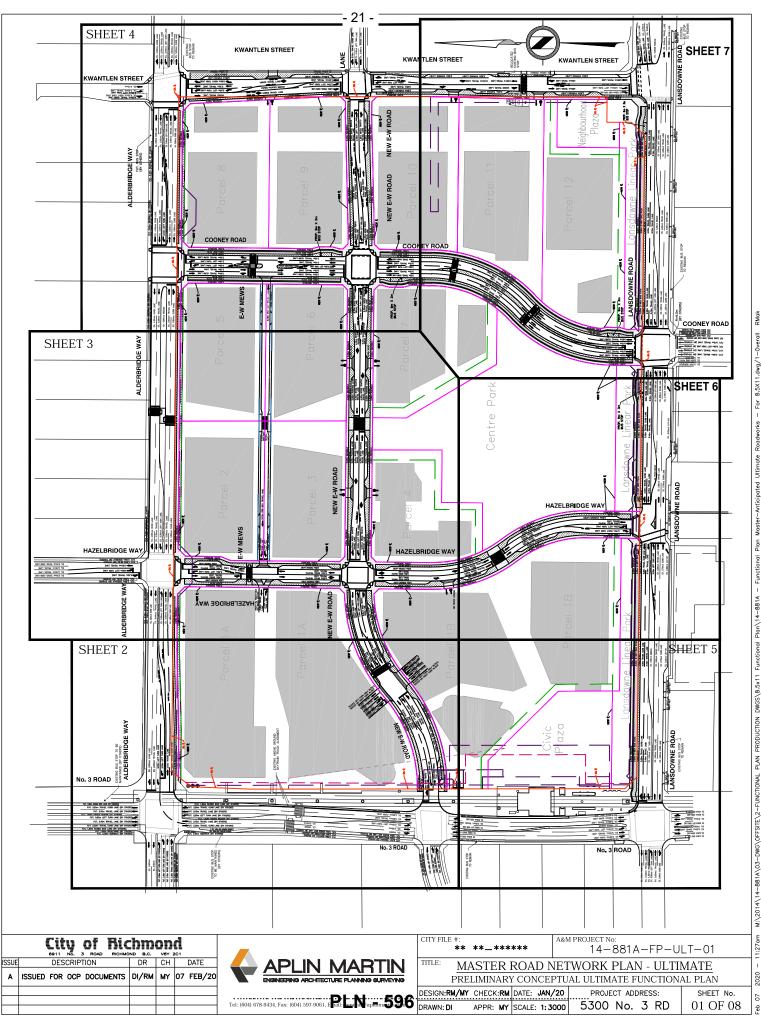


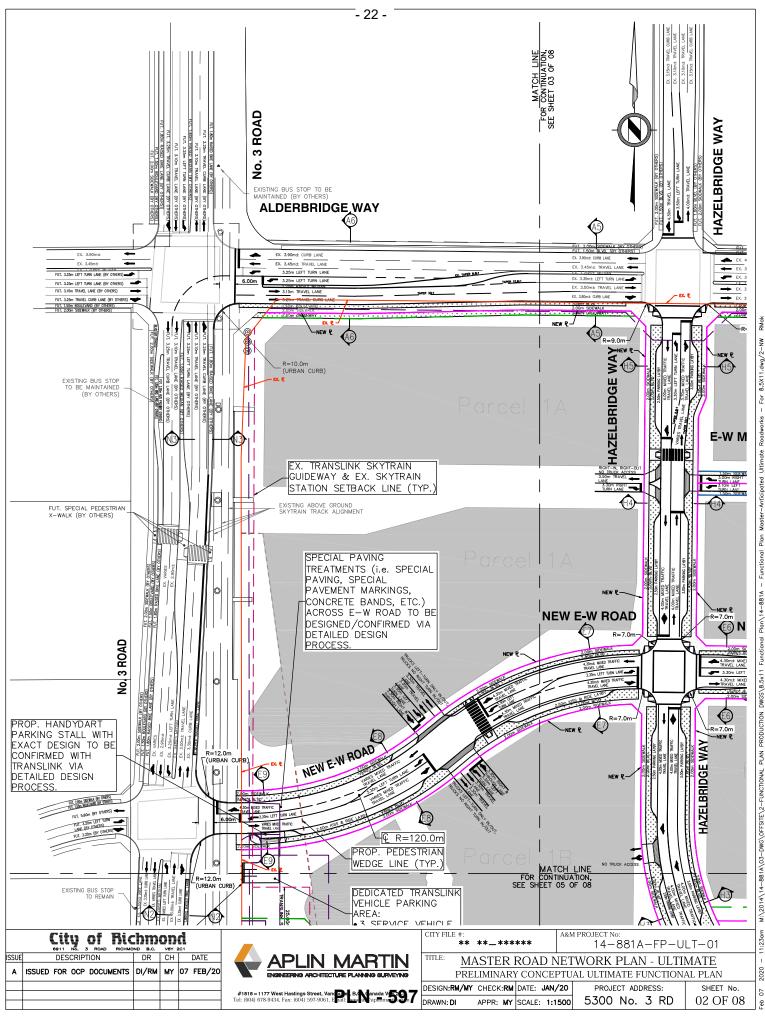
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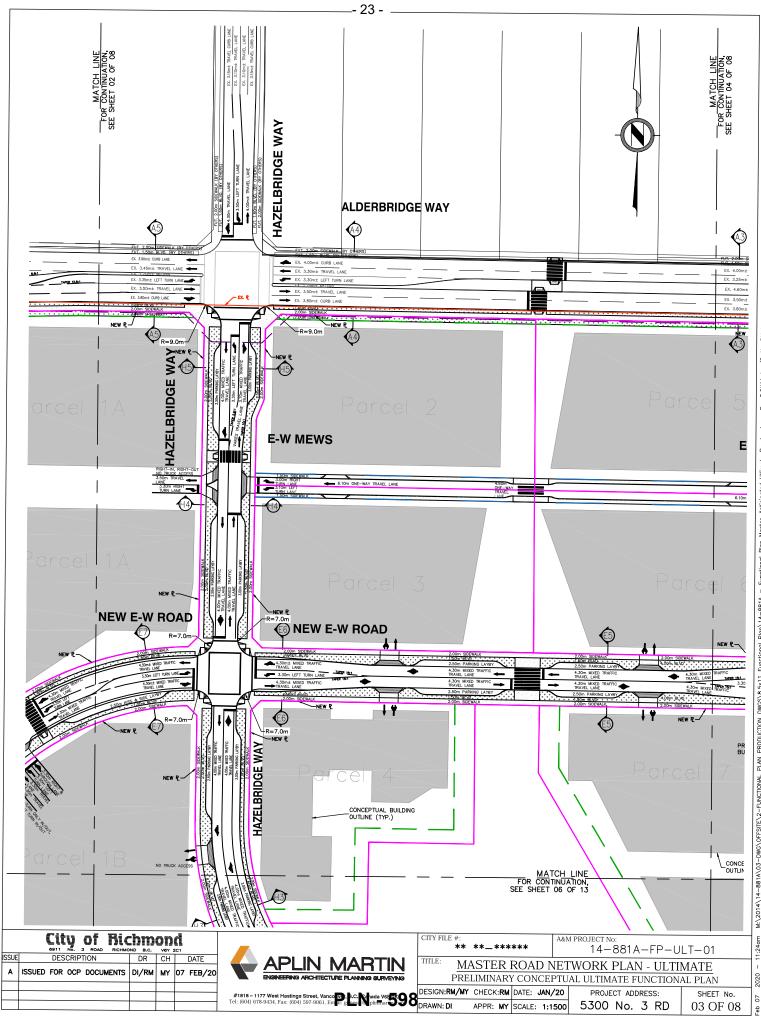
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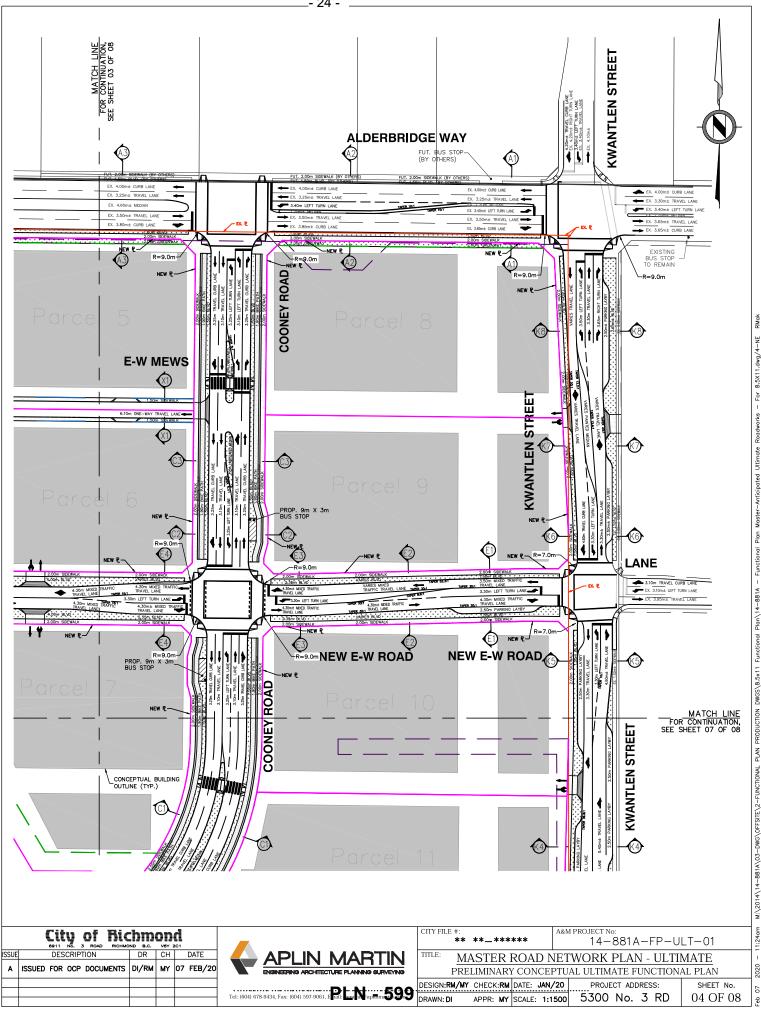




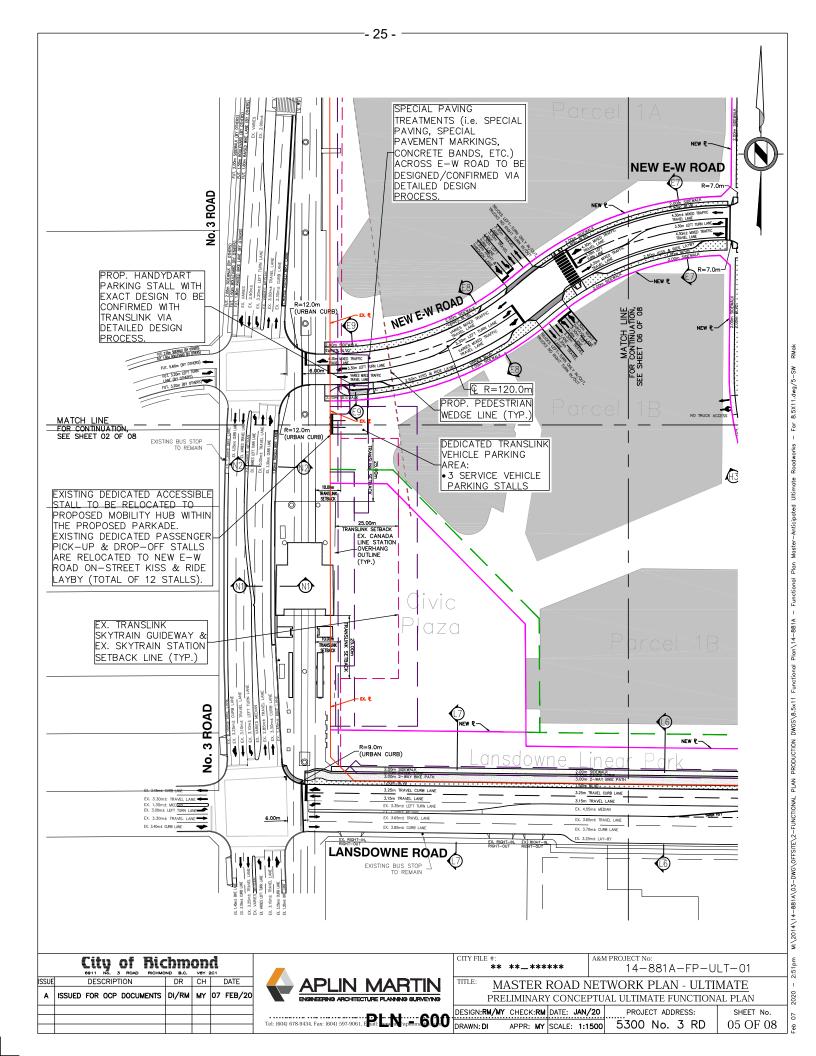
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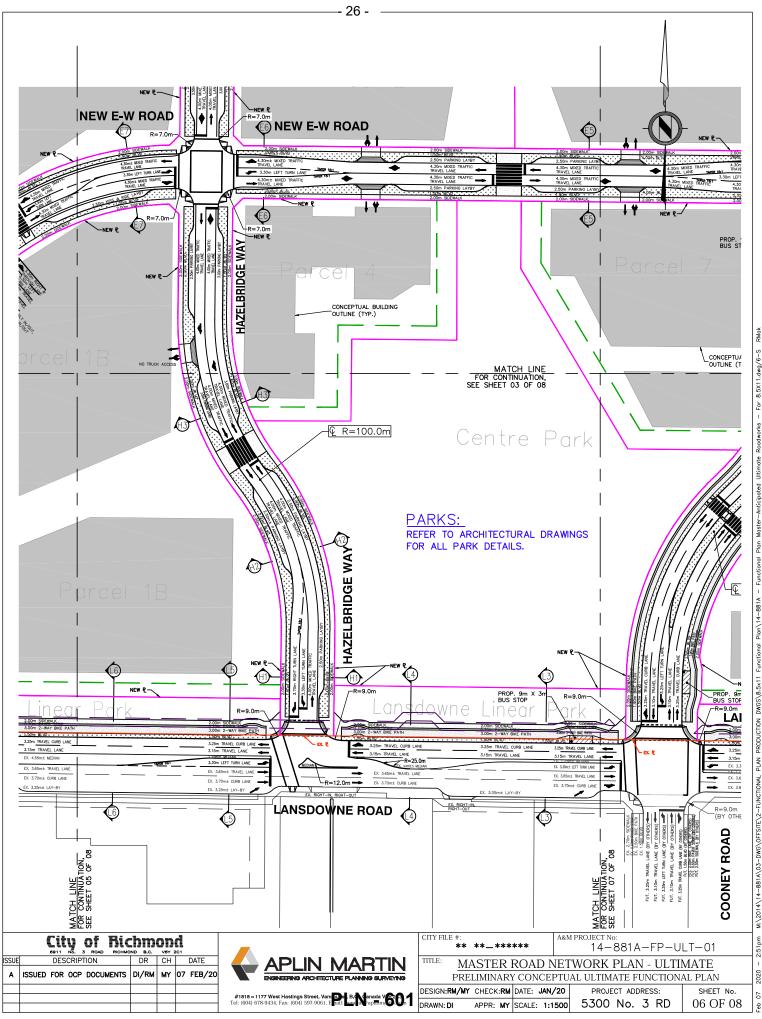
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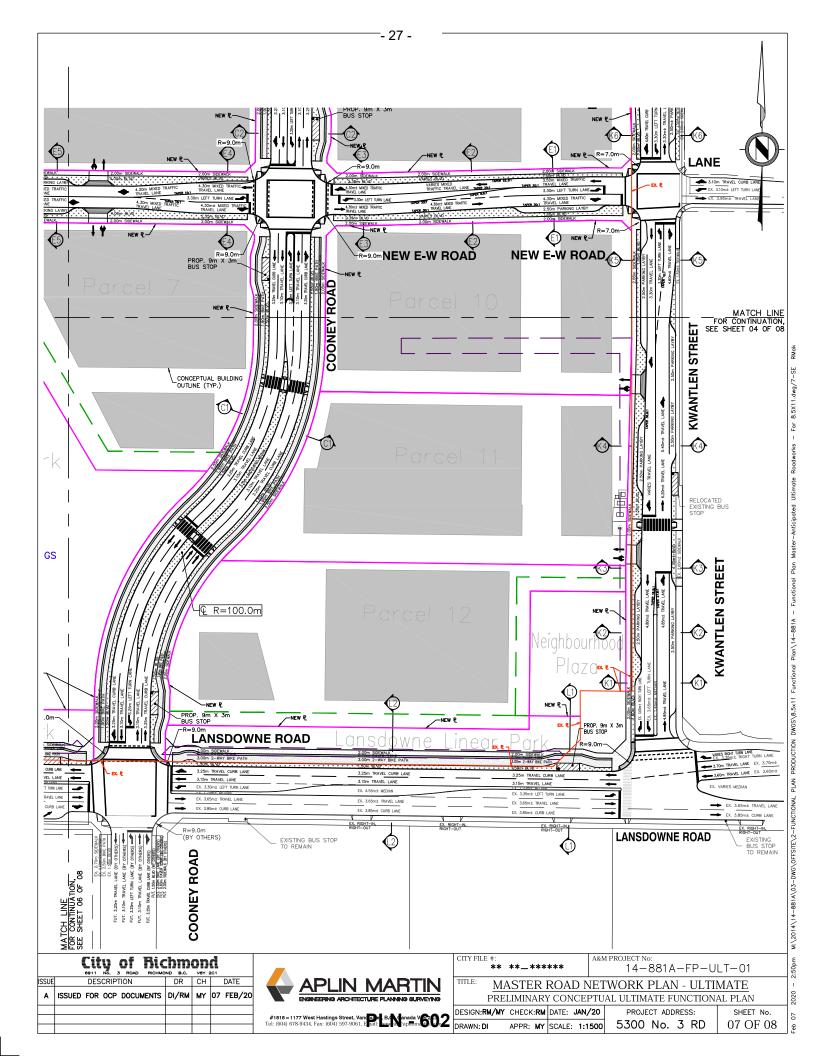




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- 28 -

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

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City of Bichmond

ISSUED FOR OCP DOCUMENTS DI/RM MY 07 FEB/20

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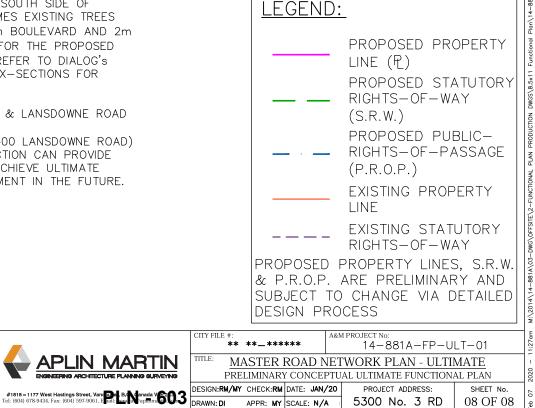
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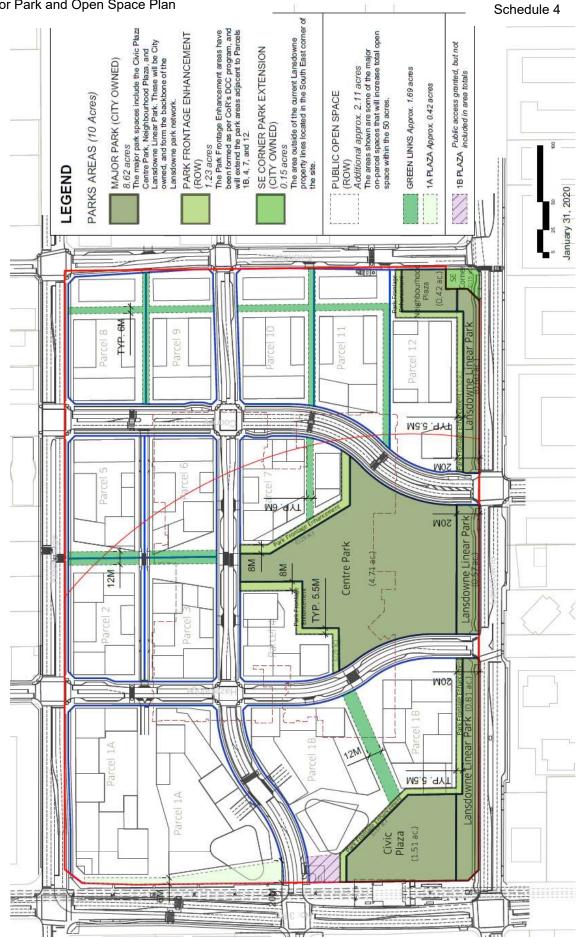
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- 11. REMOVING OR RETAINING THE EXISTING STREET TREES ALONG THE WEST SIDE OF KWANTLEN STREET ALONG PROPOSED PARCEL 9 FRONTAGE TO BE DETERMINED VIA SUBSEQUENT REZONING PROCESS AND ASSOCIATED DETAILED SA DESIGN PROCESS. PROPOSED ROAD DESIGN ALONG PARCEL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

RMat

NOTES





Major Park and Open Space Plan

**PLN - 604** 

## **1.0 OVERVIEW**

## **1.1 VISION**

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

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

**PC PROPOSED LOCATIONS W** emasterplan at the right shows the proposed becation and type of the two on-site mobility hubs. **DC i**(1y' hub is proposed within Parcel 1B and is in **DC i**(1y' hub is proposed within Parcel 1B and is in **DC i**(1y' hub is proposed within Parcel 1B and is in **DC i**(1y' hub is proposed within proximity of the bus network along cooney Road and the greenway connections to Centre Park.

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

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

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

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

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



# 2.0 'CITY SCALE' HUB

# 2.1 PROGRAMS & LOCATION

The 'City Scale' Hub will include elements for users looking to access the site. Canada Une, and city beyond. Integrated into Parcel 18, its functions will be located abutting the Uvic Plaza on private property, and include above and below ground elements. Among its functions, this hub will include provisions for car based users who can drop riders at the Canada Line, with direct access to above ground features. Integrated into this zone will be numerous amenities including blee shares above ground and car shares below. The Klas & Ride' is imagined to be much more than just a drop off - with a diversity of adjacent cafe and retail spaces to serve it By providing the 'City Hub' in a prominent location, it will generate activity in both the retail sphere and public realm. The sketch opposite shows a conceptual design for the 'City' hub, including routes to the Lansdowne Station.

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



Broad Public Realm adjacent to "Kiss & Ride' Zones Source: KM06

#### FEATURES (STREET LEVEL) 1 KISS&RIDE (MIN.5 STALLS)

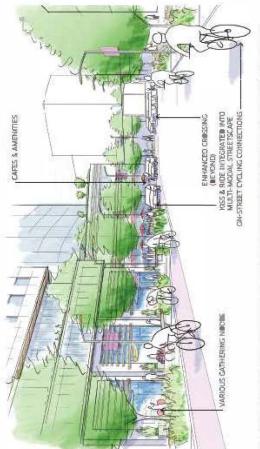
- CYCLE RACKS, LOCKERS, & REPAIR
- CYCLE SHARE SPACES (MIN. 15)
- FEATURE LIGHTING & SEATING OPTIONS
- WEATHER COVERINGS AT BUILDING
- WAYFINDING SIGNAGE
- RETAIL AMENITIES
- HANDYDART PICK-UP / DROP-OFF
- SERVICE VEHICLE ACCESS/PARKING (MIN. 3)
- PEDESTRIAN/CYCLIST PARKADE ACCESS
- ENHANCED PEDESTRIAN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



Cycle Routes & Share Spaces A diacent to Cafe and Retail Source: The Routes











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

PLN - 607

#### **PLN - 608**

## HUB SCALE' 'NEIGHBOURHOOD 3.0

## 3.1 PROGRAMS & LOCATION

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

bike (or repair their own); catch a taxi, shuttle, or ride share; or settle in for an afternoon. This will also be a key hub during larger park events, easing the strain on the Canada Line by allowing people to the Reghbourhood Hub will act as a complement to the larger City Hub, both allowing for numerous This hub will provide many more micro-mobility options, as well as seating nodes and gathering spaces for residents. Users will be able to rent a ways to get to the Lansdowne development.

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

Links to Buses on Cooney and Shuttle Services Source Chris McCormade

## FEATURES

- CYCLE PATHS & AMENITIES (RACKS, REPAIR)
- CVCLE SHARE SPACES (MIN. 15)
- VARIOUS SEATING OPTIONS
- WEATHER PROTECTION & WAVFINDING
- PARKING W/ EV PLUG-IN SPACES
- SHUTTLE/HANDYDART PICK-UP / DROP-OFF 6
- TAXI PICK-UP / DROP-OFF (MIN: 5 STALLS)
- FEATURE LIGHTING
- VARIOUS AMENITIES (WATER, POWER, ETC.)
  - ACCESS TO BUS STOPS ON COONEV 8
    - 0
- ENHANCED PEDESTRIAN CONNECTION



Additional Unique Gathering Places for Visitors & Residents Source: Matheu Lehanneur



# 4.0 INTERIM MOBILITY HUB

# 4.1 PROGRAMS & LOCATION

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

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

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

**PLN - 609** 



Weather Protected Shelter for Waiting Users Source OP Architects (IDPA)

### FEATURES

- SHUTTLE/HANDYDART LAY-BY/PICK-UP
- ACCESSIBLE SPACES\*
- B EV PLUG-IN SPACES/CAR SHARE SPACES'
- **D** KISS & RIDE
- VARIOUS SEATING OPTIONS\*

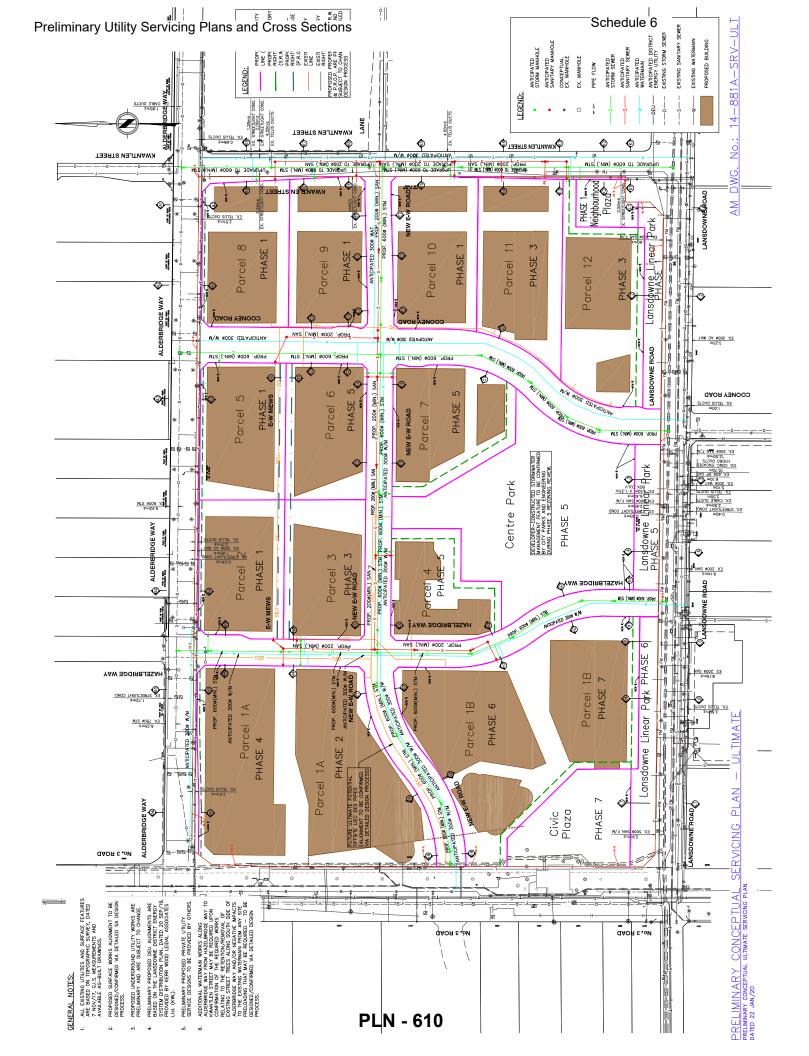
CYCLE AMENITIES/SHARE SPACES (MIN. 15)

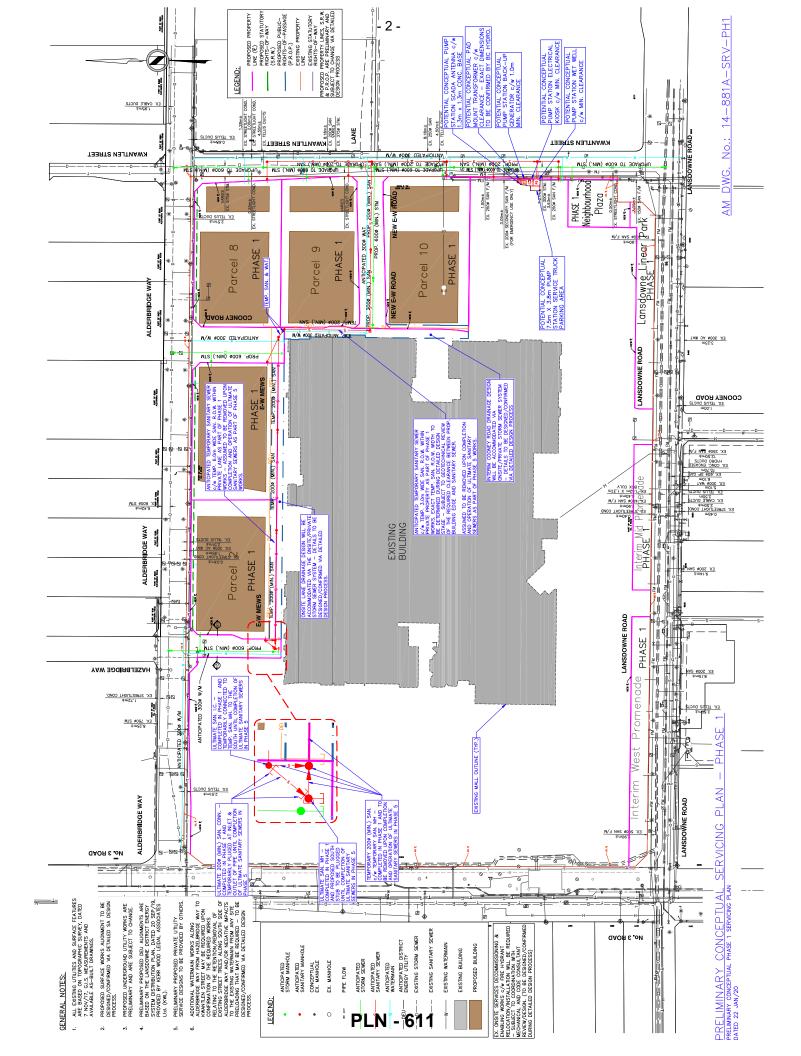
- - WEATHER PROTECTED SHELTER
- WAYFINDING SIGNAGE
- TAXI PICK-UP / DROP-OFF (MIN. 5 STALLS)\*
  - BERVICE VEHICLE ACCESS/PARKING

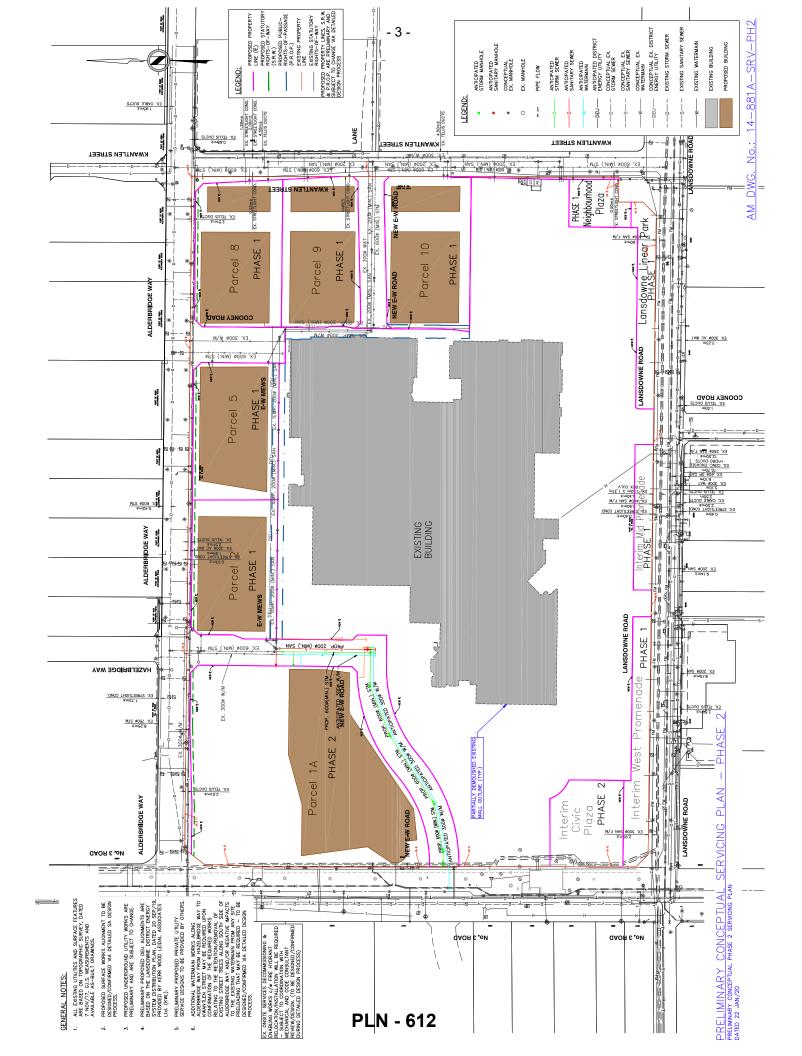


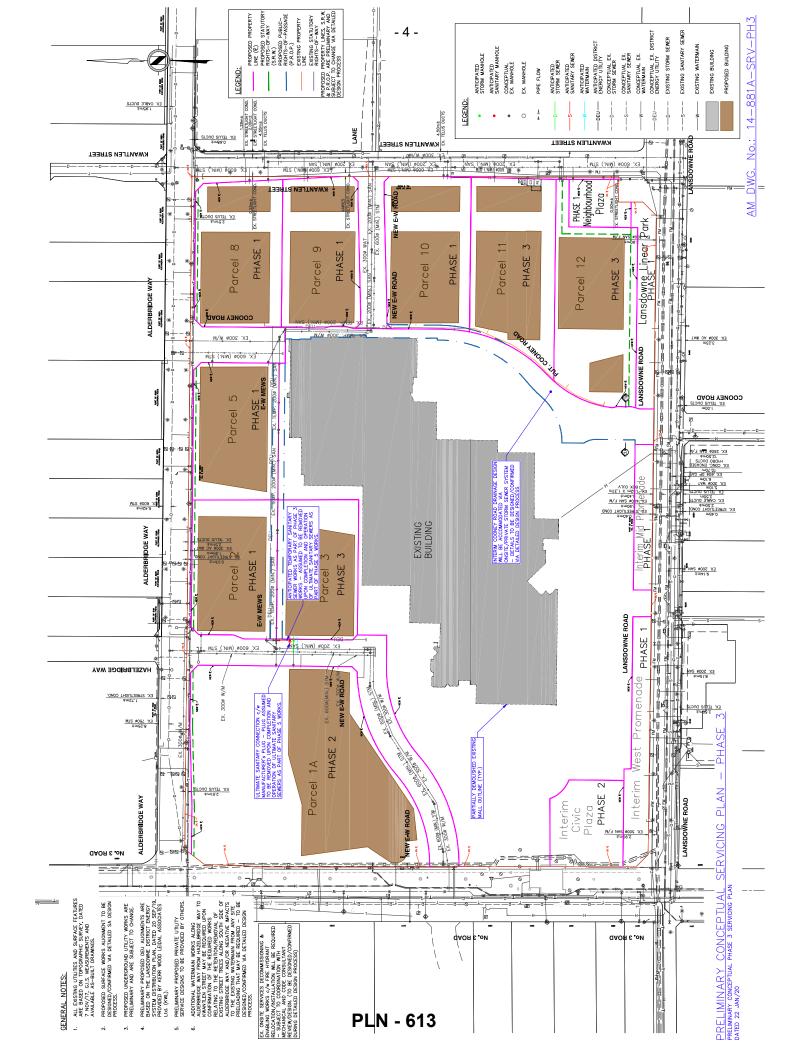
Oreen Spaces / Amenities in Proximity to Regional Transit Source som Obsiter

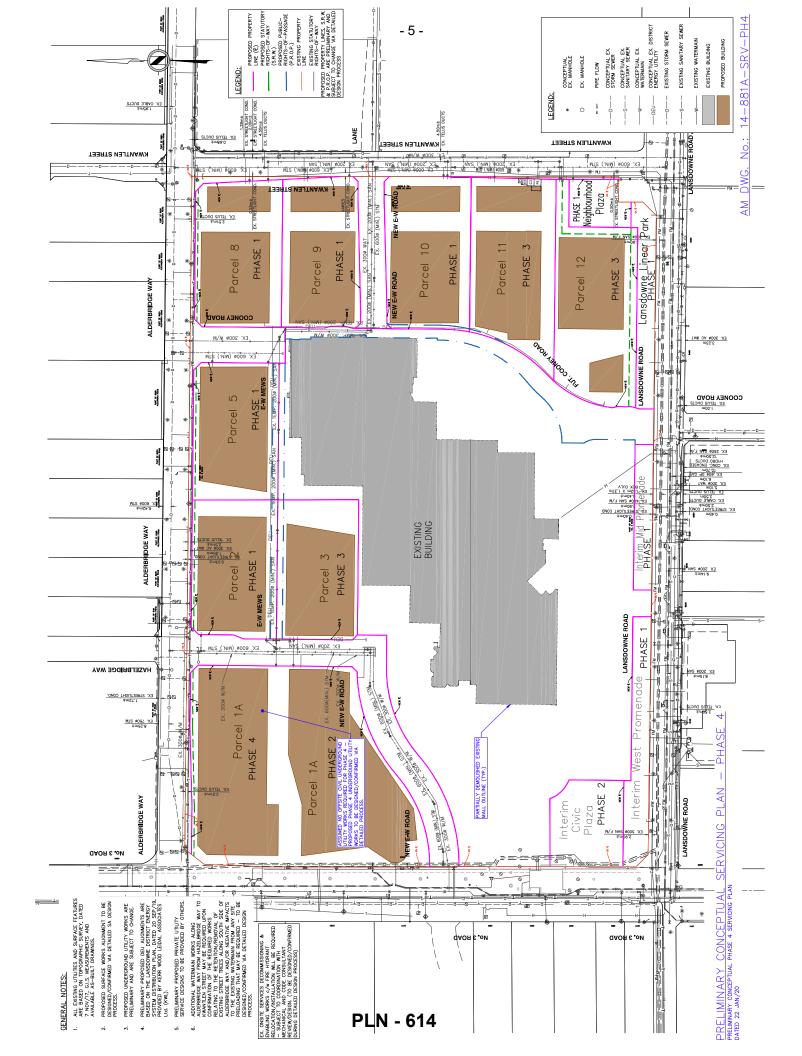


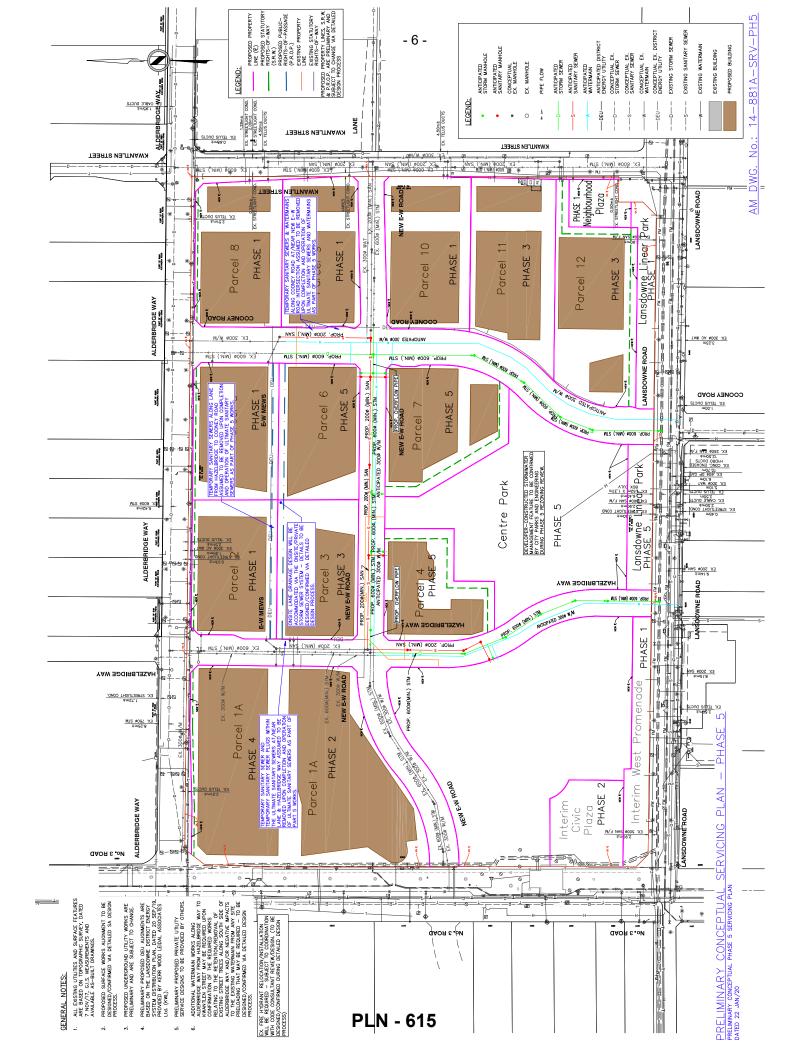


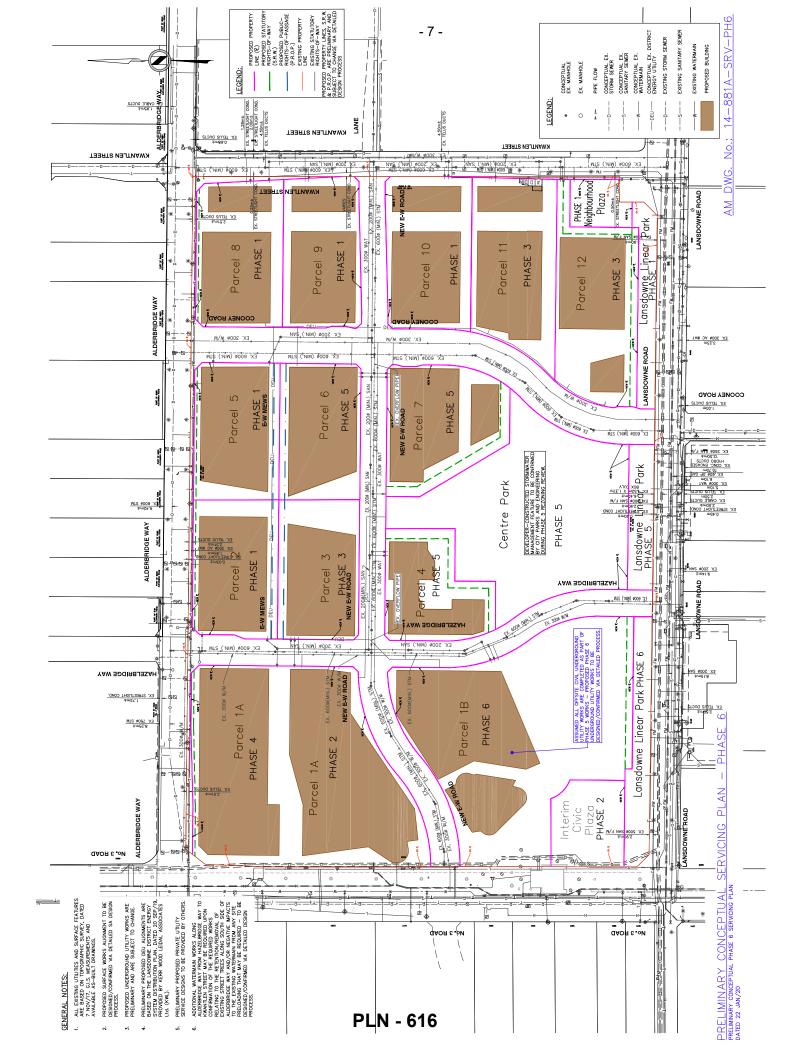


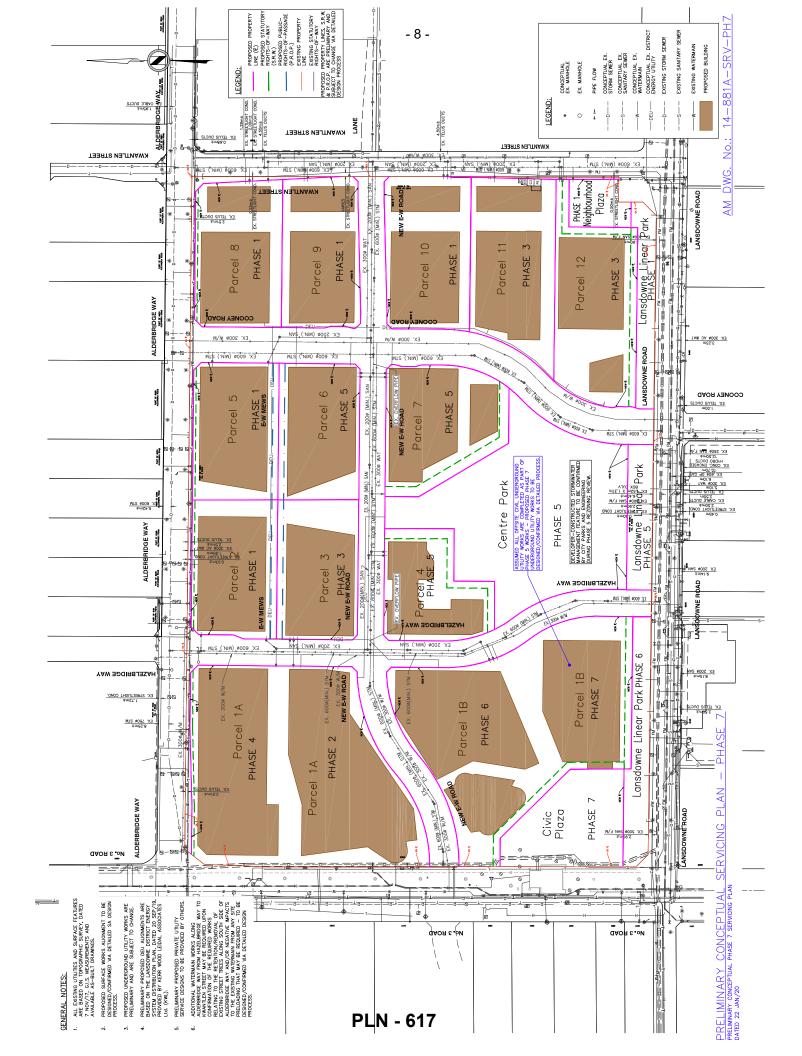


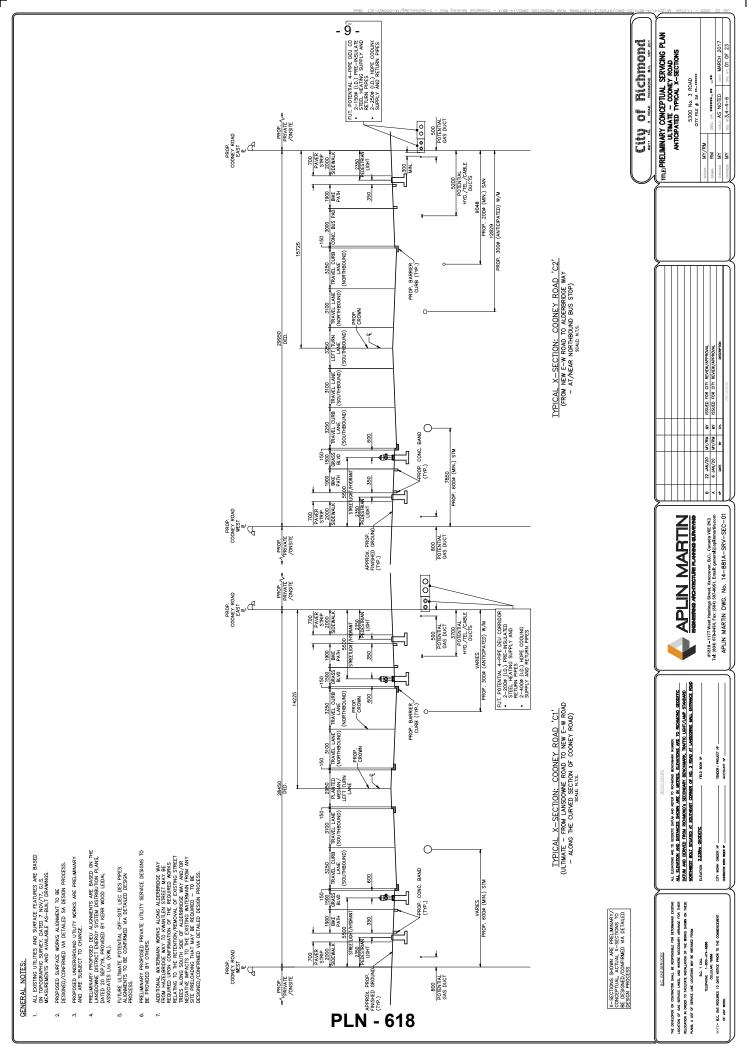


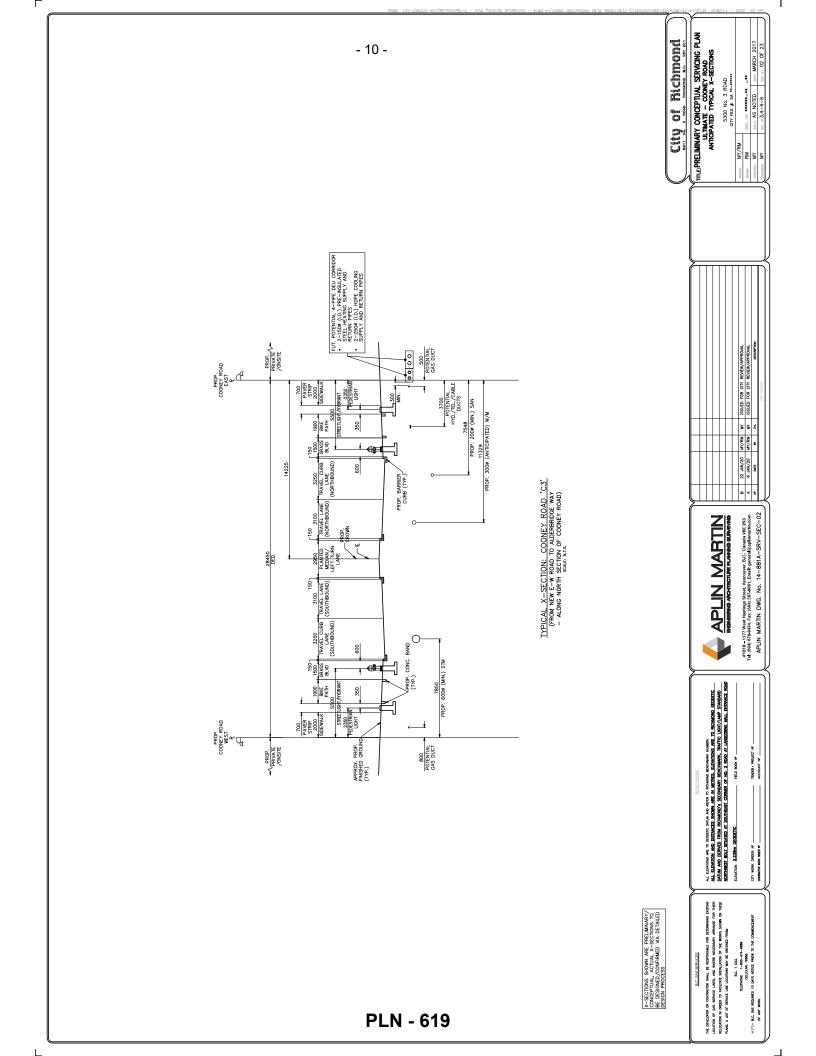


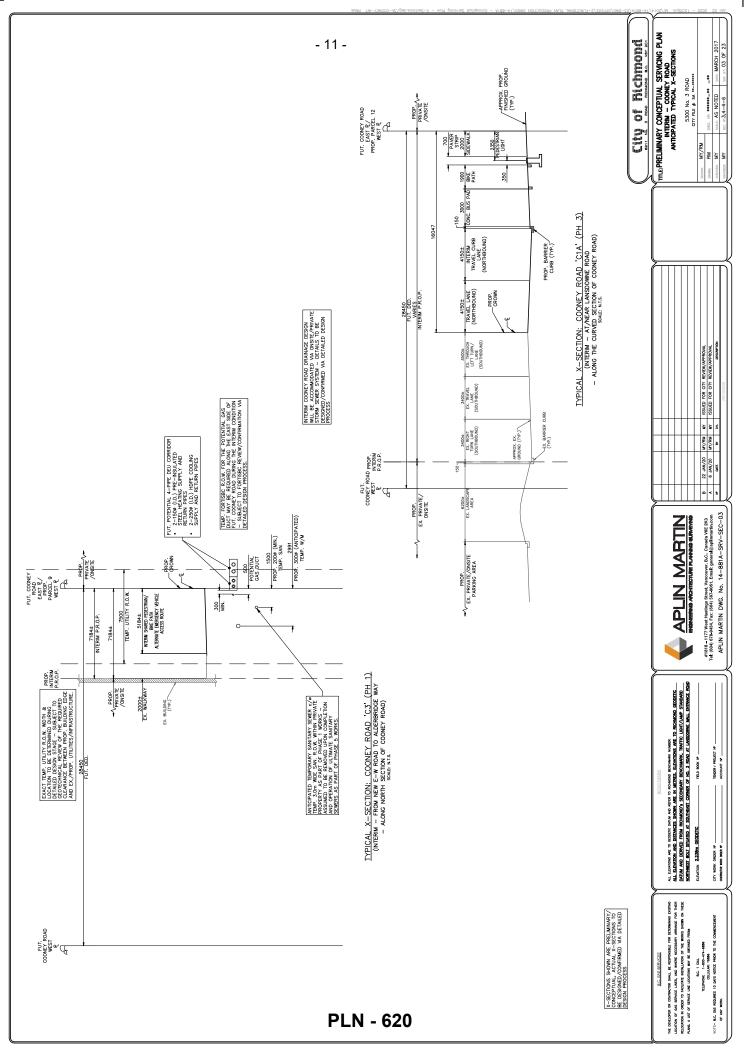


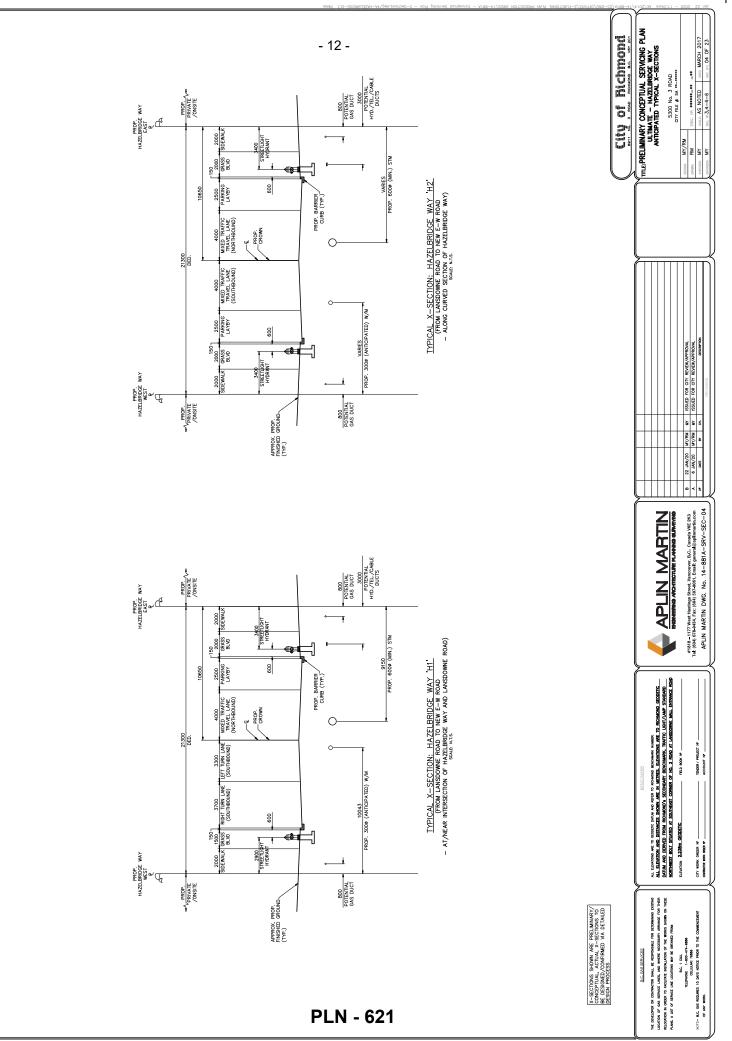


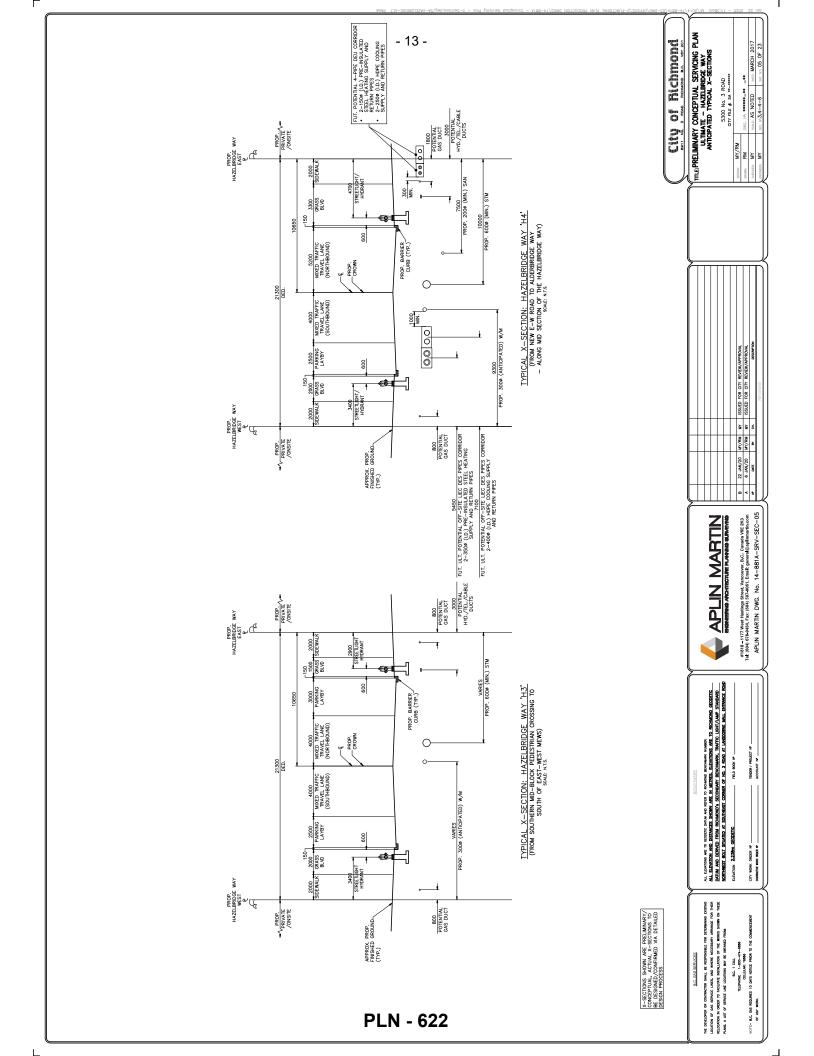


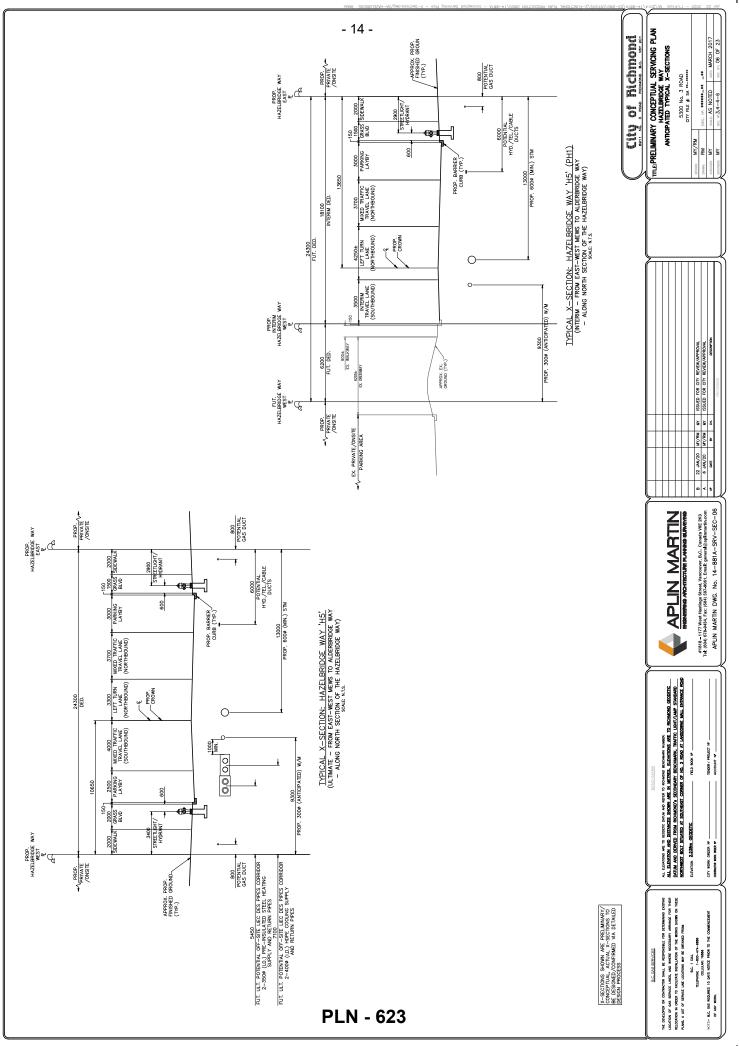


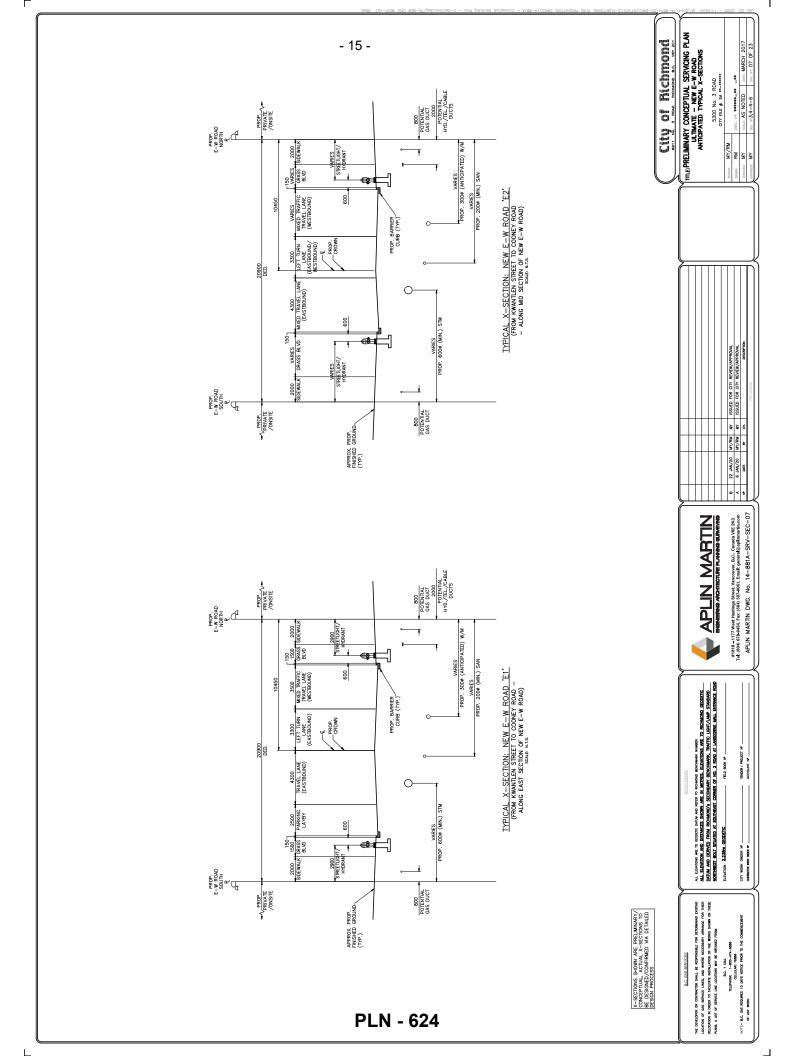


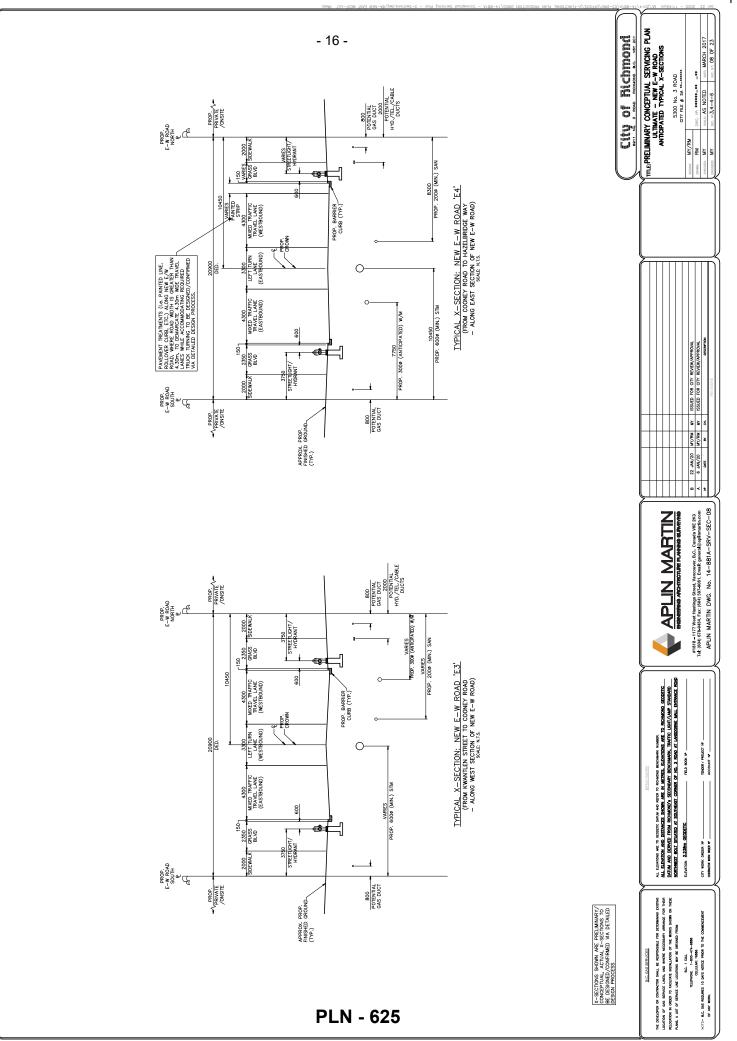




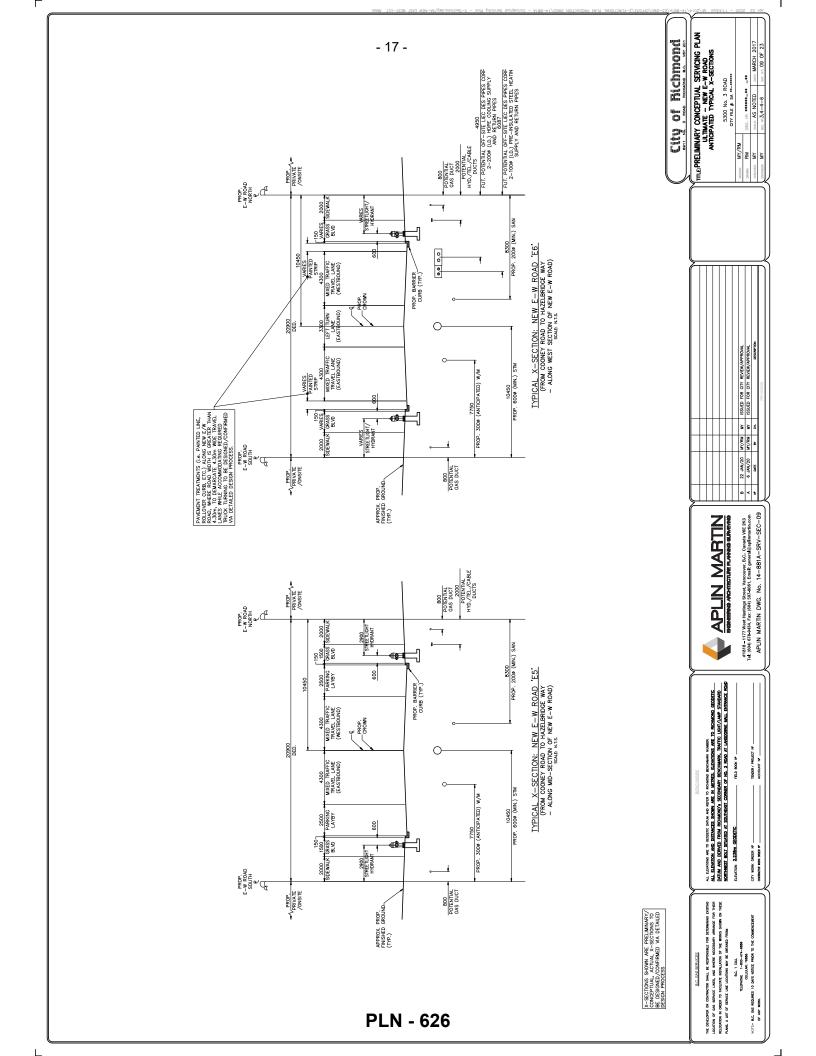


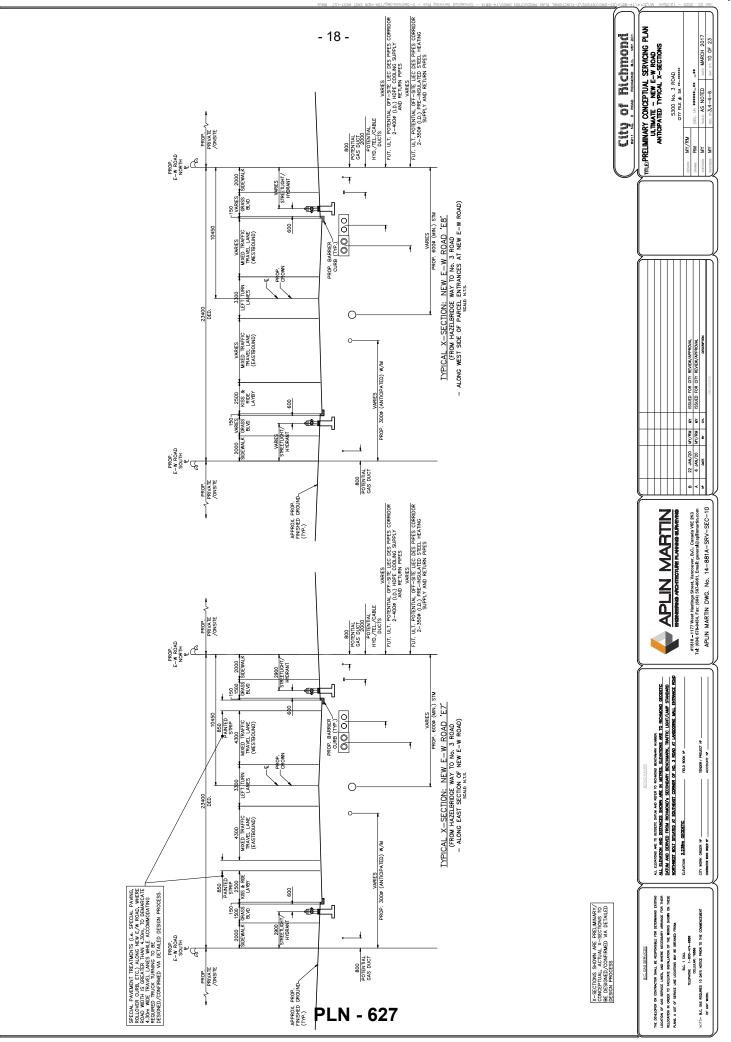


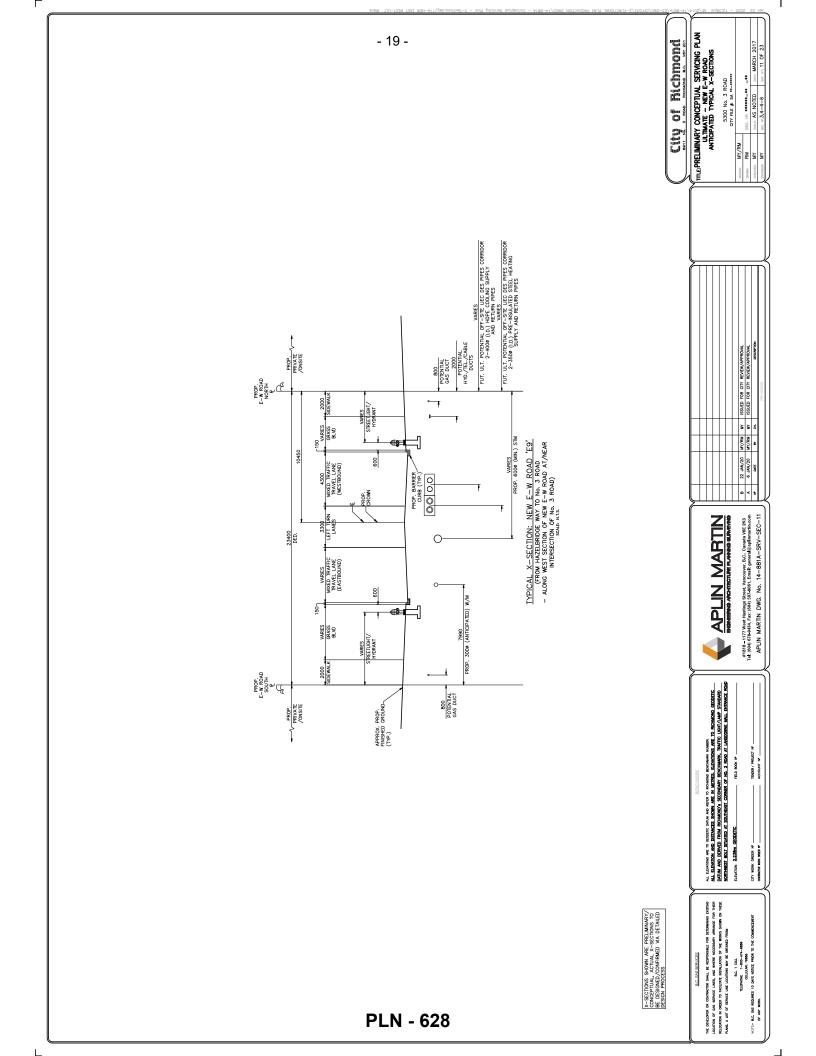


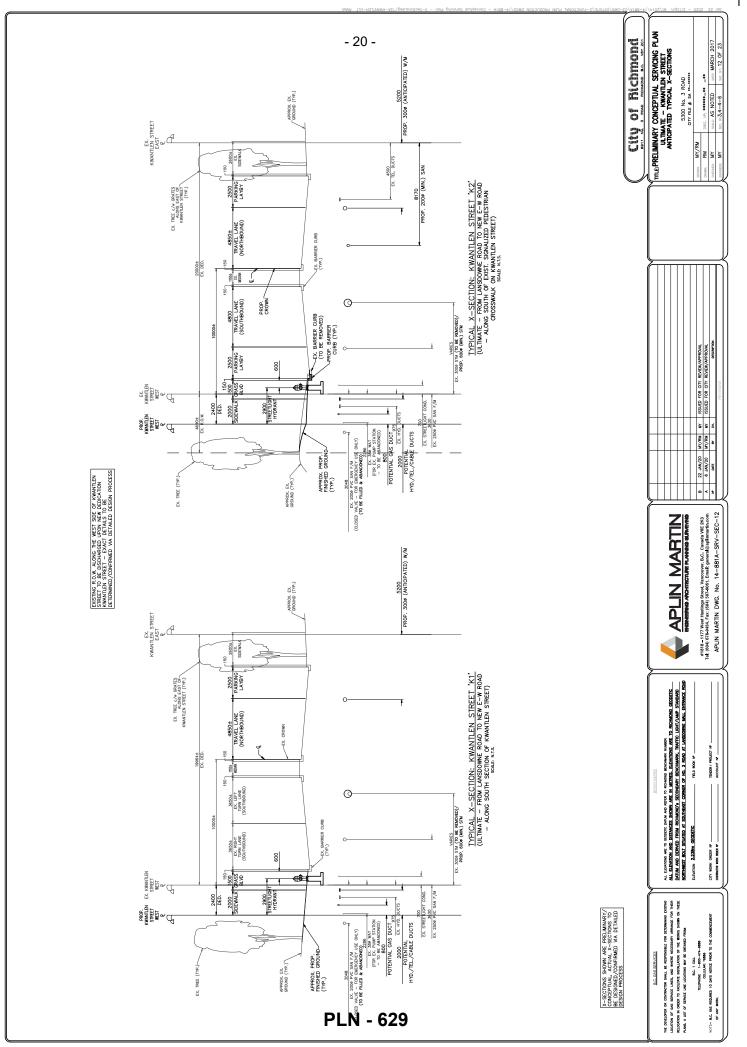


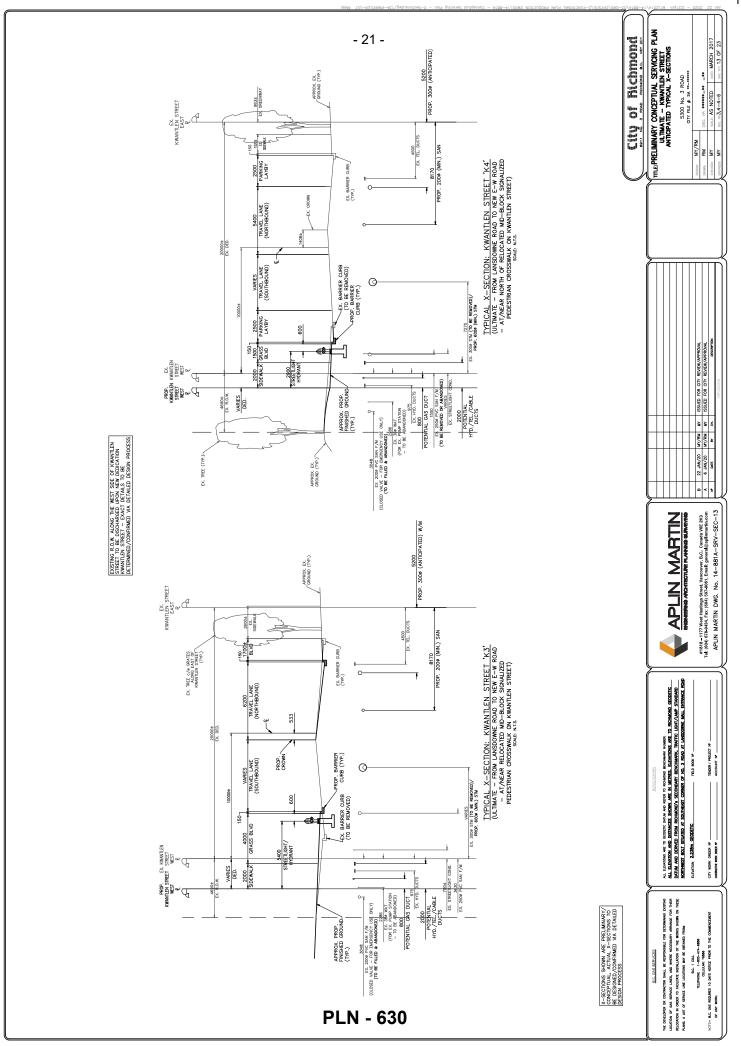
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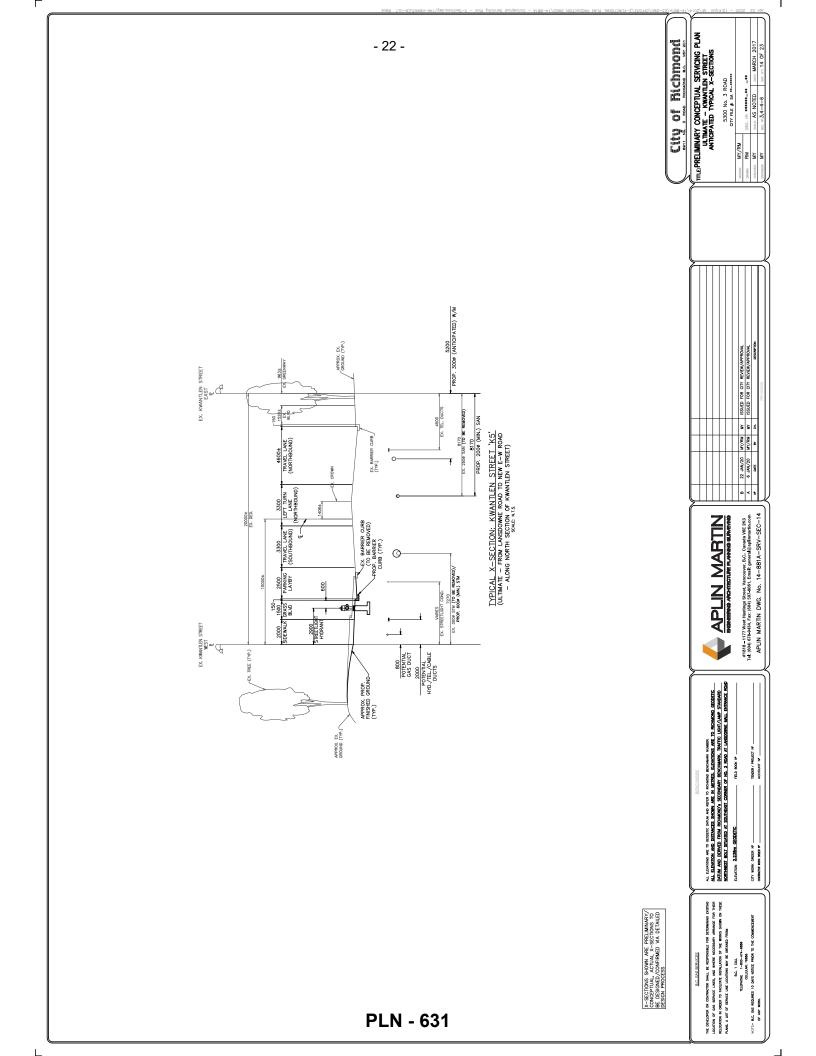


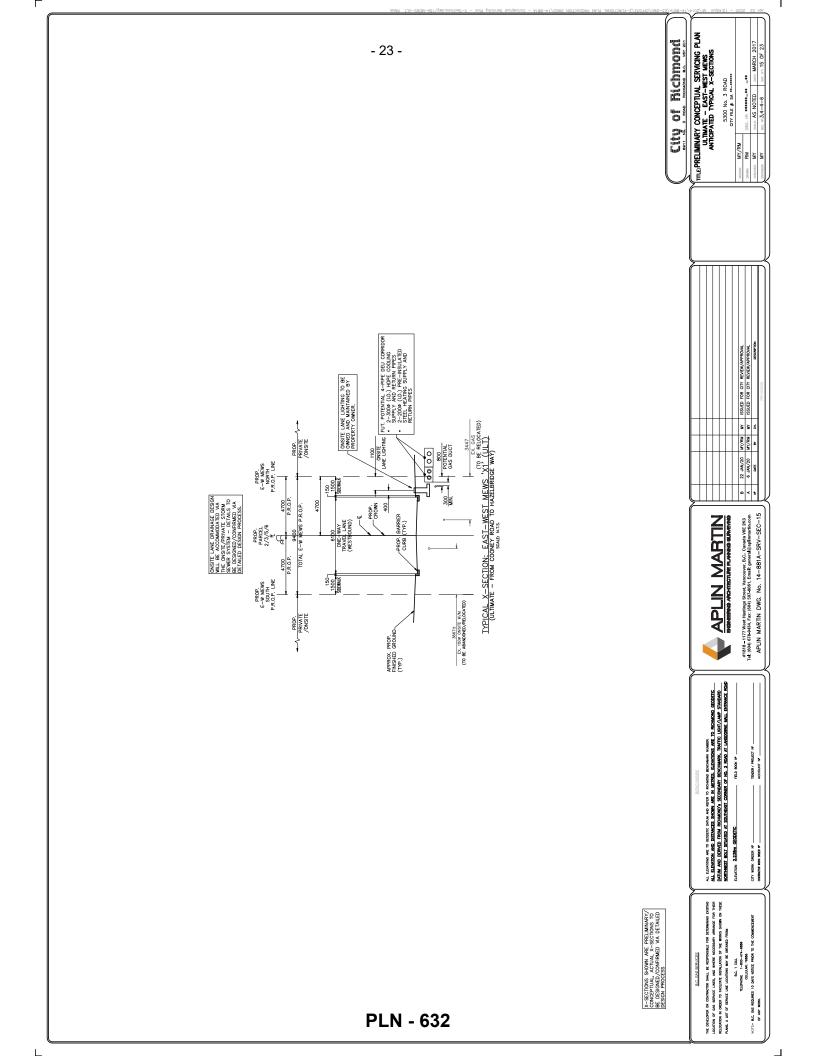


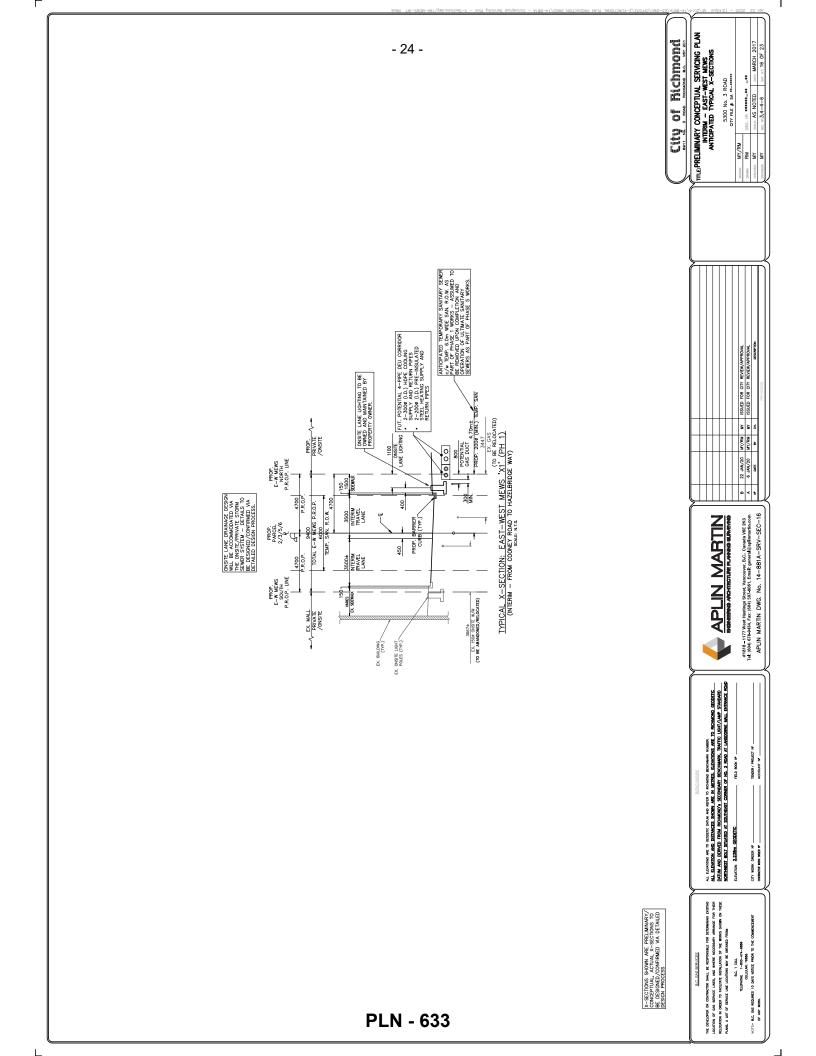


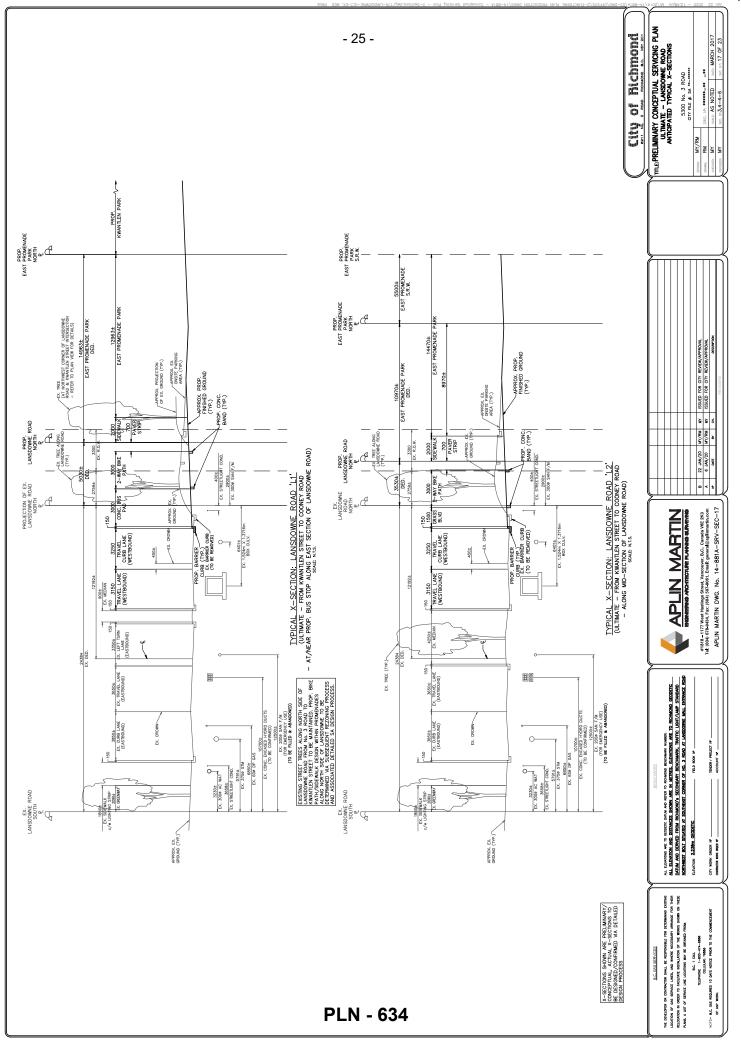


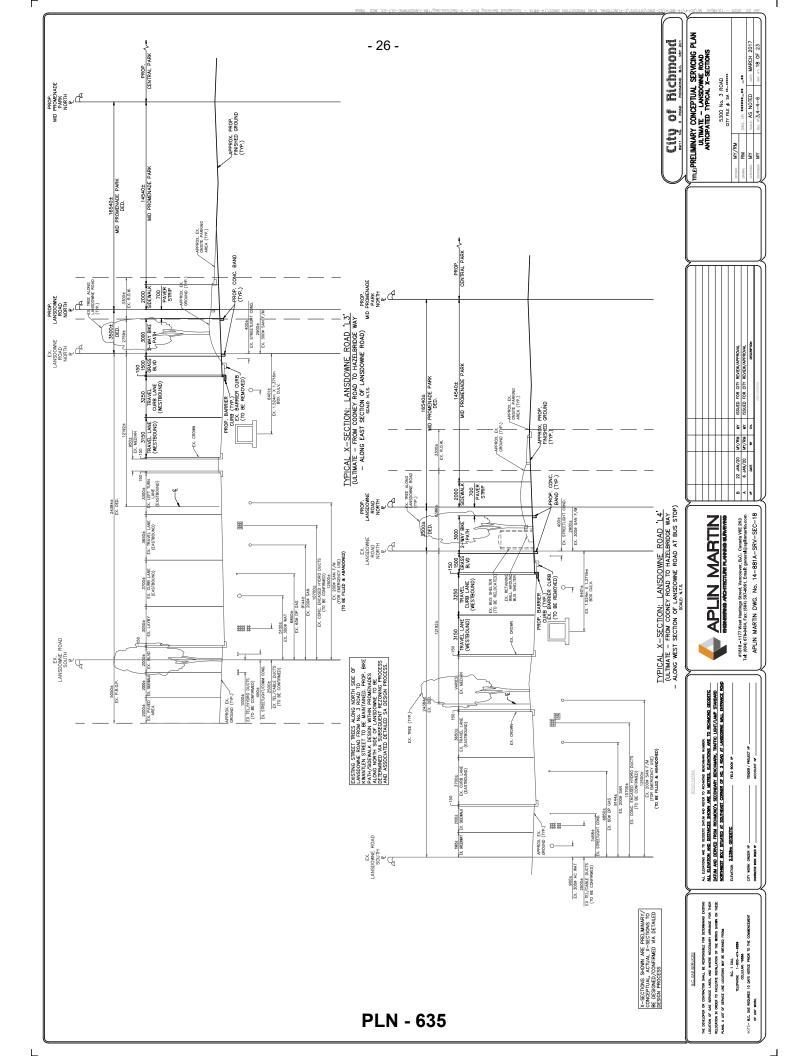


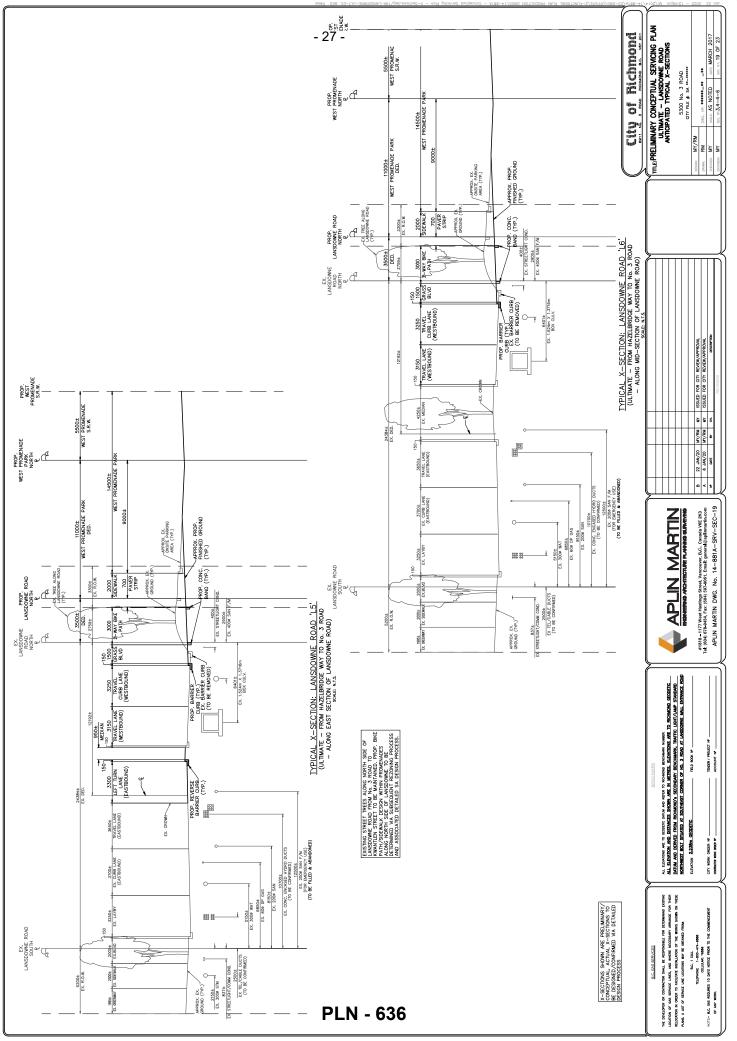


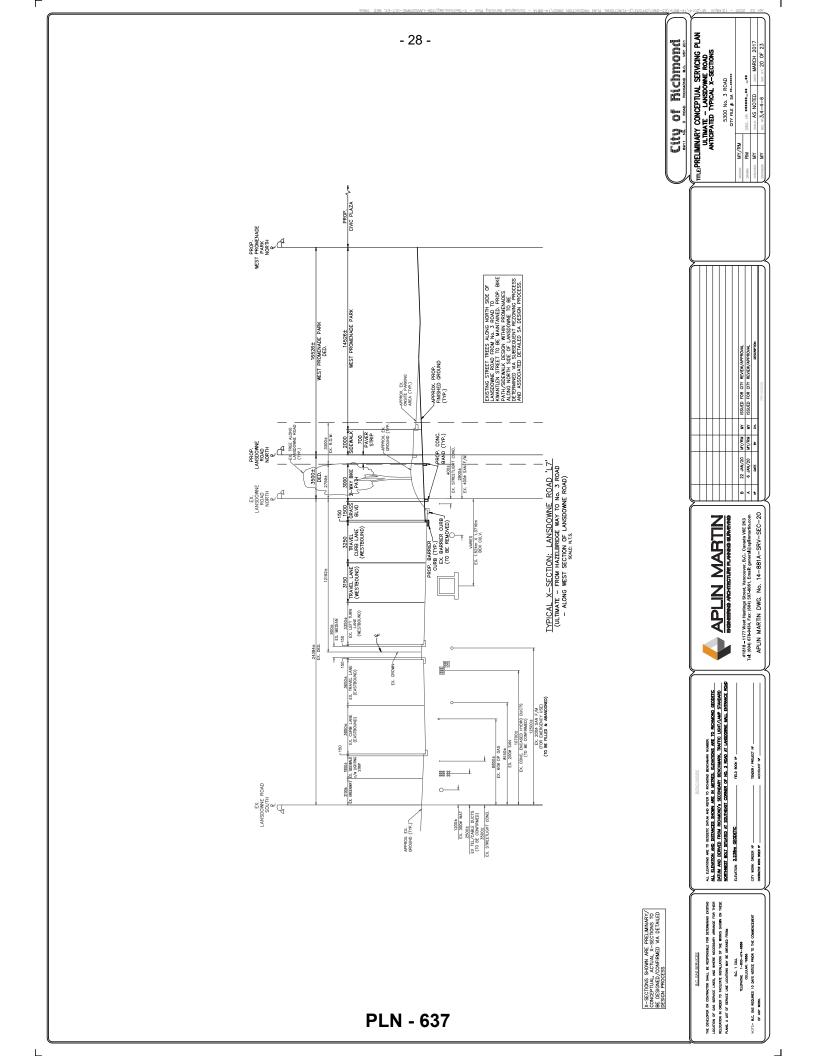


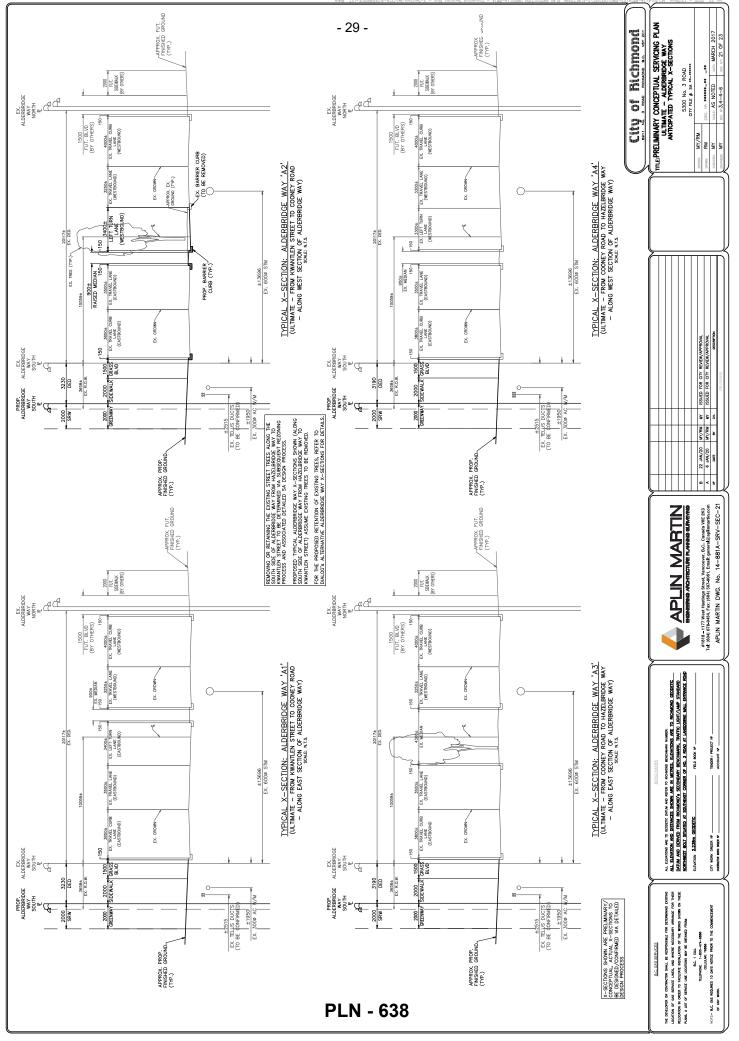




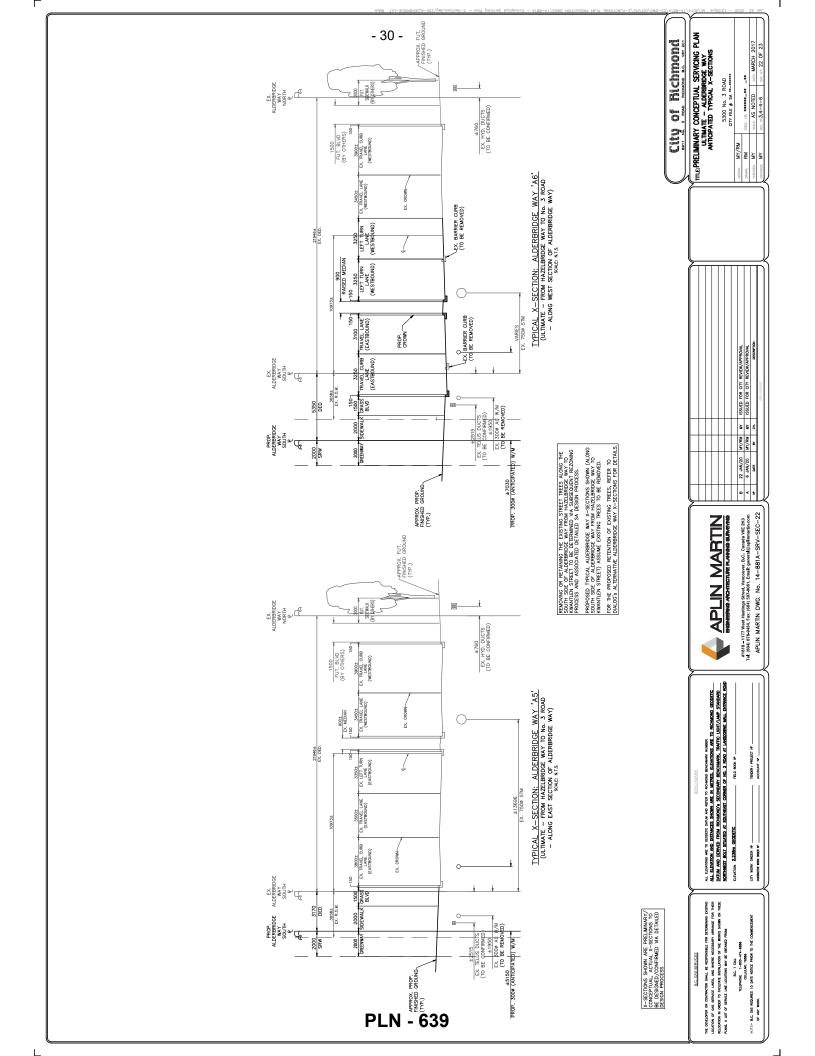


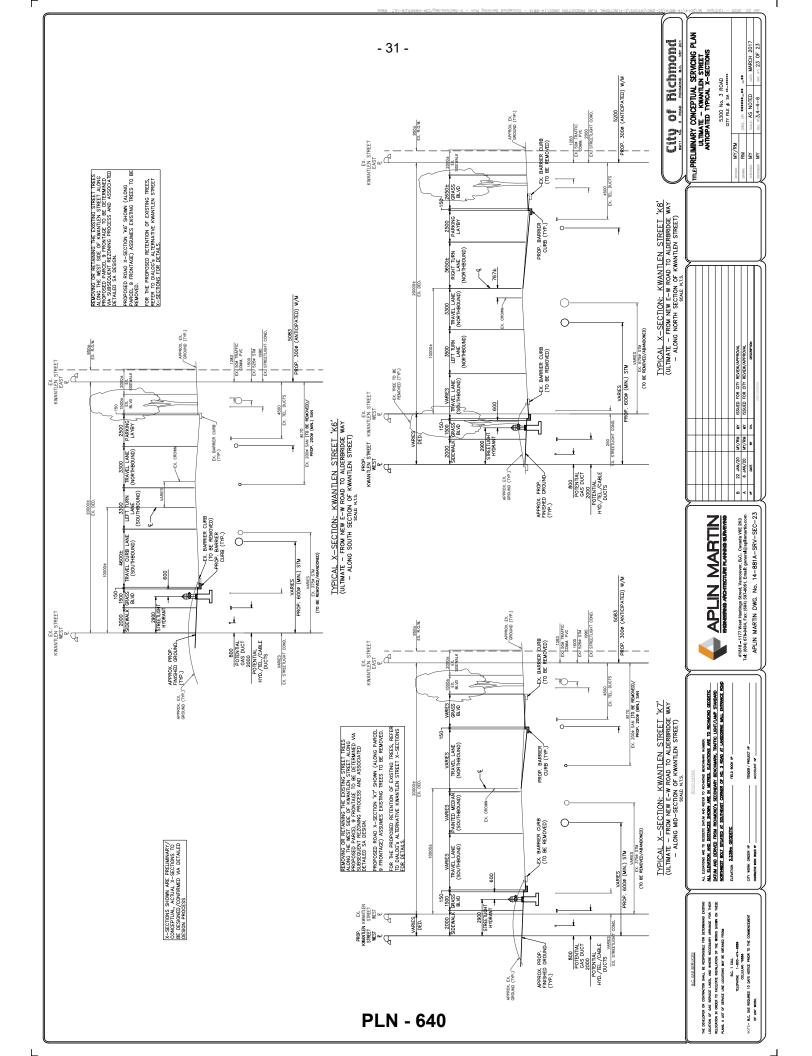






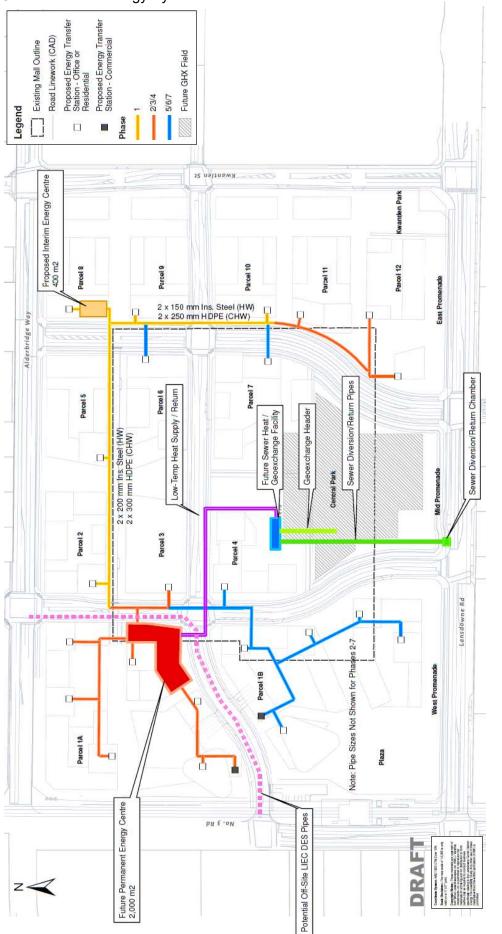
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Low Carbon District Energy System

Schedule 7



PLN - 641



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

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

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

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

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

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

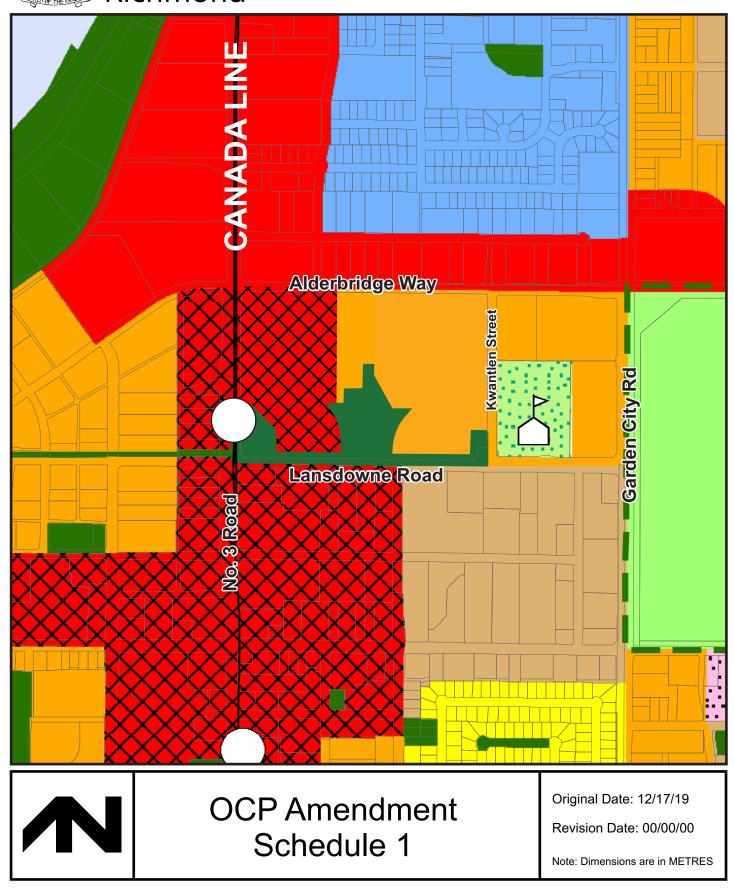
   Lansdowne Centre (Lansdowne Village) as shown in "Schedule X attached to and forming part of Bylaw 10154".
- 2.24 Replacing page 4-11, including the Park & Open Spaces Map (2031), with "Schedule Y attached to and forming part of Bylaw 10154."
- 2.25 Replacing page 4-13, including the Density Bonusing Map (2031) 4-13, with "Schedule Z attached to and forming park of Bylaw 10154".
- 2.26 Replacing the Generalized Land Use Map (2031) with "Schedule AA attached to and forming part of Bylaw 10154".
- 2.27 Replacing the Overlay Boundary Village Centre Bonus Map (2031) with "Schedule BB attached to and forming part of Bylaw 10154".
- 2.28 Replacing the Specific Land Use Map: Lansdowne Village (2031) with "Schedule CC attached to and forming part of Bylaw 10154", including inserting the following:
  - a. A new sub-category for the Urban Core (T6) land use map designation that references 35 m building height, "Urban Core T6 (35 m)".
  - b. A new bullet as follows into the Detailed Transect Description for Urban Centre (T5) development, "Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g. larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City".
- 2.29 Making various text and graphic amendments to accommodate the identified bylaw amendments and to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use map: Lansdowne Village (2031) as amended.

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

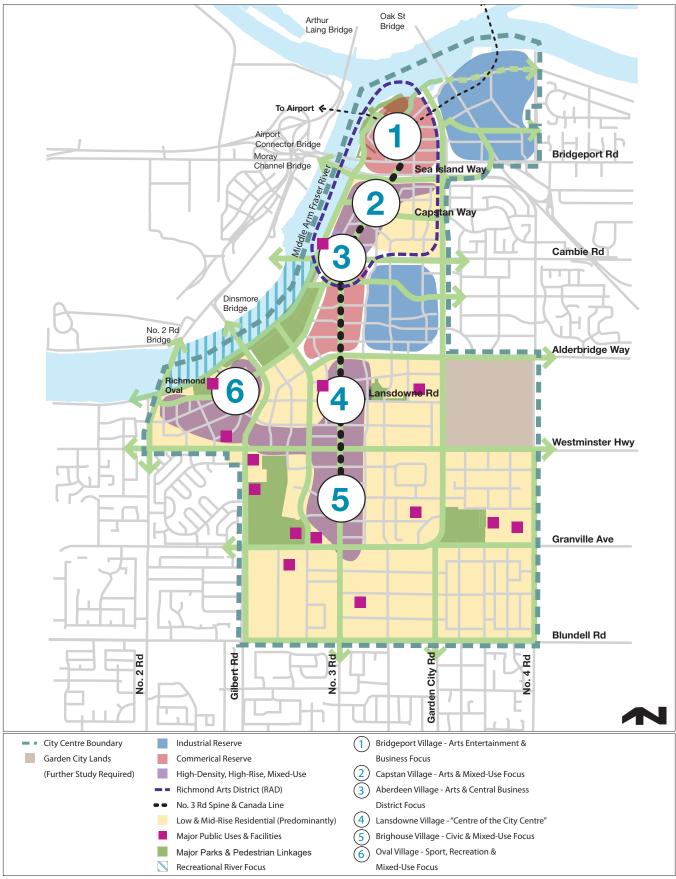
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THIRD READING		
OTHER CONDITIONS SATISFIED		
ADOPTED		

MAYOR

CORPORATE OFFICER



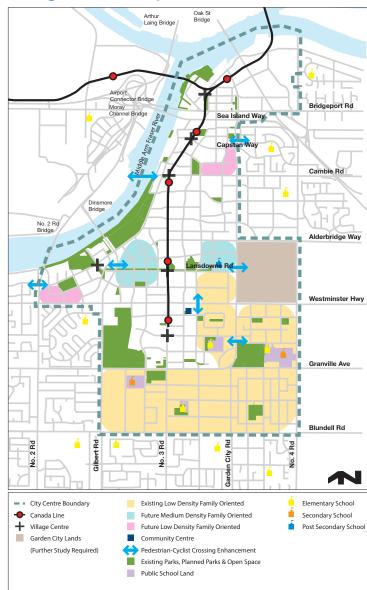
# **City Centre Framework Map**



# 2.1.1(a) Accommodating Diversity

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

# City Centre Neighbourhoods & Village Areas Map



#### Build-Out (2100) Building Type Distribution by Village

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

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

# **OBJECTIVE:**

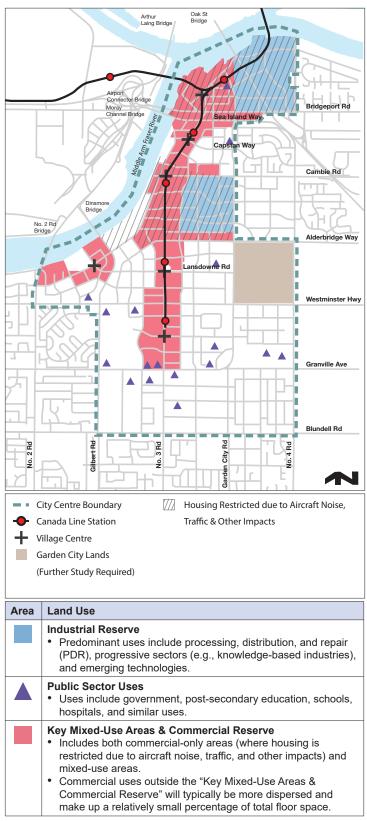
Provide a framework that enhances the City Centre as the focus of a vibrant "**Aerotropolis Community**" – a business centre with a strong identity, international perspective, and a sustainable, "triple bottom line" approach to economic development that builds on Richmond's existing strengths and natural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

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

## **Balancing Employment Land Demand** & Supply

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

# Jobs & Business Concept Map



## 2.2.3 Commercial

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

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

## Challenge/Opportunity

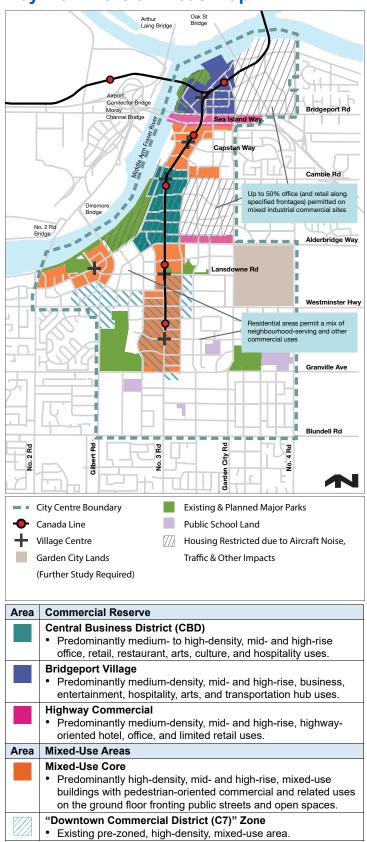
Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique "gateway" and riverfront advantages, strong retail sector, housing growth, and the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

## **Proposed Strategy**

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

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

# **Key Commercial Areas Map**



# 2.2.3(d) Pedestrian-Oriented Retail Precincts

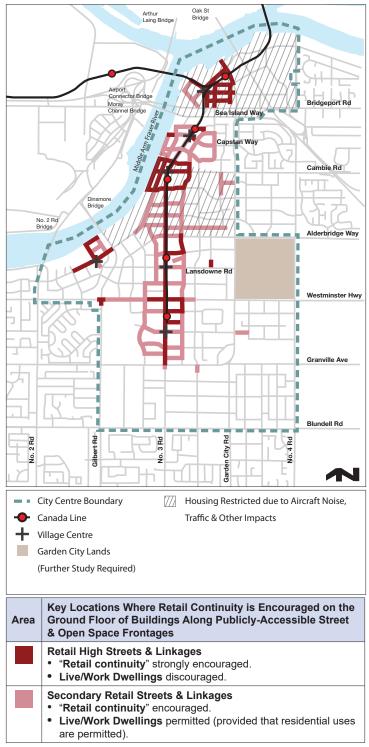
Lively, urban retail areas require "**retail continuity**": the continuity of a substantial amount of ground floor frontages that are attractive, pedestrianoriented, rich in detail, and engaging – in other words, frontages that encourage people to walk and linger, and include:

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

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

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

# Pedestrian-Oriented Retail Precincts Map



#### Walking Features

#### Street Network

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

#### Streetscape

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

#### **Transit Villages & Connections**

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

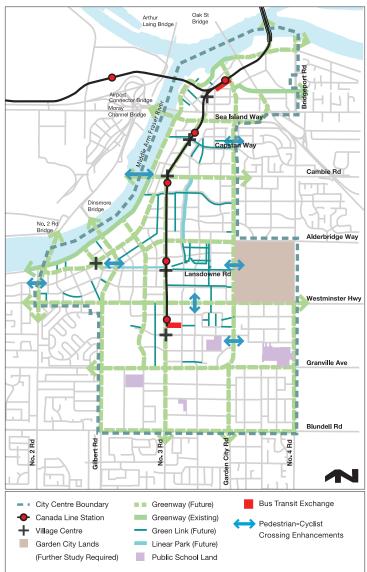
#### **Urban Greenways & Trails**

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

#### Accessibility

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

# Pedestrian Environment Map (2031)



#### **Cycling Network Features**

#### Accommodation on Street Network

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

#### **Designated Cycling Routes**

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

#### Trails & Bridges

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

#### End-of-Trip Facilities

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

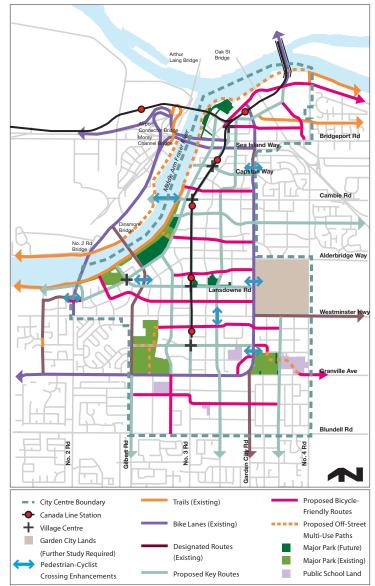
#### Integration with Transit

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

#### **Promotion & Education**

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

# Cycling Network Map (2031)



# **OBJECTIVE:**

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

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

# Arts & Culture Map (2031)



# 2.4.1(b) Places to Gather & Celebrate

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

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

## **Challenges/Opportunities**

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

## **Proposed Strategy**

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

# Public Spaces & Places Map (2031)



# 2.4.1(c) Public Art

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

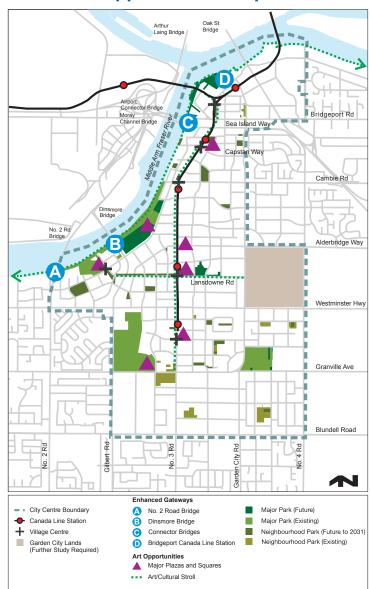
Public art is valued and supported by both the public and private sectors. It serves as a catalyst for high-quality public and private investments, stimulates economic development initiatives, supports cultural tourism and fosters a quality of place that helps attract businesses and a creative work force.

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

## **Challenges/Opportunities**

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

# **Public Art Opportunities Map**



### Living Landscape On-The-Ground

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

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



# A Base for Building a Living Landscape Map

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



# **OBJECTIVE:**

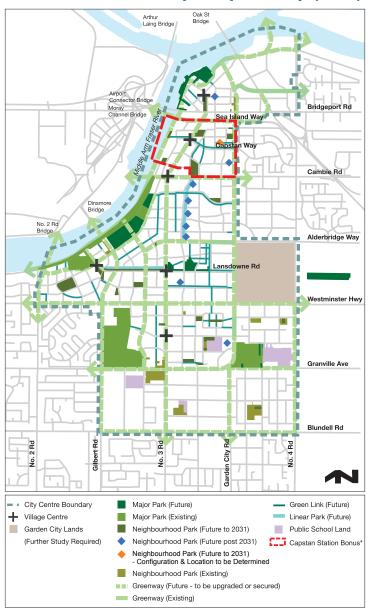
# Provide a framework for a **complete parks and open space system** that will:

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

#### Strategic Investment for City Acquisition of Open Space

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

# Base Level Parks & Open Space Map (2031)



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

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

# 2.6.1 Major Parks

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

## **City-Wide Urban Parks**

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

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

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

## **Community Parks**

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

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

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

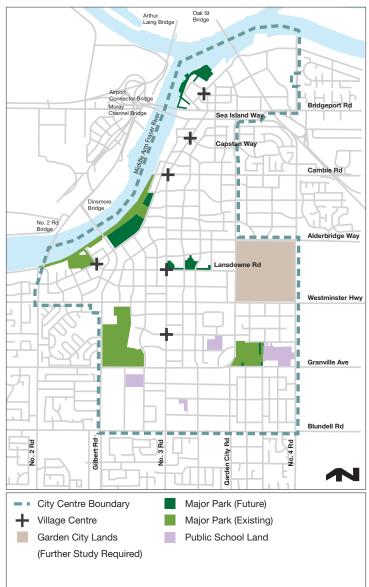
## **Natural Areas**

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

**Program:** Habitat zones, interpretive & education programs.

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

# **Major Parks Map**



## Additional Study

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

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

# 2.6.3(c) Pedestrian Linkages

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

#### Greenways

**Location:** Along major streets and important recreational corridors.

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

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

#### **Linear Parks**

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

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

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

#### **Green Links**

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

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

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

# Pedestrian Linkages Map



## Additional Study

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

# **OBJECTIVE:**

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

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

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

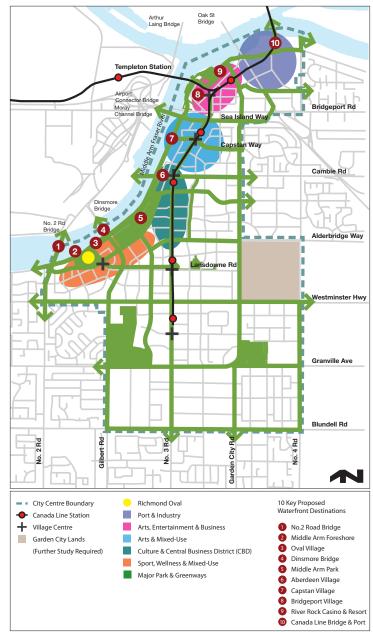
Public Spaces and Public Life, City of Adelaide: 2002. City of Adelaide, Gehl Architects ApS, 2002.

# **Public Realm Areas Map**



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

# **Riverfront Features & Destinations Map**



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

## 2.10.1(e) Encourage Human-Scaled Development

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

## **Challenge/Opportunity**

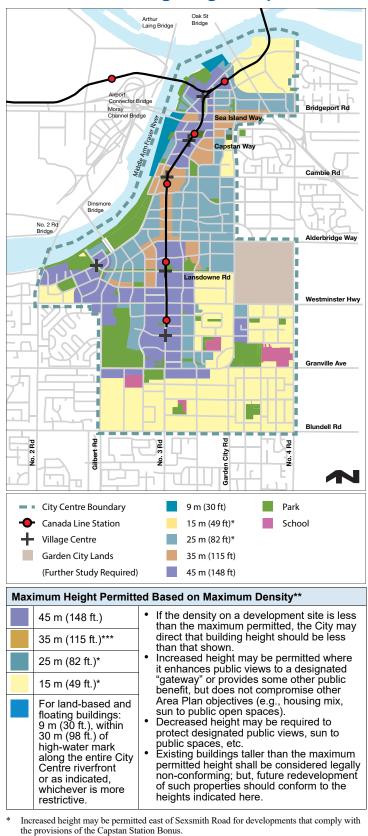
Transport Canada regulations generally restrict the maximum permitted height of buildings in the City Centre to 47 m (154 ft.) geodetic (or lower in areas affected by landing and take-off operations). This height is adequate for the City Centre's higher density buildings, but is considered low in a region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

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

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

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

# Maximum Building Height Map



 By/aw 10020 \*\*
 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

areas. \*\*\* Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.

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

Richmond's OCP encourages a maximum tower floorplate size of  $600 \text{ m}^2$  (6,459 ft<sup>2</sup>) and a minimum distance between towers of 24 m (79 ft.).

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

- larger floorplates that better reflect actual City Centre residential development practices (i.e., typically 650 m<sup>2</sup> (6,997 ft<sup>2</sup>) ) and anticipated non-residential market needs;
- larger gaps between towers in some areas to reduce private view blockage, sunlight blockage, and the impression of a "wall" of buildings.

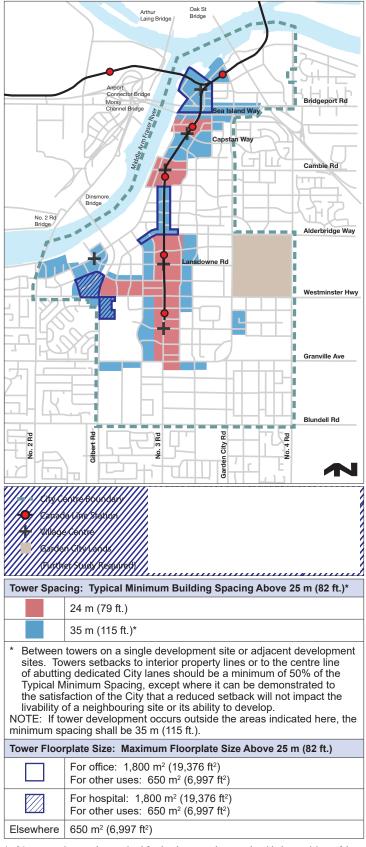
In addition, a minimum development site size for tower development is encouraged. This is intended to make clear that while a development site may be designated for building heights greater than 25 m (82 ft.) (i.e., towers), this form is discouraged where it may impact adjacent sites or affects the livability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

## Minimum tower development site

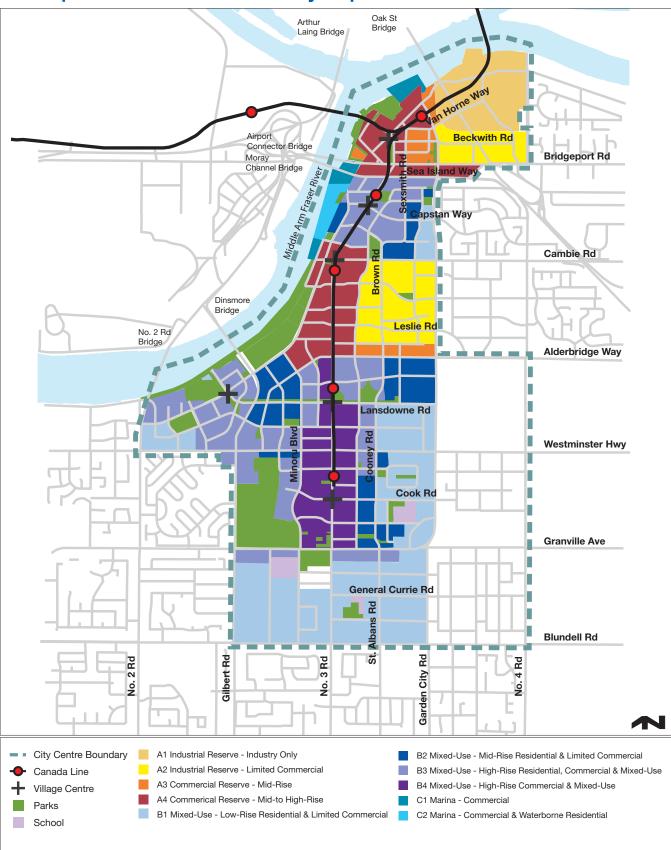
**size** (i.e., for buildings taller than 25 m (82 ft.) ):

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

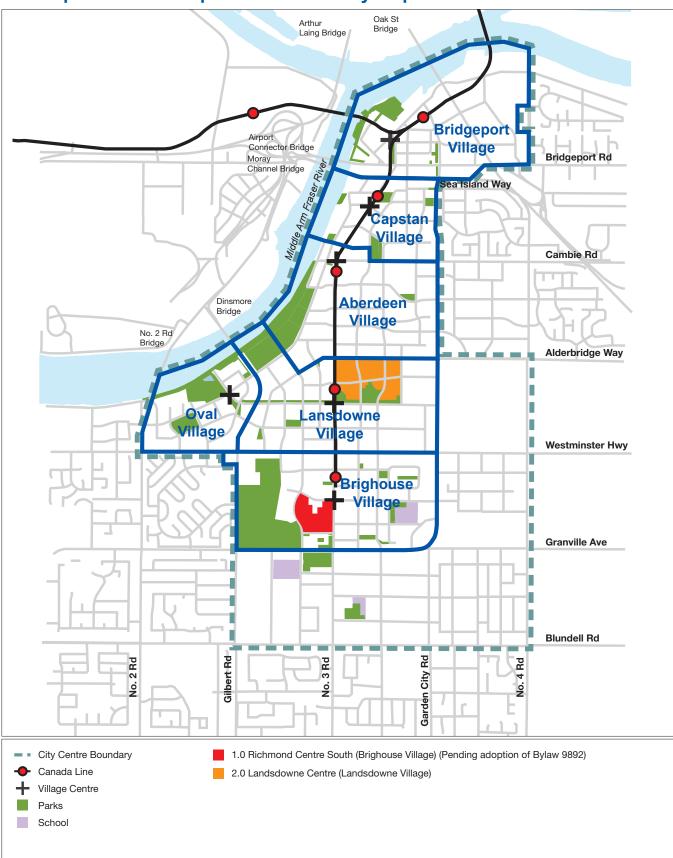




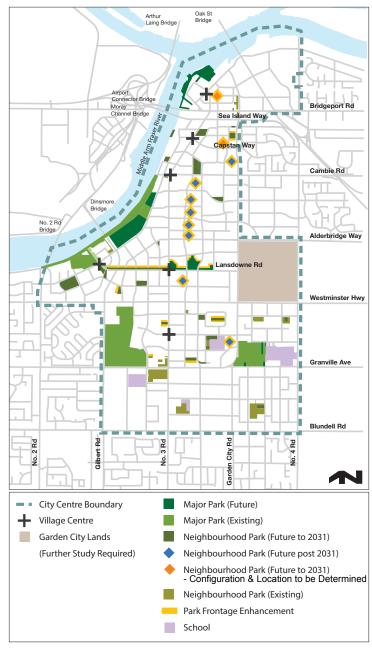
\* 24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.



# **Development Permit Sub-Areas Key Map**



# **Development Permit Special Precinct Key Map**



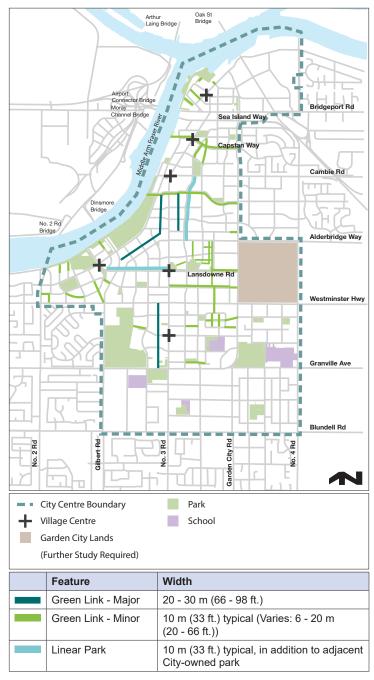
# Park Frontage Enhancement Areas Map

#### **B.** Plazas and Squares

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

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

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



# Designated Green Link & Linear Park Location Map

#### **Orientation:** Varies

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

# 3.3.2 Special Precinct 2.0

# Lansdowne Centre (Lansdowne Village)



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

## **Predominant Land Use:**

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

#### Key Land Use Restrictions:

• Small commercial units along designated Pedestrian-Oriented Retail frontages

#### Maximum Net Density:

• Varies. 2.77 FAR blended over the subject site

#### Maximum Typical Height\*:

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

\*unless otherwise restricted by Airport Zoning Regulations (AZR)

# **Special Precinct Character Areas**

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



#### Station District

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



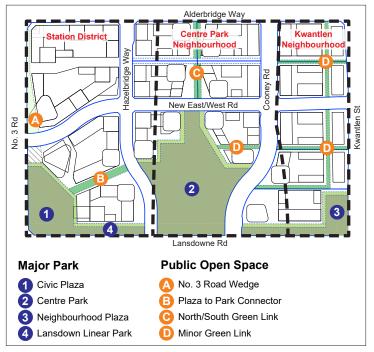
#### Centre Park Neighbourhood

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



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

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



#### City of Richmond

	Station District	Centre Park Neighbourhood	Kwantlen Neighbourhood
A. Typical Distribution of Uses	<ul> <li>Underground: Parking (1-2 levels).</li> <li>Ground: Pedestrian-oriented retail, restaurant, entertainment, community uses and limited lobbies. Excludes large floor plate commercial units.</li> <li>Above: Retail, commercial, office, community uses, residential.</li> </ul>	Underground: Parking (1-2 levels).     Ground: Townhouses and limited lo     Above: Residential. Pedestrian-oriented commercial and o	obbies. community uses permitted.
B. Maximum City Block Size C. Minimum Net Development Site	<ul> <li>As defined by public streets, mews,</li> <li>Minimum 6,000 m<sup>2</sup> (1.4 ac.).</li> </ul>	, Major Park and/or public open space	areas.
Size D. Net Development Site Coverage E. Maximum Building Height • Except where Airport Zoning Regulations (AZR) apply.	<ul> <li>90% exclusive of public open space</li> <li>45 m (147 ft.).</li> </ul>	<ul> <li>and mews secured for public access</li> <li>35 m (114 ft.), except may increase to 45 m (147 ft.) in accordance with the 45 m Tower &amp; Landmark Building Location Plan.</li> </ul>	s with Statutory Right-of-Ways (SRW). • 25 m (82 ft.).
F. Tower: • Spacing	• 24 m (78 ft.).	<ul> <li>35 m (114 ft.), except may be 24 m (78 ft.) where towers do not impact public spaces and design contributes toward more animated public spaces and built forms.</li> </ul>	Not applicable.
Distribution	<ul> <li>As defined by 45 m Tower Location</li> </ul>		Not applicable.
Floorplate	towers and/or where recommended applied and larger floorplates do no • Stepped building forms encouraged	ot impact public spaces. I for towers to 35 m (114 ft.) height.	
G. Habitable Floor Elevation	Retail & lobbies: 0.3 m (1 ft.)     above crown of fronting street.	<ul> <li>Lobbies: 0.3 m (1 ft.) above crown</li> <li>Other residential: 2.9 m (9.5 ft.) GS</li> </ul>	SC
H. Minimum Setbacks: • Underground	Nil.	Nil.	Nil.
<ul> <li>Roads/Mews</li> </ul>	<ul> <li>No. 3 Road: 6 m to 30 m (19 - 98 ft.).</li> </ul>	• Mews: 3 m (10 ft.).	
• Major Park	• Lansdowne Linear Park & Civic Plaza: 8.5 m (27 ft.).	<ul> <li>West side of Centre Park: 8.5 m (27 ft.).</li> <li>East side of Centre Park: 11 m (36 ft.).</li> </ul>	<ul> <li>Lansdowne Linear Park &amp; Neighbourhood Plaza: 8.5 m (27 ft.).</li> </ul>
Public Open Space	<ul> <li>Between buildings fronting Plaza to Park Connector: minimum 18 m (60 ft.).</li> </ul>	<ul> <li>Between buildings fronting North/ South Green Link: minimum 20 m (65 ft.).</li> <li>Between buildings fronting Minor G</li> </ul>	Green Link: minimum 16 m (52 ft.).
I. Build-to-Lines	<ul> <li>Setbacks should typically be treated as build to lines.</li> <li>More varied and animated built forms along pedestrian-oriented retail streets, Major Park and public open spaces.</li> </ul>		
J. Preferred Frontage Treatments	<ul> <li>Shopfront and Awning. Options along perimeter roads include Dual Walkway and Stramp (No. 3 Road, Lansdowne Linear Park).</li> </ul>	<ul> <li>Stoops and Porches, Lawn and Garden, an option of Terrace Units along Alderbridge Way, and limited Shopfront and Awning.</li> </ul>	
<ul> <li>K. Landscape Considerations</li> <li>Character</li> </ul>	<ul> <li>Civic oriented urban spaces that can accommodate large pedestrian volumes, temporary/ seasonal activities, and casual surveillance by fronting uses.</li> </ul>	<ul> <li>Intimate urban spaces that encourage lingering and socializing and provide casual surveillance of the street and public open spaces.</li> </ul>	
	waiting and circulation, special pavi		0
Public Open Space	<ul> <li>Maximize functional use of building</li> <li>Urban plazas accommodate daily</li> </ul>	<ul> <li>rooftops (landscaping, green roofs, et</li> <li>North/South Green Link: Park-</li> </ul>	C.).
	<ul> <li>bilar plazas accommodate dany use and large crowds during festivals and events.</li> <li>No. 3 Road Wedge: Include feature trees to frame the space while maintaining sightlines between Alderbridge Way and Civic Plaza.</li> <li>Plaza to Park Connector: Maintain sightlines between Civic Plaza and Centre Park. Common furnishing, paving and tree canopy.</li> </ul>	like character visually and physically extends Centre Park. Accommodates full depth planting, a neighbourhood oriented mobility hub, and spaces for small groups to gather (community garden, play spaces, seating).	
	Accommodate a city scale mobility hub (above and below ground elements).	groups to gather.	
Major Park	<ul> <li>Incorporate on-site rainwater management provisions (slow &amp; filter, capture &amp; store, celebrate &amp; educate).</li> <li>Park Frontage Enhancement Areas to provide transitions between park and private space and ecological benefits (native, pollinator and adaptive plant and tree species).</li> </ul>		
L. Building Form Considerations	<ul> <li>Continuous, smaller scale commercial units at ground level along pedestrian-oriented retail streets. "Feature" buildings with associated forecourt spaces may overhang No. 3 Road setback. "Landmark" building elements may overhang Civic Plaza.</li> </ul>	<ul> <li>High density residential with dynamic architecture framing park and public open spaces and a distinct park like quality (on-site "breezeway", rainwater management strategy).</li> </ul>	<ul> <li>Intimate residential character and semi-transparent relationship with area's parks and public open spaces. A range of mid-rise building forms.</li> </ul>

#### Lansdowne Centre (Lansdowne Village)

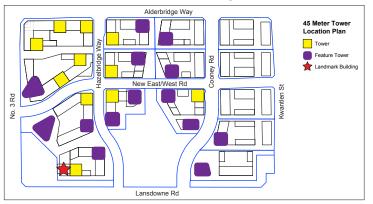
## Tower Form and Landmark Building Fundamentals:

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

### A. Tower Form and Landmark Building Fundamentals

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

#### 45 m Tower & Landmark Building Location Plan





Stepped and varied building articulation.



"Feature" towers, exhibit unique architectural design.

#### Lansdowne Centre (Lansdowne Village)

**Development Features:** 

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

### **B. Station District**

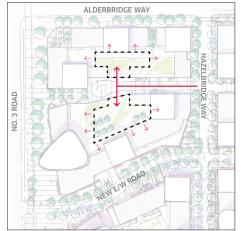
Lansdowne Centre (Lansdowne Village) is intended to reflect its key location at the "Centre of the Centre" and to contribute toward No. 3 Road's designation as a "great street". Well-defined pedestrian-oriented retail high streets, the prominent Civic Plaza, and transportation options will encourage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



Urban mixed use high density development.



*Flexible festival zone uses along No. 3 Road.* 



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



"Indoor/outdoor" zones.





City Scale Mobility Hub

#### Lansdowne Centre (Lansdowne Village)

#### **Development Features:**

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

### C. Centre Park Neighbourhood

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



Central Park



Green Links



Neighbourhood Mobility Hub



Mews

#### Lansdowne Centre (Lansdowne Village)

#### **Development Features:**

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

### D. Kwantlen Neighbourhood

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



Varied mid-rise building forms.



Green Links, Major Park frontage.



#### 4.1.3 Park & Open Space

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

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

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

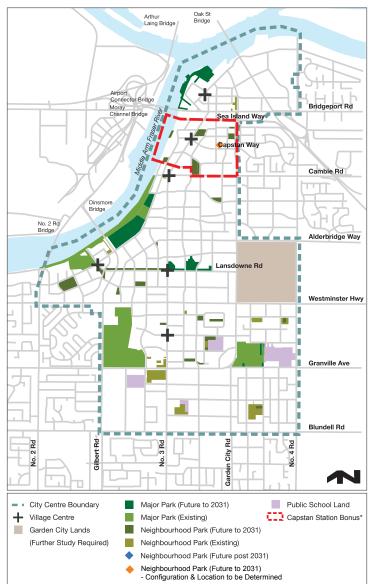
- 9 ha (22 ac.) is already owned by the City in 2008;
- 11 ha (27.5 ac.) is proposed to be acquired as privately owned publicly accessible areas (POPAs) or right-of-ways;
- 22 ha (54 ac.) is proposed to be added to the DCC Program, which has a time frame to the year 2031.

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

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

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

### Park & Open Spaces Map (2031)



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

#### 4.1.4 Density Bonusing

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

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

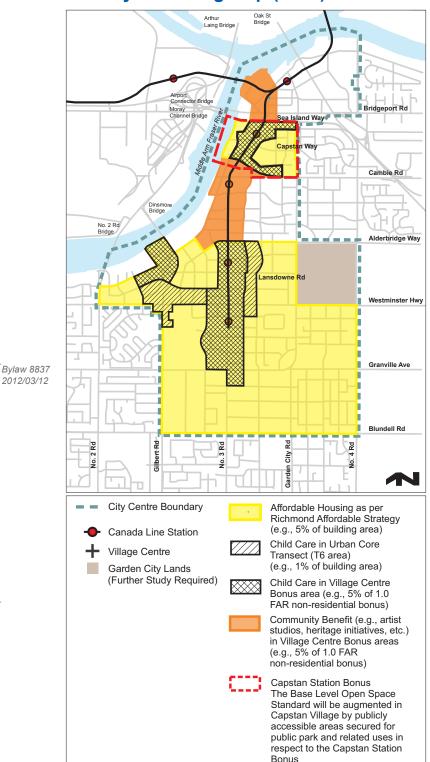
The *CCAP Implementation Strategy* identified the following priorities based on Council's approved policies and because of their need:

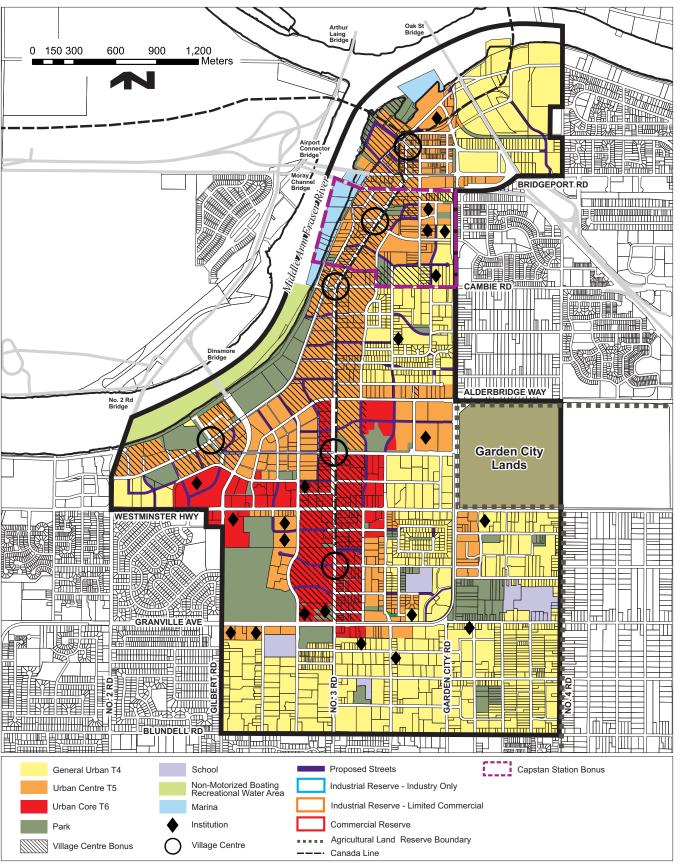
- First Priority affordable housing as per Richmond Affordable Housing Strategy;
- Second Priority child care as per the Richmond Child Care Needs Assessment.

The density bonusing approach is being fully utilized by the City to encourage developers to either provide a cash contribution towards or to build affordable housing, child care and community benefit items (e.g., artist studios; heritage conservation). In the Capstan Station Bonus area, density bonusing is utilized to encourage voluntary developer contributions to the Capstan Station Reserve (as per the Richmond Zoning Bylaw) and publicly accessible areas secured for public park and related uses.

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

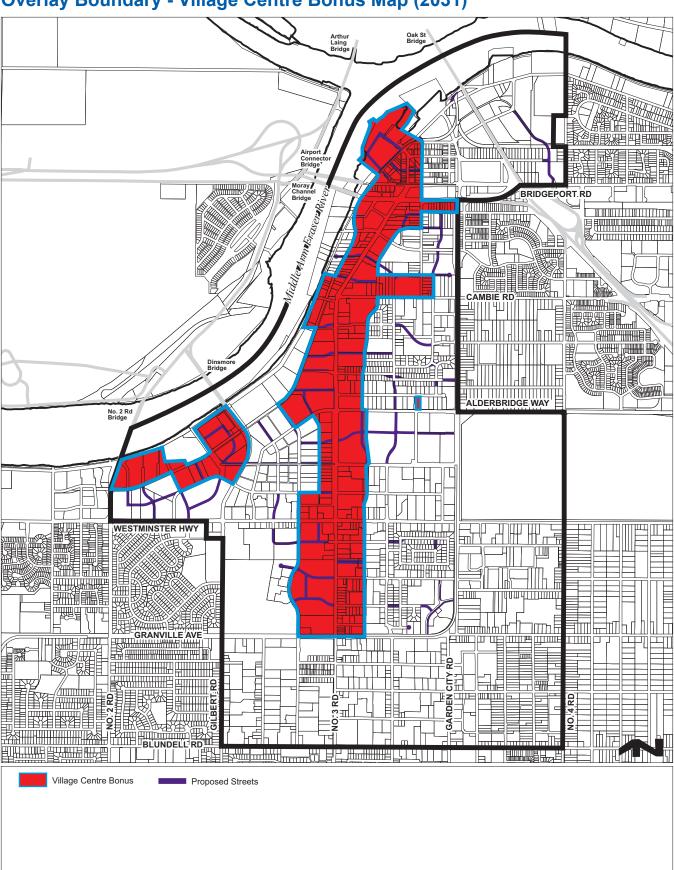
### **Density Bonusing Map (2031)**



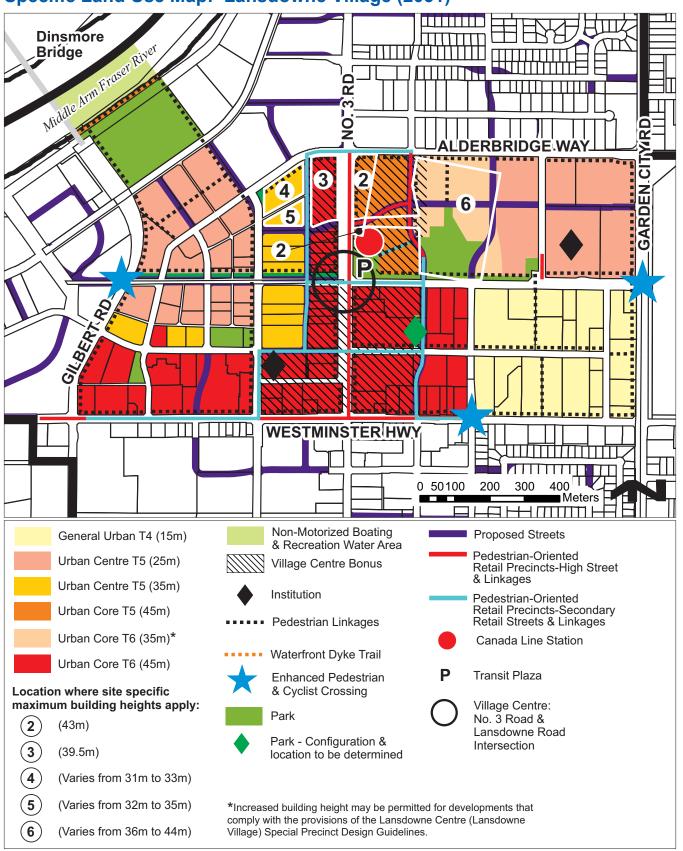


#### Generalized Land Use Map (2031)

Original Adoption: June 19, 1995 / Plan Adoption: Septemb PL4N009677



#### **Overlay Boundary - Village Centre Bonus Map (2031)**



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

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

Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		Development Site Density
<ul> <li>Residential permitted.</li> <li>Additional Land Use Considerations: <ul> <li>a) Community Centre (West)</li> <li>This facility may be situated in the Oval or Lansdowne Village area.</li> </ul> </li> </ul>	<ul> <li>Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that residential uses are limited to High-Density Townhouses, except that other housing types are permitted to accommodate residents with special needs (e.g., seniors)</li> <li>Office</li> <li>Institutional Use</li> <li>Recreation</li> <li>Studio</li> <li>Community Use</li> <li>Accessory Uses</li> </ul>	<ul> <li>For Non-Residential Uses: 1.2</li> <li>For Residential and Mixed Uses including Residential: <ul> <li>a) base: 0.6;</li> <li>b) Affordable Housing Bonus:</li> <li>0.6.</li> </ul> </li> </ul>
Urban Centre (T5)		
<ul> <li>Residential permitted.</li> <li>Overlays: <ul> <li>Institution;</li> <li>Pedestrian-Oriented Retail Precincts – "High Streets &amp; Linkages";</li> <li>Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets &amp; Linkages".</li> </ul> </li> <li>Additional Land Use Considerations: <ul> <li>Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area;</li> <li>Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre.</li> </ul> </li> </ul>	<ul> <li>Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: <ul> <li>a) for Pedestrian-Oriented Retail Precincts – "High Streets &amp; Linkages": Not permitted;</li> <li>b) for Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets &amp; Linkages": Live/Work Dwellings.</li> </ul> </li> <li>Hotel <ul> <li>Office</li> <li>Retail Trade &amp; Services</li> <li>Restaurant</li> <li>Neighbourhood Pub</li> <li>Institutional Use</li> <li>Recreation Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.)</li> <li>Community Use</li> <li>Accessory Uses</li> </ul> </li> </ul>	<ul> <li>For Non-Residential Uses: 2.0</li> <li>For Residential and Mixed Uses including Residential:         <ul> <li>a) base: 1.2;</li> <li>b) Affordable Housing Bonus: 0.8.</li> </ul> </li> <li>Additional density, where applicable:         <ul> <li>Institution: To be determined on a site specific basis via City development application processes.</li> <li>Village Centre Bonus: 1.0 for the provision of non- residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g. larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City.</li> </ul></li></ul>
Urban Core (T6)	· · · · · · · · · · · · · · · · · · ·	1
<ul> <li>Residential permitted.</li> <li>Overlays: <ul> <li>Village Centre Bonus;</li> <li>Pedestrian-Oriented Retail Precincts – "High Streets &amp; Linkages";</li> <li>Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets &amp; Linkages".</li> </ul> </li> </ul>	• As per Urban Centre (T5).	<ul> <li>For Non-Residential Uses: 3.0</li> <li>For Residential and Mixed Uses including Residential:         <ul> <li>a) base: 2.0;</li> <li>b) Affordable Housing Bonus: 1.0.</li> </ul> </li> <li>Additional density, where applicable:         <ul> <li>Village Centre Bonus: 1.0</li> </ul> </li> </ul>
<ul> <li>Additional Land Use</li> <li>Considerations: <ul> <li>a) Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area;</li> <li>b) Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre.</li> </ul> </li> </ul>		for the provision of non- residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger- format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City.

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



#### **Report to Committee**

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

#### Re: Farming First Strategy

#### Staff Recommendation

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

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

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

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

•

Barry Konkin Director, Policy Planning

BK:sds Att. 6

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

#### **Staff Report**

#### Origin

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

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

This report responds to the referral and includes the following:

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

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

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

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

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

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

7.4 Inspire the farming and fishing cultures of tomorrow.

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

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

#### Background

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

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

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

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

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

#### Analysis

#### Farming First Strategy

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

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

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

#### **Proposed Bylaw Amendments**

#### Official Community Plan Bylaw 9000

#### Farming First Strategy (Amendment Bylaw 10230)

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

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

#### Agricultural Buffer Requirements (Amendment Bylaw 10231)

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

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

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

#### Environmentally Sensitive Area DP Exemption (Amendment Bylaw 10232)

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

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

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

#### Letter to the Ministry

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

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

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

#### Implementation

In addition to the themes, objectives and policies of the proposed Farming First Strategy, staff have also identified actions to ensure the intent of the Strategy is implemented. The proposed actions are identified below and organized based on the themes and objectives contained in the Strategy. In order to ensure the Farming First Strategy is implemented, staff recommend to

#### **PLN - 686**

report back to Council in one year regarding the implementation of the proposed actions below. Staff note that implementation of these actions will require coordination across a number of City departments.

#### Theme 1: Agricultural Land Base

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

Actions:

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

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

Actions:

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

#### Theme 2: Agricultural Economic Viability

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

Actions:

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

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

Actions:

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

#### Theme 3: Infrastructure for Agriculture

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

Actions:

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

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

Actions:

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

#### Theme 4: Agriculture and the Environment

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

Actions:

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

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

Actions:

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

#### Theme 5: Inter-Governmental Support for Agriculture

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

Actions:

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

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

Actions:

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

#### **Public Consultation**

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

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

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

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

#### Food Security and Agricultural Advisory Committee

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

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

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

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

#### **OCP** Consultation Summary

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

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

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

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

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

#### Financial Impact

None.

#### Conclusion

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

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

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

Steven De Sousa Planner 1

SDS:cas

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

## CITY OF RICHMOND FARMING FIRST STRATEGY



**PLN - 692** 

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### **Summary**

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

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

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



THEME 1 Agricultural Land Base



THEME 2 Agricultural Economic Viability



**THEME 3** Infrastructure for Agriculture



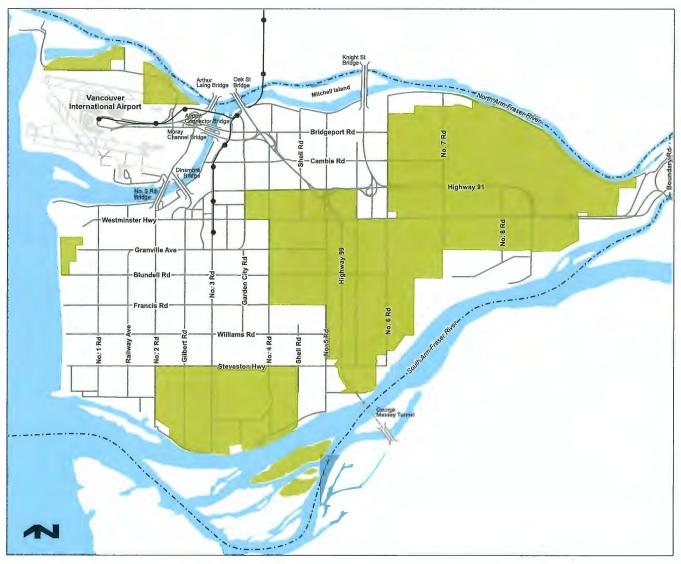
**THEME 4** Agriculture and the Environment



THEME 5 Inter-Governmental Support for Agriculture

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

## **ALR in Richmond**





Canada Line Agricultural Land Reserve



Photo Credit: Wade Comer Photography

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#### City of Richmond Farming First Strategy | 1

## **Theme 1: Agricultural Land Base**

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

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

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

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

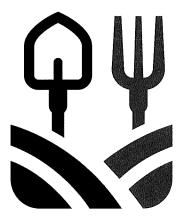




Photo Credit: Wade Comer Photography

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## Theme 2: Agricultural Economic Viability

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

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

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

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





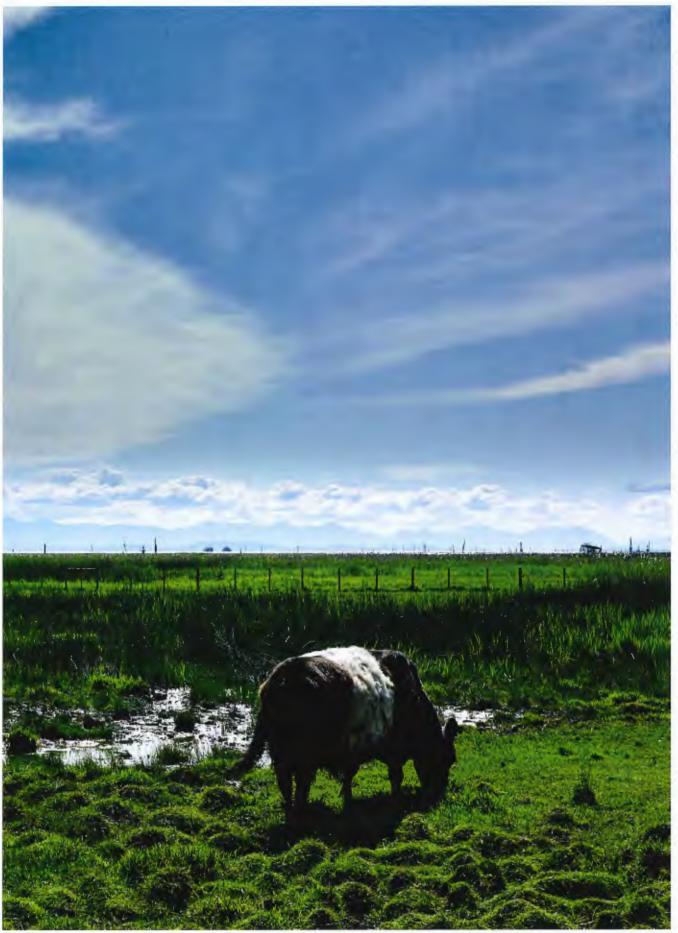


Photo Credit: Wade Comer Photography

PLN - 700

# Theme 3: Infrastructure for Agriculture

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

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

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

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





Photo Credit: Wade Comer Photography

PLN - 702

## Theme 4: Agriculture and the Environment

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

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

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

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





PLN - 704

## Theme 5: Inter-Governmental Support for Agriculture

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

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

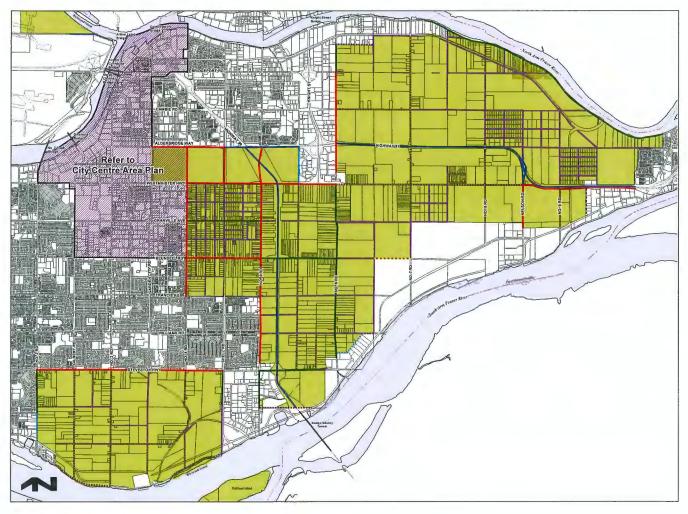
# **Objective 2:** Liaise with upper levels of government for legislative changes to support agricultural production.

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



#### PLN - 705

# **Existing Status of Road Improvements in the ALR**



Agricultural Land Reserve (ALR)

#### Agricultural Land Reserve (AL

#### Improved Roads

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

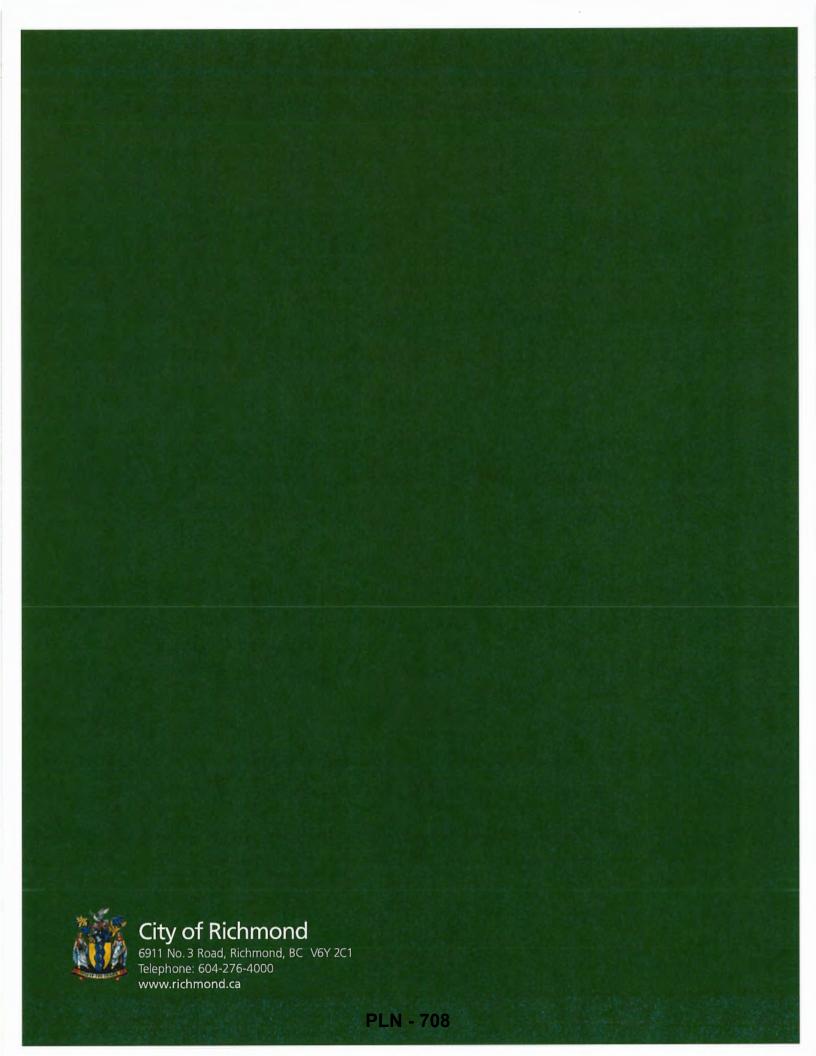
#### Unimproved Roads

- Unimproved Road
- Proposed Major Arterial

# Conclusion

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

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



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

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

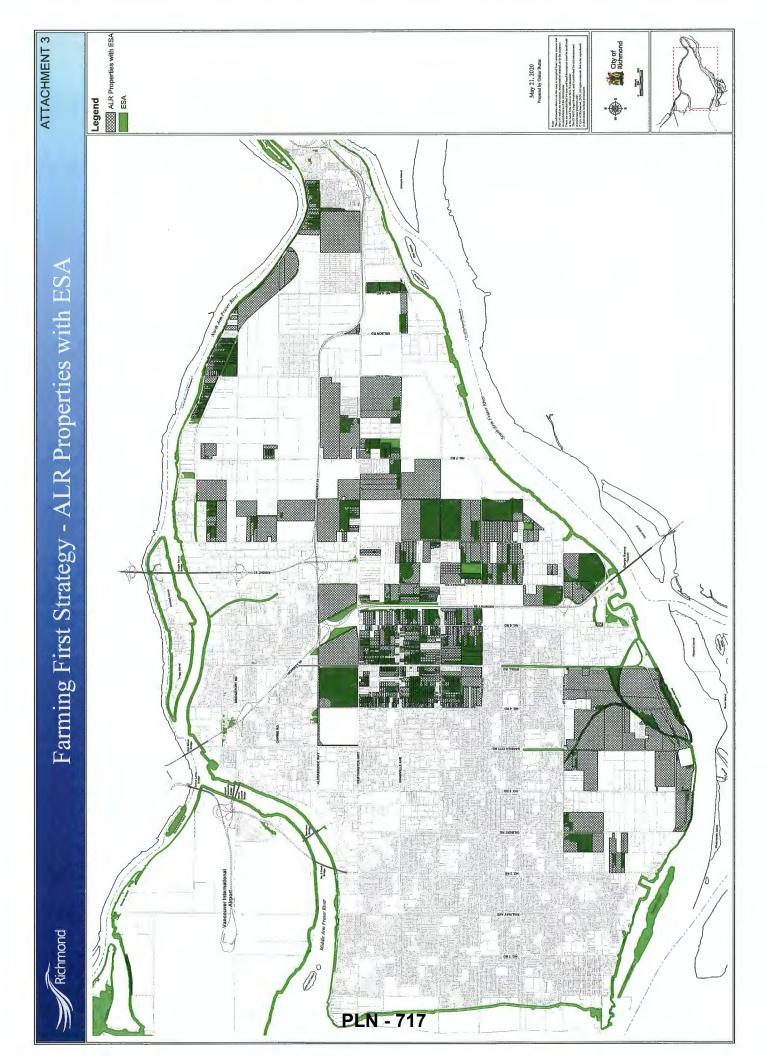
NA	Regulate all soil deposition and removal, including for farm access roads, as permitted by Provincial regulations, through a City permitting process to ensure impacts are mitidated (e.o. adjacent	New policy (Infrastructure for Agriculture)
	properties, City property, Riparian Management Areas, and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

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

NA	<ul> <li>Continue to communicate with upper levels of government to address the following agricultural-related issues:</li> <li>Review income threshold for farm status to encourage legitimate farming operations.</li> <li>Protection for farmers who lease farmland and encourage longer term leases.</li> <li>Strengthening the Agricultural Land Commission Act and the ALR Regulations to explicitly prohibit non-farm uses in the ALR and encourage agricultural production.</li> <li>Enforcement of contraventions on ALR property (including monitoring, inspections, and penalties for non-compliance).</li> <li>Improved regulations for non-soil based greenhouses and limiting such structures to areas with lower soil class agricultural land (e.g. Class 4 or lower).</li> <li>Explore financial incentives for farming operations (e.g. grants, tax breaks and training operations (e.g. grants, tax breaks and training operations (e.g. grants, tax breaks and training operations for incorporation of environmental substainable farm operations, organic farming and reduction in pesticide use. Incorporation of environmental stewardship initiatives into the Farm Practices Protection (Right to Farm) Act.</li> </ul>	New policy (Inter-Governmental Support for Agriculture)
Other		
<ul> <li>Where there is an intervening road between the ALR and the non-ALR</li> <li>and the non-ALR</li> <li>encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (e.g., between the road curb, any sidewalk and the property line) through the servicing agreement process;</li> <li>encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) through the:</li> <li>Rezoning and/or Building Permit process for industrial and institutional uses;</li> </ul>	<ul> <li>Where there is an intervening road between the ALR and the non-ALR lands, provide an appropriate landscaped setback on the non-agricultural lands (e.g. 3 m (9.8 ft.) to parking and 4.5 m (14.8 ft.) to buildings).</li> <li>For all significant development immediately adjacent to sites designated within the ALR (i.e., no intervening road), a landscaped buffer of approximately 15 m (49.2 ft.) wide, or an alternative width deemed appropriate and acceptable to the Director of Development, should be provided between the development and the agricultural land.</li> </ul>	Revised to reflect current practice and standards, added specific building setbacks, and moved to the Development Permit Guidelines section of the OCP. *Note: an OCP amendment is also proposed in association with this policy.

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

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# Farming First Strategy – Public Consultation Summary

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

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

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

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

# Public Open Houses

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

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

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

# Feedback Form

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

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

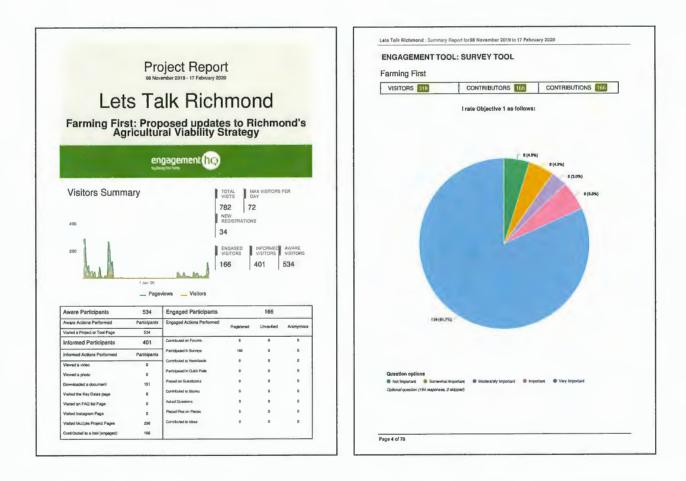
In total, the proposed Farming First Strategy LetsTalkRichmond page was visited 782 times and the associated documents (including the staff report, display boards and agricultural fact sheet) were downloaded 151 times.

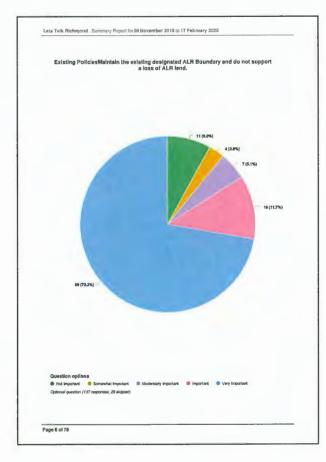
# Farming First Strategy - Public Consultation Results Summary (Feedback Form - Objectives & Policies)

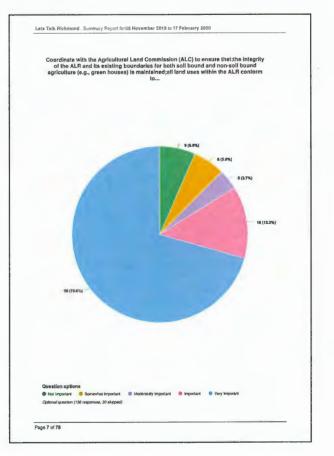
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bjective 1	4.9%	4.9%	3.0%	5.5%	81.7%
	8.0%	2.9%	5.1%	11.7%	72.3%
plicy 1		5.9%	3.7%	13.2%	70.6%
plicy 2	6.6%			19.9%	60.3%
olicy 3	10.3%	2.9%	6.6%		62.6%
olicy 4	9.2%	6.1%	6.1%	16.0%	
olicy 5	9.6%	5.2%	5.2%	20.7%	59.3%
olicy 6	15.3%	2.9%	4.4%	10.2%	67.2%
bjective 2	6.7%	3.7%	3.1%	11.0%	75,5%
olicy 1	15.5%	0.0%	2.3%	5.4%	76.7%
olicy 2	12.5%	7.8%	6.3%	13.3%	60.2%
olicy 3	12.4%	3.9%	7.8%	10.9%	65.1%
olicy 4	11.5%	3.8%	4.6%	15.3%	64.9%
olicy 5	11.5%	3.8%	7.6%	22.9%	54.2%
olicy 6	6.2%	3.1%	5.4%	13.8%	71.5%
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bjective 1	7.3%	2.4%	6.7%	20.0%	63.6%
plicy 1	5.5%	6.4%	5.5%	27.3%	55.5%
	5.5%	8.3%	5.5%	33.0%	47.7%
olicy 2	6.4%	2.8%	3.7%	20.2%	67.0%
olicy 3		6.5%	12.0%	25.0%	50.0%
olicy 4	6.5%			25.9%	41.7%
olicy 5	8.3%	6.5%	17.6%		
olicy 6	9.3%	1.9%	11.2%	15.9%	61.7%
bjective 2	4.8%	5.5%	6.1%	12.7%	70.9%
olicy 1	5.3%	6.2%	7.1%	28.3%	53.1%
olicy 2	3.5%	2.7%	7.1%	23.0%	63.7%
olicy 3	2.7%	2.7%	9.7%	24.8%	60.2%
olicy 4	4.4%	7.1%	7.1%	29.2%	52.2%
olicy 5	7.0%	3.5%	4.4%	21.1%	64.0%
olicy 6	8.0%	8.8%	15.9%	31.0%	36.3%
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olicy 2	2.2%	4.4%	5.5%	37.4%	50.5%
olicy 3			4.3%	20.4%	66.7%
olicy 4	3.2%	5.4%			56.5%
olicy 5	2.2%	8.7%	6.5%	26.1%	
olicy 6	4.3%	7.4%	14.9%	39.4%	34.0%
bjective 2	3.1%	1.2%	11.8%	35.4%	48.4%
olicy 1	8.2%	4.1%	7.1%	25.5%	55.1%
olicy 2	9.1%	3.0%	6.1%	16.2%	65.7%
olicy 3	6.1%	3.0%	6.1%	41.4%	43.4%
olicy 4	5.1%	7.1%	10.2%	33.7%	43.9%
olicy 5	3.0%	2.0%	9.1%	17.2%	68.7%
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bjective 1	5.5%	6.1%	8.5%	19.5%	60.4%
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olicy 3	3.2%	5.4%	5.4%	15.1%	71.0%
olicy 4	5.4%	8.6%	7.5%	21.5%	57.0%
olicy 5	3.3%	2.2%	6.5%	13.0%	75.0%
olicy 6	2.1%	6.4%	9.6%	18.1%	63.8%
bjective 2	6.7%	2.5%	7.4%	22.7%	60.7%
	5.4%	5.4%	4.3%	21.5%	63.4%
olicy 1	4.3%	6.4%	5.3%	29.8%	54.3%
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olicy 4	3.2%	11.8%	8.6%	26.9%	49.5%
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olicy 1	4.7%	9.4%	5.9%	25.9%	54.1%
olicy 2	3.4%	5.7%	9.2%	24.1%	57.5%
olicy 3	7.1%	9.4%	8.2%	16.5%	58.8%
bjective 2	4.9%	7.9%	6.7%	20.7%	59.8%
Policy 1	8.8%	4.4%	5.5%	9.9%	71.4%

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

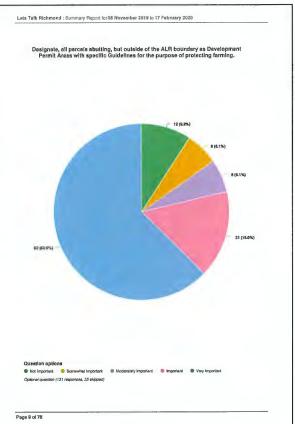
Total Total Support local farming	8
Protect tarmland for agriculture and not for urban development Maintain and enforce the maximum size of homes on farmland	2 7
Allow farmers to develop based on a case-by-case basis as needed rather than apply restrictions General support for the proposed strateov and policies	15 15
Manage the balance between environmental and agricultural objectives (e.g. invasive species control and ecological protection)	6
Encourage and support sustainable and organic farming operations Increase enforcement in the ALR and penalize non-compliance	ωω
Utilize smaller agricultural parcels (e.g. less than 1 acre) and parcels unsuitable for agriculture for non-agricultural uses	8
Allow farm access through unopened roads for agricultural purposes only Tax properties in the ALR that are not actively farming	ωư
Increase the Provincial income threshold for farm status	ഹ
Utilize land in the ALR for non-agricultural uses, including affordable housing and health care	4
Support for facilitating both farm access and water access to farmland to increase agricultural viability	4
Protect tarmiand from speculation and toreign ownership Support for soil-based farming and restrictions on bardsurfacing	ກຕ
Support the use of City-owned land to provide agriculture opportunities	აო
Promote public awareness of agriculture and local farms throughout the community	ന
Ensure materials used for farm access roads are not contaminated and increase enforcement of dumping	e
Rely on Provincial legislation and guidelines for agricultural policies	ო
Limit the production of cannabis as much as permitted by Provincial regulations	2
Investigate technological alternatives for traditional soil farming	2
Allow some value-added opportunities for farmers to enhance agricultural viability	2 0
	NC
Maintain the existing Provincial Income tinesnoid for farm status Develor financial population for provinciantian on farmland for tax purposes	ν <del>-</del>
Develop inialidat perialites for properties iniscipleseriting as raminant for tax purposes Summit adri-tourism as a secondary use on farm nonnerties	
Revise the Provincial tax structure to encourage more significant farming	
Revise the maximum size of homes on farmland to be proportional to lot size	-
Consider opening up no access parcels in the ALR for residential development	-
Allow subdivision in the ALR to create smaller farms and encourage crop diversity	-
Prohibit the use of farmland for uses that do not produce food (e.g. equestrian facilities and nurseries) Sook immediate to form access devinance and invitation to support arrively used viability.	<del></del>
Collaborate with external agencies that are commited to farming (e.g. Kwantlen Polytechnic University)	
Explore options for agriculture-specific water rates (e.g. subsidized water rates for farming)	<del>-</del> -
Request for the City to maintain ditches and continuously manage water levels	<del></del>
Fuisue a memorship program between rementiating and new ranners Focus on the raising of the dikes and flood protection to protect agricultural land	

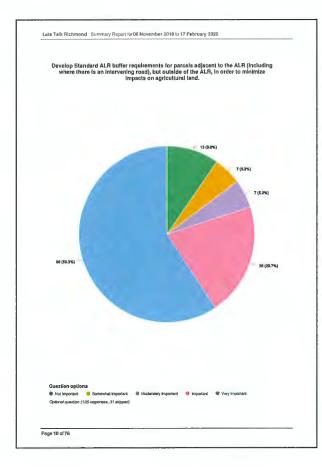


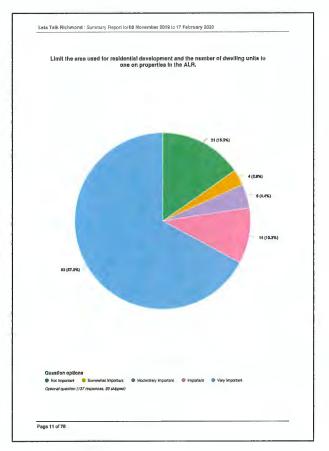


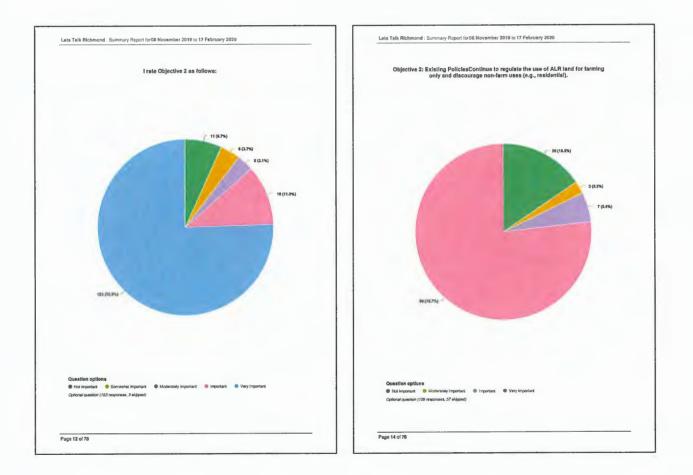


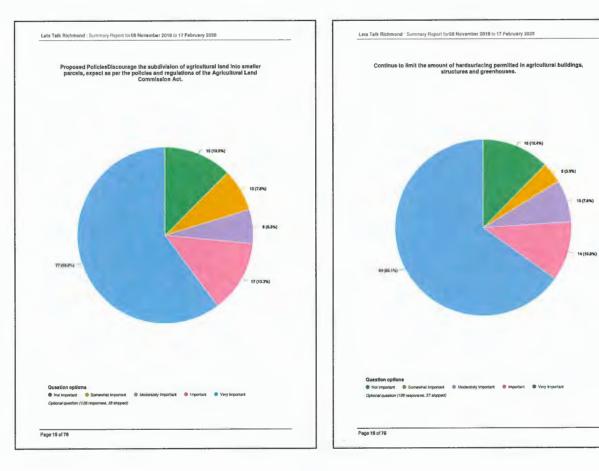




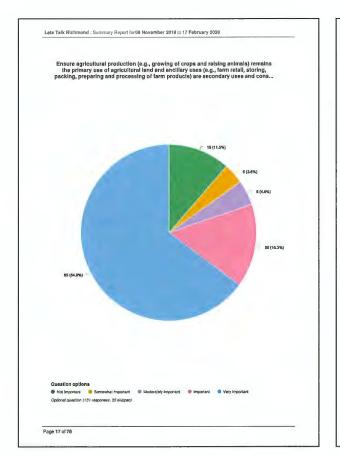


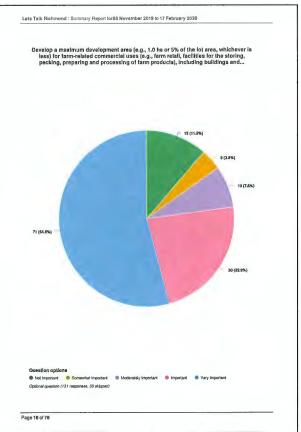


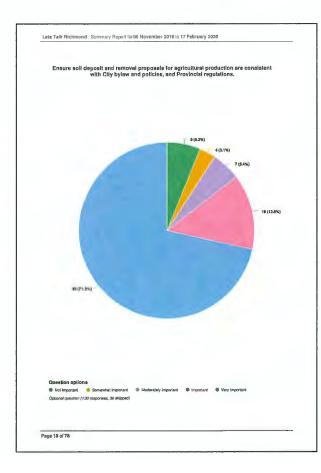


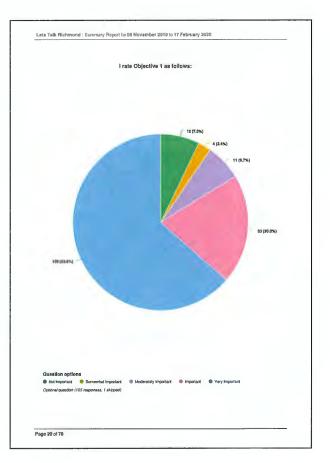


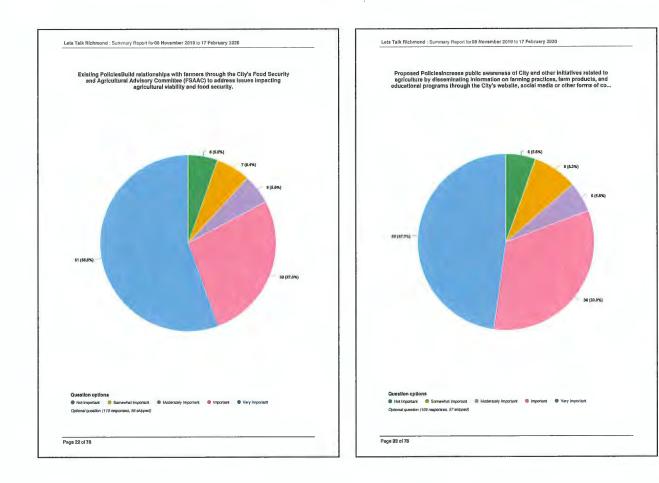
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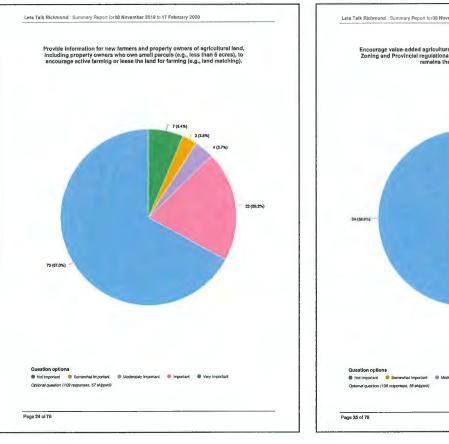


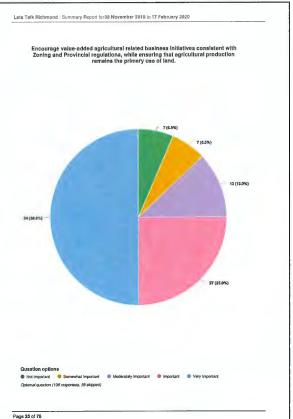


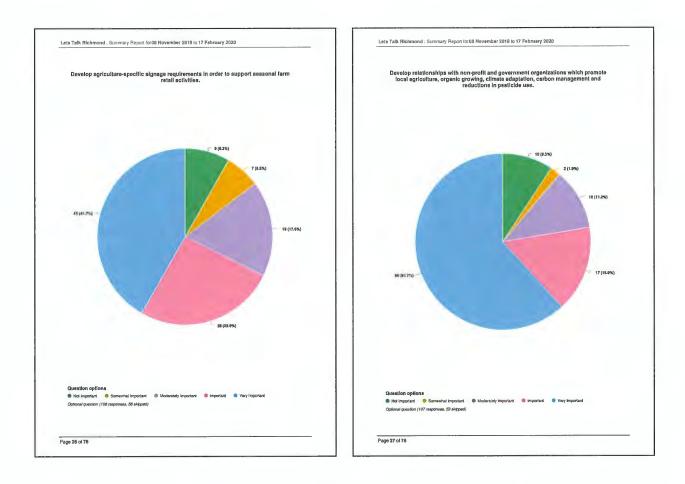


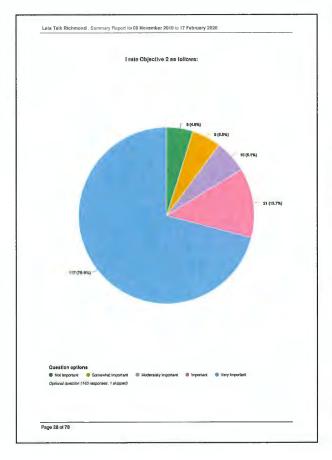


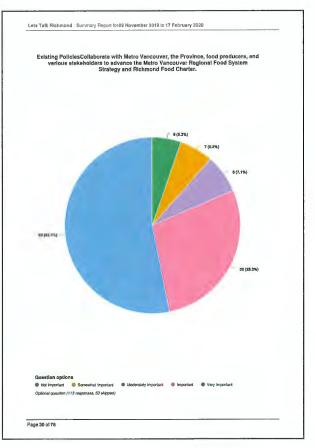


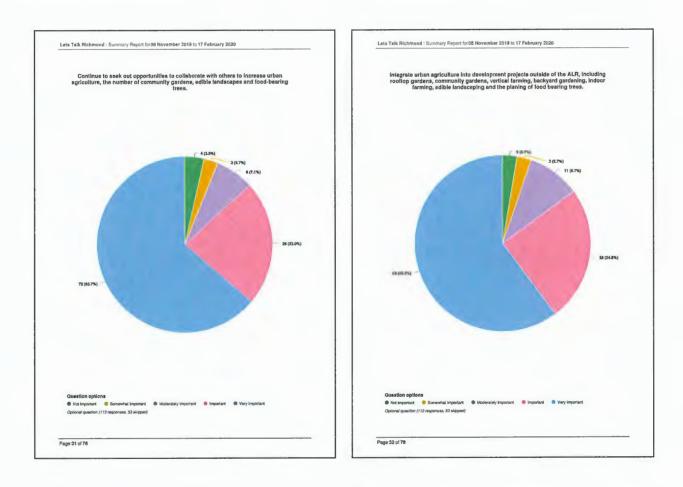


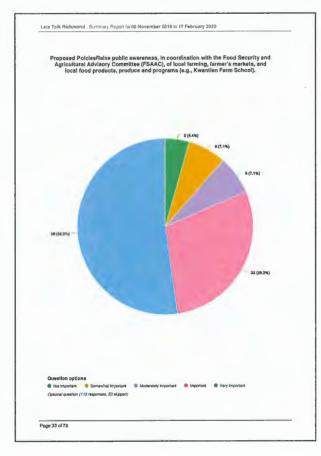


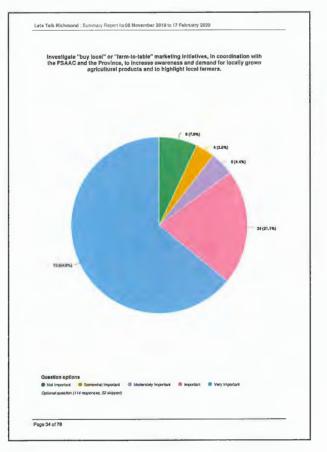


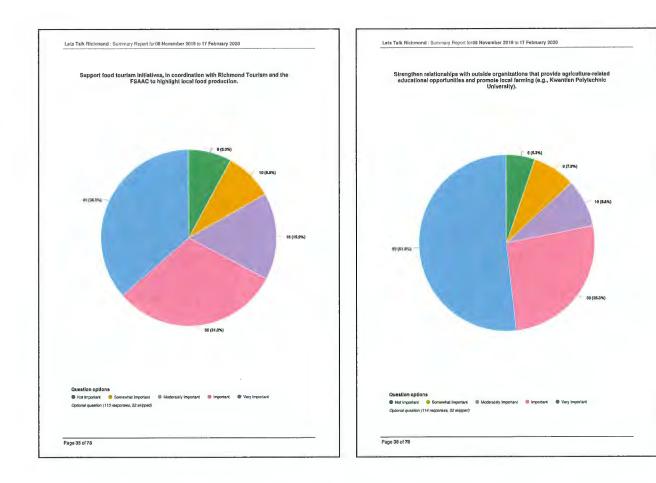


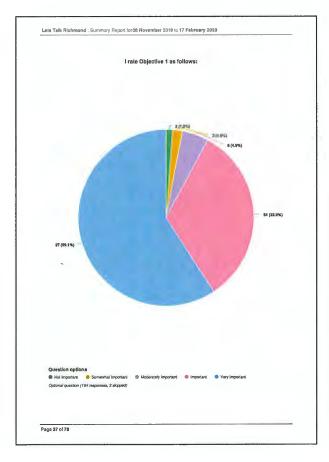


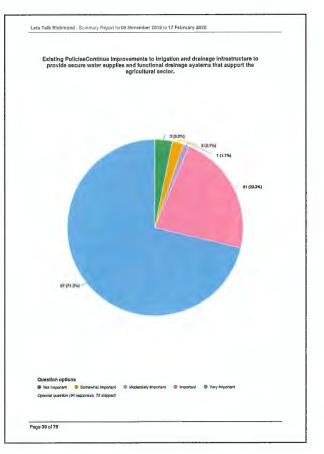


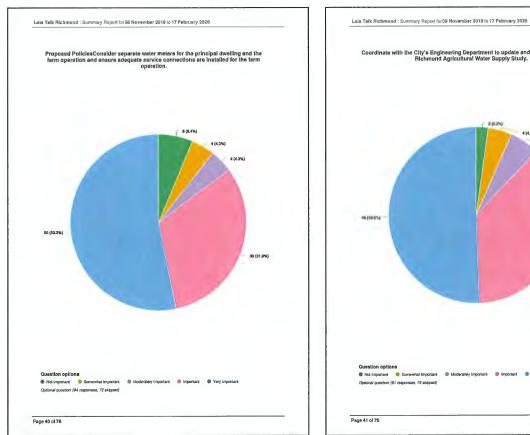


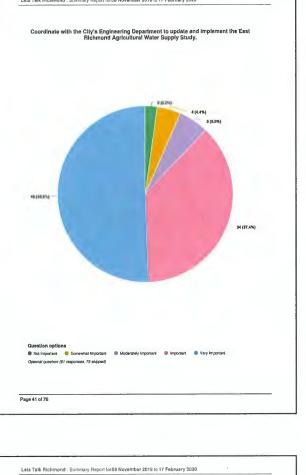


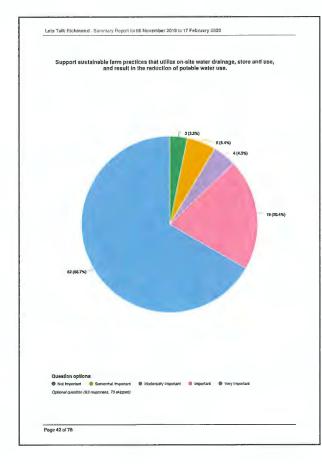


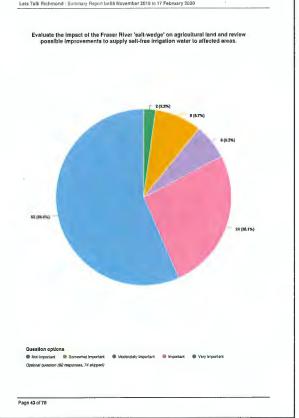


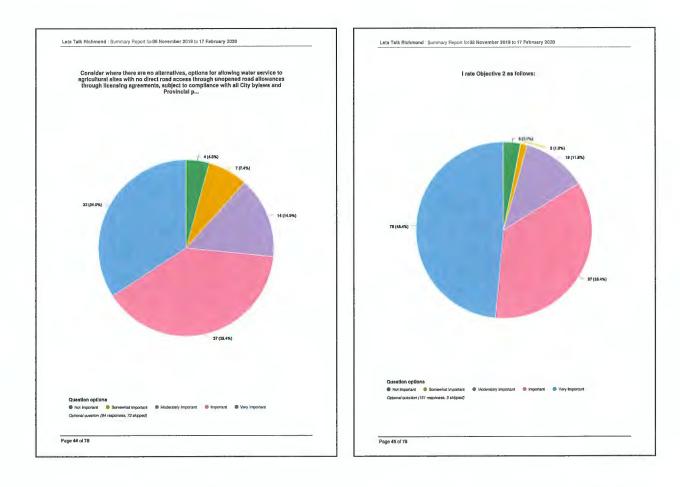


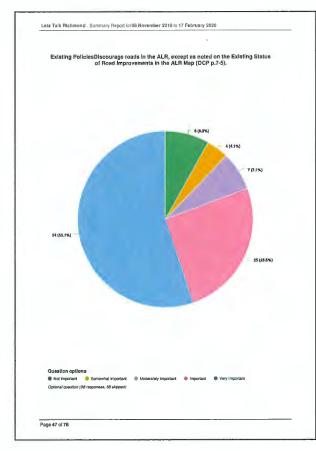


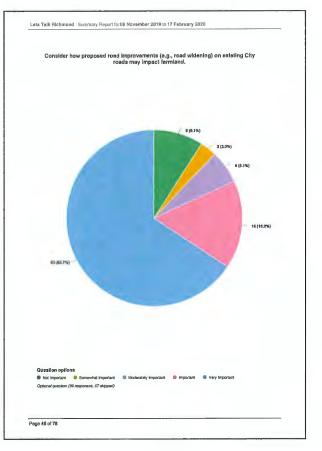


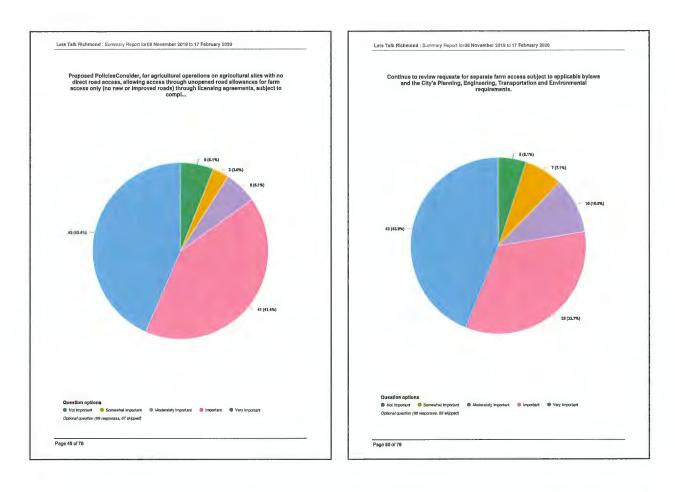


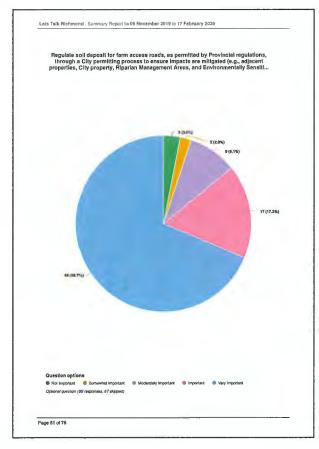


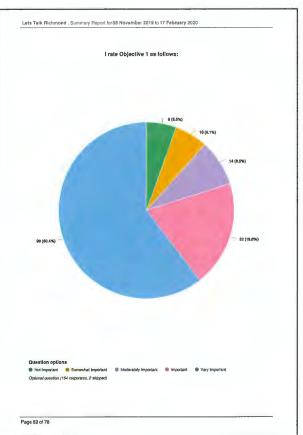


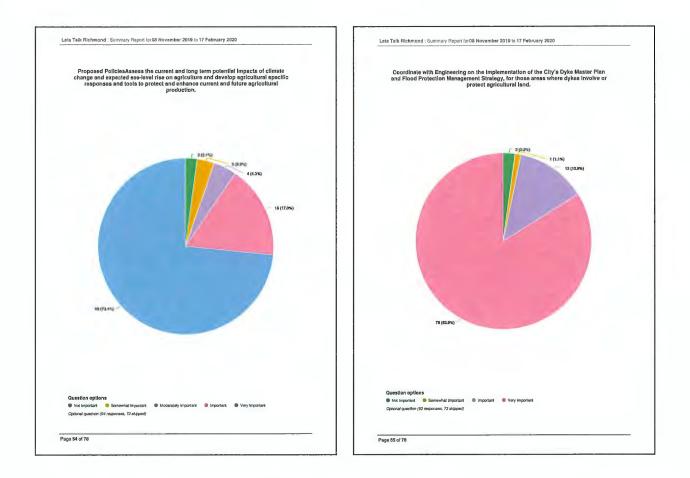


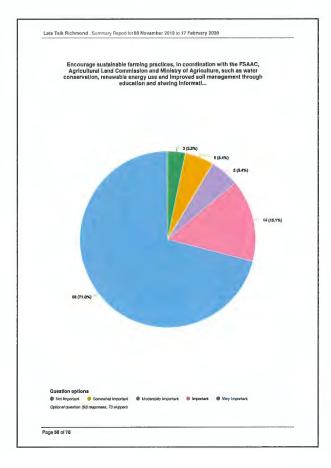


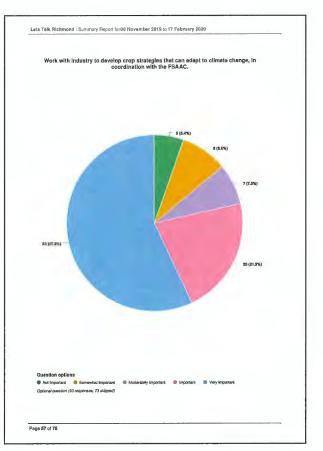


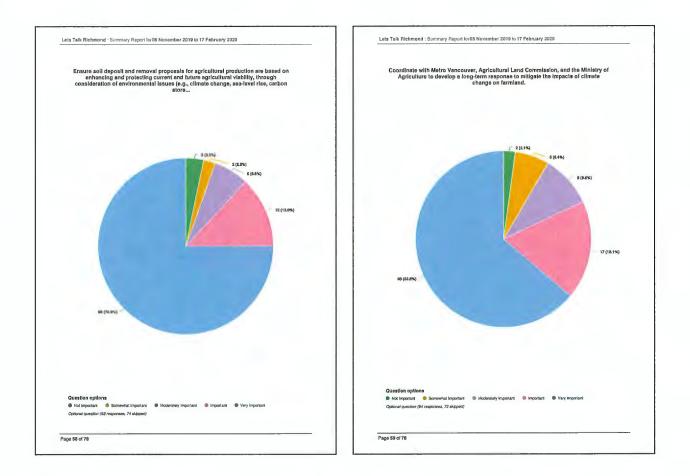


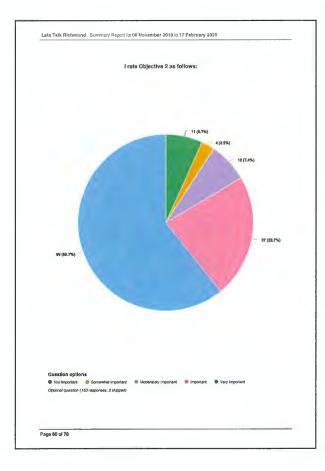


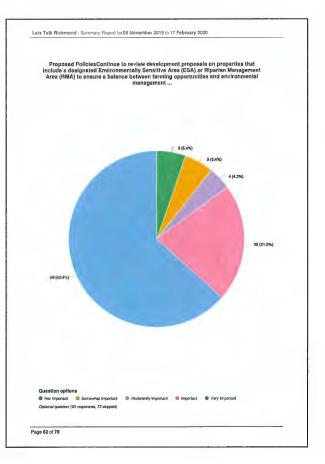


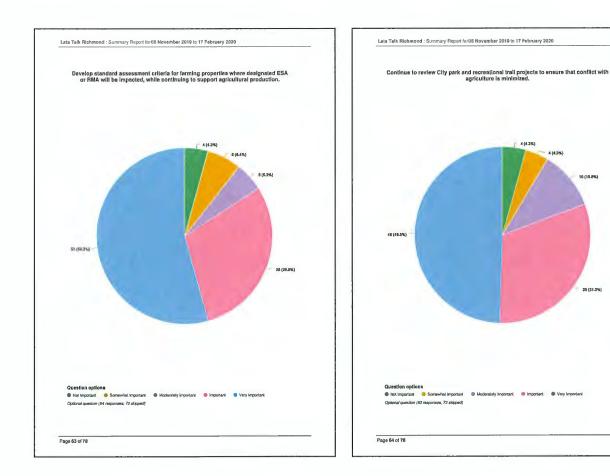


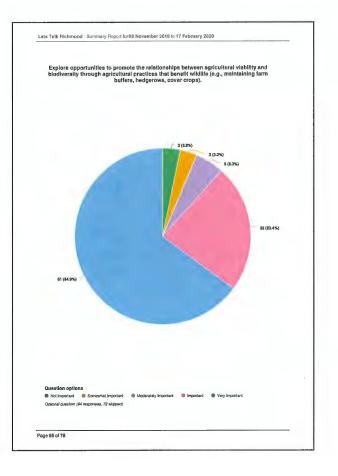


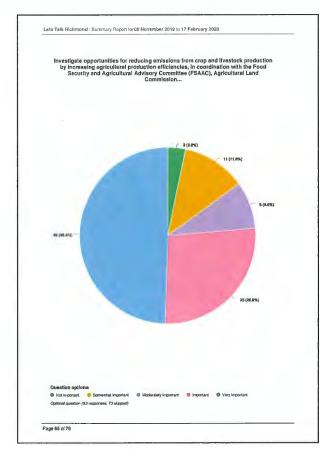


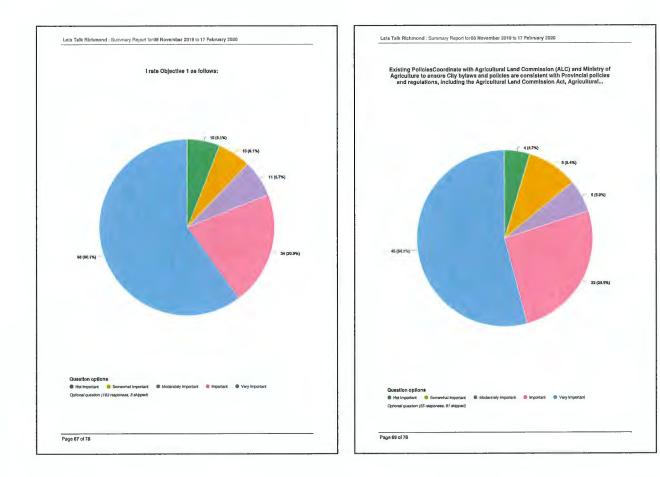


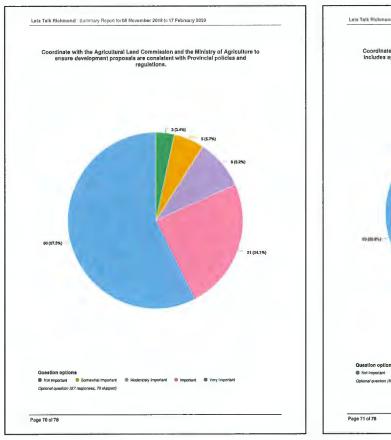


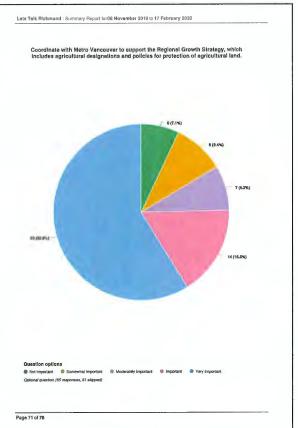


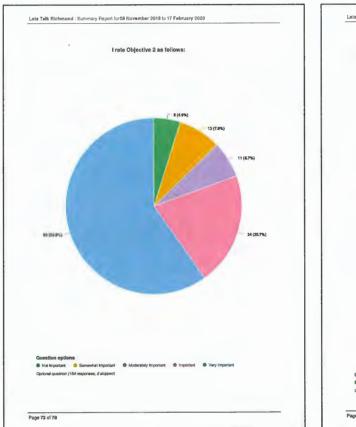


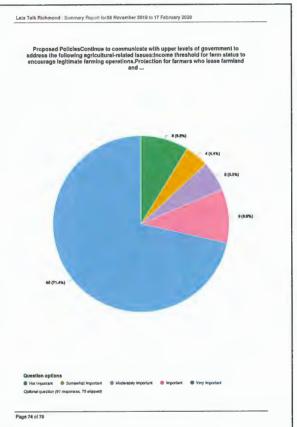


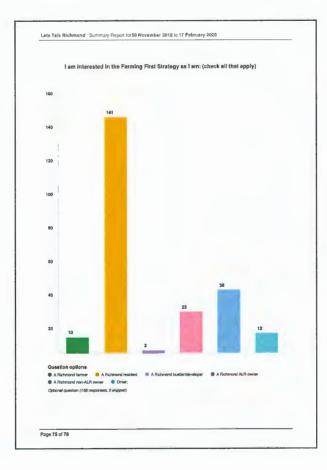


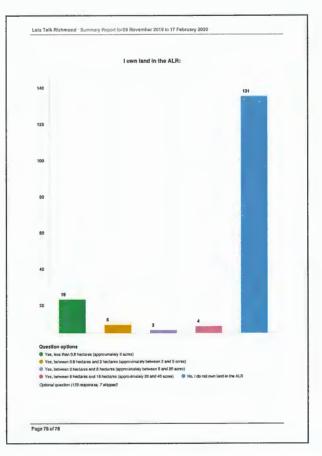


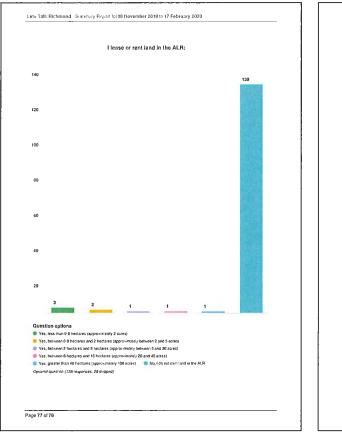


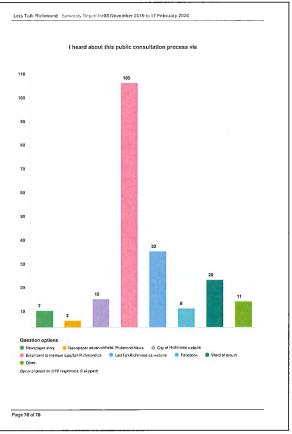












# Excerpt from the Meeting Minutes of the Food Security and Agricultural Advisory Committee (FSAAC)

# November 7, 2019

# Proposed Farming First Strategy (Agricultural Viability Strategy Update)

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

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

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

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

# November 28, 2019

# Proposed Farming First Strategy (Agricultural Viability Strategy Update)

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

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

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

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

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

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

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

# November 26, 2020

# Farming First Strategy Update

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

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

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

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

The Committee passed the following motion:

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

Carried Unanimously

.



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

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

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

# **"7.1 Protect Farmland and Enhance Its Viability**

# **OVERVIEW:**

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

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

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

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

# **OBJECTIVE 1:**

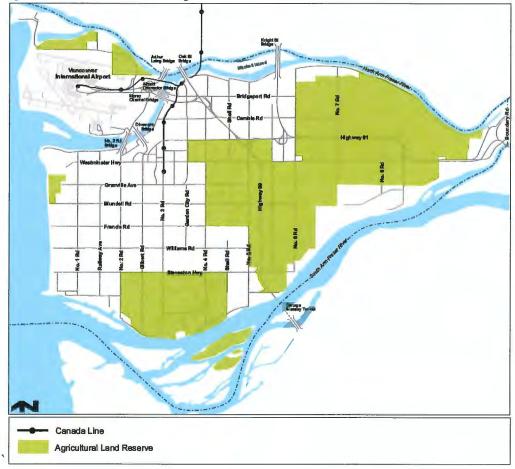
Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

#### **POLICIES:**

#### **Farmland Protection**

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

Agricultural Land Reserve Map



Ensure agricultural production remains the primary use of agricultural land.

#### **POLICIES:**

#### Land Use Considerations

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

#### **OBJECTIVE 3:**

Enhance long-term agricultural viability and opportunities for innovation.

#### Long-term Viability

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

## **OBJECTIVE 4:**

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

#### Local Food Network

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

#### **OBJECTIVE 5:**

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

#### Servicing and Infrastructure

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

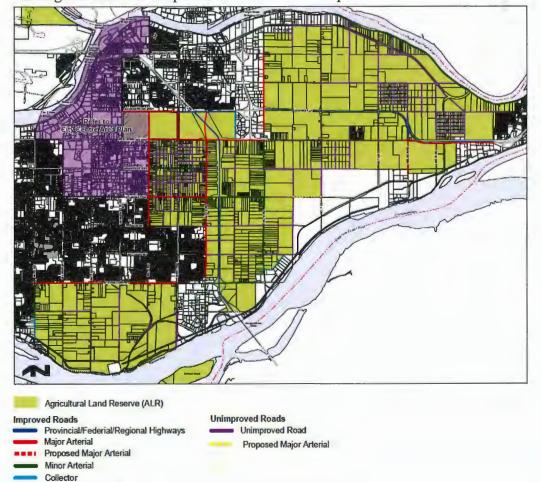
#### **OBJECTIVE 6:**

Support farm access to properties located in the ALR.

#### **Farm Access**

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

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



Existing Status of Road Improvements in the ALR Map

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

Proposed Collector Agricultural

## **Climate Change**

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

## **OBJECTIVE 8:**

Maintain a balance between the natural environment and agricultural production.

## Environment

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

#### **OBJECTIVE 9:**

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

#### **Coordination and Collaboration**

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

# **Upper-level Government Support**

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

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

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

MAYOR

CORPORATE OFFICER



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

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

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

FIRST READING	 CITY OF RICHMOND
PUBLIC HEARING	 APPROVED
SECOND READING	 APPROVED by Director
THIRD READING	 or Solicitor
ADOPTED	 _γ.φ

MAYOR

# CORPORATE OFFICER



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

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

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

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

MAYOR

CORPORATE OFFICER