



**Planning Committee  
Electronic Meeting**

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

**Tuesday, May 17, 2022  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PLN-5**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on May 3, 2022.*



NEXT COMMITTEE MEETING DATE

June 7, 2022, (tentative date) at 4:00 p.m. in Council Chambers

PLANNING AND DEVELOPMENT DIVISION

1. **REQUEST TO REVISE REZONING CONSIDERATIONS FOR THE APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE (ITEM DEFERRED FROM MAY 3, 2022 PLANNING COMMITTEE)**  
(File Ref. No. RZ 14-672055) (REDMS No. 6822556)

**ADDED**  
**PLN-134**

**See Page PLN-134 for staff memorandum dated May 12, 2022**

Planning Committee Agenda – Tuesday, May 17, 2022

Pg. #      ITEM

PLN-11

See Page PLN-11 for staff memorandum dated April 14, 2022

PLN-22

See Page PLN-22 for full report

*Designated Speaker: Wayne Craig and Sara Badyal*

STAFF RECOMMENDATION

*That the request to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, and for the rezoning of 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” zone to the new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, to remove the rezoning consideration limiting the subdivision of office space, be denied.*



2. **APPLICATION BY PAKLAND PROPERTIES FOR REZONING AT 3660/3662 WILLIAMS ROAD FROM THE “TWO-UNIT DWELLINGS (RD1)” ZONE TO THE “SINGLE DETACHED (RS2/B)” ZONE**

(File Ref. No. RZ 21-936512) (REDMS No. 6886845)

PLN-80

See Page PLN-80 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10383, for the rezoning of 3660/3662 Williams Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/B)” zone, be introduced and given first reading.*



3. **REFERRAL RESPONSE: PROPOSED MANDATORY MARKET RENTAL HOUSING POLICY AND PROPOSED RENTAL HOUSING PARKING CHANGES**

(File Ref. No. 08-4057-08) (REDMS No. 6852754)

PLN-102

See Page PLN-102 for full report

*Designated Speaker: John Hopkins*

STAFF RECOMMENDATION

(1) *That Richmond Official Community Plan Bylaw 7100 and Bylaw 9000 Amendment Bylaw 10375, which proposes to amend the following:*

(a) *in Schedule 1 of Richmond Official Community Plan Bylaw 9000, amend Section 3.3 “Diverse Range of Housing Types, Tenure and Affordability” by introducing City-wide market rental housing provisions for new development including:*

(i) *inserting language to secure a minimum of 15% of residential floor area as market rental units in new development that includes more than 60 apartment units;*

(ii) *inserting language to establish that for townhouse development with 5 or more units and apartment development with 60 or less units, a community amenity contribution may be accepted or voluntary construction of market rental units with an associated density bonus may be supported through a rezoning application; and*

(iii) *inserting language to clarify further parking reductions for secured rental housing.*

(b) *in Schedule 2.2A (Thompson Area Dover Crossing Sub-Area Plan), Schedule 2.4 (Steveston Area Plan), Schedule 2.10C (McLennan North Sub-Area Plan), Schedule 2.12 (Bridgeport Area Plan), and Schedule 2.14 (Hamilton Area Plan) of Richmond Official Community Plan Bylaw 9000, insert language to support density bonus provisions with respect to the Official Community Plan Market Rental Housing Policy,*

*be introduced and given first reading.*

(2) *That Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375, having been considered in conjunction with:*

- *the City’s Financial Plan and Capital Program; and*
- *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

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

- (3) *That Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation.*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10376, which proposes to update existing multi-family zones to reflect changes to the Official Community Plan Market Rental Housing Policy that introduce a mandatory market rental requirement be introduced and given first reading.*
- (5) *That the following provisions apply to instream applications that are received prior to adoption of Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10376:*
  - (a) *Instream rezoning applications may be exempt from the mandatory provision of market rental housing provided the application achieves first reading within one year of the amendment bylaws being adopted and final adoption and issuance of a Development Permit within one year following the associated Public Hearing; and*
  - (b) *Instream Development Permit applications may be exempt from the mandatory provision of market rental housing provided the Development Permit is issued within one year of the amendment bylaws being adopted.*

*Instream applications that are unable to comply with the timeline may be required to redesign to construct market rental housing.*
- (6) *That staff report back to Council regarding key findings related to the implementation of updates to the Official Community Plan Market Rental Housing Policy after the program provisions are in place for two years.*



4. **MANAGER'S REPORT**

**ADJOURNMENT**





## Planning Committee

Date: Tuesday, May 3, 2022

Place: Council Chambers  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Alexa Loo (by teleconference)  
Councillor Chak Au  
Councillor Carol Day  
Councillor Andy Hobbs  
Councillor Harold Steves (by teleconference)

Also Present: Councillor Linda McPhail (by teleconference)  
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on April 20, 2022, be adopted as circulated.*

**CARRIED**

PLANNING AND DEVELOPMENT DIVISION

**Planning Committee**  
**Tuesday, May 3, 2022**

---

1. **REQUEST TO REVISE REZONING CONSIDERATIONS FOR THE APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE (ITEM DEFERRED FROM APRIL 20, 2022 PLANNING COMMITTEE)**

(File Ref. No. RZ 14-672055) (REDMS No. 6822556)

Staff advised that they will require more time to report back as a professional appraiser has been retained by the City to confirm the value of the additional density. As a result, the following motion was introduced:

It was moved and seconded

*That the staff report titled “Request to Revise Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” Zone to a New “High Rise Office Commercial (ZC44) – Aberdeen Village” Zone, dated March 16, 2022 be deferred until the next Planning Committee Meeting on May 17, 2022.*

**CARRIED**

2. **SOCIAL DEVELOPMENT STRATEGY (2013–2022): PROGRESS REPORT FOR 2021**

(File Ref. No. 08-4055-01) (REDMS No. 6823194)

In response to queries from Committee, staff advised that they will report back with a memo with information on the correlation between programs and services provided for individuals experiencing homelessness at the shelters and drop-in centre and the potential impact on mental health. Staff also advised that programs and services provided by housing providers enable individuals experiencing homelessness to connect with services in the community that they may need.

It was moved and seconded

- (1) *That the Building our Social Future – Social Development Strategy (2013–2022): Progress Report for 2021, as outlined in the staff report titled “Social Development Strategy (2013–2022): Progress Report for 2021”, dated March 28, 2022, from the Director, Community Social Development, be received for information; and*
- (2) *That the Building our Social Future - Social Development Strategy (2013–2022): Progress Report for 2021, be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.*

**CARRIED**

**Planning Committee**  
**Tuesday, May 3, 2022**

---

In response to discussions regarding looking at housing for youth aging out of foster care, the following **referral motion** was introduced:

It was moved and seconded

*That staff examine housing for youth aging out of foster care in Richmond.*

- (i) *This would include understanding their needs and what partnering opportunities are available; and*
- (ii) *Information on how many foster care homes, and youth in care there are in Richmond.*

**CARRIED**

3. **HOMELESSNESS STRATEGY (2019–2029): 2021 UPDATE**

(File Ref. No. 08-4057-11) (REDMS No. 6823341)

It was moved and seconded

- (1) *That the Homelessness Strategy 2019–2029: 2021 Update (Attachment 1), as outlined in the staff report titled “Homelessness Strategy 2019–2029: 2021 Update”, dated April 8, 2022, from the Director, Community Social Development, be received for information; and*
- (2) *That the Homelessness Strategy 2019–2029: 2021 Update be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.*

In response to queries from Committee, staff advised (i) that they continue to work with senior levels of government as well as local social service agencies to learn about what programs, provisions and grants may be available for rent subsidies for individuals experiencing homelessness, (ii) that staff will provide a memo to Council with information about individuals staying in shelters in Richmond and where and how they access housing, and (iii) that Council write a letter to senior levels of government to advocate for more programs and funding to support individuals experiencing homelessness or at risk of homelessness

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

In response to discussion the following **referral motion** was introduced:

It was moved and seconded

*That Council write to the Provincial and Federal governments asking for more permanent subsidies for people at extreme risk of becoming homeless.*

**CARRIED**

**LAW AND LEGISLATIVE SERVICES DIVISION**

**4. HOUSEKEEPING REQUEST - ABANDONMENT OF UNADOPTED BYLAWS**

(File Ref. No. 12-8060-01) (REDMS No. 6880422)

It was moved and seconded

*That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1 of the staff report titled "Housekeeping Request – Abandonment of Unadopted Bylaws", dated April 19, 2021, from the Director, City Clerk's Office, be abandoned.*

**CARRIED**

**COUNCILLOR ANDY HOBBS**

**5. RENT-TO-OWN DEVELOPMENTS IN RICHMOND**

(File Ref. No.)

John Roston, Richmond resident, referred to his submission (attached to and forming part of these minutes as Schedule 1) commented that rent-to-own agreements have been used for a long time and they are beneficial to a very small percentage of people.

Discussion ensued regarding (i) the use of rental tenure zoning to regulate rental zoning, (ii) rent-to-own agreements can work in some situations and will be examined through the Official Community Plan review process, and (iii) rent to own could be one option to alleviate the housing affordability crisis.

It was moved and seconded

*That staff examine and provide analysis to the Planning Committee regarding the feasibility of rent-to-own developments in Richmond within the OCP review.*

**CARRIED**

**6. CITY OF RICHMOND'S APPLICATION PROCESS**

(File Ref. No.)

It was moved and seconded

*(1) That staff provide commentary regarding the number of residential Rezoning, Development Permit and Building Permits received each year since 2017;*



**Planning Committee**  
**Tuesday, May 3, 2022**

---

- (2) *That where possible, statistical data be provided to indicate the number of dwelling units involved each year broken down by Land Use (i.e. single-family, duplex/triplex, townhouse, and apartment);*
- (3) *That information and commentary be provided regarding the overall application review processes including an analysis of application review timelines, the identification of any items that impact the City's ability to advance applications in a timely manner and potential sources of Provincial and Federal funding to improve processes; and*
- (4) *That staff also identify any existing or proposed actions being undertaken to create efficiencies within the overall application review process.*

The question on the motion was not called as discussion ensued regarding review times, processing and the impacts that delays in the application process may have on housing affordability.

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

**COUNCILLOR BILL MCNULTY**

**7. INCENTIVES FOR DEVELOPERS TO BUILD AFFORDABLE HOUSING AND OFFICIAL COMMUNITY PLAN REVIEW**

(File Ref. No.)

John Roston, Richmond resident, referred to his submission (attached to and forming part of these minutes as Schedule 2) commented about reviewing previous staff reports on this issue to ensure that incentives already discussed are included in the referral.

It was moved and seconded

- (1) *That staff identify what incentives and actions Council can consider in order to encourage developers to build more affordable rental housing of all forms;*
- (2) *That staff recirculate the terms of reference of the Official Community Plan; and*
- (3) *That staff provide advice to Council around the process and timing of the Official Community Plan.*
- (4) *That staff provide an updated chart of affordable housing that has already been approved.*

**Planning Committee**  
**Tuesday, May 3, 2022**

---

The question on the motion was not called as discussion ensued regarding (i) encouraging development with incentives, (ii) looking at all viable incentive options to offer developers to increase affordable housing supply, (iii) project delays contribute to higher costs and lower affordability, and (v) actions and progressive ideas are needed that can make a fundamental difference to the housing affordability crisis.

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

**8. MANAGER'S REPORT**

**(i) City Snapshots**

Staff updated Committee on the online information session that will be held in mid June on the City's Let's Talk Richmond forum. The session will be about sharing information and engaging the community by responding to questions and comments. Various departments will be involved, and a memo will be circulated shortly before the online engagement begins.

**ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (4:51 p.m.).***

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Monday, May 3, 2022.

---

Councillor Bill McNulty  
Chair

---

Raman Grewal  
Legislative Services Associate



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development  
**Date:** April 14, 2022  
**File:** RZ 14-672055  
**Re:** **Request to Revise Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” Zone to a New “High Rise Office Commercial (ZC44) – Aberdeen Village” Zone**

The purpose of this memo is to provide additional information for the above referenced rezoning application, which was considered at the Planning Committee meeting held on April 5, 2022 and deferred to the Planning Committee meeting of April 20, 2022. This memo includes additional information regarding large floorplate leasable office space and a revised proposal from the applicant.

#### Office Space Policy Context

At the previous Planning Committee meeting, there was discussion about the need for large floorplate office space, the rationale for providing such space and anticipated demands for office space in the City Centre. Large floorplate leasable office space is desirable to support a diversified economy. When looking at the readily available office space in the City Centre there is a lack of large floorplate leasable office space. To encourage the provision of leasable office space, the current incentive based policy was added to the City Centre Area Plan.

The goals of the City’s Resilient Economy Strategy are to retain and attract economic generating businesses, ensure a diversified economy, and maintain a higher proportion of regional employment as compared to regional population.

Ensuring the appropriate type of employment space available is needed to continue capturing a share of regional employment and business growth. The Strategy identified the opportunity for Richmond to increase its appeal as a regional office center by providing Class A office space in the City Centre near transit-oriented, amenity rich locations that are in demand by businesses and their employees.

The following research contributed to the recommendation in the Strategy to enable the development of additional office space in the City Centre:

- Existing office space inventory in Richmond does not match current market demand. There is significant demand for transit-oriented Class A office space in the region. However, most Class A office vacancy in Richmond is in business parks and stand-alone office complexes located outside the City Centre and away from rapid transit.

- The tenant mix in the Richmond City Centre transit-oriented offices is mainly composed of small firms and business units. There are very few large corporate or institutional office tenants in the Richmond City Centre.
- Large floorplate leasable office spaces is desirable to accommodate the needs of larger firms who need to accommodate a larger number of employees and future growth potential.
- Larger firms typically export products and services to a broader market and create additional spin-off economic benefits in the community, including generating additional demand for businesses support services. These type of economic generators also typically involve skilled labour jobs that pay higher wages which are recirculated in the community.

#### Office Space Market Data and Trends

While the varying impacts of COVID-19 on office space demand continues to cause uncertainty in the market, recent reports have shown signs of continued strong demand. In their Q4 2021 Vancouver Office Report, commercial real estate brokerage firm Cushman & Wakefield advised that market analysis continues to show significant interest in available space in downtown Vancouver with approximately 60% of that coming from tech-related companies. They note that most suburban markets remained in high demand and that Richmond City Centre has a tight supply of leasable Class A office space that is expected to become further constrained with limited leasable space under construction. Through further conversation with Cushman & Wakefield representatives, the following information was provided to staff specific to the Richmond office market context:

- Much of the office units in the City's commercial core are smaller sized office units. There are very few larger employers situated in the core.
- The structural impacts of work-from-home trends will be offset by factors such as economic growth, office-using job growth, and other factors, which means demand for offices will continue to grow over the 10-year forecast horizon.
- Canada's office sector is expected to fully recover in 2024 (i.e., when vacancy and rents begin to resemble pre-crisis levels) although there is expected to be some local market fluctuations (some markets will recover sooner, some later).
- From 2022-2030, net office demand is expected to grow by 5 million square meters (53.9 million square feet) in Canada, despite a 14.5% drag due to the impact of work from home. The work from home impact essentially means that, on average, each job created will not yield the same level of demand as it did pre-pandemic, but it will still yield a healthy amount of demand for space.

#### Revised Proposal

The staff report dated March 16, 2022 reviewed the applicant's request to remove the rezoning consideration limiting subdivision of the office space which was secured in exchange for additional office density. The applicant was requesting the ability to allow any form of subdivision of the proposed office space within the proposed building. Effectively, the applicant was requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e., creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

In response to discussion at the Planning Committee meeting held on April 5, 2022, the applicant submitted the attached revised proposal letter (Attachment 1) and draft strata plan sketches (Attachment 2) for consideration. The revised proposal includes the following:

- The top two floors approximately 1,060 m<sup>2</sup> (approximately 11,440 ft<sup>2</sup>) each of the building will be retained as leasable office space.
- The 5th floor approximately 690 m<sup>2</sup> (approximately 7,440 ft<sup>2</sup>) will be restricted to a maximum of two strata lots and minimum strata lot size of 334.5 m<sup>2</sup> (3,600 ft<sup>2</sup>).
- The remaining three floors approximately 900 m<sup>2</sup> (approximately 9,660 ft<sup>2</sup>) each will be restricted to a maximum of 12 strata lots per floor and minimum strata lot size 60.4 m<sup>2</sup> (650 ft<sup>2</sup>).
- The provision of a voluntary cash contribution in the amount of \$80,000.00 to the City's Affordable Housing Reserve to off-set re-design cost savings.

In the revised proposal, the applicant continues to request the ability to keep the additional density granted in exchange for providing two floors of large floorplate leasable office space and allowing a range of strata lot sizes (e.g., 60.4 m<sup>2</sup> to 334.5 m<sup>2</sup>, or 650 ft<sup>2</sup> to 3,600 ft<sup>2</sup>) on the other four floors of office space and a community amenity contribution to offset the costs the applicant would incur if they were to redesign the building to remove the additional density bonus.

The applicant's revised proposal continues to be contrary to Council's incentive based policy for achieving leasable office space in exchange for additional density therefore, staff still recommend that the applicant request to revise rezoning considerations be denied.

### Next Steps

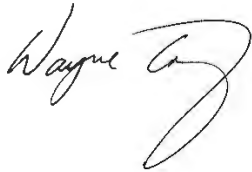
Should Council wish to proceed in accordance with the applicant's revised proposal, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by:

- Revising the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations) to the following: Registration of a legal agreement on title, limiting subdivision (including stratification and/or air space parcels) of the office space:
  - For the 9<sup>th</sup> and 10<sup>th</sup> floors, the top two floors of the building, no more than one strata lot or air space parcel per storey (single owner for per storey of office space).
  - For the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> floors, no more than 12 strata lots or air space parcels per storey, and minimum 60.4 m<sup>2</sup> (650 ft<sup>2</sup>) strata lot size.
  - For the 5<sup>th</sup> floor, no more than two strata lots or air space parcels per storey, and minimum 334.5 m<sup>2</sup> (3,600 ft<sup>2</sup>) strata lot size.
- Adding a new rezoning consideration: City acceptance of the developer's voluntary contribution in the amount of \$80,000.00 to the City's Affordable Housing Reserve.

An additional Public Hearing would not be required, as there is no proposed change to land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.

A handwritten signature in black ink, appearing to read "Wayne Craig". The signature is fluid and cursive, with the first name "Wayne" written in a larger, more prominent script than the last name "Craig".

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

WC/SB:blg

Attachments:

Attachment 1: Letter from Applicant dated April 12, 2022

Attachment 2: Draft Strata Subdivision Sketches dated April 13, 2022

April 12, 2022

Dear Mayor and Councillors,

On behalf of my client and property owner, we would like to thank you all for allowing us to resubmit a revised proposal in response to the discussion at the April 5th planning committee meeting.

Our propose is as follows:

- Levels 9 & 10 will be retained as one strata per floor lease/sale space, subdivided into floor size strata lots of approximately 11,476 sf and 11,439 sf, representing approximately 40% of the total office strata lot area.
- Level 5 will be retained for large strata lots, subdivided into no more than two strata lots with a minimum size of 3,600 sf each.
- The remaining 3 floors on level 6, 7 and 8 will be strata-titled into no more than 12 strata lots per floor with a minimum size of 650 sf each.
- A voluntary cash contribution is offered to City's Affordable Housing Reserve in the amount of \$80,000 to off-set redesign cost saving.

Your kind consideration on the above is appreciated.

Yours Sincerely,



Danny Leung

Encl.

# FIFTH FLOOR

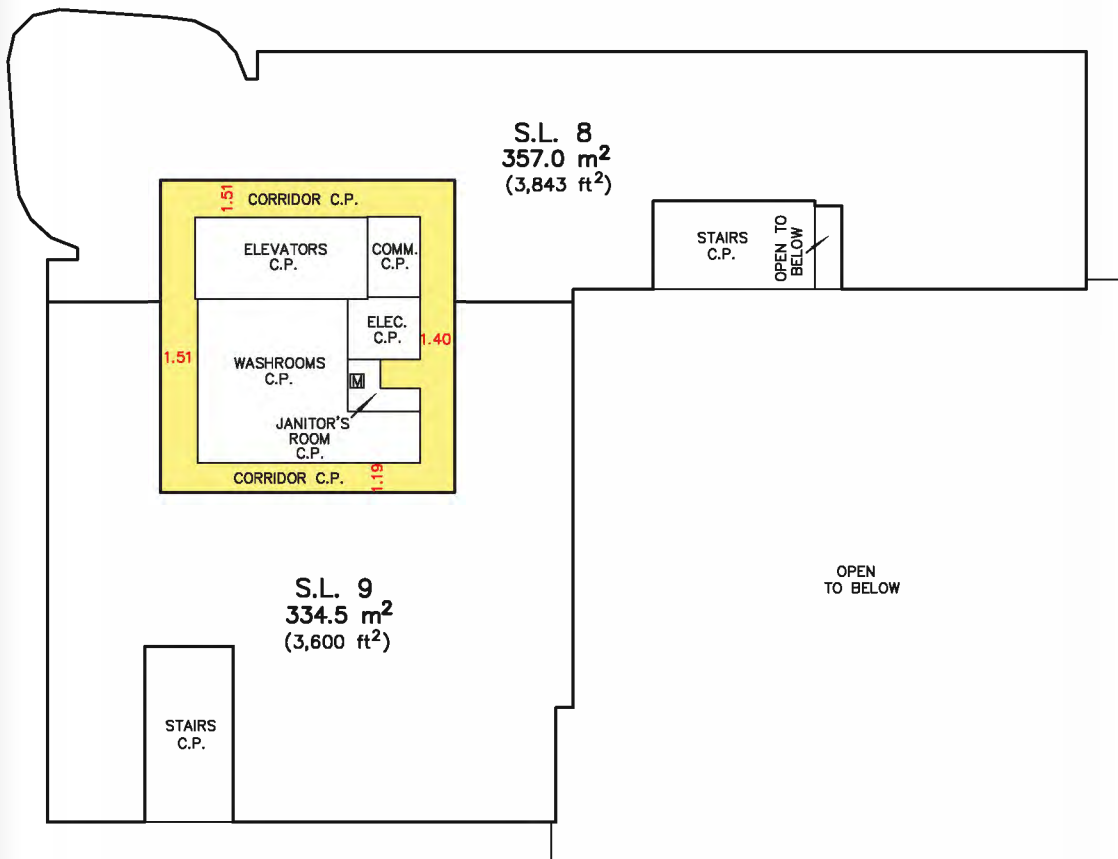
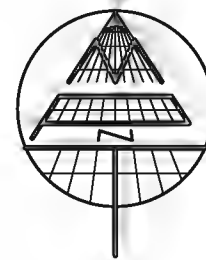
SHEET 7 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS

Attachment 2



TOTAL PROPOSED STRATA LOT AREA= 691.5 m<sup>2</sup>  
(7,443 ft<sup>2</sup>)

TOTAL PROPOSED CORRIDOR AREA= 63.2 m<sup>2</sup>  
(680 ft<sup>2</sup>)

© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA-V9.DWG

## NOTE:

AREAS ARE APPROXIMATE ONLY.



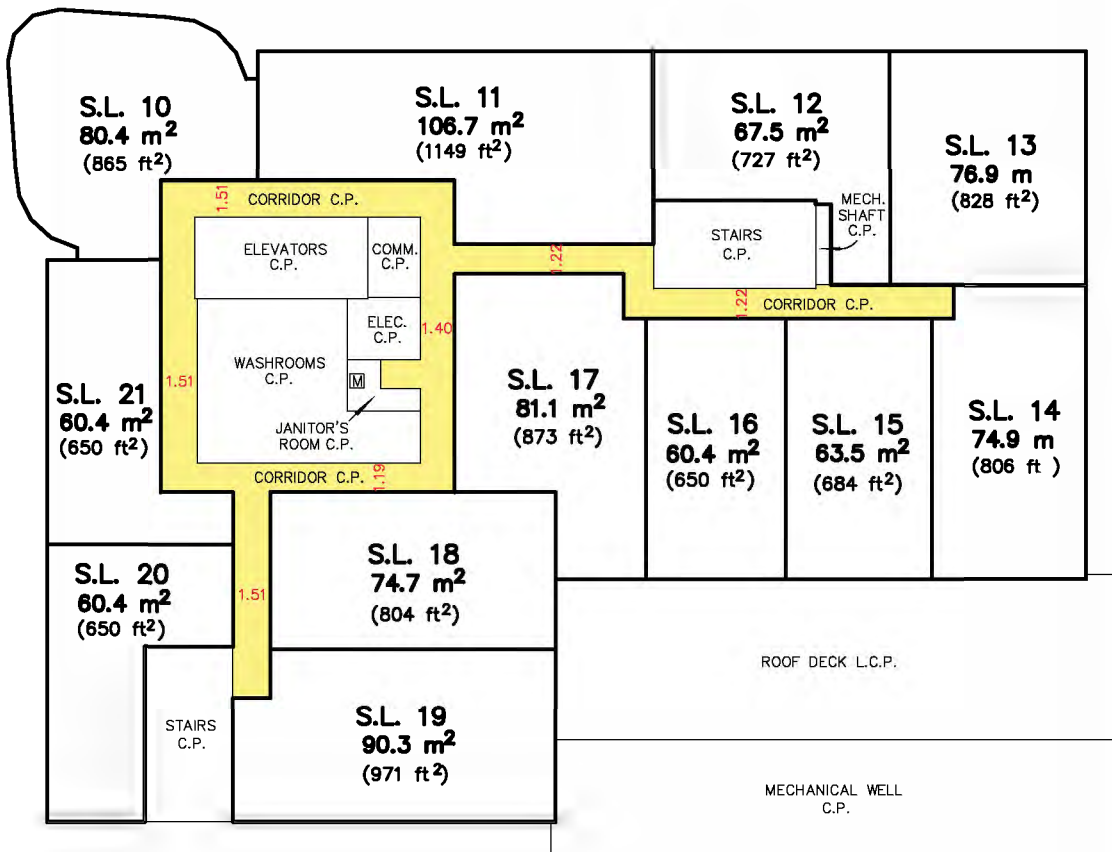
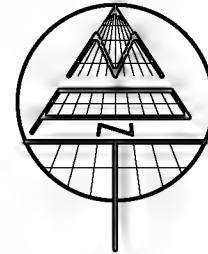
# SIXTH FLOOR

SHEET 8 OF 13 SHEETS

SCALE 1:200



## STRATA PLAN EPS



**TOTAL PROPOSED STRATA LOT AREA= 897.2 m<sup>2</sup>**  
(9,657 ft<sup>2</sup>)

**TOTAL PROPOSED CORRIDOR AREA= 103.8 m<sup>2</sup>**  
(1,117 ft<sup>2</sup>)

© COPYRIGHT

**MATSON PECK & TOPLISS**  
**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE: 17551-PRO-STRATA-V8.DWG

### NOTE:

AREAS ARE APPROXIMATE ONLY.

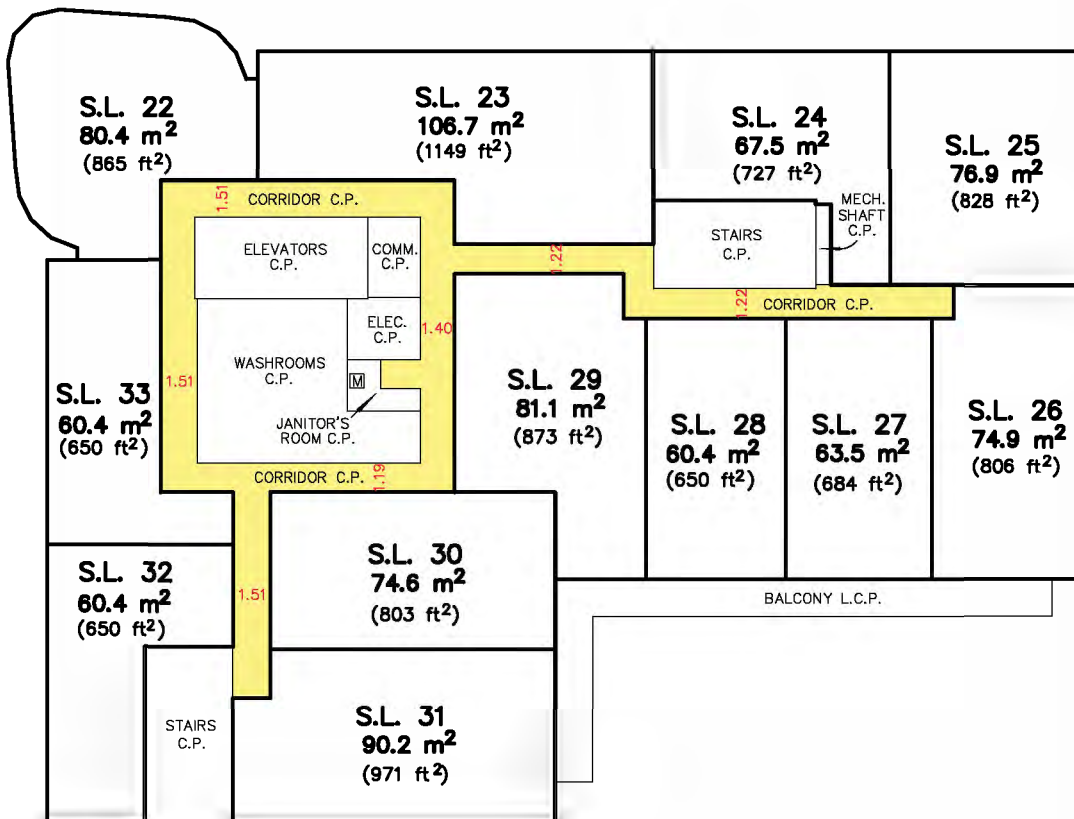
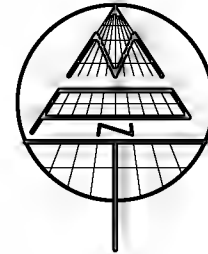
# SEVENTH FLOOR

SHEET 9 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



TOTAL PROPOSED STRATA LOT AREA=897.0 m<sup>2</sup>  
(9,655 ft<sup>2</sup>)

TOTAL PROPOSED CORRIDOR AREA=103.8 m<sup>2</sup>  
(1,117 ft<sup>2</sup>)

© COPYRIGHT

**MATSON PECK & TOPLISS**  
**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE: 17551-PRO-STRATA-V8.DWG

**NOTE:**

AREAS ARE APPROXIMATE ONLY.

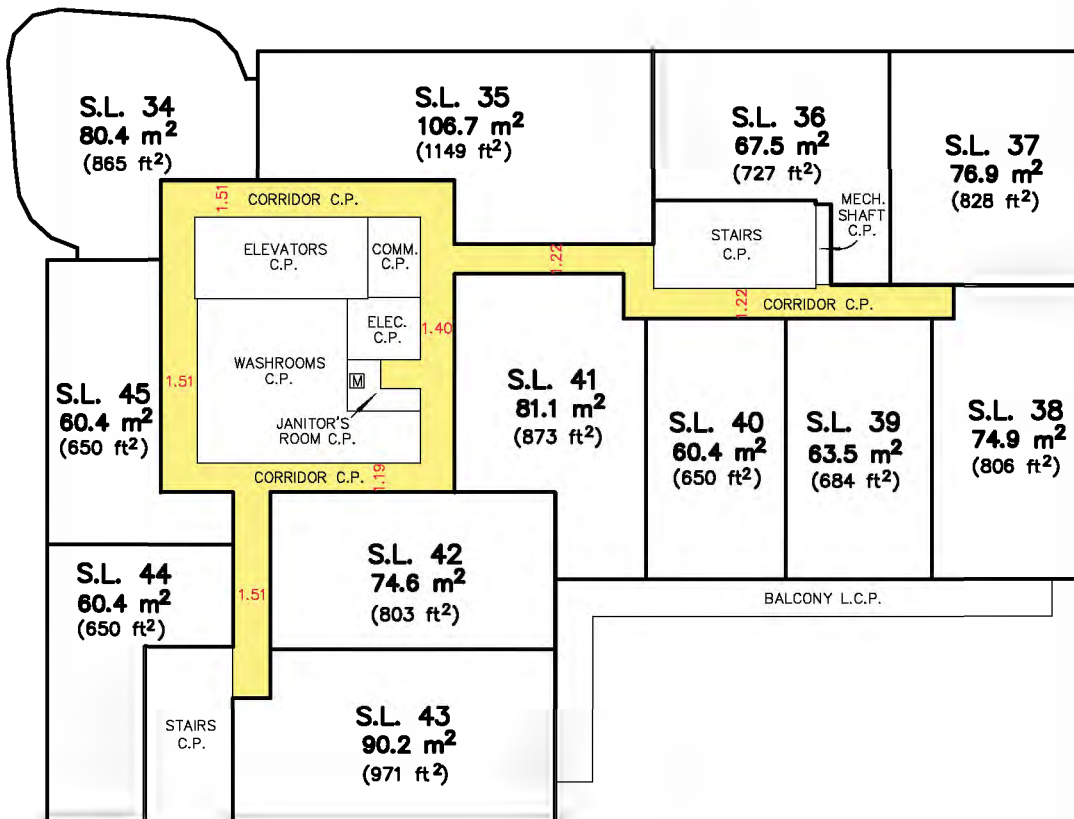
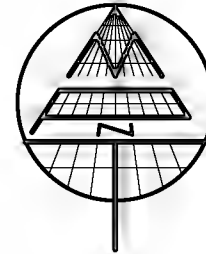
# EIGHTH FLOOR

SHEET 10 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



**TOTAL PROPOSED STRATA LOT AREA=897.0 m<sup>2</sup>**  
(9,655 ft<sup>2</sup>)

**TOTAL PROPOSED CORRIDOR AREA=103.8 m<sup>2</sup>**  
(1,117 ft<sup>2</sup>)

© COPYRIGHT

**MATSON PECK & TOPLISS**  
**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE: 17551-PRO-STRATA-V8.DWG

**NOTE:**

AREAS ARE APPROXIMATE ONLY.

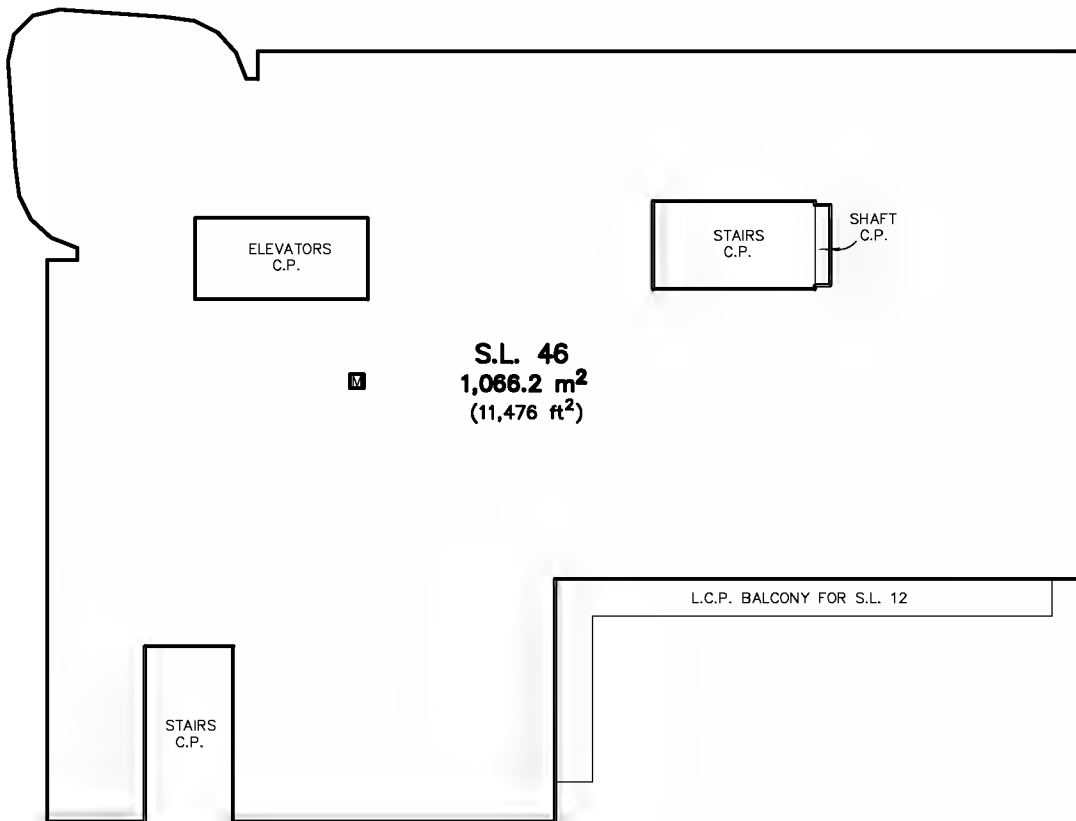
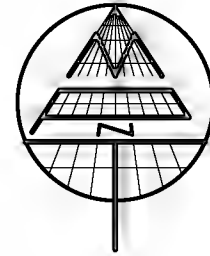
# NINETH FLOOR

SHEET 11 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**  
**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA-V8.DWG

R-22-17551-PRO-STRATA

PLN - 20

APRIL 12, 2022

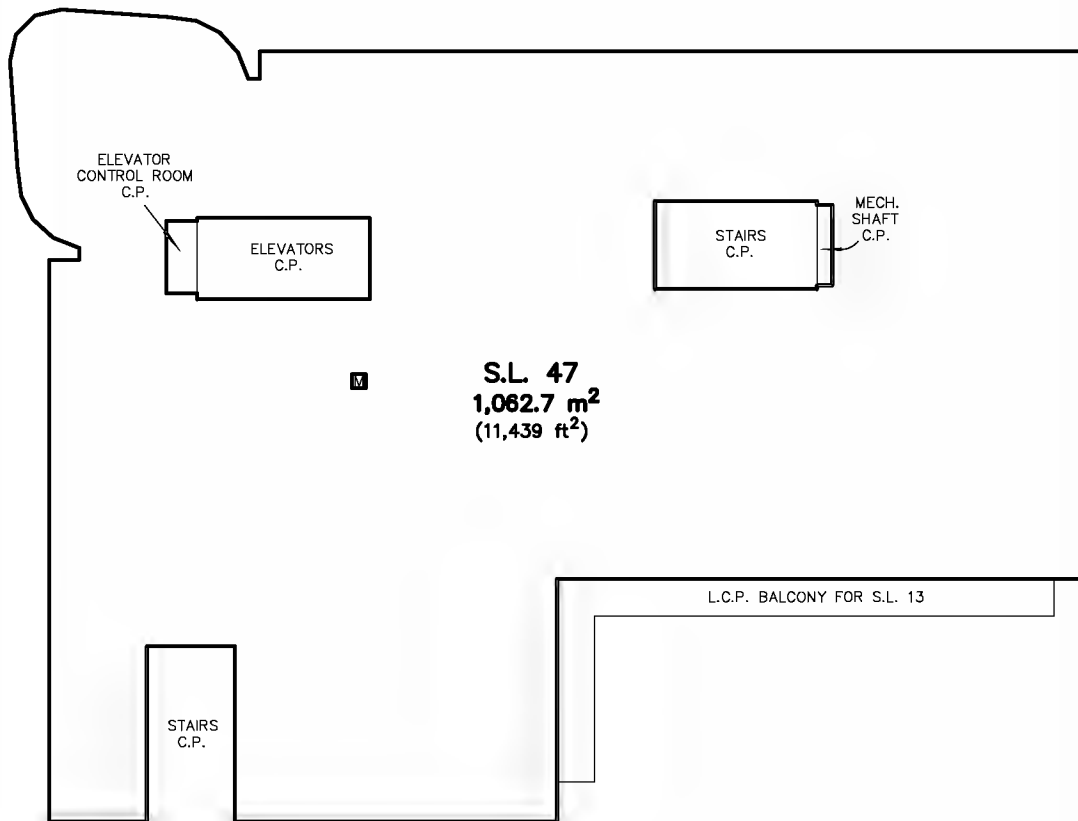
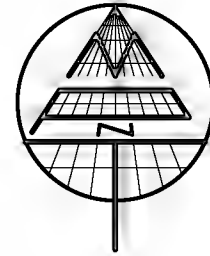
# TENTH FLOOR

SHEET 12 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

**MATSON PECK & TOPLISS**  
**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA-V8.DWG

R-22-17551-PRO-STRATA

PLN - 21

APRIL 12, 2022



# City of Richmond

## Report to Committee

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

**Date:** March 16, 2022  
**File:** RZ 14-672055

**Re:** Request to Revise Rezoning Considerations for the Application by  
Bene (No. 3) Road Development Ltd. for Rezoning of the Property at  
4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High  
Rise Office Commercial (ZC44) – Aberdeen Village" Zone

### Staff Recommendation

That the request to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, to remove the rezoning consideration limiting the subdivision of office space, be denied.

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

WC/SB:js  
Att. 3

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

## Staff Report

### Origin

Bene (No. 3) Road Development Ltd. has requested a revision to the rezoning considerations associated with the rezoning of 4700 No. 3 Road from the “Auto-oriented Commercial (CA)” zone to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”. The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the Aberdeen Village of the City Centre Area Plan (CCAP). The rezoning included the provision of additional density in exchange for ensuring the development would provide large floorplate leasable office space. The rezoning considerations include registration of a legal agreement limiting subdivision (including stratification and/or air space parcels) of the office floor area within the proposed building to not more than one strata lot or one air space parcel per storey.

The applicant is requesting the rezoning consideration limiting subdivision be removed to allow office floor area to be subdivided. If this restriction is removed, the applicant would be permitted to subdivide the office space into distinct legal lots of any area (strata lot or air space parcel) without any City input. Effectively, the applicant is requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e. creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

### Findings of Fact

#### Background

On December 11, 2017, Council granted First Reading to Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 associated with the subject rezoning application. The purpose of the OCP and Zoning Amendment Bylaw is to increase the Village Centre Bonus (VCB) permitted density bonus allowed on the subject site to facilitate the creation of large floorplate leasable office space. The bylaws were granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment AA – Attachment A).

The applicant was required to enter into a legal agreement prohibiting any form of subdivision (including stratification and/or air space parcels) of office space within the proposed building as a consideration of rezoning in exchange for the additional density granted through the VCB increase. Maintaining the office floor area as a single real estate entity was secured to facilitate large floorplate leasable office space in close proximity to transit and amenities. Leasable office space is well-suited to the needs of both large and small businesses as the space is easily adjusted to suit tenant needs and is thus attractive to firms looking to minimize capital investment and accommodate future growth. Firms in key City economic sectors such as Information Technology, Clean Tech and Digital Creatives are examples of industries that seek leasable office space in close proximity to transit. Providing large floorplate leasable office space in the City Centre can help to ensure a diversified and resilient local economy by facilitating the attraction, retention and expansion of a wide range of businesses with varying space needs.

On June 17, 2019, Council adopted OCP Bylaw 7100, Amendment Bylaw 10034, which amended the VCB provisions in the City Centre Area Plan. This policy requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB is increased beyond the 1.0 floor area ratio (FAR) allowed or when the VCB is added to a site that does not currently have this designation. This restriction is applied on sites that benefit from the provision of additional density as a way of encouraging the creation of large floorplate leasable office space close to transit and city centre amenities.

In light of adoption of the above referenced OCP Bylaw (Bylaw 10034), the applicant requested that the original rezoning consideration be amended to be consistent with the newly adopted OCP Policy. On July 22, 2019, Council approved the revision of the rezoning consideration from prohibiting any form of subdivision (stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of the office space to no more than one strata lot or one air space parcel per storey. The Report to Council regarding the revision request, dated June 24, 2019, is provided (Attachment AA).

The Development Permit application (DP 16-754766) associated with the rezoning application was endorsed by Development Permit Panel on January 29, 2020.

The applicant is now requesting a further revision to the rezoning considerations to allow any form of subdivision of the proposed office space within the proposed building (Attachment BB). No modifications are proposed to the development design as a result of the request.

Recently, on January 24, 2022, Council reaffirmed the existing OCP Policy limiting the subdivision of office space in situations where additional density is provided as part of the consideration of the report titled "Referral Response: Review of Office Stratification Regulations" and dated December 18, 2021. The Report indicated that within the City Centre, office space in close proximity to the Canada Line provides attractive and viable opportunities for leased office space. Council endorsed the staff recommendations that no further restrictions on the stratification and airspace subdivision of office space be considered at this time and that staff continue to monitor the effectiveness of the existing incentive based Office Stratification Policy and report back in two years. The applicant's request is in direct contradiction to the incentive based policy for achieving leasable office space in exchange for additional density.

### **Related Policies & Studies**

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

The CCAP includes an incentive based density bonus approach to encourage the creation of large floorplate leasable office space close to transit and city centre amenities by limiting subdivision of all office use to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB is increased beyond 1.0 FAR or when the VCB is added to a site that does not currently have this designation.

The request to remove office space subdivision limitations while maintaining the additional density granted through the rezoning application is inconsistent with the CCAP as the proposed development involves increasing the VCB from 1.0 FAR to 1.5 FAR.



Should the applicant wish to pursue the development without the limitations on subdivision of the office space they should remove the additional density permitted by the additional 0.5 FAR density bonus (1,041 m<sup>2</sup> [11,205 ft<sup>2</sup>]) to comply with the requirements of the CCAP.

### **Analysis**

As noted in the original Staff Report (Attachment AA – Attachment A), the CCAP amendment and rezoning propose a total density of 3.5 FAR, including a VCB of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285 m<sup>2</sup> (78,416 ft<sup>2</sup>) comprised of commercial space on the bottom two floors and 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) office space on the top six floors. The upper floor plate sizes are approximately 799 m<sup>2</sup> (8,600 ft<sup>2</sup>) on the 5<sup>th</sup> floor, and 1,002 m<sup>2</sup> (10,791 ft<sup>2</sup>) on the 6<sup>th</sup> to 10<sup>th</sup> floors.

### **Applicant Requested Change**

The applicant submitted a letter, dated August 18, 2021 (Attachment BB) requesting the removal of the rezoning consideration limiting subdivision of office space (item #7 of the rezoning considerations).

The applicant advises that in the midst of the Covid-19 pandemic, they have not been able to secure sales for the current floor size office units and construction costs have further increased.

The applicant also advises that in response to market demand for smaller office units, the rezoning consideration change is requested to provide smaller office units and conceptual draft strata subdivision sketches (Attachment CC) have been provided. The proposed office space is located on the 5<sup>th</sup> to 10<sup>th</sup> floor levels and the applicant proposes to create office space strata lots with approximate sizes of between 58.1 m<sup>2</sup> (625 ft<sup>2</sup>) and 173.6 m<sup>2</sup> (1,869 ft<sup>2</sup>).

### **Next Steps**

In response to the applicant request, staff provide the following three options for Council consideration:

1. That the applicant's request to amend the rezoning considerations be denied (recommended). This option is consistent with the OCP incentive based policy to secure large floorplate leasable office space close to rapid transit and city centre amenities when additional density is granted. The applicant would be required to satisfy the rezoning considerations prior to final adoption of the rezoning bylaw.
2. Remove the additional 0.5 FAR density bonus from the project. Without the provision of bonus density, there is no policy basis to limit subdivision of the office floor area. This option is consistent with the CCAP. The proposed zoning and OCP bylaws, rezoning considerations and proposed Development Permit would need to be amended accordingly. A new Public Hearing would be required on the revised rezoning bylaw and the Development Permit would need to be revised and represented to the Development Permit Panel for their consideration.

3. Amend the rezoning considerations to remove the limitation on the subdivision of office space while maintaining the currently proposed density. This option is not recommended as it is inconsistent with the CCAP. Proceeding in this fashion will undermine the current incentive based office stratification policy and likely generate similar requests from other developments that are proceeding in accordance with the policy. There are currently two other rezoning applications in the City Centre (RZ 18-807640 and RZ 18-821103) that could seek similar amendments to their rezoning considerations should the applicant's request be approved. In order to proceed in accordance with this option, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by removing the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations). An additional Public Hearing would not be required, as this option would not change land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

### Conclusion

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from the "Auto-oriented Commercial (CA)" zone to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village", in order to remove limitations on the subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre's Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy, which requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB is increased beyond the 1.0 FAR allowed or when the VCB is added to a site that does not currently have this designation. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



Sara Badyal  
Planner 3  
(604-276-4282)

SB:js

### Attachments:

- Attachment AA: Report to Council dated June 24, 2019 (including Original Staff Report, dated November 20, 2017, Location Map, Aerial Photo)
- Attachment BB: Letter from Applicant dated August 18, 2021
- Attachment CC: Draft Strata Subdivision Sketches dated January 10, 2022



# City of Richmond

## Report to Committee

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

**Date:** June 24, 2019  
**File:** RZ 14-672055

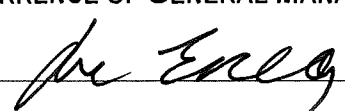
**Re:** Revised Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone

### Staff Recommendation

That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.

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

WC:sb  
Att. 2

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

## **Staff Report**

### **Origin**

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the rezoning of 4700 No. 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”. The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the City Centre’s Aberdeen Village. The rezoning considerations include a restriction prohibiting subdivision (including stratification and/or air space parcels) of office floor area (single owner for office space). The applicant is requesting the rezoning consideration be revised to allow office floor area to be subdivided to no more than one strata lot or one air space parcel per storey.

On December 11, 2017, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, to rezone the subject property to permit the development of a high-density, mixed commercial and office use building. Amendment Bylaw 9216 was subsequently granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment B). The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff.

As a consideration of rezoning, the applicant was required to enter into a legal agreement prohibiting subdivision (including stratification and/or air space parcels) of the office space. However, the City Centre Area Plan was subsequently recently revised on June 17, 2019, allowing limited subdivision of office use within the higher density Village Centre Bonus area and construction costs have increased, resulting in the applicant requesting revised rezoning considerations to allow limited subdivision of the proposed office space. No modifications are proposed to the development design as a result of the request.

The applicant has requested that Council revise the original rezoning considerations prior to the rezoning application proceeding to final adoption. Due to the proposed changes being minor and not impacting land use or density, the revised proposal does not require a new Public Hearing.

### **Findings of Fact**

Please refer to the original Staff Report dated November 20, 2017 (Attachment A) for detailed information regarding the rezoning application.

## **Analysis**

### **Original Proposal**

As noted in the original Staff Report (Attachment A), the City Centre Area Plan (CCAP) amendment and rezoning include a total density of 3.5 floor area ratio (FAR), including a Village Centre Bonus of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285.4 m<sup>2</sup> (78,415.5 ft<sup>2</sup>) comprised of approximately 1,387.7 m<sup>2</sup> (14,937 ft<sup>2</sup>) or 0.67 FAR of commercial space and 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) or 2.83 FAR of office space. The office space is proposed over six storeys on the 5<sup>th</sup> to 10<sup>th</sup> floors, with floor plate sizes of approximately 799 m<sup>2</sup> (8,600 ft<sup>2</sup>) on the 5<sup>th</sup> floor, and 1,002 m<sup>2</sup> (10,791 ft<sup>2</sup>) on the 6<sup>th</sup> to 10<sup>th</sup> floors.

The original rezoning considerations included the requirement to enter into a legal agreement prohibiting subdivision of the office floor area (including stratification and/or air space parcels).

### **Proposed Changes**

Subsequent to the Public Hearing for the subject rezoning application, the City Centre Area Plan was amended. On June 17, 2019, Council adopted Official Community Plan Bylaw 7100, Amendment Bylaw 10034, which amended the “Village Centre Bonus” definition, requiring that subdivision of all office use within the Village Centre Bonus (VCB) area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB exceeds 1.0 FAR.

As the City Centre Area Plan has recently changed, and construction costs have increased significantly, the applicant has requested the rezoning considerations be amended to allow for limited subdivision of the proposed office floor area to one strata lot or one air space parcel per storey (Attachment B). A red-lined version of the proposed revised rezoning considerations is provided in Attachment C, which revises the office floor area subdivision prohibition requirement (item #7 of the rezoning considerations) to allow limited office floor area subdivision to no more than one strata lot or one air space parcel per storey, consistent with the City Centre Area Plan.

In order to move forward with the development, the applicant has requested to revise the rezoning considerations. An additional Public Hearing is not required, as the revised proposal does not impact land use or density and is relatively minor. No additional conditions from the previous rezoning considerations are proposed to change, other than that identified in this Report and the revised rezoning considerations provided in Attachment C.

### **Next Steps**

Should Council wish to proceed with the revised rezoning considerations, the applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the Rezoning Bylaw.

The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff. A Staff Report will be forwarded to the Development Permit Panel in the future and public notification, consistent with City procedures, will be provided through the Development Permit process to notify surrounding residents of the Development Permit application.

### **Conclusion**

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”, in order to allow limited subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre’s Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The revised rezoning considerations are consistent with recent amendments to the City Centre Area Plan to allow limited subdivision of all office use within the Village Centre Bonus (VCB) area.

On this basis, it is recommended the rezoning considerations be amended.



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

SB:blg

Attachment A: Original Report to Council dated November 20, 2017

Attachment B: Letter from Applicant dated July 3, 2019

Attachment C: Red-lined Version of the Revised Rezoning Considerations



**Report to Committee**  
Planning and Development Division

---

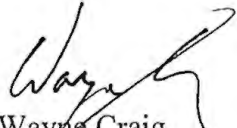
**To:** Planning Committee **Date:** November 20, 2017  
**From:** Wayne Craig **File:** RZ 14-672055  
Director, Development  
**Re:** **Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

---

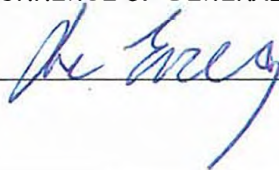
**Staff Recommendation**

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9215, to amend the Schedule 2.10 (City Centre Area Plan) by:
  - a) Amending the Overlay Boundary - Village Centre Bonus Map (2031) to allow for an additional 0.5 FAR Village Centre Bonus on the subject site; and
  - b) Amending the Aberdeen Village – Detailed Transect Descriptions to allow for an additional 0.5 FAR Village Centre Bonus on the subject site;be introduced and given first reading.
2. That Bylaw 9215, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9215, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be introduced and given first reading.

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

SB:blg  
Att. 5

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



## Staff Report

### Origin

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond for permission to rezone 4700 No 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone; “High Rise Office Commercial (ZC44) – Aberdeen Village” (Attachment 1), in order to permit the development of a high-density commercial and office use development on a property in the City Centre’s Aberdeen Village. Key components of the proposal (Attachment 2) include:

- A single 10-storey tower with two floors of commercial retail units, six floors of office space and four levels of parking.
- A total floor area of approximately 7,285.4 m<sup>2</sup> (78,415.5 ft<sup>2</sup>) comprised of approximately:
  - 1,387.7 m<sup>2</sup> (14,937 ft<sup>2</sup>) of commercial space.
  - 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) of office space.
- LEED Silver equivalent building designed and constructed to connect to a future district energy utility (DEU) system.
- Replacement of the City’s Leslie sanitary sewer pump station located on the Leslie Road frontage, including required equipment inside the proposed building in a required Statutory Right-of-Way (SRW).

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate inclusion of additional transit oriented office use on the subject site.

### Findings of Fact

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

### Site and Surrounding Development

The subject site is located in Aberdeen Village (Attachment 4) at the corner of No. 3 Road and Leslie Road, and is comprised of a single lot.

The site is currently vacant and was previously occupied by a single-storey restaurant building surrounded by surface paving.

Surrounding development includes:

To the North: Across Leslie Road, an existing two-storey auto repair building.

To the South: An existing commercial development with one and two-storey buildings.

To the East: A surface parking area, and further east, an existing two storey commercial building.

To the West: Across No. 3 Road, an existing commercial development with one and two-storey buildings.

## **Related Policies & Studies**

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

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

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

- The proposed 0.5 FAR additional Village Centre Bonus (VCB) which is not currently included in the plan.
- Utilization of the entire additional Village Centre Bonus for office use. A legal agreement will be secured through the rezoning to maximize flexibility through single ownership, prohibiting strata-titling of the office area.

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

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

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

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 1A (new aircraft noise sensitive land uses prohibited) on the Aircraft Noise Sensitive Development Map. The proposed rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant on title is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include registration of a noise covenant on title before final adoption of the rezoning bylaw.

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

## **Consultation**

### **1. OCP Amendment**

General Public: Development Application signage has been installed on the subject site. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an

opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

**External Agencies:** Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. A referral was made to TransLink through the rezoning process. Since no residential use is included in the subject proposal, a referral was not made to the Richmond School Board in accordance with Council policy. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

#### OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only. As residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to density bonusing for additional office use on the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary; the proposed amendment refers to density bonusing for additional office use on the subject site only.
TransLink	The proposed amendment refers to density bonusing for additional office use on the subject site only; no transportation road network changes are proposed. The proposal was referred to TransLink through the associated rezoning application.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.

## 2. Rezoning

**General Public:** A rezoning application sign has been installed on the subject site. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was referred to the following external agency.

- South Coast British Columbia Transportation Authority (TransLink): Staff referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the development proposal, advising that TransLink is not opposed to an OCP amendment and rezoning staff report being advanced to Council for consideration. The proposal is not expected to impact transit operations, goods movement, the Major Road Network, or regional cycling facilities. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide final comment, but expect that the applicant will work cooperatively to address all concerns, as well as obtain TransLink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting Building Permit issuance prior to final approval being received from TransLink.

## **Analysis**

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

### **1. Proposed OCP and Zoning Bylaw Amendments**

#### Proposed OCP (CCAP) Amendment

Land Use: The proposed office and commercial uses are permitted by the CCAP. The OCP (CCAP) amendments will allow additional transit-oriented office uses on the subject site.

Density: The proposed amendments are structured to permit an additional 0.5 FAR of office floor area as a component of the Village Centre Bonus (VCB) floor area (increasing the VCB from 1.0 FAR to 1.5 FAR for the subject site). This is intended to ensure that the site is developed primarily with transit oriented office use.

There is an increasing demand for office space around rapid transit stations as companies seek amenity rich locations that aid in their talent attraction and retention efforts. Large contiguous spaces are especially difficult to find in these locations. The office vacancy rate along the Canada Line is at a low critical level of 2.3% and no substantial large floor plate product has been added in all of Richmond, including in the City Centre, for nearly a decade.

The subject site benefits from bus service along it's No. 3 Road frontage and the site is within walking distance of the Aberdeen Canada Line station (within approximately 450 m).

The proposed OCP amendment would increase the existing Village Centre Bonus incentive to develop office uses on the subject site to respond to the demand for transit oriented office space. The proposal would also increase employment opportunities, enhance the City's fiscal sustainability by expanding and diversifying the tax base, while also expanding the range of services offered to the City's residents and businesses. Staff note that the applicant has agreed to maintain the office floor area under a single owner so that it can be easily converted to large tenant office space to accommodate a wider range of future potential office tenants. Registration of a legal agreement on title to prohibit subdivision of the office space on the upper floors of the building into either strata lots or air space parcels is a requirement of rezoning.

The proposed increase in density is for transit oriented office uses in a village centre, so would not impact the CCAP population target and would provide additional services for residents and additional employment opportunities in the City. The proposed office density increase would not generate the same demands on City utilities and City community amenities that additional residential floor area would (including park space, libraries, art facilities, emergency services, health care facilities, etc.).

On the basis of the benefits that additional transit oriented office uses provides to the City, staff support the proposed density increase for additional non-residential floor area. However, staff do not generally support density increases for additional residential floor area as the resulting additional population would strain access to City amenities and health services, and stress existing city and private infrastructure, including the transportation network. If the residential population increased within the City Centre, projections based on the existing CCAP framework would no longer be valid. Strategic plans, such as the City Centre Transportation Plan, the Parks and Open Space Plan and the City's Development Cost Charges program would require revision and expensive upgrades would be required.

### Proposed Rezoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect (except for the additional office use as proposed in the applicant's requested OCP amendment). A new site-specific zone is proposed, "High Rise Office Commercial (ZC44) – Aberdeen Village". The proposed new ZC44 zone includes provisions regulating the permitted land uses, maximum floor area, density bonus for office floor area, maximum building height, siting parameters and parking. Rezoning considerations are provided (Attachment 5).

## **2. Community Amenities**

The proposed rezoning includes the following contributions in support of City Centre densification and the associated increased demand for community amenities.

Community Amenity Space: The proposed rezoning is located in the “Village Centre Bonus (VCB)” area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant proposes to take advantage of the following available density bonus provisions:

- VCB density increase of 1.0 FAR with 5% of this area expected to be provided back to the City in the form of floor area for a community amenity ( $104 \text{ m}^2$  calculated using the proposed floor area  $[1.0 \times 0.05 \times 2,082 \text{ m}^2]$ ).
- VCB additional density increase of 0.5 FAR with 10% of this area expected to be provided back to the City in the form of floor area for a community amenity ( $104 \text{ m}^2$  calculated using the proposed floor area  $[0.05 \times 0.1 \times 2,082 \text{ m}^2]$ ).

Community Services staff have reviewed the property location, and limited amount of community amenity floor area that would be generated ( $208 \text{ m}^2$  or  $2,241.6 \text{ ft}^2$ ) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution to the City Centre Facility Development Fund for the finished value of the space (\$1,456,392.94 calculated using the proposed floor area  $[2,241.6 \text{ ft}^2 \times \$650 / \text{ft}^2]$ ). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ( $\$650 / \text{ft}^2$ ) will be adjusted annually thereafter based on the Statistics Canada “Non-residential Building Construction Price Index” yearly quarter to quarter change for Vancouver, where the change is positive.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning, in accordance with the CCAP Implementation Strategy ( $\$19,605.29$  calculated using the proposed floor area  $[78,421.16 \text{ ft}^2 \times \$0.25 / \text{ft}^2]$ ).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size and there are limited opportunities for locating Public Art on the site, the applicant is proposing to provide a voluntary contribution to the Public Art Reserve for City-wide projects on City lands. The contribution will be secured before rezoning adoption, based on the current contribution rate ( $\$34,505.31$  calculated using the proposed floor area  $[78,421.16 \text{ ft}^2 \times \$0.44 / \text{ft}^2]$ ).

### 3. Utility Infrastructure

City Utilities: The developer is required to enter into a Servicing Agreement for the design and construction of a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrade on Leslie Road frontage.
- Storm sewer upgrade on Leslie Road frontage.
- Sanitary sewer upgrade, pump station and force main replacement on Leslie Road frontage and east edge of site, including new equipment in a SRW inside the building, and force main in a SRW along the east edge of the site.
- Various frontage improvements including street lighting.

A more detailed description of infrastructure improvements is included in the Rezoning Considerations (Attachment 5).

Private Utilities: Undergrounding of private utility lines and location of private utility equipment on-site are required.

#### **4. Transportation**

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

- Leslie Road: Leslie Road will be widened to accommodate a left-turn lane. The back-of-curb cross-section will be improved to accommodate a grass boulevard with street trees and a sidewalk. A property dedication is required across the frontage and at the corner.
- Traffic Signals: The existing traffic signal at the No. 3 Road and Leslie Road intersection is required to be upgraded to accommodate the road widening.

A more detailed description of road improvements is included in the Rezoning Considerations (Attachment 5). Road enhancements along Leslie Road will be eligible for DCC credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Site Access On-site: Vehicular access will be provided via a single driveway connecting to Leslie Road. Truck access and loading will be provided, and will be the subject of further review during the Development Permit review process.

Vehicle Parking On-site: Transportation Department staff support the parking proposal.

The proposed parking rate is consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1).

In accordance with the Zoning Bylaw 8500, the parking proposal includes a 10 percent reduction with the provision of the following Transportation Demand Management (TDM) measures as requirements of rezoning:

- Voluntary contribution of \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road.
- Provision of two electric vehicle (EV) quick-charge (240V) charging stations on-site for the use of units and visitors. The charging stations should be located to provide for convenient use by vehicles parked in any of four parking spaces. The provision of the charging stations for the shared use of units and visitors will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

The proposed new ZC44 site specific zone has been drafted to allow for the provision of a maximum of sixteen tandem parking spaces located in the upper parking levels (third and fourth floor) for employee parking only and each pair of the tandem parking spaces are to be assigned to a single tenant/unit. The eight parking spaces that do not have direct access to a drive aisle represent 7.6% of the total 106 proposed parking spaces. The tandem parking would be for office space under single ownership, which is characterized with regular office hours and parking use that the applicant believes will work for tandem parking. As the office space will be required to remain under single ownership, property management will manage the tandem parking.

Similarly, the provision of some tandem parking spaces restricted to employee use only was also approved for the stratified Aberdeen expansion for retail and office space (DP 09-494545) and staff are not aware of any issues with the arrangement. The detailed parking design will be the subject of further review during the Development Permit review process.

Truck Loading On-site: The Richmond Zoning Bylaw requires two medium size loading spaces and one large size loading space for the proposed development. The applicant is proposing to provide two medium size loading spaces. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw. Transportation Department staff support the variance request to not provide one large truck loading space, as the proposed retail and office uses would not typically involve deliveries with large semi-trailers. The variance request will be the subject of further review during the Development Permit review process.

Bicycle Parking On-site: The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. The detailed design of secure class 1 storage and short-term class 2 bicycle racks will be the subject of further review during the Development Permit review process. Provision of class 1 bicycle storage for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

## **5. Development Concept Review**

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

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's configuration, specific constraints (proximity to the Canada Line and requirement for the City sanitary pump station replacement), urban design opportunities (corner location) and combination of uses (commercial and office). There is one full height main tower element and a lower height podium element.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. The proposed development is surrounded on two sides by No. 3 Road and Leslie Road, which mitigates potential impacts on both the surrounding public realm and surrounding private development. On the other two sides, the subject site abuts an adjacent commercial site and the applicant has provided conceptual drawings demonstrating its potential for future redevelopment.

Living Landscape: The CCAP looks to development to support ecological function in City Centre through the creation of an interconnected landscape system. Further review of the landscape design will occur through the Development Permit and Servicing Agreement processes and is anticipated to contribute to the ecological network, including:

- Retention of existing street trees on the No. 3 Road frontage.
- Provision of street trees on the Leslie Road frontage.
- Provision of landscaped roof area.



There are no on-site trees. On the advice of Parks Department staff, the two existing street trees in the Leslie Road frontage will be removed. A contribution of \$2,600 (2 trees x \$1,300) to the Tree Compensation Fund is required before rezoning adoption. Tree protection is required for the three existing street trees in the No. 3 Road frontage. Confirmation of a contract with an arborist and installation of tree protection fencing are required before rezoning adoption.

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

Development Permit: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines, City bylaws and policies. The detailed building and landscape design will be the subject of further review during the Development Permit review process, including the following features.

- Form and Character: The design will be further detailed to provide massing, height and façade expression, and active street frontages.
- Parking and Loading: A draft functional plan, showing truck manoeuvring, has been provided and will be further developed within the Development Permit process.
- Waste Management: A draft waste management plan has been submitted and will be further developed within the Development Permit process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required will be reviewed within the Development Permit process.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the Development Permit process.
- Accessibility: The proposed development will be required to provide good site and building accessibility. Design implementation will be reviewed within the Development Permit and Building Permit processes.
- Sustainability: Integration of sustainability features into the site, building, and landscape design will be reviewed within the Development Permit process.

**Financial Impact or Economic Impact**

As a result of the proposed development, the City will take ownership of developer-contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$6,000, this will be considered as part of the 2018 Operating Budget.

**Conclusion**

The application by Bene (No. 3) Road Development Ltd. to amend the OCP and to rezone the property at 4700 No. 3 Road in order to develop a high-density, mixed commercial and office building is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed office use will contribute towards addressing the need for transit-oriented office space in the City Centre. The proposed commercial uses will activate both street frontages and both uses will support future development in Aberdeen Village. The built form will provide a strong identity for the site's corner location, and public realm enhancements will improve the pedestrian experience at this high traffic location. Engineering and transportation improvements, along with voluntary contributions for Public Art, community planning, bus shelters and cash-in-lieu density bonusing, will help to address a variety of community development needs.

On this basis, it is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 9215 and Zoning Bylaw 8500, Amendment Bylaw 9216, be introduced and given first reading.



Sara Badyal  
Planner 2  
(604-276-4282)

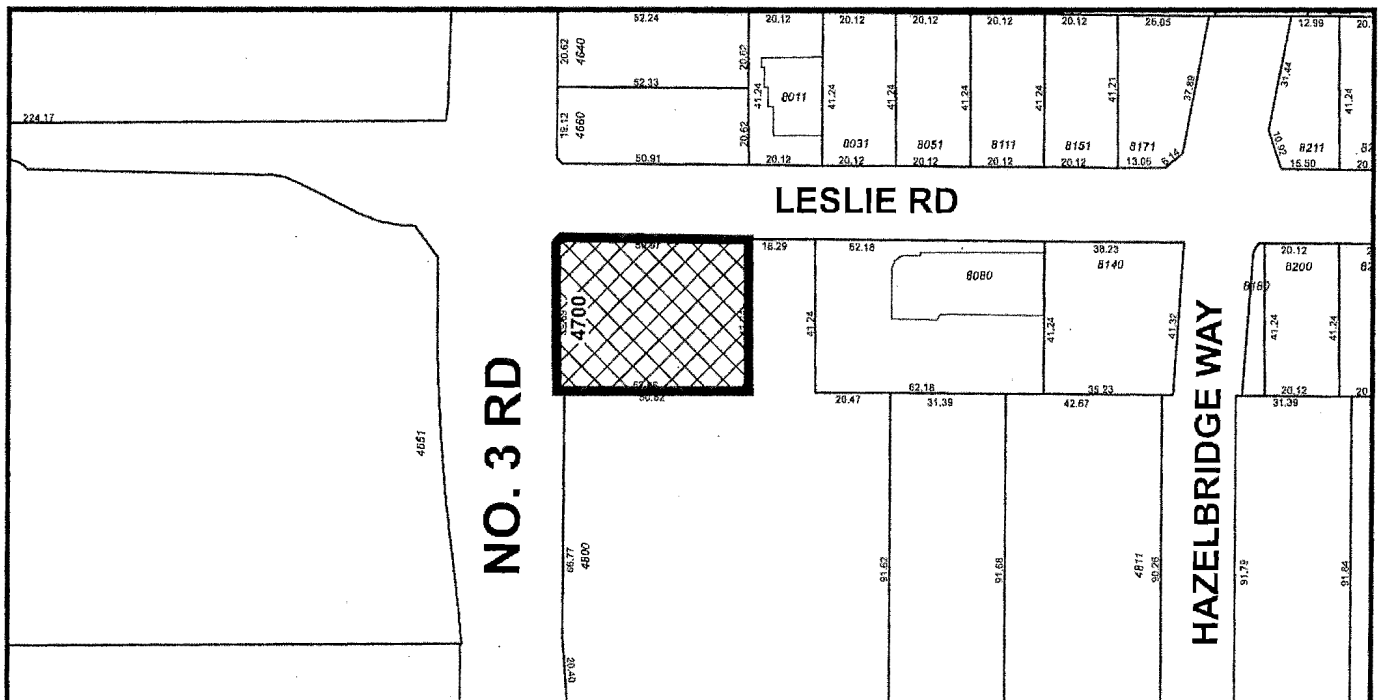
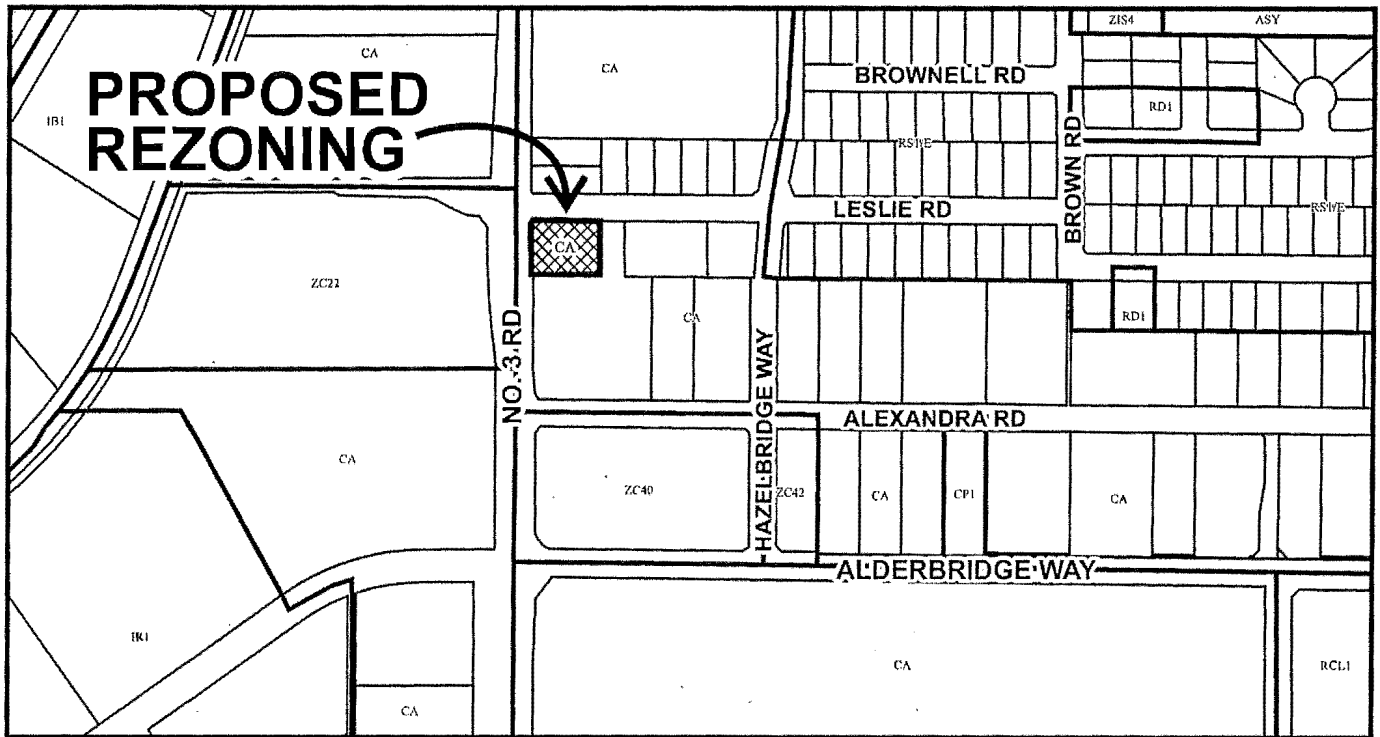
SB:blg

**Attachments:**

- Attachment 1: Rezoning Location Map and Aerial Photograph
- Attachment 2: Rezoning Proposal Conceptual Plans
- Attachment 3: Development Application Data
- Attachment 4: City Centre Aberdeen Village Specific Land Use Map
- Attachment 5: Rezoning Considerations



City of  
Richmond



RZ 14-672055

Original Date: 09/15/14

Revision Date: 11/20/17

Note: Dimensions are in METRES





City of  
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES



Development Application (RZ)  
Data Summary

RZ 14-672055	
Address:	4700 No. 3 Road
Applicant:	Bene (No. 3) Road Development Ltd.
Planning Area(s):	City Centre Area Plan – Aberdeen Village – Urban Centre T5 (35m) – VCB Overlay – DPG Sub-Area A.4
Other Areas(s):	Aircraft Noise Sensitive Use Area 1A – Flood Construction Level Area A

	Existing	Proposed
OCP Designation:	Commercial	Complies
Land Uses:	Vacant	Office/Retail Mixed Use
Zoning:	Auto-Oriented Commercial (CA)	High Rise Office Commercial (ZC44) – Aberdeen Village
Site Area (before and after dedications):	2,167.2 m <sup>2</sup>	2,081.6 m <sup>2</sup>
Net Development Site Area (for floor area calculation):	N/A	2,081.6 m <sup>2</sup>
Number of Residential Units:	0	0

	Bylaw Requirement	Proposed	Variance
Base FAR (Max.):	2.0	2.0	
Village Centre Bonus (VCB) (Max.):	1.5	1.5	
Total FAR (Max.):	3.5	3.5	
Commercial FAR (Max.):	2.0	0.67	
Office FAR (Max.):	3.5	2.83	
Commercial (Max.):	4,163.2 m <sup>2</sup>	1,388 m <sup>2</sup>	
Office (Max.):	7,285.6 m <sup>2</sup>	5,897.4 m <sup>2</sup>	
Floor Area (Max.):	7,285.6 m <sup>2</sup>	7,285.4 m <sup>2</sup>	
Lot Coverage (Max.):	90 %	57 %	
Setback – No. 3 Road (Min.):	6 m	3.3 m	
Setback – Leslie Road (Min.):	3 m	3 m	
Setback – Interior Side Yard (Min.):	0 m	0 m	
Setback – Rear Yard (Min.):	0 m	3 m	
Height Dimensional (Max.):	35 m	35 m	
Height Accessory (Max.):	5 m	N/A	
Subdivision/Lot Size (Min.):	2,000 m <sup>2</sup>	2,081.5 m <sup>2</sup>	
Off-street Parking – City Centre Zone 1 (Min.):	101	106	See note 1

	Bylaw Requirement	Proposed	Variance
TDM Reduction (Max.):	10%	10%	
Tandem Parking Spaces (Max.):	None permitted	16	16 tandem parking spaces
Class 1 Bicycle Parking (Min.):	19	19	
Class 2 Bicycle Parking (Min.):	28	28	
Loading Space – Medium (Min.):	2	2	
Loading Space – Large (Min.):	1	0	No WB-17 loading space

**General Note:** All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

**Note 1:** Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. floor areas), final parking requirements will be determined using the same methodology at the time of Development Permit approval.



July 3, 2019

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

Attn: Ms. Sara Badyal

**Re: 4700 No.3 Road Strata Proposal Rationale Request**

Dear Sara,

We request that the Mayor and City Councillors to revise the rezoning considerations for our project at 4700 No. 3 Road to allow the proposed six floors of office space to be subdivided by floor into six floor-size office spaces.

The City of Richmond and its region have been growing tremendously over the past decade. Such growth also led to a rapid increase in construction costs. According to the budget received from Graham construction, the construction cost for the proposed building has increased by 40% from 2014 proforma estimates, which represents a \$9M cost increase. The current estimate of the construction cost has yet to include off-site work.

Cost added by Translink required a \$1.2M letter of credit, which has been provided to Translink. That is for the costs for service agreements and monitoring during the preload and construction stages, which may take 36 months to complete.

Per our rezoning requirement, Developer is required to obtain approval from the Engineering Department before preload. The City's engineers ensured the sewage pipes and storm sewer would not have an impact on the future pump station and the neighbors, which has been approved. However, the cost of these works has incurred up-to-date, before preload, an additional of \$750,000.00 (no DCC recoverable).

The new pump station that city required inside the future building is underway. Our architect and the pump station consultants has worked studiously to provide additional space required for the generator in order to have the generator located separately from the pump station.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, if not infeasible, to market an office building under one strata title without the flexibility of subdividing the office space into several strata lots.

Both CBRE and Colliers commercial realtors advise that Richmond is traditionally an office market where tenants want to inspect completed buildings before executing leases and both recommend that the proposed building be subdivided on a floor by floor basis.

When we submitted the rezoning application in 2014, the owner of the property had the building very close to being able to be fully leased. However, the length of time required in the application process resulted in those prospective tenants making other arrangements. Although no pre-construction office leases have been secured, we have received interest from purchasers for office space. There are currently two Richmond companies who would like to purchase a floor each in the building to own their own office space.

The City Centre Area Plan has recently changed, restricting subdivision of office space in higher density village centre bonus area. In compliance with the revised City Centre Area Plan, this recent change provides an opportunity for the proposed office space in this project to be subdivided on a floor by floor basis into six floor-size office spaces.

Based on the challenges we anticipate and are facing, we sincerely and gratefully hope that the city will allow the rezoning considerations to be amended to allow the office space to be subdivided into six separate floor sized strata lots.

Yours Sincerely,



Danny Leung





**Address:** 4700 No. 3 Road

**File No.:** RZ 14-672055

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 9215.
2. Road dedication of 1.5 m along the entire Leslie Road frontage and 4 m x 4 m corner cut measured from the new property lines.
3. Granting of an approximately 114 m<sup>2</sup> (1,227 ft<sup>2</sup>) statutory right-of-way (SRW) public-rights-of-passage (PROP) and utilities for the purposes of a sanitary pump station, including equipment, underground structures and pipes, and required clearances, access and working areas (see Appendix A). The right-of-way (ROW) for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long, measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way. The right-of-way shall have minimum 5.0 m of vertical clearance above grade. Any works essential for public access and utilities within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other Servicing Agreement related works. Works to be secured via Servicing Agreement (see SA requirements below).
4. Registration of a flood indemnity covenant on Title (Area A).
5. Registration of an aircraft noise restrictive covenant on Title suitable for Area 1A (new aircraft noise sensitive land uses prohibited) and granting of a Statutory Right-of-Way in favour of the Airport Authority.
6. Registration of a legal agreement on Title, stipulating that the mixed use commercial/office development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. Registration of a legal agreement on Title, **prohibiting limiting** subdivision (including stratification and/or air space parcels) of the office space to no more than one strata lot or one air space parcel per storey (single owner ~~for~~ per storey of office space).
8. Registration of a legal agreement on Title, ensuring that no more than 16 parking spaces are provided in a tandem arrangement and are limited to employee parking use only, any pair of tandem parking spaces must be assigned to the same tenant/unit and conversion of tandem parking area into habitable space is prohibited.
9. Registration of a legal agreement on Title, ensuring that all parking spaces (except tandem parking spaces) are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units. This includes four parking spaces provided with two electric vehicle quick-charge (240V) charging stations provided as a Transportation Demand Management (TDM) measure. The charging stations should be located to provide for convenient use by vehicles parked in any of the four spaces.
10. Registration of a legal agreement on Title, ensuring the loading spaces are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units.
11. Registration of a legal agreement on Title, ensuring bicycle storage is provided for the shared use of all tenants/units and is not permitted to be used for habitable space (e.g., other storage uses).

12. Registration of a legal agreement on Title, stipulating that no Building Permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink) as a condition of issuance of any Building Permit for the development have been addressed and met, including for the following items to ensure protection of transit infrastructure:
- Applicant to submit preload, excavation and shoring plans and associated mitigation plan for the development for TransLink's review and acceptance;
  - Applicant to conduct a precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, undertake a settlement monitoring program (as established by a qualified geotechnical engineer) and conduct a repeat of the survey post development construction;
  - Applicant to submit final (detailed) design drawings of the development for TransLink's review and acceptance; and
  - Applicant to address TransLink's guideway protection requirement, which is TransLink's response to concerns related to trespass and debris on the guideway. The applicant and TransLink will work together to identify a suitable response. Any option that affects the public realm and/or building form and character must also be approved by the City. Options are not limited to the following:
    - Option 1: Introduction of a physical canopy. The canopy may be self-supported or fixed to the proposed building. In these scenarios, the public realm and/or building design would be affected; thereby affecting the Development Permit. The applicant would be responsible for proposing a design solution that is supported by the City and would be required to seek reconsideration by the Development Permit Panel.
    - Option 2: Registration of an agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway to the owner/strata corporation. The City is not a party to this agreement. The agreement would be a private agreement between TransLink and the owner/strata corporation.
13. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- No Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
  - If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until:
    - The building is connected to the DEU, which may include the owner's supplied and installed central energy plant to provide heating and cooling to the building, at no cost to the City, or the City's DEU service provider, Lulu Island Energy Company, on the subject site satisfactory to the City.
    - If the City so elects, the owner transfers ownership of the central energy plant on the site, if any, at no cost to the City, or City's DEU service provider, Lulu Island Energy Company, to the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City.
    - The owner enters into a Service Provider Agreement with the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City.
    - The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building and the operation of the central energy plant, if any, by the City and/or the City's DEU service provider, Lulu Island Energy Company.
  - If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
    - The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
    - The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.

- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
  - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further statutory right-of-way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft<sup>2</sup>) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
  15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
  16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
  17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
  18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
  19. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained along No. 3 Road. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
  20. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities; including building demolition, occurring on-site.
  21. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  22. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
    - a) Road Works:

Note: Leslie Road works are on the Roads DCC program and would be eligible for Roads DCC credits.

      - i. Leslie Road frontage improvements (measured from north to south):
        - Maintain existing centre line and widen road southward to provide a total driving surface of (minimum) 7.4 m wide for eastbound traffic, east of No. 3 Road, and new 0.15 m wide curb and gutter.
        - New 1.5 m wide boulevard planted with grass and street trees.
        - New 2.0 m wide concrete sidewalk.
      - ii. No. 3 Road frontage improvements:
        - Remove existing driveway letdown.
      - iii. Traffic Signal improvements:
        - Upgrade the existing traffic signal at the No. 3 Road/Leslie Road intersection to accommodate the road widening noted above to include, but 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) and illuminated street name sign(s) as necessary.
    - b) Water Works:

Using the OCP Model, there is 169.7 L/s of water available at a 20 psi residual at the Leslie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.

- i. The Developer is required to:
    - Upgrade the watermain along Leslie Road from 150 mm to 300 mm from approximately the developments east property line to the existing 300 mm watermain on No. 3 Rd, complete with additional hydrants to achieve City spacing requirements.
  - ii. Developer's cost, the City is to:
    - Cut and cap the existing water service connection at the watermain along No. 3 Road frontage, and complete all water main tie-ins.
- c) Storm Sewer Works:
- i. The Developer is required to:
    - Install a new 750 mm storm sewer within the centre of the road from the developments east property line tying into the No. 3 Road box culvert and remove the existing adjacent sewer. Tie-in to the existing storm sewer to the east is required. Tie-in all existing storm service connections and catch-basin leads to the new main.
    - Cut and cap the existing storm service connections along the No. 3 Road frontage. The northern connection shall be capped at main and its inspection chamber removed, the southern connection shall be capped at inspection chamber.
    - Provide, at no cost to the City, a 1.5 m wide SRW (perpendicular to No. 3 Road) at the southwest corner of the development site, extending 1.0 m past the existing inspection chamber.
    - Install a new storm service connection, complete with inspection chamber, off of the proposed 750 mm storm sewer along the Leslie Road frontage.
  - ii. At Developer's cost, the City is to:
    - Complete all tie-ins of the proposed works to existing City infrastructure.
- d) Sanitary Sewer Works:
- i. The Developer has requested to place a driveway entrance in the same alignment as the existing sanitary pump station; to achieve this, the Developer has agreed to relocate/replace the pump station through the Servicing Agreement works. The City will pay for the sanitary pump station and force main design and construction; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility (e.g. the need to extend gravity pipework to accommodate the development's driveway access and the need to remove sections of gravity sewer and forcemain).
  - ii. The decommissioning of the existing pump station and construction of the new pump station and all associated sanitary sewer realignments shall be complete prior to driveway construction.
  - iii. The Developer is required to provide the following at the City's cost:
    - Design and build the sanitary pump station through the Servicing Agreement to meet location specific engineering specifications. The location will be generally as per the attached sketch and will be finalized through the Servicing Agreement process.
    - Design and build the required pump station kiosk, BC Hydro PMT, and back-up generator, and locate them such that they meet operational requirements and are appropriate for the streetscape.
    - Design and build the required valve chamber; complete with flow meter and related appurtenances for the pump station and access chambers for the forcemain for maintenance purposes.
    - In conjunction with the pump station works, replace the existing 350 mm sanitary forcemain from the proposed pump station into and across the No. 3 Road/Leslie Road intersection (approximately 62 m) into the Leslie Road travel lane. If the forcemain is damaged by site preparation or construction works, the replacement of the forcemain into the Leslie Road travel lane shall be at the Developer's cost.
  - iv. The Developer is required to provide the following at the Developer's cost:
    - Design the proposed development to accommodate future sanitary sewer maintenance or replacement without causing undue cost to the City. Building designs should consider how temporary access will be provided during future construction works.

- Provide a clear and competitive tendering process to ensure that the work paid for by the City represents good value for money. This process must be agreed to by the City prior to tendering or else the City may not be able to fund the works.
- Provide right-of-way(s) for the pump station and related structures, to be refined through the Servicing Agreement drawings and provided to the City at no cost. The right-of-way for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way (see appendix A). The right-of-way shall be on grade and have minimum 5.0 m of vertical clearance, and be accessible by a 7.5 x 2.5 m service truck with 1.3 m stabilizers. Both the SRW and the parking area for the truck shall be flat. The SRW shall be designed to accommodate:
  - A BC Hydro transformer with minimum 3.0 m clearance between the PMT and any other electrical components such as the generator or kiosk. The SRW for the PMT shall be designed to BC Hydro's specifications.
  - An approximately 1.5 x 2.6 m kiosk. There shall be minimum 1.0 m clearance on the short sides of the kiosk and 2.0 m clearance on the long sides, or as required to allow for safe access of the doors located on all four faces of the kiosk. A line-of-sight must be maintained between the kiosk and the wet well hatches.
  - An approximately 3.0 x 1.5 m emergency generator with minimum 1.0 m clearance on all sides.
  - Any other equipment or utilities required to service the pump station, including underground conduits and water service connection.
- Provide additional SRW for the 10.0 m-tall SCADA antenna, unless located within the boulevard. The antenna SRW shall be on grade and have no overhanging structures.
- Provide enough space for a 7.5 x 2.5 m service truck with 1.3 m stabilizers to access the pump station hatch for removal of the pump during servicing, usually once per year, while maintaining pedestrian movement around the working area. The parking area for the truck shall be flat and paved with broom-finished concrete with expansion/contraction joints.
- Provide and maintain a removable enclosure around the pump station equipment. The detailed design of the enclosure will be done through the Servicing Agreement, however the enclosure itself is considered to be part of the building design and will be maintained by the Owner. The enclosure must:
  - Exhaust the generator.
  - Not obstruct any equipment access doors (e.g., doors on all sides of the kiosk).
  - Exclude fixed structures (i.e. walls, columns, etc.).
  - Enable a single operator to easily access and use all the equipment within the enclosure under all conditions (including during power outages).
  - Enable an equipment operator to maintain a line of sight with the pump station from every portion of the pump station equipment.
  - Be durable and low-maintenance.
  - Provide for the convenient, cost-effective removal, repair, replacement, and installation of equipment (e.g., PMT, generator, and kiosk) and related features within the enclosure.
- Protect the existing sanitary sewers during the development's construction. Pre- and post- ground improvement and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be at the Developer's sole cost.
- Extend the existing 450 mm Sanitary main at Leslie Road from existing manhole SMH57098 approximately 26 m to the west, complete with a new manhole at the west end of the new main and at the tie-in to the existing north-south aligned 350 mm sanitary sewer.
- Provide a 450 mm sanitary main going south from the new manhole at Leslie Road and tie-in to the new Leslie sanitary pump station.
- Tie-in the existing 350 mm FRP sanitary main aligned north-south along the east property line of 4660 No. 3 Road to the proposed 450 mm sanitary main along Leslie Road via a new manhole.

- Convert the existing Leslie sanitary pump station wet well into a manhole and extend north the existing 200 mm sanitary main aligned north-south along the east property line of 4700 No 3 Road and connect it to the new manhole just north of the existing Leslie sanitary pump station.
- Install a new sanitary service connection, complete with inspection chamber.

v. At Developers cost, the City is to:

- Complete all tie-ins of the proposed works to existing City infrastructure.

e) General Items:

- As the geotechnical report provided by the Developer indicates there will be significant settlement caused by preload, resulting in an unacceptable level of risk to critical infrastructure, preloading of the site will only be permitted if:
  - Physical mitigation measures to the satisfaction of the GM of Engineering and Public Works are implemented to protect City infrastructure.
  - Approval is provided by the GM of Engineering and Public Works.
- The Developer is required to:
  - Review street lighting levels along the No. 3 Road and Leslie Road frontage and upgrade lighting as required.
  - Building overhangs above SRW will be permitted but must accommodate machinery movements to excavate existing mains. Consultant assessment will be required.
  - 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.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To locate all above-ground utility cabinets and kiosks required to service the proposed development within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to Servicing Agreement design approval:

BC Hydro PMT	4 m x 5 m	(width x depth)
--------------	-----------	-----------------

BC Hydro LPT	3.5 m x 3.5 m	
--------------	---------------	--

Street light kiosk	1.5 m x 1.5 m	
--------------------	---------------	--

Traffic signal kiosk	1 m x 1 m	
----------------------	-----------	--

Traffic signal UPS	2 m x 1.5 m	
--------------------	-------------	--

Shaw cable kiosk	1 m x 1 m	show possible location in functional plan
------------------	-----------	---

Telus FDH cabinet	1.1 m x 1 m	show possible location in functional plan
-------------------	-------------	---

- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, ground improvements or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

23. Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (e.g., accessibility, sustainability, TDMs).
24. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing, including for the items listed in item #12 above to ensure protection of transit infrastructure.
25. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
26. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
27. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

[Signed original on file]

---

Signed

---

Date









August 18, 2021

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

Attn: Ms. Sara Badyal

**Re: 4700 No.3 Road Removal of the RZC#7**

Dear Sara,

We request that the Mayor and City Councillors to revisit the rezoning consideration for our project at 4700 No.3 Road to remove the rezoning consideration item #7.

The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, in not infeasible, to market an office building under one strata title per floor.

My client, the property owner, wishes to proceed with a request to maintain the proposed density at 3.5 FAR but remove the RZ consideration legal agreement restricting office subdivision (RZC#7). We understand this does not comply with the current office stratification policy for the department to recommended.

We have anticipated more difficulty after the COVID-19, in the fall of 2019. Today the construction cost/ labour/ material/ shipping, there has been 5% increase from our last budget, which is an additional \$4.5 million CDN Dollars.

My client has also spent over \$1.3 million CDN Dollars on marketing and rental display space costs for the showroom since the Fall of 2019. The COVID-19 has made them shut down the sales centre, which is all the funding they spent is non-recoverable.

I have also enclosed several surveys from news article for your reference on the office market today.

If you would like to discuss or have any questions or concerns, please feel free to contact me on my cellular phone at 604-813-2828.

Regards,

A handwritten signature in black ink, appearing to read 'Danny Leung', with a long horizontal flourish extending to the right.

Danny Leung

Enclosed.

# Many Canadians want to keep working from home after pandemic: poll

BY JOHN ACKERMANN

Posted Dec 11, 2020 1:11 pm PST

Last Updated Dec 11, 2020 at 1:12 pm PST



(iStock Photo)

## SUMMARY



Most Canadians working from home don't want to come back to the office, even after pandemic passes



But British Columbians lead the country in missing their co-workers

VANCOUVER (NEWS 1130) – Working from home is easier than we thought, according to a new Research Co. survey. It finds the vast majority of Canadians would prefer not to return to the office, even after COVID-19 passes.

"This definitely has great connotations for whatever is going to be happening with the future of the office," explains Mario Canseco, president of Research Co. "When you have four out of five people saying, 'I want to continue to do this' even on a part-time basis from home, because we have seen over the past few months that is possible to work and not be at your specific office."

"Even if you miss specific aspects of office life, and we do see people who say that they miss the camaraderie of the workplace, talking to people, there's even some who say they miss their commute, but you still have four out of five who say, 'I would like to work from home as much possible once the pandemic is over.'"

Two-thirds of those surveyed admit to missing their colleagues, a proportion that is much higher here in B.C.

*RELATED: Many Canadians embrace work-from-home lifestyle, want to see more flexibility going forward*

"It has the largest proportion of people who say that they miss going to the office because of their workmates. We have 86 per cent of those who are working in British Columbia who say that they miss their co-workers, the highest number in the country by far."

The poll also found those aged 55-plus preferred working from home compared to their younger colleagues, who admitted to being prone to distractions around the house.

CORONAVIRUS|COVID-19|PANDEMIC|POLL|RESEARCH CO.|WORK FROM HOME

# Many British Columbians want to keep working from home post-COVID-19, poll finds

BY TARNJIT PARMAR AND DENISE WONG

Posted Mar 23, 2021 3:26 pm PDT

Last Updated Mar 23, 2021 at 9:12 pm EDT

VANCOUVER (NEWS 1130) – Do you prefer working from home during this pandemic? It appears many British Columbians want the change to be permanent even when life gets back to normal.

Mario Canseco with Research Co. says a ~~new~~ poll suggests people aren't in a rush to get back into the office.

"There was an expectation that people would be clamoring to be going back to the office and, essentially, have the same life we had back in 2019. The numbers haven't really supported that. Thirty-three per cent of British Columbians who have worked from home believe they will be able to keep doing this once or twice a week when the pandemic ends," he said.

Another 18 per cent of those asked in the poll expect they will be able to work from home three or four times a week, while 20 per cent believe they can do it five days a week.

The poll suggests many British Columbians expect fewer in-person meetings (47 per cent) or less business travel (44 per cent) even after the pandemic is behind us. It also finds half of those who are currently employed think their companies will continue to hold virtual staff meetings.

Canseco says many people are even considering finding another job, if they have to start going back into the office.

"The biggest difference that we have here is the willingness from younger British Columbians to switch jobs if they are not able to work from home. We have 66 per cent of

them who say that they would be likely to switch to a different job that can be performed from home," he said.

However, most employers haven't informed employees of plans around a return to work, or whether a continuation of working from home is an option.

*The results of this poll are based on an online study conducted on March 8 and March 9, 2021 among 700 adults who work in B.C. Research Co. says the data has been statistically weighted according to Canadian census figures for age, gender and region. The margin of error is +/- 3.7 percentage points, 19 times out of 20.*

# Working from home reveals economic divide among Canadians

BY AMANDA WAWRYK AND HANA MAE NASSAR

Posted Apr 13, 2021 2:44 pm PDT

Last Updated Apr 13, 2021 at 2:45 pm PDT

VANCOUVER (NEWS 1130) — The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Office workers and professionals can work remotely, while more economically vulnerable employees often show up in person at work. That, in turn, makes them more vulnerable to the coronavirus and to financial stress, according to a new survey from the Environics Institute.

"The inequalities that were there before the pandemic are now reproduced as inequalities in terms of ability to protect yourself from the virus," explained Andrew Parkin, Environics Institute executive director.

He adds some people worry working from home will negatively impact their career. That is especially true for young workers (56 per cent), immigrants (44 per cent), racialized workers (46 per cent), and Indigenous workers (60 per cent).

"They're finding it hard to juggle, finding it hard to have time for themselves. They worry that they can't be good at their job and a good parent at the same time," Parkin said.

The survey found two out of five people were concerned about juggling their work-life responsibilities while working remotely, with respondents saying they "are constantly working with no time for themselves or their families."

While many have found challenges with working from home, Environics found more than three out of five people surveyed find it to be easier than they expected.

"Finding it actually less stressful than going into the office," Parkin said. "They say they like it better than where they used to work and they want to continue, at least a couple of days a week, after the pandemic is over."

# Pandemic enabled small- and medium-sized businesses to work remotely: survey

BY SALMAAN FAROOQUI, THE CANADIAN PRESS

Posted Jun 15, 2021 3:00 am PDT

Last Updated Jun 15, 2021 at 3:03 am PDT

At Jeremy Shaki's tech education company, his workforce of around 75 people weren't always so keen on remote work.

But as the pandemic stretches on, and Lighthouse Labs invested more into the necessary infrastructure and employee programs to make remote work more enjoyable, perceptions have changed.

"As September to November of last year progressed, we started asking people 'do you want to come back to work or not?'" said Shaki, co-founder and CEO of Lighthouse Labs.

"And as we're seeing in surveys, most people wanted remote with the ability to sometimes come in."

Shaki said his business's investments in remote infrastructure and furniture allowances to improve employee workspaces were part of what made workers more comfortable at home.

In the end, it works great for the company too, Shaki said. Now he can increase his workforce without having to increase his office space and its associated costs.



A new survey from the Business Development Bank of Canada (BDC) found 74 per cent of small- and medium-sized business owners say they plan to offer employees the ability to work remotely post-pandemic.

It also found that 55 per cent of employees would prefer to continue working remotely as much as they have during the pandemic or more.

Pierre Cl  roux, chief economist at BDC, said it may seem like smaller companies would prefer a tight-knit and in-person office environment, but many of those organizations found remote work beneficial.

"They were kind of forced to do it but they realized that it's working, and there's a lot of benefits for both themselves and their employees," he said.

"Especially in large cities where people spend a lot of time commuting, the owners realized the flexibility of remote work is actually a great benefit."

The fact that employers were forced to set up remote work during the pandemic is important, Cl  roux said, because it meant they made investments in IT infrastructure and security measures.

That means small- and medium-sized businesses, which would have an even harder time making those investments because of limited capital, now have the capability to have a remote workforce.

The result is that businesses in most sectors of the economy that were surveyed plan to implement remote work post-pandemic.

There were only some sectors, such as manufacturing, where a minority of businesses considered remote work.

Tech is one sector where almost 90 per cent of businesses said they're going to give the opportunity for employees to work from home.

Shaki said while he believes remote work will be the way forward, he thinks companies like his own have a long road ahead to figure out the best balance for them.

Whether companies prefer their employees to be on-site or work remotely will often be a part of each workplace's culture. The same way he says some tech companies have Ping-Pong tables in common areas, while others are less social.

"As things come back somewhat to normal ... I think there's a lot that we're going to have to solve that everyone is willing to work with right now because it's a necessity," said Shaki.

This report by The Canadian Press was first published June 15, 2021.

Salmaan Farooqui, The Canadian Press

**PROPOSED STRATA PLAN OF LOT A  
SECTION 33 BLOCK 5 NORTH  
RANGE 6 WEST NWD PLAN EPP96961**

SHEET 1 OF 13 SHEETS

STRATA PLAN EPS

Attachment CC

BCGS 92G.015

PID: TO BE DETERMINED

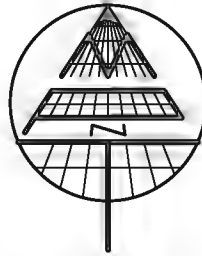
CITY OF RICHMOND

SCALE 1:250



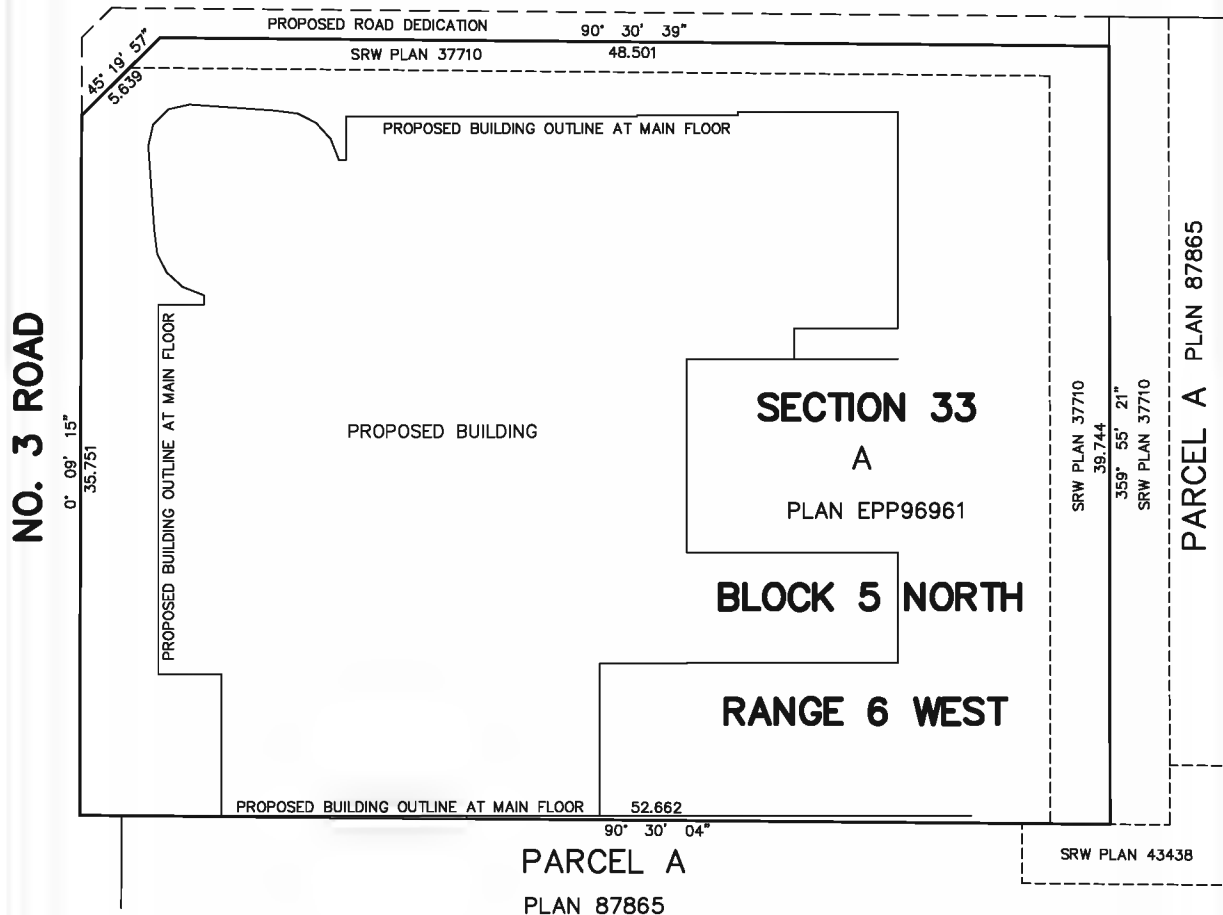
GRID BEARINGS AND LOT DIMENSIONS  
ARE DERIVED FROM PLAN EPP96961.

THE INTENDED PLOT SIZE OF THIS PLAN IS 280mm  
IN WIDTH BY 432mm IN HEIGHT (B-SIZE) WHEN  
PLOTTED AT THE SCALE INDICATED.



**DRAFT**

**LESLIE ROAD**



**NAME OF DEVELOPMENT:**

LANDMARK

**CIVIC ADDRESS:**

#4700 NO. 3 ROAD  
RICHMOND, B.C.

© COPYRIGHT

**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

**LEGEND:**

ALL DIMENSIONS ARE IN METRES.

S.L. INDICATES STRATA LOT  
C.P. INDICATES COMMON PROPERTY  
L.C.P. INDICATES LIMITED COMMON PROPERTY  
PT. INDICATES PART  
m<sup>2</sup> INDICATES SQUARE METRES  
COMM. INDICATES COMMUNICATIONS ROOM  
ELEC. INDICATES ELECTRICAL ROOM  
ELEV. INDICATES ELEVATOR  
MECH. INDICATES MECHANICAL  
VEST. INDICATES VESTIBULE  
M INDICATES MECHANICAL SHAFT - C.P.

**NOTES:**

AREA CALCULATIONS ARE APPROXIMATE AND  
PRELIMINARY ONLY AND ARE BASED ON  
ARCHITECTURAL DRAWINGS, DATED AUGUST 30, 2019,  
AND SUBSEQUENT SKETCHES RECEIVED ON  
JANUARY 6, 2022.

BALCONIES AND ROOF DECKS ARE LIMITED COMMON  
PROPERTY FOR THE USE OF THE STRATA LOTS  
INDICATED.

FINAL NUMERICAL VALUES IN THE STRATA  
PLAN WILL BE BASED ON AS CONSTRUCTED  
DIMENSIONS.

PURSUANT TO SECTION 68 OF THE  
STRATA PROPERTY ACT,  
STRATA LOT BOUNDARIES ARE TAKEN TO:

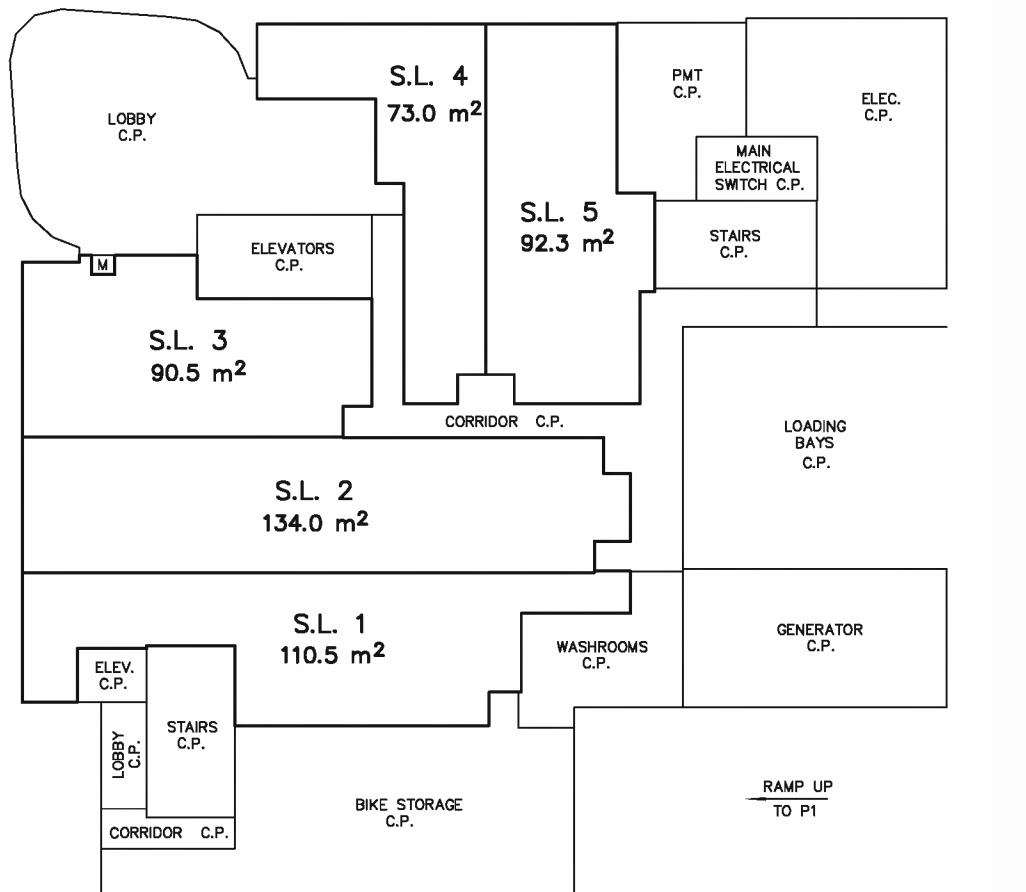
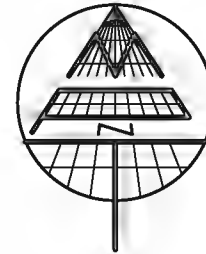
- (1) THE OUTSIDE FACE OF EXTERIOR  
WALLS OR GLASS LINE, WHERE APPLICABLE.
- (2) THE CENTRELINE OF WALLS BETWEEN ADJACENT  
STRATA LOTS.
- (3) THE COMMON PROPERTY SIDE OF WALLS  
BETWEEN STRATA LOTS AND COMMON PROPERTY.
- (4) THE STRATA LOT SIDE OF LARGE CONCRETE  
CORE WALLS.

# MAIN FLOOR

SHEET 2 OF 13 SHEETS

SCALE 1:200

STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 68**

**JANUARY 10, 2022**

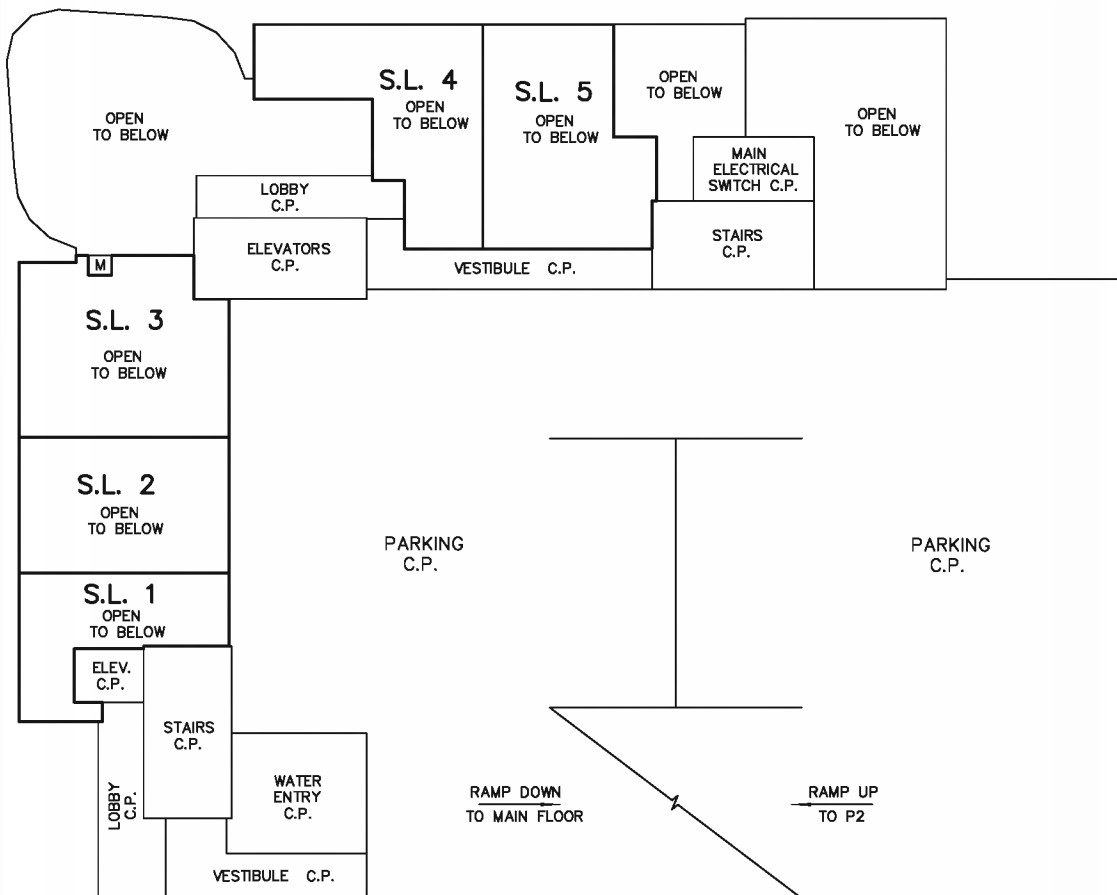
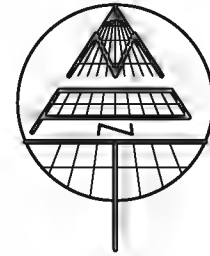
# P1 INTERMEDIATE PARKADE

SHEET 3 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 69**

**JANUARY 10, 2022**

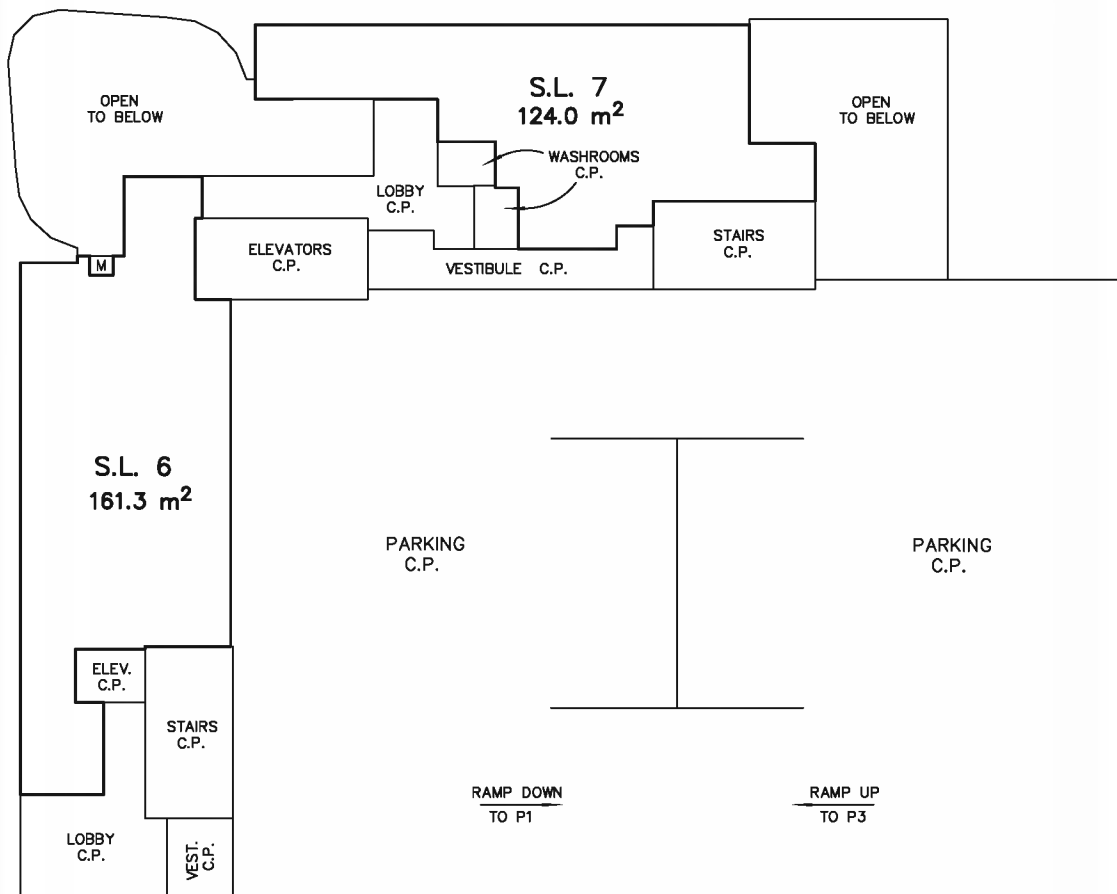
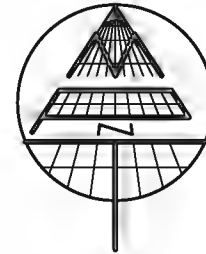
# P2 SECOND FLOOR

SHEET 4 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 70**

**JANUARY 10, 2022**

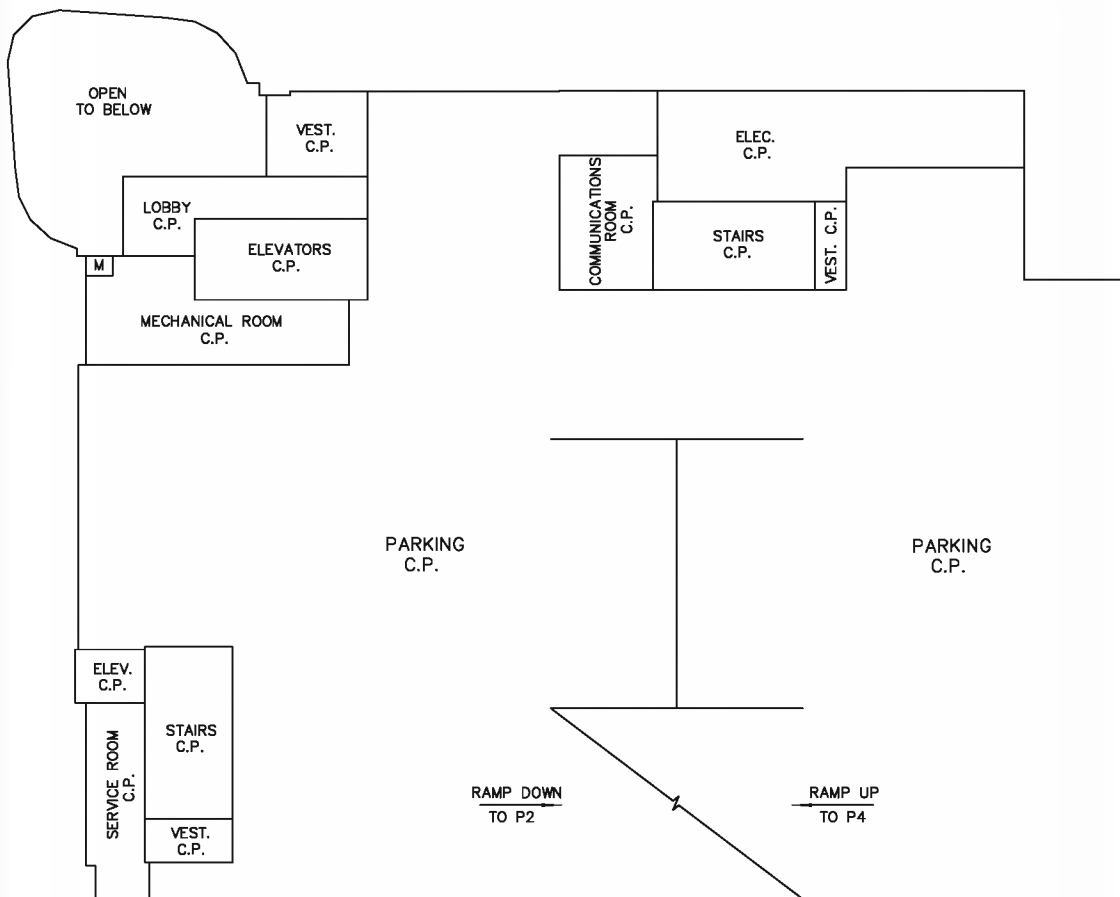
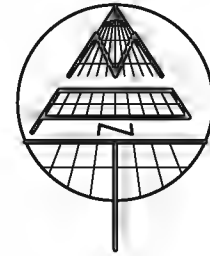
# P3 THIRD FLOOR

SHEET 5 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 71**

**JANUARY 10, 2022**

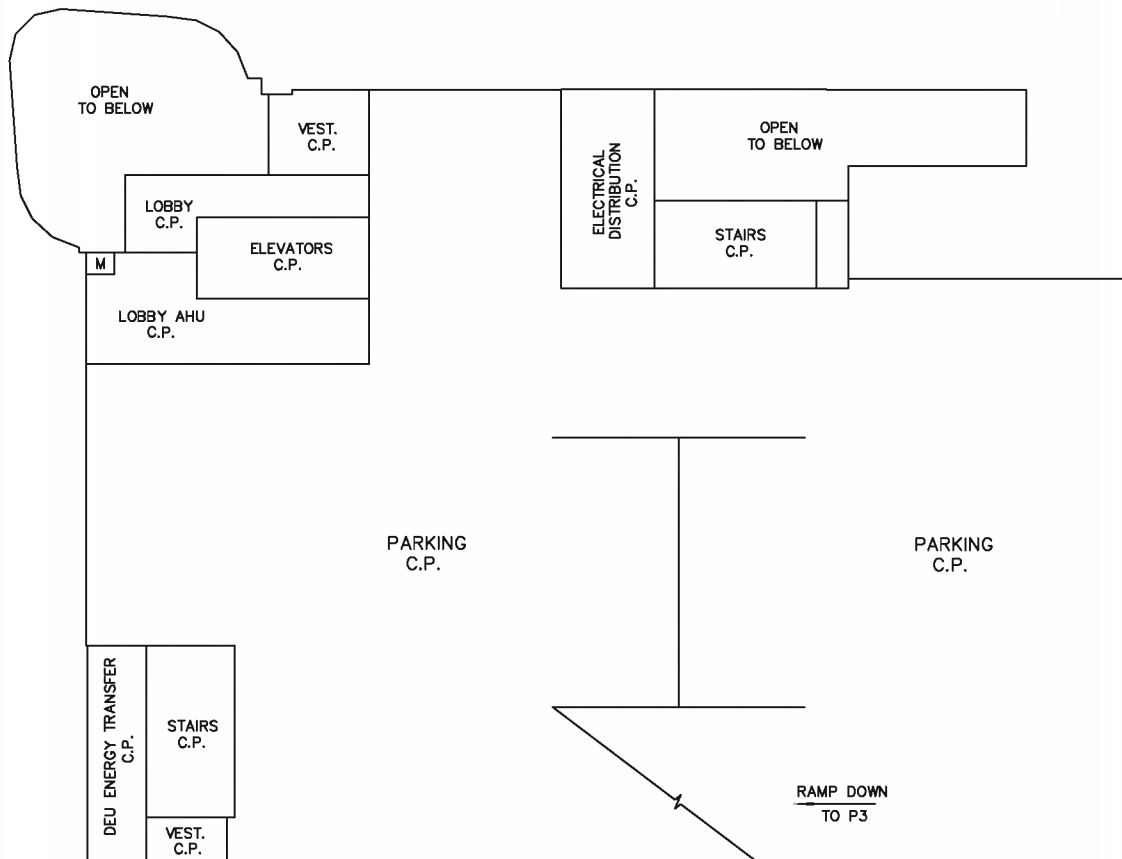
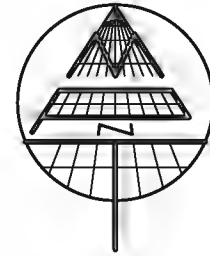
# P4 FOURTH FLOOR

SHEET 6 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 72**

**JANUARY 10, 2022**

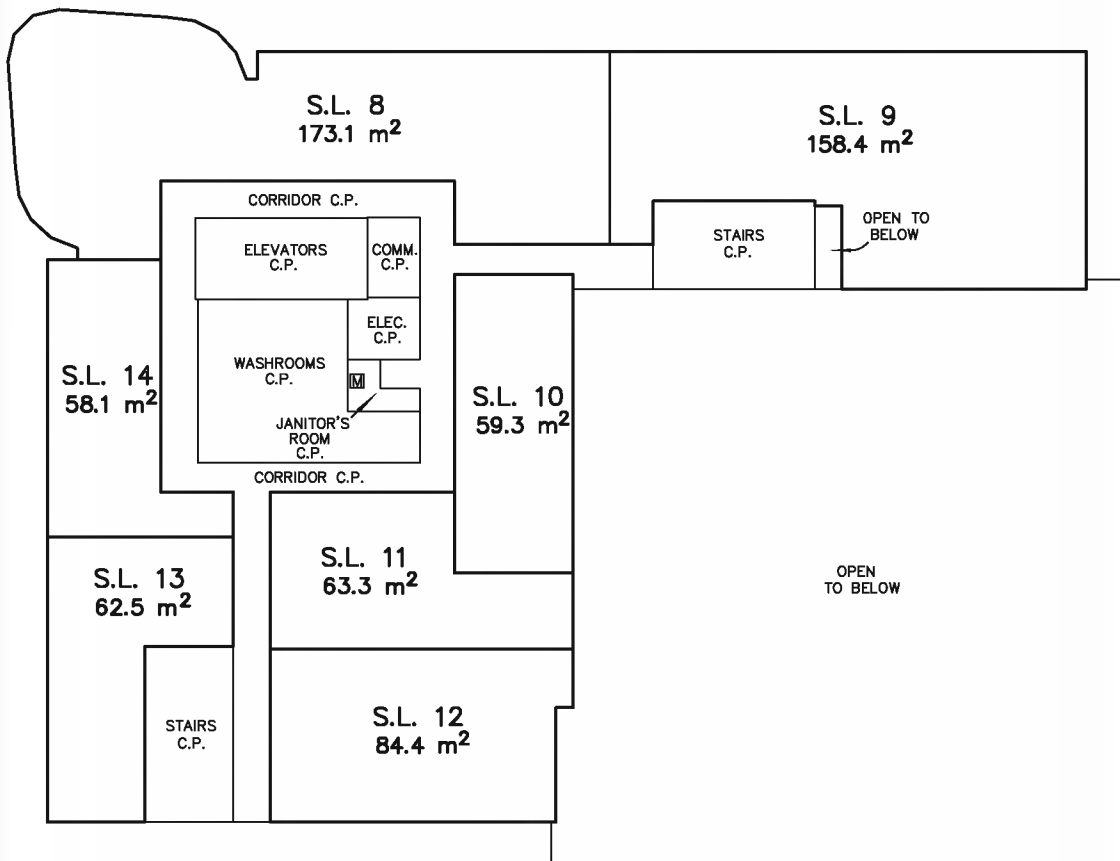
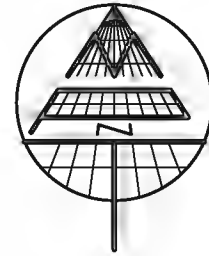


# FIFTH FLOOR

SHEET 7 OF 13 SHEETS

SCALE 1:200

STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 73**

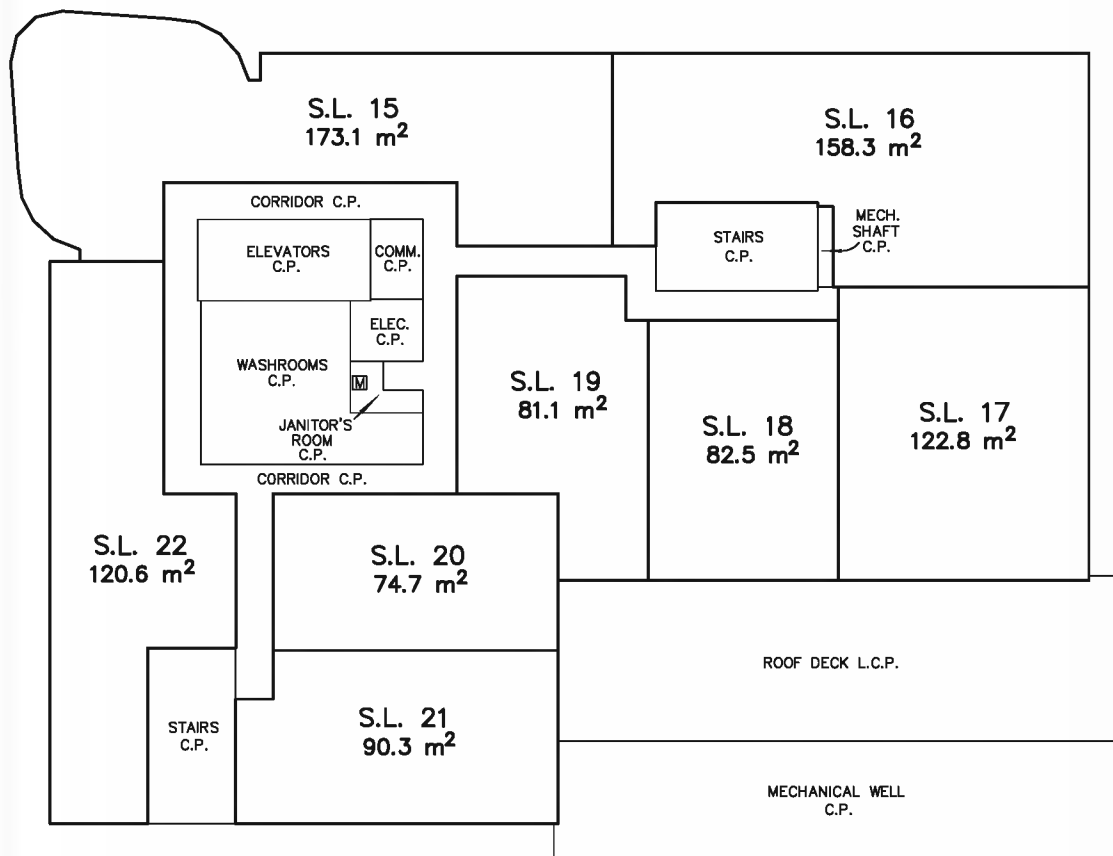
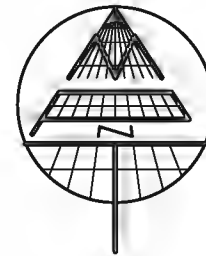
**JANUARY 10, 2022**

# SIXTH FLOOR

SHEET 8 OF 13 SHEETS

SCALE 1:200

STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 74**

**JANUARY 10, 2022**

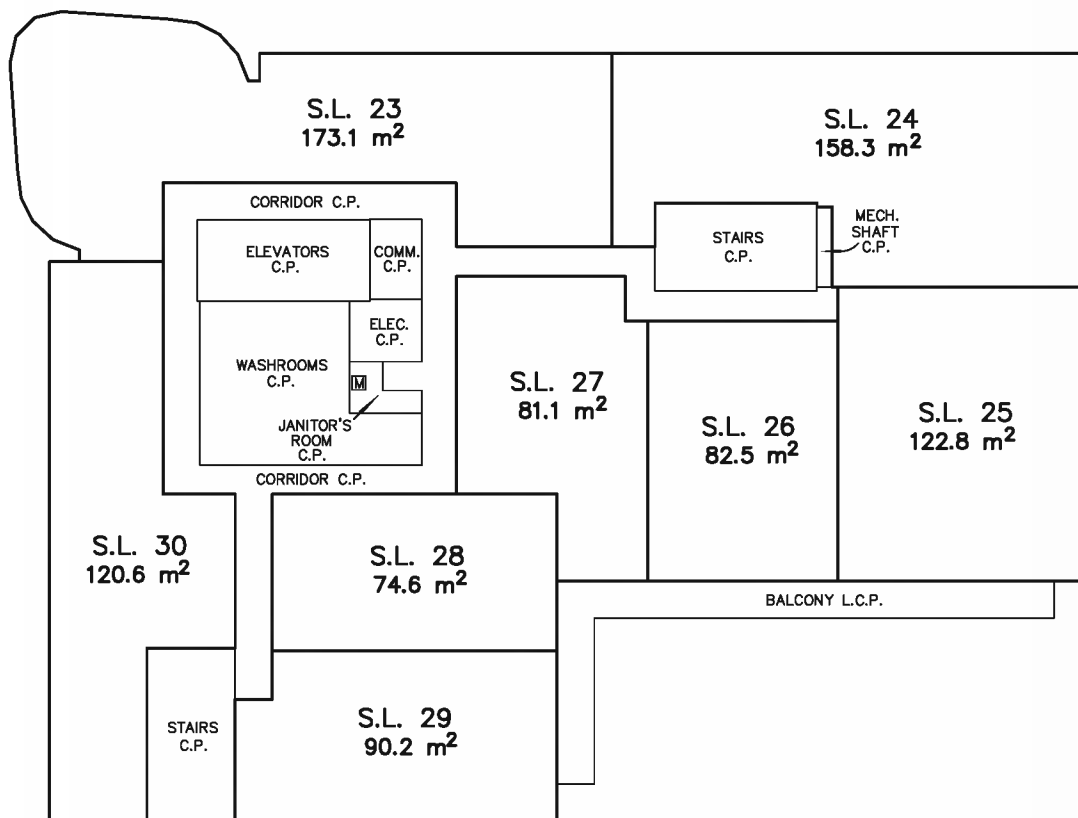
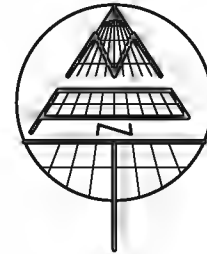
# SEVENTH FLOOR

SHEET 9 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 75**

**JANUARY 10, 2022**

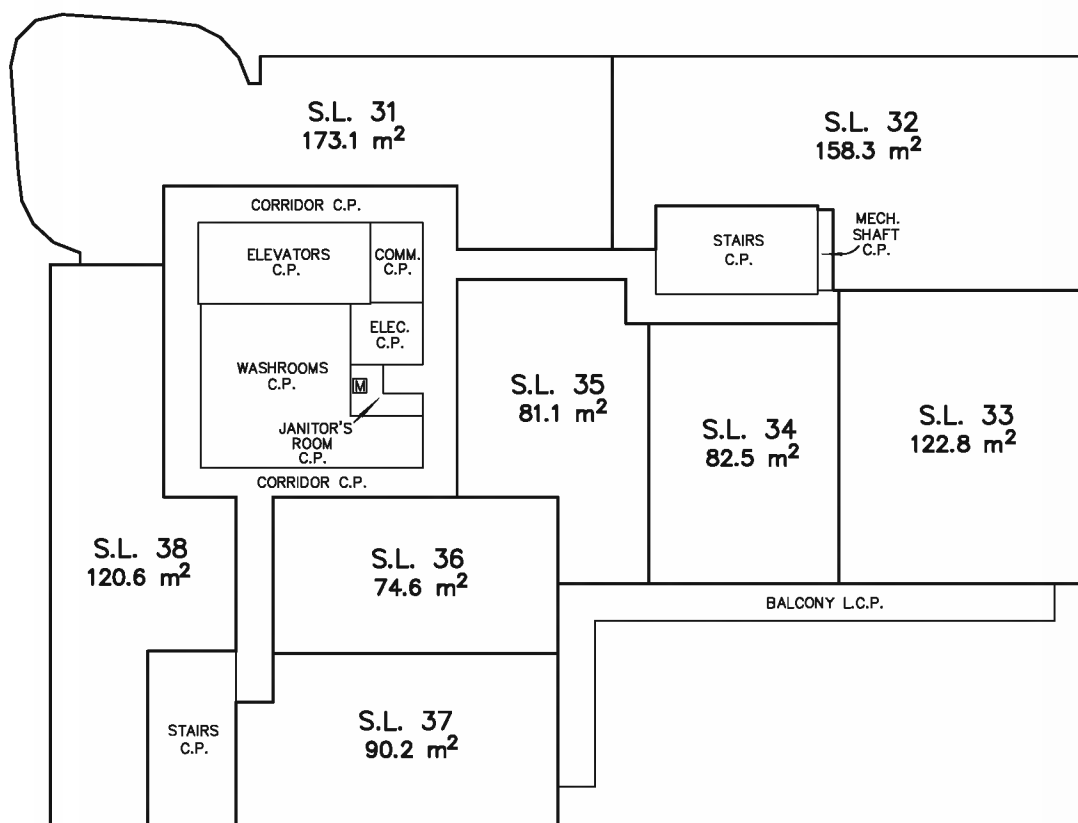
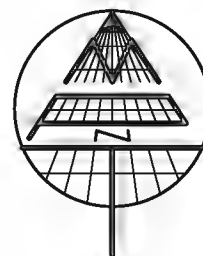
# EIGHTH FLOOR

SHEET 10 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 76**

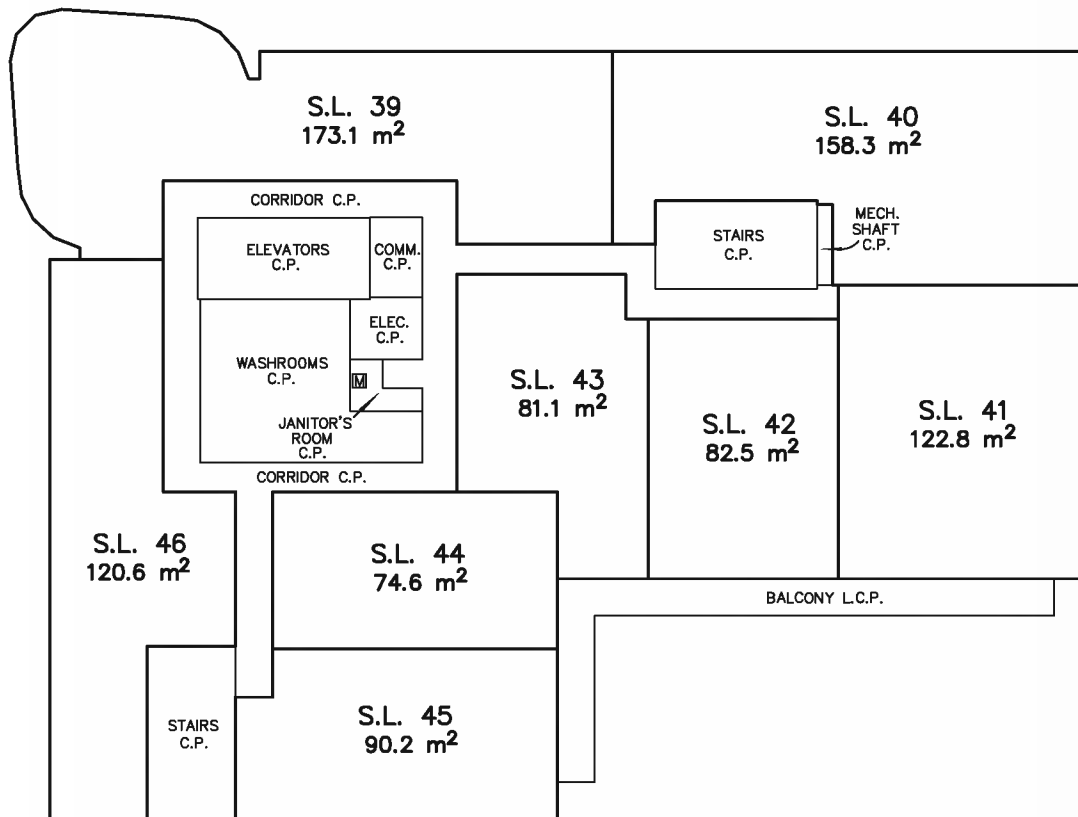
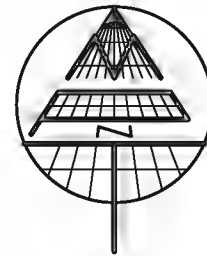
**JANUARY 10, 2022**

# NINETH FLOOR

SHEET 11 OF 13 SHEETS

SCALE 1:200

STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 77**

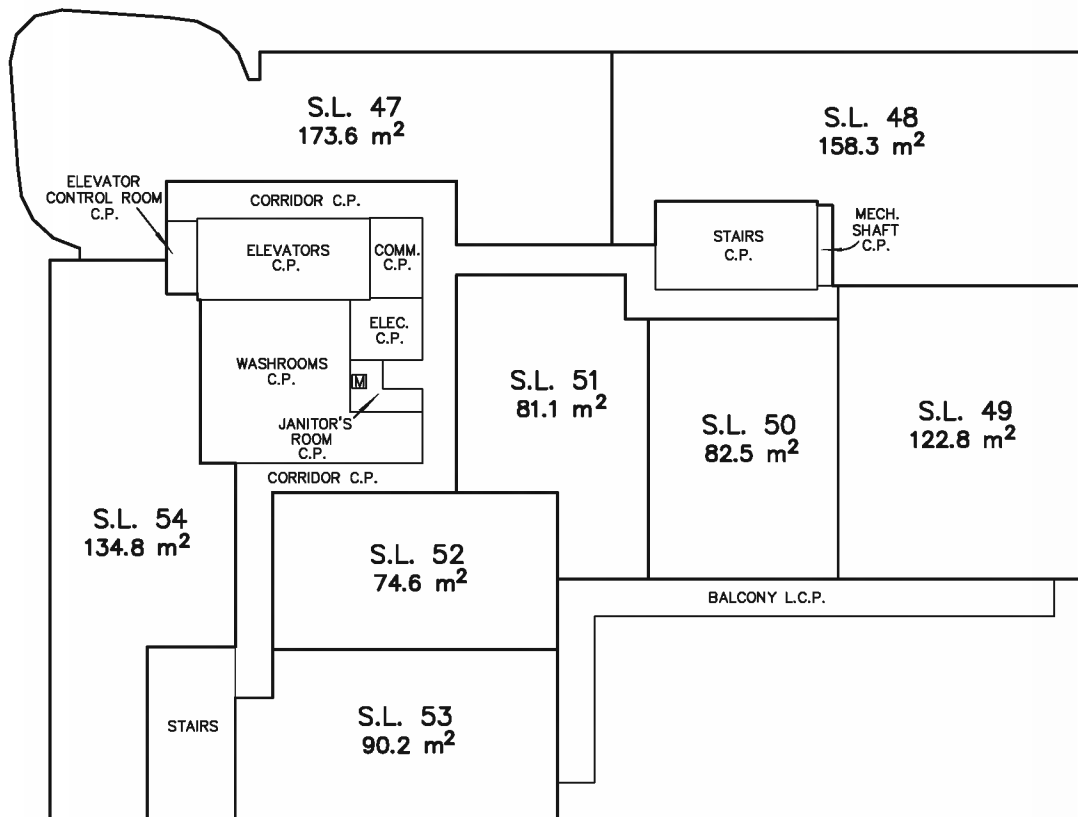
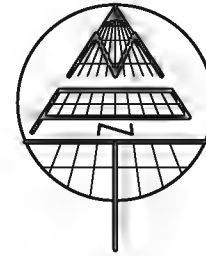
**JANUARY 10, 2022**

# TENTH FLOOR

SHEET 12 OF 13 SHEETS

SCALE 1:200

STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 78**

**JANUARY 10, 2022**

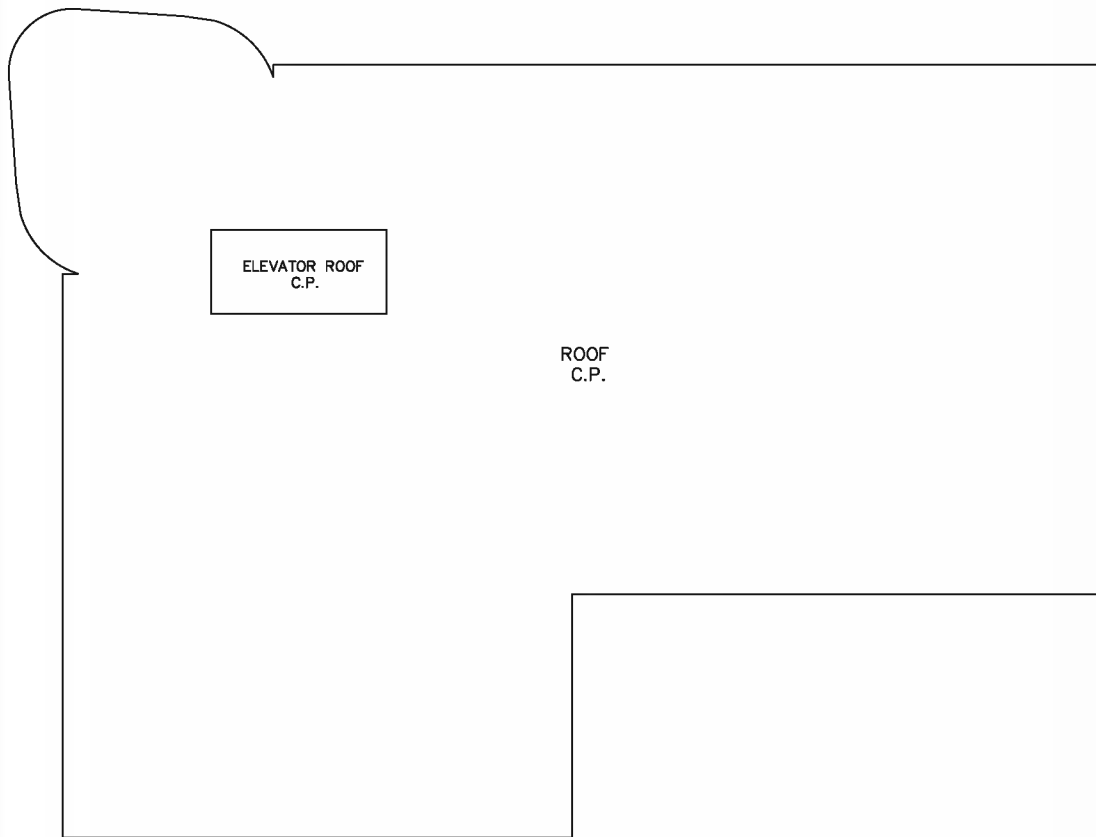
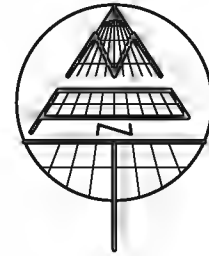
# ROOF

SHEET 13 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



© COPYRIGHT

**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

**PLN - 79**

**JANUARY 10, 2022**



# City of Richmond

## Report to Committee

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

**Date:** May 3, 2022  
**File:** RZ 21-936512

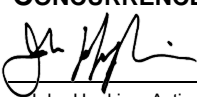
**Re:** **Application by Pakland Properties for Rezoning at 3660/3662 Williams Road from the "Two-Unit Dwellings (RD1)" Zone to the "Single Detached (RS2/B)" Zone**

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10383, for the rezoning of 3660/3662 Williams Road from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

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

WC/NA:blg  
Att. 6

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	 For J Erceg John Hopkins, Acting General Manager



## **Staff Report**

### **Origin**

Pakland Properties has applied to the City of Richmond, on behalf of the owner Pakland Investments Ltd. (Khalid Hasan), for permission to rezone 3660/3662 Williams Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/B)” zone in order to permit the property to be subdivided into two single-family residential lots each with vehicle access from Williams Road. A location map and aerial photo are provided in Attachment 1. A survey showing the proposed subdivision plan is provided in Attachment 2. There is currently an existing strata-titled duplex on the subject site, which will be demolished.

### **Findings of Fact**

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

#### Subject Site Existing Housing Profile

There is an existing stratified duplex with one secondary suite on the subject site, with each unit occupied by tenants.

### **Surrounding Development**

The subject site is located on the southwest corner of Williams Road and 4<sup>th</sup> Avenue, in an established residential neighbourhood consisting mainly of single detached housing and duplexes.

To the North: Across Williams Road, single-family residential lots zoned “Single Detached (RS1/E)”.

To the South: Fronting 4<sup>th</sup> Avenue, single-family residential lots zoned “Single Detached (RS1/E)”.

To the East: Across 4<sup>th</sup> Avenue, single-family residential lots zoned “Single Detached (RS1/E)”. An application for rezoning at 3680 Williams Road (RZ 17-772020) to subdivide the lot into two single-family homes is currently under staff review. The rezoning application would be subject to a separate staff report.

To the West: Single-family residential lots zoned “Single Detached (RS1/E)”.

### **Related Policies & Studies**

#### Official Community Plan/Steveston Area Plan

The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential” and the Steveston Area Plan Land Use Map designation is “Single Family” (Attachment 4). This redevelopment proposal is consistent with these designations.

### Zoning Bylaw 8500

Subdivision can be considered given that the subject site contains a legal duplex. Section 2.3.7 of Richmond Zoning Bylaw 8500 provides that the Lot Size Policy does not apply to a rezoning application on a site that contains a legal duplex and that is intended to be subdivided into no more than two single detached housing lots. This redevelopment proposal would result in a subdivision to create two single-family lots; each 429.0 m<sup>2</sup> (4,617.72 ft<sup>2</sup>) and 463.9 m<sup>2</sup> (4,993.37 ft<sup>2</sup>) in area. Further, the proposed subdivision would comply with the minimum lot dimensions and size identified in the "Single Detached (RS2/B)" zone.

### Floodplain Management Implementation Strategy

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

### **Public Consultation**

A rezoning sign has been installed on the subject property at both the Williams Road and 4<sup>th</sup> Avenue frontages of the property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

### **Analysis**

This redevelopment proposes to rezone and subdivide one existing two-unit dwelling property into two new single-family lots with vehicular access from Williams Road. Both new lots will provide a secondary suite.

In keeping with the City's urban design objectives for enhanced design on corner lots, the applicant will be required to provide a landscape plan and register a restrictive covenant on title to ensure that the development design is consistent with the approved plans. A conceptual plan is provided in Attachment 2.

### Existing Legal Encumbrances

There is currently a covenant registered on the title of the subject properties, restricting the use of the site to one two-family dwelling only (charge #BH226700). Prior to final adoption of the rezoning bylaw, the Strata Plan LMS1794 must be dissolved and the Covenant (charge #BH226700) discharged.

There is an existing 3.0 m by 3.0 m statutory right-of-way (SRW) for sanitary sewer and other works registered on title within the rear yard at the southwest corner of the subject lot. This SRW will be expanded and widened to provide a 6.0 m wide SRW along the rear of proposed Lot A and extend into a portion of the proposed Lot B to facilitate an extension of the sanitary sewer. The applicant is aware that encroachment and construction works are not permitted within the SRW.

#### Transportation and Site Access

Vehicle access to the proposed lots will be via the two existing driveways to Williams Road. The siting of existing sidewalk, boulevard, and driveway locations along Williams Road development frontage is to be maintained. The applicant will be required to install a new sidewalk adjacent to the curb along 4<sup>th</sup> Avenue and will be secured through the Servicing Agreement which is required prior to subdivision.

#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses three bylaw-sized trees (tag #65, 66, 67) and one undersized tree (tag #64) on the subject property, and one street tree on City property (tag #A) and one neighbouring tree (tag #B).

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

- One tree, tag #67 (a 28 cm caliper multi-stem Fig tree) located along the 4<sup>th</sup> Avenue frontage, is in good condition and is to be retained and protected. A Tree Survival Security of \$5,000.00 for the one tree is required.
- Three trees, tag #64 (an undersized 18 cm caliper Cherry tree), tag #65 (a 26 cm caliper Cherry tree), and tag #66 (a 26 cm caliper Fig tree), located on-site are all in poor condition and in conflict with the proposed building footprints. They are to be removed and replaced.
- One tree, tag #A (a 7 cm caliper Staghorn Sumac tree) located on City property is in good condition and is to be retained and protected. A \$5,000.00 Tree Survival Security is required.
- One tree, tag #B (a 17 cm caliper Persian Ironwood) located on neighbouring property is identified for protection.
- Replacement trees are to be specified at 2:1 ratio as per the Official Community Plan (OCP).

One undersized and untagged Staghorn Sumac tree in the southeast corner of the lot (identified on the Tree Management Plan but not shown on the survey), and a hedge on the neighbouring property to the south are to also require Tree Protection Fencing as identified by the Arborist. Additional tree protection considerations for the neighbouring hedge and tree tag #B must be taken as part of the Servicing Agreement design and construction of the sanitary sewer extension.

*Tree Replacement*

The applicant wishes to remove three on-site trees, of which, two trees are bylaw-sized (Tree tags #65 and 66) which require replacement trees. The 2:1 replacement ratio would require a total of four replacement trees. The applicant has agreed to plant two trees on each lot proposed; for a total of four trees. Prior to final adoption of the rezoning bylaw, the applicant is required to submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape security based on 100% of the cost estimate provided by the Landscape Architect for the proposed works. A portion of the security will be released after construction and landscaping of the subject site is completed and a landscape inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure the landscaping survives. The required replacement trees are to be of the following minimum sizes and in accordance with Tree Protection Bylaw No. 8057.

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

*Tree Protection*

Two on-site trees (tag #67 and undersized untagged Sumac), two off-site trees (tag #A and B), and the neighbouring hedge are to be retained and protected. The applicant has submitted a Tree Protection Plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a certified arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security in the amount of \$5,000.00 for tree tag #67 and \$5,000.00 for tree tag #A.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a minimum one-bedroom secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection is granted until a minimum one-bedroom secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At the subsequent subdivision stage, the applicant must enter into a Servicing Agreement for the design and construction of the required site servicing works and improvements outlined in Attachment 6, including the installation of a new sidewalk along the 4<sup>th</sup> Avenue frontage and the installation of a new sanitary line along a portion the rear of the site.

In addition, at the subdivision stage the applicant is required to pay the current year's taxes, Development Cost Charges (City, Metro Vancouver and TransLink), School Site Acquisition Charges, and Address Assignment Fees.

**Financial Impact or Economic Impact**

None.

**Conclusion**

This rezoning application to permit the subdivision of the subject site into two lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP).

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10383 be introduced and given first reading.



Nathan Andrews  
Planning Technician  
(604-247-4911)

NA:blg

Attachments:

Attachment 1: Location Map/Aerial Photo

Attachment 2: Site Survey and Preliminary Conceptual Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Steveston Area Plan Land Use Map

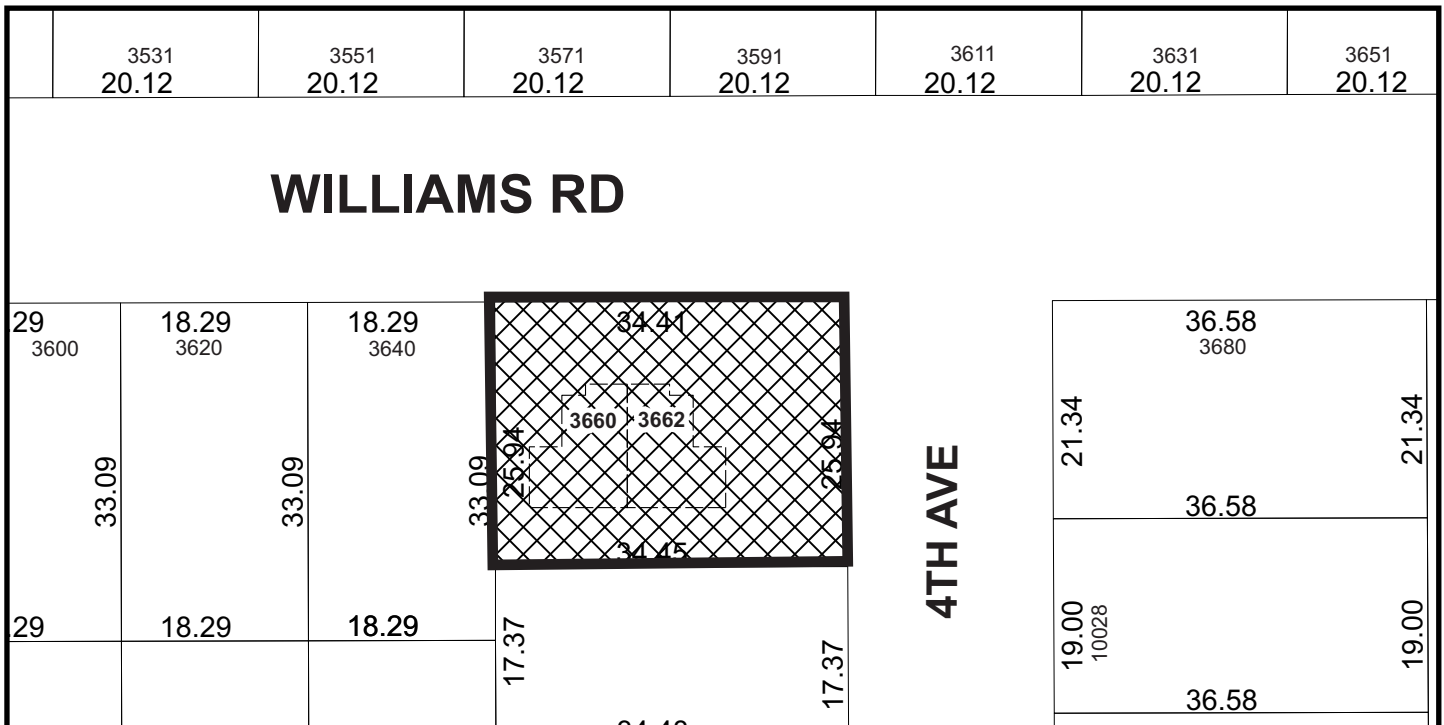
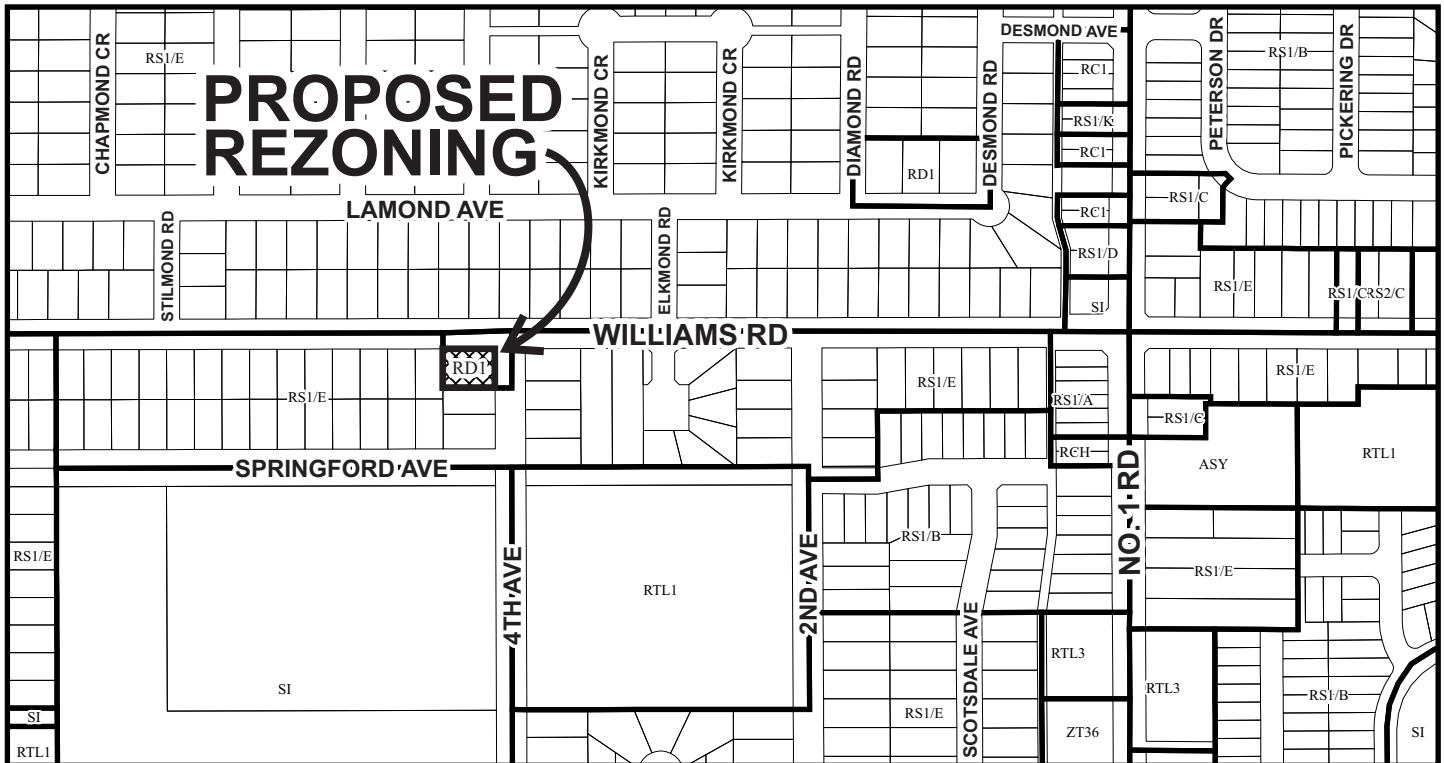
Attachment 5: Tree Retention Plan

Attachment 6: Rezoning Considerations



# City of Richmond

ATTACHMENT 1



## RZ 21-936512

Original Date: 08/18/21

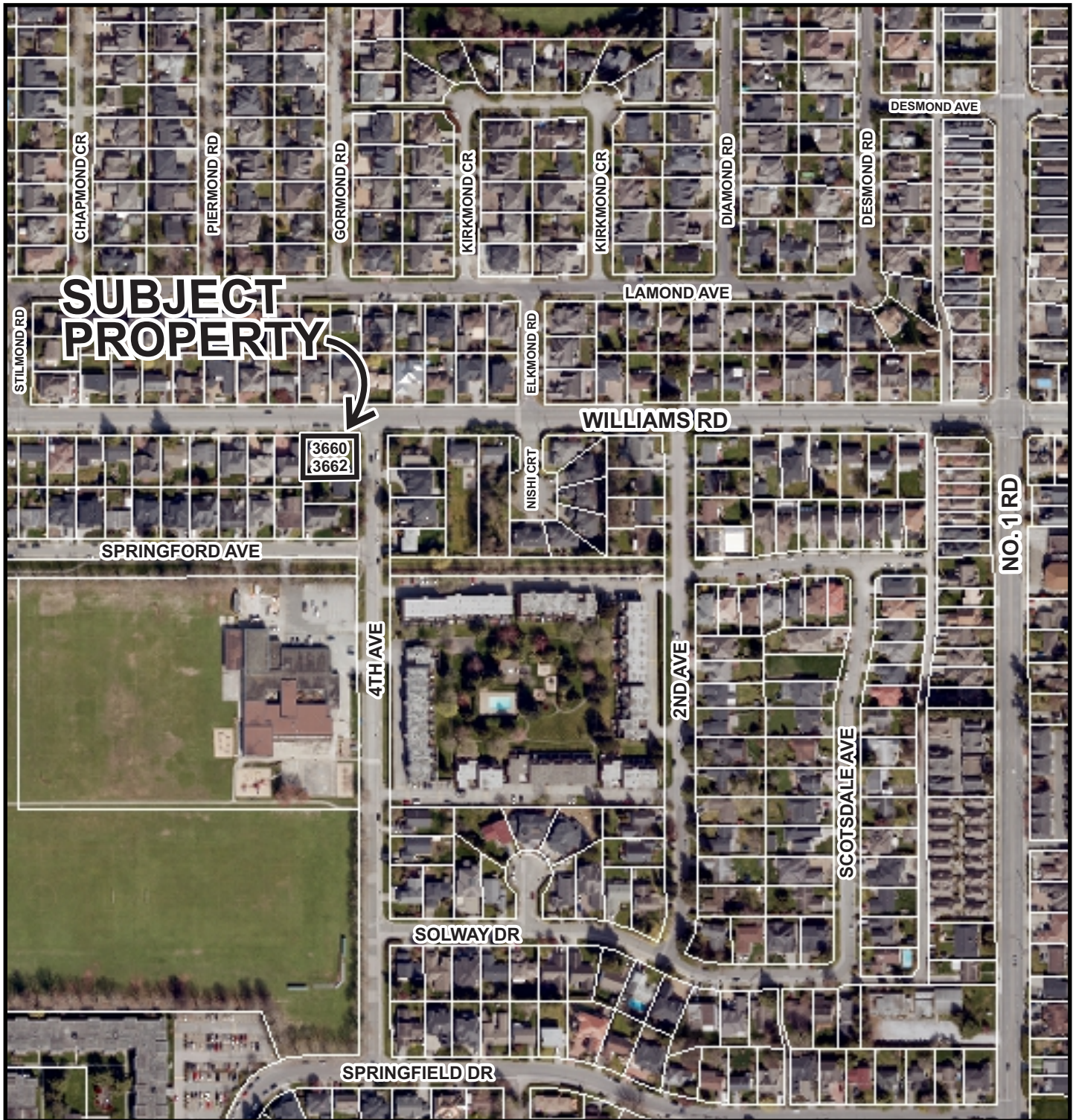
Revision Date:

Note: Dimensions are in METRES





# City of Richmond



## RZ 21-936512

Original Date: 08/18/21

Revision Date:

Note: Dimensions are in METRES



TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN LMS1794  
SECTIONS 33 AND 34 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

#3660-3662 WILLIAMS ROAD,  
RICHMOND, B.C.  
P.I.D. 004-071-468

NOTE:

Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #234  
Control Monument 77H4891  
Elevation: 1.125m  
Benchmark: HPN #235  
Control Monument 77H4885  
Elevation: 1.103m

NOTE:

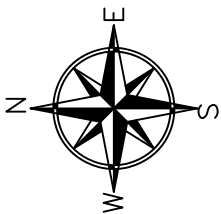
Use site Benchmark Tag for  
construction elevation control.

LEGEND:

- (C) denotes conifer
- (D) denotes deciduous
- ▣ denotes catch basin
- ⊙ denotes round catch basin
- ⌵ denotes water valve
- ⌴ denotes water meter
- ⊖ denotes cleanout
- ⊗ denotes round inspection chamber
- ⚡ denotes lamp standard
- ⦿ denotes fire hydrant
- ⌂ denotes sign
- ⦿ denotes power post
- ← denotes guy wire anchor
- ⊠ denotes inspection chamber
- ⊠ denotes kiosk

© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: (604) 214-8928  
Fax: (604) 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 7680  
FB-400 P48-50  
Drawn By: WK/KA

DWG No. 7680-Topo-02

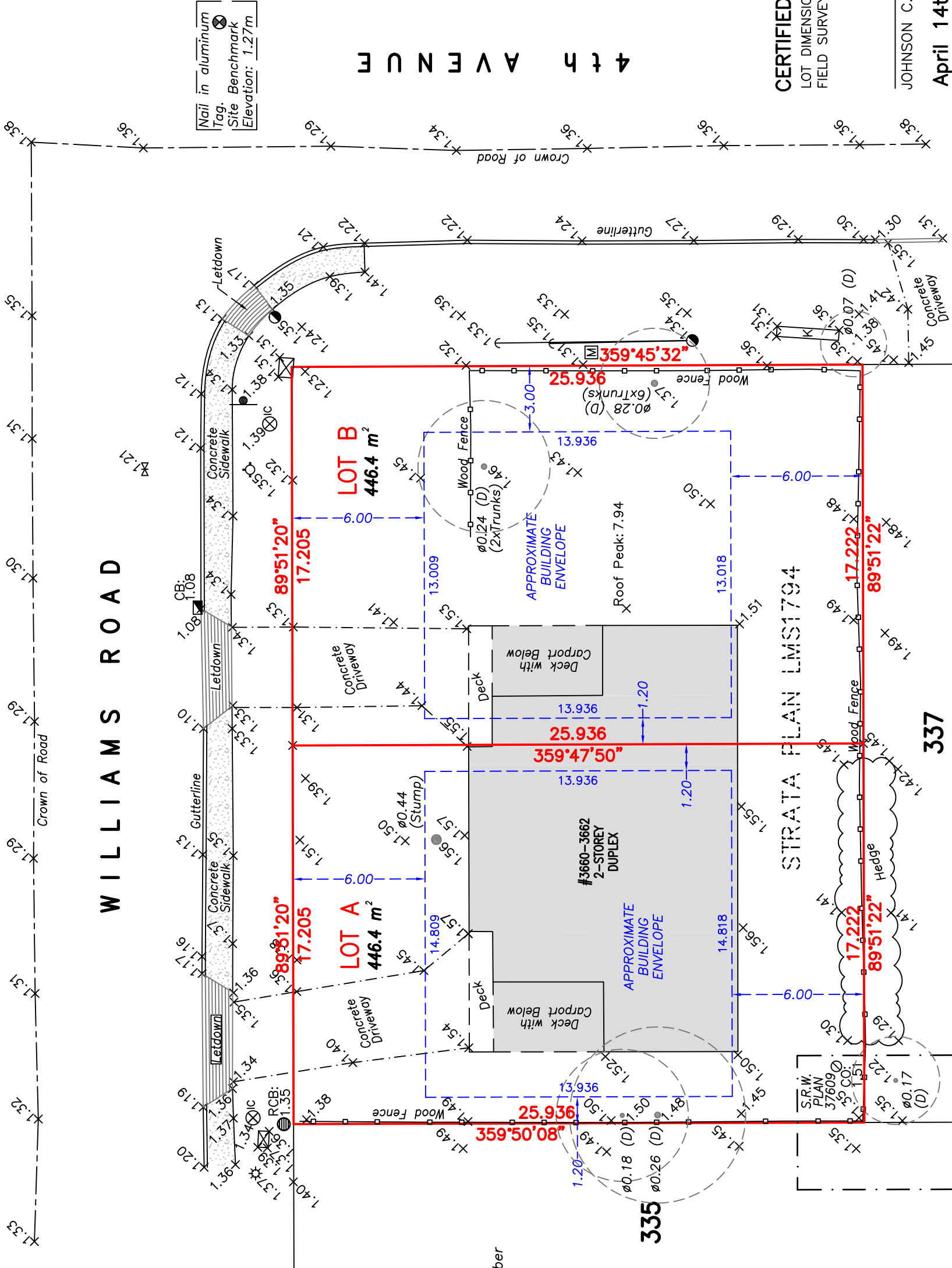


SCALE: 1:200  
ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

CERTIFIED CORRECT:  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S., C.L.S.

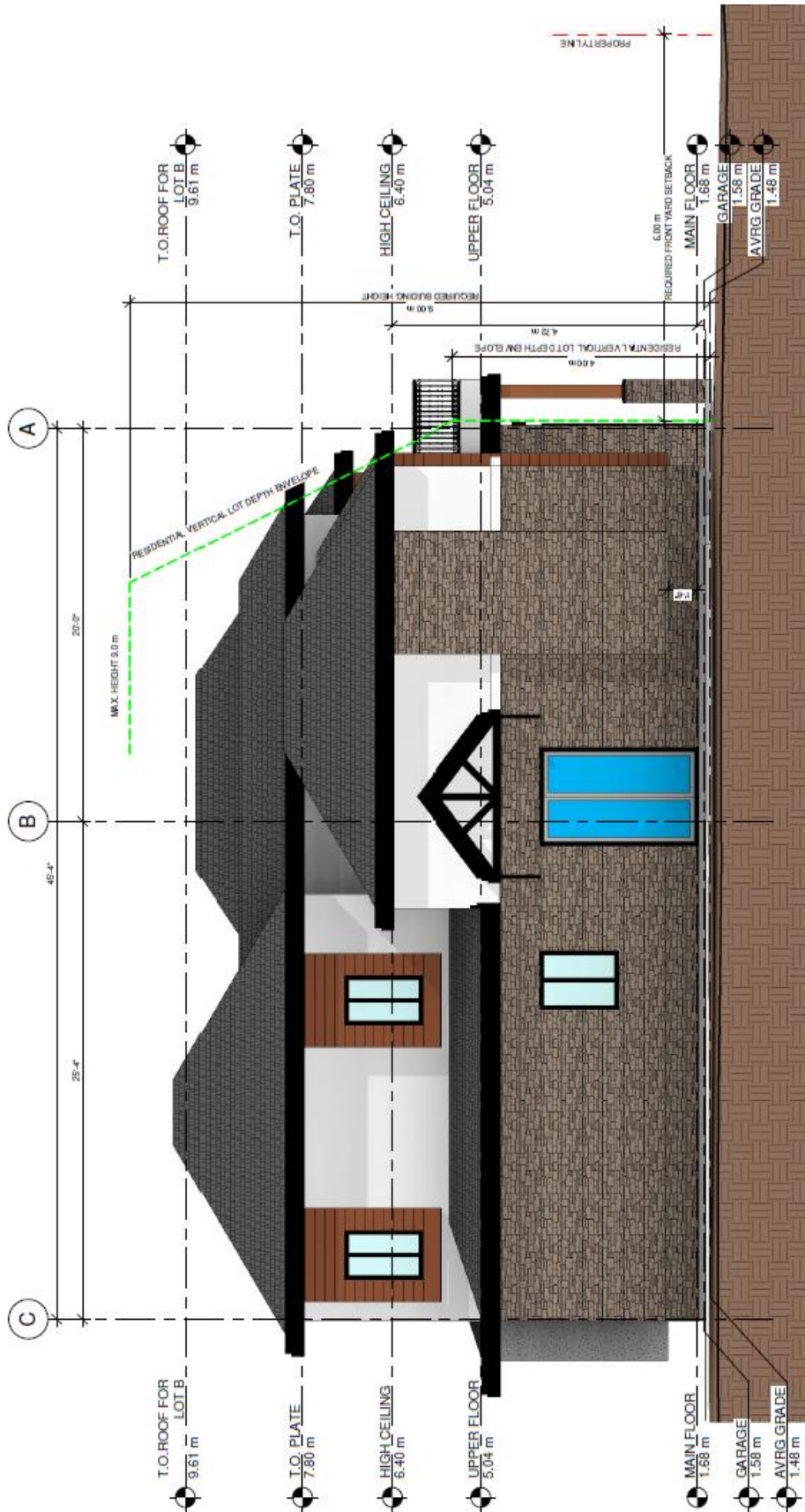
April 14th, 2021.





LOT B (CORNER LOT) – NORTH ELEVATION ALONG WILLIAMS ROAD

FOR CONCEPTUAL PURPOSES ONLY;  
 AT BP STAGE, PLANS TO COMPLY  
 PLN - 900 WITH ALL CITY REGULATIONS



LOT B (CORNER LOT) – EAST ELEVATION ALONG 4<sup>TH</sup> AVENUE

FOR CONCEPTUAL PURPOSES ONLY;  
 AT BP STAGE, PLANS TO COMPLY  
 WITH ALL CITY REGULATIONS



**RZ 21-936512**

**Attachment 3**

Address: 3660/3662 Williams Road

Applicant: Pakland Properties

Planning Area(s): Steveston

	Existing	Proposed
<b>Owner:</b>	Pakland Investments Ltd	No change
<b>Site Size (m<sup>2</sup>):</b>	893 m <sup>2</sup>	Lot A: 429.0 m <sup>2</sup> Lot B: 463.9 m <sup>2</sup>
<b>Land Uses:</b>	Two-family residential (duplex)	Single-family residential
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Single-Family	No change
<b>Zoning:</b>	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
<b>Number of Units:</b>	One duplex (two units)	Two units plus two suites
<b>Other Designations:</b>	N/A	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.3 for area in excess of 464.5 m <sup>2</sup>	Max. 0.55	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Lot A: Max. 236 m <sup>2</sup> (2540.3 ft <sup>2</sup> ) Lot B: Max. 255.1 m <sup>2</sup> (2746 ft <sup>2</sup> )	Lot A: Max. 235.5 m <sup>2</sup> (2,535 ft <sup>2</sup> ) Lot B: Max. 242.4 m <sup>2</sup> (2,6092 ft <sup>2</sup> )	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping Min. %: 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Landscaping Min. %: 25%	none
Lot Size:	Min. 360 m <sup>2</sup>	Lot A: 429.0 m <sup>2</sup> Lot B: 463.9 m <sup>2</sup>	none
Lot Dimensions (m):	Width: Min. 12 m Depth: Min. 24 m	Lot A Width: 16.54 m Lot A Depth: 25.94 m Lot B Width: 17.88 m Lot B Depth: 25.94 m	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m Exterior Side: Min. 3 m	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m Exterior Side: Min. 3 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	2.5 storeys or 9 m	2.5 storeys or 9 m	none
Off-street Parking Spaces – Regular (R) / Suite (S):	2 (R) and 1 (S) per unit	2 (R) and 1 (S) per unit	none
Off-street Parking Spaces – Total:	3	3	none

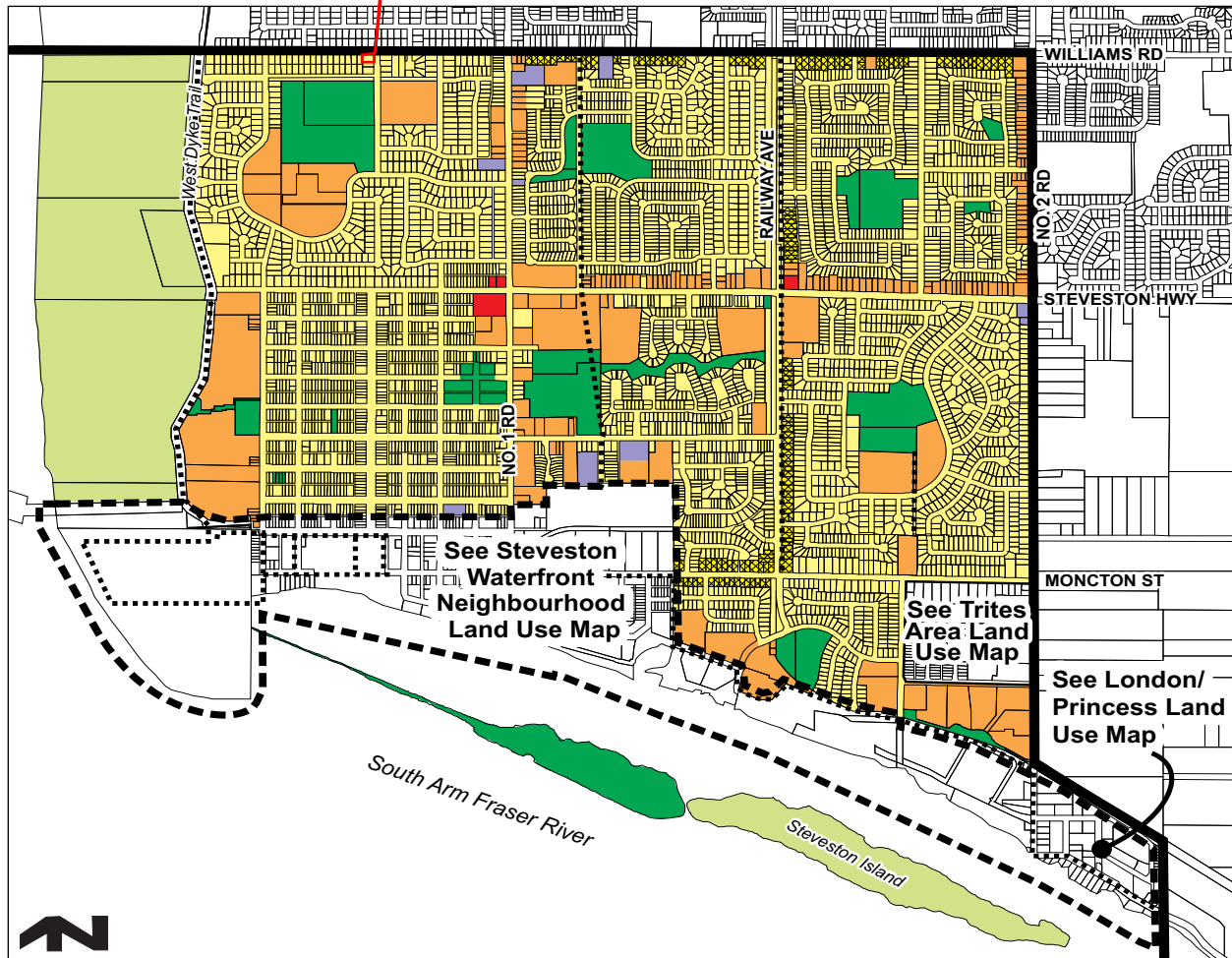
Other: \_\_\_\_\_











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



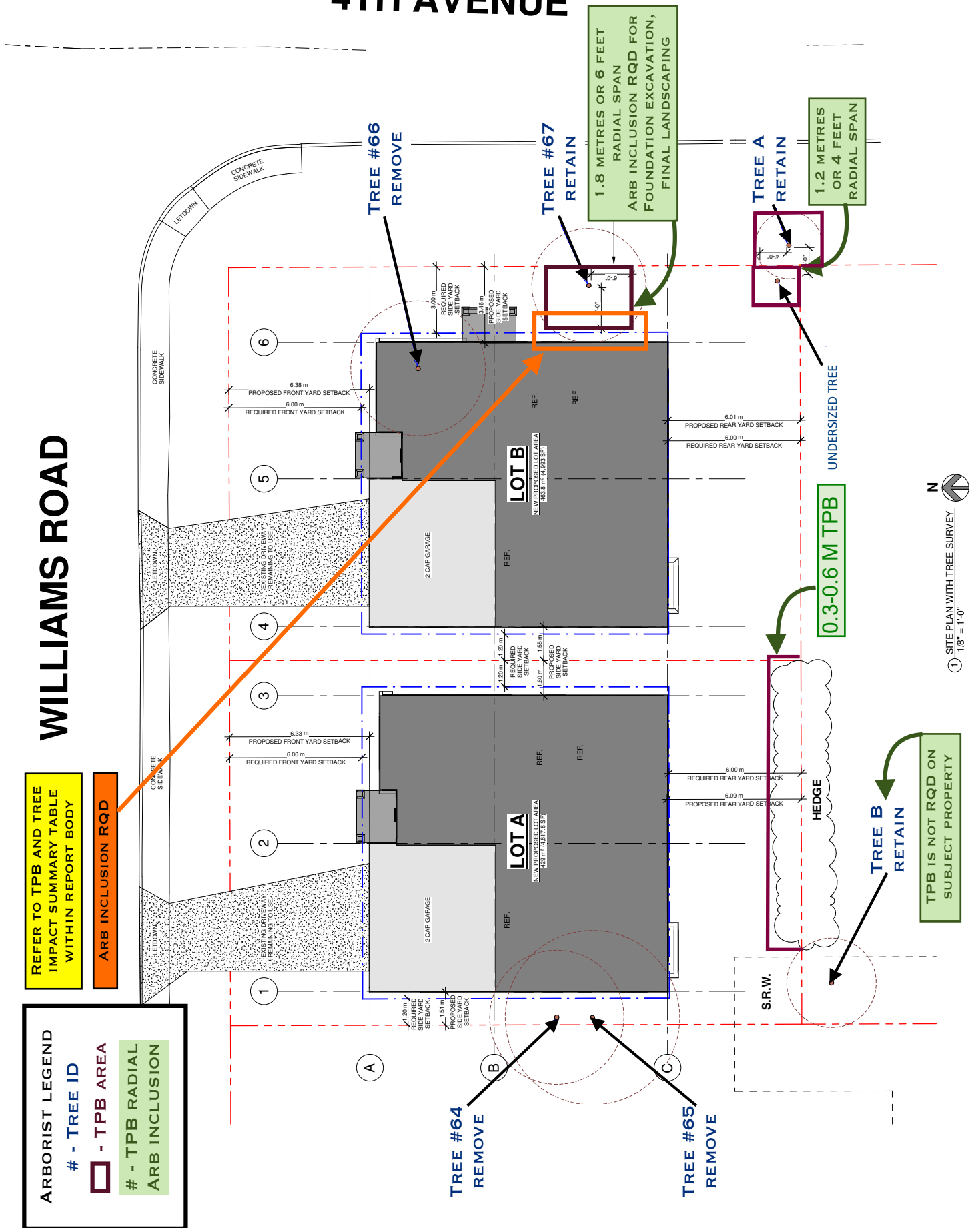
City of Richmond

Subject Site

**Steveston Area Land Use Map**Bylaw 9813  
2019/06/24

	Single-Family		Institutional
	Single-Detached/Duplex/Triplex		Conservation Area
	Multiple-Family		Trail
	Commercial		Steveston Area Boundary
	Public Open Space		Steveston Waterfront Neighbourhood Boundary

# 4TH AVENUE





**Address:** 3660/3662 Williams Road

**File No.:** RZ 21-936512

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10383, the developer is required to complete the following:**

1. Registration of a flood indemnity covenant on title (2.9m GSC – Area A).
2. Registration of a 6.0 m wide Statutory Right-of-Way along the entire south property line of Lot A and extending a minimum of 3.0 m into Lot B to provide for the required sanitary line.
3. Discharge of existing covenant BH226700 registered on title of the strata lots, which restricts the use of the property to a duplex.
4. Discharge of Strata Plan LMS1794.
5. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - include the four (4) required replacement trees with the following minimum sizes:

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

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required.

6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (tree tag #67, A, B, undersized untagged Sumac, and neighbouring hedge). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Submission of a Tree Survival Security to the City in the amount of \$10,000.00 for the two trees to be retained (one on-site tree tag# 67 (\$5,000.00) and one City tree tag # A (\$5,000.00)).
8. Registration of a legal agreement on Title to ensure that the Building Permit application and ensuing development of Lot B is generally consistent with submitted conceptual plans and that the building presents an attractive pedestrian interface to 4<sup>th</sup> Avenue.
9. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a one bedroom secondary suite is constructed on both future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.



**At Demolition Permit\* stage, the developer must complete the following requirements:**

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

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

- Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

**Water Works:**

- a) Using the OCP Model, there is 474 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Cut and cap at main the existing water connection and remove water meter on the 4<sup>th</sup> Ave. frontage.
  - iii) Install two new service connections complete with water meters per City standards on the Williams Road frontage to service Lot A and Lot B. The water meters will be located in the boulevard between the sidewalk and the property line.
- c) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.

**Storm Sewer Works:**

- d) At Developer's cost, the Developer is required to:
  - i) 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.
  - ii) Cut and cap existing storm servicing connection at the northeast corner of the east lot.
  - iii) Install a new storm service connection complete with a type 3 IC with dual connection per City standards at the common property line and tied in to the existing 600mm storm sewer at Williams Road frontage to service Lot A and Lot B.
- e) At Developer's cost, the City will:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.

**Sanitary Sewer Works:**

- f) At Developer's cost, the Developer is required to:
  - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
  - ii) Modify or amend, as required, the utility right-of way registered at the time of rezoning (being a 6.0 m wide right-of-way along the rear of proposed Lot A and extending a minimum of 3.0 m into the rear of Lot B) consistent with the approved design for the proposed sanitary main.
  - iii) Install a new sanitary line 200mm diameter PVC aligned north-south from existing manhole SMH2390 going 9m north complete with a manhole at the southwest corner of Lot A.
  - iv) Install a new sanitary service connection tied in to the new manhole at the southwest corner of Lot A to service Lot A.
  - v) Install a new sanitary line 200mm diameter PVC aligned east-west approximately 19m complete with a manhole located at the southwest corner of Lot B.
  - vi) Install a new sanitary service connection tied in to the new manhole located at the southwest corner of Lot B.

**Note: Design and construction of the sanitary sewer line requires review by the Applicant's Arborist and on-site supervision to ensure protection of the neighbouring Tree tag #B and hedge.**

- g) At Developer's cost, the City will:
- i) Complete all tie-ins for the proposed works to existing City infrastructure.
  - ii) Cut and cap at main existing sanitary service connection.

**General Items:**

- h) At Developer's cost, the Developer is required to:
- i) Complete other frontage improvements as per Transportation requirements.

Frontage Improvements

- Williams Road:
  - Maintain the existing 1.5 m wide concrete sidewalk at the curb.
  - Landscaped boulevard between the sidewalk and the road fronting property line.
- 4th Avenue:
  - Construct a new 1.5 m wide concrete sidewalk (at the curb) along the subject site's entire 4th Avenue frontage.
  - Landscaped boulevard between the sidewalk and the road fronting property line.

Driveways

- Design standard: Reconstruct each of the two existing driveways per City Engineering Design Specifications (R-9-DS), i.e.
    - Width of driveway letdown at the property line (and at the curb) = 4.0 m.
    - Driveway letdown flares at the curb = 0.9 m.
    - Minimum separation between the driveway letdown flare at the curb to each adjoining common property line = 0.5 m.
  - Location: The driveway at 3662 Williams Road is to be located at the westerly end of the site away from the Williams Road/4th Avenue intersection.
- ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- iii) 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.
- iv) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
- BC Hydro PMT – 4.0 x 5.0 m
  - BC Hydro LPT – 3.5 x 3.5 m
  - Street light kiosk – 1.5 x 1.5 m
  - Traffic signal kiosk – 2.0 x 1.5 m
  - Traffic signal UPS – 1.0 x 1.0 m
  - Shaw cable kiosk – 1.0 x 1.0 m
  - Telus FDH cabinet – 1.1 x 1.0 m

- v) Coordinate the servicing agreement design for this development with the servicing agreement(s) for 3680 Williams Road, both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 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 and sanitary) 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.
- vi) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

**Note:**

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

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

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

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

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10383 (RZ 21-936512)  
3660/3662 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“SINGLE DETACHED (RS2/B)”**.

P.I.D. 019-142-960

Strata Lot 1 Section 34 Block 4 North Range 7 West New Westminster District Strata Plan LMS1794 Together With an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1

P.I.D. 019-142-978

Strata Lot 2 Section 34 Block 4 North Range 7 West New Westminster District Strata Plan LMS1794 Together With an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10383”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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





---

<b>To:</b>	Planning Committee	<b>Date:</b>	May 5, 2022
<b>From:</b>	John Hopkins Director, Policy Planning	<b>File:</b>	08-4057-08/2022-Vol 01
<b>Re:</b>	<b>Referral Response: Proposed Mandatory Market Rental Housing Policy and Proposed Rental Housing Parking Changes</b>		

---

**Staff Recommendation**

1. That Richmond Official Community Plan Bylaw 7100 and Bylaw 9000 Amendment Bylaw 10375, which proposes to amend the following:
  - a) in Schedule 1 of Richmond Official Community Plan Bylaw 9000, amend Section 3.3 “Diverse Range of Housing Types, Tenure and Affordability” by introducing City-wide market rental housing provisions for new development including:
    - i) inserting language to secure a minimum of 15% of residential floor area as market rental units in new development that includes more than 60 apartment units;
    - ii) inserting language to establish that for townhouse development with 5 or more units and apartment development with 60 or less units, a community amenity contribution may be accepted or voluntary construction of market rental units with an associated density bonus may be supported through a rezoning application; and
    - iii) inserting language to clarify further parking reductions for secured rental housing.
  - b) in Schedule 2.2A (Thompson Area Dover Crossing Sub-Area Plan), Schedule 2.4 (Steveston Area Plan), Schedule 2.10C (McLennan North Sub-Area Plan), Schedule 2.12 (Bridgeport Area Plan), and Schedule 2.14 (Hamilton Area Plan) of Richmond Official Community Plan Bylaw 9000, insert language to support density bonus provisions with respect to the Official Community Plan Market Rental Housing Policy,

be introduced and given first reading.
2. That Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375, having been considered in conjunction with:
  - the City’s Financial Plan and Capital Program; and
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

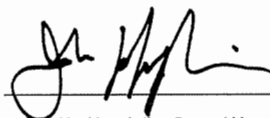

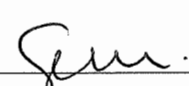
3. That Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10376, which proposes to update existing multi-family zones to reflect changes to the Official Community Plan Market Rental Housing Policy that introduce a mandatory market rental requirement be introduced and given first reading.
5. That the following provisions apply to instream applications that are received prior to adoption of Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10376:
  - a) Instream rezoning applications may be exempt from the mandatory provision of market rental housing provided the application achieves first reading within one year of the amendment bylaws being adopted and final adoption and issuance of a Development Permit within one year following the associated Public Hearing; and
  - b) Instream Development Permit applications may be exempt from the mandatory provision of market rental housing provided the Development Permit is issued within one year of the amendment bylaws being adopted.

Instream applications that are unable to comply with the timeline may be required to redesign to construct market rental housing.

6. That staff report back to Council regarding key findings related to the implementation of updates to the Official Community Plan Market Rental Housing Policy after the program provisions are in place for two years.



John Hopkins  
 Director, Policy Planning  
 (604-276-4279)  
 Att. 4

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	 John Hopkins, Acting General Manager, Planning and Development
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> <i>- Acting</i> 

## Staff Report

### Origin

At the October 12, 2021 Council meeting, the following referral motions were passed:

- *That Resolutions 3 and 6, as well as the provisions of Resolution 7 as it relates to market rentals be referred back to staff to study and report back on the proportional approach to securing market rental units, exploring the inclusion of a higher construction threshold, and including an analysis of the number of market rental units that would be required. (Resolutions 3, 6 and 7 relate to recommendations to introduce a mandatory market rental requirement in new development.); and*
- *That a new Recommendation 10 be inserted to direct staff to review the required parking ratios for 100% market rental buildings and report back.*

In response to Council's direction to staff to review the feasibility of an escalating mandatory market rental policy, staff revisited the analysis framework that was applied to develop a proposed mandatory market rental requirement in new development with more than 60 apartment units and a cash-in-lieu contribution for smaller apartment and townhouse development. In addition, an economic development consultant was retained to undertake supplementary economic feasibility analysis.

To expedite staff's response to the Council referral, staff recommend that public consultation regarding the policy and bylaw changes discussed in this report occur as part of Council's consideration of the proposed amendment bylaws. The statutory bylaw amendment process will provide stakeholders with multiple opportunities to share their views with City Council.

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

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

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

*6.5 Ensure diverse housing options are available and accessible across the housing continuum.*

### Background

A targeted review of the Official Community Plan (OCP) is underway and includes exploring bold solutions and new tools to provide housing that is most needed in the City. The initial stages of the housing review will study factors affecting housing affordability and explore options to improve housing supply and affordability in the City. While a systematic work plan has been endorsed by Council, where feasible, staff will bring forward policy options for Council's consideration as it is developed (i.e., in advance of the targeted OCP review timeline).



Consistent with this approach, the policy and zoning bylaw amendments proposed in this report are being brought forward at the earliest opportunity and are consistent with the two key objectives for the OCP housing affordability update: fostering housing affordability through innovation and promoting affordable living.

## **Analysis**

### Summary of Recommendations

The amendment bylaws attached to this report propose to introduce a mandatory market rental requirement to increase the supply of secured market rental housing in the City. The proposed approach includes carrying over an existing density bonus that is included in the voluntary market rental housing policy approach for mixed rental/strata proposals and “carving out” residential floor area to be secured as market rental housing. Market rental housing is not subject to rental rate or household income thresholds and would be secured using rental tenure zoning. Further, the proposed approach maintains existing land use designations.

Whereas the originally proposed amendments to introduce a mandatory market rental policy (outlined in “Proposed Market Rental Housing Policy Changes and Low End Market Rental (LEMR) Program Updates” from the Director Policy Planning and Director Community Social Development, dated September 16, 2021) suggested securing 10% of the residential floor area as market rental housing in apartment development with more than 60 units, the recommendations included in this report suggest increasing the requirement to 15% of the residential floor area. The 15% market rental requirement would be in addition to the required 15% Low End Market Rental (LEMR) requirements for projects inside of the City Centre Area Plan (CCAP) and the required 10% LEMR requirement for projects outside of the CCAP. As a result, apartment developments with more than 60 units that are inside of the CCAP would be required to provide 30% of the residential floor area as rental housing.

Other elements of the proposed policy include the following:

- Smaller apartment and townhouse projects would either provide a cash-in-lieu contribution to the Affordable Housing Reserve at rates that are comparable with requiring construction of market rental housing or the owner may make use of a density bonus above the base density set out in the OCP or Area Plan conditional to the bonus density being used exclusively to secure habitable market rental floor area.
- Existing provisions in the OCP Market Rental Housing Policy that support density bonusing for voluntary provision of 100% market rental development would be preserved. For purpose built rental development that is associated with significant community benefit, simultaneously increasing building density and built form may be supported when neighbourhood design guidelines are preserved (e.g., townhouse development replaced with mid-rise apartment development, low-rise apartment development replaced with six storey apartment development).

The proposed amendments are supplementary to the existing voluntary OCP Market Rental Housing Policy, which is successfully securing purpose built market rental housing in the City.

Associated amendments to Zoning Bylaw 8500 are suggested to secure construction of market rental housing units in new apartment development that includes more than 60 units.

Amendments to the following zoning districts are proposed:

- Low Density Low Rise Apartments (RAL1, RAL2)
- Medium Density Low Rise Apartments (RAM1, RAM2, RAM3);
- High Density Low Rise Apartments (RAH1, RAH2);
- Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5); and
- Downtown Commercial (CDT1, CDT2, CDT3).

Attachment 1 provides a summary of the proposed OCP and Zoning Bylaw amendments.

#### Amendments to the OCP Market Rental Housing Policy

##### *Rental Housing Supply and Affordability Context*

Since the feasibility of a mandatory market rental requirement was initially reviewed and a policy approach recommended in May 2021 (“Options to Secure Market Rental Housing in New Development and Options to Increase Low End Market Rental (LEMR) Contributions” from the Director, Policy Planning dated April 19, 2021), there have been changes in the housing context, and bylaw requirements for rental housing, including the following:

- On November 15, 2021, Council adopted changes to the LEMR program which include increasing the construction obligation from 10% to a minimum of 15% of the residential floor area for development sites inside of the CCAP and increasing the cash-in-lieu rates applied to smaller developments to reflect current economic conditions.
- On December 15, 2021, Council received for information a Housing Needs Report. The report finds there is significant need to increase the supply of all forms of rental housing and to introduce policy changes to stabilize and re-balance the housing market.
- On February 22, 2022, Council adopted zoning bylaw amendments to use residential rental tenure legislation to preserve 60 existing rental properties as rental housing sites. The zoning amendments protect the existing rental housing stock in case the property owner redevelops the site under existing zoning.
- On February 28, 2022, Council endorsed the scope of work for a targeted OCP update, which proposes to apply an unconventional approach to develop “policies, programs and housing delivery models that move beyond traditional or standard land use planning approaches”.

Based on these changes and in response to the Council referral, staff recommend a mandatory market rental policy that strikes a balance between maintaining feasibility for many sites acquired at or below 2020 land value prices and some sites acquired at higher land values, and incentivizes change to stabilize and/or reduce land value escalation.

In addition to land prices, economic feasibility is affected by the scale of development. An economic feasibility analysis prepared by an experienced economic development consultant, G.P. Rollo & Associates, finds that large sites are not as viable when density is constant as larger development sites take more time to build and sell, which increases risk and carrying costs, including lending and financing costs. Based on the advice from the economic development

consultant, which is summarized in Attachment 2, variable market rental construction requirements that escalate as the scale of development increases is not recommended.

The proposed approach of securing a minimum of 15% of residential floor area as market rental units in apartment development with more than 60 units intends to balance maximizing the amount of market rental housing secured in new development and reducing speculation and unsustainable land value escalation in the City. Staff recommend monitoring implementation of the proposed policy and reporting back to Council regarding the key findings after the proposed provisions are in place for two years with an intention to adjust the policy if development activity appreciatively declines. In addition, provisions for instream applications are recommended and are discussed in a subsequent section of this report.

#### *Parking Reductions for Rental Housing*

Parking reductions are among the levers that may be applied by a local government to improve the economic feasibility of a rental development. Recently proposed changes to Zoning Bylaw 8500 parking rates are discussed in Attachment 3.

#### **Proposed OCP Amendment to Clarify Parking Rate Reductions for Rental Housing**

In response to Council's referral to staff to examine parking reductions for 100% rental buildings, staff recommend amendments to the OCP Market Rental Housing Policy that would clarify further parking reductions that may apply to rental housing (i.e., provisions may apply to market rental units and/or LEMR units in a 100% rental building or a mixed tenure strata development). Staff suggest inserting clarification that conditional to exhausting the full Transportation Demand Management (TDM) reduction permitted by the Zoning Bylaw, rental housing may be eligible for the following parking reduction:

- Up to a total 50% parking reduction on sites that are within 800 m (10 minute walking distance) of a Canada Line Station.
- Up to a total 30% parking reduction on all other sites.
- The parking requirement may be further reduced on a site specific basis for projects that provide rental housing that is in addition to the provisions outlined in the OCP Market Rental Housing Policy, as determined by Council.

Site specific consideration of parking reductions for rental housing may include, but is not limited to assessing parking utilization rates related to unit types, risk assessment of parking spilling over into nearby neighbourhoods, proximity to transit, and implementation of measures to maximize parking use efficiency (e.g., requiring rental parking to be managed as a shared pool of parking to provide more flexibility and use on a first-come, first-served basis rather than assigning parking to individual units).

#### Recommendations

The policy recommendations included in this report propose to introduce a mandatory market rental housing construction requirement in apartment development with more than 60 units and to secure either a cash-in-lieu contribution or voluntary construction of market rental units from townhouse development with more than five units and small apartment development. The

recommendations respond to the Housing Needs Report finding that there is strong demand for market rental housing and intend to curb escalating land values.

**Staff Recommendation #1:**

**Recommended: Introduce a mandatory market rental construction requirement (secure a minimum of 15% of residential floor area as market rental units in apartment development with more than 60 units and cash-in-lieu or voluntary construction of market rental units in smaller development) and clarify parking reductions for rental housing**

The proposed approach is outlined in detail in Attachment 1 and is characterized by the following:

- Potential to curb escalating land value: Adopting a mandatory market rental policy that is financially feasible for many but not all properties may result in offer prices for land settling at an amount that reflects the policy requirement and less speculation that drives up land prices.
- Reallocate residential density to increase the supply of secure market rental units: The proposed approach would carry over the existing density bonus that is included in the voluntary market rental housing policy approach for mixed rental/strata proposals and “carve out” a minimum of 15% of the residential floor area to be secured as market rental housing in apartment development with more than 60 units. The proposed approach would maintain existing land use designations. Amendments to Zoning Bylaw 8500 are proposed to secure an equivalent construction contribution from sites that do not require rezoning.
- Include smaller developments in rental housing initiatives: A cash-in-lieu contribution from a townhouse development with more than 5 units or an apartment development with 60 or less units would be accepted. Alternatively, the owner may make use of an associated density bonus conditional to the bonus density being used exclusively to secure habitable market rental floor area.
- Preserve density bonusing provisions for 100% market rental development: The recommendations included in this report preserve existing density bonusing provisions for 100% market rental development, as well as associated incentives including exemption from public art and community planning contributions and an expedited application review process.
- Clarify parking rate reductions for secure rental housing: While Zoning Bylaw 8500 applies already reduced parking rates for secure rental housing, the proposed OCP amendment would clarify the range of possible further parking rate reductions that may apply to new rental housing units based on site specific considerations.

The proposed amendments to the OCP and Zoning Bylaw are summarized in Attachment 1.

**Alternative Approach/Not Recommended: Apply an escalating mandatory market rental construction requirement (i.e., 15% mandatory market rental requirement applied to development with 60 to 199 units, 17.5% mandatory market rental requirement applied to development with 60 to 499 units, and 20% mandatory market rental requirement applied to development with 60 to 500+ units)**

While an escalating construction requirement would secure a progressively greater percent of residential floor area from developments that include 200 or more units, the approach is not recommended. Increasing the mandatory market rental requirement to greater than 15% of the

residential floor area for development with 200 or more units would be financially very challenging for many to most developments as indicated by the economic consultant. The development community could potentially work-around the policy by limiting individual developments to less than 200 residential units resulting in a trend toward smaller consolidations and subdivision of larger sites to keep unit yield below the thresholds associated with a greater mandatory market rental requirement.

Larger development sites provide opportunities to maximize site planning and building massing options and secure ultimate road/land connections and servicing upgrades. Further, existing density bonusing provisions in the CCAP are used to secure construction of on-site community amenity space, which is transferred to the City at no cost to the City. The size of the community amenity space obligation is proportional to the scale of the development. Large community amenity spaces are preferred, which are feasibly accommodated only within large scale developments, to maximize co-location opportunities and realize operational efficiencies. A policy that is contrary to existing policies to encourage minimum development parcel sizes is not recommended.

**Staff Recommendation #2:**

**Recommended: Introduce provisions for instream applications and monitoring**

While the recommended instream provisions acknowledge that the development community applies current policies to plan a project's design, programming and funding, it also establishes a schedule to encourage timely completion of instream applications, which may otherwise continue to be brought forward for Council consideration/approval for years into the future.

Instream rezoning applications may be exempt from mandatory provision of market rental housing provided the project achieves the following:

- first reading within one year of the proposed amendment bylaws being adopted; and
- final adoption of the rezoning bylaw within one year of the associated Public Hearing.

For an instream rezoning application that does not meet the schedule outlined above, a report would be brought forward for consideration by Council. The report would consider the following options:

- Allow additional time for the project to be completed based on circumstances that have affected the timeline for a project that has been actively working to advance and achieve final adoption of the rezoning bylaw and issuance of the Development Permit; or
- Rescind third reading of the rezoning bylaw and require the project to be redesigned to include the required market rental housing.

Richmond Zoning Bylaw 8500, Amendment Bylaw 10376 includes provisions for two instream Development Permit applications that are zoned Downtown Commercial (CDT1) to permit the applications to advance without redesigning to include market rental housing provided the Development Permit is issued within one year of the proposed amendment bylaws being adopted.

Conditional to Council's adoption of the proposed Zoning Bylaw amendments, a property owner that applies for a Development Permit to develop a site that is zoned Low Density Low Rise Apartments (RAL1, RAL2), Medium Density Low Rise Apartments (RAM1, RAM2, RAM3), High Density Low Rise Apartments (RAH1, RAH2), Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5), and/or Downtown Commercial (CDT1, CDT2, CDT3) and includes more than 60 apartment units, would be required to construct market rental housing units.

Recognizing the degree of variability in the housing development industry (e.g., recent increase in the annual inflation rate, predicted rate increases by the Bank of Canada, etc.), staff recommend that the implementation of a mandatory market rental policy is monitored and that staff report back to Council regarding the key findings after the proposed provisions are in place for two years.

**Alternative Approach/Not Recommended: Decline, reduce or extend provisions for instream applications and monitoring**

Alternative approaches to managing instream development applications include the following options:

- Decline to support the recommendation to introduce grandfathering provisions for instream rezoning and Development Permit applications; or
- Reduce or extend the duration of the instream provisions.

Public Consultation

Attachment 4 includes a summary of consultation with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements, as well as a summary of consultation with key stakeholders that was undertaken in May 2021 regarding the introduction of a mandatory market rental requirement. Should Planning Committee endorse the amendment bylaws, the bylaws will be forwarded to the next open Council meeting for consideration by City Council. Should City Council grant first reading to the amendment bylaws, the amendment bylaws will be forwarded to a Public Hearing. Public notification for the Public Hearing will be provided in accordance with the *Local Government Act*.

**Financial Impact**

None.

**Conclusion**

The OCP Market Rental Housing Policy is an important addition to the City's approach to providing residents with rental housing options. The recommendations in this report include the following:

- Secure a minimum of 15% of residential floor area as market rental housing units in apartment developments with more than 60 units, which would increase the rental component to 30% for projects inside of the CCAP, and to 25% for projects outside of the CCAP.

- Include smaller developments in rental housing initiatives by including options to:
  - Accept a cash-in-lieu contribution to balance a developer's rental housing contribution between developments of various type and size; or
  - Permit an associated density bonus, provided it is used exclusively to construct market rental units in townhouse and small apartment developments.
- Amend standard multi-family zones that permit apartment development to secure construction of market rental units in strata developments.
- Clarify parking reductions for rental housing beyond those included in the Zoning Bylaw.

The recommended approach would increase the availability of secure rental housing and may reduce speculation. An economic feasibility analysis that was undertaken by an experienced economic development consultant finds that the proposed approach would be financially viable for many developments. To minimize risks and unintended outcomes associated with implementation (e.g., impacts of inflation and higher interest rates, appreciative decline in development activity, smaller development sites, etc.), staff recommend that implementation of the revised OCP Market Rental Housing Policy is monitored and that staff report back to Council regarding the key findings after the proposed bylaw amendments are in place for two years.

It is recommended that Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375, and Richmond Zoning Bylaw No.8500, Amendment Bylaw 10376 be introduced and given first reading.



Diana Nikolic, MCIP  
Program Manager, Policy Planning  
(604-276-4040)

DN:cas

Attachment 1: Summary of Proposed Official Community Plan (OCP) and Zoning Bylaw Amendments

Attachment 2: Economic Feasibility Executive Summary (G.P. Rollo & Associates)

Attachment 3: Recent Zoning Bylaw 8500 Parking Rate Reductions for Rental Housing

Attachment 4: OCP Consultation Policy & Summary of Consultation with Key Stakeholders

Summary of Proposed Official Community Plan (OCP) and Zoning Bylaw Amendments

*Amendment Bylaw 10375: OCP Amendments*

1. Amendments to the OCP Market Rental Housing Policy to introduce a mandatory approach to secure market rental housing in development with more than 60 apartment units.

Amendment Bylaw 10375 proposes the following amendments:

- a) Delete the existing provisions for voluntary development of market rental housing units in a mixed market rental and strata building.
- b) Introduce a mandatory, rather than a voluntary, approach to securing market rental housing within development with more than 60 apartment units that includes the following:
  - Secure a minimum of 15% of the residential floor area, excluding residential floor area secured as affordable housing, as purpose-built market rental housing units.
  - Apply 0.10 FAR density bonus above the base density set out in the OCP to the site.
- c) Insert language to establish that for townhouse development with 5 or more units and apartment developments with 60 or less units:
  - A community amenity contribution may be accepted through a rezoning application; or
  - The owner may make use of up to 0.10 FAR bonus density conditional to the density bonus applying only to the portion of the development that contains habitable market rental floor area. The habitable floor area secured as market rental housing is exempt from affordable housing contribution requirements.
- d) Insert language to clarify the following:
  - Residential rental tenure zoning should be used to secure rental units.
  - Market rental housing units should incorporate basic universal housing features.
  - Stratification of new market rental housing units is restricted.
  - The secured market rental housing component in the development is eligible for exemption from public art and community planning contributions.
  - For 100% market rental housing project, exemption from affordable housing contribution requirements and density bonusing provisions are preserved.
- e) Insert language to clarify parking reductions for rental housing beyond those included in the Zoning Bylaw, as determined by Council.

2. Amendments to Arterial Road Land Use Policy. Amendment Bylaw 10375 would clarify additional density (0.1 FAR) may be considered along arterial roads when the additional density is used exclusively to secure market rental units. The bylaw would also clarify potential incentives including exemption of the secured market rental housing component from the affordable housing contribution requirement.



3. Amendments to Thompson Area Dover Crossing Sub-Area Plan, Steveston Area Plan, McLennan North Sub-Area Plan, Bridgeport Area Plan, and Hamilton Area Plan. Amendment Bylaw 10255 would clarify existing sub-area plan maximum density references to align provisions with the requirements of the OCP Market Rental Housing Policy. The bylaw would also update a reference to the LEMR program in the Hamilton Area Plan.

*Amendment Bylaw 10376: Zoning Bylaw Amendments*

1. Amendments to Zoning Bylaw 8500 to five existing residential and mixed use zones to reflect the recommended OCP Market Rental Housing Policy. The affected zones include the following:
  - Low Density Low Rise Apartments (RAL1, RAL2);
  - Medium Density Low Rise Apartments (RAM1, RAM2, RAM3);
  - High Density Low Rise Apartments (RAH1, RAH2);
  - Residential/Limited Commercial (RCL1 RCL2, RCL3, RCL4, RCL5); and
  - Downtown Commercial (CDT1, CDT2, CDT3).

The amendment bylaw includes instream provisions for Development Permit applications that do not require rezoning and would be affected by changes to the zones listed above.

Economic Feasibility Executive Summary (G.P. Rollo & Associates)Re: Richmond Mandatory Market Rental Financial Analysis Executive Summary

G. P. Rollo & Associates (GPRA) was retained to prepare a financial analysis to respond to a referral by Richmond City Council to evaluate the financial feasibility of a proposed market rental housing program, which would require a minimum floor area allocation for market rental as part of private market condominium developments using a tiered obligation based on the size of the development. These analyses build upon previous work completed by GPRA this year and reflect updated Low End Market Rental (LEMR) requirements and lower LEMR parking rates.

GPRA has undertaken this analysis and has the following to report:

1. **General Assumptions Update:** GPRA updated estimates for revenues and costs for development of strata and rental in both wood frame and concrete construction both outside and inside the City Centre Area Plan (CCAP). For our analysis GPRA has updated the estimated range of values for raw land provided last year by City Staff by 30% for City Centre and by 15% outside City Centre. The significant increases in assessed land value from last year to this year have outpaced market pricing increases for strata and rentals over the same time, which have had the effect of reducing the viability of development in some cases. This increase in value appears to be driven by speculation on either density increases or more likely in pricing increases for strata units in the future. We have also introduced a discounted cash flow analysis for larger developments to properly address the time value of money and increased risk in larger projects and switches some metrics for evaluation as compared to smaller developments. As such the analysis may indicate more difficulty for developers acquiring parcel for current assessed values and still being able to have an economically viable development, but policies introduced may be a way to cool land speculation in the future in the City.
2. **Economic Analysis:** GPRA found that it should be generally feasible to require 15% Market Rentals in addition to LEMR requirements in some new developments. This conclusion is based on the supported land value of scenarios including 15% Market Rentals exceeding the base land value estimate for land meeting the respective zoning densities for concrete and wood frame in City Centre and wood frame outside City Centre. For all three scenarios increasing the requirement to 20% Market Rental reduced the supported land value below that base market value for land. The same would hold true for increasing density commensurate to the gross area on 1 acre that would be achievable on a 2 acre site. The primary factor we determined having an impact is simply the additional time assumed for development and the interest costs associated with this additional time.

Although this does not mean all development parcels in the City will work with the 15% requirement today, it does illustrate that there are properties for which it will work and that once the policy requirement is adopted the bid price for land will come down to reflect this requirement and settle closer to the base amount indicated. Additional analysis was done escalating requirements from 15% to 17.5%, to 20% and above but the viability of increasing market rental requirements on larger parcels generally declined quite quickly, due to the combination of the increased assessed value for land and the increased interest and carrying costs with larger developments, with many costs being incurred up front, but revenue being deferred for up to 10 years.

3. **Options for Improving Viability:** Analysis indicates that the introduction of a 30% and a 50% reduction in parking requirements for rental units has a measured impact on improving viability, particularly on projects on 2+ acres and may be a useful tool for making the inclusion of market rentals on larger sites economically viable.
4. **Cash-In-Lieu:** Assuming the City were to proceed with a 15% requirement for Market Rentals GPRA estimates an appropriate Cash-in-Lieu value that would be the financial equivalent of providing built market rentals for a developer would be as follows:
  - **Townhouse:** \$2.65 per square foot GBA/\$28.52 per square metre
  - **Wood Frame Outside CCAP:** \$3.00 per square foot GBA/\$32.29 per square metre
  - **Apartments Inside CCAP:** \$5.25 per square foot GBA/\$56.51 per square metre

This assumes that the square footage is retained and used for strata apartments instead of rentals, excluding the 0.1 FAR density bonus which would no longer be available to the developer.

5. **Economies of Scale:** GPRA prepared analyses looking at increased market rental requirements as sites got larger and thus produced more units overall and found that increased requirements were generally unfeasible. In reviewing potential causes for this GPRA is of the opinion that the primary factor is additional time for construction and the associated increase in carrying costs. Generally financiers and banks view projects that are going to take a long time to develop to be a greater risk than projects to be completed in a relatively short time and make greater demands from the developer in terms of lending and financing costs
6. **Key Takeaways:**
  - General findings are that a 15% requirement for built market rentals should be feasible for most properties that were purchased prior to 2020 and many of those purchased more recently
  - The City saw an increase in land cost of 30% in the CCAP and 15% outside in a year
  - sales prices and rents have increased, but not by the same amount as land, and are offset by comparable increases in hard costs
  - land prices likely reflect significant speculative value and make development increasingly risky
  - larger projects with more units take more time to build and sell, which in turn increases risk and carrying costs, and may be subject to higher scrutiny from lenders
  - Economies of scale are not generally found in projects of the sizes being examined; rather savings on materials and labour are more likely going from say 20 units to 100, rather than 200 to 400 units.
  - As such, increased expectations from larger projects to provide a higher percentage of market rentals is not proven out from the financial analysis
  - Large projects that require several years (3+) to build and market will attract a different developer that use different metrics for measuring project viability and rely on forecasts of future growth in pricing outstripping rising costs for projects being viable. Even then there is significantly increased risk that the market could take a downturn due to any number of factors.

Recent Zoning Bylaw 8500 Parking Rate Reductions for Rental Housing

Parking reductions are among the levers that may be applied by a local government to improve the economic feasibility of a rental development. The following summarizes changes to Zoning Bylaw 8500 parking rates that were adopted on March 21, 2022:

- The Transportation Demand Management (TDM) off-street parking reduction, which may be applied to the already lower residential parking rates that apply to rental housing, was increased from a maximum 10% to 20% reduction.
- The minimum parking spaces requirement for affordable housing units in areas within the City Centre that benefit from the highest level of transit service was reduced to 0.8 spaces per unit and are eligible for the further 20% parking reduction with TDM measures.

The Zoning Bylaw parking rates for market rental and affordable housing units are a starting point for review and provisions for reductions are embedded in the Zoning Bylaw.

OCP Consultation Policy & Summary of Consultation with Key Stakeholders*OCP Consultation Policy*

Staff have reviewed the proposed OCP amendments, with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements and recommend that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

<b>Stakeholder</b>	<b>Referral Comment (No Referral necessary)</b>
Agricultural Land Commission (ALC)	No referral necessary because the Land Reserve is not affected.
Richmond School Board	No referral necessary; however, staff met with School District staff to discuss the proposed amendments.
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g. Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendments will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendments do not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSI) Policy.
Vancouver Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Community Groups and Neighbours	Key stakeholders were consulted. Further, community groups including the Urban Development Institute and Richmond Community Services Advisory Committee (RCSAC) will have the opportunity to comment on the proposed OCP amendment at Planning Committee and at a Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

*Summary of Consultation with Key Stakeholders*

At the Planning Committee meeting on May 4, 2021, staff were directed to consult with key stakeholders. Comments from key stakeholder groups are summarized below:

- Richmond Community Services Advisory Committee (RCSAC)
  - Support for the existing LEMR program and the proposed amendments to the LEMR program and OCP Market Rental Housing Policy.
- Richmond Small Home Builders Group
  - Encourage parking requirement reductions and support other incentives for construction of rental housing.
  - Support provisions for instream applications.
- Urban Development Institute (UDI) Representatives
  - Encourage the City to be aggressive with parking reductions. Establish a menu/checklist to guide parking relaxations rather than site specific consideration of lower parking rates.
  - Increase density bonus rates.
  - Certainty is critical for the development community. Concern that, in practice, expectations related to amenities and rental housing is greater than outlined in the proposed policy.
  - Consider extending instream provisions from one year to at least two years.



**Richmond Official Community Plan Bylaw 7100 and 9000,  
Amendment Bylaw 10375  
(Market Rental Housing Amendments)**

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 Schedule 1 (Official Community Plan), Section 3.3, Objective 4 [Encourage the development of new purpose-built market rental housing units] by:
  - a) Deleting subsection a) and replacing it with the following:
    - “a) support the provision of new market rental housing units and replacement market rental housing units, where relevant, and secure all rental units in perpetuity by utilizing residential rental tenure zoning, where applicable, one or more legal agreements, and/or an alternative approach to the satisfaction of the City;”;
  - b) Deleting subsections c), d), e) and f) and replacing them with the following:
    - “c) a minimum of 40% of market rental housing units in a development should include two or more bedrooms that are suitable for families with children and market rental housing units should incorporate basic universal housing features;
    - d) stratification of individual market rental housing units is prohibited unless otherwise approved by Council;
    - e) for new development, City-wide market rental provisions include the following:
      - for new development that includes more than 60 apartment units, the owner shall provide purpose-built market rental housing units in the building. The combined habitable space of the market rental housing units will comprise at least 15% of the total residential floor area ratio in the building, excluding residential floor area secured as affordable housing, and will be secured by utilising residential rental tenure zoning, where applicable. The associated density bonus is 0.10 floor area ratio above the base density set out in the OCP or Area Plan, which is applied

to the site and included for the purpose of calculating the affordable housing built contribution;

- for new townhouse development with 5 or more townhouse units, and for new apartment development with 60 or less units:
  - a community amenity contribution may be accepted through a rezoning application. Community amenity contributions will be collected in the Affordable Housing Reserve Fund and calculated on the total residential floor area of the development, excluding habitable residential floor area secured as affordable housing, as follows:
    - for townhouse development: \$28.52 per buildable m<sup>2</sup> (\$2.65 per buildable ft<sup>2</sup>);
    - for apartment development inside of the City Centre Area Plan: \$56.51 per buildable m<sup>2</sup> (\$5.25 per buildable ft<sup>2</sup>); and
    - for apartment development outside of the City Centre Area Plan: \$32.29 per buildable m<sup>2</sup> (\$3.00 per buildable ft<sup>2</sup>); or
  - the owner may make use of up to 0.10 FAR above the base density set out in the OCP or Area Plan conditional to the density bonus being used exclusively to secure habitable market rental floor area secured by utilizing residential rental tenure zoning. The secured market rental housing units are exempt from the affordable housing contribution requirement;
  - by February 28, 2023, and then every two years thereafter, the community amenity contribution rates are to be revised by adding the annual inflation for the preceding two calendar years by using the Statistics Canada *Vancouver Consumer Price Index – All Items* inflation rate; with revised rates published in a City Bulletin;
- for new mixed tenure development that provides additional rental housing to address community need, the density bonus may be increased on a site-specific basis;
- the secured market rental housing component in the development is eligible for exemption from public art and community planning contributions.

f) for new development that provides 100% of the residential use at the site as secured market rental housing, the following considerations apply:

- the following density bonusing provisions may apply:
  - for ground oriented townhouses and wood frame apartment (inside or outside of the City Centre Area Plan): 0.20 FAR above the base density set out in the OCP or Area Plan;
  - for concrete buildings (inside or outside) of the City Centre Area Plan: 0.25 above the base density set out in the OCP or Area Plan;



- for new development that provides additional rental housing to address community need, the density bonus may be increased on a site-specific basis.
  - new developments are subject to the following:
    - priority locations include sites that are located inside of the City Centre Area Plan or within the neighbourhood centres identified in the OCP. Other locations may be considered on a case by case basis;
    - developments meet or exceed the City's sustainability objectives related to building energy and emissions performance;
    - proposed developments demonstrate that they would integrate well with the neighbourhood and comply with OCP Development Permit Guidelines;
    - community consultation is undertaken.
  - new developments are eligible for the following incentives:
    - exemption from affordable housing requirements in recognition of the significant community benefit provided by the market rental housing units;
    - exemption from public art and community planning contributions;
    - expedited rezoning and development permit application review ahead of in-stream applications.
- g) conditional to exhausting all parking rate reduction provisions in the Zoning Bylaw, and subject to staff review of site specific considerations, new market rental units and/or Low End Market Rental units in a 100% rental building or a mixed tenure strata development may be eligible for the following parking reduction:
- up to a total 50% parking reduction on sites that are within 800 m (10 minute walking distance) of a Canada Line Station;
  - up to a total 30% parking reduction on all other sites;
  - the parking requirement may be further reduced, as determined by Council, on a site specific basis for projects that provide additional rental housing to address community need.”
2. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Schedule 1 (Official Community Plan), Section 3.6.1 [Arterial Road Land Use Policy], Arterial Road Townhouse Development Requirements, by inserting the following as a new Section 12 and Section 13 under the heading “Additional Density” and renumbering the subsequent section accordingly:
- “12. Additional density, up to 0.10 FAR above the base density set out in the OCP, may also be considered for the provision of secured market rental housing units provided that:

- a) the additional density is used exclusively to secure market rental units;
  - b) where applicable, the purpose-built market rental housing units are secured by utilizing residential rental tenure zoning;
  - c) the proposed development demonstrates it integrates well with the neighbourhood and complies with OCP policies for the provision of market rental housing units.
- 13. The secured market rental housing component in a townhouse development is eligible for the following incentives:
  - o exemption from the affordable housing contribution requirement;
  - o reduced parking requirements; and
  - o exemption from public art contributions.”.
- 3. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Schedule 2.14 (Hamilton Area Plan) by:
  - a) At Section 3.3, Objective 12: Density Bonusing and Community Amenities, Provision of Community Amenities at the second bullet under Section a) deleting the words “5% of the gross residential floor area of apartment and mixed-use developments with over 80 units” and replacing them with “10% of the gross residential floor area of apartment and mixed-use developments with over 60 units”;
  - b) At Section 3.3, Objective 12: Density Bonusing and Community Amenities, Provision of Community Amenities adding the following as a new bullet under subsection a):
    - “ • A density bonus approach will apply to new development that includes market rental housing that satisfies the requirements of the OCP market rental housing density bonus provisions, over and above that permitted by the development site’s designation in the Land Use Map.”; and
  - c) Deleting the notation that is included in the Land Use Map on page 12-4, “The densities (in FAR) for each land use designation below are the maximums permitted based on the net parcel area and including any density bonus that may be permitted under the Plan’s policies.”, and replacing it with the following text:
 

“The densities (in FAR) for each land use designation below are the maximums permitted based on the net parcel area including any density bonus that may be permitted under the Plan’s policies, except any density bonus for market rental housing in a new development that satisfies the requirements of the OCP market rental housing density bonus provisions.”.
- 4. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.2A (Thompson Area Dover Crossing Sub-Area Plan) by inserting the following footnote on the Land Use Map on page 21:

“A density bonus approach will apply to new development that includes market rental housing that satisfies the requirements of the OCP market rental housing density bonus provisions.”.

5. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.4 (Steveston Area Plan) by inserting the following footnote on the Steveston Village Land Use Density and Building Height Map on page 9-69:

“A density bonus approach will apply to new development that satisfies the requirements of the OCP market rental housing density bonus provisions.”.

6. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.10C (McLennan North Sub-Area Plan) by inserting the following footnote on the Land Use Map on page 23:

“A density bonus approach will apply to new development that satisfies the requirements of the OCP market rental housing density bonus provisions.”.

7. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.12 (Bridgeport Area Plan) by inserting the following footnote on the Land Use Map – Bridgeport on page 27:

“For area designated Residential Mixed-Use, a density bonus approach will apply to new development that satisfies the requirements of the OCP market rental housing density bonus provisions.”.

8. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10375”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10376 (Market Rental Housing Requirements)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.10 [Low Density Low Rise Apartments (RAL1, RAL2)] by:

- a) deleting Section 8.10.1 and replacing it with the following:

**“8.10.1 Purpose**

The **zone** provides for 3 to 4 **storey** apartments outside the **City Centre**, plus compatible **uses**. The **zone** is divided into 2 sub-**zones**, RAL1 and RAL2. The zone includes **density bonus** provisions in order to help achieve the **City’s affordable housing and market rental housing objectives.”**;

- b) inserting the following as a new Section 8.10.4 and renumbering the remaining sections accordingly:

**“8.10.4 Residential Rental Tenure**

1. **Residential rental tenure** may be located anywhere in this zone.
  2. For **apartment housing** including more than 60 **dwelling units**:
    - a) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**; and
    - b) in addition to section 8.10.4.2(a) above, if **affordable housing units** are provided on the **site** in compliance with Section 8.10.5.3 below, **residential rental tenure** shall also apply to those **dwelling units.”**;
  3. For **development** consisting of 5 or more **town housing** units or 60 or less **apartment housing** units, if **market rental units** are provided on the **site** in compliance with Section 8.10.5.1(b) or 8.10.5.2(b), **residential rental tenure** shall apply to those **dwelling units**.
- c) deleting Sections 8.10.5.1 and 8.10.5.2 from the now renumbered Section 8.10.5 [Permitted Density] and replacing them with the following:

- “1. For **apartment housing** and **town housing** zoned RAL1, the maximum **floor area ratio** is 0.80, together with an additional:
  - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**; and
  - b) 0.10 **floor area ratio** provided that **market rental units** are provided:
    - i) pursuant to Section 8.10.4.2(a); or
    - ii) for **development** consisting of 5 or more **town housing** units or 60 or less **apartment housing** units, utilizing no less than the entire 0.10 **floor area ratio** as **market rental unit habitable space**.
2. For **apartment housing** zoned RAL2, the maximum **floor area ratio** is 0.80, together with an additional:
  - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**; and
  - b) 0.10 **floor area ratio** if **market rental units** are provided:
    - i) pursuant to Section 8.10.4.2(a); or
    - ii) for development consisting of 5 or more **town housing** units or 60 or less **apartment housing** units, utilizing no less than the entire 0.10 **floor area ratio** as **market rental unit habitable space**.”; and
  - d) at now renumbered Section 8.10.12.2, deleting the reference to “Section 8.10.11.1.” and replacing it with “Section 8.10.12.1”.
2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.11 [Medium Density Low Rise Apartments (RAM1, RAM2, RAM3)] by:
  - a) deleting Section 8.11.1 and replacing it with the following:
 

**“8.11.1 Purpose**

The **zone** provides for 4 to 5 **storey** apartments within and outside the **City Centre**, plus compatible **uses**. The **zone** is divided into 3 sub-zones, RAM1, RAM2 and RAM3. The zone includes **density bonus** provisions in order to help achieve the **City’s affordable housing** and **market rental** housing objectives.”;
  - b) inserting the following as a new Section 8.11.4 and renumbering the remaining sections accordingly:
 

**“8.11.4 Residential Rental Tenure**

    1. **Residential rental tenure** may be located anywhere in this zone.
    2. For **apartment housing** including more than 60 **dwelling units**:
      - a) If the **site** is located in the **City Centre**:

- i) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**; and
    - ii) in addition to section 8.11.4.2(a)(i) above, if **affordable housing units** are provided on the **site** in compliance with Section 8.11.5.3 below, **residential rental tenure** shall also apply to those **dwelling units**.
  - b) If the **site** is located outside the **City Centre**:
    - i) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**; and
    - ii) in addition to section 8.11.4.2(b)(i) above, if **affordable housing units** are provided on the **site** in compliance with Section 8.11.5.3 below, **residential rental tenure** shall also apply to those **dwelling units**.
- 3. For **development** consisting of consisting of 5 or more **town housing** units or 60 or less apartment housing units, if **market rental units** are provided on the site in compliance with Section 8.11.5.1(c) or 8.11.5.2(b), **residential rental tenure** shall apply to those **dwelling units**.”;
- c) deleting Sections 8.11.5.1 and 8.11.5.2 from the now renumbered Section 8.11.5 [Permitted Density] and replacing them with the following:
  - “1. For **apartment housing** and **town housing** zoned RAM1, the maximum **floor area ratio** is:
    - a) 0.60 for the first 3,000.0 m<sup>2</sup> of **lot area**;
    - b) 0.9 for the next 6,000.0 m<sup>2</sup> of **lot area**; and
    - c) for portions of the **lot area** over 9,000.0 m<sup>2</sup>, together with an additional:
      - i) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**; and
      - ii) 0.10 **floor area ratio** provided that **market rental units** are provided:
        - a. pursuant to Section 8.11.4.2(a)(i) or Section 8.11.4.2(b)(i); or

- b. for **development** consisting of 5 or more **town housing** units or 60 or less **apartment housing** units, utilizing no less than the entire 0.10 **floor area ratio** as **market rental unit habitable space**.
  - 2. For **apartment housing** zoned RAM2 or RAM3, the maximum **floor area ratio** is 1.2, together with an additional:
    - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**; and
    - b) 0.10 **floor area ratio** provided that **market rental units** are provided:
      - i. pursuant to Section 8.11.4.2(a)(i) or Section 8.11.4.2(b)(i); or
      - ii. for **development** consisting of 5 or more **town housing** units or 60 or less **apartment housing** units, utilizing no less than the entire 0.10 **floor area ratio** as **market rental unit habitable space**”;
    - d) at now renumbered Section 8.11.5.3, deleting the reference to “Section 8.11.4.2” and replacing it with “Section 8.11.5.2”; and
    - e) at now renumbered Section 8.11.12.2, deleting the reference to “Section 8.11.11.1” and replacing it with “Section 8.11.12.1”.
  - 3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.12 [High Density Low Rise Apartments (RAH1,RAH2)] by:
    - a) deleting Section 8.12.1 and replacing it with the following:

**“8.12.1 Purpose**

The **zone** provides for 4 to 6 **storey** apartments within and outside the **City Centre**, plus compatible **uses**. The **zone** is divided into 2 sub-**zones**, each provides for **density bonus** that would be used in order to help achieve the **City’s affordable housing** and **market rental** housing objectives.”;

- b) inserting the following as a new Section 8.12.4 and renumbering the remaining sections accordingly:

**“8.12.4 Residential Rental Tenure**

- 1. **Residential rental tenure** may be located anywhere in this zone.
- 2. For **apartment housing** including more than 60 **dwelling units**:
  - a) If the **site** is located in the **City Centre**:
    - i) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total

residential **floor area** of the **buildings**, excluding  
residential **floor area** secured as **affordable housing units**;  
and

- ii) in addition to section 8.12.4.2(a)(i) above, if **affordable housing units** are provided on the **site** in compliance with Section 8.12.5.2 below, **residential rental tenure** shall also apply to those **dwelling units**.
- b) If the **site** is located outside the **City Centre**:
  - i) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**; and
  - ii) in addition to section 8.12.4.2(b)(i) above, if **affordable housing units** are provided on the **site** in compliance with Section 8.12.5.2 below, **residential rental tenure** shall also apply to those **dwelling units**.
- 3. For **development** consisting of 60 or less **apartment housing unit**, if **market rental units** are provided on the site in compliance with Section 8.12.5.1(b), **residential rental tenure** shall apply to those **dwelling units**.”;
- c) deleting Section 8.12.5.1 from the now renumbered Section 8.12.5 [Permitted Density] and replacing it with the following:
  - “1. The maximum **floor area ratio** is 1.2, together with an additional:
    - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
    - b) 0.10 **floor area ratio** provided that **market rental units** are provided:
      - i. pursuant to Section 8.12.4.2(a)(i) or Section 8.12.4.2(b)(i); or
      - ii. for **development** consisting of 60 or less **apartment housing units**, utilizing no less than the entire 0.10 **floor area ratio** as **market rental unit habitable space**.”;
  - d) at now renumbered Section 8.12.5.2, deleting the reference to “Section 8.12.4.1” and replacing it with “Section 8.12.5.1”;
  - e) at now renumbered Section 8.12.5.3, deleting the reference to “Section 8.12.4.2” and replacing it with “Section 8.12.5.2”; and



- f) at now renumbered Section 8.12.5.3(a), deleting the reference to “Section 8.12.4.2 a)” and replacing it with “Section 8.12.5.2 a)”, and deleting the reference to “Section 8.12.4.2 b)” and replacing it with “Section 8.12.5.2 b)”.
4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.3 [Downtown Commercial (CDT1, CDT2, CDT3)] by:
- a) deleting Section 9.3.1 and replacing it with the following”

**“9.3.1 Purpose**

The **zone** provides for a broad range of commercial, service, **business**, entertainment and residential needs typical of a **City Centre**. The **zone** is divided into 3 sub-zones, CDT1, CDT2 and CDT3. Each provides for a **density bonus** that would be used in order to help achieve the **City’s affordable housing** and **market rental** housing objectives. CDT3 provides an additional **density bonus** that would be used for rezoning applications in the Village Centre Bonus Area of the **City Centre** in order to achieve the **City’s** other objectives.”;

- b) inserting the following as a new Section 9.3.4 and renumbering the remaining sections accordingly:

**“9.3.4 Residential Rental Tenure**

1. **Residential rental tenure** may be located anywhere in this zone.
2. For **apartment housing** including more than 60 **dwelling units**:
  - a) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**; and
  - b) in addition to Section 9.3.4.2(a) above, if **affordable housing units** are provided on the **site** in compliance with Section 9.3.5.4, Section 9.3.5.5, and/or Section 9.3.5.8 below, **residential rental tenure** shall also apply to those **dwelling units**.”;
- c) deleting Sections 9.3.5.2 and 9.3.5.3 from the now renumbered Section 9.3.5 [Permitted Density] and replacing it with the following:
  - “2. For downtown commercial **sites** zoned CDT1, the maximum **floor area ratio** is 3.0 together with an additional:
    - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.

- b) 0.20 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**.
    - c) 0.10 **floor area ratio** if **market rental units** are provided pursuant to Section 9.3.4.2(a).
  - 3. For downtown commercial **sites** zoned CDT2 and CDT3, the maximum **floor area ratio** is 2.0 together with an additional:
    - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
    - b) 0.20 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**.
    - c) 0.10 **floor area ratio** if **market rental units** are provided pursuant to Section 9.3.4.2(a).”;
  - d) at now renumbered Section 9.3.5.4, deleting the reference to “Section 9.3.4.2” and replacing it with “Section 9.3.5.2”;
  - f) at now renumbered Section 9.3.5.5, deleting the reference to “Section 9.3.4.2” and replacing it with “Section 9.3.5.2”;
  - e) at now renumbered Section 9.3.5.6, deleting the reference to “Section 9.3.4.4” and replacing it with “Section 9.3.5.4”;
  - f) at now renumbered Section 9.3.5.7, deleting the reference to “Section 9.3.4.5” and replacing it with “Section 9.3.5.5”;
  - g) at now renumbered Section 9.3.5.8, deleting the reference to “Section 9.3.4.3” and replacing it with “Section 9.3.5.3”;
  - h) at now renumbered Section 9.3.5.9, deleting the reference to “Section 9.3.4.6” and replacing it with “Section 9.3.5.8”; and
  - i) at now renumbered Section 9.3.5.10, deleting the reference to “Section 9.3.4.7a)” and replacing it with “Section 9.3.5.9 a)”.
5. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.4 [Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5)] by:
- a) deleting Section 9.4.1 and replacing it with the following:

**“9.4.1 Purpose**

The **zone** accommodates mid- to high-rise apartments within the **City Centre**, plus a limited amount of **commercial use** and compatible **secondary uses**. The **zone** is divided into 5 sub-zones, RCL1, RCL2, RCL3, RCL4 and RCL5. Each provides for a **density bonus** that would be used in order to help achieve the

**City's affordable housing and market rental housing objectives.** RCL3 provides for an additional **density bonus** that would be used for rezoning applications in the Village Centre Bonus Map area of the **City Centre** in the **City Centre Area Plan** to achieve **City** objectives for **child care**, amenity, and **commercial use**. RCL4 and RCL5 provide for a **density bonus** that would be used for rezoning applications in the Capstan Station Bonus Map area designated by the **City Centre Area Plan** to achieve, among other things, **City** objectives in respect to the Capstan Canada Line station.”;

- b) inserting the following as a new Section 9.4.4 and renumbering the remaining sections accordingly:

**“9.4.4 Residential Rental Tenure**

1. **Residential rental tenure** may be located anywhere in this zone.
2. For **apartment housing sites** including more than 60 **dwelling units**:
  - a) **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**; and
  - b) in addition to Section 9.4.4.2(a) above, if **affordable housing units** are provided on the **site** in compliance with Section 9.4.5.3 and/or Section 9.4.5.4 below, **residential rental tenure** shall also apply to those **dwelling units**.”;
- c) deleting Sections 9.4.5.1 and 9.4.5.2 from the now renumbered Section 9.4.5 [Permitted Density] and replacing them with the following:
  - “1. For residential/limited commercial **sites** zoned RCL1, the maximum **floor area ratio** is:
    - a) 0.70 for **lots** less than 3,000.0 m<sup>2</sup> in **lot area**;
    - b) for **lots** between 3,000.0 m<sup>2</sup> and 6,000.0 m<sup>2</sup> in **lot area**; and
    - c) for **lots** 6,000.0 m<sup>2</sup> or larger in **lot area**,
 together with an additional:
    - i) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
    - ii) 0.10 **floor area ratio** provided that is entirely used to accommodate **community amenity space**.
    - iii) 0.10 **floor area ratio** if **market rental units** are provided pursuant to Section 9.4.4.2(a).

2. For residential/limited commercial **sites** zoned RCL2, RCL3, RCL4, or RCL5, the maximum **floor area ratio** is 1.2, together with an additional:
  - a) 0.10 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
  - b) 0.10 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**.
  - c) 0.10 **floor area ratio** provided that **market rental units** are provided as outlined in Section 9.4.4.2(a).”;
  - d) at now renumbered Section 9.4.5.3, deleting the reference to “9.4.4.2” and replacing it with “9.4.5.2”;
  - e) at now renumbered Section 9.4.5.4, deleting the reference to “Section 9.4.4.2” and replacing it with “Section 9.4.5.2”;
  - f) at now renumbered Section 9.4.5.5, deleting reference to “Section 9.4.4.3” and replacing it with “Section 9.4.5.3”; and deleting reference to “Section 9.4.4.4” and replacing it with reference to “Section 9.4.5.4”;
  - g) at now renumbered Section 9.4.5.6, deleting reference to “Section 9.4.4.3” and replacing it with “Section 9.4.5.3”;
  - h) at now renumbered Section 9.4.5.7, deleting reference to “Section 9.4.4.3” and replacing it with “Section 9.4.5.3”;
  - i) at now renumbered Section 9.4.5.7(a), deleting reference to “Section 9.4.4.3(a) or (b)” and replacing it with “Section 9.4.5.3(a) or (b)”;
  - j) at now renumbered Section 9.4.5.8, deleting by deleting reference to “Section 9.4.4.4” and replacing it with “Section 9.4.5.4”.
  - k) at now renumbered Section 9.4.5.8(a), deleting reference to “Section 9.4.4.4” and replacing it with “Section 9.4.5.4”; and
  - l) at now renumbered Section 9.4.12.2, deleting reference to “Section 9.4.11.1” and replacing it with “Section 9.4.12.1”.

6. With respect to the following properties, this Bylaw is effective as of June 20, 2023:

8131 Westminster Highway

P.I.D. 007-168-870

Lot 67 Section 4 Block 4 North Range 6 West New Westminster District Plan 44025

8100 Westminster Highway

P.I.D. 011-316-462

Lot 3 Section 9 Block 4 North Range 6 West New Westminster District Plan 8649

8120 Westminster Highway  
P.I.D. 011-316-454  
Lot 2 Section 9 Block 4 North Range 6 West New Westminster District Plan 8649

8180 Westminster Highway  
P.I.D. 004-060-547  
Lot 1 Section 9 Block 4 North Range 6 West New Westminster District Plan 8649

7. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10376”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	
_____	APPROVED by <i>JH</i>
_____	APPROVED by Director or Solicitor <i>JA</i>
_____	

\_\_\_\_\_  
MAYOR

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



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

**Date:** May 12, 2022  
**File:** RZ 14-672055

**Re: Request to Revise Rezoning Considerations for the Application by  
Bene (No. 3) Road Development Ltd. for Rezoning of the Property at  
4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High  
Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

---

The purpose of this memo is to provide additional information for the above referenced rezoning application regarding the value of the additional 0.5 FAR density bonus included in the project and to present a revised proposal from the applicant. Additional information regarding office vacancy in the City Centre is also provided in Attachment 1.

Valuation of Additional Density Bonus and Subdivision

In response to Planning Committee discussion on April 20, 2022, staff were directed to determine the value generated through the provision of the additional 0.5 FAR density bonus. To assess this, staff with the assistance of a professional land appraiser, looked at:

1. The value generated by the additional density; and
2. The value generated by allowing the office space to be subdivided through stratification into multiple strata lots.

Real Estate Services researched a number of other properties within the City Centre Area Plan (CCAP) with similar land use designations and residential restrictions. In general terms, the buildable price per square foot has seen an upwards trend over the past year although it is worth noting that construction costs have also increased significantly over the same time period.

The City engaged Real Estate Evaluators Johnson, Ross & Cheng Ltd. to review the current value of the proposed office development. They advise that office development in the northern City Centre area is currently valued in the range of \$85 to \$130 per buildable square foot and for the purposes of determining a potential community amenity contribution, the mid point of this range could be considered. Using the mid-point value of \$107.50 per buildable square foot, the additional 0.5 FAR density bonus is approximated to provide the project with the added value of \$1,204,324.

With regards to additional value generated by allowing a developer to further subdivide floors through stratification into multiple strata lots, while this would typically lead to a higher sales price per square foot, this also comes with increased construction costs to demise and service each strata lot unit individually versus one large floor plate. It is therefore challenging to quantify a value without having the detail required to conduct a comprehensive financial study which includes all

parameters including construction costs to then determine some sort of meaningful net value information. Smaller sized strata lot units are more likely to sell more quickly, which allows the developer to recover their investment in a shorter time frame. Given the above, staff have not been able to quantify the specific value of allowing a portion of the office space to be subdivided into smaller strata lots.

At the time of writing the original rezoning staff report, staff recognized that the additional 0.5 FAR density bonus would generate additional value for the developer. In order to ensure that the City received a proportionate share of the value generated while still providing the developer with an incentive for providing large floor plate leasable office space, the rezoning considerations include the requirement for the applicant to provide a community amenity contribution to the City's City Centre Facility Development Fund. The contribution associated with the additional 0.5 FAR density bonus was established at \$728,196.47. When the rezoning considerations were amended in January 2018, the contribution rate was adjusted to account for annual inflationary increases. The currently required contribution is \$847,279.32.

The applicant has agreed to provide a voluntary contribution in the amount of \$357,044.61 towards Affordable Housing, which together with the currently required contribution amount of \$847,279.32, represents the approximate value the additional 0.5 FAR density bonus is anticipated to generate.

#### Revised Proposal

In response to discussion at the Planning Committee meeting held on April 20, 2022, the applicant increased the proposed community amenity contribution and submitted attached revised proposal letter (Attachment 1) for consideration. The revised proposal includes the following:

- The top two floors which includes approximately 1,060 m<sup>2</sup> (approximately 11,440 ft<sup>2</sup>) for each floor of the building will be retained as leasable office space, as previously proposed.
- The 5th floor which includes approximately 690 m<sup>2</sup> (approximately 7,440 ft<sup>2</sup>) of floor area will be restricted to a maximum of two strata lots with a minimum strata lot size of 334.5 m<sup>2</sup> (3,600 ft<sup>2</sup>), as previously proposed.
- The remaining three floors which includes approximately 900 m<sup>2</sup> (approximately 9,660 ft<sup>2</sup>) for each floor of the building will be restricted to a maximum of 12 strata lots per floor with a minimum strata lot size of 60.4 m<sup>2</sup> (650 ft<sup>2</sup>), as previously proposed.
- The provision of a voluntary cash contribution in the amount of \$357,044.61 to the City's Affordable Housing Reserve.

In the revised proposal, the applicant continues to request the ability to keep the additional density granted in exchange for providing two floors of large floorplate leasable office space and allowing a range of strata lot sizes (e.g., 60.4 m<sup>2</sup> to 334.5 m<sup>2</sup>, or 650 ft<sup>2</sup> to 3,600 ft<sup>2</sup>) on the other four floors of office space and offers an increased community amenity contribution to offset the value of the additional 0.5 FAR density bonus.

The applicant's revised proposal continues to be contrary to Council's incentive based policy for achieving leasable office space in exchange for additional density therefore, staff still recommend that the applicant request to revise rezoning considerations be denied.

### Next Steps

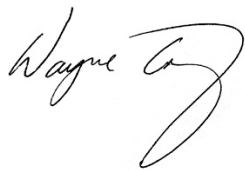
Should Council wish to proceed in accordance with the applicant's revised proposal, Council must provide direction to staff to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by:

- Revising the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations) to the following: Registration of a legal agreement on title, limiting subdivision (including stratification and/or air space parcels) of the office space:
  - For the 9th and 10th floors, the top two floors of the building, no more than one strata lot or air space parcel per storey (single owner per storey of office space).
  - For the 6th, 7th and 8th floors, no more than 12 strata lots or air space parcels per storey, and a minimum 60.4 m<sup>2</sup> (650 ft<sup>2</sup>) strata lot size.
  - For the 5th floor, no more than two strata lots or air space parcels per storey, and a minimum 334.5 m<sup>2</sup> (3,600 ft<sup>2</sup>) strata lot size.
- Adding a new rezoning consideration: City acceptance of the developer's voluntary contribution in the amount of \$357,044.61 to the City's Affordable Housing Reserve.

An additional Public Hearing would not be required, as there is no proposed change to land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

### Conclusion

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



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

WC/SB:sb

### Attachments:

Attachment 1: Office Space Market Data and Trends

Attachment 2: Letter from Applicant dated May 10, 2022



### Office Space Market Data and Trends

- In the Richmond City Centre, there is a limited supply of office space, especially Class A office space and office space near transit, which is generally in greater demand. The vacancy rate for transit-oriented office space dropped from 4.8% in Q4 2021 to 4.1% in Q1 2022 (Jones Lang LaSalle).
- As regional context for Richmond's office vacancy rate, in Table 1 below, CBRE illustrates average office vacancy rates in Metro Vancouver over the past 20 years. Vancouver continues to have the lowest downtown office vacancy rate in North America (CBRE).
- In addition to low vacancy rates, increasing lease prices are also an important indicator of strong market demand for office space. In Q1 2022, there were increases in asking rent charges, especially for higher classes of office space (Class A and AAA). In Richmond, there was a 5.2% increase in asking rent charges, resulting from a limited supply of Class A office space in the City Centre (Cushman & Wakefield).

Table 1: Historical Office Vacancy Rates in Metro Vancouver (Source: CBRE Research, Q4 2021)

#### Metro Vancouver Overall Historical Vacancy Rates



May 10, 2022

Dear Mayor and Councillors,

On behalf of my client and property owner, we would like to thank you all for allowing us to resubmit a revised proposal in response to the discussion at the April 17<sup>th</sup> planning committee meeting.

Our propose is as follows:

- Levels 9 & 10 will be retained as one strata per floor lease/sale space, subdivided into floor size strata lots of approximately 11,480 sf and 11,440 sf, representing approximately 40% of the total office strata lot area.
- Level 5 will be retained for large strata lots, subdivided into no more than two strata lots with a minimum size of 3,600 sf each.
- The remaining 3 floors on level 6, 7 and 8 will be strata-titled into no more than 12 strata lots per floor with a minimum size of 650 sf each.
- A voluntary cash contribution is offered to City's Affordable Housing Reserve in the amount of \$357,044.61

Your kind consideration on the above is appreciated.

Yours Sincerely,



Danny Leung

Encl.