



City of Richmond

Memorandum Planning and Development Division Development Applications

To: Mayor and Councillors
From: Cathryn Volkering Carlile,
General Manager, Community Services
Wayne Craig,
Director of Development
Date: July 10, 2015
File: RZ14-660662
RZ14-660663
Re: **Oris Development (Hamilton) Corp.**
Rezoning Applications for Parcels 2 and 3 in Hamilton
Revised Affordable Housing Considerations and Zoning Amendment Bylaws

This memorandum provides Mayor and Council with an update on the above-noted applications as directed at the July 7, 2015 Planning Committee meeting. At this meeting, Committee directed staff to enter into discussions with the applicant, Oris Development (Hamilton) Corp., to see if there was an ability to provide market rental or affordable housing units in the proposed developments.

Staff has had focused discussions with the two (2) developers, Oris Development (Hamilton) Corp. and New Coast Lifestyles (NCL) Ltd., regarding the provision of affordable housing units in these developments. An agreement has been reached whereby the developers would be willing to provide affordable housing units in lieu of the affordable housing cash contribution currently identified in the rezoning report. The applicant has agreed to:


- Register the City's standard Affordable Housing Agreement to secure three (3) 1-bedroom units within the mixed-use commercial/residential building on Parcel 2 in lieu of providing the currently required affordable housing cash-in-lieu contribution for each rezoning application for Parcels 2 and 3;
- The three (3) affordable housing units will have a total combined floor area of at least 159 m² (1708 ft²). The proposed units will comply with the minimum unit sizes, tenant eligibility and rental rates specified in the Affordable Housing Strategy.


The applicant has stated that they would like the ability to potentially move the above units/total square footage to a future development site in the area that will be providing affordable housing units. This request is being made so the units could potentially be combined with other affordable housing units in order to create a block of affordable units that could be marketed to a non-profit housing provider. This would not replace future affordable housing units and would be in addition to requirements in future buildings. Such a request would require future consideration by Council and suitable relocation provisions for any tenants that may be occupying the units.

July 10, 2015

- 2 -

Should Council wish to pursue the proposed built affordable housing units instead of the cash contribution to the Affordable Housing Reserve, the attached revised Bylaws 9261 and 9262 should be introduced and given First Reading. The Rezoning Considerations provided in Attachment 3 would also replace the Rezoning Considerations attached to the rezoning staff report.


Wayne Craig,
Director of Development


Cathryn Volkering Carlile,
General Manager, Community Services

cc: Joe Erceg, General Manager, Planning and Development
Mark McMullen, Senior Coordinator – Major Projects

Attachment 1 Revised Zoning Amendment Bylaw 9261
Attachment 2 Revised Zoning Amendment Bylaw 9262
Attachment 3 Revised Rezoning Considerations



City of Richmond

Bylaw 9261

Richmond Zoning Bylaw 8500 Amendment Bylaw 9261 (RZ14-660662) Parts of 23241 and 23281 Gilley Road; Part of 23060, 23066, 23080 and part of 23100 Westminster Highway

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

1. Richmond Zoning Bylaw 8500 is amended by:

a. Inserting in Section 3.4 (Use and Term Definitions) the following:

**“Hamilton Area Plan
community amenity capital
reserve**

means the statutory Capital Reserve
Fund created by Hamilton Area
Plan Community Amenity Capital
Reserve Fund Establishment Bylaw
No. 9276.”

b. Inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

2. Section 18.27 as follows:

“18.27 Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)

18.27.1 PURPOSE

This **zone** provides for a mixed-use **development** consisting of **apartment housing** and **congregate housing** with a maximum **floor area ratio** of 0.40 that may be increased to 1.5 with a **density bonus** that would be used for rezoning applications in order to help achieve the City’s **community amenity space** objectives.

18.27.2 PERMITTED USES

- **housing, apartment**
- **housing, congregate**
- **community care facility, major**

18.27.3 SECONDARY USES

- **boarding and lodging**
- **health service, minor**
- **home business**

18.27.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 0.40 with an additional 0.19 **floor area ratio** permitted provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.27.4.1, the reference to "0.40" is increased to a higher **density** of "1.5" if, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZLR27 zone, the **owner** pays \$49.50 per square meter of total residential **floor area** into the **Hamilton Area Plan community amenity capital reserve**.

18.27.5 MAXIMUM LOT COVERAGE

1. The maximum **lot coverage** for **buildings** is 60%.

18.27.6 Yards & Setbacks

1. The minimum **setbacks** are:
 - a) 6.0 m for the **front yard**;
 - b) 6.0 m for the **rear yard**;
 - c) 10.0 m for an apartment **building** and 5.0 m for a canopy from the north **interior side yard**; and
 - d) 3.0 m for the south **interior side yard**.
2. Common entry features, staircases and unenclosed **balconies** may project into any **setback** for a maximum distance of 1.5 m.
3. Notwithstanding the above **setbacks**, an enclosed parking **structure** may project into the **setbacks** provided that the **structure** either is not visible from the exterior of the **building**, or is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**, and is no closer than 6.0 m from Westminster Highway.

18.27.7 MAXIMUM HEIGHTS

1. The maximum **height** for **principal buildings** is 17.0 m (not to exceed four (4) storeys).
2. The maximum **height** for **accessory buildings** and **accessory structures** is 6.0 m.

18.27.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. The minimum **lot width** is 40.0 m and minimum **lot depth** is 80.0 m.
2. The minimum **lot area** is 5,000 m².

18.27.9 LANDSCAPING AND SCREENING

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

18.27.10 ON-SITE PARKING AND LOADING

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

18.27.11 OTHER REGULATIONS

1. There shall not be more than 30 **housing, apartment units** as permitted under Section 18.27.2.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
4. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)**”:

That area outlined in bold on “Schedule A attached to and forming part of Bylaw No. 9261”
5. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9261**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

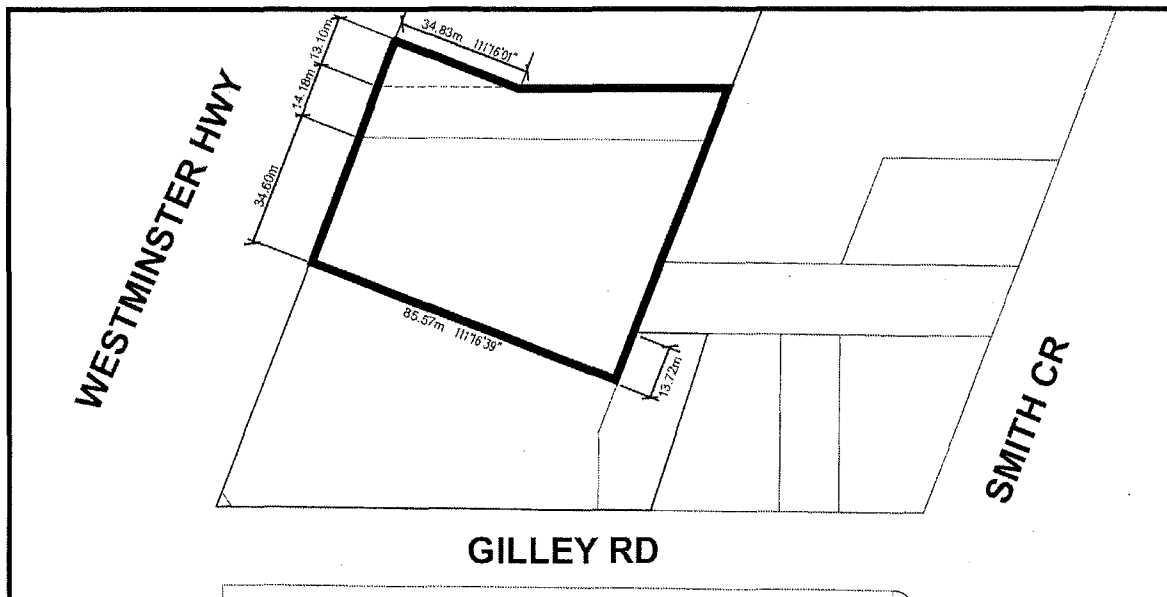
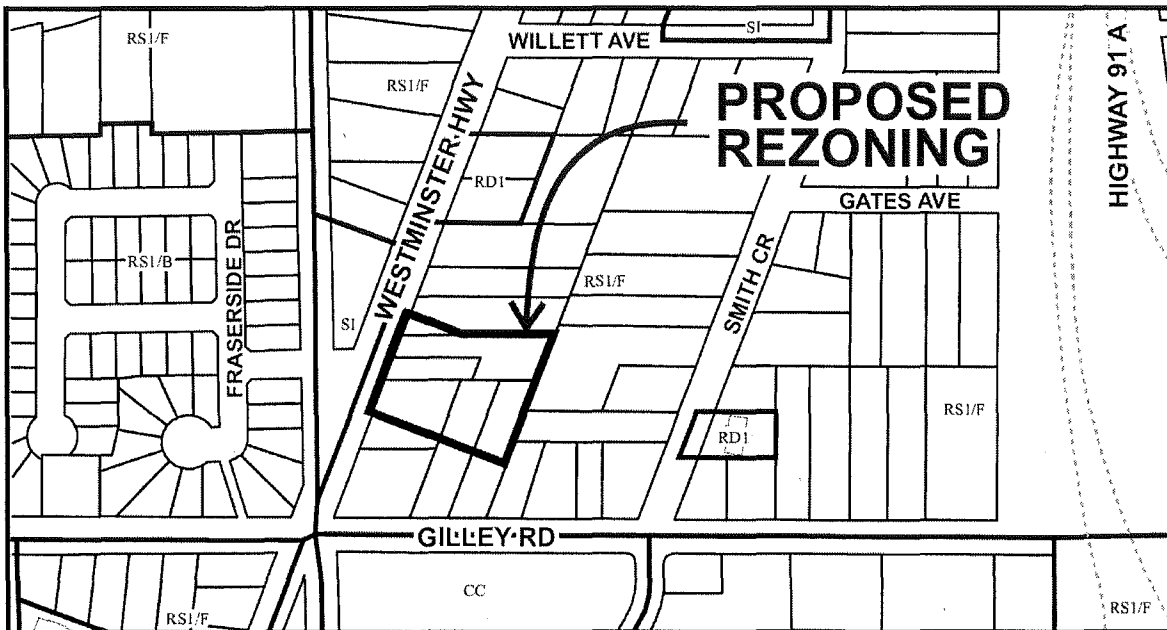
| |
|-----------------------------------------|
| CITY OF RICHMOND |
| APPROVED by <i>RK</i> |
| APPROVED by Director or Solicitor |

CORPORATE OFFICER

"Schedule A attached to and forming part of Bylaw No. 9261"



City of
Richmond



RZ 14-660662

Original Date: 06/01/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9262 (RZ14-660663)
23241, 23281 and part of 23301 Gilley Road;
Part of 23060 and 23000 Westminster Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by:

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

“20.29 Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)

20.29.1 PURPOSE

This **zone** provides for a mixed-use **development** consisting of **apartment housing** and **commercial uses** with a maximum **floor area ratio** of 0.40 that may be increased to 1.5 with a **density bonus** that would be used for rezoning applications in order to help achieve the City’s affordable housing and **community amenity space** objectives.

20.29.2 PERMITTED USES

- animal grooming
- child care
- education, commercial
- government service
- health service, minor
- housing, apartment
- library and exhibit
- neighbourhood public house
- office
- restaurant
- retail, convenience
- service, business support
- service, financial
- recreation, indoor
- recycling drop-off
- retail, general
- service, business support
- service, financial
- service, household repair
- service, personal

- **studio**
- **veterinary service**

20.29.3 SECONDARY USES

- **community care facility minor**
- **home business**

20.29.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 0.40.
2. Notwithstanding Section 20.29.4.1, the reference to “0.40” is increased to a higher **density** of “1.5” if, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the **ZMU29 zone**, the **owner**:
 - a) pays \$49.50 per square meter of total residential **floor area** into the **Hamilton Area Plan community amenity capital reserve**; and
 - b) prior to occupancy of any **building** on the **lot**, the **owner**:
 - i) has constructed on the **lot**, or on another **lot** to the satisfaction of the **City**, not less than three (3) **affordable housing units**, with a combined **habitable space** of the **affordable housing units** comprising at least 159 m²; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.29.5 MAXIMUM LOT COVERAGE

1. The maximum **lot coverage** is 55%.

20.29.6 Yards & Setbacks

1. The minimum **setbacks** are:
 - a) 6.0 m for the **front yard**;
 - b) 1.5 m from Gilley Road;
 - c) 6.0 m for the **rear yard**; and
 - d) 3.0 m for the north **interior side yard**

2. Common entry features, staircases and unenclosed **balconies** may project into any **setback**, except that for Gilley Road, for a maximum distance of 1.5 m.
3. Notwithstanding the above **setbacks**, enclosed parking **structures** may project into the **setbacks** provided that the **structure** includes transparent glazing, or is not visible from the exterior of the **building**, or is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

20.29.7 MAXIMUM HEIGHTS

1. The maximum **height** for **principal buildings** is 17.0 m (not to exceed four (4) storeys).
2. The maximum **height** for **accessory buildings** and **accessory structures** is 6.0 m.

20.29.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. The minimum **lot width** is 30.0 m and minimum **lot depth** is 80.0 m.
2. The minimum **lot area** is 4,000 m².

20.29.9 LANDSCAPING AND SCREENING

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.29.10 ON-SITE PARKING AND LOADING

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

20.29.11 OTHER REGULATIONS

1. With the exception of **housing, apartment**, the **uses** specified in Section 20.29.2 must be located on the **first storey** of the **building**.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)**":

That area outlined in bold on "Schedule A attached to and forming part of Bylaw No. 9262"

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9262**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

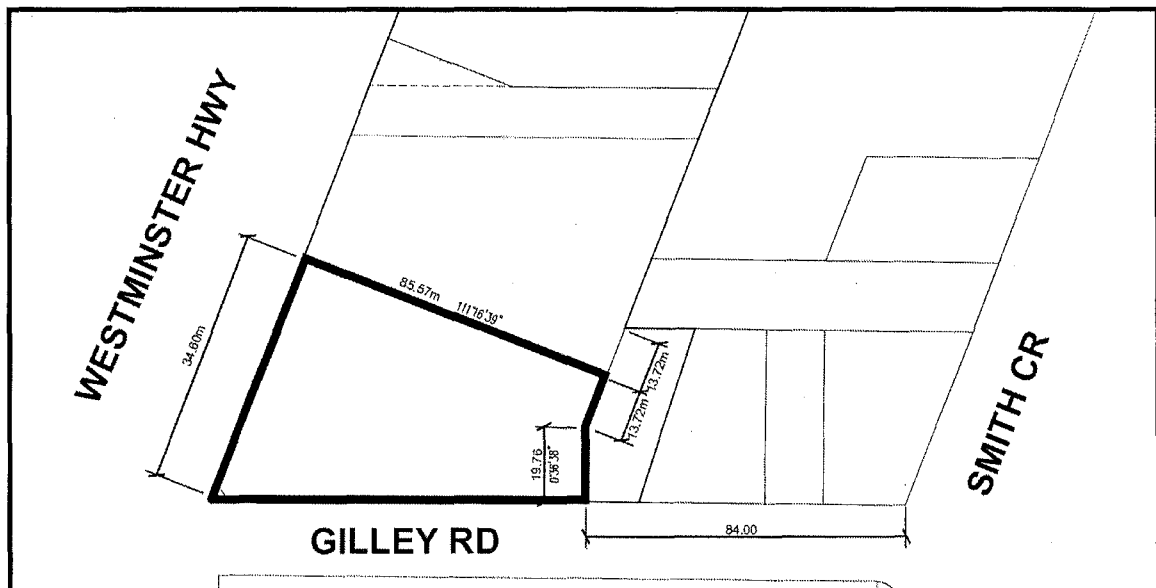
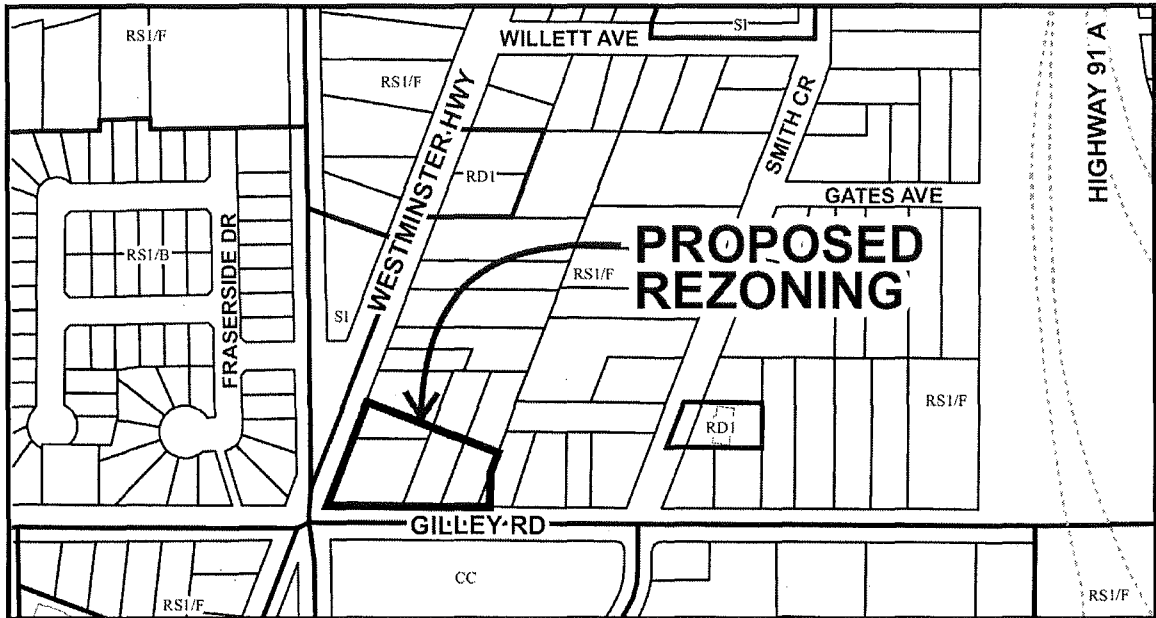
CORPORATE OFFICER



"Schedule A attached to and forming part of Bylaw No. 9262"



City of
Richmond



RZ 14-660663

Original Date: 06/01/15

Revision Date:

Note: Dimensions are in METRES



Address: 23241, 23281 & 23301 Gilley Road; 23000, 23060, 23066, 23080 & part of 23100 Westminster Highway - Oris Parcel 2 (Bylaw 9262 / RZ14-660663) & Oris Parcel 3 (Bylaw 9261 / RZ14-660662)

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaws 9261 and 9262, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9260.
2. Subdivision Plan: Preparation and registration of a subdivision plan that consolidates the current lots and subdivides the consolidated lot into three (3) parcels comprising the “**Lands**” (which will require prior to subdivision approval the demolition of any part of the existing buildings crossing new proposed parcel lines) as shown in Attachments 1 and 2 as follows:
 - a) Parcel 1 - The remaining lands on Lot 1 on the draft subdivision plan for future development;
 - b) Parcel 2 - 4446 m² on Lot 2 on the draft subdivision plan for the subject mixed-used building (RZ 14-660663);
 - c) Parcel 3- 5783 m² on Lot 3 on the draft subdivision plan for the seniors housing building (RZ 14-660662);
3. Tree Removal: Submission of a landscape plan for the Development Permit that includes replacement trees at a ratio of at least 2:1 to compensate for all 79 trees to be removed (except for those trees already approved for removal by the City due to disease or for building demolition) to which Tree Protection Bylaw No. 8057 applies.
4. Flood Covenant: Registration of the City’s standard flood covenant on the title of Parcels 2 and 3 ensuring that there is no construction of habitable area below the Flood Construction Level of 3.5 m.
5. Westminster Highway Bus Bay and Gilley/Westminster Corner: Registration of a statutory right-of-way on Parcel 2 to accommodate a bus bay, bus shelter, sidewalk and 5.0 m by 5.0 m road corner cut at the Gilley Road / Westminster Hwy intersection on Parcel 2 as generally shown on Attachment 3 to the satisfaction of the Director, Transportation.

The statutory right-of-way will provide for:

- a) Developer construction of all works;
 - b) Public vehicle, pedestrian and bicycle access at all times;
 - c) Future construction and maintenance of public utilities;
 - d) City and public utility provider maintenance of works.
6. High Street Plaza and Greenway/Strollway: Registration of a statutory right-of-way in favour of the City on the title of Parcels 2 and 3 that provides public access as generally shown on Attachment 4 and which physically includes:
 - a) A High Street Plaza with a width ranging from 6.0 m to 9.0 m on Parcel 2;
 - b) A Greenway/Strollway with a minimum width of 3.0 m on Parcel 3;

The statutory right-of-way for Parcels 2 and 3 will provide for:

- a) Developer construction of all works;
 - b) Public pedestrian and bicycle access at all times;
 - c) Public markets on the Parcel 2 Plaza to be permitted with hours and operating conditions to the satisfaction of the City;
 - d) Non-permanent outdoor restaurant seating and fixtures within the most westerly 3.0m of the SRW adjacent to the commercial units in the building on Parcel 2 subject to the approval of the City;
 - e) Landscaping and paving as provided in a Development Permit issued by the City;
 - f) Developer and owner maintenance of all works.
7. Statutory Right-of-Way and Easement for New “Road A”: Registration of a statutory right-of-way for public access and an easement for maintenance on Parcel 3 and the existing lots comprising future Parcel 4, as determined to the

satisfaction of the Director, Transportation and Director of Development, for "Road A" as shown on Attachments 2 and 3.

The statutory right-of-way will provide for:

- a) Developer construction of all works;
 - b) Public vehicle, pedestrian and bicycle access at all times on grade or above a parkade;
 - c) Landscaping to be provided under the Development Permit;
 - d) Maintenance of all works by the owners of Parcel 3; and
 - e) Assumption of all liability for the works by the owners of Parcel 3.
8. Access Over Parcel 3 for Parcel 2: Registration of a legal agreement, as determined to the satisfaction of the Director of Development, to permit the owners (including their visitors and general public using the commercial parking) of Parcel 2 to gain access on grade or through a parkade on Parcel 3 for vehicles, bicycles and pedestrians and to allow for access to the "Road A" SRW identified above.
 9. Access Over Parcel 3 for Future Parcels 4 and 5: Registration of a legal agreement, as determined to the satisfaction of the Director of Development, to permit the owners of future Parcels 4 and 5 to gain access on grade or through a parkade on Parcel 3 for vehicles, bicycles and pedestrians and to allow for access to the "Road A" SRW identified above.
 10. Parking on Parcel 3 for Parcel 2: Registration of a legal agreement to provide for 29 vehicle parking spaces and bicycle parking for the owners of Parcel 2 within the parkade on Parcel 3 (with the number of vehicle and bicycle parking spaces to be confirmed prior to rezoning adoption) as generally shown on Attachment 2.
 11. Parking on Parcel 3 for future Parcels 4 & 5: Registration of a legal agreement to provide for 21 vehicle parking spaces for the owners of future Parcels 4 & 5 within the parkade on Parcel 3 (with determination if parking for Parcels 4/5 is needed and, if any, the number of vehicle parking spaces to be provided prior to rezoning adoption) as generally shown on Attachment 2.
 12. Visitor Parking on Parcel 2 for Parcel 3: Registration of a legal agreement on Parcels 2 and 3, as determined to the satisfaction of the Director of Development, to permit Parcel 3 visitors to use the commercial & visitor parking within the Parcel 2 parkade.
 13. Commercial & Visitor Parking Non-Assignment Covenant on Parcel 2: Registration of a covenant on Parcel 2 that ensures that the shared visitor parking and commercial parking on Parcel 2 is not assigned to any specific residential unit / commercial unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.
 14. Parking and Building Construction Agreement for Parcels 2 and 3: Registration of agreements on Parcels 2 and 3 that ensure:
 - a) No building permit will be issued by the City for Parcel 2 until all associated parking and access on Parcel 3 (described in the above legal agreements) has been included within an approved building permit for Parcel 3;
 - b) No building permit will be issued by the City for Parcel 3 until all associated parking and access on Parcel 2 (described in the above legal agreements) has been included within an approved building permit for Parcel 2;
 - c) No building permit granting occupancy will be issued by the City for Parcel 2 until all associated parking and access on Parcel 3 (described in the above legal agreements) has been built and received a building permit granting occupancy.
 - d) No building permit granting occupancy will be issued by the City for Parcel 3 until all associated parking and access on Parcel 2 (described in the above legal agreements) has been built and received a building permit granting occupancy.
 - e) The Parcel 3 owner shall provide to the Parcel 2 owner, a parking and access easement construction easement that will permit the Parcel 2 owner to construct and use a parking facility on Parcel 3 so as to satisfy the parking and access requirements above.
 15. Electric Vehicle Parking Covenant: Registration of a covenant on Parcels 2 and 3 requiring that 20% of resident parking stalls that will be equipped with 120V electric PH-41 and that an additional 25% of the resident parking

Initial: 

stalls will be pre-ducted for future wiring to accommodate the future installation of electric vehicle charging equipment.

16. Shared Indoor Amenity Easement: Registration of an access easement and other legal agreements on Parcels 2 and 3 as shown on Attachment 2 to:
 - a) Ensure that not less than 3,458 ft² of shared indoor amenity space for the residential owners/occupants Parcels 2 and 3 (which includes a pool and exercise room) and 741 ft² of indoor amenity space for exclusive use of the residential owners/occupants of Parcel 2 (for a multi-purpose room) is constructed on Parcel 3;
 - b) Provides that neither a building permit nor a final inspection granting occupancy for a building on Parcel 3 be permitted unless the required shared and exclusive amenity space are provided as described above;
 - c) Ensure that appropriate mechanisms to allow for shared rights of access and use for the above-noted Parcels 2 and 3 shared and Parcel 2 exclusive amenity spaces, to the satisfaction of the City;
 - d) Provide that the final inspection granting occupancy for the building on Parcel 2 is prohibited until the 741 ft² of exclusive Parcel 2 indoor amenity space and 3,458 ft² of shared indoor amenity space within the building on Parcel 3 is completed and has been issued a final inspection granting occupancy, except as provided below;
 - e) Ensure that, if the exclusive and shared amenity spaces are not completed on Parcel 3 as provided above, a minimum of 1,076 ft² of indoor amenity space (multi-purpose room) is constructed within a building on Parcel 2 prior to issuance of a permit granting occupancy for such building on Parcel 2; and
 - f) Provide that the City is identified as a grantee to ensure that the agreements not be discharged and or changed without City approval.
17. Public Art: City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot of residential floor area and \$0.42 per buildable square foot of commercial floor area under the proposed zoning to the City's public art fund, or provide a security for the design and installation of public art based on the same valuation in accordance with the City's Public Art Policy (Acct. #7750-80-00000-000) (e.g. \$53,180 for Parcel 2 and \$73,868 for Parcel 3 to be confirmed by the final DP Plans).
18. Area Plan Amenity Community Amenities: City acceptance of the developer's offer to voluntarily provide a contribution of \$49.50 per square meter of total residential floor area to a capital reserve fund to be established by the City for the community amenities specified under the Hamilton Area Plan. The contribution for Parcel 2 is estimated at \$285,205 (to be confirmed based on the final DP Plans). The total contribution for Parcel 3 is estimated at \$430,118. Part of this contribution (\$28,985) would not apply to the floor specified including within the proposed 18 memory ward units (to be confirmed on the final DP Plans) provided that they receive the necessary licencing from Vancouver Coastal Health (VCH) and comply with the "community care facility, major" use under the proposed zoning.
19. Affordable Housing: Registration of the City's standard Housing Agreement to secure three (3) affordable housing units on Parcel 2 (in respect to the rezoning of both Parcel 2 and Parcel 3), the combined habitable floor area of which shall comprise at least 159 m² (1,708 ft²) of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

| Unit Type | Number of Units | Minimum Unit Area | Maximum Monthly Unit Rent** | Total Maximum Household Income** |
|-----------------|-----------------|------------------------------------------|-----------------------------|----------------------------------|
| 1-Bedroom Units | 3 Total | 50 m ² (535 ft ²) | \$950 | \$38,000 or less |

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

20. "Neighbourhood Public House" Use Covenant on Parcel 2: Register a restrictive covenant on the title of Parcel 2 that restricts this use to the ground floor, requires its outdoor public entrance on Gilley Road and advises other owners of this possible use within the building.
21. Riparian Management Areas: The developer is required to address the habitat loss within the Riparian Management Areas (RMAs) on Gilley Road and the Queen Canal as generally provided in the Memo from Pottinger Gaherty, Environmental Consultants Ltd. dated June 2, 2015 (PH-42) with regards to providing satisfactory habitat

Initial: 

compensation within the Servicing Agreement works (including addressing transportation, civil and landscape works). These works and the impacted habitat are to be further reviewed by the developer's Qualified Environmental Professional (QEP) with a follow-up report confirming that the necessary habitat compensation has been provided to satisfaction of the Director, Engineering and Senior Manager, Parks.

22. Submission of a letter from a LEED certified consultant as a requirement of issuance of the development permits and building permits for Parcels 2 and 3 confirming that each building has been designed to achieve a sufficient score to meet the current Canadian Green Building Council LEED Silver score criteria. The submission of follow-up letter from a LEED certified consultant that confirms that buildings have been constructed to achieve LEED Silver certification or equivalent is required. Consideration should be given to building design with higher energy efficiency ratings than required by the BC Building Code and utilizing geo-exchange energy systems.
23. The submission and processing of Development Permits* for the subject mixed-use building on Parcel 2 and seniors building on Parcel 3 completed to a level deemed acceptable by the Director of Development.
24. Enter into a Servicing Agreement and to be registered on title of Parcels 2 and 3 and submit security for the estimated value of the works to the satisfaction of the City for the design and construction of the engineering, transportation and parks/streetscape works described in Attachment 5 along with the necessary statutory right of ways and any easements that are required to be registered on title for such servicing works.
25. Ensure that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement included within Attachment 6.
26. Enter into a covenant to be registered on Parcel 3 that will prohibit stratification beyond 30 individual strata lots for the apartment units and one (1) strata lot for the 18 memory care units and 82 congregate housing units, along with any strata common property.
27. Completion and registration of the transfer of title of Parcel 3 from Oris Development (Hamilton) Corp. to 23100 Hamilton Holdings Corp. (of which New Coast Lifestyles (NCL) Ltd. is the managing partner).

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

1. Submit separate landscaping security Letters-of-Credit in amounts based on sealed estimates from the project registered Landscape Architect for the developments on Parcel 2 and Parcel 3 (including materials, labour & 10% contingency).
 - a. That notations be included on the Development Permit Plans stating that 44 of the 73 units (including the three (3) affordable housing units) in the mixed use building on Parcel 2 and 109 of the 130 units in the seniors building on Parcel 3 will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan Bylaw 9000.

29. Prior to Building Permit Issuance for Parcels 2 and 3, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 - a. Incorporation of the "Basic Universal Housing" provisions of Zoning 8500 and Ageing-in-Place elements as provided within the OCP for the residential units in the building on Parcels 2 and 3 as provided in the Development Permit.
 - b. Submission of a Dewatering Plan to the satisfaction the Manager, Engineering Planning and Manager, Sustainability.
 - c. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
 - d. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City

approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.


Note:

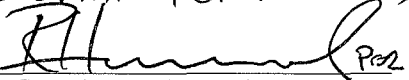
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property developer but also as covenants pursuant to Section 219 of the Land Title Act.


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.

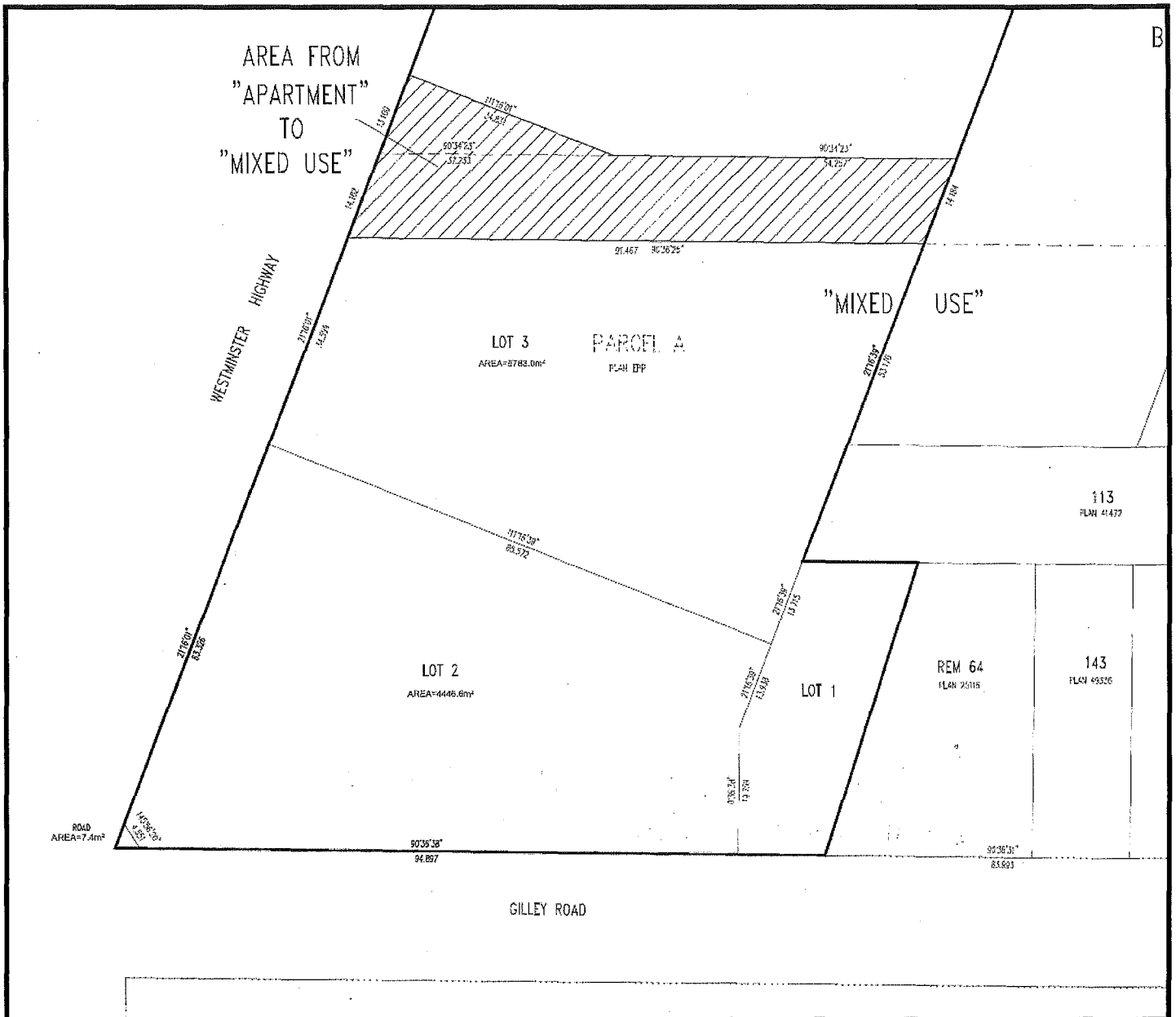
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, 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 Owner and Developer of Parcel 2 Date July 9, 2015
ORIS DEVELOPMENT (HAMILTON) CORP.


Signed Owner and Developer of Parcel 3 Date JULY 09, 2015
23100 HAMILTON HOLDINGS CORP.


ORIS DEV. (HAMILTON) CORP.

ATTACHMENT 1
DRAFT SUBDIVISION PLAN



PH - 45

Initial: 

ATTACHMENT 7



Pottinger Gaherty
Environmental Consultants Ltd.
1200 - 1185 West Georgia Street
T 604.682.3707
F 604.682.3497
Vancouver, BC Canada V6E 4E6
www.pggroup.com

Memo

PGL File #: 220-29.02
DATE: June 2, 2015
TO: Nathan Curran (Oris Consulting Ltd.)
FROM: Bruce Nidle
RE: HAMILTON NEIGHBOURHOOD PARCEL 2 & 3 REZONING – ENVIRONMENTAL ASPECTS

Pottinger Gaherty Environmental Consultants Ltd. (PGL) has prepared this summary of environmental aspects for the proposed rezoning of Parcels 2 & 3, Hamilton Neighbourhood in Richmond, BC. This summary deals with both the Oris Consulting Ltd. (Oris) development project and City of Richmond (City) culvert replacement and extension and widening of Westminster Highway project.

The proposed development of Parcels 2 & 3 has the objectives to preserve and improve the connected ecological network, minimize impacts to the Riparian Management Areas (RMA), and offset unavoidable losses with appropriate compensation. The two RMAs to be addressed are adjacent to the parcel of land – the 15m Queens Canal RMA and the 5m Gilley Road RMA.

The 15m Queen's Canal RMA will not be directly impacted by the proposed Parcel 2 & 3 development, but will be impacted by the City's plans to replace and extend a culvert and widen Westminster Highway to support new road alignments. These City works will impact an area of the Queen's Canal RMA from the southeast corner of Gilley Road and Westminster Highway to the bus bay on Westminster Highway. The impacts will result in losses of approximately 1,492m² and 256m² of Queen's Canal RMA riparian and instream habitat, respectively. It is our understanding that there have been recent revisions to the design of the Gilley Road/Westminster Highway intersection that will reduce impacts on Queens Canal. Revised impact and compensation numbers for this revision will be provided at a later date.

The 5m Gilley Road RMA between Westminster Road and Smith Crescent will be affected by the development of Parcel 2 & 3. The riparian and instream habitat losses are unavoidable given the proposed designs for Gilley Street and the adjacent parcels. However, the flow from the Gilley Street ditch will continue to discharge to Queen's Canal via the new (City) culvert. The stormwater design will use best-management practices to maintain recharge of Queen's Canal (from Gilley Road), and will include native grass, shrub and trees along the stormwater route. This will create a green/vegetated area of 96m² and a stormwater conveyance area of 96 lineal metres.

The impacts of the proposed Oris development on the Gilley Road RMA after taking into consideration the use of a variety of stormwater management measures, include the loss of an estimated 1,017m² of riparian habitat and an estimated 122m² of instream habitat from the north side of Gilley Road between Westminster Road and Smith Crescent. Additional "green" and stormwater conveyance areas will be created by Oris in the future on the south side of Gilley Road, along Westminster Highway, and at offsite locations (if necessary).

Impacts attributable to the City's culvert replacement and extension project and widening of Westminster Highway include the loss of an estimated 1,492m² and 256m² of riparian and instream habitat, respectively, from the Queen's Canal RMA. As noted above, recent revisions to the City project will reduce compensation required for that project.

Hamilton Area Plan

Underground Utilities

Over time, public and private utilities such as hydro, telephone, cable and gas, will be located underground in road or other rights-of-way in the Hamilton Area. At grade works such as kiosks, manholes, etc. should be located to minimize impact to open space and the public realm (e.g., sidewalks, greenways, etc.). Where it is not feasible to relocate overhead services to underground at the time of development, then the developer should provide works to facilitate future undergrounding such as pre-ducting.

Retaining Walls

The following retaining methods will be deployed:

- short-term temporary retaining walls (retention of pre-load) to be lock block;
- long-term temporary retaining walls to meet aesthetic requirements particularly adjacent to existing residential properties;
- permanent retaining wall types to be chosen to meet aesthetic requirements to accommodate long-term anticipated settlement.

Flood Protection and Mitigation

Flood construction levels and building setbacks from dikes must meet the City's Flood Plain Designation and Protection Bylaw 8204.

Dike upgrades must meet current City standards that include provisions for future dike raising.

Dikes upgrades must be approved under the Dike Maintenance Act by the Provincial Inspector of Dikes (Ministry of Forests, Lands and Natural Resource Operations). Refer to the 2041 OCP Development Permit Area Guidelines for further requirements.



- Installation of a new pedestrian signal at the proposed development access / Westminster Highway intersection to include but not limited to the followings: Signal pole, controller, base and hardware, pole base (decorative pole & street light fixture), detection, conduits (Electrical & Communications) and signal indications, and communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
- Relocate / upgrade the existing full traffic signal at the Westminster Highway / Gilley Road intersection to accommodate the proposed road widening to include but not limited to the following: 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.
- Re-grade the Westminster Highway/Gilley Road intersection, which may involve removing and replacing/modifying existing channelized island.
- Complete asphalt resurfacing works as described in the Interim Roadworks (shown in Attachment 3).

Gilley Road:

- Along the development frontage, while maintaining existing eastbound and westbound traffic lanes (each at approximately 3.25m - 3.5m wide) and maintaining or providing equivalent or better to existing curb/gutter and concrete sidewalk along the south side of the road, widen the road to provide a new 3m wide parking lane on the north side, a new 0.15m wide barrier curb, and a 3.35m wide concrete sidewalk / landscaped boulevard.
- East of the development frontage, maintain or provide equivalent or better to all existing driving portion of the roadway as well as the existing curb/gutter and concrete sidewalk along the south side.

Note:

That the above as well as the preliminary road functional plan are to describe the general scope of the frontage works required but are subject to minor refinement as part of the SA process. That is, the detailed design elements, such as detailed intersection design including curb returns and channelized island, pavement markings, vehicle turning requirements, etc., would be carried out as part of the SA process when more info is provided. Roads DCC credits may be eligible for some road widening works along Westminster Highway if such works are within dedicated portion of the roadway, and if such works add new roadway elements and are completed to the ultimate standards. The exact value of the eligible road works on the DCC program would be assessed upon the completion of the SA process.

3.0 Parks / Streetscape Requirements:

The Servicing Agreement is to include a landscape plan with street trees and landscaping with Gilley Road and Westminster Highway, coordinated with any City RMA compensation, to the satisfaction of staff.

ATTACHMENT 6

Hamilton Area Plan

Appendix 1

Construction, Phasing and Interim Design Measures

Transitions to Existing Grade: Temporary and Permanent

The following need to be addressed where a new development is elevated above existing grades:

- address grade changes;
- address horizontal transitions;
- address half road requirements;
- maintain road access to adjacent properties as required;
- maintain satisfactory operation of Westminster Highway;
- design services and buildings to accommodate anticipated settlement and satisfactory long-term performance of structures and pavement;
- address drainage onto adjacent properties.

Servicing and Phasing

Mitigation of development impacts will be required wherever possible to the satisfaction of all governing agencies. Geotechnical and civil engineering reports are to be submitted to address; but are not limited to:

- site preparation and preload;
- protection of existing services;
- drainage management;
- maintaining services and access to neighbouring properties;
- long-term performance of roads and utilities; predicted settlement and a long-term maintenance program;
- preparing a construction staging and phasing plan outlining acceptable methodology for construction of all utilities (new and existing); road works; and neighbourhood accessibility;
- addressing all other mitigation for short and long-term impacts as may be required by the City of Richmond, the applicant's geotechnical and/or civil engineer, and any such other governing agencies having jurisdiction;
- liaison with utility providers such as Metro Vancouver, Fortis Gas, and BC Hydro;
- addressing drainage onto adjacent properties with regards to flooding and functioning of septic systems;
- addressing sanitary servicing in a manner that provides sanitary service to adjacent existing residential properties when necessary.

an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:

- BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 1mW X 1m (deep)
 - Traffic signal UPS – 2mW X 1.5m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- Assess streetlight levels along Westminster Highway and Gilley Road and areas of public rights-of-passage and install/upgrade lighting as required to meet City standards.
 - Assess the potential differential settlement between the proposed piled buildings and the surrounding un-piled areas and design City utilities and service connections to accommodate this movement, to the City's satisfaction.
 - Fill all abandoned utility pipes with low strength, flowable grout or similar to prevent future road subsidence.
 - Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site and proposed utility/road installations and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
 - 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.

2.0 Transportation Requirements:

The Developer responsible for the design and construction of the road infrastructure works. Works to include, but not limited to, providing the general road cross-sections described below as well as works shown schematically in the preliminary road functional plan (Attachment 3):

Westminster Highway:

- Along the development frontage, maintain existing northbound and southbound traffic lanes as well as the shared multi-use path on the west side. Widening on the east side of the road (east of the existing road centre line) to provide the following new road elements:
 - 1.8 m wide on-street bike lane
 - 0.6 m wide buffer on both sides of the on-street bike lane
 - 3.0 m wide bus bay/lay-by between Gilley Road and Fraserside Gate
 - 0.15 m wide barrier curb
 - 5.1 m wide concrete sidewalk (bus bay / lay-by area) and a 2.5m wide concrete sidewalk with a 1.75m wide treed boulevard (outside the bus bay/lay-by area)
 - A new accessible bus landing pad and a new accessible bus shelter
- North of the development frontage, provision of a new southbound-to-eastbound left-turn lane (min. 3.2m wide and min. 21m storage length) at the proposed development access while maintaining all existing road elements (traffic lanes, shoulders, on-street bike lanes, and/or multi-use pathway).

Initial: 

- locate Parcel 2 and Parcel 3 storm connections along their Westminster Highway frontage by tying into the existing 750mm diameter storm sewer.
- Construct a new manhole on the existing Westminster Highway 750mm diameter storm sewer to connect the private storm system to be built on "New Road A" (north of Parcel 3).
- Install infrastructure on Gilley Road to provide stormwater best management practices (e.g rain gardens).
- Provide erosion and sediment control plans for all on-site and off-site works.

32. c) Sanitary Sewer Works:

The Developer is required to:

- Install new sanitary sewers along the development's Westminster Highway and Gilley Road frontages. Sewers must be designed to accommodate future development as per the HASS and accommodate any settlement caused by the development. Temporary sewers may be required fronting future development Parcel 6. A permanent gravity connection is required into manhole SMH6176 located adjacent to the Metro Vancouver sanitary pump station.
- Relocate the City's 150mm diameter and 200mm diameter forcemains located along Gilley Road to accommodate road raising between Westminster Hwy and Smith Crescent that would otherwise compromise the City's ability to access and maintain these assets. The new main shall be located above the proposed concrete slab. Solutions such as installing a single forcemain with appropriate clean-outs/valves/air valves or installing a gravity system should be considered through the servicing agreement process.
- Install works to protect and facilitate the maintenance of Metro Vancouver's 1m diameter forcemain, pump station and related infrastructure located within or adjacent to Gilley Road. Such measures include but are not limited to installing a piled concrete pad (as proposed by the developer) along the length of Gilley Road that includes removable sections to allow access to the forcemain and installing vertical pipes positioned along the main, and possibly other features, for monitoring and inspection purposes. The developer will coordinate with Metro Vancouver as part of the City's drawing approval process.

33. d) General Items:

- The City is aware of ongoing hydrocarbon contamination issues originating from a gas station located at 22490 Westminster Highway. At the developer's cost, the developer is required to manage any hydrocarbon contamination encountered during construction of the servicing agreement works in compliance with the Environmental Management Act.

The Developer is required to:

- Relocate or accommodate existing City and third party utilities affected by the Gilley Road raising and Westminster Highway road widening. Undergrounding and/or pre-ducting for future undergrounding may be required, at the developers cost, to be determined through the servicing agreement process.
- Complete asphalt resurfacing works as described in the proposed Interim Roadworks Plan (Attachment 3).
- Provide a SRW for utility installation along the properties Westminster Highway frontage wherever the proposed sidewalk crosses into the development site.
- 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 design review process. Coordination is required with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require

ATTACHMENT 5

SERVICING AGREEMENT REQUIREMENTS

Enter into a Servicing Agreement for Parcels 2 and 3 for the design and construction of works that include, but may not be limited to the following:

1.0 Engineering Servicing Requirements:

Discussions with the developer have contemplated that the construction of off-site servicing works relating to RZ 14-660662 and RZ 14-660663 will be combined. All works described below shall therefore be completed under a single servicing agreement.

Utility servicing shall generally follow the concepts and layouts proposed in the Hamilton Area Serving Study (HASS) prepared for the City by KWL, dated Oct 29, 2014. Increased storm sewer diameters and other amendments to the HASS may be required to meet the City's minimum standards. The proposal to raise Gilley Road using piled concrete foundations will require the relocation of City and other utilities in ways generally, but not limited to, those described below, at the developers cost. All works and agreements will be to the satisfaction of the Director of Engineering.

i. Water Works:

The Developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- Relocate approx 270m of 300mm diameter watermain along Gilley Road to accommodate road raising that would otherwise compromise the City's ability to access and maintain this asset. The new main shall be located above the proposed concrete slab. An air valve will be required.
- Install additional fire hydrants as required along the developments frontages to achieve the City's standard spacing requirements.
- Subject to the availability of funds in the City's Development Coordinated Works capital accounts and obtaining the required spending authority, replace the 300 mm diameter watermain along Westminster Hwy to the limits of the proposed road works.

At the Developer's cost, the City will complete all watermain tie-ins.

30. b) Storm Sewer Works:

31.

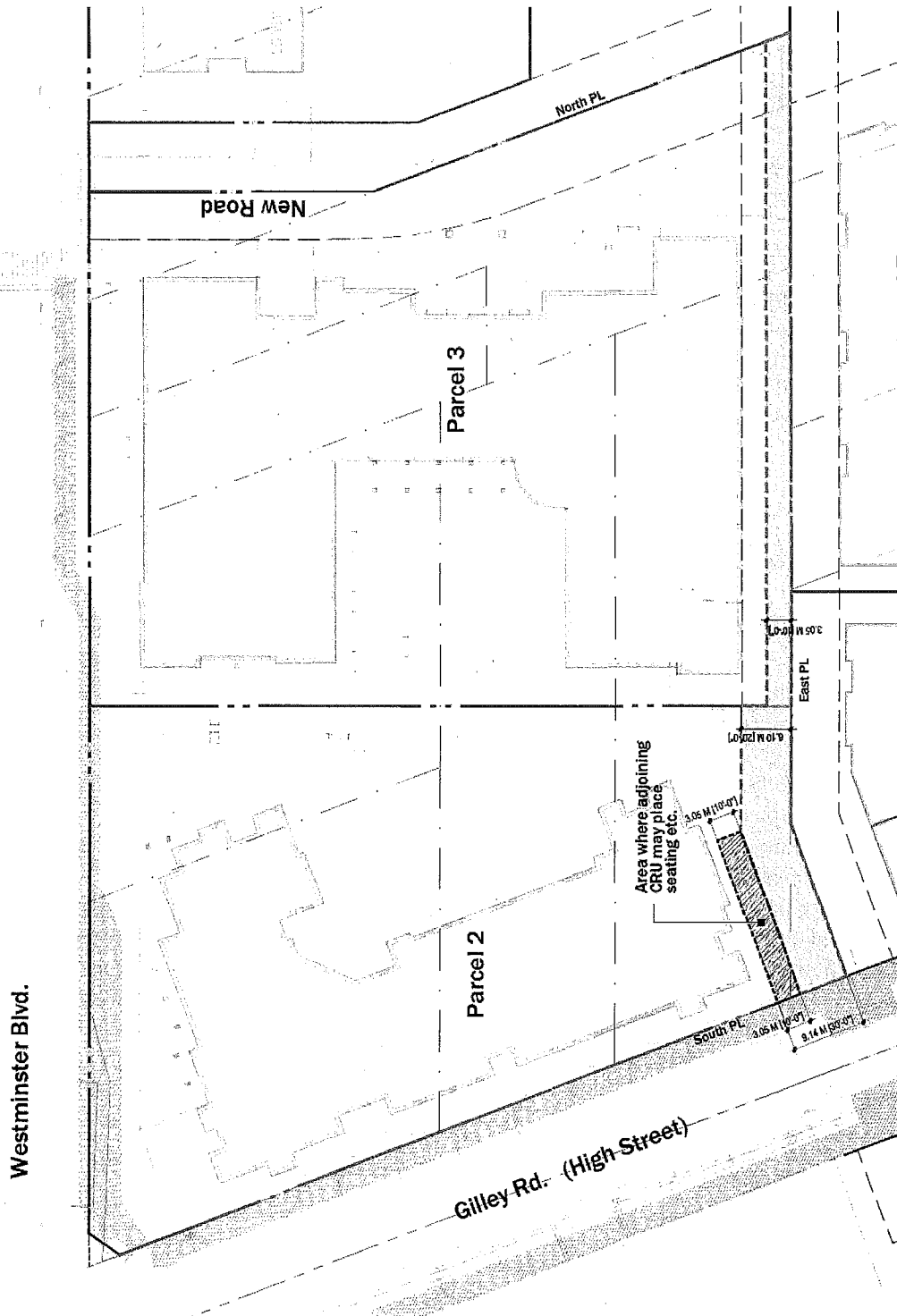
The Developer is required to:

- Maintain existing drainage service to properties located east of the development by installing a temporary 1200mm diameter sewer along Gilley Road from the centre of Smith Crescent connecting into either the proposed or existing Queen's Canal culvert. Some elements of this sewer, such as the manhole in Smith Crescent, will be deemed as permanent and shall be designed as such, which will be determined through the servicing agreement process.
- Construct new storm sewers along the centre of the newly raised Gilley Road complete with permanent tie-in to the Queens Canal culvert and the proposed manhole in the centre of Smith Crescent (the latter may require additional manholes within the Smith Crescent and Gilley Road intersection).

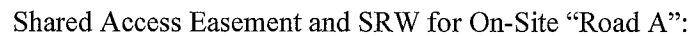
PH - 52

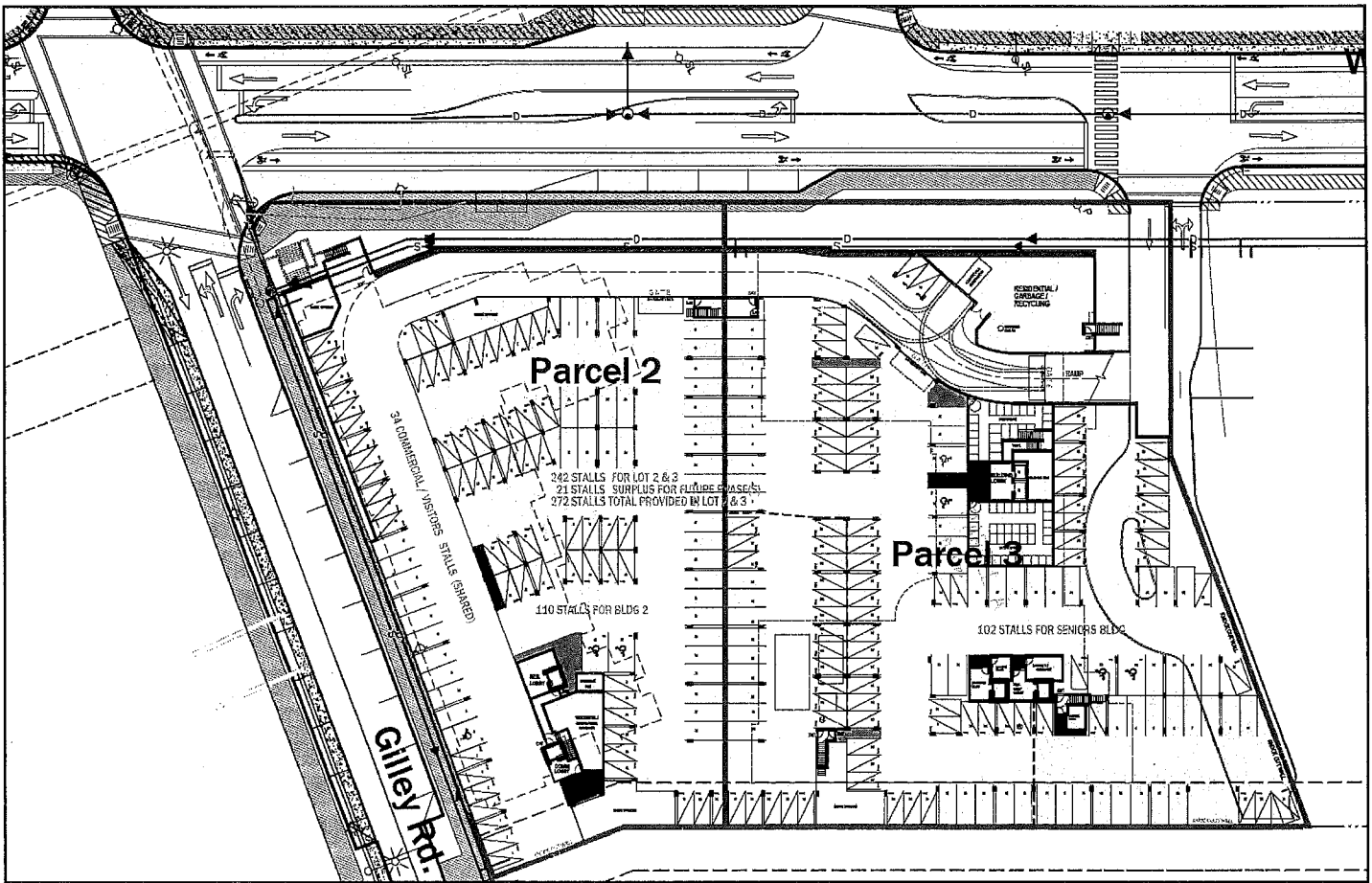
Initial: 

ATTACHMENT 4
SRW AREAS FOR HIGH STREET PLAZA & GREENWAY/STROLLWAY

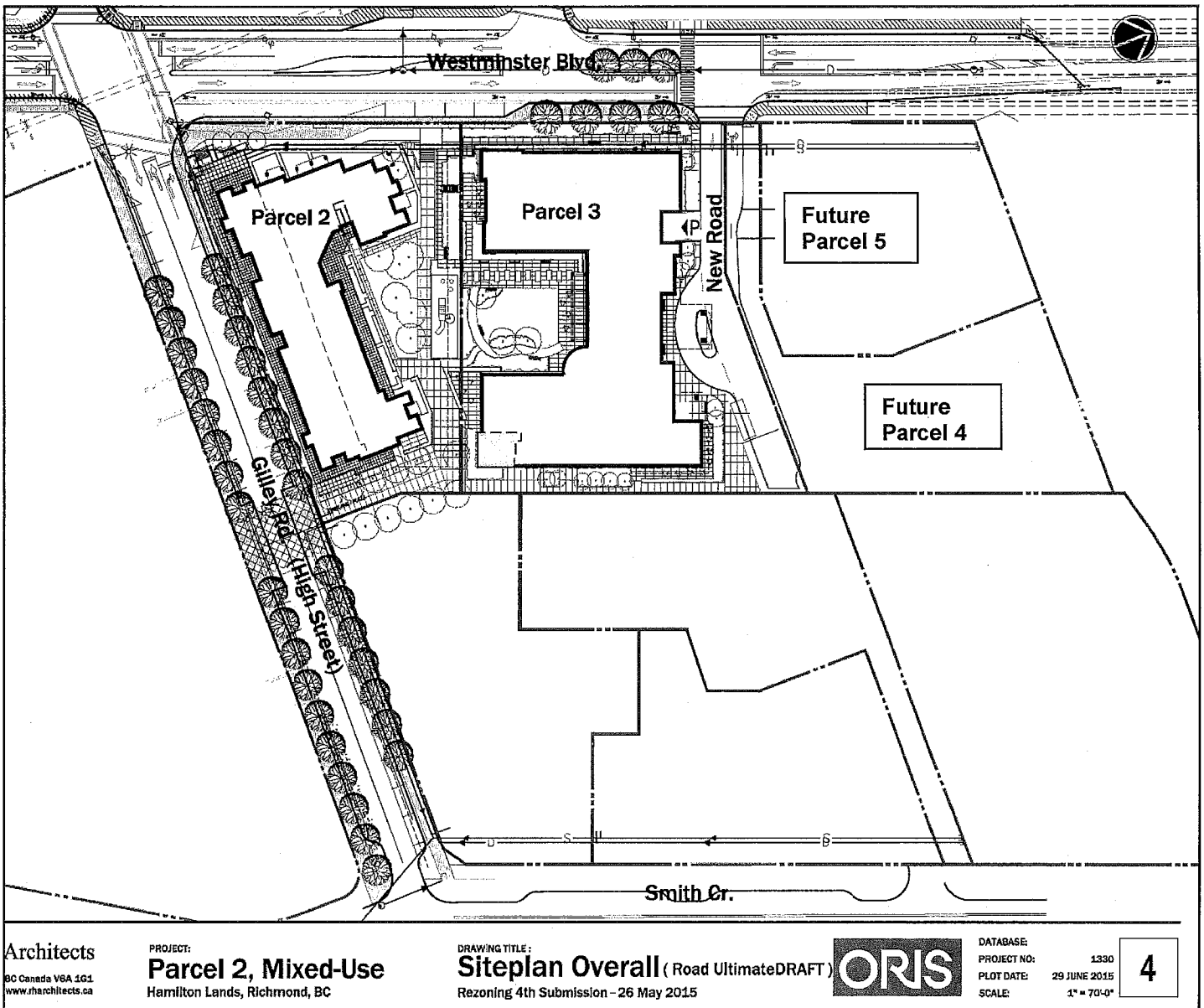








ATTACHMENT 2
& PARKING PLANS



Given the estimated habitat losses outlined above, the plan to compensate for habitat lost is as follows. The recommended location for compensatory works is the Queen's Canal RMA; this large area is currently characterized by significant human influence, and invasive plants dominate. The plan will restore the riparian area through implementation of a site-specific Invasive Plant Management Plan and a Revegetation Plan. The plan would also be developed with reference to the City's concept plan for the park/trail system in the Queen's Canal corridor.

Based on the amount of riparian habitat lost as a result of the City's projects ($1,492\text{m}^2$), and assuming a 1:1.5 compensation ratio for riparian habitat, the City's restored area would equal $2,238\text{m}^2$. The City's compensation habitat would start just south of the Westminster Highway bus layby and move north on both sides of the Canal to the extent required. The amount of riparian habitat owing from the proposed Oris development is equal to $1,526\text{m}^2$ assuming a 1:1.5 compensation ratio for riparian habitat. Oris' restored riparian habitat would start at the north end of the City's restored area and move north on both sides of the Canal to the extent required.

For the loss of instream habitat, the recommended location for compensation is also on the Queen's Canal. It is our understanding that the west side of Queen's Canal is unstable, therefore the widening of the east side of Queen's Canal to increase the wetted width is a concept which could easily be accommodated in the reach of Queen's Canal north and south of the Fraserside Gate crossing. Based on a 1:1 ratio for instream habitat loss, the amount of habitat owing from the City and Oris projects would be 256m^2 and 122m^2 , respectively. Details on (a) whether or not riparian compensation can occur on both sides of Queens Canal and (b) whether or not instream compensation can be created in Queens Canal will be the subject of future discussions with City environmental and engineering staff. If other locations for instream compensation are required, they will be sought in consultation with City staff.

The habitat losses and proposed compensation are summarized in the following table:

| Project | Habitat Loss | | Habitat Compensation | |
|--------------------------------|--------------|----------|----------------------|----------------|
| | Riparian | Instream | Riparian (1:1.5) | Instream (1:1) |
| Oris Hamilton | 1,017 | 122 | 1,526 | 122 |
| City Culvert and Road Widening | 1,492 | 256 | 2,238 | 256 |

After rezoning, PGL will prepare a detailed habitat compensation plan for both the City and Oris projects for riparian and instream compensation owing, which will include Invasive Plant Management, Revegetation and Instream Habitat Construction Plans. Detailed drawings of the impacted and compensation areas as well as the proposed stormwater design will be included. This plan will be checked with City staff to ensure compatibility with park/trail/road designs for the Queen's Canal corridor and Gilley – Westminster intersection. It will then be submitted to the City Environmental Review Committee for approval, prior to completion of the Servicing Agreements.



To: Planning Committee

Date: July 2, 2015

From: Wayne Craig
Director of Development

File: RZ 14-660662/
RZ 14-660663

Re: Applications by Oris Development (Hamilton) Corp. for Rezoning at:

- Parts of 23241 and 23281 Gilley Road, and 23060, 23066, 23080 and part of 23100 Westminster Highway from "Single Detached (RS1/F)" to "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)"; and
- 23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway from "Single Detached (RS1/F)" to "Residential/Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)"

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9260 to amend Schedule 2.14 – Hamilton Area Plan to:

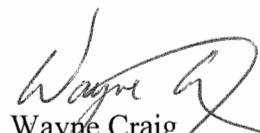
- Amend the text within Section 3.2, Objective 2, Policy a) respecting the "Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)" land use designation; and
- Re-designate 23066 and parts of 23080 and 23100 Westminster Highway from "Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)" to "Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)";

be introduced and given first reading.

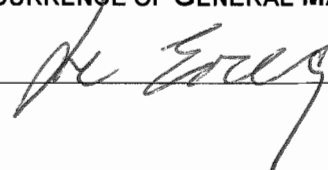
2. That Official Community Plan Bylaw 7100, Amendment Bylaw 9273 to delete the existing Schedule 2.14 – Hamilton Area Plan in its entirety, be introduced and given first reading.
3. That Bylaws 9260 and 9273, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program; and
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

4. That Bylaws 9260 and 9273, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation.
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9261, to create the "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)" zone, and to rezone parts of 23241 and 23281 Gilley Road, and part of 23060, 23066, 23080 and part of 23100 Westminster Highway from "Single Detached (RS1/F)" to "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)", be introduced and given first reading.
6. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9262, to create the "Residential/Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)" zone, and to rezone 23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway from "Single Detached (RS1/F)" to "Residential /Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)", be introduced and given first reading.
7. That Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276, pursuant to Section 188(1) of the *Community Charter*, to establish a capital reserve fund for community amenity contributions that are received for the planned community amenities as specified under Schedule 2.14 - Hamilton Area Plan, Bylaw 9000, be introduced and given first, second and third readings.


Wayne Craig
Director of Development

MM:blg
Att.

| REPORT CONCURRENCE | | |
|----------------------|-------------------------------------|---------------------------------------------------------------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Affordable Housing | <input checked="" type="checkbox"/> |  |
| Engineering | <input checked="" type="checkbox"/> | |
| Policy Planning | <input checked="" type="checkbox"/> | |
| Transportation | <input checked="" type="checkbox"/> | |
| Parks | <input checked="" type="checkbox"/> | |
| Law | <input checked="" type="checkbox"/> | |
| Economic Development | <input checked="" type="checkbox"/> | |
| Finance | <input checked="" type="checkbox"/> | |

Staff Report

Origin

Oris Developments (Hamilton) Corp. has made two (2) separate rezoning applications for two (2) proposed development sites as shown Attachments 1 and 3:

- A 0.58 ha. (1.43 acre) site on parts of 23241 and 23281 Gilley Road, part of 23060, 23066, 23080 and part of 23100 Westminster Highway from "Single Detached (RS1/F)" to "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)" to permit development of a 130-unit building, with 82 seniors congregate housing rental units that include common dining and limited health care, an memory ward with 18 rental units which are intended to be licenced by Vancouver Coastal Health as they provide additional health care and supervision, and 30 market condo apartment units to be sold, on Oris' Parcel 3.
- A 0.44 ha. (1.10 acre) site on 23241, 23281, and part of 23301 Gilley Road and part of 23060 and 23000 Westminster Highway from "Single Detached (RS1/F)" to a proposed new, mixed-use "Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)" to permit development of a 73-unit market condo, mixed-use building with 929 m² (10,000 ft²) of ground floor commercial on Oris' Parcel 2.

Two (2) rezoning applications have been submitted by Oris (Hamilton) Corp. who will build and market the mixed-used building on Parcel 2 while the apartment / seniors congregate housing building on Parcel 3 will be built by New Coast Lifestyles (NCL) Management Ltd. Oris and NCL have provided a document confirming that each project is distinct and will be independently developed with Oris (Hamilton) Corp. only acting behalf of New Coast Lifestyles (NCL) Management Ltd.

The proposed mixed-use building on Parcel 2 and apartment/seniors congregate care building on Parcel 3 as shown on Attachment 3 are the first rezoning applications to be considered under the recently updated Hamilton Area Plan are the first steps to establish the new Hamilton Village Centre envisioned under the Area Plan. These two (2) developments are connected in that they share a common driveway located on Parcel 3, have shared indoor amenity space on Parcel 2 and have connected parkades with shared parking.

The new Hamilton Area Plan within Schedule 2.14 of the Official Community Plan (OCP) is also proposed to be amended to facilitate both of the above rezoning applications.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 2.

Surrounding Development

- To the North: Single-family dwellings zoned “Single Detached (RS1/F)”.
- To the East: Single-family dwellings zoned “Single Detached (RS1/F)”.
- To the South: A shopping mall fronting onto Gilley Road zoned “Community Commercial (CC)”.
- To the West: A vacant, former fire hall site fronting onto Westminster Highway zoned “School and Institutional (SI)”.

Related Policies & Studies**Richmond Official Community Plan (OCP) – Hamilton Area Plan Schedule 2.14**

The new Hamilton Area Plan under Official Community Plan Bylaw 9000 designates all of Parcel 2 and most of Parcel 3 as “Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)”. Parcel 2 has a split designation with its most northerly portion designated as “Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)” as shown on Attachments 3 and 4. The proposed OCP Amendment Bylaw 9260 would:

- Amend the text within “Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)” land use designation to require that only a portion of the ground floor of buildings adjacent to Gilley Road be used for non-residential uses instead of the entire ground floor amended, and to include a range of assisted living residential uses; and
- Re-designate 23066 and parts of 23080 and 23100 Westminster Highway from “Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)” to “Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)”.

Secondly, the proposed OCP Amendment Bylaw 9273 would delete the old Hamilton Area Plan from the 1997 Official Community Plan Bylaw 7100 which still includes all of the City’s Area Plans. The new Hamilton Area Plan which was included within the newer 2012 Official Community Plan Bylaw 9000 on February 25, 2014.

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 plain covenant on Title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The City’s Affordable Housing Strategy provides that apartment and mixed-use buildings with over 80 residential apartment units provide five (5) percent of the building’s total residential floor area within affordable housing units secured under a housing agreement and covenant in perpetuity. Under the Strategy, developers of buildings with less than 80 residential apartment

units are to make a contribution of \$4.00 per buildable square foot of total residential floor area permitted under the proposed rezoning.

Despite the fact that these two (2) rezoning applications are linked via access and parking, the rezoning is being advanced by the applicant as separate rezoning applications for the buildings on Parcels 2 and 3.

At the time of application, staff inquired as to why two (2) rezoning applications were being submitted instead of one (1) application. The applicant, Oris (Hamilton) confirmed that it will be proceeding to build and market the mixed-used building on Parcel 2 and is acting behalf of the future owner of Parcel 3, New Coast Lifestyles (NCL) Ltd., who would build the apartment / seniors congregate housing building. Oris and NCL also provided a detailed written summary that described how Parcels 2 and 3 will be built and marketed separately after the sale of Parcel 3 to NCL. Therefore, the applicants are contributing:

- An estimated \$249,176 for the residential floor area associated with the 73 residential apartment units within the mixed-use building on Parcel 2.
- An estimated \$79,032 for the floor area of the 30 market strata units and associated common areas within the 130-unit apartment/seniors building on Parcel 3. Of the total 130 units within this building, the remaining 82 units of congregate housing and 18 memory ward units are not subject to affordable housing contributions under the Strategy.

If this project was considered via one (1) rezoning application for both buildings, the applicant would be required to provide built affordable housing units on site. The affordable housing would be based on five (5) percent of the combined residential floor area of the 73 market apartment units within the mixed-use building on Parcel 2 and the 30 market apartment units within the apartment/ seniors congregate housing building on Parcel 3. This would equate to approximately 4,460 ft² or five (5) 2-bedroom affordable housing units.

Consultation

Staff have reviewed the proposed OCP Amendment Bylaws 9260 and 9273 with respect to the Province's *Local Government Act* and City's OCP Bylaw Preparation Consultation Policy No. 5043 and advise that the City is not obligated to refer the proposed OCP amendment bylaw and recommend that this report does not require referral to external stakeholders. Table 1 below clarifies this recommendation.

| Table 1: OCP Consultation Summary | |
|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Stakeholder | Referral Comment (No Referral necessary) |
| BC Land Reserve Commission | No referral necessary, as the Agricultural Land Reserve is not affected. |
| Richmond School Board | No referral necessary as this commercial application does not involve any multiple-family housing units thus it does not have the potential to generate 50 or more school aged children (e.g., typically around 295 multiple-family housing units). |

| | |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| The Board of the Greater Vancouver Regional District (GVRD) | No referral necessary, as only minor land use and no density changes are proposed. |
| The Councils of adjacent Municipalities | No referral necessary, as adjacent municipalities are not affected and only minor land use and density changes are proposed. |
| First Nations (e.g., Sto:lo, Tsawwassen, Musqueam) | No referral necessary, as only minor land use and no density changes are proposed. |
| TransLink | No referral necessary, as no transportation road network changes are proposed, only minor land use and density changes. |
| Port Authorities (Vancouver Port Authority and Steveston Harbour Authority) | No referral necessary, as the ports are not affected. |
| Vancouver International Airport Authority (VIAA) (Federal Government Agency) | No referral necessary, as the airport is not affected. |
| Richmond Coastal Health Authority | No referral necessary, as the health authority is not affected. |

However, out of courtesy, the proposed OCP Amendment Bylaws 9260 and 9273 will be referred to the School Board for their information and comment prior to this bylaw being considered at a Public Hearing.

Analysis

Built Form and Architectural Character

Parcel 2: Mixed-Use Building:

The mixed-use, four-storey building includes the following elements as shown in preliminary plans in Attachment 5:

- A contemporary style building with facade articulation and large sun decks.
- 929 m² (10, 000 ft²) of ground-floor commercial space fronting Gilley Road; with an average setback of 2.0 m (6.6 ft.) from the back of the public sidewalk.
- 73 residential apartment units on the north (rear) side of the ground floor and remaining upper three (3) floors.
- The building stepping back above ground floor; with the upper three (3) residential floor being set back an average of a further 3.0 m (9.8 ft).
- The major pedestrian entrance faces to High Street Plaza to the east.
- The “L”-shaped building footprint provides separation of common outdoor amenity space from Westminster Highway.
- Large roof overhangs and lower awnings over the commercial units.
- The elevated west facade, above the lower Westminster Highway grade, has been addressed by terraced landscape walls, sloping landscape and a window wall extending down to below the first floor level into the parkade at street level.

Parcel 3: Apartment/Seniors Congregate Housing Building:

The seniors' housing building includes the following elements as shown in preliminary plans in Attachment 6:

- A contemporary style building with facade articulation and large sundecks.
- 82 seniors congregate housing units, 18 memory ward care units and 30 residential apartment units.
- The building has a large porte cochere / canopy on its north elevation, allowing for weather protection for vehicle pick-up of residents and provides a focal point for the building.
- The major pedestrian entrance faces to High Street Plaza to the south.
- The "U" building footprint that provides for a contained courtyard.
- Large roof overhangs and awnings over the commercial units provide weather protection and additional visual interest to the building.
- The elevated first floor above Westminster Highway has been addressed by terraced landscape walls, sloping landscape and a window wall extending down to below the first floor level, providing light into the parkade at street level.

Public Realm

The proposed development provides for a varied public realm comprised of three (3) distinct components as outlined below.

Gilley High Street: Gilley Road will be reconstructed into a "High Street" compatible with the urban village environment as envisioned by the Hamilton Area Plan.

The proposed 3.35 m (10.0 ft.) wide public sidewalk on the north side with street trees and landscape strip which allows for rainwater infiltration, will be extended to the east and established on the south side of the street as future developments are approved. The proposed mixed-use building is set back at minimum of 1.5 m (5.0 ft.) with an on-site sidewalk to provide for a generous combined 4.85 m (15.0 ft.) wide pedestrian area.

Gilley High Street Plaza: The High Street Plaza is proposed to be located in the middle of the block between Westminster Highway and Smith Crescent, with an ultimate width of 18.0 m (60.0 ft.) opening up onto the Gilley High Street. The current Parcel 2 application includes a 9.0 m (30.0 ft.) wide plaza frontage facing Gilley Road, with the remaining plaza being constructed with the Parcel 4 development to the east. The proposed plaza includes an outdoor restaurant seating adjacent to the building with the remaining area for seating, walking, possible outdoor market and Public Art work.

Greenway/Strollway: The Parcel 2 development will include the first leg of the Greenway/Strollway leading north out of the Gilley High Street Plaza to eventually be extended to Willet Avenue, as required in the Hamilton Area Plan. The Parcel 2 development includes a 3.0 m (9.8 ft.) wide strollway, with the future development of Parcel 7 to the east providing the remaining width of the Greenway/Strollway.

A statutory right-of-way (SRW) will be registered over the High Street Plaza and Greenway/Strollway to secure public pedestrian and bicycle access with owner maintenance.

Transportation and Access

Development Access: The proposed mixed-used building on Parcel 2 and the proposed apartment/seniors congregate care building on Parcel 3 will have one (1) shared vehicle driveway entering from Westminster Highway. This driveway is designated within the Hamilton Area Plan as a “Shared Street” (also shown as “New Road” on developer plans). The Shared Street will provide local vehicle and pedestrian access to Parcels 2 and 3 and will be extended through to Smith Crescent as future parcels develop to the east (Attachment 4). The Shared Street encumbered by a statutory right-of-way (ROW) to ensure public access and maintenance by the future owners of buildings on Parcels 2 and 3.

Westminster Highway: The applicant will complete a number of improvements to Westminster Highway as shown on Attachments 3, 5 and 6. It should be noted that Westminster Highway is to remain at its current 1.0 m (3.3 ft.) elevation. The major transportation improvements include, but are not limited to:

- A 1.8 m wide on-street bike lane, new minimum 2.5 m wide off-road multi-use pathway/sidewalk, and curb, with a landscaped boulevard in sections, on the east side of Westminster Highway to the north of the Shared Street.
- A southbound left turn lane into the development’s access driveway off of the on-site Shared Street. A new pedestrian signal will be installed on the south side of the proposed development access on Westminster Highway to facilitate the safe crossing of pedestrians across Westminster Highway.
- Improvements to the existing intersection with Gilley Road to facilitate the Gilley Road works.
- A bus lay-by north of the Westminster Highway and Gilley intersection, as well as accessible bus landing pad and shelter.
- Repaving of the full width of Westminster Highway from the Gilley intersection to north of the Shared Street.

Gilley Road High Street: The applicant will reconstruct Gilley Road to create the “High Street” as envisioned under the Hamilton Area Plan. The road will rise up at a 4 percent grade from the current 1.0 m (3.3 ft.) elevation at Westminster Highway to 3.5 m (12.0 ft.). This raised elevation allows for much of the Parcel 2 parkade to be constructed below finished grade and provides for most of the store fronts within the mixed-use building to be both at street grade and located above the required minimum flood construction level. The street will then slope down to the existing grade to the east at Smith Crescent.

The required works include:

- Resurfacing the entire block from just west of Westminster Highway to the ultimate 3.5 m (12.0 ft.) grade to the middle of the block, with an interim grading and resurfacing back down to the current grade at Smith Crescent.
- Intersection improvements with a westbound left-turn lane onto Westminster Highway southbound.

- A 3.35 m (11.0 ft.) sidewalk on the north side of the street with trees and landscaped boulevard to allow for rainwater infiltration designed to be compatible with the proposed urban, commercial High Street.
- The reconstruction of the existing concrete sidewalk on the south side of Gilley Road, separated from the traffic with a barrier curb, to accommodate the raised road grade.

The Hamilton Area Plan staff report indicated that the City's DCC program would be amended in 2015 to include approximately \$7M in road improvements to the area. These road improvements include improvements to Westminster Hwy (from just south of Gilley Rd. to Boundary Rd.) and the new Willet Ave. extension and bridge over the Queen Canal. While staff intend to recommend that these road improvements be added to the City-wide DCC program as identified in the Hamilton Area Plan staff report, an amendment to the DCC bylaw has not yet been brought forward to Council for their consideration. The DCC program review is currently underway and will be presented to City Council for consideration upon completion of a comprehensive staff review.

The developer is responsible for improvements to Westminster Hwy as part of the required Servicing Agreement for this project. A portion of these required road improvements are included in the existing City wide DCC program. The road works eligible for DCC credits will be restricted to the works included in the DCC program at the time when the DCC credits are assessed (i.e. at Building Permit). The Westminster Hwy improvements intended to be added to the DCC program (additional road widening for boulevard, sidewalk and bike lane improvements) would increase the eligible DCC credits for this development by approximately \$330,000 should these additions to the DCC program be accepted by City Council. The exact amount of the eligible DCC credits will be calculated once the SA design drawings have been approved by the City and the actual construction value is determined. The DCC credits will be capped at the lower amount of the value of the DCC works included in the City wide DCC bylaw endorsed by City Council; the actual costs of constructing the works provided by the developer; or the roads portion of the DCCs payable for the project.

Parking: The partially below-grade parkades for Parcels 2 and 3 will be connected, with vehicle access being provided on Parcel 3 to the on-site Shared Street. The proposed parking meets the requirements in Zoning Bylaw 8500 as follows:

- Parcel 2 includes 115 parking spaces, with 91 resident parking spaces (with a further 29 paces provided on Parcel 3) and 34 shared resident visitor/commercial parking spaces.
- Parcel 3 includes 102 parking spaces for the apartments and seniors congregate housing units plus 29 resident parking spaces for Parcel 2.
- Parcels 2 and 3 will have easements registered on Title to provide for shared access and parking.

Tree Retention and Replacement

No trees are planned to be retained on the sites given that the building parkades occupy the entirety of both sites to provide for the necessary parking. The applicant will be required to submit a landscape plan as part of the Development Permit that will include replacement trees at

a ratio of at least 2:1 to compensate for the 79 removed trees to which Tree Protection Bylaw No. 8057 applies (except for those trees already approved for removal by the City due to disease or for building demolition).

Amenity Space

Common Amenity Space in the Apartment/Seniors Congregate Housing Building on Parcel 3:

The proposed building on Parcel 3 will include approximately 1,096 m² (11,800 ft²) of common amenity space. Part of this large amenity space will be for residents of the building on Parcel 3, and part for use by residents on Parcel 2. The amenity areas on Parcel 3 include the following:

- For the use apartment/ seniors congregate housing on Parcel 3: 7,599 ft² of amenity space, comprised of two (2) lounges, dining room, theatre, kitchen, country kitchen, library, beauty salon and barber shop.
- Shared between Parcel 3 and adjacent Parcel 2: 3,458 ft² of shared indoor amenity space, which includes a pool and exercise room.
- Amenity Room for the use of Parcel 2: A 741 ft² amenity room for use of residents of only Parcel 2.

There will be requirement for registration of an easement on Parcel 3 to ensure that residents of Parcel 2 are provided with shared rights of access and use. The City will be a grantee to ensure that the agreements are not discharged and or changed without City approval. A covenant will also be registered on Parcel 2 that will require provision of 100 m² (1,076 ft²) at occupancy of the building on Parcel 2 if the shared amenity space has not been already been constructed on Parcel 3.

Common Outdoor Amenity Space:

The applicants are proposing outdoor amenity on Parcels 2 and as described below:

- Parcel 2 – Mixed-Use Building: 567 m² (6,103 ft²) within the main outdoor amenity spaces are located on the north side of the building and include a treed common, large play area and patio space.
- Parcel 3 – Apartment / Seniors Congregate Housing Building: 1,180 m² (12,702 ft²) within a large courtyard within this “U” shaped building which includes raised garden plots, a circuit pathway and seating. There is also an enclosed dining patio and secure memory garden patio.

Together, these amenity areas function as central gathering spaces for the buildings and will be reviewed further during the Development Permit process.

Site Servicing and Frontage Improvements

Servicing: In addition to frontage improvements discussed above, the City’s Engineering Department has determined the scope of upgrades to existing services to service the proposed development to be undertaken by the applicant, as identified in the Rezoning Considerations (Attachment 7).

The applicant will be constructing a sub-surface structure over Gilley Road and the 1.0 m (3.3 ft.) diameter Metro Vancouver sewer main and utilizing light weight fill to raise Gilley Road to the elevations discussed above.

Riparian Management Areas: There are two (2) Riparian Management Areas (RMAs) affected by the proposed developments. The Parcel 2 development and Gilley High Street works will remove the small Gilley Road ditch which is within an RMA extending 5.0 m (16.0 ft.) back on either side of the ditch. Through the Servicing Agreement, a linear landscape strip and boulevard trees will be included within the streetscape and provide for rainwater infiltration and a slowing of stormwater flow into the Queen Canal. The Queen Canal RMA extends 15.0 m (49.0 ft.) back on either side of the canal with impacts to this area requiring habitat compensation within this RMA.

The compensation for in-stream and riparian habitat loss will be included within the Queen Canal corridor through the Servicing Agreement.

These works are to be further reviewed by the developer's Qualified Environmental Professional (QEP), with a follow-up report to confirm that the design of the necessary habitat compensation that will be provided through the Servicing Agreement process as provided in the Rezoning Considerations (Attachment 7) to the satisfaction of the Director of Engineering.

Proposed OCP and Zoning Bylaw Amendments

As discussed above, proposed OCP Amendment Bylaw 9260 includes both a text amendment and map amendment concerning the Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR) land use designations.

Proposed Amendments to the Hamilton Area Plan within the OCP:

The proposed text change to the "Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)" land use designation will require that a portion of the ground floor of buildings adjacent to Gilley Road be used for commercial and non-residential uses rather than the entire ground floor as currently required. Specifically, the change would only require commercial and non-residential uses within 10.0 m (33.0 ft.) of the north side of Gilley Road and within 15 m (49.0 ft.) and south side of Gilley Road. This change would apply to the entire land use designation including properties adjacent to Parcels 2 and 3 under the rezoning applications and facing the south side of Gilley Road. The land use designation would continue to allow for the same commercial, non-residential residential apartment uses to be located on the remainder of the ground floor and upper floors of buildings.

The proposed change was requested by the applicant who presented a professional market analysis study that demonstrates that the 12,000 build-out population of Hamilton could only support approximately 50,000 to 55,000 ft² of commercial floor area (excluding amenity space). The Hamilton Area Plan's land use designation for ground floor commercial could lead to 120,000 sq. ft. of commercial floor area being required. Based on the retail demand model in the consultant market study, which takes into consideration Hamilton's projected population, exposure to traffic and location characteristics within the region, this is 2 to 2.6 times the amount that could be supported and sustained. This assessment resonates with other regional studies (such as the Grandview Heights Commercial Market Analysis completed for that area of Surrey),

which estimate that similarly built communities can support approximately 0.38 m² (4 ft²) per capita of supermarket/commercial space. It is thus reasonable to accommodate commercial space in line with the findings of the consultant's report of approximately 4,645 m² (50,000 ft²).

The proposed land use designation change to Land Use Map (Attachment 4) to re-designate part of the proposed Parcel 3 (apartment /seniors congregate housing) from "Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)" to "Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR)" applied to a small area. The change was necessitated by the applicant's site planning which lead to Parcel 3 including both the above designations (a split designation). Given that the apartment form of development and 1.5 FAR density remain consistent with both designations under the current Area Plan, the proposed change of designation constitutes a relatively minor amendment which Planning staff support.

The Area Plan supports the inclusion of seniors housing in multi-family designations. To support this policy, the Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR)" designation is amended to specifically include a range of assisted living residential uses as found in the adjacent "Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)" designation.

Lastly, proposed OCP Amendment Bylaw 9273 deletes the existing Hamilton Area Plan under Bylaw 7100 for the same area to which the new Hamilton Area Plan was adopted as an amendment to OCP Bylaw 9000 in February, 2014.

Zoning Bylaw Amendments:

The proposed Zoning Bylaw amendments proposed above are consistent with the Hamilton Area Plan.

Bylaw 9261 proposes to rezone 0.44 ha. (1.10 acres) comprising Parcel 3 from "Single Detached (RS1/F)" to "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)" to permit a 130 unit apartment/seniors congregate housing building, with 82 congregate housing units, 18 memory ward care units and 30 strata apartment units. The following primary uses are included to accommodate this development: "housing, apartment", "housing, congregate" and "community care facility, major". This zone provides for maximum density of 1.5 FAR with provision of community amenity contributions by the applicants. An additional 0.19 FAR is permitted provided that it is used to accommodate amenity space for the lot subject to this zone.

Lastly, Bylaw 9261 includes a definition for the "Hamilton Area Plan community amenity capital reserve". The definition references the statutory Capital Reserve Fund to be created by Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276 into which this and future applicant's amenity contributions will be deposited.

Bylaw 9262 proposes to rezone 0.58 ha. (1.43 acres) Parcel 2 from "Single Detached (RS1/F)" to "Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)" to permit a 73-unit mixed-use building with ground floor commercial. The zone includes a wide range of commercial and non-residential uses similar those found in the "Community Commercial (CC)".

The zone also permits a neighbourhood public house (neighbourhood pub) use as requested by the applicant. Should a neighbourhood pub be proposed for the site, the City's typical liquor licencing process will be required as a condition of Business Licencing. The applicant has agreed to register a covenant on title that restricts the use to the ground floor, requires its outdoor public entrance on Gilley Road and advises other owners of this possible use within the building. The zone also permits "housing, apartment" and provides for a maximum density of 1.5 FAR with provision of community amenity contributions by the applicants.

Hamilton Area Plan Amenity Contributions:

The applicants will provide community amenity contributions of \$49.50 per square meter (\$4.60 per ft²) of the total residential floor area of the buildings on Parcels 2 and 3 consistent with the Hamilton Area Plan for the proposed amenities (e.g, community centre, library, police office, a childcare hub, pedestrian pier as proposed under the Area Plan). The contribution is estimated at \$285,205 for the mixed-use building on Parcel 2. The total contribution for Parcel 3 is estimated at \$430,118. Part of this contribution (\$28,985) would not apply to the floor area specified including within the proposed 18 memory ward units as Area Plan's amenity contributions only apply to residential floor area. To confirm that these units fall within with the "community care facility, major" use under the zoning, the applicant will need to verify that the necessary licencing from Vancouver Coastal Health (VCH) for the memory ward is in place prior to these units being exempted from the amenity contribution.

Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276 has been prepared pursuant to Section 188(1) of the *Community Charter* to establish a capital reserve fund for community amenity contributions that are received for the planned community amenities as specified under Schedule 2.14 - Hamilton Area Plan, Bylaw 9000.

Public Art

The applicant will either make a public art contribution as provided by the City's Public Art Policy or prepare a Public Art Plan to provide Public Art elements within the development. The High Street Plaza on Parcel 2 has been discussed as a possible location for the public art. The contributions for both Parcels 2 and 3 are estimated total \$127,048. Provision of the public art contribution will be coordinated between the developer and the City's Public Art Coordinator, and secured prior to adoption of the rezoning with details to be provided at the Development Permit stage.

Accessible Housing

To assist in ensuring accessibility is an option for residents, 44 of the 73 units in the mixed use building on Parcel 2 and 109 of the 130 units in the building on Parcel 3 will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include the Aging-in-Place elements as provided within the OCP.

The above-noted specifications and units will be identified and reviewed during the Development Permit and Building Permit stages.

LEED Silver Development

As provided by the Hamilton Area Plan, the applicants will ensure that the buildings on Parcels 2 and 3 have been designed to achieve a sufficient score to meet the current Canadian Green Building Council LEED Silver score. This will require review from a LEED certified consultant which confirms that buildings have been designed at Development Permit and constructed at Building Permit to achieve LEED Silver certification or equivalent. Consideration will be given to building design with higher energy efficiency ratings than required by the BC Building Code and utilizing geo-exchange energy systems.

Major Elements to be Addressed at the Development Permit Stage

Development Permit (DP) approval to the satisfaction of the Director of Development is required prior to rezoning adoption.

In advance of the full DP submission and review, the following significant aspects of the proposal have been identified to be addressed.

- The grade difference along Gilley Road between the public sidewalk and the “retail sidewalk/patio”, particularly where Gilley Road slopes down to meet Westminster Highway, with the objective of achieving a comfortable height transition, adequate landscape screening of the projecting parkade, adequate depths for both the public sidewalk and the retail sidewalk/patio and appropriate accessibility for the disabled.
- The grade difference between the public sidewalk and Level 1 of the Parcel 2 and 3 buildings along Westminster Highway, with the objective of achieving a comfortable height transition, adequate landscape screening of the projecting parkade, adequate animation of the streetscape and application of CPTED principles.

Financial Implications

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 for the ongoing maintenance of these assets is \$8,000.00. This will be considered as part of the 2017 Operating budget.

Conclusion

The proposed developments on Parcels 2 and 3 shown on Attachment 3, 5 and 6 constitute the first rezoning applications to be considered under the Hamilton Area Plan. In particular, these developments will involve significant improvements to Westminster Highway and the first phase of the Gilley High Street to be at the centre of the Hamilton Village Centre as envisioned under the Hamilton Area Plan.

The proposed developments also establish part of the High Street Plaza and first leg of the Greenway/Strollway network for Hamilton. These improvements are at the core of creating a pedestrian-oriented Hamilton Village Centre.

The proposed developments will also assist in funding the future community amenities as provided under the Hamilton Area Plan.

As this proposal is being advanced as separate two (2) rezoning applications, the applicant will be providing a cash-in-lieu contribution toward affordable housing instead of constructing built affordable housing units on-site.

On this basis, it is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 9260, Official Community Plan Bylaw 7100, Bylaw 9273, and Zoning Bylaw 8500, Amendment Bylaws 9261 and 9262, be introduced and given first reading. It is also recommended that Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276 be introduced and given first, second and third readings.



Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

MM:blg

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Oris Parcel Phasing Plan
- Attachment 4 Hamilton Area Plan Land Use Map Excerpt
- Attachment 5: Preliminary Development Plans for Parcel 2
- Attachment 6: Preliminary Development Plans for Parcel 3
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 14-660662
RZ 14-660663

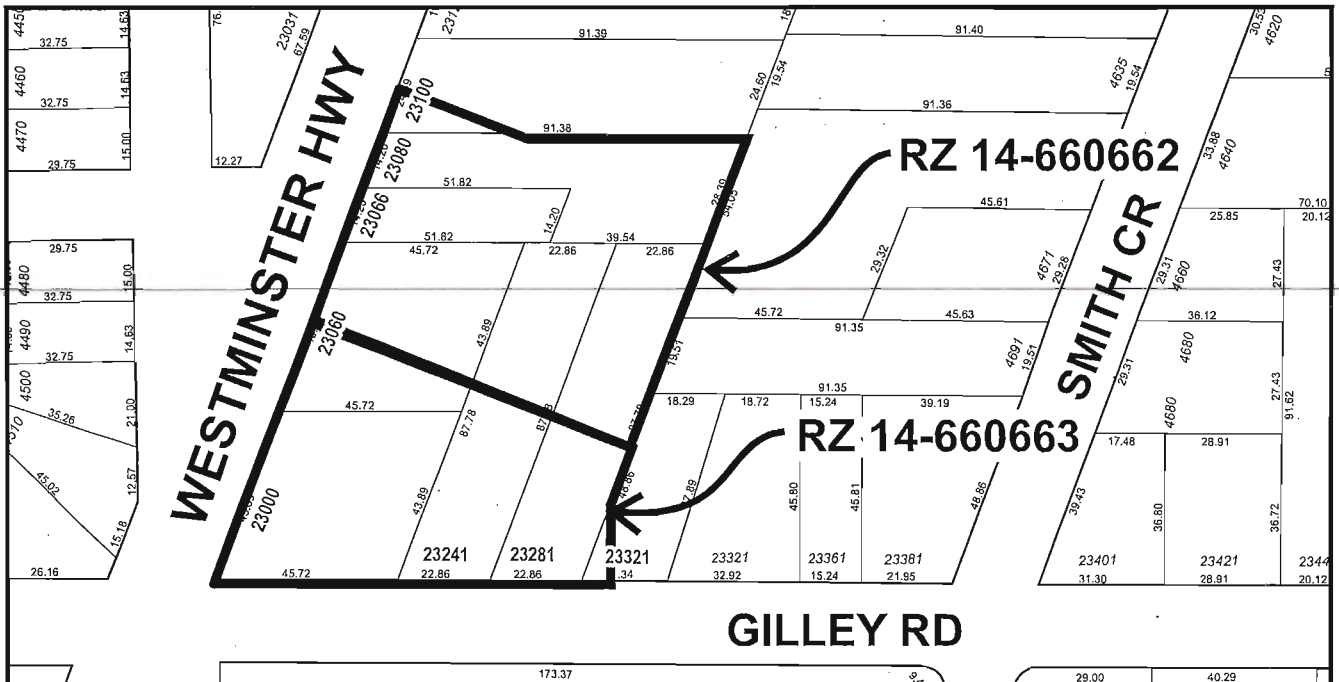
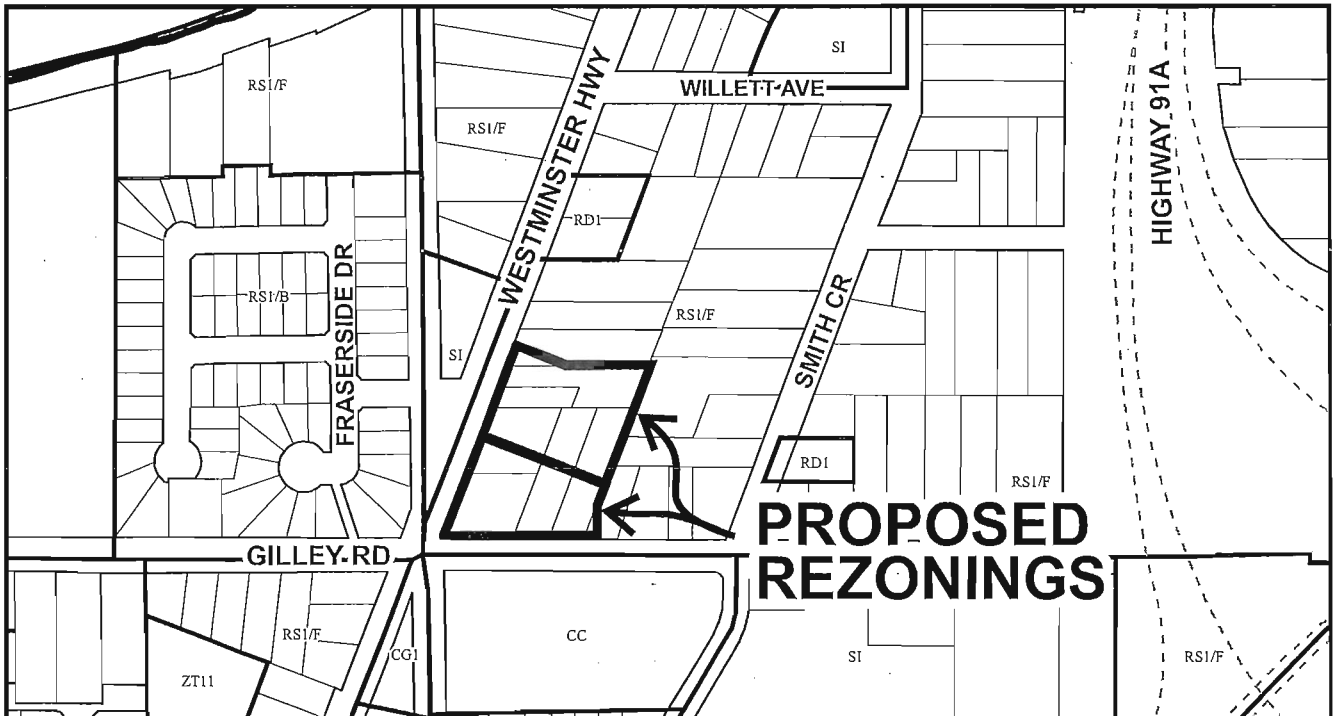
Original Date: 08/27/14

Revision Date: 06/01/15

Note: Dimensions are in METRES



City of Richmond



RZ 14-660662
RZ 14-660663

Original Date: 08/27/14

Revision Date: 06/01/15

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet

Development Applications Division

RZ 14-660662 & RZ 14-660663

Attachment 2

-Parcel 2: 23241, 23281 & part of 23301 Gilley Road and part of 23060 & 23000 Westminster Highway (RZ14-660663)

-Parcel 3: 23241 & 23281 Gilley Road and 23060, 23066, 23080 & part of 23100

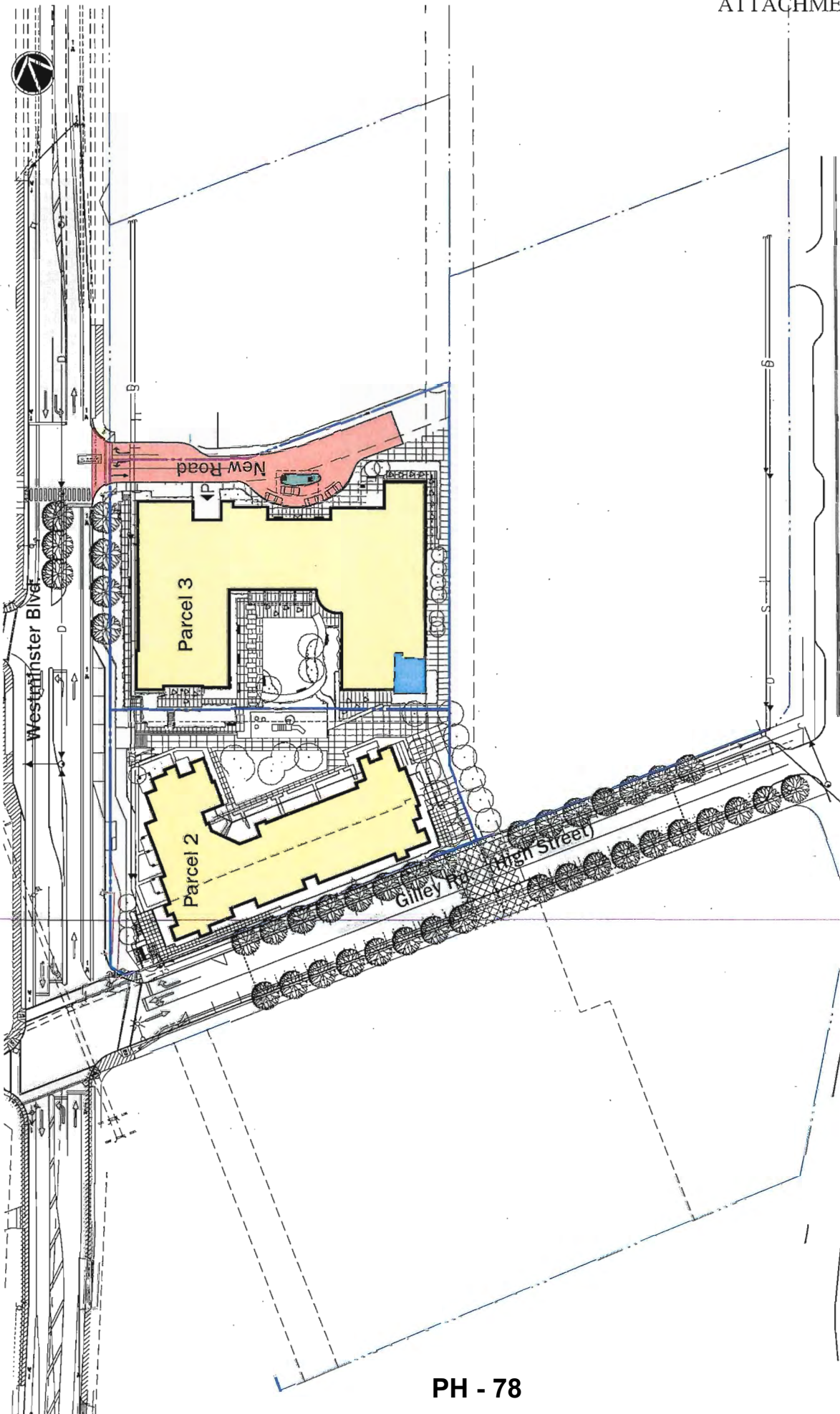
Address: Westminster Highway (RZ14-660662)

Applicant: Oris Development (Hamilton) Corp.

Planning Area(s): Hamilton Area Plan

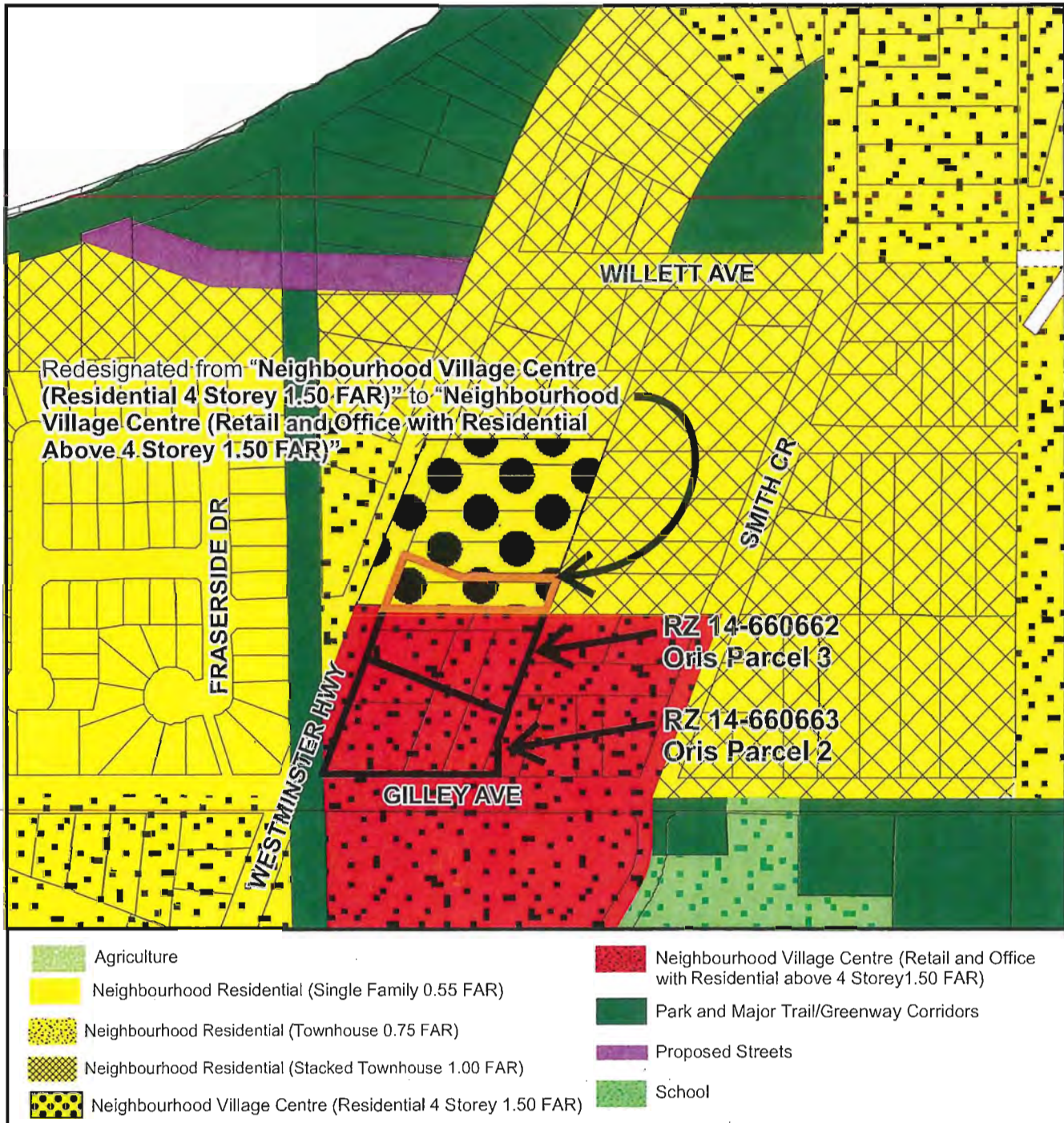
| | Existing | Proposed |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Owner: | Oris Developments (Hamilton) Corp. | Parcel 2 - Oris Developments (Hamilton) Corp. Parcel 3 - New Coast Lifestyles (NCL) Management Ltd. |
| Site Size (m²): | Parcel 2: Min. 4,447 m ² Parcel 3: Min. 5,783 m ² | Parcel 2: Min. 4,447 m ² Parcel 3: Min. 5,783 m ² |
| Land Uses: | Single-Family Residential | Parcel 2: Mixed-Use Building Parcel 3: Apartment/Congregate Housing Building |
| Area Plan Designation: | Parcels 2 & 3: "Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)" Part of Parcel 3: "Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)" | Parcels 2 & 3: "Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)" |
| Zoning: | Parcels 2 & 3: "Single Detached (RS1/F)" | Parcel 2: "Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)" Parcel 3: "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)" |
| Number of Units: | None | Parcel 2: 73 units Parcel 3: 18 memory care beds, 82 congregate housing units, 30 strata units |
| Other Designations: | N/A | N/A |

| | Bylaw Requirement | Proposed | Variance |
|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Density (units/ha.): | N/A | N/A | none permitted |
| Floor Area Ratio | Parcels 2 & 3: 1.5 FAR | For Parcels 2 & 3: 1.5 FAR | none permitted |
| Lot Coverage – Building: | Parcel 2: Max. 50 % Parcel 3: Max. 55 % | Parcel 2: 50 % Parcel 3: 55 % | none |
| Lot Size (min. dimensions): | Parcel 2: Min. 4,000 m ² Parcel 3: Min. 5,000 m ² | Parcel 2: Min. 4,447 m ² Parcel 3: Min. 5,783 m ² | none |
| Setback – Front Yard (m): | Parcel 2: Min.6.0 m Parcel 3: Min.6.0 m | Parcel 2: Min.6.0 m Parcel 3: Min.6.0 m | none |
| Setback – Side Yards (m): | Parcel 2 (Gilley):Min.1.5m Parcel 2 (Interior):Min.1.5m Parcel 3 (North Interior): Min.10.0 m Parcel 3 (south Interior): Min.3.0 m | Parcel 2 (Gilley):Min.1.5m Parcel 2 (Interior):Min.1.5m Parcel 3 (North Interior): Min.10.0 m Parcel 3 (south Interior): Min.3.0 m | none |
| Setback – Rear Yard (m): | Parcel 2: Min. 6.0 m Parcel 3: Min. 6.0 m | | none |
| Height (m): | Parcel 2: 17.0 m Parcel 3: 17.0 m | Parcel 2: >17.0 m Parcel 3: >17.0 m | none |
| Off-street Parking Spaces – Regular (R) / Visitor (V): | Parcels 2 & 3: 1.5 (R) and 0.20 (V) per unit | For Both Parcels 2 & 3: 1.5 (R) and 0.20 (V) per unit | none |
| Off-street Parking Spaces Total | Parcel 2: 140 Parcel 3: 102 | Parcel 2: 144 Parcel 3: 102 | none |
| Tandem Parking Spaces: | Permitted | none | none |
| Amenity Space – Indoor: | Parcels 2 & 3: 100 m ² | Parcel 2: 1,027 m ² / 69m ² Parcel 3: 1,027 m ² * *Shared on Parcel 2, 3, 4 & 5. | none |
| Amenity Space – Outdoor: | Parcels 2 & 3: 6.0 m ² per unit (min.) | Parcel 2: 7.77 m ² /unit Parcel 3: 9.08 m ² / unit | none |
| Other: | | | |





City of Richmond



Original Date: 06/03/15

Revision Date:

Note: Dimensions are in METRES

Parcel 2 - Mixed-Use Building

Client: Oris Consulting

| | | | | | |
|-------------------------------------------------------------------------------|-----|--------|--------|--------|-------|
| DENSITY | | Sq.Ft. | Acres | | |
| GROSS SITE AREA | Ha. | 47,863 | 1.099 | F.A.R. | UPA |
| | | | | 1.50 | 66.44 |
| NUMBER OF UNITS | | 73 | | | |
| GROSS FLOOR AREA (For FAR) | | 72,001 | Sq.Ft. | | |
| FAR | | 1.50 | | | |
| FAR - Universal accessible units Bonus 1.85m ² / 20sq ft per units | | 1,460 | Sq.Ft. | | |
| PROPOSED ZONING | | | | | |
| LOT COVERAGE PROVIDED : | | 50% | | | |
| REQUIRED PARKING : | | 140 | | | |
| PROVIDED PARKING: | | 144 | | | |

| | | | | | |
|-------------------------------------------------------------------------------|--|--------|-------------|----|----------------|
| AMENITY REQUIREMENTS: | | | | | |
| Required (0.01 % of Total GFA) Part of Parcel 3 Amenity building | | 740 | Sq.Ft. | 69 | M ² |
| Provided Indoor Amenity (at Parcel 3 Amenity building) | | 741 | Sq.Ft. | 69 | M ² |
| BIKE SPACES REQUIRED : Class 1, 1.25 per dwelling unit Plus Class 2, 0.2/unit | | 106 | Bike Spaces | | |
| BIKE SPACES PROVIDED : | | 106 | Bike Spaces | | |
| BUILDING HEIGHT : PERMITTED | | 4 | Storey | | |
| BUILDING HEIGHT : PROPOSED | | 4 | Storey | | |
| PROPOSED MIN. SETBACKS : | | | | | |
| SOUTH P.L | | 0.60 M | 2.00 FT | | |
| SOUTH P.L | | 2.00 M | 6.60 FT | | |
| EAST P.L | | 6.00 M | 20.00 FT | | |
| NORTH P.L | | 3.00 M | 10.00 FT | | |
| WEST P.L | | 6.00 M | 20.00 FT | | |

Parcel 2 & 3 Parking Stats

| Parcel | Type | No. of Units | Bylaw Rate | Stall Required | Stall Provided | Total Stalls In Parcel | Surplus Stalls for Future |
|--------------------|------------------------------|--------------|---------------------------------------|----------------|----------------|------------------------|---------------------------|
| Parcel 2 | Residential | 73 | 1.5 | 110 | 110 | 283 | 173 |
| | Res. Visitors | | 0.2 | 15 | -15 (shaded) | | |
| | Commercial | 832 sq.m. | 3/100 sq.m. - 350 sq.m then 4/200sq.m | 30 | 34 | | |
| Parcel 2 Total | | | | 140 | 144 | | |
| Parcel 3 | Market | 30 | 1.5 | 45 | 45 | | |
| | Res. Visitors | 30 | 0.2 | 3 | 3 | | |
| | Memory Ward /Assisted Living | 100 | 0.3 | 30 | 30 | | |
| | Staff (estimated 24 staff) | 24 | 24 | 24 | 24 | | |
| Parcel 3 Total | | | | 102 | 102 | | |
| Parcel 2 & 3 Total | | | | 242 | 246 | | |

Parcel 2 276 30 +/-



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:

Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:

Project Stats

Rezoning 4th Submission - 20 May 2015



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

1330
20 MAY 2015

1

UNIT SUMMARY :

| Unit | Unit Type / Description | Unit Size (sf) | No. of Units | Net Floor Area (sf) | Required Parking | Required Parking | Unit Mix |
|---------|-------------------------------------|----------------|--------------|---------------------|------------------|------------------|-----------------|
| Unit A | 3 Bedroom | 556 | 9 | 5,004 | | | 19.2% 1Br |
| Unit A1 | 1 Bedroom | 505 | 1 | 505 | | | |
| Unit A2 | 1 Bedroom | 596 | 4 | 2,384 | | | |
| Unit B | 1 Bedroom + Den | 646 | 21 | 13,566 | | | 37.0% 1Br + Den |
| Unit B1 | 1 Bedroom + Den (Inside elbow unit) | 778 | 6 | 4,668 | | | 4.1% 2Br |
| Unit C | 2 Bedrooms | 800 | 3 | 2,400 | | | |
| Unit D | 2 Bedrooms + Den | 850 | 9 | 7,650 | | | |
| Unit D1 | 2 Bedroom + Den | 857 | 3 | 2,571 | | | |
| Unit E | 2 Bedroom + Den - corner | 993 | 3 | 2,979 | | | |
| Unit E1 | 2 Bedroom + Den - corner | 987 | 3 | 2,961 | | | |
| Unit E2 | 2 Bedroom + Den - corner | 1,005 | 3 | 3,015 | | | |
| Unit E3 | 2 Bedroom + Den - corner | 996 | 3 | 2,988 | | | |
| Unit E4 | 2 Bedroom + Den - corner | 1,033 | 3 | 3,099 | | | |
| Unit F | 3 Bedroom - Penthouse | 1,103 | 1 | 1,103 | | | |
| Unit F1 | 3 Bedroom - Penthouse | 1,122 | 1 | 1,122 | | | |
| Total | | | 73 | 56,015 | 110.0 | 110.0 | 2.7% 3Br + Den |

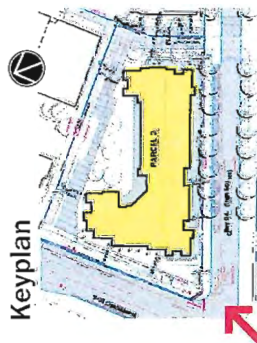
Commercial (15% reduction)
Visitors 0.2/unit
Required Parking 140.0
Shared

Apt. Common Area, Amenity, Lobby, Storage, Bike Storage (SF)
7,970 Sq. Ft.
Apt Bldg Efficiency 87.5%
Average Net Unit Size 767 sq./ft.
Average Gross Unit Size 877 sq./ft.

| PARCEL 2 | Commercial | Residential | Total For FAR (SF) | Total Buildable (SF) |
|--------------|---------------------------|---------------------------|--------------------|----------------------|
| Ground Floor | Gross Area (SF) 10,000 | Gross Area (SF) 10,806 | 20,806 | 20,806 |
| 2nd Floor | *FAR deductions 293 | *FAR deductions 452 | 17,783 | 18,196 |
| 3rd Floor | | 18,196 | 17,783 | 18,196 |
| 4th Floor | | 16,786 | 16,373 | 16,786 |
| Total | 10,000 | 63,985 | 72,001 | 73,985 |

* FAR deductions = Mechanical, Electrical, Elevator Shaft & exit stairs Level 2 to 4, Bike Storage.

- * 276 stalls are being constructed in parcels 2 and 3
- * 246 stalls are being provided for parcels 2 and 3
- * Commercial and Visitor stalls for Parcels 2 and 3 are shared with the larger requirement prevailing.
- * There will be a surplus of 30 +/- stalls in Parcels 2 and 3 which will be allocated to future phases.



View at Westminster Hwy & Gilley Road (Highstreet)

PH - 81

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Character Sketch
Rezoning 4th Submission - 20 May 2015

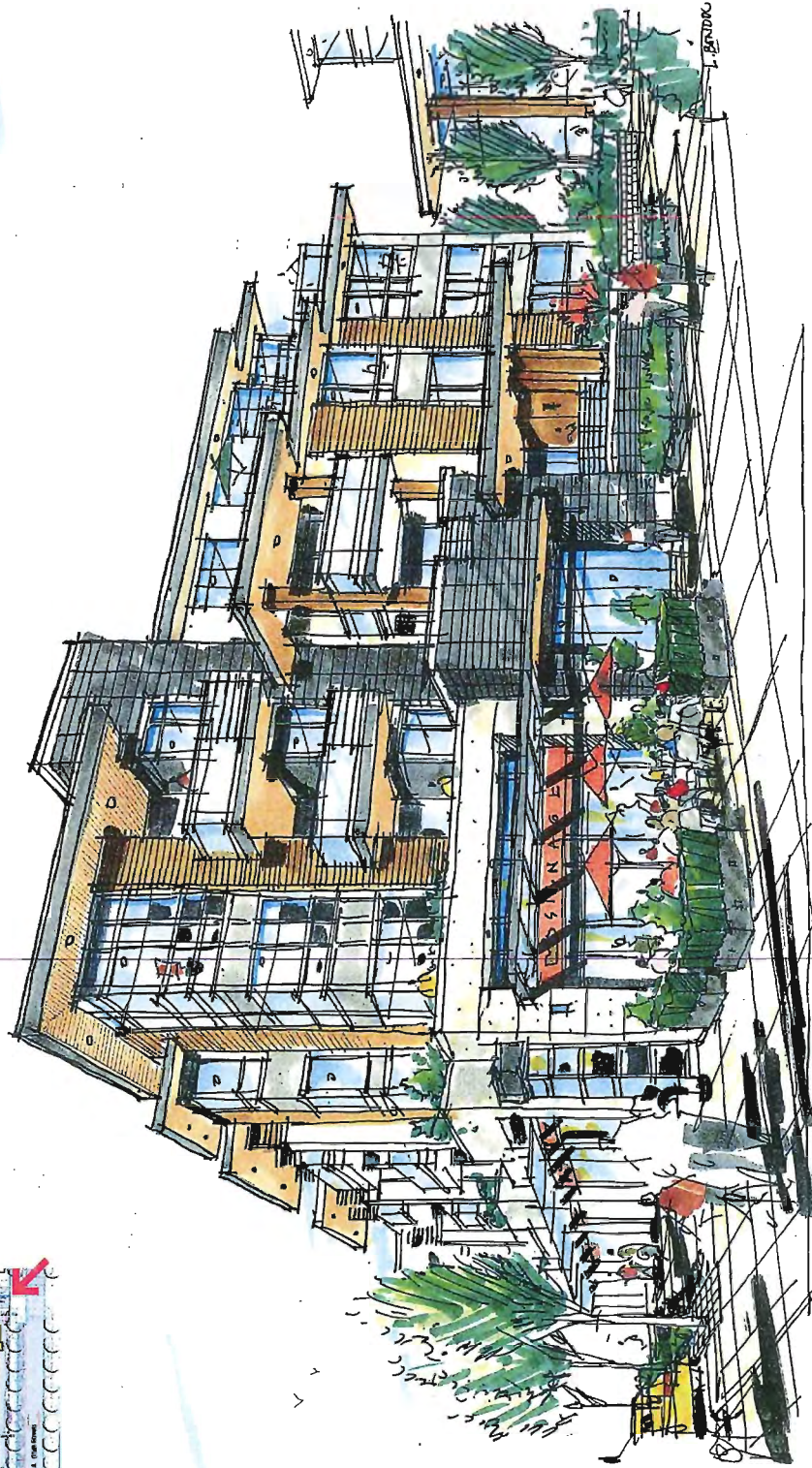
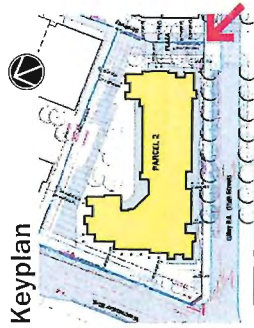


DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

SKETCH
1330
20 MAY 2015

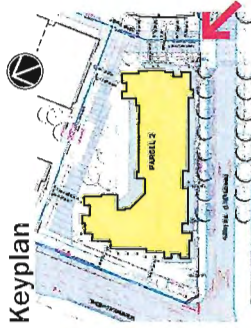
2





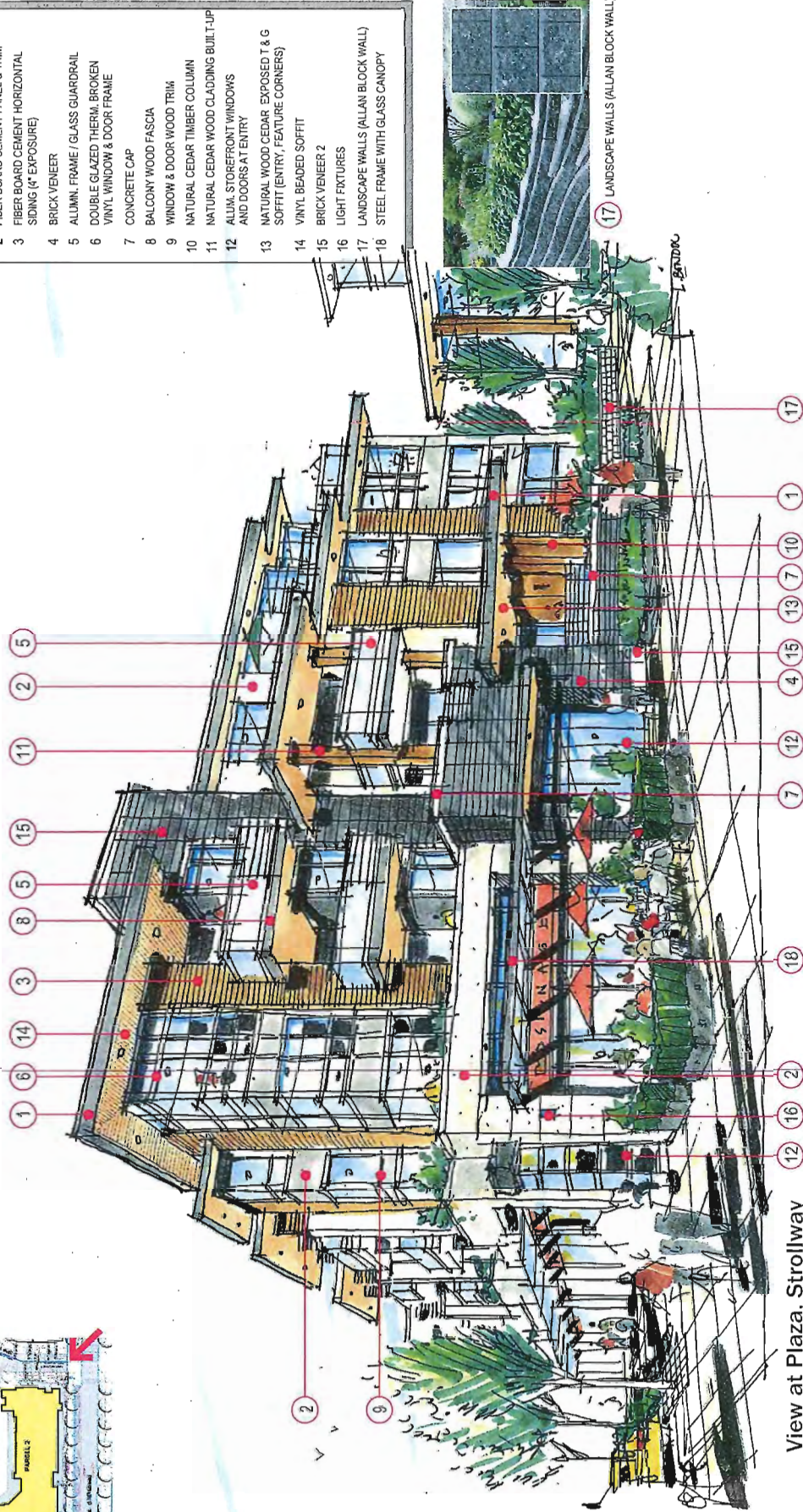
View at Plaza, Strollway

Keyplan



ILLUSTRATIVE
MATERIAL LEGEND

- 1 ROOF FASCIA (WOOD)
- 2 FIBER BOARD CEMENT PANEL & TRIM
- 3 FIBER BOARD CEMENT HORIZONTAL SIDING (4" EXPOSURE)
- 4 BRICK VENEER
- 5 ALUMN. FRAME / GLASS GUARDRAIL
- 6 DOUBLE GLAZED THERM. BROKEN VINYL WINDOW & DOOR FRAME
- 7 CONCRETE CAP
- 8 BALCONY WOOD FASCIA
- 9 WINDOW & DOOR WOOD TRIM
- 10 NATURAL CEDAR TIMBER COLUMN
- 11 NATURAL CEDAR WOOD CLADDING BUILT-UP
- 12 ALUM. STOREFRONT WINDOWS AND DOORS AT ENTRY
- 13 NATURAL WOOD CEDAR EXPOSED T & G SOFFIT (ENTRY, FEATURE CORNERS)
- 14 VINYL BEADED SOFFIT
- 15 BRICK VENEER 2
- 16 LIGHT FIXTURES
- 17 LANDSCAPE WALLS (ALLAN BLOCK WALL)
- 18 STEEL FRAME WITH GLASS CANOPY



View at Plaza, Strollway

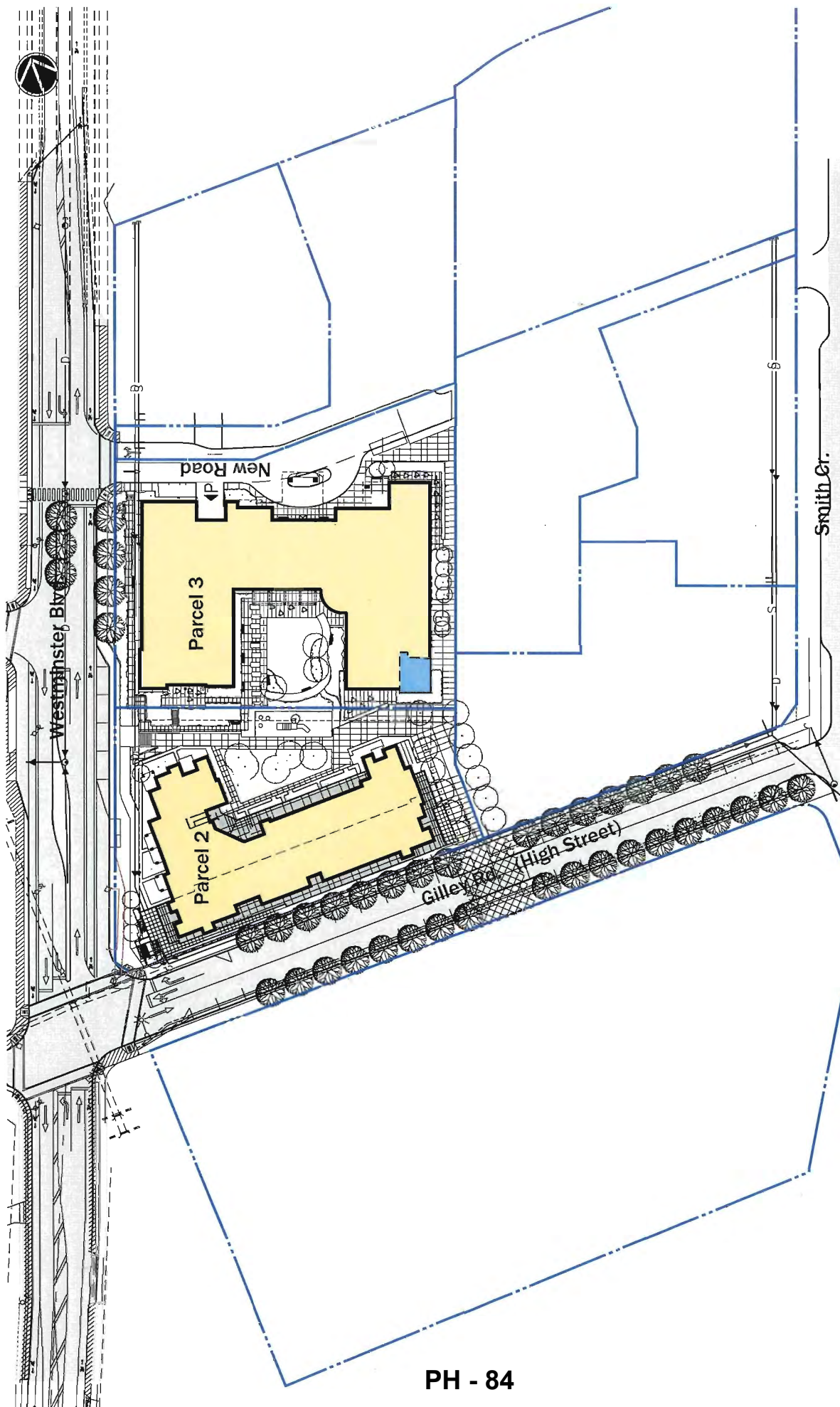
Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
MATERIAL LEGEND
Rezoning 4th Submission - 20 May 2015

ORIS

DATABASE:
PROJECT NO: 1330
PLOT DATE: 20 MAY 2015
SCALE:
3.1



PH - 84

Rositch Hemphill Architects
 120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
 T 604.689.6002 F 604.689.1091 www.rositchhempill.ca

PROJECT:
Parcel 2, Mixed-Use
 Hamilton Lands, Richmond, BC

DRAWING TITLE:
Siteplan Overall (Road UltimateDRAFT)
 Rezoning 4th Submission - 26 May 2015



DATABASE:
 PROJECT NO:
 PLOT DATE:
 SCALE:

1330
 29 JUNE 2015
 1" = 70'-0"

4



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

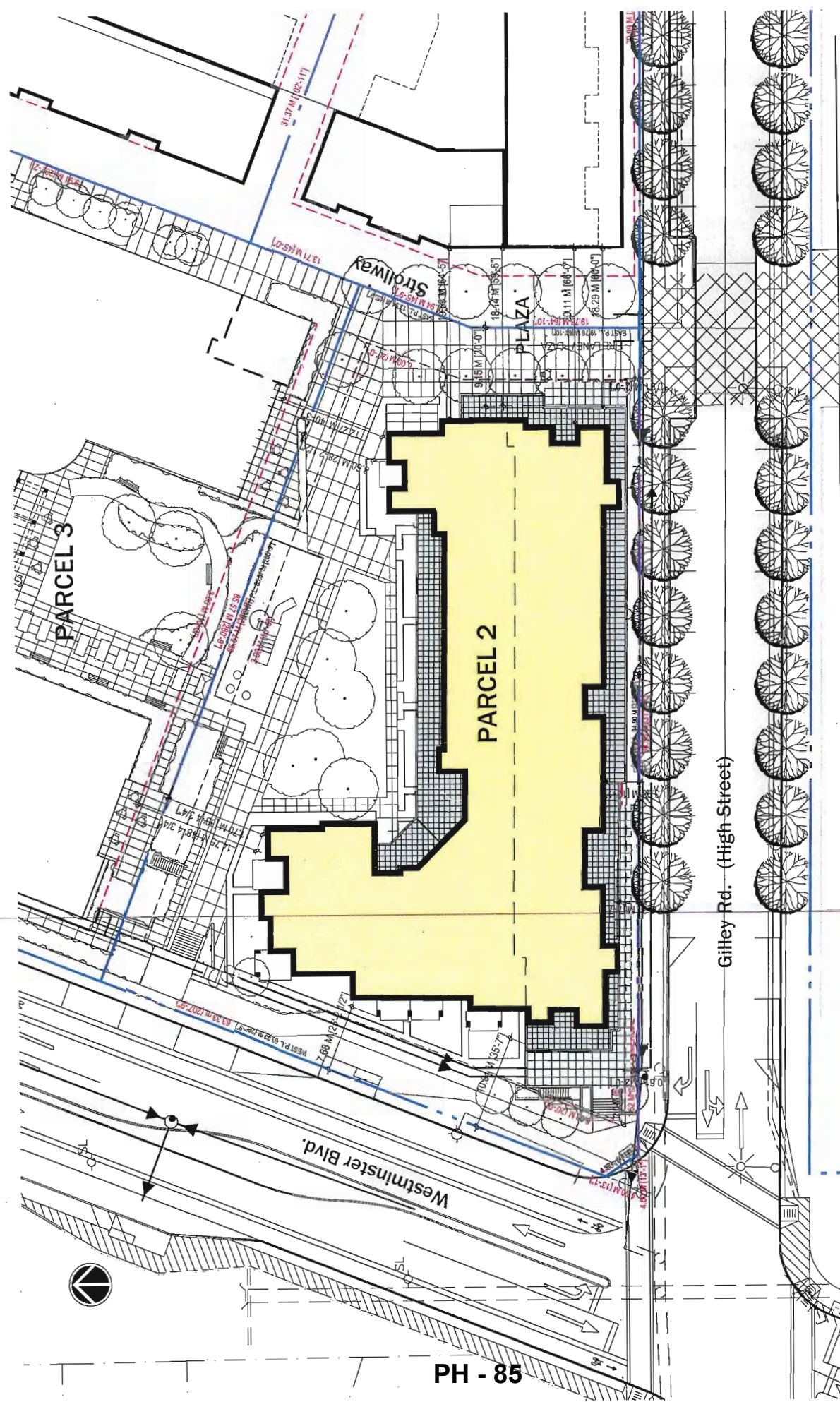
PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

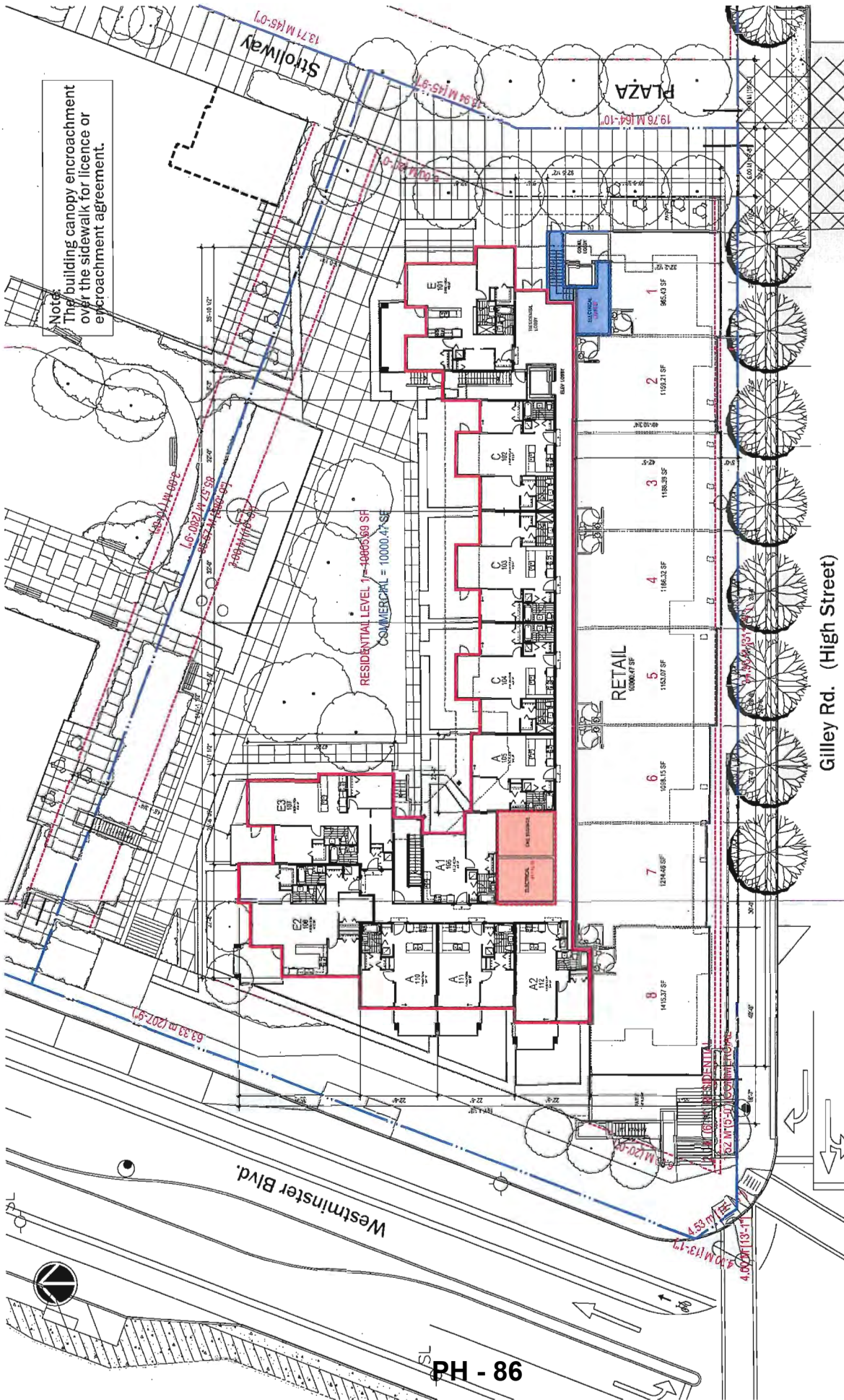
DRAWING TITLE:
Siteplan (Road Ultimate DRAFT)
Rezoning 4th Submission - 20 May 2015



DATABASE: 1330
PROJECT NO: 20 MAY 2015
PLOT DATE: 1/32" = 1'-0"
SCALE:

5





PH - 86



Rositch Hemphill Architects
 420 Powell Street, Unit 10 Vancouver, BC Canada V6A 1C1
 t 604.669.6002 f 604.669.1091 www.rharchitects.ca

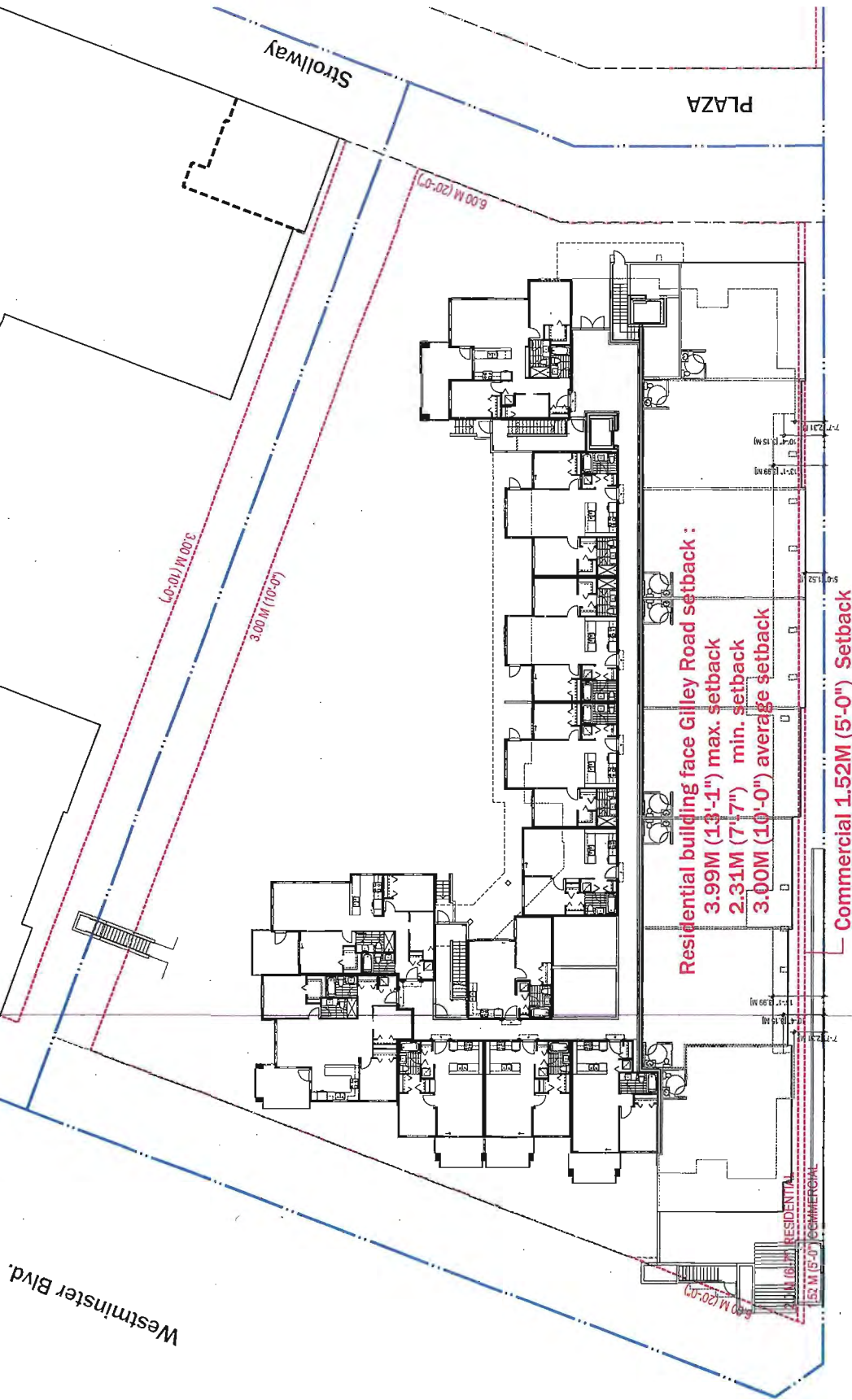
PROJECT:
Parcel 2, Mixed-Use
 Hamilton Lands, Richmond, BC

DRAWING TITLE:
Level 1 - 11 units
 Rezoning 4th Submission - 20 May 2015



DATABASE: 1330-A3.0
PROJECT NO.: 1330
PLOT DATE: 20 MAY 2015
SCALE: 1" = 25'-0"

6



PH - 87



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

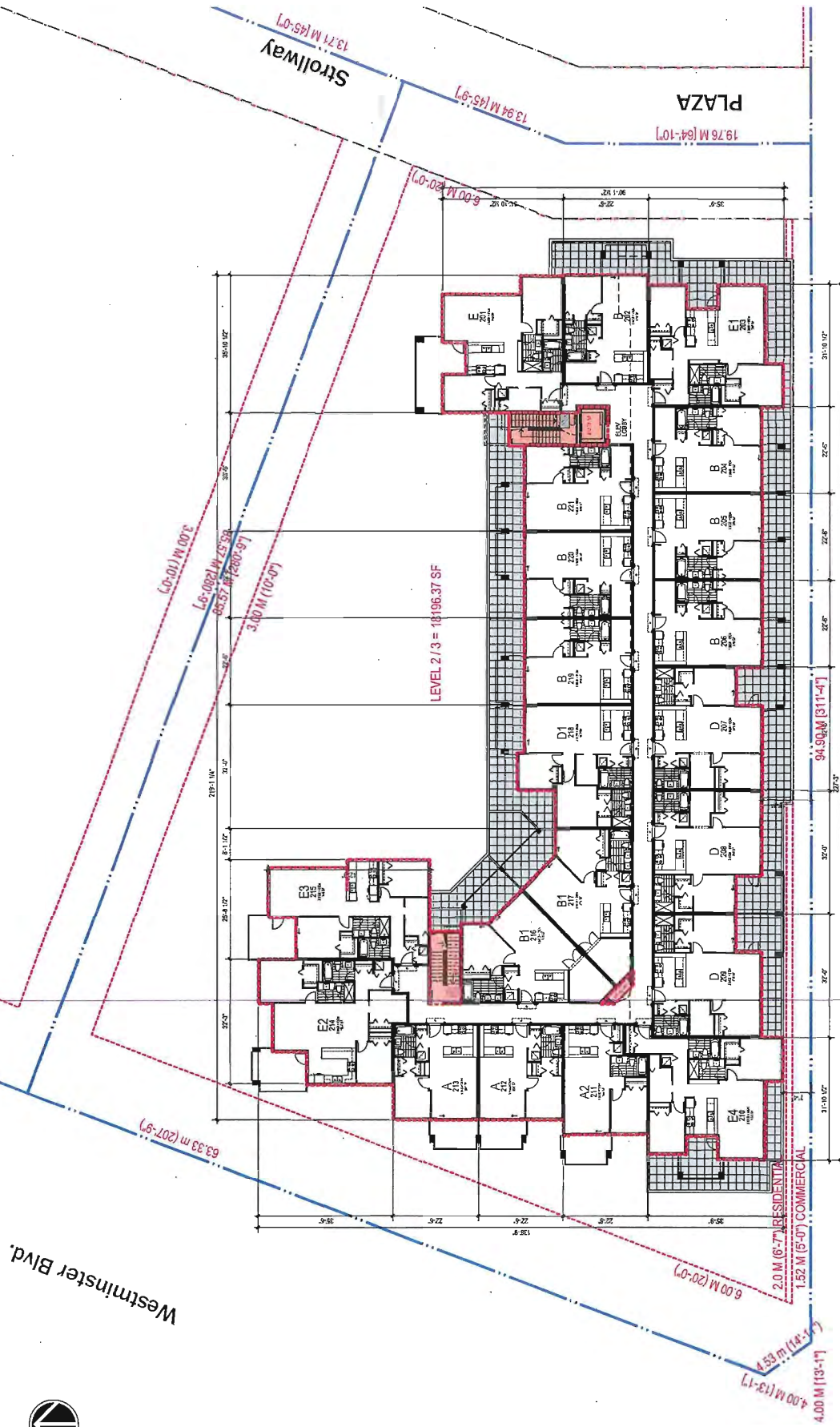
DRAWING TITLE:
Level 1 Setbacks
Rezoning 4th Submission - 20 May 2015

Setbacks



DATABASE: 1330-A3.0
PROJECT NO: 1330
PLOT DATE: 20 MAY 2015
SCALE: 1" = 25'-0"

6.1



PH - 88



Rositch Hemphill Architects
1220 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.6002 f 604.669.1091 www.rharchitects.ca

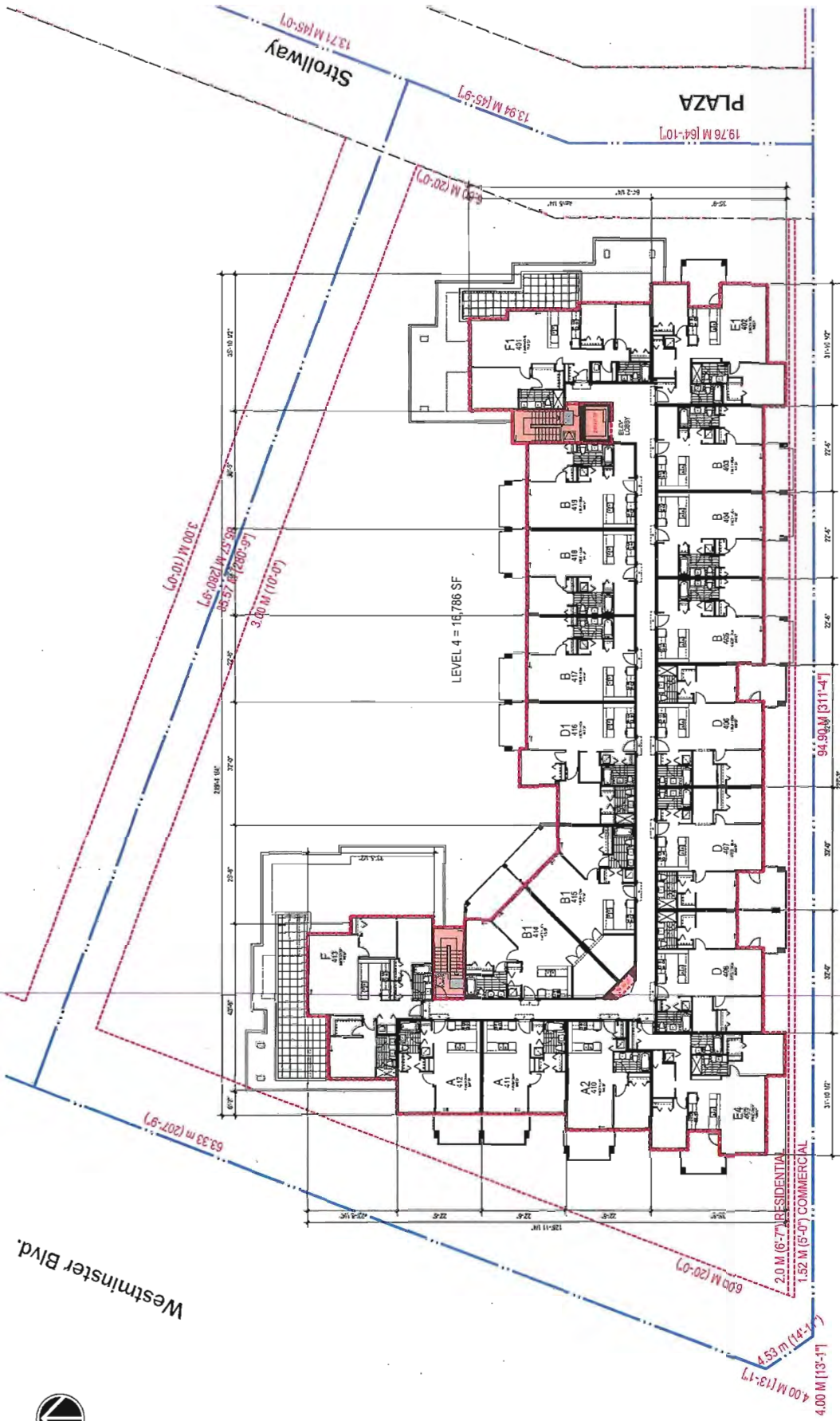
PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Level 2 / 3 21 units/floor
Rezoning 4th Submission - 20 May 2015



DATABASE: 1330CA3.0
PROJECT NO: 1330
PLOT DATE: 20 MAY 2015
SCALE: 1" = 25'-0"

7



PH - 89

Gilley Rd. (High Street)

RHA
Rositch Hemphill Architects
420 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.6002 1 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Level 4 - 19 units
Rezoning 4th Submission - 20 May 2015

ORIS

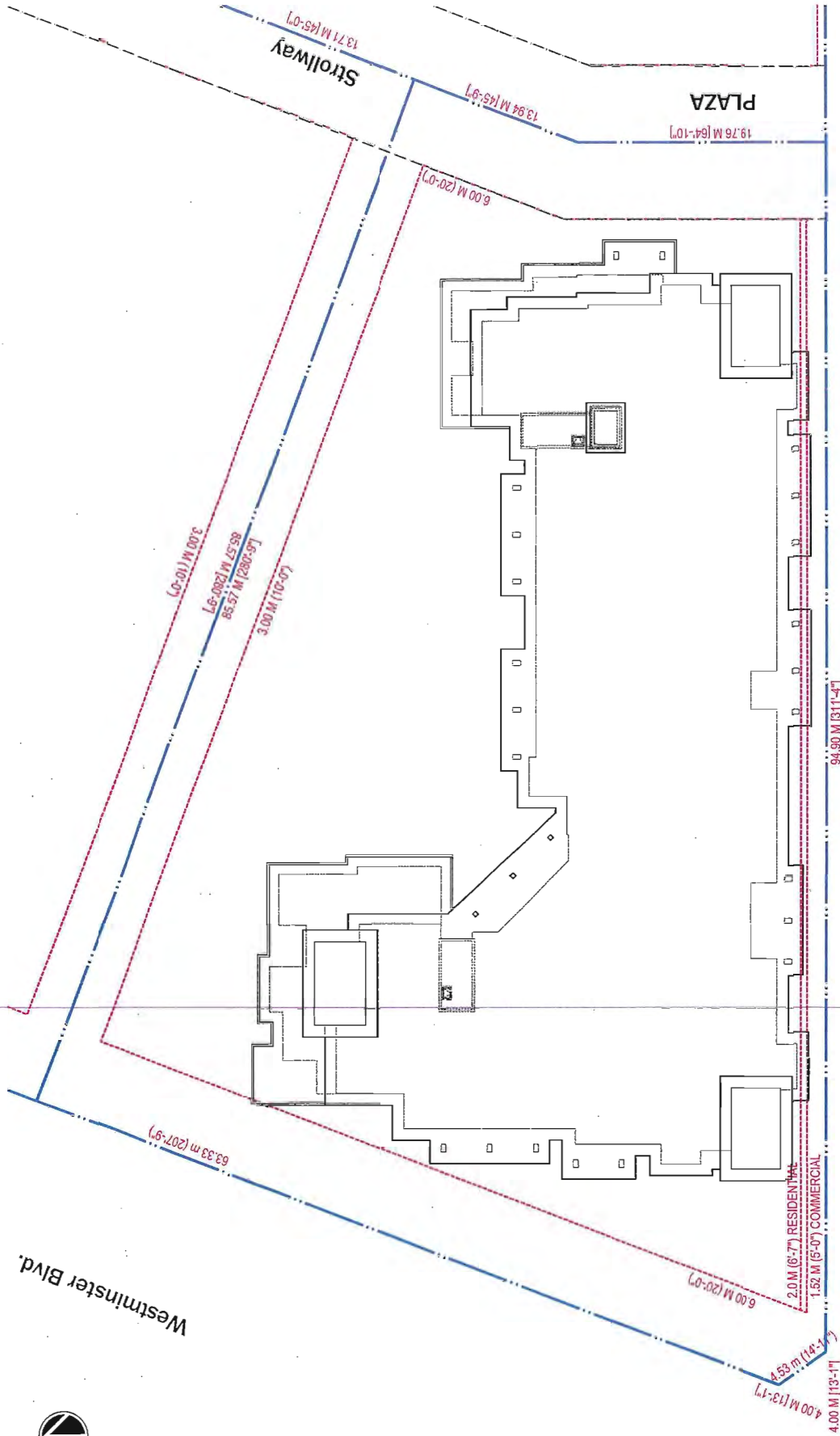
DATABASE: 1330-43.0
PROJECT NO: 1330
PLOT DATE: 20 MAY 2015
SCALE: 1" = 25'-0"

8



Westminster Blvd.

PH - 90



Gilley Rd. (High Street)

RHA
Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.693.6002 f 604.693.1051 www.rharchitects.ca

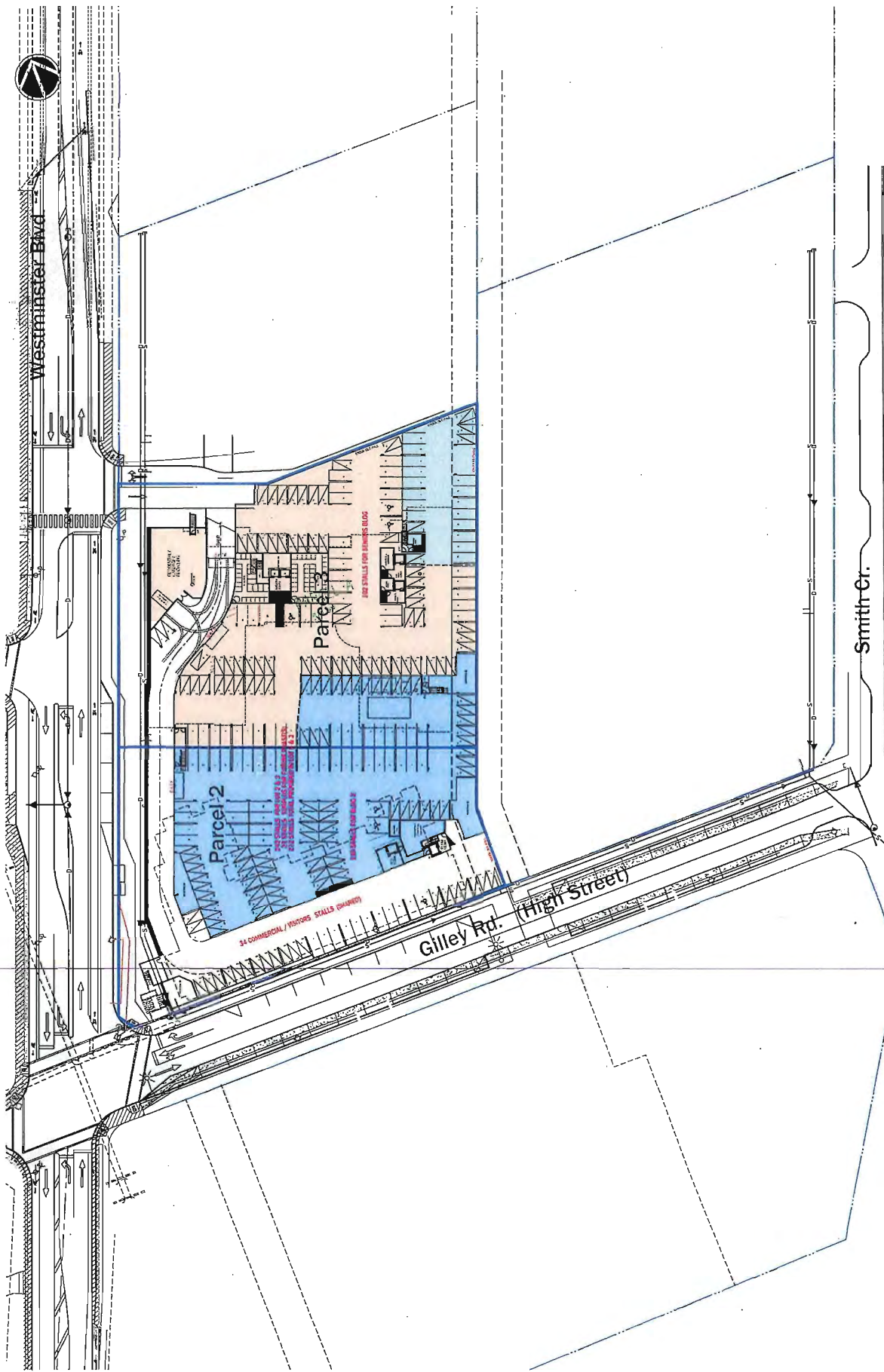
PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Roof Plan
Rezoning 4th Submission - 20 May 2015



DATABASE: 13304330
PROJECT NO: 1330
PLOT DATE: 20 MAY 2015
SCALE: 1" = 25'-0"

9



PH - 91



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:

Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:

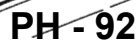
Parkade Overall
Rezoning 4th Submission - 26 May 2015



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

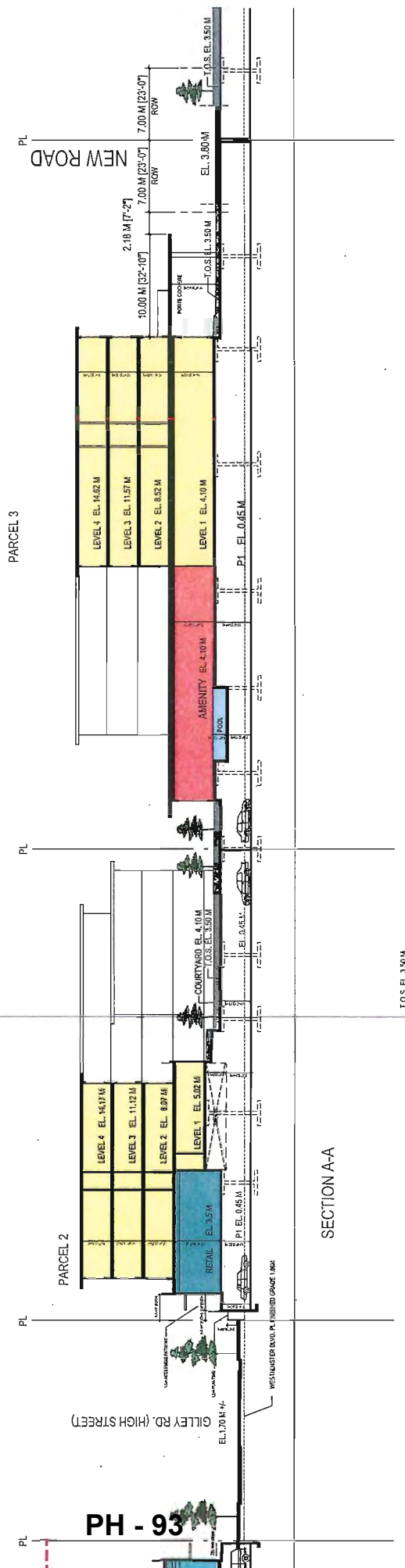
1336
29 JUNE 2015
1" = 70'-0"

10





Keyplan



SECTION A-A

F.O.S. EL. 3.50 M4

Rositch Hemphill Architects
1120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT: **Parcel 2, Mixed-Use**
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Cross Section
Rezoning 4th Submission - 20 May 2015

ORIS

DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

12

1330
20 MAY 2015
1" = 30'-0"



The site plan for Parcel 2 is oriented with Gilley Rd. (High Street) running vertically along the left side. The plan shows a large building footprint with four levels: Level 4 (EL. 14.17 M), Level 3 (EL. 11.12 M), Level 2 (EL. 8.07 M), and Level 1 (EL. 5.02 M). A retail section on Level 2 is specifically labeled 'RETAIL EL. 3.50 M'. To the right of the building is a parking area with several vehicle symbols and landscaping. The plan also shows a 'PL' (Public Lot) area at the top, a 'WESTMINSTER BLV' at the bottom, and a 'HIGH STREET' running horizontally across the middle. Various elevation points and dimensions are marked throughout the plan.

SECTION 3

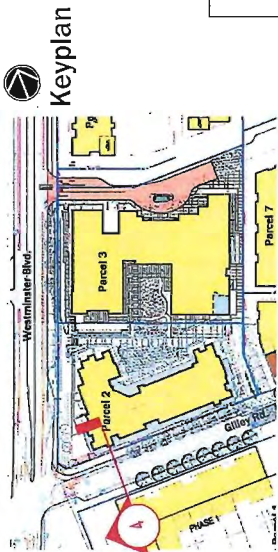
AHL

DRAWING TITLE:
Cross Section

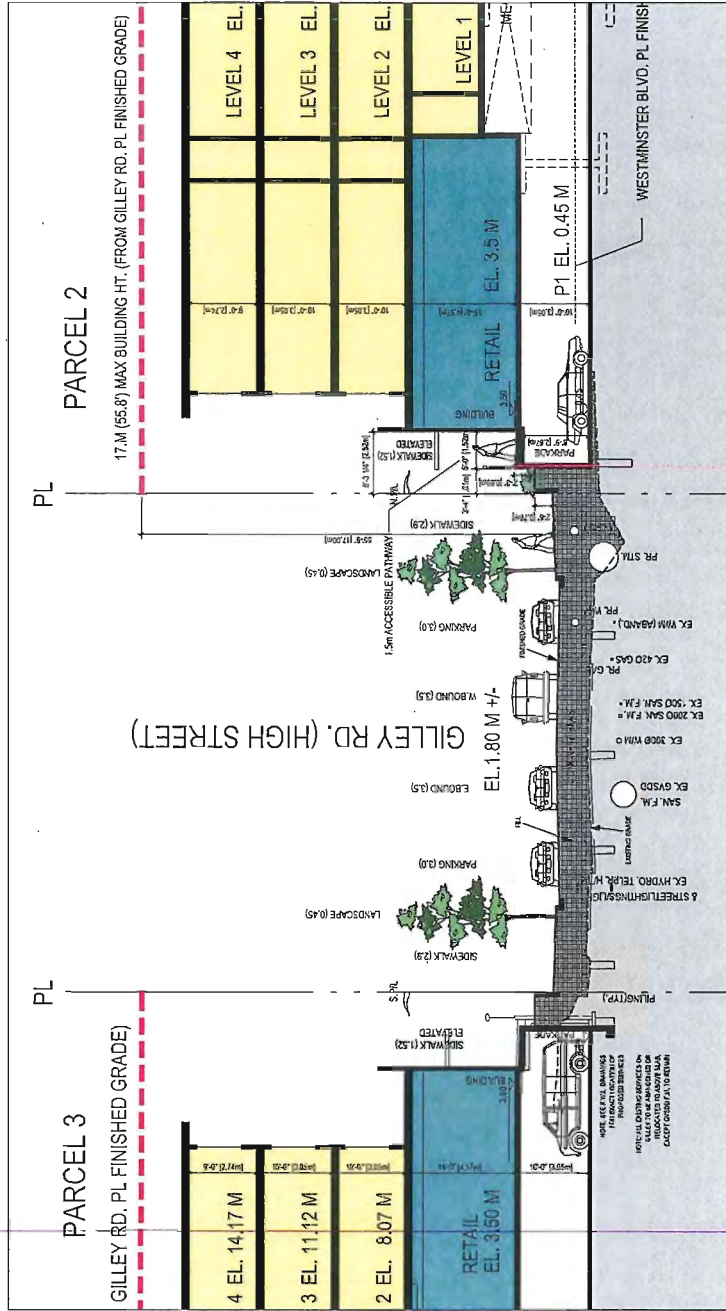
DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

ORIS

1330
01 JUNE 2015
1/16" - 1/0"



PH - 95



PROJECT: Rositch Hemphill Architects
 120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
 t 604.669.6002 f 604.669.1091 www.rharchitects.ca

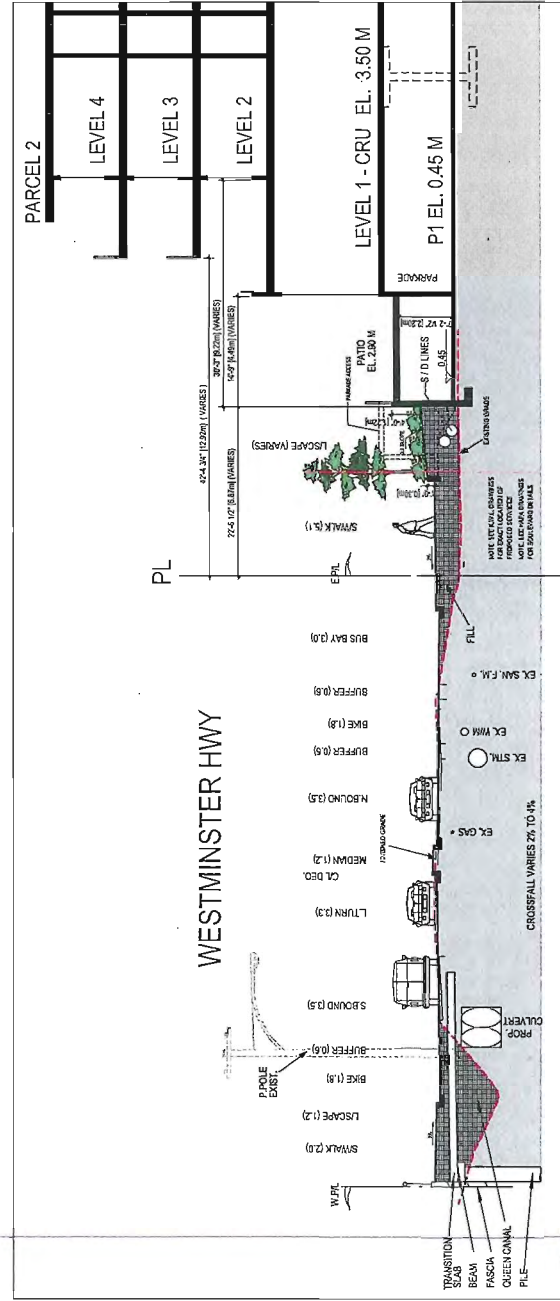
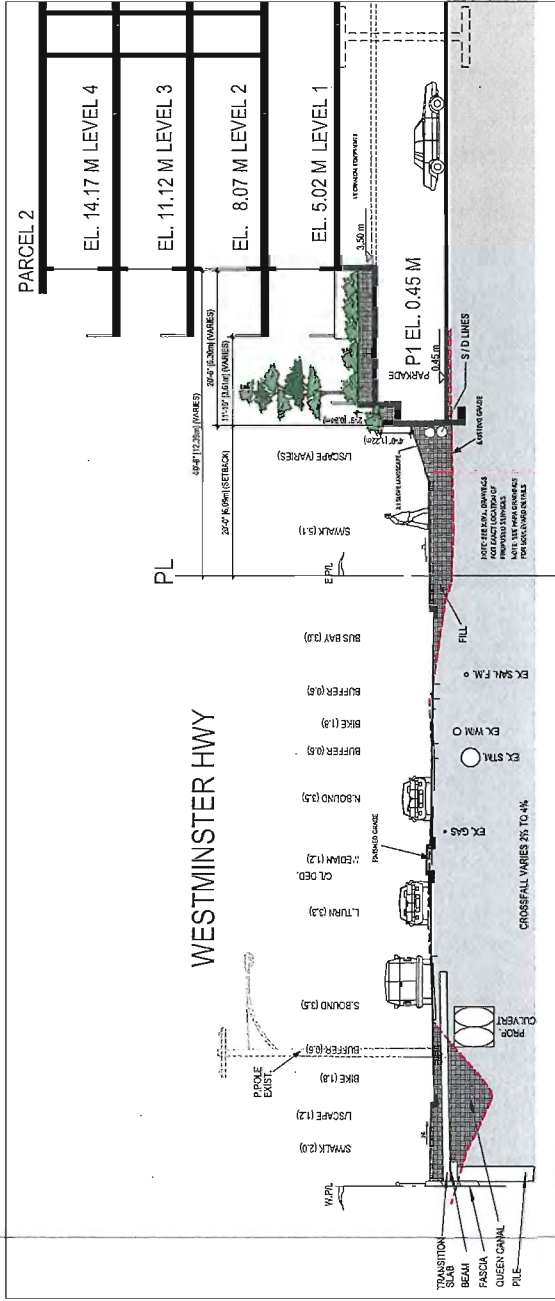
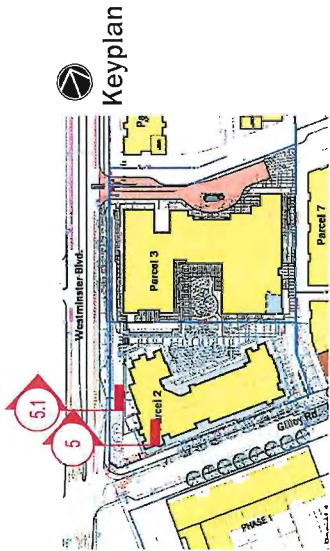
PROJECT: Parcel 2, Mixed-Use
 Hamilton Lands, Richmond, BC

DRAWING TITLE: Cross Section

ORIS

DATABASE: 1390
 PROJECT NO: 01 JUNE 2015
 PLOT DATE: 1/16" = 1'-0"

12.2



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

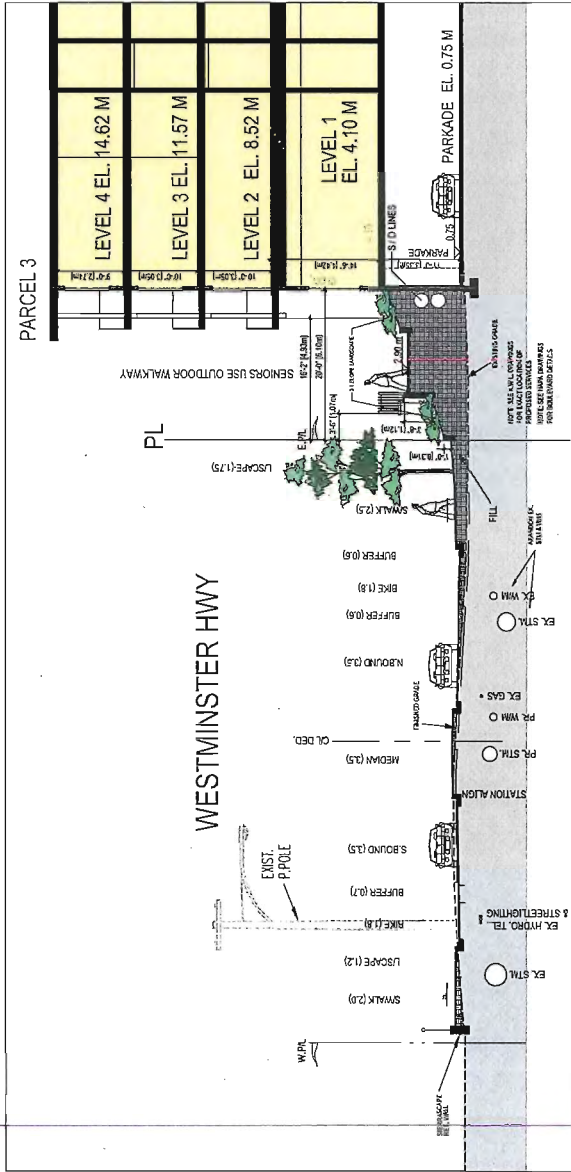
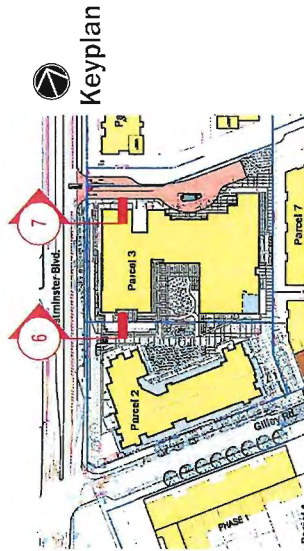
DRAWING TITLE:
Cross Section



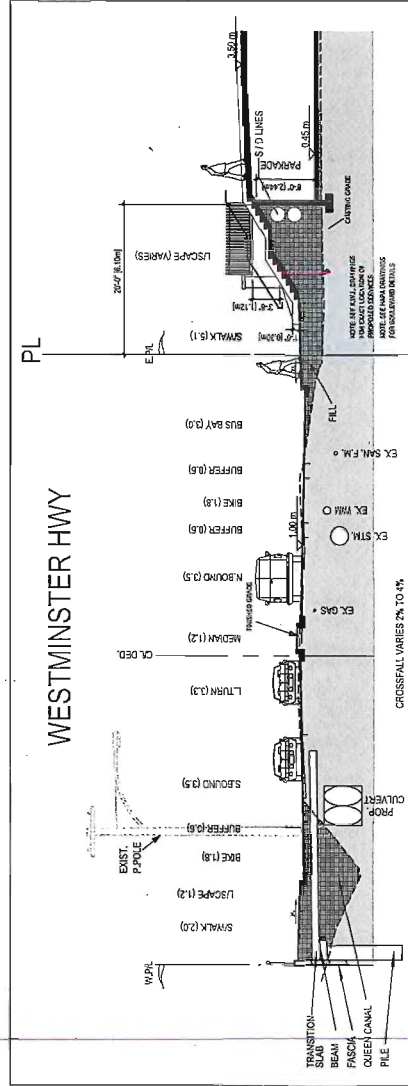
DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

1330
01 JUNE 2015
1/16" = 1'-0"





SECTION 7



SECTION 6



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Cross Sections



DATABASE: 1330
PROJECT NO: 1330
PLOT DATE: 01 JUNE 2015
SCALE: 1/16" = 1'-0"

12.4



21 Dec 9 am



21 Dec 12 noon



21 Dec 3 pm



21 March 9 am



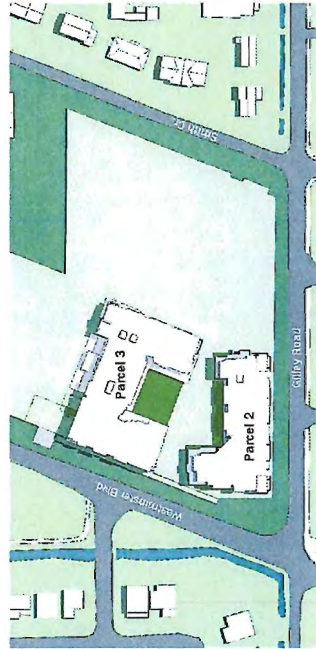
21 March 12 noon



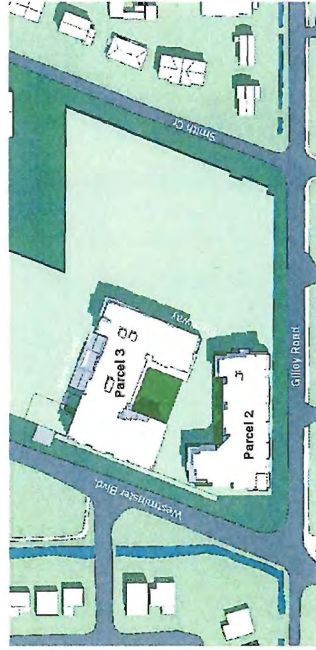
21 March 3 pm



21 June 9 am



21 June 12 noon



21 June 3 pm

PH - 98



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.8002 1 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

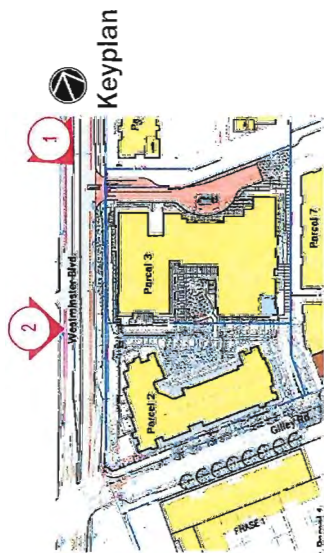
DRAWING TITLE:
Shadow Diagram
Rezoning 4th Submission - 26 May 2015



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

SKETCH
1330
30 JUNE 2015

13



Keyplan

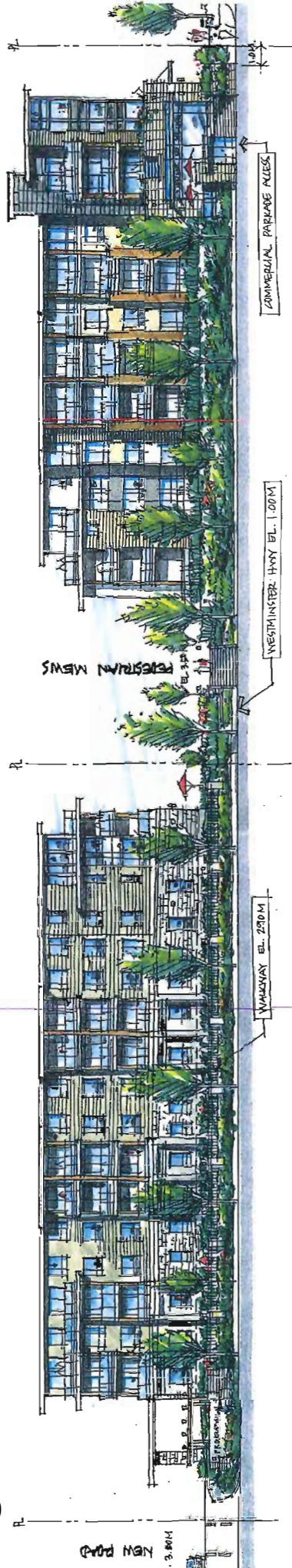


1. Progress 3d Massing - View at New Road and Westminister Hwy.

PARCEL 3

PARCEL 2

PH - 99



2. Westminister Highway - Elevations

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.8002 1 604.669.1091 www.rharchitects.ca



PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

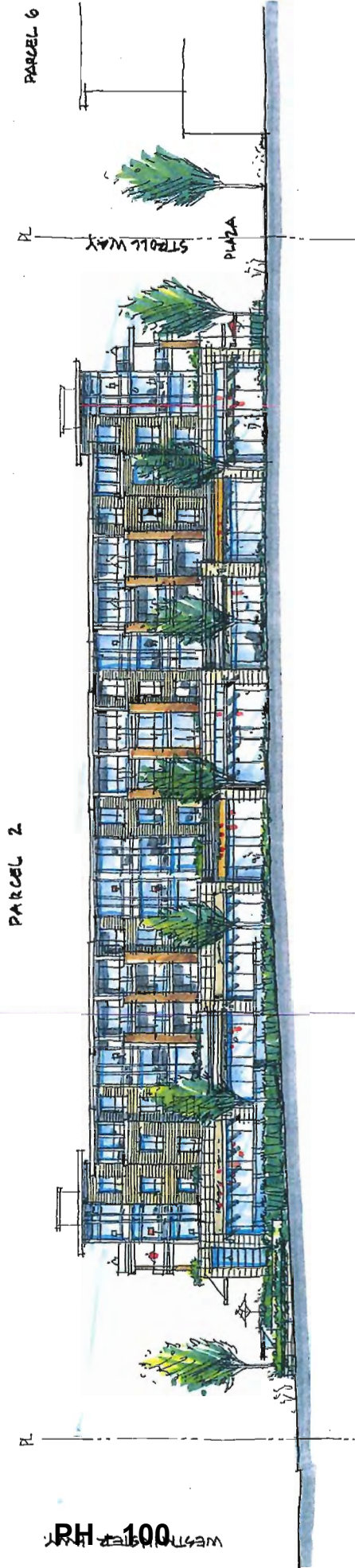
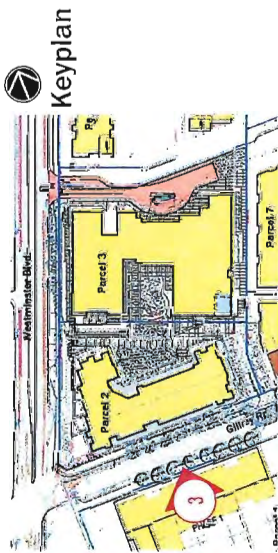
DRAWING TITLE:
Streetscape



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

SKETCH
1330
01 JUNE 2015
1" = 25'-0"

14



3. Gilley Road - Elevations



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Parcel 2, Mixed-Use
Hamilton Lands, Richmond, BC

DRAWING TITLE:
Streetscape



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

SKETCH
1330
01 JUNE 2015
1" = 25'-0"

Parcel 3 - Seniors Building

Client: Oris Consulting / NCL

| | | | | | | |
|---------------------------------------------------------------|------------|-------------|---------|---------|--------|-------|
| DENSITY | Ha. | Acres | Sq. Ft. | Sq. Ft. | F.A.R. | UPA |
| GROSS SITE AREA | 0.578 | 1.429 | 62,248 | 5,783 | 1.50 | 90.97 |
| NUMBER OF UNITS | 130 | | | | | |
| GROSS FLOOR AREA (For FAR) | 93,504 | Sq. Ft. | | | | |
| FAR | 1.50 | | | | | |
| PROPOSED ZONING | | | | | | |
| LOT COVERAGE PROVIDED : | 55% | | | | | |
| REQUIRED PARKING : | 102 | | | | | |
| PROVIDED PARKING : | 102 | | | | | |
| AMENITY REQUIREMENTS: | | | | | | |
| Required Amenity (0.01 % of Total Residential GFA) | 1,085 | Sq. Ft. | | | | |
| Provided Indoor Amenity (in the Seniors Program) | 7,599 | Sq. Ft. | | | | |
| BIKE SPACES REQUIRED : Class 1, 0.27/100m ² of FAR | 58 | Bike Spaces | | | | |
| BIKE SPACES PROVIDED : | 4 | Storey | | | | |
| BUILDING HEIGHT : PERMITTED | 4 | Storey | | | | |
| BUILDING HEIGHT : PROPOSED | | | | | | |
| PROPOSED MIN. SETBACKS : | | | | | | |
| | SOUTH P.L. | 10.00 FT | | | | |
| | EAST P.L. | 20.00 FT | | | | |
| | NORTH P.L. | 36.10 FT | | | | |
| | WEST P.L. | 20.00 FT | | | | |

PH - 101

Parcel 2 & 3 Parking Stats

| Type | No. of Units | By-law Rate | Stall Required | Stall Provided | Surplus |
|-------------------------------|--------------|----------------------------------------|----------------|----------------|---------------|
| Parcel 2 | | | | | |
| Residential | 73 | 1.5 | 110 | 110 | |
| Res. Visitors | 73 | 0.2 | 15 | -15 (shared) | |
| Commercial | 832 sq.m. | 3/100sq.m. - 350 sq.m. then 4/100sq.m. | 30 | 34 | |
| Parcel 2 Total | | | 140 | 144 | |
| Parcel 3 | | | | | |
| Market | 30 | 1.5 | 45 | 45 | |
| Res. Visitors | 30 | 0.2 | 3 | 3 | |
| Memory Ward /Assisted Living | 100 | 0.3 | 30 | 30 | |
| Staff (estimated 24 staff) | 24 | 24 | 24 | 24 | |
| Parcel 3 Total | | | 102 | 102 | |
| Parcel 2 & 3 Total | | | 242 | 246 | 30 +/- |



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.6002 1 604.669.1091 www.harchitects.ca

Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

DRAWING TITLE:

Project Stats

Rezoning 4th Submission - 20 May 2015



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

1
1331
20 MAY 2015

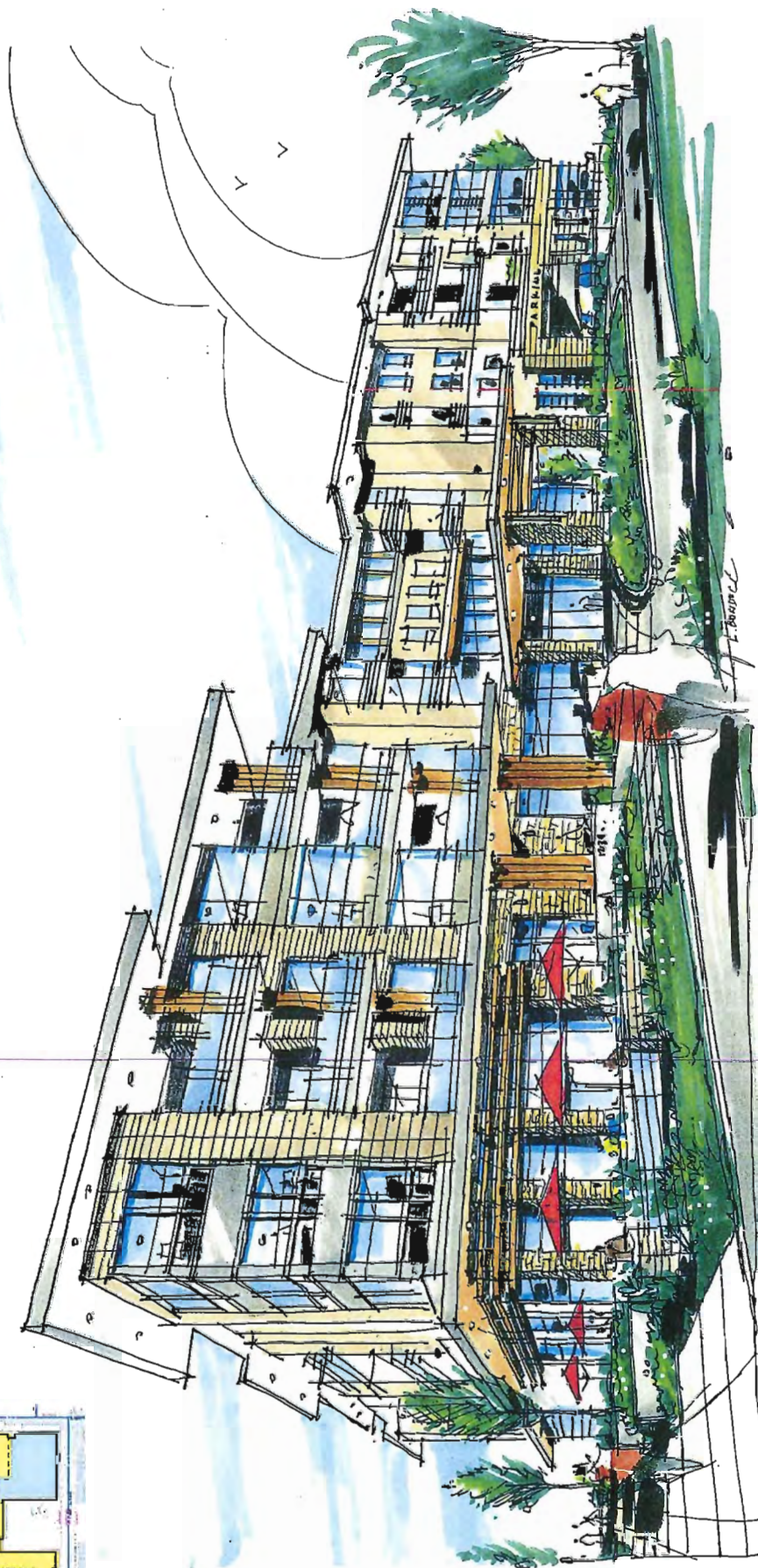
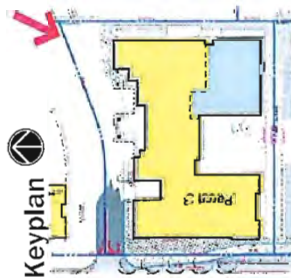
UNIT SUMMARY :

| Unit | Unit Type / Description | Unit Size (sf) | No. of Units | Unit Net Floor Area (sf) | Required Parking | Required Parking | Unit Mix |
|-----------------|-------------------------------------------|----------------|--------------|--------------------------|------------------|-------------------------|------------|
| Unit A seniors | Studio, Independent / Assisted Living | 317 | 3 | 951 | | | 2.3% |
| Unit B seniors | 1 Br, Independent / Assisted Living | 508 | 21 | 10,668 | | | |
| Unit B1 seniors | 1 Br, Independent / Assisted Living | 471 | 6 | 2,826 | | | 1 Bedroom |
| Unit B2 seniors | 1 Br, Independent / Assisted Living | 540 | 2 | 1,080 | | | |
| Unit B3 seniors | 1 Br, Independent / Assisted Living | 511 | 3 | 1,533 | | | |
| Unit B4 seniors | 1 Br, Independent / Assisted Living | 547 | 2 | 1,094 | | | |
| Unit B5 seniors | 1 Br, Independent / Assisted Living | 489 | 3 | 1,467 | | | |
| Unit C seniors | 1 Br + Den, Independent / Assisted Living | 553 | 16 | 8,848 | | | 18ed + Den |
| Unit C1 seniors | 1 Br + Den, Independent / Assisted Living | 550 | 11 | 6,050 | | | |
| Unit C2 seniors | 1 Br + Den, Independent / Assisted Living | 589 | 3 | 1,767 | | | |
| Unit D seniors | 2 Br, Independent / Assisted Living | 664 | 3 | 1,992 | | | |
| Unit D1 seniors | 2 Br, Independent / Assisted Living | 672 | 3 | 2,016 | | | |
| Unit D2 seniors | 2 Br, Independent / Assisted Living | 686 | 3 | 2,058 | | | |
| Unit D3 seniors | 2 Br, Independent / Assisted Living | 594 | 3 | 1,782 | | | 2 Bedroom |
| | | | 82 | 44,132 | | | |
| Unit mA market | 1 Br, Market Seniors Housing | 600 | 18 | 10,800 | | | |
| Unit mA1 market | 1 Br, Market Seniors Housing | 600 | 3 | 1,800 | | | 1 Bedroom |
| Unit mB market | 1 Br, Market Seniors Housing | 687 | 3 | 2,061 | | | |
| Unit mC market | 2 Br, Market Seniors Housing | 844 | 3 | 2,532 | | | 2 Bedroom |
| Unit mC1 market | 2 Br, Market Seniors Housing | 855 | 3 | 2,565 | | | |
| | | | 30 | 19,758 | | | |
| Unit MC seniors | Memory Care Units | 245 | 12 | 2,940 | | | |
| Unit A seniors | Studio, Transition Units | 370 | 1 | 370 | | | Studio |
| Unit B seniors | Semi-1 Bedroom Transition Units | 447 | 5 | 2,235 | | | Studio |
| | | | 18 | 5,545 | | | 1 Bedroom |
| Total | | | 130 | 69,435 | | | |
| | | | | | 75.0 | | |
| | | | | | | 3.0 | |
| | | | | | | 24 Staffs (1 per | |
| | | | | | | Parking Required | |
| | | | | | | 102.0 | |

| PARCEL 3 | Gross Area (sf) Buildable | Parcel 2 Amenity | *FAR Deductions | Net 3.455 Amel | Seniors/Functions | Meck. Elec. Shafts | Total For FAR (\$F) |
|--------------|---------------------------|------------------|-----------------|----------------|-------------------|--------------------|---------------------|
| Ground Floor | 29,255 | 741 | | 5,300 | 482 | | 19,274 |
| 2nd Floor | 26,096 | | | 3,458 | 890 | | 22,907 |
| 3rd Floor | 26,552 | | | | 890 | | 25,662 |
| 4th Floor | 26,552 | | | | 890 | | 25,662 |
| Total | 108,454 | 741 | | 3,458 | 3,152 | | 93,504 |

* FAR Deductions = Amenities, Mechanical, Electrical, Elevator Shaft & entrance Level 2 to 4.

- * 276 stalls are being constructed in parcels 2 and 3
- * 246 stalls are being provided for parcels 2 and 3
- * Commercial and Visitor stalls for Parcels 2 and 3 are shared with the larger requirement prevailing.
- * There will be a surplus of 30 +/- stalls in Parcels 2 and 3 which will be allocated to future phases.



PH - 102

Strollway and New Road - View Looking Southwest



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.689.6002 f 604.689.1091 www.rharchitects.ca

PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

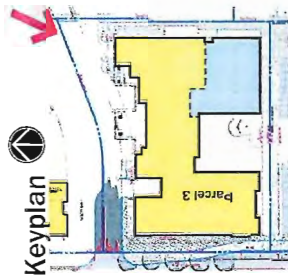
DRAWING TITLE:
Character Sketch
Rezoning 4th Submission - 20 May 2015



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

SKETCH
1331
20 MAY 2015

2



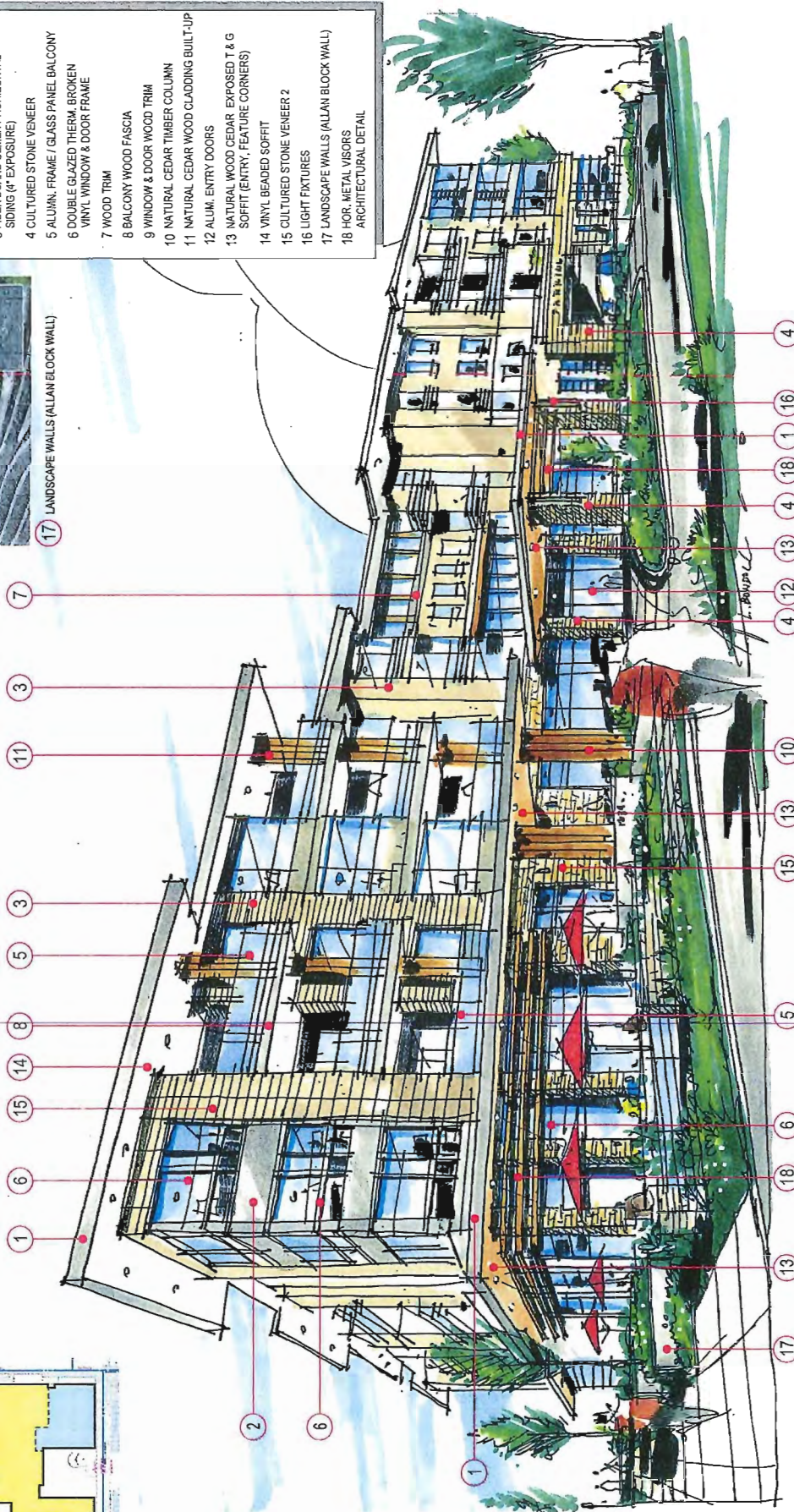
ILLUSTRATIVE

MATERIAL LEGEND

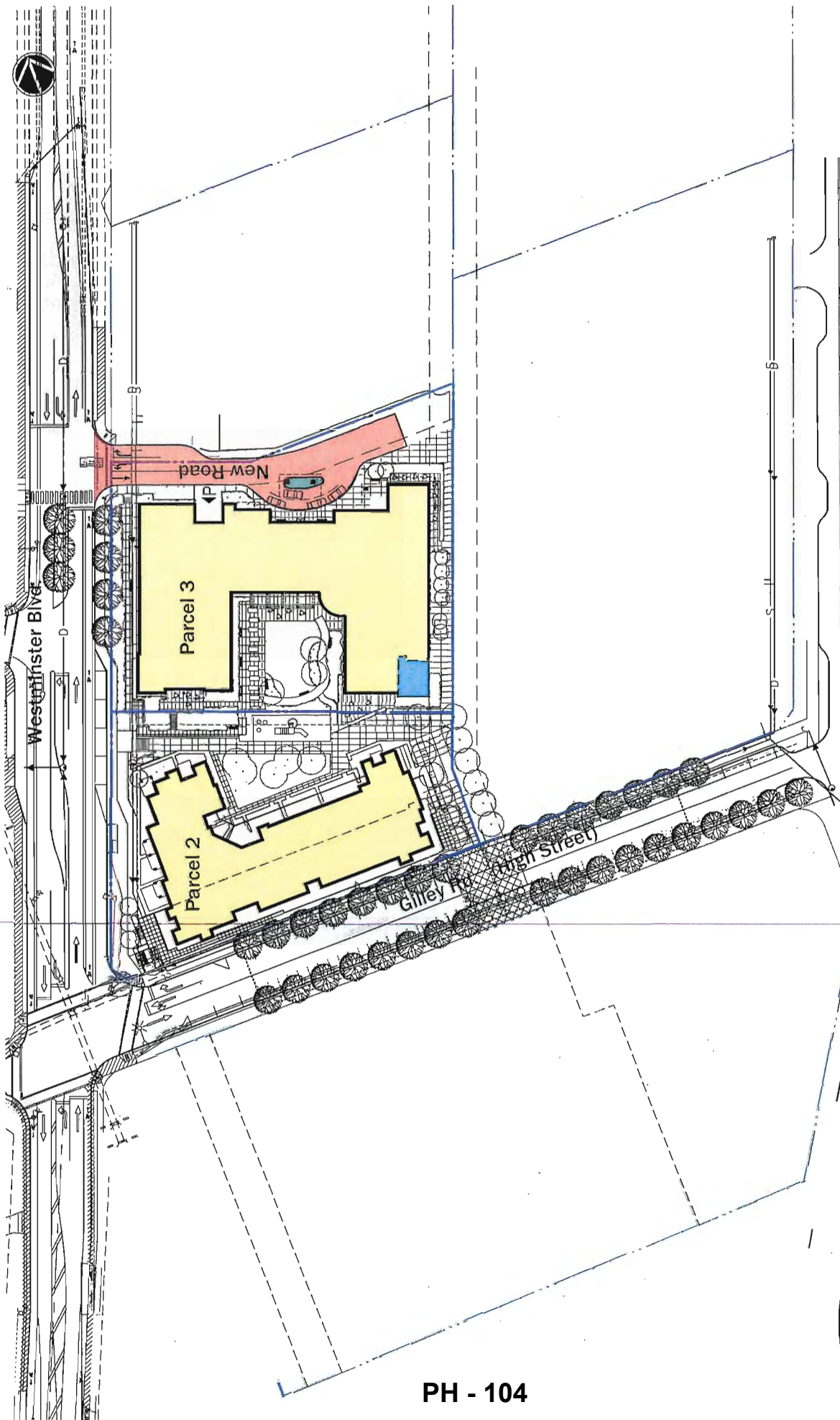
- 1 ROOF FASCIA (WOOD)
- 2 FIBER BOARD CEMENT PANEL & TRIM
- 3 FIBER BOARD CEMENT HORIZONTAL SIDING (4" EXPOSURE)
- 4 CULTURED STONE VENEER
- 5 ALUM. FRAME / GLASS PANEL BALCONY
- 6 DOUBLE GLAZED THERM. BROKEN VINYL WINDOW & DOOR FRAME
- 7 WOOD TRIM
- 8 BALCONY WOOD FASCIA
- 9 WINDOW & DOOR WOOD TRIM
- 10 NATURAL CEDAR TIMBER COLUMN
- 11 NATURAL CEDAR WOOD CLADDING BUILT-UP
- 12 ALUM. ENTRY DOORS
- 13 NATURAL WOOD CEDAR EXPOSED T & G SOFFIT (ENTRY, FEATURE CORNERS)
- 14 VINYL BEADED SOFFIT
- 15 CULTURED STONE VENEER 2
- 16 LIGHT FIXTURES
- 17 LANDSCAPE WALLS (ALLAN BLOCK WALL)
- 18 HOR. METAL VISORS ARCHITECTURAL DETAIL



17 LANDSCAPE WALLS (ALLAN BLOCK WALL)



Strollway and New Road - View Looking Southwest



PH - 104



Rositch Hemphill Architects
 120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
 1 604.669.6002 1 604.669.1091 www.rharchitects.ca

PROJECT:
Seniors Building
 Parcel 3, Hamilton Lands, Richmond, BC

DRAWING TITLE:
Siteplan Overall (Road Ultimate Draft)
 Rezoning 4th Submission



DATABASE:
PROJECT NO: 1331
PLOT DATE: 29 JUNE 2015
SCALE: 1" = 70'-0"

4

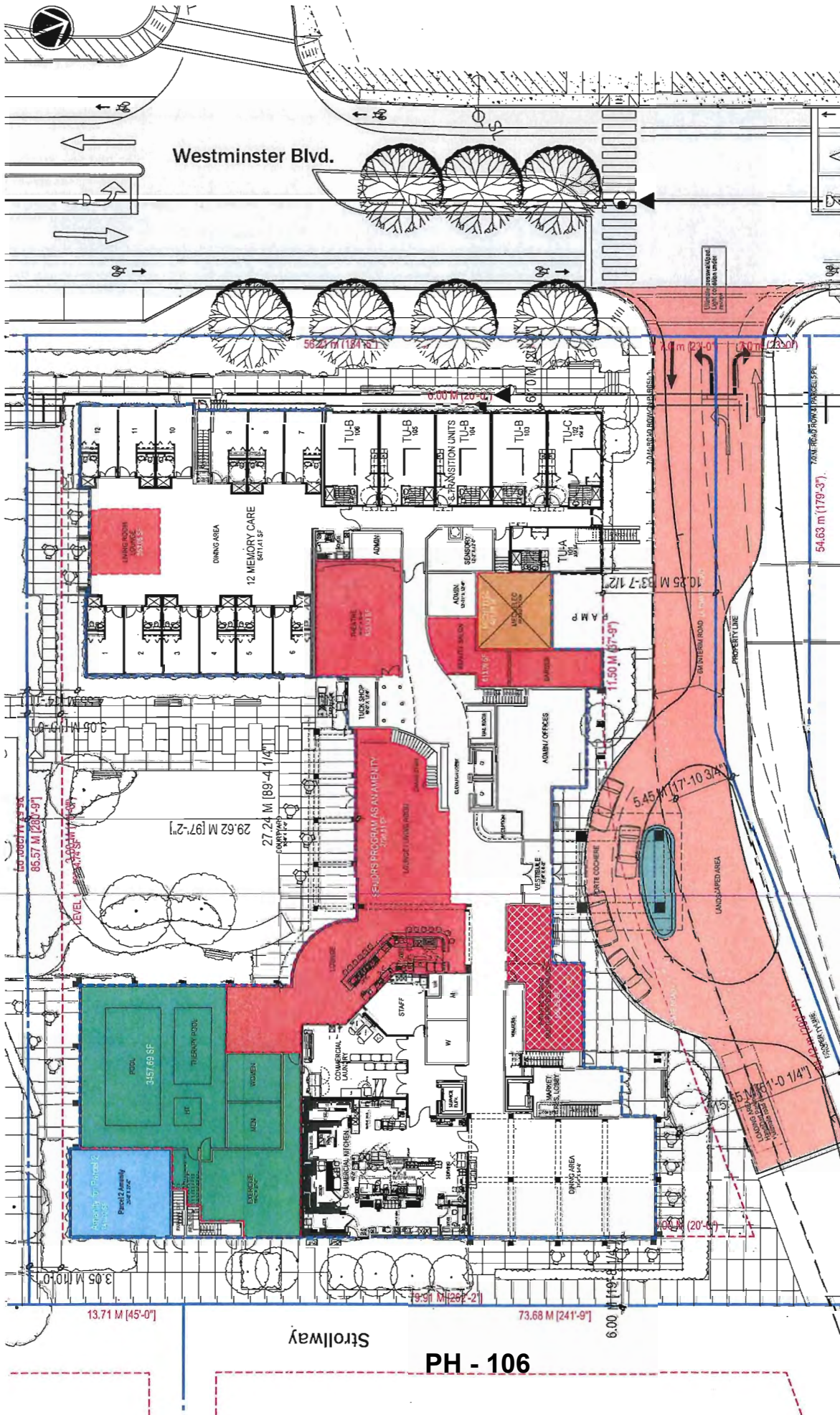




DRAWING TITLE :
Level 1
Rezoning 4th Submission - 20 May 2015

PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.559.6002 f 604.559.1091 www.rharchitects.ca



PH - 106

Westminster Blvd.



PH - 107

6.1
1331
20 MAY 2015
1/16"=1'-0"



DRAWING TITLE:
Level 1 Amenity program allocation diagram
Resoning 4th Submission - 20 May 2015

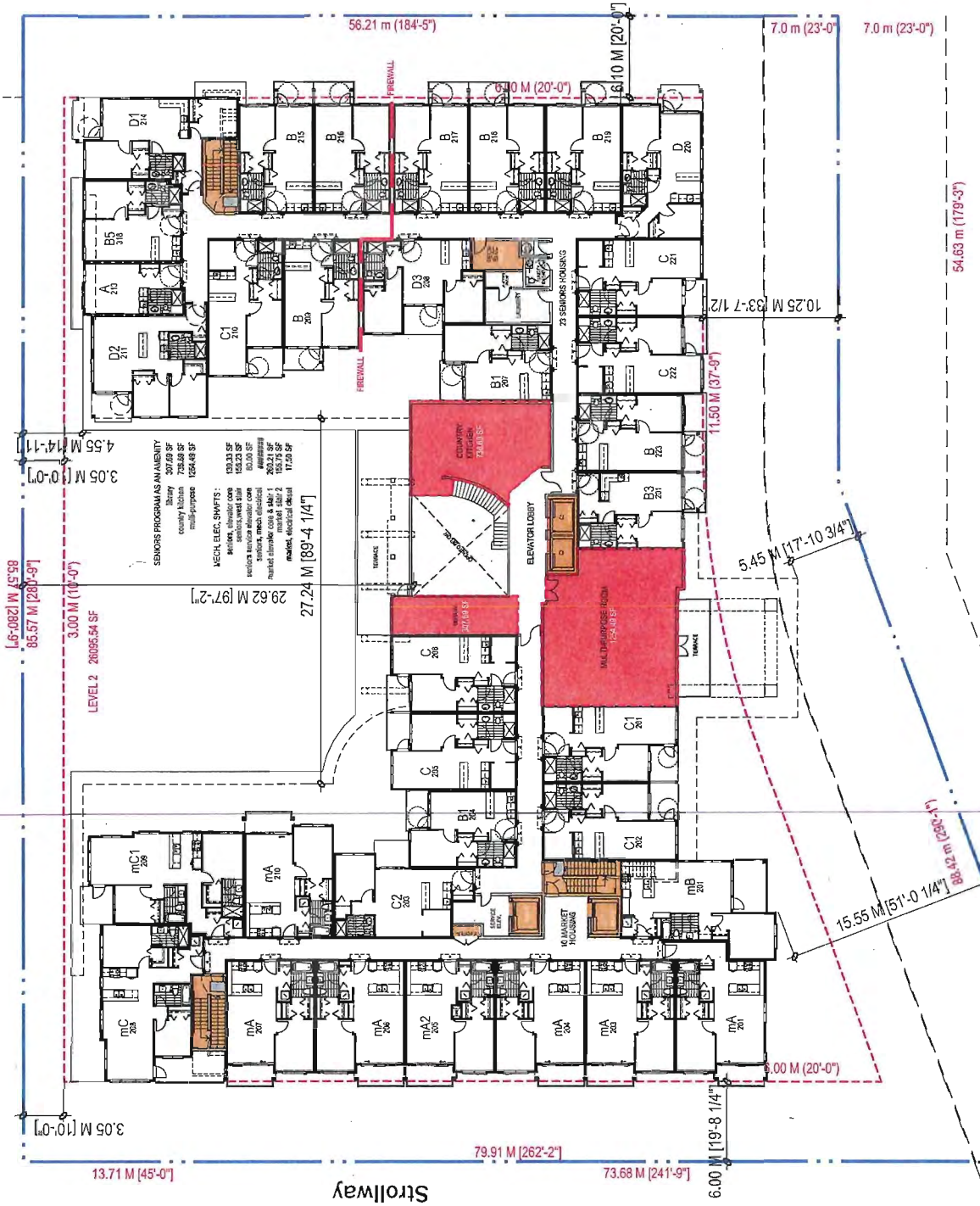
PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

Rositch Hemphill Architects
1220 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.668.6002 f 604.668.1091 www.rharchitects.ca





Westminster Blvd.



PH - 108

1331
20 MAY 2015
1" = 25'-0"



DRAWING TITLE:
Level 2
Rezoning 4th Submission - 20 May 2015

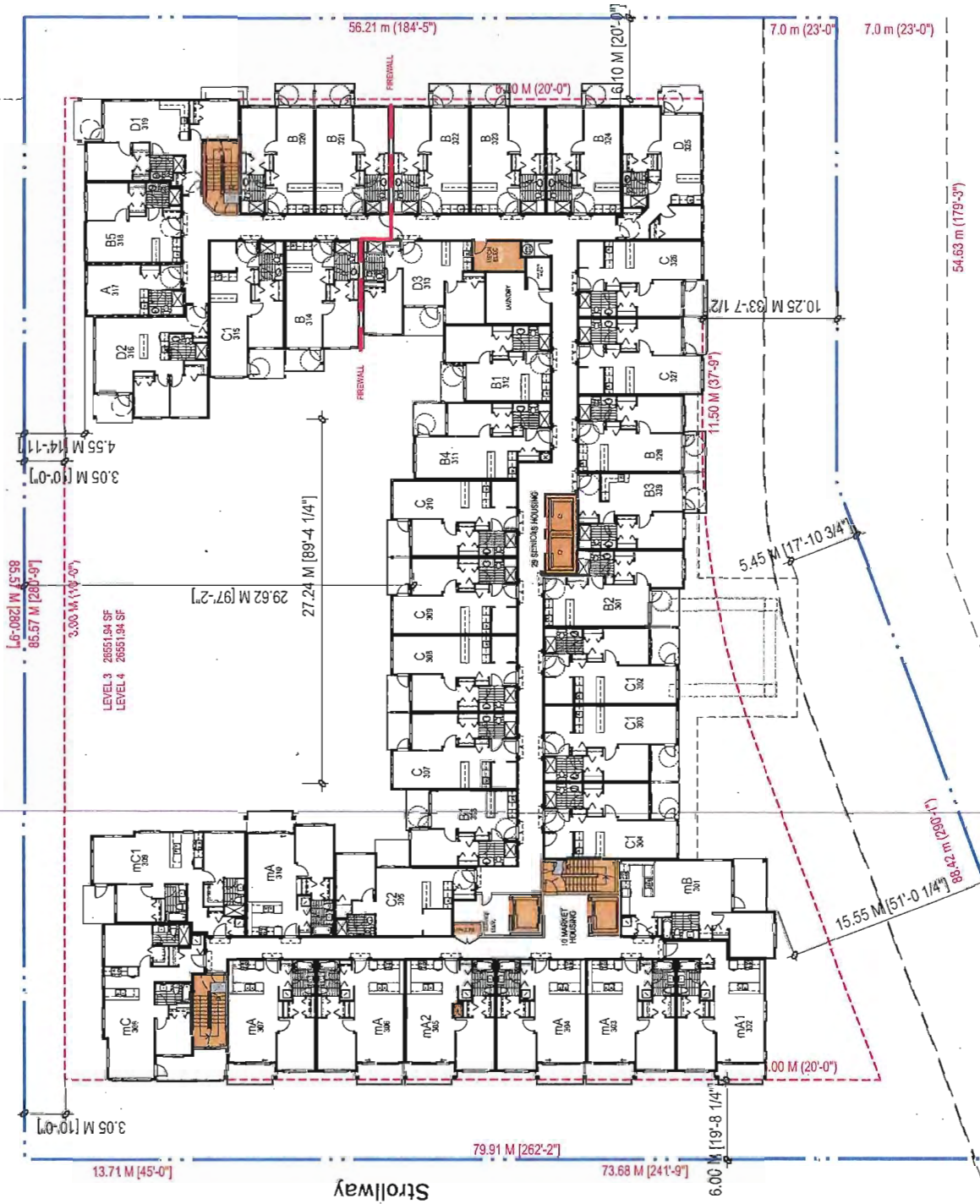
PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca





Westminster Blvd.



PH - 109

8
1331
20 MAY 2015
1" = 25'-0"



DRAWING TITLE:
Level 3 & 4
Rezoning 4th Submission - 20 May 2015

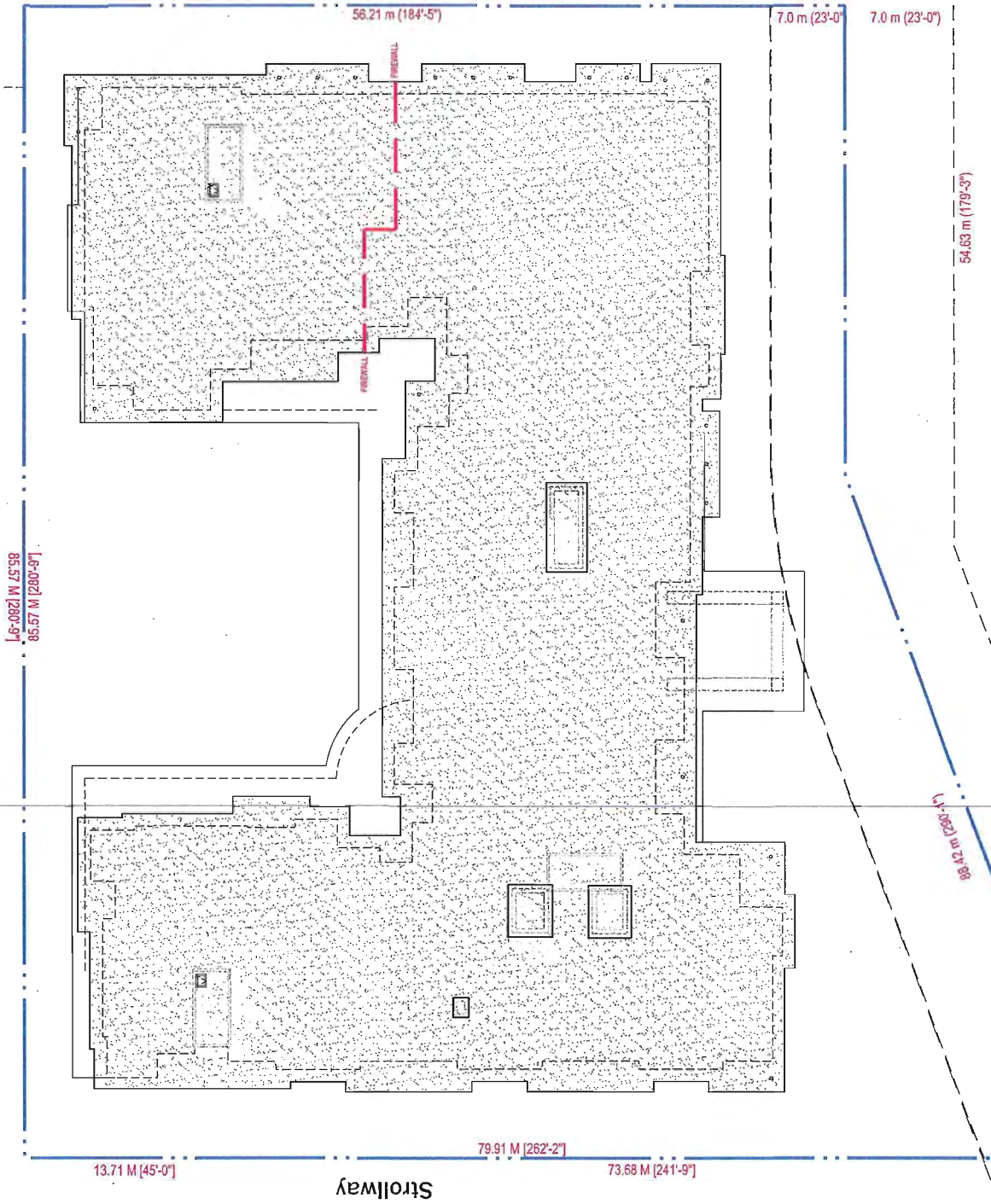
PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca





Westminster Blvd.



Strollway

PH - 110



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

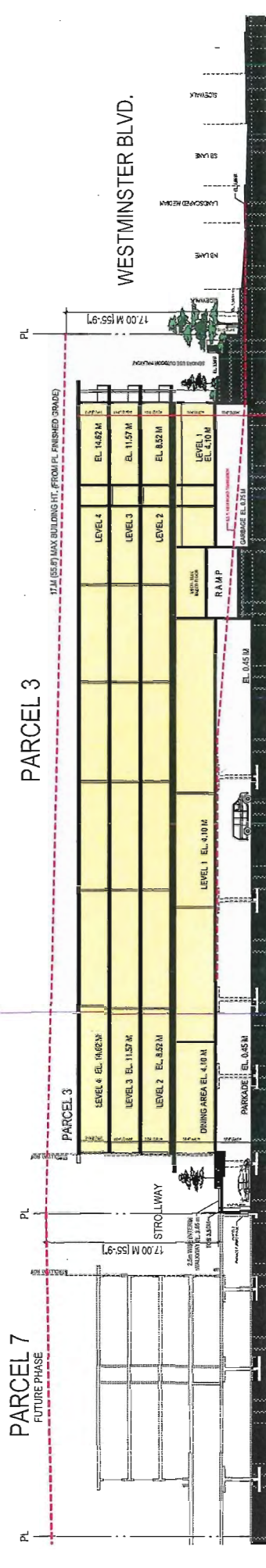
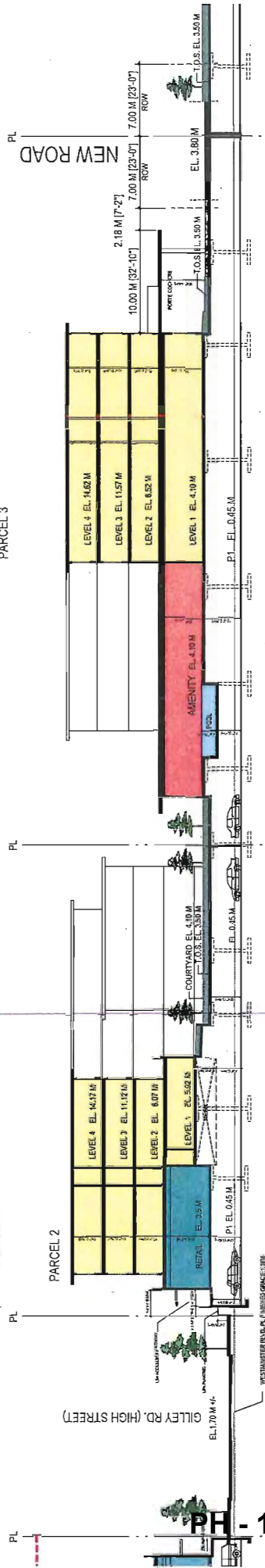
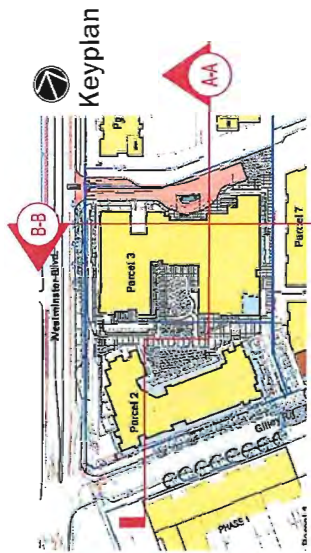
DRAWING TITLE:
Roof Plan
Rezoning 4th Submission - 20 May 2015

9
1331
20 MAY 2015
1" = 25'-0"

DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:







Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.6002 1 604.669.1091 www.rharchitects.ca

Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

Cross Sections
Rezoning 4th Submission - 19 May 2015



12
1331
19 MAY 2015
1" = 30'-0"

PH - 113



21 Dec 9 am



21 Dec 12 noon



21 Dec 3 pm



21 March 9 am



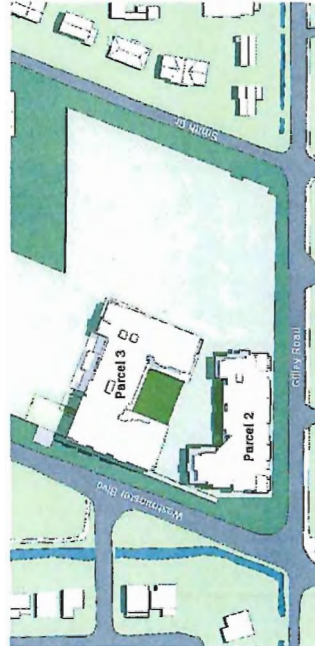
21 March 12 noon



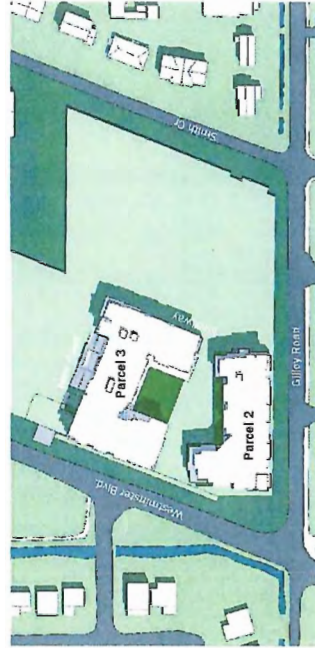
21 March 3 pm



21 June 9 am



21 June 12 noon



21 June 3 pm



Rositch Hemphill Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
1 604.669.6002 1 604.669.1091 www.rharchitects.ca

PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

DRAWING TITLE:
Shadow Diagram
Rezoning 4th Submission



DATABASE:
PROJECT NO:
PLOT DATE:
SCALE:

SKETCH
1331
30 JUNE 2015

13



Rezoning Considerations

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

Address: 23241, 23281 & 23301 Gilley Road; 23000, 23060, 23066, 23080 & part of 23100 Westminster Highway - Oris Parcel 2 (Bylaw 9262 / RZ14-660663) & Oris Parcel 3 (Bylaw 9261 / RZ14-660662)

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaws 9261 and 9262, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9260.
2. Subdivision Plan: Preparation and registration of a subdivision plan that consolidates the current lots and subdivides the consolidated lot into three (3) parcels comprising the “Lands” (which will require prior to subdivision approval the demolition of any part of the existing buildings crossing new proposed parcel lines) as shown in Attachments 1 and 2 as follows:
 - a) Parcel 1 - The remaining lands on Lot 1 on the draft subdivision plan for future development;
 - b) Parcel 2 - 4446 m² on Lot 2 on the draft subdivision plan for the subject mixed-used building (RZ 14-660663);
 - c) Parcel 3- 5783 m² on Lot 3 on the draft subdivision plan for the seniors housing building (RZ 14-660662);
3. Tree Removal: Submission of a landscape plan for the Development Permit that includes replacement trees at a ratio of at least 2:1 to compensate for all 79 trees to be removed (except for those trees already approved for removal by the City due to disease or for building demolition) to which Tree Protection Bylaw No. 8057 applies.
4. Flood Covenant: Registration of the City’s standard flood covenant on the title of Parcels 2 and 3 ensuring that there is no construction of habitable area below the Flood Construction Level of 3.5 m.
5. Westminster Highway Bus Bay and Gilley/Westminster Corner: Registration of a statutory right-of-way on Parcel 2 to accommodate a bus bay, bus shelter, sidewalk and 5.0 m by 5.0 m road corner cut at the Gilley Road / Westminster Hwy intersection on Parcel 2 as generally shown on Attachment 3 to the satisfaction of the Director, Transportation.

The statutory right-of-way will provide for:

- a) Developer construction of all works;
 - b) Public vehicle, pedestrian and bicycle access at all times;
 - c) Future construction and maintenance of public utilities;
 - d) City and public utility provider maintenance of works.
6. High Street Plaza and Greenway/Strollway: Registration of a statutory right-of-way in favour of the City on the title of Parcels 2 and 3 that provides public access as generally shown on Attachment 4 and which physically includes:
 - a) A High Street Plaza with a width ranging from 6.0 m to 9.0 m on Parcel 2;
 - b) A Greenway/Strollway with a minimum width of 3.0 m on Parcel 3;

The statutory right-of-way for Parcels 2 and 3 will provide for:

- a) Developer construction of all works;
 - b) Public pedestrian and bicycle access at all times;
 - c) Public markets on the Parcel 2 Plaza to be permitted with hours and operating conditions to the satisfaction of the City;
 - d) Non-permanent outdoor restaurant seating and fixtures within the most westerly 3.0m of the SRW adjacent to the commercial units in the building on Parcel 2 subject to the approval of the City;
 - e) Landscaping and paving as provided in a Development Permit issued by the City;
 - f) Developer and owner maintenance of all works.
7. Statutory Right-of-Way and Easement for New “Road A”: Registration of a statutory right-of-way for public access and an easement for maintenance on Parcel 3 and the existing lots comprising future Parcel 4, as determined to the

satisfaction of the Director, Transportation and Director of Development, for “Road A” as shown on Attachments 2 and 3.

The statutory right-of-way will provide for:

- a) Developer construction of all works;
 - b) Public vehicle, pedestrian and bicycle access at all times on grade or above a parkade;
 - c) Landscaping to be provided under the Development Permit;
 - d) Maintenance of all works by the owners of Parcel 3; and
 - e) Assumption of all liability for the works by the owners of Parcel 3.
8. Access Over Parcel 3 for Parcel 2: Registration of a legal agreement, as determined to the satisfaction of the Director of Development, to permit the owners (including their visitors and general public using the commercial parking) of Parcel 2 to gain access on grade or through a parkade on Parcel 3 for vehicles, bicycles and pedestrians and to allow for access to the “Road A” SRW identified above.
 9. Access Over Parcel 3 for Future Parcels 4 and 5: Registration of a legal agreement, as determined to the satisfaction of the Director of Development, to permit the owners of future Parcels 4 and 5 to gain access on grade or through a parkade on Parcel 3 for vehicles, bicycles and pedestrians and to allow for access to the “Road A” SRW identified above.
 10. Parking on Parcel 3 for Parcel 2: Registration of a legal agreement to provide for 29 vehicle parking spaces and bicycle parking for the owners of Parcel 2 within the parkade on Parcel 3 (with the number of vehicle and bicycle parking spaces to be confirmed prior to rezoning adoption) as generally shown on Attachment 2.
 11. Parking on Parcel 3 for future Parcels 4 & 5: Registration of a legal agreement to provide for 21 vehicle parking spaces for the owners of future Parcels 4 & 5 within the parkade on Parcel 3 (with determination if parking for Parcels 4/5 is needed and, if any, the number of vehicle parking spaces to be provided prior to rezoning adoption) as generally shown on Attachment 2.
 12. Visitor Parking on Parcel 2 for Parcel 3: Registration of a legal agreement on Parcels 2 and 3, as determined to the satisfaction of the Director of Development, to permit Parcel 3 visitors to use the commercial & visitor parking within the Parcel 2 parkade.
 13. Commercial & Visitor Parking Non-Assignment Covenant on Parcel 2: Registration of a covenant on Parcel 2 that ensures that the shared visitor parking and commercial parking on Parcel 2 is not assigned to any specific residential unit / commercial unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.
 14. Parking and Building Construction Agreement for Parcels 2 and 3: Registration of agreements on Parcels 2 and 3 that ensure:
 - a) No building permit will be issued by the City for Parcel 2 until all associated parking and access on Parcel 3 (described in the above legal agreements) has been included within an approved building permit for Parcel 3;
 - b) No building permit will be issued by the City for Parcel 3 until all associated parking and access on Parcel 2 (described in the above legal agreements) has been included within an approved building permit for Parcel 2;
 - c) No building permit granting occupancy will be issued by the City for Parcel 2 until all associated parking and access on Parcel 3 (described in the above legal agreements) has been built and received a building permit granting occupancy.
 - d) No building permit granting occupancy will be issued by the City for Parcel 3 until all associated parking and access on Parcel 2 (described in the above legal agreements) has been built and received a building permit granting occupancy.
 - e) The Parcel 3 owner shall provide to the Parcel 2 owner, a parking and access easement construction easement that will permit the Parcel 2 owner to construct and use a parking facility on Parcel 3 so as to satisfy the parking and access requirements above.
 15. Electric Vehicle Parking Covenant: Registration of a covenant on Parcels 2 and 3 requiring that 20% of resident parking stalls that will be equipped with 120V electric plug-ins and that an additional 25% of the resident parking

stalls will be pre-ducted for future wiring to accommodate the future installation of electric vehicle charging equipment.

16. Shared Indoor Amenity Easement: Registration of an access easement and other legal agreements on Parcels 2 and 3 as shown on Attachment 2 to:
- a) Ensure that not less than 3,458 ft² of shared indoor amenity space for the residential owners/occupants Parcels 2 and 3 (which includes a pool and exercise room) and 741 ft² of indoor amenity space for exclusive use of the residential owners/occupants of Parcel 2 (for a multi-purpose room) is constructed on Parcel 3;
 - b) Provides that neither a building permit nor a final inspection granting occupancy for a building on Parcel 3 be permitted unless the required shared and exclusive amenity space are provided as described above;
 - c) Ensure that appropriate mechanisms to allow for shared rights of access and use for the above-noted Parcels 2 and 3 shared and Parcel 2 exclusive amenity spaces, to the satisfaction of the City;
 - d) Provide that the final inspection granting occupancy for the building on Parcel 2 is prohibited until the 741 ft² of exclusive Parcel 2 indoor amenity space and 3,458 ft² of shared indoor amenity space within the building on Parcel 3 is completed and has been issued a final inspection granting occupancy, except as provided below;
 - e) Ensure that, if the exclusive and shared amenity spaces are not completed on Parcel 3 as provided above, a minimum of 1,076 ft² of indoor amenity space (multi-purpose room) is constructed within a building on Parcel 2 prior to issuance of a permit granting occupancy for such building on Parcel 2; and
 - f) Provide that the City is identified as a grantee to ensure that the agreements not be discharged and or changed without City approval.
17. Public Art: City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot of residential floor area and \$0.42 per buildable square foot of commercial floor area under the proposed zoning to the City's public art fund, or provide a security for the design and installation of public art based on the same valuation in accordance with the City's Public Art Policy (Acct. #7750-80-00000-000) (e.g. \$53,180 for Parcel 2 and \$73,868 for Parcel 3 to be confirmed by the final DP Plans).
18. Area Plan Amenity Community Amenities: City acceptance of the developer's offer to voluntarily provide a contribution of \$49.50 per square meter of total residential floor area to a capital reserve fund to be established by the City for the community amenities specified under the Hamilton Area Plan. The contribution for Parcel 2 is estimated at \$285,205 (to be confirmed based on the final DP Plans). The total contribution for Parcel 3 is estimated at \$430,118. Part of this contribution (\$28,985) would not apply to the floor specified including within the proposed 18 memory ward units (to be confirmed on the final DP Plans) provided that they receive the necessary licencing from Vancouver Coastal Health (VCH) and comply with the "community care facility, major" use under the proposed zoning.
19. Affordable Housing: City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of total residential floor area permitted under the proposed rezoning (e.g. estimated at \$249,176 for 62,294 ft² for Parcel 2 and \$79,032 for 19,758ft² for the 30 market strata residential units plus associated common halls and other areas to be added on Parcel 3) to the City's Affordable Housing Reserve Fund. (Acct.#7600-80-000-90150-0000).
20. "Neighbourhood Public House" Use Covenant on Parcel 2: Register a restrictive covenant on the title of Parcel 2 that restricts this use to the ground floor, requires its outdoor public entrance on Gilley Road and advises other owners of this possible use within the building.
21. Riparian Management Areas: The developer is required to address the habitat loss within the Riparian Management Areas (RMAs) on Gilley Road and the Queen Canal as generally provided in the Memo from Pottinger Gaherty, Environmental Consultants Ltd. dated June 2, 2015 (Attachment 7) with regards to providing satisfactory habitat compensation within the Servicing Agreement works (including addressing transportation, civil and landscape works). These works and the impacted habitat are to be further reviewed by the developer's Qualified Environmental Professional (QEP) with a follow-up report confirming that the necessary habitat compensation has been provided to satisfaction of the Director, Engineering and Senior Manager, Parks.
22. Submission of a letter from a LEED certified consultant as a requirement of issuance of the development permits and building permits for Parcels 2 and 3 confirming that each building has been designed to achieve a sufficient score to meet the current Canadian Green Building Council LEED Silver score criteria. The submission of follow-up letter from a LEED certified consultant that confirms that buildings have been constructed to achieve LEED Silver

certification or equivalent is required. Consideration should be given to building design with higher energy efficiency ratings than required by the BC Building Code and utilizing geo-exchange energy systems.

23. The submission and processing of Development Permits* for the subject mixed-use building on Parcel 2 and seniors building on Parcel 3 completed to a level deemed acceptable by the Director of Development.
24. Enter into a Servicing Agreement and to be registered on title of Parcels 2 and 3 and submit security for the estimated value of the works to the satisfaction of the City for the design and construction of the engineering, transportation and parks/streetscape works described in Attachment 5 along with the necessary statutory right of ways and any easements that are required to be registered on title for such servicing works.
25. Ensure that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement included within Attachment 6.
26. Enter into a covenant to be registered on Parcel 3 that will prohibit stratification beyond 30 individual strata lots for the apartment units and one (1) strata lot for the 18 memory care units and 82 congregate housing units, along with any strata common property.

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

1. Submit separate landscaping security Letters-of-Credit in amounts based on sealed estimates from the project registered Landscape Architect for the developments on Parcel 2 and Parcel 3 (including materials, labour & 10% contingency).
2. That notations be included on the Development Permit Plans stating that 44 of the 73 units in the mixed use building on Parcel 2 and 109 of the 130 units in the seniors building on Parcel 3 will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan Bylaw 9000.

Prior to Building Permit Issuance for Parcels 2 and 3, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of the “Basic Universal Housing” provisions of Zoning 8500 and Ageing-in-Place elements as provided within the OCP for the residential units in the building on Parcels 2 and 3 as provided in the Development Permit.
3. Submission of a Dewatering Plan to the satisfaction the Manager, Engineering Planning and Manager, Sustainability.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property developer 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.

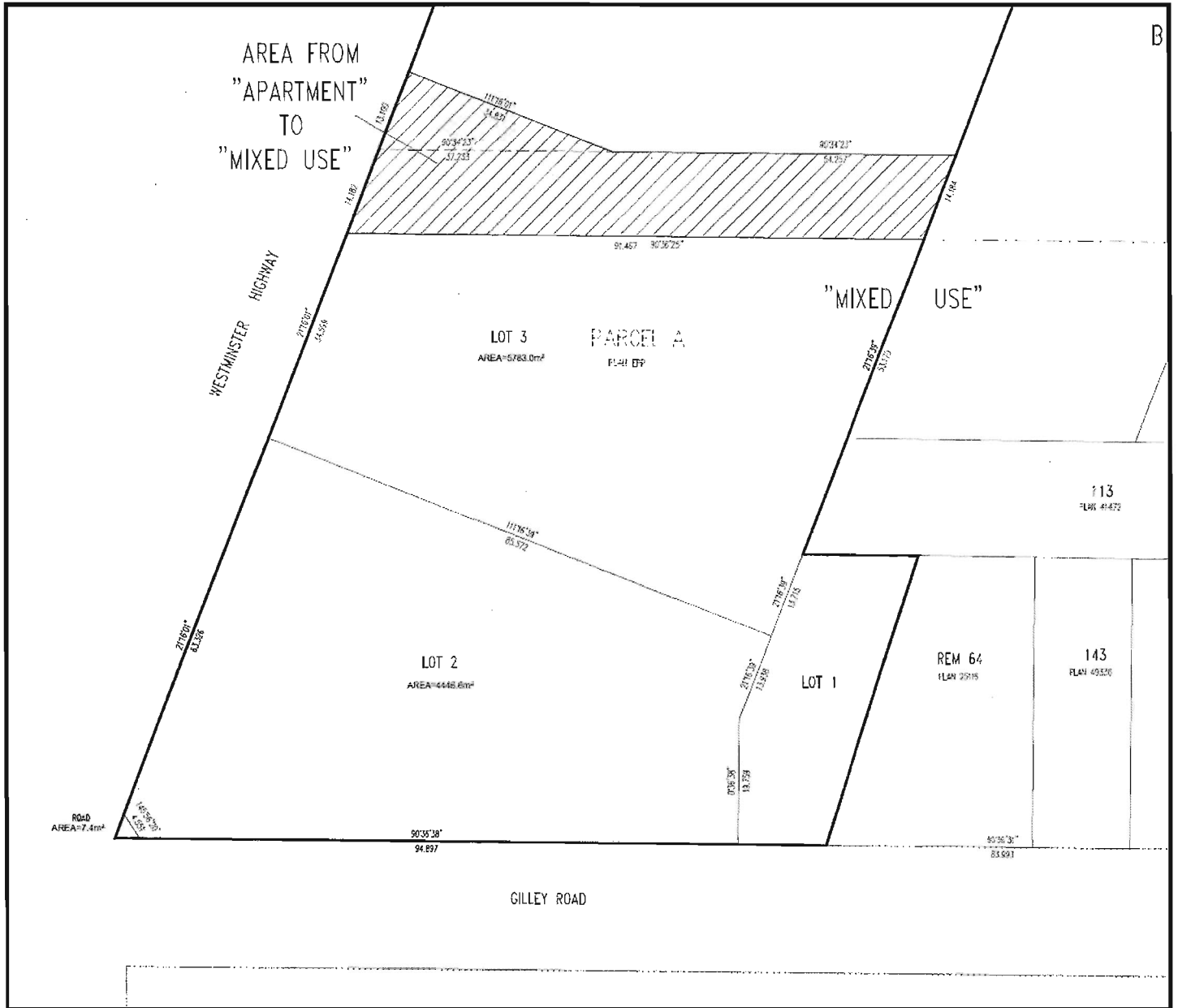
Signed Owner and Developer of Parcel 2

Date

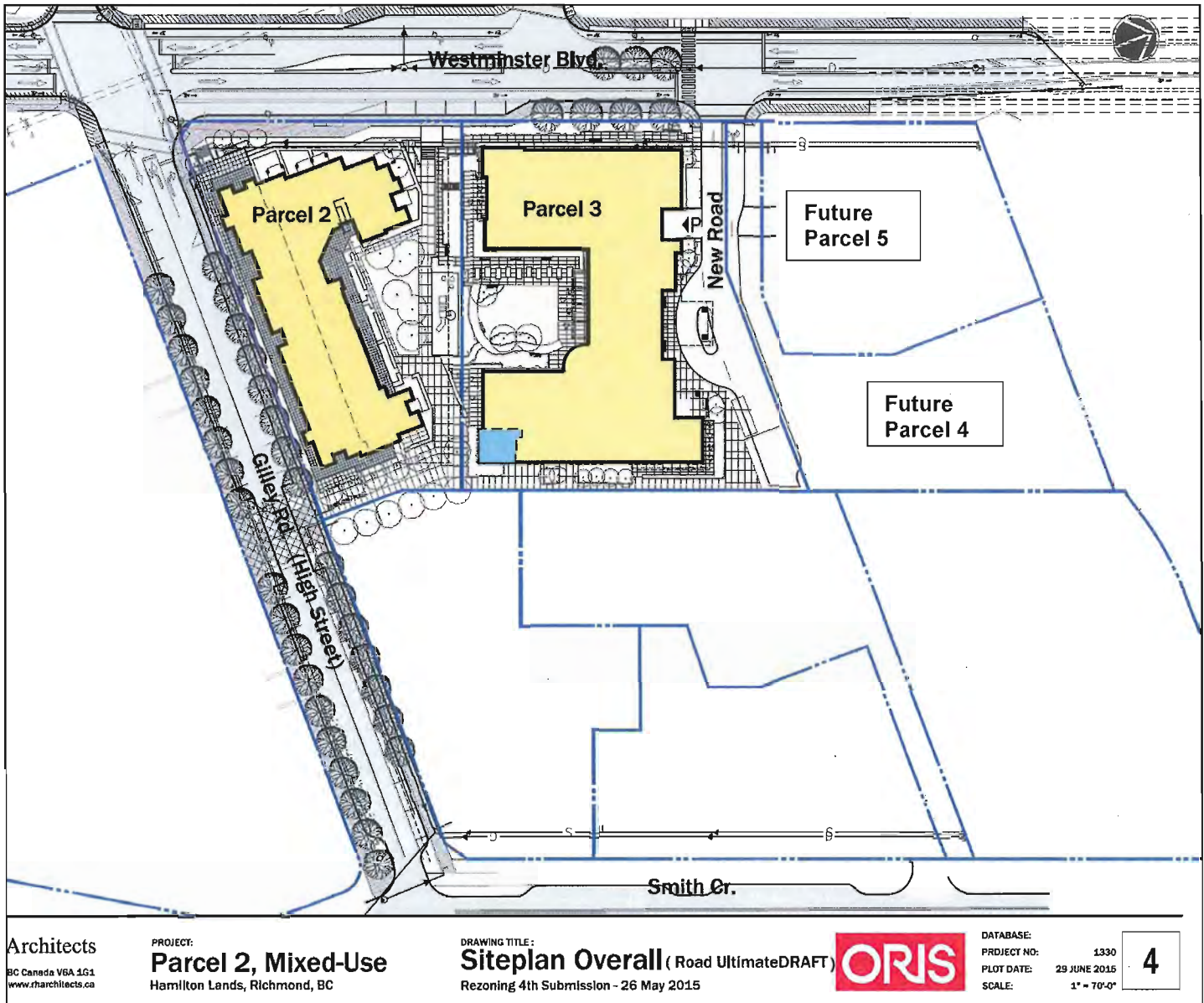
Signed Owner and Developer of Parcel 3

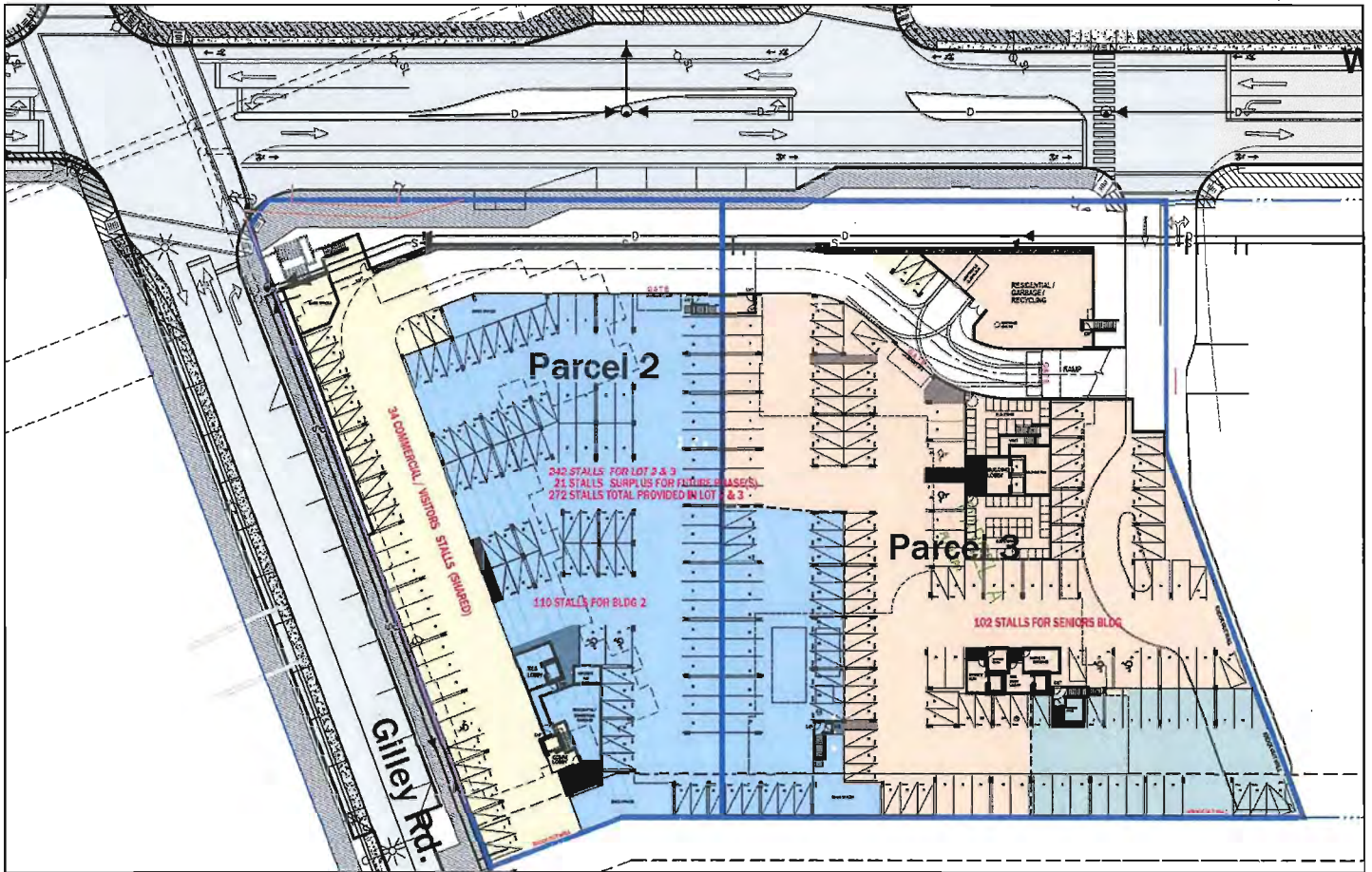
Date

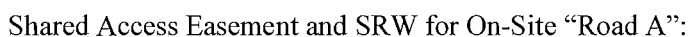
ATTACHMENT 1
DRAFT SUBDIVISION PLAN

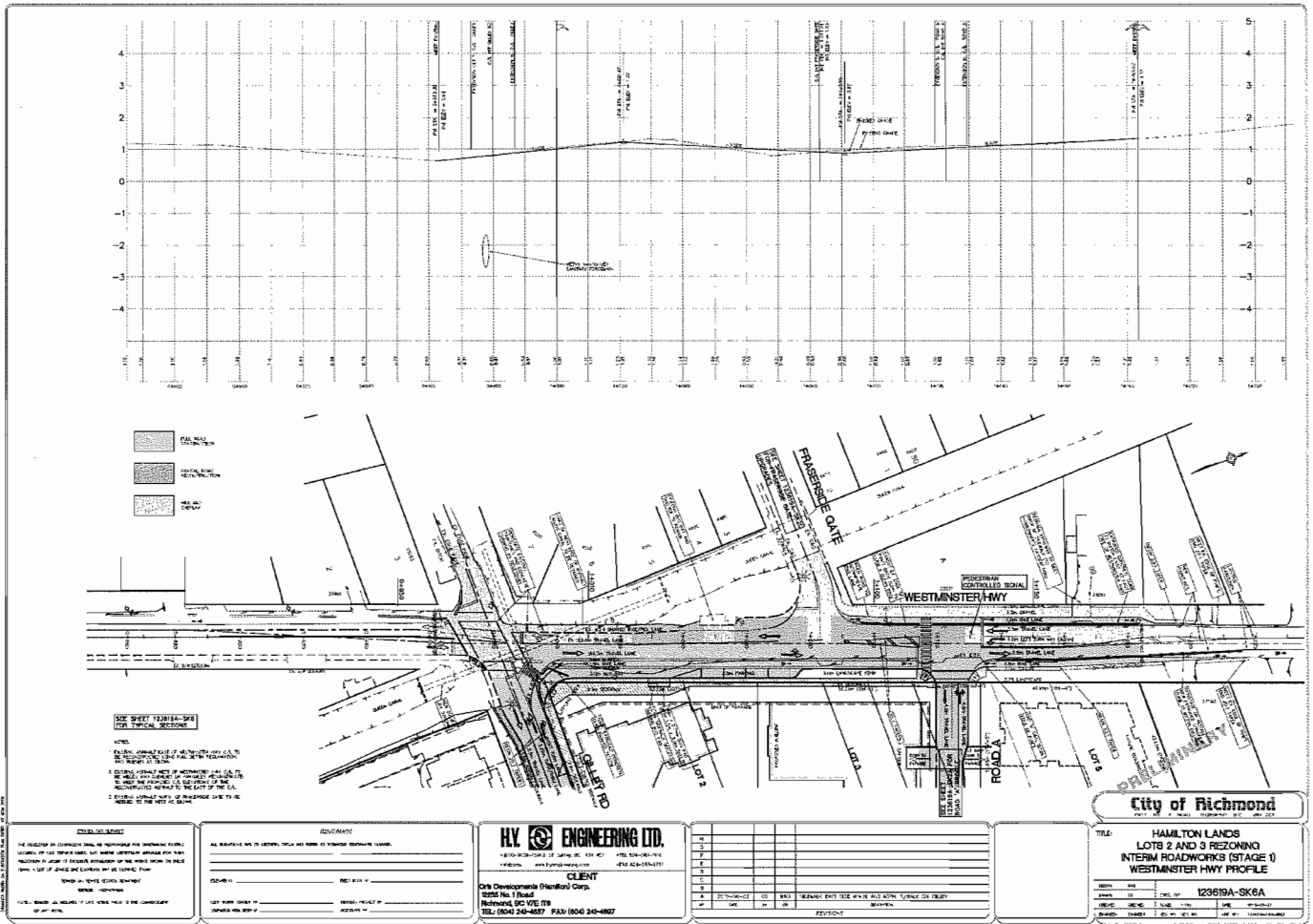


ATTACHMENT 2
& PARKING PLANS

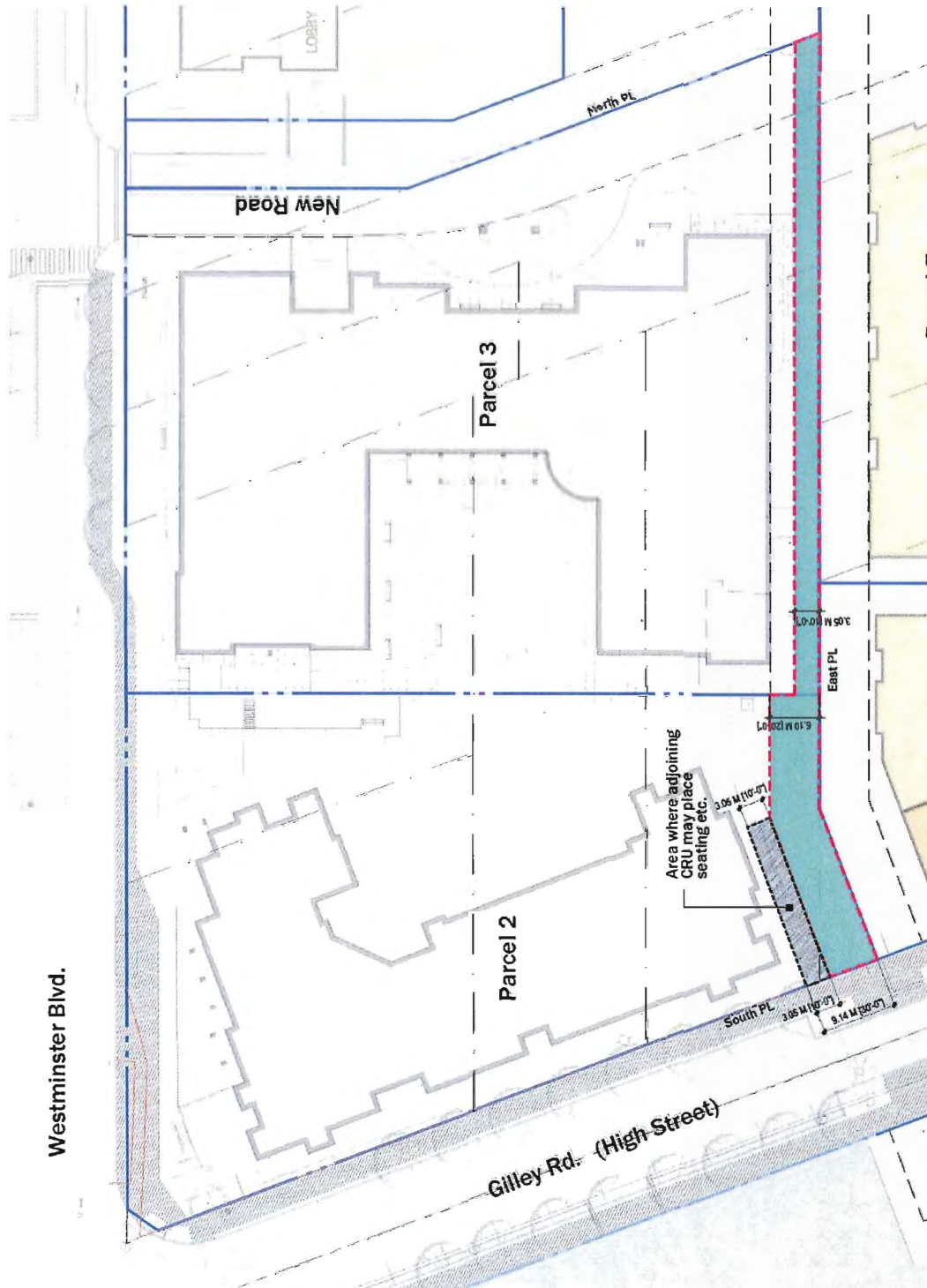








ATTACHMENT 4
SRW AREAS FOR HIGH STREET PLAZA & GREENWAY/STROLLWAY



ATTACHMENT 5

SERVICING AGREEMENT REQUIREMENTS

Enter into a Servicing Agreement for Parcels 2 and 3 for the design and construction of works that include, but may not be limited to the following:

1.0 Engineering Servicing Requirements:

Discussions with the developer have contemplated that the construction of off-site servicing works relating to RZ 14-660662 and RZ 14-660663 will be combined. All works described below shall therefore be completed under a single servicing agreement.

Utility servicing shall generally follow the concepts and layouts proposed in the Hamilton Area Serving Study (HASS) prepared for the City by KWL, dated Oct 29, 2014. Increased storm sewer diameters and other amendments to the HASS may be required to meet the City's minimum standards. The proposal to raise Gilley Road using piled concrete foundations will require the relocation of City and other utilities in ways generally, but not limited to, those described below, at the developers cost. All works and agreements will be to the satisfaction of the Director of Engineering.

a) Water Works:

The Developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
- Relocate approx 270m of 300mm diameter watermain along Gilley Road to accommodate road raising that would otherwise compromise the City's ability to access and maintain this asset. The new main shall be located above the proposed concrete slab. An air valve will be required.
- Install additional fire hydrants as required along the developments frontages to achieve the City's standard spacing requirements.
- Subject to the availability of funds in the City's Development Coordinated Works capital accounts and obtaining the required spending authority, replace the 300 mm diameter watermain along Westminster Hwy to the limits of the proposed road works.

At the Developer's cost, the City will complete all watermain tie-ins.

b) Storm Sewer Works:

The Developer is required to:

- Maintain existing drainage service to properties located east of the development by installing a temporary 1200mm diameter sewer along Gilley Road from the centre of Smith Crescent connecting into either the proposed or existing Queen's Canal culvert. Some elements of this sewer, such as the manhole in Smith Crescent, will be deemed as permanent and shall be designed as such, which will be determined through the servicing agreement process.
- Construct new storm sewers along the centre of the newly raised Gilley Road complete with permanent tie-in to the Queens Canal culvert and the proposed manhole in the centre of Smith Crescent (the latter may require additional manholes within the Smith Crescent and Gilley Road intersection).

- locate Parcel 2 and Parcel 3 storm connections along their Westminster Highway frontage by tying into the existing 750mm diameter storm sewer.
- Construct a new manhole on the existing Westminster Highway 750mm diameter storm sewer to connect the private storm system to be built on "New Road A" (north of Parcel 3).
- Install infrastructure on Gilley Road to provide stormwater best management practices (e.g rain gardens).
- Provide erosion and sediment control plans for all on-site and off-site works.

c) Sanitary Sewer Works:

The Developer is required to:

- Install new sanitary sewers along the development's Westminster Highway and Gilley Road frontages. Sewers must be designed to accommodate future development as per the HASS and accommodate any settlement caused by the development. Temporary sewers may be required fronting future development Parcel 6. A permanent gravity connection is required into manhole SMH6176 located adjacent to the Metro Vancouver sanitary pump station.
- Relocate the City's 150mm diameter and 200mm diameter forcemains located along Gilley Road to accommodate road raising between Westminster Hwy and Smith Crescent that would otherwise compromise the City's ability to access and maintain these assets. The new main shall be located above the proposed concrete slab. Solutions such as installing a single forcemain with appropriate clean-outs/valves/air valves or installing a gravity system should be considered through the servicing agreement process.
- Install works to protect and facilitate the maintenance of Metro Vancouver's 1m diameter forcemain, pump station and related infrastructure located within or adjacent to Gilley Road. Such measures include but are not limited to installing a piled concrete pad (as proposed by the developer) along the length of Gilley Road that includes removable sections to allow access to the forcemain and installing vertical pipes positioned along the main, and possibly other features, for monitoring and inspection purposes. The developer will coordinate with Metro Vancouver as part of the City's drawing approval process.

d) General Items:

- The City is aware of ongoing hydrocarbon contamination issues originating from a gas station located at 22490 Westminster Highway. At the developer's cost, the developer is required to manage any hydrocarbon contamination encountered during construction of the servicing agreement works in compliance with the Environmental Management Act.

The Developer is required to:

- Relocate or accommodate existing City and third party utilities affected by the Gilley Road raising and Westminster Highway road widening. Undergrounding and/or pre-ducting for future undergrounding may be required, at the developers cost, to be determined through the servicing agreement process.
- Complete asphalt resurfacing works as described in the proposed Interim Roadworks Plan (Attachment 3).
- Provide a SRW for utility installation along the properties Westminster Highway frontage wherever the proposed sidewalk crosses into the development site.
- 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 design review process. Coordination is required with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require

Initial: _____

an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:

- BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 1mW X 1m (deep)
 - Traffic signal UPS – 2mW X 1.5m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- Assess streetlight levels along Westminster Highway and Gilley Road and areas of public rights-of-passage and install/upgrade lighting as required to meet City standards.
 - Assess the potential differential settlement between the proposed piled buildings and the surrounding un-piled areas and design City utilities and service connections to accommodate this movement, to the City's satisfaction.
 - Fill all abandoned utility pipes with low strength, flowable grout or similar to prevent future road subsidence.
 - Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site and proposed utility/road installations and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
 - 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.

2.0 Transportation Requirements:

The Developer responsible for the design and construction of the road infrastructure works. Works to include, but not limited to, providing the general road cross-sections described below as well as works shown schematically in the preliminary road functional plan (Attachment 3):

Westminster Highway:

- Along the development frontage, maintain existing northbound and southbound traffic lanes as well as the shared multi-use path on the west side. Widening on the east side of the road (east of the existing road centre line) to provide the following new road elements:
 - 1.8 m wide on-street bike lane
 - 0.6 m wide buffer on both sides of the on-street bike lane
 - 3.0 m wide bus bay/lay-by between Gilley Road and Fraserside Gate
 - 0.15 m wide barrier curb
 - 5.1 m wide concrete sidewalk (bus bay / lay-by area) and a 2.5m wide concrete sidewalk with a 1.75m wide treed boulevard (outside the bus bay/lay-by area)
 - A new accessible bus landing pad and a new accessible bus shelter
- North of the development frontage, provision of a new southbound-to-eastbound left-turn lane (min. 3.2m wide and min. 21m storage length) at the proposed development access while maintaining all existing road elements (traffic lanes, shoulders, on-street bike lanes, and multi-use pathway).

- Installation of a new pedestrian signal at the proposed development access / Westminster Highway intersection to include but not limited to the followings: Signal pole, controller, base and hardware, pole base (decorative pole & street light fixture), detection, conduits (Electrical & Communications) and signal indications, and communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
- Relocate / upgrade the existing full traffic signal at the Westminster Highway / Gilley Road intersection to accommodate the proposed road widening to include but not limited to the following: 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.
- Re-grade the Westminster Highway/Gilley Road intersection, which may involve removing and replacing/modifying existing channelized island.
- Complete asphalt resurfacing works as described in the Interim Roadworks (shown in Attachment 3).

Gilley Road:

- Along the development frontage, while maintaining existing eastbound and westbound traffic lanes (each at approximately 3.25m - 3.5m wide) and maintaining or providing equivalent or better to existing curb/gutter and concrete sidewalk along the south side of the road, widen the road to provide a new 3m wide parking lane on the north side, a new 0.15m wide barrier curb, and a 3.35m wide concrete sidewalk / landscaped boulevard.
- East of the development frontage, maintain or provide equivalent or better to all existing driving portion of the roadway as well as the existing curb/gutter and concrete sidewalk along the south side.

Note:

That the above as well as the preliminary road functional plan are to describe the general scope of the frontage works required but are subject to minor refinement as part of the SA process. That is, the detailed design elements, such as detailed intersection design including curb returns and channelized island, pavement markings, vehicle turning requirements, etc., would be carried out as part of the SA process when more info is provided. Roads DCC credits may be eligible for some road widening works along Westminster Highway if such works are within dedicated portion of the roadway, and if such works add new roadway elements and are completed to the ultimate standards. The exact value of the eligible road works on the DCC program would be assessed upon the completion of the SA process.

3.0 Parks / Streetscape Requirements:

The Servicing Agreement is to include a landscape plan with street trees and landscaping with Gilley Road and Westminster Highway, coordinated with any City RMA compensation, to the satisfaction of staff.

ATTACHMENT 6

Hamilton Area Plan

Appendix 1

Construction, Phasing and Interim Design Measures

Transitions to Existing Grade: Temporary and Permanent

The following need to be addressed where a new development is elevated above existing grades:

- address grade changes;
- address horizontal transitions;
- address half road requirements;
- maintain road access to adjacent properties as required;
- maintain satisfactory operation of Westminster Highway;
- design services and buildings to accommodate anticipated settlement and satisfactory long-term performance of structures and pavement;
- address drainage onto adjacent properties.

Servicing and Phasing

Mitigation of development impacts will be required wherever possible to the satisfaction of all governing agencies. Geotechnical and civil engineering reports are to be submitted to address; but are not limited to:

- site preparation and preload;
- protection of existing services;
- drainage management;
- maintaining services and access to neighbouring properties;
- long-term performance of roads and utilities; predicted settlement and a long-term maintenance program;
- preparing a construction staging and phasing plan outlining acceptable methodology for construction of all utilities (new and existing); road works; and neighbourhood accessibility;
- addressing all other mitigation for short and long-term impacts as may be required by the City of Richmond, the applicant's geotechnical and/or civil engineer, and any such other governing agencies having jurisdiction;
- liaison with utility providers such as Metro Vancouver, Fortis Gas, and BC Hydro;
- addressing drainage onto adjacent properties with regards to flooding and functioning of septic systems;
- addressing sanitary servicing in a manner that provides sanitary service to adjacent existing residential properties when necessary.

Underground Utilities

Over time, public and private utilities such as hydro, telephone, cable and gas, will be located underground in road or other rights-of-way in the Hamilton Area. At grade works such as kiosks, manholes, etc. should be located to minimize impact to open space and the public realm (e.g., sidewalks, greenways, etc.). Where it is not feasible to relocate overhead services to underground at the time of development, then the developer should provide works to facilitate future undergrounding such as pre-ducting.

Retaining Walls

The following retaining methods will be deployed:

- short-term temporary retaining walls (retention of pre-load) to be lock block;
- long-term temporary retaining walls to meet aesthetic requirements particularly adjacent to existing residential properties;
- permanent retaining wall types to be chosen to meet aesthetic requirements to accommodate long-term anticipated settlement.

Flood Protection and Mitigation

Flood construction levels and building setbacks from dikes must meet the City's Flood Plain Designation and Protection Bylaw 8204.

Dike upgrades must meet current City standards that include provisions for future dike raising.

Dikes upgrades must be approved under the Dike Maintenance Act by the Provincial Inspector of Dikes (Ministry of Forests, Lands and Natural Resource Operations). Refer to the 2041 OCP Development Permit Area Guidelines for further requirements.

ATTACHMENT 7



Pottinger Gaherty
Environmental Consultants Ltd.
1200 - 1185 West Georgia Street
T 604.682.3707
F 604.682.3497
Vancouver, BC Canada V6E 4E6
www.pggroup.com

Memo

PGL File #: 220-29.02

DATE: June 2, 2015

TO: Nathan Curran (Oris Consulting Ltd.)

FROM: Bruce Nidle

RE: HAMILTON NEIGHBOURHOOD PARCEL 2 & 3 REZONING – ENVIRONMENTAL ASPECTS

Pottinger Gaherty Environmental Consultants Ltd. (PGL) has prepared this summary of environmental aspects for the proposed rezoning of Parcels 2 & 3, Hamilton Neighbourhood in Richmond, BC. This summary deals with both the Oris Consulting Ltd. (Oris) development project and City of Richmond (City) culvert replacement and extension and widening of Westminster Highway project.

The proposed development of Parcels 2 & 3 has the objectives to preserve and improve the connected ecological network, minimize impacts to the Riparian Management Areas (RMA), and offset unavoidable losses with appropriate compensation. The two RMAs to be addressed are adjacent to the parcel of land – the 15m Queens Canal RMA and the 5m Gilley Road RMA.

The 15m Queen's Canal RMA will not be directly impacted by the proposed Parcel 2 & 3 development, but will be impacted by the City's plans to replace and extend a culvert and widen Westminster Highway to support new road alignments. These City works will impact an area of the Queen's Canal RMA from the southeast corner of Gilley Road and Westminster Highway to the bus bay on Westminster Highway. The impacts will result in losses of approximately 1,492m² and 256m² of Queen's Canal RMA riparian and instream habitat, respectively. It is our understanding that there have been recent revisions to the design of the Gilley Road/Westminster Highway intersection that will reduce impacts on Queens Canal. Revised impact and compensation numbers for this revision will be provided at a later date.

The 5m Gilley Road RMA between Westminster Road and Smith Crescent will be affected by the development of Parcel 2 & 3. The riparian and instream habitat losses are unavoidable given the proposed designs for Gilley Street and the adjacent parcels. However, the flow from the Gilley Street ditch will continue to discharge to Queen's Canal via the new (City) culvert. The stormwater design will use best-management practices to maintain recharge of Queen's Canal (from Gilley Road), and will include native grass, shrub and trees along the stormwater route. This will create a green/vegetated area of 96m² and a stormwater conveyance area of 96 lineal metres.

The impacts of the proposed Oris development on the Gilley Road RMA after taking into consideration the use of a variety of stormwater management measures, include the loss of an estimated 1,017m² of riparian habitat and an estimated 122m² of instream habitat from the north side of Gilley Road between Westminster Road and Smith Crescent. Additional "green" and stormwater conveyance areas will be created by Oris in the future on the south side of Gilley Road, along Westminster Highway, and at offsite locations (if necessary).

Impacts attributable to the City's culvert replacement and extension project and widening of Westminster Highway include the loss of an estimated 1,492m² and 256m² of riparian and instream habitat, respectively, from the Queen's Canal RMA. As noted above, recent revisions to the City project will reduce compensation required for that project.

Given the estimated habitat losses outlined above, the plan to compensate for habitat lost is as follows. The recommended location for compensatory works is the Queen's Canal RMA; this large area is currently characterized by significant human influence, and invasive plants dominate. The plan will restore the riparian area through implementation of a site-specific Invasive Plant Management Plan and a Revegetation Plan. The plan would also be developed with reference to the City's concept plan for the park/trail system in the Queen's Canal corridor.

Based on the amount of riparian habitat lost as a result of the City's projects ($1,492\text{m}^2$), and assuming a 1:1.5 compensation ratio for riparian habitat, the City's restored area would equal $2,238\text{m}^2$. The City's compensation habitat would start just south of the Westminster Highway bus layby and move north on both sides of the Canal to the extent required. The amount of riparian habitat owing from the proposed Oris development is equal to $1,526\text{m}^2$ assuming a 1:1.5 compensation ratio for riparian habitat. Oris' restored riparian habitat would start at the north end of the City's restored area and move north on both sides of the Canal to the extent required.

For the loss of instream habitat, the recommended location for compensation is also on the Queen's Canal. It is our understanding that the west side of Queen's Canal is unstable, therefore the widening of the east side of Queen's Canal to increase the wetted width is a concept which could easily be accommodated in the reach of Queen's Canal north and south of the Fraserside Gate crossing. Based on a 1:1 ratio for instream habitat loss, the amount of habitat owing from the City and Oris projects would be 256m^2 and 122m^2 , respectively. Details on (a) whether or not riparian compensation can occur on both sides of Queens Canal and (b) whether or not instream compensation can be created in Queens Canal will be the subject of future discussions with City environmental and engineering staff. If other locations for instream compensation are required, they will be sought in consultation with City staff.

The habitat losses and proposed compensation are summarized in the following table:

| Project | Habitat Loss | | Habitat Compensation | |
|--------------------------------|--------------|----------|----------------------|----------------|
| | Riparian | Instream | Riparian (1:1.5) | Instream (1:1) |
| | | | | |
| Oris Hamilton | 1,017 | 122 | 1,526 | 122 |
| City Culvert and Road Widening | 1,492 | 256 | 2,238 | 256 |

After rezoning, PGL will prepare a detailed habitat compensation plan for both the City and Oris projects for riparian and instream compensation owing, which will include Invasive Plant Management, Revegetation and Instream Habitat Construction Plans. Detailed drawings of the impacted and compensation areas as well as the proposed stormwater design will be included. This plan will be checked with City staff to ensure compatibility with park/trail/road designs for the Queen's Canal corridor and Gilley – Westminster intersection. It will then be submitted to the City Environmental Review Committee for approval, prior to completion of the Servicing Agreements.



**Richmond Official Community Plan Bylaw 9000,
Amendment Bylaw 9260 (RZ14-660662)
23200, 23241, 23281, 23301, 23321, 23361 and 23381 Gilley Road;
23000, 23060, 23066, part of 23080 and part of 23100 Westminster
Highway; and part of 4651, 4671, 4691 Smith Crescent**

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

1. Richmond Official Community Plan Bylaw 9000 is amended at Schedule 2.14 – Hamilton Area Plan, to change the land use designation on the Land Use Map, from “Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)” to “Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR)”, for the area outlined in bold on “Schedule A attached to and forming part of Bylaw 9260”.
2. Richmond Official Community Plan Bylaw 9000 is further amended at Schedule 2.14 – Hamilton Area Plan to amend by deleting Section 3.2, Objective 2, Policy a) in its entirety and replacing it with:
 - a) allow for the redevelopment of the current shopping mall and other properties designated as Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR) on the Land Use Map, as follows:
 - North Side of Gilley Road - Non-Residential Uses
have a minimum building depth of 10.0 m (33.0 ft.) back from the north edge of Gilley Road, and the ground floor of buildings shall be used for retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility uses; and such uses may be permitted anywhere else;
 - South Side of Gilley Road - Non-Residential Uses
have a minimum building depth of 15.0 m (50.0 ft.) back from the south edge of Gilley Road, and the ground floor of buildings shall be used for retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility uses; and such uses may be permitted anywhere else;

- Both Sides of Gilley Road - Residential Uses

beyond the areas above, residential apartments, including a range of assisted living residential uses, and private common amenity space may be located on the remaining portions of ground floor of any building and upper three floors of any building;

- the base density of 0.40 FAR may be increased to a maximum 1.5 FAR with the provision of amenities or amenity contributions as required under Objective 12;
- the maximum height is 4 storeys and 17.0 m (55.8 ft.) above the adjacent street grade;
- building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) from Westminster Highway, with a minimum 1.5 m (5.0 ft.) setback and overall average 2.0 m (6.6 ft.) setback from the Gilley High Street, and between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) setback from other streets;"

3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9260"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUL 13 2015

| |
|---------------------------------------------------------------------------------------------------------------------------------|
| CITY OF RICHMOND |
| APPROVED by  |
| APPROVED by Manager or Solicitor  |

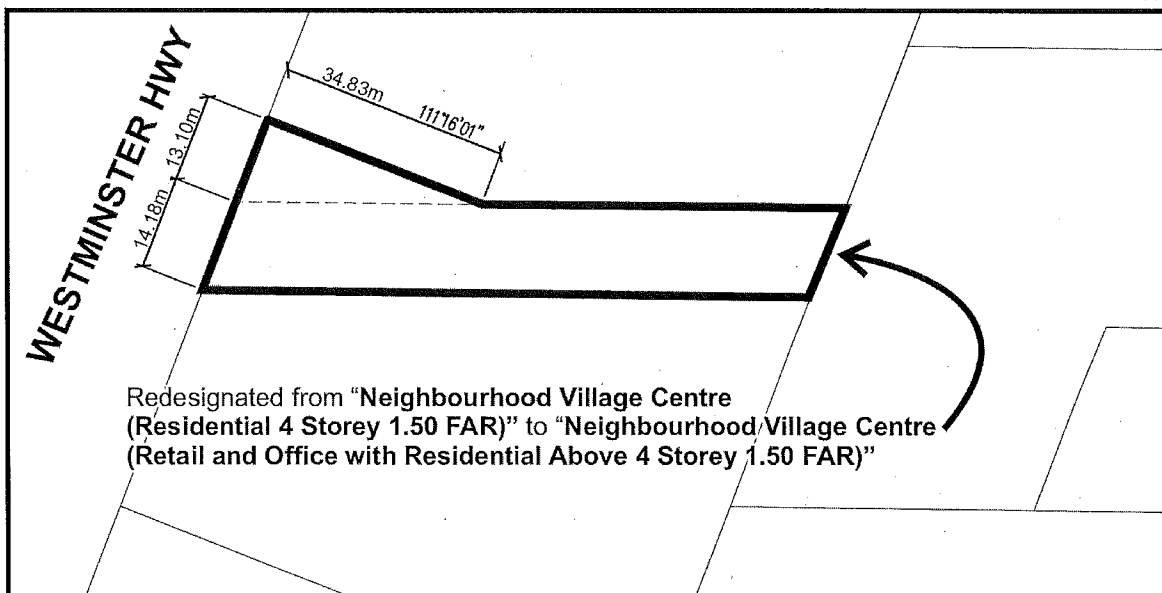
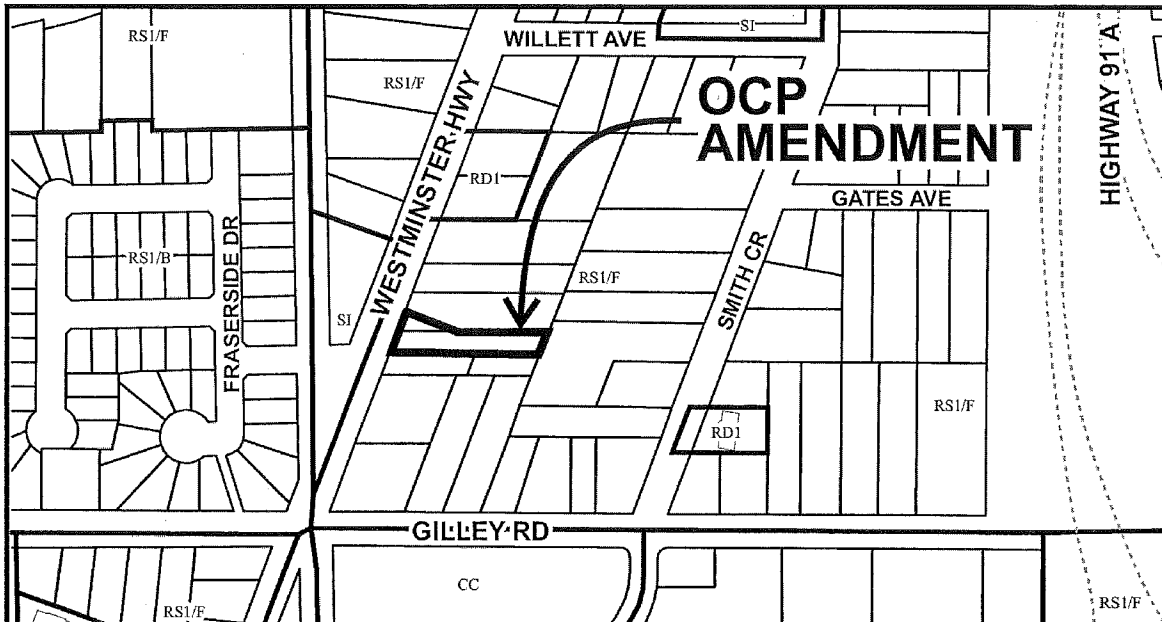
MAYOR

CORPORATE OFFICER

“Schedule A attached to and forming part of Bylaw 9260”



City of
Richmond



Schedule "A"
OCP Amendment
Bylaw 9260

Original Date: 06/01/15

Revision Date: 06/02/15

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9261 (RZ14-660662)
Parts of 23241 and 23281 Gilley Road;
Part of 23060, 23066, 23080 and part of 23100 Westminster Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by:

a. Inserting in Section 3.4 (Use and Term Definitions) the following:

**“Hamilton Area Plan
community amenity capital
reserve**

means the statutory Capital Reserve
Fund created by Hamilton Area
Plan Community Amenity Capital
Reserve Fund Establishment Bylaw
No. 9276.”

b. Inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

2. Section 18.27 as follows:

“18.27 Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)

18.27.1 PURPOSE

This **zone** provides for a mixed-use **development** consisting of **apartment housing** and **congregate housing** with a maximum **floor area ratio** of 0.40 that may be increased to 1.5 with a **density bonus** that would be used for rezoning applications in order to help achieve the City’s **community amenity space** objectives.

18.27.2 PERMITTED USES

- **housing, apartment**
- **housing, congregate**
- **community care facility, major**

18.27.3 SECONDARY USES

- **boarding and lodging**
- **health service, minor**
- **home business**

18.27.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 0.40 with an additional 0.19 **floor area ratio** permitted provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.27.4.1, the reference to "0.40" is increased to a higher **density** of "1.5" if, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZLR27 zone, the **owner** pays \$49.50 per square meter of total residential **floor area** into the **Hamilton Area Plan community amenity capital reserve**.

18.27.5 MAXIMUM LOT COVERAGE

1. The maximum **lot coverage** for **buildings** is 60%.

18.27.6 Yards & Setbacks

1. The minimum **setbacks** are:
 - a) 6.0 m for the **front yard**;
 - b) 6.0 m for the **rear yard**;
 - c) 10.0 m for an apartment **building** and 5.0 m for a canopy from the north **interior side yard**; and
 - d) 3.0 m for the south **interior side yard**.
2. Common entry features, staircases and unenclosed **balconies** may project into any **setback** for a maximum distance of 1.5 m.
3. Notwithstanding the above **setbacks**, an enclosed parking **structure** may project into the **setbacks** provided that the **structure** either is not visible from the exterior of the **building**, or is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**, and is no closer than 6.0 m from Westminster Highway.

18.27.7 MAXIMUM HEIGHTS

1. The maximum **height** for **principal buildings** is 17.0 m (not to exceed four (4) storeys).
2. The maximum **height** for **accessory buildings** and **accessory structures** is 6.0 m.

18.27.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. The minimum **lot width** is 40.0 m and minimum **lot depth** is 80.0 m.
2. The minimum **lot area** is 5,000 m².

18.27.9 LANDSCAPING AND SCREENING

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

18.27.10 ON-SITE PARKING AND LOADING

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

18.27.11 OTHER REGULATIONS

1. There shall not be more than 30 **housing, apartment units** as permitted under Section 18.27.2.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
4. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)**”:

That area outlined in bold on “Schedule A attached to and forming part of Bylaw No. 9261”
5. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9261**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

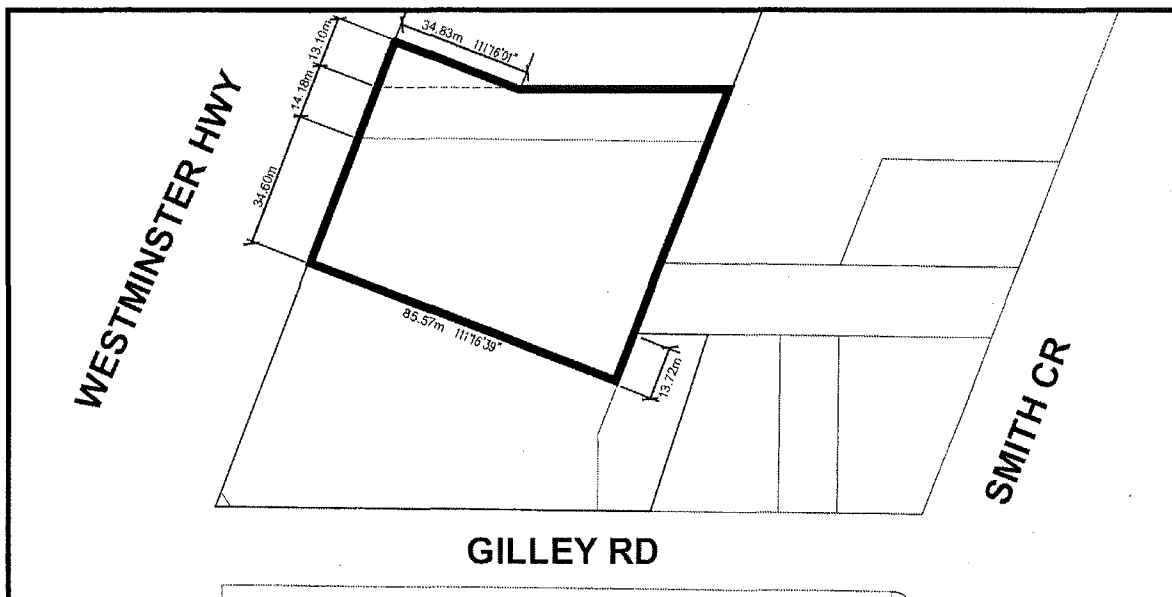
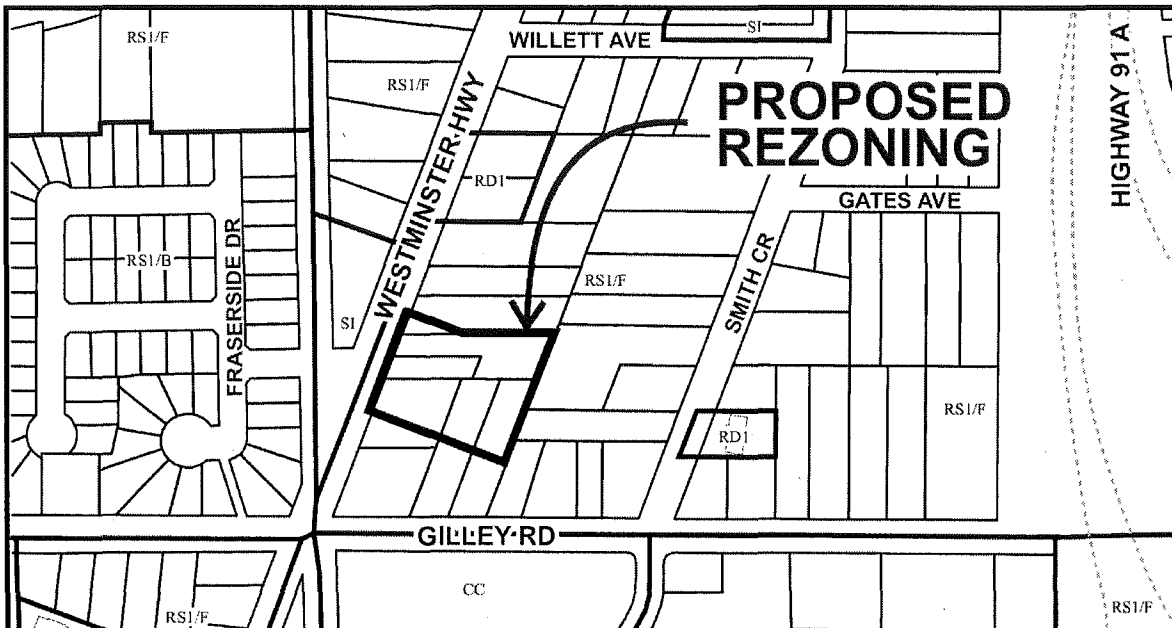
JUL 13 2015



"Schedule A attached to and forming part of Bylaw No. 9261"



City of
Richmond



RZ 14-660662

Original Date: 06/01/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9262 (RZ14-660663)
23241, 23281 and part of 23301 Gilley Road;
Part of 23060 and 23000 Westminster Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - a. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.29 Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)

20.29.1 PURPOSE

This **zone** provides for a mixed-use **development** consisting of **apartment housing** and **commercial uses** with a maximum **floor area ratio** of 0.40 that may be increased to 1.5 with a **density bonus** that would be used for rezoning applications in order to help achieve the City’s affordable housing and **community amenity space** objectives.

20.29.2 PERMITTED USES

- animal grooming
- child care
- education, commercial
- government service
- health service, minor
- housing, apartment
- library and exhibit
- neighbourhood public house
- office
- restaurant
- retail, convenience
- service, business support
- service, financial
- recreation, indoor
- recycling drop-off
- retail, general
- service, business support
- service, financial
- service, household repair
- service, personal

- **studio**
- **veterinary service**

20.29.3 SECONDARY USES

- **community care facility minor**
- **home business**

20.29.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 0.40.
2. Notwithstanding Section 20.29.4.1, the reference to “0.40” is increased to a higher **density** of “1.5” if, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the **ZMU29 zone**, the **owner**:
 - a) pays \$49.50 per square meter of total residential **floor area** into the **Hamilton Area Plan community amenity capital reserve**; and
 - b) prior to occupancy of any **building** on the **lot**, the **owner**:
 - i) has constructed on the **lot**, or on another **lot** to the satisfaction of the **City**, not less than three (3) **affordable housing units**, with a combined **habitable space** of the **affordable housing units** comprising at least 159 m²; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.29.5 MAXIMUM LOT COVERAGE

1. The maximum **lot coverage** is 55%.

20.29.6 Yards & Setbacks

1. The minimum **setbacks** are:
 - a) 6.0 m for the **front yard**;
 - b) 1.5 m from Gilley Road;
 - c) 6.0 m for the **rear yard**; and
 - d) 3.0 m for the north **interior side yard**

2. Common entry features, staircases and unenclosed **balconies** may project into any **setback**, except that for Gilley Road, for a maximum distance of 1.5 m.
3. Notwithstanding the above **setbacks**, enclosed parking **structures** may project into the **setbacks** provided that the **structure** includes transparent glazing, or is not visible from the exterior of the **building**, or is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

20.29.7 MAXIMUM HEIGHTS

1. The maximum **height** for **principal buildings** is 17.0 m (not to exceed four (4) storeys).
2. The maximum **height** for **accessory buildings** and **accessory structures** is 6.0 m.

20.29.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. The minimum **lot width** is 30.0 m and minimum **lot depth** is 80.0 m.
2. The minimum **lot area** is 4,000 m².

20.29.9 LANDSCAPING AND SCREENING

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.29.10 ON-SITE PARKING AND LOADING

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

20.29.11 OTHER REGULATIONS

1. With the exception of **housing, apartment**, the **uses** specified in Section 20.29.2 must be located on the **first storey** of the **building**.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)**":

That area outlined in bold on "Schedule A attached to and forming part of Bylaw No. 9262"

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9262**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

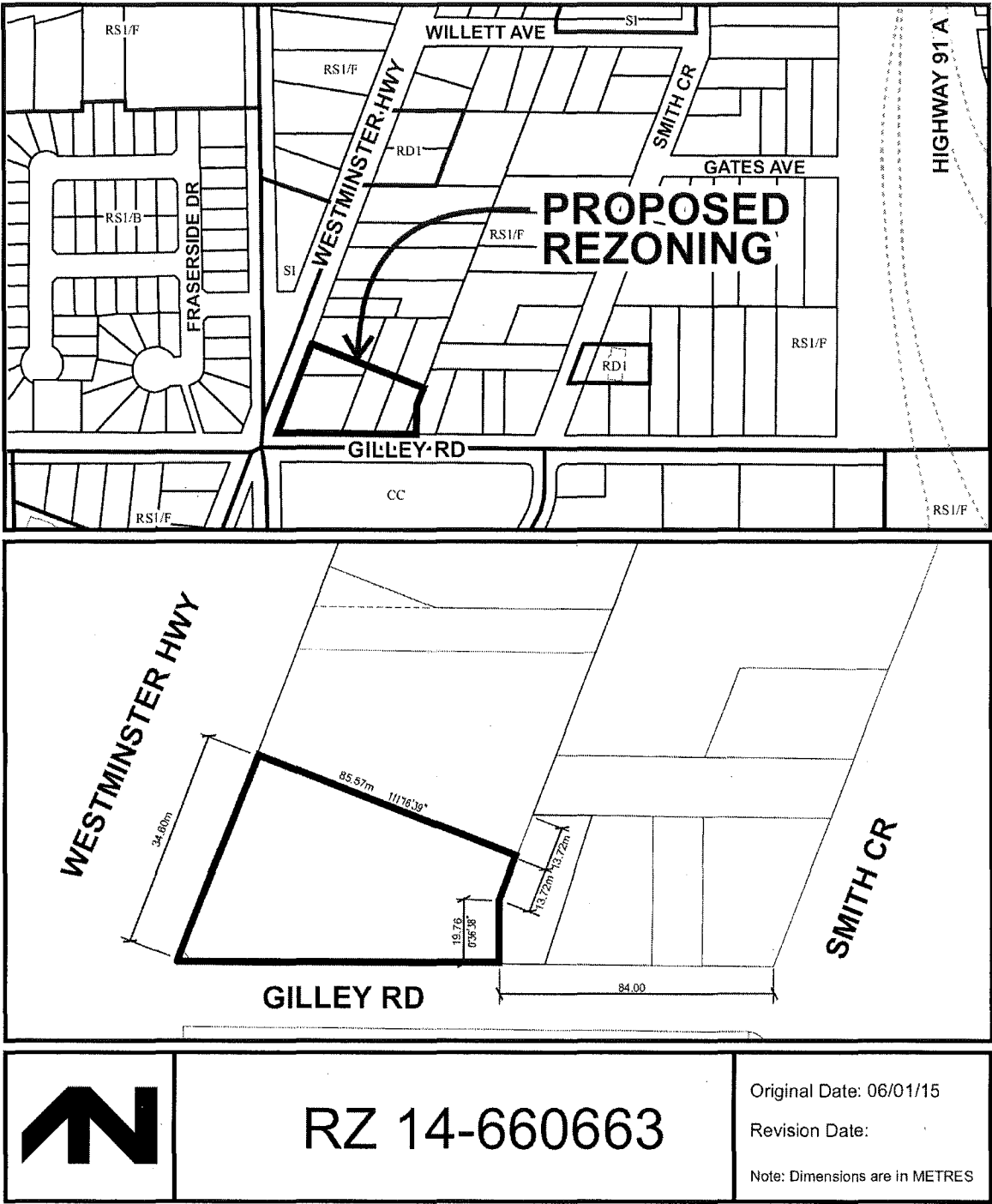
JUL 13 2015



“Schedule A attached to and forming part of Bylaw No. 9262”



City of
Richmond





City of Richmond

Bylaw 9273

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9273

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

1. Richmond Official Community Plan Bylaw 7100 is amended by deleting the existing "Schedule 2.14 – Hamilton Area Plan" in its entirety.
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9273"**.

FIRST READING

JUL 13 2015

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

| |
|---------------------------------------------------------------------------------------------------------------------------------|
| CITY OF RICHMOND |
| APPROVED by  |
| APPROVED by Manager or Solicitor  |

MAYOR

CORPORATE OFFICER



CITY OF RICHMOND

***HAMILTON AREA PLAN COMMUNITY AMENITY
CAPITAL RESERVE
FUND ESTABLISHMENT BYLAW NO. 9276***

BYLAW NO. 9276



**Hamilton Area Plan Community Amenity
Capital Reserve Fund
Establishment Bylaw No. 9276**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes of supporting capital costs related to community amenities as specified under the Hamilton Area Plan;

The Council of the City of Richmond enacts as follows:

- 1. The Hamilton Area Plan Community Amenity Capital Reserve Fund is hereby established.
- 2. Any and all amounts in the Hamilton Area Plan Community Amenity Capital Reserve Fund, including any interest earned and accrued, may be used and expended solely for capital costs for community amenities located within the Hamilton Area and those specified in the Hamilton Area Plan (whether or not undertaken by the City).
- 3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
- 4. This Bylaw is cited as “**Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276**”.

FIRST READING

SECOND READING



THIRD READING

ADOPTED

JUL 13 2015

JUL 13 2015

JUL 13 2015

| |
|-------------------------------------------------------------------------------------------------------------------------------------------|
| CITY OF RICHMOND |
| APPROVED for content by originating dept.  |
| APPROVED for legality by Solicitor  |

MAYOR

CORPORATE OFFICER