

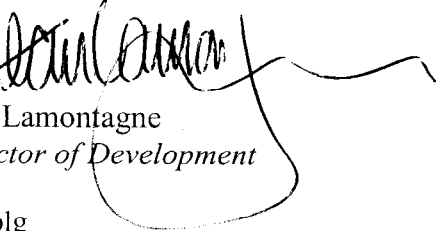


To: Planning Committee **Date:** April 18, 2007
From: Jean Lamontagne **File:** RZ 07-359525
Director of Development
Re: **Application by Great Canadian Gaming Corporation for Rezoning a Portion of 8840 River Road and a Portion of the Rail Right-of-Way on Lot 102, Section 21 and 22 Block 5 North Range 6 New Westminster District Plan 46989 from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/87)"**

Staff Recommendation

That Bylaw No. 8212, for the rezoning of a portion of 8840 River Road and a portion of the rail right-of way (ROW) located on Lot 102, Section 21 and 22 Block 5 North Range 6 New Westminster District Plan 46989 from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/87)", be introduced and given first reading.

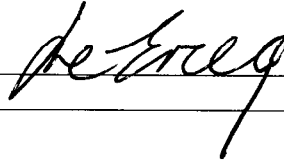
That Bylaw No. 8212 be referred to the Public Hearing scheduled for Tuesday, May 22, 2007 at 7:00 PM in the Council Chambers at Richmond City Hall.


Jean Lamontagne
Director of Development

CA:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Great Canadian Gaming Corporation has applied to the City of Richmond for permission to rezone a portion of 8840 River Road and a portion of the rail right-of-way (ROW) on Lot 102, Section 21 and 22 Block 5 North Range 6 New Westminster District Plan 46989 from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/87)" in order to permit a seven (7) storey parkade to provide approximately 1200 park-and-ride spaces to support public transit and an additional 324 parking spaces to serve the proposed 192 room, five (5) storey hotel expansion to the River Rock Casino Resort with commercial uses at grade (**Attachment 1 and Attachment 2**).

The proposed subdivision layout is enclosed (**Attachment 3**).

Findings of Fact

In 2003, Council granted permission to Great Canadian Casinos Inc. to rezone 8811, 8831, 8671, 8840 River Road, 2420 No. 3 Road, Parcel G and Lot 6880 (Duck Island) from Automobile-Oriented Commercial District (C6) to a Comprehensive Development District (CD/87) to construct a casino resort on the site.

Great Canadian Casinos Inc. was granted a Development Permit (DP 03-249146) for the construction of a six (6) storey parkade in 2004 to meet the parking demand as the casino/resort business prospers. The parking provided by the casino already met the Richmond Parking Bylaw before the parkade expansion.

In 2004, Great Canadian Casinos Inc. applied for a Development Permit (DP 04-249146) to construct another stand-alone four (4) storey parkade for additional parking (above the Parking Bylaw requirement) to handle the overflow created by the success of the casino/resort operation. The Development Permit was granted, but the casino did not proceed with a Building Permit.

The arrival of the Canada Line Bridgeport Station and a regional bus loop in close proximity to the Casino offers an opportunity for the Casino and the transit facility to jointly develop a park-and-ride facility and share its use as the peak hour demands are different for the two principal users. Peak demand for transit park-and-ride is during the workday, whereas the casino's peak hours are in the evenings and on weekends and holidays. This development scheme includes a 192-room hotel above the parkade to provide additional capacity for the resort hotel operation and to provide opportunity to improve street animation, the form and character, and architectural expression of a huge parkade structure. The parking requirements for the hotel addition has been met in addition to the park and ride facility.

The partnership between River Rock/Canada Line Rapid Transit Inc. (CLCo)/Greater Vancouver Transit Authority (GVTA) to co-locate their facilities on this site creates a significant public benefit from an urban design and planning perspective. CLCo and GVTA projects are exempted from municipal permitting requirements, therefore the use, design and form and character of a stand-alone park-and-ride structure could have proceeded without the public consultation opportunities offered by the rezoning or Development Permit application process. The inclusion of the hotel addition obliged the project to apply for Rezoning and Development Permit Applications.

The proposed retail/commercial uses along River Road will animate the streetscape and enhance pedestrian experience.

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 4**).

Surrounding Development

To the north: River Road and existing casino resort zoned Comprehensive Development District (CD/87);

To the east: Across Great Canadian Way a vacant portion of 8840 River Road, which is not included in the subject proposal, Rail right-of-way (ROW) and existing industrial buildings on sites zoned Light Industrial District (I2);

To the south: Proposed Regional Transit Bus Loop zoned Automobile-Oriented Commercial District (C6), rail right-of-way (ROW) zoned Light Industrial District (I2) and Automobile-Oriented Commercial District (C6), and a vacant site zoned Automobile-Oriented Commercial District (C6); and

To the west: Rail right-of-way (ROW) zoned Light Industrial District (I2) and Automobile-Oriented Commercial District (C6).

Related Policies & Studies

Official Community Plan (OCP) Compliance and City Centre Area Plan Concept

The subject site is designated “Mixed-Use” in the Generalized Land-Use Map contained in the Richmond Official Community Plan (OCP). The proposed development complies with the current Richmond OCP City Centre Area Plan land use designation and does not conflict with the development concepts described in the City Centre Area Plan Concept adopted in principle by Council on February 6, 2007.

While the subject site is within an area identified as “subject to further study” within the Bridgeport Plan, the Bridgeport neighbourhood is identified as one of the “villages” in the City Centre Area Plan Concept adopted in principle by Council on February 6, 2007 (**Attachment 5**), and is envisioned as an “Airport-Centric Business District”. This area is envisioned to support a density of between 1.5 to 2.0 F.A.R. The proposed transit hub and hotel/resort use takes advantage on its proximity to the airport, urban amenities and nearby opportunities for employee housing.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

- The subject site is designated as “Area 1A-New Aircraft Noise Sensitive Land Use Prohibited”. In Area 1A, aircraft noise sensitive land uses such as residential, school, daycare and hospital are not permitted.
- CD/87 does not permit any of the identified Noise Sensitive Land Uses. Registration of a Restrictive Covenant on title including information to address aircraft noise mitigation and public awareness will be required as a condition of rezoning.

Transportation

The City Centre Transportation Plan encourages alternative modes of travel to alleviate transportation demands in our growing City Centre. The proposed approximately 1200-car park-and-ride facility supports the regional transit network system and will be a significant contributor to the success of the Transit-Oriented Development (T.O.D.) principles adopted as part of the City Centre Area Plan Concept.

Consultation

Vancouver International Airport Authority (VIAA)

Consultation with VIAA is ongoing as part of the CCAP process and the Canada Line construction. As Residential use is not permitted in this area and the proposal complies with the existing OCP generalized Land Use Map and ANSD Policy. Therefore, a formal referral is not required. However, before Public Hearing, staff will inform YVR of this application as a courtesy.

Advisory Design Panel

The proposed development was reviewed by the Advisory Design Panel on March 21, 2007. A copy of the minutes of the meeting is enclosed (**Attachment 8**). The Panel unanimously supported the project as a formal submission to proceed through rezoning with suggested design considerations for the Development Permit submission. The project is not required to return to the Advisory Design Panel at Development Permit stage. The applicant has committed to review the Panel’s suggestions and incorporate their comments into the Development Permit submission where possible. Staff will provide detail comments on the applicant’s response in the Development Permit staff report.

Public Input

Development Sign

- A development sign has been posted on site to notify the public of the proposed development. The City has not received any public inquiries or comments to date.

Staff Comments

The Development Data Sheet has been enclosed (**Attachment 4**). Some variances at the Development Permit stage have been anticipated as described below:

Anticipated Variances at Development Permit Stage

The Comprehensive Development District (CD/87) Bylaw was crafted to accommodate the original casino/resort development. It is appropriate to extend this zoning schedule onto the proposed site instead of developing a new Comprehensive Development zone with the understanding that variances to some of the provisions in the Comprehensive Development District (CD/87) will need to be considered at part of the Development Permit application to accommodate the minimum functional building floor plate of the park-and-ride facility on the residual site left from the predetermined GVTA bus loop layout. Staff are prepared to support the following variances as they are not anticipated to create any negative impact:

- Reductions to the road setbacks along Great Canadian Way, River Road and the new (to be constructed) Sexsmith Road to accommodate optimum geometry for the parkade floor plate to avoid having to expand to another level of parking;
- Provision of a 0 m setback to the sky bridge connecting the casino resort at 8811 River Road to the proposed hotel at 8840 River Road, and the sky bridge connection from the proposed parkade to the Canada Line station will technically have a 0 m setback as both sky bridges extend beyond the property boundaries; and
- The lot coverage needs to be varied from 50% to approximately 84% as the rooftop is used primarily for parking purposes. The developer has incorporated trellis with vines in strategic locations on the rooftop parkade to soften the visual impact. Some sustainable measures, in lieu of a landscaped roof, which will be described further on in this report, have been incorporated to reduce the impact on the environment.

No significant concerns have been identified through the technical review. Details of issues to be resolved prior to granting the rezoning have been outlined in the “Rezoning Considerations” section of this report (**Attachment 6**). Resolution of some details will be deferred to Development Permit and Building Permit as indicated in this report.

Off-Site Road Work

Great Canadian Casinos Inc. is not responsible for the construction of the roadwork based on its contractual agreement with CLCo and GVTA; however, the park-and-ride parkade and casino expansion are the triggers for the road requirements. The scope of the off-site roadwork has been established, but details on the delegation of responsibility between CLCo and GVTA are still being finalized. The resolution of the off-site services and road construction work is required to be addressed to the satisfaction of the Director of Engineering and the Director of Transportation prior to final adoption of rezoning. The developer, Great Canadian Casino Inc., is responsible for the frontage work along Sexsmith Road from behind the curb to the front of the building, which will require the developer to enter into a Servicing Agreement, to the satisfaction of the Director of Engineering, prior to the final adoption of the rezoning.

Interim Solution to Subdivision (Site Consolidation)

8840 River Road (Lot 103) is a “hooked lot” with a portion of the site being separated by Great Canadian Way. The site will be divided in the following way (**Attachment 3**):

1. The portion of the site north of the rail right-of-way (ROW) (Lot 103) and west of Great Canadian Way (Area A) and a portion of the rail right-of-way (ROW) on Lot 102, Section 21 and 22 Block 5 North Range 6 New Westminster District Plan 46989 (Area C) will be rezoned from Automobile-Oriented Commercial District (C6) to Comprehensive Development District (CD/87);
2. The area south of the proposed rezoning boundary will remain Automobile-Oriented Commercial District (C6) (Area B). GVTA will be building a regional bus loop to tie in with the Canada Line serving the Bridgeport Station. This station is the junction point where the line splits in two to serve the Vancouver International Airport and Richmond City Centre. There is no application requirement for municipal permit for this work; and
3. The zoning of the “taco” shape site (Area E) east of Great Canadian Way will also remain Automobile-Oriented Commercial District (C6). There is no immediate development plan for these areas. It will remain “hooked” to Area A when the subdivision occurs.

Site consolidation of Area A and Area C will not be a condition of the rezoning or Development Permit. The exact timing for ceasing rail operation along Lot 102 has not been completely resolved. While there is no regular service along the rail line, there is an agreement to keep it operational for a limited time period (up to five years) to accommodate occasional rail service to Ebco Machining And Fabricating Ltd. at 7851 Alderbridge Way for transportation of Ebco products. CLCo and GVTA are in the process of negotiating advancing termination of this agreement at an earlier date than previously agreed to.

Until the rail line ceases operation, site consolidation is not possible. Should site consolidation not be possible prior to Development Permit issuance, a number of legal agreements to facilitate access easements and building encroachments may be required as part of the Development process. The Subdivision Approving Officer has reviewed this arrangement and does not have any concern.

Analysis

Proposed Zoning

- The intent is to extend the existing Comprehensive Development District (CD/87) of the casino resort site to this site instead of creating a new Comprehensive Development (CD) zone despite some minor setback variances that will be required at Development Permit stage.
- As this is anticipated to be the beginning of a series of potential future expansion by River Rock (Sheet no. 17 in **Attachment 2**) to create a comprehensive resort conference centre at this location, the systematic extension of the Comprehensive Development District (CD/87) zoning to these sites makes sense. As River Rock redevelopment occur in the future, staff may propose future text amendments to revise some of the setback and site coverage regulations to minimize the need for granting Development Permit variances.

Urban Design

1. Adjacency:

The applicant has been thoughtful in dealing with the interface of this massive parking structure with the adjacent street edges.

- The floor plate of the parking has been extended by one (1) bay on the southeast corner of the proposed site to take advantage of the widening of the site and to minimize the number of parking levels necessary to accommodate 1534 parking spaces. In addition, the parking structure will be stepped down from seven (7) to six (6) levels along River Road to minimize shadowing River Road.
- Active uses, including commercial retail/restaurant, have been introduced at the northeast corner of the site to animate Great Canadian Way and to create a concentration of pedestrian activities that could be expanded up in the future.
- A joint RCMP Community Police Station and Transit Police facility has been incorporated on the southeast side of the building at grade to provide a Police presence fronting the bus loop to increase the sense of safety for the transit users and 24-hour animation. The location of the Police Station may be swapped with the proposed mechanical room, depending on locational requirements of some of the engineering utilities. The details will be resolved as part of the Development Permit submission. A set of plans has been circulated to Law & Community Safety Department for their information and assist in subsequent delivery of the services.
- In addition, hotel administration offices and meeting rooms have been introduced on the second level above the Community Police Station to provide further opportunities for natural surveillance and activities overlooking the bus loop, which is not part of this development.
- Soft landscaping, appropriate street furnishings, suitable lighting and Public Art are being proposed at various location at grade to provide a pleasant streetscape. Details on public art will be refined as part of the Development Permit process.

2. Urban Design and Site Planning:

- This is a neighbourhood in transition. River Rock is the only major redevelopment that has occurred and its architectural expression and public realm treatment would set the standard for future redevelopment in this area. For illustrative purposes, the rezoning submission included a conceptual scheme for possible future developments in the immediate area (Sheet 17 of **Attachment 2**).
- The hotel above the parkade has been located close to Great Canadian Way to minimize shadowing of the future development to the west of the site and to create a “critical mass” along Great Canadian Way.

3. Architectural Form and Character:

- The building is designed in the same architectural vocabulary of the existing casino/resort to create an entertainment precinct with a “family” of buildings with the existing casino/resort as the centrepiece.
- The long parkade facades have been articulated with a series of vertical elements including metal screens with opportunities for artwork and green walls planted with vines.

- The hotel expression has been brought down to grade along Great Canadian Way to create a presence on the principal vehicular entrance onto the “entertainment” precinct which will be realized over time as the casino/resort expansion takes place.
- A porte-cochere opposite to the existing lobby entrance of River Rock has been created along River Road to provide a focal point and to concentrate the lobby facilities for operational reasons.

4. Tree Retention:

- The City has issued a Tree Cutting Permit for the removal of 23 Cherry trees on the River Road frontage along the north edge of the site to facilitate preloading work in order to meet the Bridgeport Station Park-and-Ride facility time line as stipulated in the Canada Line construction. These trees were recommended for removal by Froggers Creek Tree Consultants Ltd. in its report dated February 14, 2007 (**Attachment 7**).
- Details on the replacement trees and additional plant material and landscaping features will be provided as part of the Development Permit application and fully described in the Development Permit staff report. As an interim measure, the developer has provided a \$23,000 tree replacement deposit to assure the City of its intent to replace the Cherry trees. The landscape concept plan for the rezoning indicates the intention to provide a double row of street trees (located on both public and private land) along the majority of River Road and Great Canadian Way. This money may be released, provided that sufficient number and calliper of replacement trees are provided to the satisfaction of the Director of Development as part of the Development Permit submission.
- There are five (5) Maple trees located on the boulevard that conflict with the access onto the site. The developer has agreed to explore incorporation of these trees into the landscape as part of the Development Permit submission. However, if it is not possible to re-incorporate the Maples into the landscape plan, then the developer has committed to submitting \$5,000 for their replacement or to provide replacement trees in accordance with the Richmond Tree Bylaw as a condition of Development Permit. Arrangements for the removal and temporary storage of these trees are to be made to the satisfaction of the Director of Parks.

5. Landscape and Open Space:

- Details of the landscape and planting elements will be provided as part of the Development Permit application. Conceptually, the same design palette of including local rocks and extensive use of native plant material palette used at YVR and at the original River Rock development will be continued on this site to establish a thematic connection.
- Other design features include a vertical “green wall” system to soften the parkade façades, providing green edges and plazas where possible, incorporating street furniture and carrying the river paving motif from the existing casino to this site for design continuity and way finding cues.

6. Accessibility:

- The applicant is very conscientious in incorporating universal accessibility, given that the parkade will serve a wide range of public and the casino/resort clientele includes a wide range of age groups and abilities.

- The parkade includes 34 handicap stalls conveniently located adjacent to elevator lobbies on various floors.
- The hotel will include rooms with accessibility features (wheelchair, sight and hearing impairment). Details will be provided in the Development Permit submission.

7. Public Safety:

- Public safety is considered a high priority for this development, given the anticipated high number of public users and the 24-hour nature of the casino/resort operation. Various branches in the RCMP have reviewed the rezoning submission with special responsibilities for the Canada Line, YVR and Advisory Design Panel representative.
- A joint RCMP Community Police Station and Transit Police office will be at grade facing the bus loop to present a Police presence.
- In addition, Great Canadian Casinos Inc. has incorporated additional safety measures including private security patrol, CCAT camera, etc.
- Crime Prevention Through Environmental Design (CPTED) measures including opportunity for natural surveillance such as glazed stair towers, minimizing opportunities for concealment in the parkade, adequate levels of lighting, etc., have been incorporated into the design of the parkade and lobbies for added safety.
- The hotel guest parking spaces are provided within a secured area within the parkade, separated from park-and-ride/public parking by security gates to provide an extra level of security.

Transportation and Parking

- Pedestrian and vehicular circulations have been carefully considered to accommodate the various types of users.
- Hotel and resort loading are handled on the existing hotel/resort site north of River Road. A porte-cochere has been incorporated in front of the hotel lobby to handle drop-off and pick-up. A small loading area has been provided on site with vehicular access via Great Canadian Way.
- The proposed parking exceeds the requirement of the Richmond Parking Bylaw. Approximately 1200 parking spaces are provided for the park-and-ride. The proposed hotel expansion and commercial uses require 214 parking spaces according to the Richmond Parking Bylaw. In total, 1524 parking spaces are provided, which will exceed the minimum requirements for the Park and Ride and hotel.
- Public access to the parkade facility will be secured via legal agreements on title.
- Park-and-ride users can access the parkade from opposite sides of the site. From the west, cars can arrive via River Road onto Sexsmith Road and into the new access located in the Sexsmith Road extension (to be completed by CLCo to facilitate this development). From the east, a second vehicular access off Great Canadian Way is proposed. This access ramp bypasses the first two (2) levels of the parkade to alleviate anticipated congestion in the parkade during peak hours in consideration of the size of the parkade.
- The required parking for hotel guests is located on Level 1 of the parkade in a secure area once check-in processes have taken place. The remaining parking on Level 1 and the other six (6) floors of parking are available for public use.

- Pedestrian drop-off is located at the “kiss-and-ride” along the south side of River Road. Transit riders parking in the park-and-ride facility will be directed by clear signage and way-finding elements to the “transit core” comprised of stairs and elevators. The transit core is disbursed at Level 4 where a sky bridge links the parkade directly to the Bridgeport Canada Line Station. The transit core and the sky bridge will be fully accessible to all modes of mobility including wheelchair.
- Transit users disembarking from the Bridgeport Station will use the same circulation system.
- There is a separate River Rock Casino lobby and sky bridge that connects this parkade to the existing casino/resort on Level 4 of the parkade over River Road for the hotel guests. The applicant will secure the use of River Road for the sky bridge from the City by way of an Encroachment Agreement with a long-term lease arrangement. The terms and conditions for the Encroachment Agreement will be finalized prior to the issuance of a Building Permit.

Interim Arrangement

In the interim, before subdivision can take place, the staircase at the intersection of Sexsmith Road and Charles Street (Sheet 2 of **Attachment 2**) will not be constructed, as it will project within the 10 ft. (3 m) of the centerline of the rail because that would contravene railway operation safety guidelines. As a result of travel distance requirement for fire-fighting purposes prescribed by the Building Code, two (2) parking spaces on Levels 1 to 6 of the park-and-ride will be hoarded off to meet the Building Code. When the stair is installed, these 12 parking spaces will become available for public use.

Engineering Utilities

The applicant is completing the required capacity analysis to determine any capacity upgrades that might be necessary. In order to advance this project to Planning Committee prior to finalizing the details of the analysis, the developer has agreed to provide a voluntary contribution totalling \$318,355.97 towards City identified upgrades in the catchment area (**Attachment 6**). If the Building Permit issuance occurs past July 1, 2007, then the developer will pay the new DCC rates, including the Engineering portion of the DCC instead of the \$318,355.97 voluntary contribution. Any utilities upgrade as a result of the capacity analysis for the proposed development will be at the sole cost to the developer.

Servicing Agreement

The applicant is required to enter into a Servicing Agreement, to the satisfaction of the Director of Engineer, for the frontage works to River Road and Sexsmith Road between the back of curb to the building. The Servicing Agreement will also deal with any required servicing upgrades, based on the capacity analysis, as a result of the subject development. Details of any required upgrades will be addressed as part of the Servicing Agreement as described in the Rezoning Considerations (**Attachment 6**).

Flood Management

The developer will register a Restrictive Covenant on title prior to the adoption of the rezoning to notify the public that the minimum flood elevation is 2.6 m geodetic datum and to indemnify the City of any liability.

Public Art

The Advisory Design Panel suggested utilizing Public Art to help soften the facades of the building. The applicant has voluntarily committed to incorporate Public Art into the project. The concept will be provided at Development Permit submission. Details and final selection of art project will be completed under the Richmond Public Art process.

Financial Impact or Economic Impact

None.

Conclusion

Staff support the proposed rezoning and development concept. The applicant has turned a massive 1200 car park-and-ride facility for regional transit from a potential liability to an opportunity to co-locate a hotel expansion and share the parking during off-peak hours. The sincere attempt to improve the architectural expression and public realm by creating a high standard of urban design and streetscape interface will set a high standard for future development in the Bridgeport "village" as envisioned in the City Centre Area Plan Concept.



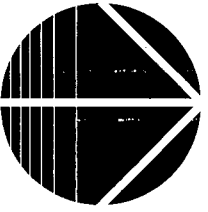
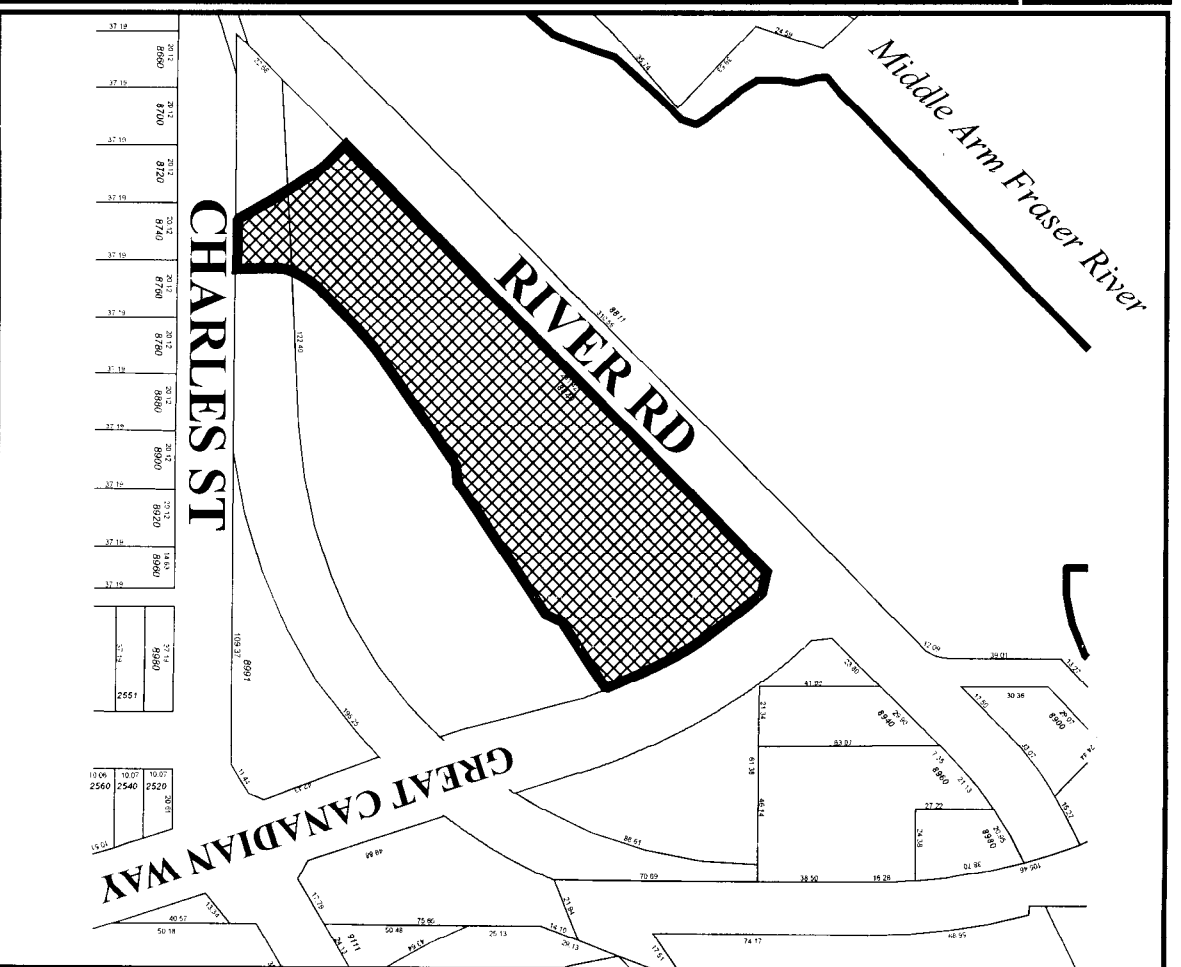
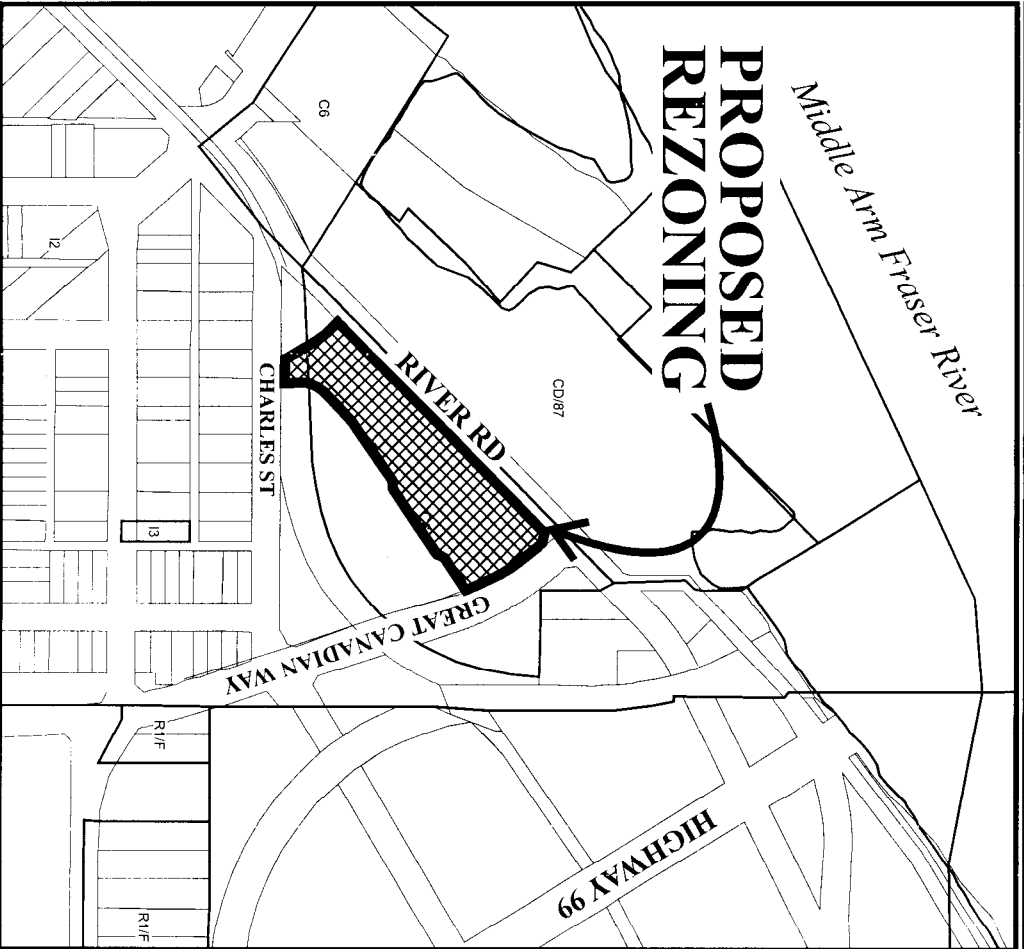
Cecilia Achiam, MCIP, BCSLA
Senior Coordinator, Major Projects & Development Applications
(Local 4122)

CA:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Rezoning and subdivision Site Boundary Concept Map
- Attachment 4: Development Application Data Sheet
- Attachment 5: CCAP Concept Land Use Map
- Attachment 6: Rezoning Considerations
- Attachment 7: Arborist Report dated February 14, 2007
- Attachment 8: Advisory Design Panel Minutes from March 21, 2007



City of Richmond

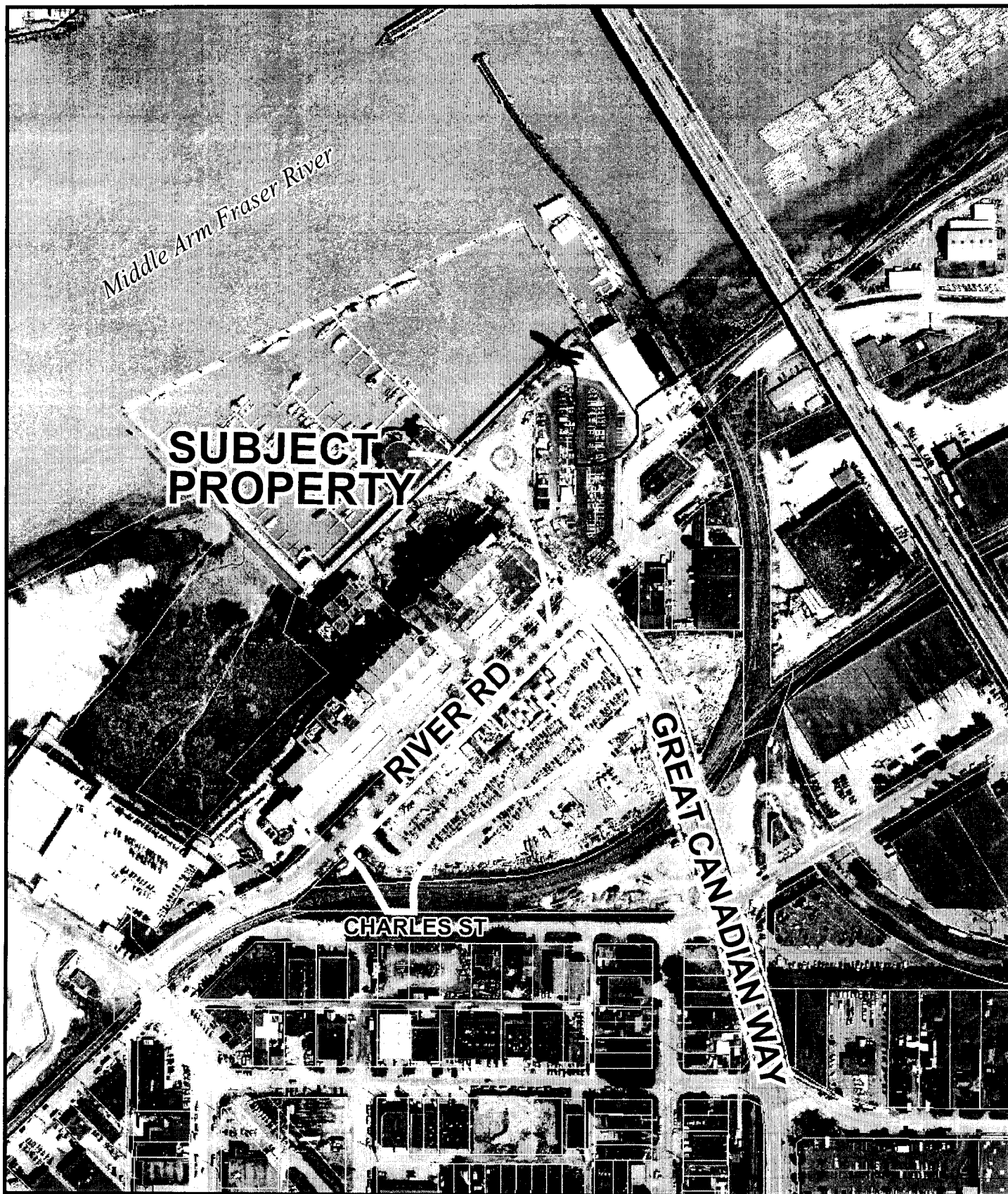


RZ 07-359525

Original Date: 01/29/07

Revision Date: 04/17/07

Note: Dimensions are in METRES

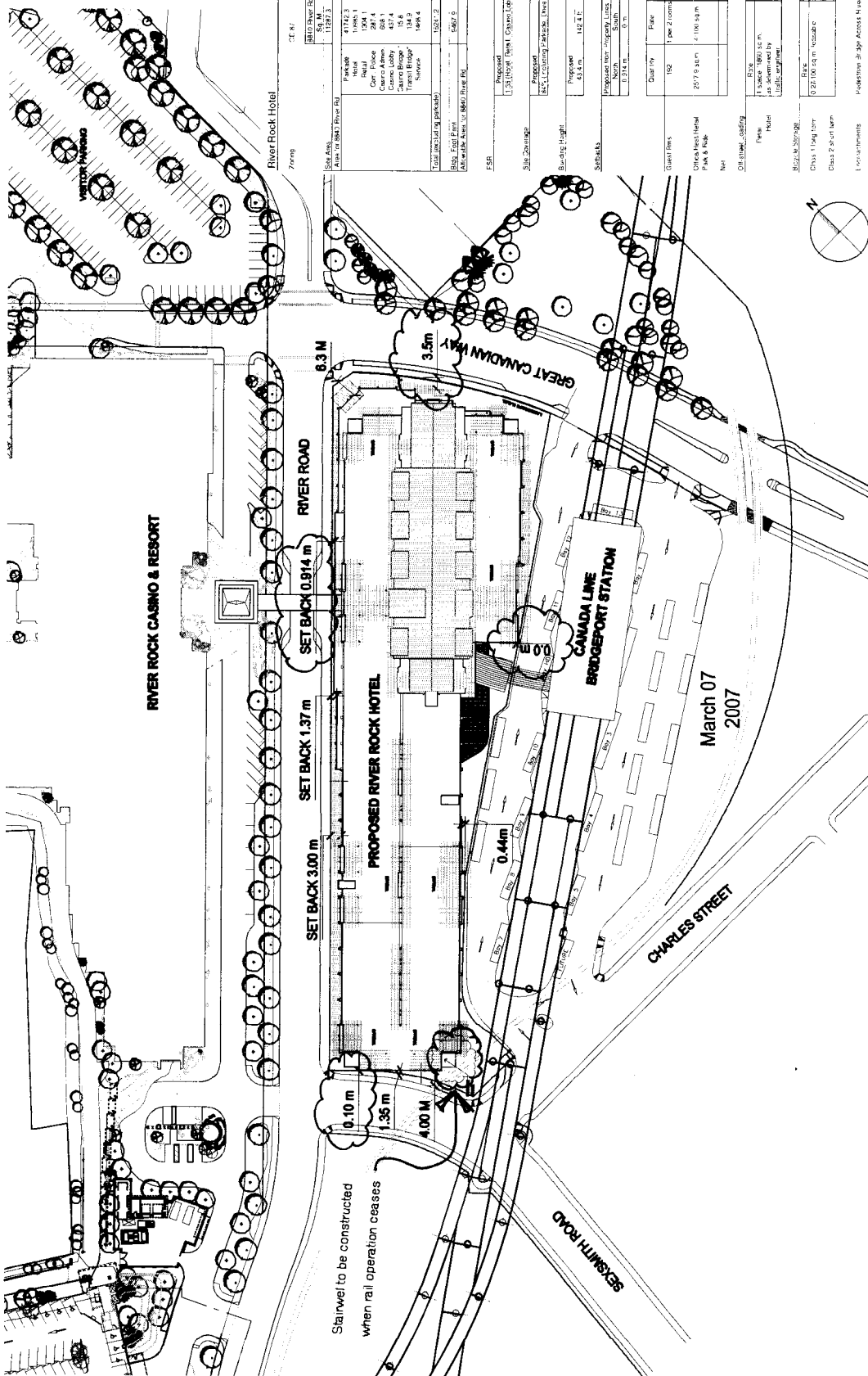


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Original Date: 01/29/07

Amended Date: 04/17/07

Note: Dimensions are in METRES



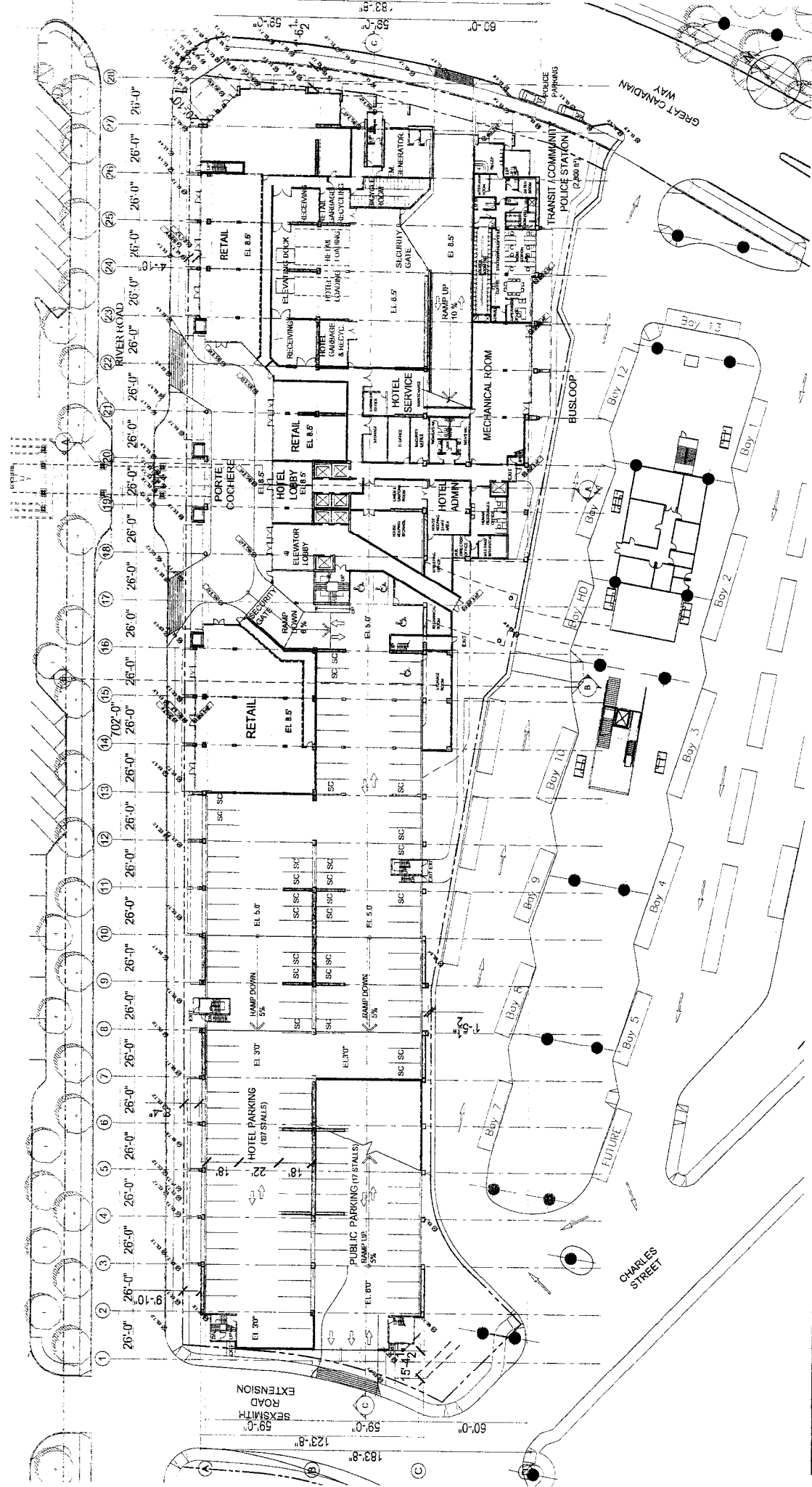
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Site Area	10,843.3	Sq. Ft.	
Proposed	1,021.2	Sq. Ft.	
Remaining	9,822.1	Sq. Ft.	
Site Coverage	10.3%	%	
Proposed	10.3%	%	
Remaining	89.7%	%	

RE-ISSUED FOR DEVELOPMENT PERMIT Date: March 07 2007		RE-ISSUED FOR DEVELOPMENT PERMIT Date: March 07 2007		ISSUED FOR DEVELOPMENT PERMIT Date: March 07 2007		ISSUED FOR BUILDING REZONING Date: March 07 2007	
Rev. No.	Description	Rev. No.	Description	Rev. No.	Description	Rev. No.	Description
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Author D.A.	Checked [Signature]	Drawn [Signature]	Date March 07 2007
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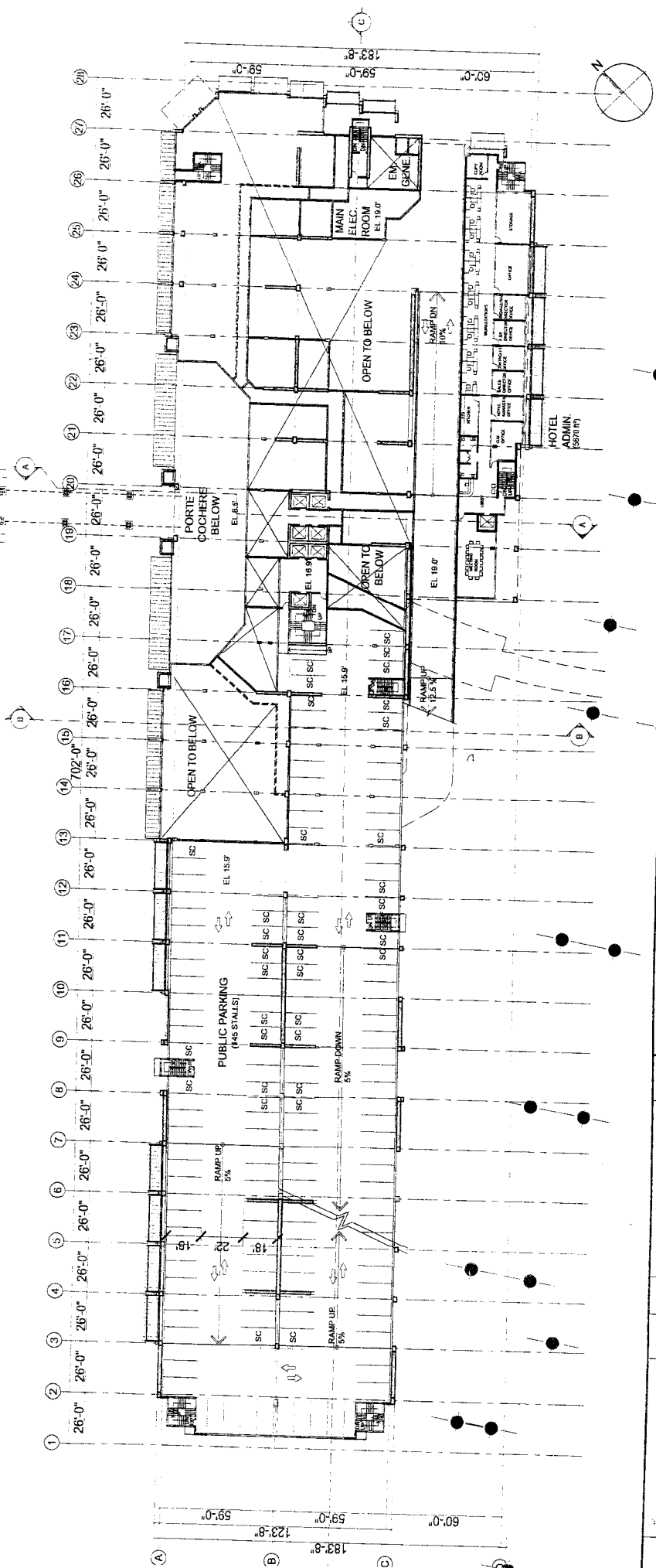
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Rev. No.	Description	Date	Rev. No.	Description	Date

SHEET TITLE
 LEVEL 1 - GROUND FLOOR PLAN
 RETAIL, HOTEL LOBBY, & PARKING

RIVER ROCK HOTEL
 8350 RIVER ROAD
 RICHMOND, B.C.

DA
 David Atkinson & Partners
 Architects
 400 West 1st Avenue
 Vancouver, BC
 V6C 1K7

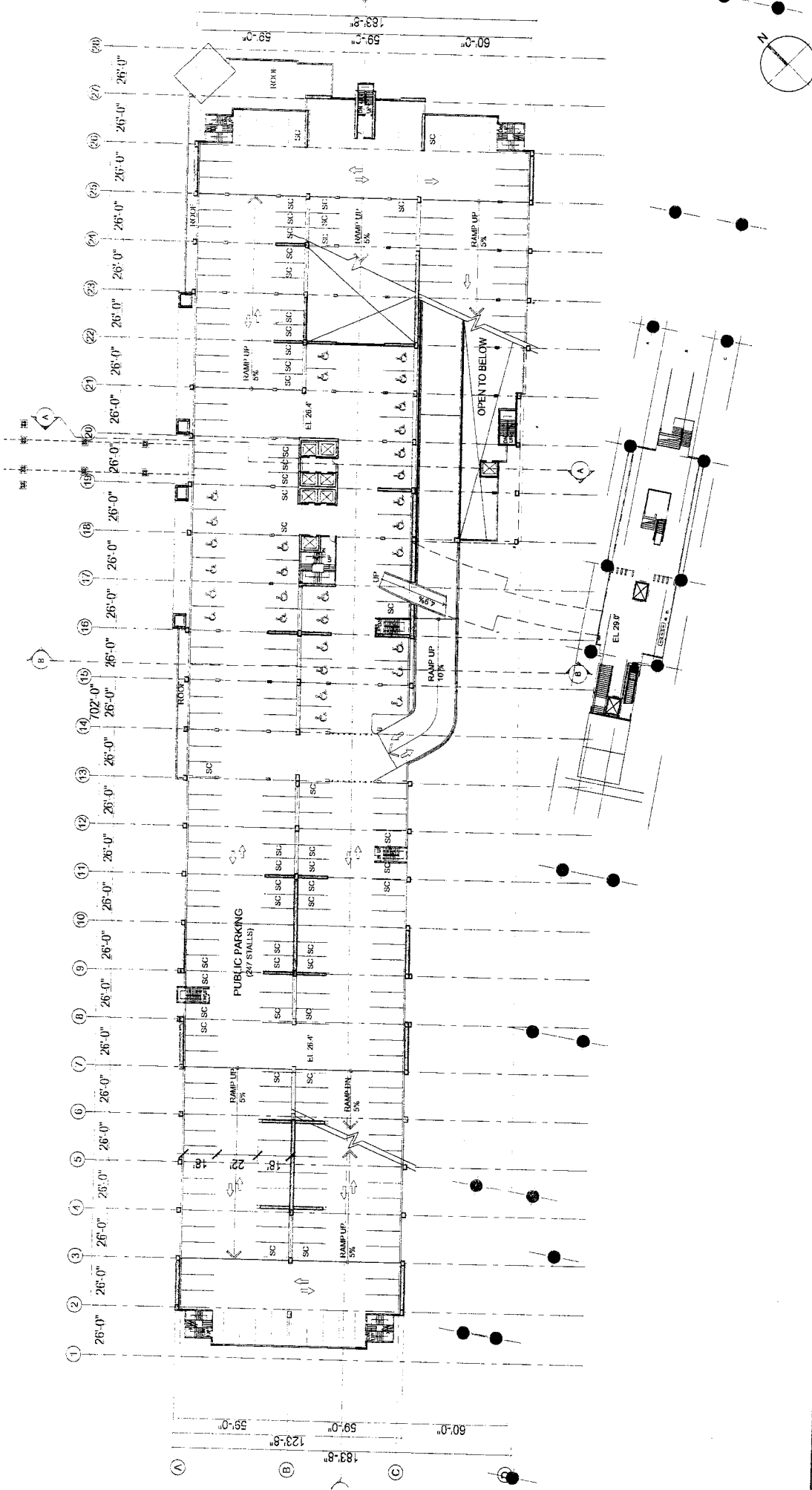
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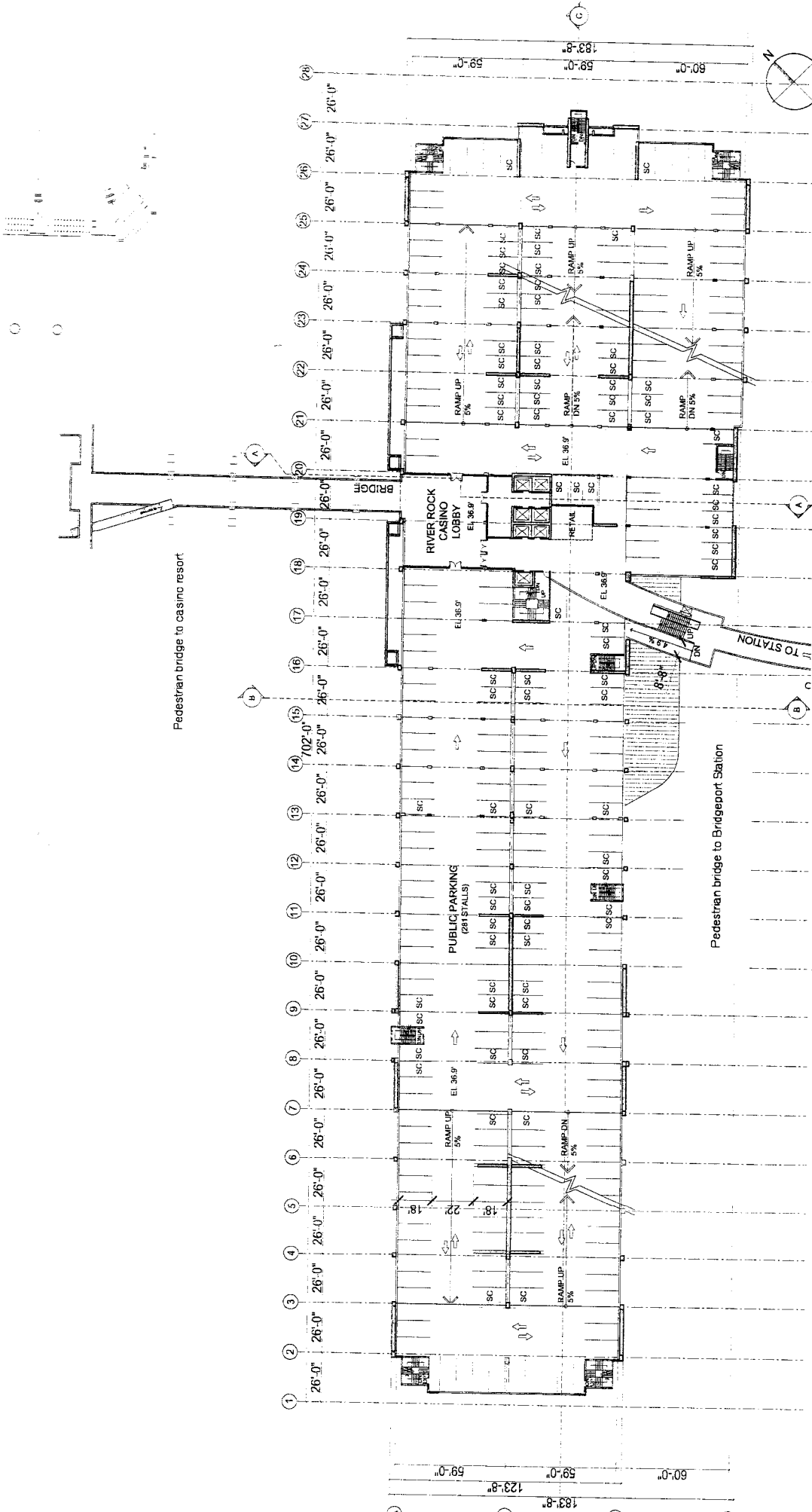
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Rev. No.	Date	Rev. No.	Date
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RIVER ROCK HOTEL
 8840 RIVER ROAD
 RICHMOND, B.C.

SHEET TITLE
 LEVEL 2 - FLOOR PLAN



DA Down Architecture & Planning 200-718-8888 1000 West 1st Street Vancouver, BC V6C 1P7 www.da-arch.com		SHEET TITLE LEVEL 3 - FLOOR PLAN		Drawing Date: March 07, 2007 Scale: 1" = 50' Drawn: J.N. Ref. Dwg.: Sheet No.: U Rev.:	
RIVER ROCK HOTEL 8840 RIVER ROAD RICHMOND, B.C.		REVISIONS		Rev. No. Description Date Rev. No. Description Date	
3	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07, 2007			
2	ISSUED FOR DEVELOPMENT PERMIT	Jan 25, 2007			
1	ISSUED FOR BUILDING RECONING	Jan 23, 2007			

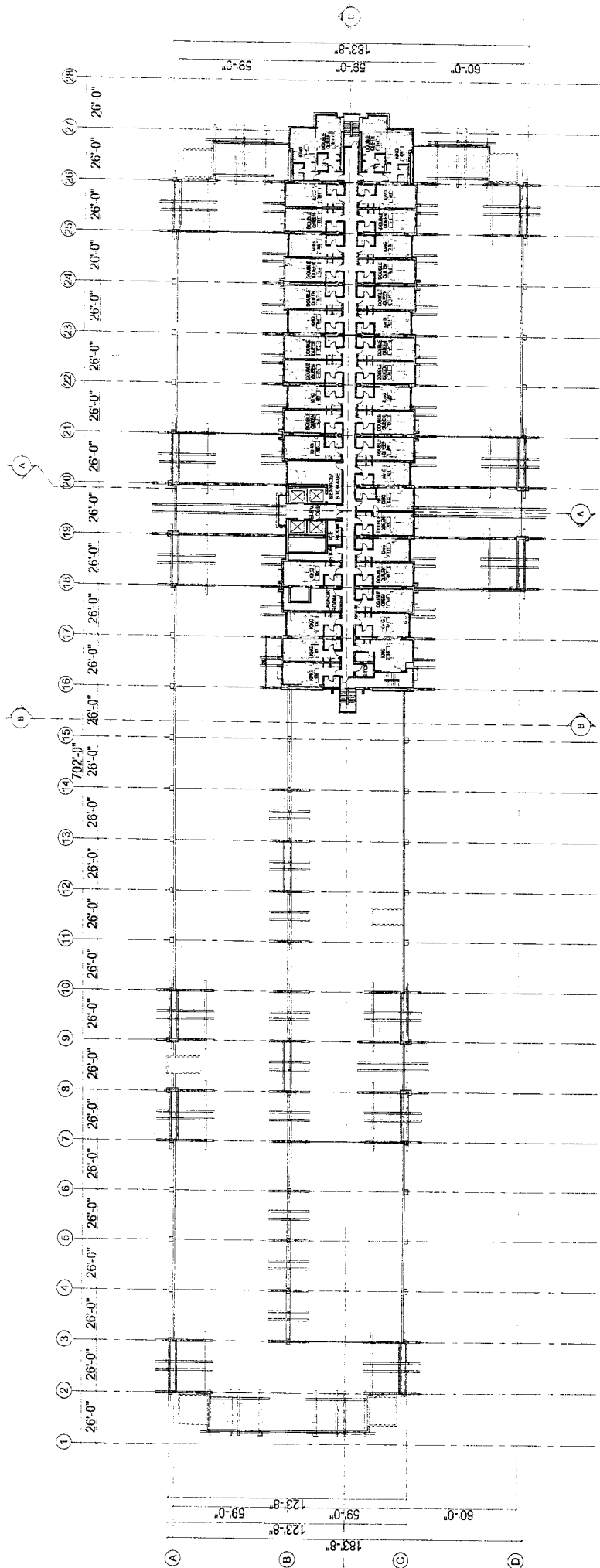


Pedestrian bridge to casino resort

Pedestrian bridge to Bridgeport Station

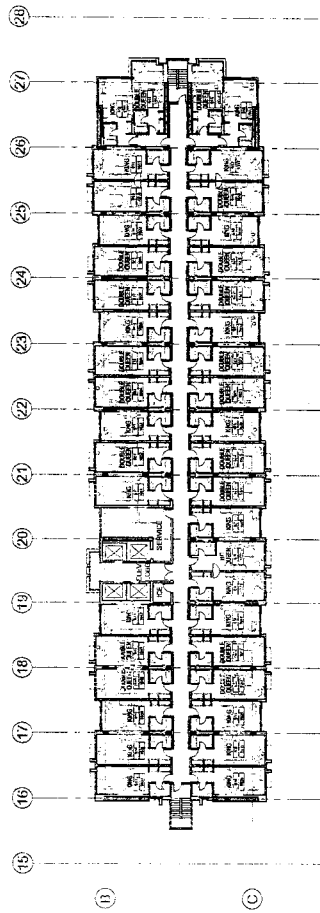
REVISIONS		SHEET TITLE		DRAWING INFORMATION	
Rev. No.	Description	Date	Rev.	Scale	Sheet No.
3	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07 2007	6	1" = 50'	6
2	ISSUED FOR DEVELOPMENT PERMIT	Jan 23 2007		P.Y.	
1	ISSUED FOR BUILDING REZONING	Jan 23 2007		Drawn	
				Ref. Dwg.	

D A		RIVER ROCK HOTEL		LEVEL 4 - FLOOR PLAN	
Dames & Moore Inc. 1000 West Broadway Vancouver, B.C. V6C 3K7 Tel: 604.681.1111 Fax: 604.681.1112		8840 RIVER ROAD RICHMOND, B.C.		Drawing Date: March 07, 2007	
© Dames & Moore Inc. 2007					

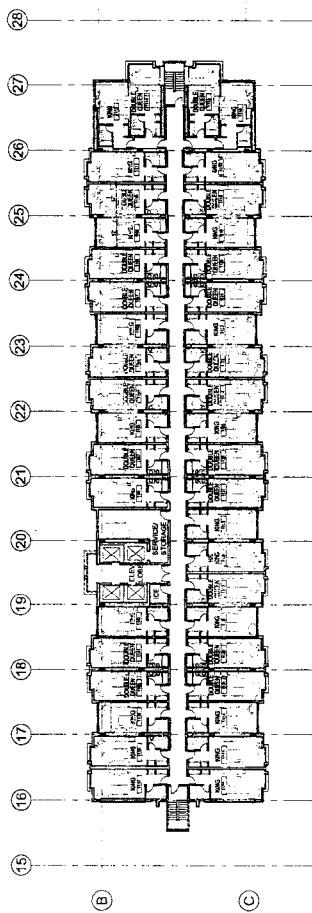


Level 8 - Floor Plan
38 Guest Rooms per Floor

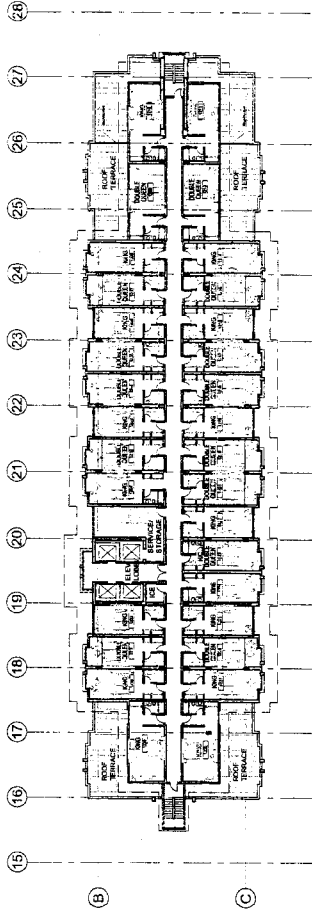
DA Davis / Archibald & Partners ARCHITECTS 1000 WEST 10TH AVENUE SUITE 1000 DENVER, CO 80202 TEL: 303.733.1111 WWW.DAARCHITECTS.COM		SHEET TITLE LEVEL 8 - FLOOR PLAN		Drawing Date: March 07, 2007 Scale: 1" = 50' Drawn: P.Y. Ref. Dwg.: Sheet No.: 10 Rev.:	
RIVER ROCK HOTEL 6840 RIVER ROAD RICHMOND, B.C.		© Development Express			
3 RE-ISSUED FOR DEVELOPMENT PERMIT 2 ISSUED FOR DEVELOPMENT PERMIT 1 ISSUED FOR BUILDING REZONING	March 07, 2007 Jan 23, 2007 Oct 23, 2007	Date Date Date	Description Description Description	Rev. No. Rev. No. Rev. No.	Date Date Date



Levels 9&10 - Floor Plan
41 Guest Rooms Per Floor



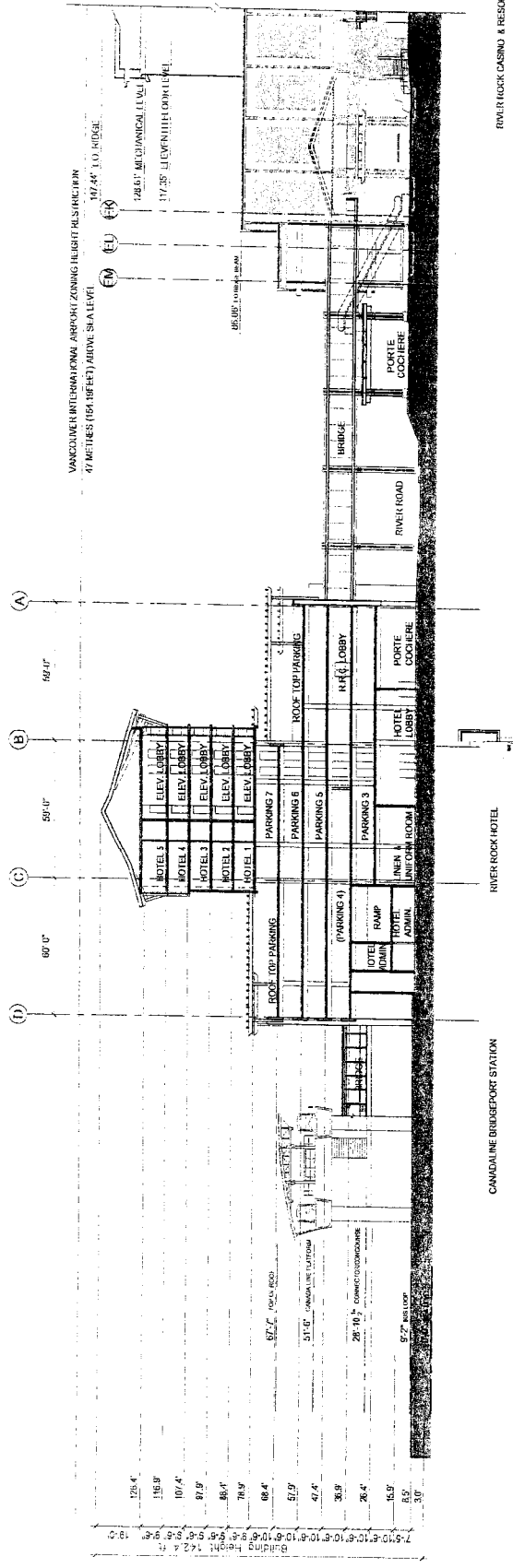
Level 11 - Floor Plan
41 Guest Rooms



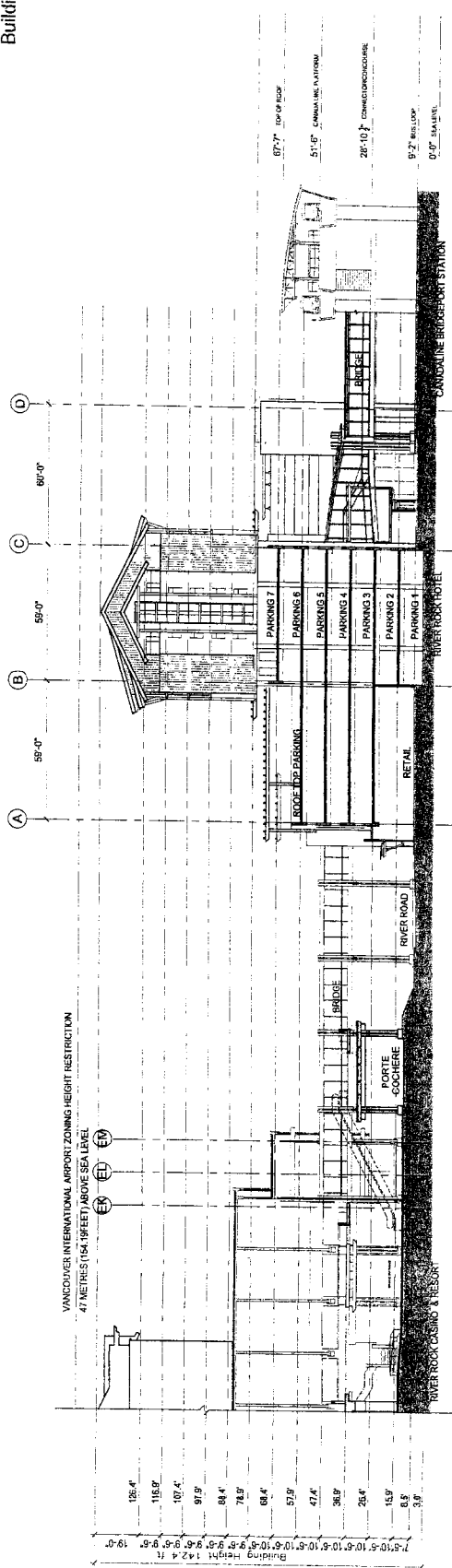
Level 12 - Floor Plan
31 Guest Rooms

Rev.No.	Description	Date	Rev.No.	Description	Date
3	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07 2007			
2	ISSUED FOR DEVELOPMENT PERMIT	Jan 25 2007			
1	ISSUED FOR BUILDING REZONING	Jan 25 2007			

DA Design Architect & Planner 1000 West 1st Street Vancouver, BC V6C 1A5 Tel: 604-681-1111 Fax: 604-681-1112		SHEET TITLE LEVELS 9-12 - FLOOR PLANS		Drawing Date: March 07, 2007 Scale: 1" = 50' Drawn: P.Y. Ref. Dwg.: Sheet No.: 11 Rev.:	
RIVER ROCK HOTEL 8840 RIVER ROAD RICHMOND, B.C.			© Davidbrook Design		



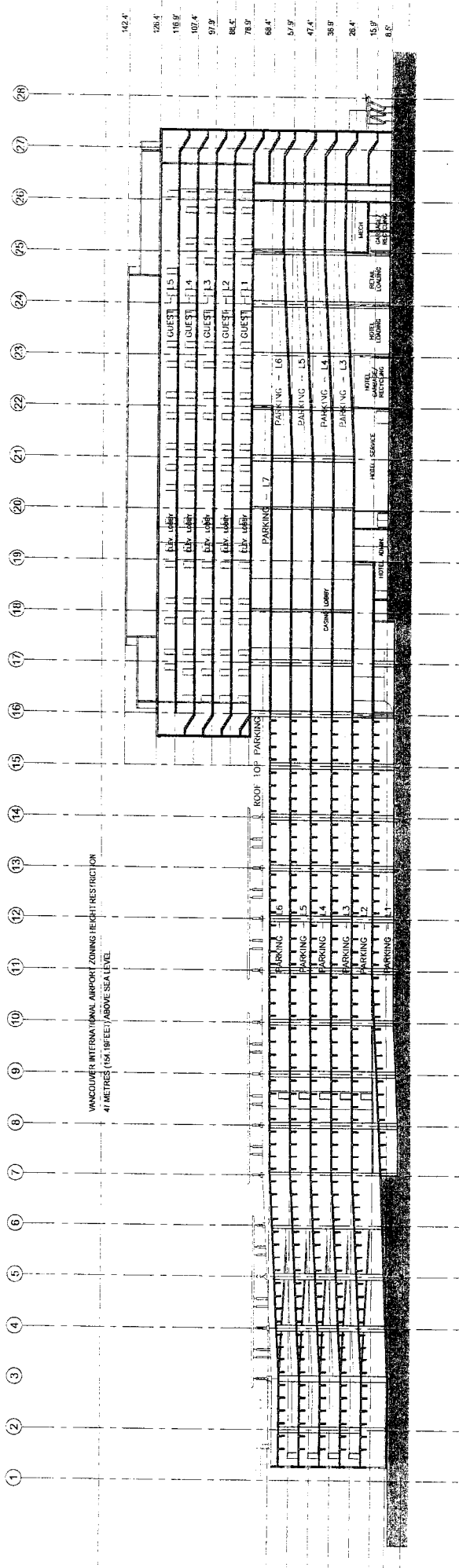
Building Cross Section A - A



Building Cross Section B - B

Rev.No.	Description	Date	Rev.No.	Description	Date
3	ISSUED FOR DEVELOPMENT PERMIT	March 07, 2007			
2	ISSUED FOR DEVELOPMENT PERMIT	Jan 23, 2007			
1	ISSUED FOR BUILDING REZONING	Jan 23, 2007			

DA Davis Architecture & Urban 200 West 10th Ave. Vancouver, BC V6Y 1P8 Tel: 604.681.1111 Fax: 604.681.1112		SHEET TITLE BUILDING SECTIONS	
Drawing Date March 07, 2007.		Scale 1" = 50'	
Drawn P.Y.		Sheet No. 13	
Ref. Dwg.		Rev.	

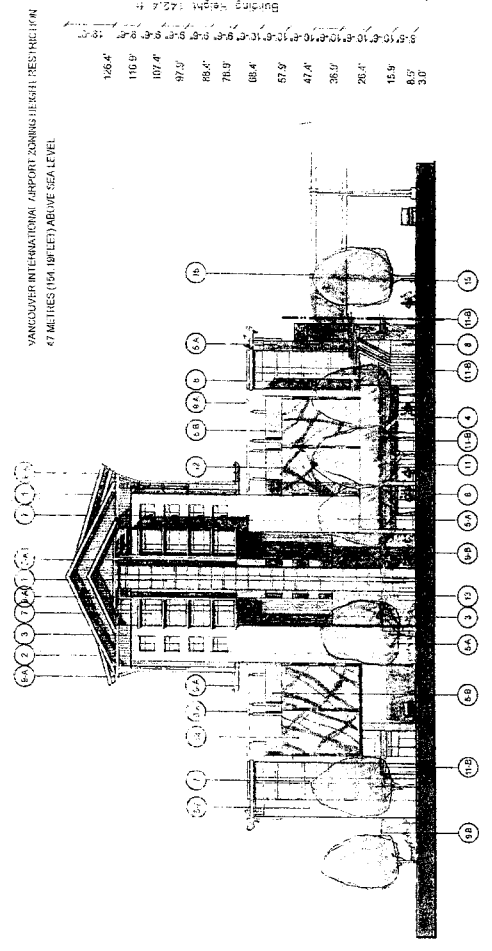


Building Longitudinal Section C - C

3	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07, 2007			
2	ISSUED FOR DEVELOPMENT PERMIT	Jan 23, 2007			
1	ISSUED FOR BUILDING REZONING	Jan 23, 2007			
Rev. No.	Description	Date	Rev. No.	Description	Date
<p>DA Design / Architecture / Engineering 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000</p>					
SHEET TITLE RIVER ROCK HOTEL 3840 RIVER ROAD RICHMOND, D.C.			Drawing Date: March 07, 2007 Scale: 1" = 50' Drawn: P.Y. Ref. Dwg.: Sheet No.: 14 Rev.:		

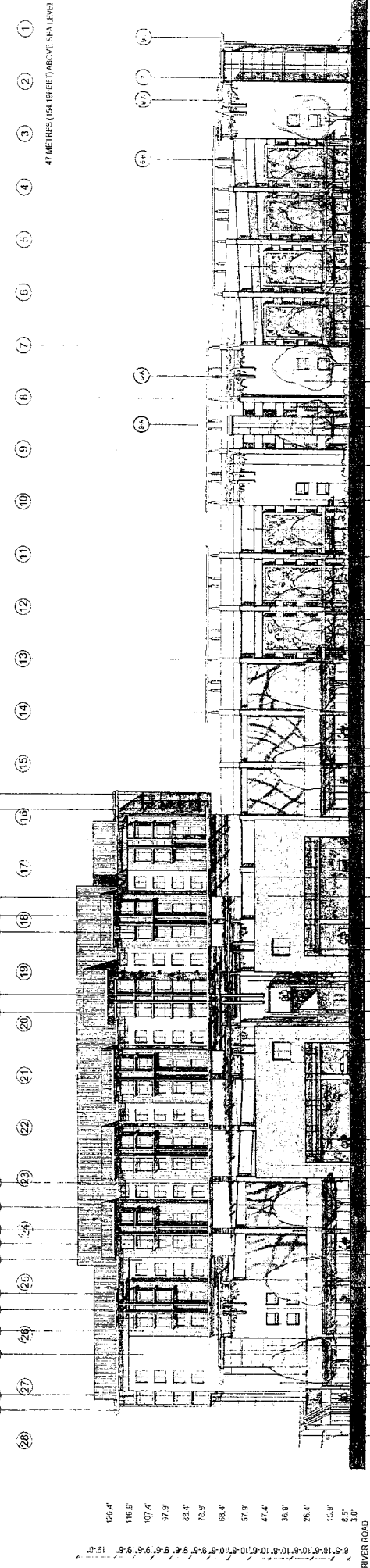
15. PERMANENT AND/OR REMOVABLE
- 1. PREFERRED STANDING STEEL SHEET PILING
 - 2. 20' OAK TIMBER
 - 3. PREFINISHED SHEET METAL FLASHING
 - 4. COLOUR: ZINC GRAY
 - 5. PREFINISHED METAL WALL CLADDING
 - 6. COLOUR: MEDIUM BROOZE
 - 7. POLYURETHANE ALUMINUM PANEL
 - 8. COLOUR: CHAMPAGNE BROOZE
 - 9. CAST IN PLACE ARCHITECTURAL CONCRETE
 - 10. COLOUR: LIGHT GRAY
 - 11. PRECAST CONCRETE
 - 12. COLOUR: MEDIUM GRAY
 - 13. COLOUR: DARK PUTTY
 - 14. ALUMINUM GLASSING CAN PREFINISHED ALUMINUM FRAME
 - 15. COLOUR: CLEAR GLASSING IN ALUMINUM FRAME
 - 16. ALUMINUM GLASSING IN ALUMINUM FRAME
 - 17. COLOUR: CLEAR GLASSING IN ALUMINUM FRAME
 - 18. PAINTED METAL SHEETS & FASCIA
 - 19. COLOUR: DARK GRAY
 - 20. COLOUR: BROWN
 - 21. MECHANICAL LOOPER
 - 22. COLOUR: ANODIZED COLOUR
 - 23. COLOUR: MEDIUM GRAY
 - 24. COLOUR: BROWN
 - 25. PREFINISHED METAL ART SCREEN
 - 26. STONE CLADDING
 - 27. COLOUR: MIXED GRANITE
 - 28. GREEN SPANNE FRAME
 - 29. COLOUR: CHAMPAGNE BROOZE
 - 30. BULKHEAD STEEL STRUCTURE
 - 31. COLOUR: ANODIZED SILVER

50' 0" 58' 0" 59' 0"



VANCOUVER INTERNATIONAL AIRPORT ZONING HEIGHT RESTRICTION
47 METRES (154.198 FEET) ABOVE SEA LEVEL

East Building Elevation



47 METRES (154.198 FEET) ABOVE SEA LEVEL

North Building Elevation



SHEET TITLE
EAST & NORTH BUILDING ELEVATIONS

RIVER ROCK HOTEL

8840 RIVER ROAD
RICHMOND, B.C.

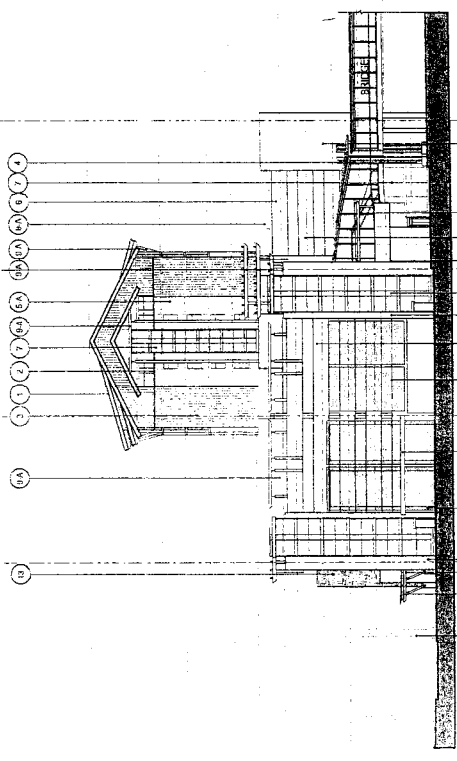
DA
Drawing Architectural & Civil
Architects Ltd.
1800 West 1st Avenue
Vancouver, B.C. V6L 1K5
Tel: 604-271-1111

Rev. No.	Description	Date	Rev. No.	Description	Date
3	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07, 2007			
2	ISSUED FOR DEVELOPMENT PERMIT	June 29, 2007			
1	ISSUED FOR BUILDING REZONING	Jan 23, 2007			

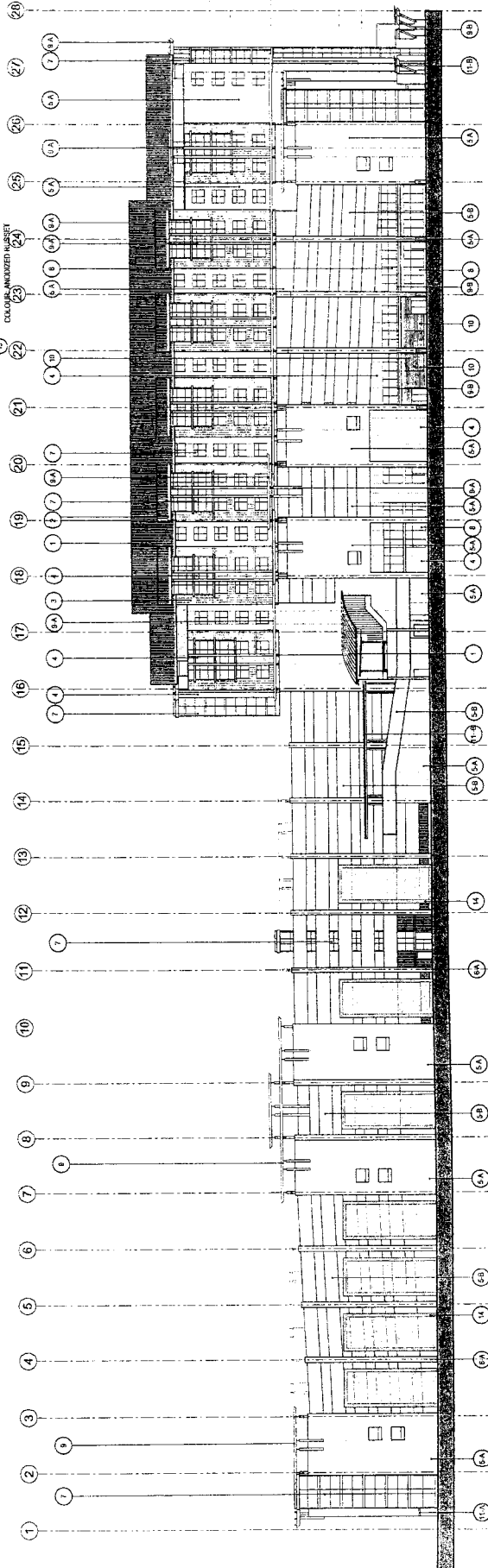
Drawing Date	March 07, 2007
Scale	1" = 50'
Drawn	MLL
Ref. Dwg.	
Sheet No.	15
Rev.	

- 1. POLYURETHANE FOAM COLOURED EXTERIOR
- 2. PREPARED STAINLESS STEEL METAL FINISH
- 3. GALVANIZED ZINC COATING
- 4. PREPARED STREET METAL FINISHING
- 5. GALVANIZED ZINC COATING
- 6. PREPARED METAL WALL CLADDING
- 7. COLOURED MEDIUM GRADE
- 8. COMPOSITE ALUMINUM PANEL
- 9. COLOURED CHAMPAGNE BRONZE
- 10. CAST IN PLACE ARCHITECTURAL CONCRETE
- 11. COLOURED MEDIUM GRADE
- 12. COLOURED MEDIUM GRADE
- 13. COLOURED MEDIUM GRADE
- 14. COLOURED MEDIUM GRADE
- 15. COLOURED MEDIUM GRADE
- 16. COLOURED MEDIUM GRADE
- 17. WINDOW GLAZING WITH FINISHES TO APPROVED FINISH
- 18. COLOURED ALUMINUM ANCHORS TO APPROVED FINISHES
- 19. ALUMINUM CURTAIN WALL SYSTEMS
- 20. COLOURED CHAMPAGNE BRONZE
- 21. POLYURETHANE FOAM COLOURED EXTERIOR
- 22. COLOURED MEDIUM GRADE
- 23. COLOURED MEDIUM GRADE
- 24. COLOURED MEDIUM GRADE
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West Building Elevation

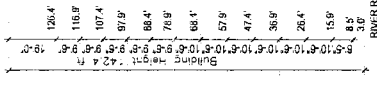
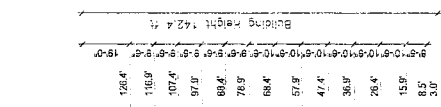


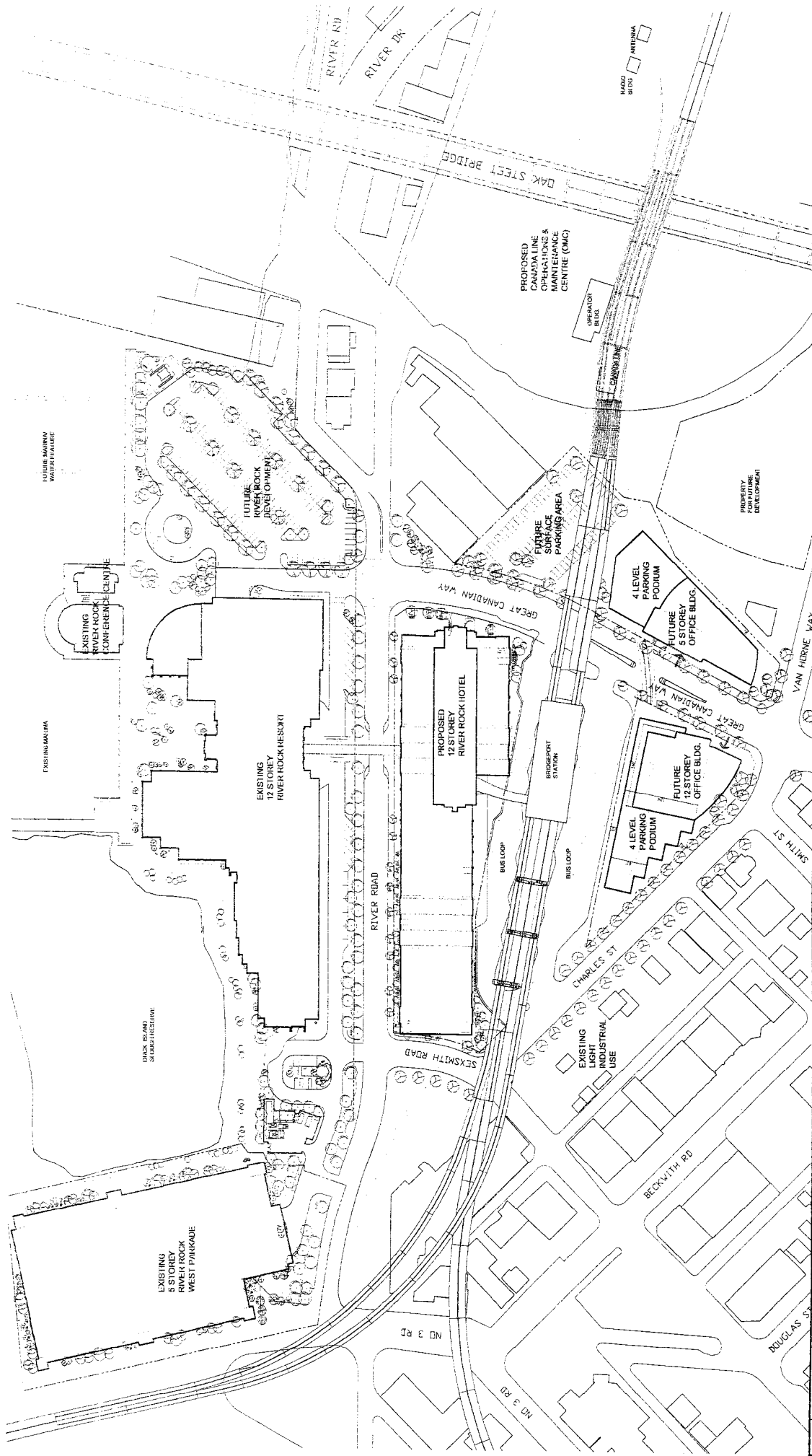
South Building Elevation



South Building Elevation

<p>DA Dunn, Archibald & Partners Architects 1000 Burrard Street V6C 2K7 Tel: 604-278-1111</p>		<p>RIVER ROCK HOTEL 3840 RIVER ROAD RICHMOND, B.C.</p>	<p>SHEET TITLE WEST & SOUTH BUILDING ELEVATIONS</p>	<p>Drawing Date: March 07, 2007 Scale: 1" = 50' Drawn: M.E. Ref. Dwg.: Sheet No.: 16 Rev.:</p>
<p>Rev. No. Description</p>	<p>Date</p>	<p>Rev. No. Description</p>	<p>Date</p>	
3	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07, 2007		
2	ISSUED FOR DEVELOPMENT PERMIT	April 25, 2007		
1	ISSUED FOR BUILDING REZONING	June 25, 2007		

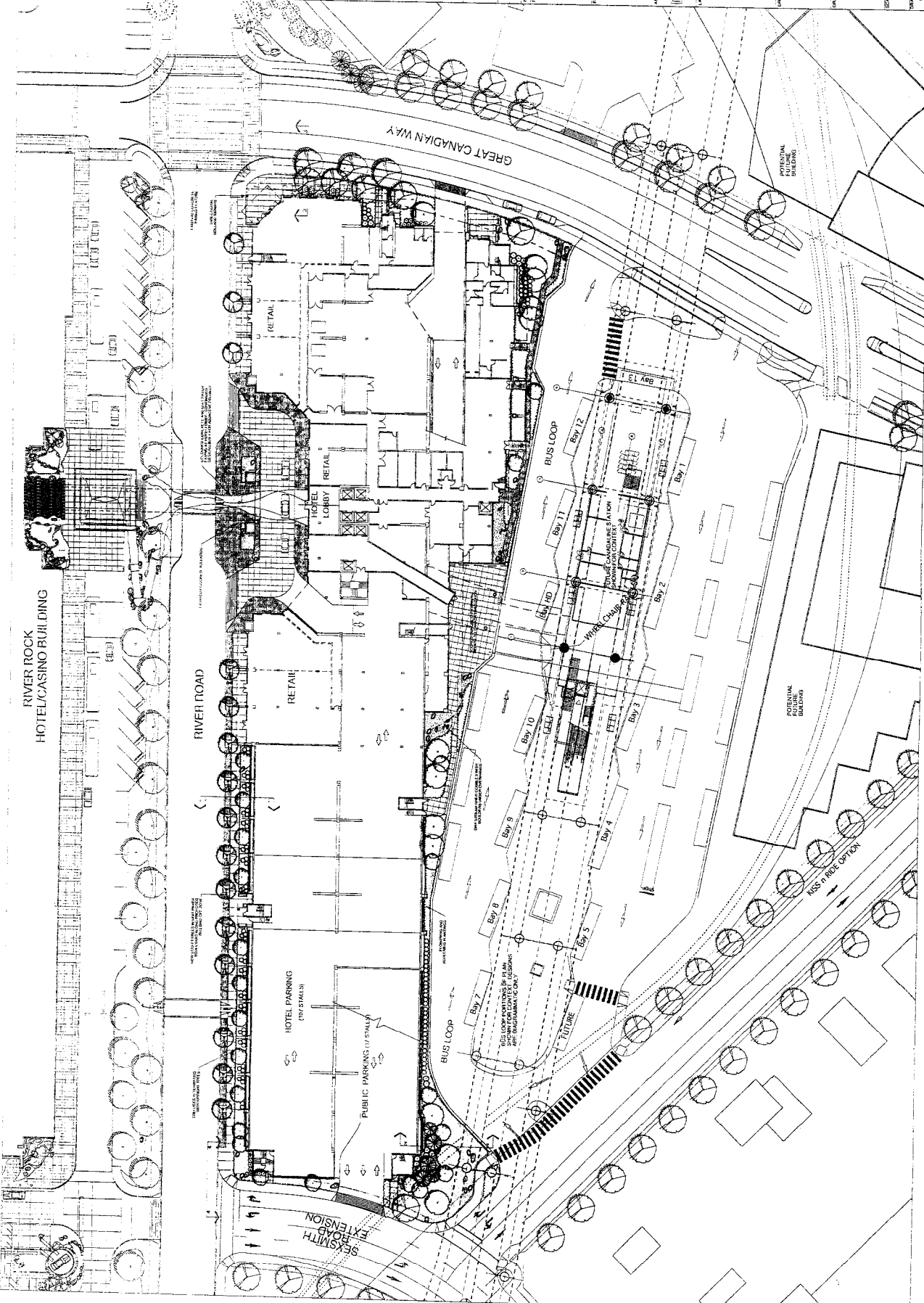




DA Doves / Associates & Partners Architects / Planners 4000 West 10th Street Suite 100 Vancouver, BC V6P 3K1 Tel: 604-271-1111 Fax: 604-271-1112		SHEET TITLE MASTER PLAN		Drawing Date: March 07, 2007 Scale: 1" = 150' Drawn: P.Y. Rev. Dwg: Sheet No. 17 Rev.	
REVISIONS		PROJECT INFORMATION		PROJECT LOCATION	
2	RE-ISSUED FOR DEVELOPMENT PERMIT	March 07, 2007		RIVER ROCK HOTEL 8840 RIVER ROAD RICHMOND, B.C.	
1	ISSUED FOR DEVELOPMENT PERMIT & BUILDING REZONING	Feb 07, 2007		<small>© Unpublished by Doves</small>	
Rev. No.	Description	Date	Rev. No.	Description	Date

FOR REFERENCE ONLY

RIVER ROCK
HOTEL/CASINO BUILDING



NOTES:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. ALL FINISHES ARE TO BE DETERMINED BY THE ARCHITECT.
3. ALL UTILITIES ARE TO BE LOCATED AND DEPTH NOTED.
4. ALL EXISTING UTILITIES ARE TO BE MAINTAINED AND PROTECTED.
5. ALL EXISTING UTILITIES ARE TO BE MAINTAINED AND PROTECTED.
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9. ALL EXISTING UTILITIES ARE TO BE MAINTAINED AND PROTECTED.
10. ALL EXISTING UTILITIES ARE TO BE MAINTAINED AND PROTECTED.

PROJECT NUMBER	1-300
DATE	09-27-06
DESIGNER	SHARPS & ASSOCIATES
CLIENT	GREAT CANADIAN CASINO
LOCATION	1010 101 STREET, RICHMOND, BC
SCALE	AS SHOWN

APPROVED BY:
ARCHITECT:
DATE: 10/10/06

River Rock
Hotel
Richmond, BC

GREAT
CANADIAN
CASINO

SHARPS & ASSOCIATES
ARCHITECTS & PLANNERS
1010 101 STREET, RICHMOND, BC
V6V 1G1
TEL: 604-273-1111
WWW.SHARPS-ARCHITECTS.COM

LANDSCAPE ARCHITECT
MARC LANGE ARCHITECT

LANDSCAPE ARCHITECT
MARC LANGE ARCHITECT

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MARC LANGE ARCHITECT

LANDSCAPE ARCHITECT
MARC LANGE ARCHITECT

LANDSCAPE ARCHITECT
MARC LANGE ARCHITECT

Landscape
Layout /
Grading Plan

19

PROJECT NUMBER	1-300
DATE	09-27-06
DESIGNER	SHARPS & ASSOCIATES
CLIENT	GREAT CANADIAN CASINO
LOCATION	1010 101 STREET, RICHMOND, BC
SCALE	AS SHOWN

RIVER ROCK HOTEL/CASINO BUILDING

RIVER ROAD

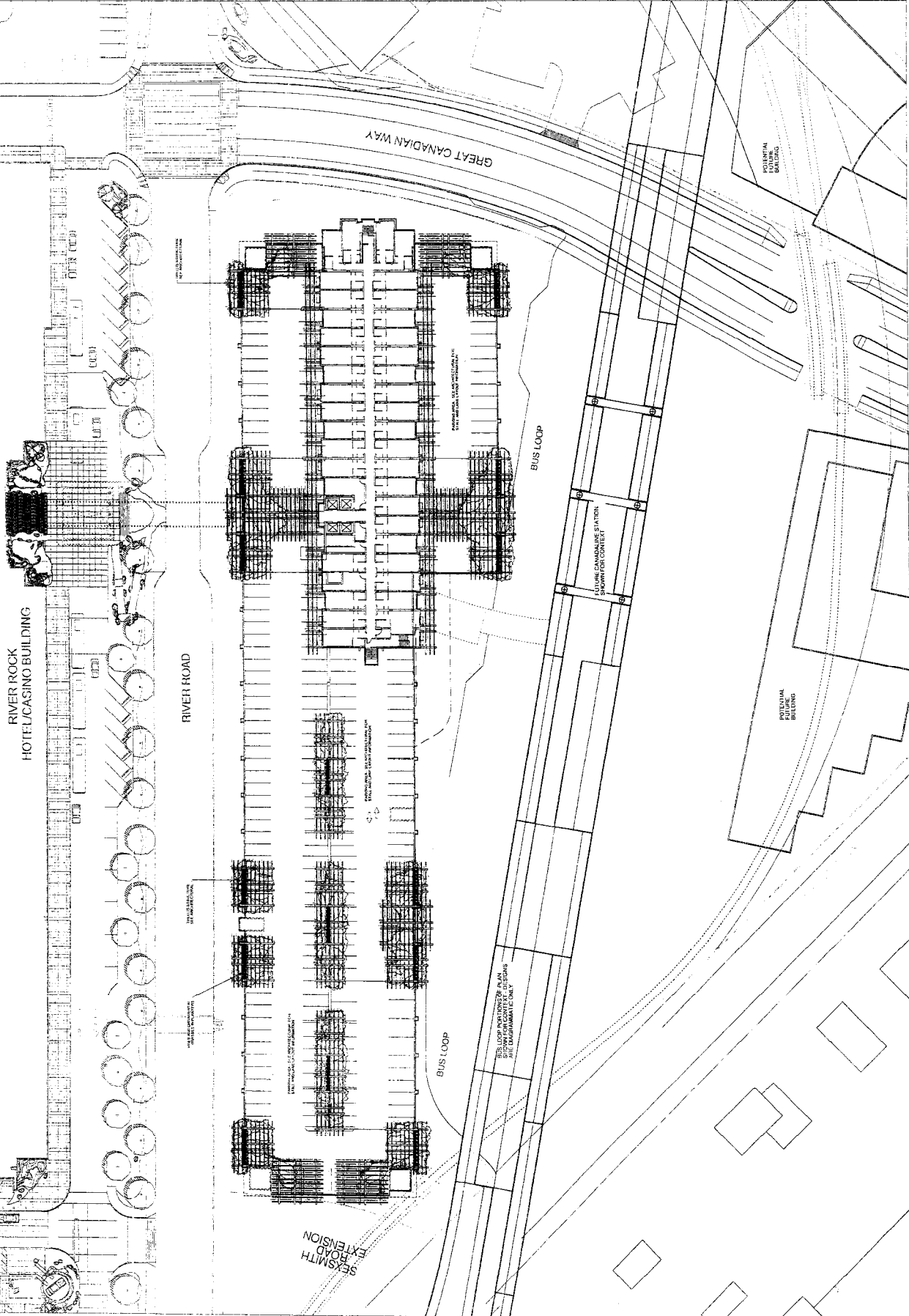
GREAT CANADIAN WAY

BUS LOOP

FUTURE CANADIAN STATION
MOUNTAIN CONTROL

POTENTIAL
FUTURE
BUILDING

SEXSMITH
ROAD
EXTENSION



River Rock
Hotel
Richmond, BC



SHARP & DIAMOND
LANDSCAPE ARCHITECTURE INC.

Landscapes
Upper Level
Plan

20

SCALE	PROJECT NUMBER	DATE
1:200	05-919	08/11/06
DRAWN BY	DESIGNED BY	DATE
US	US	November 2006

NOTES: 1. THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE SITE PLAN AND THE LANDSCAPE ARCHITECTURE PLAN. 2. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. 3. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. 4. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. 5. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

SHARPE & MOHRD
Landscape Architecture Ltd.
1000-1050 W. Broadway
Vancouver, BC V6H 3T8
Tel: 604-681-8888
Fax: 604-681-8898
www.sharpeandmohr.com

NO.	DESCRIPTION	DATE
1	PRELIMINARY	NOV 2005
2	REVISION	DEC 2005
3	REVISION	DEC 2005
4	REVISION	DEC 2005
5	REVISION	DEC 2005
6	REVISION	DEC 2005
7	REVISION	DEC 2005
8	REVISION	DEC 2005

River Rock Hotel
Richmond, BC

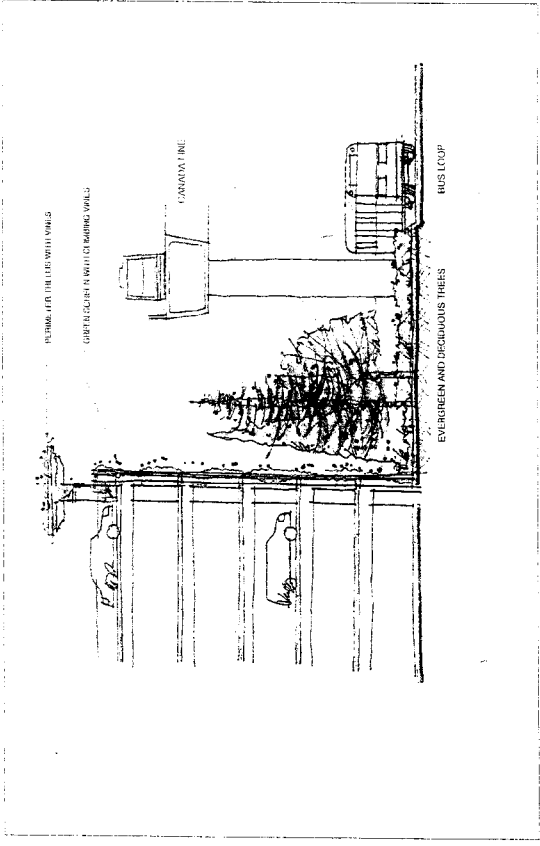
GREAT CANADIAN CASINO

SHARPE & MOHRD
Landscape Architecture Ltd.

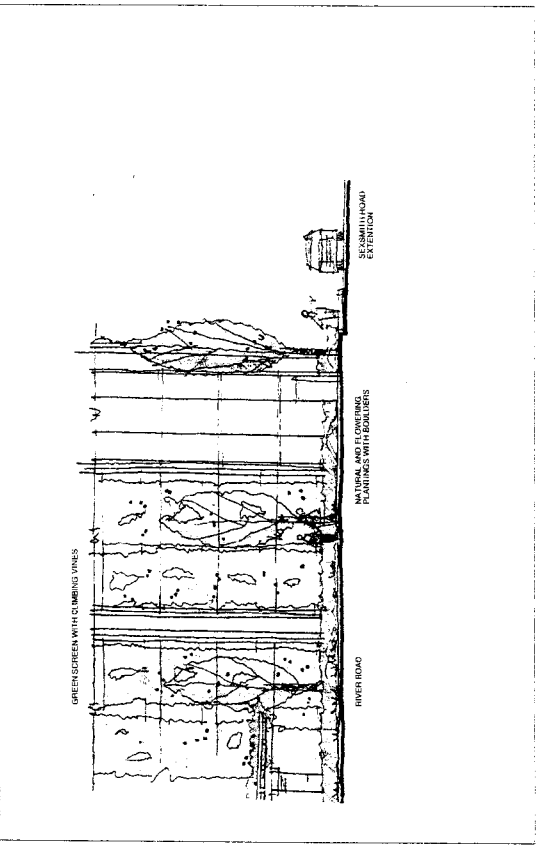
Concept Landscape Sections

21

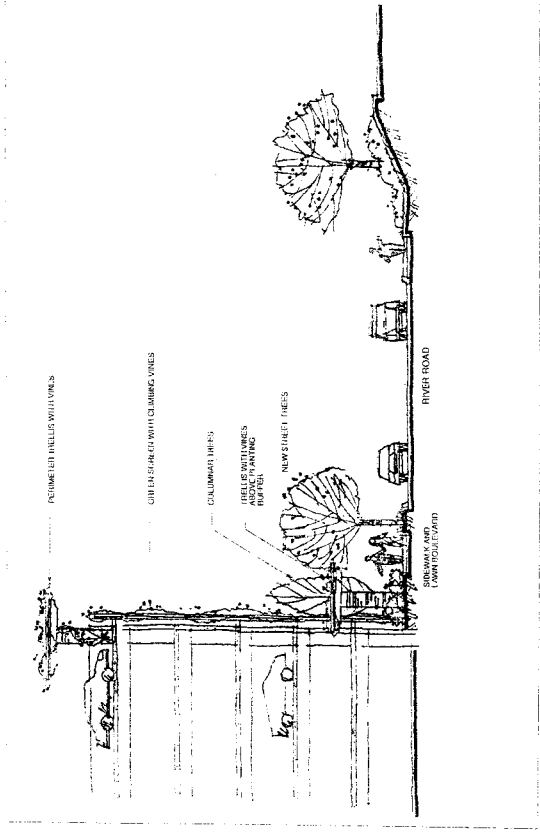
PROJECT NUMBER: 1100
DATE: 05-975
SHEET: 21 OF 21
DATE: 10/10/06
DATE: 10/10/06



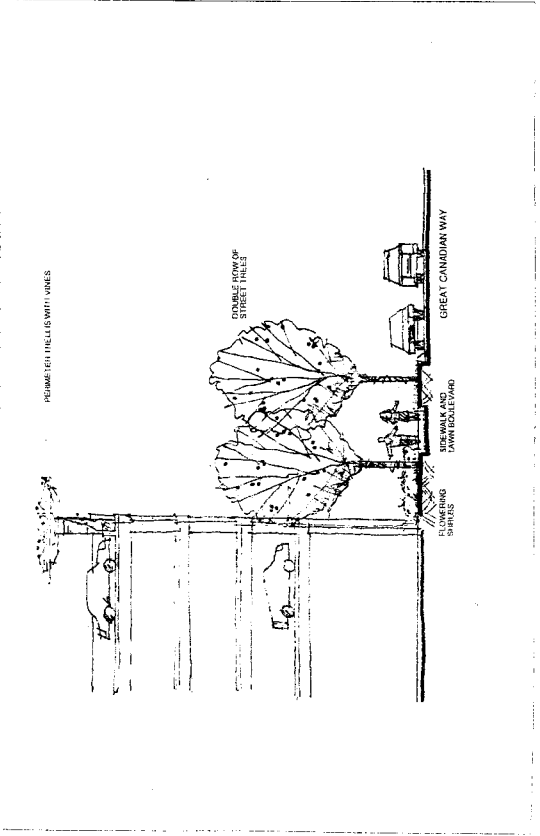
SECTION / ELEVATION 2



SECTION / ELEVATION 4



SECTION / ELEVATION 1



SECTION / ELEVATION 3

SHARP & BERNARD ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2Y9
 TEL: 604.681.1111
 WWW.SHARPANDBERNARD.COM

PROJECT NAME: RIVER ROCK HOTEL
 PROJECT NUMBER: RR-079
 DRAWN: [Name]
 US: [Name]
 DATE: December 2009

PRECEDENTS / Materials

22

SHARP & BERNARD ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2Y9
 TEL: 604.681.1111
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River Rock Hotel
 Richmond, BC

GREAT CANADIAN CASINO

SHARP & BERNARD ARCHITECTS

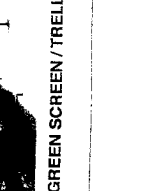
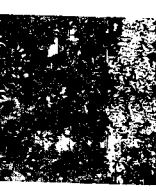
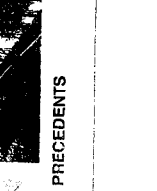
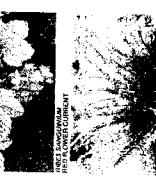
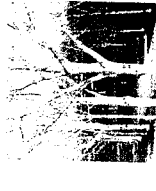
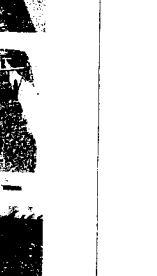
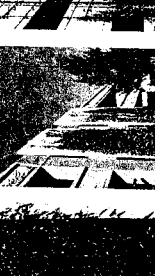
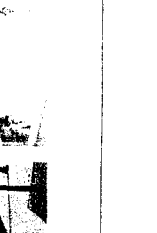
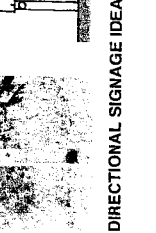
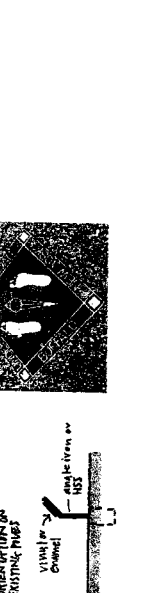
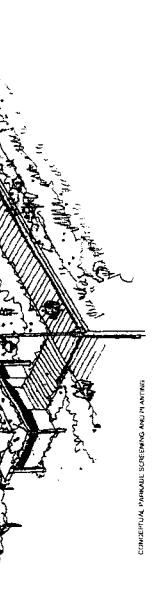
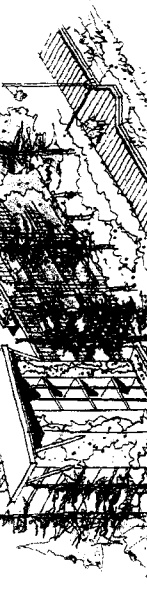
CONCEPTUAL FURNISHING SCREENING AND PLANTING

CONVENTIONAL FURNISHING AND PLANTING

PLANTING, FURNISHING, AND LANDSCAPE CHARACTER

FLOWING FURNISHING AND PLANTING

REINTEGRATION OF EXISTING TREES



GREEN SCREEN VINES

PLANT PALETTE

FURNISHINGS

DIRECTIONAL SIGNAGE IDEAS

RIVER ROCK PRECEDENTS

PLANTING, FURNISHING, AND LANDSCAPE CHARACTER

CONVENTIONAL FURNISHING AND PLANTING

CONCEPTUAL FURNISHING SCREENING AND PLANTING

GREEN SCREEN / TRELLIS PRECEDENTS

SKETCH PLAN OF PROPOSED STATUTORY RIGHT OF WAY AREAS OVER PART OF LOT 103, EXCEPT PART IN PLAN BCP12416, AND PART OF LOT 102, BOTH OF SECTIONS 21 AND 22, BLOCK 5 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, PLAN 46989

SCALE 1:1000



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.

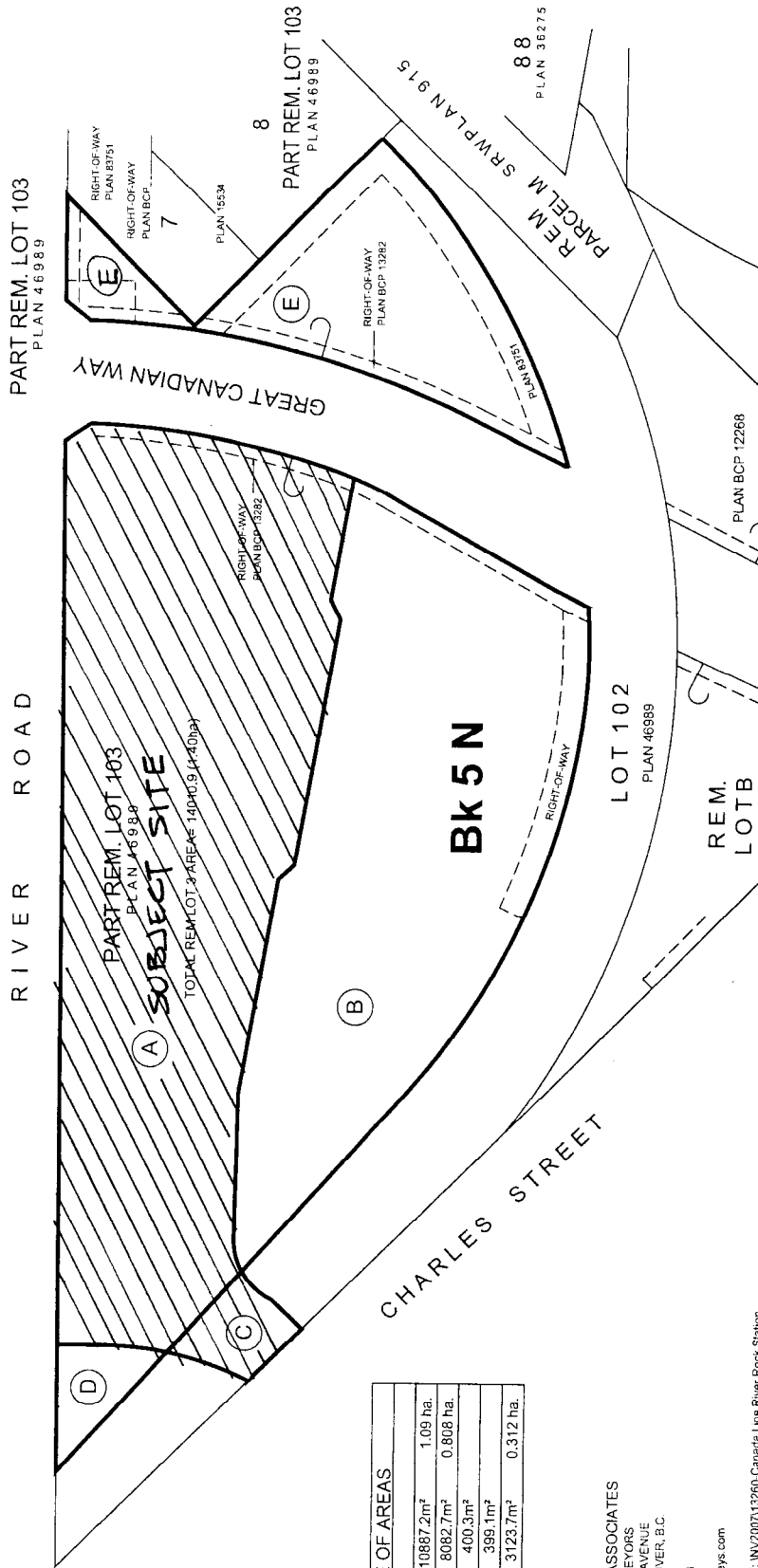


TABLE OF AREAS	
(A)	10887.2m ² 1.09 ha.
(B)	8082.7m ² 0.808 ha.
(C)	400.3m ²
(D)	399.1m ²
(E)	3123.7m ² 0.312 ha.

BENNETT & ASSOCIATES
 B.C. LAND SURVEYORS
 4201-275 FELL AVENUE
 NORTH VANCOUVER, B.C.
 V7P 3R6
 PH: 604-960-4866
 FX: 604-960-5856
 www.bennettsurveys.com

JOB DIRECTORY: INV200713260 Canada Line River Rock Station
 PROJECT: 13260-ROW PlanDwg
 DRAWING FILE: SK13260-Area.Dwg



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

Development Application Data Sheet

RZ 07-359525

Attachment 4

Address: 8840 River Road

Applicant: Great Canadian Gaming Corporation

Planning Area(s): West Bridgeport (City Centre Area Plan Concept: Bridgeport "Village")

	Existing	Proposed
Owner:	Greater Vancouver Transportation Authority and Great Canadian Gaming Corporation	Great Canadian Gaming Corporation
Site Size (m²):	22,436 m ²	14,010.9 m ²
Land Uses:	Surface parking	Park & ride, hotel and ancillary commercial uses
OCP Designation:	Mixed Use	Mixed Use
Area Plan Designation:	Area under further study (West Bridgeport)	Special District (City Centre Area Plan Concept)
Zoning:	C6	CD/87

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio: Hotel	Max. 1.5	1.35	None permitted
: Parkade	No maximum	N/A	None
Lot Coverage:	Max. 50%	88%	None
Lot Size (min. dimensions):	No minimum	14,010.9 m ²	None
Setback – River Road (m):	Min. 6 m	1.37 m Min. to building 0.91m to porte-cochere	Variance supported
Setback – Great Canadian Way (m):	Min. 6 m	Min. 3.5 m	Variance supported
Setback – Sexmith Road (m):	Min. 6 m	Min. 0.1 m	Variance supported
Setback – south (common boundary with proposed bus loop) (m):	Min. 6 m	Min. 0 m	Variance supported
Height (m):	45 m	43.4 m	None
Off-street Parking Spaces – Park & Ride	1200	1200	None
Hotel and ancillary commercial	214	324	None
Accessible Parking Spaces	30	34	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	1414	1524	None
Manoeuvring Aisle	7.6 m	6.7 m	Variance supported

Other: Tree replacement deposit \$23,000 paid. A further \$5,000 may be required at Development Permit.

A. Land Use & Density



The framework proposes an approach centred on the establishment of a network of distinct, yet complementary, mixed-use transit villages, each of which will provide an attractive, livable environment and together will provide for a dynamic, sustainable downtown.

Further Investigation

1. Refine employment targets and related land use and density requirements for the downtown's mixed-use and business districts.
2. Identify strategies aimed at coordinating the City Centre with objectives for the airport, port, and agricultural lands.
3. Refine density targets for residential development and how that relates to trends in dwelling unit and household size.
4. Explore opportunities for density and height bonussing and density transfer as means to secure public amenities and park through private development.

Sea Island/Airport development is pending a detailed review with the Vancouver International Airport Authority.

⊕ Proposed Major Village Centre

⊕ Proposed Minor Village Centre

Potential Village Centre

T2 Rural Zone

T3 Sub-Urban Zone (0.55 - 1.2 Floor Area Ratio)

T4 General Urban Zone (1.2 - 2.0 FAR)

T5 Urban Centre Zone (2.0 - 3.0 FAR)

T6 Urban Core Zone (3.0+ FAR)

Special District Zone (1.5 - 2.0+ FAR)

▨ Non-residential Zones

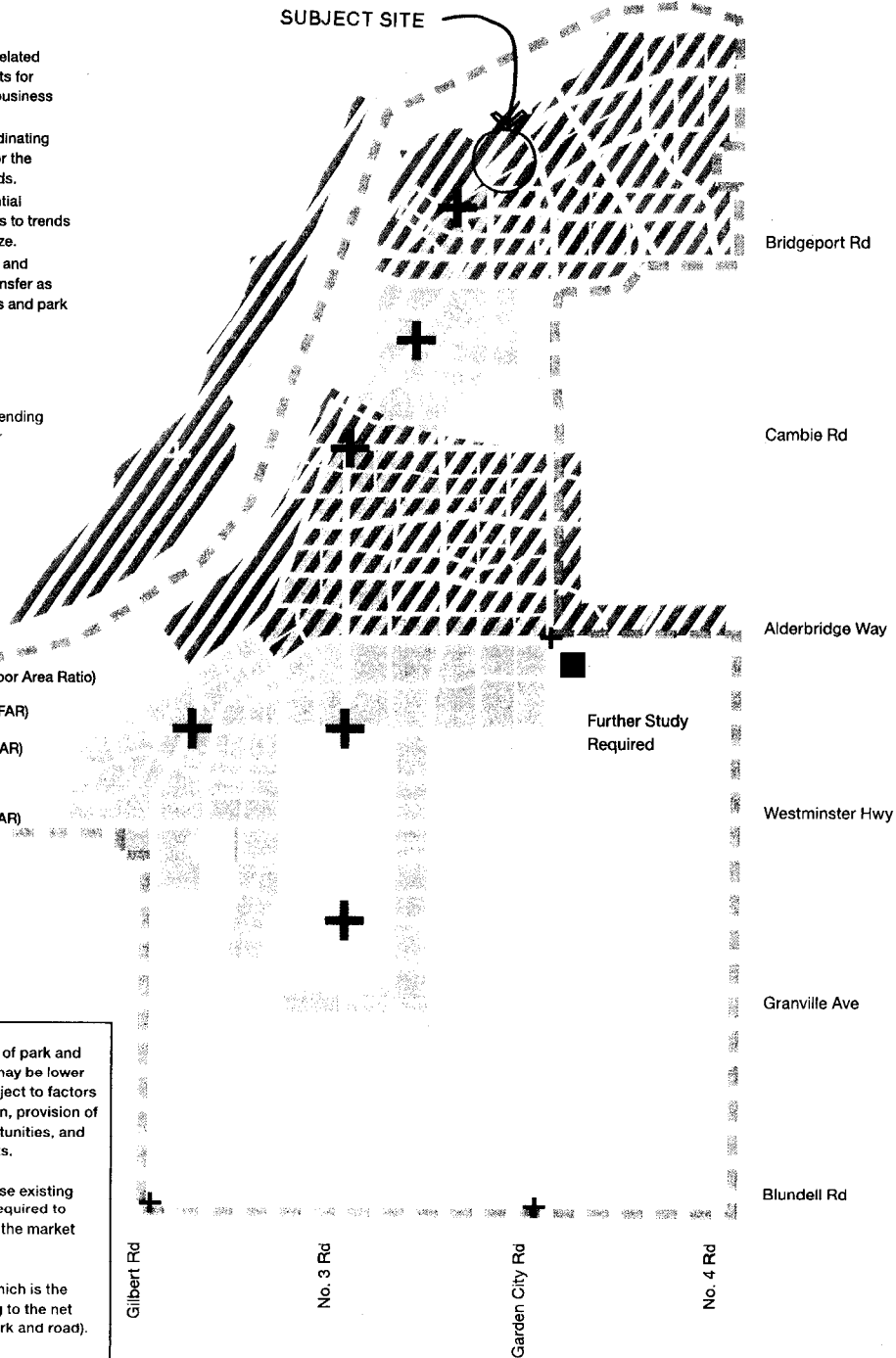
Garden City Lands

■ Trade & Exhibition Centre

Density is a "net target" (e.g., net of park and road). Actual density permitted may be lower than the maximum indicated, subject to factors such as property size and location, provision of amenities, density transfer opportunities, and form of development requirements.

Any rezoning that seeks to increase existing density as per the CCAP will be required to contribute to amenities based on the market value of the density increase.

FAR refers to "floor area ratio", which is the ratio of the floor area of a building to the net size of its property (e.g., net of park and road).



Rezoning Considerations

8840 River Road

A Portion of 8840 River Road (being Lot 103, Except Part in Plan BCP12416, Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 46989) and a Portion the Rail Right-of-Way on Lot 102, Section 21 and 22 Block 5 North Range 6 New Westminster District Plan 46989

RZ 07-359525

Prior to final adoption of Zoning Amendment Bylaw 8212, the developer is required to complete the following:

1. Submission of a title summary outlining the charges on title and their impact on the proposed development to the satisfaction of the City Solicitor.
2. Developer to apply to the City for an Encroachment Agreement for the sky bridge over River Road linking 8840 and 8811 River Road, to the satisfaction of the Director of Engineering and General Manager of Business and Financial Services. Developer is to agree to pay all associated costs for:
 - preparation of agreement;
 - preparation of volumetric survey of the space being occupied;
 - determination of market value (appraisal); and
 - legal costs.
3. Registration of an Aircraft Noise Indemnity Covenant on title.
4. Registration of a Flood Plain Covenant on title. The minimum Flood Construction Elevation is 2.6 m.
5. Registration of the necessary legal agreements on title to allow public access to the parkade during the operating hours of public transit.
6. The scope of work described below is for the new Sexsmith Road between River Road and Charles Street from property line to property line, and include a corridor for the private utilities (BC Hydro, Telus, Shaw and Terasen):
 - Final design of Sexsmith Road will be based on an updated CLCo design to the satisfaction of the Director of Transportation. The work (including both CLCo and or GVTA scope and Great Canadian Gaming Corporation's scope) should include the full right-of-way (ROW) width, full City utilities and streetlight.
 - The Developer, Great Canadian Gaming Corporation's (GCGC), is to provide proof that the CLCo and/or GVTA has made arrangements, to the satisfaction of the Director of Major Projects and the Director of Transportation for the construction of the portion of new Sexsmith Road, between Charles Street and River Road from curb to curb.
 - The developer is responsible for the frontage upgrade between the back of curb to the building face along the east side of the new Sexsmith Road.
7. Enter into the City's standard Servicing Agreement*, to design and construct Great Canadian Gaming Corporation's (GCGC) portion of the offsite improvements at their sole cost. Works include, but are not limited to:
 - (a) Frontage beautification along River Road, including removing the existing sidewalk, behind the curb and gutter, creating a 1.5+/- m grass and treed boulevard, relocating the streetlights into this boulevard and pouring a 2.0 m concrete sidewalk at the Property Line.

- (b) Frontage work along Sexsmith Road between the curb to the property line to include treed boulevard and sidewalk.
 - (c) Sanitary sewer connection location is to Manhole S5 on Great Canadian Way. Any other location will require a service extension.
 - (d) The existing watermain is along River Road only. Watermain extension may be required to provide service to the mechanical room, which is on the south side of the proposed structure, near Great Canadian Way. Development Applications-Engineering would prefer the required service run through the new structure, but preliminary response is that may not be feasible. The engineering consultant can explore using the corridor provided via BCP13282 along the east side of the site adjacent Great Canadian Way, but this was also a corridor for tree planting.
 - (e) Any upgrades determined via the Site Service Capacity Analysis results. Any identified upgrades shall be provided at the developer's sole cost.
8. The City's acceptance of the developer's offer to provide voluntary contribution towards the following City Identified Catchment Upgrades. NOTE: Should the developer not have this application to a juncture where they can pay the current Development Cost Charge (DCC) rates (i.e. prior to July 1, 2007), the new DCC rates will be applied at Building Permit stage and this voluntary contribution will not be paid:
 - \$ 28,941.37 for water;
 - \$202,589.59 for storm sewer; and
 - \$ 86,824.11 for sanitary sewer
 - **\$318,355.07** TOTAL
 9. There are no identified right-of-ways (ROWs) to be discharged, but a proper Title Search must confirm that only three (3) right-of-ways (ROWs) are indeed on the current 8840 River Road. The three (3) current right-of-ways (ROWs) are:
 - Plan 83751 – for sanitary sewer which is remaining
 - BCP13282 – 3 m right-of-ways (ROWs) secured via the recent Great Canadian Way design and construction and identified on the corresponding engineering design (SA03-233662) as future landscaping buffer. Trees are proposed for the right-of-way (ROW) but a watermain extension may be required also as noted above.
 - BCP14598 is at the southeast corner of River Road and Great Canadian Way.
 10. Arrangements to be made to the satisfaction of the Director of Parks for the removal, temporary storage and relocation of the 5 Maple trees located on the City boulevard that conflicts with the temporary vehicular access onto the site during construction.
 11. The submission and processing of a Development Permit* to a level where the application can be referred to the Development Permit Panel for consideration by the Director of Development that addresses the following Development Permit requirements:

Preliminary Development Permit* Requirements:

- Receipt of a Letter-of-Credit for landscaping. The amount is based on the total floor area, including areas which may be exempt from floor area ratio (F.A.R.) calculations, such as garages. In addition:
 - \$23,000 has been submitted at rezoning as a deposit replacement of the 23 Cherry trees recommended for removal in the Arborist's report. This money may be refunded if sufficient quantity and calliper of replacement trees are incorporated into the landscape plan to be submitted as part of the Development Application.
 - \$5,000 will be submitted for replacement of five (5) Maple trees, that were removed from the boulevard and stored off-site for the duration of construction period, if the Maple trees, or replacement trees in accordance with the Richmond Tree Bylaw, are not being reincorporated into the landscape plan.
- The developer to work with the City's Public Art Planner to incorporate Public Art on and around the building in response to the comments from the Advisory Design Panel on March 21, 2007.
- Applicant is to address comments from March 21, 2007 Advisory Design Panel comments as part of Development Permit submission. Additional urban design comments will be provided as part of the Development Permit application review.
- Provide grade elevation information related to geodetic datum as provided by a land surveyor on the site plan and the elevation drawings.
- Additional issues/requirements as determined by the Director of Development as a result of the Development Permit process.
- All external ramps should be weather-protected or heated. Highly visible signs and measures should be provided at all control points of any proposed counterflow ramps (i.e., changeable message signs, gates, etc.).
- If the site is not consolidated prior to the issuance of the Development permit, then registration of legal agreements on title will be required to facilitate access easements and building encroachments.

Prior to Building Permit* Issuance:

- Submission of a construction parking and traffic management plan to the satisfaction of the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulations Section 01570. See <http://www.richmond.ca/services/ttp/special.htm> for details.
- Any other Building Permit requirements as determined by the Director of Building Approvals.
- If the Encroachment Agreement is approved by City Council, the applicant is to execute and register on title the Encroachment Agreement for the sky bridge over River Road linking 8840 and 8811 River Road, and for any other projections (e.g. awnings/canopies) that are over City property. Note: any awnings/canopies must be designed to the satisfaction of the Director of Development and Director of Engineering and may be required to be detachable and demountable.
- If the sky bridge between the park and ride and the Bridgeport Station is shown on the plans, then the developer is to submit proof of agreement (legal or private) between the owner of

the subject site and GVTA to permit public access between the park and ride facility and the Bridgeport Canada Line Station via the sky bridge.

General Notes:

1. * This requires a separate application.
2. All legal agreements must be to the satisfaction of the City Solicitor and, where applicable, must be fully registered in the Land Title Office prior to issuance of the rezoning or applicable permit.

[Signed original on file]

Signed

Date



**Froggers Creek
Tree Consultants Ltd.**

7763 McGregor Avenue Burnaby BC, V5J4H4
Telephone: 604-721-6002 Fax: 604-437-0970

City of Richmond
Policy Planning Department
6911 No. 3 Rd,
Richmond, BC, V6Y 2C1

February 14, 2007

Attention: Cecilia Achiam, City of Richmond Planner

Re: River Rock Hotel 8840 River Road, Richmond BC

Tree Protection Report

Please find enclosed my **Tree Protection Report**. I am also attaching as appendices to the Report, a **Tree Inventory** and a **Tree Protection Plan** drawing for reference purposes.

TREE PRESERVATION SUMMARY

28	Trees affected by this development.
23	On-site trees affected by this development.
5	City trees affected by this development
23	On-site trees proposed for removal.
0	On-site tree proposed for retention
0	City tree proposed for removal
5	City tree proposed for retention

INTRODUCTION

The purpose of this report is two-fold: firstly, to describe the existing tree resource growing on site; secondly, to set forth measures to protect some or all of this resource; or, in the absence of any opportunities for meaningful tree retention, to explain why it is not feasible.

The report will document the following:

1. the extent, character and condition of all surveyed on-site and off-site trees that may be potentially impacted by the development;
2. trees proposed for removal and retention;
3. measures proposed to minimize tree loss and maximize successful tree conservation;

I have been provided with the following resources:

1. a tree survey of the existing property and adjacent lands;
2. a proposed site layout drawing.

I have visited the site and assessed the trees with a diameter of 10cm and greater located on the lot and on lands immediately adjacent. All trees have been tagged, inventoried and evaluated for health, structure and retention value.

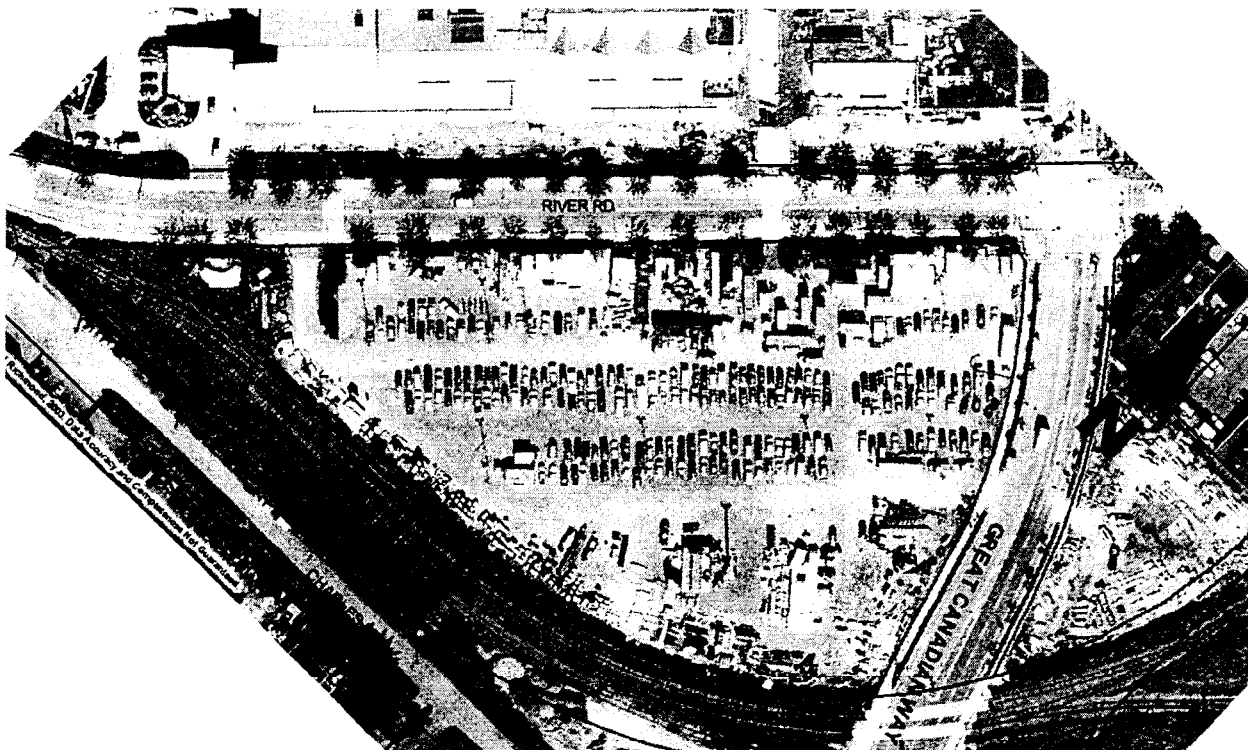


Figure 1. Aerial photo of subject properties - from the City of Richmond's online mapping and GIS website – <http://www.richmond.ca/discover/maps.htm>

OBSERVATIONS

Current Site Conditions

The site is a very large parking lot. All of the on-site trees are planted along River Road. There are 5 newly planted street trees along Great Canadian Way.

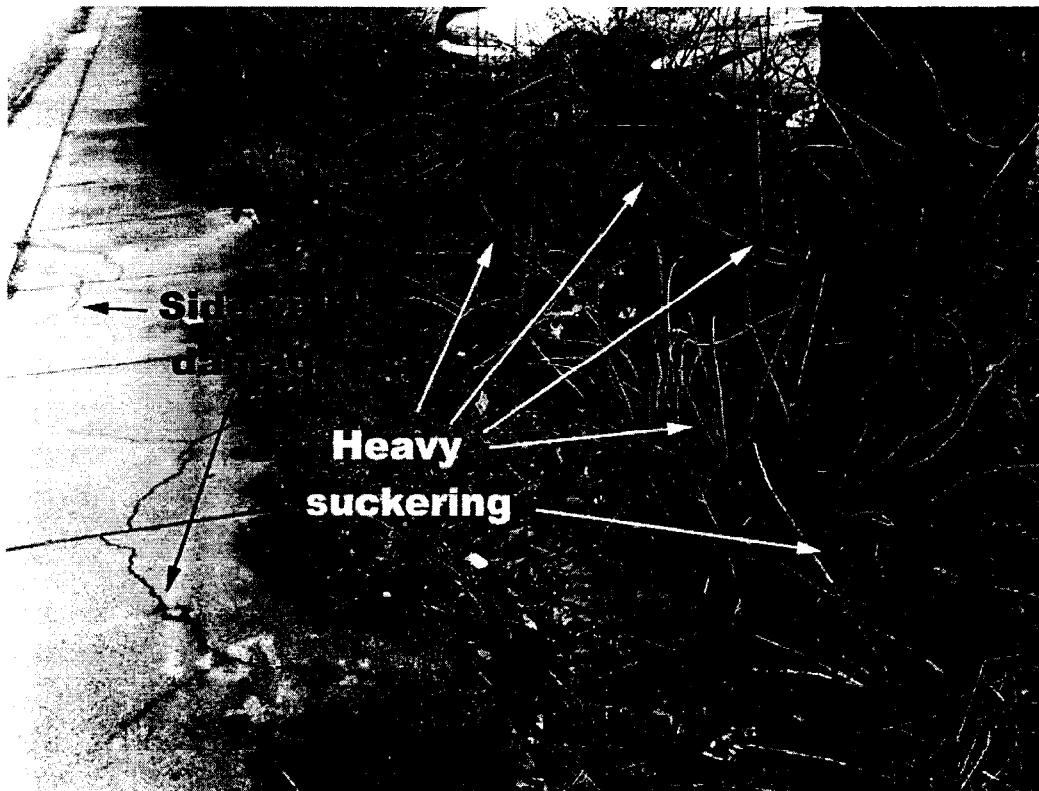
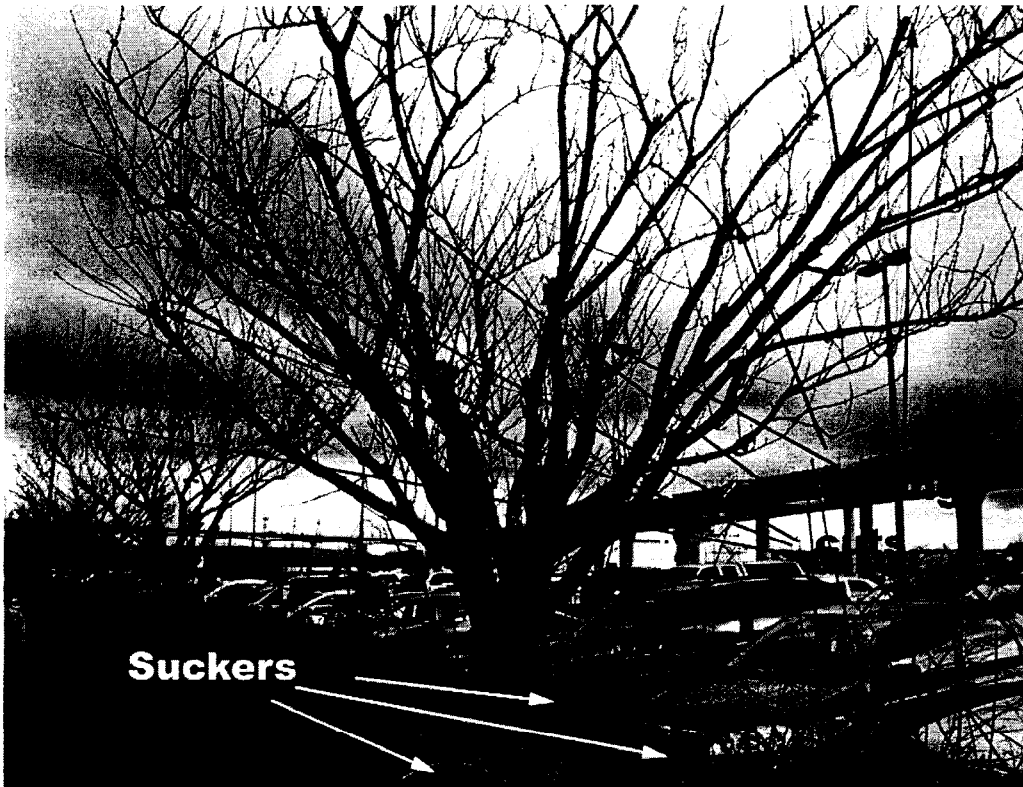
Proposed Development Plans

The proposed development will create a large hotel that will occupy most of the site. Directly to the south of the hotel a skytrain station is being built.

Tree Resource

28 trees are inventoried in total. 23 of them are on-site and 5 trees are located on the City Boulevard. Most of the trees on site are Cherry trees in fair health and poor structure. All of the Cherry Trees are infested with Cherry Bark Tortrix (CBT) and have Bacterial Canker. These problems are both terminal and the trees will eventually die from them. The Cherry trees have been pruned very poorly. They have been headed back hard on several occasions. This has caused the trees to sucker heavily and have made the trees much more susceptible to insect and disease problems.

Cherry Trees are aggressive shallow rooted trees that lift and damage sidewalks and paved areas. These trees are planted in a limited root area and have very large shallow roots. They are presently damaging the sidewalks, curbs and parking areas. This damage will continue to get worse. See pictures on next page.





Details of the tree inventory are provided in the table attached as **Appendix—1**.

DISCUSSION

Tree Removals

23 on site trees are proposed for removal (see Appendix-3). These removals are categorized as follows:

- 3 trees are in the middle of the Sexsmith Road Extension.
- 3 trees are located within Building Envelopes
- 3 trees are in the middle of the entrance driveway
- 14 trees are located very close to the building envelope and will be critically impacted by the construction. These 14 trees are all Cherries and are not in good health and are not suitable for retention even if they were not impacted by the construction.

Tree Retention

There are no on-site trees suitable for retention.

City Trees

I am recommending all 5 City trees located on the boulevard along Great Canadian Way be protected. These are small trees and if the construction impacts encroach within the tree protection areas they could be easily moved elsewhere.

Drawings

A **Tree Protection Plan** drawing, which plots all on-site trees, off-site trees and the canopies of the retained trees in relation to the proposed development layout is attached as **Appendix—3**.



Replacement Trees

There are 22 trees larger than 20cm being removed. The City of Richmond requires 44 deciduous replacement trees: The following list is a break down of the size of the replacement trees

size	# required
6cm	6
8cm	18
9cm	18
10cm	2
Total	44

A landscape drawing showing the location of replacement trees will submitted separately.

Tree Protection

All retained trees on the City Property will be surrounded by Tree Protection Fencing as laid out in the **Tree Protection Plan** drawing Appendix 3. All fencing must be constructed to a robust standard and clearly signed: "TREE PROTECTION AREA – KEEP OUT" See Appendix 2 for construction details.

End Report.

CERTIFICATION:

This report and the opinions expressed within it have been prepared in good faith and to accepted arboricultural standards within the scope afforded by its terms of reference and the resources made available to the consultant.

Dated: February 14, 2007

Glenn Murray – Board Certified Master Arborist
I.S.A. Certification # PN-0795B
Certified Tree Risk Assessor #0049
Froggers Creek Tree Consultants Ltd.



ASSUMPTIONS AND LIMITING CONDITIONS

1. This report and the opinions expressed within it have been prepared in good faith and to accepted arboricultural standards within the scope afforded by its terms of reference and the resources made available to the consultant. The report provides no undertakings regarding the future condition or behavior of the trees reviewed within it. Tree hazard and condition assessments are not an exact science. Both qualities can and do change over time and should be reappraised periodically.
2. This assessment was limited to a visual tree evaluation only. No core samples were taken. No tissue samples have been cultured or analyzed by plant pathologists. No root crown excavations were undertaken. No aerial reconnaissance was attempted, beyond that made possible by binoculars. The evaluation period for this assessment is 12 months.
3. Any legal description provided to the consultant/appraiser is assumed to be correct. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management.
4. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.
5. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant/appraiser can neither guarantee nor be responsible for the information provided by others.
6. The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
7. Loss or alteration of any part of this report invalidates the entire report.
8. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of the consultant/appraiser.
9. Neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent of the consultant/appraiser—particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initiated designation conferred upon the consultant/appraiser as stated in his qualification.
10. It is impossible to predict exactly how a tree will react to any excavation near the tree. Sometimes underground soil water movement can be changed because of the building of a house and this could stress or kill a tree.

Appendix-1
Tree Inventory Table

#	Action	Rationale	Type	dbh cm	Ht m	Dripline radius m	Health	Structural Condition
696	Remove	Impacted by Road extension	Cherry	32	7	3	Fair	Tree has been topped
697	Remove	Impacted by Road extension	Cherry	44	7	3	Fair	Tree has been topped
698	Remove	Impacted by Road extension	Cherry	47	7	3	Fair	Tree has been topped
699	Remove	Inside building envelope	Cherry	31	5	3	Fair	Tree has been topped
700	Remove	Inside building envelope	Cherry	44	7	3	Fair	Tree has been topped
701	Remove	Inside building envelope	Red Maple	19	10	2	Good	Tree has a girdling root
702	Remove	Critically impacted by construction	Cherry	37	7	3	Fair	Tree has been topped
703	Remove	Critically impacted by construction	Cherry	52	7	3	Fair	Tree has been topped
704	Remove	Critically impacted by construction	Cherry	45	7	3	Fair	Tree has been topped
705	Remove	Critically impacted by construction	Cherry	38	7	3	Fair	Tree has been topped
706	Remove	Critically impacted by construction	Cherry	36	7	3	Fair	Tree has been topped
707	Remove	Critically impacted by construction	Cherry	26	7	3	Fair	Tree has been topped
708	Remove	Critically impacted by construction	Cherry	32	7	3	Fair	Tree has been topped
709	Remove	Critically impacted by construction	Cherry	46	7	3	Fair	Tree has been topped



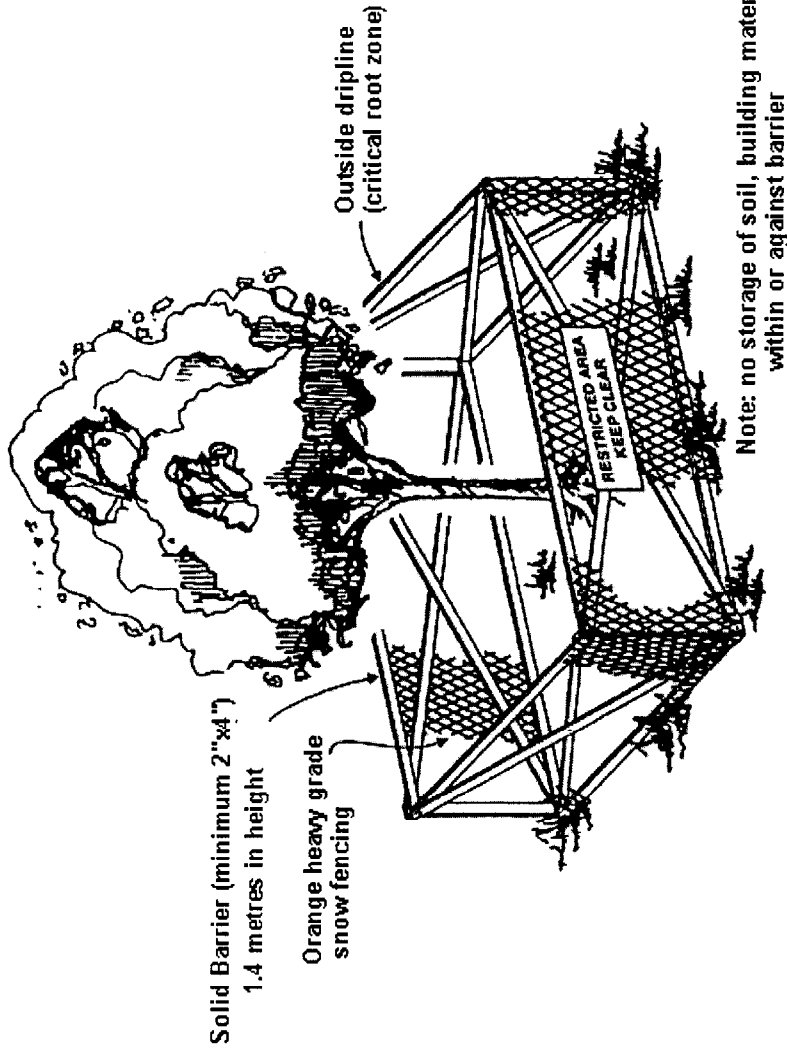
Froggers Creek Tree Consultants Ltd.

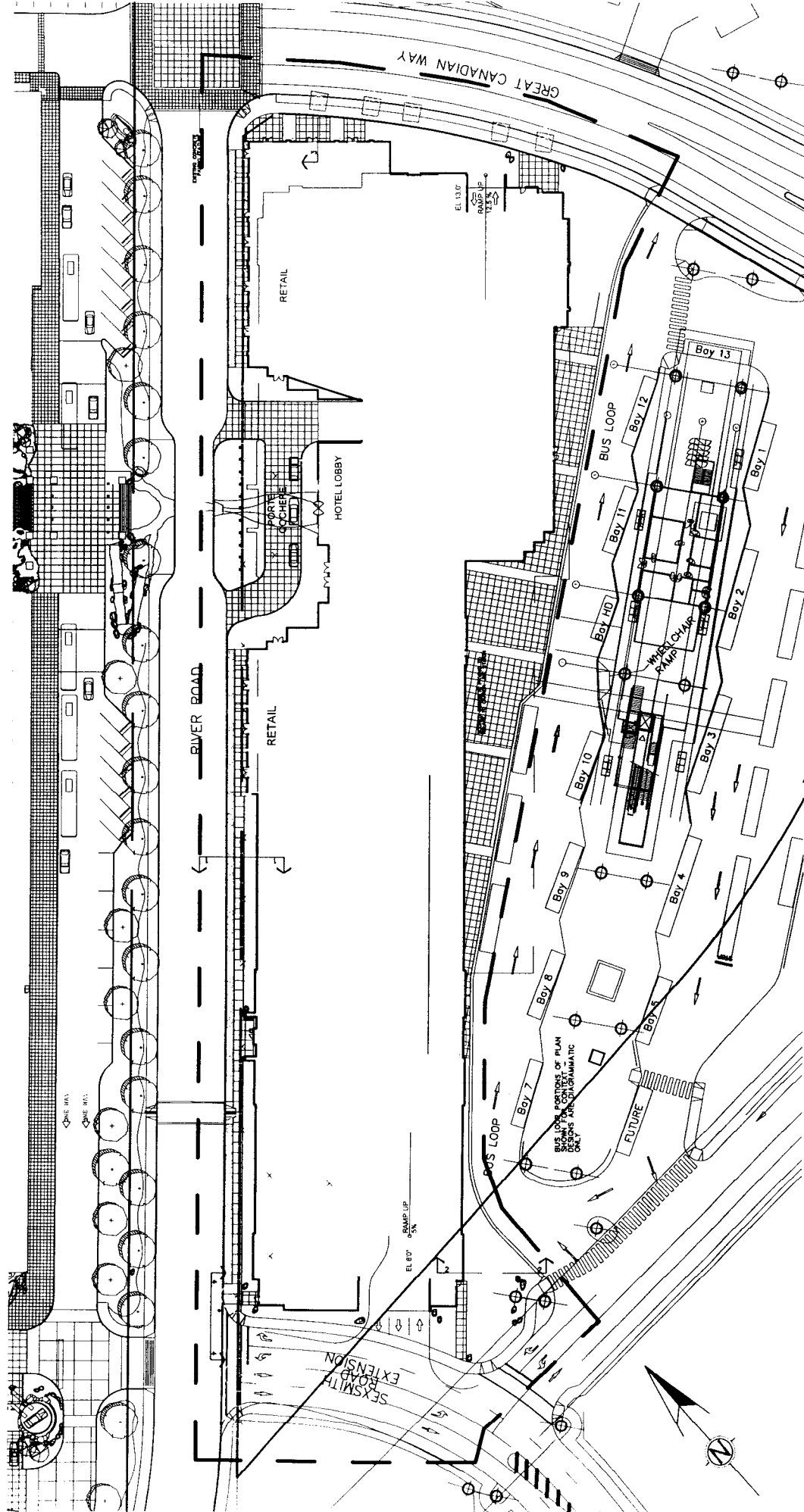
#	Action	Rationale	Type	dbh cm	Ht m	Dripline radius m	Health	Structural Condition
710	Remove	Critically impacted by construction	Cherry	42	6	3	Fair	Tree has been topped
711	Remove	Inside entrance driveway	Cherry	20	5	2	Good	Tree has been topped
712	Remove	Inside entrance driveway	Cherry	22	5	2	Good	Tree has been topped
713	Remove	Critically impacted by construction	Cherry	42	6	3	Fair	Tree has been topped
714	Remove	Inside entrance driveway	Cherry	49	6	3	Fair	Tree has been topped
715	Remove	Critically impacted by construction	Cherry	47	6	3	Fair	Tree has been topped
716	Remove	Critically impacted by construction	Cherry	32	6	3	Fair	Tree has been topped
717	Remove	Critically impacted by construction	Cherry	33	7	3	Fair	Tree has been topped
718	Remove	Critically impacted by construction	Cherry	32	7	3	Fair	Tree has been topped
719	Retain		Red Maple	4	4	1	Good	No apparent defects
720	Retain		Red Maple	7	7	1.5	Good	No apparent defects
721	Retain		Red Maple	8	7	1.5	Good	No apparent defects
722	Retain		Red Maple	7	7	1.5	Good	No apparent defects
723	Retain		Red Maple	8	7	1.5	Good	No apparent defects



Appendix 2

Tree Protection Fencing Detail



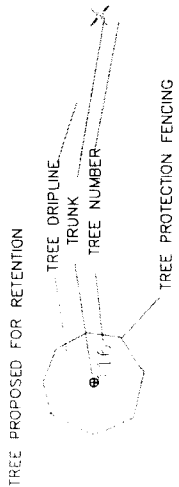


Froggers Creek
Tree Consultants Ltd
7765 McLaughlin Ave Unit 101, Mississauga, ON L4V 1V4
Telephone: (905) 273-1062 Fax: (905) 273-1063

River Rock Casino

PROJECT NO. 04
OWNER: R/C
DATE: FEBRUARY 13, 2007

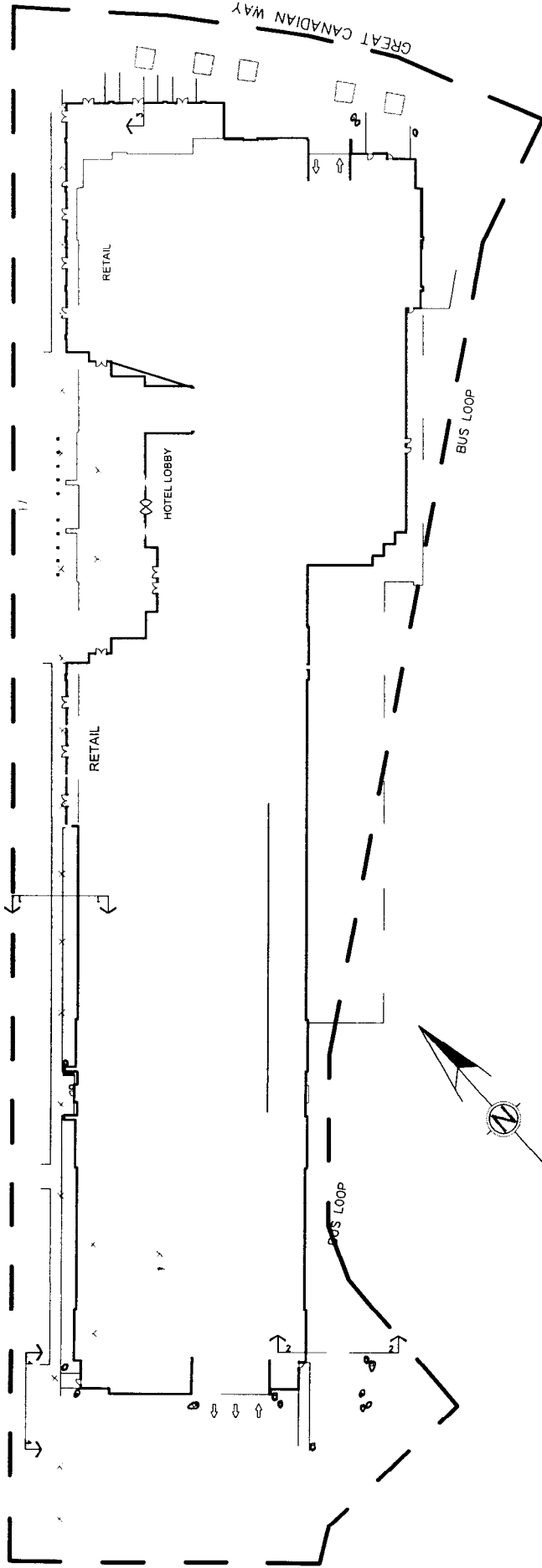
NOTES:
1. ALL INFORMATION AND TREE SURVEY DATA IS FOR INFORMATION ONLY.
2. REFER TO ATTACHED TREE PROTECTION REPORT FOR TREE IDENTIFICATION, TREE CONDITION, TREE HEIGHT, CANOPY SPREAD AND CONDITION.
3. TREE REMOVAL AND RETENTION CORRIDOR ALIGNMENT CONSIDERATIONS.



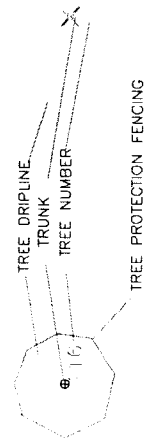
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APPENDIX 4 TREE LOCATIONS

RIVER ROAD




TREE PROPOSED FOR RETENTION



- NOTES:**
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA REFER TO ATTACHED PROTECTION REPORT.
 2. REFER TO ATTACHED TREE PROTECTION REPORT FOR TREE SPECIES, HEIGHT, CANOPY SPREAD, CANOPY HEIGHT, CANOPY SPREAD AND CONDITION.
 3. PROPOSED TREE REMOVAL AND RETENTION BEING'S PRELIMINARY OPINION AND SERVICE GENERALIST'S CONSIDERATION.




Froggers Creek Tree Consultants Ltd.
 2763 McEwen Avenue Burnaby BC, V5J 4H4
 Telephone 604-721-6967 Fax 604-427-9570
 River Rock Casino

PROJECT NO: TREE PROTECTION PLAN DRAWING
DRAWN BY: GJ
DATE: FEBRUARY 13, 2007
SHOWING: ALL TREES THEIR CANOPIES AND PROTECTION FENCING

**EXERPT OF MINUTES FROM
City of Richmond
Advisory Design Panel
Wednesday, March 21, 2007**

1.

**RZ 07-359525 – Bridgeport Station Park & Ride / River Rock Resort Hotel
Expansion**

APPLICANT: Downs Archambault

PROPERTY LOCATION: 8840 River Road

Staff Comments

Cecilia Achiam, Senior Coordinator, Major Projects & Development Applications reviewed the site context and the City Centre Area Plan (CCAP) Concept for the Bridgeport area, indicating that this development combines hotel and commercial use with a park and ride facility.

Ms. Achiam spoke about the aircraft noise sensitivity in the area, and the suitability of the project because of the proximity to the airport and regional transport system. Originally, a 1200 vehicle park and ride was proposed for the site. The Casino has been working closely with the Greater Vancouver Transportation Authority (GVTA) to come up with the present proposal. Ms. Achiam voiced concern about the pedestrian crossing along the large vehicular driveway for the bus loop and indicated that the City is currently trying to reach a solution with the GVTA as the land is controlled by the GVTA. The Casino owns other land in the area and anticipates further expansion in the future.

She noted that the exact location of the property line is yet to be finalized. The applicant has been asked to consider the facades of the building and to provide a concept plan for the future. The applicant has addressed most of the comments provided by staff for this project. They have improved it by adding the green wall and proposed art screens, however further design development should occur along the façade facing the Canada Line station and bus loop area.

Ms. Achiam further noted that the vehicular access will be provided from Sexsmith Road, connecting to River Road. The Casino has partnered with the RCMP and Sky Train Police to provide a safe and secure environment. The applicant requests to come to the Advisory Design Panel only once as this project is time sensitive due to integration of construction with the Canada Line.

She concluded by noting that the applicants have been very receptive to comments provided by City staff, and that the Casino was adopted with a list of variances for set back and site coverage.

Applicant's Comments

With the aid of a model and various artist's renderings, Randy D. Knill, Downs Archambault & Partners spoke about the relationship between the existing and new buildings. He provided a historical summary of the site and indicated that the Casino is trying to rejuvenate the entire area. The property line determination is down to inches and follows the contour of the curb line along the bus loop. As a result of the negotiations with the GVTA, the Great Canadian Casino is now obligated to build the 1200 vehicle parkade, desired by the GVTA.

Mark A. Ehman, Downs Archambault & Partners spoke about the following five planning challenges:

1. ***Accommodation of 1500 vehicles on the site*** – 1200 stalls are required for the park and ride and 300 additional stalls for other uses. The designers tried to reduce the shadowing effect onto River Rock from the 7 level parkade, by stepping the parking down to 6 levels towards River Rock. To provide articulation to the façade, corner elements with glass stairwells were created, and several knuckle dents were placed along the façade for vertical articulation.
2. ***Circulation throughout the building*** – Measures were taken to provide pedestrian movement throughout the building. A bridge is located between the Canada Line and the Parkade for Canada Line and Park and Ride users. A second bridge connecting to the lobby space of the River Rock is provided for River Rock facility users. Both bridges are of different elevations with a difference of approximately 8 feet. There will be public elevators and secure elevators for hotel patrons.
3. ***Hotel component*** - The hotel will be set back from the river to reduce the shadow from the parkade. The arrangement of the hotel is axial with the main lobby and elevator space.
4. ***The Streetscape*** – The intent was to create a vibrant streetscape as it is part of an entertainment precinct. The corner of the intersection is the gateway element to River Road and the River Rock building. Retail shops and restaurants will be located at grade with canopies along the sidewalk to bring down the scale along the streetscape. Green screens and perforated metal art screens were introduced along the parkade way on the east and north elevations.
5. ***Creating an appropriate architectural expression*** – The intention was to create a building that is similar to the Casino without mimicking it. The roof will be the same colour metal as River Rock's, more yellow tones will be used with some of the same colours and materials as River Rock.

Treatment of the south side of the building was challenging because of the interface with the Canada Line and the bus loop. In order to prevent people from crossing the bus loop, Translink will be putting up a continuous fence with one exception at the ground plain. The GVTA has identified the need to have a direct pedestrian access to the Park and Ride connecting to this location.

Hotel administration, transit, and on site Police offices will be located at grade along the south side of the building to provide safety and security.

David Stoyko, Sharp & Diamond Landscape Architecture Inc. reviewed the landscape plan and spoke about incorporating some of the themes and elements into the two sites, including some of the native plant palette and rock work incorporated into YVR. The extension of many of the same elements will create a visual link to YVR. Emphasis was placed on way finding by providing many connections through the new facilities to River Rock, and by building upon existing established connections. The planting scheme, with emphasis on native plants, and paving material will be similar to River Rock to ensure design continuity and easy way finding.

With regard to the parkade, Randy Knill commented that the principle entrance was via Sexsmith, however a second covered vehicular ramp access off Great Canadian Way is proposed to reduce congestion. This ramp provided direct access to Level 3 of the parkade to cut down internal circulation to ease anticipated congestion during peak hours.

Panel Discussion

Comments from the Panel were as follows:

- good proposal, particularly in view of the complexity and site challenges;
- the landscape connection to the landscaping strategy employed at YVR and the existing River Rock Casino is successful;
- appreciates the public art gesture and the perforated metal screens. Consider extending the treatment to all sides of the building;
- give consideration to lighting and signage within the landscape;
- give consideration to the location of seating for the area adjacent to the bus depot;
- design public art from the sky train rider's view point;
- this is a very large parkade but well put together;
- good articulation and breaking down of a large scale building;
- well resolved, massing and expression responds to the adjacent casino;
- appreciates the reduction of parking levels by expanding the parking bays on to the triangular "left over" space;
- good use of green screens for treatment of parking component, would like to see it carried throughout all the facades;
- appreciates the number of accessible parking spaces;
- appreciates the locations of the accessible parking spaces;
- consider provisions for the hearing and visually impaired;
- consider pavers to clearly indicate the safe routes to improve way finding;
- approach the Public Art Commission early to initiate the process of putting forward a request for proposal to artists;
- possible theme for public art could be entertainment or transportation related;
- the applicant and team should be congratulated in presenting a strong project, it is the missing piece for the area, and starts a high street of a larger community;
- articulation of the building and parkade is well resolved;
- the scale is appropriate, given what is across the way;
- consider stretching the retail use out along River Road on ground floor. This is the beginning of a high street and should have a strong retail presence;
- Consider further articulation of the entry. Explore increasing the grandeur of the entry as the building is very large;

- provide continuation of façade expression into the bus loop area (south side);

The Chair referred to the email from Constable Derek Cheng regarding safety and CPTED issues (Attachment 1)

In response to the Panel's comments, the applicants provided the following advice:

- the established overall theme is of a rocky mountain style lodge on a modern building;
- the materials used on the project are in order to highlight the region's character;
- the location of seating and illumination within the pedestrian realm has yet to be determined;
- will explore further development of the south façade, taking into consideration that it is a potential spot for public art;
- material restrictions might be placed upon the perforated metal art shown in the plans (this art is not the public art);
- with regard to the circulation of the sky train from elevation, the bridge arrives at the ticket level, where there is an elevator;
- two different routes are provided for wheelchair accessibility;
- full time on site RCMP detachment has been accepted and approved;
- further negotiations are required with the GVTA about the additional parking spaces;
- hotel parking is in a secure zone outside of the public realm.

The Chair provided a summary of the Panel's comments as follows:

- consider incorporating lighting and signage for way finding in the landscape;
- consider locations of exterior seating with consideration of transit users;
- consider the bus loop facade as a potential location for public art;
- continue green screening where possible;
- mark accessible parking;
- consider provisions of accessible hotel units for persons with visual or audio impairment and to improve visual way finding along the street and access routes;
- work with the Public Art Planner and Richmond Public Art Commission and go through their required process for the public art on site;
- consider continuation of a retail frontage , or incorporate retail gestures along river road;
- consider continuing the façade expression on to the south façade facing the bus loop and Canada Line Station;
- consider making the porte-cochere entry a more grandiose expression.

Panel Decision

It was moved and seconded

That RZ 07-359525/DP07-359529 be considered a formal project application and move on to the Planning Committee and Development Permit Panel, with the requirement to work with the Richmond Public Art Commission and work with staff to take into consideration the comments provided by the Advisory Design Panel in the Development Permit submission.

CARRIED



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8212 (RZ 07-359525)
A PORTION OF 8840 RIVER ROAD AND A PORTION OF THE RAIL
RIGHT-OF-WAY ON LOT 102, SECTION 21 AND 22 BLOCK 5 NORTH
RANGE 6 NEW WESTMINSTER DISTRICT PLAN 46989

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it "Comprehensive Development District (CD/87)":

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8212"

- 2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8212".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for recording dates and signatures for each reading and approval stage.

CITY OF RICHMOND APPROVED by [signature] APPROVED by Director or Solicitor [signature]

MAYOR

CORPORATE OFFICER

