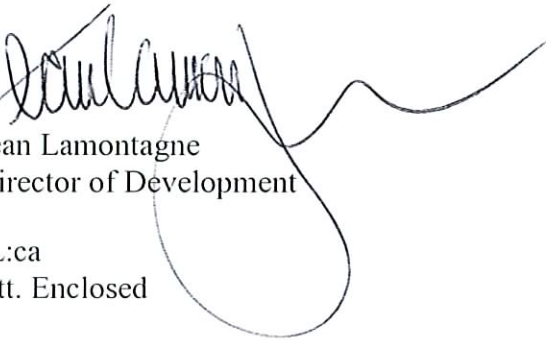




To: Planning Committee
From: Jean Lamontagne
Director of Development
Date: July 5, 2006
File: RZ 04-286496
Re: **Application by W. T. Leung Architects Inc. for Rezoning at 6351 and 6391
Minoru Boulevard from Townhouse and Apartment District (R3) to
Comprehensive Development District (CD/177)**

Staff Recommendation

That Bylaw No. 8103, to create “Comprehensive Development District (CD/177)” and for the rezoning of 6351 and 6391 Minoru Boulevard from “Townhouse and Apartment District (R3)” to “Comprehensive Development District (CD/177)”, be introduced and given first reading.




Jean Lamontagne
Director of Development

JL:ca
Att. Enclosed

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

W.T. Leung Architects Inc. has applied to the City of Richmond for permission to rezone 6351 and 6391 Minoru Boulevard from Townhouse & Apartment District (R3) to a Comprehensive Development District (CD/177) in order to permit the development of 4 high rise residential towers with approximately 448 dwelling units (including 314 market housing, 113 residential market rental units, and 21 affordable seniors housing units) and approximately 614 off-street parking spaces accessed by a new road to Minoru Boulevard

Findings of Fact

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

Surrounding Development

To the North: Existing seniors housing development zoned School and Public Uses District (SPU)

To the East: Minoru Boulevard and existing shopping centre (Richmond Centre) with two (2) residential high-rise above the parkade on a site zoned Downtown Commercial District (C7) and Gas Station District (G1)

To the South: Two (2) existing rental apartments zoned R3 and three (3) residential towers zoned Land Use Contract (LUC 001)

To the West: Existing public park (Minoru Park) zoned SPU

Related Policies & Studies

Richmond Official Community Plan

- The Richmond Official Community Plan (OCP) City Centre Area Plan designates this site as “Residential” which permits multiple-family housing accompanied by complementary uses such as local commercial, childcare facilities, community use and home occupation”. The proposed high-density residential development including rental and affordable seniors independent living meets the intent of the designated land use.

City Centre Area Plan

- The City Centre Area Land Use Map designates this site as “Residential”, which permits “multiple-family housing”.

Housing-Rental Replacement and Affordable Housing

- This is a redevelopment site with 128 existing rental units in place. The City does not currently have a formalized rental housing replacement policy for redevelopment of sites with existing rental units. The City is seeking to retain rental units as part of the condition for site rezoning.
- The applicant of this proposal has worked cooperatively with the City to create housing options to minimize the impact on the existing residents. The developer has indicated that the exiting residents will be given first option for the new rental units.

- The following table summaries the existing and proposed rental housing availability on site.

	Existing	Proposed
Senior's Affordable Housing	None designated	21
Market Rental	128	113
Total units	128	134

- Tower A of the proposed development will be used completely for residential rental units. The developer has committed to enter into a ten (10) year Housing Agreement, to be registered on title to secure BOTH the market rental housing and seniors housing. The existing rental buildings will remain on site during the construction of the first phase of the proposed development. Tower A will be constructed as part of the first phase in order to enable the existing residents on site the option to relocate to Tower A.
- The proposed Tower A contains 21 units of seniors affordable housing for residents 65 years or older and 113 market rental units. In addition to the seniors affordable units, over 60% of the market rental units will have rents below \$1,000 per month based on the current market rental rate of approximately \$1.60 to \$1.80/sq. ft. for similar buildings to ensure relative affordability.
- The developer is actively seeking a non-profit partner to manage the seniors' affordable housing. Further details will be provided as part of the Development Permit Application.

Consultation

The OCP Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. As no OCP amendment is required for this proposal, consultation with external agencies, organizations and authorities was not deemed to be required. The statutory Public Hearing will provide area residents, businesses and property owners an opportunity to comment on the application.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

- This site is designated as "Area 4- Aircraft Noise Notification Area" where "all aircraft noise sensitive land use types may be considered", in accordance with the City of Richmond OCP Aircraft Noise Sensitive Development Policy, provided that:
 - A Aircraft Noise Restrictive Covenants is registered on title to notify purchasers of the aircraft noise;
 - An Acoustic Report to investigate noise mitigation; and
 - Noise mitigation incorporated in construction (as required)

Proposed Comprehensive Development District

- The proposed CD zone is based on the Downtown Commercial District (C7) to accommodate a high-density residential development on this site. The proposal differs from the C7 Zoning Schedule as follows:
 - A higher base density (3.25) has been proposed in exchange for additional road dedication. An additional 0.1 bonus density has been proposed to facilitate senior's affordable housing. This has been incorporated into the base density and a Housing Agreement on Title will be required to secure the rental and seniors affordable housing for 10 years.
 - Parking requirements in line with other Transit Oriented Development in the City Centre Area has been incorporated into the proposed CD/177 Bylaw for this site. A further reduction of parking from the Parking Bylaw has been proposed for the

rental/affordable seniors housing (Tower A) in recognition of the reduced dependency on vehicles by seniors and proximity to transit. A reduced rate of 0.6 per unit to acknowledge the reduction of vehicle ownership associated with seniors housing and to encourage public transit use and alternative modes of transportation in this City Centre location close to services and commercial uses. The applicant will be incorporating dedicated scooter parking for seniors, in addition to bicycle storage, in Tower A with easy access to the parkade ramp to meet the mobility needs of seniors.

- The following table compares the significant differences between C7 and the proposed CD/177:

ITEM	C7	PROPOSED
Uses	Commercial and residential	Residential only to meet Area Plan objectives
Density	3.0	3.25+.1 bonus for seniors affordable housing
Parking	Per Zoning Bylaw <ul style="list-style-type: none"> • 1.5/dwelling unit 	<ul style="list-style-type: none"> • 1.0/dwelling unit at or below 74 m² (796.5 ft²) (i.e. studio and 1 bdrm units) • 1.5/dwelling unit at or above 74 m² (796.5 ft²) (i.e. 2 or more bdrm units) • max. 134 units @ 0.6/dwelling unit for rental & seniors housing as secured through a Housing Agreement registered on title.

Environmental Review

- A Site Profile is not required as the site is an existing residential use.

School District #38

- The Richmond OCP Bylaw Preparation Consultation Policy does not require notification of the School District, as this rezoning application does not entail an OCP amendment. However, given the significant size of the project, the School District #38 was notified as a courtesy.
- Planning staff will continue to provide periodic updates to the School District on the total aggregate new dwelling units in each of the school catchment areas to assist the School District in its long term planning.
- In addition, the City is undergoing City Centre Area Plan review and the School District will be involved as a stakeholder in the process.

Public Input

There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received a number of phone and in person inquiries. The original concerns included:

- increased density
- increased traffic
- loss of rental units
- impact on the existing adjacent developments with respect to shadowing and view impacts
- interface along the existing pathway on the Kiwanis site (6251 Minoru Boulevard)

The applicant has met on numerous occasions with representatives from the existing rental tenants on the site, adjacent residents in the Park Towers to the south (6611, 6631 and 6651 Minoru Boulevard) and the seniors in the Kiwanis Club Seniors Housing Development to the north at (6251 Minoru Boulevard) to address their concerns.

In addition, the applicant held a public information meeting on January 17, 2006 at the Richmond Cultural Centre at 7700 Minoru Gate. An Open House flyer was sent by way of mail drop off by Canada Post to over 3,500 neighbouring households and businesses. 128 people attended representing 111 households of neighbouring residents and interested parties. Staff attended part of the meeting as an observer. Comments sheets were provided to all the attendees and 26 responses were received. There were no significant negative comments received with respect to the proposed scheme. Some respondents noted that more seniors housing would be desirable and that the units are too small. A copy of the Open House Summary is included (**Attachment 4**)

The development is in accordance with the OCP and City Centre Area Plan land use designation with respect to the increased density, and meets the requirements of the City Centre Design Guidelines with respect to tower separation and building placement. The project provides 100% rental unit replacement of the two (2) remaining residential buildings. One (1) building was destroyed previously in a fire. No replacement units were required for the destroyed building. The rental building (Tower A) will be the first phase of the redevelopment of this site. The applicant has committed to giving existing tenants first priority to move into the rental building.

Staff Comments

Technical Review

Staff Technical Review comments are attached (**Attachment 5**). A summary of Conditional Rezoning Requirements as concurred by the developer (**Attachment 6**) outlining the conditions to be addressed prior to finalizing the rezoning and design improvements to the addressed at Development Permit stage is attached.

Land Dedication

The developer has agreed to dedicate significant amount of land to the City including:

- a new east-west road connecting to Minoru Boulevard; and
- a north-south lane (which will ultimately be developed into a public road when future development occurs).

Greenway

- The developer has agreed to create a major greenway connection from Minoru Boulevard into Minoru Park. The greenway will be secured as Public-Rights-of-Passage (P.R.O.P.) Rights-of-Way (R.O.W.) to be registered on title.

Amenity Contribution

- The developer has agreed to provide approximately \$1,888,510 towards Transit Oriented Development (T.O.D) initiatives in the City (based on \$4/sq. ft. of maximum allowable floor area (excluding the seniors' affordable housing)). Approximately \$284,377 (based on \$0.60/sq. ft within this T.O.D. contribution) will be used towards public art. The applicant is currently working with the City's Public Art Coordinator and has committed to a public art program with special attention paid to the greenway on the proposed site. Further details of the public art project will be included as part of the Development Permit Submission.

Phasing and Subdivision Pattern

- The applicant proposes to consolidate the entire site to one (1) development parcel and develop the site as phased strata. Towers A and B will be the first phase, with Tower C and D following at later phases. The greenway between Towers C and D will be common space so that all the residents on this site shares the maintenance of the greenway.

Advisory Design Panel:

- Advisory Design Panel provided a preliminary review and supported this project at the meeting of May 3, 2006. Design development to incorporate the Panel comments (**Attachment 7**) will be addressed as part of the Development Permit submission.

Analysis

Urban Design And Site Planning:

- The development of this site enables the City to achieve a direct visual connection and significant greenway linkage from Minoru Boulevard to Minoru Park
- The proposed north-south road, when completed to its ultimate design specifications, would enhance the City Centre road network from Westminster Highway and Granville Avenue between Minoru Boulevard and Gilbert Road.
- The innovative partnership between the applicant and the City to provide 100% replacement for the existing rental units to be demolished including provision of 21 units of affordable seniors housing sets an example for future projects.
- The proposed towers have been carefully sited to minimize impact with respect to sun and shadow on existing and future neighbouring developments. The applicant has provided development concept to illustrate how the remainder of the adjacent site to the north at 6251 Minoru Boulevard (Kiwanis) may be developed.
- The streetscape design will continued to be refined as part of the Development Permit submission. The proposed relationship between public, semi-private, and private realms are well integrated and would provide a high quality streetscape.
- The existing walkway between Minoru Boulevard and Minoru Park is located on the Kiwanis site to the north. When a new greenway (combination of road and Property Right of Way) through the site is achieved, the existing walkway will be decommissioned as it will no longer be required.
- The parkade podium will be terraced along the north property line to allow for some planting to soften its interface with the existing seniors development (Kiwanis) to the north. In addition, when the existing walkway along the north property line is decommissioned upon the completion of the new greenway to be located on the subject site, the developer of this site will re-landscape the decommissioned walkway to the satisfaction of the Kiwanis Club. Several options have been presented for the landscaping ranging of leaving the walkway and gating both ends to relocating the existing hedge and extending the lawn area. Kiwanis Club is in the process of determining which of the options its members prefer. Further details will be provided as part of the Development Permit Process. A signed letter from Kiwanis Club with a preferred option will be required prior to this rezoning being referred to Council for final adoption.
- The developer has also agreed to install a new gate along the western edge of Kiwanis site to enable access for seniors on scooters to access the new greenway. In addition, the developer will provide interim landscaping along the road end adjoining Kiwanis site at the north end of the proposed north-south lane to discourage headlight shinning onto the Kiwanis site in the interim.

Architectural Form and Character:

- The applicant will continue to explore design development of form and character of the proposed building to sculpt the building and the skyline to create additional visual interest.
- Detail information with respect to the building material and colour scheme will be provided as part of the Development Permit submission.
- Universal accessibility and Crime Prevention Through Environmental Design measures will be explored and incorporated into the Development Permit submission.
- The podium roof is proposed as a “green roof” with significant landscaping to reduce storm water flow and to provide outdoor amenities for the residents
- Communal laundry and lounges have been provided on each of floors designed for affordable seniors housing to provide amenities with the specific goal to encourage social interaction.

Site Vegetation:

- A Legal Survey confirmed that there are no trees over 20 cm in diameter dbh on the development site. A significant amount of new trees are proposed along the new proposed greenway at grade linking Minoru Boulevard and Minoru Park, and on the roof podiums in accordance with the Landscape Concept Plan. More details on the greenway concept are provided in the next Section. Details Landscaping Plans will be provided as part of the Development Permit Submission.
- Two (2) off site trees within Minoru Park along the western edge of the site will need to be removed because of required utilities services upgrade for the catchment area by the City Engineering Department. The utilities corridor will be within the boundaries of Minoru Park. The applicant has worked cooperatively with City Park and Engineering staff to minimize tree loss within the utilities corridor adjacent to the project site, and to facilitate the utilities upgrade. The applicant has provided an arborist’s report prepared by a certified arborist to review the seven (7) trees that could have been potentially impacted, to the satisfaction of the City Arborist from the Parks Department, in consultation with Engineering Department. The applicant has agreed to donate new trees on the Park site if requested by the City. Details to be worked out as part of the Servicing Agreement in consultation with the Parks Department.

City Greenway and Streetscape:

- The proposed streetscape (along Minoru boulevard and the greenway from Minoru Boulevard to the Park) includes sidewalk and boulevard with double rows of trees (one (1) within the setback and one within the boulevard) to create a pedestrian oriented environment
- Townhouses line the street edge to create animation and passive surveillance for added safety.
- The proposed greenway from Minoru Boulevard to Minoru Park includes a tree-lined street with wide boulevard along the north side (the south side will be constructed as part of the future development to the south) that leads to an approx. 20 m wide greenway/parkette between Tower C and Tower D, which forms a new gateway into Minoru Park.
- Further design improvement of the 20 m portion of the green way to create a more urban plaza will be explored as part of the Development Permit submission.
- In addition, the applicant is working closely with the Parks Department staff to coordinate design efforts with special attention being paid to the improvement to park edge interface with the development along the west property line.
- Public Art up to \$290,000 will be incorporated on this site, including the greenway connection to the park as part of the next phase of design development. The \$.60/sq. ft.

(based on permitted floor area) Public Arts fund is included in the voluntary Transit Oriented Development contribution of \$4/sq. ft (based on permitted floor area).

Transportation:

Road Network

- This development will enhance the existing road network. A new east west road will be built to link the site to Minoru Boulevard. A new lane, parallel to Minoru Boulevard (that would become a road in the future as adjacent development occurs) will provide additional way to alleviate additional traffic from this site. The north-south lane will provide future access to the existing site to the north, as well as allow for a secondary means of access to the existing residential towers to the south.
- Vehicular access to the site will be off Minoru Boulevard from the new road.
- Vehicular access to the individual parkades for the four (4) towers will be from the new north-south lane

Parking and Loading

- A total of 614 parking spaces will be provided on site including a minimum of 90 visitors' parking spaces

Loading

- Each building will have a loading area incorporated within the parkade. In addition a layby along the east side of the north-south lane will provide additional loading for larger vehicles. The paved plaza (design to be refined) forming part of the greenway may be used as a temporary pick/up and drop/off point for deliveries and passengers.

Utilities and Site Servicing:

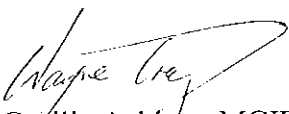
Storm and sanitary sewer analysis have been reviewed by the Engineering Department. No storm upgrades will be required, but sanitary upgrading is required. Details will be worked out as part of the Servicing Agreement process, which is a condition prior to final adoption of the rezoning.

Financial Impact or Economic Impact

None.

Conclusion

Staff recommend this application be approved to proceed. The proposed development will help the City achieve several significant objectives including a partnership model for rental unit replacement, affordable housing creation and greenway linkage to Minoru Park. This is a high quality development and will help achieve sustainability and liveability goals as set out in the OCP.


for Cecilia Achiam, MCIP, BCSLA
Senior Planner, Urban Design

CA:rg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

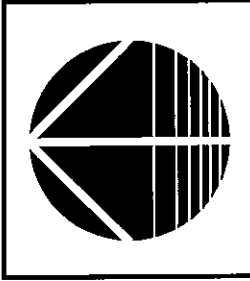
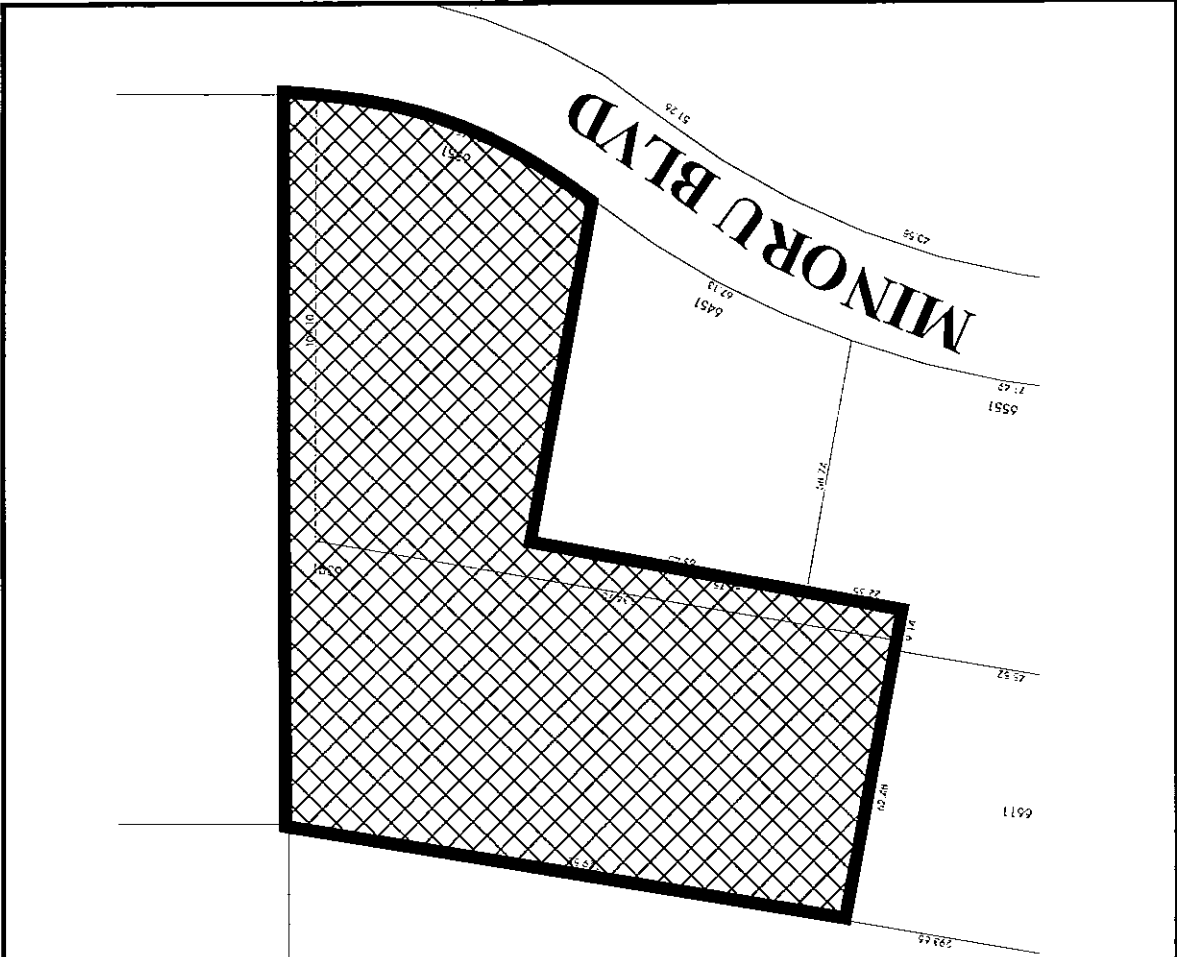
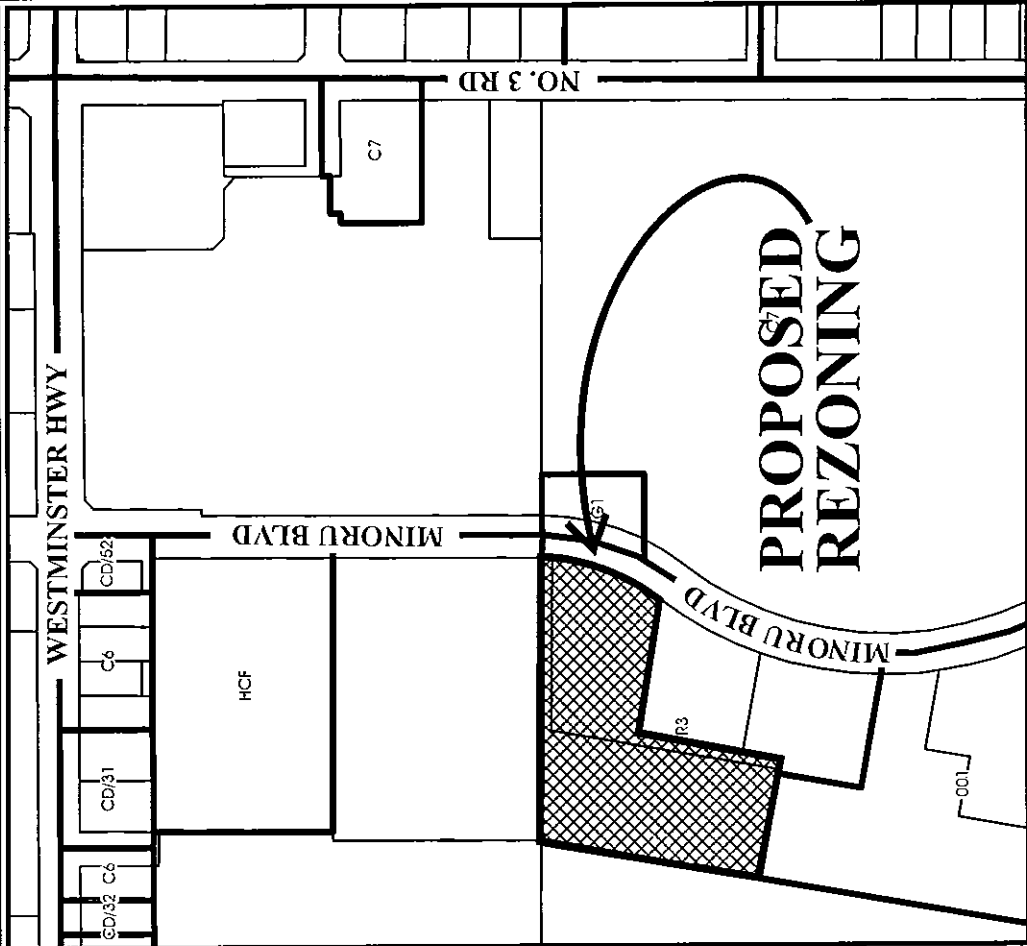
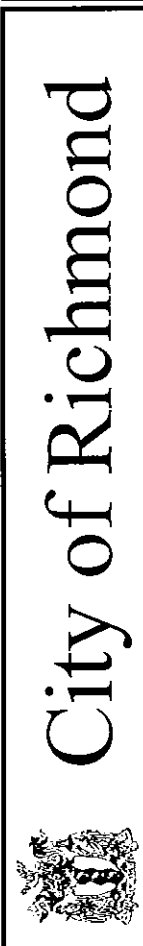
Attachment 3: Development Application Data Sheet

Attachment 4: January 17, 2006 Open House Report

Attachment 5: Staff Technical Review Comments

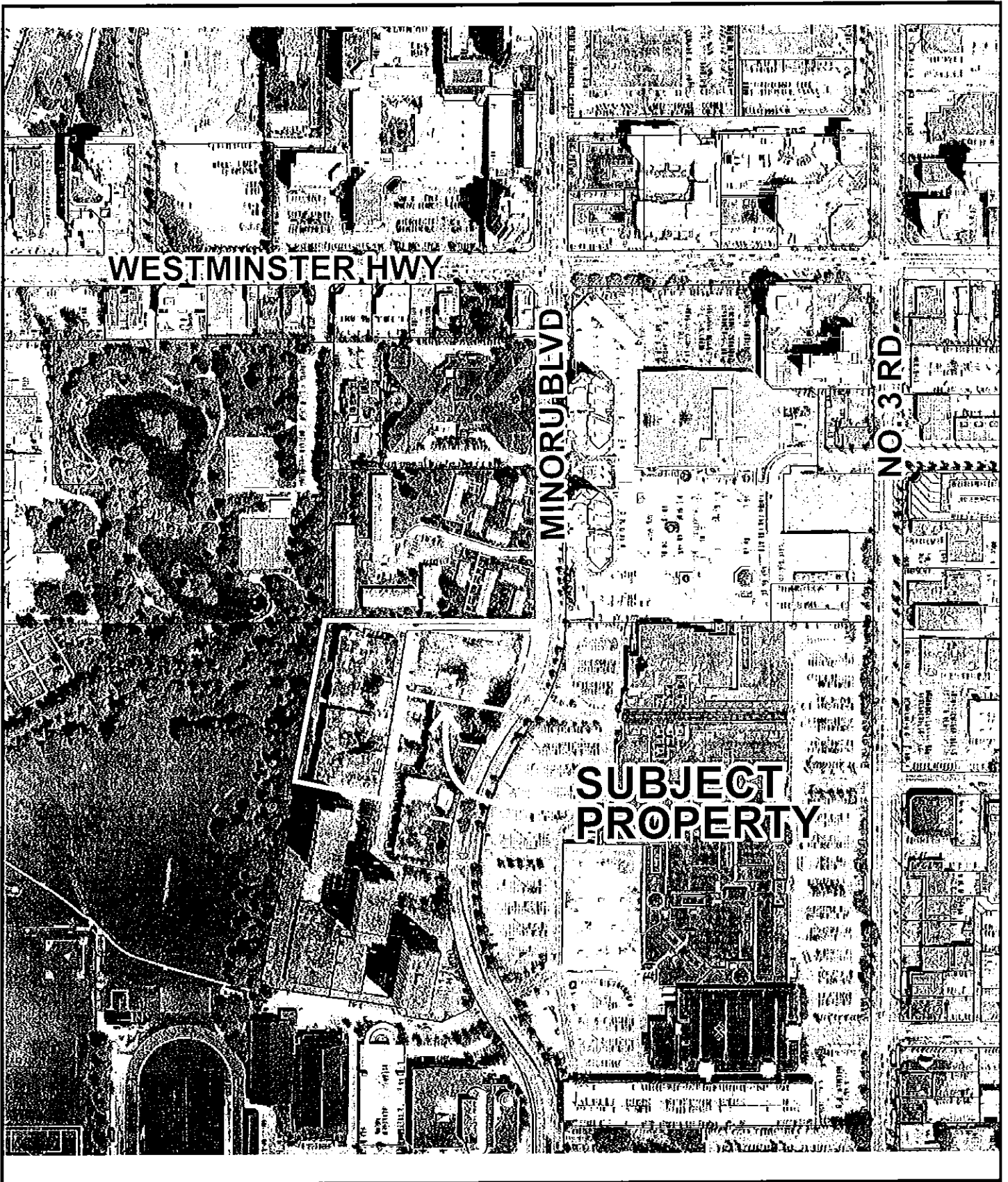
Attachment 6: Conditional Rezoning Requirements Concurrence

Attachment 7: Advisory Design Panel Comments



RZ 04-286496

Original Date: 11/30/04
 Revision Date: 07/04/06
 Note: Dimensions are in METRES

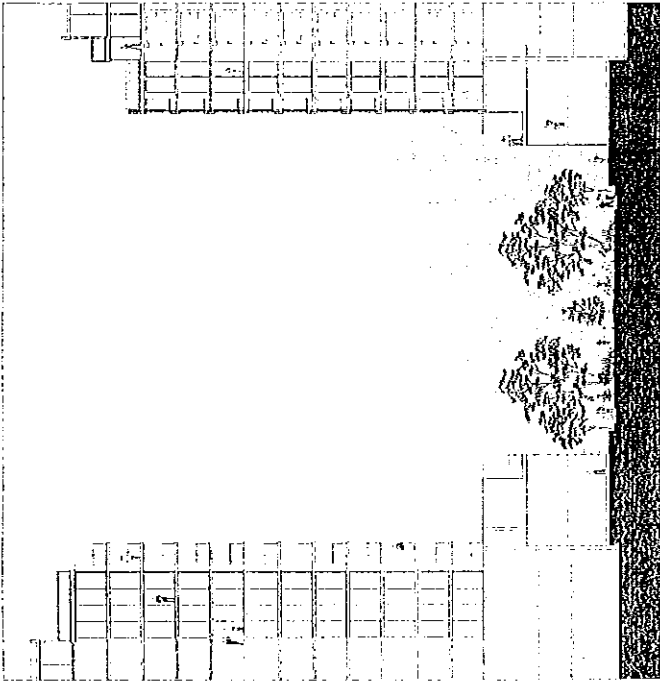


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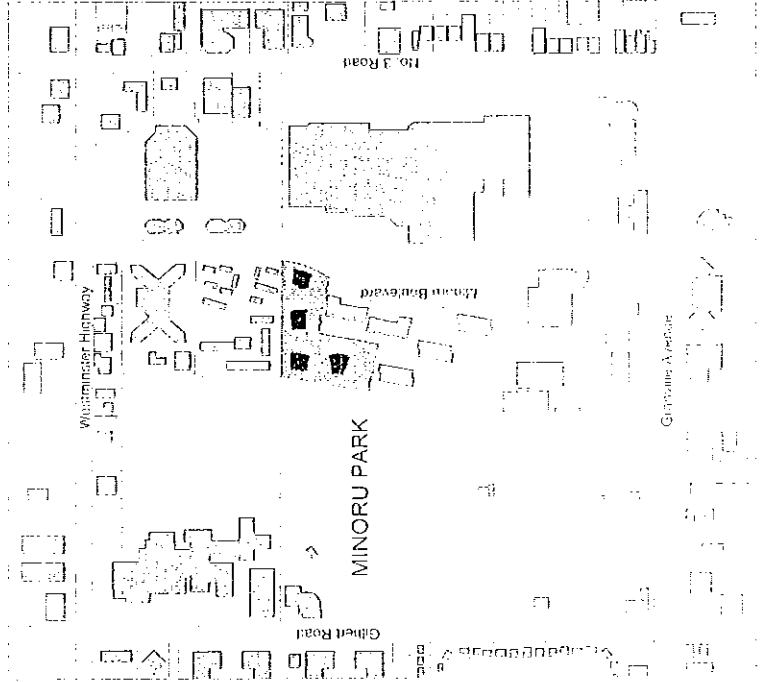
Date: 05/04/06

Amended Date: 07/04/06

Note: Dimensions are in METRES



SECTION C-C



VICINITY PLAN

LEGAL DESCRIPTION

Lot 54 & Lot A Section North Range 6 West New Westminster District Plan 31892

SITE AREA

Existing Site Area 167,475 sq
 Proposed Road Deductions 121,908 sq
 Proposed Site Area 145,570 sq

FLOOR AREA

Gross Floor Area 490,235 sq
 Seniors Residential 912,142 sq
 Multiple Dwelling 123,460 sq
 Net Floor Area (FSR) 463,430 sq

3:19 Floor Space Ratio
 463,430 / 145,270 = 3.19

SITE COVERAGE

Tower A/B 36,035 sq
 Tower C 23,195 sq
 Tower D 35,003 sq
 Total 94,233 sq

0.65 Site Coverage
 94,233 / 145,270 = 0.65

CONSULTANTS

- Architects W. T. Leung Architects Inc.
- Landscape Architects Doriane Beak
- Traffic Consultant Handlow Associates
- Environmental Consultant KeySTONE Environmental

DRAWING LIST

- RZ A01 Cover Sheet / Project Statistics
- RZ A02 Aerial Plan / Urban Response Diagrams
- RZ A03 Context Plan - Existing Neighborhood
- RZ A04 Context Plan - Future Neighborhood

- RZ A10 Setbacks / Dimensions
- RZ A11 Site Plan - Ground Floor Plan
- RZ A12 Site Plan - Typical Floor
- RZ A13 Site Plan - Roof Level

- RZ A19 a) Floor 1 / Parking P1
- RZ A19 b) Mezzanine / Parking P2
- RZ A20 a) Tower 1 / Parking P1
- RZ A20 b) Tower 2 / Parking P2
- RZ A21 a) Floor 4
- RZ A21 b) Floor 5
- RZ A22 a) Floor 11
- RZ A22 b) Floor 12 - 14
- RZ A23 a) Floor 15
- RZ A23 b) Tower A + B
- RZ A24 a) Tower C
- RZ A24 b) Tower D
- RZ A25 a) Mezzanine / Parking P2
- RZ A25 b) Floor 2 / Parking P3
- RZ A26 a) Tower C
- RZ A26 b) Tower D
- RZ A27 a) Floor 11
- RZ A27 b) Floor 12 - 14
- RZ A28 a) Tower C
- RZ A28 b) Tower D

- RZ A29 a) Elevations
- RZ A29 b) Section A
- RZ A30 Section B
- RZ A31 Shadow Diagrams - 12:00 pm
- RZ A32 Shadow Diagrams - 02:00 pm
- RZ A33 Landscape Detail
- RZ A34 Landscape Detail

AREA CALCULATIONS

* - denotes rental building (Tower A)

Tower	Area	Units	Value
Tower A	36,035	40	1,441,400
Tower B	23,195	20	463,900
Tower C	35,003	10	350,030
Tower D	35,003	10	350,030
Total	94,233	40	4,005,360

UNIT DISPOSITION - RENTAL

Tower	Shaded	Light	Total
Tower A	23	37	60

PARKING REQUIREMENTS - RENTAL

Tower	Units	Rent	Unshaded	Total
Tower A	1,34	107.2	107.0	214.2

Provided: * 0.8 stalls / unit x 134 = 107.2 stalls
 * relaxation to 0.6 stalls / unit for rental housing = 80.4 stalls (minimum)

UNIT DISPOSITION - STRATA

Tower	Units	Rent	Unshaded	Total
Tower B	28	224	224	252
Tower C	40	320	320	360
Tower D	40	320	320	360
Total	108	864	864	972

PARKING REQUIREMENTS - STRATA

Tower	Units	Rent	Unshaded	Total
Tower B	691	553.0	553	646
Tower C	991	792.8	793	915
Tower D	991	792.8	793	915
Total	3173	2538.6	2539	2976

Provided: 1.2 stalls / unit x 2476 = 2971.2 stalls (minimum)

1.7 stalls / 2 Bedstrata unit and later

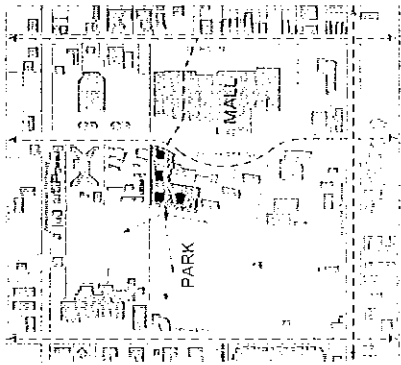
PARKING STANDARDS

Category	Standard
Regular Stall	1.2
Handicap Stall	1.2
Small Car	1.2
Bike	1.0

All dimensions are minimum standards.



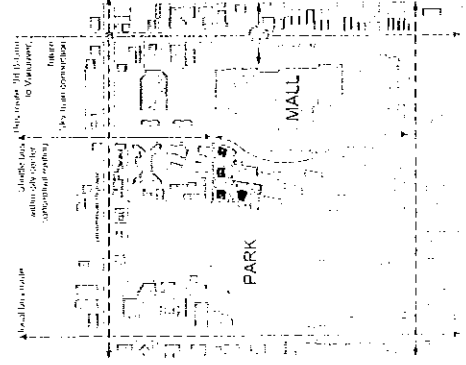
Pedestrian Facilities



Cycling Network



Transit



10 min walking distance to bus, community, and commercial services
is shown in Richmond City Center area plan by ARS 7100, Section 33
Neighborhoods & Housing

TRANSPORTATION
GOVERNMENT SERVICES

City Center Aerial Plan

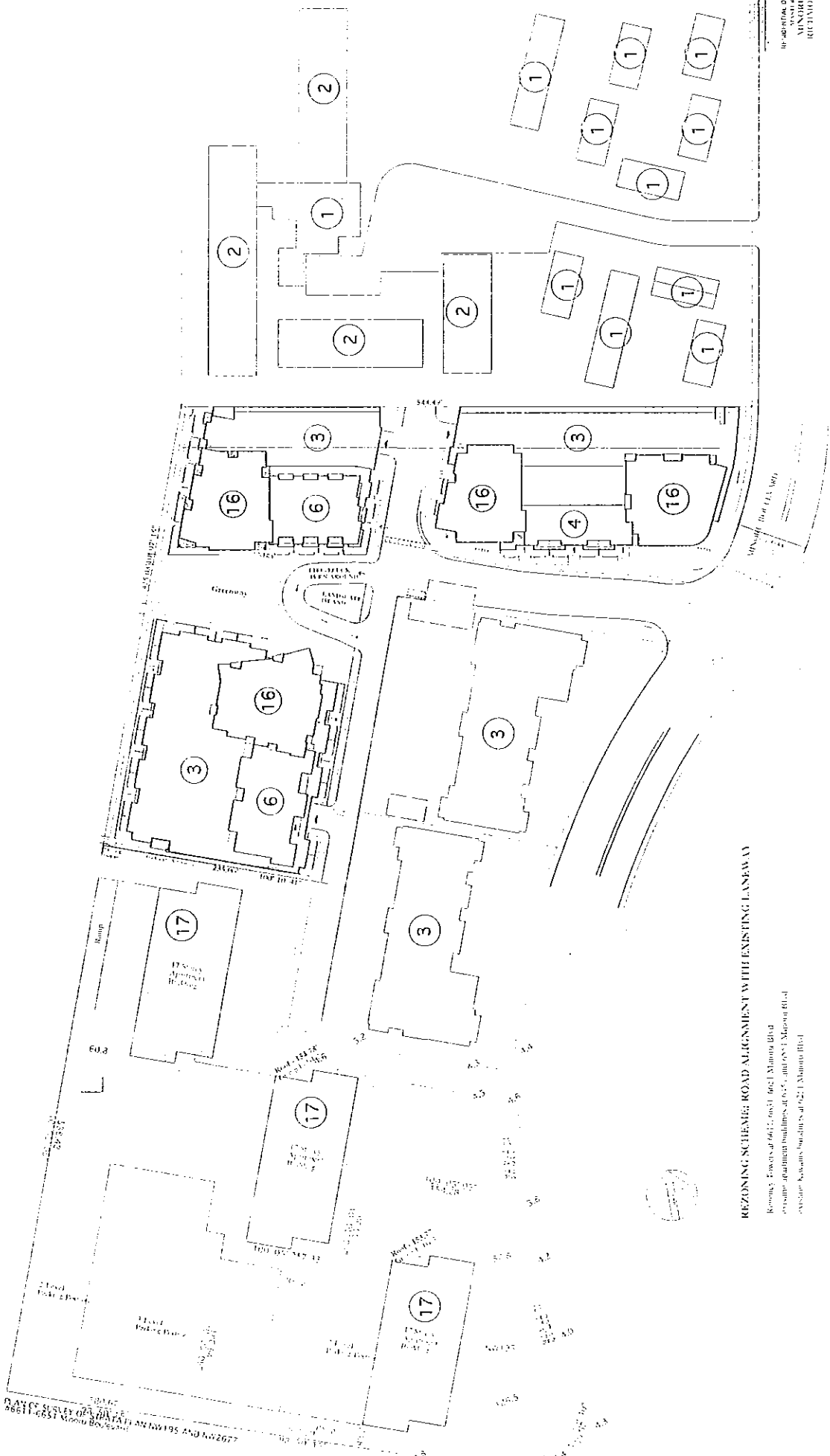
per Richmond City Center
Area Plan By Law 7100, Section 40
Transportation Objectives

NO.	DATE	DESCRIPTION
1	10/15/11	PRELIMINARY
2	11/15/11	REVISED
3	12/15/11	REVISED
4	01/15/12	REVISED
5	02/15/12	REVISED
6	03/15/12	REVISED
7	04/15/12	REVISED
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88	01/15/19	REVISED
89	02/15/19	REVISED
90	03/15/19	REVISED
91	04/15/19	REVISED
92	05/15/19	REVISED
93	06/15/19	REVISED
94	07/15/19	REVISED
95	08/15/19	REVISED
96	09/15/19	REVISED
97	10/15/19	REVISED
98	11/15/19	REVISED
99	12/15/19	REVISED
100	01/15/20	REVISED

RESIDENTIAL DEVELOPMENT IN
6357 MINGORU BLDG
RICHMOND, VA

CITY CENTER
Aerial Plan
Diagrams

NO. 100, QUEEN'S ROAD EAST, HONG KONG



REZONING SCHEME: ROAD ALIGNMENT WITH EXISTING LANEWAY

Remarks: Elements of 66/2, 66/3, 66/31 Munro Road
 existing apartment buildings at 65/4 and 65/5 Munro Rd-1
 existing Kwai Yee Building at 62/1 Munro Rd-1

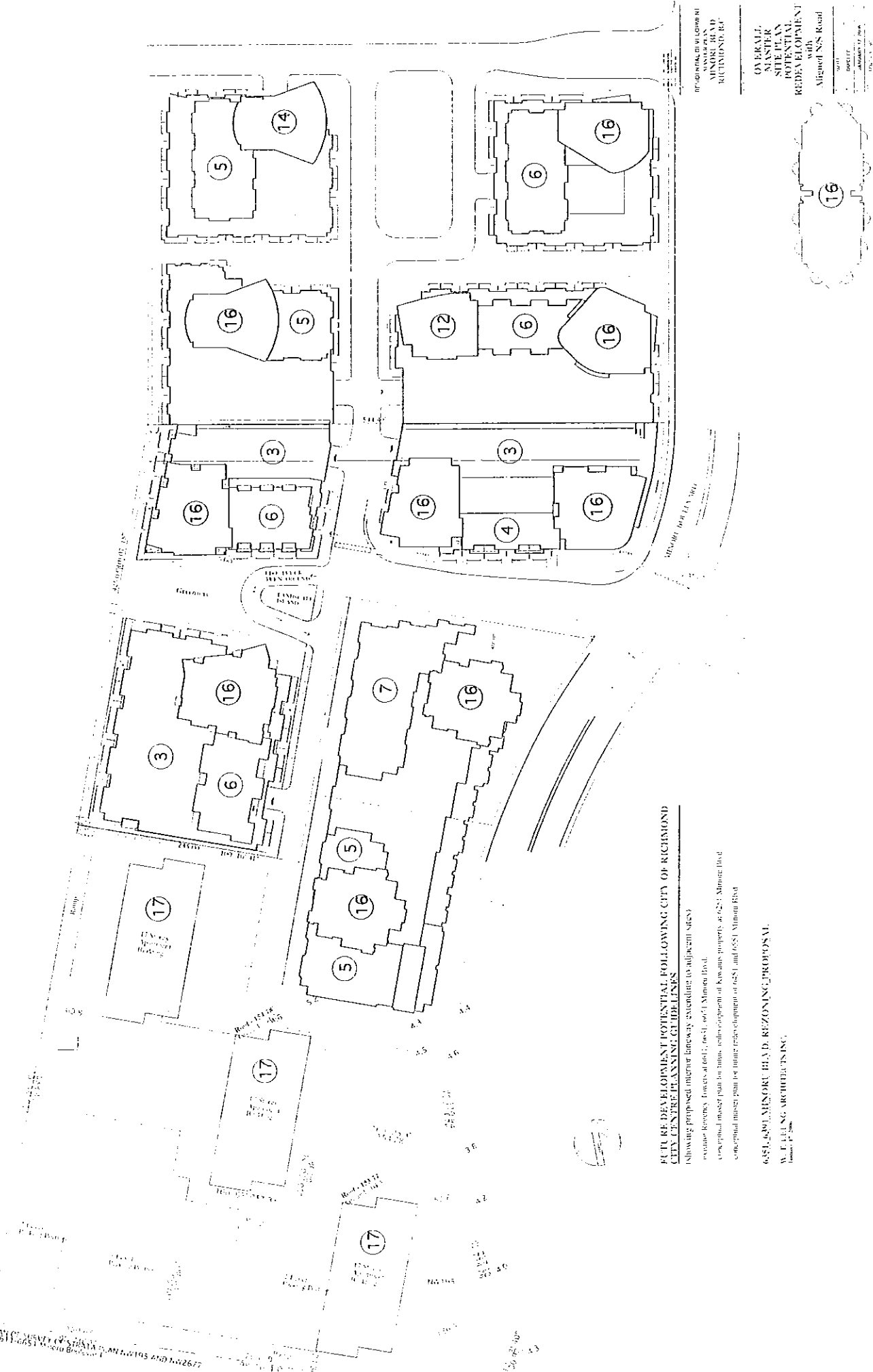
6451, 6491, 6491 MUNHRI ROAD, REZONING PROPOSAL
 W. T. LEUNG ARCHITECTS INC.
 January 17, 2008

NO. 100, QUEEN'S ROAD EAST
 HONG KONG
 MUNHRI ROAD
 REZONING SCHEME

OVERALL MASTER SITE PLAN
 WITH EXISTING APARTMENT BUILDINGS
 NEIGHBOURS
 Merged N/S Bound



DATE: 17/01/2008
 DRAWN BY: W. T. LEUNG
 CHECKED BY: W. T. LEUNG
 SCALE: AS SHOWN



PETL RE DEVELOPMENT POTENTIAL FOLLOWING CITY OF RICHMOND CITY CENTRE PLANNING GUIDELINES

Showing proposed interior laneway extending to adjacent sites) existing Revenues Towers at 661, 663, 665 Minnie Blvd. conceptual master plan for future redevelopment of low-rise properties at 625, Minnie Blvd. conceptual master plan for future redevelopment of 645 and 653 Minnie Blvd.

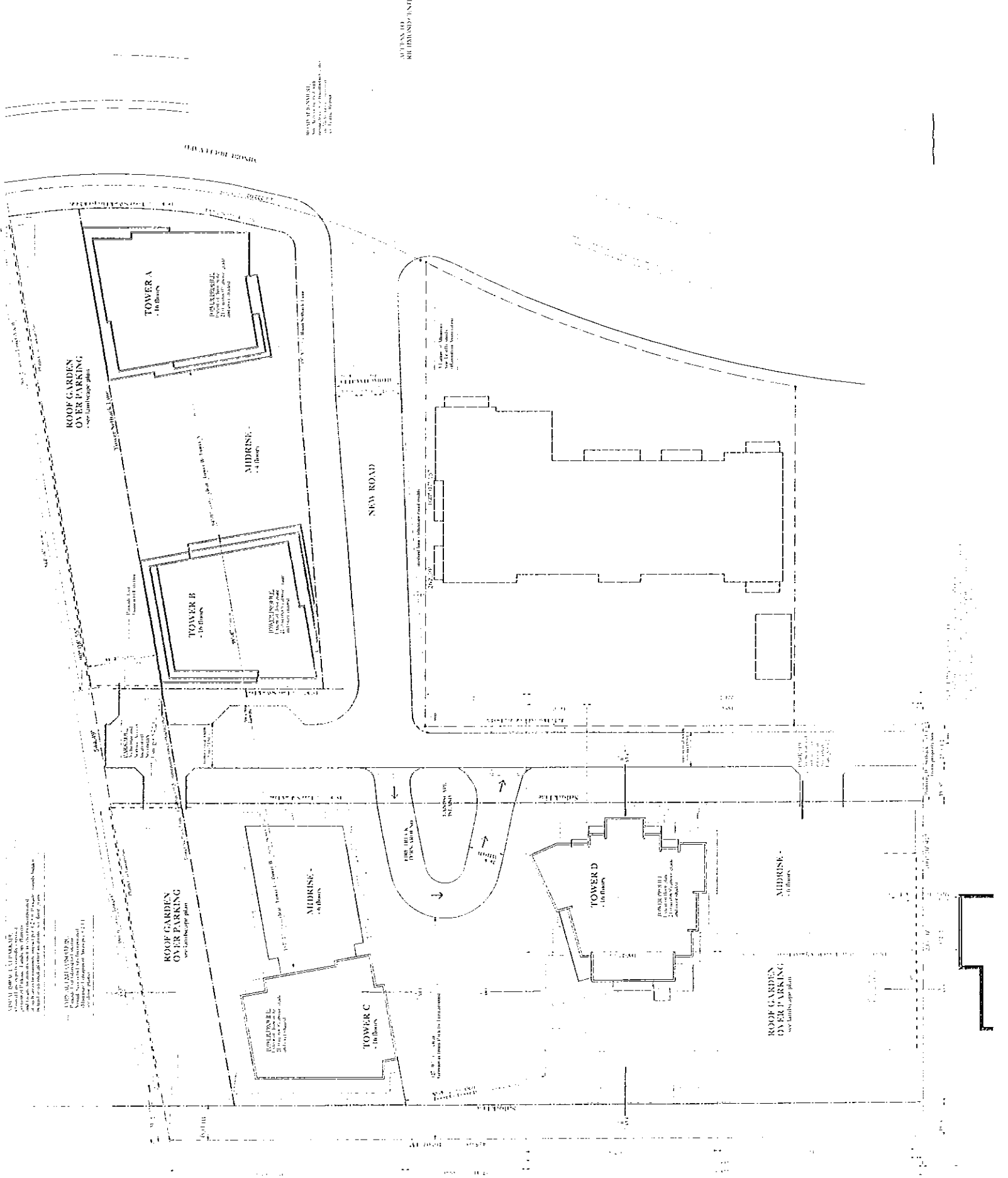
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OFFICE: 1000 W. LINDEN BLVD
ANN ARBOR, MI 48106
MINNIE BLVD
RICHMOND, RI

OVERALL MASTER SITE PLAN POTENTIAL REDEVELOPMENT with Aligned N/S Road

DATE: 01/11/11
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 01/11/11

RZ A0.4



MICHAEL ...
 ARCHITECTS

...
 ...
 ...

ROOF GARDEN OVER PARKING
 see landscape plan

ROOF GARDEN OVER PARKING
 see landscape plan

TOWER D
 10 Floors
 POWER PLUMBING, ELEVATOR SHAFTS, AND MECHANICAL ROOMS

MIDRISE
 14 Floors

TOWER C
 10 Floors
 POWER PLUMBING, ELEVATOR SHAFTS, AND MECHANICAL ROOMS

TOWER B
 10 Floors
 POWER PLUMBING, ELEVATOR SHAFTS, AND MECHANICAL ROOMS

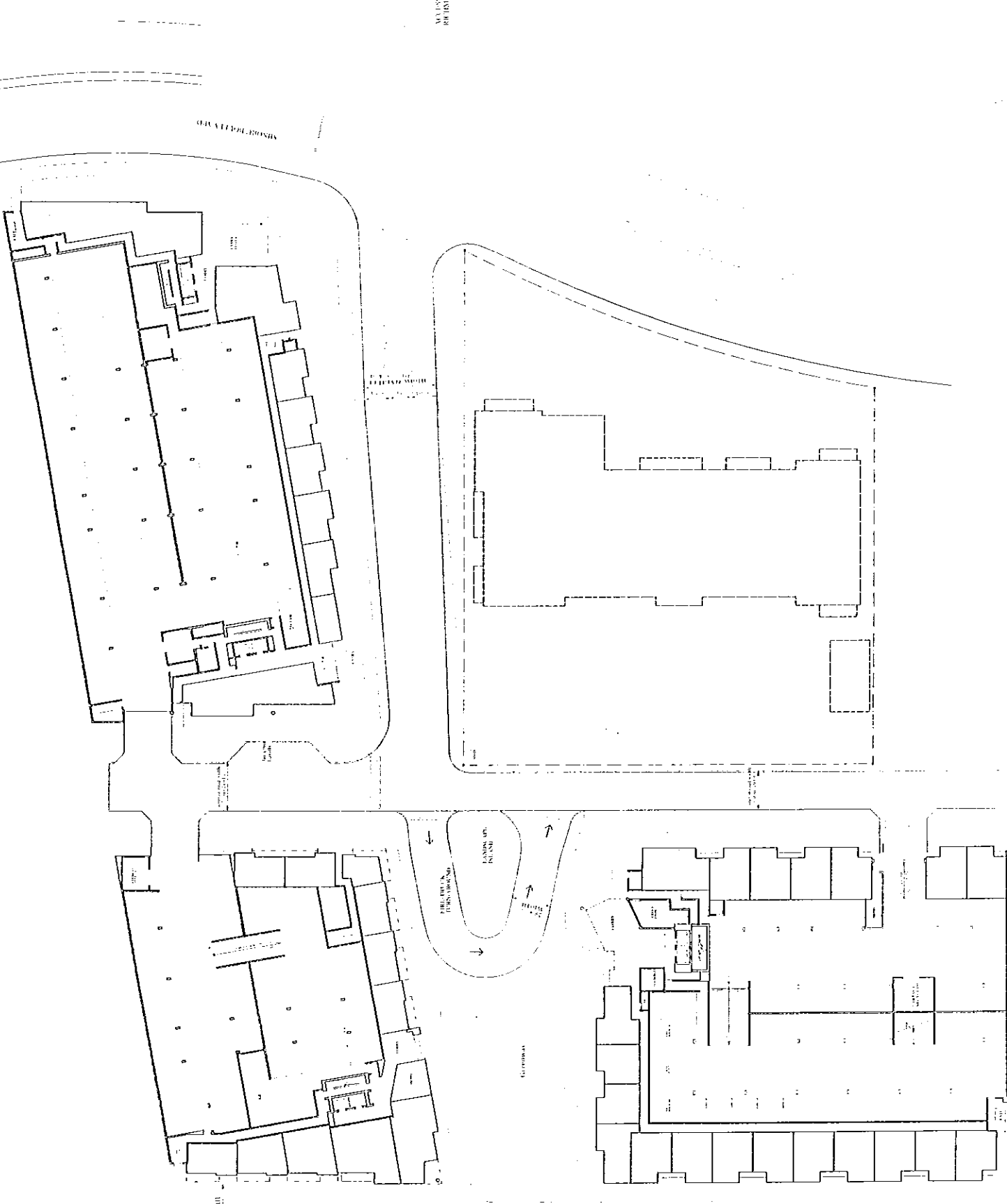
MIDRISE
 14 Floors

TOWER A
 10 Floors
 POWER PLUMBING, ELEVATOR SHAFTS, AND MECHANICAL ROOMS

NEW ROAD

...
 ...

...
 ...



W. T. LEUNG ARCHITECTS

ATLANTA, GEORGIA
 RICHMOND CENTER

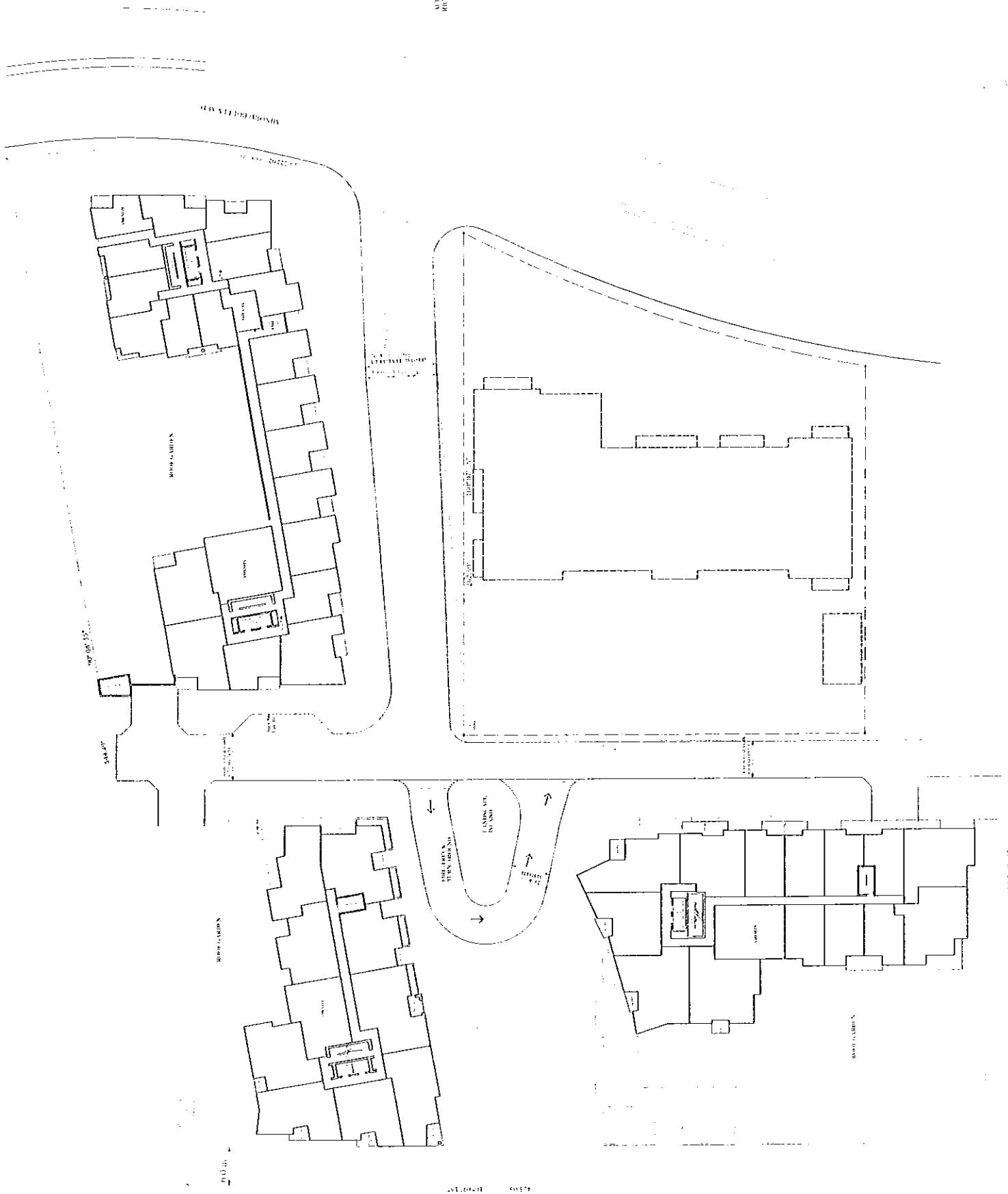
PROJECT NO. ...
 SHEET NO. ...
 DATE ...

PROFESSIONAL SEAL
 STATE OF GEORGIA
 ARCHITECT
 RICHMOND, GA

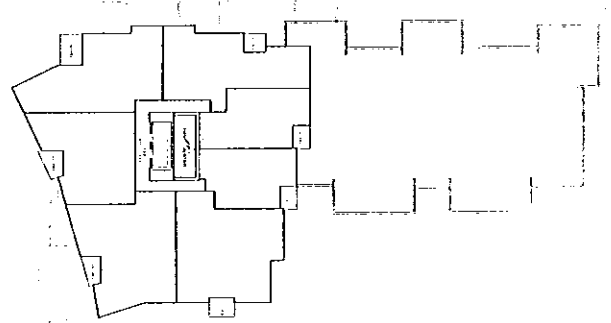
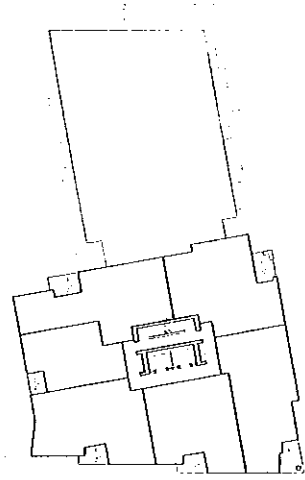
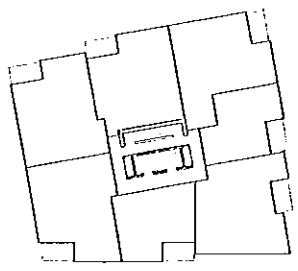
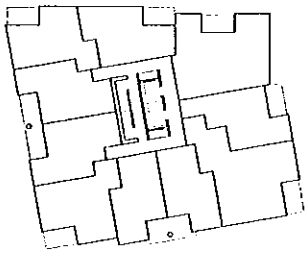
TOWERS A & B
 SITE PLAN

4th Floor Level
 -Rental Units

DATE ...
 BY ...
 CHECKED ...



DATE: 09-24-14
 SHEET: 01 OF 04



MINORU BOULEVARD

PROJECT NO. 12345
DATE: 12/15/2023
DRAWN BY: J. SMITH
CHECKED BY: W. T. LEUNG

ARCHITECTURAL BLUEPRINT
BUILDING PERMIT
RICHMOND, CALIF. 94801
RICHMOND, CALIF.

TOWER A-10
FLOOR PLAN

Sheet 1
Parking P-1

NO.	DATE	BY
1	12/15/23	J.S.
2	12/15/23	J.S.
3	12/15/23	J.S.
4	12/15/23	J.S.

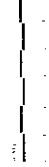
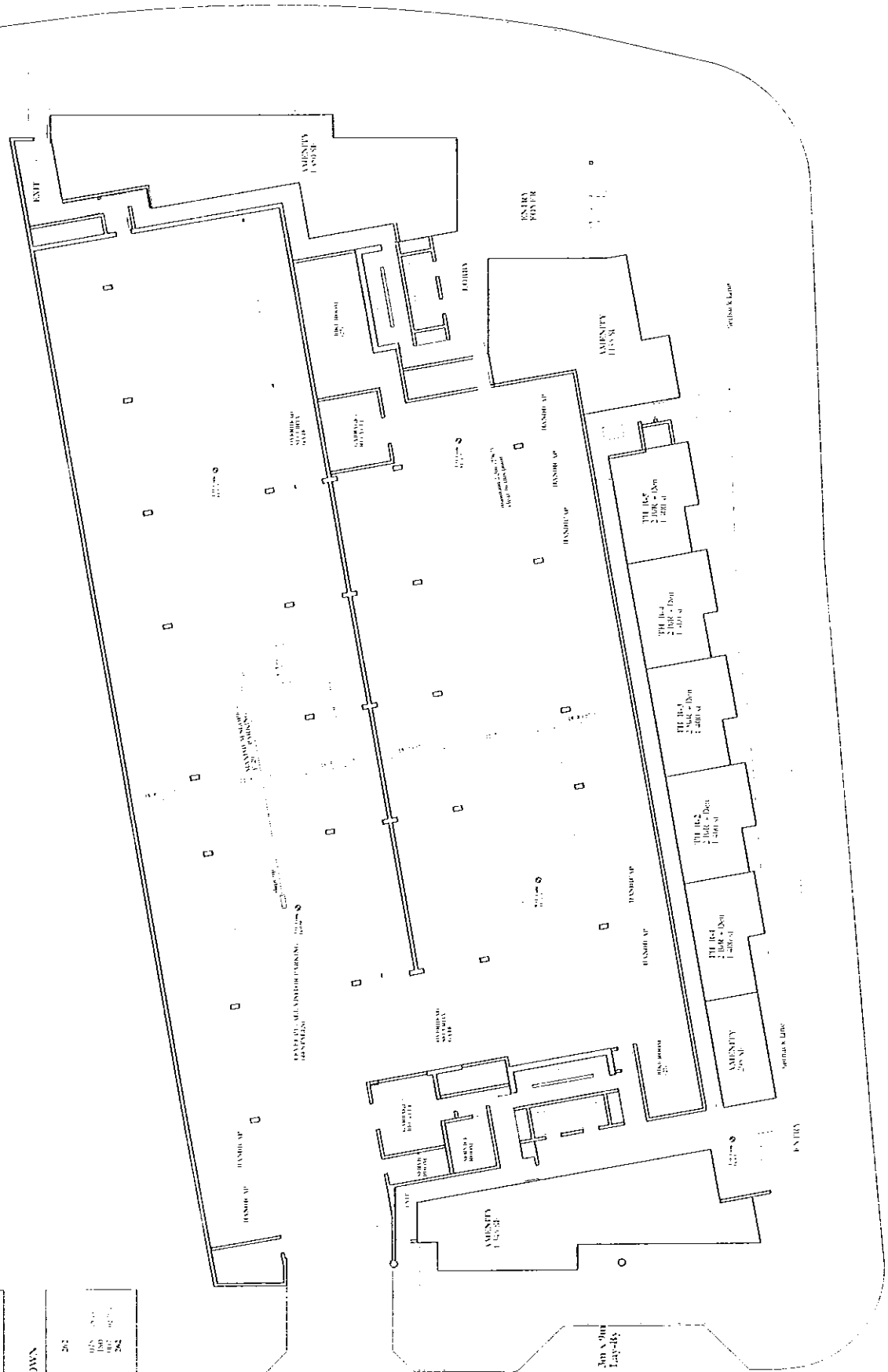
RZ A2.0

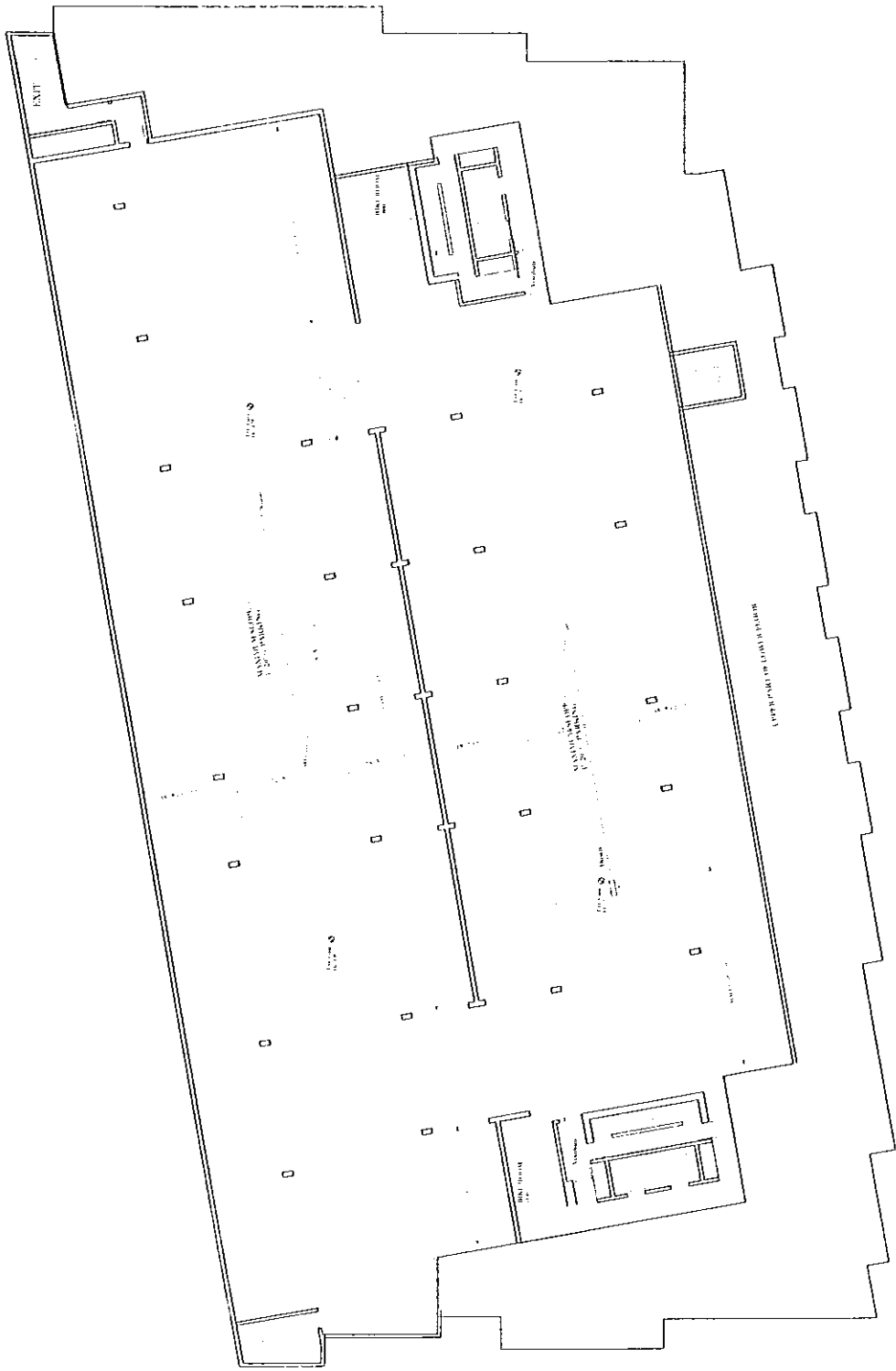
CRACKING STATISTICS: Building "B"

CRACKS	091
CRACKING REQ'D RB-B	185.0 (100%)
ADDITIONAL CRACKS	0
TOTAL CRACKS	091

CRACKING BREAKDOWN

CRACKING - Horizontal	262
CRACKING - Vertical	0
CRACKING - Diagonal	0
CRACKING - Other	0
TOTAL	262





DATE: 11/15/05
DRAWN BY: J. CHEN
CHECKED BY: W. LEUNG
PROJECT NO.: 05-001

1100 S. GATEWAY AVENUE
SUNNYVALE, CA 94086
TEL: (415) 353-8888
WWW.WTLEUNG.COM

POWER & R
ELECTRICAL

Mezzanine
Parking P-2

SCALE: 1/8" = 1'-0"
DATE: 11/15/05
BY: J. CHEN

R/A2.1 a/b

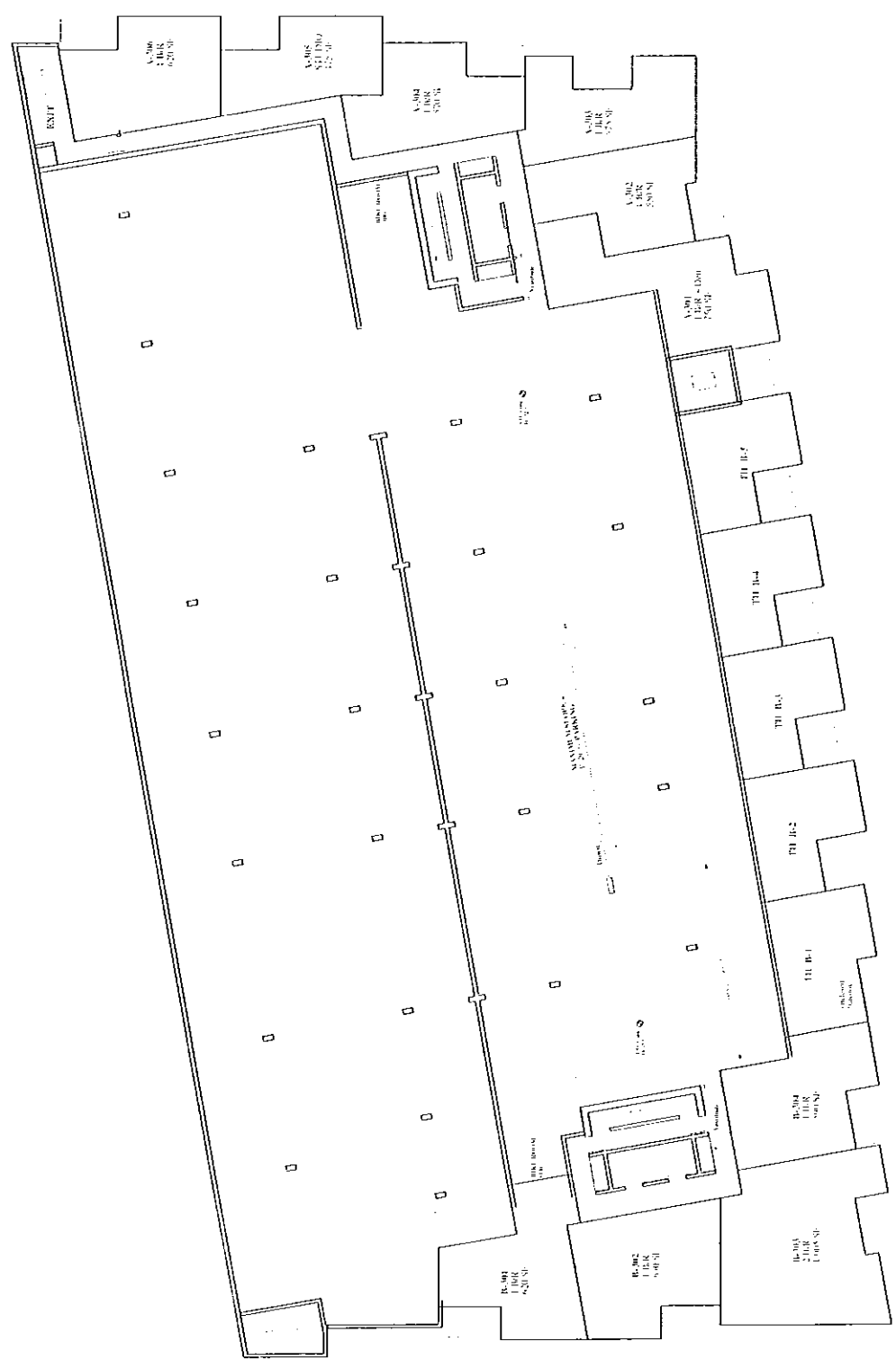


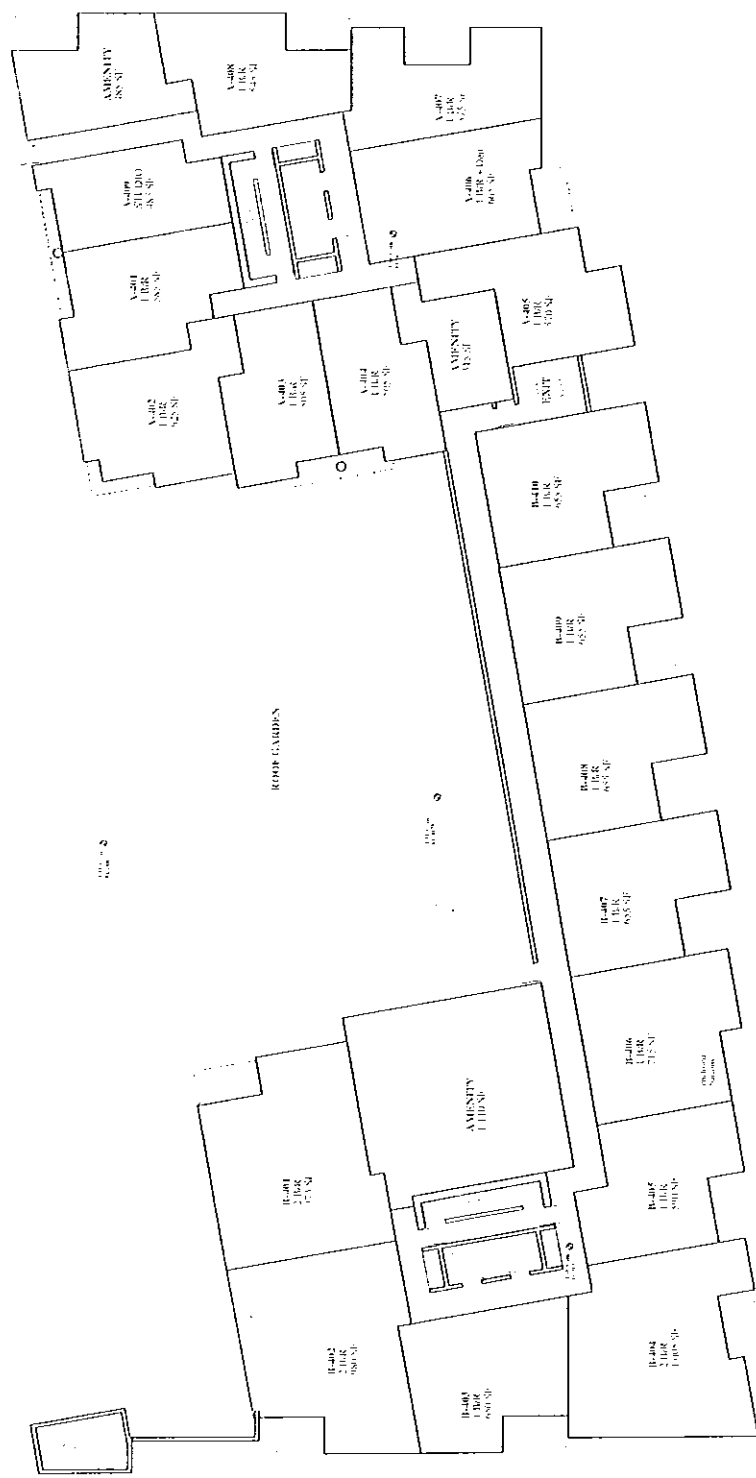
1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL WALLS ARE 1/2" THICK UNLESS NOTED OTHERWISE.
3. ALL DOORS ARE 3'0" WIDE UNLESS NOTED OTHERWISE.
4. ALL WINDOWS ARE 6'0" WIDE UNLESS NOTED OTHERWISE.
5. ALL CEILING HEIGHTS ARE 8'0" UNLESS NOTED OTHERWISE.
6. ALL FLOOR FINISHES ARE 1/2" CARPET UNLESS NOTED OTHERWISE.
7. ALL WALL FINISHES ARE 1/2" GYP. BOARD UNLESS NOTED OTHERWISE.
8. ALL CEILING FINISHES ARE 1/2" GYP. BOARD UNLESS NOTED OTHERWISE.
9. ALL ELECTRICAL SYMBOLS ARE AS SHOWN ON SHEET E-101.
10. ALL MECHANICAL SYMBOLS ARE AS SHOWN ON SHEET M-101.

11. ALL ROOMS ARE TO BE FURNISHED AS SHOWN ON SHEET F-101.
12. ALL ROOMS ARE TO BE PAINTED AS SHOWN ON SHEET P-101.
13. ALL ROOMS ARE TO BE CLEANED AS SHOWN ON SHEET C-101.
14. ALL ROOMS ARE TO BE VENTILATED AS SHOWN ON SHEET V-101.
15. ALL ROOMS ARE TO BE HEATED AS SHOWN ON SHEET H-101.

16. ALL ROOMS ARE TO BE LIGHTED AS SHOWN ON SHEET L-101.
17. ALL ROOMS ARE TO BE SOUNDED AS SHOWN ON SHEET S-101.
18. ALL ROOMS ARE TO BE FIREPROOFED AS SHOWN ON SHEET F-101.
19. ALL ROOMS ARE TO BE SEISMICALLY RETROFITTED AS SHOWN ON SHEET S-101.
20. ALL ROOMS ARE TO BE ACCESSIBLE AS SHOWN ON SHEET A-101.

21. ALL ROOMS ARE TO BE MAINTAINED AS SHOWN ON SHEET M-101.
22. ALL ROOMS ARE TO BE OPERATED AS SHOWN ON SHEET O-101.
23. ALL ROOMS ARE TO BE MONITORED AS SHOWN ON SHEET M-101.
24. ALL ROOMS ARE TO BE REPORTED AS SHOWN ON SHEET R-101.
25. ALL ROOMS ARE TO BE REPAIRED AS SHOWN ON SHEET R-101.

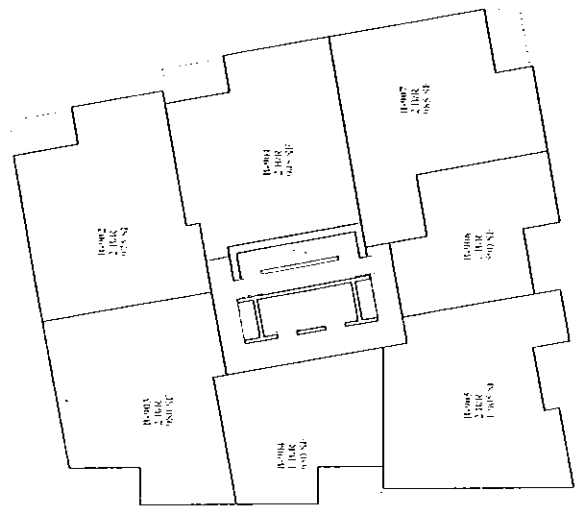
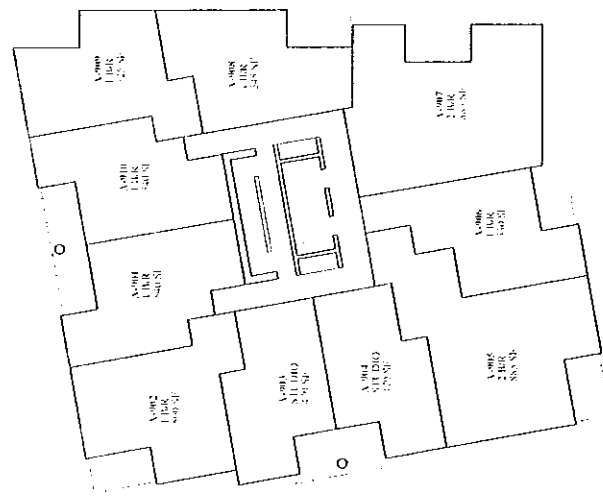


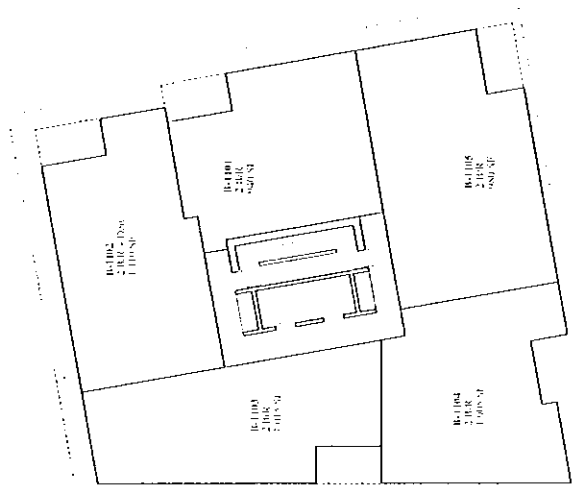
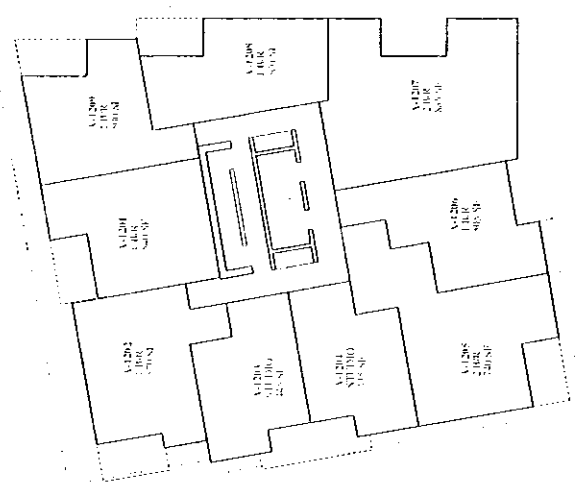


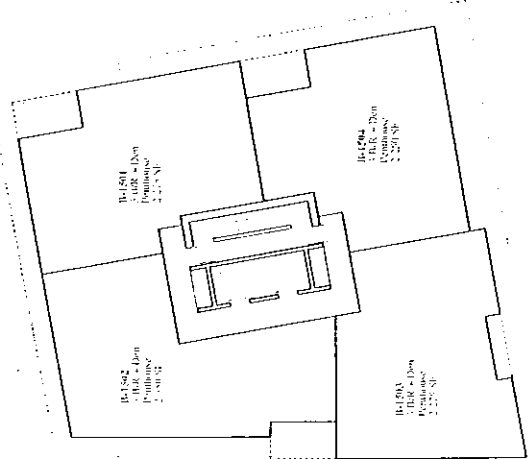
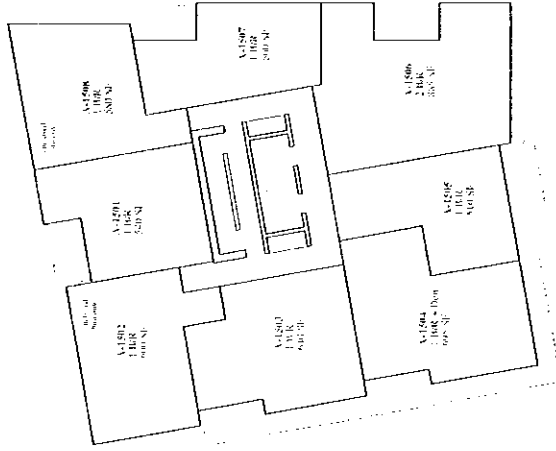
TOWER A-B
 FLOOR PLAN

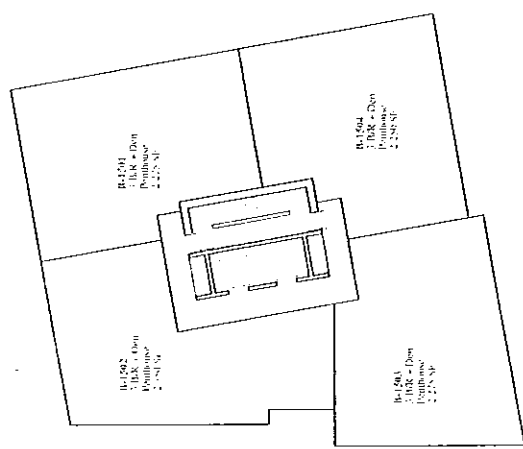
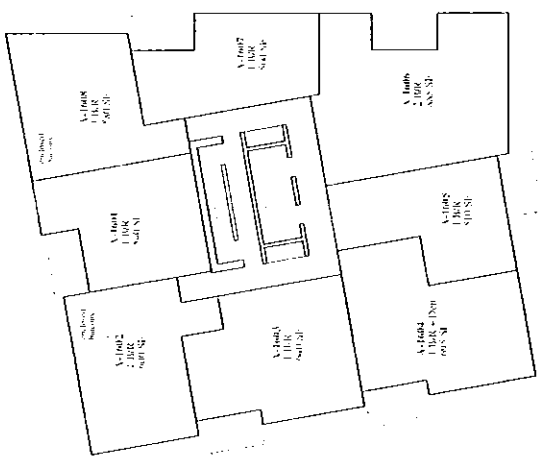
Floor 4
 Roof Amenity

RZ A2.1 a/b









PARKING STATISTICS: Building '1'

No. of UNITS	001
PARKING PROVIDED	1482 (see Unit)
Garage	125
Surface	850
Total	975
RESIDENTIAL STALLS	150 (1:1 ratio)
ANSIBLE STALLS	90 (1:1 ratio)



DATE: [blacked out]
 SCALE: [blacked out]
 DRAWN BY: [blacked out]
 CHECKED BY: [blacked out]

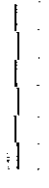
BLDG. FINAL DEVELOPMENT
 651 BROAD BLVD
 RICHMOND, B.C.

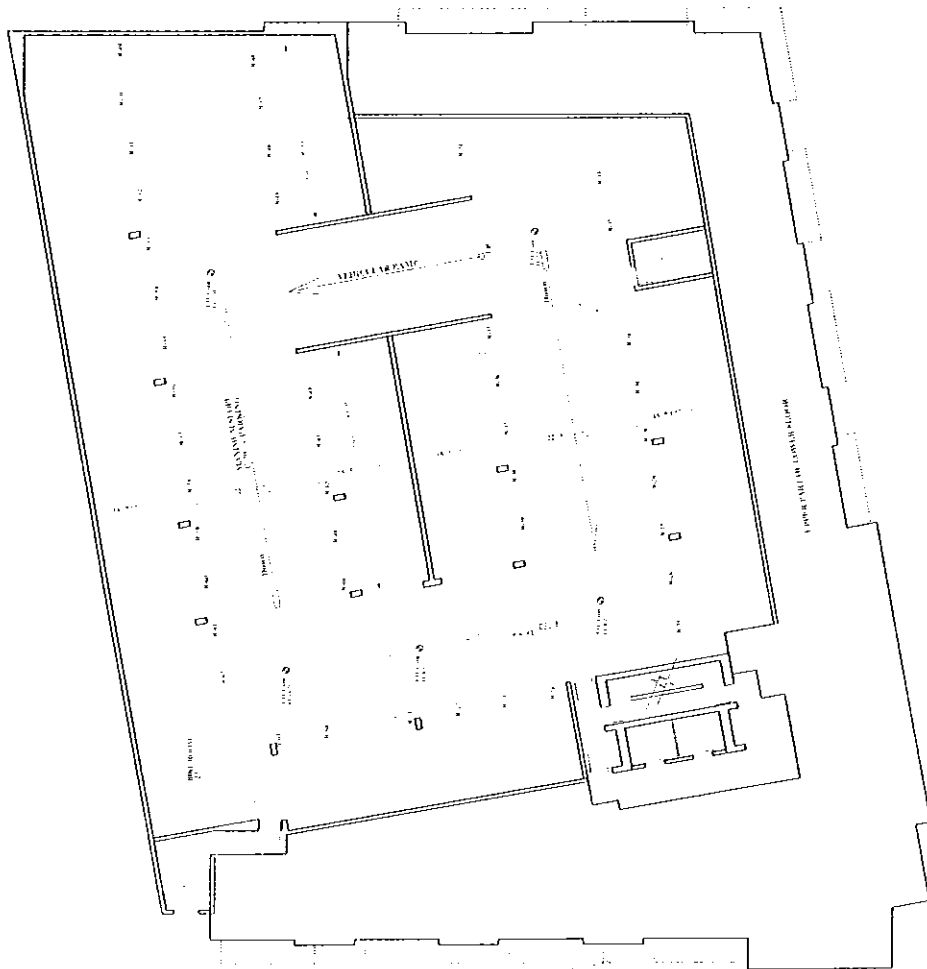
TOWER C
 FLOOR PLAN

Floor 1
 Parking P-1

DATE: [blacked out]
 SCALE: [blacked out]
 DRAWN BY: [blacked out]
 CHECKED BY: [blacked out]

RZA2.0c



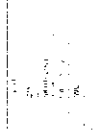


REVISIONS:
1. 2000-01-01
2. 2000-01-01

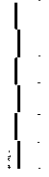
REVISIONAL DEVELOPMENT
655 HURON BLVD
RICHMOND, B.C.

FLOOR PLAN
MEZZANINE

Parking P-2



RZ A2.1 c

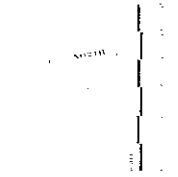
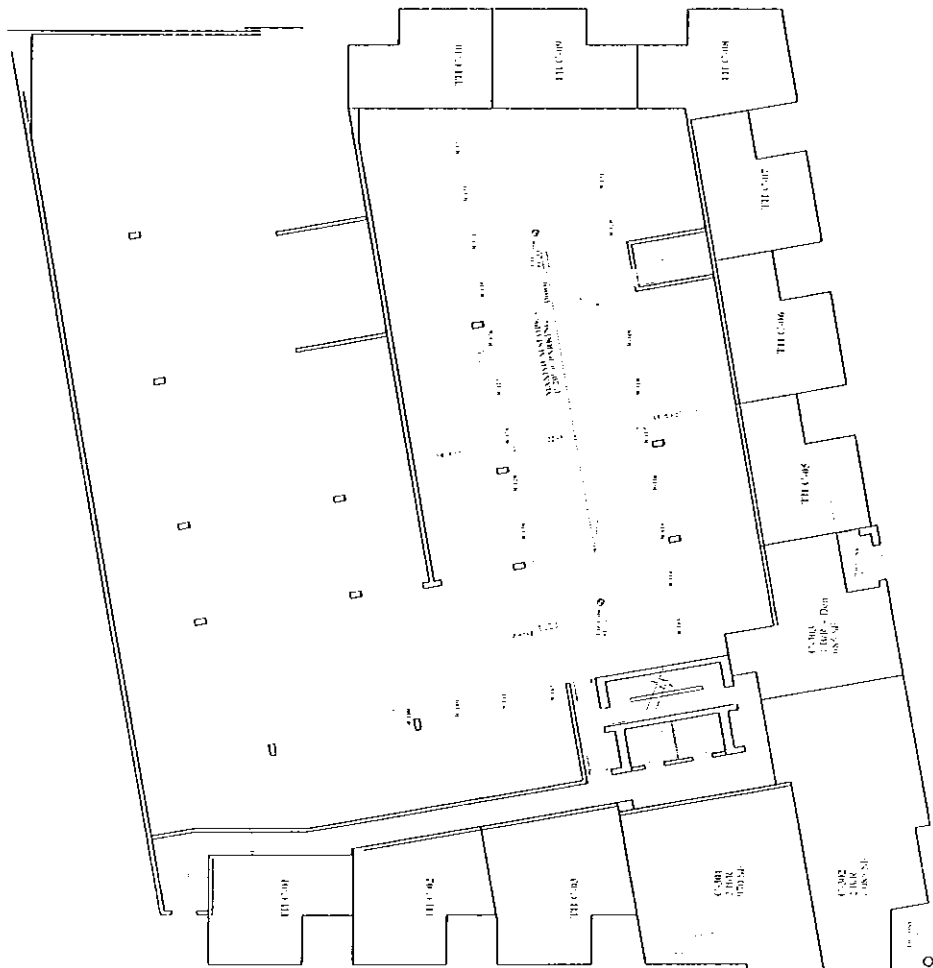


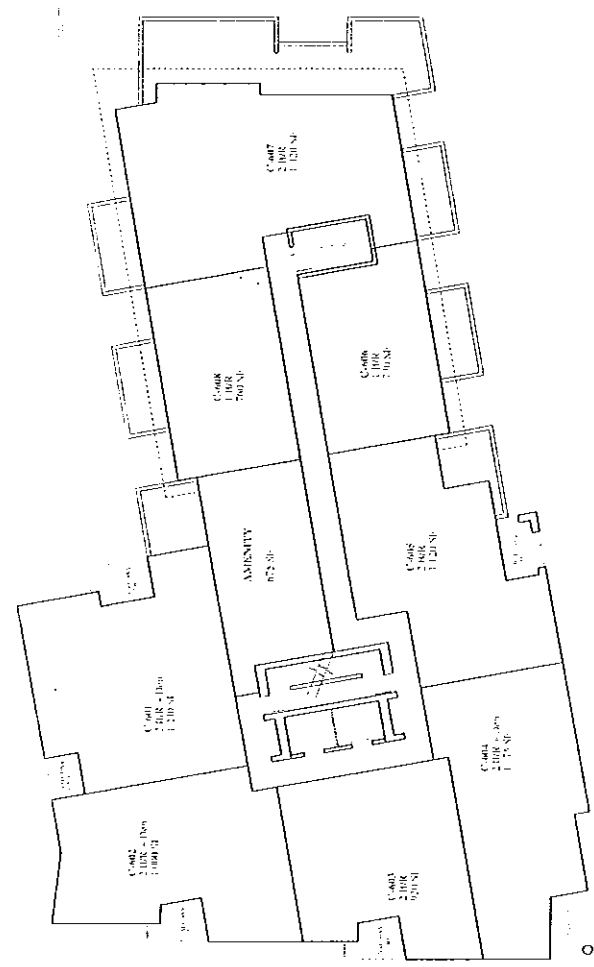
4410 W. 10th Street, Suite 100
Tulsa, Oklahoma 74107
Tel: (918) 438-1111
Fax: (918) 438-1112
www.wtleung.com

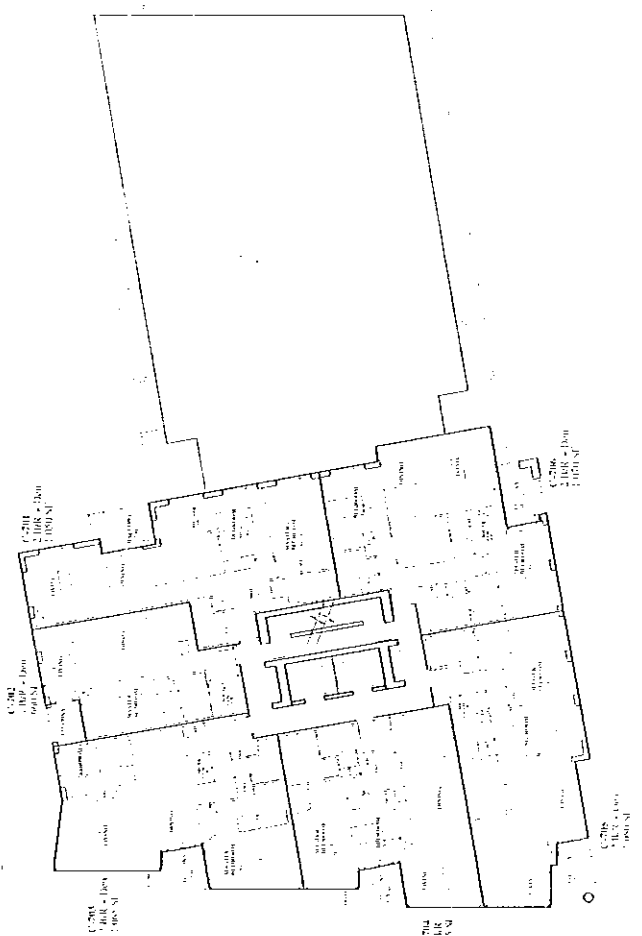
4410 W. 10th Street, Suite 100
Tulsa, Oklahoma 74107
Tel: (918) 438-1111
Fax: (918) 438-1112
www.wtleung.com

POWER &
ELECTRIC PLAN
Floor 3
Parking P-4

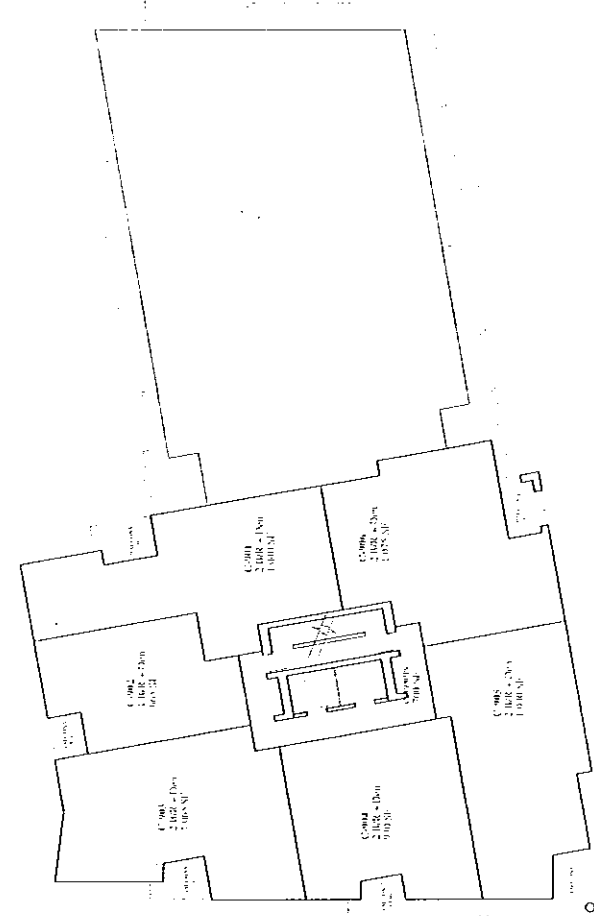
RZ A2.3c







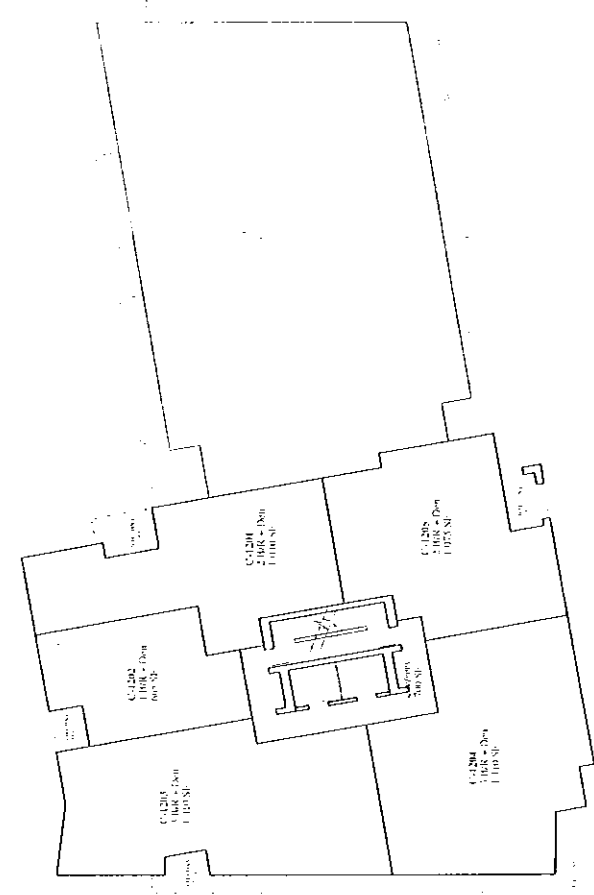
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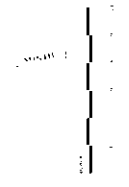
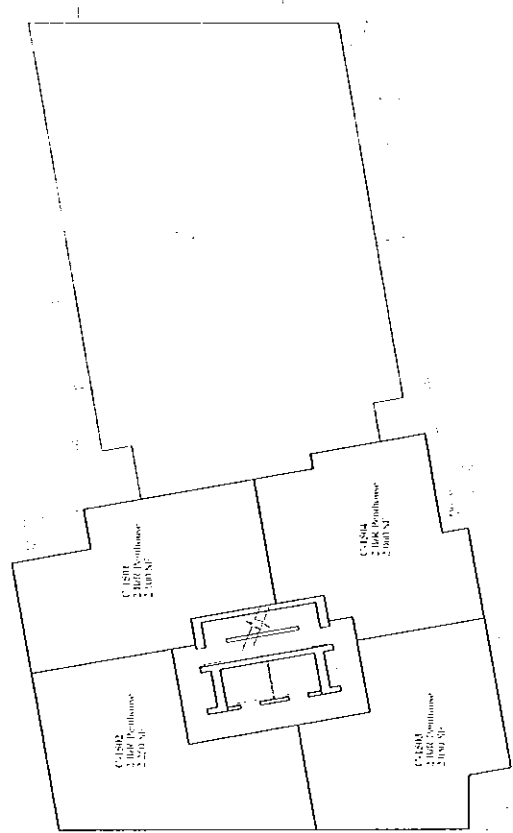


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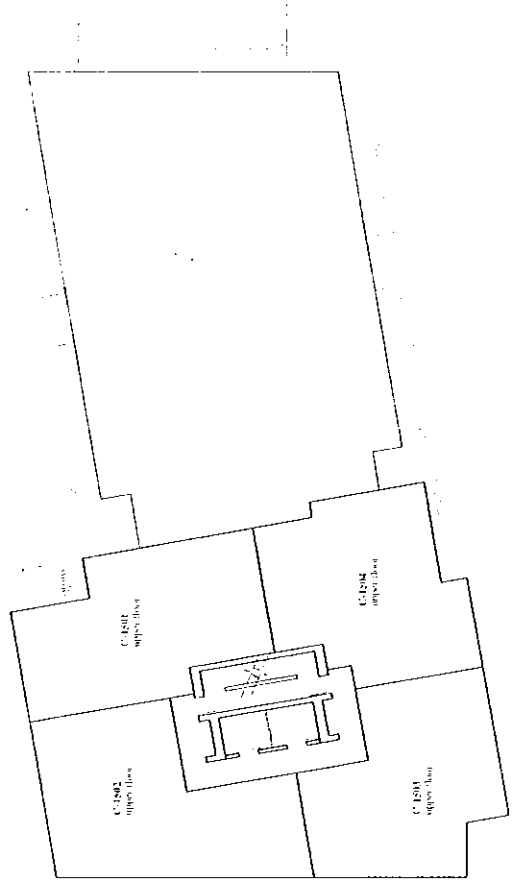




LOWER C FLOOR PLAN
Floor 15

RESIDENTIAL DEVELOPMENT
6351 MINORU BLVD
RICHMOND, B.C.

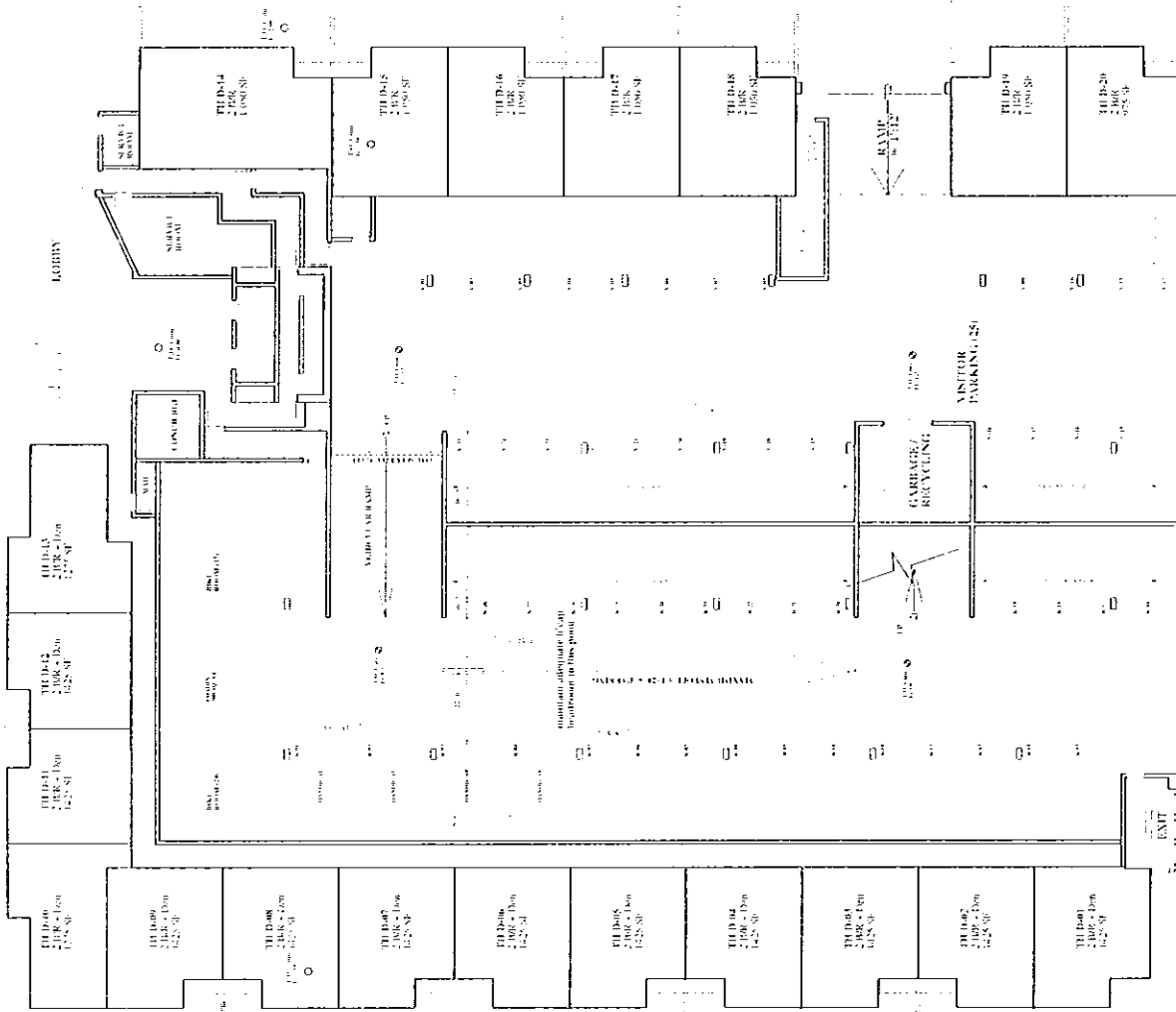
R/A29c



ENTRY

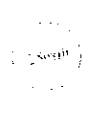
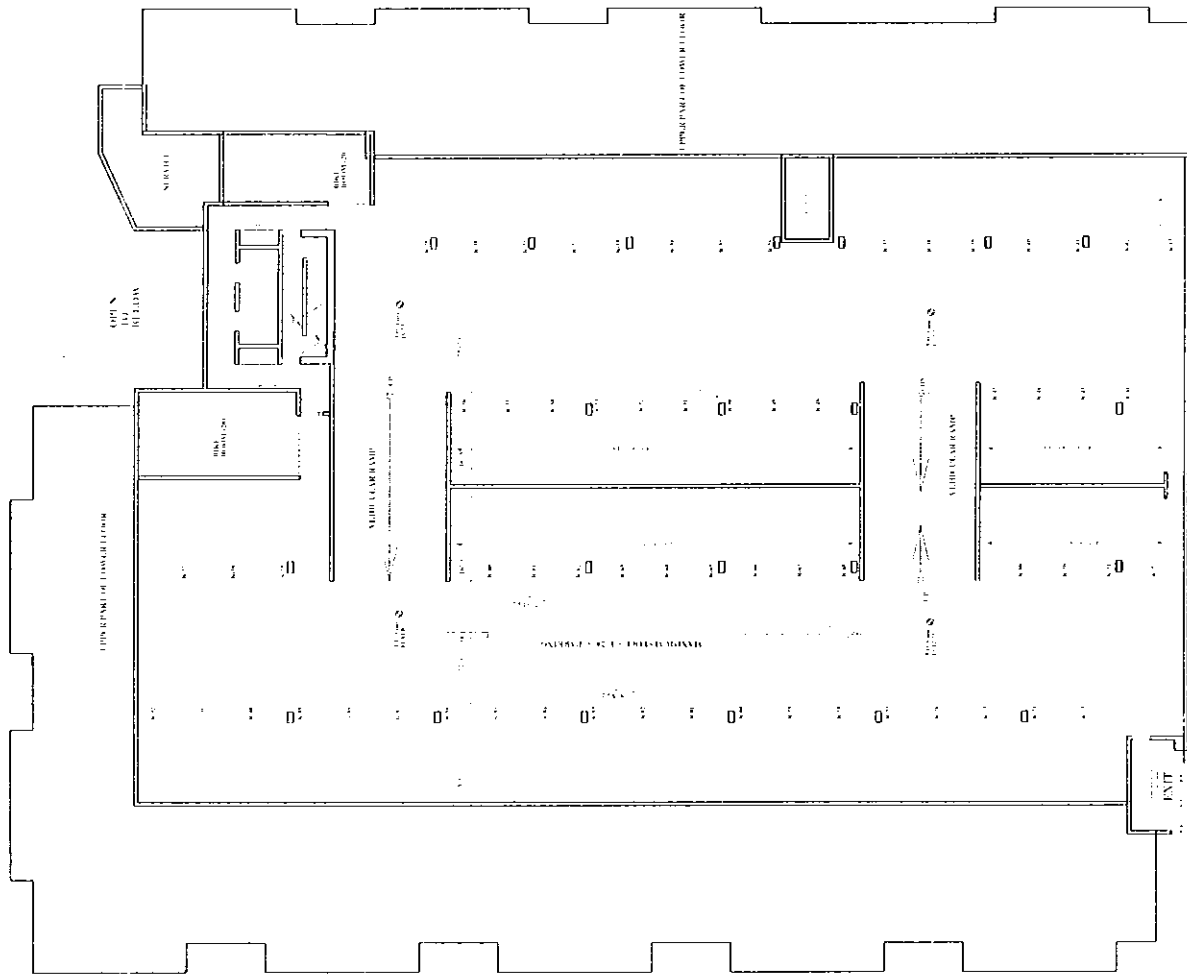
PARKING STATISTICS: Building '19'

NO. OF UNITS	642
PARKING PROVIDED	2843 (see Note 1)
PARKING PROVIDED BY	OWNER
RESIDENTIAL UNITS	112
OFFICE UNITS	902
TOTAL	2004
RESIDENTIAL UNITS	100
OFFICE UNITS	627



each wall 1/2" high x 1/2"





PROJ. NO. 1000000000
 SHEET NO. 1000000000
 DATE 10/10/10
 DRAWN BY
 CHECKED BY
 APPROVED BY

TOWER 10
 FLOOR PLAN
 Mezzanine
 Parking 1-2

NO. 10
 DATE
 DRAWN BY
 CHECKED BY
 APPROVED BY

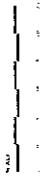
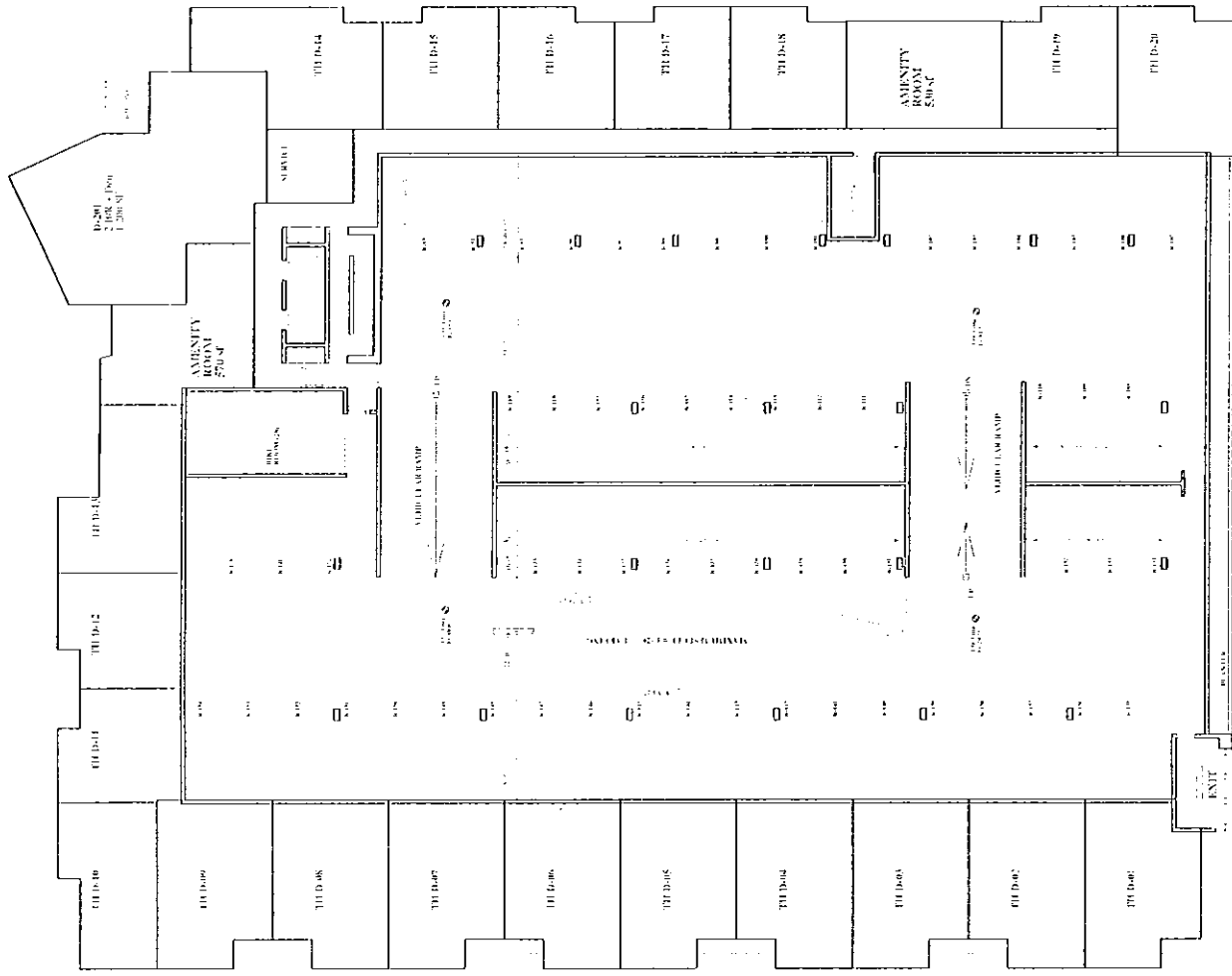
RZ A2.1 d

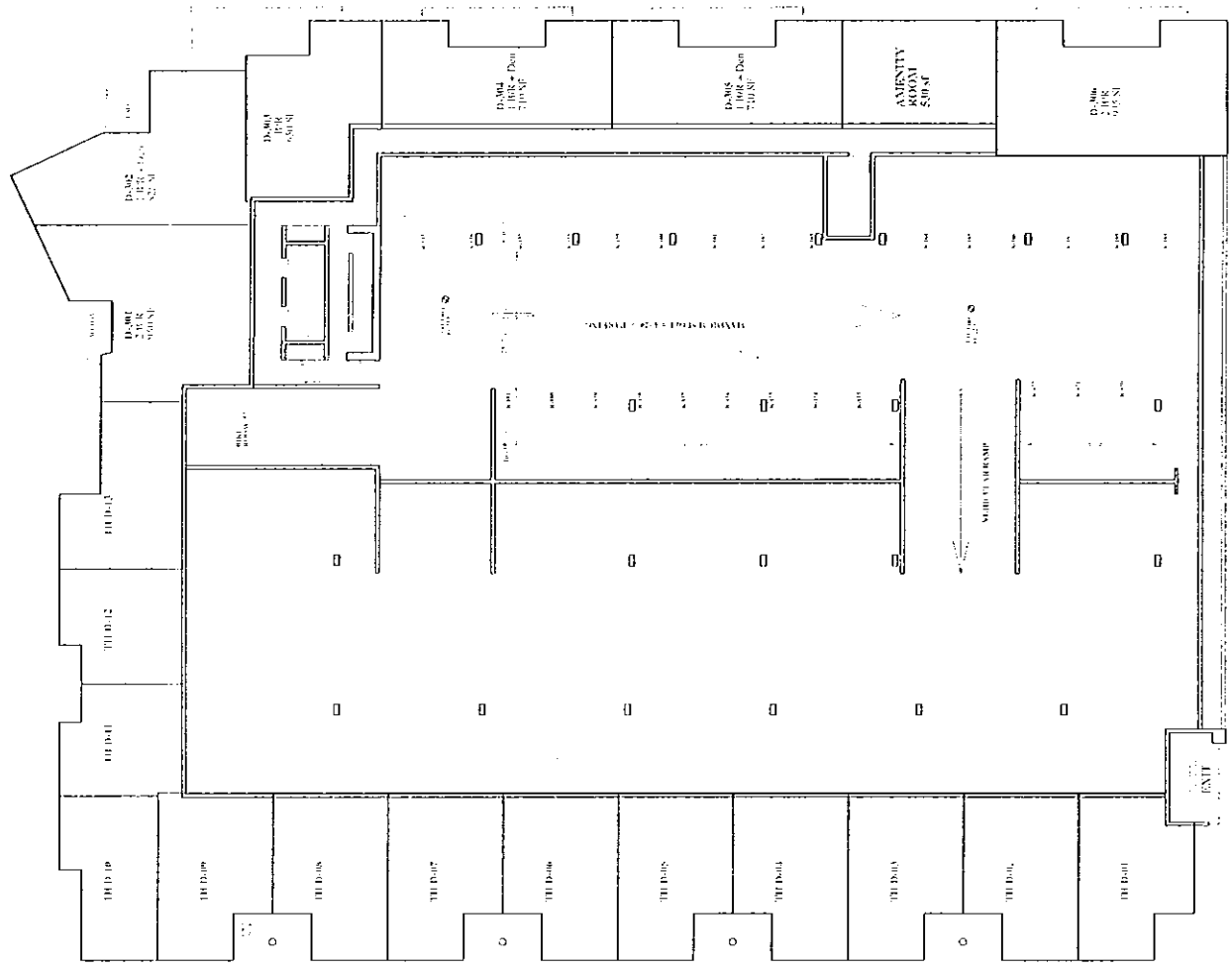
PROJECT NO. 10-10-10
 DATE: 10/10/10
 DRAWING NO. 10-10-10

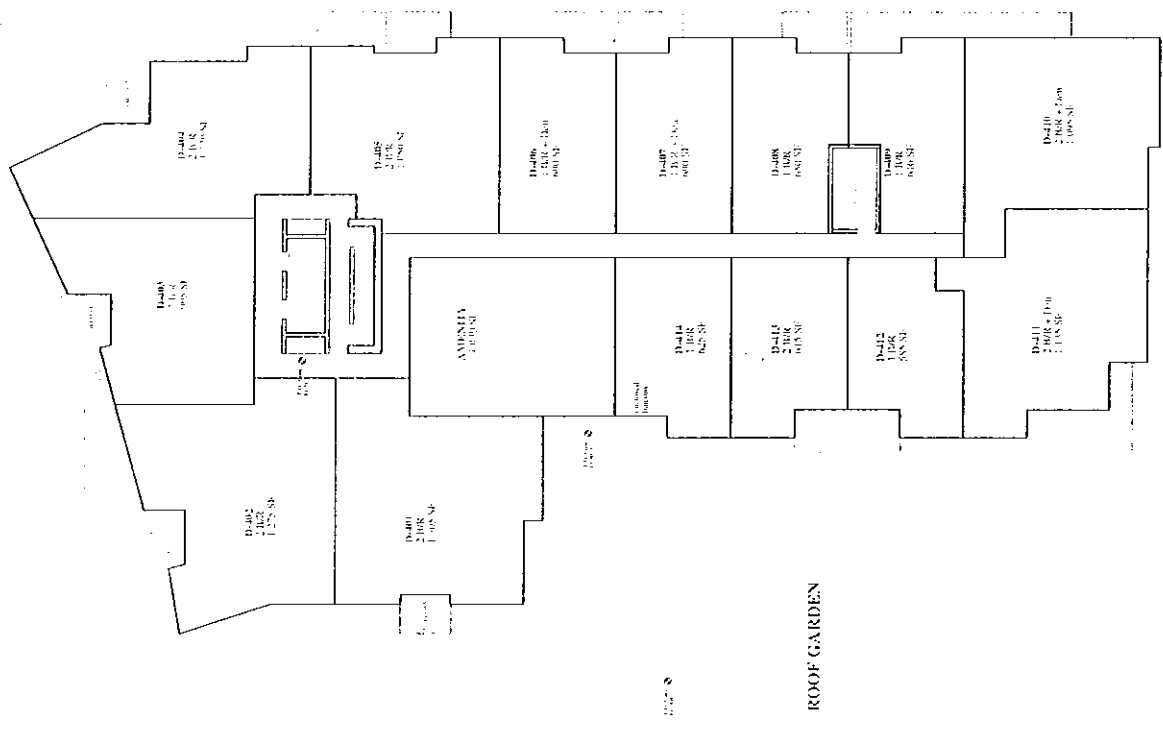
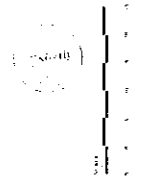
REVISIONS:
 1. 10/10/10: Initial Design
 2. 10/10/10: Final Design
 3. 10/10/10: Construction Documents

TOWER 10
 FLOOR PLAN
 Floor 2
 Parking P-3

PROJECT NO. 10-10-10
 DATE: 10/10/10
 DRAWING NO. 10-10-10







R-404
2 BR
1,350 SF

R-405
3 BR
1,600 SF

R-406
2 BR
1,275 SF

R-407
2 BR
1,095 SF

AMENITY
7,000 SF

R-408
3 BR + 2 BA
1,600 SF

R-409
3 BR
1,600 SF

R-410
1 BR
625 SF

R-411
2 BR
645 SF

R-412
1 BR
585 SF

R-413
2 BR + 2 BA
1,095 SF

R-414
2 BR + 2 BA
1,095 SF

R-415
1 BR
625 SF

R-416
1 BR
625 SF

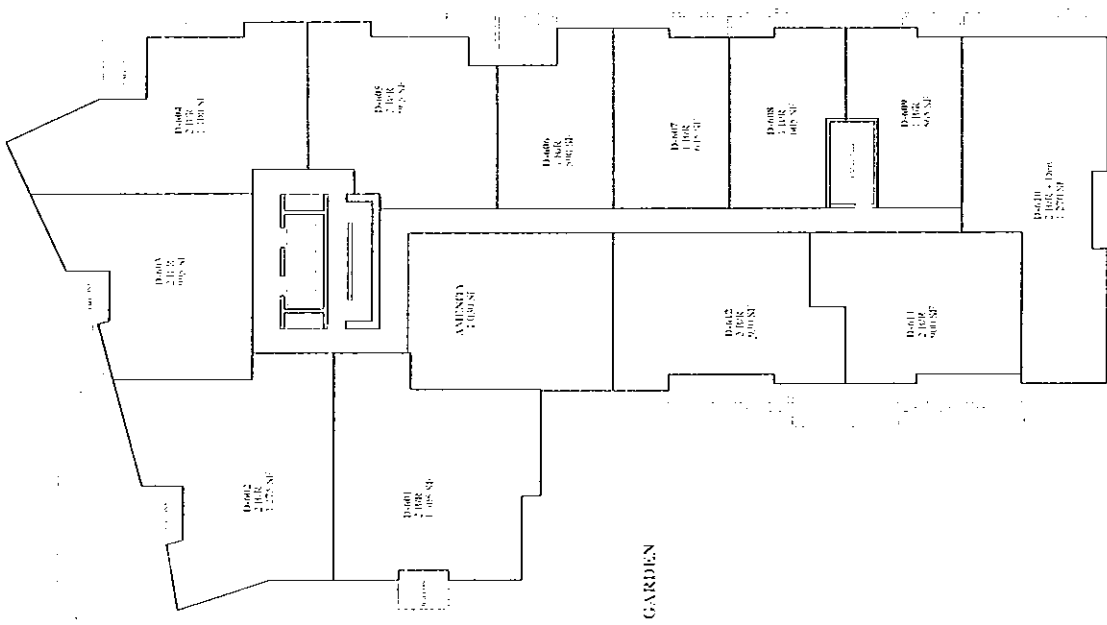
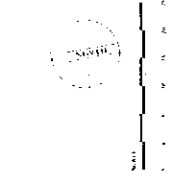
R-417
3 BR
1,600 SF

R-418
2 BR + 2 BA
1,095 SF

R-419
2 BR
1,095 SF

R-420
2 BR + 2 BA
1,095 SF

ROOF GARDEN



Dw04
2 BR
1,383 SF

Dw05
1 BR
975 SF

Dw06
1 BR
982 SF

Dw07
1 BR
645 SF

Dw08
1 BR
645 SF

Dw09
SUITE
605 SF

Dw10
2 BR, +Dwr
1,295 SF

Dw0A
2 BR
965 SF

AMENITY
1,030 SF

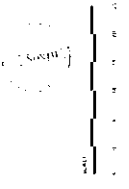
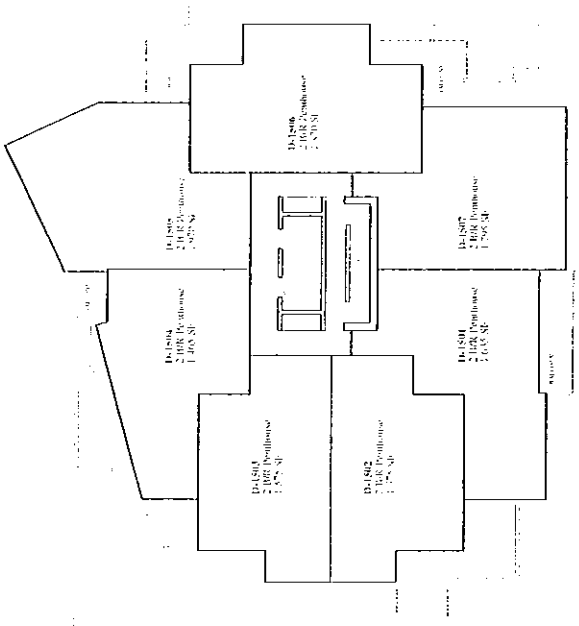
Dw12
2 BR
945 SF

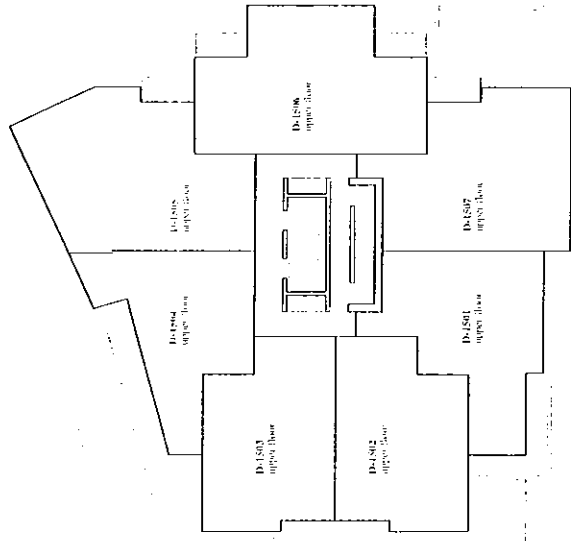
Dw11
2 BR
905 SF

Dw12
2 BR
1,275 SF

Dw10
1 BR
1,005 SF

ROOF GARDEN



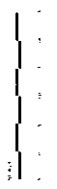


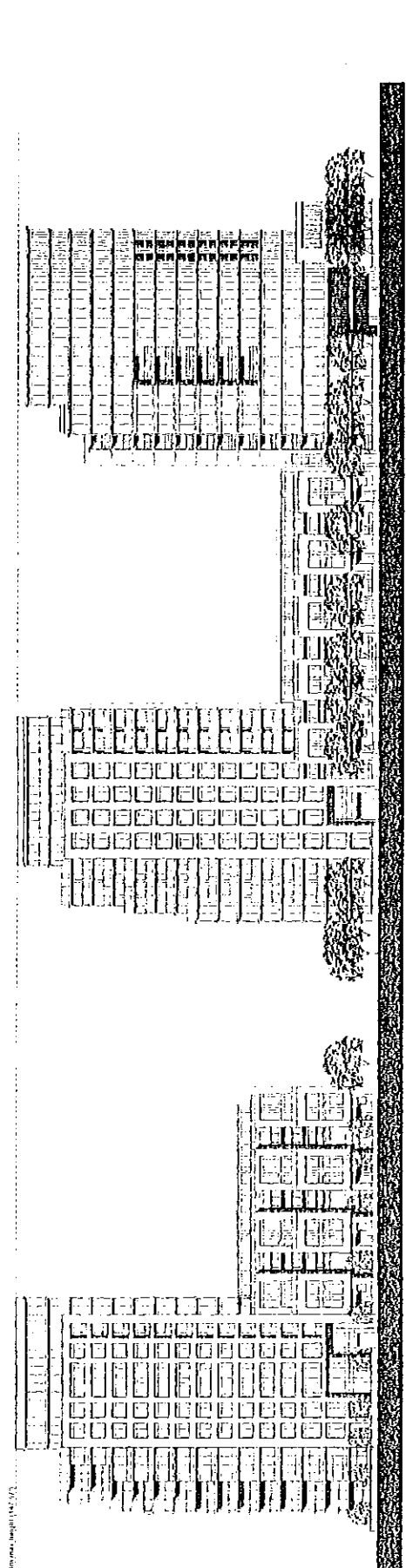
PROJECT: TOWER 16
DATE: 11/20/10
BY: [unclear]

NO. 60 HENRI ST. 11TH FL. N1
6351 MINORU BLVD
RICHMOND, B.C.

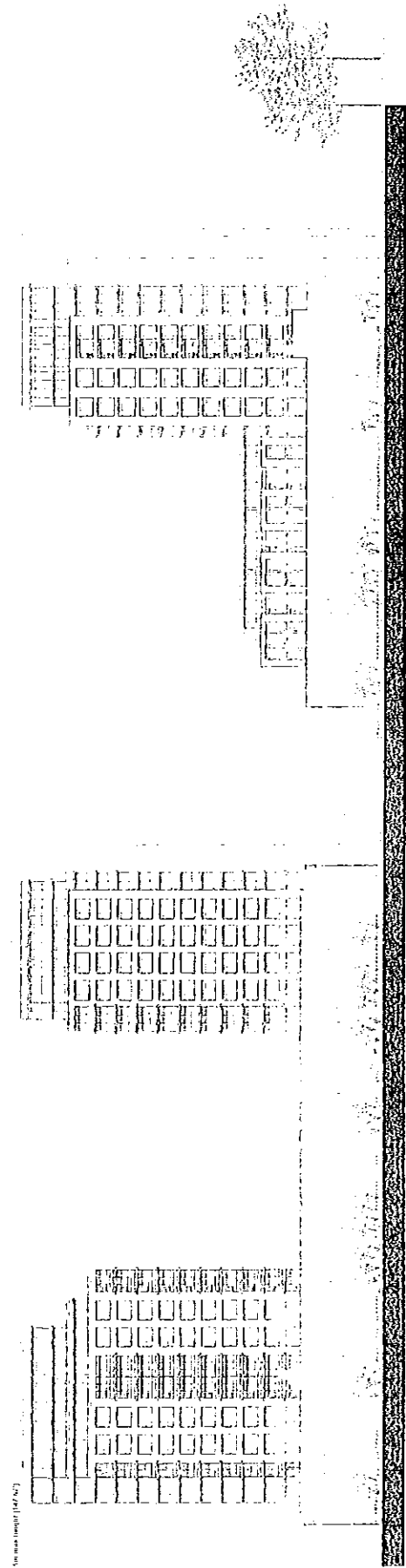
TOWER 16
FLOOR PLAN
Floor 16

SCALE: 1/8" = 1'-0"
DATE: 11/20/10
BY: [unclear]

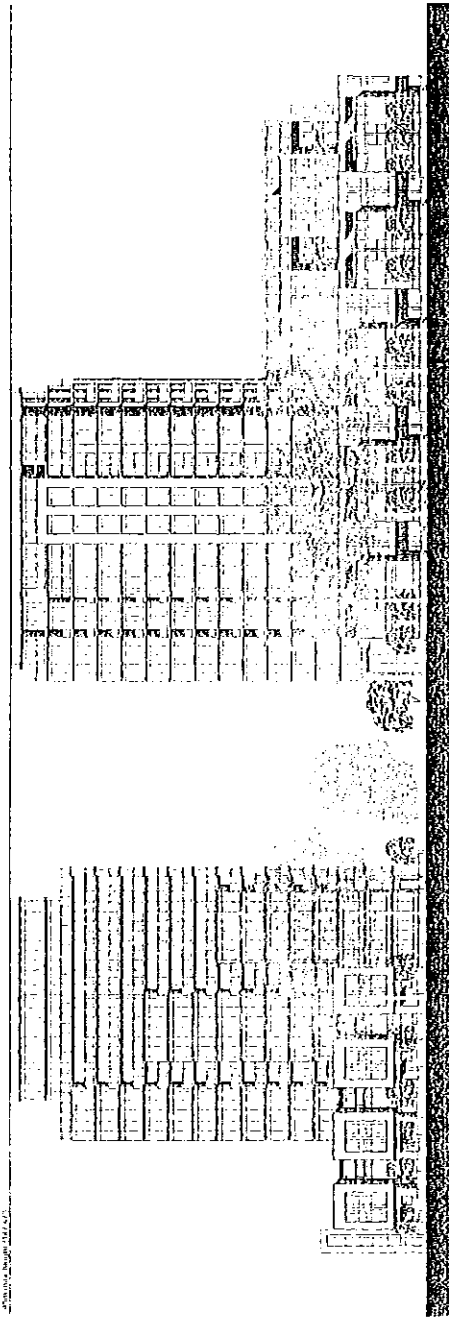




SOUTH ELEVATION (Courtyard)



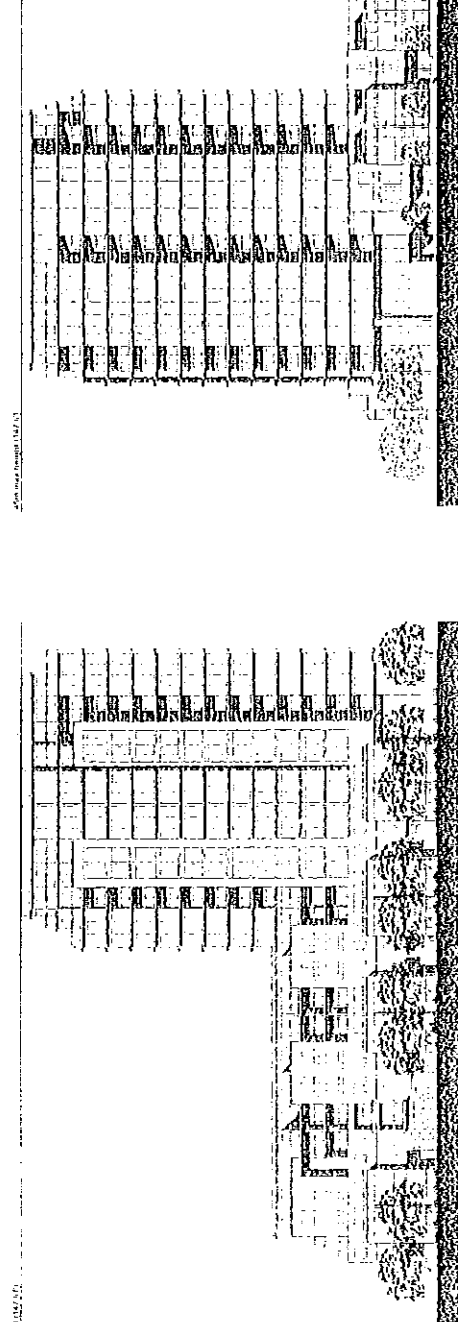
NORTH ELEVATION (Kiwanis)



Tower C

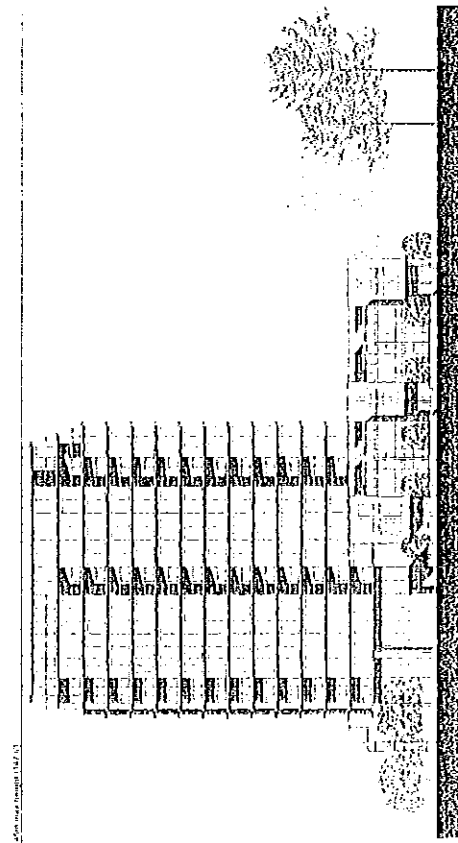
Tower D

WEST ELEVATION (Minoru Park)



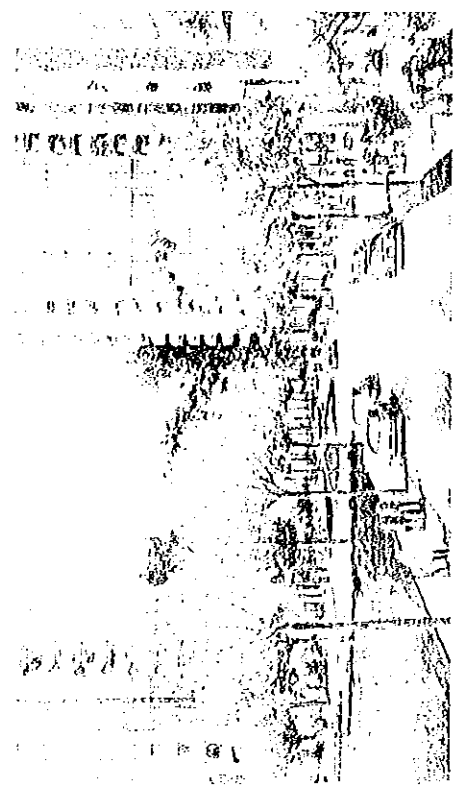
Tower D

EAST ELEVATION (Courtyard)

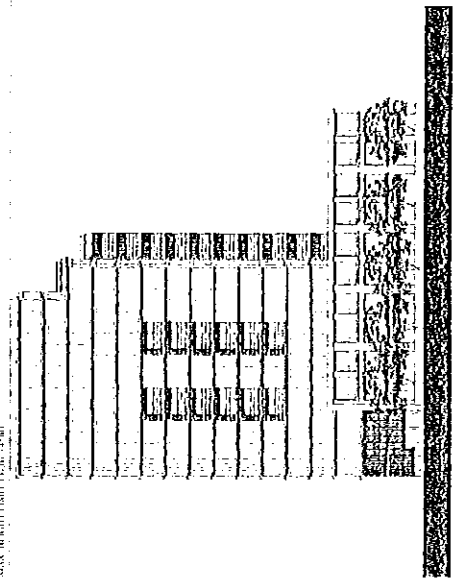


Tower D

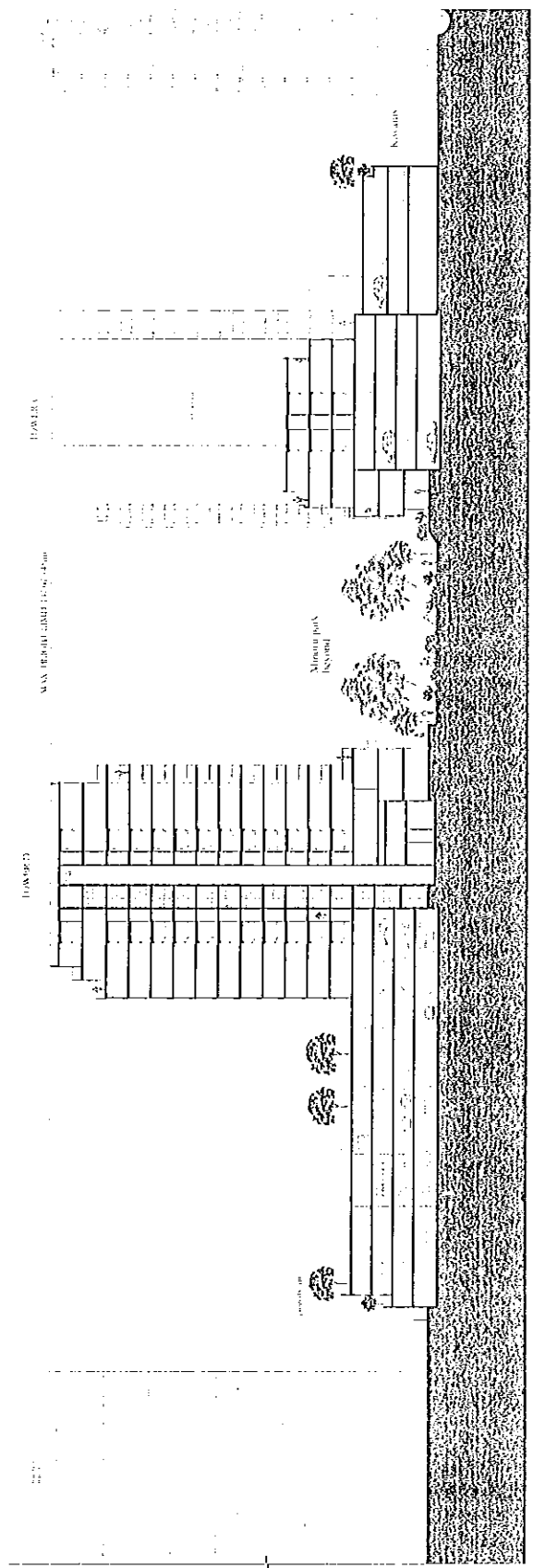
NORTH ELEVATION



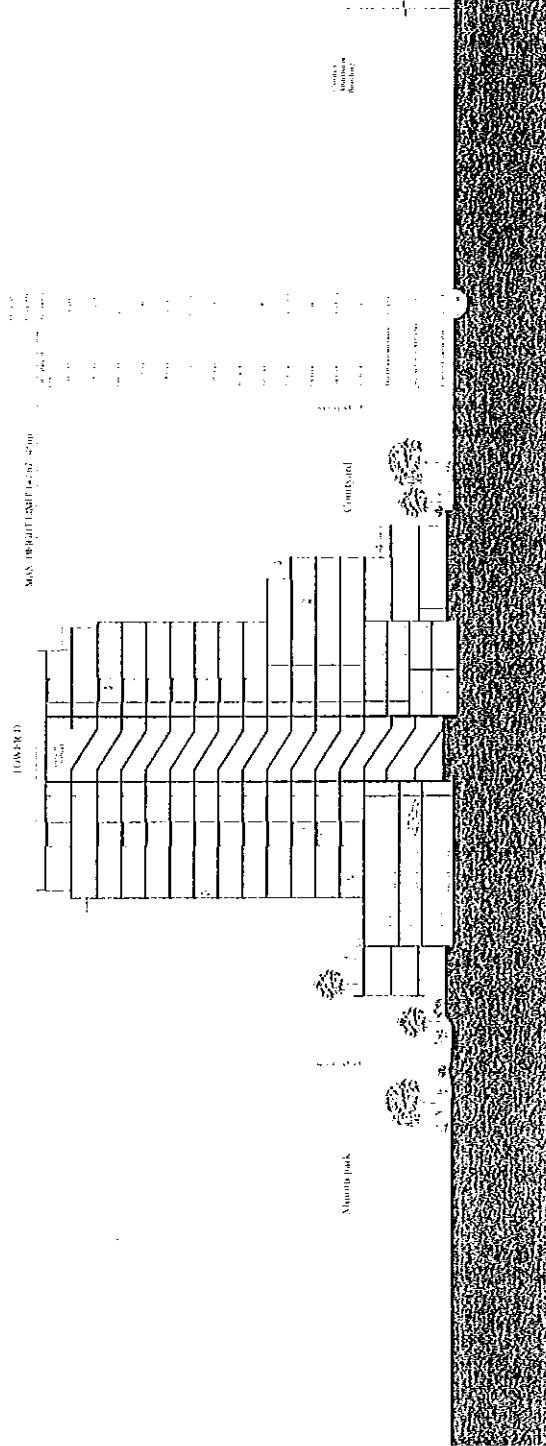
COURTYARD VIEW



EAST ELEVATION (Minoru Blvd.)

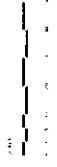


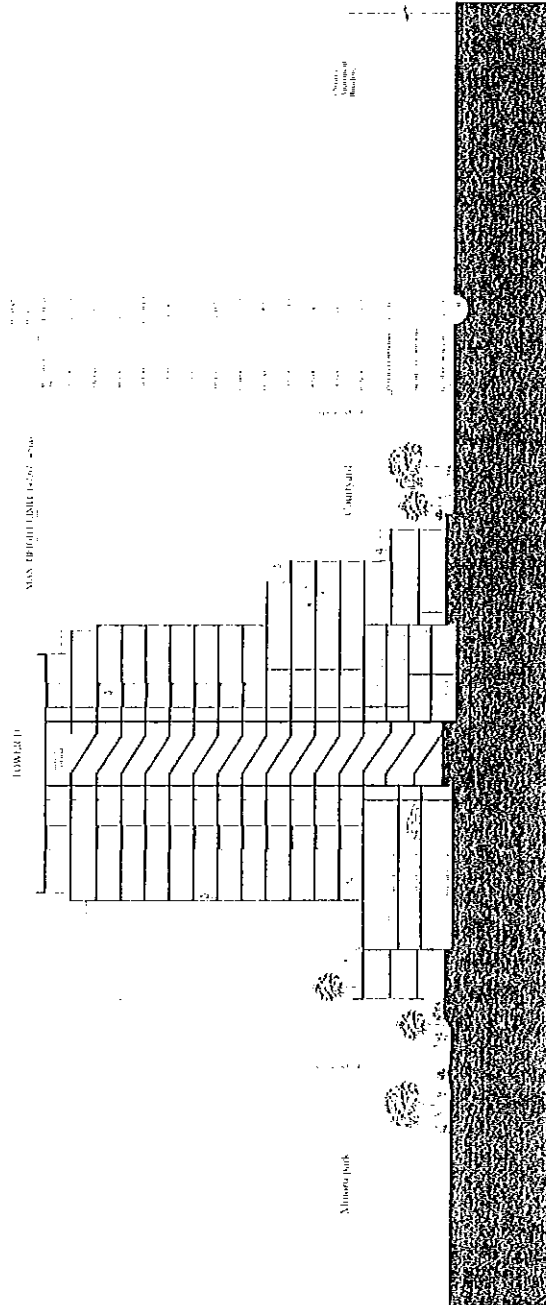
SECTION A-A



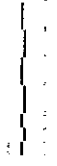
SECTION B-B

**Section B-B
Tower D**





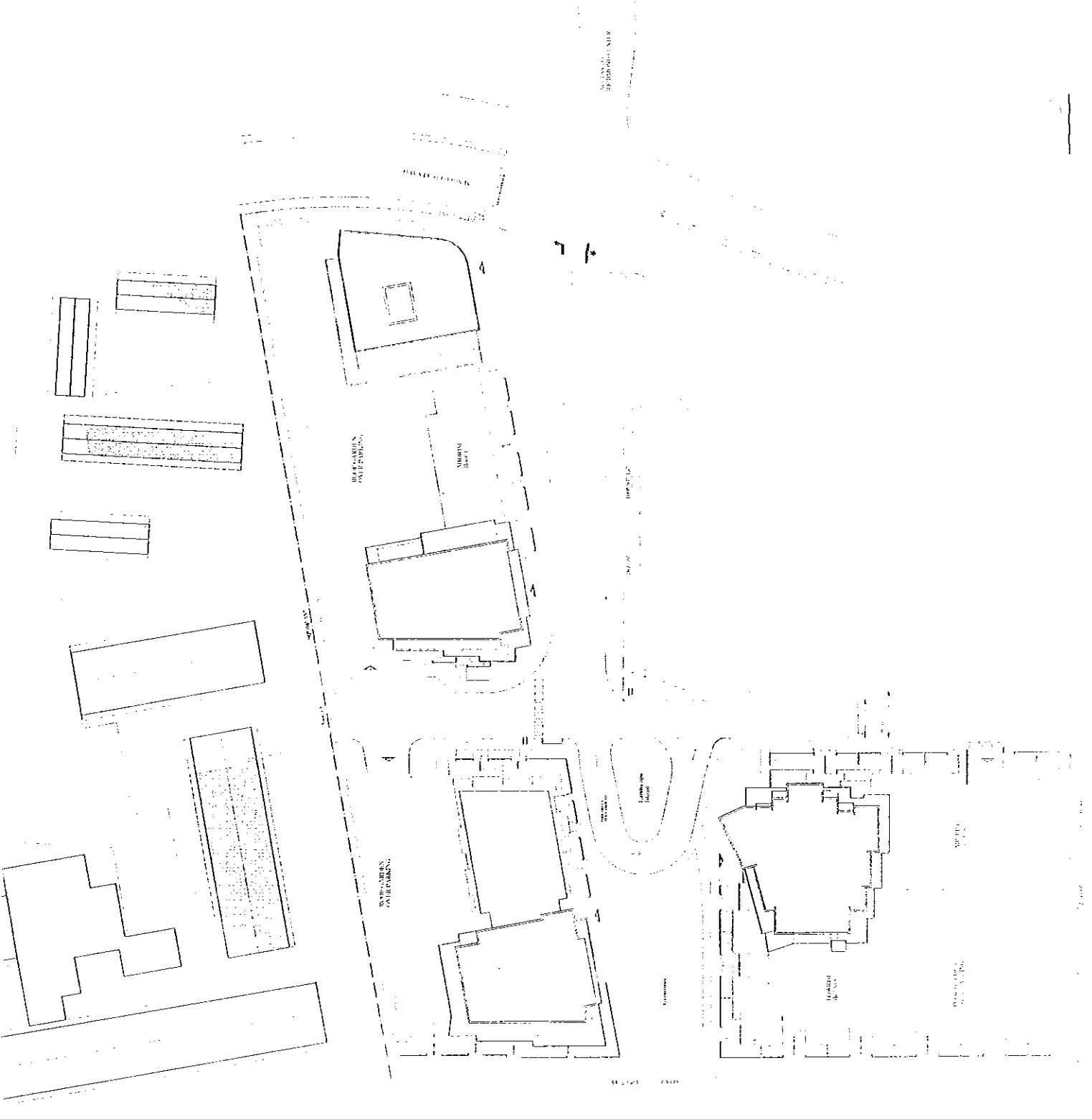
Section B-B
Lower D

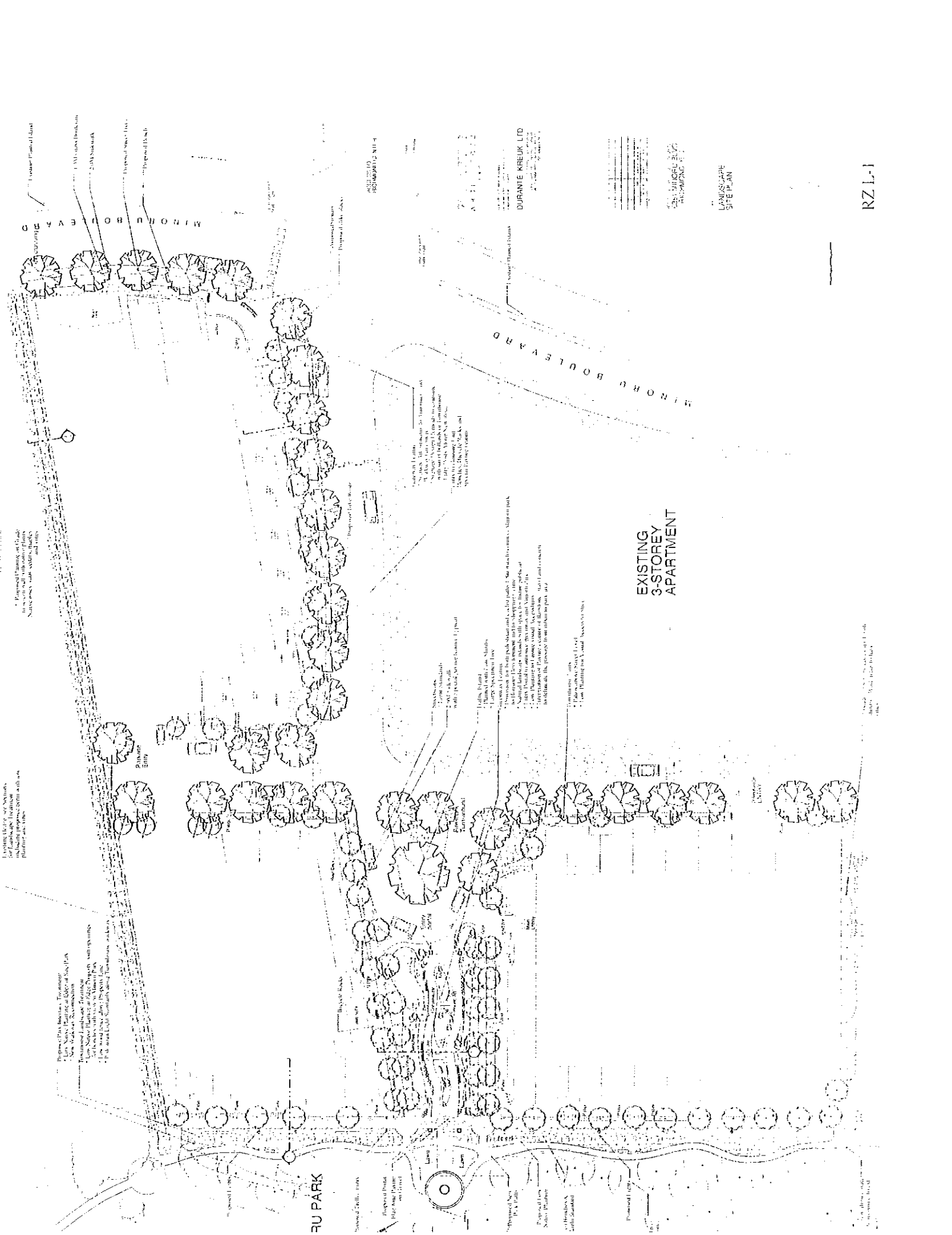


PROJECT: [Redacted]
 LOCATION: [Redacted]
 DATE: [Redacted]
 DRAWING NO.: [Redacted]
 SCALE: [Redacted]
 SHEET NO.: [Redacted] OF [Redacted]









Existing 3-Storey Apartment Building
 Proposed Planting at Grade
 in accordance with existing plans
 and site conditions.

Existing 3-Storey Apartment Building
 Proposed Planting at Grade
 in accordance with existing plans
 and site conditions.

Proposed Date: Business Treatment
 1. New York State Department of Environmental Conservation
 2. New York State Department of Environmental Conservation
 3. New York State Department of Environmental Conservation
 4. New York State Department of Environmental Conservation
 5. New York State Department of Environmental Conservation
 6. New York State Department of Environmental Conservation
 7. New York State Department of Environmental Conservation
 8. New York State Department of Environmental Conservation
 9. New York State Department of Environmental Conservation
 10. New York State Department of Environmental Conservation

RU PARK

Proposed Planting at Grade

Proposed Planting at Grade

Proposed Planting at Grade

Proposed Planting at Grade

Proposed Planting at Grade

Proposed Planting at Grade

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Proposed Planting at Grade

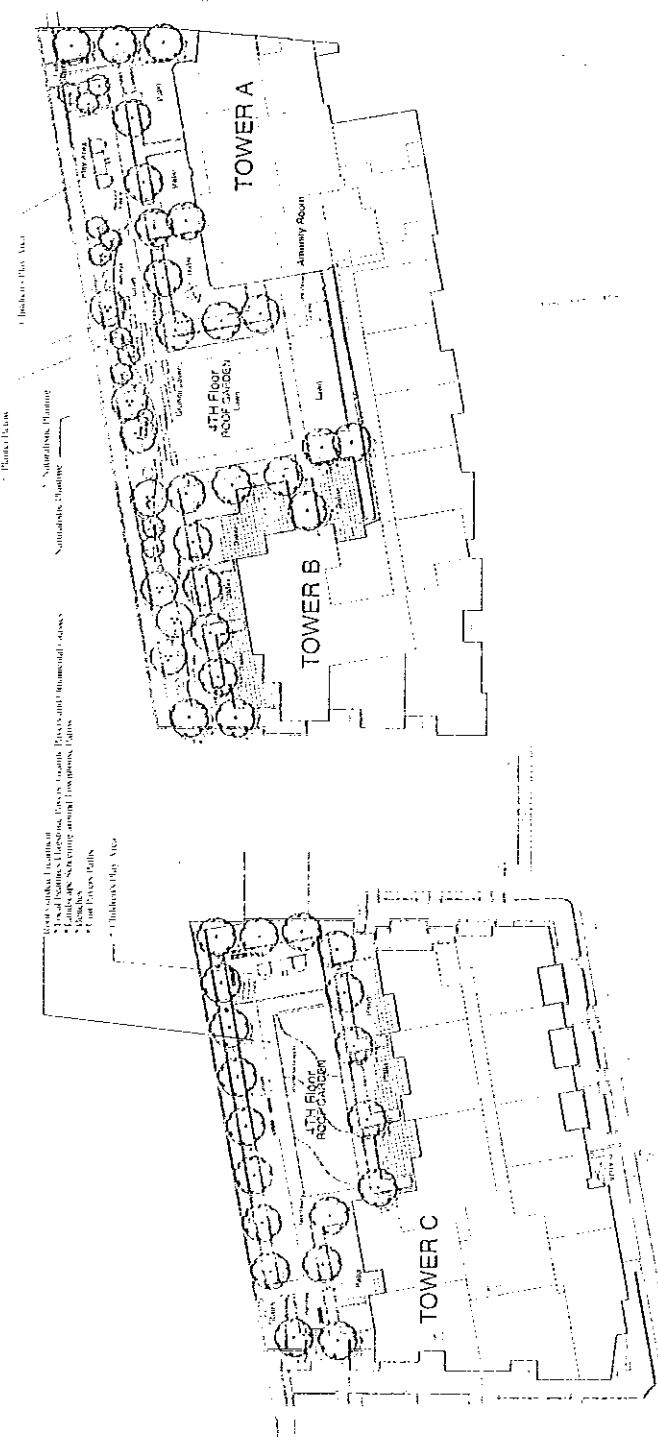
Proposed Planting at Grade

EXISTING 3-STOREY APARTMENT

DURANTE KREUK LTD
 100 WEST 10TH STREET
 NEW YORK, NY 10011
 TEL: (212) 333-1111
 FAX: (212) 333-1112

LANDSCAPE SITE PLAN

RZ L-1



Plants to be
Naturalistic Planting
Naturalistic Planting

Plants to be
Naturalistic Planting
Naturalistic Planting

Plants to be
Naturalistic Planting
Naturalistic Planting

Architectural
DRAWING

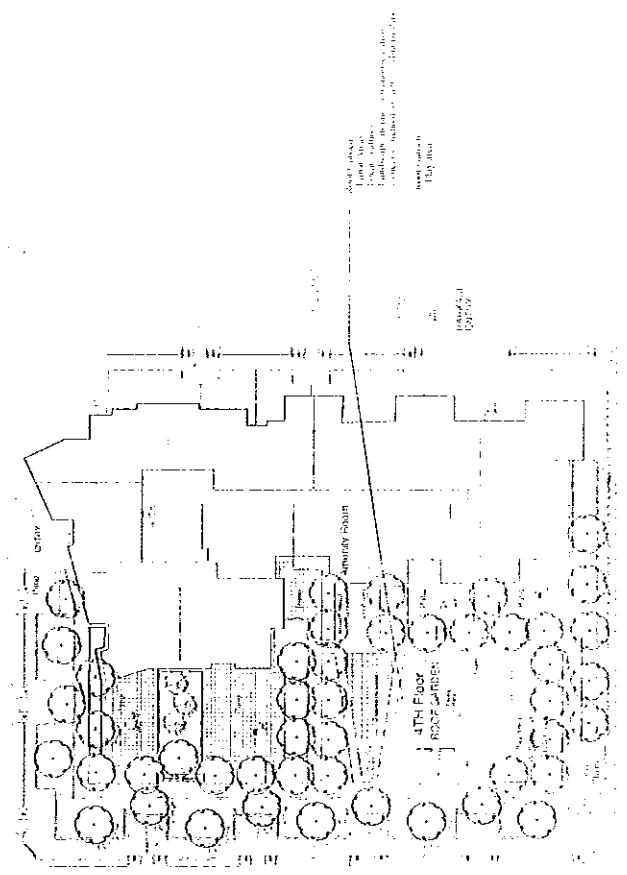
DATE: 11/11/11
SCALE: 1/8" = 1'-0"

DURANTE & BREUK LTD
ARCHITECTS

NO.	DESCRIPTION
1	...
2	...
3	...
4	...
5	...
6	...
7	...
8	...
9	...
10	...

DATE: 11/11/11
SCALE: 1/8" = 1'-0"

DURANTE & BREUK LTD
ARCHITECTS



Plants to be
Naturalistic Planting
Naturalistic Planting

RZ L-2



City of Richmond

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

**Development Application
 Data Sheet**

RZ 04-286496 **Attachment 3**

Address: 6351 and 6391 Minoru Boulevard

Applicant: W. T. Leung Architects Inc.

Planning Area(s): 2.10 City Centre

	Existing	Proposed
Owner:	410727 B C Ltd a.k.a. Minoru Investments Ltd	410727 B C Ltd a.k.a. Minoru Investments Ltd
Site Size (m²):	15,531 m ²	13,500 m ²
Land Uses:	Residential	Residential
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Residential	Residential
Zoning:	Townhouse & Apartment District (R3)	Comprehensive Development District (CD/177)
Number of Units:	128	448 total including Rental: 113 market; 21 senior's affordable housing
Aircraft Noise Sensitivity:	Area 4-Aircraft Noise Notification Area	Area 4-Aircraft Noise Notification Area

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	135 upa	None permitted
Floor Area Ratio:	Max. = 3.35 including 0.1 to be used for affordable seniors housing (aged 65+) to be secured through a housing agreement	3.20 + 0.08 (43,060 m ² base + 1,128 m ² seniors)	Complies
Indoor Amenity Space	Max. 0.1	0.1 (1,343 m ²)	Complies
Lot Coverage – Building:	Max. 90%	65%	Complies
Lot Size (min. dimensions):	13,000 m ²	13,500 m ²	Complies

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Road Setback – Minoru Boulevard (m): Other Roads (m)	Min. 4 m Min. 6 m	Min. 4 m Min. 6 m	Complies
Setback – City Park (m) (Rear Yard):	Min. 6 m	Min. 6 m	Complies
Height (m):	45 m	45 m	Complies
Off-street Parking Spaces (Residential)– Regular (R) / Visitor (V):	431(R) and 63 (V)	443 (R) and 63 (V)	Complies
Off-street Parking Spaces (Rental/Seniors Residential)– Regular (R) / Visitor (V):	81 (R) and 27 (V)	81 (R) and 27 (V)	Complies
Off-street Parking Spaces – Total:	512 (R) and 90(V)	524 (R) and 90(V)	Complies
Tandem Parking Spaces:	Permitted	None	Complies
Amenity Space – Indoor:	Min. 100 m ² to Max. 135 m ²	Within Exclusions	Complies
Amenity Space – Outdoor:	6 m ² /unit max. including max. 600 m ² play area	1,120 m ²	Complies

Proposed Rezoning

6351, 6391, 6491 Minoru Boulevard

Community Open House Report

Held at

**RICHMOND CULTURAL CENTRE
7700 Minoru Gate**

Tuesday, January 17, 2006

Sponsored by

W.T. Leung Architects Inc.

RECEIVED
JAN 24 2006

BY:.....

**Prepared for:
City Of Richmond**

**Prepared by:
LPA Development & Marketing Consultants Ltd.
January 23, 2006**

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- 2.0 Open House held at Richmond Cultural Centre on January 17, 2006
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- 3.0 Open House Description - Format
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 - 3.2 Materials Presented & Opportunities for Public Feedback
- 4.0 Summary - Attendance
- 5.0 Table I - What Attendees Liked as Expressed on Response Forms
- 6.0 Table II – What concerns Attendees Expressed on Response Forms
- 7.0 Summary of Responses - Response Form Feedback

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- II Sample Advertisements in Local Papers
- III Sample Information Sheet for Open House Attendees
- IV Sample Response Form
- V Completed Sign-in Sheets by Open House Attendees
- VII Copies of Completed Response Forms

Community Open House Report

RICHMOND CULTURAL CENTRE 7700 Minoru Gate

Tuesday, January 17, 2006

1.0 Background

- Prior to the January 17, 2006 Open House, the Consulting Team for the proposed redevelopment met with representatives of the adjoining properties to the north and south of the subject site. Last summer, the Consulting Team had several telephone conversations, a meeting and an on-site visit with representatives of the Kiwanis Seniors Housing Society to the immediate north of the subject site. We also had telephone conversations and a meeting with representatives of the three Strata Councils of the neighbouring three Minoru Towers Buildings in the Common Room of one of Minoru Towers located to the immediate south of the subject site.
- The purpose of the meetings was to share information about the proposed plans for 6351, 6391 and 6491 Minoru Boulevard. It also afforded an opportunity to receive comments from representatives of the adjacent Minoru Towers and Kiwanis properties about the proposal for the Developer to consider making adjustments in the design where proposed suggestions were of mutual benefit and would improve conditions for one or both parties.
- The Development Team of the subject site also spent considerable time late last year discussing the plans with the owners of the two other adjacent and independently owned rental properties located at 6451 and 6471 Minoru Boulevard. Discussions centred on site planning and access, internal road layout and design matters.
- Two different internal road layouts were being considered at the time. The final road layout (alignment) is shown on the site plan and building design submitted in the current rezoning proposal. Part of the internal roadway shown is the new east/west city street that is aligned with the crossing at Richmond Centre.
- Drawings, renderings and a model were prepared in preparation for the Open House scheduled for Tuesday, January 17, 2006 at the Richmond Cultural Centre

2.0 Open House held at Richmond Cultural Centre on January 17, 2006

The purposes of the January 17, 2006 Open House were:

- To introduce to the community the proposed Three-Phase, Four Tower 438-Unit Residential development located at 6351, 6391 and 6491 Minoru Boulevard.
- To provide information to adjacent neighbours and the general public about the City of Richmond Official Community Plan, its objectives for the town centre area, and to how the proposed development meets those requirements.
- To show the proposed development via a model, renderings and design materials, including landscape plan and shadow analyses to assist the community in understanding the proposal and its potential benefits and implications for adjacent properties.
- To allow the public access to the design and consulting team to ask questions and obtain information about any aspect of the proposal, from timetable to traffic, layout to landscaping, suite size to building setbacks, parking provisions, view impacts and protection by building placement.
- To obtain comments from neighbours and the public about their perceptions and opinions about the plans.

2.1 Public Notification of Open House

Neighbours, area and citywide Richmond residents, and community organizations were notified of the Tuesday, January 17th, 2006 Open House at the Richmond Cultural Centre by the following mediums:

- **An Open House flyer** was sent by way of mail drop by Canada Post to over **3,500 households and businesses** in an area surrounding the subject site at 6351, 6391 and 6491 Minoru Boulevard. (**Attachment I – Sample Mail Drop**)
- The mail drop covered the area bounded by Westminster Highway on the north, Number 3 Road on the east, Granville Road on the South and Gilbert Road on the West.
- Canada Post made the mail drop as part of its regular delivery service during the week of January 3rd 2006. The notice described the proposal, extended an invitation to attend the January 17th Open House and encouraged comments to be made on the plans to be shown.
- **Public announcement ads** about the Open House were also placed in the Richmond Review, Richmond News, Ming Pao and Sing Tao Newspapers on Wednesday, January 4 and Saturday January 7, 2006 respectively. (**Attachment II - Sample Ad**)

3.0 Description - January 17th Open House at Richmond Cultural Centre

The well-publicized Open House was held in the Lecture Hall of the Richmond Cultural Centre, 5500 Minoru Gate in Richmond between 3:30 and 7:30 PM on Tuesday, January 17th, 2006. (See 2.0 Community Notification of the Open House above)

Members of the Project Consulting Team (3 Architects, 1 Landscape Architect, 2 Project Consultants, and 1 Traffic Consultant) were in attendance to meet neighbours and community residents.

A reception table was staffed to receive and welcome attendees at the entry of the Lecture Hall.

Upon signing in, each attendee was given an Information Sheet that described the proposed redevelopment plan and design and a Response Form addressed to Mayor and Council.

The Information Sheet described the rezoning proposal, the context for the redevelopment and provided a statistical summary of the project. (Attachment III – Sample Information Sheet)

The Response Form provided an opportunity for attendees to comment on what they liked or had concerns about based on a viewing of the model, design materials and discussions with the Consulting Team. (Attachment IV – Sample Response Form)

Attendees were advised that the Response Form would form part of a report describing the results of the Open House for the information of Council and staff.

At the end of the review of plans and the model, and discussions with and questions of the Project Consulting Team, attendees had the option of filling out the Response Form to register their comments and views of the proposal.

4.0 Open House Attendance & Residents' Responses

A total of 128 people registered at the January 17th Open House. Of these, 117 were community residents who represented 111 households. In addition, 10 other attendees included individuals from the City of Richmond, one realtor, one consultant representing the owners of the adjacent rental properties and two out-of-town visitors. (Attachment V – Copy of Completed Sign-in Sheet)

Twenty-six (26) individuals returned completed Response Forms. (Attachment VI – Copies of each completed Response Form)

Tables I and II on the following pages summarizes attendees' comments.

5.0 Table I - Attendees' Comments Per Response Forms

Table I summarizes attendees' responses to the first open-ended question on the Response Form to Mayor and Council:

TABLE I - What I/we like about the proposed redevelopment:

COMMENTS	# PEOPLE
Well-designed & Well-Laid Out	16 (61.5%)
Improvement to Area & Close to Amenities	5
Like the new entry to Minoru Park	2
Possible Provision of up to 20 "affordable seniors units	2
Considerate of future development on adjacent sites	1
Like the density - more homes for people close to shopping, etc.	1
Like the accessibility for those with disabilities	1
Excellent presentation	2
Good job of answering questions	1

6.0 Table II - Attendees' Comments Per Response Forms

Table II summarizes attendees' responses to the second open-ended question on the Response Form to Mayor and Council:

What concerns I/we have about the proposed redevelopment:

COMMENTS	# PEOPLE
Concern about residents eventually displaced from rental buildings	9
Tower D Partially Blocking views from 6611 Minoru Towers	3
Too Dense - Too many people	2
Size of proposed units too small	2
Would like to see more open space & maintain green space	2
Would like to see off-site amenity contributions	1
Development has "uninspired form"	1
Tower A is too close to Minoru Boulevard	1
Concern about shadows & proximity to Kiwanis residences to the north	1
Concerned about noise during construction	1
Suggests good sound-proofing for units	1
Would prefer it built in 1 Phase instead of proposed 3 Phases	1

7.0 Summary of Responses based on Feedback from Response Forms

7.1 Table I - What attendees said they liked about the proposal.

A majority of Open House attendees were from the immediate neighbourhood, namely:

1. Residents of the three Minoru Towers buildings to the south.
2. Residents of 6391 and 6491 Minoru Boulevard - the two rental residences that would be eventually demolished to make way for Phase II and Phase III of the proposed development, and
3. Residents of Kiwanis Seniors housing Project to the immediate north of the proposed site to be rezoned.

Over 60% of those who attended the Open House commented favourably on the design and layout of the development. (See page 6, Table I)

Fourteen (14) of twenty-six (26) attendees who commented favourably about the proposed redevelopment were current owners and residents of Minoru Towers.

The overall public response to the proposal was very positive with comments such as well-designed, excellent interface & access to Minoru Park” and “good development for Richmond”.

7.2 Table II - What comments and concerns attendees expressed:

1. The development will be phased and the remaining rental buildings on the site will be demolished eventually. Nine (9) of twenty-six (26) people filling out response forms expressed concern for the well being of renters and the loss of affordable rental housing in Richmond. Those commenting hoped the City would reach an agreement with the owner to make arrangements for at least 20 units in the proposed new rental tower to be available as “affordable” rental units for seniors, and that those in the existing rental buildings would have first priority for these units.
2. Residents living outside the immediate neighbourhood tended to express a variety of concerns about one or two matters beyond the purview of the rezoning application, such as better automobile access to Minoru Park, and a proposed pedestrian sky bridge across Minoru Boulevard.
3. Three residents of Minoru Towers expressed concern about the potential reduction in views from their kitchen and den windows. No Minoru Towers unit owners will suffer primary east and west view losses.
4. Other comments centred on density (2), green space (2), unit size (2) construction phasing and noise (2).

Appendices

- I Sample Mail Drop**
- II Sample Advertisements in Local Papers**
- III Sample Information Sheet for Open House Attendees**
- IV Sample Response Form**
- V Completed Sign-in Sheets by Open House Attendees**
- VII Copies of Completed Response Forms**

Attachment I – Sample Mail Drop

Memo

Date: 5 January 2006
To: Residents - 6391 Minoru Blvd., 6491 Minoru Blvd.
From: Doug Purdy, Community Liaison for the Owner

Dear Resident:

As you may know, the City of Richmond Official Community Plan has designated the area bounded by Minoru Boulevard, Granville Avenue, Minoru Park and Westminster Highway for redevelopment as a high density downtown residential neighbourhood.

The properties at 6351, 6391 and 6491 Minoru Boulevard are the first sites proposed to the City for redevelopment as part of this long term neighbourhood renewal. W. T. Leung Architects Inc. has applied to the City of Richmond to develop these properties with approximately 435 residential units in a 3 phase, 4 building development on this site, including one tower of rental accommodation. Together with market rental apartments, the rental tower will also include 20 units of affordable, seniors housing as defined by the City of Richmond. The site design also includes a generously landscaped public open space which functions as a new eastern entrance to Minoru Park from Minoru Boulevard and Richmond Centre.

The developer is committed to ensuring that all those affected by this proposal receive timely and complete information about the redevelopment.

Provincial regulations ensure that tenants will receive at least two months notice prior to demolition of existing buildings.

If you wish to continue renting at this location in the new development, you will not need to seek alternative accommodations, because the new rental units will be built and available for occupancy before any of the existing buildings are demolished. The developer will then offer existing tenants the opportunity to receive first rights to the rental accommodation in the new building.

You can see full details of the project at a Public Information Meeting scheduled for January 17 at 3:30 – 7:30pm, Richmond Cultural Centre, 5500 Minoru Gate.

If you are unable to attend this meeting, you are welcome to contact the owner's development consultant directly at the address below.

Doug Purdy
LPA Development and Marketing
Phone: 604-736-5546,
Email: dougpl@shaw.ca

Attachment II - Sample Ad

SEARS CORRECTION

For our WAREHOUSE SALE flyer:
January 7-13, 2006

Page 6 (CC011F506A)

Buy 2, get the third free on all men's reg. priced Jockey® 'Classics' & denim underwear plus 3-pair pack of sports socks

Correction: The ad should state "excludes all denim underwear."

We sincerely regret any inconvenience this may have caused our customers.

CANADA LINE

TRANSITBC

NORTH RICHMOND OPEN HOUSE

Public Comment Invited on Refinement of Station Design for the Canada Line Project - Bridgeport Station and Operations and Maintenance Centre (OMC)

The Canada Line will be an important new rapid transit system in the Lower Mainland's transportation network, running between the transportation hub at Waterfront Centre in Vancouver, the heart of Richmond's city centre and Vancouver International Airport.

Residents, businesses, commuters and other interested individuals are invited to attend an Open House to provide feedback on the refinement of detailed design for the Bridgeport Station, and for the Operations and Maintenance Centre (OMC). The Open House is part of the project's ongoing commitment to community consultation.

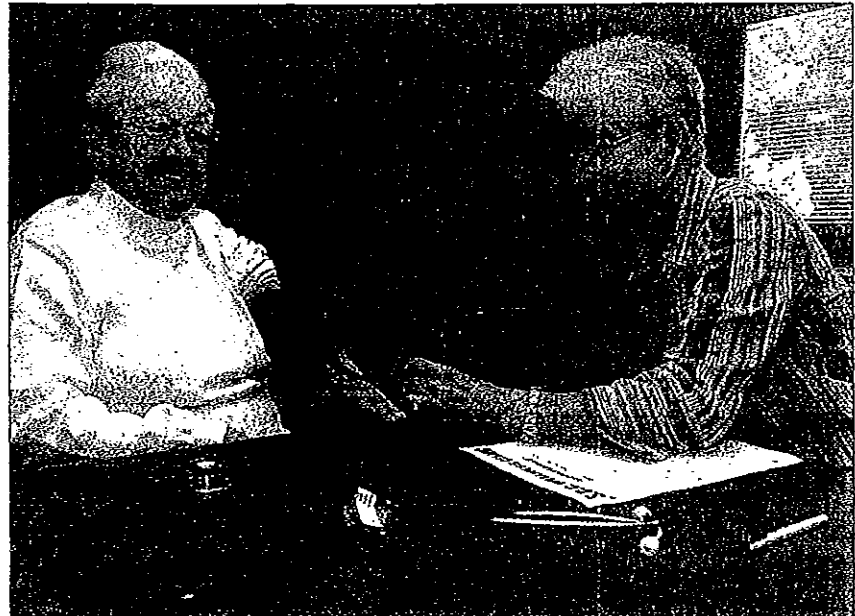
When: Tuesday, January 24, 2006
Time: 4:30 to 7:30pm
Where: River Rock Hotel (Ballroom)
8811 River Road, Richmond

The Open House will focus on station character and aesthetics for the Bridgeport Station and the OMC, including choices of some construction materials and landscaping, as well as station elements such as access, lighting and bike racks.

For further information about the Open House contact 604-608-0200 or visit www.canadaline.ca

The Governments of Canada and British Columbia, the Greater Vancouver Transportation Authority (TransitBC) and Vancouver International Airport Authority are funding the Canada Line, which is also supported by the cities of Vancouver and Richmond. The project is overseen by RAVCO, a subsidiary of TransitBC. The Line is being designed, built, operated, maintained and partially financed by TransitBC. TransitBC will own the Canada Line and set fares.

Monthly check up



Irene Fox (left) gets her blood pressure checked by Rhea Hartley, RN (retired) at a monthly wellness clinic is held at the Steveston Community Centre.

Chung Chow photo

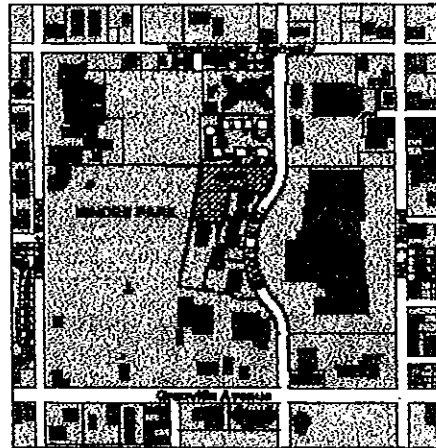
PLEASE GIVE TO MELISSA TYSON from Lester at the Review

Public Information Meeting

RE: 6341, 6391, 6491
Minoru Boulevard

W. T. Leung Architects Inc. has applied to the City of Richmond to develop 438 residential units in 4 buildings including one tower of rental accommodation. The design also provides a new public open space and eastern entrance to Minoru Park from Richmond Centre.

Date: Tuesday January 17th
Time: 3:30-7:30 p.m.
Place: Richmond Cultural Centre
5500 Minoru Gate



Contact Doug Purdy, LPA Development and Marketing

- | | | |
|--------------------|--------------------------|----------------------|
| A & B Sound* | Western Living Magazine* | Shoppers Drug Mart* |
| Alvo Health Centre | Futura Shop* | Super Pet* |
| Best Buy* | Home Depot* | Visions Electronics* |
| The Brick* | M & M Meats* | |
| Canadian Tire* | Soars Canada* | |

We need volunteers



WALK for ALS

We are taking to the streets, pathways and sidewalks across Canada to raise money for ALS research and services to support those living with ALS and their families. The Walk for ALS is a fun, family-friendly event occurring in over 60 communities across Canada.

Amotrophic Lateral Sclerosis, commonly referred to as ALS or Lou Gehrig's disease, is a rapidly progressive neuromuscular disease that can hit anyone at anytime regardless of age, gender or ethnic origin. The average life expectancy after diagnosis is 2 to 5 years.



Public Information Meeting

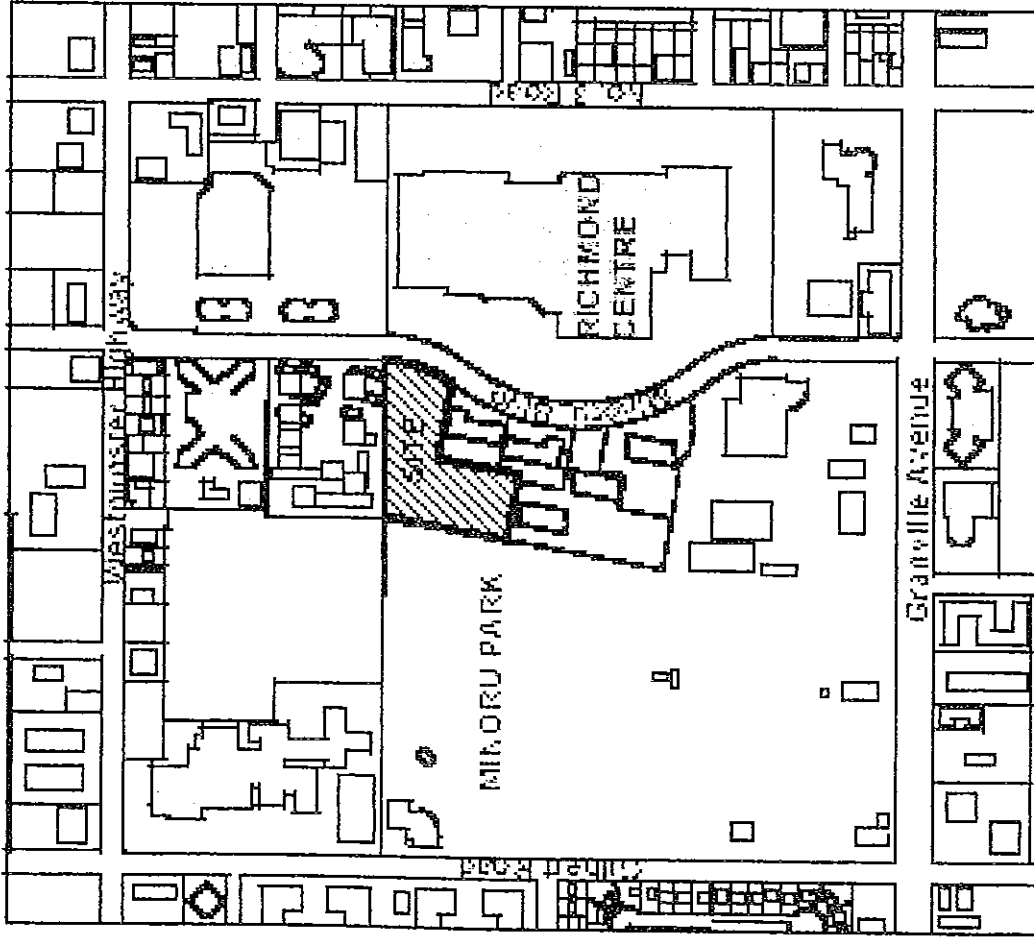
**RE: 6341, 6391, 6491
Minoru Boulevard**

W. T. Leung Architects Inc. has applied to the City of Richmond to develop 438 residential units in 4 buildings including one tower of rental accommodation. The design also provides a new public open space and eastern entrance to Minoru Park from Richmond Centre.

DATE: Tuesday January 17th

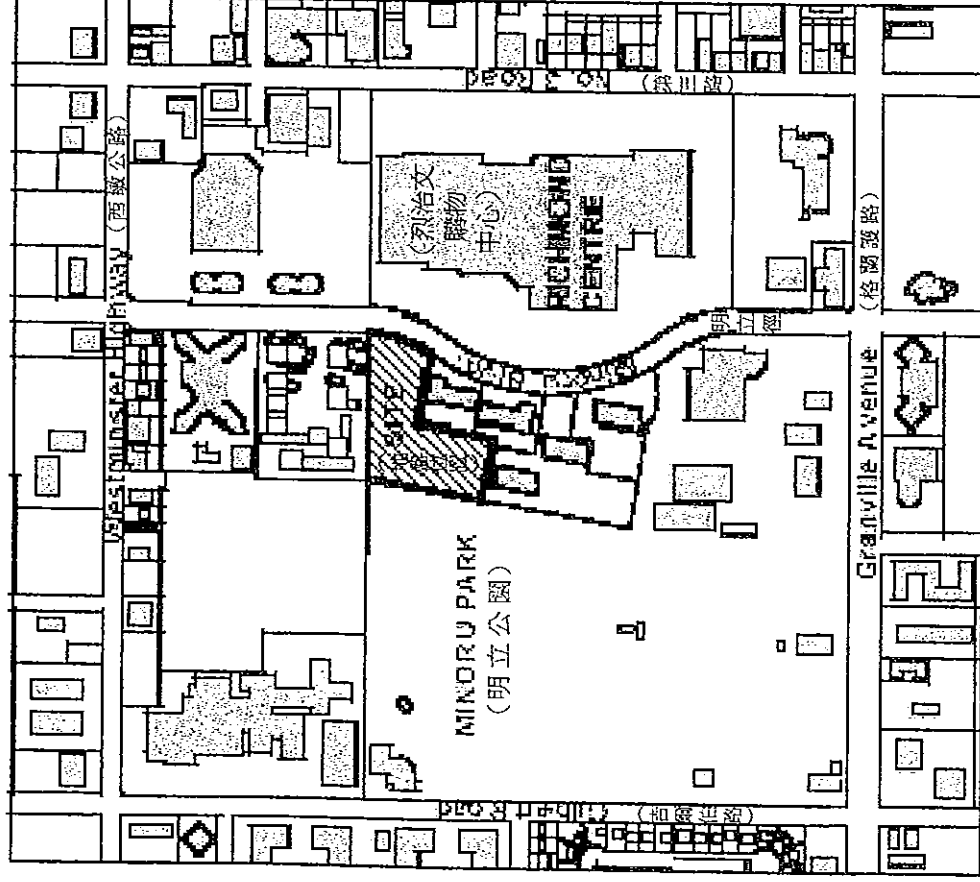
TIME: 3:30 – 7:30pm

PLACE: Richmond Cultural Centre
5500 Minoru Gate



**Contact Doug Purdy, LPA Development and Marketing
Phone: 604-736-5546, Email: dougp1@shaw.ca**

公眾資訊會議



關於：Minoru Boulevard

(明立徑) 6341, 6391, 6491 號

W. T. Leung Architects Inc.已向列治文市政府提出申請，發展 4 幢共有 438 個住宅單位的樓宇，其中包括一座出租樓宇。有關設計並會提供一幅新遊憩用地，以及增設一個由列治文購物中心通往明立公園的東面入口。

日期：一月十七日星期二

時間：下午三時三十分至七時三十分

地點：Richmond Cultural Centre

5500 Minoru Gate

(列治文文化中心)

明立大門 5500 號)

請聯絡 Doug Purdy (LPA Development and Marketing)

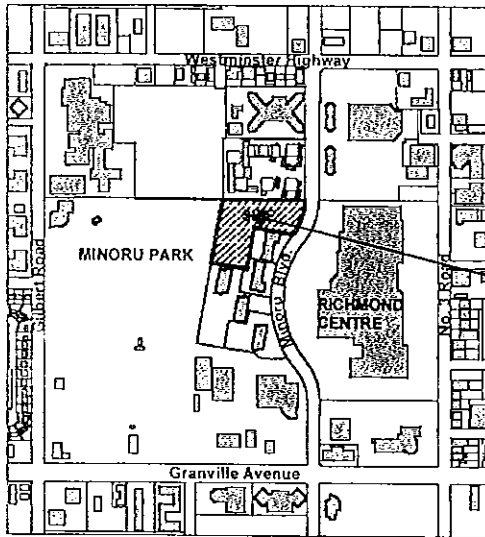
電話：604-736-5546，電郵地址：dougpl@shaw.ca

Attachment III – Sample Information Sheet

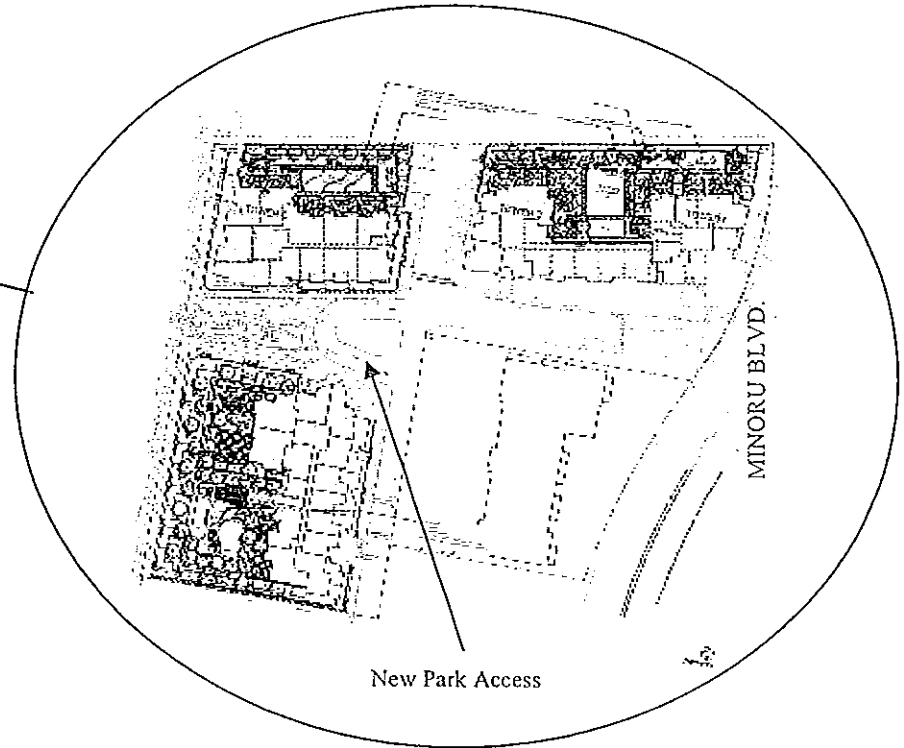
Community Update

6351, 6391, 6491 Minoru Boulevard Redevelopment Plan and Design

JANUARY 2006



Located immediately West of Richmond Centre, the proposed development has three separate footprints forming the bases for four towers that frame a new entrance to Minoru Park.



The City of Richmond Official Community Plan has designated the area bounded by Minoru Boulevard, Granville Avenue, Minoru Park and Westminster Highway for redevelopment as a future high density residential core, where the provision and enhancement of community amenities and proximity to rapid transit will combine to create a highly livable contemporary urban neighborhood.

The properties at 6351, 6391 and 6491 Minoru Boulevard are the first sites proposed for redevelopment as part of this long term neighbourhood renewal. W. T. Leung Architects Inc. has applied to the City of Richmond to construct approximately 438 residential units in a 3 phase, 4 building development on this site, including one tower of rental accommodation. Together with market rental apartments, the rental tower will also include 20 units of affordable, seniors housing as defined by the City of Richmond. The site design also includes a generously landscaped public open space which functions as a new

eastern entrance to Minoru Park from Minoru Boulevard and Richmond Centre.

A Strategic Urban Location

The redevelopment site enjoys a strategic location in the urban core of Richmond as the gateway to Minoru Park. This important community amenity at present lacks appropriate public access from Richmond Centre, from the existing community centre, the surrounding neighborhood and from Minoru Boulevard. Redevelopment of this site can therefore accomplish two main goals:

- Creation of a new, high quality residential precinct, and
- Creation of a new gateway connecting Minoru Park to Minoru Boulevard and Richmond Shopping Centre.

Attachment IV – Sample Response Form

6351, 6391 & 6491 Minoru Boulevard, Richmond, BC

To: Mayor and Council, City of Richmond

Re: REZONING AND DEVELOPMENT PERMIT APPLICATION

FOR 6351, 6391 & 6491 MINORU BOULEVARD, Richmond, BC

Dear Mr. Mayor & Councillors:

I/we visited the Open House held at the Richmond Cultural Centre on Tuesday, January 17th, 2006 to view materials about the proposal to rezone 6351, 6391 & 6491 Minoru Boulevard, Richmond, BC. The Owners' representatives were available to respond to questions and discuss the Application.

We were advised that the City of Richmond has designated the area bounded by Minoru Boulevard, Granville Avenue, Minoru Park and Westminster Highway for redevelopment as a high-density downtown residential neighbourhood in the Official Community Plan. The subject site is in this area. The Owners' representatives also advised that if Council approves the rezoning, four high-rise towers will be constructed in 3 phases.

Of the four towers, one will be a 15-storey residential tower containing 124 rental units plus tenant amenity spaces. Approximately 20 of the rental 124 units may be "seniors affordable housing units" as defined by the City of Richmond. The rental tower is intended to replace the existing 124 rental units contained in the two three-storey rental buildings currently occupying the site. The proposed tower would be built in the first Phase I of the development.

Three 16-Storey Condominium Residential Towers containing approximately 314 Studio, 1-Bedroom and 2-Bedroom suites and townhomes plus amenities for use by future owners would be built in Phases I, II and III over the next few years should Council approve the rezoning.

Please provide any comments you may have about the proposed development based on the information you received and the materials you viewed at the Open House. Two questions we would ask you to specifically consider are:

- A. What do you like about the proposed development?**
- B. What concerns, if any, do you have about it?**

(PLEASE PROVIDE YOUR COMMENTS ON THE REVERSE SIDE)

Staff Technical Comments

Revised Date: July 4, 2006

Overview: These comments have been written as comprehensively as possible, based on known information. Because of the complexity of the project and the existing servicing, some current observations may need to be revised via the Servicing Agreement (SA) design process.

Capacity Analysis: Engineering Department on February 1, 2006 has accepted the storm and sanitary sewer analysis from H.Y. Engineering (HY). No storm upgrades needed, but sanitary upgrading is required and will be done via the SA process.

Road Dedications and R.O.W.'s:

New East-West Road: The travel portion, of the new East-West Road is to be *dedicated* from Minoru Blvd to the west edge of the new North-South Road. At both ends, 4m x 4m dedicated corner cuts will be required, except as noted below. The new road will be measured from the back of the curb and gutter on both edges, for a total of **11.50m** in width including a 6m x 6m square corner cut at the NW corner with Minoru. This will see the back of curb on the south edge at the property line (PL). *If there is grade differential*, an additional road setback (1m?) will be required. The north edge of the new Road is to have a Public Rights of Passage (PROP) R.O.W. (vehicles & utilities) of 3.5m (1.5m grass & treed blvd and a 2m concrete sidewalk). Per the architect's plan, the R.O.W. will be wider at Minoru as the boulevard treatment is expanded; exact dimension of that to be determined (TBD) via SA design. **THE BALANCE OF THE LANDS FROM THE BACK OF THE CURB ON THE SOUTH EDGE TO THE PROPERTY LINE MUST BE DEDICATED**, as this will be needed for future Road widening to the south.

New North-South Road: *South* of the East-West Road, is to be a 7.15m Road Dedication, west from the east P.L., with a 3.5m PROP R.O.W. west of that, for boulevard and sidewalk. *North* of the East-West Road, a Road Dedication of 8.80m (to back of curb on both sides) is required. On *both* sides of the new Dedication a 3.5m PROP R.O.W. is required.

Greenway to Park + Fire Truck Turnaround: This width tapers from 30m+/- at the Park to 40m+/- at the N-S Lane/New Road – exact dimensions TBD. PROP R.O.W. (vehicles & utilities).

Minoru Boulevard: The existing sidewalk abuts east PL. To create a grass & treed blvd and new sidewalk, approximately 2m PROP is required from the New Road to the North PL. Exact dimension TBD via field pickup; behind the existing C&G will be a 1.5m blvd & 2m sidewalk – PROP (vehicles & utilities) line at back of new sidewalk.

Existing R.O.W.'s: Existing R.O.W.'s created via Plan29990 and Plan30840 on the lots being developed, are to be discharged, in conjunction with registration of the new required R.O.W.'s.

Development Site: In conjunction with the creation of the Road Dedication and R.O.W. plans, the existing lots are to be assembled into one development parcel.

OFFSITE REQUIREMENTS:

Existing Servicing: Along the north edge of the site, running between Minoru Boulevard and Minoru Park, are:

1. A 1.22m diameter storm sewer system;
2. A 450mm diameter sanitary sewer gravity line, which also services 6251 Minoru Blvd;
3. A 350 diameter HDPE (High Density Polyethylene) Sanitary Sewer Forcemain; and
4. A 88mm diameter DP (Distribution Pressure) Gasmain.

The first two are entirely in a R.O.W. on this development site with the latter two running very close in the neighbouring site with portions of their lines also running under this proposed development. *All four must be relocated.* Significant works regarding this issue are being conceptually designed by HY and *must* be included as part of the SA process. When not part of a dedicated road, all new utility R.O.W.'s are to be a minimum of 6m wide, and have 6m aerial clearance with the ground surface being non-permanent.

Minoru Boulevard: Works include, but are not limited to relocating the four existing services noted above under “existing servicing”, in the southbound lanes. Then, from behind the existing curb, removing the existing sidewalk and creating a 1.5m grass and treed (species TBD) boulevard. Behind the boulevard is a 2m concrete sidewalk, the back edge of which is on the new PROP R.O.W. line.

The existing centre median south of the intersection, must be reconfigured to permit a northbound to westbound left turn lane. Also in the centre median, the existing double davit arm streetlights must be upgraded with Domus 50 series white light luminaries.

Minoru Blvd & New Road Intersection: Works include, but are not limited to converting the existing pedestrian signal into a full four-legged traffic signal. This includes creating the northbound to westbound left turn lane (noted under Minoru Blvd requirements), plus any alterations to existing curb and sidewalks that the intersection design would determine. This includes creating an “area of refuge” for pedestrians at the SW corner. There is no sidewalk required west at this time, plus pedestrian improvements connecting to Minoru are hampered by not having access to the neighbouring property, but a concrete area must be created complete with wheelchair ramps in the curb return.

New East-West Road: Works include, but are not limited to construction of an 11.5m (back of curb to back of curb) road. Under this new road, is probably the corridor for the four relocated services outlined on the first page, plus a new watermain. On the south edge, if there is no grade differential, the back of curb will be the PL, however if a retaining wall or side slope is required, room must be found as street lights must be established on this edge. Behind the curb on the north side is a minimum 1.5m grass and treed (species TBD) boulevard with CC street lights, widening per the architects plans as it nears Minoru, complete with watermain, storm sewer, CC street lights and hydro/Telus service corridor as required. A 2m concrete sidewalk with the back edge on the PROP line completes this portion.

New North-South Road: South of East-West Road, works include, but are not limited to, a 6.0m wide travel portion with watermain and storm sewer, and a 1.0m shoulder at the east edge. If there is no grade differential with the neighbouring property, then the shoulder is to be built as road, so a 7m travel portion, with no curb on that edge. Behind the curb and gutter on the west edge, create a 1.5m grass and treed boulevard with CC street lights and 2.0m concrete sidewalk.

North of East-West Road, works include but are not limited to, 2.0m sidewalks and 1.5 grass and treed boulevards with CC street lights on *both* sides, with curb and gutter and a 8.5m wide travel portion road with watermain and storm sewer. Other utilities must be provided also (sanitary, hydro, tel, gas etc), as required.

Greenway to Park + Fire Truck Turnaround: Works include, but are not limited to a turnaround for fire trucks. This design will be heavily determined between City Staff and the Landscape Architect, and will include a greenway, public art, benches, garbage receptacles, pedestrian CC lighting, concrete and stamped concrete sidewalks/trailways. Utilities being relocated from the north edge of the development site will use this as their relocated corridor.

Relocation of Existing Services in Minoru Park + Park Improvements: All works adjacent or in Minoru Park require not only an arborist's report prior to works, but also an arborist's monitoring during any construction process. Any trees which *must* be removed are to be compensated (TBD = size and ratio). The City supports the proposal of a public sculpture/focal feature in Minoru Park adjacent the new greenway. Exact design details to be resolved between the Landscape Architect and our Parks Department.

Summary:

All works described above are required to be designed and constructed via the City's SA process. All works are at the developer's sole cost – no credits apply. Prior to final adoption of the Bylaw for City file RZ04-286496, the developer shall:

1. Consolidate the existing lands, dedicate required roads and register required R.O.W.'s described in this document.
2. Enter into the City's standard Servicing Agreement, to design and construct all the works noted in this document.

Transportation

1. Developer responsible for the land dedication, design and construction of the followings:
 - a) East/West road (from Minoru Boulevard to the new north/south road) to include the following cross-section (from south to north):
 - i) 0.15m wide curb/gutter, 2.5m wide parking lane, 6.2m wide travel lanes, 2.5m wide parking lane, 0.15 wide curb/gutter (*as dedicated road right-of-way*)
 - ii) 1.5m wide boulevard, and 2m wide sidewalk (*as P.R.O.P.*)
Note: additional width may be required for utilities and/or a retaining wall/side slope on the south side in the event there is a significant grade differential.
 - b) At the Minoru Boulevard & East/west road intersection (Design refinement can be negotiated as part of the Servicing Agreement Process):

- i) West leg- provide an eastbound-to-northbound left-turn bay (25 m long, 3.3 m wide), an eastbound shared through/right-turn lane (3.6 m wide) and a westbound receiving lane (4.3m wide). Note the exact lane widths may change, subject to SA design. The intersection design should accommodate all turning movements of a WB-17 truck.
- ii) South leg- provide a north-to-westbound left-turn bay (30m long, 3.5m wide). This would involve reconfiguring existing landscaped median on Minoru Boulevard for the left-turn bay and converting existing southbound merging lane to a landscaped median, for a length of approximately 80m south of the intersection.
- iii) Installation/upgrade of the existing pedestrian signal to a full traffic signal.
- c) North/south road, south of the new East/west road to include the following cross-section (from east to west):
 - i) 1.0m wide shoulder, 6.0m wide travel lanes, 0.15 wide curb/gutter (*as dedicated road right-of-way*). Details of the road cross section (i.e. shoulder width) will be determined as part of the Servicing Agreement process.
 - ii) 1.5m wide boulevard, and 2m wide sidewalk. (*as P.R.O.P.*)
Note: the design would need to accommodate the ultimate cross-section which would include a total of 8.5m wide driving surface and 0.15m wide curb/gutter, 1.5m wide boulevard, and 2.0m wide sidewalk on the east side. Additional width may be required for utilities.
- d) North/south road, north of the new East/west road to include the following cross-section (from east to west):
 - i) 2m wide sidewalk, 1.5m wide boulevard (*as P.R.O.P.*)
 - ii) 0.15m wide curb/gutter, 8.5m wide driving surface, 0.15m wide curb/gutter (*as dedicated road right-of-way*)
 - iii) 1.5m wide boulevard, and 2m wide sidewalk (*as P.R.O.P.*)
Note: The design should ensure that this new road is aligned with the north/south road, south of the east/west road. Additional width may be required for utilities.
- e) Corner cuts (*as dedicated road right-of-way*) at the following locations:
 - i) Minoru Boulevard & East/west road: 6m long x 6m wide (square) required on the northwest corner, measured from back of the sidewalk
 - ii) East/west road & north/south road: 4m x 4m corner cuts on all corners
- 2) Include in the plans information on where the existing and new property lines are, amount of dedication and/or P.R.O.P..
- 3) On-site parking provided is significantly short of the bylaw requirement (700 spaces required vs. 616 provided). Parking variance may be considered provided that the applicant can demonstrate significant alternative contribution towards public amenities, such as voluntary contribution towards Transit Oriented Development initiatives. In such a case, up to 25% reduction (from the bylaw requirements) may be considered for residential use. Based on a latest development concept, a minimum of 520 parking spaces should be provided. Ensure that at least 8 stalls are provided for the 20 units of senior housing. The following provides a summary of the issues (based on the latest development proposal) that need to be addressed for each of the integrated parking areas:
 - a) Buildings A & B- Short on residential visitor parking (28 required vs. 26 provided).
 - b) Building D – ensure no more than 30% of the stalls are small stalls (44% proposed). 5 handicapped parking stalls should be provided (vs. 4 proposed).

- 4) Proposed internal drive-aisle width of 7.0m supportable, but would require a variance. Ensure that 7.5m wide driveway is provided at the entrance to each parking areas. Driveway entrances for Buildings A & B and Building C should line up across the road.
- 5) The turn-around island- as noted previously, a circular island is preferred as compared to the one proposed (with straight edges) as past experience indicates that people tend to park along the straight edge. Mountable curb could be included to facilitate fire trucks and/or SU-9 vehicles turning around. P.R.O.P. be registered for the turn-around facility.
- 6) Relocate the entrance to Buildings A & B on the east/west road, as far away from Minoru Boulevard as possible.
- 7) Suggested on-site loading requirement:
 - a) For Buildings A & B- provide at least 1 loading space (length 9m, width 3m, height 3.8m). SU-9 be used as the design vehicle.
 - b) For Building C- provide at least 1 loading space (length 9m, width 3m, height 3.8m). SU-9 be used as the design vehicle.
 - c) For Building D - provide at least 1 loading space (length 9m, width 3m, height 3.8m). SU-9 be used as the design vehicle.

Note: Changes may be negotiated as part of the Development Permit provided that the alternatives are acceptable to Transportation Department.
- 8) Prior to the issuance of the Building Permit, a construction parking and traffic management plan to be provided to the Transportation Division.

Urban Design

In addition to addressing the comments from the Advisory Design Panel in the DP submission, the applicant is to take into consideration the following:

Interface

- Applicant to continue working with Kiwanis Club to the north to finalize the landscaping of the existing pathway to be decommissioned after the new greenway is built to improve the landscape interface and minimize the visual impact of the parkade wall to the existing Kiwanis residents.
(Note: A letter from the Kiwanis Club agreeing to a landscaping plan will be required).
- Design development to minimize stair well projection into the yard setbacks facing Minoru Boulevard.
- Design development to improve the public/private interface along all the streetscape and the park edge.

Architecture

- Design development to further explore building massing and height to create additional variation (e.g. stepping of tower, further building façade articulation (the solid and void relationship) and skyline treatment).

Open Space

- Design development to reinforce “gateway” to the park character along the greenway including incorporation of the proposed fire truck turn around into the plaza, exploration of a more “urban” treatment (i.e. more hardscape and more formality in the paving pattern and planting).
- Applicant to further explore with Parks Department to consider consolidation of the existing pathway along the park edge with the proposed walkway on the proposed site along the common property line.

- Design development to improve the relationship of the proposed park benches with the park.

Accessibility

- Design development to integrate universal accessibility throughout the site, with particular attention paid to seniors (e.g. scooter use, traffic crossing timing, even and non-slip paving surface, etc.).

(Note: It is anticipated that the east-west connection, and particularly the greenway and plaza, between Minoru Boulevard and the Park will be heavily used by pedestrians, cyclists, and so on.)

- Design development to incorporate universal accessibility features, such as solid blocking behind walls for railings, wider hallways, lever handles for doors and taps, etc., to accommodate aging in place for all the units. In addition, the applicant is to provide some unit types in all the towers to accommodate wheelchair in response to Section 9.3.15 (Equitable Access) of the General DP Design Guidelines.

Public Safety

- Design development to incorporate Crime Prevention Through Environmental Design (CPTED) measures to improve safety (E.g. incorporate windows in the stairwell and elevator lobbies on the parkade levels, encourage passive surveillance opportunities, and separation between resident and visitor parking areas, etc.).

Parks

- Proposed greenway concept generally acceptable to Parks. ADP recommended a more urban interface for the green way and along park edge. Details to be worked out at DP stage.
- Tree removal along the park edge to accommodate engineering work to relocate/expand utilities has been approved by Park Board arborist. Applicant to continue working with Parks Department to seek opportunities to replant additional trees.

Fire

At Building Permit submission:

- Ensure fire access routes conform to 6m clear width, 12m turn radius and do not exceed 90m without conforming turn-arounds, and
- Hydrants required within 45 metres of fire department connections.

Conditional Rezoning Requirements

6351 and 6391 Minoru Boulevard RZ 04-286496

Prior to final adoption of Zoning Amendment Bylaw 8103, the developer is required to complete the following requirements:

- The developer to enter into a Housing Agreement with the City of Richmond to secure the rental units and affordable seniors housing in Tower A for a 10 year period from final inspection of the Building Permit.
- The developer to register a Restrictive Covenant (regarding aircraft noise) to ensure that adequate acoustical measures are employed to address noise impacts in accordance with the OCP Aircraft Noise Sensitive Development Policy. The covenant shall include a clause indemnifying the City.
- The developer is required to provide a letter from the Kiwanis Club indicating the preferred landscape treatment of the existing pedestrian walkway along the north property line, which is to be decommissioned. The applicant will be responsible for implementing the preferred landscape option as described at their sole cost.
- Consolidate 6351 and 6391 Minoru Boulevard to create one development parcel.
- Dedicate road and lane as described below.
- Register Public-Rights-of-Passage(P.R.O.P.) Rights-of-Way (R.O.W.) for greenway, sidewalk and boulevard as described below.
- The developer to enter into a Servicing Agreement* for the design and construction of works and services (both on and off-site) including but not limited to the works described below, at the sole cost to the developer. The works are not entitled to any Development Cost Charges credits.
- The developer is to discharge all existing R.O.W.s from the following plans: Plan 29990 & Plan 30840 and register new R.O.W. as required and described below. The developer shall be responsible for registration and advertising costs associated with the discharges of the existing R.O.W.s and the registration costs of the new R.O.W.s required.
- The developer has agreed to provide approximately \$1,888,510 towards Transit Oriented Development (T.O.D) initiatives in the City (based on \$4/sq. ft. of maximum allowable base floor area). Approximately \$284,377 (based on \$0.60/sq. ft within this T.O.D. contribution) be used towards public art.
(Note: The location and number of public art projects are to be determined prior to the issuance of the Building Permit in consultation with the City Public Art Coordinator).
- The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Road Dedication and Rights-of-Ways:

The following is a detailed description of the road dedication and R.O.W. requirements noted above:

1. **New East-West Road:** The travel portion, of the new East-West Road is to be *dedicated* from Minoru Blvd to the west edge of the new North-South Road. At both ends, 4m x 4m dedicated corner cuts will be required, except as noted below. The new road will be measured from the back of the curb and gutter on both edges, for a total of **11.50m** in width

including a 6m x 6m square corner cut at the NW corner with Minoru. This will see the back of curb on the south edge at the property line (PL). *If there is grade differential*, an additional road setback (1m?) will be required. The north edge of the new Road is to have a Public Rights of Passage (PROP) R.O.W. (vehicles & utilities) of 3.5m (1.5m grass & treed blvd and a 2m concrete sidewalk). Per the architect's plan, the R.O.W. will be wider at Minoru as the boulevard treatment is expanded; exact dimension of that to be determined (TBD) via SA design. **THE BALANCE OF THE LANDS FROM THE BACK OF THE CURB ON THE SOUTH EDGE TO THE PROPERTY LINE MUST BE DEDICATED**, as this will be needed for future Road widening to the south.

2. **New North-South Road:** *South* of the East-West Road, is to be a 7.15m Road Dedication, west from the east P.L., with a 3.5m PROP R.O.W. west of that, for boulevard and sidewalk. *North* of the East-West Road, a Road Dedication of 8.80m (to back of curb on both sides) is required. On *both* sides of the new Dedication a 3.5m PROP R.O.W. is required.
3. **Greenway to Park + Fire Truck Turnaround:** This width tapers from 30m+/- at the Park to 40m+/- at the N-S Lane/New Road – exact dimensions TBD. PROP R.O.W. (vehicles & utilities).
4. **Minoru Boulevard:** The existing sidewalk abuts east PL. To create a grass & treed blvd and new sidewalk, approximately 2m PROP is required from the New Road to the North PL. Exact dimension TBD via field pickup; behind the existing C&G will be a 1.5m blvd & 2m sidewalk – PROP (vehicles & utilities) line at back of new sidewalk.
5. **Existing R.O.W.'s:** Existing R.O.W.'s created via Plan29990 and Plan30840 on the lots being developed, are to be discharged, in conjunction with registration of the new required R.O.W.'s.
6. **Development Site:** In conjunction with the creation of the Road Dedication and R.O.W. plans, the existing lots are to be assembled into one development parcel.

Off-Site Requirements-Servicing Agreement:

All works described below are required to be designed and constructed via the City's Servicing Agreement process. All works are at the developer's sole cost with no applicable Development Cost Charges credits. Work to include but are not limited to:

- **Existing Servicing:** Along the north edge of the site, running between Minoru Boulevard and Minoru Park, are:
 1. A 1.22m diameter storm sewer system;
 2. A 450mm diameter sanitary sewer gravity line, which also services 6251 Minoru Blvd;
 3. A 350 diameter HDPE (High Density Polyethylene) Sanitary Sewer Forcemain; and
 4. A 88mm diameter DP (Distribution Pressure) Gasmain.The first two are entirely in a R.O.W. on this development site with the latter two running very close in the neighbouring site with portions of their lines also running under this proposed development. *All four must be relocated*. Significant works regarding this issue are being conceptually designed by HY and *must* be included as part of the SA process. When not part of a dedicated road, all new utility R.O.W.'s are to be a minimum of 6m wide, and have 6m aerial clearance with the ground surface being non-permanent.
- **Minoru Boulevard:** Works include, but are not limited to relocating the four existing services noted above under "existing servicing", in the southbound lanes. Then, from behind the existing curb, removing the existing sidewalk and creating a 1.5m grass and treed

(species TBD) boulevard. Behind the boulevard is a 2m concrete sidewalk, the back edge of which is on the new PROP R.O.W. line.

The existing centre median south of the intersection, must be reconfigured to permit a northbound to westbound left turn lane. Also in the centre median, the existing double davit arm street lights must be upgraded with Domus 50 series white light luminaires.

- **Minoru Blvd & New Road Intersection:** Works include, but are not limited to converting the existing pedestrian signal into a full four-legged traffic signal. This includes creating the northbound to westbound left turn lane (noted under Minoru Blvd requirements), plus any alterations to existing curb and sidewalks that the intersection design would determine. This includes creating an “area of refuge” for pedestrians at the SW corner. There is no sidewalk required west at this time, plus pedestrian improvements connecting to Minoru are hampered by not having access to the neighbouring property, but a concrete area must be created complete with wheelchair ramps in the curb return.
- **New East-West Road:** Works include, but are not limited to construction of an 11.5m (back of curb to back of curb) road. Under this new road, is probably the corridor for the four relocated services outlined on the first page, plus a new watermain. On the south edge, if there is no grade differential, the back of curb will be the PL, however if a retaining wall or side slope is required, room must be found as street lights must be established on this edge. Behind the curb on the north side is a minimum 1.5m grass and treed (species TBD) boulevard with CC street lights, widening per the architects plans as it nears Minoru, complete with watermain, storm sewer, CC street lights and hydro/Telus service corridor as required. A 2m concrete sidewalk with the back edge on the PROP line completes this portion.
- **New North-South Road:** South of East-West Road, works include, but are not limited to, a 6.0m wide travel portion with watermain and storm sewer, and a 1.0m shoulder at the east edge. If there is no grade differential with the neighbouring property, then the shoulder is to be built as road, so a 7m travel portion, with no curb on that edge. Behind the curb and gutter on the west edge, create a 1.5m grass and treed boulevard with CC street lights and 2.0m concrete sidewalk.
North of East-West Road, works include but are not limited to, 2.0m sidewalks and 1.5 grass and treed boulevards with CC street lights on *both* sides, with curb and gutter and a 8.5m wide travel portion road with watermain and storm sewer. Other utilities must be provided also (sanitary, hydro, telephone, gas etc), as required.
- **Greenway to Park + Fire Truck Turnaround:** Works include, but are not limited to a turnaround for fire trucks. This design will be heavily determined between City Staff and the Landscape Architect, and will include a greenway, public art, benches, garbage receptacles, pedestrian CC lighting, concrete and stamped concrete sidewalks/trailways. Utilities being relocated from the north edge of the development site will use this as their relocated corridor.
- **Relocation of Existing Services in Minoru Park + Park Improvements:** All works adjacent or in Minoru Park require not only an arborist’s report prior to works, but also an arborist’s monitoring during any construction process. Any trees which *must* be removed are to be compensated (TBD = size and ratio). The City supports the proposal of a public sculpture/focal feature in Minoru Park adjacent the new greenway. Exact design details to be resolved between the Landscape Architect and our Parks Department.

Development Permit Issues

The following requirements are to be met prior to the Development Permit application being referred to the Development Permit Panel:

Urban Design

- Applicant to address the comments from the Advisory Design Panel in the DP submission.
- Applicant to continue working with Kiwanis Club to the north to finalize the landscaping of the existing pathway to be decommissioned after the new greenway is built to improve the landscape interface and minimize the visual impact of the parkade wall to the existing Kiwanis residents.
(Note: A letter from the Kiwanis Club agreeing to a landscaping plan will be required).
- Design development to minimize stair well projection into the yard setbacks facing Minoru Boulevard.
- Design development to improve the public/private interface along all the streetscape and the park edge.

Architecture

- Design development to further explore building massing and height to create additional variation (e.g. stepping of tower, further building façade articulation (the solid and void relationship) and skyline treatment).

Open Space

- Design development to reinforce “gateway” to the park character along the greenway including incorporation of the proposed fire truck turn around into the plaza, exploration of a more “urban” treatment (i.e. more hardscape and more formality in the paving pattern and planting).
- Applicant to further explore with Parks Department to consider consolidation of the existing pathway along the park edge with the proposed walkway on the proposed site along the common property line.
- Design development to improve the relationship of the proposed park benches with the park.

Accessibility

- Design development to integrate universal accessibility throughout the site, with particular attention paid to seniors (e.g. scooter use, traffic crossing timing, even and non-slip paving surface, etc.).
(Note: It is anticipated that the east-west connection, and particularly the greenway and plaza, between Minoru Boulevard and the Park will be heavily used by pedestrians, cyclists, and so on.)
- Design development to incorporate universal accessibility features, such as solid blocking behind walls for railings, wider hallways, lever handles for doors and taps, etc., to accommodate aging in place for all the units. In addition, the applicant is to provide some unit types in all the towers to accommodate wheelchair in response to Section 9.3.15 (Equitable Access) of the General DP Design Guidelines.

Public Safety

- Design development to incorporate Crime Prevention Through Environmental Design (CPTED) measures to improve safety (E.g. incorporate windows in the stairwell and elevator lobbies on the parkade levels, encourage passive surveillance opportunities, and separation between resident and visitor parking areas, etc.).

Greenway

- Proposed greenway concept generally acceptable to Parks. ADP recommended a more urban interface for the green way and along park edge. Details to be worked out at DP stage.
- Tree removal along the park edge to accommodate engineering work to relocate/expand utilities has been approved by Park Board arborist. Applicant to continue working with Parks Department to seek opportunities to replant additional trees.

Prior to the issuance of the Building Permit:

1. A construction parking and traffic management plan to be provided to 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 Regulation Section 01570.
2. The applicant is to provide an acoustical report by a registered professional, qualified in acoustics, that the building design includes sufficient noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond Official Community Plan (OCP).

[Signed original on file]

Signed

Date

*A separate application is required.

PARTIAL MINUTES FROM THE DESIGN PANEL MEETING

Wednesday, May 3, 2006 – 4:00 p.m.

Rm. 1.003

RICHMOND CITY HALL

Attendance:

Members: Mr. Dana Westermark, Chair
 Mr. Louis Conway
 Mr. Simon Ho, departed 5:10 p.m.
 Mr. Damon Oriente
 Mr. Arlen Johnson
 Mr. David Kirsop
 Ms. Willa Walsh
 Mr. Greg Andrews
 Mr. Joe Fry

Staff: Ms. Cecilia Achiam
 Ms. Grace Lui
 Ms. Diana Nikolic

3. 4 Residential Towers

RZ 04-286496

W.T. Leung Architects
 6351/6391/6491 Minoru Blvd.
 (Preliminary)

Ms. Cecilia Achiam, Planner, provided an overview of the planning context for the site and noted that while there had been significant concerns from the neighbours to the south, 128 people who attended an open house seemed satisfied with the proposal. Of note was that the project provided one rental tower with 20 units designed as affordable housing for seniors, a road dedication, and \$4.00 per sq. ft. for transit.

The Design Team was represented by:

Wing Ting Leung, Eugene Lee and Douglas Millar of W.T. Leung Architects, Inc.; and, Brian Beresford and Deanna Che of Durante, Kreuk Ltd. (Landscape Architects).

Mr. Leung, Architect used presentation drawings and a model and showed that the layout responded to the provision of the driveway in alignment with the signal crossing to the City Centre and a public greenway for access to the park. He described the townhouses as wrapping around the parking and the podium and discussed the design as it related to the needs of neighbouring developments. Further, he proposed an alternate location for the towers at the park to achieve better views to the North Shore mountains, and possible better alignment for some neighbouring buildings.

Deanna Che, Durante Kreuk Ltd., provided information regarding the proposed landscaping and signage for the connection from the mall to the park. Public art would

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Wednesday, May 3, 2006
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be housed in the green space connection and two pathways along the park provided a private walk for townhouses and the existing cycle/pedestrian walk. Layered planting was proposed along the north property line. Roof gardens, open areas, patios and other amenity areas were identified on the tower floor plans.

General questions from the Panel included the following:

- Why was there provision for a private and a public pathway? **This was designed in consultation with the Parks Department, which was currently working on a master plan for this area. Parks reasoned that because the park path was busy there would be some benefit to providing a private path to the townhouses.**
- **The greenway to the park is essentially level with berming on the side.**

The comments of the Panel were as follows:

- The fire truck turn-around seems to delineate an island that edge could be reinforced to achieve more of a plaza.
- The initial placement of the towers was preferred as this provided an opportunity for the towers to provide a conceptual gateway. Visibly it deferred some of the spatial sense by pulling the park into the entryway while the opposite sides could be treated the same to create the sense of a gateway.
- Preference was noted for the articulation of the proposed towers. There is a creation of a centre in the first layout option.
- There was no compositional device in the second option (with towers bouncing in and out) that will hold them together like a centre. Building A was sited too close to the road. It was noted that four elements were hard to place, but that the relationship to view channels worked well.
- The placement of the towers needed to be resolved. There was desire to see the project reviewed by the Advisory Design Panel for colour and site placement.
- The accessible points to the park were an important connection and from that regard the greenway portion was not prescriptive and could be more urban and provide more contrast with the park and extend it to the roundabout like a porch onto the park. The pathways or bikeway was not wide enough into the park.
- A consolidated pathway on the west of the site would be preferable, and benches facing the building should view the park. Buildings could stand on the edge of the park.
- Appreciate the inclusion of public art and recommend that the artists develop the theme.

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- Will the pedestrians feel as if they are in a canyon or an open area? Caution regarding design considerations of wind velocities between buildings.
- With a seniors' housing component consideration should be given to the configuration of the traffic intersection with an island refuge and thought to speed and mobility of pedestrian traffic.
- How do townhouses relate to the street?
- Townhouse units around the podium do not appear to have any access to the parking. **The townhouses have direct access to the parking garage.**
- All of the towers have access out onto amenity roof decks except the rental tower and there seems to be little or no amenity space occurring on the floors for senior housing. Universal access was queried.

Chair Westermarck summarized the comments of the Advisory Design Panel as follows:

- This is a landmark site and has the potential to set a tone for the rest of development along the park edge.
- Connect the island to the rest of the greenway.
- Reinforce entry to the park with design of the buildings.
- There were differing opinions on the building locations at the park. The Advisory Design Panel had no definite position on either option.
- Consider softening the façade of the tower facing Minoru.
- Review design of Tower A.
- Consider an urban treatment of greenway and make the walkway larger.
- Support for a combined walkway on the park edge rather than two separate walks.
- Consider placing buildings closer to the park.
- Study the wind effect by towers on walkway.
- Allow for the traffic patterns effect on pedestrian use of access to the park.
- Accessibility needs to be demonstrated in drawings; and, provide universally accessible units.
- Provide a stronger connection between the greenway and the island.
- Incorporate paving to connect island to the rest of the greenway.

The Design Team responded to the considerations of the Panel and advised that they would meet again with the Parks Department in regard to the double walkway.

It was moved and seconded

That the 4 Residential Towers RZ 04-286496 be supported for rezoning

CARRIED

It was moved and seconded

That the 4 Residential Towers RZ 04-286496 proceed to the Development Permit Panel without further review by the Advisory Design Panel.

DEFEATED



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8013 (RZ 04-286496)
6351 and 6391 MINORU BOULEVARD**

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

1. Richmond Zoning and Development Bylaw No. 5300, is amended by inserting Section 291.177 thereof the following:

“291.177 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/177)

The intent of this zoning district is to provide for the high-density multiple-family residential.

291.177.1 PERMITTED USES

**MULTIPLE-FAMILY DWELLING;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES.**

291.177.2 PERMITTED DENSITY

- .01 The maximum **Floor Area Ratio** shall be 3.35.
- .02 An additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **amenity space** for **multiple-family dwellings**.
- .03 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
 - a) portions of a **building** that are **used** for off-street parking, loading, and bicycle storage;
 - b) unenclosed balconies;
 - c) elevator shafts and common stairwells; and
 - d) mechanical and electrical storage rooms, **PROVIDED THAT** the total floor area of these facilities does not exceed 100 m² (1,076 sq. ft.).

291.177.3 MAXIMUM LOT COVERAGE: 90%

291.177.4 MINIMUM SETBACKS FROM PROPERTY LINES**.01 Public Roads:**

- (a) Minoru Boulevard: 4.0 m (13.1 ft.);
- (b) All other **public roads**: 6.0m (19.7 ft.); and
- (c) Notwithstanding the limitations imposed above porches, balconies, bay windows, entry stairs and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 3 m (9.8 ft.).

.02 Rear Yard: 6.0 m (19.7 ft.);

- (a) Notwithstanding the limitations imposed above porches, balconies, bay windows, entry stairs and cantilevered roofs forming part of the principal **building** may project into the **rear yard** setback for a distance of not more than 3 m (9.8 ft.).

291.177.5 MAXIMUM HEIGHTS**.01 Buildings: 45 m (147.6 ft.).****.02 Accessory Buildings & Structures: 12 m (39.4 ft.).****291.177.6 MINIMUM LOT SIZE: 13,000 m² (3.2 acres).****291.177.7 OFF-STREET PARKING****.01 Off-street parking shall be provided in accordance with Division 400 of this Bylaw, EXCEPT THAT:**

- a) Off-street parking shall be provided at the rate of:
 - i. For residents:
 - a. 1.0 space per **dwelling unit** having a gross floor area of up to and including 74 m² (796.5 ft²); and
 - b. 1.5 spaces per **dwelling unit** having a gross floor area of more than 74 m² (796.5 ft²); and
 - c. notwithstanding the parking requirements imposed above a maximum of 134 **dwelling units** may provide 0.6 spaces per **dwelling unit**;
 - ii. For visitors: 0.2 spaces per **dwelling unit**;

- b) Where two parking spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle; and
- c) The minimum manoeuvring aisle width shall be 6.7 m (22 ft.)”

2. 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/177)**:

PID: 004-113-039

Lot 54 Section 8 Block 4 North Range 6 West New Westminster District Plan 31902

PID: 004-930-576

Lot “A” (D83768) Section 8 Block 4 North Range 6 West New Westminster District Plan 31902

3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER