



# City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** June 13, 2018

**From:** Wayne Craig  
Director, Development

**File:** RZ 15-692485

**Re:** Application by 0989705 BC Ltd. for Rezoning at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from "Auto-Oriented Commercial (CA)" to "City Centre High Density Mixed Use (ZMU34) - Lansdowne Village"

### Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9825 to create the "City Centre High Density Mixed Use (ZMU34) - Lansdowne Village" zone, and to rezone 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from "Auto-Oriented Commercial (CA)" to "City Centre High Density Mixed Use (ZMU34) - Lansdowne Village", be introduced and given first reading.
2. That staff be directed to prepare a service area bylaw to provide district energy services to the development at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road.

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

WC:jd  
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Child Care	<input checked="" type="checkbox"/>	
Recreation	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

0989705 BC Ltd. has applied to the City of Richmond for permission to rezone the properties at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from “Auto-Oriented Commercial (CA)” to a new site-specific zone; “City Centre High Density Mixed Use (ZMU34) – Lansdowne Village” (Attachment 1), in order to permit the development of a high-density commercial, office and residential use development in the City Centre’s Lansdowne Village.

Key components of the rezoning proposal (Attachment 2) include:

- A podium and tower form of development with three levels of below grade parking, ground level commercial, one office tower and six residential towers.
- A floor area ratio (FAR) of 3.89 and a height of 41.5 m geodetic.
- A total floor area of approximately 81,063 m<sup>2</sup> (872,585 ft<sup>2</sup>) including approximately:
  - 6,611 m<sup>2</sup> (71,163ft<sup>2</sup>) of commercial space.
  - 12,000 m<sup>2</sup> (129,172 ft<sup>2</sup>) of office space.
  - 62,452 m<sup>2</sup> (672,228 ft<sup>2</sup>) of residential space.
- Approximately 824 residential units including:
  - Approximately 674 market strata units.
  - Approximately 112 market rental units.
  - 38 affordable housing units.
- Enhanced public open space at ground level including a mid-block pedestrian mews and central open air courtyard.
- Cash-in-lieu contributions to child care and community facilities.
- LEED NC v4 Silver equivalent design.
- DEU connection-ready and transfer of the on-site low carbon energy plant to the City.
- Creation of two new roads along with utility upgrades and frontage improvements on all frontages.

The floor area figures provided above are subject to refinement through the Development Permit process.

This application includes the proposed acquisition of a small, triangular portion of the City’s No. 3 Road road allowance adjacent to the site’s eastern boundary. The disposition of this land is subject to a companion report from Real Estate Services dated June 4, 2018.

The proposed transfer of an on-site low carbon energy plant to the City will enable immediate service by LIEC and connection to the City’s District Energy Utility system in the future. Prior to rezoning adoption, a Service Area Bylaw for the subject site will be brought forward by Engineering for Council consideration.

### Findings of Fact

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

## Existing Site and Development

*Existing Site and Development:* The subject site is located in Lansdowne Village (Attachment 4) on the west side of No. 3 Road to the south of Alderbridge Way. It is comprised of three lots that have been cleared in preparation for development.

*Existing Housing Profile:* The subject properties were not previously developed with residential uses.

## Surrounding Development

Surrounding development includes:

To the North: Across Alderbridge Way, existing low-scale commercial development.

To the East: Across No. 3 Road, the Lansdowne Mall site, which is subject to an Official Community Plan (OCP) amendment application to adjust the land use designation (CP 15-717017). This application is in process and will be the subject of a separate Report to Council.

To the South: Across the future new east-west road, existing low- and medium-scale commercial development. The lots at 5591, 5631, 5651 and 5671 No. 3 Road are subject to a rezoning application for a mixed use development (RZ 17-779262). This application is in process and will be the subject of a separate Report to Council. The lot at 5551 No 3 Road is not part of the development site to the south.

To the West: Across the existing City lane, existing low-scale commercial and light industrial development with surface parking. The property at 5520 Minoru Boulevard (located to the south-west of the subject site) is subject to a rezoning application for a mixed-use development (RZ 16-744658). The application is in process and will be the subject of a separate Report to Council.

## Related Policies & Studies

### Official Community Plan/City Centre Area Plan

*Official Community Plan:* The Official Community Plan (OCP) designates the subject site as “Downtown Mixed Use”. The proposed rezoning is consistent with this designation.

*City Centre Area Plan:* The City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map designates the subject site as “Urban Centre T6 (45 m)”. The proposed rezoning is consistent with this designation.

### Other Policies, Strategies & Bylaws

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

*Aircraft Noise Sensitive Development Policy:* The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed rezoning is consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

*Mixed-Use Noise, Canada Line Noise, Commercial Noise and City Centre Impacts:* The proposed development must address additional OCP Noise Management Policies related to mixed-use, Canada Line, commercial and ambient noise, as well as other impacts of densification. Requirements include provision of acoustic consultant reports recommending residential sound attenuation measures and registration of associated noise covenants prior to final adoption of the rezoning bylaw.

## **Consultation**

A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign. Should the Planning Committee endorse this application and Council grant First Reading to the proposed rezoning, the application will be forwarded to a Public Hearing; where any area resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

## **Analysis**

### Proposed Zoning Bylaw Amendment

A new site-specific zone, "City Centre High Density Mixed Use (ZMU34) – Lansdowne Village", is proposed. It addresses land use, density, density bonusing, height, siting and parking and loading requirements. Key details of the proposed zone and the associated rezoning considerations are discussed in the report. Staff note that the maximum density for this site is 3.95 FAR and the maximum height is 41.5 m. geodetic. The rezoning considerations are attached (Attachment 5) and a signed copy is on file.

### Infrastructure Improvements

The proposed rezoning will contribute to utility, transportation and park infrastructure improvements as described below. Additional details are provided in the Servicing Agreement section of the rezoning considerations (Attachment 5). Detailed design will take place through the Servicing Agreement process.

## **Engineering**

*City Utilities:* The developer is required to undertake a variety of water, storm sewer and sanitary sewer frontage works. Included are:

- New watermains (north-south and east-west roads) and watermain upgrades (Alderbridge Way).
- New storm sewers (north-south and east-west roads) and storm sewer upgrades (No. 3 Road and Alderbridge Way).
- New and upgraded sanitary sewers (Alderbridge Way).

Where eligible, Development Cost Charge (DCC) credits will be applied to the required improvements. All other improvements will be funded by the developer.

*Third Party Utilities:* Requirements include undergrounding of private utility lines and location of all private utility equipment on site.

### **Transportation**

*No. 3 Road:* Improvements on No. 3 Road will include development of a wider off-street bike lane that is physically separated from the vehicular traffic with a raised barrier curb to enhance cyclist safety and creation of a mid-block pedestrian crossing to enhance east-west pedestrian connectivity to the Lansdowne Mall site.

*Alderbridge Way:* Widening of Alderbridge Way through dedication will be required to facilitate the addition of an additional traffic lane in the eastbound direction, which will be used as a right-turn only lane in the interim and as a second left-turn lane in the ultimate (when additional right-of-way is secured through the development of the Lansdowne Mall site) from Alderbridge Way, heading east, to No 3 Road, heading north. Various other adjustments of the road median and turning functions will support interim and ultimate traffic flow.

*New North-South Road:* A new north-south road will be established on the west side of the site with a dedication from the subject site to supplement the width of the existing north-south City lane.

*New East-West Road:* A new east-west road will be established toward the south end of the site with a dedication from the subject site. The new road will connect No 3 Road, at the existing intersection to the north of the Canada Line station, with the new north-south road to the west.

Where eligible, Development Cost Charge (DCC) credits will be applied to the required improvements. All other improvements will be funded by the developer.

Preliminary functional road drawings demonstrating the complete proposed road network changes are provided (Attachment 6).

### **Amenity Contributions**

The CCAP Implementation Strategy includes density bonusing and other measures to support the development of community amenities. The proposed rezoning includes contributions as outlined below. All cash-in-lieu contributions are based on formulas in order to accommodate floor area changes that may result from design development during the Development Permit process. The dollar multipliers in the formulas reflect the rates at the time of writing. These will be subject to indexing or similar adjustments, should the rezoning not be adopted within the relevant applicable time periods.

*Market Rental Housing:* The proposed rezoning includes approximately 112 market rental housing units within the development. The market rental floor area is 8,488 m<sup>2</sup> (0.41 FAR) and is proposed to be a component of the total allowable residential floor area (e.g. within CCAP maximum of 3.0 FAR for residential uses). As this proposal may precede adoption of a market rental housing policy and is not seeking a market rental density bonus, staff recommend that the following project-specific measures be utilized to support the applicant's market rental housing offer:

- Exclusion of the market rental floor area from the calculations of the affordable housing, T6 child care, community planning and public art contributions.
- A parking rate for market rental units of 0.8 spaces/unit for tenants.

The market rental units are proposed to be secured in perpetuity under single ownership by a legal agreement and covenant registered on title.

*Affordable Housing:* The CCAP Implementation Strategy, in conjunction with the Affordable Housing Strategy, provides for density bonusing to achieve affordable housing in residential and mixed-use developments. The rezoning application for the proposed development was received prior to July 24, 2017 and is subject to grandfathering of the five percent affordable housing contribution rate.

A total of 38 Low End Market Rental Housing (LEMR) units, with a combined net floor area of approximately 2,698 m<sup>2</sup> (29,044 ft<sup>2</sup>), are proposed. Per the foregoing market rental housing recommendations, the affordable housing floor area contribution is calculated on the total residential floor area minus the total rental housing floor area.

**AFFORDABLE HOUSING SUMMARY**

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811	\$34,650 or less	0%	0
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less	42%	16
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less	29%	11
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less	29%	11
<b>TOTAL</b>		N/A	N/A	100%	38

(1) Denotes 2017 amounts adopted by Council on July 24, 2017.

(2) Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

(3) 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The units will be secured with a housing agreement which will include the following terms: tenant access to indoor and outdoor common amenity areas; and, provision of affordable housing parking spaces at no additional charge.

*Child Care:* The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “T6” area and is subject to the T6 Child Care density bonus provision, requiring that one percent of the residential floor area be provided to the City in the form of a turnkey child care facility or an equivalent cash-in-lieu contribution to the Child Care Development Reserve Fund and Child Care Operating Reserve Fund accounts (90% and 10% respectively). Community Services staff have reviewed the location of the development and the potential for child care in the available floor area (approximately 513 m<sup>2</sup>) and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (approximately \$3,587,061 calculated using the proposed residential floor area excluding affordable and market rental housing floor area [0.01 x (62,452 m<sup>2</sup> - 2,698 m<sup>2</sup> - 8,488 m<sup>2</sup>) x \$6,997/m<sup>2</sup>] noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

*Community Facility:* The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “Village Centre Bonus (VCB)” area and currently incorporates a VCB density increase of 0.89 FAR. Five percent of this area is expected to be provided back to the City in the form of

a turnkey community amenity space or an equivalent cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development and the potential for a community facility in the available floor area (931 m<sup>2</sup>) and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (approximately \$7,512,330 calculated using the proposed VCB floor area  $[0.05 \times 18,611 \text{ m}^2 \times \$8,073/\text{m}^2]$  noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

*Community Planning:* The proposed rezoning is subject to a community planning implementation contribution which will be deposited into the City Centre Community Planning and Engineering account for future community planning initiatives (approximately \$218,450 calculated using the proposed floor area excluding the affordable and rental housing floor area  $[(81,063 \text{ m}^2 - 2,698 \text{ m}^2 - 8,448 \text{ m}^2) \times \$3.01/\text{m}^2]$  noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

*Public Art:* A Public Art Plan has been submitted proposing an on-site art contribution to be located within the central public courtyard. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%) and is calculated on both the commercial and residential space (excluding affordable and market rental housing floor area) (approximately \$559,158 calculated using 100% non-residential floor area and 100% residential floor area excluding the affordable and market rental housing floor area  $[18,611 \text{ m}^2 \times \$4.84/\text{m}^2 + (62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2) \times \$9.15/\text{m}^2]$  noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

### Sustainability

*District Energy Utility (DEU):* Under typical rezoning considerations, developments are required to be ready for connection to the City's DEU system. In this case, the applicant is proposing to construct and transfer the low carbon energy plant to the City at no cost so that the Lulu Island Energy Company (LIEC) can provide immediate service to the customers and the equipment can be integrated into the future DEU system for this neighbourhood. This servicing opportunity is consistent with the City Centre DEU due diligence analysis, which will be brought forward to Council in early 2019. While the City Centre DEU due diligence analysis is being completed, this interim servicing strategy will secure the customer base for the immediate implementation of GHG emissions reduction. LIEC staff have completed the business plan whereby LIEC can service new customers from the on-site low carbon energy plants at competitive cost to customers for the same level of service. The applicant is working with LIEC staff to ensure the design of the system and equipment will be compatible with the future system. Mirroring the process of affordable housing strategy, the transfer of the energy plant to the City will proceed only if Council adopts a new Service Area Bylaw which will be provided for Council consideration in a separate report. Otherwise, the development will be built as "DEU-Ready". Details are provided in the rezoning considerations (Attachment 5).

*Sustainability Rating System:* The proposed development is expected to achieve Leadership in Energy and Environmental Design (LEED) NC v4 Silver equivalency. The applicant has provided a preliminary checklist and will incorporate the recommendations into the Development and Building Permit drawings, where relevant.

### Site Access, Parking and Loading

*Site Access:* Proposed pedestrian access to the site includes storefront entries and tower lobbies on the ground level on all frontages. In addition, there will be pedestrian entries to ground level retail spaces located within the site, adjacent to the proposed public courtyard and pedestrian mews system. Tenant bicycle access will be provided via the parkade and individual building circulation systems. Car and truck vehicular access/egress to the site will be provided through two parkade entries on the new north-south road.

*Parking and Loading Rates:* Class 1 (tenant and resident) bicycle parking rates are consistent with current Bylaw requirements. Class 2 (customer and visitor) bicycle parking rates are proposed to be reduced by half. Transportation staff support the Class 2 reduction based on assessed need and the desire to ensure that ground level retail frontages are not obscured by lengths of bike racks. Typically, there will be about seven bicycle racks at each of the building entrances and another seventy distributed around the site. The proposed commercial car parking rates are also consistent with current bylaw rates. The applicant has proposed reduced residential unit and visitor parking rates as follows:

- Affordable housing (low end market rental) from 0.9 to 0.8 spaces/unit.
- Market rental housing from 1.0 to 0.8 spaces/unit.
- Market strata housing from 1.0 to 0.9 spaces/unit.
- Visitor parking from 0.2 to 0.1 spaces/unit.

Staff support the proposed vehicle parking rate reductions for the subject development, which are consistent with City Centre transit-oriented development objectives and substantiated by a transportation consultant report assessing parking needs in the area. Staff also support proposed reductions in truck loading spaces to provide for two large size truck space and seven medium size truck spaces. The consultant rationale for the proposed reductions is based on sharing of all truck spaces between non-residential and residential uses, as well as, the limited need for large size truck spaces given there is only one large format retail space proposed.

*Transportation Demand Management Measures:* Consistent with provisions of the Zoning Bylaw, the application proposes an additional 10% reduction in the overall car parking requirements with the support of transportation demand management measures. Measures include:

- Monthly transit passes (2-zone for one year) offered to 25% of market units; 50% of rental units; and 100% of affordable units;
- Bicycle facilities including end-of-trip facilities (one for each office and commercial uses) and bike repair/maintenance stations (one for each residential building);
- Four car share spaces located at grade along with vehicles and a management agreement with a car share company; and

*Electric Vehicle Charging:* Consistent with Council Policy, effective on April 1, 2018, 100% of the residential parking spaces (excluding visitor spaces) are to be provided with an energized outlet for EV charging.



### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report and Tree Survey (Attachment 7) which identifies on-site and off-site bylaw-sized trees that may be affected by the proposed development.

*City Trees:* There are 39 existing City trees identified in the Tree Survey (Attachment 7). All are located in the back of curb and median areas of No. 3 Road. Parks Department staff have reviewed the locations, sizes and health of the trees in the context of the proposed development and recommend, as a consideration of rezoning, that 10 trees be retained; 27 trees be relocated at the developers cost to a location chosen by Parks staff; and two trees be removed with compensation of \$2600 provided [2 x \$1300/tree]. Staff recommend that the applicant install tree protection around retained trees prior to any preloading of the site.

### Development Form and Character

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

*Public Adjacencies:* The project addresses public realm interfaces by defining the street edges with street walls and by allowing for sun and light penetration to the surrounding streets through separated tower forms, where possible. All street frontages on the ground level are proposed to include street animating commercial uses with large window areas, opportunities for outdoor patios/display and weather protection.

*Private Adjacencies:* As the proposed development will be surrounded by streets on all four sides, the impacts on surrounding existing and future private development are limited to those that can be expected under typical CCAP City Centre densification.

*Massing:* The massing of the proposed development is arranged to reflect the allocation of uses on the site; with commercial uses at grade and office and residential uses above grade. The office floor area is located in a tower at the southeast corner of the site near the Lansdowne Station. It includes large, open floor plates on the lower levels that are intended to be used as a "technology hub" and smaller office floor plates above. The residential floor area is distributed around the remaining perimeter of the site in six building blocks combining high street wall and low tower forms. This form of development varies somewhat from the more typical CCAP podium and tower massing and is a result of redistribution of floor area from the upper levels of the development due to anticipated aeronautical zoning height changes.

*Amenity Space:* A key feature of the design is the porous and interconnected ground level that includes an open air plaza toward the centre of the site and a partially covered pedestrian mews connecting the new north-south road and No. 3 Road. The mews and courtyard area is proposed to be secured with a public right-of-passage (PROP) statutory right of way (ROW). Private common outdoor amenity space is proposed for both the commercial and residential uses on the upper levels of the internal courtyard.

*Design Development:* The form and character of the proposed development, as well as functional details related to parking, loading, waste management, on-site utilities, rooftop equipment, pedestrian weather protection, CPTED, LEED, indoor and outdoor amenity space and accessibility requirements, will be assessed in more detail during the Development Permit

Application process. The proposal will be expected to respond to comments arising from Council consideration of the rezoning, as well as staff, Advisory Design Panel and Development Permit Panel review.

### Subdivision

*Road Closure:* A small triangular area of land along No. 3 Road has been identified for road closure (Attachment 8). The area, which is 955.9 m<sup>2</sup> (10,289.2 ft<sup>2</sup>), is surplus to Engineering, Transportation and Park needs. The applicant proposes to acquire the surplus for consolidation and inclusion in the subject development site. As identified in the attached rezoning considerations (Attachment 5), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement, and road closure bylaw, will be brought forward to Council in a separate report from the Senior Manager, Real Estate Services.

*Dedications (Roads):* Dedications are required along Alderbridge Way (for widening), the west side of the site (for a new north-south road) and at the south end of the site (for a new east-west road) (Attachment 8).

*Transfer (Remainder Parcel):* Due to the required location of the new east-west road, a small area of the existing development site (483.2 m<sup>2</sup>) will be remaindered at its south end (Attachment 8). The application proposes to transfer this land to the City as a consideration of rezoning. In future, Council may wish to dispose of this land to be added to the lot to the south upon redevelopment.

*Temporary Use of City Land:* The applicant wishes to construct a temporary sales centre at the south end of the existing site. The temporary sales centre is proposed to be located on land that will be dedicated and/or transferred to the City at the time of rezoning. To accommodate continued use of the land for the temporary sales centre, as well as to accommodate use of dedicated areas of the site for construction staging after rezoning, staff recommend that the City enter into a license agreement(s) with the developer. The agreement(s) would set out the City's financial, length of tenure, renewal, termination, maintenance, liability and other terms, as detailed in the Rezoning Considerations (Attachment 5). For the temporary sales centre, the proposed terms include:

- Fixed term of one year;
- Renewal option – a maximum of four three-month terms;
- Nominal license fee;
- Termination of license by City at any time based on 6 months' notice;
- Demolition or removal of the temporary sales centre:
  - at the developer's own cost;
  - prior to the end of license agreement or termination date;
- Provision of a demolition bond of \$50,000, which the City will use if the demolition has not been completed by the developer consistent with the terms of the agreement;

For the other construction staging areas, the terms would be modelled on standard City licensing agreements. With respect to the financial terms for the agreement(s), staff recommend that the land be provided to the developer at a nominal rate given the timing of the dedications, the

temporary nature of the use, and the value to the City of the proposed off-street construction staging.

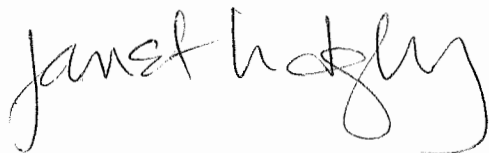
### **Financial Impact or Economic Impact**

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is \$20,000.00. This will be considered as part of the 2019 Operating Budget.

### **Conclusion**

The application to rezone the properties at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road to a new site-specific zone is consistent with the City Centre Area Plan Specific Land Use Map provisions and other Council policy. The mix of uses will contribute to a lively City core and the proposed affordable and market rental housing will support housing options for future residents. The design of the development, with its porous ground level and increased opportunity for retail frontages, will enhance pedestrian connectivity and utilization of the public realm. Contributions to child care and community facilities will assist with the future development of needed services for the neighbourhood.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9825, be introduced and given first reading.



Janet Digby, Architect AIBC  
Planner 3  
(604-247-4620)

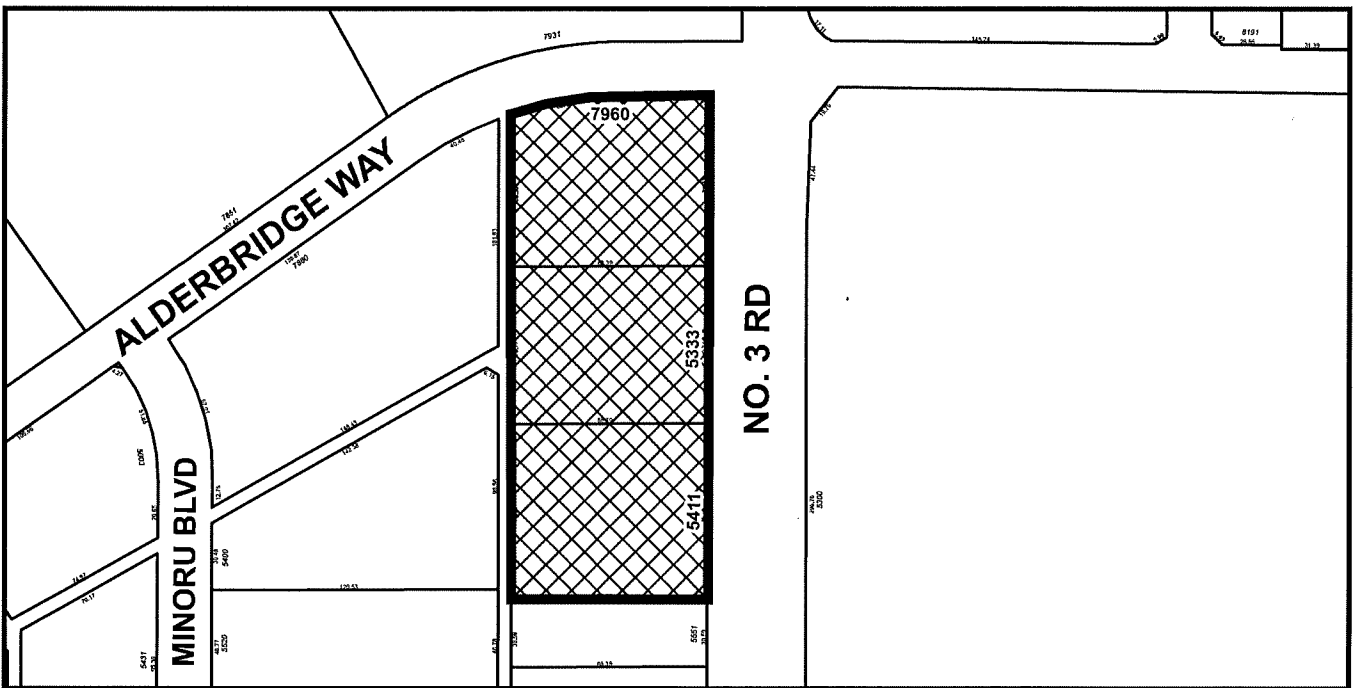
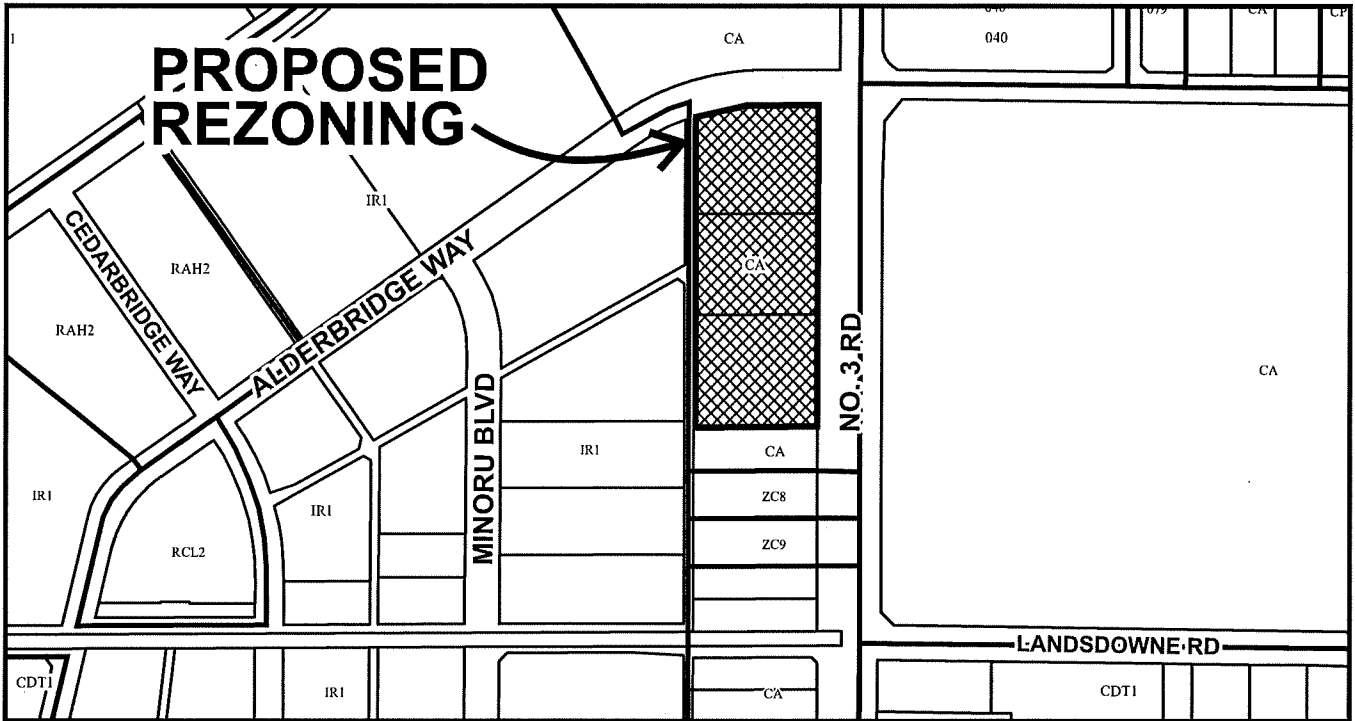
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- Attachment 1: Location Map and Aerial 2
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lansdowne Village Specific Land Use Map
- Attachment 5: Rezoning Considerations
- Attachment 6: Preliminary Functional Road Drawings
- Attachment 7: Tree Survey
- Attachment 8: Preliminary Subdivision Plan

Encl.



City of  
Richmond



RZ 15-692485

Original Date: 02/23/15

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 15-692485

Original Date: 02/23/15

Revision Date:

Note: Dimensions are in METRES

CNCL - 250

# 7960 ALDERBRIDGE WAY

ISSUED FOR 60% REVIEW



## BP - DRAWING LIST

- AA1 REGIONAL UTILITY AND SERVICES
- AA2 SITE PLAN
- AA3 SITE PLAN
- AA4 SITE PLAN
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- AA79 SITE PLAN
- AA80 SITE PLAN
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- AA96 SITE PLAN
- AA97 SITE PLAN
- AA98 SITE PLAN
- AA99 SITE PLAN
- AA100 SITE PLAN



**PROJECT TEAM:**

<b>OWNER</b> CENTRAL STREET DEVELOPMENT GROUP 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.centralstreetgroup.com	<b>ARCHITECT</b> GBL ARCHITECTS INC. 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.gblarchitects.com	<b>MARKETING</b> CENTRAL STREET 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.centralstreetgroup.com	<b>LANDSCAPE ARCHITECT</b> LANDSCAPE ARCHITECTS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.landscapearchitects.com	<b>CONSTRUCTION</b> CENTRAL STREET 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.centralstreetgroup.com	<b>STRUCTURAL</b> STRUCTURAL ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.structuralengineers.com	<b>ELECTRICAL</b> ELECTRICAL ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.electricalengineers.com	<b>MECHANICAL</b> MECHANICAL ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.mechanicalengineers.com	<b>GEOTECHNICAL</b> GEOTECHNICAL ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.geotechnicalengineers.com	<b>TRAFFIC ENGINEER</b> TRAFFIC ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.trafficengineers.com	<b>ENVIRONMENTAL</b> ENVIRONMENTAL ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.environmentalengineers.com	<b>ACOUSTIC</b> ACOUSTIC ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.acousticengineers.com	<b>CIVIL</b> CIVIL ENGINEERS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.civilengineers.com	<b>LEED CONSULTANT</b> LEED CONSULTANTS 1000 CENTRAL STREET VANCOUVER, BC V6C 3E8 www.leedconsultants.com
--	--	--	---	---	--	--	--	--	--	---	--	---	---

## ATTACHMENT 2 CONCEPT ONLY



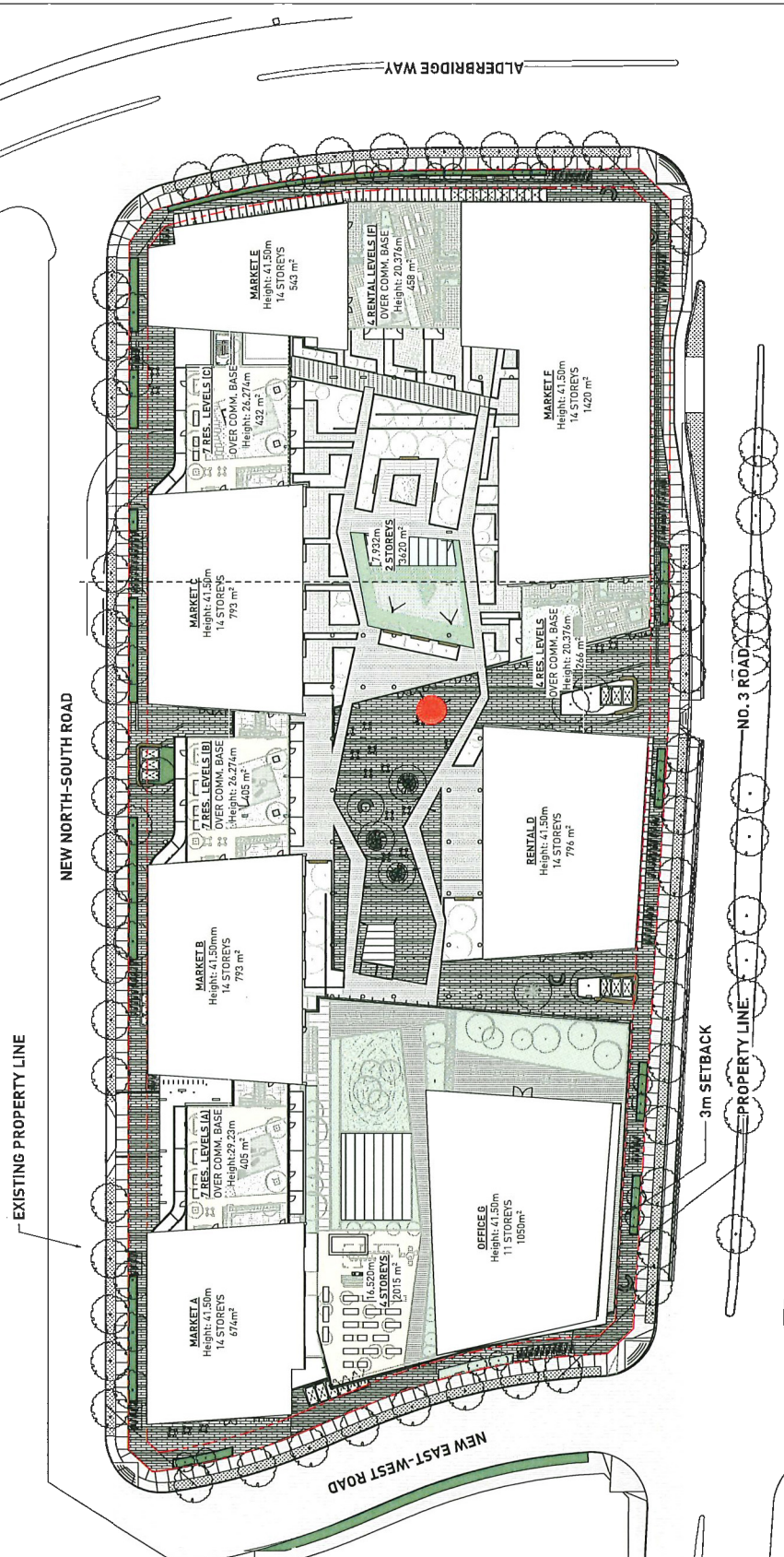
REVISIONS	DATE	DESCRIPTION
01	10/15/18	ISSUED FOR 45% REVIEW
02	11/05/18	ISSUED FOR 65% REVIEW
03	11/15/18	ISSUED FOR 85% REVIEW
04	12/05/18	ISSUED FOR 95% REVIEW
05	12/15/18	ISSUED FOR 100% REVIEW

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 65% REVIEW

CONTEXT PLAN

DATE: 11/15/18  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020









REVISIONS  
NO. DATE DESCRIPTION  
01 08/15/2017 INITIAL CONCEPT  
02 08/22/2017 PRELIMINARY DESIGN  
03 09/05/2017 PRELIMINARY DESIGN  
04 09/12/2017 PRELIMINARY DESIGN  
05 09/19/2017 PRELIMINARY DESIGN

7960 ALDERBRIDGE  
WAY

ISSUED FOR 60% REVIEW

SOUTHEAST  
RENDER

DATE: 08/15/2017  
DRAWN BY: J. GIBSON  
CHECKED BY: J. GIBSON  
JOB NUMBER: 17020

A1.34



CNCL - 254





REVISIONS  
NO. DATE DESCRIPTION  
01 05/15/18 INITIAL DESIGN  
02 06/01/18 PERMANENTLY FROZEN  
03 06/01/18 REVISION FOR REVIEW

7960 ALDERBRIDGE  
WAY  
ISSUED FOR 40% REVIEW  
SOUTHWEST  
RENDER  
DRAWN BY: JENNIFER LEE  
CHECKED BY: JENNIFER LEE  
JOB NUMBER: 17020



CNCL - 256



REVISIONS  
NO. DATE DESCRIPTION  
01 08/20/2024 INITIAL DESIGN  
02 09/05/2024 REVISIONS TO PERMITS  
03 09/15/2024 REVISIONS TO PERMITS  
04 09/25/2024 REVISIONS TO PERMITS

7960 ALDERBRIDGE  
WAY

ISSUED FOR 60% REVIEW

NORTHWEST  
RENDER

DATE: 09/25/2024  
DRAWN BY: J. SMITH  
CHECKED BY: M. SMITH  
JOB NUMBER: 17020



CNCL - 257



CNCL - 258



REVISIONS	
NO.	DATE
01	08/15/18
02	09/10/18
03	10/01/18
04	10/22/18
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7950 ALDERBRIDGE  
 WAY  
 ISSUED FOR 60% REVIEW

RENDERED  
 ELEVATIONS

DATE: 11/01/18  
 DRAWN BY: JRM  
 CHECKED BY: JRM  
 SCALE: AS SHOWN  
 JOB NUMBER: 17020



CNCL - 259

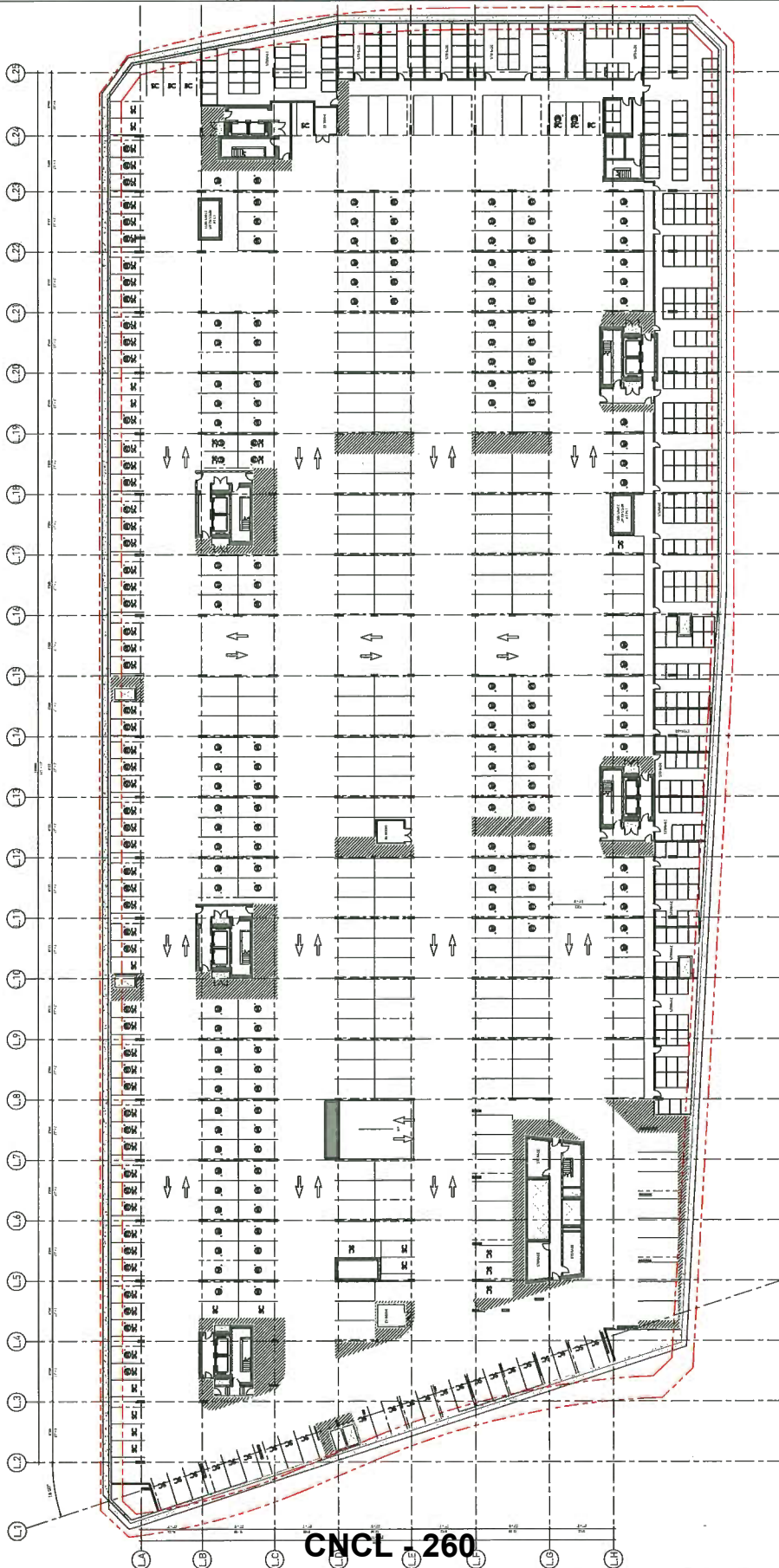


CNCL - 260



REVISIONS

NO.	DATE	DESCRIPTION
1	09/08/18	PERMANENTLY FOR DP
2	10/02/18	MODIFY
3	10/23/18	ADD FOR PERM REVIEW



7960 ALDERBRIDGE  
WAY

ISSUED FOR 60% REVIEW

LEVEL PL-3 PLAN

PROJECT: 2018-0142-018-01  
DRAWN BY: J. GILL  
CHECKED BY: J. GILL  
DATE: 10/23/18  
JOB NUMBER: 17020

A2.00 - DP

NO.	DATE	DESCRIPTION
01	12/15/11	ISSUE FOR PERMITS
02	08/01/12	ISSUE FOR 60% REVIEW
03	08/01/12	ISSUE FOR 100% REVIEW

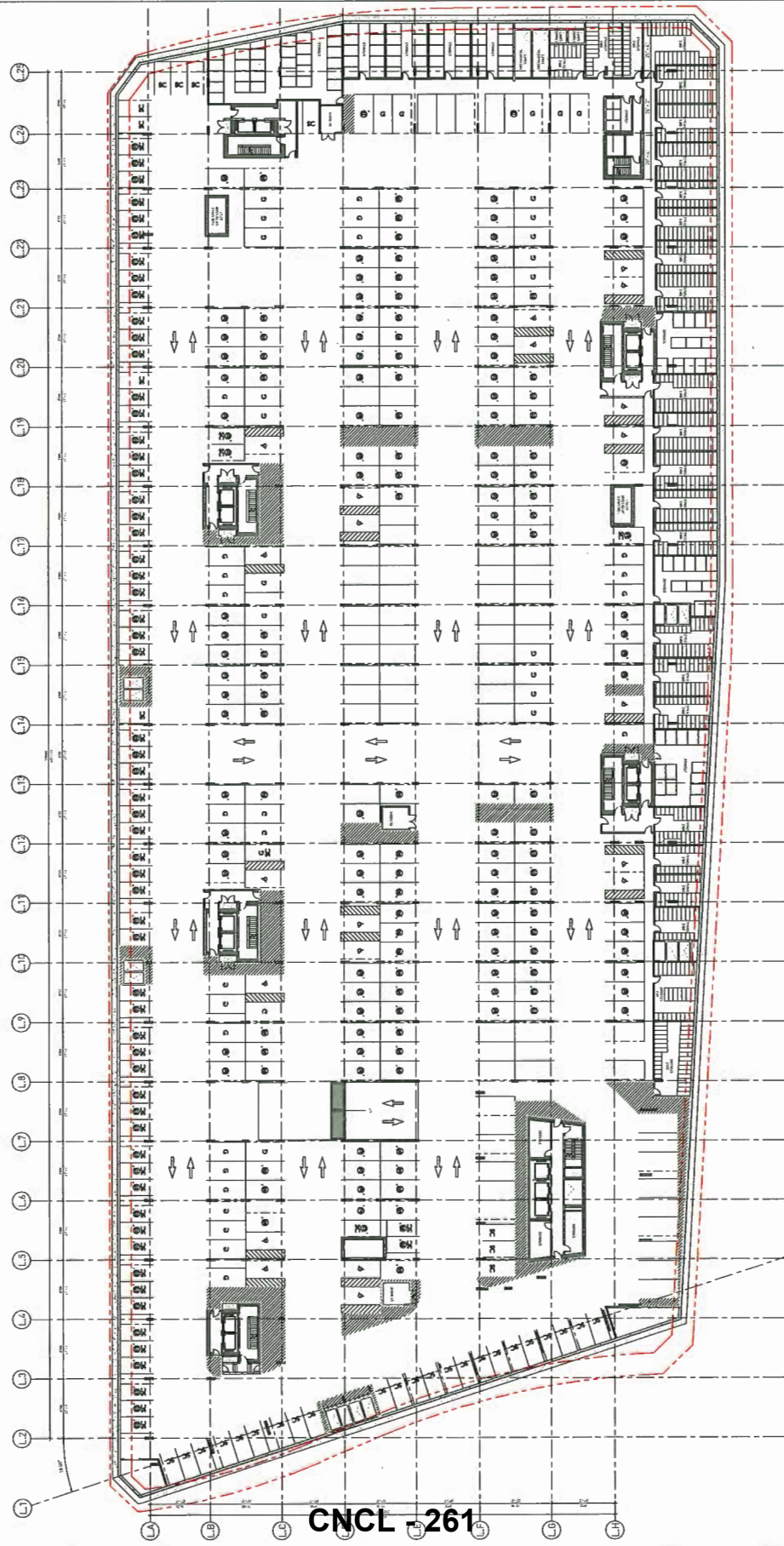
7960 ALDERBRIDGE  
WAY

ISSUED FOR 60% REVIEW

LEVEL PL-2 PLAN

DATE: 08/01/12  
 APPROVED BY: [Signature]  
 CHECKED BY: [Signature]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 177020

A2.01 - DP



CNCL 261

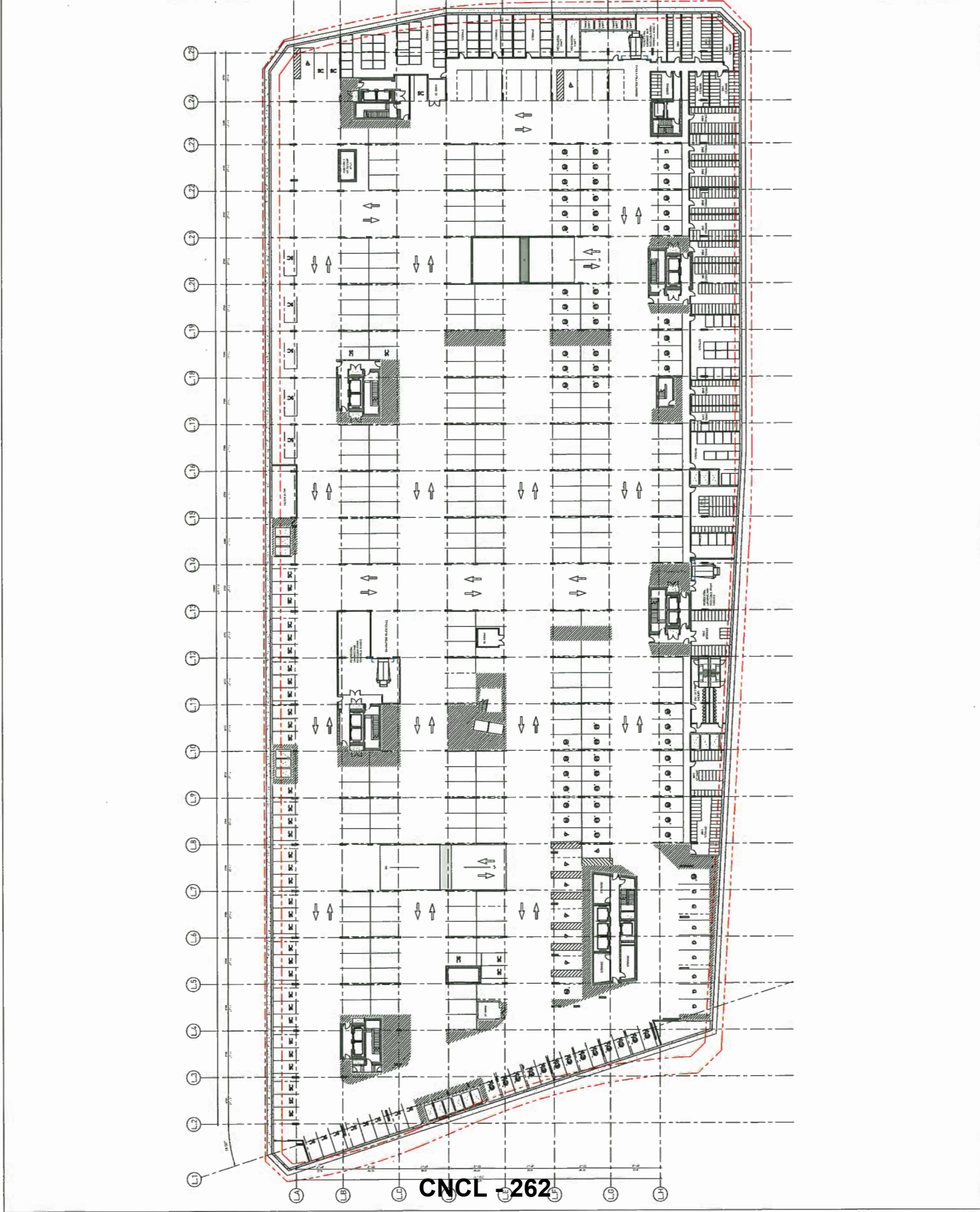




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7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 60% REVIEW  
 LEVEL PL-1 PLAN  
 DATE: 02/01/12  
 APPROVED BY: [Signature]  
 CHECKED BY: [Signature]  
 JOB NUMBER: 17020

**A2.02 - DP**



**CNCL 262**



REVISIONS	
NO.	DATE
BY	DESCRIPTION
BY	DESCRIPTION
BY	DESCRIPTION

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 40% REVIEW

FAR\_L1

DATE: 08/14/2014  
 CHECKED BY: [Name]  
 JOB NUMBER: 17020

A14.0

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CNCL - 263



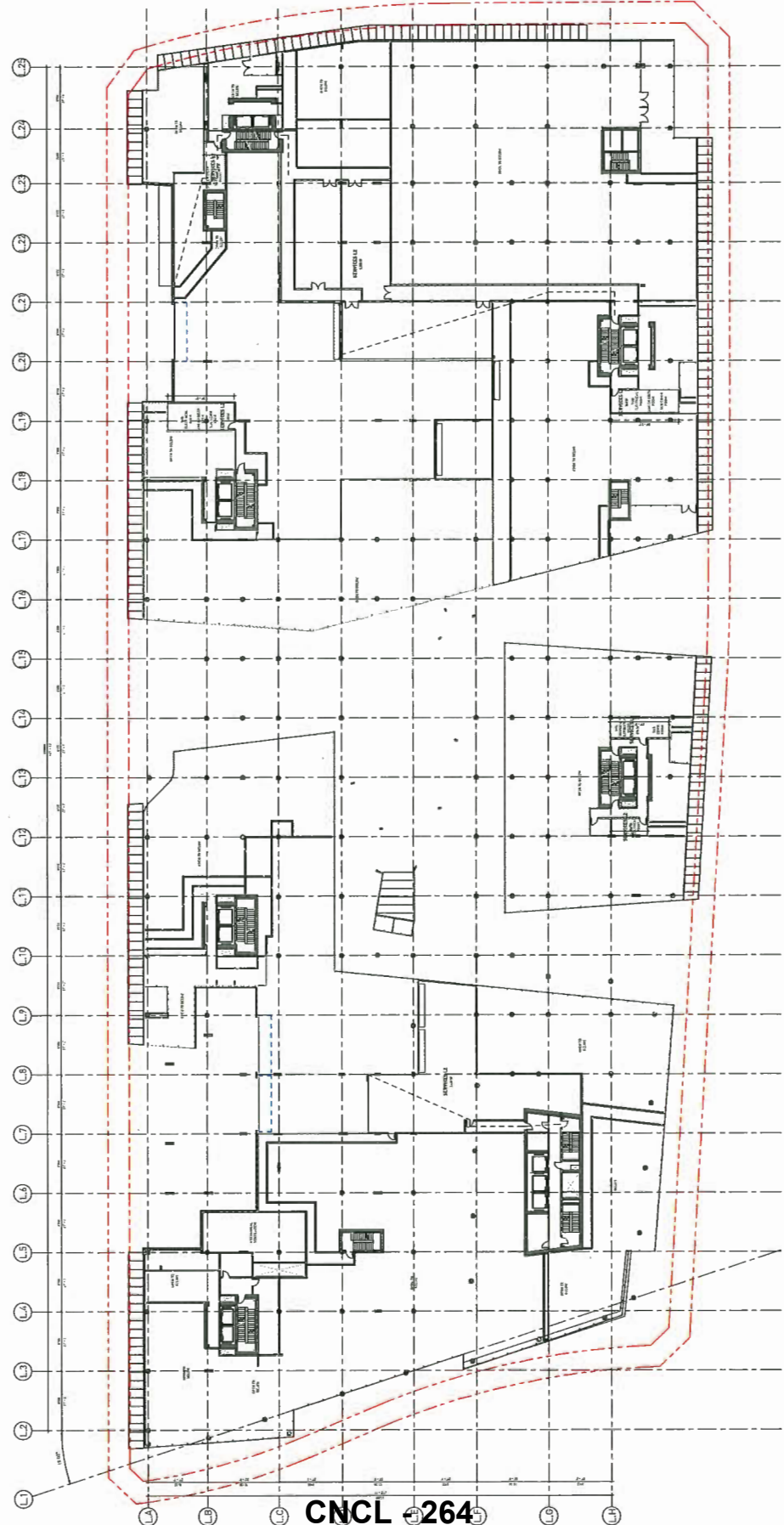
NO.	DATE	DESCRIPTION
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02	11/02/11	ISSUED FOR 40% REVIEW
03	11/02/11	ISSUED FOR 40% REVIEW

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 40% REVIEW

LEVEL 2 PLAN

DATE: 11/02/11  
 CHECKED BY: [Signature]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.02 - DP



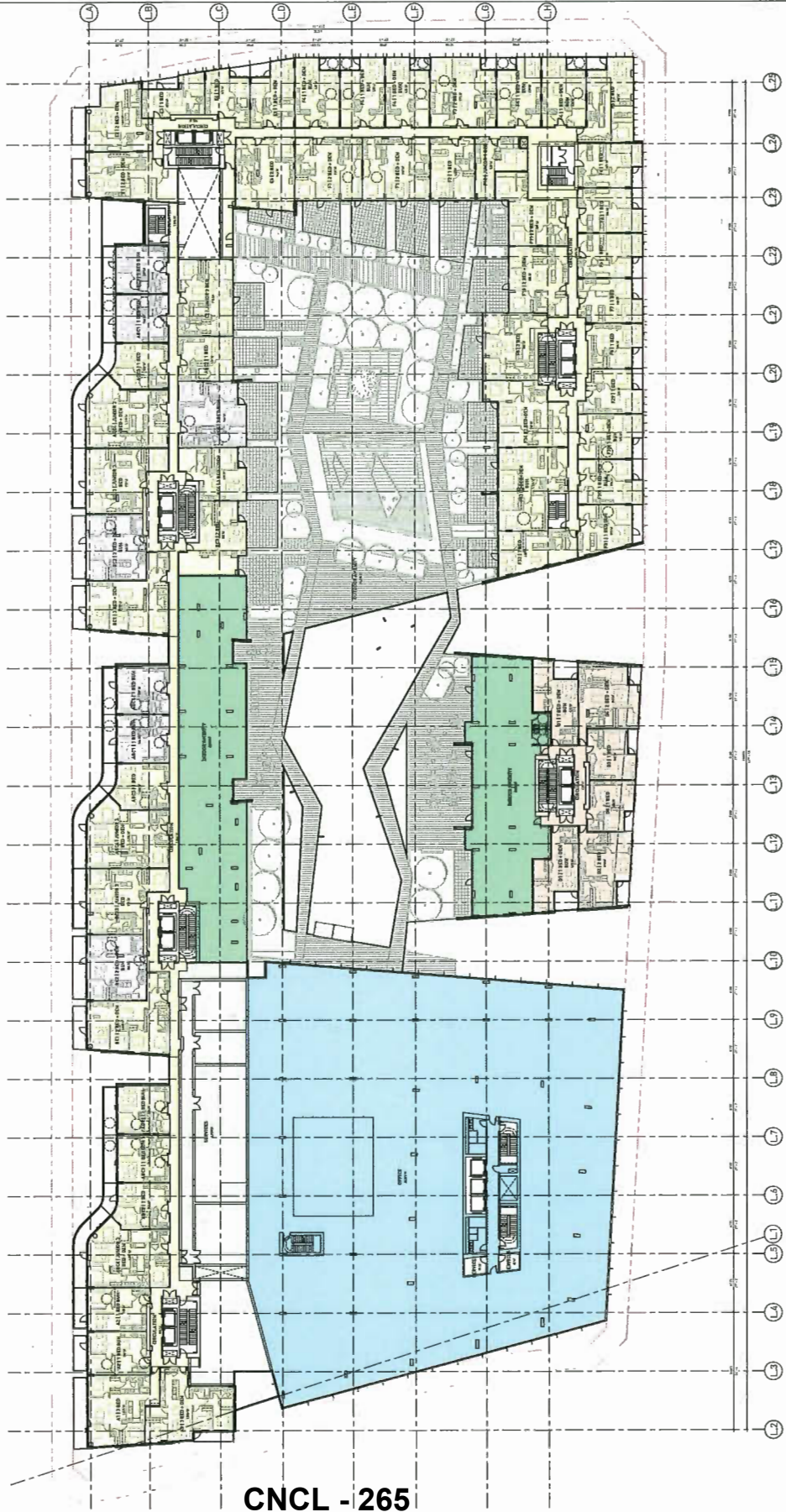
CNCL 264

REVISIONS	DATE	BY	CHKD	DESCRIPTION

7960 ALDERBRIDGE  
WAY  
ISSUED FOR 40% REVIEW

FAR\_L3

DATE: 02/28/2017  
DRAWN BY: JACOBSON  
CHECKED BY: JACOBSON  
SCALE: 1/8"=1'-0"  
JOB NUMBER: 17020



CNCL -265

REVISIONS	NO.	DATE	DESCRIPTION

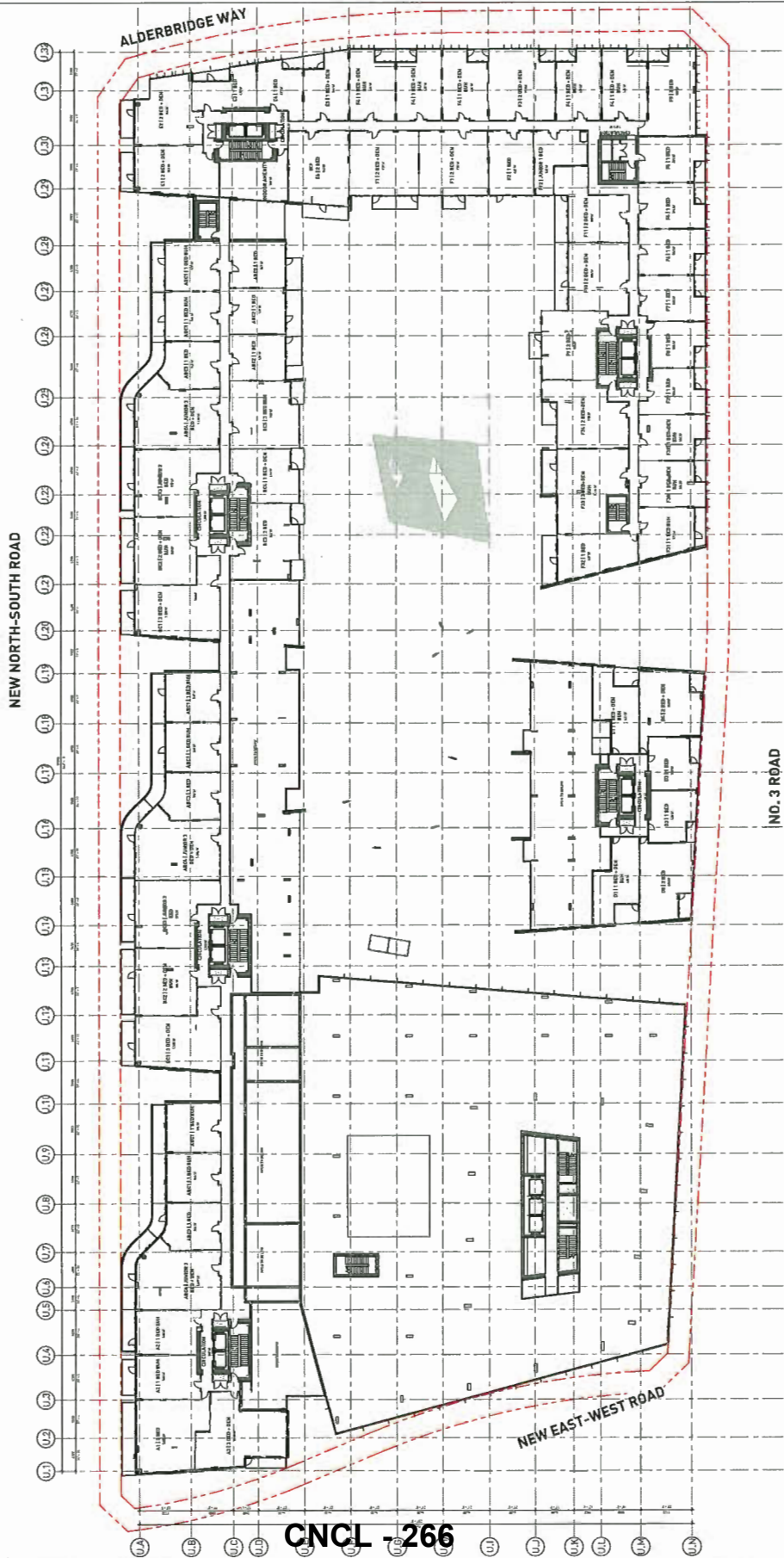
7960 ALDERBRIDGE WAY  
 WAY

ISSUED FOR 40% REVIEW

LEVEL 4  
 RESIDENTIAL PLAN

DATE: 11/11/20  
 CREATED BY: [Name]  
 SCALE: 1/8"=1'-0"  
 JOB NUMBER: 17020

A3.04 - DP

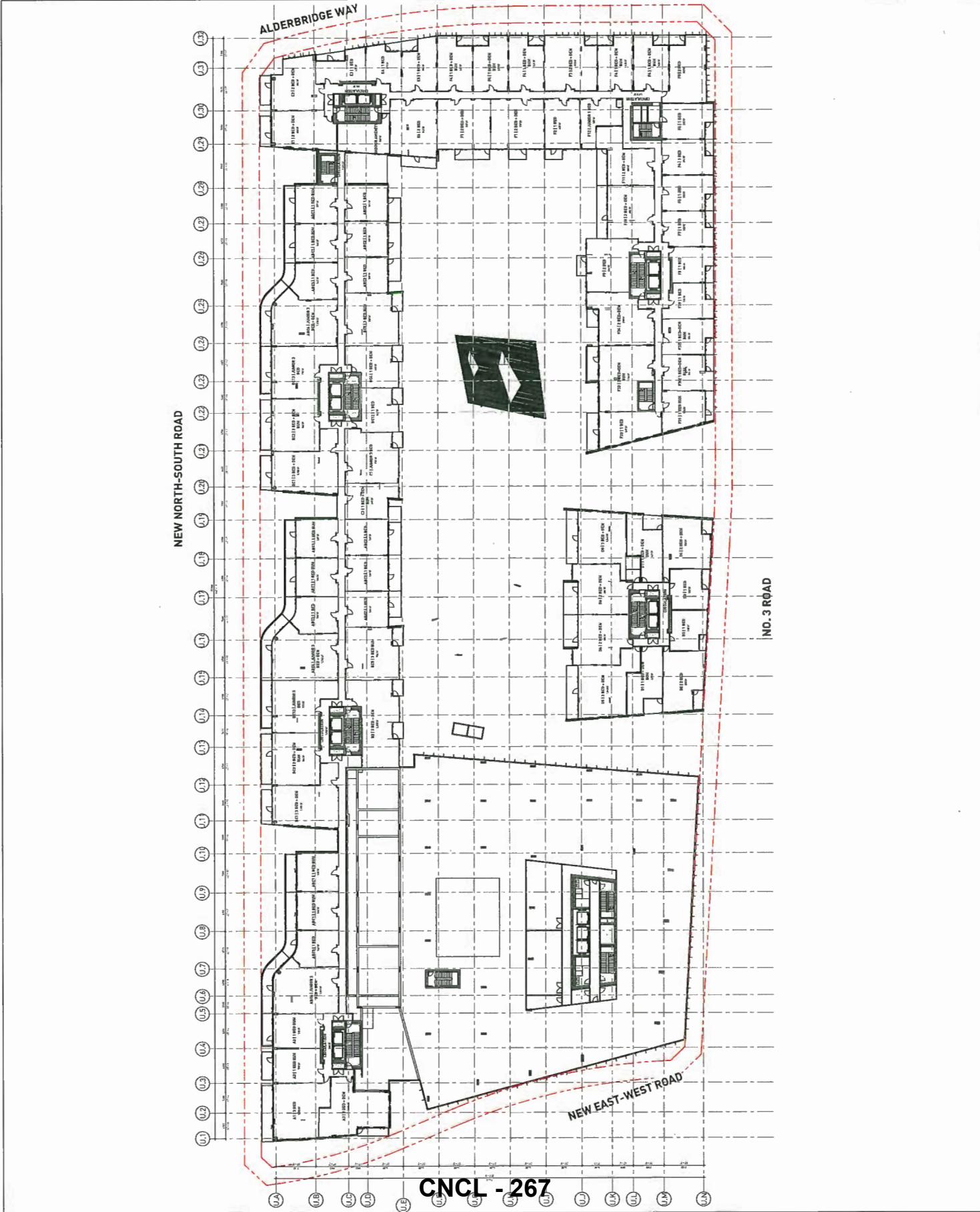


CNCL -266

REVISIONS	NO.	DATE	BY	DESCRIPTION
	1	10/10/18	MM	PROVISIONAL FOR ILLUSTRATION
	2	10/10/18	MM	EXISTING WALL REMOVAL

7960 ALDERBRIDGE WAY  
 ISSUED FOR 40% REVIEW  
 LEVEL 5  
 RESIDENTIAL PLAN  
 DATE: 10/10/18  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

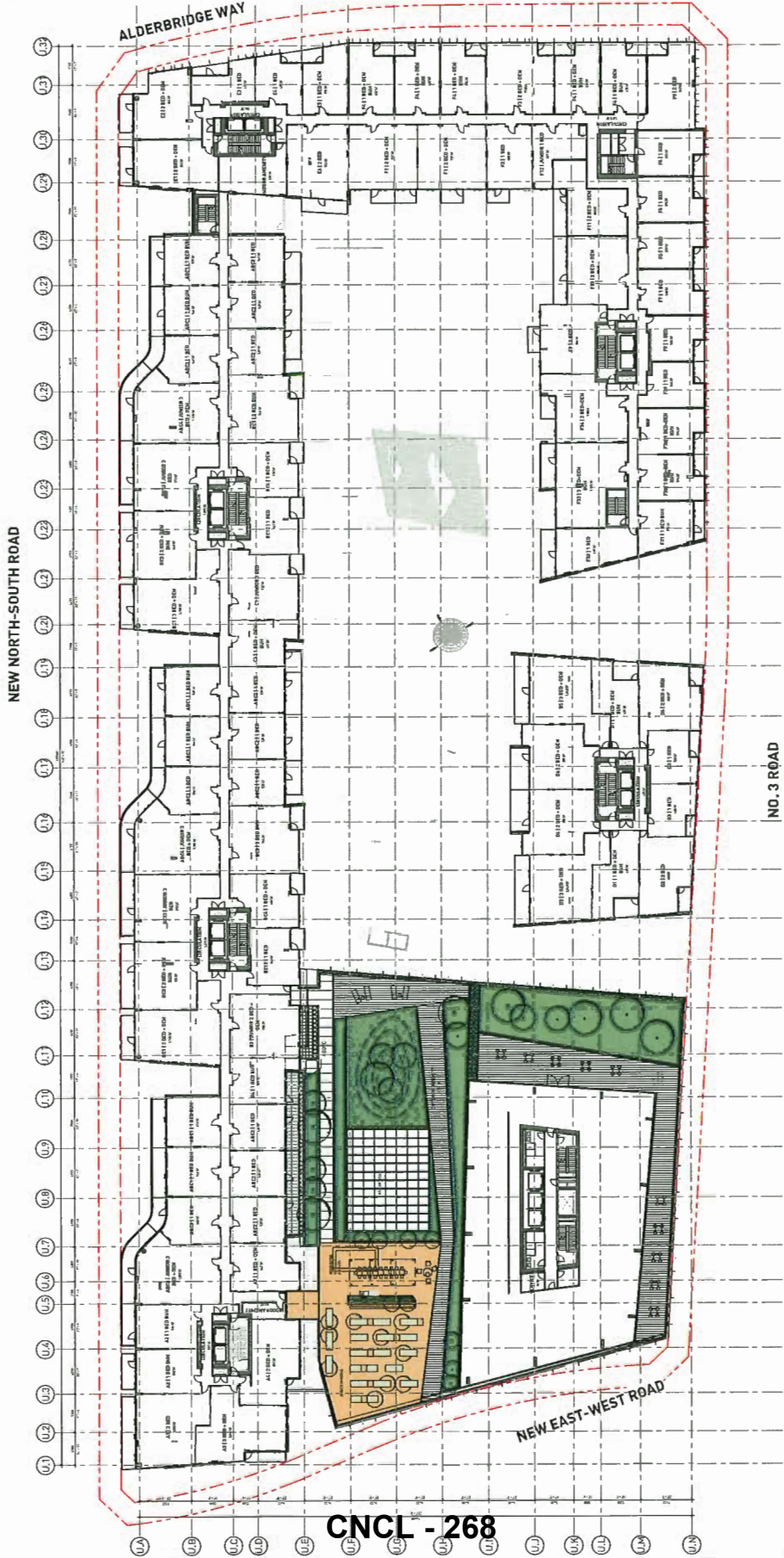
**A3.05 - DP**



**CNCL - 267**

REVISIONS	DATE	DESCRIPTION
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7960 ALDERBRIDGE WAY  
 ISSUED FOR 60% REVIEW  
 LEVEL 6  
 RESIDENTIAL PLAN  
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**A3.06 - DP**

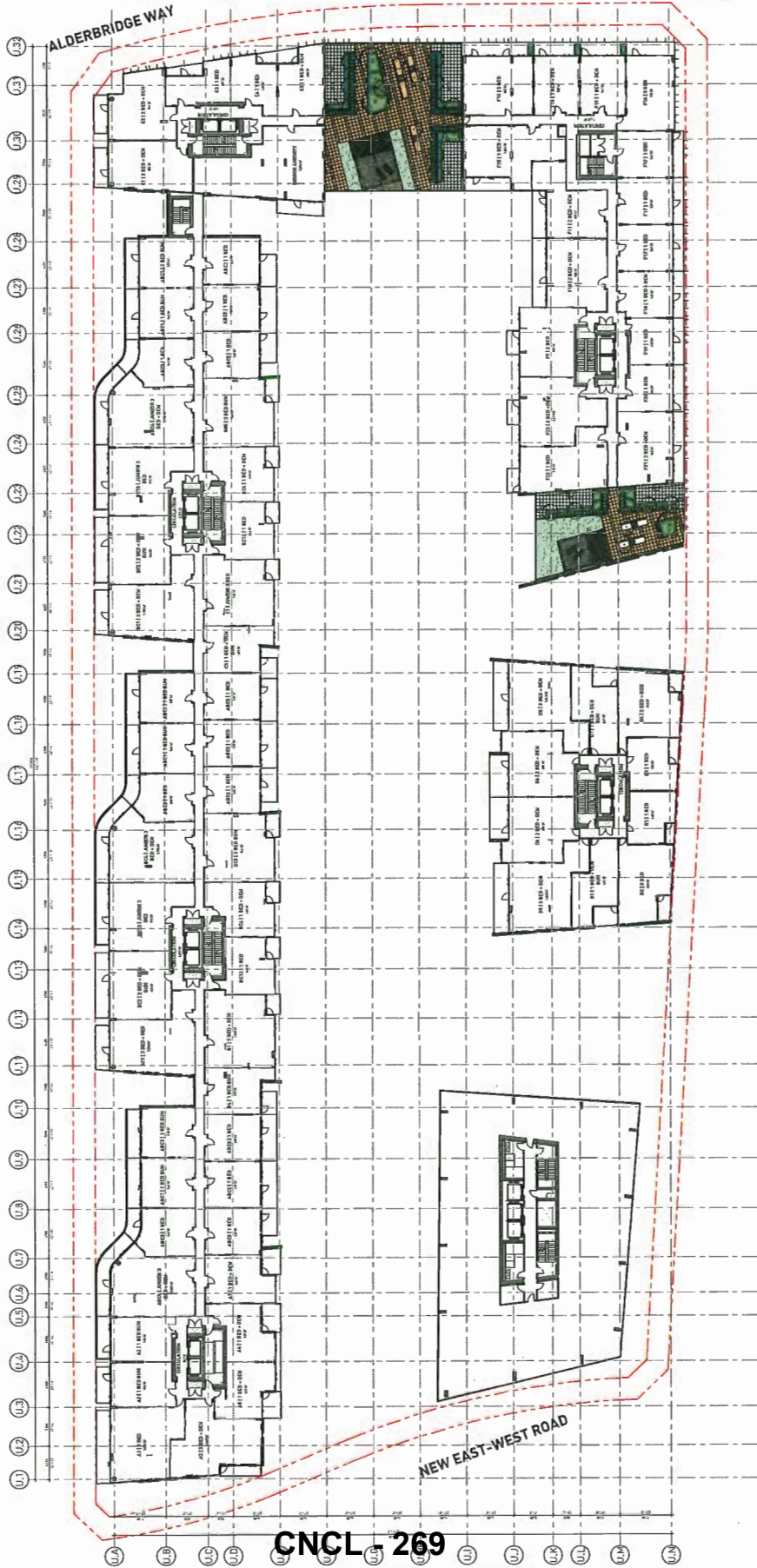


**CNCL - 268**

NO.	DATE	DESCRIPTION
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03	11/10/14	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 60% REVIEW  
 LEVEL 7  
 RESIDENTIAL PLAN  
 DATE: 11/10/14  
 ARCHITECT: GBL  
 SCALE: 1:100  
 JOB NUMBER: 17020

NEW NORTH-SOUTH ROAD



NO. 3 ROAD

CNCL 269



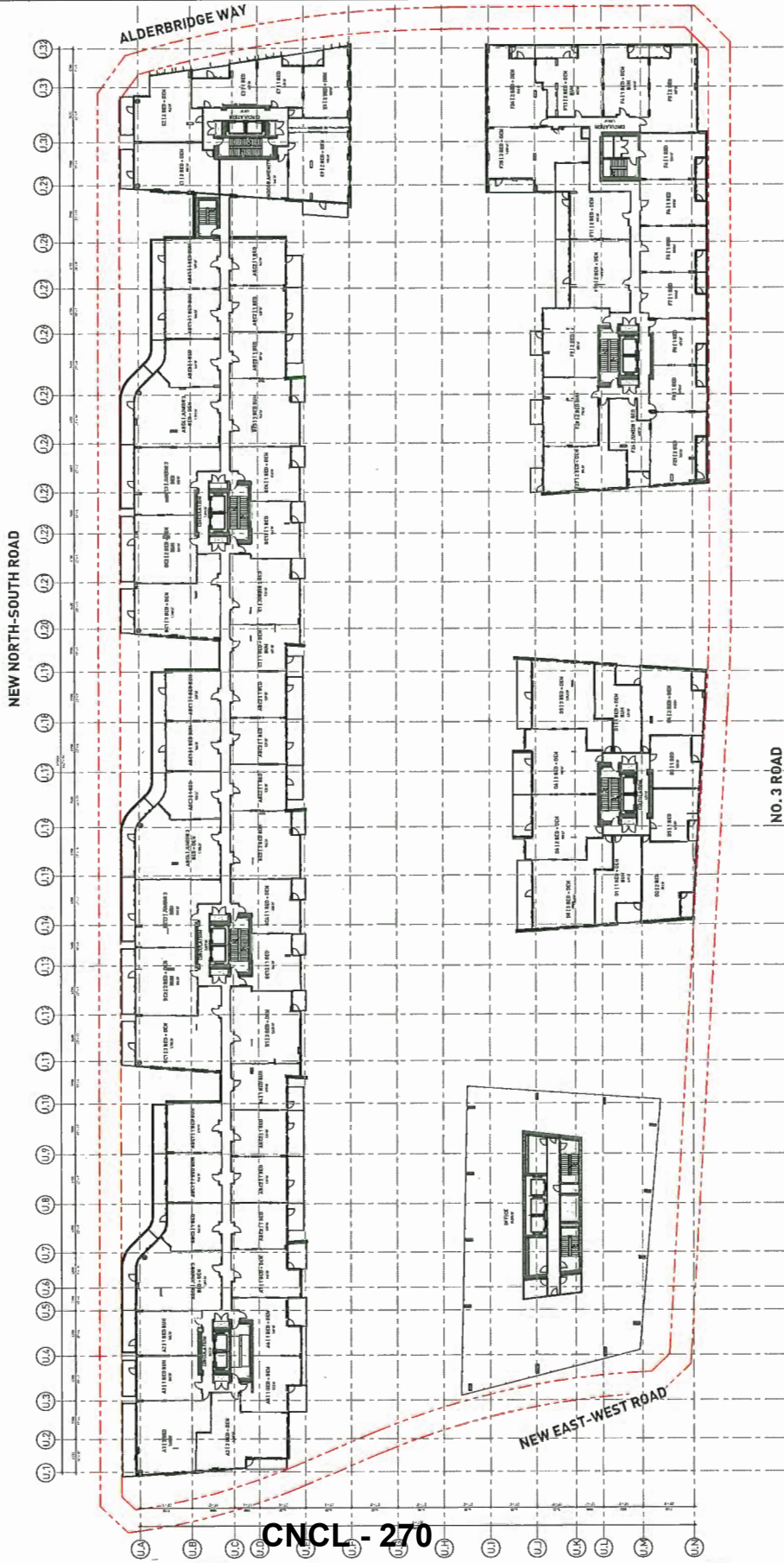
SYMBOL	DESCRIPTION
(Symbol)	REVISION
(Symbol)	DATE
(Symbol)	BY
(Symbol)	CHECKED
(Symbol)	DATE

7960 ALDERBRIDGE WAY

ISSUED FOR 60% REVIEW

LEVEL 8  
RESIDENTIAL PLAN

DATE: 07/18/2018  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1"=0'-0"  
 JOB NUMBER: 17020



CNCL - 270



REVISIONS	NO.	DATE	DESCRIPTION
	01	10/20/11	ISSUED FOR PERMITS
	02	10/20/11	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE WAY

ISSUED FOR 60% REVIEW

LEVEL 9  
RESIDENTIAL PLAN

DATE: 10/20/11  
 CHECKED BY: GBL  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.09 - DP

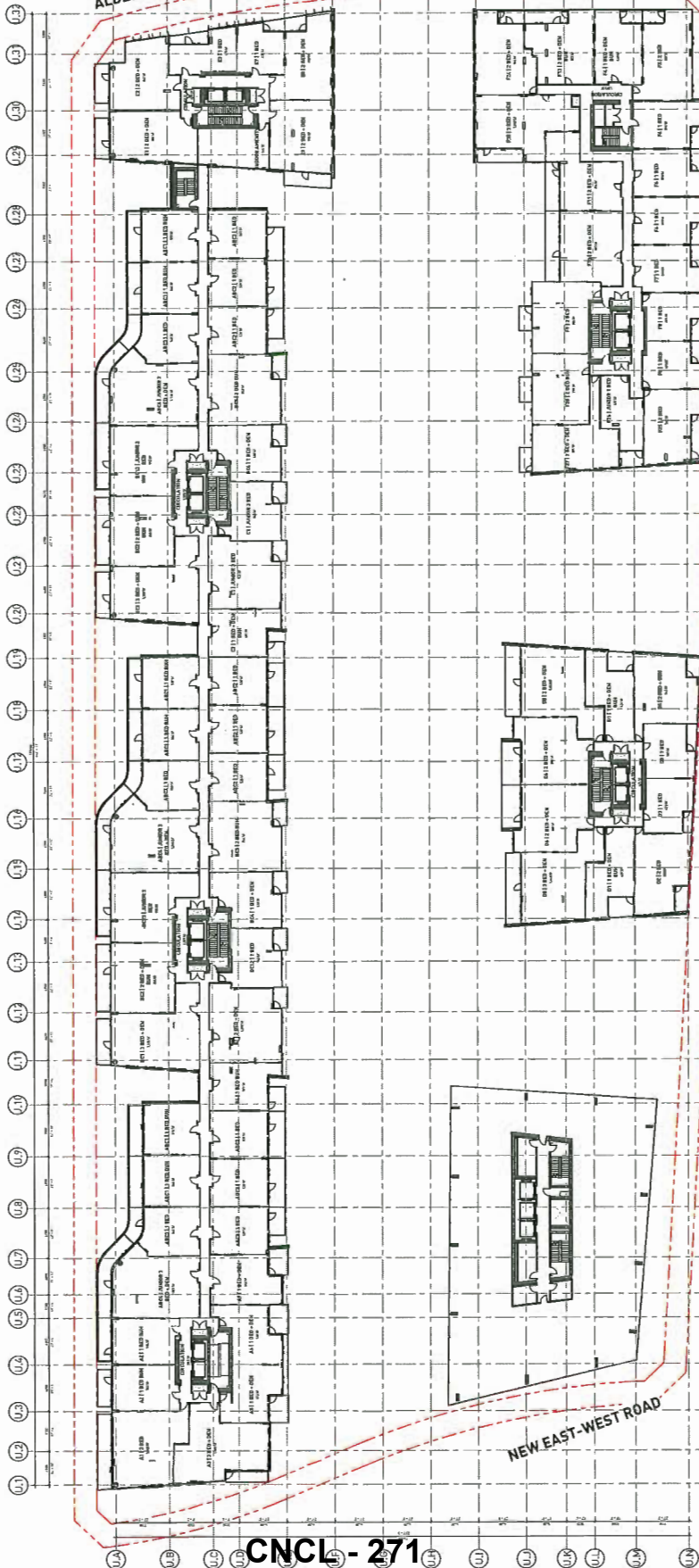
NEW NORTH-SOUTH ROAD

ALDERBRIDGE WAY

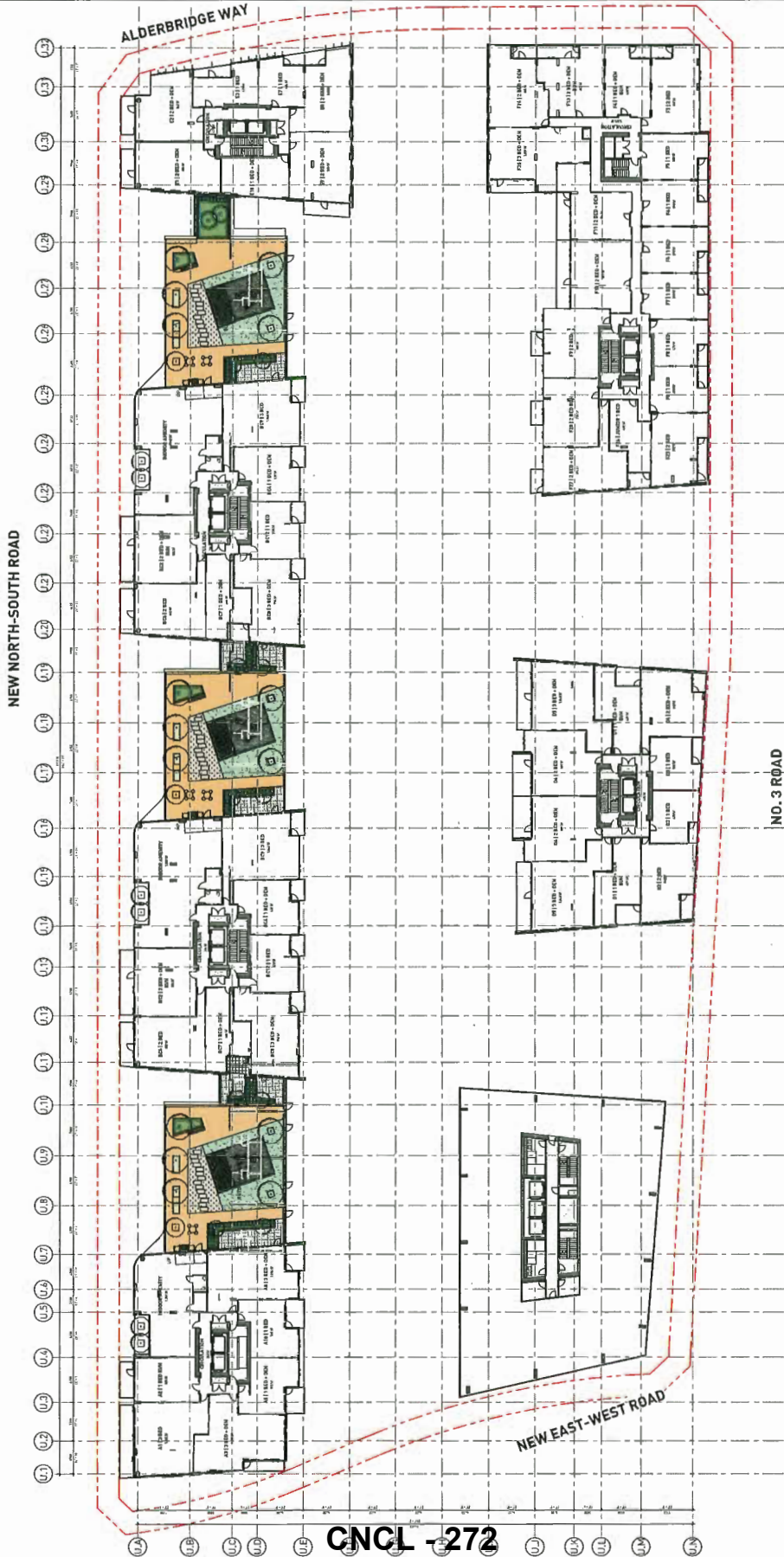
NO. 3 ROAD

NEW EAST-WEST ROAD

CNCL - 271



SYMBOL	DESCRIPTION
(Symbol)	WALL
(Symbol)	DOOR
(Symbol)	WINDOW
(Symbol)	CEILING
(Symbol)	FLOOR
(Symbol)	MECHANICAL
(Symbol)	ELECTRICAL
(Symbol)	PLUMBING
(Symbol)	MECHANICAL EQUIPMENT
(Symbol)	ELECTRICAL EQUIPMENT
(Symbol)	PLUMBING EQUIPMENT
(Symbol)	MECHANICAL EQUIPMENT
(Symbol)	ELECTRICAL EQUIPMENT
(Symbol)	PLUMBING EQUIPMENT



CNCL -272

7960 ALDERBRIDGE WAY

ISSUED FOR 60% REVIEW

LEVEL 10  
RESIDENTIAL PLAN

DATE: 08/09/10  
 CHECKED BY: JAC  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.10 - DP



REVISION	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR 80% REVIEW
02	01/15/2020	ISSUED FOR 80% REVIEW
03	01/15/2020	ISSUED FOR 80% REVIEW

7960 ALDERBRIDGE  
 WAY

ISSUED FOR 80% REVIEW

LEVEL 11  
 RESIDENTIAL PLAN

DATE: 01/15/2020  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.11 - DP

NEW NORTH-SOUTH ROAD

ALDERBRIDGE WAY

NO. 3 ROAD

NEW EAST-WEST ROAD



CNCL - 273

**REVISIONS**

NO.	DATE	DESCRIPTION
01	01/20/14	ISSUED FOR PERMITS
02	02/03/14	ISSUED FOR 40% REVIEW
03	02/03/14	ISSUED FOR 40% REVIEW

7960 ALDERBRIDGE WAY

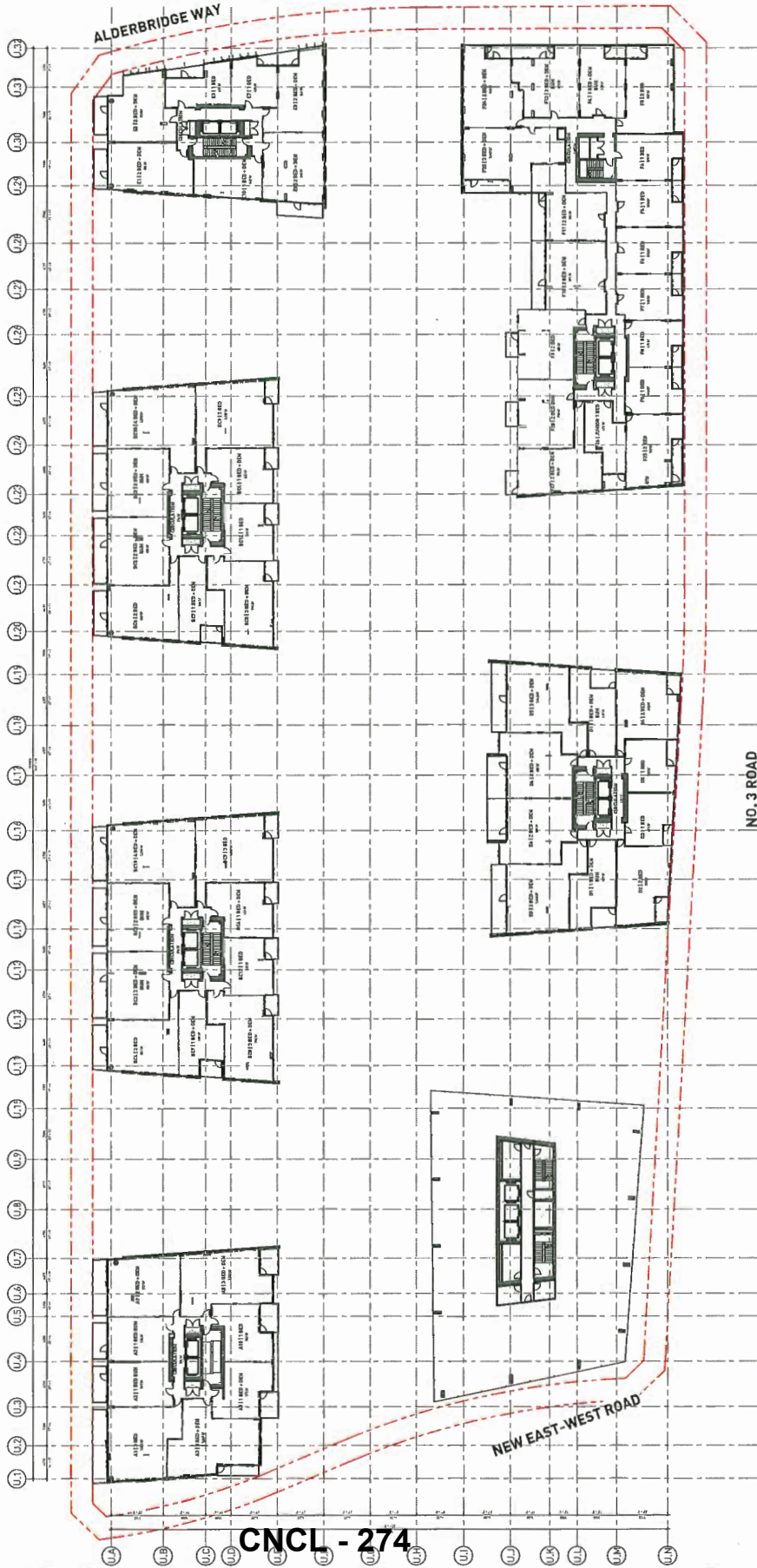
ISSUED FOR 40% REVIEW

LEVEL 12  
RESIDENTIAL PLAN

DATE: 02/03/14  
 DRAWN BY: GBL  
 CHECKED BY: GBL  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.12 - DP

NEW NORTH-SOUTH ROAD



CNCL - 274



NO.	DATE	DESCRIPTION
01	10/20/2010	ISSUED FOR 60% REVIEW
02	10/20/2010	ISSUED FOR 60% REVIEW
03	10/20/2010	ISSUED FOR 60% REVIEW

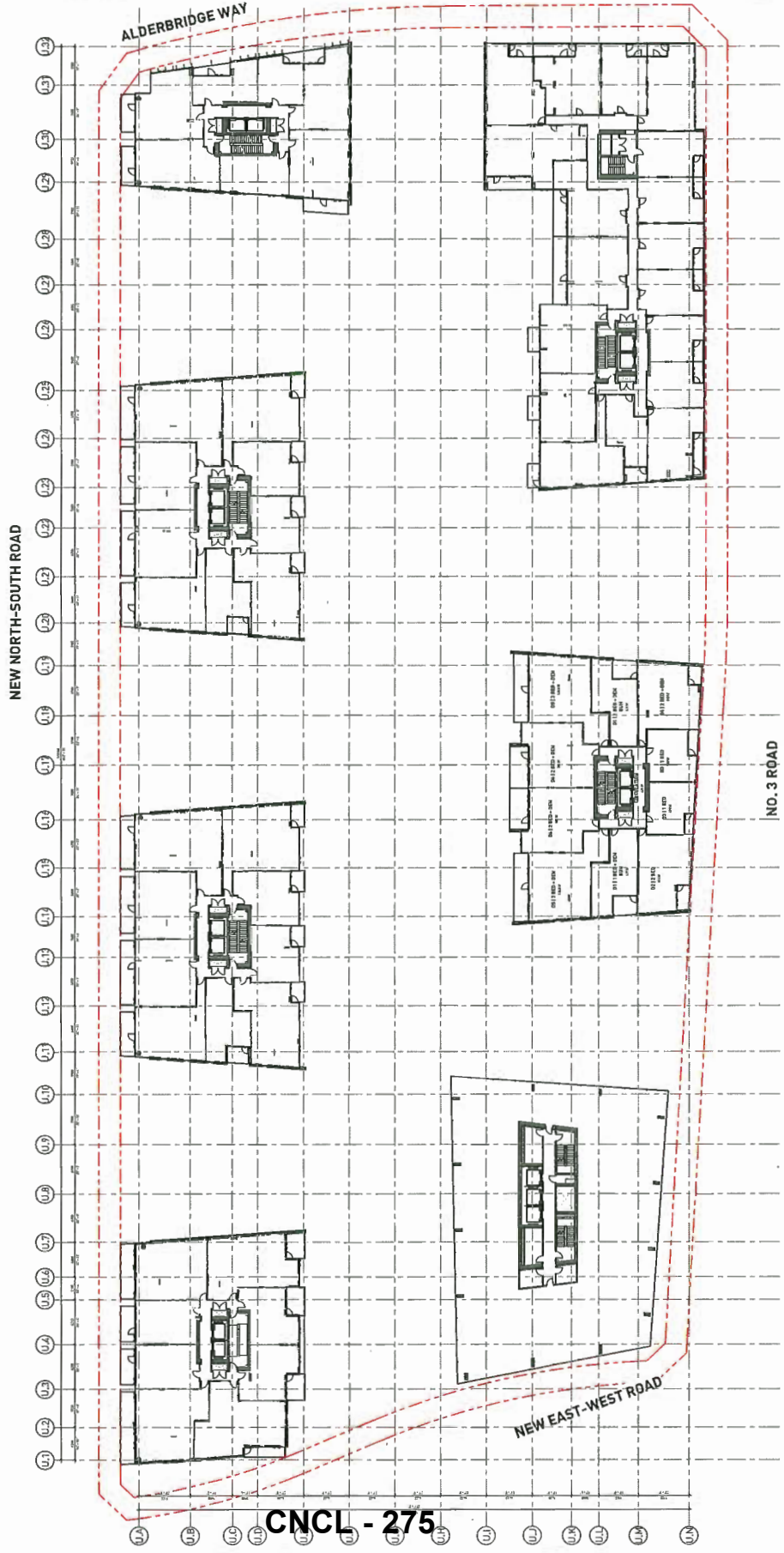
7960 ALDERBRIDGE WAY

ISSUED FOR 60% REVIEW

LEVEL 13  
RESIDENTIAL PLAN

DATE: 10/20/10  
 CHECKED BY: [Signature]  
 SCALE: 1/8"=1'-0"  
 JOB NUMBER: 171020

A3.13 - DP



CNCL - 275

NO.	DATE	DESCRIPTION
01	10/20/20	ISSUED FOR 40% REVIEW
02	10/20/20	ISSUED FOR 40% REVIEW
03	10/20/20	ISSUED FOR 40% REVIEW

7960 ALDERBRIDGE WAY

ISSUED FOR 40% REVIEW

LEVEL 14  
RESIDENTIAL PLAN

DATE: 10/20/20  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.14 - DP



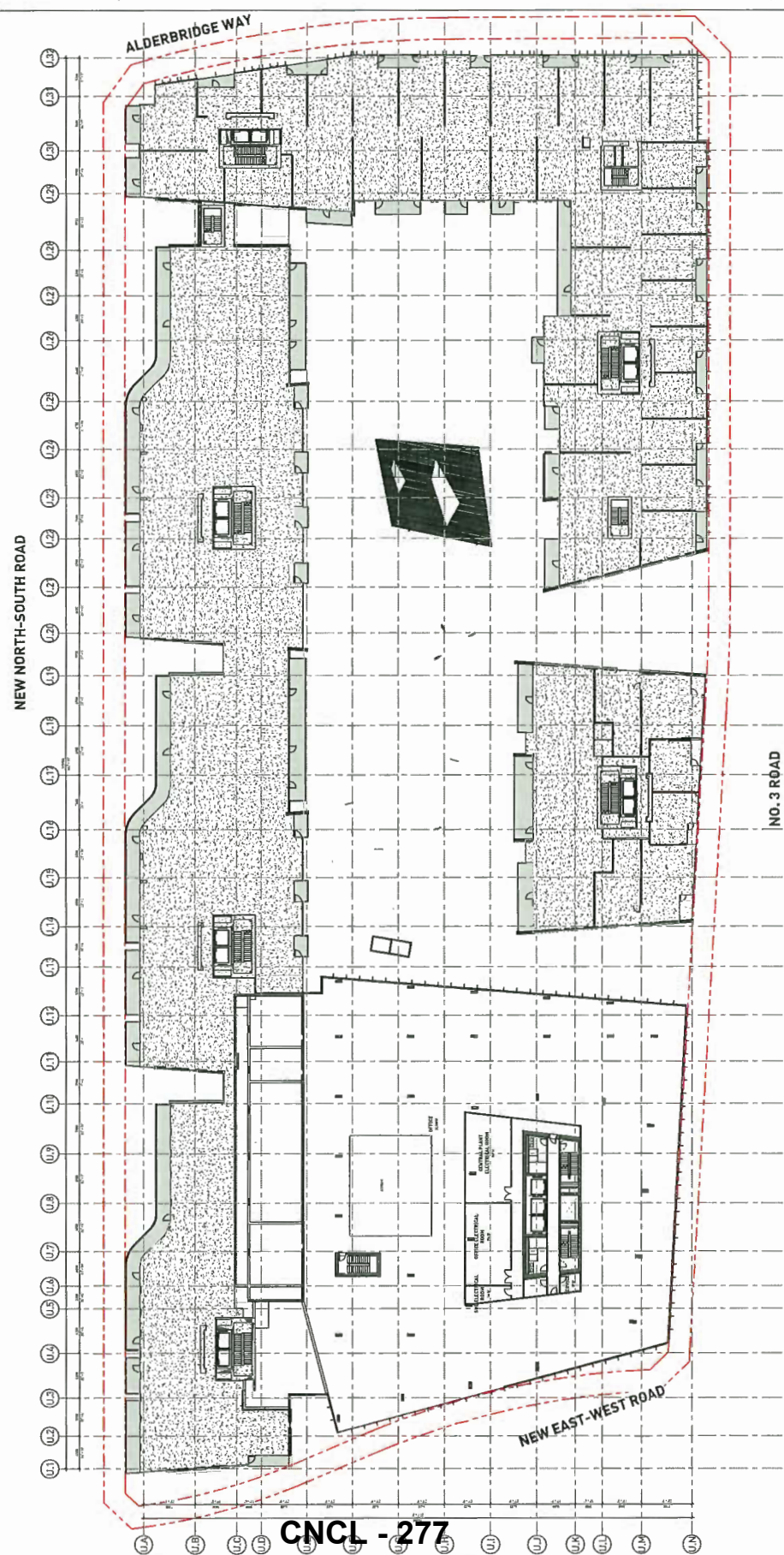
CNCL - 276



NO.	DATE	DESCRIPTION
01	12/28/11	ISSUED FOR 40% REVIEW
02	01/11/12	ISSUED FOR 60% REVIEW
03	01/11/12	ISSUED FOR 80% REVIEW

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 40% REVIEW  
 LEVEL 4 OFFICE  
 PLAN  
 DATE: 01/11/12  
 CHECKED BY: [Signature]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.24 - DP



CNCL - 277



NO.	DATE	DESCRIPTION
01	10/20/14	ISSUED FOR 40% REVIEW
02	11/10/14	REVISIONS
03	11/10/14	REVISIONS
04	11/10/14	REVISIONS
05	11/10/14	REVISIONS
06	11/10/14	REVISIONS
07	11/10/14	REVISIONS
08	11/10/14	REVISIONS
09	11/10/14	REVISIONS
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100	11/10/14	REVISIONS

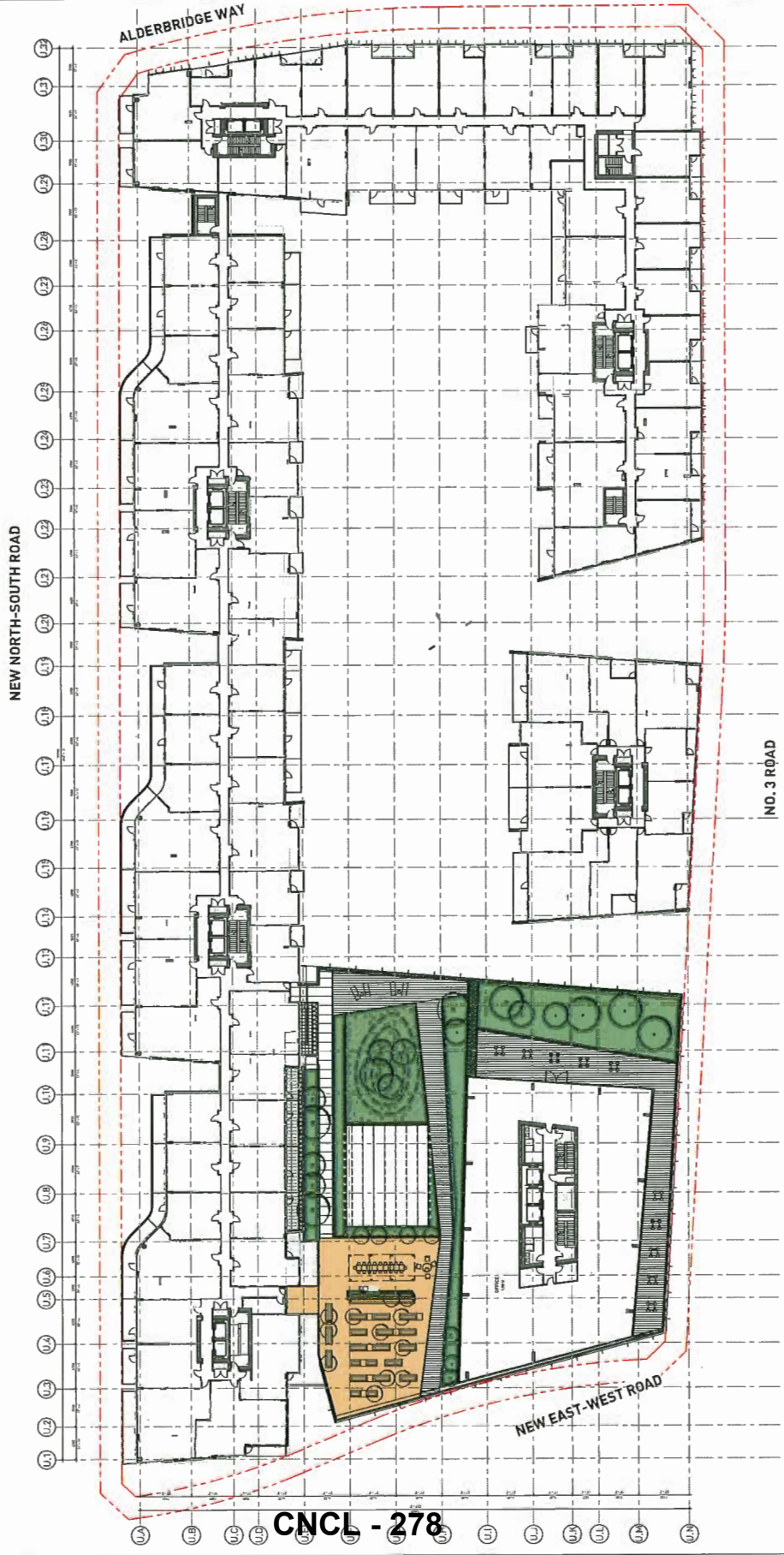
7960 ALDERBRIDGE WAY

ISSUED FOR 40% REVIEW

LEVEL 5 OFFICE PLAN

DATE: 11/10/14  
 CHECKED BY: [Signature]  
 SCALE: 1/8"=1'-0"  
 JOB NUMBER: 17020

A3.25 - DP



CNCL - 278



REVISION	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR 40% REVIEW
02	01/15/2020	ISSUED FOR 60% REVIEW
03	01/15/2020	ISSUED FOR 80% REVIEW
04	01/15/2020	ISSUED FOR 90% REVIEW
05	01/15/2020	ISSUED FOR 100% REVIEW

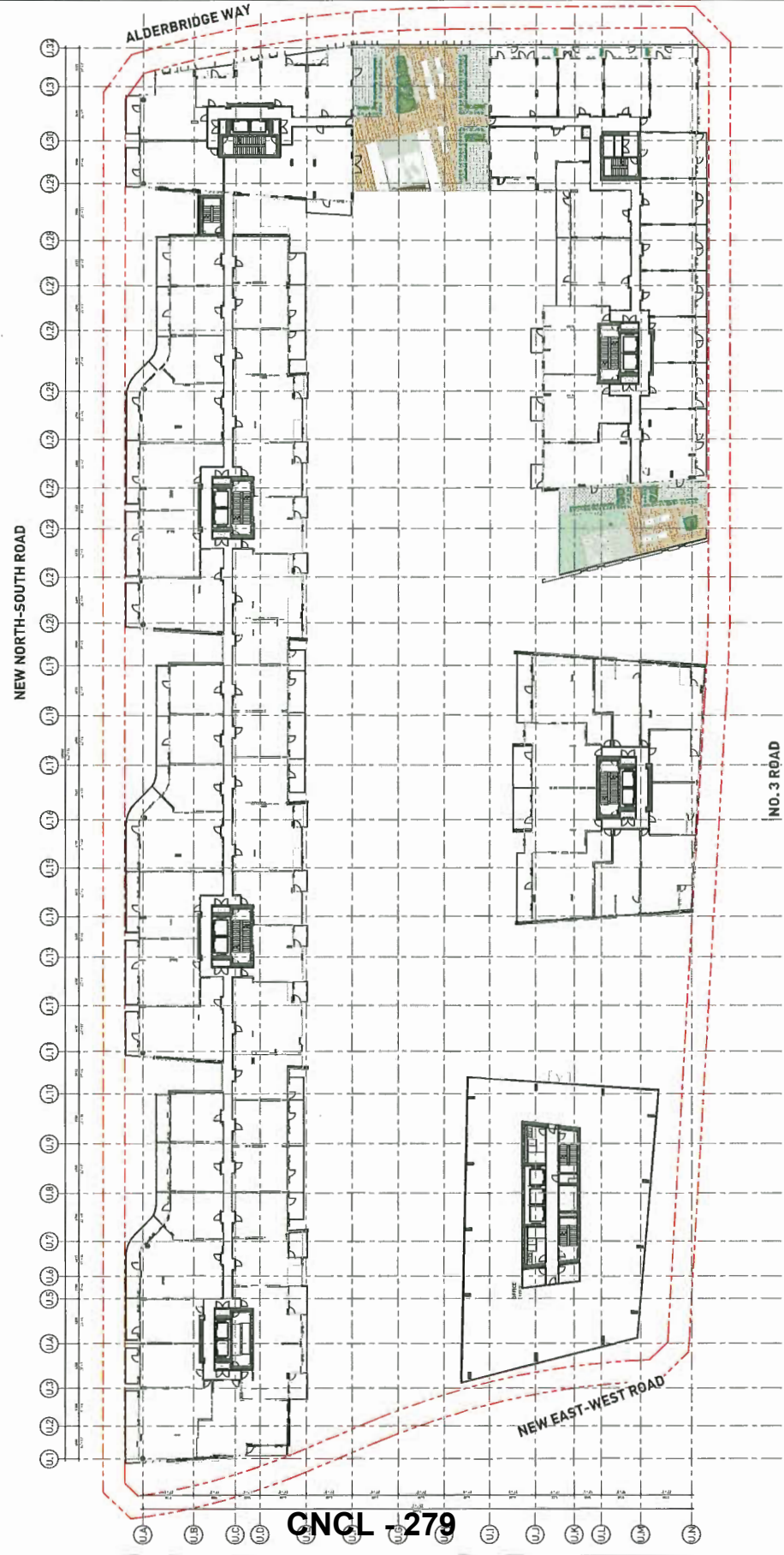
7960 ALDERBRIDGE  
 WAY

ISSUED FOR 60% REVIEW

LEVEL 6 OFFICE  
 PLAN

DATE: 01/15/2020  
 DRAWN BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A3.26 - DP



CNCL 279

**REVISIONS**

NO.	DATE	DESCRIPTION
01	10/22/01	ISSUED FOR PERMITS
02	11/14/01	REVISED FOR PERMITS
03	11/14/01	REVISED FOR PERMITS

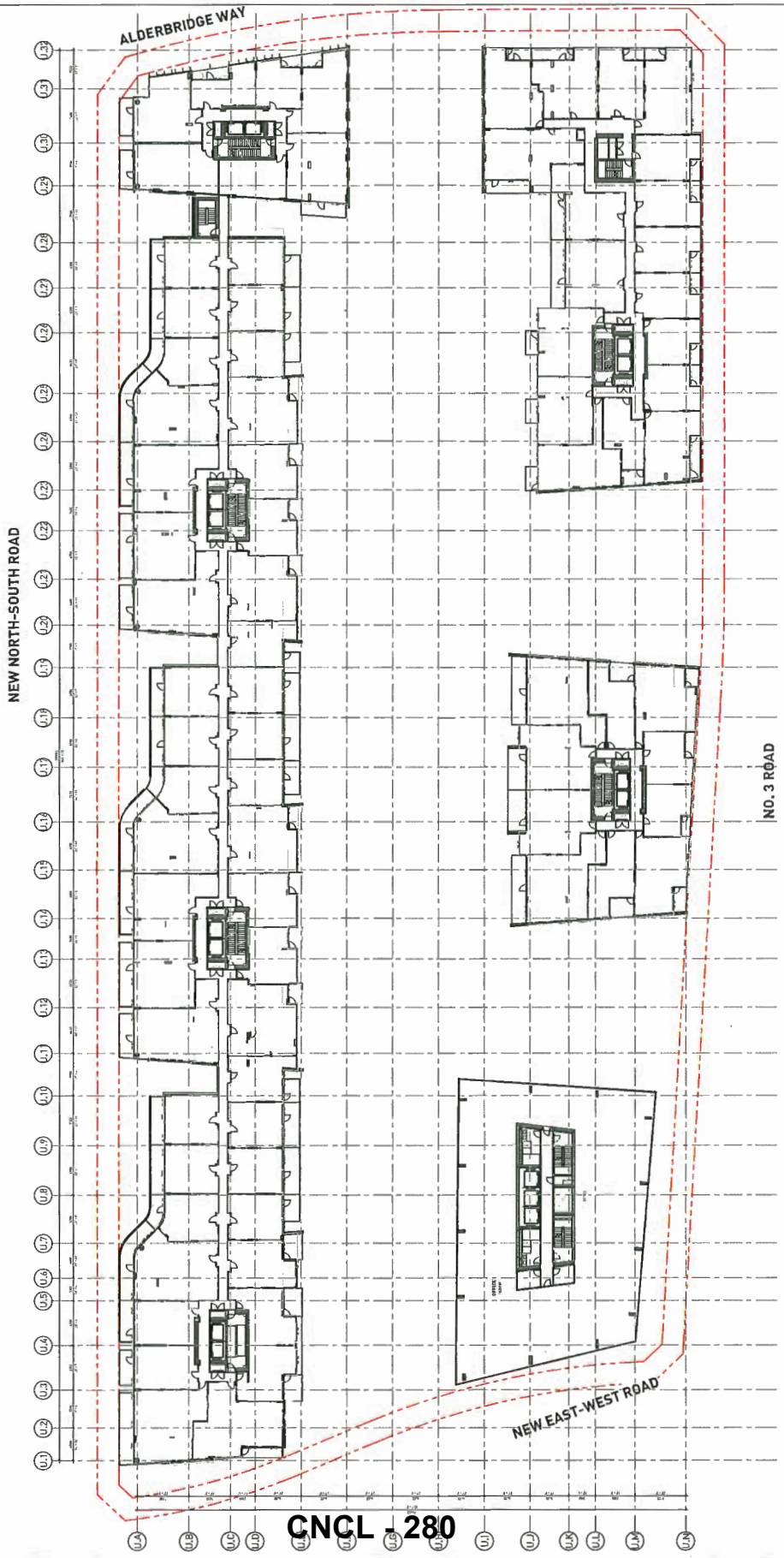
7960 ALDERBRIDGE WAY

ISSUED FOR 40% REVIEW

LEVEL 7 OFFICE PLAN

DATE: 11/14/01  
 DRAWN BY: D. W. WATSON  
 CHECKED BY: J. P. RAY  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

**A3.27 - DP**

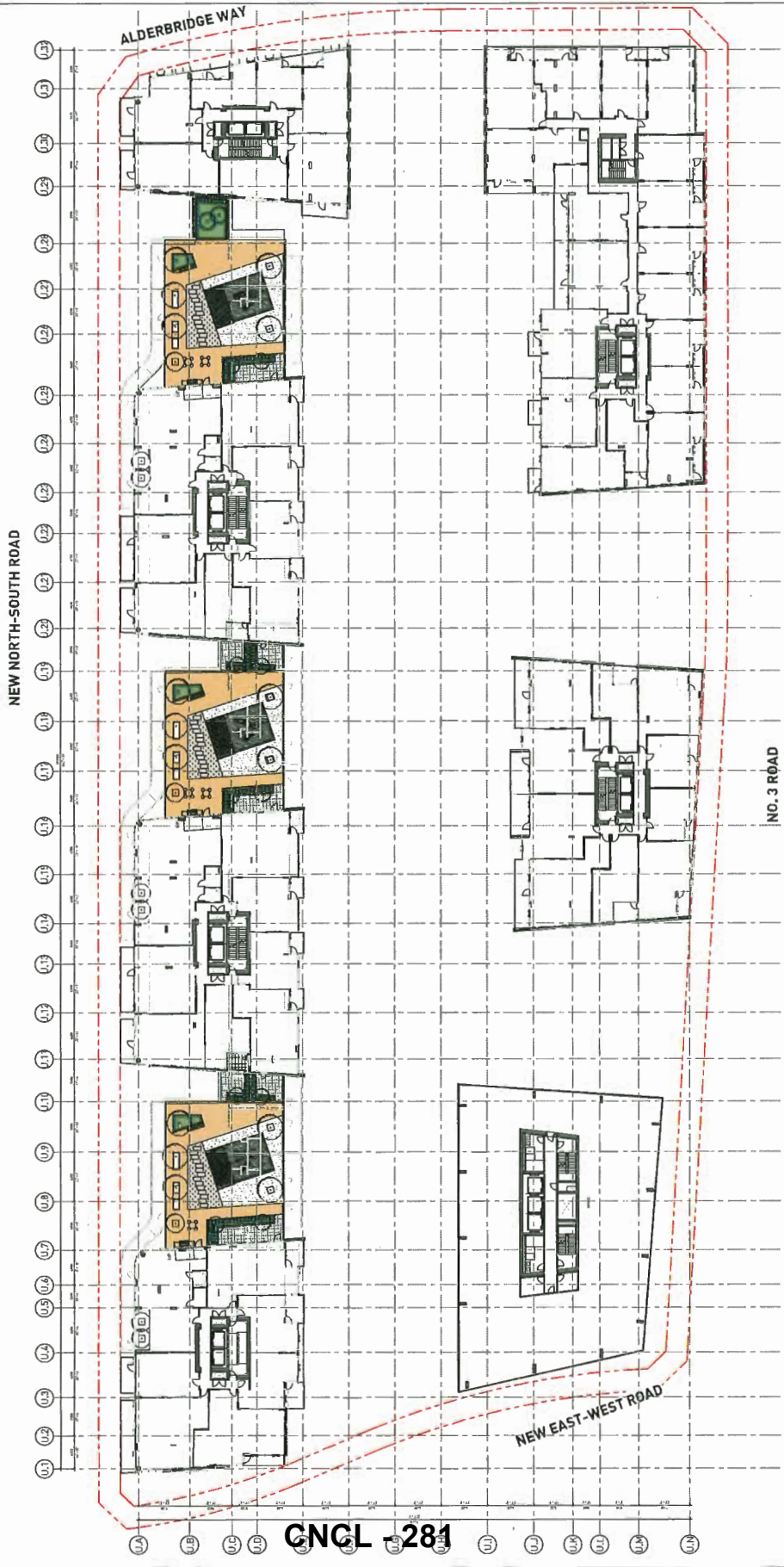




REVISIONS	
NO.	DATE
01	11/11/2020
02	11/11/2020
03	11/11/2020
04	11/11/2020
05	11/11/2020

7940 ALDERBRIDGE WAY  
ISSUED FOR 65% REVIEW  
LEVEL 8 OFFICE  
PLAN  
DATE: 11/11/2020  
DRAWN BY: JAC  
CHECKED BY: JAC  
SCALE: AS SHOWN  
JOB NUMBER: 17020

A3.28 - DP



REVISIONS	DATE	DESCRIPTION
01	10/20/20	ISSUED FOR 60% REVIEW
02	10/20/20	ISSUED FOR 60% REVIEW
03	10/20/20	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE WAY

ISSUED FOR 60% REVIEW

LEVEL 9 OFFICE PLAN

DATE: 10/20/20  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: [Scale]  
 JOB NUMBER: 17020

A3.29 - DP



CNCL - 282



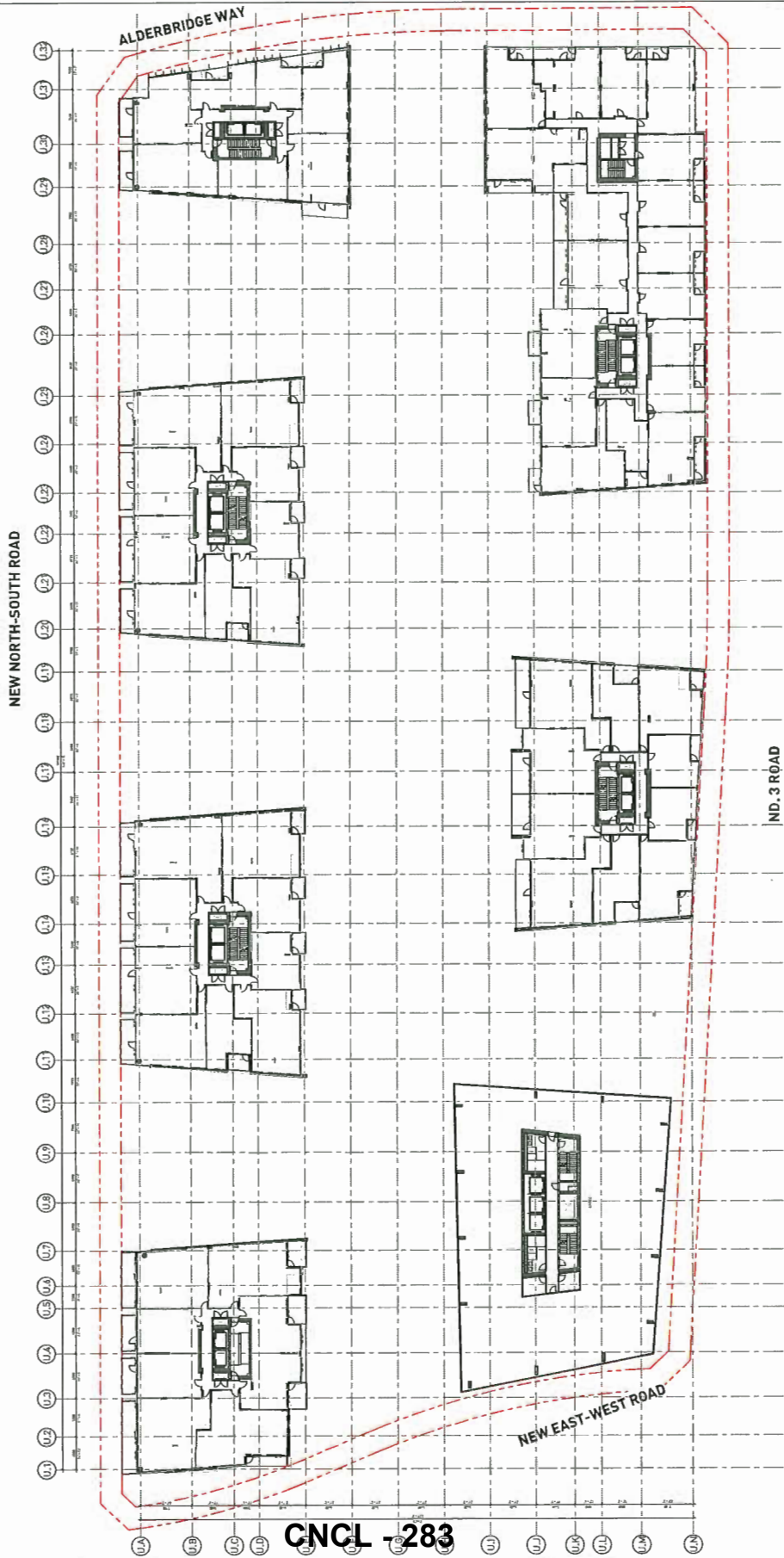
REVISION	DATE	DESCRIPTION
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02	11/02/10	ISSUED FOR 40% REVIEW
03	11/02/10	ISSUED FOR 40% REVIEW
04	11/02/10	ISSUED FOR 40% REVIEW
05	11/02/10	ISSUED FOR 40% REVIEW

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 40% REVIEW

LEVEL 10 OFFICE  
 PLAN

DATE: 11/02/10  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

**A3.30 - DP**



REVISIONS	DATE	DESCRIPTION
01	10/20/10	ISSUED FOR 40% REVIEW
02	11/02/10	REVISIONS FOR PA
03	11/02/10	REVISIONS FOR PA
04	11/02/10	REVISIONS FOR PA

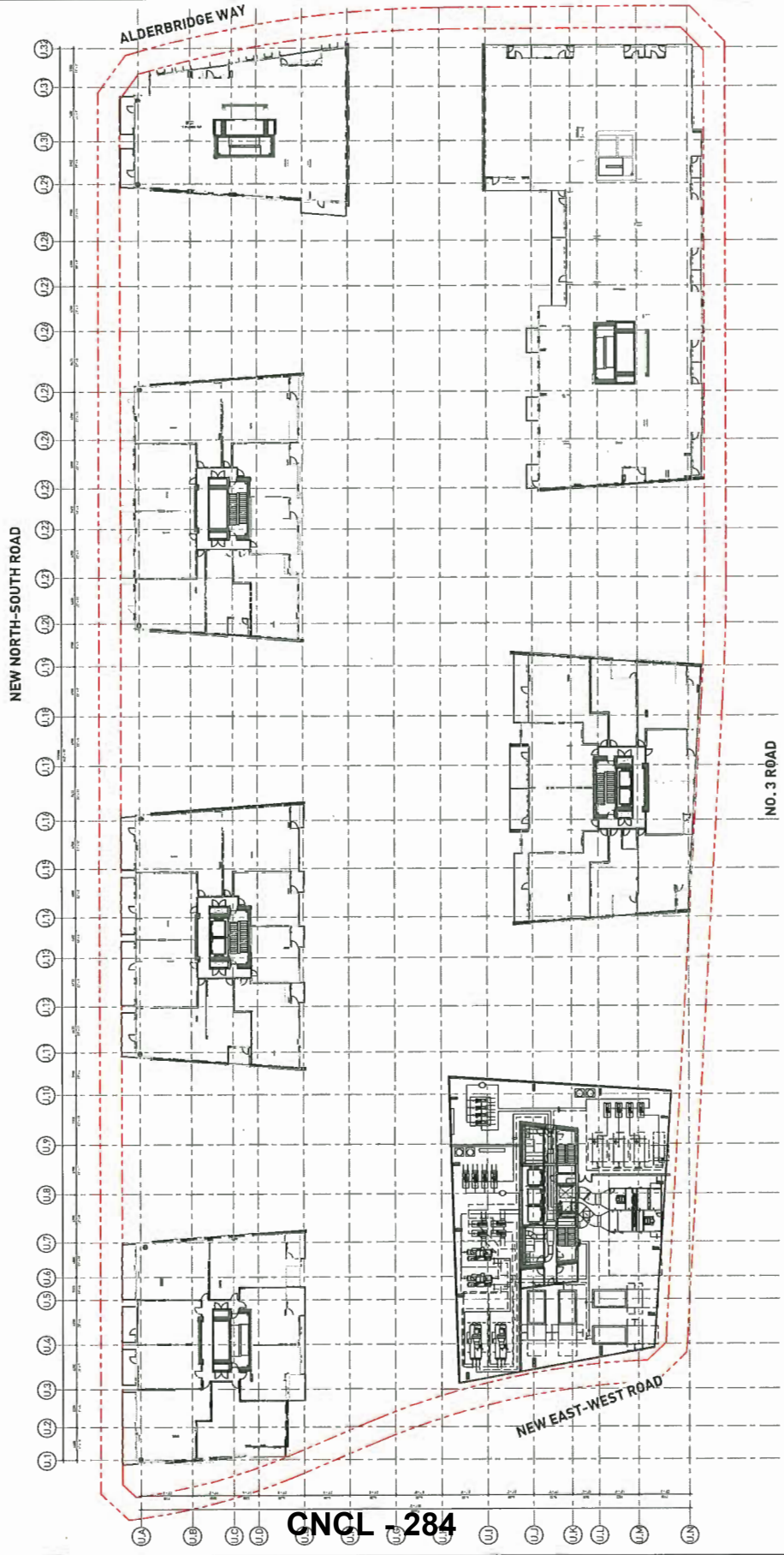
7960 ALDERBRIDGE WAY

ISSUED FOR 40% REVIEW

LEVEL 11 OFFICE PLAN

DATE: 11/02/10  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: [Scale]  
 JOB NUMBER: 17020

A3.31 - DP





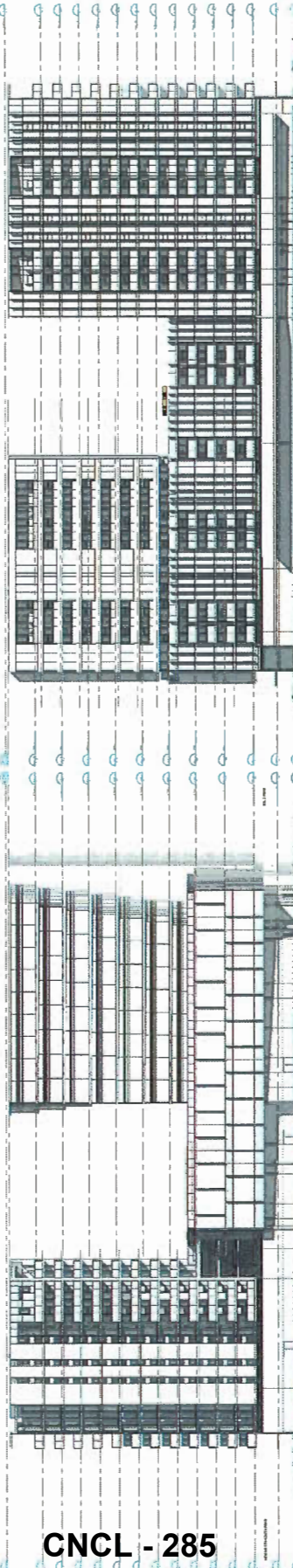
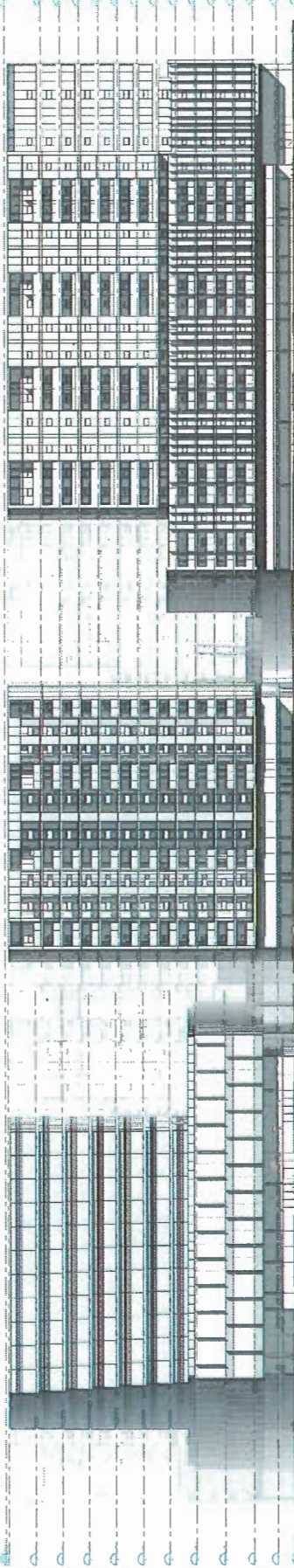
REVISIONS  
 NO. DATE DESCRIPTION  
 1 11/11/14 INITIAL DESIGN  
 2 11/11/14 REVISIONS FOR 40%  
 3 11/11/14 REVISIONS FOR 40%  
 4 11/11/14 REVISIONS FOR 40% REVIEW

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 40% REVIEW

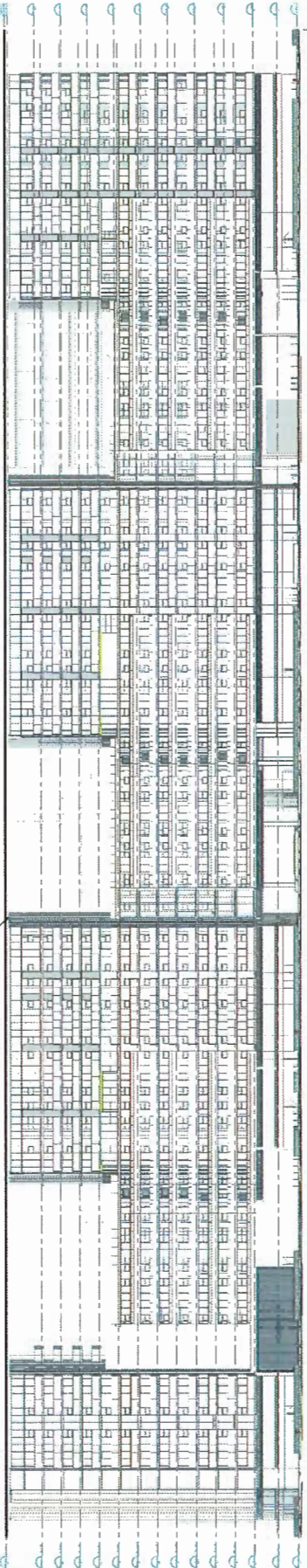
ELEVATIONS

DATE: 11/11/14  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A5.00 - DP



CNCL - 285

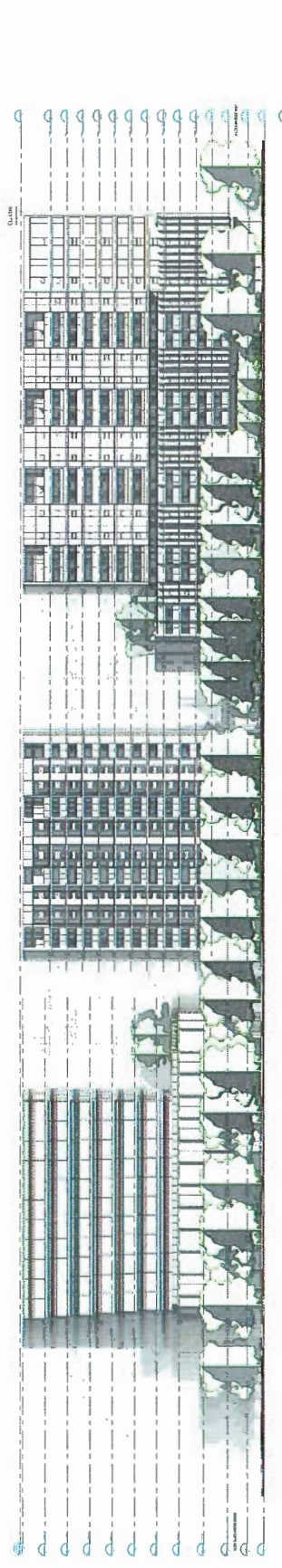




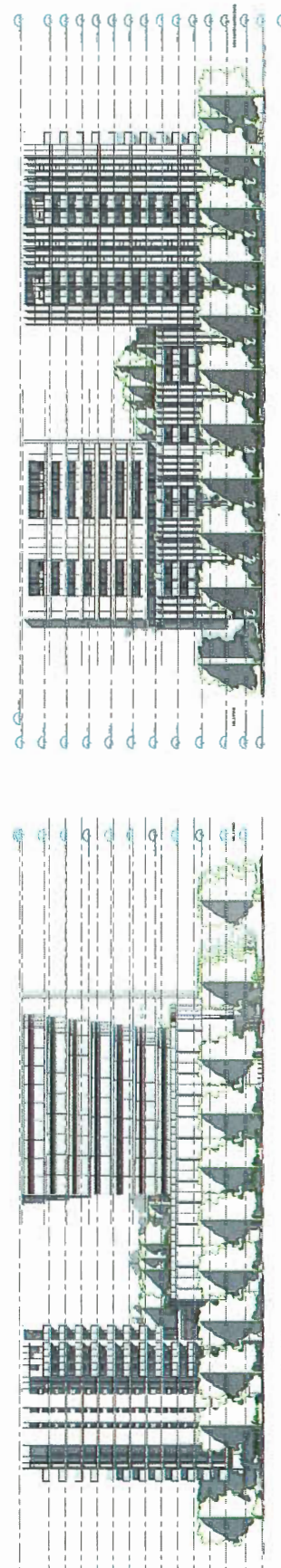


REVISIONS	DATE	BY	DESCRIPTION
01	08/14/13	MM	ISSUED FOR 65% REVIEW
02	08/14/13	MM	ISSUED FOR 65% REVIEW
03	08/14/13	MM	ISSUED FOR 65% REVIEW

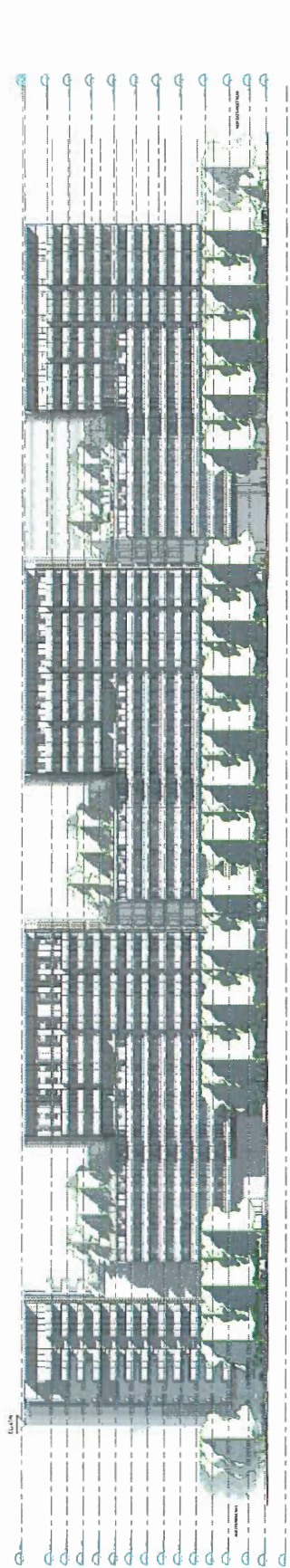
**7960 ALDERBRIDGE WAY**  
 ISSUED FOR 65% REVIEW  
**ELEVATIONS WITH PLANTING**  
 DATE: 08/14/13  
 DRAWN BY: MM  
 CHECKED BY: MM  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020



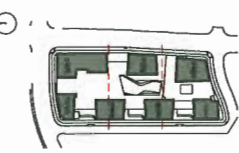
7960 ALDERBRIDGE WAY



**CNCL - 286**



7960 ALDERBRIDGE WAY



REVISIONS

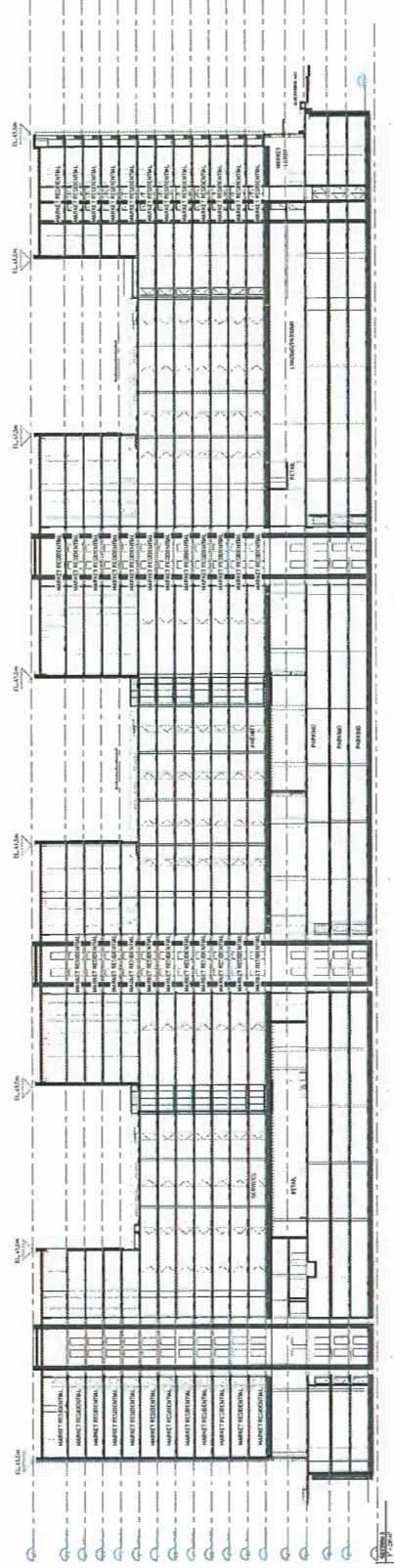
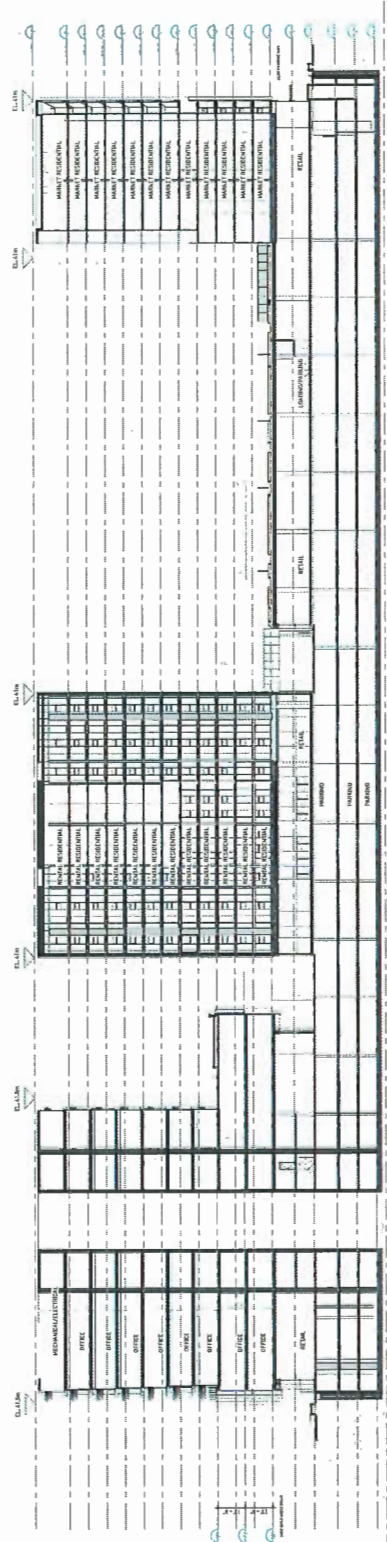
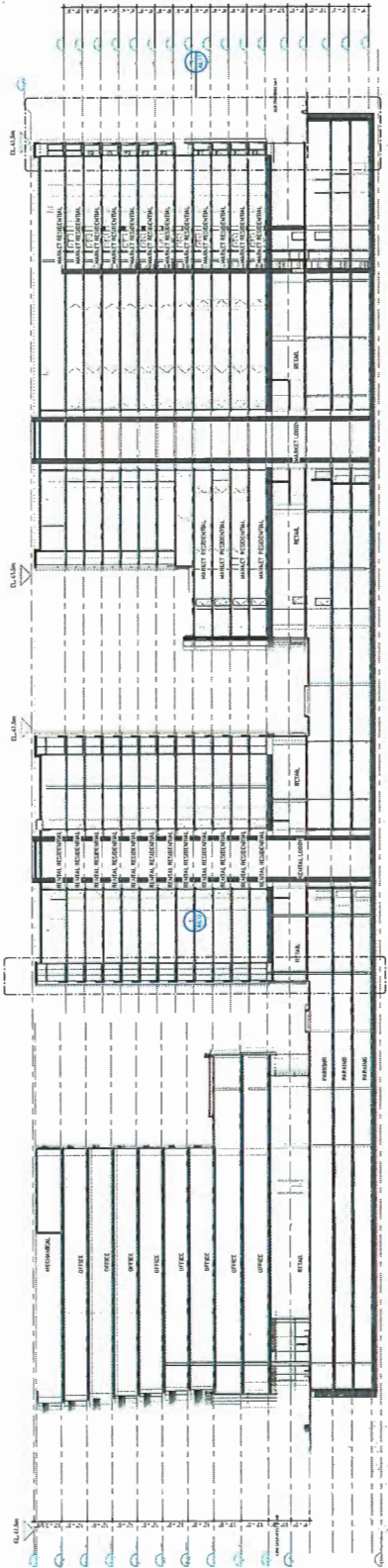
NO.	DATE	DESCRIPTION
01	08/14/18	ISSUED FOR PERMITS
02	08/14/18	ISSUED FOR 45% REVIEW
03	08/14/18	ISSUED FOR 65% REVIEW

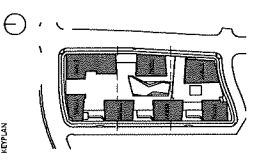
7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 65% REVIEW

BUILDING SECTIONS

DATE: 08/14/18  
 CHECKED BY: [Signature]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 17020

A6.00





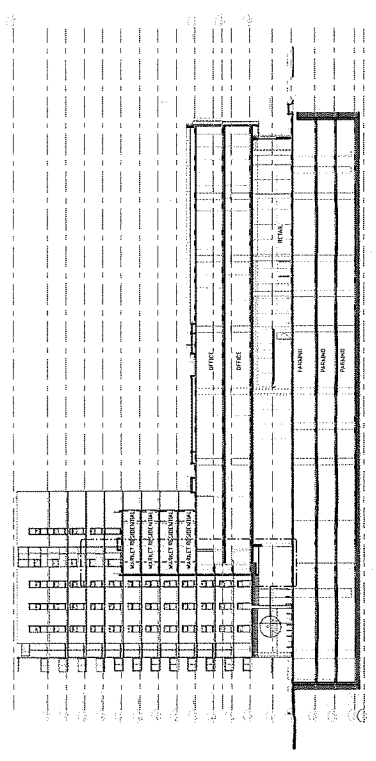
**REVISIONS**  
 NO. DATE BY  
 01 11/07/07 GIBBY  
 02 02/08/08 GIBBY  
 03 03/08/08 GIBBY

7960 ALDERBRIDGE  
 WAY  
 ISSUED FOR 65% REVIEW

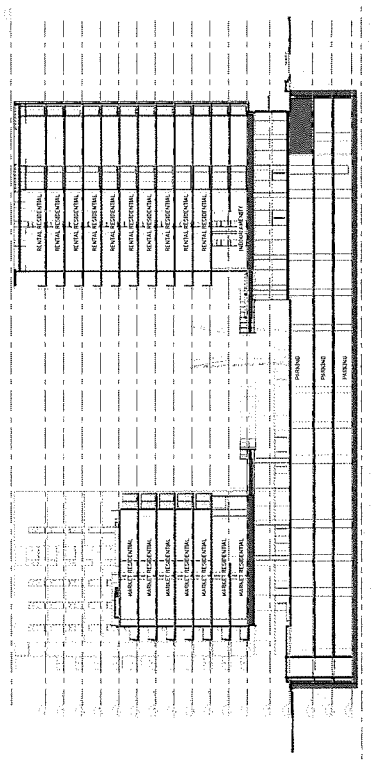
BUILDING SECTIONS

DRAWN BY: GIBBY  
 CHECKED BY: GIBBY  
 JOB NUMBER: 17020

**A6.01**



SECTION 1



SECTION 2



# City of Richmond

## Development Application Data Sheet

Development Applications Department

RZ15-692485	
<b>Address:</b>	7960 Alderbridge Way and 5333 and 5411 No. 3 Road
<b>Applicant:</b>	0989705 BC Ltd.
<b>Owner:</b>	0989705 BC Ltd.
<b>Planning Area(s):</b>	City Centre – Lansdowne Village

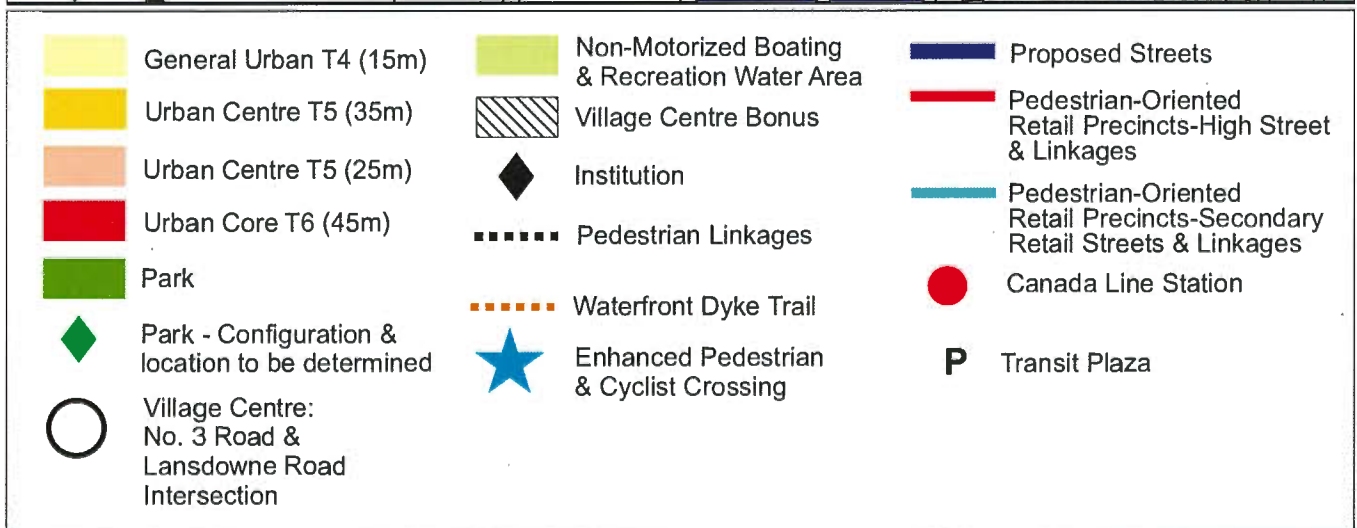
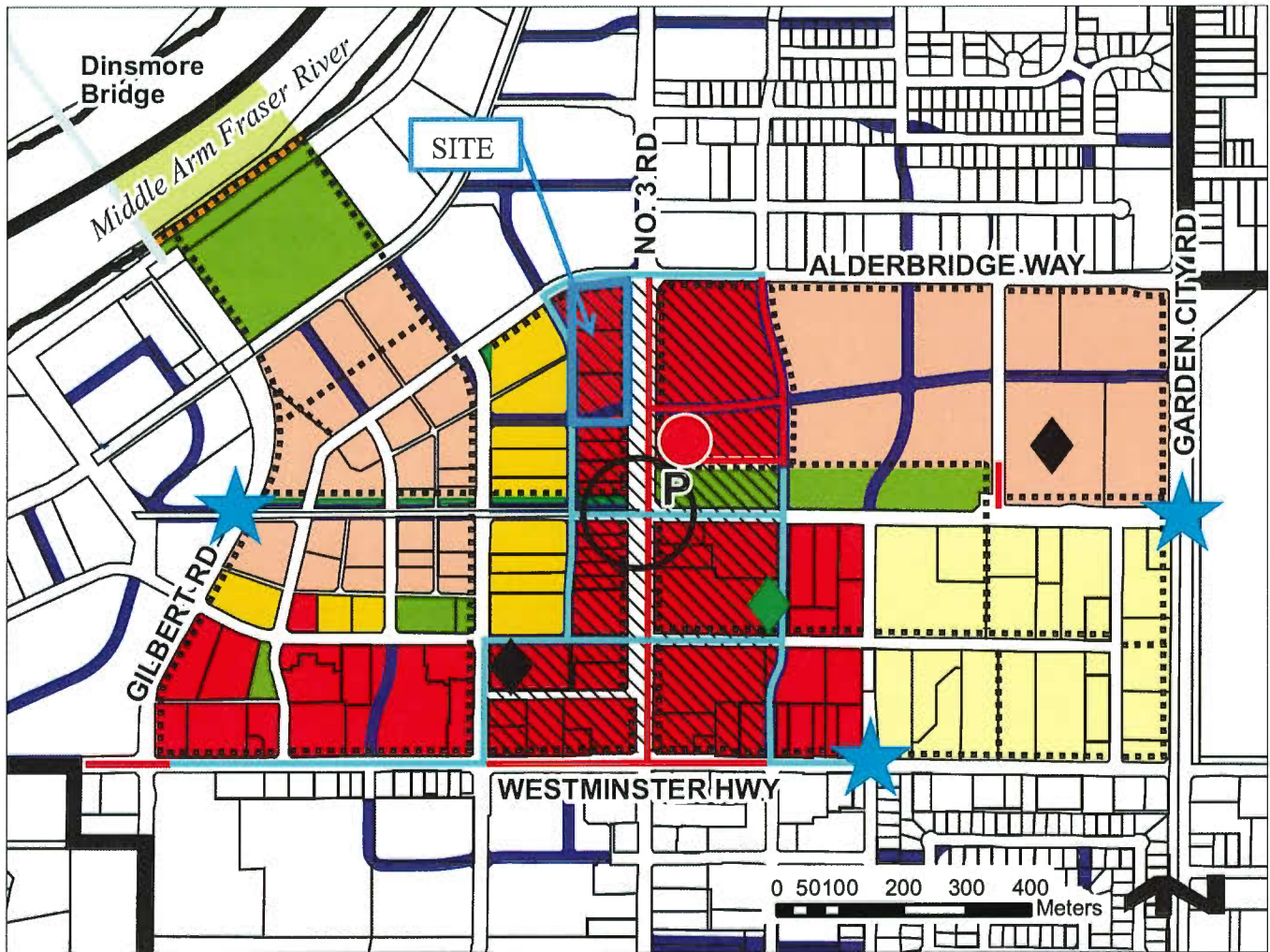
RZ15-692485	Existing	Proposed
<b>Site Area:</b>	19,861 m <sup>2</sup>	16,931 m <sup>2</sup>
<b>Net Development Site Area:</b>	N/A	20,817 m <sup>2</sup>
<b>Land Uses:</b>	Commercial	Mixed Use
<b>OCP Designation:</b>	Downtown Mixed Use	Downtown Mixed Use
<b>Area Plan Designation:</b>	Urban Core T6 (45 m)	Urban Core T6 (45 m)
<b>Zoning:</b>	CA	ZMU34
<b>Number of Residential Units:</b>	nil	824

RZ15-692485	Bylaw Req't	Proposed	Variance
<b>Floor Area Ratio (FAR):</b>	3.95	3.89	n/a
<b>Floor Area per FAR:</b>	82,227 m <sup>2</sup>	81,063 m <sup>2</sup>	n/a
<b>Lot Coverage:</b>	90%	78%	-
<b>Lot Size:</b>	470/16,800 m <sup>2</sup>	483/16,931 m <sup>2</sup>	-
<b>Lot Dimensions:</b>	n/a	n/a	-
<b>Setback – Road:</b>	3.0 m	3.0 m	-
<b>Height Dimensional (geodetic):</b>	41.5 m	41.5 m	-
<b>Off-Street Parking Spaces – Residential Unit:</b>	547	547	-
<b>Off-Street Parking Spaces – Market Rental Housing Unit:</b>	81	81	-
<b>Off-Street Parking Spaces – Affordable Housing Unit:</b>	29	29	-
<b>Off-Street Parking – Visitor (shared):</b>	91	91	-
<b>Off-Street Parking Spaces – L1 and L2:</b>	237	237	-
<b>Off-Street Parking – L3 Plus:</b>	267	267	-
<b>Off-Street Parking Spaces – Total:</b>	1161	1161	-
<b>Off-Street Parking – Car Share Spaces:</b>	4	4	-
<b>Loading Space – Large Size:</b>	2	2	-
<b>Loading Spaces – Medium Size:</b>	7	7	-
<b>Bicycle Parking Spaces – Class 1:</b>	1081	1081	-
<b>Bicycle Parking Spaces – Class 2:</b>	120	120	-

Note: Site area and floor area figures rounded.

Note: Parking figures include 10% TDM reduction.

**Specific Land Use Map: Lansdowne Village (2031)** Bylaws 8427 & 8516  
2010/09/13





**Address:** 7960 Alderbridge Way and 5333 and 5411 No. 3 Road

**File No.:** RZ 15-692485

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9825, the owner is required to complete the following.**

*Note: For the purposes of this document, the terms “owner” and “developer” are used interchangeably.*

*Note: All Builders Liens on the subject properties must be removed before the subdivision and registration of covenants can occur.*

1. **(Subdivision)** Registration of a subdivision plan for the subject site that satisfies the following conditions, generally as shown in the sketch survey plan (Schedule 1):
  - a) dedication of approximately 3,403.5 m<sup>2</sup> for road purposes including widening of Alderbridge Way, creation of a new north-south street on the west side of the site and creation of a new east-west street on the south side of the site, along with required corner cuts, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City;
  - b) transfer to the City of approximately 483.2 m<sup>2</sup> at the south end of the site as a fee simple remainder lot, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
  - c) consolidation of the 955.9 m<sup>2</sup> area of City land along No. 3 Road subject to Council approval of the associated Road Closure and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation.
2. **(Road Closure and Sale)** Council approval of the road closure bylaw for the adjacent surplus City road lands located to the east of the properties at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road. The owner shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the owner.
3. **(Statutory Right of Way)** Granting of a Statutory Right-of-Way(s), subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City, including:
  - a) public right of passage for pedestrians and City services vehicles;
  - b) approximately 1.5 m. parallel to the new east property line;  
and to include:
  - c) use of the statutory right of way for outdoor space by adjacent commercial uses in areas not needed to complete the back-of-curb public realm cross-section (e.g. minimum 2.0 m wide sidewalk) unless and until the area is identified as necessary to public circulation by the City, at the sole discretion of the City;
  - d) agreement to provide adequate below grade structure to support all Statutory Right-of-Way(s) functions;
  - e) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as well as, safety measures related to the vehicular and/or pedestrian use and/or crossing of the Statutory Right-of-Way(s), as determined through the Development Permit, Building and Servicing Agreement processes;

- f) design and construction, at owner's cost; and
  - g) maintenance and repair, at owner's cost.
4. **(Statutory Right of Way)** Granting of a blanket Statutory Right-of-Way(s), or alternative legal agreement(s), to the satisfaction of the City, securing public access between No. 3 Road and the new north-south road, approximately mid-site, along with public access to the internal ground level courtyard, with the right to modify the SRW, prior to occupancy, to reflect the volumetric dimensions of the public right of passage facility and providing for:
- a) adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
  - b) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and/or Servicing Agreement processes;
  - c) design and construction, at owner's cost; and
  - d) maintenance and repair, at owner's cost.
5. **(Use of City Property – Temporary Licensing):** Prior to rezoning adoption, execution of a licensing agreement(s) between the Owner and the City for the temporary use of City land that is dedicated and/or transferred to the City as a consideration of rezoning to permit the continued use of the land for a residential sales centre and associated parking, separately or in combination with use of the land for construction staging, including basic terms for those portions of the land associated with the residential sales centre as follows:
- i) fixed term of one year;
  - ii) renewal option – a maximum of four three-month terms;
  - iii) nominal license fee;
  - iv) termination of license by City at any time based on 6 months' notice;
  - v) demolition or removal of the temporary sales centre:
    - a. at the developer's own cost;
    - b. prior to the end of license agreement or termination date;
  - vi) provision of a demolition bond of \$50,000, which the City will use if the demolition has not been completed by the developer consistent with the terms of the agreement;
- and, further, for the temporary use of additional areas of the dedicated and/or transferred land solely for construction staging purposes under standard City licensing terms.
6. **(Flood Construction Level)** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC for Area A.
7. **(Aircraft Noise)** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.
8. **(Mixed-Use Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses.
9. **(Canada Line Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses, including those related to the Canada Line.
10. **(Commercial Noise)** Registration of a commercial noise restrictive covenant on title addressing noise impacts generated by commercial uses and requiring demonstration that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
11. **(City Centre Impacts)** Registration of a restrictive covenant on title noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.  
*Note: Some of the foregoing noise and impact covenants may be combined at the discretion of the City.*
12. **(Shared Parking)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to

the final approval of the Director of Transportation, securing the owner's commitment to ensure that:

- a) all residential visitor parking spaces are shared with non-residential uses parking spaces,
- b) all shared parking spaces remain unassigned;
- c) all shared parking spaces are located on or close to the ground level of the parking structure;
- d) all shared parking spaces are identified with signage as to their intended usage;
- e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and
- f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during non-standard business hours;
- g) the shared parking stalls are identified in the Development Permit and Building permit plans; and
- h) prior to building inspection permitting occupancy, wayfinding and stall identification signage for the shared visitor stalls have been provided to the satisfaction of the Director of Transportation.

13. **(Shared Loading)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that:

- a) all large size and medium size loading spaces are shared between commercial and residential uses;
- b) all shared loading spaces will remain unassigned;
- c) all shared loading spaces are located on the ground level;
- d) all shared loading spaces are identified with signage as to their intended usage;
- e) all shared loading spaces are fully accessible to all users (e.g. entry gate open) during business hours; and
- f) all shared loading spaces are accessible to all users (e.g. buzz entry) during non-standard business hours;
- g) the shared loading stalls are identified in the Development Permit and Building Permit plans; and
- h) prior to building inspection permitting occupancy, wayfinding and stall identification signage for the shared loading stalls have been provided to the satisfaction of the Director of Transportation.

14. **(Car Share)** Registration of a restrictive covenant and Statutory Right-of-Way(s) on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:

- a) provide a car share facility and car share equipment to a car share operator or the City, at no cost to the car share operator or the City, both as the case may be, the terms of which shall be generally as follows:
  - i) a minimum of four (4) car share parking spaces within the development, along with pedestrian and vehicular access, designed, constructed, equipped and maintained by the owner, at the owner's cost, to be:
    - a. co-located and located on the ground level of the parkade in a clearly marked and visible location;
    - b. provided with pedestrian access from surrounding streets;
    - c. provided with vehicle access from the new north-south road;
    - d. designed to be safe, convenient and universally-accessible;
    - e. provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit and/or Servicing Agreement processes;
    - f. provided with one EV quick-charge (240 volt) charging station for each car share space for its exclusive use;
    - g. accessible to all intended users (e.g. general public, car share operator personnel and car share operator members) at no added cost;
    - h. accessible to all intended users as follows:
      - i. the general public – 365 days a year for a time period equalling the lengthiest combination of standard business hours and the standard operating hours of local rapid transit; and
      - j. the car share operator personnel and members – 365 days a year for a 24 hours per day (e.g. code entry);
    - k. identified on the Development Permit and Building Permit plans; and
    - l. prior to building inspection permitting occupancy, provided with wayfinding and stall



identification signage, to the satisfaction of the Director of Transportation;

- ii) a minimum of four (4) car share cars, all of which being electric vehicles, at the owner's initial cost;
  - iii) terms of agreement between the owner and the car share operator which shall include:
    - a. a minimum contractual period for the provision of car share services of three years from the first date of building occupancy; and
    - b. additional provisions as negotiated by the owner and car share operator (e.g. maintenance, repair and replacement by car share vehicles by the car share operator), or as required by the City, subject to the approval of the Director of Transportation;
  - iv) supporting submissions provided to the City (Transportation Department) as follows:
    - a. prior to the Public Hearing, a copy of the letter of intent addressed to the owner from the car share operator outlining the terms of the provision of car sharing services;
    - b. prior to Development Permit issuance, a copy of the draft contract between the owner and the car share operator describing the terms of the provision of car sharing services;
    - c. prior to building inspection permitting occupancy, a copy of the executed contract between the owner and the car share operator describing the terms of the provision of car sharing services;
  - b) a Public Right of Passage Statutory Right of Way, in favour of the City, to secure the car share spaces and the vehicular and pedestrian accesses, subject to the final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
  - c) in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), transfer control of the car-share facilities, to the City, at no cost to the City, with the understanding that the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.
15. **(Bicycle End-of-Trip Facilities)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:
- a) provide bicycle end-of-trip facilities within the development for each of commercial uses and office uses generally as follows:
    - i) a minimum of one male facility and one female facility for commercial uses and one male facility and one female facility for office uses, designed, constructed, equipped and maintained by the owner, each of which shall:
      - a. be fully accessible to all intended users;
      - b. be easily accessible from commercial Class 1 bicycle parking areas;
      - c. be fully handicapped accessible;
      - d. accommodate two or more people at one time; and
      - e. include, at minimum, a change room and lockers, two showers, a toilet, a wash basin and a grooming station (i.e. mirror, counter and electrical outlets);
    - b) identify the end-of-trip facilities in the Development Permit and Building Permit plans; and
    - c) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the end-of-trip facilities, to the satisfaction of the Director of Transportation.
16. **(Bicycle Maintenance and Repair Facilities)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:
- a) provide bicycle maintenance and repair facilities within the development for each residential tower for the shared use of all residential users (e.g. owners, renters and their guests) generally as follows:
    - i) a minimum of one bicycle repair and maintenance station for each residential tower, designed, constructed, equipped and maintained by the owner, each of which shall:
      - a. be fully accessible to all intended users;
      - b. be easily accessible from residential Class 1 bicycle parking areas;
      - c. be fully handicapped accessible;
      - d. include, at minimum, a bicycle repair stand with tools, a foot pump and a faucet, hose and drain

for bicycle washing;

- b) identify the bicycle maintenance and repair facilities in the Development Permit and Building Permit plans; and
  - c) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the bicycle maintenance and repair facilities, to the satisfaction of the Director of Transportation;
17. **(Bicycle Facilities)** Registration of a restrictive covenant on title or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use.
18. **(Transit Pass Program)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:
- a) provide a transit pass program, at the owner's cost, generally as follows:
    - i) provide monthly two-zone transit passes for one year for:
      - a. 25% of market units;
      - b. 50% of rental units; and
      - c. 100% of affordable units,
    - b) extend the program, should it not be fully subscribed within one year, until the equivalent of the costs of the full one year transit pass program has been exhausted;
    - c) provide for administration by TransLink or a management company on behalf of the strata council;
    - d) notify the residents of the availability of the transit pass program;
    - e) indicate the availability and method of accessing the transit program in sales/rental contracts; and
    - f) submit a Letter of Credit prior to Development Permit issuance to secure the owner's commitment to provide the transit passes based on 110% of transit pass costs (including 100% for transit pass purchases and 10% for future transit pass cost increases and administration).

*(Note: The remaining funds in the LOC will be released to the Owner/Developer when the 2-zone one year transit pass program is fully subscribed.)*
19. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
  - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
    - i) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
    - ii) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site;
  - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
  - d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
    - i) the building is connected to the DEU;

- ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
  - iii) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
  - ii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - iii) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - iv) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
  - v) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
  - ii) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

20. (**Affordable Housing**) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard housing agreement and covenant on title to each lot to secure the affordable housing units. The terms of the housing agreements and covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

- a) provide a minimum of 5% of the residential floor area to affordable housing dwelling units;
- b) provide for affordable housing units, of numbers, types, sizes and associated rent and income levels in accordance with the table below:

**AFFORDABLE HOUSING SUMMARY**

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811	\$34,650 or less	0%	0
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less	42%	16

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less	29%	11
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less	29%	11
TOTAL		N/A	N/A	100%	38

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

3. 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

- c) occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided for the residential development as per OCP, City Centre Area Plan, and Development Permit requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities); and
- d) on-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants).
21. **(Rental Housing)** The City’s acceptance of the developer’s offer to provide market rental housing, constructed to a turnkey level of finish at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to:
- a minimum of 8,488 m<sup>2</sup> (0.41 FAR) of market rental housing floor area; and
  - registration of a legal agreement and covenant on title:
    - securing the market rental housing units in perpetuity;
    - requiring the market rental floor area to be maintained under single ownership; and
    - prohibiting the separate sale of less than all the units.
22. **(Child Care)** City acceptance of the owner’s offer to voluntarily contribute to the development and operation of child care (approximately \$3,587,061 calculated using the proposed residential floor area excluding affordable and market rental housing floor area  $[0.01 \times 62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2] \times \$6,997/\text{m}^2$ ) noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (90% to Childcare Development Reserve Fund - Account # 7600-80-000-90157-0000 and 10% to Childcare Operating Contributions Account # 7600-80-000-90159-0000).
23. **(Community Facility)** City acceptance of the owner’s offer to voluntarily contribute to the development of community facilities (approximately \$7,512,330 calculated using the proposed Village Centre Bonus floor area  $[0.05 \times 18,611 \text{ m}^2 \times \$8,073/\text{m}^2]$  noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (City Centre Facility Development Fund - Account # 7600-80-000-90170-0000).
24. **(Community Planning)** City acceptance of the owner’s offer to voluntarily contribute to City Centre community planning (approximately \$218,450 calculated using the proposed floor area excluding the affordable and rental housing floor area  $[(81,063 \text{ m}^2 - 2,698 \text{ m}^2 - 8,448 \text{ m}^2) \times \$3.01/\text{m}^2]$  noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000).
25. **(Public Art)** City acceptance of the owner’s offer to voluntarily contribute to public art (approximately \$559,158 calculated using 100% non-residential floor area and 100% residential floor area excluding affordable and market rental housing floor area  $[18,611 \text{ m}^2 \times \$4.84/\text{m}^2 + (62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2) \times \$9.15/\text{m}^2]$ ) noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (5% to Public Art Provision Account # 7500-10-000-90337-0000 and 95% as a Letter of Credit).

26. **(Servicing Agreement)** Submission and processing of a Servicing Agreement\* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

**Engineering**

**Water Works:**

- a) Using the OCP Model, there is 585 L/s of water available at a 20 psi residual at the Alderbridge Way frontage, and 526 L/s of water available at a 20 psi residual at the No 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Install approximately 260 m of new 300 mm water main in the proposed north-south road, from the south property line of 551 No 3 Road to tie in to the proposed water main in Alderbridge Way.
  - iii) Install approximately 120 m of new 300 mm water main in the proposed east-west road, tying in to the proposed water main on the new north-south road and existing water main in No 3 Road.
  - iv) Install approximately 75 m of new 300 mm water main in Alderbridge Way to replace the two AC water mains on the north and south sides of Alderbridge Way. At the intersection of Alderbridge Way and the new north-south road, the new water main shall be tied in to the proposed water main in the north-south road, and the existing water mains along the north and south side of Alderbridge Way.
  - v) Remove, or fill and abandon where appropriate, the existing water mains on the north and south sides of Alderbridge Way along the development's frontage and reconnect existing fire hydrants to the proposed water main.
  - vi) Review hydrant spacing along all road frontages and install new fire hydrants as required per City spacing requirements for commercial land use.
  - vii) Install one new water service connection. Meter to be located onsite, i.e. in a mechanical room. Connection shall be to the proposed water main along the north-south road.
- c) At Developer's cost, the City is to:
  - iv) Complete all tie-ins for the proposed works to existing City infrastructure.
  - v) Cut, cap, and remove all existing water service connections to the development site.

**Storm Sewer Works:**

- d) At Developer's cost, the Developer is required to:
  - i) Install approximately 390 m of new 900 mm storm sewer in No 3 Road from Alderbridge Way to the box culvert on Lansdowne Road, and reconnect all existing leads and connections to the new main.
  - ii) Remove, or fill and abandon where appropriate, the existing 300-375 mm storm sewer in No 3 Road from Alderbridge Way to Lansdowne Road.
  - iii) Install approximately 160 m of new 600 mm storm sewer in Alderbridge Way from existing manhole STMH10078 to the proposed storm sewer in No 3 Road, and reconnect all existing leads and connections to the new main.
  - iv) Fill and abandon approximately 165 m of existing 200-300 mm storm sewer on the north side of Alderbridge Way from existing manhole STMH4146 to manhole STMH4155.
  - v) Install approximately 230 m of new 600 mm storm sewer in the new north-south road.
  - vi) Install approximately 100 m of new 600 mm storm sewer in the new east-west road.
  - vii) Install one new storm service connection, complete with inspection chamber. Storm connection shall be made to the proposed 900 mm storm sewer in No 3 Road.
  - viii) Direct all drainage from the proposed development and proposed roads towards the proposed storm sewer on No 3 Road.
- e) At Developer's cost, the City is to:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.
- ii) Cut, cap, and remove all existing storm service connections to the development site.

**Sanitary Sewer Works:**

- f) At Developer's cost, the Developer is required to:
  - i) Install approximately 330 m of new 300-375 mm sanitary sewer at minimum 0.4% slope from manhole SMH56636 at the northwest corner of 5003 Minoru Boulevard to the northwest corner of the development site, and connect all existing service connections to the new main. The 300 mm section has adequate capacity to serve the proposed development and the future development at 7931 Alderbridge Way; all downstream sections with large catchments to be 375 mm.
  - ii) Remove the existing sanitary main along the existing lane from the service connection for 7931 Alderbridge Way to the south property line of the development site. Replace existing inspection chamber SIC7041 with a manhole and reconnect all existing service connections.
  - iii) Fill and abandon the existing sanitary sewer along Alderbridge Way fronting 7811 and 7851 Alderbridge Way, from existing inspection chamber SIC13559 to existing manhole SMH4690. Reconnect the existing sanitary connections to the new sanitary sewer in Alderbridge Way.
  - iv) Install a new sanitary service connection, complete with inspection chamber, and connect to the proposed sanitary sewer in Alderbridge Way.
- g) At Developer's cost, the City is to:
  - i) Complete all tie-ins for the proposed works to existing City infrastructure.
  - ii) Cut, cap, and remove all existing sanitary service connections to the development site. Ensure that 5551 No 3 Road continues to be serviced.

**Frontage Works:**

- h) At Developer's cost, the Developer is required to:
  - i) Provide street lighting along all road frontages according to the following:
    - d. No 3 Road (West side of street):
      - i. Pole colour: Grey
      - ii. Roadway lighting: N/A (No change to existing lighting in centre median)
      - iii. Pedestrian lighting @ back of curb: Type 8 (LED) INCLUDING 1 pedestrian luminaire, 1 duplex receptacle, and flower basket holders, but EXCLUDING any banner arms or irrigation.
    - e. Alderbridge Way (South side of street)
      - i. Pole colour: Grey
      - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
    - f. New North-South Street @ west side of site (East side of street)
      - i. Pole colour: Grey
      - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
    - g. New East-West Street @ south side of site (Both sides of the street)
      - i. Pole colour: Grey
      - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
  - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and

traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
- BC Hydro LPT – 3.5 x 3.5 m
- Street light kiosk – 1.5 x 1.5 m
- Traffic signal kiosk – 2.0 x 1.5 m
- Traffic signal UPS – 1.0 x 1.0 m
- Shaw cable kiosk – 1.0 x 1.0 m
- TELUS FDH cabinet – 1.1 x 1.0 m

- iii) Coordinate with BC Hydro, TELUS and other private communication service providers:
  - a. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - b. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - c. To remove the existing private utility poles along the lane frontage and underground existing overhead lines.

**General Items:**

- i) At Developer's cost, the Developer is required to:
  - a. Coordinate with TransLink regarding any potential impact to the existing Canada Line guiderail on the east side of No 3 Road due to site preparation or building construction, and to understand and comply with any requirements or regulations relating to the Canada Line.
  - b. Manage any contamination encountered during construction of the servicing agreement works in compliance with the Environmental Management Act.
  - c. Replace the existing road structure along Alderbridge Way, which is constructed as a local road, with the appropriate arterial road structure as per City specifications.
  - d. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
  - e. Provide a video inspection report of the existing storm and sanitary sewers along the road and lane frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
  - f. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
  - g. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

## ***Transportation***

### ***Road and Frontage Improvement Work:***

- j) The Developer is required to enter into a Servicing Agreement for the design and construction of road and frontage improvement works, including but not limited to the items listed in this document. All road and frontage improvement works are to be completed to the satisfaction of the City before the issuance of Occupancy Permits(s). The road and frontage improvements have four main components.
- Construction of a new road (in a north-south orientation) complete with frontage improvements along the entire length of the west side of the site. This new road is referred to as the North-South Road.
  - Construction of a new road (in an east-west orientation) complete with frontage improvements along the entire length of the south side of the site. Full frontage improvements are to be provided along both sides of the road. This new road is referred to as the East-West Road.
  - Alderbridge Way frontage works: widening of the south side of Alderbridge Way along the development frontage to provide an additional eastbound lane; construction of behind the curb frontage improvements along the entire length of the north side of the site; and extension of the existing concrete median on Alderbridge Way west of No. 3 Road.
  - No. 3 Road frontage works: widening of a section of No. 3 Road south of Alderbridge Way and construction of behind the curb frontage improvements along the entire length of the east side of the site. The new off-road bike path design standards are to be incorporated in the No. 3 Road development frontage works.
- i. North-South Road
- a. Scope of Work - The works include the construction of a new partial interim roadway along the entire length of the west side of the site from Alderbridge Way to the new East-West Road. The Developer is to construct a 10.0 m wide pavement (two traffic lanes and a parking lane) and 3.65 m wide behind the curb frontage improvements (including curb and gutter on the east side of the road, landscaped boulevard with a single row of street trees, and concrete sidewalk). Other features shall include: hard landscape features, street furnishings, and street lights. The typical road cross-section elements, measuring from the west side of the existing lane, are to include:
- 0.5 m wide paved shoulder.
  - 3.5 m wide southbound traffic lane.
  - 3.5 m wide northbound traffic lane.
  - 2.5 m wide northbound parking lane.
  - 0.15 m wide top of curb.
  - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
  - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
  - 3.0 m +/- wide building setback.
- Towards the Alderbridge Way end of this roadway, the lane configuration (measuring from west to east) is to be modified in the interim to the following cross section with no change to the behind the curb frontage elements:
- 3.0 m wide paved shoulder.
  - 3.5 m wide southbound traffic lane.
  - 3.5 m wide northbound traffic lane.
- b. Road Dedication /Statutory Right-of-Way Requirements - The following road dedication and Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.



- A road dedication measuring 7.65 m wide along the entire length of the west side of the site is required. There is an existing 6.0 m wide city lane making a total width of 13.65 m available for the construction of this new roadway.
  - Two corner cuts (4.0 m x 4.0 m) are required at: North-South Road/Alderbridge Way intersection (southeast corner); and North-South Road/East-West Road intersection (northeast corner).
- c. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Horizontal/vertical profiles - The center line of this roadway is to be established between the northbound and southbound traffic lanes. In general, the elevation of the new road should be similar to existing grades with detailed elevations to be finalized as part of the SA detailed design process and confirmation with Engineering.
  - Road cross-section and frontage improvements - Refer to Section j) i. a. above.
  - Interim and ultimate design - The interim design is to include all the road elements and frontage improvements described in Section j) i. a. over a width of 13.65 m before the property to the west of the site is redeveloped. The ultimate design is to include all road elements and frontage improvements for the full 19.3 m width with future road dedication from the property to the west. The functional design is to identify the interim and ultimate configurations of the Alderbridge Way/North-South Road intersection.
  - Road network continuity - For both the interim and ultimate conditions, the functional design is to show how this new roadway would be connected to the existing city lane to the south as well as when the same lane is widened to a full 12.0 m wide (curb to curb) roadway.
- ii. East-West Road
- a. Scope of Work - The works include the construction of a new roadway connecting No. 3 Road and the new North-South Road along the south side of the site. The Developer is to construct the full 12.0 m wide pavement (two traffic lanes and two parking lanes) and 3.65 m wide behind the curb frontage improvements on both sides of the road (including curb and gutter, landscaped boulevard with a single row of street trees, and concrete sidewalk). Other features shall include: hard landscape features, street furnishings, and street lights. The road cross-section elements, measuring from the south building face, are to include:
- 3.0 m +/- wide building setback.
  - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
  - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
  - 0.15 m wide top of curb.
  - 2.5 m wide westbound parking lane.
  - 3.5 m wide westbound traffic lane.
  - 3.5 m wide eastbound traffic lane.
  - 2.5 m wide eastbound parking lane.
  - 0.15 m wide top of curb.
  - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
  - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
  - 3.0 m +/- wide building setback.
- b. Road Dedication / Statutory Right-of-Way Requirements - The following road dedication and

Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.

- The East-West Road will be aligned to meet the existing signalized intersection at the No. 3 Road Lansdowne Centre access. A road dedication measuring 19.3 m wide along the entire length of the south side of the site is required. In addition, the remainder area to the south (between the East-West Road and the existing south property line of the site) will be owned by the City after rezoning has been adopted.
  - Three corner cuts (4.0 m x 4.0 m) are required at: North-South Road/East-West Road intersection (northeast corner); and East-West Road/No. 3 Road intersection (northwest and southwest corners).
- c. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Horizontal/vertical profiles - The center line of this roadway is to be established between the eastbound and westbound traffic lanes. At No. 3 Road, this road is to be aligned with the Lansdowne Centre access. In general, the elevation of the new road should be similar to existing grades with detailed elevations to be finalized as part of the SA detailed design process and confirmation with Engineering.
  - Road cross-section and frontage improvements - Refer to Section j) ii a. above.
  - Interim and ultimate design – The functional plan is to show the entire 12.0 m wide pavement and full frontage improvements on both sides of the road. Along the south side of the road, property permitting, the full frontage works are to be shown as far to the west as possible. The east end of this new roadway is to be aligned with the existing signalized intersection midblock on No. 3 Road between Alderbridge Way and Lansdowne Road. In the interim, the west end of this roadway is to form a T-intersection with the existing lane and the new North-South road. An interim design of this T-intersection is required for the condition before the adjacent properties are redeveloped. The configuration of this T-intersection may be modified as part of the SA detailed design process. An ultimate design is also required to establish the configuration of the new property lines of adjacent properties as part of the rezoning process of the site.
  - Road network continuity - The functional design is to show how this roadway would be extended beyond the new North-South Road/East-West Road intersection to Minoru Boulevard and the future roadway to the south.
  - Bicycle friendly route designation - This new roadway is designated in the City Centre Area Plan (CCAP) as a “bicycle-friendly route”. The functional design is to incorporate special features of bicycle pavement markings, signage and signal loop detectors. Also required are “sharrow” (bike stencil with chevrons) pavement markings with the stencil in the middle of the travel lane (since the lane width is less than 4.3 m wide), “Share the Road” signage, and bicycle detection stencil placed on the loop detector at signalized intersections.
- iii. Alderbridge Way (North-South Road to No. 3 Road)
- a. Scope of Work - The works include road widening and construction of behind the curb frontage improvements along the entire length of the north side of the site (from the new North-South Road to No. 3 Road). The Developer is to widen Alderbridge Way along the development frontage to provide an additional eastbound lane. The behind the curb frontage improvements are to include landscaped boulevard with a single row of street trees and concrete sidewalk. Other features shall include: hard landscape features, street furnishings, and street lights. The works shall also include extending the existing concrete median on Alderbridge Way west of No. 3 Road past the new North-South Road. The ultimate cross-section of the frontage improvements, measuring from the median on Alderbridge Way, is to include:
- Two 3.25 m wide left turn lane.

- 3.10 m wide eastbound lane.
  - 3.25 m wide eastbound curb lane.
  - 0.15 m wide top of curb.
  - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
  - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
  - 3.0 m +/- wide building setback.
- b. Road Dedication /Statutory Right-of-Way Requirements - The following road dedication and Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.
- A minimum 1.7 m wide road dedication along the development Alderbridge Way frontage is required for the provision of an additional eastbound lane. The exact road dedication will be determined based on approved functional road plans.
  - Two corner cuts are also required: 4.0 m x 4.0 m at the North-South Road/Alderbridge Way intersection (southeast corner); and, 5.0 m x 5.0 m at the Alderbridge Way/No. 3 Road intersection (southwest corner).
- c. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Road cross-section and frontage improvements - Refer to Section j) iii. a above.
  - Interim and ultimate design - The functional design is to show the full widened pavement and behind the curb frontage improvements. The interim eastbound lane configuration shall consist of: one left turn lane, two through lanes and one right turn lane. The ultimate eastbound lane configuration, with redevelopment of other properties adjacent to this intersection, shall consist of: two left turn lanes, one through lane and one through/right turn lane. The permitted vehicle turning movements for both the interim and ultimate conditions at the Alderbridge Way/North-South Road intersection are restricted to right-in and in right-out.
  - Extension of median on Alderbridge Way – The functional design plan is to show the existing median on Alderbridge Way extended beyond the Alderbridge Way/North-South Road intersection. Two median breaks are to be incorporated in the design to maintain the existing all-directional accesses to the site on the north side of Alderbridge Way.
- iv. No. 3 Road (Alderbridge Way to East-West Road)
- a. Scope of Work -
- Road Widening - The works include widening a section of the west side of No. 3 Road south of Alderbridge Way. The requirement for this road widening is to: (i) establish the permanent curb line along the development frontage that would be compatible to the ultimate configuration of the No. 3 Road/ Alderbridge Way intersection; and (ii) make provisions for extending the No. 3 Road center median at this location. The southbound lane configuration at the intersection, measuring from the west curb, is as follows:
- 2.5 m wide raised bike lane (tapered to 2.0 m typical width further south).
  - 5.75 m wide curb lane (tapered to 3.25 m typical width further south).
  - 3.65 m wide center lane (tapered to 3.1 m typical width further south).
- Behind the curb frontage improvements - The works include these improvements across the entire length of the No. 3 Road development frontage: widening of the existing raised bike lane, landscaped boulevard with a single row of street trees, and concrete sidewalk. The frontage works are to incorporate the new off-road bike path design standards (including widening the bike path from 1.5 m to 2.0 m, the replacement of the existing roll curb by concrete barrier curb,

and providing a buffer strip between the curb traffic lane and the bike path). Other features shall include: hard landscape features, street furnishings, and street lights. The cross-section of the frontage improvements, measuring from the west curb line of No. 3 Road, shall include:

- 0.15 m wide concrete barrier curb (replacing the existing 0.175 m wide rollover curb).
- 0.25 m wide buffer strip, incorporating decorative paving (e.g., split face stone sets).
- 2.0 m wide off -road bike path (with 0.15 m +/- wide concrete bands along each edge within the 2.0 m wide bike path).
- 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
- 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
- 3.0 m +/- wide building setback.

The above frontage improvements are to be provided across the entire No. 3 Road development frontage, including the short section of frontage south of the new East-West Road.

Accessible Bus Stop Requirements – There is an existing southbound bus stop at the development No. 3 Road frontage just south of Alderbridge Way. This bus stop needs to be upgraded to meet accessible standards and provisions made for a bus shelter. The frontage improvement cross section at this bus stop is as follows:

- 0.15 m wide concrete barrier curb (replacing the existing 0.175 m wide rollover curb).
- 3.0 m wide x 9.0 m long concrete bus stop pad with prewiring for lighting.
- 2.0 m wide off -road bike path (with 0.15 m +/- wide concrete bands along each edge within the bike path).
- 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
- 3.0 m +/- wide building setback.

b. Transit Amenities - The following transit amenities are required.

- Construct a concrete bus stop/bus shelter pad at the southbound No. 3 Road bus stop south of Alderbridge Way. This bus pad is to be constructed to accessibility standards (minimum dimensions of 3.0 m x 9.0 m) and pre-ducting for electricity connections. This bus stop (measured from the bus stop post) is to be located a minimum 26.0 m from the crosswalk bar on the south leg of the No. 3 Road / Alderbridge Way intersection. The exact placement of the bus stop pad is to be confirmed with Coast Mountain Bus Company.
- The Developer is required to make a minimum contribution of \$35,000 towards the purchase and installation of a City approved bus shelter. The exact amount will be determined as part of the SA process.

c. Road Dedication Statutory Right-of-Way Requirements - The following road dedication and Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.

- Two corner cuts are required: southwest corner of the No. 3 Road / Alderbridge Way intersection (5.0 m x 5.0 m); and northwest corner of the No. 3 Road / East-West Road intersection (4.0 m x 4.0 m).
- To accommodate the full frontage improvements, including incorporating the new off-road bike lane standards, an additional 1.4 m wide strip across the entire No. 3 Road site frontage, measured from the previously identified property line, is required.
- The requirements for additional road dedications, SRW, corner cuts at Alderbridge Road and/or the disposition of any resulting land surplus shall be determined based on legal surveys, the completion of staff review of the road functional design plan, and other land disposition considerations.

- d. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Road cross-section and frontage improvements - Refer to Section j) iv. a above.
  - Interim design - The functional design plan is to show the road and frontage improvements that establish the permanent curb line along the No. 3 Road development frontage. The southbound lane widths will vary and will taper to the existing lane widths further south.
  - Ultimate design - The functional design plan is to show the ultimate southbound lane widths taking into consideration of road works associated with future development of the site to the north. The curb line and other improvement works along the No. 3 Road development frontage should not be affected.

***Traffic Signals and Control Devices:***

k) The Developer is required to enter into a Servicing Agreement for the design and construction of off-site traffic signal works including, but not limited to the works identified in the Rezoning Considerations for the subject development. Above and beyond what is specifically identified in the Rezoning Considerations, the Developer is also responsible for the design and construction of any of the following elements at a traffic signal device and/or communications network. This type of work is typically identified during the detailed design stage of the Servicing Agreement and may not have been known over the course of the Rezoning Application process.

- Modify, relocate and/or replace traffic signal poles/bases, conduits, junction boxes, street light fixtures, cable and conductors.
- Modify, relocate and/or replace traffic signal equipment such as controller cabinet/base, UPS (Uninterrupted Power Supply) and service panel.
- Modify vehicle/pedestrian detection and vehicle phasing including left turn arrows.
- Modify, relocate and /or replace communications conduit, cable and junction boxes.

This development will be directly served by four traffic signal devices. In addition to the general descriptions of works listed above, the specific traffic signal related works at these intersections/locations are shown as follows.

i. Future Traffic Signal at the new East-West Road/North-South Road Intersection

- Works shall include the installation of conduits, junction boxes, traffic pole bases, UPS base and controller cabinet base. New communications conduit/cable are also required to tie in this future signal with City owned communication network. A full set of traffic signal design drawings will be required. Pre-ducting works shall be completed in such a fashion that any new frontage improvements that are done as part of this development will not have to be disturbed for future works as related to the installation of the new traffic signal. The Developer may have to assign a SRW for the placement of some of this equipment (to be identified through the Servicing Agreement phase of the project).

ii. Two Existing Traffic Signals: No. 3 Road/Alderbridge Way and No. 3 Road/East-West Road

- The Developer will be responsible for all costs related to the modifications of existing traffic signals as a result of any frontage improvement works. These signals include those installed at the No. 3 Road /Alderbridge Way intersection and No. 3 Road/East-West Road intersections. The works shall include, but are not limited to: new “ornamental traffic poles” powder coated to match surrounding street light poles, pole bases, video detection, UPS system, controller cabinet/controller, illuminated street name signs and APS (Accessible Pedestrian signals). A full set of traffic signal modification design drawings will be required. The developer may have to assign a SRW for the placement of some of this equipment (to be identified through the Servicing Agreement phase of the project).

iii. Special Crosswalk

- The Developer is responsible for the design and construction of a special crosswalk on No. 3 Road at approximately the mid-point of the No. 3 Road development frontage. The purpose of

this special crosswalk is to accommodate pedestrian crossing of No. 3 Road between the development's on-site walkway to Lansdowne Centre. This special crosswalk will provide the following features: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage.

l) Registration of the Servicing Agreement on title.

27. **(Development Permit)** Submission and processing of a Development Permit application, completed to a level deemed acceptable by the Director of Development, demonstrating:
- a) design development of the rezoning concept, as necessary, to address:
    - i) form and character objectives noted in the associated Report to Planning Committee;
    - ii) Council directions arising out of Public Hearing;
    - iii) pertinent comments of the Advisory Design Panel;
    - iv) form and character objectives described in the OCP and CCAP Development Permit Guidelines;
    - v) technical resolution of building services, private utilities, public utilities, fire access, parking and loading and waste management including provision of final utility, fire access, loading, waste management and signage and wayfinding plans; and
    - vi) technical resolution of the landscape plans including:
      - i. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new landscape; and
      - ii. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new trees;
  - b) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) prepared by qualified professionals including, but not limited to:
    - i) statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions, as applicable;
    - ii) flood construction level(s);
    - iii) use, density, height, siting, building form, landscaping, parking and loading and other zoning requirements;
    - iv) floor area calculation overlays;
    - v) site access locations;
    - vi) horizontal and vertical clearance dimensions for all vehicular circulation, including heights of doors, gateways and other passages;
    - vii) the required shared non-residential parking and residential visitor parking spaces;
    - viii) the required shared loading spaces;
    - ix) the required EV-charging vehicle parking spaces;
    - x) the required car-share parking spaces;
    - xi) the required end-of-trip facilities, including their location, number, size, type and use;
    - xii) the required bicycle maintenance facilities;
    - xiii) identification and wayfinding marking and /or signage for all bicycle, vehicle and truck spaces and associated facilities;
    - xiv) the location of all above ground utility equipment required to be on site including that needed for street lighting and traffic signals as well as that need for third parties;
    - xv) the location of areas reserved for DEU equipment and/or connection facilities and a notation regarding the need for DEU pre-ducting, as applicable in the case of the final DEU strategy;
    - xvi) the required affordable housing units, including their size and location;
    - xvii) the required market residential floor area;

- xviii) aging in place, basic universal, accessible, adaptable and/or convertible dwelling units, as established through the DP review;
  - xix) an accessibility checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
  - xx) a CPTED checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
  - xxi) a LEED checklist for the overall development prepared by a LEED AP BD+C to achieve LEED v4 Silver equivalency and identification of specific measures to be incorporated into the Building Permit plans, where relevant;
  - xxii) an Acoustic and Mechanical Report with recommendations prepared by a registered professional regarding measures to be incorporated into the Building Permit drawings to achieve the exterior and interior noise levels and other noise mitigation standards articulated in the various noise covenants;
  - xxiii) an Arborist Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the trees to be retained -the Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review;
  - xxiv) the required common indoor, common outdoor and private outdoor amenity areas including their location, size and use;
  - xxv) the location, plans, detailing and specifications for landscaping, including but not limited to required replacement trees and irrigation for private and common open space; and
  - xxvi) the location and dimensions of on- and off-site any tree protection fencing illustrated on the Tree Retention/Management Plan provided with the application.
- c) Submission of a Letter of Credit for landscaping, including required replacement trees, based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

**Building Permit Notes:**

1. Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents) prior to Building Permit issuance.
2. Prior to Building Permit issuance, the applicant is to submit a detailed Construction Parking and Traffic Management Plan to the Transportation Division for approval. The Management Plan shall identify (for each development phase): construction vehicle access, emergency vehicle access, parking facilities for construction workers, staging areas for construction vehicles, areas for deliveries and loading, and application for any lane closures. The Plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for works on roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570.
3. Prior to Building Permit issuance the developer must obtain a Building Permit for construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. Prior to Building Permit issuance the developer must obtain and provide to the City TransLink concurrence, in writing, regarding adequate completion or otherwise successful resolution of the AID process.

**General Notes:**

1. Some of the foregoing items (\*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
3. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
4. The legal agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding Permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
5. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
6. Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal Permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional be retained.

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Signed

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Date



# PLAN SHOWING PROPOSED SUBDIVISION OF PART OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

## SCHEDULE 1

LANDS DEALT WITH:

PARCEL IDENTIFIER (PID): 003-587-100  
LOT 46 SEC 5 BK4N R6W NWD  
PLAN 34468

PARCEL IDENTIFIER (PID): 003-582-663  
LOT 79 SEC 5 BK4N R6W NWD  
PLAN 37118

PARCEL IDENTIFIER (PID): 003-583-902  
LOT 80 SEC 5 BK4N R6W NWD  
PLAN 37118

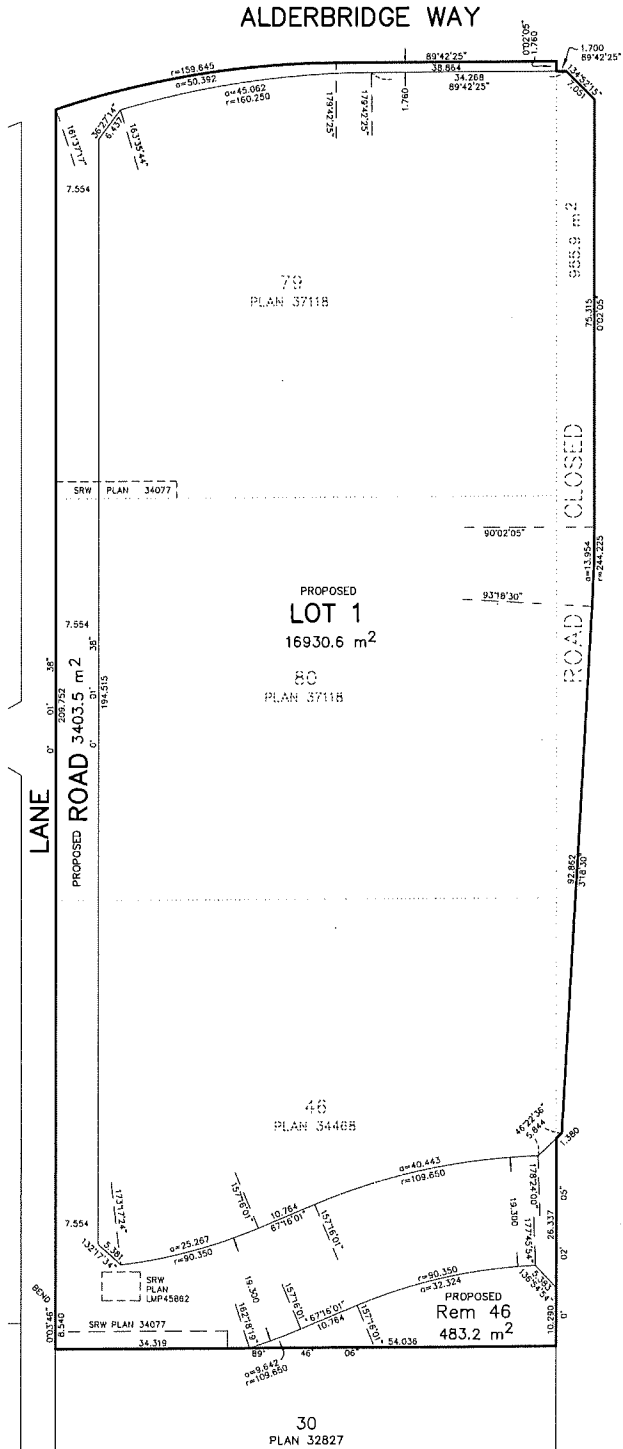
PORTION OF ROAD  
DEDICATED ON PLAN 32833

SCALE 1:500



DISTANCES ARE IN METRES

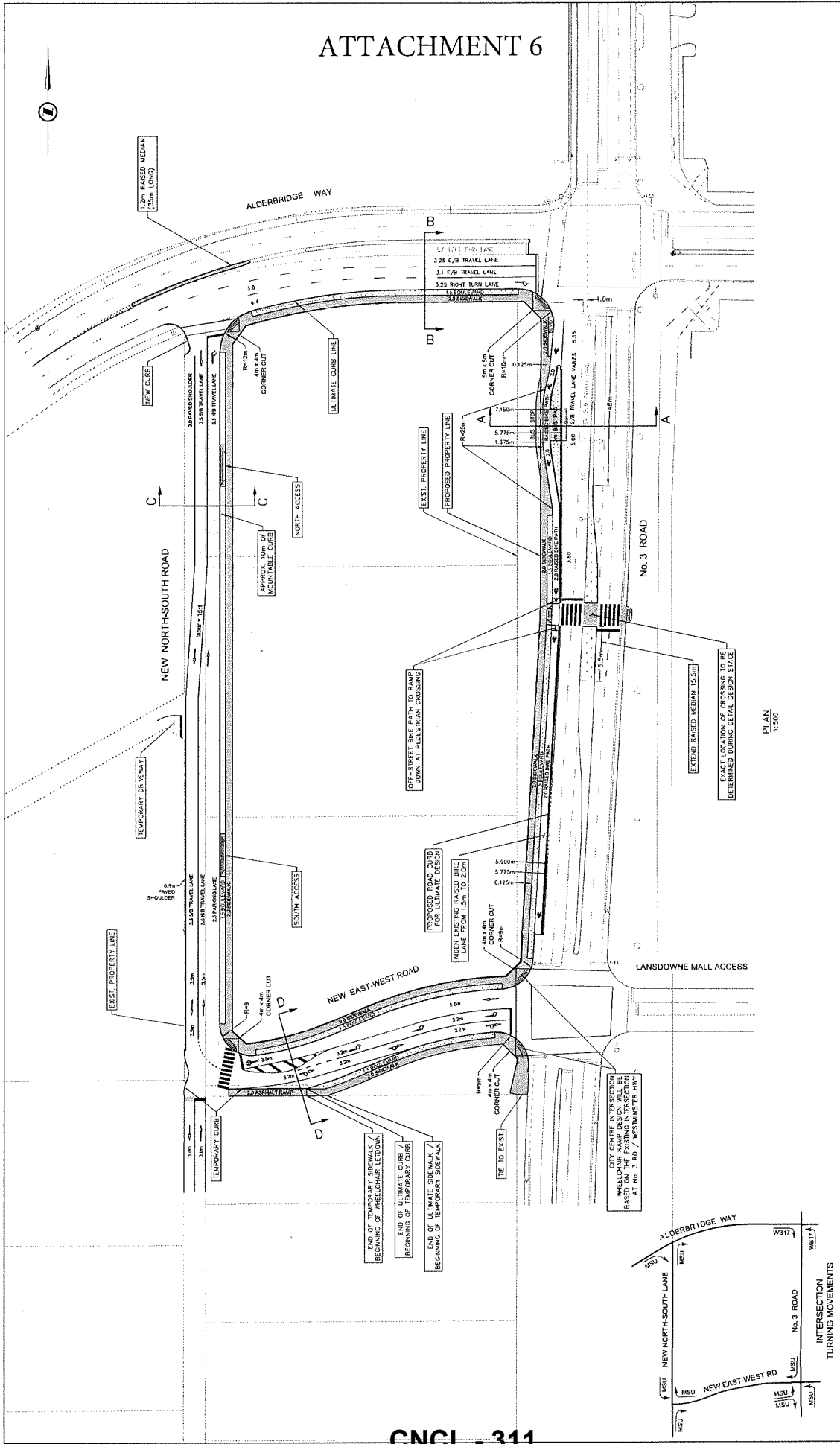
PROPOSED SUBDIVISION CRITERIA FROM FUNCTIONAL  
DESIGN ROAD PLAN, PHASE 3 DRAWING NUMBER 31248  
REVISION "D" DATED 16-01-27  
PREPARED BY ISL ENGINEERING AND LAND SERVICES



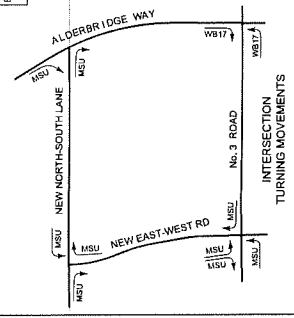
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SURVEYORS & ENGINEERS  
#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE:17505-7-PROPOSED SUB-1.DWG  
R-17-7-PROPOSED SUB-1

SEPTEMBER 29, 2017

# ATTACHMENT 6



PLAN  
1:500



**LEGEND**

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SIDEWALK
- PROPOSED BOULEVARD
- PROPOSED ASPHALT PAVEMENT

NO.	DESCRIPTION	BY	DATE

**CITY OF RICHMOND**  
7960 ALDERBRIDGE WAY

**FUNCTIONAL DESIGN ROAD PLAN**  
PHASE 1  
ROADWORKS AND PAVEMENT MARKINGS

Drawn: A. Jones | Design: C. White | Date: 2018-05-14  
Checked: B. Kim | Date: 2018-05-14  
Approved: S. Kim | Date: 2018-05-14

Scale: AS SHOWN

Permit: P-594

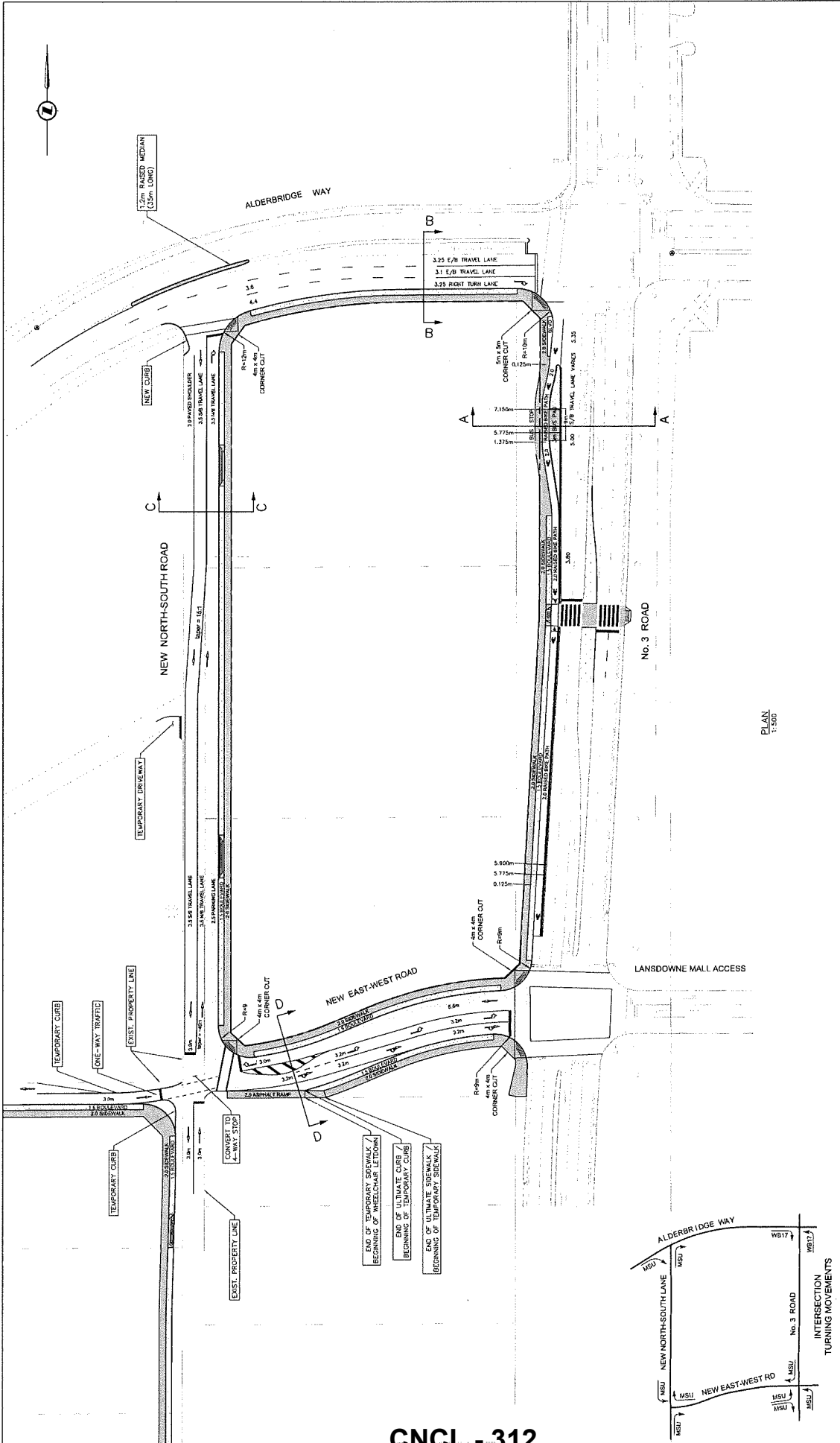
Project: 18-000000-0000

Client: City of Richmond

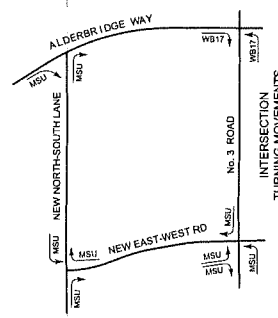
Project Name: 7960 Alderbridge Way

Project No: 18-000000-0000

Sheet No: 31887



PLAN  
1:500

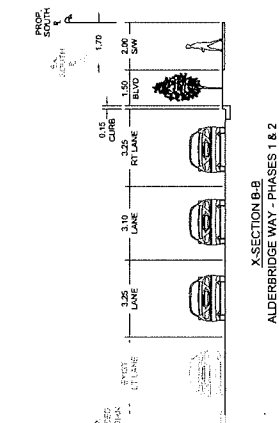


Drawing No. <b>31887</b>		FUNCTIONAL DESIGN ROAD PLAN  <b>PHASE 2</b>  ROADWORKS AND PAVEMENT MARKINGS															
City of Richmond <b>7960 ALDERBRIDGE WAY</b>																	
Scale AS SHOWN	Engineering ISL	Roadwork Permit															
Drawn: 1. (Date)    Design Checked: 6. (Date)    Date: 2012/05/14 Checked: 2. (Date)    Supervisor/Reviewer: 5. (Date)    Date: 2012/05/14																	
<table border="1"> <thead> <tr> <th>No.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>			No.	DESCRIPTION	BY	DATE											
No.	DESCRIPTION	BY	DATE														
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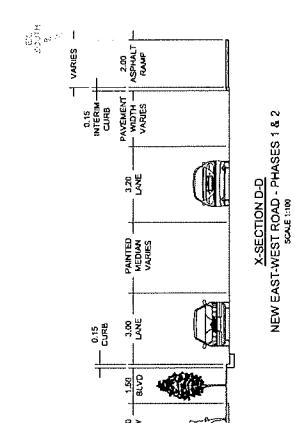
**CNCL - 312**

As Created: 2011/05/14 10:18 AM; Drawn: 2012/05/14 10:18 AM; Design Checked: 2012/05/14 10:18 AM; Date: 2012/05/14

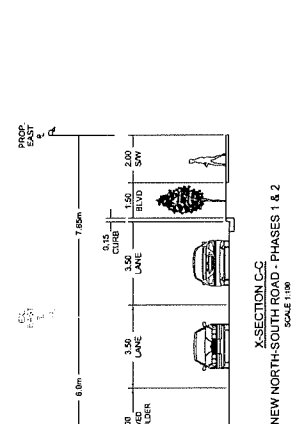




X-SECTION A-A  
No. 3 Road - Phases 1 & 2  
SCALE 1:100



X-SECTION B-B  
Alderbridge Way - Phases 1 & 2  
SCALE 1:100



X-SECTION C-C  
New North-South Road - Phases 1 & 2  
SCALE 1:100

Drawing No.  
**31887**

**CITY OF RICHMOND**

**7960 ALDERBRIDGE WAY**

**FUNCTIONAL DESIGN ROAD PLAN**

**PHASES 1 AND 2**

**CROSS SECTIONS**

AS SHOWN

**Engineering**  
**INC.**

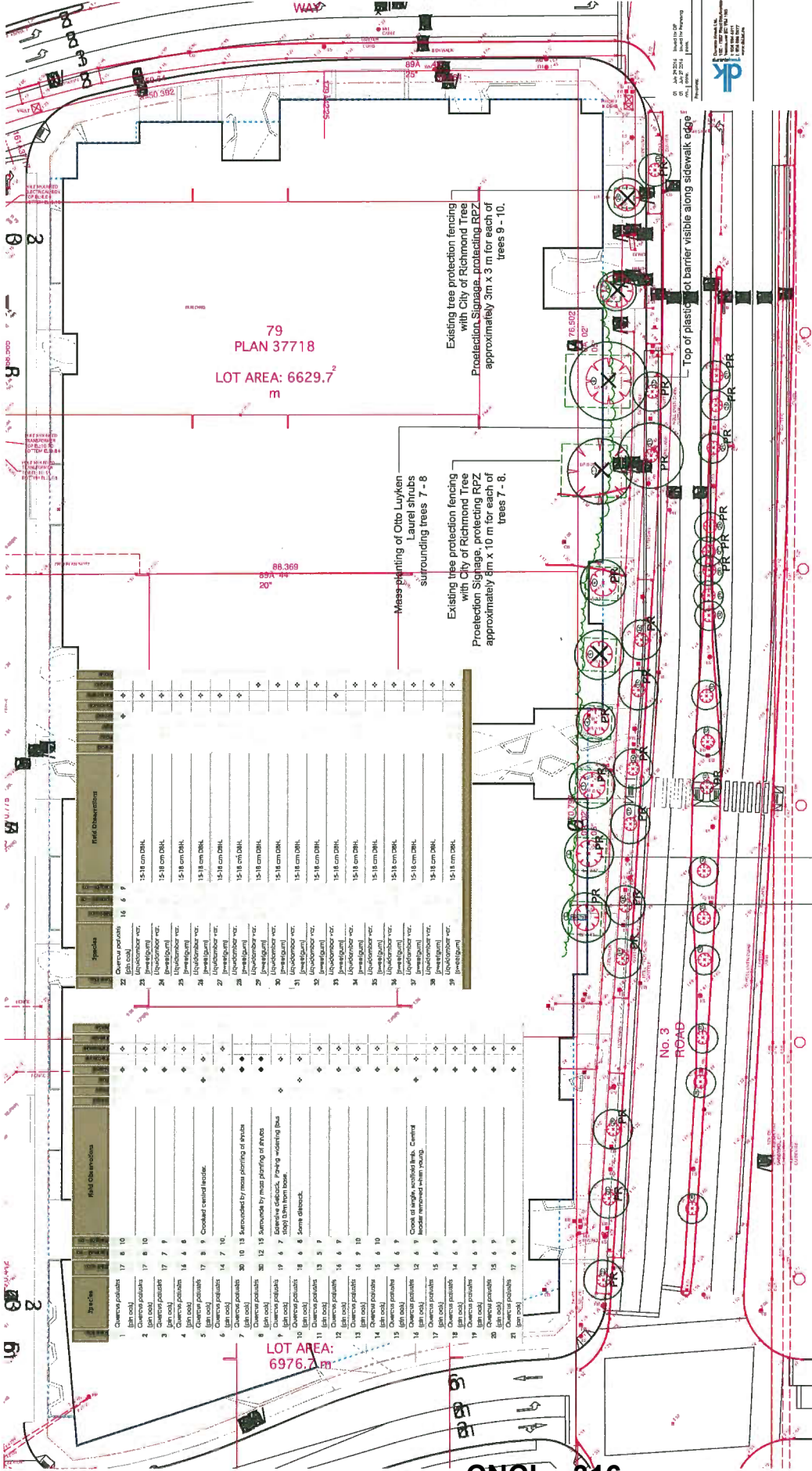
Permit

P.Eng.

No.	DESCRIPTION	BY	DATE



# ATTACHMENT 7



79  
PLAN 37718  
LOT AREA: 6629.7  
m

LOT AREA:  
6976.7 m

Existing tree protection fencing  
with City of Richmond Tree  
Protection Signage, protecting RPZ  
approximately 3m x 3 m for each of  
trees 9 - 10.

Mass planting of Otto Luyken  
Laurel shrubs  
surrounding trees 7 - 8

Existing tree protection fencing  
with City of Richmond Tree  
Protection Signage, protecting RPZ  
approximately 8m x 10 m for each of  
trees 7 - 8.

Existing tree protection fencing  
with City of Richmond Tree  
Protection Signage, protecting RPZ  
approximately 5m x 5 m for each of  
trees 1 - 6.

Mass planting of Otto Luyken Laurel shrubs  
offset approximately 2.5 m west of trees 1 - 6

**LEGEND**

- Existing tree - dripline diameter
- Existing tree - potential relocation
- Existing tree - remove. Poor condition and/or too large for relocation



Project: **ATMOSPHERE**  
**MINES USE DEVELOPMENT**  
**7940 ALDERBRIDGE WAY**  
**RICHMOND BC**

Drawn by: [blank]  
 Checked by: [blank]  
 Date: July 23, 2014  
 Scale: 1/8" = 1' - 0"

Drawn by: [blank]  
 Checked by: [blank]  
 Date: [blank]  
 Scale: [blank]

Project No.: 14055  
 Sheet No.: [blank]

Project Name: **Existing Trees Management Plan**

Scale: 1:1



CNCL - 316

Rem 80  
PLAN 50405

PLAN SHOWING PROPOSED SUBDIVISION OF PART OF SECTION 5  
 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

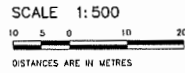
LANDS DEALT WITH:

PARCEL IDENTIFIER (PID): 003-587-100  
 LOT 46 SEC 5 BK4N R6W NWD  
 PLAN 34468

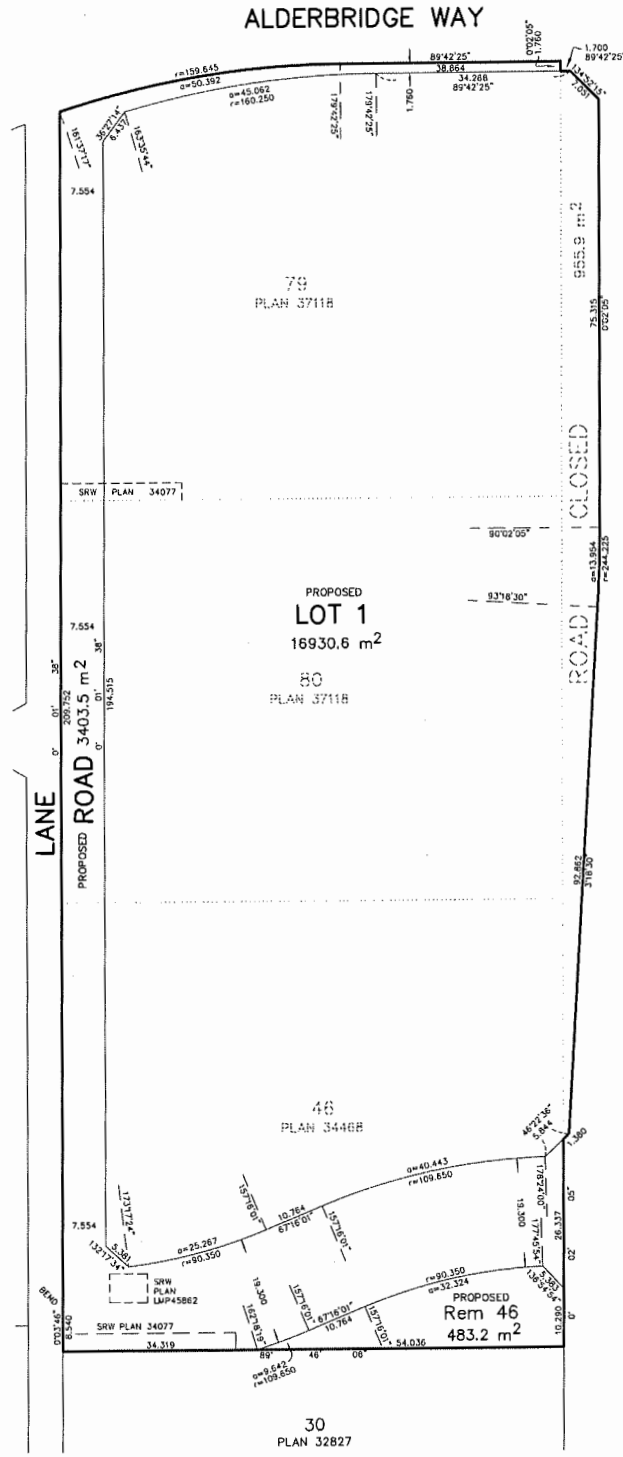
PARCEL IDENTIFIER (PID): 003-582-663  
 LOT 79 SEC 5 BK4N R6W NWD  
 PLAN 37118

PARCEL IDENTIFIER (PID): 003-583-902  
 LOT 80 SEC 5 BK4N R6W NWD  
 PLAN 37118

PORTION OF ROAD  
 DEDICATED ON PLAN 32833



PROPOSED SUBDIVISION CRITERIA FROM FUNCTIONAL  
 DESIGN ROAD PLAN PHASE 3 DRAWING NUMBER 31248  
 REVISION "D", DATED 16-01-27  
 PREPARED BY ISL ENGINEERING AND LAND SERVICES



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 SURVEYORS & ENGINEERS  
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SEPTEMBER 29, 2017





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9825 (RZ 15-692485)  
7960 Alderbridge Way and 5333 & 5411 No. 3 Road**

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

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

**“20.34 City Centre High Density Mixed Use (ZMU34) – Lansdowne Village**

**20.34.1 Purpose**

The **zone** provides for a broad range of **commercial, office, service, institutional, education, entertainment and residential uses** typical of the **City Centre**. Additional **density** is provided to achieve **City** objectives related to the **development of affordable housing units, office uses and community amenities**.

**20.34.2 Permitted Uses**

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- grocery store
- health service, minor
- housing, apartment
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

### 20.34.3 Secondary Uses

- **boarding and lodging**
- **home business**
- **home-based business**

### 20.34.4 Additional Uses

- **district energy utility**

### 20.34.5 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a net **development site** area of 20,817 sq. m.
2. The maximum **floor area ratio** is “2.0” for residential **uses** and mixed **uses** including residential **uses**, together with an additional:
  - a) “0.1” **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.34.5.2, the reference to “2.0” is increased to a higher **floor area ratio** of “3.0” if the **owner**:
  - a) provides 38 **affordable housing units** on the **site** and the combined **habitable space** of the **affordable housing units** is not less than 5% of the total residential **floor area** minus the total market rental housing **floor area**;
  - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office;
  - c) provides market rental housing units on the **site** with a combined **floor area ratio** of not less than 0.41 FAR;
  - d) enters into a legal agreement with respect to the market rental housing units and registers the legal agreement against title to the **lot**; and
  - e) pays a sum to the **City** (*Child Care Reserve Fund*) based on 1% of the value of the total residential **floor area ratio** less the value of the **affordable housing unit floor area ratio** and the market rental housing **floor area ratio** (i) multiplied by the “equivalent to construction value” rate of \$6997/ sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,997/ sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive.
4. Notwithstanding Section 20.34.5.3, the reference to “3.0” is increased to a higher **floor area ratio** of “3.95” if the **owner**:

- a) uses the additional "0.95" **floor area ratio** for non-residential **uses** only; and
  - b) pays a sum to the **City** (*City Centre Facility Development Fund*) based on 5% of the additional non-residential **floor area ratio** provided in the **development**, calculated using the "equivalent to construction value" rate of \$8,073/ sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$8,073/ sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.
5. Notwithstanding Section 4.5.1, the following items are not included in the calculation of maximum **floor area ratio**:
- a) common mechanical, heating, ventilation, air conditioning, electrical, telephone and similar type service rooms not co-located with an **enclosed parking** area and not intended as **habitable space**; and
  - b) storage areas for residential **uses** to a maximum area of 3.3 sq. m. per **dwelling unit** where co-located with below-grade, **enclosed parking**.

#### 20.34.6 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 90% for **buildings**.

#### 20.34.7 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
  - a) from a **road**, measured to a **lot line**, 6.0 m., except that a **road setback** may be reduced to:
    - i) 3.0 m for parts of a **building** above **finished site grade**, as specified in a Development Permit approved by the **City**; and
    - ii) 0.0 m. for parts of a **building** below **finished site grade**, as specified in a Development Permit approved by the **City**; and
  - b) from a **side lot line**, measured to a **lot line**, 0.0 m.
- 2. Notwithstanding 20.34.7.1, minimum **setbacks** for parts of a building directly adjacent to City land or land secured for public use via **right-of-way**, measured to a **lot line** or the boundary of the **right-of-way**, shall be:
  - a) where a door provides **access**, 1.5 m or the depth of the door swing, whichever is greater.
- 3. Notwithstanding Sections 4.11 and 4.12, projections into **setbacks** for architectural features, **cantilevered roofs**, **balconies**, **awnings**, sunshades, canopies, privacy screens or similar **building** elements located 3.0 m or more above **finished site grade** may be increased, subject to the depth of the associated **setback**, to a maximum of:

- a) for **road setbacks**, 2.5 m., as specified in a Development Permit approved by the **City**;
- b) for **side lot line** and **rear lot line setbacks**, 2.0 m., as specified in a Development Permit approved by the **City**.

#### 20.34.8 Permitted Heights

1. The maximum **building height** for **principal buildings** is 41.5 m. geodetic.
2. The maximum **building height** for **accessory structures** is 12.0 m.

#### 20.34.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** for **development** is 16,800 sq. m.

#### 20.34.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0 of Richmond Zoning Bylaw 8500.

#### 20.34.11 On-Site Parking and Loading

1. **On-site vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
2. Notwithstanding Section 20.34.11.1, the minimum number of required bicycle **parking spaces** shall be:
  - a) for Class 2, for **general retail, convenience retail, restaurant, office** and other non-residential **uses**, excluding **education, commercial education** and **university education uses**, calculated as 0.2 spaces per 100.0 sq. m. of **floor area**; and
  - b) for Class 2, for residential **uses**, calculated as 0.1 spaces per **dwelling unit**.
3. Notwithstanding Section 20.34.11.1, the minimum number of **parking spaces** required by this bylaw for residential **uses** may be reduced to be calculated as follows:
  - a) 0.9 resident **parking space** per residential **dwelling unit**;
  - b) 0.8 resident **parking space** per **affordable housing unit**;
  - c) 0.8 resident **parking space** per market rental **dwelling unit**;
  - d) 0.1 visitor **parking space** per residential **dwelling unit**;
  - e) 0.1 visitor **parking space** per **affordable housing unit**; and
  - f) 0.1 visitor **parking space** per market rental **dwelling unit**.

and then the minimum on-site parking requirements for residential **uses** (set out above) and for non-residential **uses** (set out in Section 7) may be further reduced by up to a maximum of 10%, where:

- g) the **City** implements transportation demand management measures, including the use of car co-operatives, transit passes, private shuttles, carpools, enhanced end-of-trip cycling facilities, and other pedestrian, bicycle and transit connectivity improvements suitable to the **site** and the surrounding neighbourhood; and
  - h) the minimum on-site parking requirements are substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval of the **City**.
4. Notwithstanding Section 20.34.11.1, the required number of **loading spaces** is:
- a) 2.0 large size truck spaces shared between residential uses and non-residential uses; and
  - b) 7.0 medium size truck spaces shared between non-residential and residential uses.

#### **20.34.12 Other Regulations**

- 1. Signage must comply with the City of Richmond's Sign Bylaw 5560, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
  - 2. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
  - 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating them **CITY CENTRE HIGH DENSITY MIXED USE (ZMU34) – LANSDOWNE VILLAGE**:

P.I.D. 003-582-663  
LOT 79 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN 37118

P.I.D. 003-583-902  
LOT 80 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN 37118

P.I.D. 003-587-100  
LOT 46 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN 34468

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9825”**.

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER CONDITIONS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICE

