



City of Richmond

Report to Committee

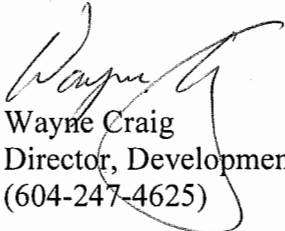
To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 4, 2018
File: RZ 17-765420

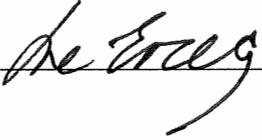
Re: Application by Onni 7811 Alderbridge Holding Corp Inc. for Rezoning at 7811 Alderbridge Way from the "Industrial Retail (IR1)" Zone to the "Residential/Limited Commercial (RCL2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9867, for the rezoning of 7811 Alderbridge Way from the "Industrial Retail (IR1)" zone to the "Residential/Limited Commercial (RCL2)" zone, be introduced and given first reading.


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

WC:sb
Att. 7

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

Staff Report

Origin

Onni 7811 Alderbridge Holding Corp. Inc. has applied to the City of Richmond for permission to rezone 7811 Alderbridge Way from the “Industrial Retail (IR1)” zone to the “Residential/Limited Commercial (RCL2)” zone (Attachment 1) in order to permit the development of a mixed-use mid-rise residential and limited commercial development on a property in the City Centre’s Lansdowne Village.

Key components of the proposal (Attachment 2) include:

- One five-storey mixed-use building; with a ground floor corner commercial retail unit, indoor amenity space, including two guest suites for the residents and five levels of apartments.
- One six-storey residential building with six levels of apartments.
- A common shared one and a half level parking structure that is partially lowered into the site.
- A maximum floor area ratio (FAR) of 2.0 and a maximum height of 25 m.
- A total floor area of approximately 30,741 m² (330,895 ft²) comprised of approximately:
 - 280 m² (3,014 ft²) of commercial space, which would not be permitted to be used for commercial indoor recreation.
 - 30,461 m² (327,882 ft²) of residential space.
- Approximately 365 dwelling units, including:
 - Approximately 343 residential units.
 - 22 affordable housing low end market rental residential units.
- LEED Silver equivalent design and connection to the Oval district energy utility (DEU) system.
- Extension of Minoru Boulevard, widening of Alderbridge Way and widening of River Parkway across the site frontages.
- Provision of public rights-of-passage (PROP) statutory rights-of-way (SRW) for a pedestrian linkage along the west edge of the site, and a pedestrian greenway through the middle of site connecting to the proposed Minoru Boulevard extension and connecting to Cedarbridge Way through an existing greenway in the Phase 1 development.

This application includes the proposed sale and acquisition of the City’s surplus lane lands along the west edge of the site. Additional information on the land acquisition is contained in the “Financial Impact” section of this Staff Report.

The owner is required to enter into a Servicing Agreement for the design and construction of engineering and transportation infrastructure and frontage improvement works.

Findings of Fact

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

Existing Site and Development

Existing Site and Development: The subject site is located in Lansdowne Village of the City Centre (Attachment 4) on the north side of Alderbridge Way at Minoru Boulevard. It is comprised of one lot and the abutting surplus City lane along the west edge of the site and currently is developed with two single-storey industrial retail warehouse buildings and surface parking.

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

Surrounding Development

Surrounding development includes:

To the North: Across the proposed River Parkway extension, an existing two-storey industrial business park development on a site owned by the City for future park development and zoned “Industrial Business Park (IB1)”.

To the East: Across the proposed Minoru Boulevard extension, an existing industrial retail development on a site zoned “Industrial Retail (IR1)”.

To the South: Across Alderbridge Way, is an existing industrial retail development with vehicle repair and child care uses on a site zoned “Industrial Retail (IR1)”.

To the West: Phase 1 of the subject RIVA development, consisting of four six-storey residential apartment buildings, is under construction (DP 12-615424) on a site zoned “High Density Low Rise Apartments (RAH2)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the site as “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 site as “Urban Centre T5 (25m)” (Attachment 4) and allows for a maximum average net development site density of 2.0 FAR. The proposed rezoning is consistent with this designation. The density is spread across both proposed buildings.

Other Policies, Strategies & Bylaws

Industrial Land Use History: Due to the previous industrial uses on the subject site, confirmation that the site has achieved approval from the Ministry of Environment and Climate Change Strategy for residential uses is required prior to rezoning approval. As the City will be receiving land dedication for road purposes, a legal agreement and securities may also be required depending on the outcome of the detailed site investigation process and any site remediation works sequence.

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 OCP Aircraft Noise Sensitive Development Map. The proposed rezoning is consistent with this Policy. Registration of an aircraft noise covenant on Title is required prior to rezoning adoption.

CCAP Noise and Interface Management Policies: The proposed development must address additional OCP noise and interface management policies; specifically ambient noise and commercial noise and other potential impacts of developing within the City Centre.

The proposed commercial unit will be within 30 m of proposed residential uses on the subject lands and phase 1 of the development on the adjacent site to the west. Registration of a noise covenant on Title is required before final adoption of the rezoning bylaw; to ensure any noise emanating from the commercial uses and mechanical equipment does not exceed noise levels allowed in the City's Noise Bylaw.

The development site is surrounded by properties with development potential subject to the City Centre Area Plan. Registration of a legal agreement on Title is required before final adoption of the rezoning bylaw, stipulating that the commercial development is subject to potential impacts due to other development that may be approved within the City Centre, including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

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

Analysis

Proposed Zoning Bylaw Amendment

The proposed commercial and residential uses are permitted by the CCAP. The proposed rezoning is consistent with the Lansdowne Village Specific Land Use Map, Urban Centre T5

(25 m) transect. The standard “Residential/Limited Commercial (RCL2)” zone is proposed for the development. The “Residential/Limited Commercial (RCL2)” zone includes provisions regulating the permitted residential and secondary permitted commercial land uses, maximum 2.0 floor area ratio (FAR) density, maximum 25 m building height, minimum net development site size, siting parameters and parking. Rezoning considerations are provided (Attachment 5).

The proposed ground commercial unit is designed to provide new services for the neighbourhood. Although the “Residential/Limited Commercial (RCL2)” zone allows for commercial indoor recreation use, a registered legal agreement will prohibit commercial indoor recreation use on the subject site as a consideration of rezoning.

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 owner is required to enter into a Servicing Agreement for the design and construction of a variety of water, storm water drainage and sanitary sewer frontage works, including:

- Water main servicing across Minoru Boulevard frontage and upgrade across Alderbridge Way frontage.
- Storm sewer servicing across Minoru Boulevard frontage and upgrade across Alderbridge Way frontage.
- Sanitary sewer upgrades across Alderbridge Way and River Parkway frontages.
- Associated utilities statutory rights-of-way (ROW).
- Various frontage upgrades, including street lighting, and ditch infill to provide for pedestrian improvements and works transitioning to the east of the subject lands.

Third Party Utilities: Relocation and undergrounding of private utility lines and location of private utility equipment on-site are required.

Transportation

City Transportation Network: The City Centre Area Plan (CCAP) encourages completion and enhancement of the City street network. The City, as part of its 2018 Capital and Construction Program, will construct an interim roadway of approximately the equivalent of three traffic lanes along the north side of River Parkway from the current westerly limit of this roadway to Cambie Road. To facilitate this project, the proposed rezoning includes contributions of \$216,000.00 towards the interim north edge treatment and \$110,000 towards the new water main installation along the River Parkway frontage of the subject lands.

River Parkway: Improvements will include road dedication and widening with ultimate frontage improvements and ultimate five-lane curb-to-curb cross-section across frontage to 30 m beyond the Minoru Boulevard intersection through a required Servicing Agreement. Required works

also include traffic signal and illuminated street name sign intersection improvements at Minoru Boulevard, street trees, off-road bike lane, banner poles, street furnishings and tapered road transition to meet the roadway to the east. The required works will coordinate with the City works, providing the ultimate River Parkway cross-section from property line to the north curb across the River Parkway frontage of the proposed site, and tying back into the interim roadway east of the proposed Minoru Boulevard intersection. The ultimate treatment of the remaining north boulevard will be determined in coordination with City park design in the future.

Alderbridge Way Frontage: Improvements will include road dedication and widening with ultimate frontage improvements and interim four-lane curb-to-curb cross-section across frontage. Works also include interim intersection improvements at Minoru Boulevard. The remaining works will be secured as part of future development.

Minoru Boulevard Frontage: Improvements will include road dedication and extension from River Parkway to Alderbridge Way with ultimate frontage improvements and interim three-lane curb-to-curb cross-section. Works also include an interim retaining wall with safety barrier, additional landscaping and sidewalk width for Parks greenway leading to the future City park along River Parkway. The remaining works will be secured as part of future development.

Private Roads: The owner is required to provide public-rights-of-passage (PROP) statutory rights-of-way (ROW) at the north and south ends of the west property line to provide vehicle access to and pedestrian linkage between Alderbridge Way and River Parkway.

Pedestrian Linkages: The owner is required to provide a public-rights-of-passage (PROP) statutory right-of-way (ROW) to extend the mid-block pedestrian greenway from the west edge of the site to Minoru Boulevard and to provide a mid-block pedestrian linkage along the west edge from Alderbridge Way to River Parkway. Both linkages will provide lighted pedestrian paths, landscaping and way finding signage. The east-west greenway will also provide seating opportunities and a children's play area. The detailed design will be the subject of further review as part of the Development Permit process.

Where eligible, Development Cost Charge (DCC) credits will be applied to the required off-site improvements. All other improvements will be funded by the owner. Permanent road and traffic signal works along River Parkway, Alderbridge Way and Minoru Boulevard are eligible for DCC credits. Land dedication along River Parkway and Minoru Boulevard, but not the equivalent area to City's surplus lane acquisition, are eligible for DCC credits. Road works and land dedication DCC credits exclude all temporary works and any area where the frontage works exceed CCAP standard road cross-section. DCC credits will be the subject of further review as part of the Servicing Agreement and Building Permit processes.

Preliminary functional road drawings demonstrating the proposed road improvements have been provided (Attachment 6). Detailed design development will occur through the Servicing Agreement process.

Amenity Contributions

The CCAP Implementation Strategy includes density bonusing and other measures to support the development of community amenities. The proposed rezoning includes contributions to community amenities as outlined below. Staff note that all contributions are based on rates at the time of writing and will be subject to indexing adjustments, should the rezoning not be adopted within the relevant applicable time periods.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning. In accordance with the CCAP Implementation Strategy, a contribution will be secured before rezoning adoption (\$92,686.91 calculated using the proposed maximum floor area [331,024.69 ft² x \$0.28 /ft²]).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a significant size and there are opportunities for locating Public Art on the site, the applicant is proposing to install Public Art in the development through the Public Art Program process. The contribution of installed Public Art will be secured with a legal agreement registered on Title prior to final adoption of the rezoning bylaw. The minimum value of installed Public Art or cash-in-lieu is based on the current contribution rate (\$265,946.46 calculated using the proposed commercial floor area [3,014 ft² x \$0.45 /ft²] and residential floor area [311,283 ft² x \$0.85 /ft²], excluding affordable housing floor area).

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 22 Low End Market Rental Housing (LEMR) units, with a combined floor area of 1,554 m² (16,728 ft²), are proposed and allocated as follows.

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)
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	45.5%	10
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	31.8%	7
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	22.7%	5
TOTAL	N/A	N/A	N/A	100%	22

(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.

Sustainability

District Energy Utility (DEU): The proposed mixed-use development will be designed to utilize energy from the Oval District Energy Utility (DEU). Connection to the City's DEU system will be secured with a legal agreement registered on Title prior to final adoption of the rezoning bylaw.

Sustainability Rating System: The proposed development is expected to achieve Leadership in Energy and Environmental Design (LEED) v4 Silver equivalency. The applicant will provide a sustainability strategy with preliminary checklist for review through the Development Permit process and will incorporate the recommendations into the development and Building Permit drawings, where relevant.

Site Access, Parking and Loading

Site Access: Vehicular access will be provided to the proposed north building via a driveway connecting to River Parkway and restricted to right-in/right-out only. Vehicular access will be provided to the proposed south building via a driveway connecting to Alderbridge Way and restricted to right-in/right-out only. Proposed truck access and loading is consistent with the provisions of the Richmond Zoning Bylaw. On-site design will be the subject of further review during the Development Permit process.

Vehicle Parking: Transportation Department staff generally support the parking proposal, which includes a total of 516 parking on-site parking spaces contained in a two level parking structure and will be the subject of further review during the Development Permit process. The proposed parking rate is consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 2). The rezoning includes registration of a legal agreement requiring that every pair of tandem parking spaces be assigned to the same dwelling unit and prohibiting the assignment of shared visitor/commercial parking spaces.

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 electrical vehicle charging.

Truck Loading: Four medium size loading spaces will be provided for the proposed development, which is consistent with the loading provisions of the Richmond Zoning Bylaw.

Bicycle Parking: The proposed bicycle parking rates are consistent with the bicycle provisions of the Richmond Zoning Bylaw. The detailed design of secure class 1 storage and short-term class 2 bicycle racks will be the subject of further review during the Development Permit process. The rezoning includes registration of a legal agreement prohibiting conversion of bicycle storage area into general storage space.

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.

On-site Trees: There are six existing trees on the subject site (one Weeping Silver Birch and five Douglas Fir trees), which are all considered to be in fair condition, however are all recommended for removal for the following reasons: the Birch tree will be in conflict with the development; and the Douglas Fir trees will be in conflict with required River Parkway road works. There are no adjacent trees on the neighbouring properties.

Off-site Trees: There are three existing trees on the City's River Parkway right-of-way (Cherry, Hawthorn, and Black Cottonwood trees), which are all considered to be in fair condition and will all be in conflict with required River Parkway road works. There are no City street trees in the Alderbridge Way frontage.

The City's Tree Preservation Coordinator has reviewed the on-site trees and supports the Arborist's recommendation to remove the trees. These trees are required to be removed and replaced. Tree replacement will be addressed as part of the required Development Permit and Servicing Agreement processes.

Development Form and Character

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

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP mixed-use mid-rise residential and limited commercial Sub-Area B.2, and is arranged to address the site's configuration, second phase location (abutting the phase one site), urban design opportunities (three road frontages), and combination of uses (residential and limited commercial). There is one five-storey mixed-use building, with a small commercial unit anchoring the corner of Alderbridge Way and Minoru Boulevard. There is also one six-storey residential building fronting Minoru Boulevard and River Parkway. The two buildings are c-shaped around internal west facing courtyards, separated by a mid-block publically-accessible greenway, and sit on top of a common one and a half storey height parking podium.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. The subject site is surrounded on three sides by Alderbridge Way, Minoru Boulevard and River Parkway, which mitigates potential impacts on both the surrounding public realm and surrounding private development. The site also abuts an adjacent site, which is phase one of the same development, with continuing construction underway (DP 12-615424).

Development Permit: Through the required Development Permit Application process, the form and character of the proposed development will be assessed against the expectations of the Development Permit Guidelines, City bylaws and policies. The proposal will be expected to respond to comments arising from Council consideration of the rezoning, as well as, from staff, Advisory Design Panel and Development Permit Panel review. The detailed building and

landscape design will be the subject of further review during the Development Permit review process, including the following features.

- **Form and Character:** The design will be further detailed to provide massing, height, roofline and façade expression, appropriate grade transition and active street frontages.
- **Parking and Loading:** The design and draft functional plan, including truck manoeuvring, will be further detailed.
- **Pedestrian Linkages:** The design of the east-west pedestrian greenway and north-south pedestrian linkage will be further detailed.
- **Waste Management:** The waste management plan, including storage and collection of garbage, recycling and organic waste will be further detailed.
- **Crime Prevention through Environmental Design (CPTED):** The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED strategy and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed.
- **Accessibility:** The proposed development will be required to provide good site and building accessibility. Design implementation will be reviewed.
- **Sustainability:** Integration of sustainability features into the site, building, and landscape design will be reviewed.
- **Amenity Space:** The design of indoor and outdoor amenity space for the residents will be reviewed. The proposed amenities include the provision of two guest suites, which are to be located adjacent to the other amenity space, are not to include kitchen facilities and will be secured by legal agreement.

Financial Impact

To facilitate the sale of surplus City lands (lane) and the subject rezoning application proposal, the applicant proposes to acquire the surplus City lane allowance adjacent to the subject site for consolidation and inclusion in the applicant's development site (Attachment 2). The total approximate area of City lands proposed to be included in the development site is 1,052.5 m² (11,329 ft²). 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 lane closure bylaw, will be brought forward to Council in a separate report from the Senior Manager, Real Estate Services.

As a result of the proposed development, the City will take ownership of owner contributed assets; such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$41,926.17. This will be considered as part of the 2020 Operating Budget.

Conclusion

The application by Omni 7811 Alderbridge Holding Corp. Inc. to rezone the property at 7811 Alderbridge Way in order to develop a medium-density development with a two building mixed-use development is consistent with City objectives as set out in the Official Community Plan (OCP), City Centre Area Plan (CCAP) and other City policies, strategies and bylaws. The proposed commercial use will activate the street frontages at the corner of Alderbridge Way and Minoru Boulevard and will support future development in Lansdowne Village. The built form of the mid-rise buildings will provide a strong identity for the location, and will provide a transition to the future City Park to the north and future development to the east, and public realm enhancements will improve the pedestrian experience for this emerging pedestrian-oriented mixed-use precinct. The provision of Affordable Housing units, engineering and transportation improvements, along with voluntary contributions for Public Art and community planning, will help to address a variety of community development needs.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9867 be introduced and given First Reading.



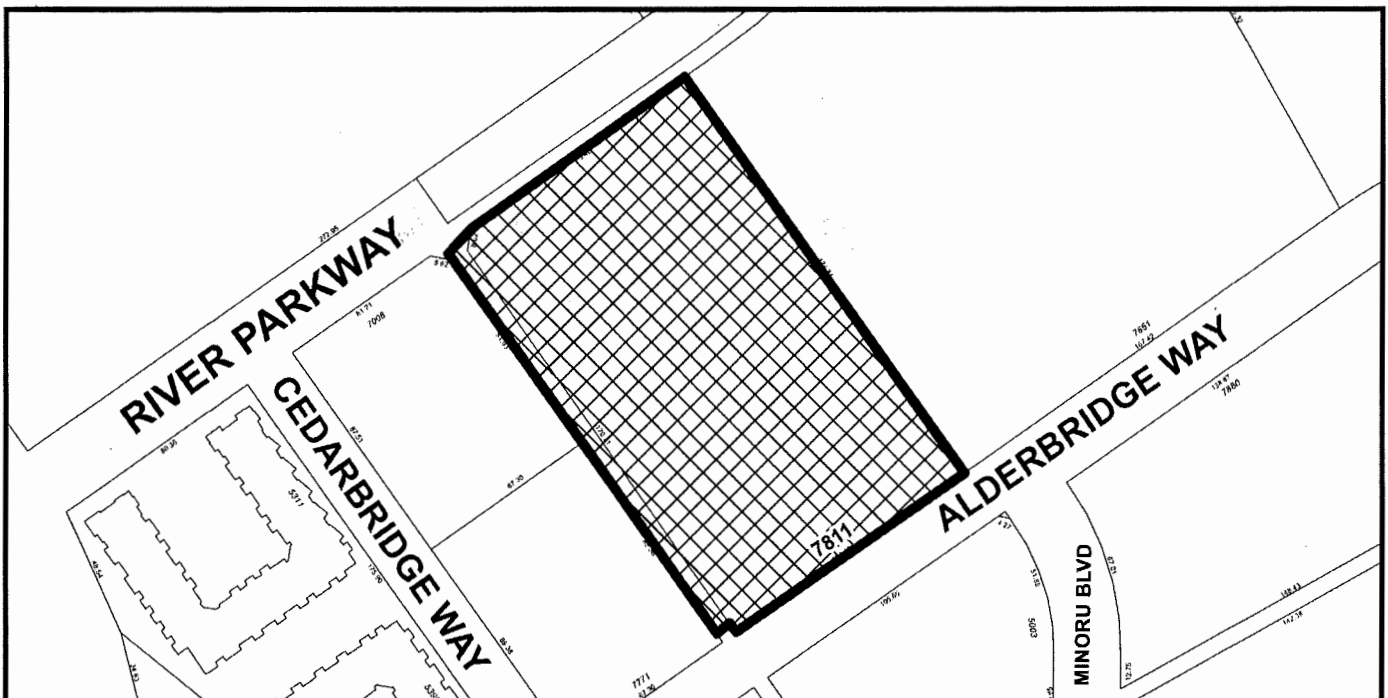
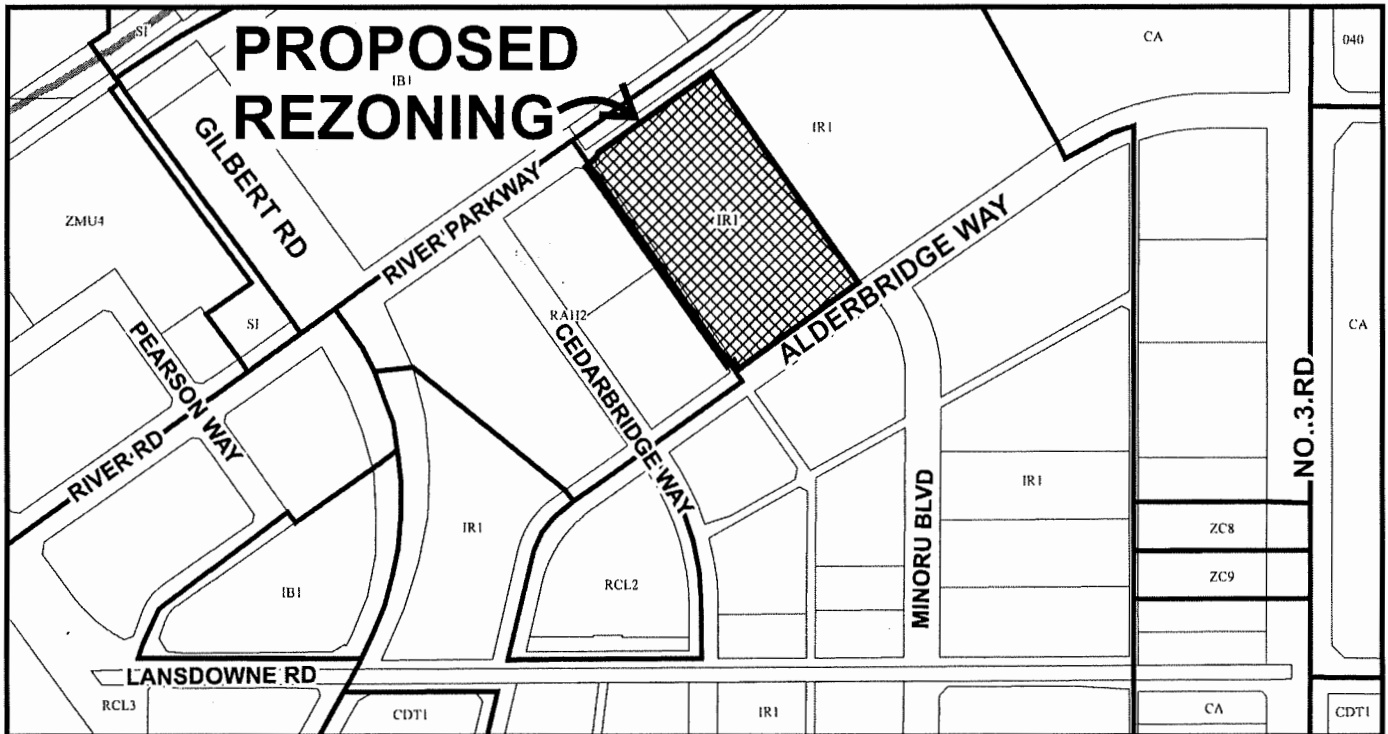
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment 1: Location Map and Aerial Photo
Attachment 2: Rezoning Conceptual Development Plans
Attachment 3: Development Application Data
Attachment 4: City Centre Lansdowne Village Specific Land Use Map
Attachment 5: Rezoning Considerations
Attachment 6: Draft Road Functional Plan
Attachment 7: Arborist Report Tree Survey



City of Richmond



RZ 17-765420

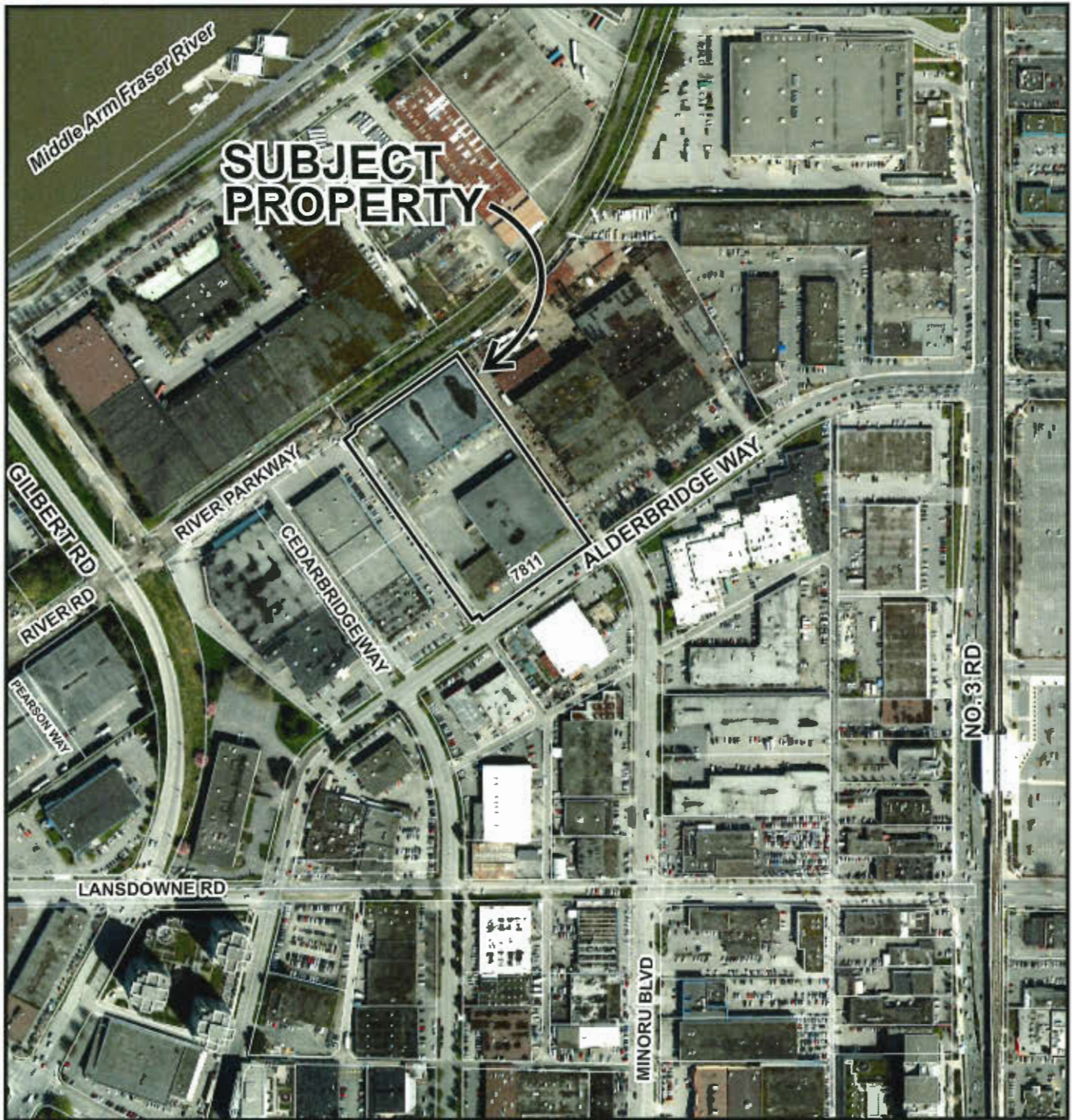
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Revision Date: 05/30/18

Note: Dimensions are in METRES



City of
Richmond

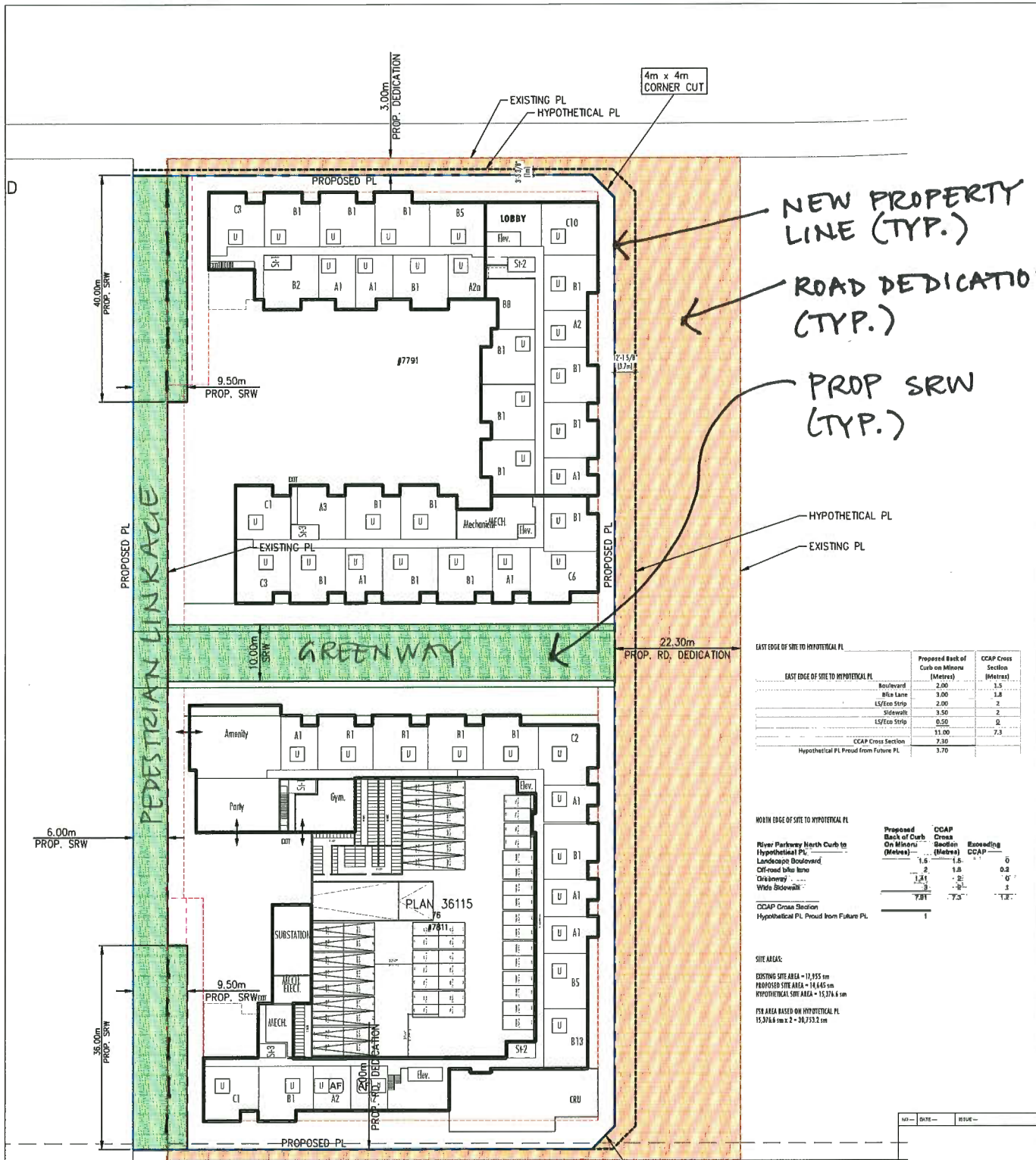


RZ 17-765420

Original Date: 03/15/17

Revision Date: 05/30/18

Note: Dimensions are in METRES



SURPLUS
CITY
LANE
(TYP.)

NEW PROPERTY
LINE (TYP.)
ROAD DEDICATION
(TYP.)
PROP SRW
(TYP.)

EAST EDGE OF SITE TO HYPOTHETICAL PL

	Proposed Back of Curb on Minors (Metres)	CCAP Cross Section (Metres)
Boulevard	2.00	1.5
Blue Lane	3.00	1.8
LS/Eco Strip	2.00	2
Sidewalk	3.50	2
LS/Eco Strip	0.50	0
	11.00	7.3
CCAP Cross Section	7.30	
Hypothetical PL Pivotal from Future PL	3.70	

WEST EDGE OF SITE TO HYPOTHETICAL PL

	Proposed Back of Curb On Minors (Metres)	CCAP Cross Section (Metres)	Exceeding
River Parkway North Curb to Hypothetical PL	1.5	1.5	0
Landscape Boulevard	2	1.8	0.2
Off-road bike lane	1.5	0	0
Crosswalk	3	3	0
Wide Sidewalk	7.8	7.3	0.5
CCAP Cross Section			
Hypothetical PL Pivotal from Future PL	1		

SITE AREAS:
 EXISTING SITE AREA = 17,355 sq m
 PROPOSED SITE AREA = 14,645 sq m
 HYPOTHETICAL SITE AREA = 15,376.6 sq m
 FSR AREA BASED ON HYPOTHETICAL PL
 15,376.6 sq m x 2 = 30,753.2 sq m

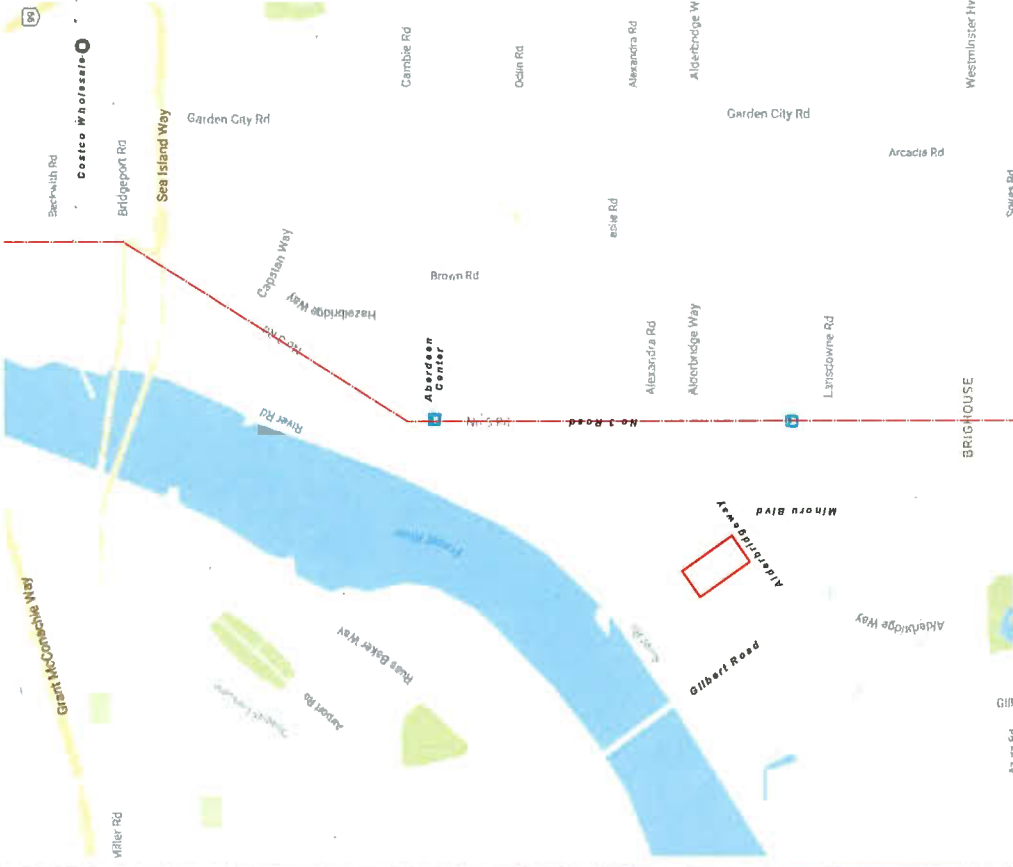
NO.	DATE	REVISION
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YAHAMOTO ARCHITECTURE 202-33 East 60 Avenue Vancouver, BC V6T 1R6 T-604 731 1127 F-604 731 1327		
PROJECT		
Residences at Five-2		
Alderbridge Richmond, BC		
DRAWING TITLE		
Property Line Diagram		
SCALE - 1:350	SHEET NO. -	
DATE - Sept 13, 2017	001-A	
DRAWN - MA		
CHECKED -	PROJECT - 1801	

PH - 303



PH - 304

1 Context Aerial



Sheet No. 64

2 Context Map

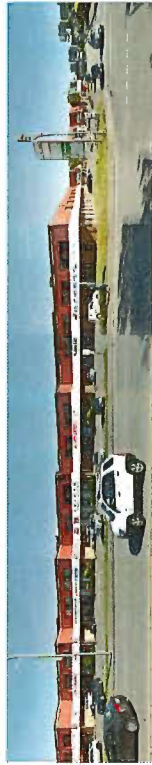
DATE	DESCRIPTION
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<p>YANAMOTO ARCHITECTURE 202 - 33 East 8th Avenue Vancouver, BC V6T 1R5 T: 604 731 1127 F: 604 731 1327</p>	
PROJECT	Residences at River 2
PROJECT LOCATION	Aberdeen, Maryland, BC
DRAWN BY	Site Contact
CHECKED BY	
DATE	002
DATE	002
DATE	002
DATE	002
DATE	002



1 Alderbridge Way at Riva 1



2 Alderbridge Way and Minoru Blvd Intersection



3 Alderbridge Way Street Elevation



5 Gilbert Rd and River Rd Intersection



6 Gilbert Rd and River Rd Intersection

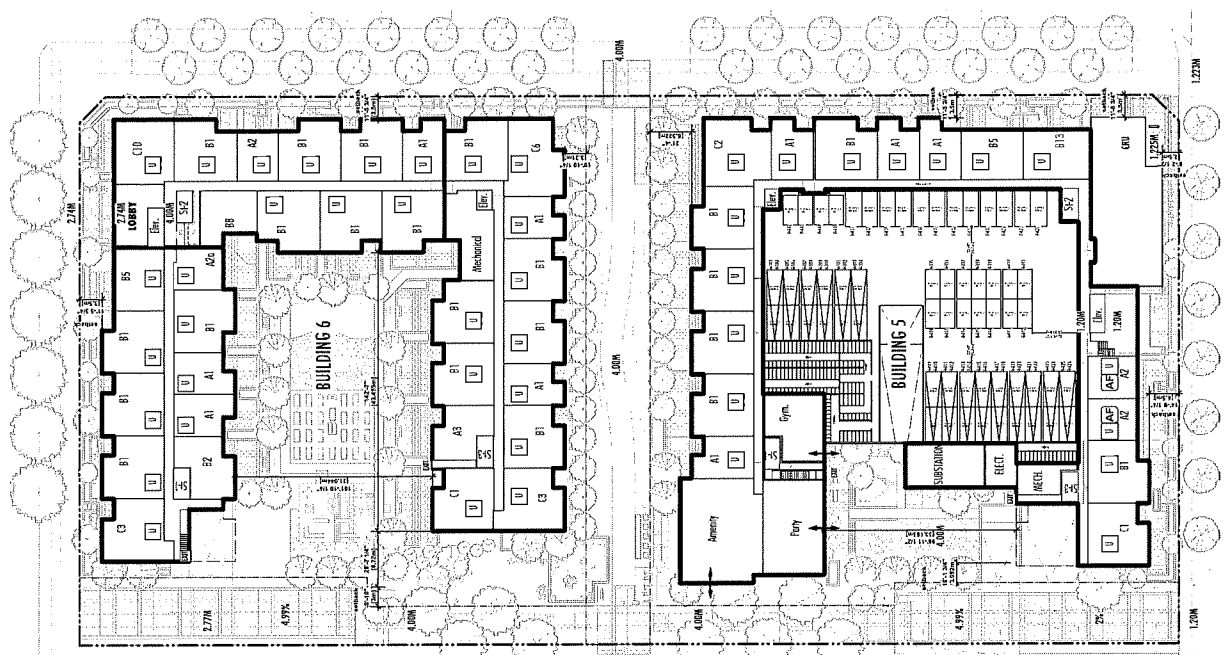


7 Gilbert Rd and River Rd Street Elevations



4 Alderbridge Way Street Elevation

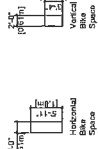
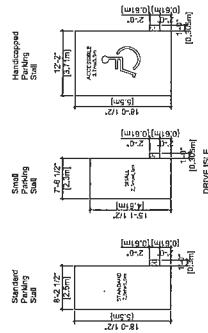
DATE	REV	DESCRIPTION
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<p>YAMAMOTO ARCHITECTURE</p> <p>302 - 131 East 8th Avenue Vancouver, BC V5T 1S5 T: 604 731 1327 F: 604 731 1327</p>		
<p>PROJECT</p> <p>Residences at Riva-2</p> <p>Alderbridge Way Richmond, BC</p>		
<p>DATE/ISSUE</p> <p>003</p>		
<p>DATE</p> <p>Sept 13, 2017</p>		
<p>DRAWN BY</p> <p>VP</p>		
<p>CHECKED BY</p> <p>PH</p>		



1 Site Plan

Building 3 - Total Units

Floor	1 Bed			2 Bed			3 Bed			Total Units			Proposed Floor Area	Deductions	Gross Area	Affordable Units
	0	1	2	0	1	2	0	1	2	0	1	2				
05	11	11	11	19	19	19	0	0	0	19	19	19	0 sq.m	156 sq.m	8 sq.m	19
04	11	11	11	19	19	19	0	0	0	19	19	19	2,048 sq.m	156 sq.m	2,204 sq.m	19
03	11	11	11	19	19	19	0	0	0	19	19	19	3,109 sq.m	156 sq.m	3,265 sq.m	19
02	12	12	12	18	18	18	0	0	0	18	18	18	3,109 sq.m	156 sq.m	3,265 sq.m	18
01	6	6	6	14	14	14	2	2	2	18	18	18	2,221 sq.m	173 sq.m	2,394 sq.m	18
AMENITY																
11 24 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55 57 59 61 63 65 67 69 71 73 75 77 79 81 83 85 87 89 91 93 95 97 99 101 103 105 107 109 111 113 115 117 119 121 123 125 127 129 131 133 135 137 139 141 143 145 147 149 151 153 155 157 159 161 163 165 167 169 171 173 175 177 179 181 183 185 187 189 191 193 195 197 199 201 203 205 207 209 211 213 215 217 219 221 223 225 227 229 231 233 235 237 239 241 243 245 247 249 251 253 255 257 259 261 263 265 267 269 271 273 275 277 279 281 283 285 287 289 291 293 295 297 299 301 303 305 307 309 311 313 315 317 319 321 323 325 327 329 331 333 335 337 339 341 343 345 347 349 351 353 355 357 359 361 363 365 367 369 371 373 375 377 379 381 383 385 387 389 391 393 395 397 399 401 403 405 407 409 411 413 415 417 419 421 423 425 427 429 431 433 435 437 439 441 443 445 447 449 451 453 455 457 459 461 463 465 467 469 471 473 475 477 479 481 483 485 487 489 491 493 495 497 499 501 503 505 507 509 511 513 515 517 519 521 523 525 527 529 531 533 535 537 539 541 543 545 547 549 551 553 555 557 559 561 563 565 567 569 571 573 575 577 579 581 583 585 587 589 591 593 595 597 599 601 603 605 607 609 611 613 615 617 619 621 623 625 627 629 631 633 635 637 639 641 643 645 647 649 651 653 655 657 659 661 663 665 667 669 671 673 675 677 679 681 683 685 687 689 691 693 695 697 699 701 703 705 707 709 711 713 715 717 719 721 723 725 727 729 731 733 735 737 739 741 743 745 747 749 751 753 755 757 759 761 763 765 767 769 771 773 775 777 779 781 783 785 787 789 791 793 795 797 799 801 803 805 807 809 811 813 815 817 819 821 823 825 827 829 831 833 835 837 839 841 843 845 847 849 851 853 855 857 859 861 863 865 867 869 871 873 875 877 879 881 883 885 887 889 891 893 895 897 899 901 903 905 907 909 911 913 915 917 919 921 923 925 927 929 931 933 935 937 939 941 943 945 947 949 951 953 955 957 959 961 963 965 967 969 971 973 975 977 979 981 983 985 987 989 991 993 995 997 999 1001 1003 1005 1007 1009 1011 1013 1015 1017 1019 1021 1023 1025 1027 1029 1031 1033 1035 1037 1039 1041 1043 1045 1047 1049 1051 1053 1055 1057 1059 1061 1063 1065 1067 1069 1071 1073 1075 1077 1079 1081 1083 1085 1087 1089 1091 1093 1095 1097 1099 1101 1103 1105 1107 1109 1111 1113 1115 1117 1119 1121 1123 1125 1127 1129 1131 1133 1135 1137 1139 1141 1143 1145 1147 1149 1151 1153 1155 1157 1159 1161 1163 1165 1167 1169 1171 1173 1175 1177 1179 1181 1183 1185 1187 1189 1191 1193 1195 1197 1199 1201 1203 1205 1207 1209 1211 1213 1215 1217 1219 1221 1223 1225 1227 1229 1231 1233 1235 1237 1239 1241 1243 1245 1247 1249 1251 1253 1255 1257 1259 1261 1263 1265 1267 1269 1271 1273 1275 1277 1279 1281 1283 1285 1287 1289 1291 1293 1295 1297 1299 1301 1303 1305 1307 1309 1311 1313 1315 1317 1319 1321 1323 1325 1327 1329 1331 1333 1335 1337 1339 1341 1343 1345 1347 1349 1351 1353 1355 1357 1359 1361 1363 1365 1367 1369 1371 1373 1375 1377 1379 1381 1383 1385 1387 1389 1391 1393 1395 1397 1399 1401 1403 1405 1407 1409 1411 1413 1415 1417 1419 1421 1423 1425 1427 1429 1431 1433 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3835 3837 3839 3841 3843 3845 3847 3849 3851 3853 3855 3857 3859 3861 3863 3865 3867 3869 3871 3873 3875 3877 3879 3881 3883 3885 3887 3889 3891 3893 3895 3897 3899 3901 3903 3905 3907 3909 3911 3913 3915 3917 3919 3921 3923 3925 3927 3929 3931 3933 3935 3937 3939 3941 3943 3945 3947 3949 3951 3953 3955 3957 3959 3961 3963 3965 3967 3969 3971 3973 3975 3977 3979 3981 3983 3985 3987 3989 3991 3993 3995 3997 3999 4001 4003 4005 4007 4009 4011 4013 4015 4017 4019 4021 4023 4025 4027 4029 4031 4033 4035 4037 4039 4041 4043 4045 4047 4049 4051 4053 4055 4057 4059 4061 4063 4065 4067 4069 4071 4073 4075 4077 4079 4081 4083 4085 4087 4089 4091 4093 4095 4097 4099 4101 4103 4105 4107 4109 4111 4113 4115 4117 4119 4121 4123 4125 4127 4129 4131 4133 4135 4137 4139 4141 4143 4145 4147 4149 4151 4153 4155 4157 4159 4161 4163 4165 4167 4169 4171 4173 4175 4177 4179 4181 4183 4185 4187 4189 4191 4193 4195 4197 4199 4201 4203 4205 4207 4209 4211 4213 4215 4217 4219 4221 4223 4225 4227 4229 4231 4233 4235 4237 4239 4241 4243 4245 4247 4249 4251 4253 4255 4257 4259 4261 4263 4265 4267 4269 4271 4273 4275 4277 4279 4281 4283 4285 4287 4289 4291 4293 4295 4297 4299 4301 4303 4305 4307 4309 4311 4313 4315 4317 4319 4321 4323 4325 4327 4329 4331 4333 4335 4337 4339 4341 4343 4345 4347 4349 4351 4353 4355 4357 4359 4361 4363 4365 4367 4369 4371 4373 4375 4377 4379 4381 4383 4385 4387 4389 4391 4393 4395 4397 4399 4401 4403 4405 4407 4409 4411 4413 4415 4417 4419 4421 4423 4425 4427 4429 4431 4433 4435 4437 4439 4441 4443 4445 4447 4449 4451 4453 4455 4457 4459 4461 4463 4465 4467 4469 4471 4473 4475 4477 4479 4481 4483 4485 4487 4489 4491 4493 4495 4497 4499 4501 4503 4505 4507 4509 4511 4513 4515 4517 4519 4521 4523 4525 4527 4529 4531 4533 4535 4537 4539 4541 4543 4545 4547 4549 4551 4553 4555 4557 4559 4561 4563 4565 4567 4569 4571 4573 4575 4577 4579 4581 4583 4585 4587 4589 4591 4593 4595 4597 4599 4601 4603 4605 4607 4609 4611 4613 4615 4617 4619 4621 4623 4625 4627 4629 4631 4633 4635 4637 4639 4641 4643 4645 4647 4649 4651 4653 4655 4657 4659 4661 4663 4665 4667 4669 4671 4673 4675																



2 Parkade Typical Dimensions

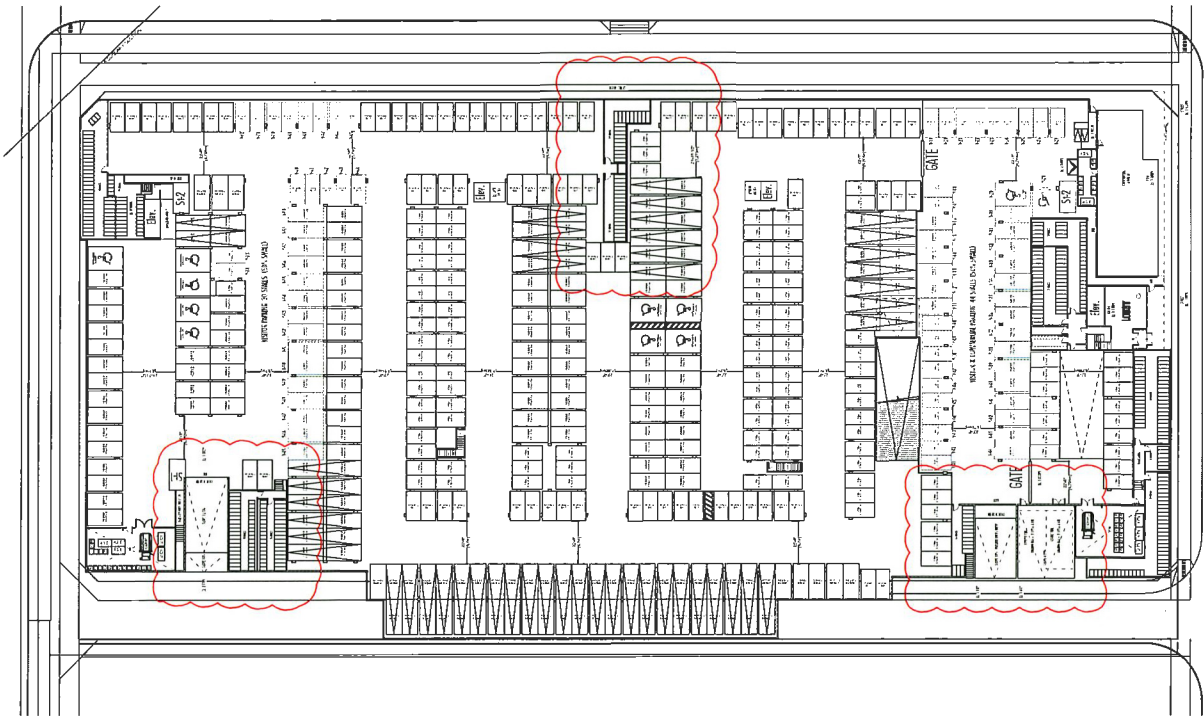
PARKING REQUIRED PER FLAY (61 & 62)

UNITS	RATIO	Required Parking
Total Units	364	
Handicapped Access	34%	415
Handicapped Housing	22	506
Total Residents		482
Visitor/Visitor	0.25	120
Visitor/Res	0.25	91
Total Visitors		211
Total Required		693
Commercial/Industrial/Office/Institutional	273 sqm, 2,910 sqm	11,000
Total Required		804

Parking provided

Residents	Visitors	Total	%
Level 1 P1	171	171	100%
Standard	18	18	4%
Handicapped	35	35	5%
Visitor	30	30	14%
Accessible	0	0	0%
Total	254	254	100%

Level	Area (sqm)	Area (sqft)	Capacity	Notes
Level 1	11,000	118,810	482	Handicapped Access
Level 2	11,000	118,810	482	Standard
Level 3	11,000	118,810	482	Handicapped Access
Level 4	11,000	118,810	482	Standard
Level 5	11,000	118,810	482	Handicapped Access
Level 6	11,000	118,810	482	Standard
Level 7	11,000	118,810	482	Handicapped Access
Level 8	11,000	118,810	482	Standard
Level 9	11,000	118,810	482	Handicapped Access
Level 10	11,000	118,810	482	Standard
Level 11	11,000	118,810	482	Handicapped Access
Level 12	11,000	118,810	482	Standard
Level 13	11,000	118,810	482	Handicapped Access
Level 14	11,000	118,810	482	Standard
Level 15	11,000	118,810	482	Handicapped Access
Level 16	11,000	118,810	482	Standard
Level 17	11,000	118,810	482	Handicapped Access
Level 18	11,000	118,810	482	Standard
Level 19	11,000	118,810	482	Handicapped Access
Level 20	11,000	118,810	482	Standard
Level 21	11,000	118,810	482	Handicapped Access
Level 22	11,000	118,810	482	Standard
Level 23	11,000	118,810	482	Handicapped Access
Level 24	11,000	118,810	482	Standard
Level 25	11,000	118,810	482	Handicapped Access
Level 26	11,000	118,810	482	Standard
Level 27	11,000	118,810	482	Handicapped Access
Level 28	11,000	118,810	482	Standard
Level 29	11,000	118,810	482	Handicapped Access
Level 30	11,000	118,810	482	Standard
Level 31	11,000	118,810	482	Handicapped Access
Level 32	11,000	118,810	482	Standard
Level 33	11,000	118,810	482	Handicapped Access
Level 34	11,000	118,810	482	Standard
Level 35	11,000	118,810	482	Handicapped Access
Level 36	11,000	118,810	482	Standard
Level 37	11,000	118,810	482	Handicapped Access
Level 38	11,000	118,810	482	Standard
Level 39	11,000	118,810	482	Handicapped Access
Level 40	11,000	118,810	482	Standard
Level 41	11,000	118,810	482	Handicapped Access
Level 42	11,000	118,810	482	Standard
Level 43	11,000	118,810	482	Handicapped Access
Level 44	11,000	118,810	482	Standard
Level 45	11,000	118,810	482	Handicapped Access
Level 46	11,000	118,810	482	Standard
Level 47	11,000	118,810	482	Handicapped Access
Level 48	11,000	118,810	482	Standard
Level 49	11,000	118,810	482	Handicapped Access
Level 50	11,000	118,810	482	Standard



1 Parkade plan

NO. DATE: 17/06/2017

YANAMOTO ARCHITECTURE

200 - 33 East 8th Avenue
 Vancouver, BC V6T 1E5
 T: (604) 731 1127 F: (604) 731 1377

PROJECT: [Redacted]

Responsible: [Redacted]

Administrative: [Redacted]

Approved: [Redacted]

DATE: 17/06/2017

SCALE: 1:500

PROJECT NO.: 005

PROJECT NO.: 1651

Building 1 - New Riva - Total Units 158

78 sq m		88 sq m	
1 BED UNITS (Avg.)		2 BED UNITS (Avg.)	
Type	Count	Type	Count
A1	37,56 sq m	B1	43,8
A2	50,09 sq m	B2	7,43 sq m
A3	51,09 sq m	B3	60,83 sq m
A4	60,48 sq m	B4	61,22 sq m
		B5	78,81 sq m
		B6	80,98 sq m
		B7	81,08 sq m
		B8	81,23 sq m
		B9	81,23 sq m
		B10	81,23 sq m
		B11	81,23 sq m
		B12	81,23 sq m
		B13	81,23 sq m
		B14	81,23 sq m
		B15	81,23 sq m
		B16	81,23 sq m
		B17	81,23 sq m
		B18	81,23 sq m
		B19	81,23 sq m
		B20	81,23 sq m
		B21	81,23 sq m
		B22	81,23 sq m
		B23	81,23 sq m
		B24	81,23 sq m
		B25	81,23 sq m
		B26	81,23 sq m
		B27	81,23 sq m
		B28	81,23 sq m
		B29	81,23 sq m
		B30	81,23 sq m
		B31	81,23 sq m
		B32	81,23 sq m
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		B93	81,23 sq m
		B94	81,23 sq m
		B95	81,23 sq m
		B96	81,23 sq m
		B97	81,23 sq m
		B98	81,23 sq m
		B99	81,23 sq m
		B100	81,23 sq m

1 BED UNITS (Avg.)		2 BED UNITS (Avg.)		3 BED UNITS (Avg.)	
Type	Count	Type	Count	Type	Count
A1	37,56 sq m	B1	43,8	C1	10,25 sq m
A2	50,09 sq m	B2	7,43 sq m	C2	10,25 sq m
A3	51,09 sq m	B3	60,83 sq m	C3	10,25 sq m
A4	60,48 sq m	B4	61,22 sq m	C4	10,25 sq m
		B5	78,81 sq m	C5	10,25 sq m
		B6	80,98 sq m	C6	10,25 sq m
		B7	81,08 sq m	C7	10,25 sq m
		B8	81,23 sq m	C8	10,25 sq m
		B9	81,23 sq m	C9	10,25 sq m
		B10	81,23 sq m	C10	10,25 sq m
		B11	81,23 sq m	C11	10,25 sq m
		B12	81,23 sq m	C12	10,25 sq m
		B13	81,23 sq m	C13	10,25 sq m
		B14	81,23 sq m	C14	10,25 sq m
		B15	81,23 sq m	C15	10,25 sq m
		B16	81,23 sq m	C16	10,25 sq m
		B17	81,23 sq m	C17	10,25 sq m
		B18	81,23 sq m	C18	10,25 sq m
		B19	81,23 sq m	C19	10,25 sq m
		B20	81,23 sq m	C20	10,25 sq m
		B21	81,23 sq m	C21	10,25 sq m
		B22	81,23 sq m	C22	10,25 sq m
		B23	81,23 sq m	C23	10,25 sq m
		B24	81,23 sq m	C24	10,25 sq m
		B25	81,23 sq m	C25	10,25 sq m
		B26	81,23 sq m	C26	10,25 sq m
		B27	81,23 sq m	C27	10,25 sq m
		B28	81,23 sq m	C28	10,25 sq m
		B29	81,23 sq m	C29	10,25 sq m
		B30	81,23 sq m	C30	10,25 sq m
		B31	81,23 sq m	C31	10,25 sq m
		B32	81,23 sq m	C32	10,25 sq m
		B33	81,23 sq m	C33	10,25 sq m
		B34	81,23 sq m	C34	10,25 sq m
		B35	81,23 sq m	C35	10,25 sq m
		B36	81,23 sq m	C36	10,25 sq m
		B37	81,23 sq m	C37	10,25 sq m
		B38	81,23 sq m	C38	10,25 sq m
		B39	81,23 sq m	C39	10,25 sq m
		B40	81,23 sq m	C40	10,25 sq m
		B41	81,23 sq m	C41	10,25 sq m
		B42	81,23 sq m	C42	10,25 sq m
		B43	81,23 sq m	C43	10,25 sq m
		B44	81,23 sq m	C44	10,25 sq m
		B45	81,23 sq m	C45	10,25 sq m
		B46	81,23 sq m	C46	10,25 sq m
		B47	81,23 sq m	C47	10,25 sq m
		B48	81,23 sq m	C48	10,25 sq m
		B49	81,23 sq m	C49	10,25 sq m
		B50	81,23 sq m	C50	10,25 sq m
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		B54	81,23 sq m	C54	10,25 sq m
		B55	81,23 sq m	C55	10,25 sq m
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		B58	81,23 sq m	C58	10,25 sq m
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		B71	81,23 sq m	C71	10,25 sq m
		B72	81,23 sq m	C72	10,25 sq m
		B73	81,23 sq m	C73	10,25 sq m
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		B75	81,23 sq m	C75	10,25 sq m
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		B79	81,23 sq m	C79	10,25 sq m
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		B83	81,23 sq m	C83	10,25 sq m
		B84	81,23 sq m	C84	10,25 sq m
		B85	81,23 sq m	C85	10,25 sq m
		B86	81,23 sq m	C86	10,25 sq m
		B87	81,23 sq m	C87	10,25 sq m
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		B95	81,23 sq m	C95	10,25 sq m
		B96	81,23 sq m	C96	10,25 sq m
		B97	81,23 sq m	C97	10,25 sq m
		B98	81,23 sq m	C98	10,25 sq m
		B99	81,23 sq m	C99	10,25 sq m
		B100	81,23 sq m	C100	10,25 sq m

1 Bed		2 Bed		3 Bed		Total Units		Gross Area		Deductions		Proposed Floor Area		Affordable Units	
Count	%	Count	%	Count	%	Count	%	sq m	%	sq m	%	sq m	%	Count	%
100	63%	50	32%	8	5%	158	100%	14,815	93%	1,506	10%	13,309	84%	10	6%
100	63%	50	32%	8	5%	158	100%	14,815	93%	1,506	10%	13,309	84%	10	6%

1 Bed		2 Bed		3 Bed		Total Units		Gross Area		Deductions		Proposed Floor Area		Affordable Units	
Count	%	Count	%	Count	%	Count	%	sq m	%	sq m	%	sq m	%	Count	%
100	63%	50	32%	8	5%	158	100%	14,815	93%	1,506	10%	13,309	84%	10	6%

1 Bed		2 Bed		3 Bed		Total Units		Gross Area		Deductions		Proposed Floor Area		Affordable Units	
Count	%	Count	%	Count	%	Count	%	sq m	%	sq m	%	sq m	%	Count	%
100	63%	50	32%	8	5%	158	100%	14,815	93%	1,506	10%	13,309	84%	10	6%

1 Bed		2 Bed		3 Bed		Total Units		Gross Area		Deductions		Proposed Floor Area		Affordable Units	
Count	%	Count	%	Count	%	Count	%	sq m	%	sq m	%	sq m	%	Count	%
100	63%	50	32%	8	5%	158	100%	14,815	93%	1,506	10%	13,309	84%	10	6%

1 Bed		2 Bed		3 Bed		Total Units		Gross Area		Deductions		Proposed Floor Area		Affordable Units	
Count	%	Count	%	Count	%	Count	%	sq m	%	sq m	%	sq m	%	Count	%
100	63%	50	32%	8	5%	158	100%	14,815	93%	1,506	10%	13,309	84%	10	6%

1	
---	--

Building 2 - New Rm - Total Units 207

Floor	1 Bed	2 Bed	3 Bed	Total Units	Gross Area	Deductions	Proposed Floor Area	Attributable Units
B8	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B3	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B4	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B5	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B6	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B7	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B8	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B9	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B10	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
B11	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0
Total	0	0	0	0	0.00 sq m	0.00 sq m	0.00 sq m	0

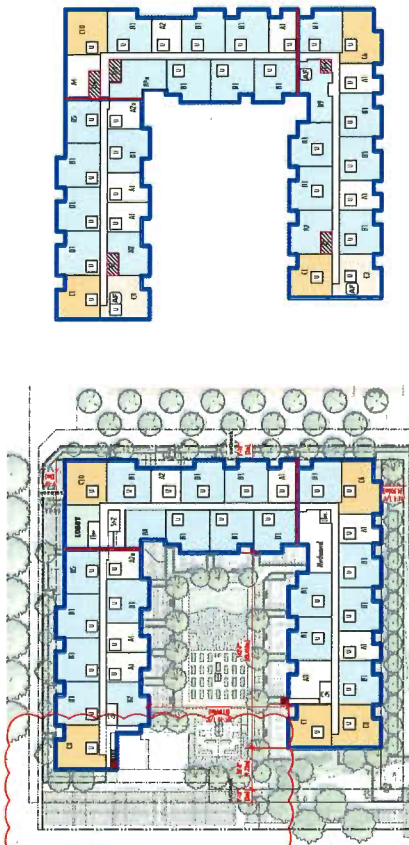
Unit mix	1 Bed	2 Bed	3 Bed	Total Units	Gross Area	Deductions	Proposed Floor Area	Attributable Units
B1	20%	50%	30%	100%	14,818 sq m	1,598 sq m	13,243 sq m	19 Units
B2	22%	50%	28%	100%	13,343 sq m	81.87 sq m	13,261 sq m	6 Units
Total	42%	50%	28%	100%	28,161 sq m	1,679.87 sq m	26,481.13 sq m	25 Units

Deductions include:
 - 100% Equipment Compens (100 m²)
 - 100% Amenity area
 - 100% Senior Facilities Corridor (100 m²)
 - 100% Basic Universal Housing Compens (100 m²)

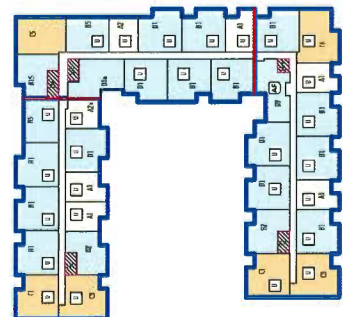
Floor	1 Bed	2 Bed	3 Bed	Total Units	Gross Area	Deductions	Proposed Floor Area	Attributable Units
B1	20%	50%	30%	100%	14,818 sq m	1,598 sq m	13,243 sq m	19 Units
B2	22%	50%	28%	100%	13,343 sq m	81.87 sq m	13,261 sq m	6 Units
Total	42%	50%	28%	100%	28,161 sq m	1,679.87 sq m	26,481.13 sq m	25 Units

Total	Target	Difference
207	207	0
100%	100%	0%
100%	100%	0%
100%	100%	0%

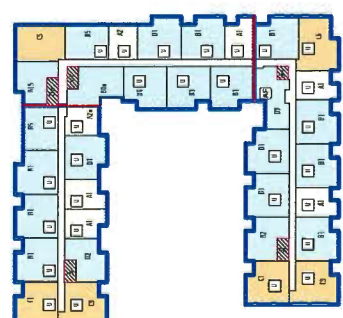
TO BE ADJUSTED THROUGH FURTHER DEVELOPMENT



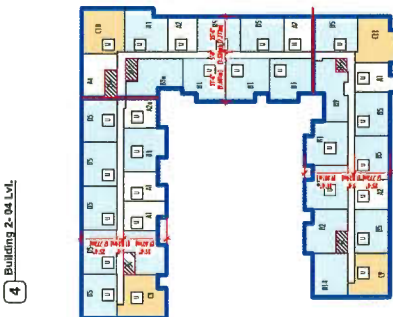
1 Building 2 - Ground Lvl.



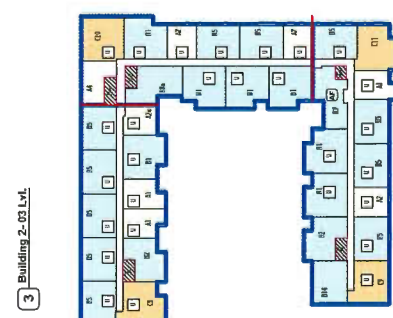
2 Building 2 - 02 Lvl.



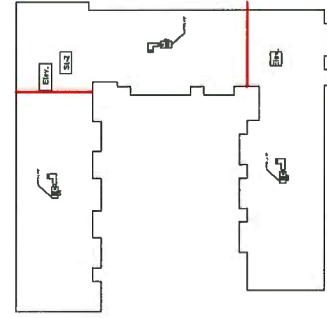
3 Building 2 - 03 Lvl.



4 Building 2 - 04 Lvl.



5 Building 2 - 05 Lvl.



7 Building 2 - Roof

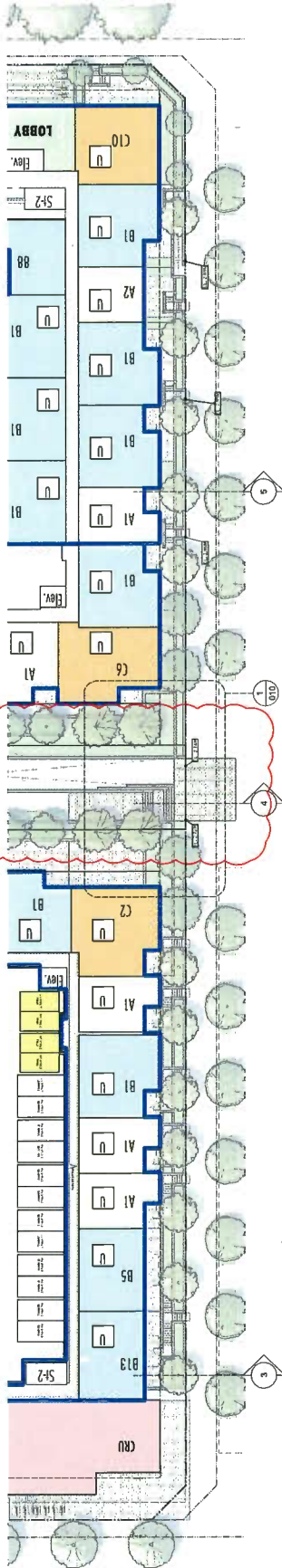
B2 UNIT TYPES		78 sq m
1 BED UNITS (A-F)		
Type	Count	Area
A1	28	2,156 sq m
A2	10	770 sq m
A3	10	770 sq m
A4	10	770 sq m
A5	10	770 sq m
A6	10	770 sq m
Total	88	6,956 sq m

2 BED UNITS (A-F)		82 sq m
Type	Count	Area
B1	15	1,230 sq m
B2	15	1,230 sq m
B3	15	1,230 sq m
B4	15	1,230 sq m
B5	15	1,230 sq m
B6	15	1,230 sq m
Total	90	7,380 sq m

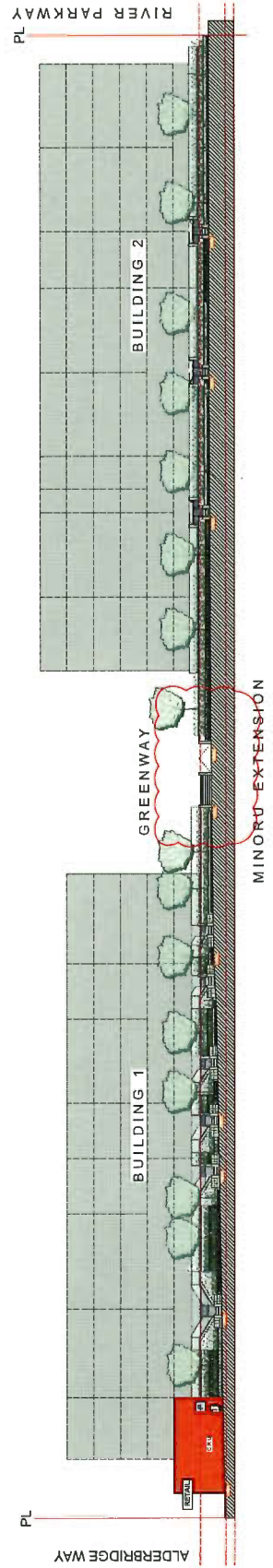
3 BED UNITS (A-F)		92 sq m
Type	Count	Area
C1	10	920 sq m
C2	10	920 sq m
C3	10	920 sq m
C4	10	920 sq m
C5	10	920 sq m
C6	10	920 sq m
C7	10	920 sq m
C8	10	920 sq m
C9	10	920 sq m
C10	10	920 sq m
C11	10	920 sq m
Total	110	10,120 sq m

YANAKOTO ARCHITECTURE
 302 - 33 East 8th Avenue
 Vancouver, BC V6T 1R5
 T: 604 731 1127 F: 604 731 1327

PROJECT NO. 007
 DATE: Sept 13, 2017
 DRAWN: PS
 CHECKED: PS
 PROJECT: 1001



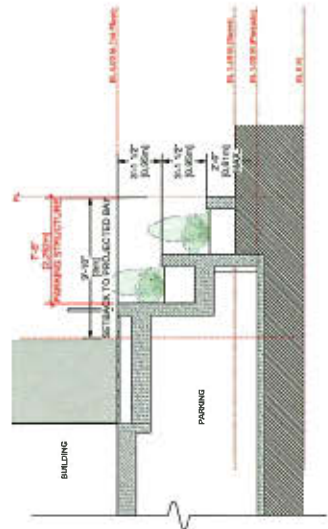
1 SITE PLAN - MINORU EXTENSION
1/8" = 1'-0"



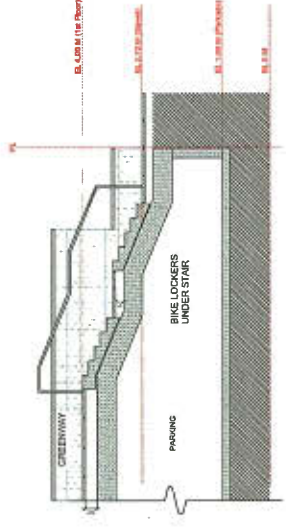
2 STREETSCAPE - MINORU EXTENSION
1/8" = 1'-0"

PH - 310

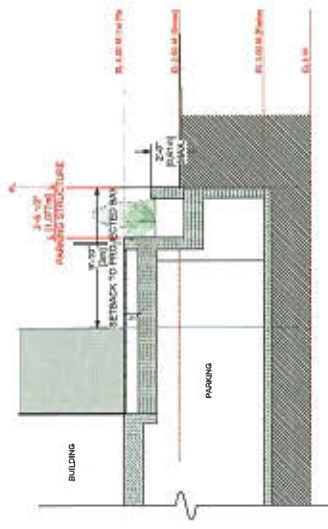
NO.	DATE	PROJECT
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<p>YANAMOTO ARCHITECTURE 202-331 East 8th Avenue Vancouver, BC V6T 1K5 T: 604 731 1127 F: 604 731 1327</p>		
<p>PROJECT: Residential at River-2 AlderbrIDGE Richmond, BC</p>		
<p>DRAWN BY: Steve Sadowski - Minoru Blvd</p>		
SCALE	DATE	PROJECT
1/8" = 1'-0"	Sept 13, 2017	008
<p>DATE: 09/13/2017 DRAWN: SA CHECKED: [blank]</p>		



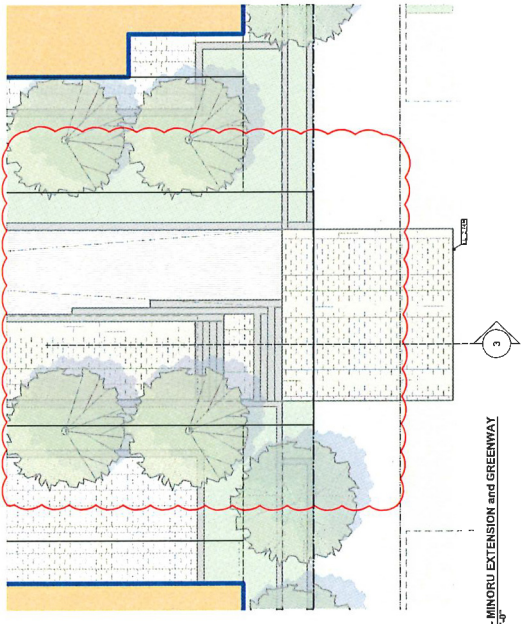
3 SECTION A - THROUGH PLANTER
1/8" = 1'-0"



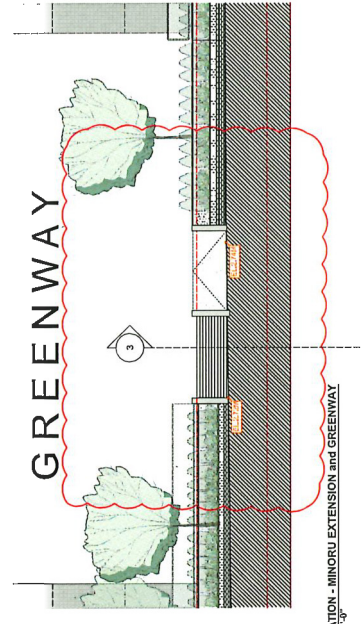
4 SECTION B - THROUGH GREENWAY
1/8" = 1'-0"



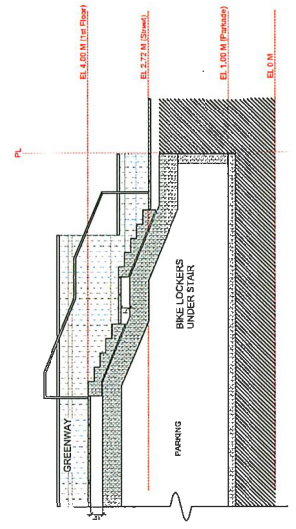
5 SECTION 5 - THROUGH PLANTER
1/8" = 1'-0"



1 PLAN - MINORU EXTENSION and GREENWAY
1/8" = 1'-0"



2 ELEVATION - MINORU EXTENSION and GREENWAY
1/8" = 1'-0"



3 SECTION - STAIRS FROM MINORU EXTENSION to GREENWAY
1/8" = 1'-0"

PH - 312

NO.	DATE	DESCRIPTION
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<p>YANAMOTO ARCHITECTURE</p> <p>200 - 33 East 8th Avenue Vancouver, BC V5T 1R5 T - 604 731 1127 F - 604 731 1377</p>		
<p>PROJECT - Residences at Park 2 Abbotsford Richmond, BC</p>		
<p>DRAWING - Ramp Section - Minoru Bldg and Greenway</p>		
SCALE - 1/8" = 1'-0"	DATE - Sep 13, 2017	DRAWN - MA
PROJECT NO. -		010
DRAWING NO. -		1-03-006
REVISION -		1801



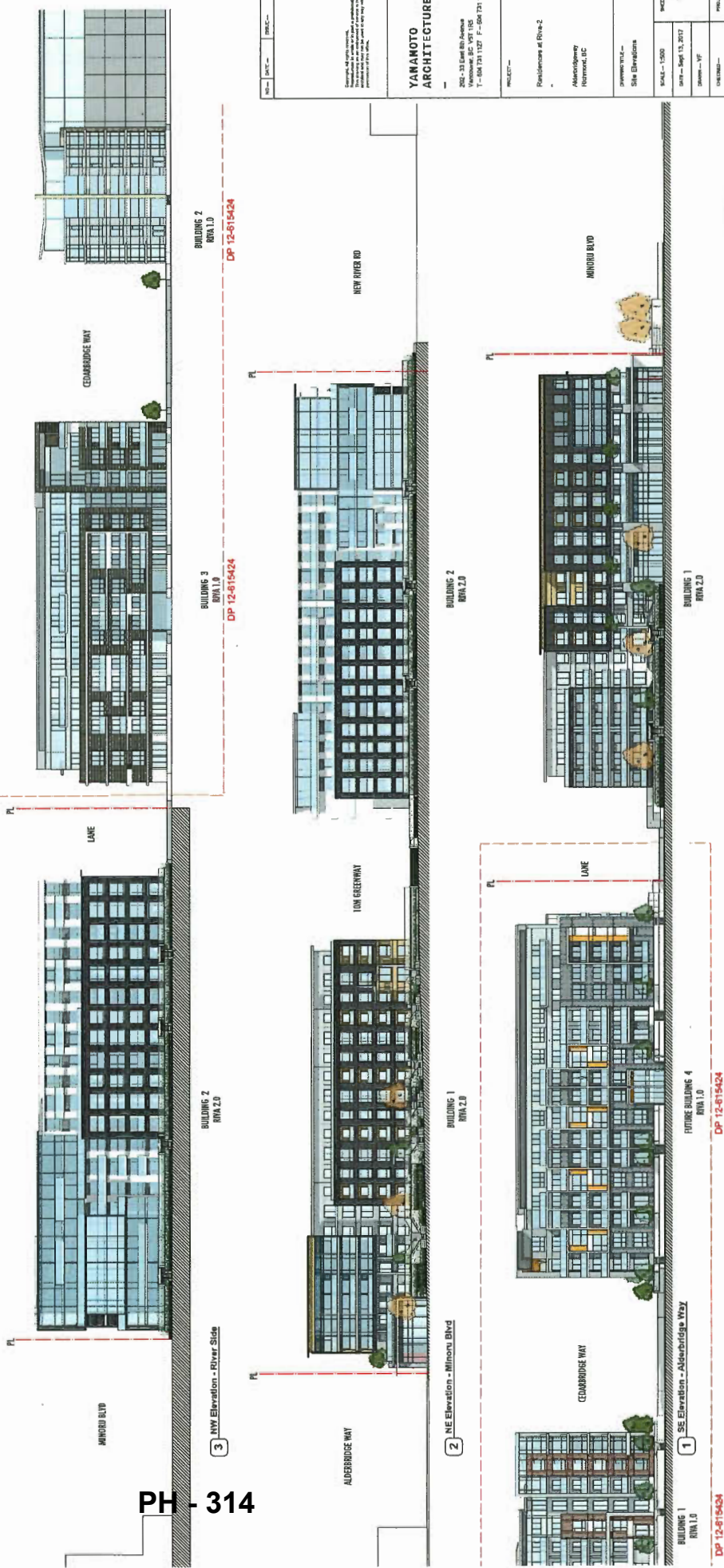
4 Site Plan



5 Site Aso View - Before



6 Site Aso View - After

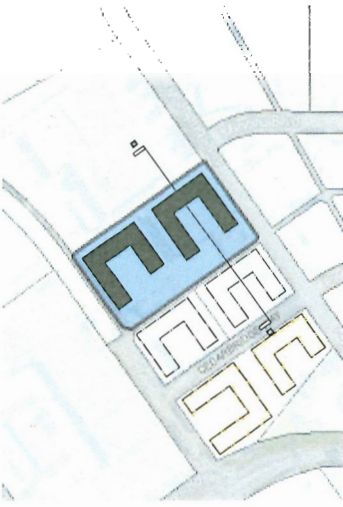


PH - 314

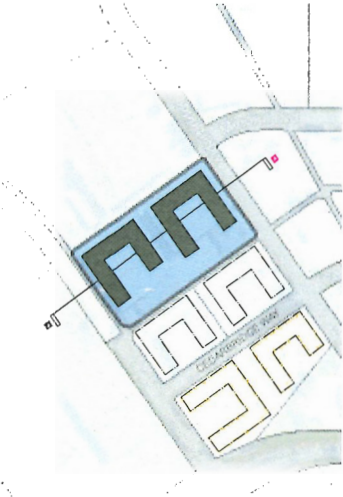
NO.	DATE	DESCRIPTION
<p>YAMANOTO ARCHITECTURE</p> <p>202 - 33 East 8th Avenue Vancouver, BC V6T 1R5 T: 604 731 1127 F: 604 731 1297</p>		
<p>PROJECT: Residences at River 2</p>		
<p>ARCHITECT: Yamanoto Architecture Vancouver, BC</p>		
<p>OWNER: YBC Site Elevations</p>		
SCALE: 1/8"=1'-0"	PROJECT NO.: 012	DATE: Sept 13, 2017
DESIGNER: YF	PROJECT: PH-314	PROJECT: 1414



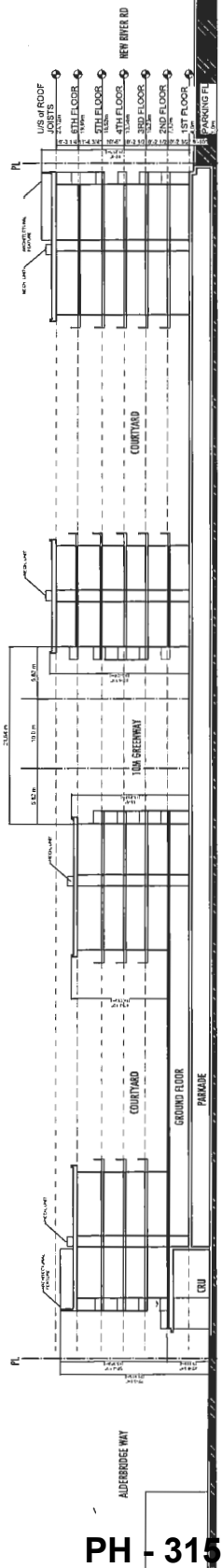
6 Site Aerial View



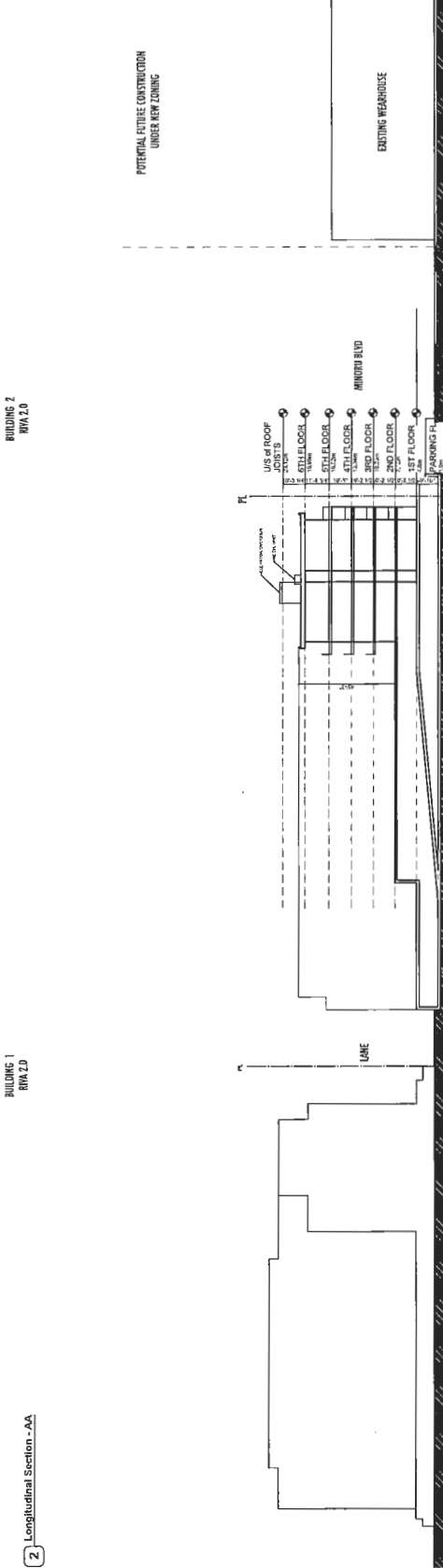
5 Section BB



4 Section AA



2 Longitudinal Section - AA



1 Transverse Section - BB

NO. DATE	DATE
<p>YANANOTO ARCHITECTURE</p> <p>300-331 East 8th Avenue Vancouver, BC V6T 1W5 T - 604 731 1127 F - 604 731 1327</p>	
<p>PROJECT</p> <p>Residence at River-2</p> <p>Address: 300-331 East 8th Avenue Vancouver, BC</p> <p>Scale: 1/8" = 1'-0"</p> <p>Sheet: 013</p> <p>Project No.: 1114</p>	

WVA1 - BUILDING A
DP 12-615424

WVA2 - BUILDING #1

PH - 316



1 Building B1 - Alsterferdigeway Perspective

NO.	DATE	DESCRIPTION
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<p>YANAMOTO ARCHITECTURE</p> <p>102 St. Paul Ave. Newport, RI 02840 T: 404 731 1127 F: 404 731 1327</p>		
<p>PROJECT: Renaissance at River 2 102 St. Paul Ave. Newport, RI 02840</p>		
DATE: 07/14/14	SCALE: 1/8" = 1'-0"	SHEET NO.: 015
DATE: Sept 13, 2017	DATE: 07/14/14	DATE: 07/14/14
DATE: 07/14/14	DATE: 07/14/14	DATE: 07/14/14

UNIT 1 - BUILDING #4
DP 12-615424

UNIT 2 - BUILDING #1



PH - 317

1 Building B1 - Greenway Perspective

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**YAMAMOTO
ARCHITECTURE**

202 - 33 East 9th Avenue
Vancouver, BC V6T 1R8
T: 604 231 1127 F: 604 271 1227

PROJECT: -

Residences at River 2

Abbotsford
Richmond, BC

Project No.: -

Sheet No.: -

016

Scale: NTS

Date: Sept 13, 2012

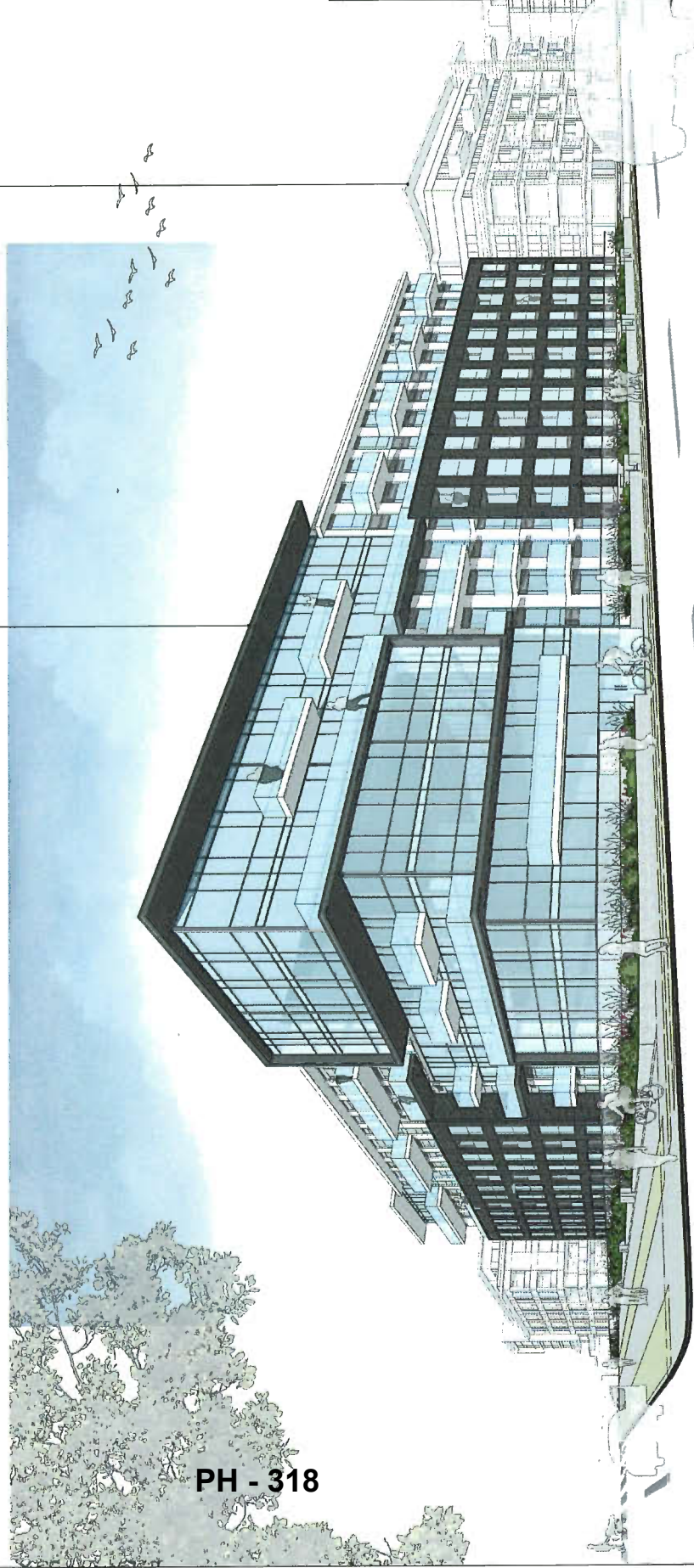
Drawn: TS

Checked: -

Project No.: 1434

BVA 1 - BUILDING #3
DP 12-615424

BVA 2 - BUILDING #2



PH - 318

1 Building B2 - New River Road Perspective

NO.	DATE	BY	CHKD.
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<p>YANAMOTO ARCHITECTURE 302-33 East 8th Avenue Vancouver, BC, V6T 1R5 T: 604 731 1127 F: 604 731 1227</p>			
PROJECT			
<p>Residence at 10th St Abbotsford Richmond, BC</p>			
DRAWING TITLE		SHEET NO.	
B2 - View Perspective		017	
DATE	BY	DATE	BY
Sept 13, 2017			
PROJECT	YS	PROJECT	YS
DATE PLOTTED		PLOT NO.	
		1414	

WMA 1 - BUILDING #3
DP 12-615424

WMA 2 - BUILDING #2

PH - 319



NO.	DATE	REVISION
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<p>YKANOTO ARCHITECTURE</p> <p>302-33 East 8th Avenue Vancouver, BC, V6P 1R5 T: 604 231 1327 F: 604 231 1327</p>		
<p>PROJECT:— Parkside at River 2 Abbotsford, BC (Richmond, BC)</p>		
<p>DRAWING TITLE:— B2 - Views Perspective Greenway</p>		
DRAWN BY:— NKS	CHECKED BY:— NKS	DATE:— 12/13/2017
PROJECT NO.:— 018		DATE:— 12/13/2017
DRAWING NO.:— 018		DATE:— 12/13/2017
PROJECT NO.:— 018		DATE:— 12/13/2017
DRAWING NO.:— 018		DATE:— 12/13/2017
PROJECT NO.:— 018		DATE:— 12/13/2017
DRAWING NO.:— 018		DATE:— 12/13/2017

1 Building B2 - Greenway Perspective

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, AUTHORITY, AND/OR AGENCY IN WRITING TO CARRY OUT ITS OPERATIONS.



8	ISSUED FOR COORDINATION	18-05-23
7	REVISIONS FOR REZONING	18-05-23
6	REVISIONS FOR REZONING	18-05-23
5	REVISIONS FOR REZONING	17-11-20
4	REVISIONS FOR REZONING	17-09-18
3	ISSUED FOR REZONING	16-12-18
2	ISSUED FOR REVIEW	19-12-19
1	ISSUED FOR CLIENT REVIEW	18-08-27

RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:400
Drawn:	ATDS
Reviewed:	DS
Project No.:	06-683

**LANDSCAPE CONCEPT
OVERALL PLAN**

L1.1



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES ON THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE DEPARTMENT OR AGENCIES OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

6	ISSUED FOR COORDINATION	18-05-23
7	RECEIVED FOR RECORDING	18-06-20
8	RECEIVED FOR RECORDING	18-07-06
9	RECEIVED FOR RECORDING	17-11-30
4	RECEIVED FOR RECORDING	17-08-18
3	ISSUED FOR RECORDING	16-12-18
2	ISSUED FOR REVIEW	16-12-18
1	ISSUED FOR CLIENT REVIEW	16-04-17

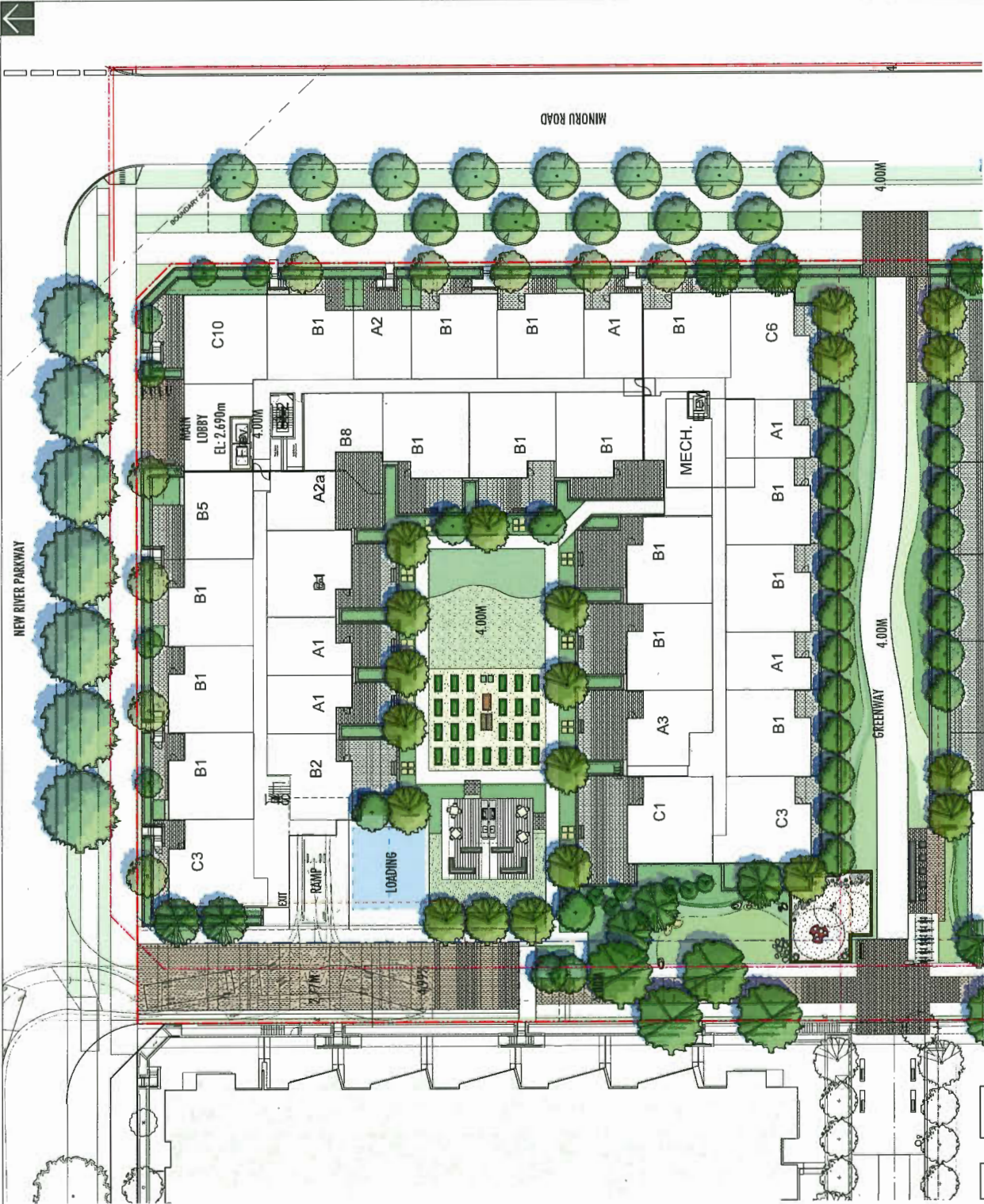
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:200
Drawn:	DS
Reviewed:	DS
Project No:	09-483

**LANDSCAPE CONCEPT
NORTH BUILDING**

L1.2



18-05-23 10:58 AM

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMMUNITY DEPARTMENT AND OBTAINING ALL NECESSARY PERMITS TO CARRY OUT ITS OPERATIONS.



6	ISSUED FOR COORDINATION	18-05-23
7	RESUBMITTED FOR REVISIONS	18-05-28
7	RESUBMITTED FOR REVISIONS	18-05-28
8	RESUBMITTED FOR REVISIONS	17-11-29
4	RESUBMITTED FOR REVISIONS	17-11-29
4	RESUBMITTED FOR REVISIONS	17-11-29
1	ISSUED FOR REVIEW	16-03-19
1	ISSUED FOR REVIEW	16-03-19
1	ISSUED FOR CLIENT REVIEW	16-08-27

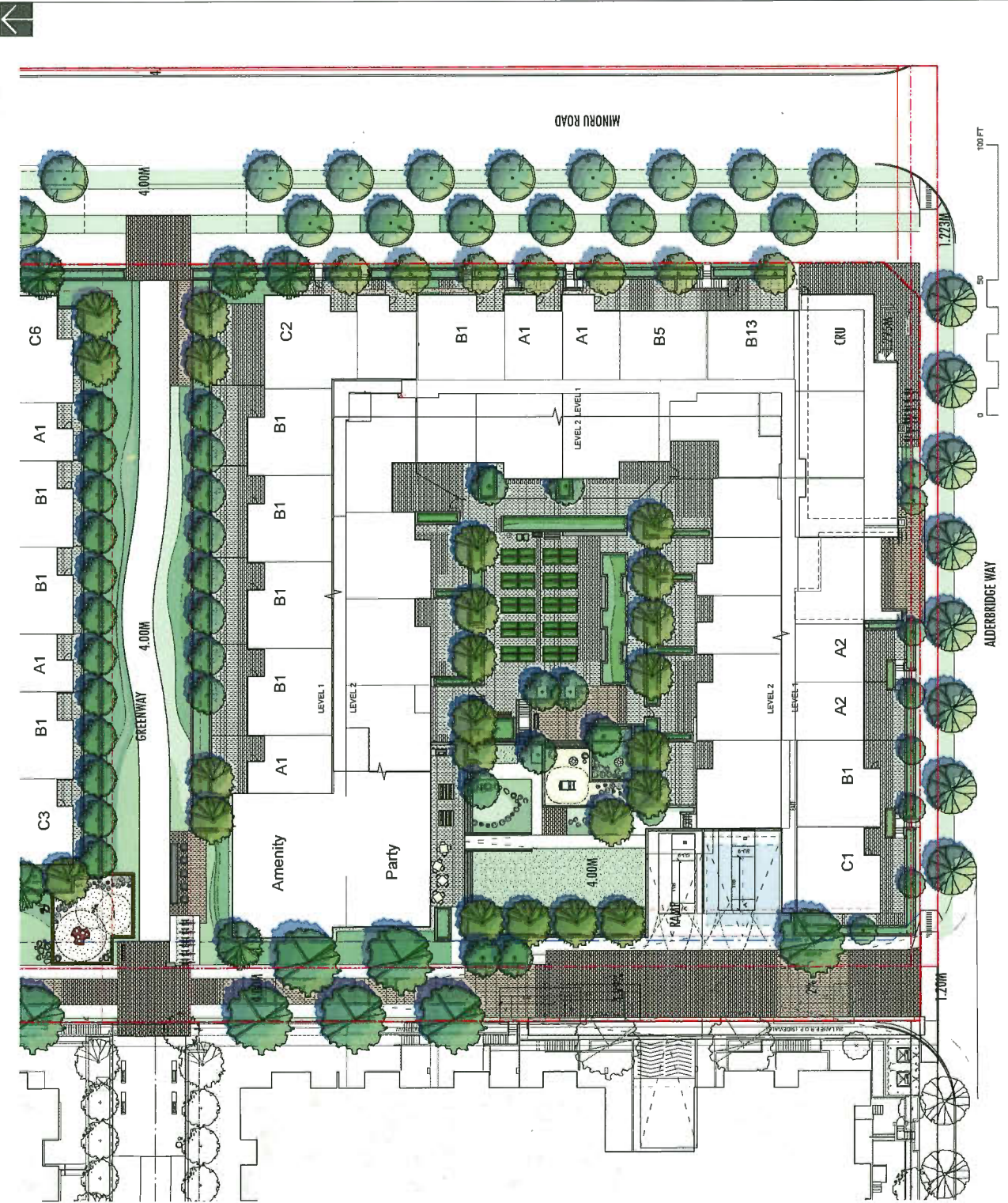
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	06-485

LANDSCAPE CONCEPT
SOUTH BUILDING

L1.3



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND/OR AGREEMENTS OR RESOLUTIONS OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

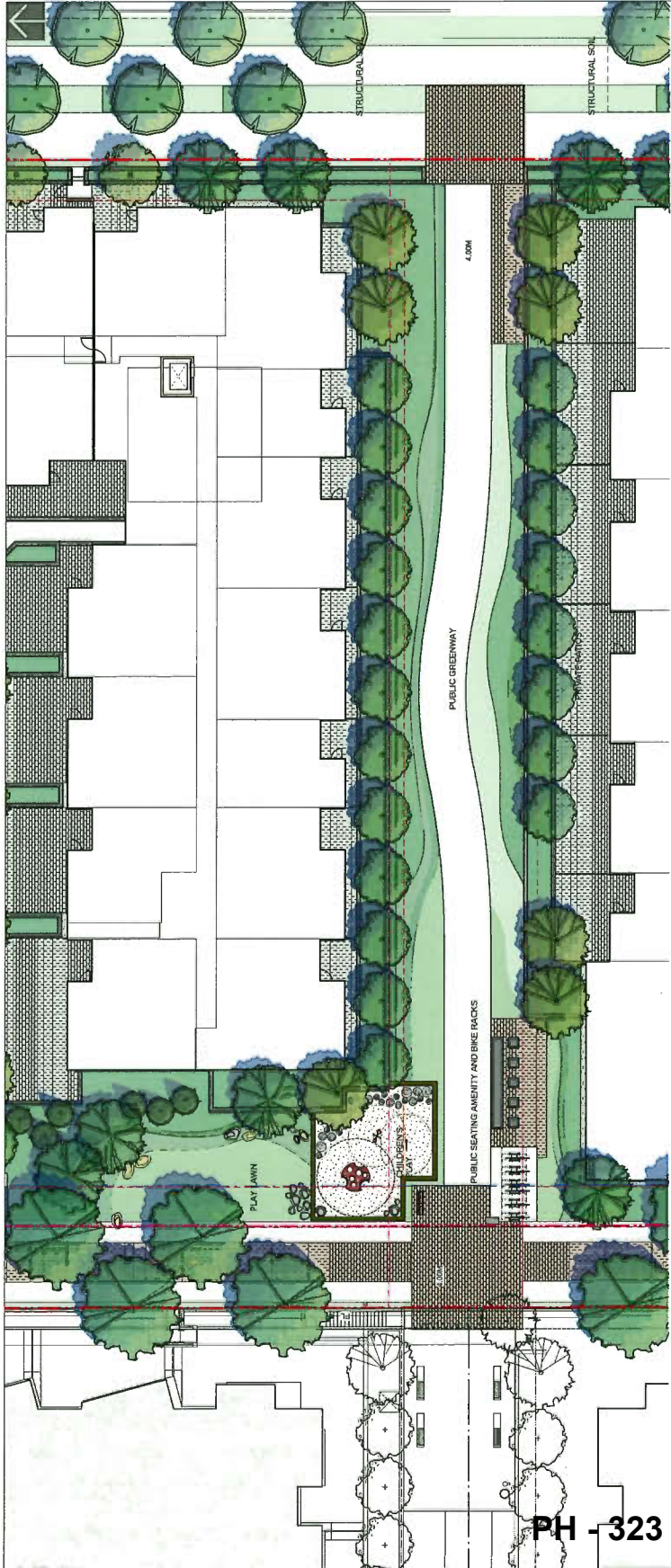
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7	RECEIVED FOR REVISION	16-04-20
6	RECEIVED FOR REVISION	16-02-06
5	RECEIVED FOR REVISION	17-11-20
4	RE-DESIGNED FOR REVISION	17-09-18
3	ISSUED FOR REVISION	16-12-16
2	ISSUED FOR REVIEW	16-12-16
1	ISSUED FOR CLIENT REVIEW	16-06-27

RIVA 2-0

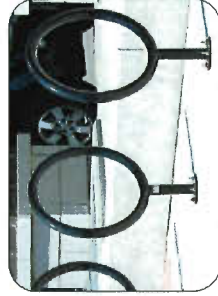
7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:1.50
Drawn:	DS
Reviewed:	DS
Project No.	06-483

**LANDSCAPE CONCEPT
PUBLIC GREENWAYS**



PH - 323



PUBLIC BIKE PARKING AND REST STATION



CHILDREN'S PLAY ELEMENTS IN GREENWAY



PUBLIC GREENWAY WITH SEATING AND LAYERED PLANTINGS

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, OR CONSTRUCTION OF UTILITIES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE DEPARTMENT OR AGENCIES OF ITS JURISDICTION TO CARRY OUT ITS OBLIGATIONS.



NO.	DESCRIPTION	DATE
7	RECEIVED FOR REVISION	18-05-20
8	RECEIVED FOR REVISION	18-05-06
9	RECEIVED FOR REVISION	17-10-18
4	RECEIVED FOR REVISION	17-05-18
3	ISSUED FOR REVISION	16-12-18
2	ISSUED FOR REVIEW	16-10-18
1	ISSUED FOR CLIENT REVIEW	18-04-27

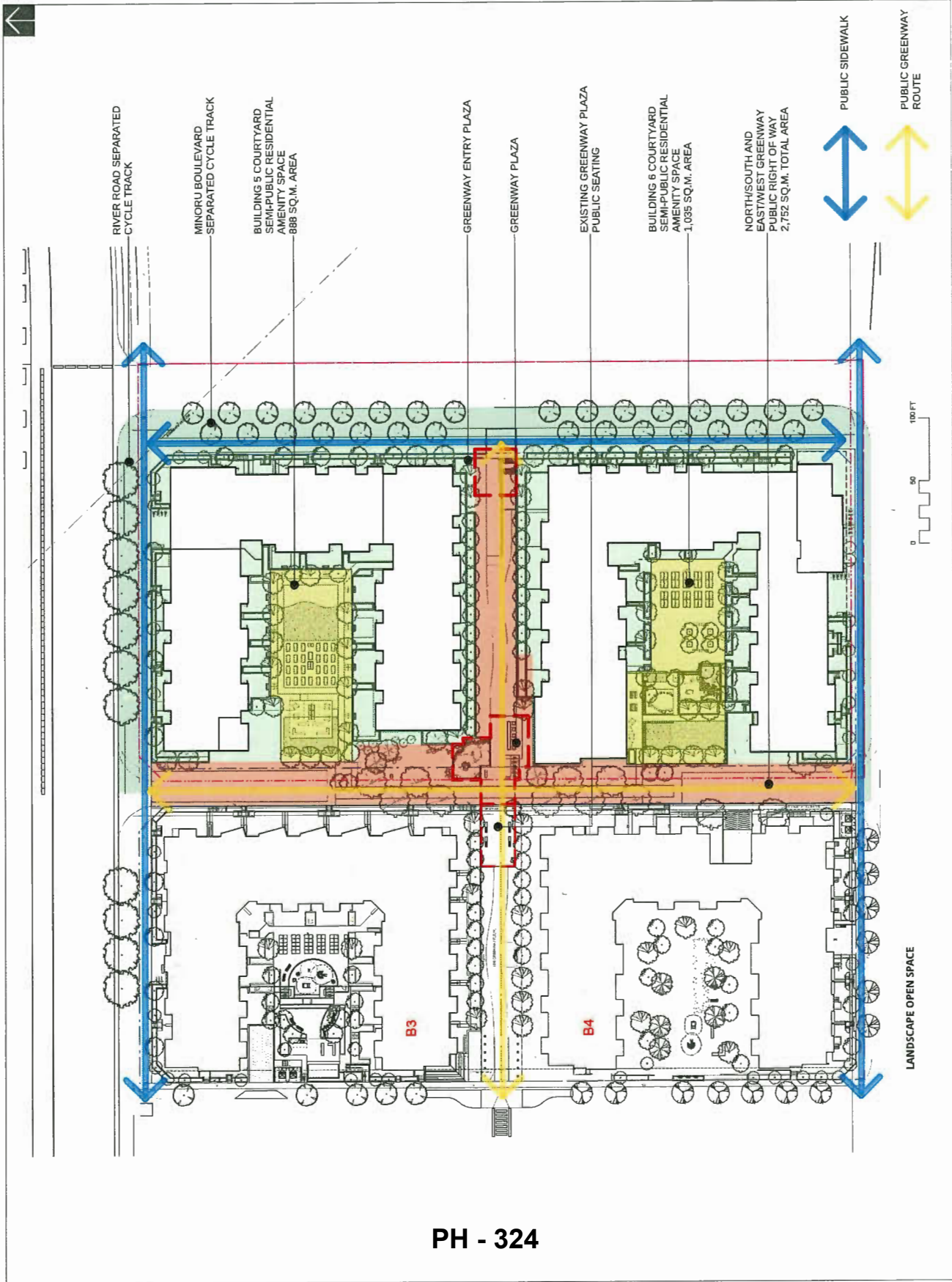
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:400
Drawn:	DS
Reviewed:	DS
Project No.:	06-483

LANDSCAPE OPEN
SPACE DIAGRAM

L1.5



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND EXTENT OF UTILITIES OR OTHER CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND DEPARTMENTS OR AGENCIES OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

NO.	DESCRIPTION	DATE
7	ISSUED FOR REZONING	18-02-20
8	REVISED FOR REZONING	18-02-08
9	REVISED FOR REZONING	17-11-30
10	REVISED FOR REZONING	17-09-18
11	ISSUED FOR REZONING	16-03-18
12	ISSUED FOR REVIEW	16-02-08
13	ISSUED FOR CLIENT REVIEW	15-08-27

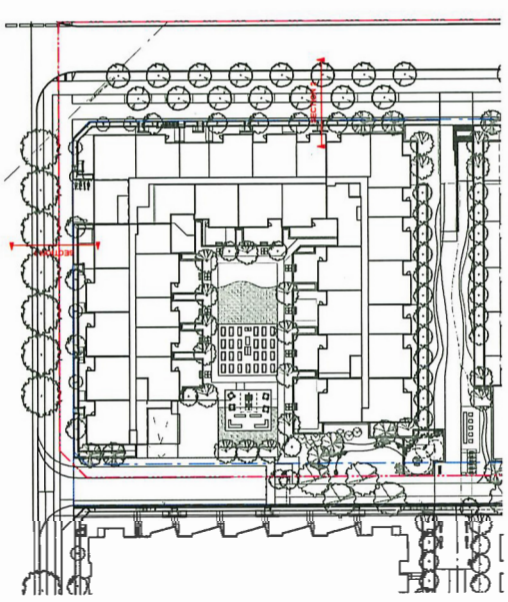
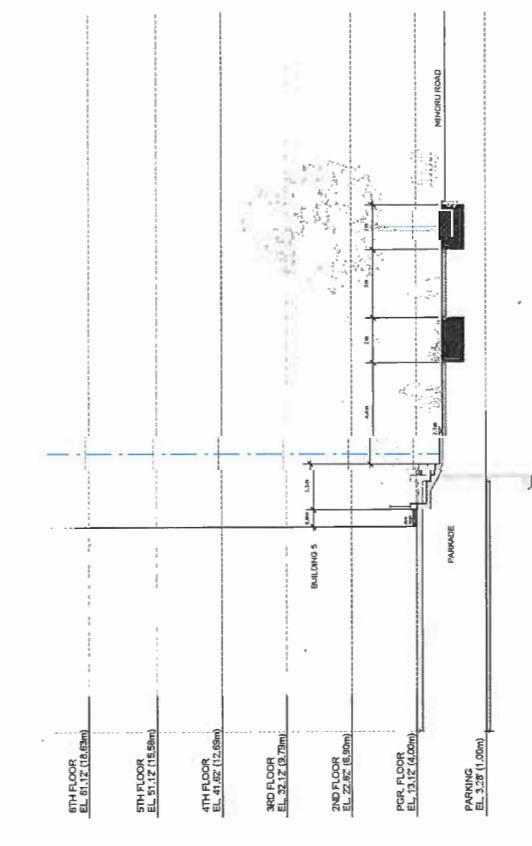
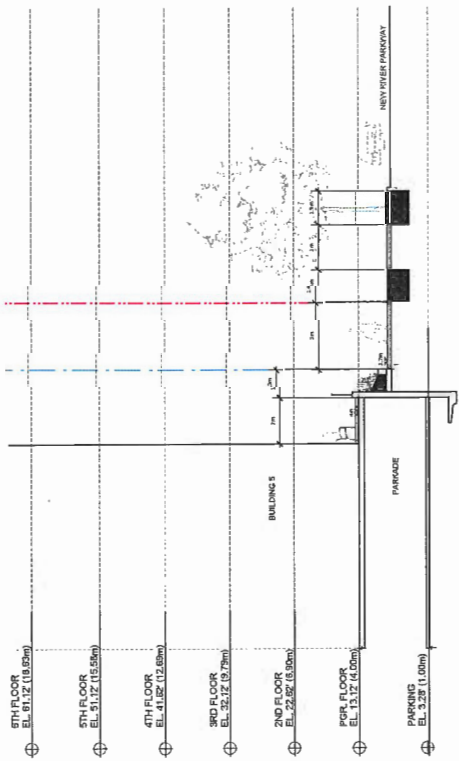
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:400
Drawn:	DS
Reviewed:	DS
Project No.:	06-483

SECTIONS:
NORTH BUILDING

L5.0



PH - 326

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, OR ACCURACY OF ANY INFORMATION OR DATA CONCERNING STRUCTURES AT THE PROJECT SITE.

THE CLIENT IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR STRUCTURES AT THE PROJECT SITE. CONNECT LANDSCAPE ARCHITECTURE INC. IS NOT RESPONSIBLE FOR VERIFYING THE EXISTENCE, LOCATION, OR ELEVATION OF ANY UTILITIES AND/OR STRUCTURES AT THE PROJECT SITE. THE CLIENT IS RESPONSIBLE FOR VERIFYING THE EXISTENCE, LOCATION, AND ELEVATION OF ANY UTILITIES AND/OR STRUCTURES AT THE PROJECT SITE.

NO.	REVISION	DATE
7	RE-DESIGNED FOR REVISION	18-06-20
8	RE-DESIGNED FOR REVISION	18-06-20
9	RE-DESIGNED FOR REVISION	18-06-20
4	RE-DESIGNED FOR REVISION	17-06-18
2	ISSUED FOR REVIEW	16-11-18
1	ISSUED FOR REVIEW	16-05-18

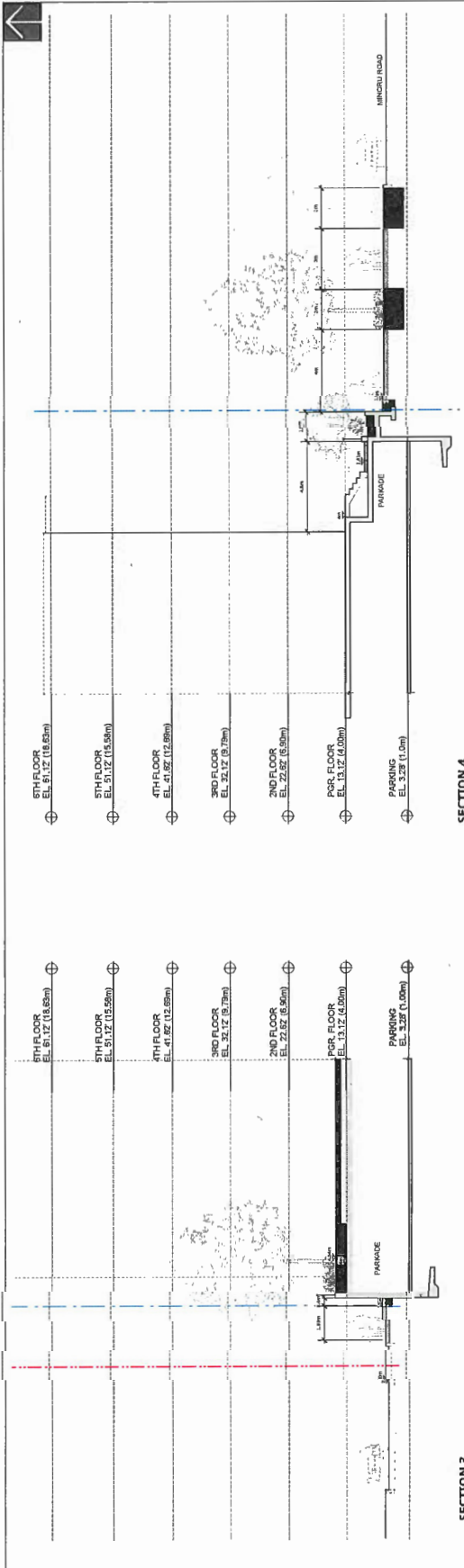
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:400
Drawn:	DS
Reviewed:	DS
Project No.:	09-483

SECTIONS:
SOUTH BUILDING

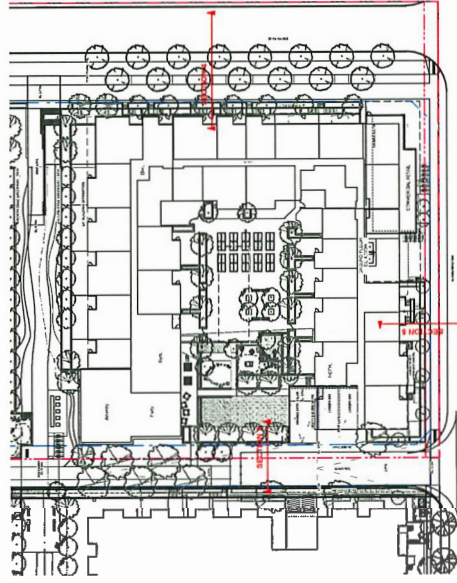
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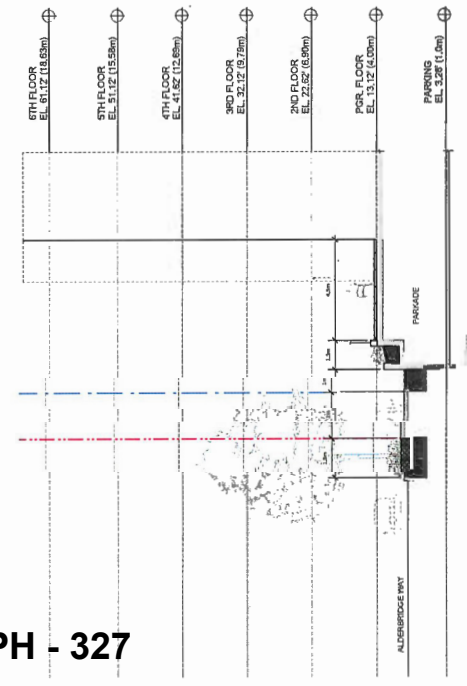
SECTION 4

SECTION 3

PH - 327



SOUTH BUILDING KEY PLAN



SECTION 5



Development Application Data Sheet
Development Applications Department

RZ 17-765420

Address: 7811 Alderbridge Way

Applicant: Onni 7811 Alderbridge Holding Corp Inc.

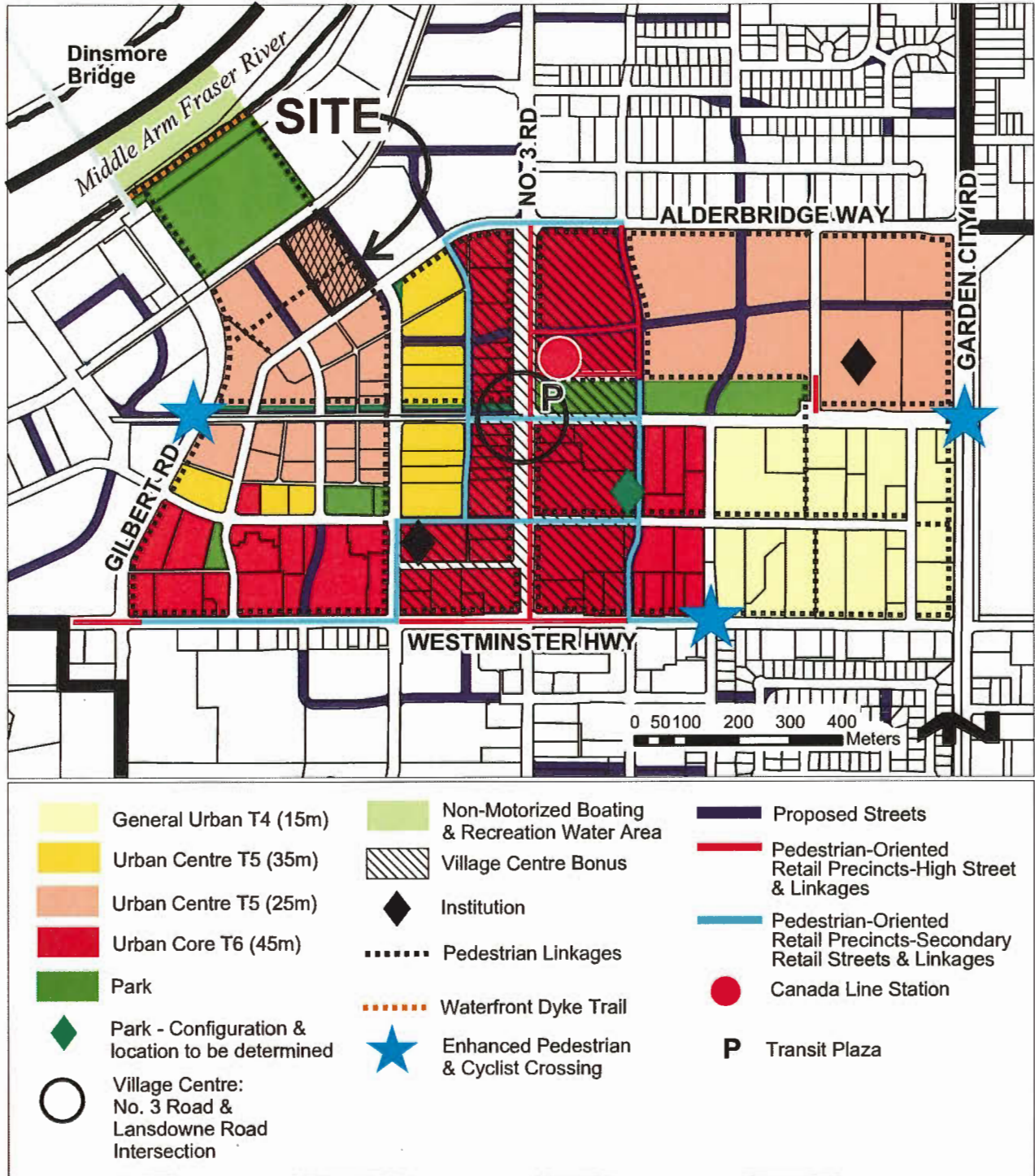
Planning Area(s): Lansdowne Village

	Existing	Proposed
Owner:	Onni 7811 Alderbridge Holding Corp. Inc. No. BC1067884	
Site Size:	Existing lot: 17,934.8 m ² Surplus lane: 1,052.5 m ² Total: 18,987.3 m ²	Net site: 14,645.5 m ² Road dedication: 4,341.8 m ² Total: 18,987.3 m ²
Land Uses:	Light Industrial	Mixed-Use
OCP Designation:	Mixed-Use	Complies
Area Plan Designation:	Urban Centre T5 (25m), Sub-area B.2	Complies
Zoning:	Industrial Retail (IR1)	Residential/Limited Commercial (RCL2)
Number of Units:	2 Industrial buildings	1 CRU & 365 apartments, including 22 affordable housing units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.0, including AH	2.0	None permitted
Buildable Floor Area:*	Max. 30,753.2 m ² (331,024.7 ft ²)	Residential: 30,473.2 m ² (328,010.8 ft ²) Affordable Housing: 1,554 m ² (16,727 ft ²) Commercial: 280 m ² (3,013.9 ft ²)	None permitted
Lot Coverage:*	Max. 90%	44%	None
Lot Size:	Min. 2,400 m ²	14,645.5 m ²	None
Lot Dimensions:	Width: Min. 40 m Depth: Min. 40 m	Width: 79.2 m Depth: 171.8 m	None
Setbacks:	Public Road: Min. 3 m Side (Interior): Min. 0 m	Public Road: Min. 3 m Side (West): Min. 9 m	None
Height:	25 m	24 m	None
Off-street Parking Spaces:*	City Centre Zone 2: Resident: 412 Affordable Housing: 20 Visitor/Commercial: 73 Total: 506	Resident: 422 Affordable Housing: 20 Visitor/Commercial: 74 Total: 516	None
Accessible Parking Spaces:	Min. 2%	2%	None
Tandem Parking Spaces:	Resident: Max. 50%	Resident: 24%	None
Amenity Space – Indoor:	Min. 730 m ²	790 m ²	None
Amenity Space – Outdoor:	Min. 2,190 m ² , and Min. 1,464.55 m ² (CCAP)	2,190 m ² , and 1,689 m ² greenway corridor	None

* Preliminary estimates; building design to be refined and reviewed at DP stage for zoning bylaw compliance.

Specific Land Use Map: Lansdowne Village (2031)





Address: 7811 Alderbridge Way

File No.: RZ 17-765420

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9867, the owner is required to complete the following:

1. (Site Contamination – General) Submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the project footprint) or an alternative notification from the Ministry of Environment and Climate Change Strategy confirming to the City that the City may approve the zoning, development, subdivision, and demolition applications.
2. (Site Contamination – Dedicated Land) Submission to the City of contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the footprint of the lands proposed to be dedicated to the City) from the Ministry of Environment and Climate Change Strategy or another form of assurances satisfactory to the City in the City’s sole discretion to support the City accepting the proposed dedicated land. Such assurances would include, at minimum the registration of a legal agreement on the title to the subject development lands which provides that:
 - a) No occupancy of any building on the subject development lands will be granted by the City until such time that the owner has satisfied the City in the City’s sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained from the Ministry of Environment and Climate Change Strategy for the proposed dedication lands.
 - b) The owner will release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
3. City acceptance of the owner’s offer to provide the following voluntarily contributions and should the contributions not be provided within one year of the application bylaw receiving third reading, the contribution rates will be increased annually to reflect current contribution rates.
 - a) \$92,686.91 (i.e. \$0.28/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
 - b) \$216,000.00 towards interim treatment along the north edge of River Parkway behind the curb (asphalt walkway, lock block retaining wall, guard rail and fill material).
 - c) \$110,000 towards the City’s Watermain Replacement Reserve account for new water main installation along the subject lands’ River Parkway frontage via the City’s Capital Works, as per Subdivision and Development Bylaw No. 8751. Not required if the watermain servicing works are constructed by the owner through the SA.
4. Council approval of the lane closure bylaw for the adjacent surplus City lane lands located to the west of the property at 7811 Alderbridge Way. 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.
5. Consolidation of the subject lands into one development parcel.
6. Road dedication (which requires building demolition):
 - a) River Parkway - 3.0 m wide road dedication along the entire north property line.
 - b) Alderbridge Way - 2.0 m wide road dedication along the entire south property line.
 - c) Minoru Boulevard - 22.3 m wide road dedication along the entire east property line, including 4 m x 4 m corner cuts at the northeast and southeast corners of the site.
7. Granting of the statutory rights-of-ways (SRWs) referred to below for the purposes of public rights-of-passage (PROP) to accommodate 24-hour-a-day access and use by the public, City, emergency services and bylaw enforcement activities. The owner is responsible for construction, maintenance and liability. The design of the SRW areas is to be included in the Development Permit (DP) design, is to include 24-hour-a-day lighting and way finding signage, and must be prepared in accordance with **PHI 430** engineering practice with the objective to optimize public

Initial: _____

safety. The final areas of the SRWs will be determined based on the DP design, including detailed design of parkade access and truck turning movements, and confirmed by legal surveys prepared by a BC Land Surveyor to the satisfaction of the City. Following completion of the works, the owner is required to provide a certificate of inspection for the works, prepared and sealed by the appropriate registered professional in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the Development Permit design. Statutory Rights-of-Way:

- a) East-West Greenway: approximately 10 m wide mid-block SRW on top of the proposed parking structure, extending the existing greenway west of the site to Minoru Boulevard. The greenway is to accommodate the continuation of the approximately 3.5 m wide hard surface treatment for pedestrians and bicycles, seating, landscaping, related uses and features and a children's play area.
 - b) North-South Private Roads: approximately 9.5 m by 48 m SRWs along the west property line abutting Alderbridge Way and River Parkway. The private roads are to: (i) accommodate a minimum 2.0 m wide paved north-south pedestrian links between Alderbridge Way and River Parkway for pedestrians, bicycles, related uses and features, with clear physical delineation from vehicle use areas; (ii) provide vehicle and truck access to adjacent property west of the site; and (iii) include 4 m x 4 m corner cuts at the lane/road intersections. The exact length of these SRWs will be determined based on detailed design of parkade access, truck turning movements, and legal surveys. The two corner cuts at the lane may be waived if the following conditions are met: vehicle access at both ends of the lane is restricted to right-in/right-out; pedestrian passages are not obstructed; and the requirements of the City of Richmond Traffic Bylaw 5870 Sightline Enforcement Policy are fully adhered to. The design of the SRW areas are to be included in the required Servicing Agreement, to the satisfaction of the Director of Transportation.
 - c) North-South Pedestrian Link and Children's Play Area: approximately 6 m to 10.5 m wide SRW on top of the proposed parking structure and along the west property line between the northerly and southerly north-south private road SRW areas, providing a pedestrian link to Alderbridge Way, River Parkway and the east-west greenway and providing a children's play area abutting the east-west greenway. The exact configuration of this SRW/PROP will be determined based on the required DP detailed design.
8. Granting of all necessary statutory rights-of-way (on-grade, below grade and open-sky above) to accommodate above ground utility cabinets and kiosks required to service the proposed development, as identified in the servicing agreement requirements. The size, location and requirements for such rights-of-way shall be determined through coordination with the City and the respective third party utilities companies and shown on a functional plan for the City's approval as part of the DP process. Such rights-of-way shall be granted prior to City approval of SA design.
9. Granting of a 6 m wide temporary statutory right-of-way for the purposes of utilities along the entire west property line over the surplus City lane area to accommodate existing private and City owned utilities. This temporary SRW is to be discharged after all utilities have been relocated or alternate SRW secured. City responsible for maintenance and liability associated with City-owned utility works.
10. While the standard RCL2 zoning allows commercial indoor recreation use, registration of a legal agreement on Title prohibiting commercial indoor recreation uses on the subject lands.
11. Registration of a legal agreement on Title to ensure that the two guest suites to be constructed in the development are restricted to short term accommodation only and once the subject lands are stratified will be designated as common property and accessible to all residents of the development for the duration of the life of the building. Each of the suites are to be approximately 34 m² (369 ft²) studio units located on the second floor of the southern building adjacent to the indoor amenity area meeting room and limited to southern exposure only.
12. Registration of a flood indemnity restrictive covenant on Title (Area A).
13. Registration of an aircraft noise sensitive use restrictive covenant on Title (Area 2), identifying that the proposed dwelling units must be designed and constructed to achieve the following:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- b) The ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
14. Registration of a legal agreement on Title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of the agreement through the disclosure statement to be issued by the owner to all initial purchasers, and to erect signage in the sales centre for the proposed development advising purchasers of the potential for these impacts.
15. Registration of a legal agreement on Title stating that while the development is a mixed use project that includes both commercial and residential uses and is located within 30 m of other residential uses, the owner/occupant is required to mitigate unwanted noise, including demonstrating 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 HVAC units will comply with the City’s Noise Bylaw.
16. Registration of a parking legal agreement on Title that includes the following terms:
- a) Where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit for the sole purpose of vehicle parking and prohibiting conversion of any of this area into habitable space including without limitation general storage purposes.
 - b) The provision of shared bicycle storage areas designated as common property for the sole purpose of bicycle storage by residents of units within the subject development and prohibiting conversion of any of these areas into habitable space including without limitation general storage purposes.
 - c) The provision of visitor and shared visitor/commercial parking spaces in accordance with the DP and such spaces will be identified and will not be sold, leased, assigned or designated, or allocated in any other manner to individual unit owners/renters/occupants or any other person. The shared parking spaces are to be available for use by customers of commercial units within the subject development during business hours and available for use at all times by both visitors of residents of residential units; and owners and employees of commercial units. The exact number and location of parking spaces will be confirmed through the DP process.
17. Registration of the City’s standard Housing Agreement under section 483 of the *Local Government Act* [RSBC 2015] to secure the following affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development’s total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Building 1				
1-bedroom	10	50.9 to 57.5 m ² (548.2 to 619.5 ft ²)	\$975	\$38,250 or less
2-bedroom	3	81.2 m ² (2,868.2 ft ²)	\$1218	\$46,800 or less
3-bedroom	3	92.9 m ² (1000.3 ft ²)	\$1480	\$58,050 or less
Building 2				
2-bedroom	4	80.7 m ² (868.6 ft ²)	\$1218	\$46,800 or less
3-bedroom	2	92.9 m ² (1000.3 ft ²)	\$1480	\$58,050 or less
Total	22			

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

18. Public Art: City acceptance of the owner’s offer to make a voluntary contribution towards Public Art, the terms of which voluntary owner contribution shall include the following.
- a) The value of the owner’s voluntary public art contribution shall be based on the minimum Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject lands’

proposed zoning, excluding affordable housing, as indicated in the following table:

Use	Floor Area	Affordable Housing Exemption	Contribution Rates	Contribution
Residential	Max. 28,919 m ² (311,283 ft ²)	1,554 m ² (16,728ft ²)	\$0.85/ft ²	\$ 264,590.21
Commercial	280 m ² (3,014 ft ²)	Nil	\$0.45/ft ²	\$ 1,356.25
Total	Max. 30,753 m ² (331,025 ft ²)	1,554 m ² (16,728ft ²)	Varies	\$ 265,946.46

- b) Where the owner elects to provide Public Art on-site as part of the subject development, prior to rezoning adoption, the owner shall submit a Public Art Plan for the subject lands, which Plan shall be:
 - i. Prepared by an appropriate professional.
 - ii. Based on a contribution value of at least the total amount indicated in the table above.
 - iii. Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, and other relevant supplementary public art and heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.
 - iv. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.
 - v. Implemented by the owner, as required by legal agreement(s) registered on Title to prior to rezoning adoption.
- c) "No development" shall be permitted on the subject lands, restricting Development Permit issuance for any building on the lot, in whole or in part (excluding parking), until the owner, to the City's satisfaction:
 - i. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the owner for the subject lands and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption).
 - ii. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the Plan's implementation, the value of which contribution shall be at least the total amount indicated in the table above.
- d) "No occupancy" shall be permitted on the subject lands, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject lands until:
 - i. The owner, at the owner's sole cost and expense, commissions one or more artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City owned lands, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, Public Art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).
 - ii. The owner, at the owner's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the Public Art Plan, executes and delivers to the City a transfer of all of the owner's rights, title, and interest in the public artwork to the City if on City owned lands or to the subsequent strata corporation if on the subject lands (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.

NOTE: It is the understanding of the City that the artist's title and interest in the public artwork will be transferred to the owner upon acceptance of the artwork based on an agreement solely between the owner and the artist and that these interests will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.

- iii. The owner, at the owner's sole cost and expense, submits a final report to the City promptly after completion of the installation of the Public Art in accordance with the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:
 - Information regarding the siting of the Public Art, a brief biography of the artist(s), a statement from the

artist(s) on the Public Art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require.

- A statutory declaration, satisfactory to the City Solicitor, confirming that the owner's financial obligation(s) to the artist(s) have been fully satisfied.
- The maintenance plan for the Public Art prepared by the artist(s).
- Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

e) As an alternative to the provision on Public Art on-site, the owner may offer to make a voluntary cash contribution in lieu; provided that the value of such voluntary public art contribution shall be at least the total amount indicated in the table in item a) above. In this case, the requirements of b) through d) will not apply.

19. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), 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 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 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;

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- 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. The submission and processing of a Development Permit (DP)* completed to a level deemed acceptable by the Director of Development.
21. Enter into a Servicing Agreement (SA)* for the design and construction of greenway, servicing, and road works. Works include, but may not be limited to, the following:
- a) Road Functional and Traffic Signal Design Works: Submission of a functional design (road works and behind the curb frontage works), prepared to the satisfaction of the City, is required. Design to accommodate: River Parkway widening with new intersection and traffic signalization at Minoru Boulevard, new Minoru Boulevard extension, Alderbridge Way widening with interim intersection improvements at Minoru Boulevard and ultimate cross-section and intersection design, and the north and south private road accesses to accommodate right-in / right-out only traffic movements with driveway letdown design, physical measures (e.g. concrete island channelization), stop sign controlled and signage to enforce the left turn restrictions. Works also include street lighting, traffic signage, pavement marking, hard landscape features, boulevard landscaping, street trees, street furnishings, bollards and banner poles. A full set of traffic signal design drawings is required.
 - b) North-South Private Roads Works (within required approximately 9.5 m by 48 m SRWs along the west property line abutting Alderbridge Way and River Parkway). The private roads are to (i) accommodate a minimum 2.0 m wide paved north-south pedestrian links between Alderbridge Way and River Parkway for pedestrians, bicycles, related uses and features, with clear physical delineation from vehicle use areas (ii) provide vehicle and truck access to adjacent property west of the site, and (iii) include 4 m x 4 m corner cuts at the lane/road intersections. The exact length of these SRWs will be determined based on detailed design of parkade access, truck turning movements, and legal surveys. The two corner cuts at the lane may be waived if the following conditions are met: vehicle access at both ends of the lane is restricted to right-in / right-out; pedestrian passages are not obstructed; and the requirements of the City of Richmond Traffic Bylaw 5870 Sightline Enforcement Policy are fully adhered to.
 - c) River Parkway Widening (from West property line to 30 m beyond Minoru Boulevard intersection). The City, as part of its 2018 Capital & Construction Program, will construct approximately the equivalent of three traffic lanes along the north side of River Parkway from the current westerly limit of this roadway to Cambie Road. The Owner is responsible for completing the following works across the River Parkway development frontage: behind the curb frontage improvements; ultimate curb-to-curb five-lane cross-section; and intersection at Minoru Boulevard including traffic signals. The owner's works also include completing the ultimate five-lane cross-section beyond the Minoru Boulevard intersection for a distance of 30 m and additional road transition works with a 20:1 taper section. Interim cross-section (measured from property line northward to inside of north curb):
 - 3.0 m wide sidewalk abutting property line
 - 1.41 m wide buffer strip (with street furniture, bollards, trees and/or shrubs)
 - 2.0 m wide off-road bike lane
 - 1.5 m wide landscaped boulevard (with a single row of street trees)
 - 0.15 m wide curb with gutter

- 3.2 m and 3.25 m wide eastbound traffic lanes
- 3.2 m wide median (grade level with decorative paving treatment)
- 3.25 m and 3.2 m wide westbound traffic lanes
- Other features: banner poles, hard landscape features, street furnishings, and street lights

Ultimate cross-section: remaining cross-section behind the north curb will be determined as part of future Park development.

d) Alderbridge Way Widening (from West property line through Minoru Boulevard intersection). Works include completing the ultimate frontage improvements and curb, interim curb-to-curb 4-lane with median cross-section along frontage, interim intersection improvements at Minoru Boulevard. Interim cross-section (measured property line southward to the inside of the existing south curb):

- 2.0 m wide sidewalk abutting new property line
- 1.78 m wide landscaped boulevard (with a single row of street trees)
- 0.15 m wide curb with gutter
- 3.25 m and 3.2 m wide westbound traffic lanes
- 2.33 m wide painted median
- 3.2 m and 3.25 m wide eastbound traffic lanes

Ultimate cross-section: Five 3.25 m wide traffic lanes (two eastbound, two westbound and a left turn lane) with concrete raised median, curb and gutter, landscaped boulevard and 2.0 m wide sidewalk abutting property lines.

e) Minoru Boulevard Extension (from River Parkway to Alderbridge Way).

i) Works include: completing the ultimate frontage improvements and curb, interim curb-to-curb three-lane cross-section (including parking lane) and interim retaining wall with safety barrier as needed. Interim cross-section (measured from west to east):

- 0.5 m wide landscape strip abutting new property line (part of Parks greenway)
- 3.5 m wide sidewalk
- 2.0 m wide landscaped buffer (with row of street trees, part of Parks greenway)
- 3.0 m wide greenway/bike path (with structural soil cells below providing continuous boulevard soil volume to support double row of street trees, part of Parks greenway)
- 2.0 m wide landscaped boulevard (with row of street trees, part of Parks greenway)
- 0.15 m wide curb with gutter
- 2.5 m wide southbound parking lane
- 3.75 m and 3.75 m wide southbound and northbound traffic lanes
- 0.15 m wide curb with gutter
- 1.0 m wide clearance /retaining wall /safety barrier as needed

Ultimate cross-section (measured from the west curb to the east curb): Two 2.5 m wide parking lanes, two 3.5 m wide traffic lanes and 0.15 m wide curbs with gutters. Remaining cross-section behind the east curb will be determined as part of future development.

ii) Minoru Boulevard and Alderbridge Way Intersection. Before the remaining properties adjacent to the intersection are redeveloped, the section of Minoru Boulevard north of Alderbridge Way will be offset from the section of Minoru Boulevard to the south. In the interim, for traffic operations and safety reasons, the traffic movements at the intersection of Alderbridge Way and the north approach of Minoru Boulevard will be restricted to right-in/right-out. The design and construction of this intersection is to accommodate the permitted traffic movements, to enforce the interim restricted left turn traffic movements, and to be compatible with the ultimate conditions. In the future, after the remaining properties adjacent to the intersection are redeveloped, all four legs of the intersection will achieve signalization, direct connection and ultimate lane configuration.

f) Traffic Signals:

i) Minoru Boulevard and River Parkway intersection. Works include: conduits, junction boxes, traffic pole bases, traffic signal heads, illuminated street name signs, video detection, Accessible Pedestrian Signals (APS), UPS (Uninterrupted Power Supply) base and controller cabinet base. New communications conduit/cable are also required to tie in this traffic signal with City-owned communication network.

- ii) Minoru Boulevard and Alderbridge Way intersection (modification works). Works include: any required modification of existing traffic signal resulting from the SA works, 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.
- iii) During the SA detailed design stage, equipment location may require granting of new SRW(s) to the City and additional works may be required including modifying, relocating and/or replacing the following elements at a traffic signal device and/or communications network:
 - traffic signal poles/bases, conduits, junction boxes, street light fixtures, cable and conductors
 - traffic signal equipment such as controller cabinet/base, UPS (Uninterrupted Power Supply) and service panel
 - vehicle/pedestrian detection and vehicle phasing including left turn arrows
 - communications conduit, cable and junction boxes

g) Water Works:

Using the OCP Model, there is 315 L/s available at 20 psi residual at the hydrant located at the subject lands' Alderbridge Way frontage. Based on the proposed development, a minimum fire flow of 220 L/s is required. No capacity analysis is required.

- At the Owner's cost, the Owner is required to:

- i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at BP stage.
- ii) Provide approximately 104 m of 300 mm diameter water main complete with fire hydrants (spaced as per City standard) along the subject lands' entire River Parkway frontage should servicing be required before the City's Capital Works are completed, in place of the voluntary cash contribution amount specified above. The proposed water main shall tie-in to the existing watermain west of the subject lands.
- iii) Provide approximately 206 m of 300 mm diameter water main complete with fire hydrants (spaced as per City standard) along the subject lands' entire Minoru Boulevard frontage. The proposed watermain shall tie-in to proposed watermains at River Parkway and Alderbridge Way.
- iv) Upgrade approximately 104 m of existing watermain from 200 mm diameter AC to 300 mm PVC complete with fire hydrants (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage. The upgraded watermain shall tie-in to existing water mains east and west of the subject lands.

- At the Owner's cost, the City will:

- v) Abandon and cap at main all existing water service connections.
- vi) Install a new water service connection at Alderbridge Way frontage, complete with meter, meter box, and secured by statutory right-of-way. The dimensions of the right-of-way shall be finalized during the Servicing Agreement process and confirmed by legal surveys prepared by a BC Land Surveyor to the satisfaction of the City.
- vii) Complete all proposed water main tie-ins.

h) Storm Sewer Works:

- At the Owner's cost, the Owner is required to:

- i) Upgrade the existing ditch (approximately 104 m) to 750 mm diameter storm sewer complete with manholes (spaced as per City standards) along the subject lands' entire River Parkway frontage should the servicing be required before the City's Capital Works are completed. The proposed storm sewer shall tie-in to the storm sewer built via Servicing Agreement SA12-615759 west of the subject lands and to the existing ditches east of the subject lands.
- ii) Provide approximately 205 m of 600 mm diameter storm sewer complete with manholes (spaced as per City standard) along the subject lands' entire Minoru Boulevard frontage. The proposed storm sewer shall tie-in to the proposed storm sewers at River Parkway and Alderbridge Way.
- iii) Remove and replace approximately 117 m of existing 250 mm diameter storm sewer with 600 mm complete with manholes (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage. The new storm sewer shall be placed in an alignment that is consistent with the storm sewers built via Servicing

Agreement SA12-615759. The upgraded storm sewer shall tie-in to existing storm sewers east and west of the subject lands.

- iv) Confirm whether the required 300 mm diameter private drainage line, which is to service the proposed north private road that will connect to River Parkway, will conflict with existing utilities such as Metro Vancouver trunk sewer lines, Telus duct bank, etc. at River Parkway which would obstruct the tie-in to the storm sewer located north of the trunk lines. If conflicts exist, then the required lane drainage system (with an approximate length of 40 meters) shall tie-in to the on-site drainage system and the lane runoff shall be collected on-site before being discharged into City's drainage system via the subject lands' storm sewer service connection at Alderbridge Way.
- v) Install a storm sewer service connection, complete with an inspection chamber and tie-in to the proposed storm sewer at Alderbridge Way via a manhole.
- vi) Take over ownership and maintenance of the 50 m long storm sewer in the proposed south private road (surplus City lane) along the west property line of the subject lands.
 - At the Owner's cost, the City will:
 - vii) Cut and cap at main all existing storm service connections.
 - viii) Remove all existing inspection chambers and storm service leads and dispose off-site.
 - ix) Complete all proposed storm sewer tie-ins.
- i) Sanitary Sewer Works:
 - At the Owner's cost, the Owner is required to:
 - i) Upgrade approximately 110 m of existing 200 mm diameter sanitary sewer complete with manholes (spaced as per City standard) along the subject lands' entire River Parkway frontage. The upgraded sanitary sewer shall tie-in to the sanitary sewers that were built via Servicing Agreement (SA12-615759) located west of the subject lands. Pipe size for this section shall be determined via the SA process.
 - ii) Discharge the portions of existing utility SRW plan 45474 along the west and south property lines of 7080 River Road after the new sanitary sewer is operational and the existing 200 mm sanitary sewer is removed. This excludes the portion of existing utility SRW plan 45474 along the entire east property line, which is to remain in effect.
 - iii) Confirm whether extending the new sanitary line, along the River Parkway frontage, northwards to connect to existing sanitary line running north-south will conflict with existing utilities such as Metro Vancouver trunk sewer lines, Telus duct bank, etc. at River Parkway. Coordination is required with Metro Vancouver and Telus. If no conflict exists, extend the new sanitary sewer at River Parkway from its east end (via a new manhole) northwards by approximately 20 m and tie-in to a new manhole (replacing existing manhole SMH4745) at the southwest corner of 7280 River Road. This section which will cross underneath the existing Metro Vancouver trunk sewer shall be pipe encased and shall be designed similar to the existing pipe encased sanitary crossing River Parkway at the west property line of the subject lands. The design and construction of this section shall be coordinated with Metro Vancouver. Pipe size for this section shall be determined via the SA process.
 - iv) Fill as per MMCD, then abandon, the existing 200 mm diameter sanitary sewer that crosses River Parkway just north of the subject land's west property line.
 - v) Upgrade approximately 104 m of existing sanitary sewer from 150 mm diameter to 450 mm PVC complete with manholes (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage and tie in to the west existing manhole (SMH56636). The new sanitary sewer shall be extended from its east end (via a new manhole) northwards to tie in to the existing manhole (SMH4691).
 - vi) Discharge existing utility SRW plan 42489 along the subject lands' south property line fronting Alderbridge Way after the new 450 mm sanitary sewer is operational and the existing 150 mm sanitary sewer is removed.
 - vii) Remove the existing 200 mm diameter FRP sanitary sewers located on the subject lands parallel to the entire west property line. Simply filling and abandoning the existing pipe is not acceptable because the pipe will be located under the proposed parkade. Prior to removal of the existing sanitary sewers, relocate the existing sanitary connection that services 7771 Alderbridge Way to its Alderbridge Way frontage (if required).

- viii) Install a sanitary sewer service connection, complete with an inspection chamber, at the Alderbridge Way frontage and tie-in to the proposed storm sewer at Alderbridge Way.
 - At the Owner's cost, the City will:
 - ix) Cut and cap at main all existing sanitary service connections to the subject lands.
 - x) Remove all existing inspection chambers and sanitary leads connected to the subject lands and dispose off-site.
 - xi) Complete all proposed sanitary sewer service connections and tie-ins.
- j) Frontage Improvements:
- At the Owner's cost, the Owner is required to:
 - i) Provide frontage improvements in accordance with the requirements of the Director of Transportation. Improvements shall be built to the ultimate condition wherever possible.
 - ii) Proposed sidewalks, bike paths and boulevards shall be included in City road area, with the exception of the north-south pedestrian connection and east-west greenway.
 - iii) Provide street lighting along River Parkway, Minoru Boulevard and Alderbridge Way frontages. Provide interim street lighting along the east side of the Minoru Boulevard frontage. An engineered sonotube will be required for the east side of Minoru Boulevard to address clearance issues due to the lock block wall to support the grade difference between 7851 Alderbridge Way and the roadway.
 - iv) Remove or underground in a new corridor all existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the west edge of the subject lands. The owner is required to coordinate with the private utility companies to facilitate removal or undergrounding.
 - v) Underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the subject lands' River Parkway frontage. The owner is required to coordinate with the private utility companies to facilitate undergrounding.
 - vi) Provide street lighting as per City Center specifications along the proposed north private road abutting River Parkway. Ownership and maintenance of this infrastructure shall be by the owner.
 - vii) Take over ownership and maintenance of the existing street lighting in the proposed south private road abutting Alderbridge Way. Modifications to the system shall be finalized through the SA design.
 - viii) Remove the existing above ground private utility kiosk located at the northwest corner of 7811 Alderbridge Way. The owner is required to coordinate with the private utility company that owns the kiosk to facilitate removal.
 - ix) The owner shall provide private utility companies with the required rights-of-ways for their equipment (e.g. vista, PMT, LPT, telephone and cable kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. This equipment must be located on private property and not within City rights-of-way or public rights-of-passage and not impact public amenities such as east-west greenway, north-south pedestrian connection, sidewalks, boulevards and bike paths. The owner is responsible for coordination with private utility companies.
 - x) Locate all above ground utility cabinets and kiosks required to service the proposed development within the subject lands (see list below for examples). While this infrastructure and the associated statutory rights-of-way have not been shown in the rezoning conceptual development plans, a functional plan showing conceptual locations for such infrastructure shall be included in the DP design review. The owner is to coordinate with the respective private utility companies and the owner's lighting and traffic signal consultants are to confirm the rights-of-way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this by

way of letter addressed to the Director of Engineering. The following are examples of statutory rights-of-way that must be shown in the functional plan and registered prior to Servicing Agreement design approval by the City:

BC Hydro vista	*	
BC Hydro PMT	4 m x 5 m*	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m*	
Street light kiosk	2 m x 1.5 m	
Traffic signal controller	3.2 m x 1.8 m	
Traffic signal UPS	1.8 m x 2.2 m	
Shaw cable kiosk	1 m x 1 m*	(show possible location in functional plan)
Telus FDH cabinet	1.1 m x 1 m*	(show possible location in functional plan)

*Confirm SRW dimensions with BC Hydro, Shaw and Telus

k) City utilities relocation

Required relocation of existing City utilities prior to start of site preparation works (e.g. soil densification, preload, etc.), if site preparation works are required:

Note: If the soil densification and/or preload works are to start after Third Reading of the Rezoning of the subject lands by Council or after Public Consultation, the works set out below shall be designed and constructed in accordance with the Servicing Agreement under the rezoning application. If not, then a separate Report to Council will be required to facilitate a Servicing Agreement (for the removal and replacement of the existing sanitary lines along the west and south property lines) which will be independent of the rezoning process.

- At the Owner's cost, the Owner is required to:
 - i) Upgrade approximately 110 m of existing 200 mm diameter sanitary sewer complete with manholes (spaced as per City standard) along the subject lands' entire River Parkway frontage. The upgraded sanitary sewer shall tie-in to the sanitary sewers that were built via Servicing Agreement (SA12-615759) west of the subject lands. Pipe size for this section shall be determined via the SA design process.
 - ii) Discharge the portions of existing utility SRW plan 45474 along the west and south property lines of 7080 River Road after the new sanitary sewer is operational and the existing 200 mm sanitary sewer is removed. This excludes the portion of existing utility SRW plan 45474 along the entire east property line, which is to remain in effect.
 - iii) Extend the new River Parkway sanitary sewer from its east end (via a new manhole) northward by approximately 20 m and tie-in to the existing manhole (SMH4745) located at the southwest corner of 7280 River Road. This section shall be pipe encased and shall be designed similar to the existing pipe encased sanitary crossing River Parkway at the west property line of the subject lands. The design and construction of this section shall be coordinated with Metro Vancouver. Pipe size for this section shall be determined via the SA process.
 - iv) Fill as per MMCD, then abandon, the existing 200 mm diameter sanitary sewer that crosses River Parkway just north of the subject land's west property line.
 - v) Upgrade approximately 104 m of existing sanitary sewer from 150 mm diameter to 450 mm PVC complete with manholes (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage. The upgraded sanitary sewer shall tie-in to the existing sanitary sewers east and west of the subject lands.
 - vi) Discharge existing utility SRW plan 42489 along the subject lands' south property line fronting Alderbridge Way after the new 450 mm sanitary sewer is operational and the existing 150 mm sanitary sewer is removed.
 - vii) Remove the existing 200 mm diameter FRP sanitary sewers that run parallel to the subject lands' entire west property line. Simply filling and abandoning the existing pipe is not acceptable because the pipe will be located under the proposed parkade. Prior to removal of the existing sanitary sewers, relocate the existing sanitary connection that services 7771 Alderbridge Way to its Alderbridge Way frontage (if required).
 - viii) Install a sanitary sewer service connection, complete with an inspection chamber, at the Alderbridge Way frontage and tie-in to the proposed storm sewer at Alderbridge Way.

- ix) Remove and replace approximately 104 m of existing water line located close to the subject lands' south property line with a new 300 mm diameter water main within Alderbridge Way. The upgraded watermain shall tie-in to the existing water mains east and west of the subject lands.
- x) Remove and replace approximately 117 m of existing 250 mm diameter storm sewer with 600 mm complete with manholes (spaced as per City standard) along the subject lands' Alderbridge Way frontage. The new storm sewer shall be placed in an alignment that is consistent with the storm sewers built via Servicing Agreement (SA12-615759). The upgraded storm sewer shall tie-in to the existing storm sewers east and west of the subject lands.

l) Private utilities relocation

Required removal and replacement of existing private utility infrastructures prior to start of site preparation works (e.g. soil densification, preload, etc.), if site preparation works are required:

- i) The development proposal includes acquiring the existing surplus City lane at the west edge of the subject lands and dedicating an equivalent area of land along the east edge of the subject lands for the proposed Minoru Boulevard extension. Therefore, the private utility overhead lines currently existing in the laneway are to be removed. This overhead system is to be replaced with new underground lines installed along Alderbridge Way, Minoru Boulevard, and River Parkway. The existing overhead system located in the laneway shall remain operational throughout the installation process of the new underground lines and shall only be removed once the new system is fully operational and connected to all the properties that are currently served by the existing system. Site preparations, including soil densification and preloading, can only proceed once the existing overhead lines are removed. With regards to any interim above ground utility boxes (e.g., vista, etc.) required to facilitate the removal/undergrounding of the private utility lines, their location shall be coordinated by the owner with the private utility companies (e.g., BC Hydro, Telus, Shaw, etc.) and temporarily placed either at the north or the south end of the Minoru Boulevard extension and shall be removed once they are replaced by an operational permanent box installed inside the proposed development. The on-site general location of the permanent vista box shall be shown in the Rezoning plan and finalized as part of the Development Permit approval process. At this point, BC Hydro is the only company that has provided input to the City and BC Hydro has flagged the requirement for a vista box. The owner shall be responsible to contact and coordinate with the other private utility companies that have infrastructures in the surplus laneway to be acquired and obtain their requirements.
- ii) As the replacement underground works will be installed prior to site preparation works and within the proposed Minoru Boulevard extension dedication lands, a general schedule outlining the timing of the required design coordination with the private utility companies (e.g., BC Hydro, Telus, Shaw, etc.) and the replacement/removal works (including timing of installation and removal of the interim BC Hydro vista and its permanent installation inside the proposed development) in relation to the timing of the required road dedication and the required site preparation works (e.g., soil densification, preload, etc.) is required and shall be reviewed as part of the rezoning process.

m) General Items:

- At the Owner's cost, the Owner is required to:

- i) Prior to the commencement of any site preparation works (e.g., soil densification, preload, DSM wall installation, parkade excavation, dewatering, etc.) coordinate with Metro Vancouver to obtain their input or requirements regarding mitigation measures (if required) to address potential impacts to the existing Metro Vancouver trunk sewers.
- ii) Coordinate the servicing agreement design with the existing Metro Vancouver trunk sewers at River Parkway frontage.
- iii) Manage any contamination encountered during construction of the servicing agreement works in compliance with the *Environmental Management Act* [SBC 2003], c.53, as amended or replaced from time to time; and if the City determines, in the City's sole discretion, that remediation works are required in order to address contamination within lands already dedicated by the owner to the City in connection with the proposed development on the subject lands, the owner will enter into a licence of occupation with the City, on the City's standard form and which will include an indemnity in favour of the City, in order to allow the owner to carry out any such remediation works; provided that the City will not charge a fee to the owner for the use of the dedicated lands in order to carry out such remediation works.

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- iv) In the event that a Certificate of Compliance (CoC) satisfactory to the City in its sole discretion cannot be obtained by the date of land dedication, the Servicing Agreement shall be amended to secure the estimated costs to remove the top two metres of the land to be dedicated to the City, to relocate it to an appropriate disposal facility and to be replaced by clean fill. This commitment shall be secured by the provision of a Letter of Credit in the amount estimated by a Contaminated Site Approved Professional to perform this removal, relocation and replacement. This amount will not be released until such time as a Certificate of Compliance (CoC) satisfactory to the City in its sole discretion is obtained or another arrangement satisfactory to the Director of Development and the Director of Engineering is made.
- v) Replace the existing road structure along Alderbridge Way, which is constructed as a local road, with the appropriate arterial road structure in accordance with City specifications.
- vi) 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 subject lands and provide mitigation recommendations.
- vii) Provide a video inspection report of the existing storm sewer along City and private road 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 Owner's cost.
- viii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works in accordance with a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- ix) Enter into, if required, additional legal agreements, as determined by and set out in the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submit acoustical and mechanical reports and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

Prior to a Building Permit* being issued, the owner is required to complete the following:

1. Incorporation of accessibility, sustainability, amenity and Affordable Housing measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.

4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- All Builders Liens on the subject lands must be removed before the subdivision and registration of covenants can occur.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the *Land Title Act*.

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

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

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

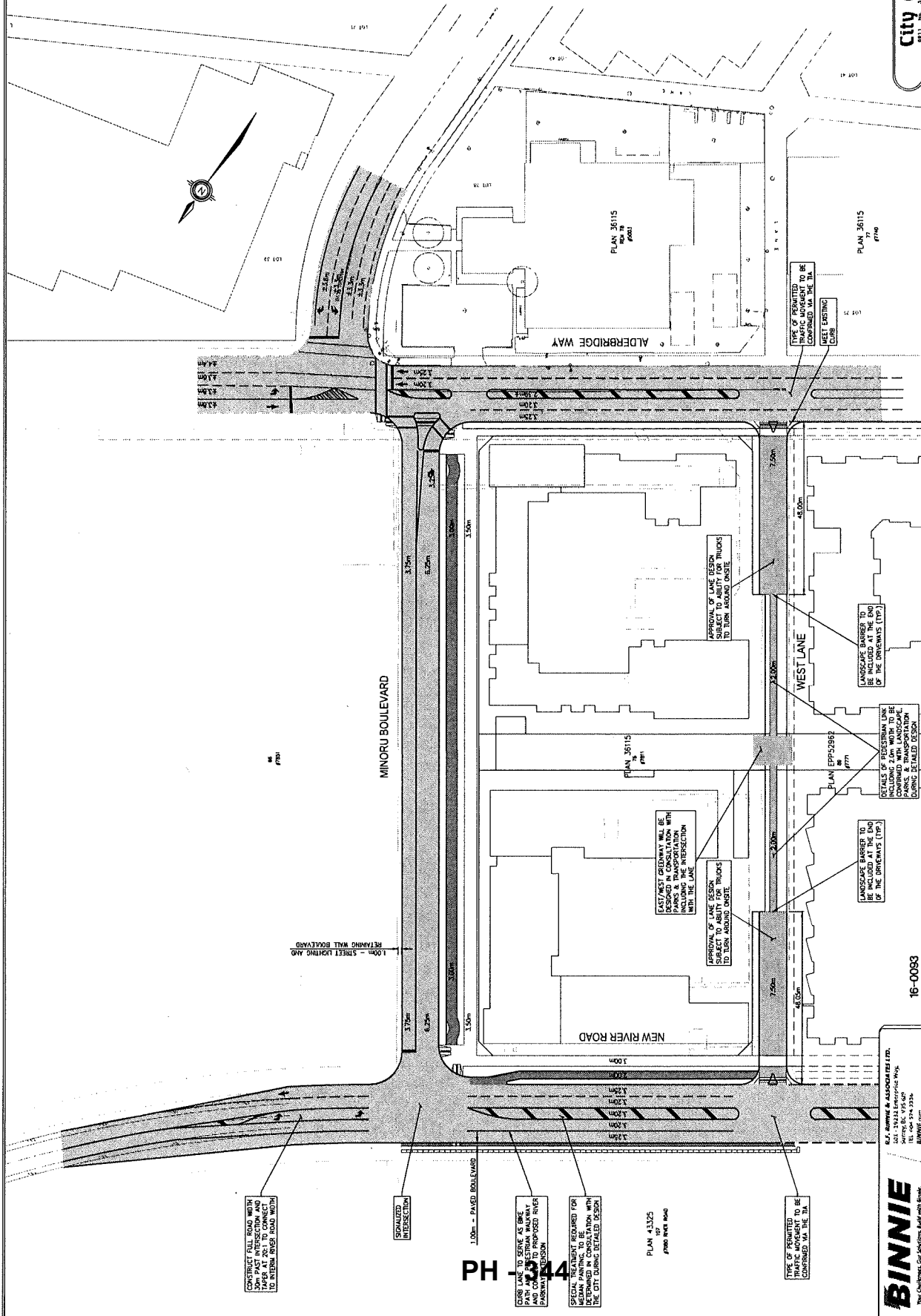
[Signed copy on file]

Signed

Date

DRAFT ROAD FUNCTIONAL PLAN

to report dated June 4, 2018



City of Richmond
 TITLE: NEW RWA
 FUNCTIONAL ROAD NE
 OPTION 1 - INTER
 EXISTING COND
 DATE: 16-01
 DRAWN BY: [blank]
 CHECKED BY: [blank]
 APPROVED BY: [blank]

NO.	DATE	BY	DESCRIPTION
1	2017-11-01	BM	ISSUED AS PER CITY COMMENTS
2	2017-09-08	BM	ISSUED AS PER CITY COMMENTS
3	2017-08-15	AM	RE-DESIGNED FOR REVIEW
4	2017-08-02	AM	ISSUED FOR REVIEW
5	2016-12-27	BM	ISSUED FOR REVIEW
6	2016-12-27	BM	ISSUED FOR REVIEW

REFERENCE DRAWINGS

NO.	DATE	BY	DESCRIPTION
1	2017-11-01	BM	ISSUED AS PER CITY COMMENTS
2	2017-09-08	BM	ISSUED AS PER CITY COMMENTS
3	2017-08-15	AM	RE-DESIGNED FOR REVIEW
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5	2016-12-27	BM	ISSUED FOR REVIEW
6	2016-12-27	BM	ISSUED FOR REVIEW

REVISIONS

ALL ELEMENTS ARE TO BE CHECKED AND SET BY TO BEING BENCHMARKED.

FIELD NO. # _____

REVISION / PROJECT # _____

DATE OF REVISION _____

B.J. Binnie & Associates Ltd.
 1000 West Beaver Creek Road
 Suite 100, Richmond, BC V7A 4P7
 Tel: 604-274-8334
 Binnie.com



PH - 014

PLAN 43325
 PAVED BOWLEND

CONSTRUCT FULL ROAD WIDTH 3.75m INTO THE CURB AND 3.00m INTO THE RIVER ROAD WIDTH

RESURFACE INTERSECTION

CARS LANE TO SERVE AS BIKES, AND COULD BE USED TO PROPOSED RIVER PARKWAY DIVISION

SIGNAGE REQUIRED FOR MESSAGING TO BE INSTALLED WITHIN THE CITY DURING DETAIL DESIGN

TYPE OF REQUIRED TRAFFIC MOVEMENT TO BE CONFIRMED WITH THE TA

APPROVAL OF LANE DESIGN REQUIRED FOR TURN MOVEMENTS TO BE CONFIRMED WITH THE TA

EAST WEST CROWNWAY WILL BE PARKS & TRANSPORTATION WITH THE LANE

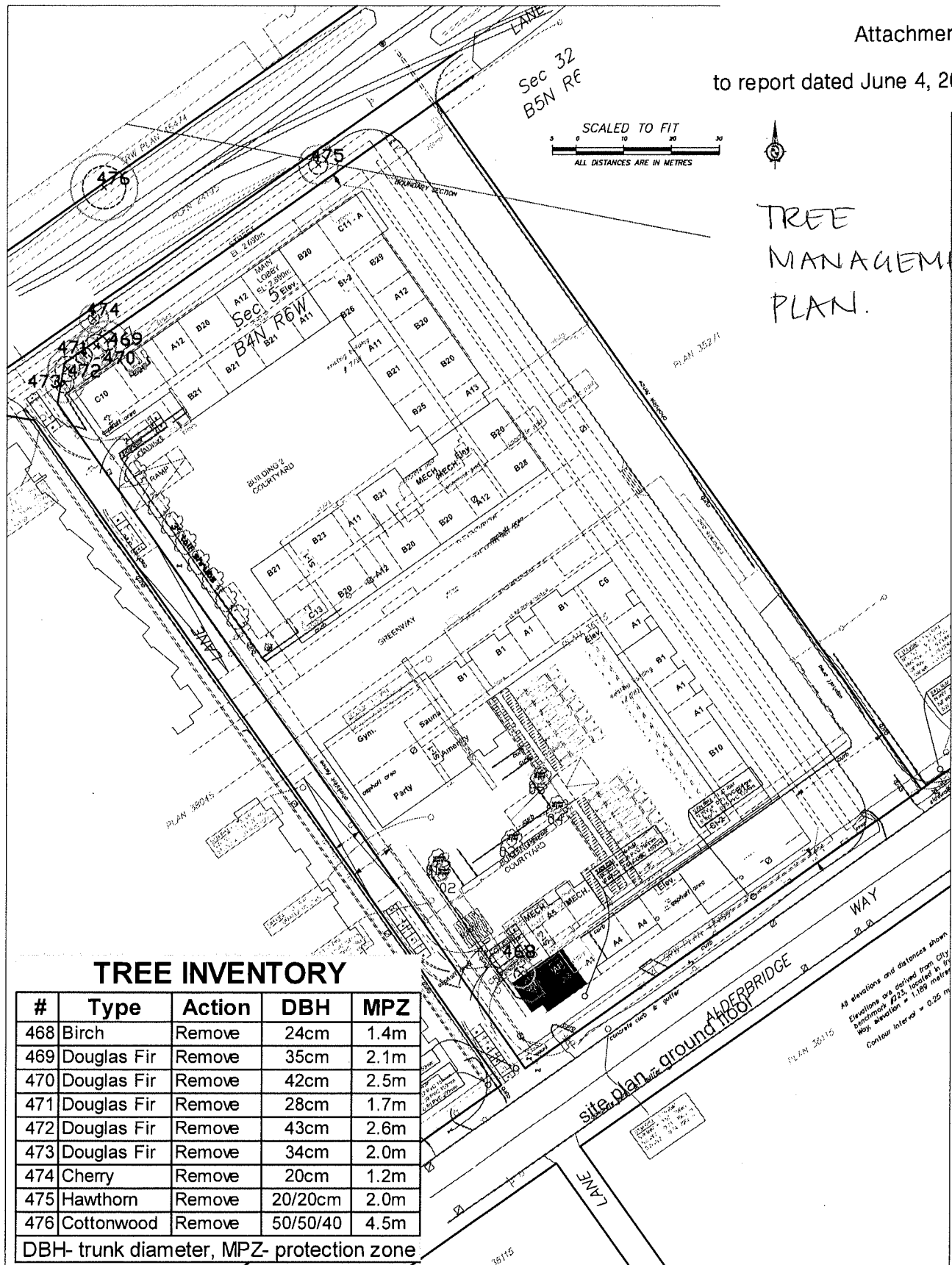
APPROVAL OF LANE DESIGN REQUIRED FOR TURN MOVEMENTS TO BE CONFIRMED WITH THE TA

DETAILS OF PROFESSIONAL USE INCLUDING 2.0m WIDTH TO BE CONFIRMED WITH LANDSCAPE ARCHITECT DURING DETAILED DESIGN

LANDSCAPE ARCHITECT TO PROVIDE DETAILS OF THE DRIVEWAYS (TP.)

TYPE OF REQUIRED TRAFFIC MOVEMENT TO BE CONFIRMED WITH THE TA

LANDSCAPE ARCHITECT TO PROVIDE DETAILS OF THE DRIVEWAYS (TP.)



TREE INVENTORY

#	Type	Action	DBH	MPZ
468	Birch	Remove	24cm	1.4m
469	Douglas Fir	Remove	35cm	2.1m
470	Douglas Fir	Remove	42cm	2.5m
471	Douglas Fir	Remove	28cm	1.7m
472	Douglas Fir	Remove	43cm	2.6m
473	Douglas Fir	Remove	34cm	2.0m
474	Cherry	Remove	20cm	1.2m
475	Hawthorn	Remove	20/20cm	2.0m
476	Cottonwood	Remove	50/50/40	4.5m

DBH- trunk diameter, MPZ- protection zone

Undersized Trees

#	Type	DBH	MPZ
1	Japanese Maple	4/4/4cm	0.0m
2	Japanese Maple	6/4/4cm	0.0m
3	Japanese Maple	6/5/5cm	0.0m
4	Japanese Maple	5/5/5cm	0.0m
5	Japanese Maple	5/5/5cm	0.0m

Undersized Tree



TREE PROPOSED FOR REMOVAL



- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
 2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
 3. ALL MEASUREMENTS ARE METRIC

LEGEND

Froggers Creek
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-8002 Fax: 604-437-0970

7811 Alderbridge Way, Richmond BC

TREE PROTECTION DRAWING
THE DRAWING PLOTS ALL TREES, PROPOSED FOR REMOVAL, THEIR CANOPIES AND PROTECTION ZONES IN RELATION TO PROPOSED LAYOUT

March 3, 2017

All elevations and distances shown
Elevations are derived from City
Benchmark 2123, located on 177
way, elevation = 1.189 meters
Contour interval = 0.25 m



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9867 (RZ 17-765420)
7811 Alderbridge Way**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended for that area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 9867", repealing the existing zoning designation and by designating it "**RESIDENTIAL/LIMITED COMMERCIAL (RCL2)**".
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9867**".

FIRST READING

JUN 25 2018

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by SB.
APPROVED by Director or Solicitor

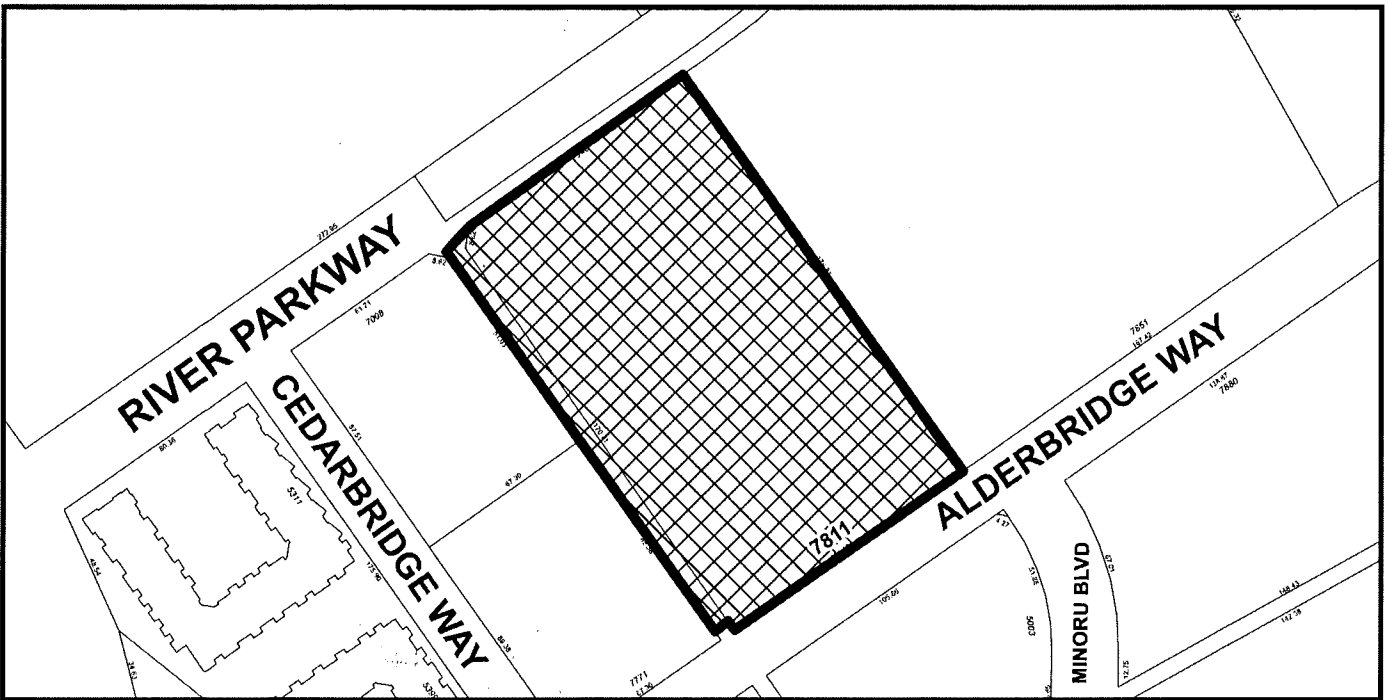
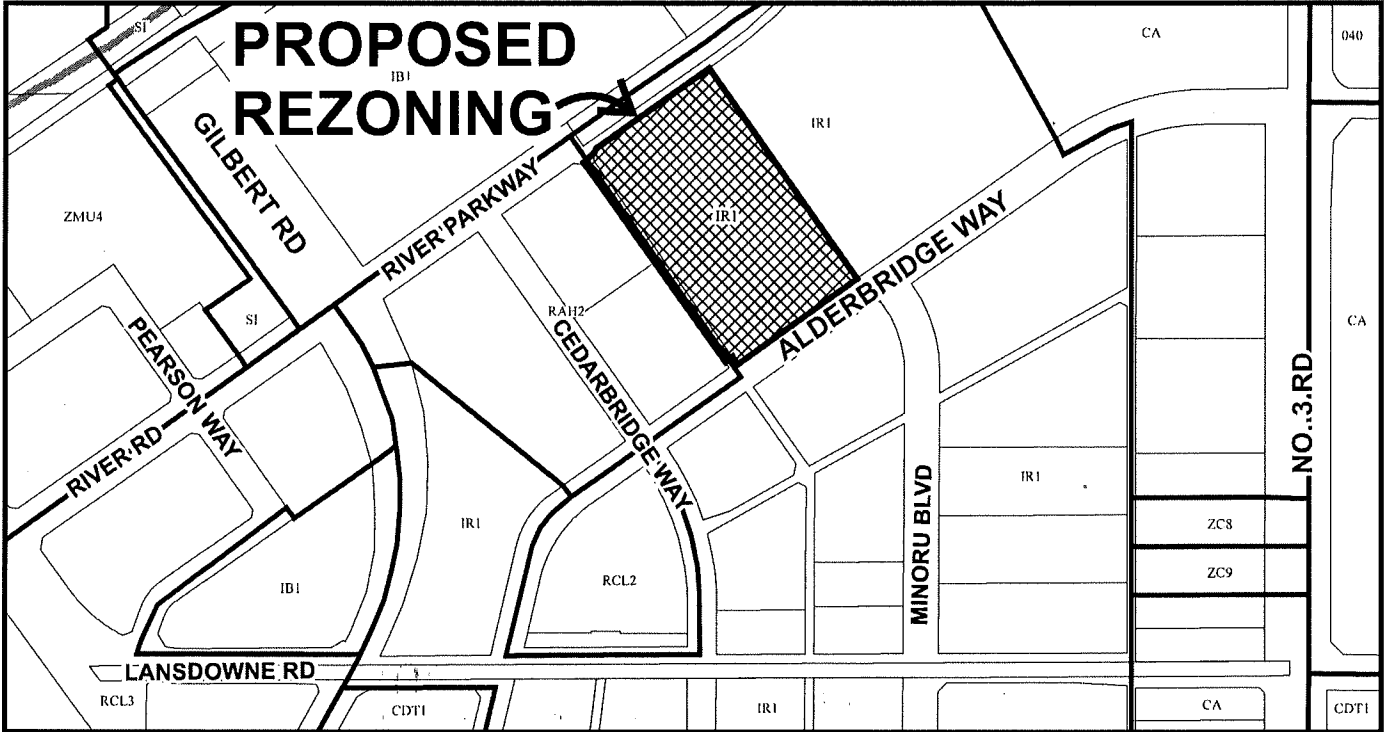
MAYOR

CORPORATE OFFICER



City of Richmond

Schedule A attached to and forming part of Bylaw 9867



RZ 17-765420

Original Date: 03/14/17

Revision Date: 05/30/18

Note: Dimensions are in METRES