



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: April 10, 2012
File: RZ 11-585209

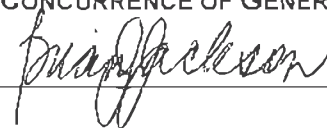
Re: Application by Onni 7731 Alderbridge Holding Corp. and Onni 7771 Alderbridge Holding Corp. for the Rezoning of 7731 and 7771 Alderbridge Way from Industrial Retail (IR1) to High Density Low Rise Apartments (RAH2)

Staff Recommendation

That Bylaw No. 8884, which makes minor amendments to the RAH2 zone specific to 7731 and 7771 Alderbridge Way and rezones these subject properties from "Industrial Retail (IR1)" to the amended "High Density Low Rise Apartments (RAH2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

BJJ:mmn
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Onni 7731 Alderbridge Holding Corp. and Onni 7771 Alderbridge Holding Corp. have applied to rezone 7731 and 7771 Alderbridge Way (see **Attachment 1**) from “Industrial Retail (IR1)” to “High Density Low Rise Apartments (RAH2)” in order to develop a 660-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures. A minor text amendment to the RAH2 zone is also required to facilitate the proposed development.

Findings of Fact

Background

The subject site is situated in the City Centre’s Lansdowne Village, an emerging high density, mixed-use community located between Gilbert Road, Alderbridge Way and Westminster Highway (**Attachment 3**). The two (2) subject lots, comprising 2.87 ha. (7.09 acres) were created in 1969 as part of the Brighthouse Industrial Estate subdivision along Alderbridge Way (see **Attachment 1**). Of note, the western lot was the site of the long-standing Stacey’s Furniture World and the eastern lot now includes a Tim Hortons amongst numerous other smaller commercial and light industrial tenants.

Existing surrounding development includes:

North: Immediately to the north of the site is the former CPR line property which is now owned by the City and will form part of New River Road. Further to the north, one large light industrial building is located on a site zoned as “Industrial Business (IB1).” This site is designated within the CCAP as part of a large future Riverfront Park.

South: Immediately to south of the subject site is Alderbridge Way with the former Grimm’s sausage factory site on the south side of the street. This site is now zoned “Industrial Retail (IR1)” and is the subject of a current rezoning application to rezone the site to a “Residential Limited Commercial (RCL)” zone allow for a higher density, mixed-use development.

East: A site zoned “Industrial Retail (IR1)” lies to the east of an adjacent lane. The site includes two light industrial/ retail buildings.

West: The Gilbert Road approach to the Dinsmore Bridge forms the north-west boundary of the subject site. The remainder of the site is bounded by the former “V-Tech” building site and is now zoned “Industrial Retail (IR1).”

Related Policies and Studies

The proposed development site is designated as “Mixed Use” within the City’s Official Community Plan (OCP). The site is also within the City Centre Area Plan’s (CCAP) “Urban Centre T5 (25 m) Specific Land Use” Map designation which provides for residential land use with a floor area ratio (FAR) of 1.2, which can be increased to a maximum 2.0 FAR with the provision an affordable housing density bonus (see **Attachment 3** for context).

Other major policy documents of note include:

Aircraft Noise Sensitive Development Policy (ANSND) Area 2: All aircraft noise sensitive land uses (except new single family) may be considered subject to the necessary reports to be submitted and covenants being registered on title as required by the policy.

Affordable Housing Policy: The proposed development is subject to the policy which requires that five (5) percent of the total residential building floor area be devoted to affordable housing units following the policy's requirements regarding unit type and target income.

These above policies and other policies, as applied to the proposed development, are discussed below in the staff report.

Applicant's Proposal

In early 2011, the Onni Group of Companies purchased the two (2) lots comprising the site. The proposal involves these lots being re-subdivided with Cedarbridge Way being extended from Alderbridge Way to the New River Road to create two (2) new, slightly smaller lots. A total of four (4) buildings will be constructed. Two (2) buildings will be located on top of one (1) large single storey parkade on each lot on either side of the new Cedarbridge Way.

Of the 660 units proposed, Building 1 contains 140 units, Building 2 contains 200 units, and Buildings 3 and 4 both contain 160 units. The Development Application Data Sheet (**Attachment 4**) includes a full summary of the development statistics and the cover sheet of the preliminary architectural plans (**Attachment 7**) include a breakdown of the number of units in each building as well as the number different unit types.

Public Consultation

As the proposed development is consistent with the City's OCP and CCAP, no formal agency consultation associated with OCP amendment bylaws is required.

Signage is posted on-site to notify the public of the subject application. At the time of writing this Report, no public comment had been received.

The statutory Public Hearing concerning the zoning amendment bylaw will provide neighbours and other interested parties with an opportunity to provide comment.

The proposed development was also forwarded to the City's Advisory Design Panel (ADP) on January 4, 2012 which generally provided favourable comments with suggestions to be investigated and incorporated into the more detailed building design for review by the ADP and Development Permit Panel during the Development Permit process (excerpt of ADP minutes in **Attachment 2**).

Staff Comments

Transportation

The proposed project involves widening of Alderbridge Way and Gilbert Road, and constructing New River Road fronting the development (with removal of the old CPR tracks). These are all major roads on the DCC Road Program. The project will also include construction of two (2) major pedestrian/bicycle routes, a north-south Pedestrian Link that will connect to the major Gilbert Road Greenway and be the start of major east-west Green Link that commences from the

north-south pedestrian link and continues eastward for several blocks. (refer to **Attachment 5** for the Functional Transportation Plan and **Attachment 10** for the Rezoning Considerations Letter for a detailed description of transportation-related improvements).

Public Roads & Frontage Improvements:

To secure the road widening and greenways/pedestrian linkages adjacent and through the site in a sufficient manner, the following dedications and SROWs are required of the developer as considerations of rezoning.

Cedarbridge Way: The development will involve re-subdivision of the site into a proposed Lot 1 (Western Lot) and a Lot 2 (Eastern Lot) and the dedication of Cedarbridge Way through the development site from Alderbridge Way to New River Road. Works will include full traffic light signalization at the intersection of Cedarbridge Way at Alderbridge Way. This applicant will also include the pre-ducting and bases for the signal standard and controllers boxes for a future pedestrian crosswalk signal to be constructed at Cedarbridge Way and New River Road by the City in the future.

River Road: Generally, the developer will construct the entire road cross-section which includes two (2) east and two (2) west bound travel lanes with grass and tree lined boulevards on either side of an eastbound bike path located between the eastbound vehicle lanes and 3.0 m (9.8 ft.) wide sidewalk. There will also be registration of a 3.0 m (9.8 ft.) wide SROW for public rights of passage for the sidewalk adjacent to River Road.

Alderbridge Way: There will also be widening of the Alderbridge Way vehicle lanes and construction of a 2.0 m (6.6 ft.) sidewalk with a treed boulevard required of the applicant. There will be registration of a 2.0 m (6.6 ft.) wide SROW for the sidewalk inside of the south property lines of the proposed Lots 1 and 2.

Gilbert Road: Generally, the applicant is required to construct the full curb to curb widening of Gilbert Road for approximately 50 m (164 ft.). The road cross-section generally consists of two northbound traffic lanes, two southbound traffic lanes, a northbound left turn lane (at the New River Road intersection), northbound and southbound bike lanes and a raised median with landscaping.

At the southeast corner of the New River Road/Gilbert Road intersection, other frontage improvements (such as a greenway, plaza and public art discussed further below in the report) are required as this is a prominent location for traffic entering Richmond via the Gilbert Road gateway corridor.

The signalization of the New River Road/Gilbert Road intersection will be constructed by a separate development in the vicinity, but the applicant will also need to make some modifications to the signal.

East Lane: There will be reconstruction of the southern part of the current lane along with registration of SROW for public rights of passage for a 2.0 m (6.6 ft.) sidewalk being constructed inside of the east property line as generally shown on **Attachment 5**.

Green Links

East-West Green Link: The CCAP's envisioned east-west Green Link connects the Oval Village local commercial and major recreational destinations to the Aberdeen Village Commercial and Arts District. The applicant has addressed these components to the satisfaction of planning, transportation and parks staff (see **Attachments 3, 8**).

There will be a 10.0 m (33 ft.) wide SROW for pedestrian, bicycle and related uses and features, providing all necessary access by public and emergency services, City and other public utility service providers. The SROW is located above the below grade parking structures.

The separation between the buildings is approximately 20m (66 ft.) along the Green Link, leaving sufficient area for ground floor patios and common strata property on each side. The greenway will include a 3.0 m (9.8 ft.) wide hard surfaced public path that extends from the east to the west boundaries of the development (not including the crossing of Cedarbridge Way). The Green Link also includes landscaping and community garden plots.

North-South Green Link: There will be a 5.0 m (16.5 ft.) wide SROW along the west boundary for pedestrian, bicycle and related uses and features, providing all necessary access by public and emergency services, City and other public utility service providers. This Green Link will include a 3.0 m (9.8 ft.) hard surfaced public path extending from north to south on the west side of the proposed Lot 1.

An interim retaining wall that responds to the higher elevation of the development site is required along the west boundary and may be located within the SROW, provided that it does not compromise the intended public use and enjoyment of the spaces as determined by the City.

Design, security for construction, owner maintenance, liability and other terms of the Green Link and sidewalk SROWs are to be determined to the satisfaction of the City as a condition of bylaw adoption.

Gilbert Road Boulevard and Greenway

The development of the Greenway on the east side of the very wide unused Gilbert Road allowance, a prominent gateway location into the City Centre, remains to be finalized. Given that there will be up to 20 m (66 ft.) of open space between the project property line and the road edge in this high visibility area, a plaza, pedestrian and cycling paths, lighting, significant tree planting and a major \$350,000 Landmark Public Art piece, (shown in concept on **Attachment 9**) is envisioned (Also, see Public Art section below).

The landscape plan needs to be finalized for this section of the Gilbert Road Greenway and will be designed and constructed by the City in the future.

Parking and Transportation Demand Management (TDM)

On-Site Vehicle Parking: The proposed project includes a total of 849 parking spaces with 450 spaces in the parkade on Lot 1 for Buildings 1 and 2, and 399 spaces within the parkade on Lot 2 for Buildings 3 and 4 (See **Attachments 4 and 7** for full parking statistics). The applicant requests an overall parking reduction of 7.5% below the parking requirements set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer's offer to voluntarily:

- Contribute \$100,000 to the City for the construction of a 3.0 m (9.8 ft.) bike/pedestrian pathway along the east side of Gilbert Road from the southern end of

the applicant's required frontage improvements to Lansdowne Road. (Not eligible for DCC credits.)

- Contribute \$25,000 to the City for a City Centre-type bus shelter. (Not eligible for DCC credits.)
- Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building permits for each building with confirmation that such have been provided as a condition of issuance of an occupancy permit for each building:
 - Provision of 20% of the total resident parking spaces in each parkade with 120 or 240 volt (voltage as determined by Onni) electric service for vehicle plug-ins with conduits, circuits breakers and wiring in a form acceptable to the Director of Transportation (actual outlets to be provided later by strata owners).
 - Provision of one (1) standard 120 volt electric plug-in for every forty (40) resident bicycle parking spaces in a form acceptable to the Director of Transportation.

There are no variances required to the automobile and bicycle parking provisions of Zoning Bylaw 8500. It should be noted that staff and the applicant will work together at the Development Permit stage to maximize the achievable parking stalls.

It should be noted that there will be also on-street parking provided on Cedarbridge Way throughout the day and off-peak on-street parking on Alderbridge Way and River Road over the short to intermediate term.

Bicycle Parking: The proposed project includes a total of 860 resident bicycle parking spaces with 434 resident spaces in the parkade and sixty-eight (68) surface visitor spaces for Buildings 1 and 2; and 426 resident spaces within the parkade and sixty-four (64) surface visitor spaces for Buildings 3 and 4. The resident bicycle parking provided is above the minimum requirements of Zoning Bylaw 8500 (See cover page of **Attachments 4 and 7** for full parking statistics).

Loading Space Requirements:

Section 7.13 of Zoning Bylaw 8500 requires that one (1) SU9 (medium 9 m trucks) off-street loading space be provided for each building and one (1) off-street WB 17 (large 17 m trucks) loading space be provided for every two (2) buildings. The applicant has accommodated the four (4) required SU9 loading spaces on either side of the greenway junction with Cedarbridge Way. However, the turning movements for potential 17 m (55 ft.) length of WB 17 trucks preclude placement of such spaces on-site or on Cedarbridge Way. Given the low frequency of use of such large trucks in a purely residential project, staff agrees to support a relaxation of this requirement at time of Development Permit consideration.

If, after occupancy of the project, the absence of WB17 loading spaces proves to be a problem on occasion, Transportation staff may consider temporary closures of several parking spaces to allow for large truck parking on a fee per-request-basis for the future residents within the development.

Servicing Capacity Analysis

City Engineering staff have reviewed the application at a preliminary level and require the following:

Storm Sewer Upgrade Requirements:

From CP Railway frontage (i.e. New River Road) to the outfall of the Hollybridge Canal (at corner of Hollybridge Way and existing River Road).

- Upgrade the existing ditch to a 1200mm diameter storm main from manhole D8 to 185 meters northeast along the former CPR line frontage (i.e. New River Road).
- Upgrade the existing ditch to a 1200mm diameter storm main from manhole D5 to 222 meters northeast along proposed New River Road (manhole D8 at junction of Gilbert Road).
- Upgrade the existing ditch to 1500mm diameter storm main from junction of Hollybridge Way and former CPR line property (manhole D4) to 80 meters northeast along proposed New River Road (manhole D5).
- Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of existing River Road and Hollybridge Way (manhole D1 in the analysis) to 205 meters southeast along Hollybridge Way (manhole D4).
- Upgrade the existing 750mm diameter to a 1500mm diameter storm main from manhole D1 (in the analysis) to its outfall with an approximate length of 8m.

Gilbert Road Frontage: Upgrade the existing ditch to a 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at the CPR frontage.

Future Cedarbridge Way Frontage: Provide the greater of a) 600 mm or b) OCP size by the developer, as per City requirements. The proposed storm sewer in future Cedarbridge must be interconnected to the proposed storm sewers at the CPR and Alderbridge Way frontages.

Alderbridge Way Frontage: Works include:

- Upgrade the existing 250mm and 300mm diameter storm sewers from east to west property line of the proposed site to a 600 mm diameter sewer.
- Upgrade the existing 300mm to 750mm and existing 375mm to 900mm diameter storm sewers from the west property line of the proposed site to the existing box culvert at Lansdowne Road.

Sanitary Sewer Upgrade Requirements: Works include:

- Upgrade the existing 200 mm diameter to 450 mm diameter from SMH 4738 (manhole S70) to 90 meters northeast along old CPR right of way to SMH 4737 (manhole S60).

- Upgrade the existing 200 mm diameter to 375 mm diameter from SMH 4699 (manhole S50) to 80 meters southwest along old CPR right of way to SMH 4737 (manhole S60).
- Provide a 525mm diameter sanitary main in the future Cedarbridge Way from SMH 4737 (manhole S60) to a new manhole located 220 meters south going to Alderbridge Way.
- Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to 80 meters east to SMH 4690 (manhole S20).
- Upgrade the existing 200 mm diameter to 525mm diameter from SMH 4690 (manhole S20) to 94 meters southeast to existing lane between 7740 Alderbridge Way to 5003 Minoru Boulevard at SMH 4688 (manhole S10).
- Upgrade the existing 300 mm diameter to 600 mm diameter from SMH 4688 (manhole S10) to 69 meters southwest to existing Minoru Pump station.
- Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.
- Both current sanitary mains located within the Subject Lands will need to be removed by the Developer and the SROs in which they are located are to be discharged from title.

Water Works Review:

Review and works include:

- Water System: Using the OCP 2021 maximum day model, there is 346 L/s available at 20 psi residual. Based on the proposed application, the development requires a minimum fire flow of 275 L/s. Water analysis is not required. However, once the applicant has confirmed the building design at the building permit stage, the developer will need to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
- Provide watermain (minimum 200mm diameter, per City's requirements) at the proposed site's CPR and future Cedarbridge Way frontages.

The applicant is also responsible for undergrounding the existing private utility line located within the New River Road alignment.

Latecomer Agreements will be available for sanitary and storm upgrades that are not frontage improvements as only provided by the Local Government Act. Development Cost Charge (DCC) credits will be applicable to eligible storm and sanitary works detailed in the Rezoning Considerations Letter (**Attachment 10**).

Analysis

Proposed Zoning Amendment:

Bylaw No. 8884 proposes to rezone the subject site from “Industrial Retail (IR1)” to “High Density Low Rise Apartments (RAH2)” and make a minor amendment to the zone concerning the calculation of density under the CCAP.

With regard to the calculation of density for a site, the CCAP identifies certain new parks and roads to be secured as voluntary developer contributions via the City’s development processes. In cases where the contributors of new parks or road are not eligible for financial compensation via the DCC program (e.g. “minor streets”), the CCAP allows for them to be secured by means that do not reduce the contributing development’s buildable floor area. This approach of allowing “gross floor area” (i.e. calculated on site area including road/park) on the “net site” (i.e. site area excluding road) lessens the cost to the contributing developer and helps ensure that developments which include non-DCC road and park features is not discouraged. Statutory right-of-ways have typically been used for securing such features.

Dedication can be also used provided that site-specific provisions are included within the zoning bylaw to facilitate “gross floor area” calculated on the “net site”. Dedication is preferable to statutory right-of-ways (SROW) for roads such as the Cedarbridge Way on the subject site (**Attachment 5**). In light of this, staff recommend that the RAH2 be amended so that the maximum permitted density (FAR) on the subject site be calculated based on the “gross site” (i.e. calculated on site area including the dedicated road) and be applied to the “net site” (i.e. new Lots 1 and 2 outside of the dedicated road).

Based on the above approach, the proposed development will include a maximum “gross density” of 2.0 Floor Area Ratio (FAR) over the entire development site. If same physical area of Cedarbridge Way is dedicated instead of being secured by a SROW, there will be a FAR of 2.28 for the net site area excluding the road dedication. Thus, the proposed Zoning Amendment Bylaw 8884 includes an overall FAR of 2.28 for the net site area (comprised of the proposed Lots 1 and 2) to allow for the preferred method of dedication instead of obtaining a SROW to secure Cedarbridge Way.

Other Zoning Requirements Including Basic Universal Housing Requirements:

The preliminary plans indicate that the proposed development meets the minimum setback, maximum height and lot coverage requirements within the RAH2 zone. Of note, the applicant has elected to provide 502 of the total 660 units meeting twenty-two (22) of twenty-three (23) of the Basic Universal Accessible Housing provisions of Section 4.16 of Zoning Bylaw 8500. Meeting these accessibility provisions is optional, but when all of the provisions are met, a 1.86 m² (20 ft.²) floor area exemption per each accessible unit is provided. As the applicant is proposing to provide entry doors to be prewired to allow future owners to install accessible strike pads for opening the entry door in lieu of providing 600 mm (2.0 ft.) of manoeuvring space beside the suite entry doors as per section 4.16.11, a variance would be required for relaxation of this one provision through a Development Variance Permit. This alternative wiring approach may be included within the Development Permit and Building Permit plans if a Development Variance Permit (DVP) is issued by Council to vary section 4.16.11.

Form & Character of Development:

The Development Permit application plans will be brought forward to Development Permit Panel for consideration with the above-noted DVP application. The following provides a general overview of building and site design considerations based on the plans included in **Attachments 6 to 8**.

Development Site Plan:

The project involves construction of two (2) large parkades (with two (2) buildings on each parkade) on either side of the extension of Cedarbridge Way. The current Alderbridge Way elevation is lower at 1.5 m (4.9ft.) compared to the New River Road which is located at 2.6 m (8.6 ft.). This elevation difference results in a 2.5 m (8.2 ft.) grade difference between Alderbridge Way and the first floor of the adjoining units. The grade difference of approximately 1.5 m (4.9 ft.) on New River Road presents far less of a challenge. The “Design Approach Perspective Drawings” in **Attachment 6** illustrate this elevation difference as well as the road layout, change of elevation, building massing and typical elevation treatments for two (2) of the buildings.

Key Street Wall Feature Views:

It is critical that this development contribute to consistent, urban street walls on Alderbridge Way and New River Road which are two (2) of the major curvilinear streets in the City Centre.

To address the above situation, the applicant has responded to staff's request to orientate the units facing streets with stairs and entrance doors and the use of building design techniques to have the units look like townhouses from the street. As well, the use of stepped patio and landscaped terraces reduce the appearance of the grade difference.

Building Height and Rooflines: Each of the four (4) buildings rises to six (6) storeys in height. Each building includes terraces downward to as low as four (4) storeys to provide for a variety of building form and more useable patio space for some of the units on the top two (2) floors of each building. The use of inverse gable or butterfly roofs and higher ceilings for the sixth floor in each building provides continuity within the family of buildings in the proposed development.

To provide variation within this family of buildings, tower elements are included on the southeast corner of Building 1 and northwest corner of Building 2. Furthermore, the northwest wing of Building 1 facing towards Gilbert Road has significant broad terraces stepping downwards to the west (See page 4 of **Attachment 6**).

View Corridors: View corridors are particularly important due to the proposed riverfront park being developed immediately to the north, and the distant mountain views to the north and east. The spacing between the buildings on Cedarbridge Way allows for good view corridors north-south and sunlight penetration. The low-rise form of the proposed development will allow for the adjacent in-stream development to the east and south to be afforded views of the Fraser River and North Shore Mountains.

Building Orientations: The four (4) buildings have a similar U-shaped building form with each building rising between four (4) to six (6) storeys above street grade. Differentiation amongst the buildings has been achieved by mainly varying the orientation of the buildings and differentiating the materials and small-scale articulation between Buildings 1 and 4 facing Alderbridge Way and Buildings 2 and 3 facing the New River Road.

Building Materials and Articulation: While the buildings have a similar typology, varied materials and small-scale articulation have been applied to provide for differentiation. In particular, Buildings 1 and 4 facing Alderbridge Way have darker colours, more detailing and metal panelling evoking an early 20th Century industrial building. Conversely, Buildings 2 and 3 are designed in a mid-20th modernist building style with bolder articulation and use of lighter coloured metal panelling.

Further development of the architectural and landscape plans will be undertaken in lead up to review of the Development Permit by the Development Permit Panel and for its consideration of approval by Council.

On-Site Landscape:

As noted above, the “U” shape buildings provide for large semi-private courtyards while maintaining highly visible smaller water features as shown on **Attachment 9**. The typical width of the courtyards from building face to building face is approximately 35 m (115 ft.) which provides ample room for on-site outdoor amenities and patios for each ground floor unit.

The applicant has responded to staff’s concern about having enlarged play areas included within the courtyards of Buildings 1, 2 and 4 on either side of Cedarbridge Way. Multi-purpose amenity / BBQ areas are provided for the Buildings 1 and 2 courtyards while community garden plots are provided adjacent to Building 2, 3 and 4.

The OCP includes on-site open space guidelines for active uses including socializing, children’s play and related use. The development includes 3,430 m² (36,812 ft.²) of such on-site socializing areas. The additional CCAP guidelines provide for on-site walkways, planting, garden plots, etc. The development also includes 742 m² (7,987 ft.²) of on-site walks and garden plots are provided in the landscape plans.

Of note, while there are no trees on the subject site, staff have requested and reviewed an arborist’s report confirming that the proposed buildings and north-south Green Link with retaining wall (discussed earlier in the report) will not adversely affect several significant trees on the adjacent property to the west.

Summary of Building and Landscape Design:

In summary, staff feels that the applicant has gone a long way to developing a wood-frame project that has the modern, urban character desired for the City Centre and which responds to the CCAP’s design guidelines. Particularly, staff and the ADP have identified the need for the applicant to apply high quality, durable materials and undertake minor modifications to the detailed design of the buildings.

Other Major Planning Aspects of Development to Address at Rezoning:

Aside from the servicing, transportation, zoning and design elements of the development, the following planning elements are of note.

Affordable Housing Agreement:

Following the City’s Affordable Housing Policy, the applicant will be providing 38 affordable housing (low-end market rental) to the satisfaction of the City with combined habitable floor area

comprising at least 5% of the subject development's total residential building area (including common areas, such as hallways and lobbies). The terms of a Housing Agreement entered into between the applicant and City will apply in perpetuity. The terms specify the following regarding types and sizes of units, rent levels, and tenant household incomes:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom	8**	50 m ² (535 ft ²)	\$925	\$37,000 or less
2-Bedroom	30**	80 m ² (860 ft ²)	\$1,137	\$45,500 or less

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

** All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

The affordable housing units are located on first three (3) floors of Buildings 1, 3 and 4. The location and size of these units within the development is included within the preliminary architectural plans included on page A1.1 of **Attachment 7** is to the satisfaction City Housing staff.

There will also be registration of a legal agreement requiring each of the four (4) buildings to be constructed as set out in **Attachment 7** and preventing issuance of a final Building Permit inspection granting occupancy for each of the four (4) buildings until confirmation is provided that the required number of affordable housing units have been provided to the satisfaction of the City.

The agreement will also ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.

Indoor Shared Amenity Space:

The applicant proposes to include 951 m² (10,235 ft²) of shared indoor amenity within Building 1 as shown in **Attachment 9** which includes an indoor swimming pool. They will also have a small amenity space of approximately 21m² (230 ft²) in each of Buildings 3 and 4.

There will be registration of a reciprocal access easement and other legal agreements required on the proposed Lots 1 and 2 to ensure that the proposed indoor recreation space is constructed within Building 1 prior to construction of the other buildings. The agreements will also ensure there are appropriate mechanisms to allow for shared access, use and management and require sharing costs for operations and maintenance for such shared amenity space that is provided to all units within all of the buildings.

Public Art: The City has accepted the applicant's offer to voluntarily provide \$440,411 to Richmond's public program with a cash contribution of \$139,700 provided to the public art reserve fund for a Landmark Art piece, providing a security in a form acceptable to the City for \$300,711 for other Public Art (as shown on **Figure 9**) and a detailed Public Art Program prior to adoption of rezoning. The calculations are based on \$0.75/ft² of eligible building floor area of 618,120 ft² (excluding basic universal accessible housing and affordable housing).

It should be noted in addition to \$139,700, the previous Onni contribution of \$210,300 for the ORA development on Hollybridge Way will be used for the Landmark Art piece at Gilbert and New River Road to reach the City's budgetary goal for larger sculptural works of \$350,000 as outlined in the City's *City Centre Public Art Plan*.

Other Elements to be provided at Development Permit:

The submission of the Development Permit (DP) to Development Permit Panel is anticipated to be undertaken prior to adoption of the rezoning. Aside from building and landscape design elements, the following are being addressed as part of consideration of the DP.

Basic Universal Accessible Housing:

The applicant's proposal to construct 502 Basic Universal Accessible Housing units will be ensured during the Development Permit and Building Permits processes. The architect of record will provide a letter of assurance confirming adherence to the Zoning Bylaw 8500 requirements (except as may be varied by Council as noted in the discussion above in this report). A notation on the architectural plans will also be required as a condition of Development Permit and Building Permit.

Airport and Industrial Noise:

The City's OCP aircraft noise and industrial noise policies apply. Submission of a report that addresses aircraft noise following the provisions will be required to recommend that buildings are designed in a manner that mitigates potential aircraft and industrial noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- 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

- The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent ASHRAE standards.

The developer will be required to enter into and register the City's standard noise-related covenant(s) on title for Aircraft Noise Sensitive Use Development (ANSUD) and industrial noise.

LEED Silver: The applicant has committed to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to meet such LEED criteria. The "architect of record" or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building. The LEED criteria to be met must include *Heat Island Effect: Roof Credit* and *Storm Water Management Credit*.

Other Development Considerations:

The applicant has also agreed to undertake the following as required by the City:

- *District Energy Utility (DEU):* The applicant has agreed to commit to connecting to the proposed City Centre DEU. The DEU terms will be finalized prior to issuance of the Development Permit and will include:
 - Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
 - Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City.

- *Flood Construction Level:* Registration of the City's standard flood indemnity covenant on title.
- *Community Planning Program:* The City has accepted the Developer's offer to voluntarily contribute \$149,543 towards Richmond's community planning program fund (based on \$0.25/ft² of total building area, excluding affordable housing units) with \$37,386 (25% of the total) provided to the City prior to rezoning adoption. A legal agreement will be registered that requires contribution of \$112,157 (75% of the total) to the City prior to issuance of a building permit for the second of four (4) buildings within the development.

Future Development Permit Review:

The applicant will continue working with staff on the Development Permit application being completed to a level deemed acceptable by the Director of Development for review by the ADP and Development Permit Panel before being brought to Council for consideration of issuance. This will include finalizing of the architectural and landscape plans in more detail.

Also, at that time, the two proposed variances discussed above in this report concerning relaxing the requirement for two (2) WB 17 (large) loading spaces and Universal Basic Accessible Housing front entrance door clearance provisions will be formally considered.

Financial Impact

None.

Conclusion

The proposed application is consistent with the OCP and CCAP land-use and density policies for the site and other major City policies that apply to this 660-unit development. Staff recommends that the proposed development should proceed through the rezoning process and development permit review processes where the project's design will be completed. In addition to the site-specific land-use and design aspects, the proposed development will:

- Form a distinctive, high-quality, high-density yet low-rise part of the Lansdowne Village neighbourhood;
- Complete important sections of the major road network in the CCAP including New River Road east of Gilbert Road and the extension of Cedarbridge Way to New River Road;
- Provide 38 affordable housing units;
- Provide significant contributions to the City's Public Art Program; and
- Include the start of major east-west and north-south Green Links and Greenways that will connect Lansdowne Village to the rest of the City Centre.

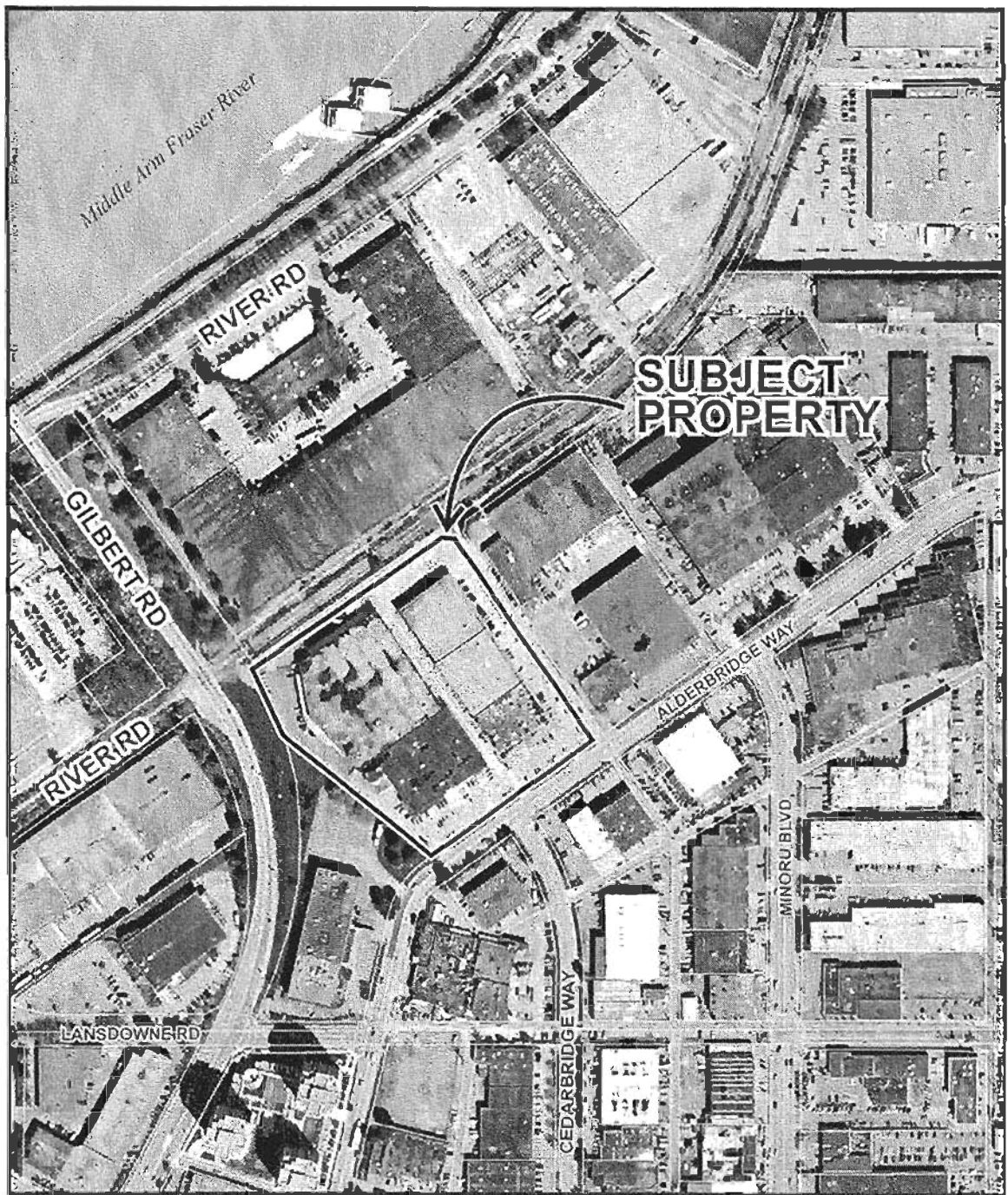
Based on the forgoing, it is recommended that Bylaw No. 8884 be forwarded to Council for consideration of first reading.

A handwritten signature in black ink, appearing to read 'Mark McMullen', with a long horizontal flourish extending to the right.

Mark McMullen
Senior Coordinator – Major Projects
MM:rg

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Excerpt of Minutes from January 4, 2012 Meeting of the Advisory Design Panel
- Attachment 3: CCAP Lansdowne Village Specific Land Use Map
- Attachment 4: Development Application Data Sheet
- Attachment 5: Functional Road Layout Plan
- Attachment 6: Design Approach Perspective Drawings
- Attachment 7: Preliminary Architectural Plans
- Attachment 8: Preliminary Landscape and Greenway Plans
- Attachment 9: Public Art and On-Site Amenity Space Plan
- Attachment 10: Rezoning Considerations Letter





RZ 11-585209

Original Date: 08/02/11

Amended Date:

Note: Dimensions are in METRES

Advisory Design Panel

Wednesday, January 4, 2012

Time: 4:00 p.m.

Place: Rm. M.1.003
City of Richmond

Present: Kush Panatch, Chair
Simon Ho, Vice-Chair
Steve Jedreicich, Acting Chair
Joseph Fry (*arrived at 4:39 p.m.*)
Tom Parker
Thomas Leung
Cst. Greg Reimer
Sherri Han
Harold Owens
Shira Standfield

Also Present: Sara Badyal, Planner
Mark McMullen, Senior Coordinator, Major Projects
Rustico Agawin, Committee Clerk

The meeting was called to order at 4:10 p.m.

1. ADVISORY DESIGN PANEL ORIENTATION AND ELECTION OF CHAIR AND VICE-CHAIR

Sara Badyal, Staff Liaison for the Advisory Design Panel, welcomed the new and returning members of the Panel for 2012. Thereafter, she briefed the Panel members regarding the Panel's Terms of Reference and the role of the Panel within the City's review process for development permit application.

The Panel members proceeded to elect the Chair and Vice-Chair of the Panel. Kush Panatch was elected Chair and Simon Ho was elected Vice-Chair. In view of the manifestation of the Chair to leave the meeting at 6 p.m. and the declaration of the Vice-Chair of conflict of interest regarding Item 3 of the agenda, the Panel agreed to designate Steve Jedreicich as Acting Chair for the consideration of Item 3.

Advisory Design Panel

Wednesday, January 4, 2012

2. RZ 11-585209 – SIX-STOREY RESIDENTIAL DEVELOPMENT WITH 660 APARTMENTS IN FOUR BUILDINGS

ARCHITECT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 7731/7771 Alderbridge Way

Panel Discussion

Comments from the Panel were as follows:

- wood frame construction for six-storey buildings is a fairly new development and has some constraints; existing building design has issues which need to be addressed with regard to compliance with certain provisions of the BC Building Code and the BC Association of Professional Engineers and Geoscientists (APEG) Guidelines;
- per BC Building Code, maximum allowable height for shear wall construction is 20 meters; the height from the first floor to the roof in the proposed buildings appears to be 22 meters;
- the Code likewise provides that the maximum height from the ground level to the 6th floor is 18 meters; applicant needs to check whether the height limitation is measured from grade or first floor; needs to be addressed as it has firefighting implications;
- APEG guidelines for 5-6 storey wood frame residential buildings permit only a 10 percent setback of the uppermost floor; the project's engineers will need to look into the recess of the buildings' top floor;
- recommend that all wood-framed shear walls be continuous from the ground to the top level;
- recommend to isolate balconies from the main structure of the buildings by using column supports instead of being cantilevered; could avoid maintenance issues in the long-term;
- firewalls should be straight;
- interesting site; appreciate slideshow graphics showing evolution of design;
- create a plaza space that is larger and less fragmented in view of the larger context of future development of adjacent properties; applicant needs to work with Planning regarding how the future development to the north-west of the site is envisioned;
- courtyard developments and emphasis on urban agriculture are interesting; character of terraces are well-defined except the interface on the Cedarbridge Way dedication; consider pathways that allow access or egress from the courtyards up to the deck; will add vitality to the street edges;
- streetscape treatment on Alderbridge Way is critical; use high quality materials at the front face; consider lowering wall height;

Advisory Design Panel

Wednesday, January 4, 2012

- plaza space does not look like and will not function as a plaza; it is a roadway in the center of the development; consider further treatments to emphasize pedestrian movements across it;
- concern on appearance of community gardens along the greenway and public access of users; community gardens should have a more urban character suitable to their intended users;
- appreciate the overall lay-out of the buildings and the courtyard orientations;
- missed opportunity in the plaza; does not appear like a plaza; the proposed development is a self-contained community; big size of the development and number of residential units necessitate a "town center"; celebration at intersection is important; appreciate transparent lobbies flowing out into the plaza but ground plane articulation is missing;
- buildings are handsome; however, further design development is needed to make them have a more Richmond character;
- differentiate each building in terms of colour and texture;
- decide to have corner elements or not; right now have the same colour with the rest of the buildings; further development is needed if they are to be emphasized;
- 2-meter patio is too high; consider lowering it to 3.5 feet;
- applicant needs to check accuracy of shadow diagram;
- like the feeling of the courtyards; however, courtyard elevations need softening as they look like university buildings; detailed design of facades needed appropriate for a high-end condominium; courtyards need further articulation;
- concern on the barrier-free accessibility of community gardens to residential units; functionality has to be resolved;
- consider incorporating the water feature adjacent to the play area in Building 4 as part of play area; eliminate or address the hazard potential;
- consider purpose of the courtyards; should be a gathering space; play area should be usable; enhance functionality of community garden space to encourage its use as a community gathering place;
- north face of the greenway, i.e. facades of the two buildings are uniform; need further articulation on Building 2;
- agree with comments on the towers; add architectural features to "punch out" towers, e.g. colour and texture;
- appreciate the inclusion of 75 percent of the units as convertible; applicant is encouraged to provide convertible units for each type of unit;
- applicant is likewise encouraged to increase the number of affordable units;

Advisory Design Panel

Wednesday, January 4, 2012

- consider egress of people from the courtyard to the street level sidewalk using wheelchairs, strollers and other wheeled conveyances in the design of the courtyard; consider as alternate to route through internal corridors;
- like the idea of the community gardens; will bring residents outside; will discourage unwanted visitors and enhance surveillance;
- good natural surveillance from various points in the development; good street access from lower units is a positive factor from a crime prevention perspective;
- area of the proposed development is in transition; first of its kind of development in the area to create part of the fabric of the area; towers are subtle and will rely on the type of materials suggested in the renderings actually being used in the manner indicated;
- concern on the orientation of some of the courtyards resulting in dark/shaded areas; mold growth on hard surfaces may be an issue;
- courtyard scheme is appropriate to achieve desired density for a low-rise type of development; however, not convinced on the grade transition at street;
- street edge needs to be carefully looked at; appears high as shown in the renderings; does not work well at this stage of the development from a pedestrian street point of view;
- nicely designed project; like the articulation of the buildings; character of the buildings is appropriate to the site; courtyard design is nice;
- proposed development seems to lack a focal point; consider creating a public gathering place at the intersection of Cedarway Bridge and River Road, a likely gathering area for people as it is adjacent to a future park and near the river;
- like the alternating use of brick and other materials in the exterior finishes of the buildings; consistency in overall massing is achieved in similar treatments using different materials;
- relationship to the street is fairly well done;
- community gardens are not aesthetically pleasing and takes a lot of space; tends to over program smaller courtyards like in Buildings 3 and 4;
- consider public art opportunities along the Gilbert Road greenway; applicant is also encouraged to consider incorporating public art into buildings, e.g. creating lighting design or glass/steel design within the towers; City and Public Art Commission have been supportive of such schemes;
- good job on the massing of the six-story buildings; encourage the village feel with variation;
- agree with comments on the plaza; applicant could dead-end the two streets and create a plaza as continuous pedestrian link across it; will create a true pedestrian plaza in the centre area;

Advisory Design Panel

Wednesday, January 4, 2012

- congratulate the applicant for keeping the setbacks between the buildings at the proper distance of 60 feet for six-storey buildings;
- great design for a wood frame building; does not look like a wood frame building; urge the applicant to keep the design elements as shown and emphasized as design progresses;
- lost opportunity for Building 3 to address more the river and future park as it is not oriented towards them as done in Building 2;
- consider a bigger context for the walkway terminus; consult with adjacent property owner on possible interface in the future; consider better use of oddball configuration at the corner;
- Alderbridge Way is a busy street; emphasize the corners of the two buildings (using design elements, e.g. colours and different materials) at the Cedarbridge entrance off of Alderbridge Way; and
- Onni has developed high quality high-rise developments to the west of the site; applicant is encouraged to maintain the same level of quality in the subject development as those projects west of the site.

(At this juncture, Mr. Panatch and Mr. Ho left the meeting and Mr. Jedreicich assumed the Chair)

3. DP 11-593925 – SIX-STOREY MIXED-USE DEVELOPMENT WITH 55 APARTMENTS OVER GROUND LEVEL COMMERCIAL AND AMENITY SPACE

ARCHITECT: Cotter Architects

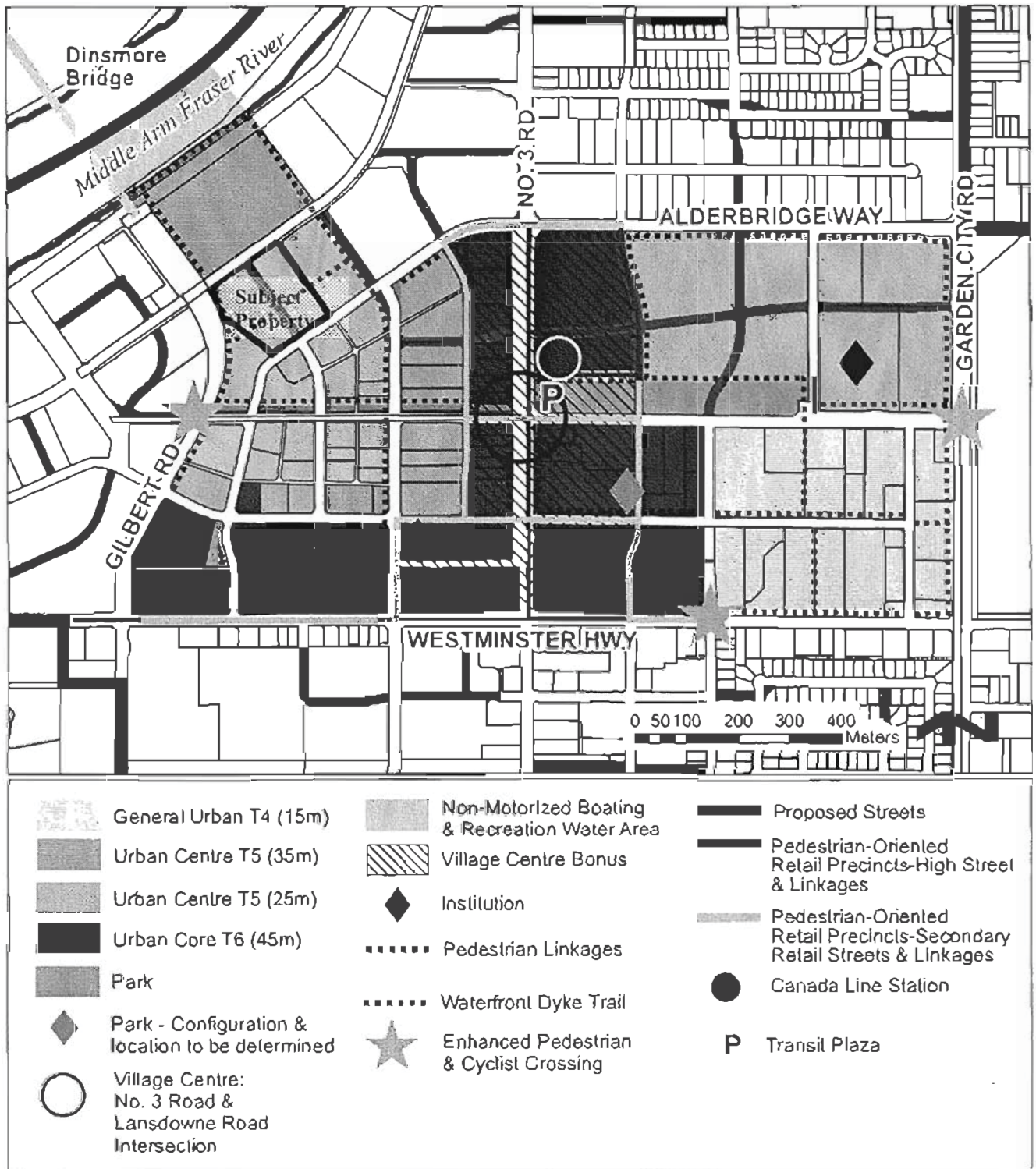
PROPERTY LOCATION: 14000 Riverport Way

Panel Discussion

Comments from the Panel were as follows:

- like the shape of the building which is suitable for a 5-storey wood frame building;
- concern on the off-site loading; Riverport Way is fairly narrow and loading vehicles are close to Riverport Way and Steveston Highway intersection;
- concern on firefighting access to units facing the Fraser River (i.e., back of the building); should be addressed by BC Building Code consultant and may include Code equivalences;
- is there an easement in the rear for exit stair egress to neighbouring property?
- suggest increasing the floor-to-floor height of the CRUs to allow for beam depth;

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





City of Richmond

6911 No. 3 Road
Richmond, BC, V6Y 2C1
www.richmond.ca

Development Application Data Sheet

Development Applications Division

RZ 11-585209

Address: 7731 & 7771 Alderbridge Way

Applicant/Owner: Onni 7731 Alderbridge Way Holding Corp. & 7771 Alderbridge Way Holding Corp.

Owner: Onni 7731 Alderbridge Way Holding Corp. & 7771 Alderbridge Way Holding Corp.

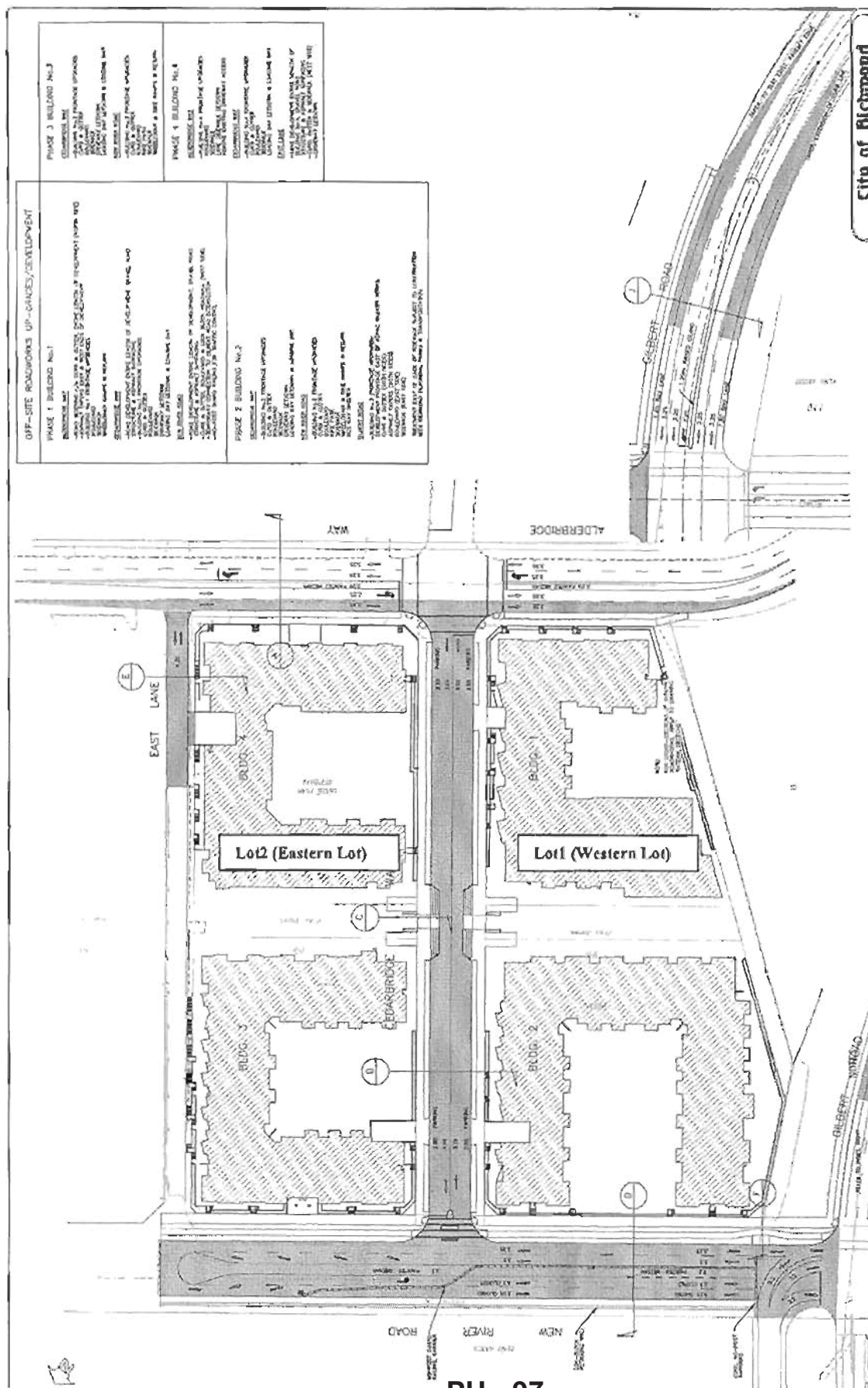
Planning Area(s): City Centre Area (Lansdowne Village)

Floor Area: No change is proposed in maximum permitted floor area or density

	Bylaw Requirement	Proposed Development	Variance
Zoning Lot Size (Min.)	<ul style="list-style-type: none"> 2400sm (25,833sf) 	<ul style="list-style-type: none"> Lot 1: 13,288.37sm (143,036 sf) Lot 2: 11,886.75 sm (127,949 sf) 	<ul style="list-style-type: none"> None
CCAP/Zoning Lot Coverage (Max.)	<ul style="list-style-type: none"> 60% for buildings 80% for building and non porous surfaces 	<ul style="list-style-type: none"> Lot 1: building footprint: 45% non-porus surfaces: 69.5% Lot 2: building footprint: 45% non-porus surface: 70.3% 	<ul style="list-style-type: none"> None
CCAP/Zoning FAR	<ul style="list-style-type: none"> 1.2, up to 2.0 FAR with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> 2.0 FAR with 20m Cedarbridge dedication as per Zoning Amendment Bylaw No. 8884 text not deducted. 	<ul style="list-style-type: none"> None
Zoning Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> Residential: 2.9 m geodetic 	<ul style="list-style-type: none"> Residential: 4.064 m Local exception permitted for 1 lobby per building. 	<ul style="list-style-type: none"> None
CCAP/Zoning Height (Max.)	<ul style="list-style-type: none"> 25 m, but with specific areas allowing up to 35m as outlined in CCAP. 	<ul style="list-style-type: none"> Varies, but less than 25m above finished grade in all cases. 	<ul style="list-style-type: none"> None
CCAP/Zoning Setbacks @ (Min.)	<ul style="list-style-type: none"> a) 3m@ Alderbridge b) 3m@ East Lane c) 1.5m@ New River Road d) 1.5m@ West Side 	<ul style="list-style-type: none"> a) 4.5m for Building 1 and 5.0m Building 2 @ Alderbridge from PROP b) 3m@ East Lane from PROP c) 3m@ New River Road from PROP d) 3m@ West Side from PROP <p>Based on setback to back face of PROP/SROW; setbacks from the actual property lines are greater.</p>	<ul style="list-style-type: none"> None

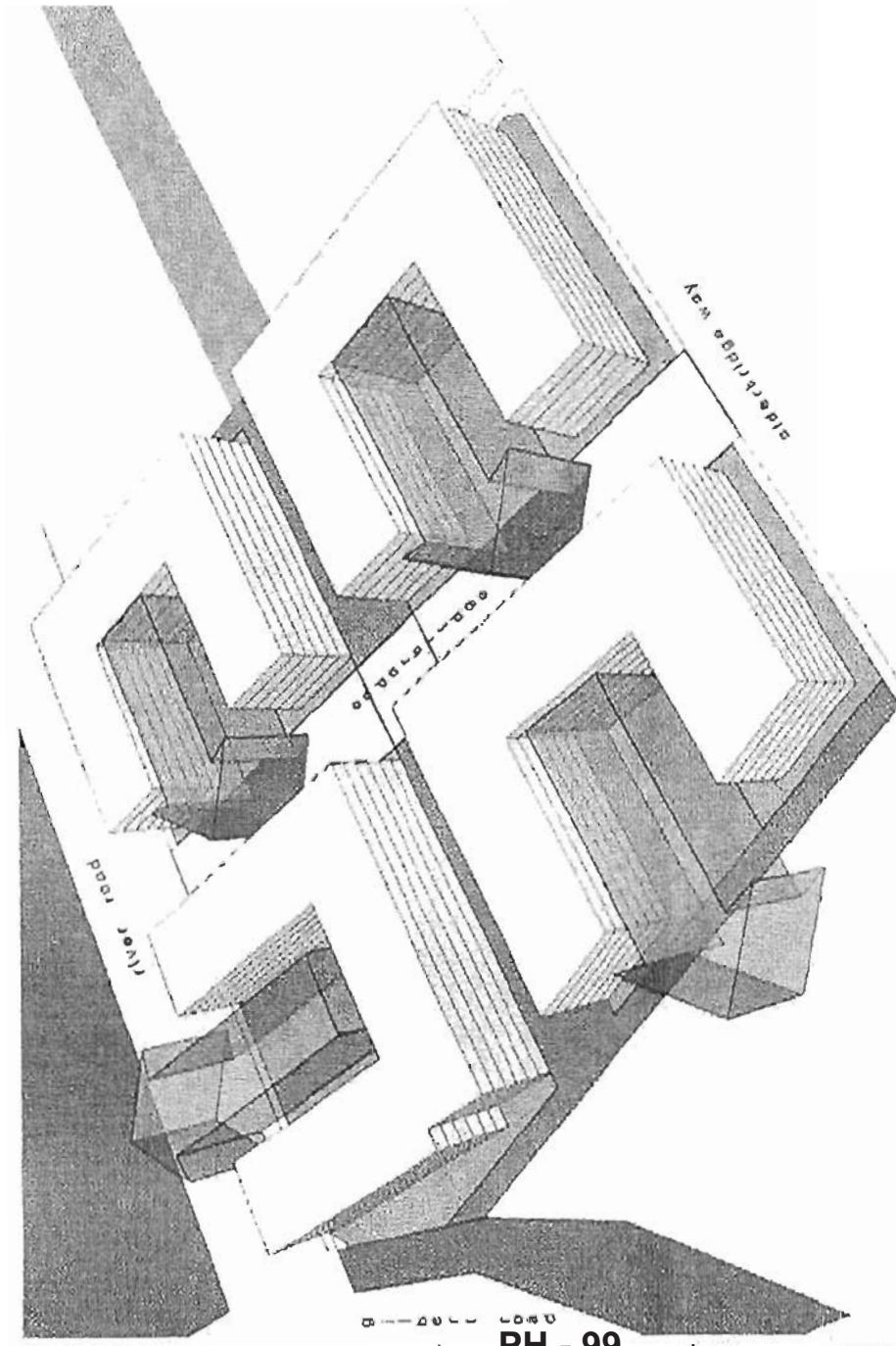
	Bylaw Requirement	Proposed Development	Variance
Zoning Off-Street Parking	<p><u>Lot 1: Parkade (Bldgs 1 / 2): 427</u></p> <p>Min Residents: 1.2/unit: 359 Min Affordable: 0.90/unit: 7 (max small car: 50%) Min Visitors: 0.2/unit: 61</p> <p><u>Lot 2 Parkade: (Bldgs 3 / 4): 398</u></p> <p>Min Residents: 1.2/unit: 313 Min Affordable: 0.90/unit: 27 (max small car 50%:) Min Visitors: 0.2/unit: 58</p> <p>(With maximum 10% TDM Reduction possible)</p>	<p><u>Preliminary for Rezoning:</u></p> <p><u>Lot 1: Parkade (Bldgs 1 / 2): 450</u></p> <p>Residents/Affordable: 399 (small car: 41%) (tandem: 15%) Visitors: 51</p> <p><u>Lot 2: Parkade (Bldgs 3/4): 399</u></p> <p>Residents/Affordable: 351 (small car: 50%) (tandem: 11%) Visitors: 48</p> <p>(With 7.5% TDM overall parking reduction provided)</p>	None
Zoning Bicycle Parking	<p><u>Lot 1: Parkade (Bldgs 1 / 2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 <p><u>Lot 2: Parkade (Bldgs 1 / 2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 400 Visitor (0.2/unit): 64 	<p><u>Lot 1: Parkade (Bldgs 1 / 2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 434 Visitor (0.2/unit): 68 <p><u>Lot 2: Parkade (Bldgs 1 / 2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 426 Visitor (0.2/unit): 64 	<ul style="list-style-type: none"> None
Zoning Loading	<ul style="list-style-type: none"> 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site. 	<ul style="list-style-type: none"> Required one SU9 loading space provided for each of the four buildings in locations acceptable to City. 	<ul style="list-style-type: none"> DVP to relax the requirement for 2 WB 17 spaces required.
Zoning Accessible Housing	<ul style="list-style-type: none"> Basic Universal Housing: City standards for wheelchair accessible dwellings 	<ul style="list-style-type: none"> Notation to be shown that design will meet the Basic Universal Housing standards as per Section 4.16 for 502 units, except for 4.16.11. 	<ul style="list-style-type: none"> DVP for to relax Section 4.16.11 only as stated in staff report.
CCAP Guidelines for <u>Shared</u> Residential Amenity Space: Indoor (Min.)	<p>For projects exceeding 200 units (CCAP):</p> <ul style="list-style-type: none"> 2 sqm/unit: 1320sm, but may be reduced if significant indoor recreation features provided 	<p>993 sm provided and accepted as it includes large indoor swimming pool as significant recreation feature as provided for in CCAP.</p>	<ul style="list-style-type: none"> N/A

	Bylaw Requirement	Proposed Development	Variance
CCAP/OCP <u>Shared</u> Residential Amenity Space: Outdoor (Min.) guidelines	<p>As per CCAP Sections 2.6.1 (e), 3.1.8A and OCP:</p> <ul style="list-style-type: none"> OCP: 6 sqm/unit for socializing, children's play & related uses: 3960sm CCAP: 10% of net site area for on-site walkways, planting, garden plots, etc.: 2518 sm 	<ul style="list-style-type: none"> 3430 sm of on-site socializing areas provided. 1742 sm of on-site walks and garden plots are provided. The areas provide are less than absolute amount in the CCAP guidelines, but given the large uninterrupted areas and amenities provided, they are accepted subject to refinement at DP stage. 	<ul style="list-style-type: none"> N/A
CCAP Private Outdoor Amenity Space: (Min.) guidelines	<ul style="list-style-type: none"> 20sqm for grade-oriented and 6sqm for upper floor apartments. See Section 3.1.8B of the CCAP for dimensions. 	<ul style="list-style-type: none"> The total area of patios and balconies meet CCAP guidelines, but each balcony/patio needs to be confirmed at DP review. 	<ul style="list-style-type: none"> TBD at DP review



Staff report Alderbridge
8th February Richmond, BC

onni group



Orientation

With the Cedarbridge Way dedication and east-west Greenway, the site is effectively split into four quadrants.

The development proposes four buildings with the courtyard spaces of the southwest, northeast, and southeast buildings each oriented facing southwest.

The northwest building, at the corner of Gilbert and the new River Road, has its courtyard space facing north, towards the future park and view.

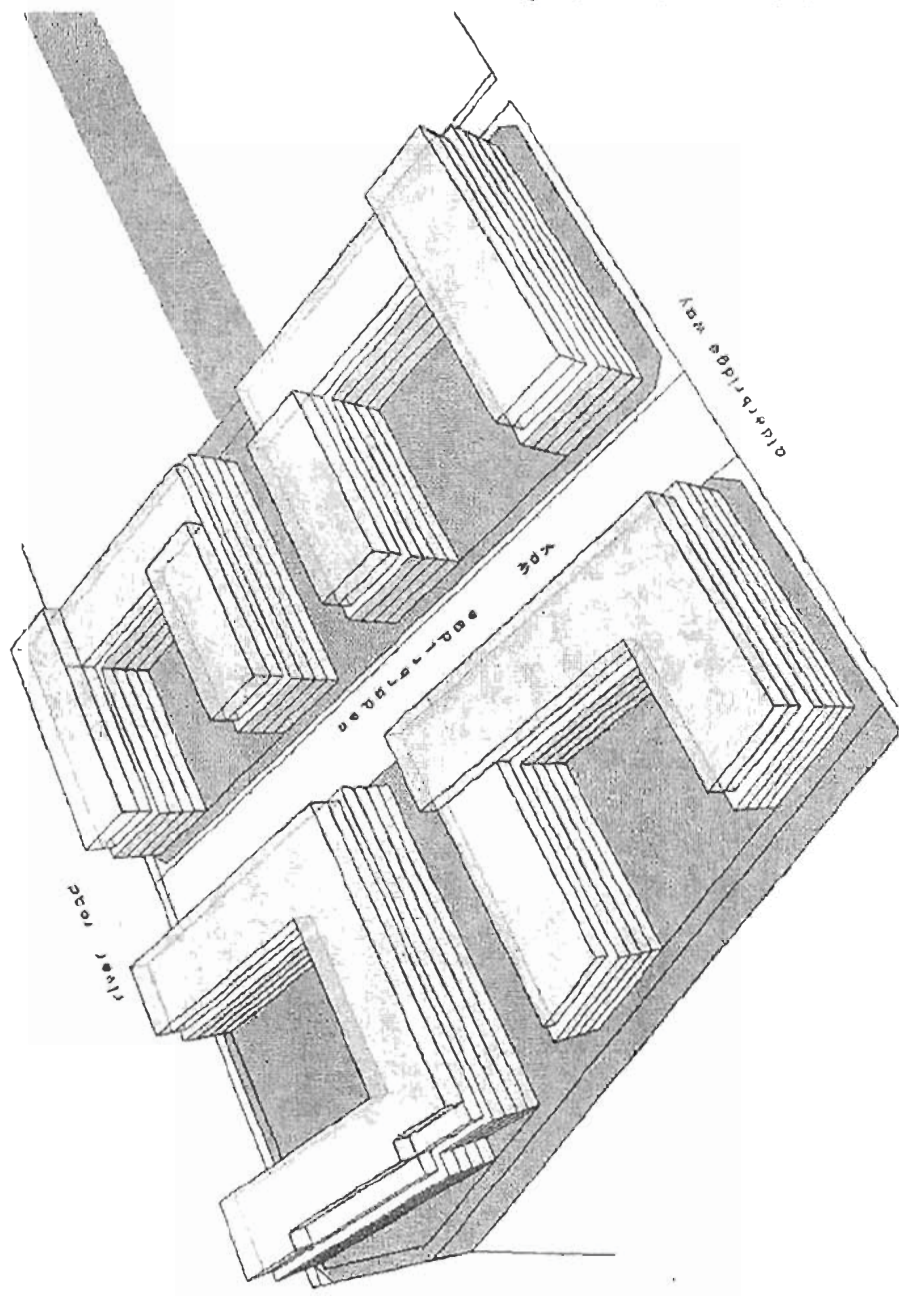
This will maximize the number of units with a view of the river and park, and will create a visual connection between the public park space and the internal courtyard.

↑ z

s i t e courtyards

Alderbridge Staff Report
Richmond, BC 8th February 2012





Articulation

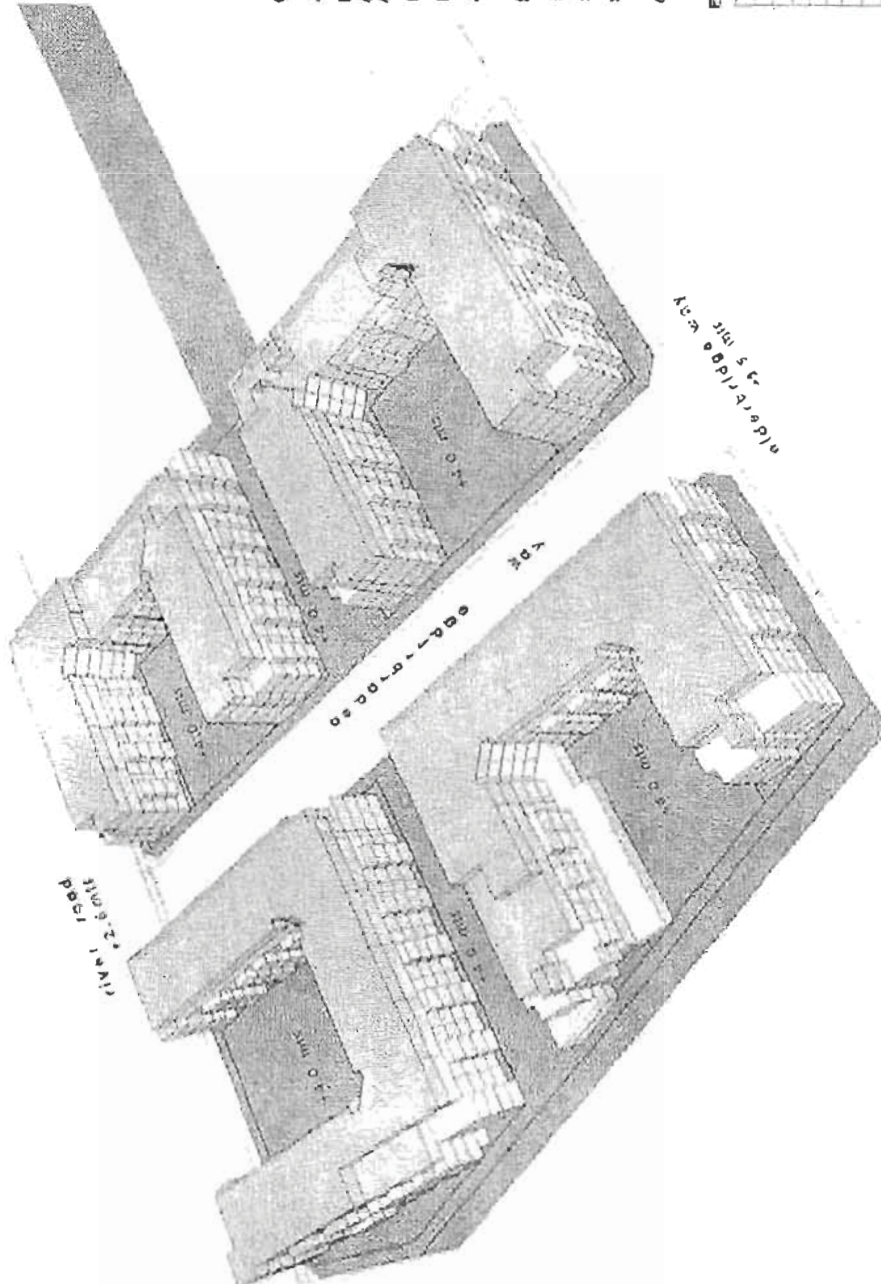
The orientation and articulation of the massing achieve several objectives:

- Maximize views to the river per the General Guidelines of the COAP 3.1.1.A
- Maximize afternoon sun into the courtyard areas and public green links per 3.1.2.A
- Provide a strong, urban street wall as a backdrop to the new river-front park.
- Provide a strong, urban street wall along Alderbridge Way.
- Provide lower-scale massing adjacent to the more intimately scaled greenways.
- Provide opportunity for lower elements and iconic gateway elements at key locations especially at the Northwest corner of the site at the intersection of River Road and Gilbert Road per 3.1.6, E Mid-rise b).
- Provide strong horizontal articulation through roof forms (3.1.5.A) while articulating the facade with narrow bays and setbacks at upper levels (3.1.5.F)

massing upper floors

Alderbridge Staff Report
Richmond, BC 8th February 2012





GROSS SITE AREA:

309,259 SQ. FT. (28,712 SQ. M.)

NET SITE AREA:

AFTER 200' CEDARBRIDGE
AND LANE STUB DEDICATIONS

LOT 1: 143,038 SQ. FT. (13,288 SQ. M.)

LOT 2: 126,944 SQ. FT. (11,789 SQ. M.)

TOTAL BOTH LOTS: 269,982 SQ. FT. (25,081 SQ. M.)

PROPOSED FLOOR AREA:

630,000 SQ. FT. (2.04 FA.R.)

509,058 SQ. FT. x 2.0 FSR = 618,118 SQ. FT.

502 ADAPTABILITY ENHANCED UNITS
x 2 SQ. M. = 11,688 SQ. FT.

630,000 SQ. FT.

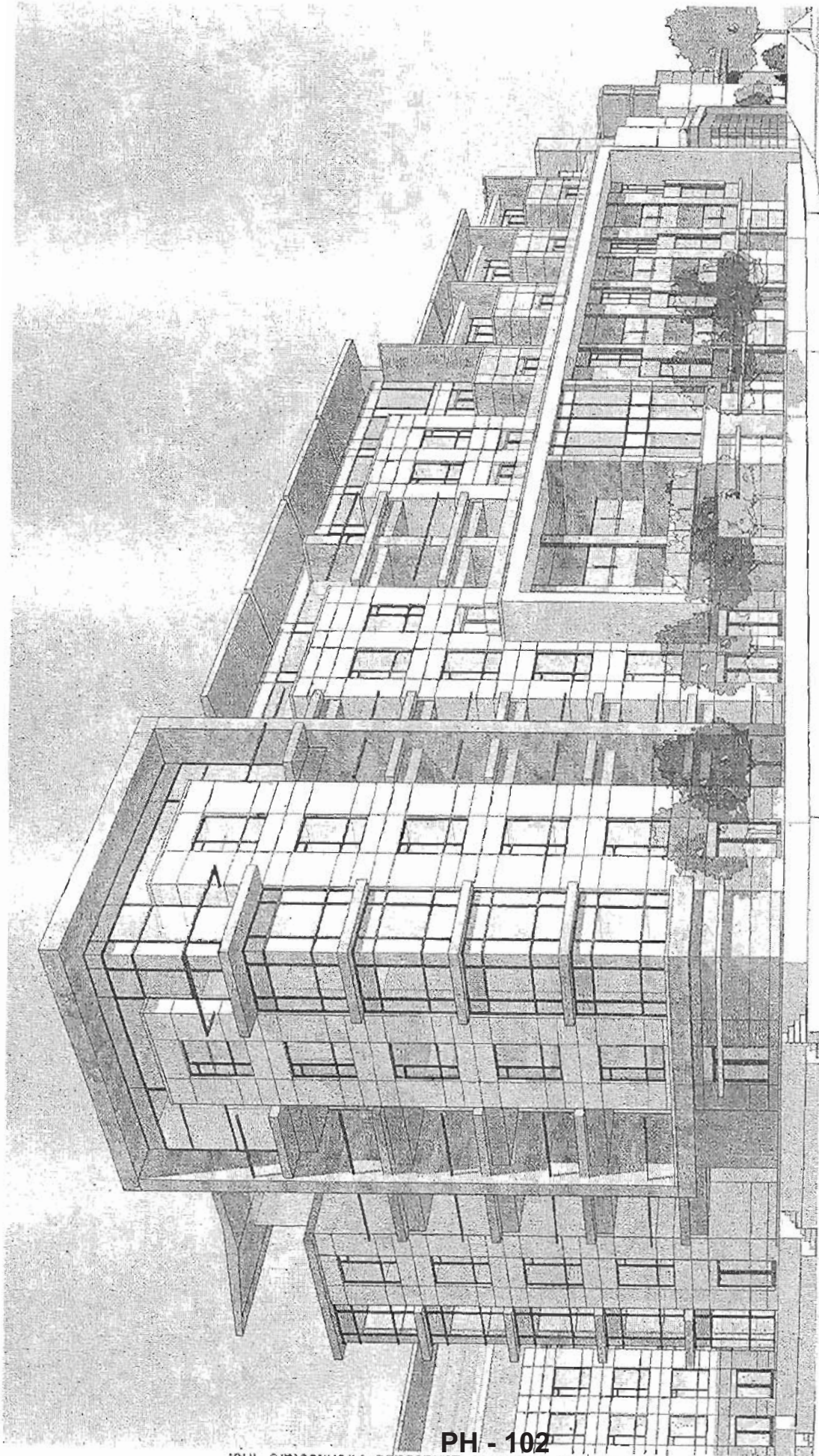
FLOOR AREA AND UNIT BREAKDOWN SUMMARY:

UNIT	BLDG				TOTAL
TYPE	NO. 1	NO. 2	NO. 3	NO. 4	
1 BR	30	27	27	28	132 (16%)
2 BR	57	153	122	132	564 (72%)
3 BR	10	12	11	10	43 (5%)
TOTAL UNITS	137	303	160	160	660
	340		200		
TOTAL NET SF	130,500 SF	162,500 SF	164,500 SF	161,800 SF	
PER PLANT	324,000 SF		356,800 SF		1,030,000 SF
TOTAL CHANGES	145,000 SF	197,000 SF	157,700 SF	155,300 SF	
PER PLANT	342,070 SF		313,000 SF		655,070 SF

massing articulated per unit mix

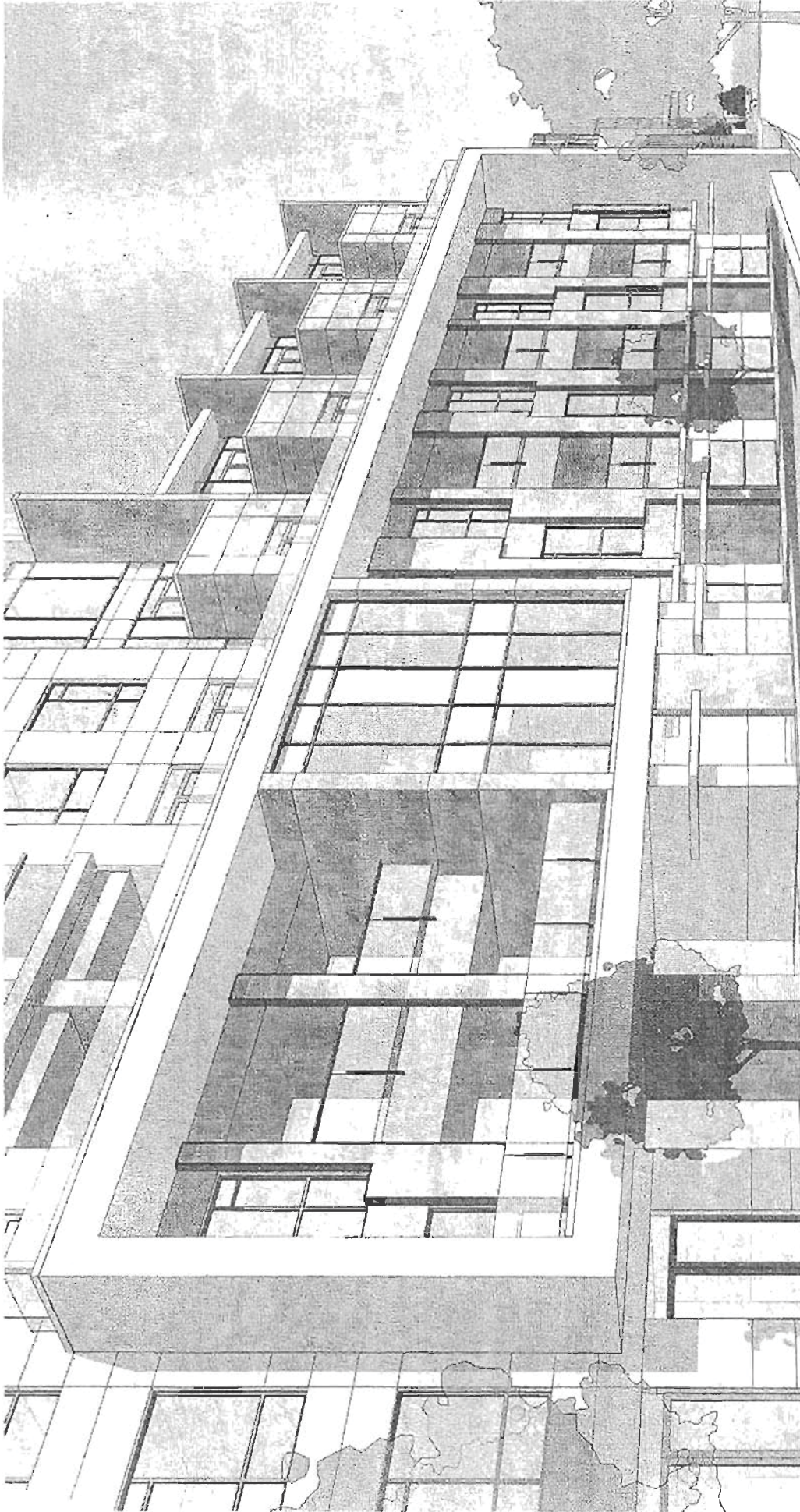


Alderbridge Staff Report
Richmond, BC 8th February 2012



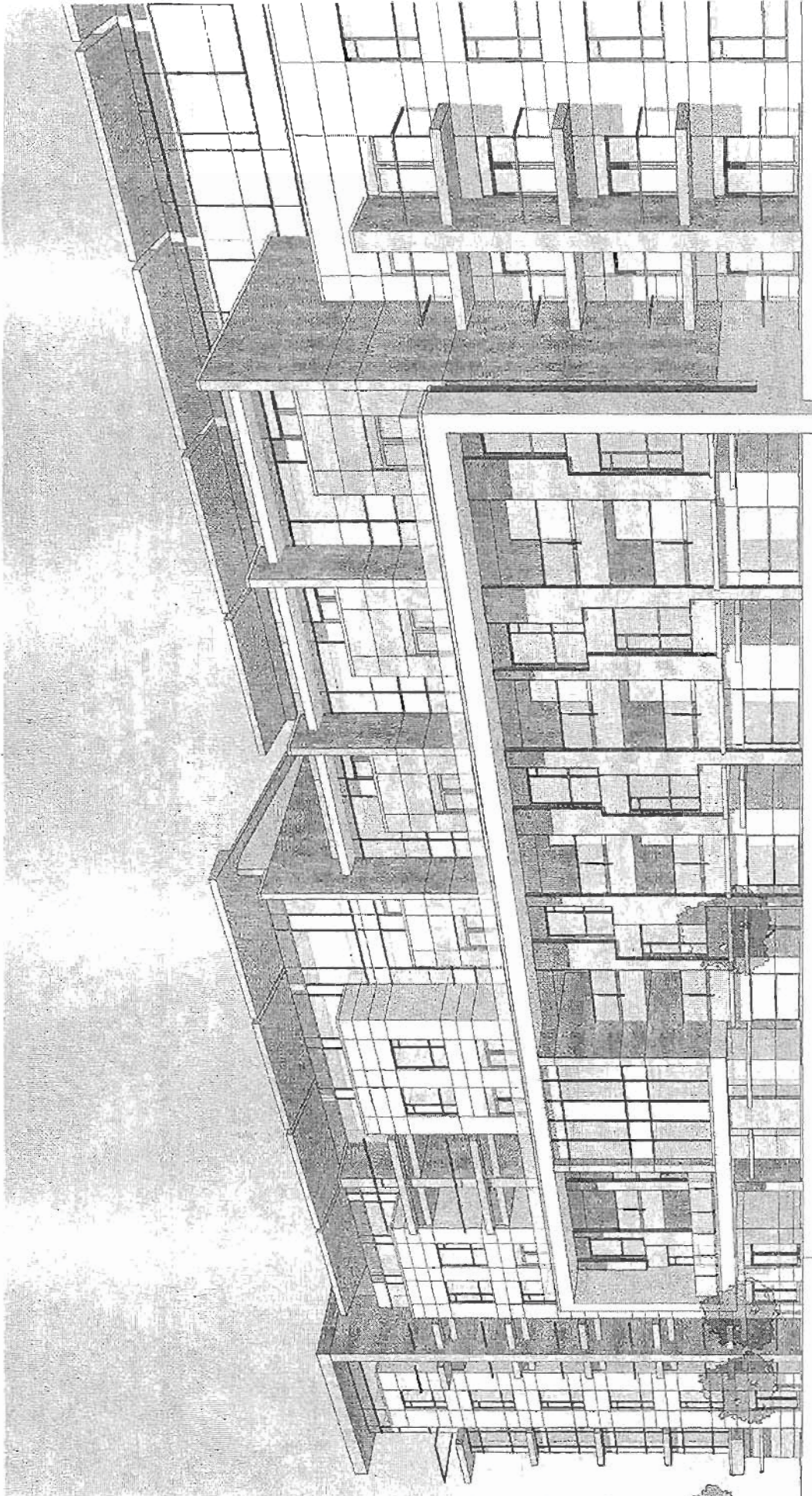
design approach building 2 - tower element
 Alderbridge Staff Report
 Richmond, BC 8th February 2012





design approach building 2 - tower element
Alderbridge Staff Report
Richmond, BC 8th February 2012





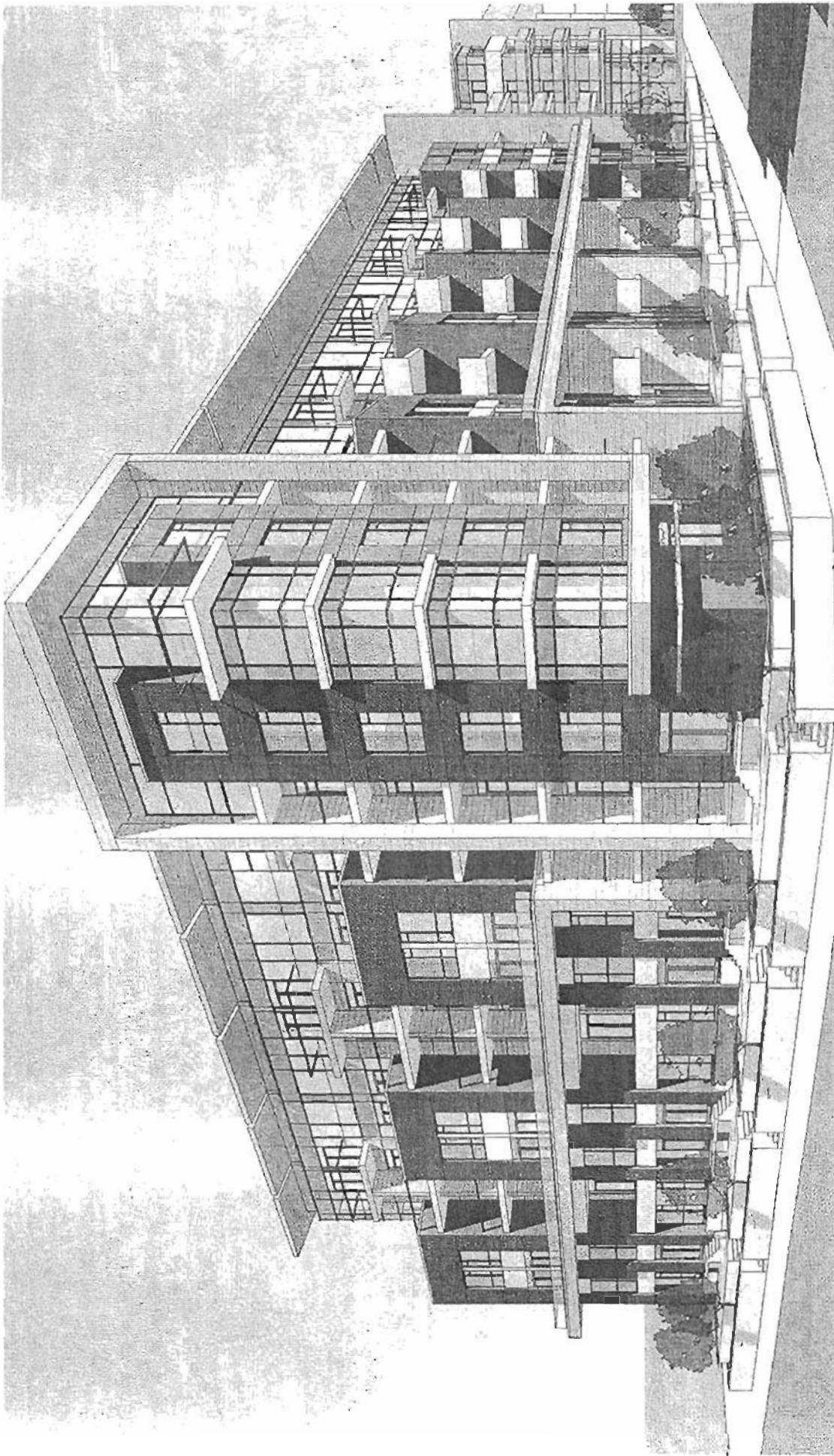
design
approach

building 2- south west

Alderbridge
Richmond, BC

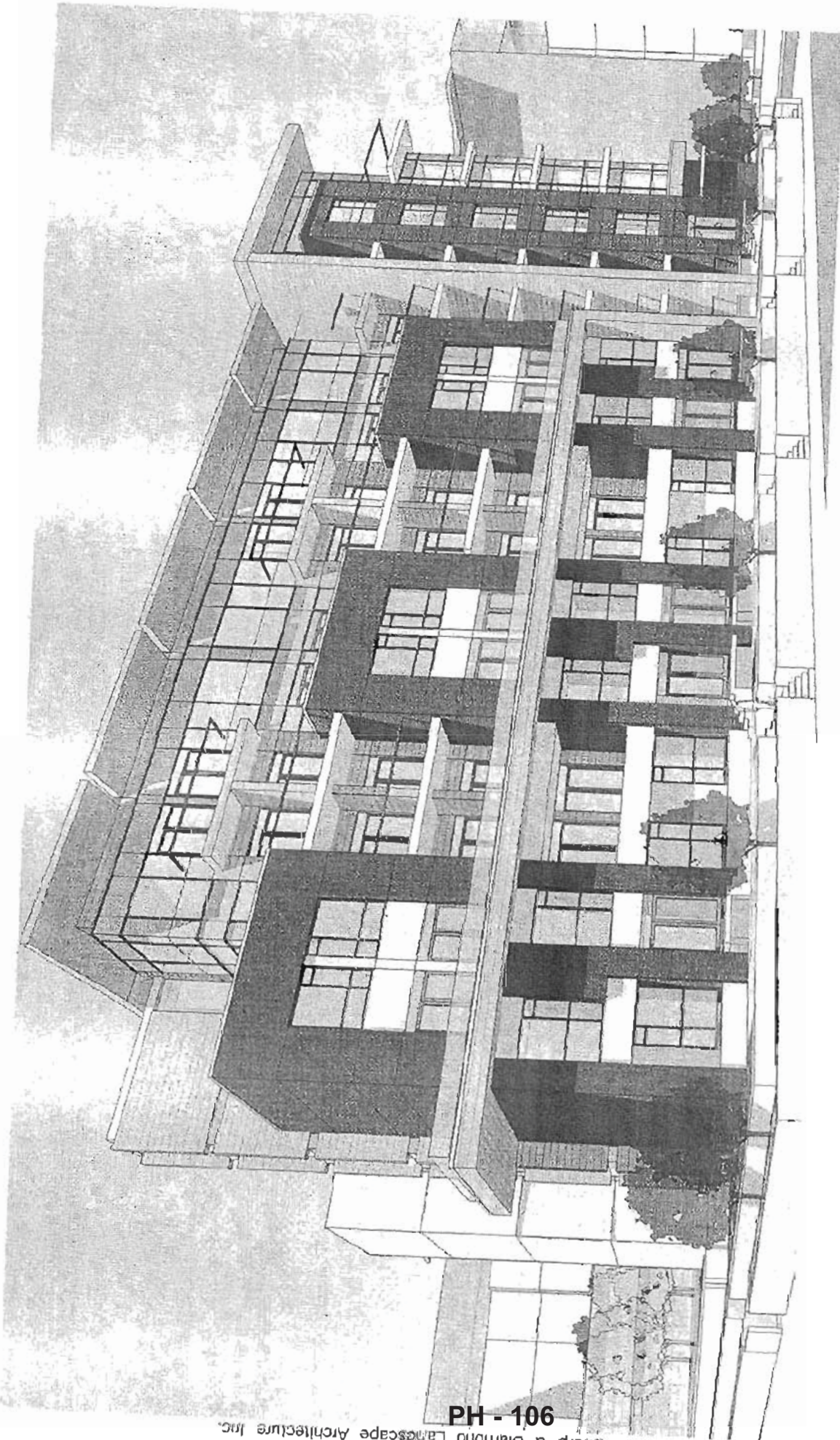
Staff Report
8th February 2012

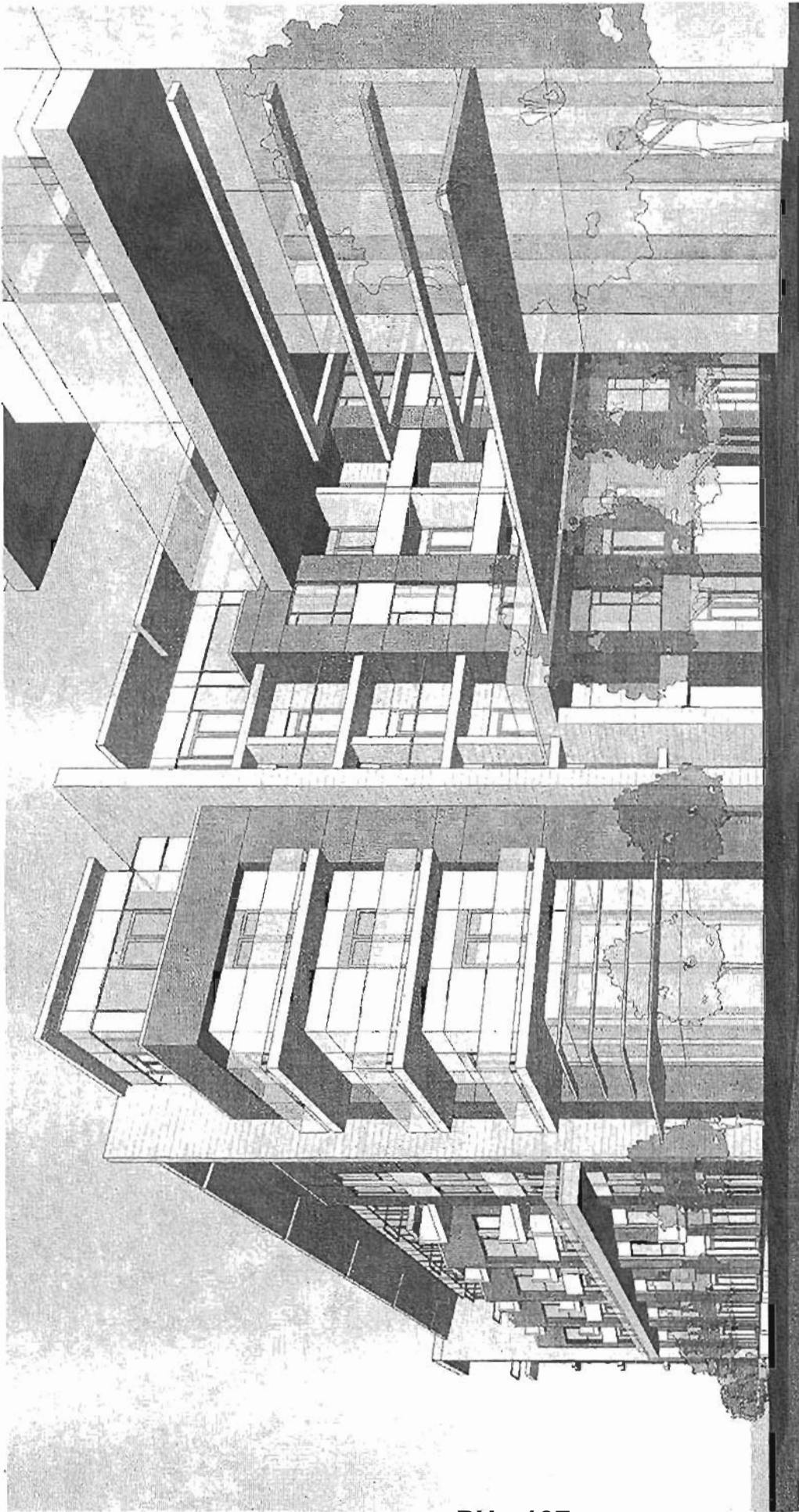




design approach building 1-south east
Alderbridge Staff Report
Richmond, BC 8th February 2012



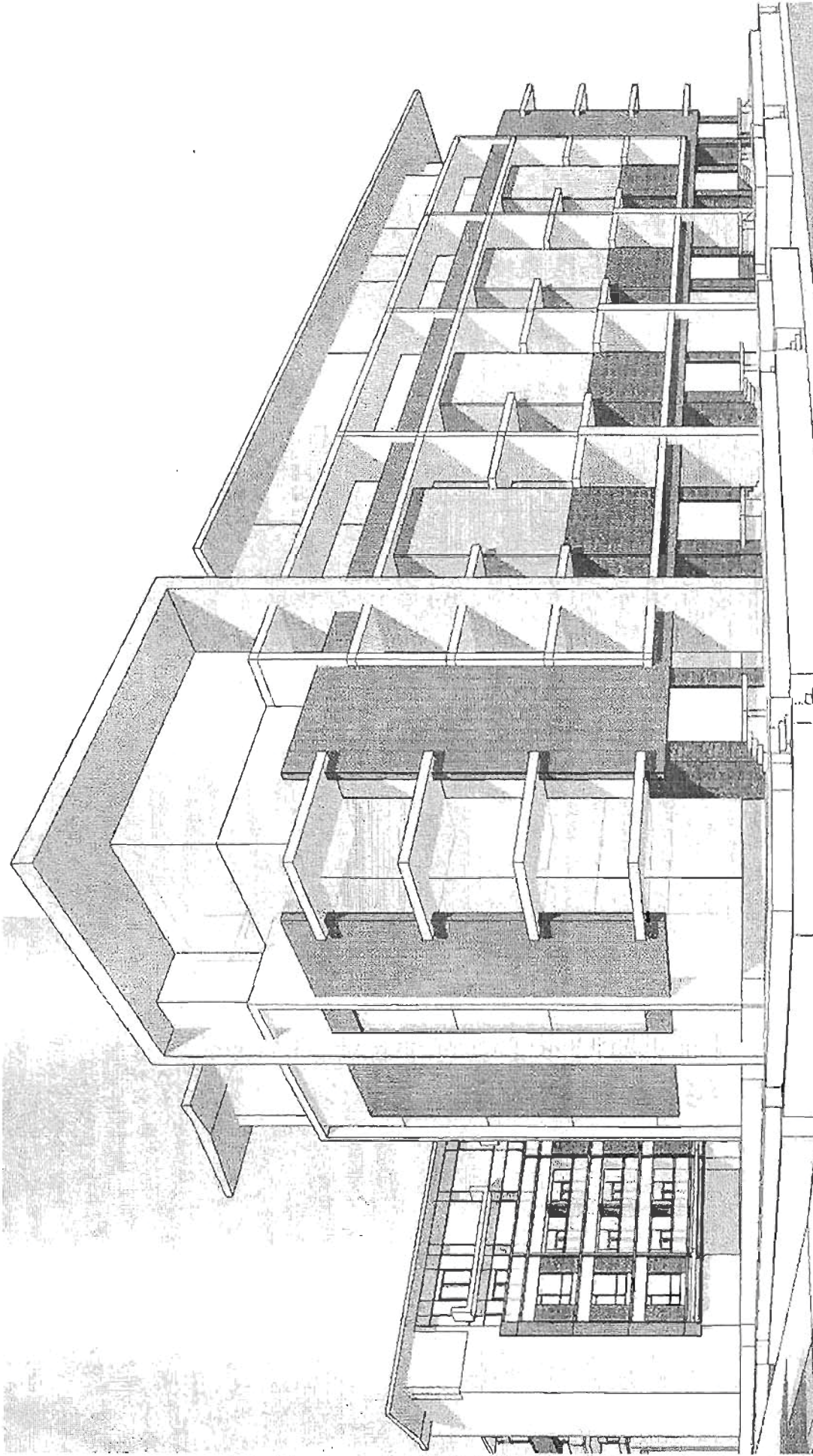


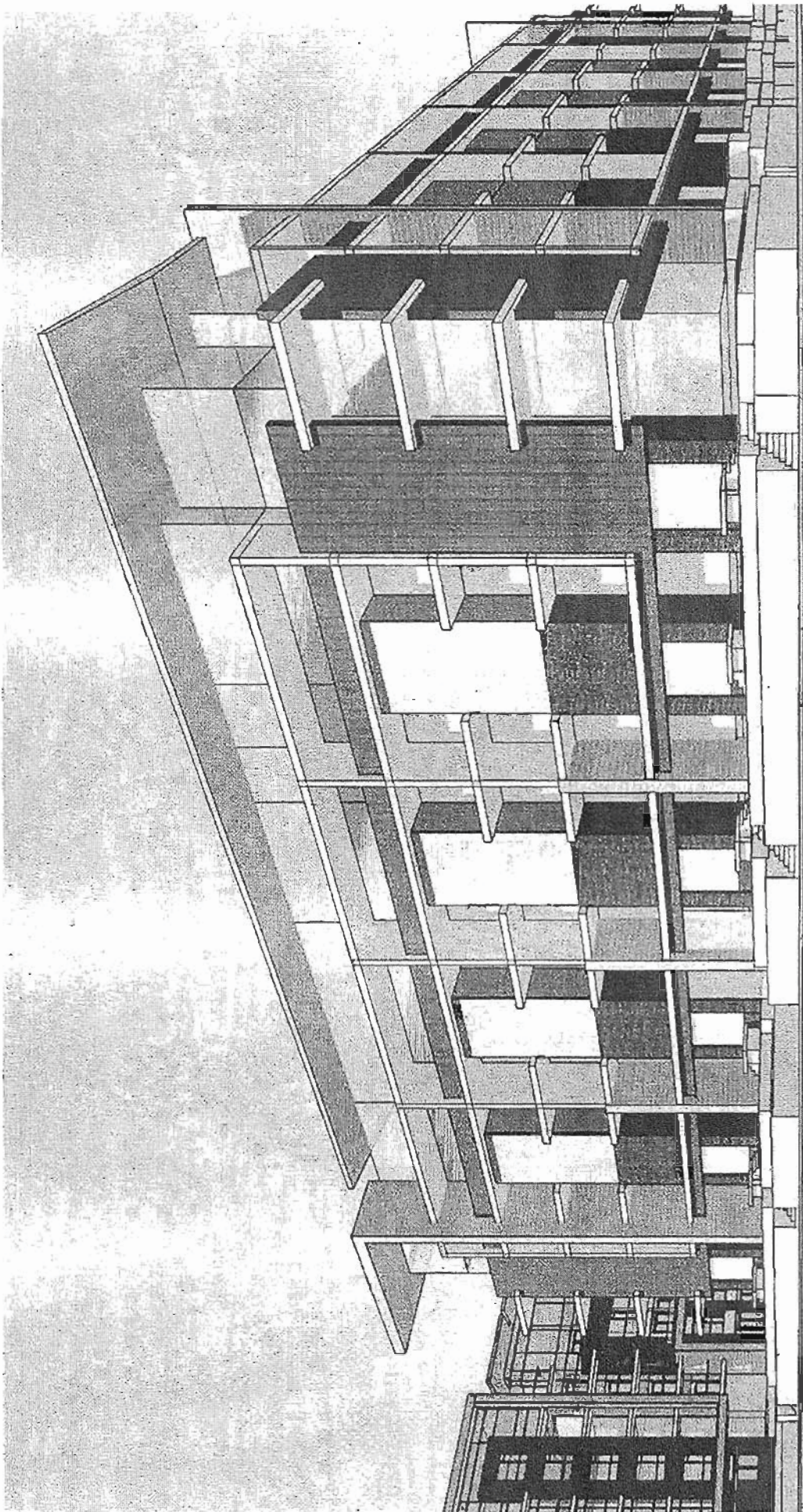


d e s i g n
a p p r o a c h b u i l d i n g 1 - n o r t h e a s t



Alderbridge Staff Report
Richmond, BC 8th February 2012

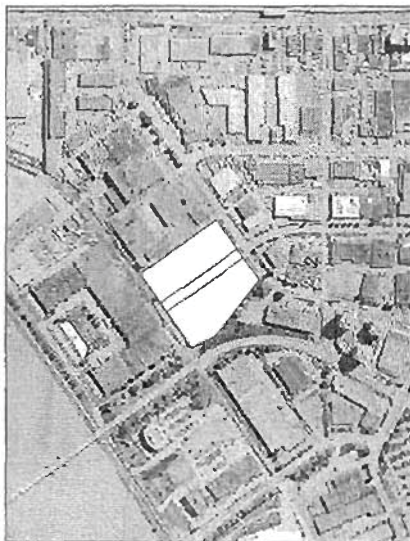




design approach Building 4-south east
Alderbridge Staff Report
Richmond, BC 8th February 2012

omi
ARCHITECTS

APARTMENT DEVELOPMENT



	FSR	Units	SQM	SQFT
Site area			28,712.50	309,060.00

Proposal Item	Unit	2.00	57,425.01	618,120.00
Bonus for Universal units (1.86 SQM/per Universal Unit)	502	0.03	933.72	10,050.52

West Lot (1)	13,288.80	143,040.00
East Lot (2)	11,885.80	127,937.00
Total	228 *	270,977.00

Ground coverage/net area/lot

	%	SQM	SQFT
West Lot (1)			
Building 1 - Ground coverage	45%	13,288.80	143,040.00
Building 2 - Ground coverage		2,828.05	30,441.00
		3,130.45	33,696.00
East lot (2)	43%	11,885.80	127,937.00
Building 3 - Ground coverage		2,690.28	28,958.00
Building 4 - Ground coverage		2,604.34	28,033.00

BAGGING 1				BAGGING 2				TOTAL			
NO.	AREA	NO. OF BAGS	NO. OF BAGS	NO.	AREA	NO. OF BAGS	NO. OF BAGS	NO.	AREA	NO. OF BAGS	NO. OF BAGS
1	100	100	100	1	100	100	100	2	200	200	200
2	100	100	100	2	100	100	100	3	300	300	300
3	100	100	100	3	100	100	100	4	400	400	400
4	100	100	100	4	100	100	100	5	500	500	500
5	100	100	100	5	100	100	100	6	600	600	600
6	100	100	100	6	100	100	100	7	700	700	700
7	100	100	100	7	100	100	100	8	800	800	800
8	100	100	100	8	100	100	100	9	900	900	900
9	100	100	100	9	100	100	100	10	1000	1000	1000
10	100	100	100	10	100	100	100	11	1100	1100	1100
11	100	100	100	11	100	100	100	12	1200	1200	1200
12	100	100	100	12	100	100	100	13	1300	1300	1300
13	100	100	100	13	100	100	100	14	1400	1400	1400
14	100	100	100	14	100	100	100	15	1500	1500	1500
15	100	100	100	15	100	100	100	16	1600	1600	1600
16	100	100	100	16	100	100	100	17	1700	1700	1700
17	100	100	100	17	100	100	100	18	1800	1800	1800
18	100	100	100	18	100	100	100	19	1900	1900	1900
19	100	100	100	19	100	100	100	20	2000	2000	2000
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21	100	100	100	21	100	100	100	22	2200	2200	2200
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30	100	100	100	30	100	100	100	31	3100	3100	3100
31	100	100	100	31	100	100	100	32	3200	3200	3200
32	100	100	100	32	100	100	100	33	3300	3300	3300
33	100	100	100	33	100	100	100	34	3400	3400	3400
34	100	100	100	34	100	100	100	35	3500	3500	3500
35	100	100	100	35	100	100					

Car Pools required	Days	Endless	# cars
workers	3-4	0.75	30
Administrative	2	2.00	20
Production	3-4	1.25	50
Total			100

Cap. Parita provided	R	R
Responsible		
Village	0.5%	5%
Small (at)	10%	10%
Transfer, Public		
(one element)		10%
(provided)	10%	5%

Expenditures		
Salaries	100	0.3
Residence	100	1.1
Total		433

Expenditures		
Salaries	100	0.3
Residence	100	1.1
Total		433

Case	Baseline data			Follow-up 1			Follow-up 2			Follow-up 3			Follow-up 4			Follow-up 5			
	Time	Age	APACHE II	Time	Age	APACHE II	Time	Age	APACHE II	Time	Age	APACHE II	Time	Age	APACHE II	Time	Age	APACHE II	
1	17	4	16	17	13	17,351	21	11	11	21	11	11,334	31	17	11	31	17	11	31,407
2	19	3	21	19,419	17	17	19	11	11	19	11	21,925	11	11	11	11	11	11	11,614
3	4	4	4	4	4	17,431	4	4	4	4	4	17	11	11	11	11	11	11	11,614
4	1	1	1	1	1	17,431	1	1	1	1	1	17	11	11	11	11	11	11	11,614
5	1	1	1	1	1	17,431	1	1	1	1	1	17	11	11	11	11	11	11	11,614
6	1	1	1	1	1	17,431	1	1	1	1	1	17	11	11	11	11	11	11	11,614
7	1	1	1	1	1	17,431	1	1	1	1	1	17	11	11	11	11	11	11	11,614
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22	1	1	1	1	1	17,431	1	1	1	1	1	17	11	11	11	11	11	11	11,614
23	1	1	1	1	1	17,431	1	1	1	1	1	17	11	11	11	11	11	11	11,614
24	1	1	1																

Case Factor (response)	Load	Frequency	# cases
Minimum	3274	4.38	4.05
Maximum	352	2.26	6.92
Frequency	2362	2.43	0.95
Sum			313

Car Parks provided	FFS
RECONSTRUCTION	48
MAINTENANCE	6.11
REPAIRS	199
TOTAL	
TOTAL PROVIDED	253
TOTAL REQUIRED	253

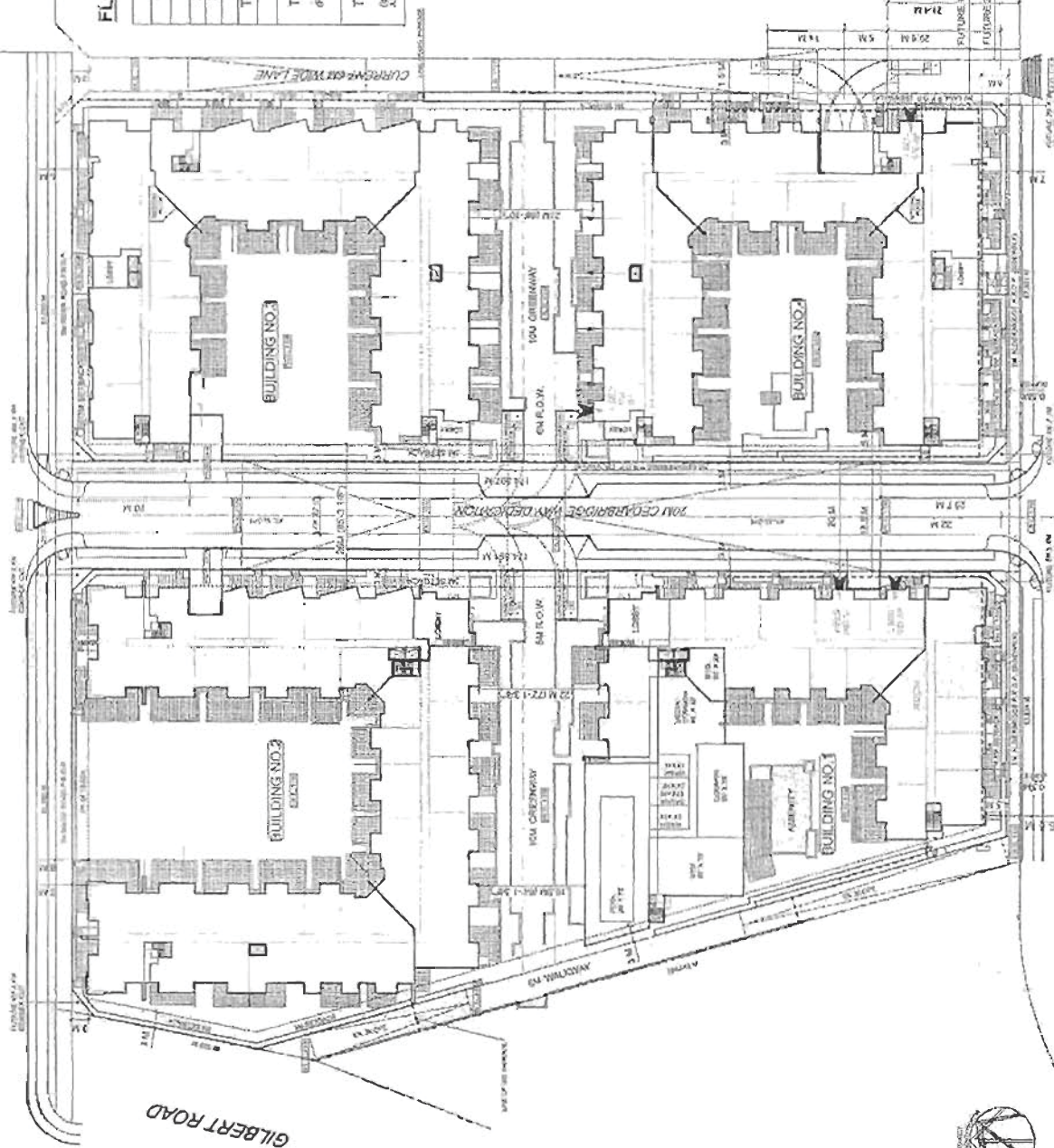
Number of students	100	100	100
Number of teachers	10	10	10
Number of parents	100	100	100
Number of staff	10	10	10
Number of students	100	100	100
Number of teachers	10	10	10
Number of parents	100	100	100
Number of staff	10	10	10

1 SPACE FOR 1ST 240 UNITS.
1 SPACE FOR EACH ADDL 160 UNITS = 4 spaces (medium site)
1 SPACE FOR EVERY 2 BUILDINGS = 2 spaces (large site)
TOTAL REQUIRED = 6 spaces (2 large, 4 medium)
TOTAL PROVIDED = 4 spaces (4 medium)

RIVER ROAD

GILBERT ROAD

ALDERBRIDGE WAY



FLOOR AREA AND UNIT BREAKDOWN SUMMARY:

UNIT TYPE	BUILDING				TOTAL
	NO. 1	NO. 2	NO. 3	NO. 4	
1 BR	30	39	25	25	128 (19%)
2 BR	50	152	125	125	452 (75%)
3 BR	11	9	10	10	40 (6%)
TOTAL UNITS	140	200	160	160	660
TOTAL NET SF (PER BUILDING)	130,600 SF	190,500 SF	154,200 SF	151,800 SF	630,000 SF
TOTAL GROSS SF (INCLUDING AMENITY, EXCLUSIONS)	145,050 SF	197,020 SF	157,700 SF	155,300 SF	655,070 SF

GROSS SITE AREA:

309,058 SQ. FT. (28,212 SQ. M.)

NET SITE AREA: AFTER 20M CEDARBRIDGE AND LANE SLUR DEDICATIONS

LOT 1: 143,008 SQ. FT. (13,258 SQ. M.)

LOT 2: 125,944 SQ. FT. (11,750 SQ. M.)

TOTAL BOTH LOTS: 268,952 SQ. FT. (24,861 SQ. M.)

PROPOSED FLOOR AREA:

630,000 SQ. FT. (58,341 SQ. M.)

309,059 SQ. FT. (2,878 - 61% 116 SQ. FT.)

502 ADAPTABILITY ENHANCED UNITS

1.2 SCLM = 1,862 SQ. FT.

535,000 SQ. FT.

LOADING SPACE REQUIREMENTS:

1 SPACE FOR 157,240 UNITS

1 SPACE FOR EACH ADDL 160 UNITS = 4 spaces (medium size)

1 SPACE FOR EVERY 2 BUILDINGS = 2 spaces (large size)

TOTAL REQUIRED = 8 spaces (2 large, 3 medium)

TOTAL PROVIDED = 4 spaces (2 medium)

Yamamoto
Architecture Inc.

DATE: 11/11/2011

PROJECT: 1111

CLIENT: 1111

REVISION: 1.0

SCALE: 1"=100'

DATE: 11/11/2011

PROJECT: 1111

CLIENT: 1111

REVISION: 1.0

SCALE: 1"=100'

PL

PL

ROOF
EL. 85.517 (26.095m)

4TH FLOOR (T/O CONC. TOPPO)
EL. 83.133 (26.830m)

5TH FLOOR (T/O CONC. TOPPO)
EL. 81.753 (25.509m)

PGR. FLOOR (T/O CONC. SLAB)
EL. 79.333 (24.045m)
(T/O CONC. SLAB)
EL. 77.153 (23.809m)
PARKING (T/O CONC. SLAB)
EL. 75.533 (23.130m)

PL

ROOF
EL. 65.512 (20.000m)

5TH FLOOR (T/O CONC. TOPPO)
EL. 63.133 (19.239m)

5TH FLOOR (T/O CONC. TOPPO)
EL. 61.753 (18.919m)

PGR. FLOOR (T/O CONC. SLAB)
EL. 59.333 (17.800m)
(T/O CONC. SLAB)
EL. 57.153 (17.564m)
PARKING (T/O CONC. SLAB)
EL. 55.533 (17.080m)

BUILDING 1 - SOUTH ELEVATION - ALDERBRIDGE WAY

BUILDING 1 - EAST ELEVATION - CEDARBRIDGE WAY

DATE	10/10/2017
BY	YAMAMOTO ARCHITECTS INC.
NO.	101017-001
PROJECT	ALDERBRIDGE WAY
SCALE	1/8" = 1'-0"

Yamamoto Architects Inc.
Architects

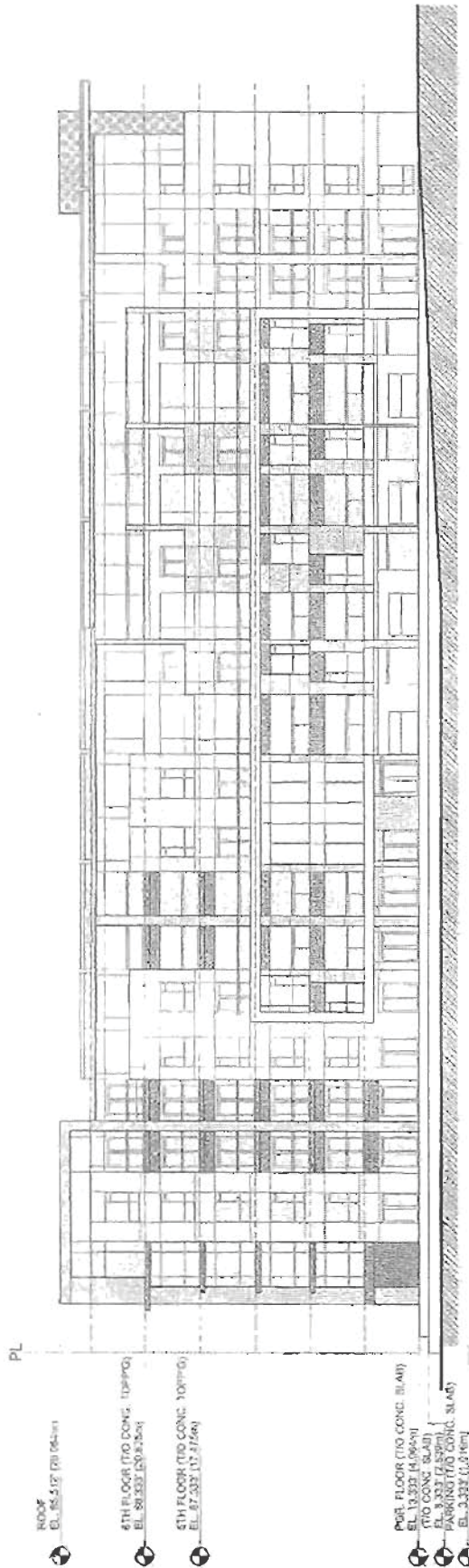
101017-001-001-001
ALDERBRIDGE WAY

Yamamoto
Architecture Inc.

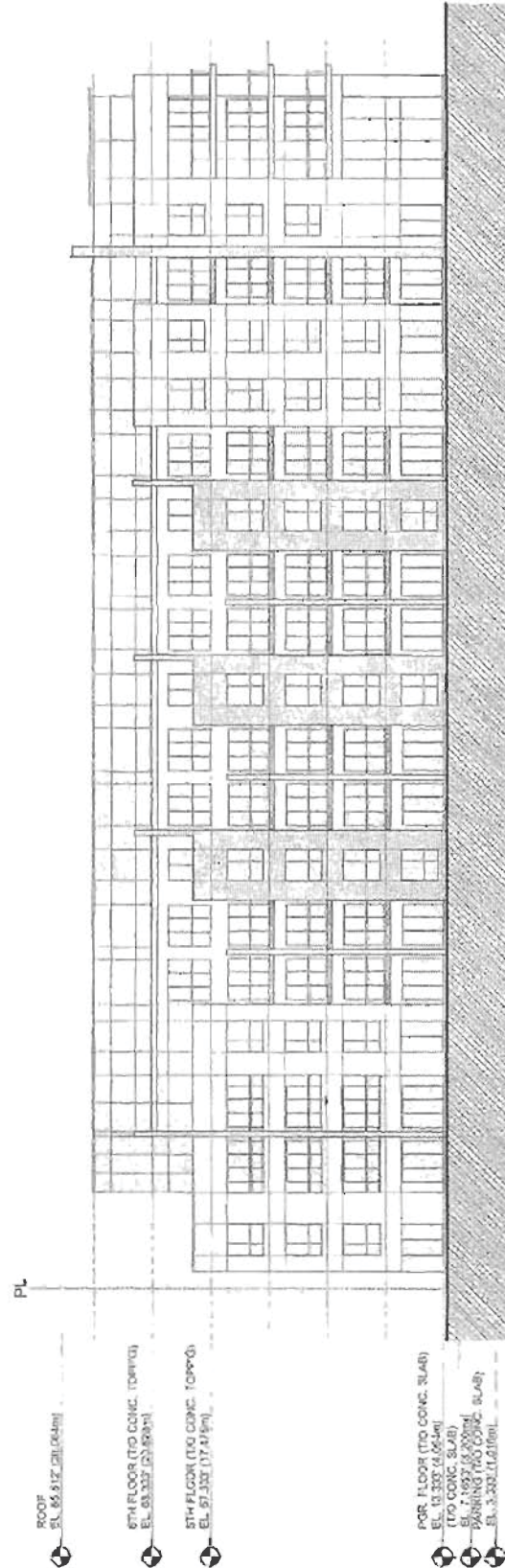
101017-001-001-001
ALDERBRIDGE WAY

DATE	10/10/2017
BY	YAMAMOTO ARCHITECTS INC.
NO.	101017-001
PROJECT	ALDERBRIDGE WAY
SCALE	1/8" = 1'-0"





BUILDING 2 - WEST ELEVATION - GILBERT ROAD



BUILDING 2 - SOUTH ELEVATION - GREENWAY

PROJECT	YAMAMOTO ARCHITECTURE, INC.
DATE	10/1/2010
BY	YAMAMOTO ARCHITECTURE, INC.
CHECKED	YAMAMOTO ARCHITECTURE, INC.

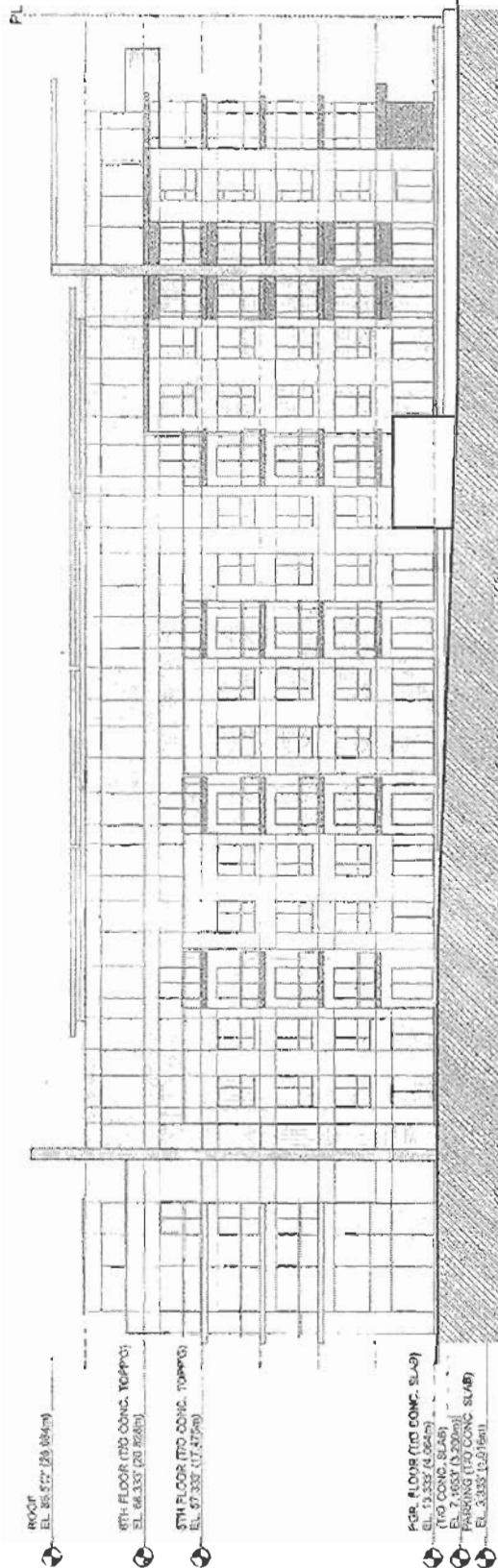
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ARCHITECT FIRM

YAMAMOTO ARCHITECTURE, INC.
ARCHITECT FIRM

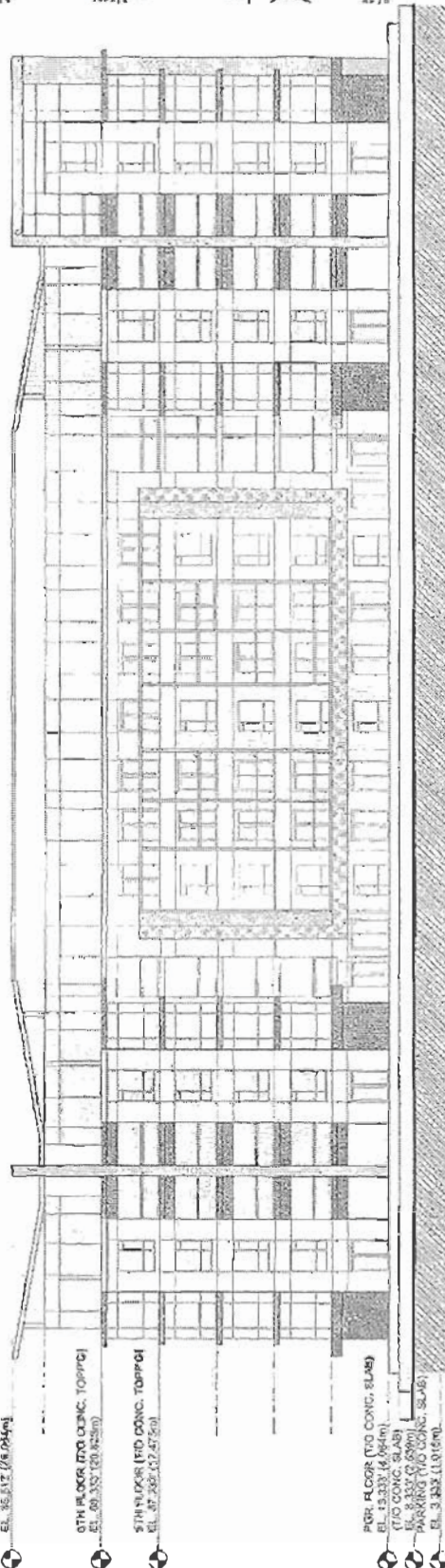
YAMAMOTO ARCHITECTURE, INC.
ARCHITECT FIRM

YAMAMOTO ARCHITECTURE, INC.
ARCHITECT FIRM

PROJECT	YAMAMOTO ARCHITECTURE, INC.
DATE	10/1/2010
BY	YAMAMOTO ARCHITECTURE, INC.
CHECKED	YAMAMOTO ARCHITECTURE, INC.



BUILDING 2 - EAST ELEVATION - CEDARBRIDGE WAY



BUILDING 2 - NORTH ELEVATION - RIVER ROAD

DATE	10/11/11
BY	YAMAMOTO ARCHITECTS
PROJECT	PHASE 2 DEVELOPMENT
LOCATION	1000 W. 10TH AVE, SUITE 100, DENVER, CO 80202
SCALE	1/8" = 1'-0"

YAMAMOTO ARCHITECTS
1000 W. 10TH AVE, SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMAMOTOARCHITECTS.COM

YAMAMOTO ARCHITECTS
1000 W. 10TH AVE, SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMAMOTOARCHITECTS.COM

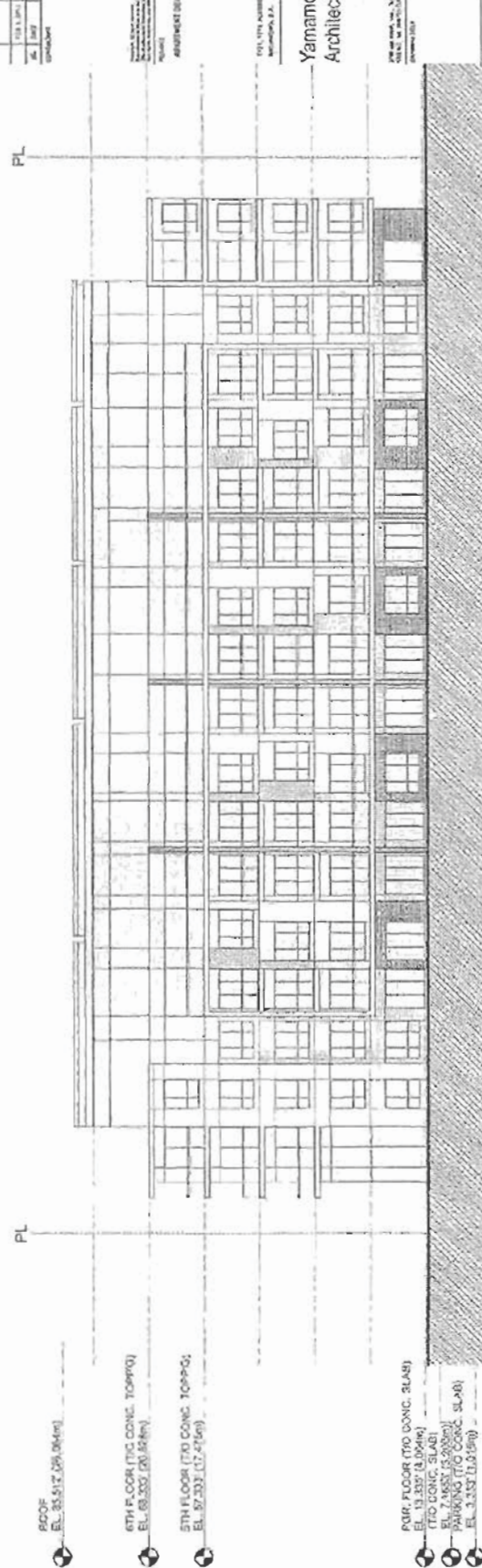
Yamamoto
Architecture Inc.

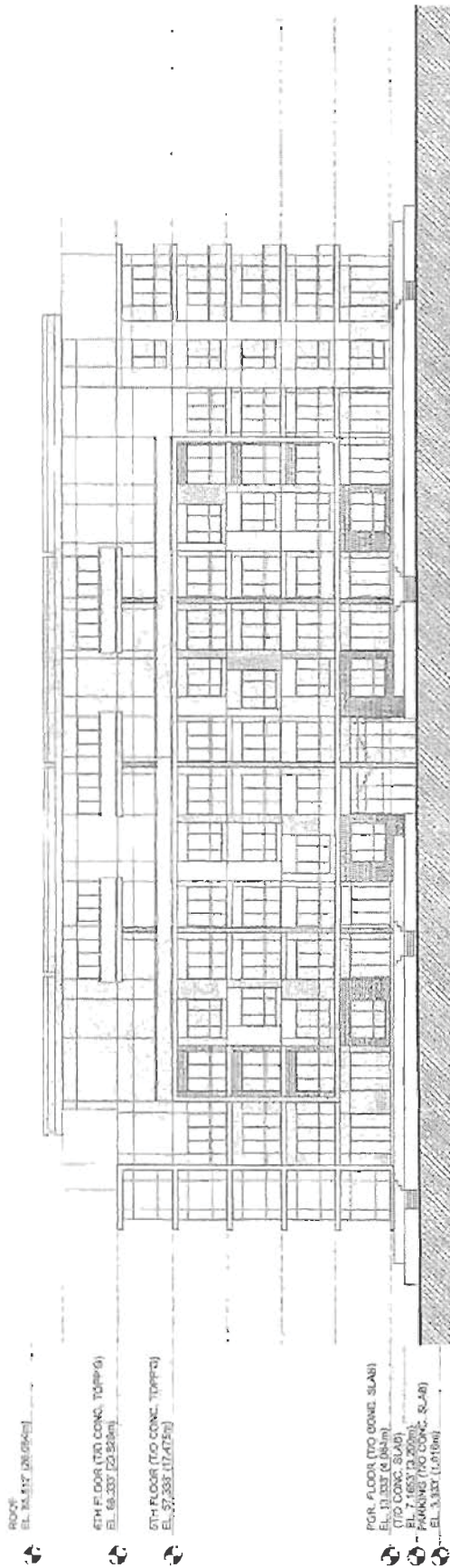
DATE: 10/11/11
BY: YAMAMOTO ARCHITECTS
PROJECT: PHASE 2 DEVELOPMENT
LOCATION: 1000 W. 10TH AVE, SUITE 100, DENVER, CO 80202
SCALE: 1/8" = 1'-0"

DATE	10/11/11
BY	YAMAMOTO ARCHITECTS
PROJECT	PHASE 2 DEVELOPMENT
LOCATION	1000 W. 10TH AVE, SUITE 100, DENVER, CO 80202
SCALE	1/8" = 1'-0"

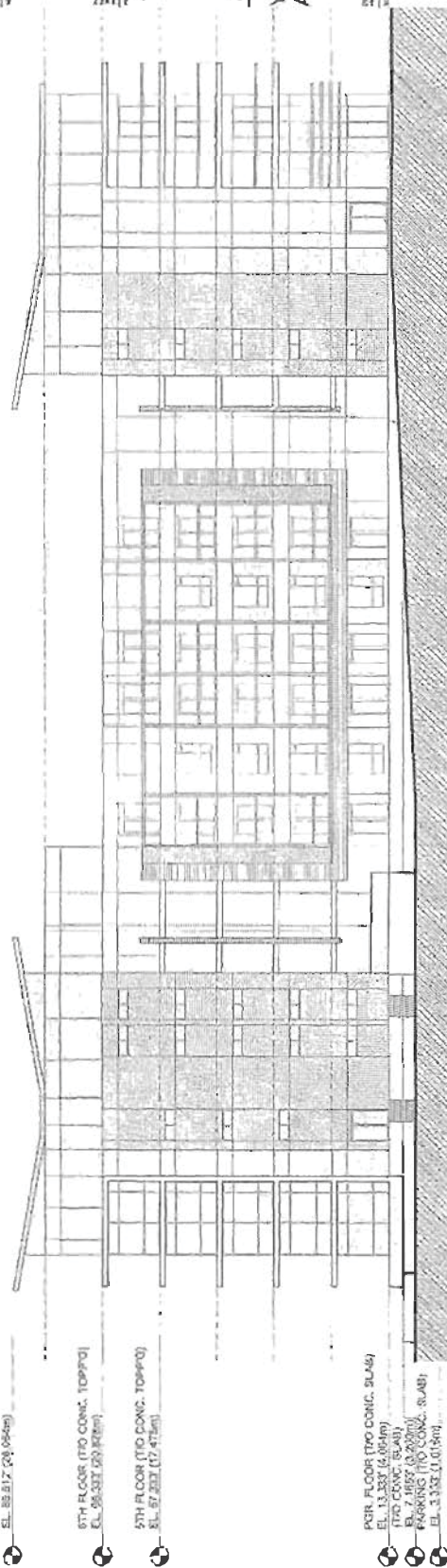


BUILDING 3 - EAST ELEVATION - LANE

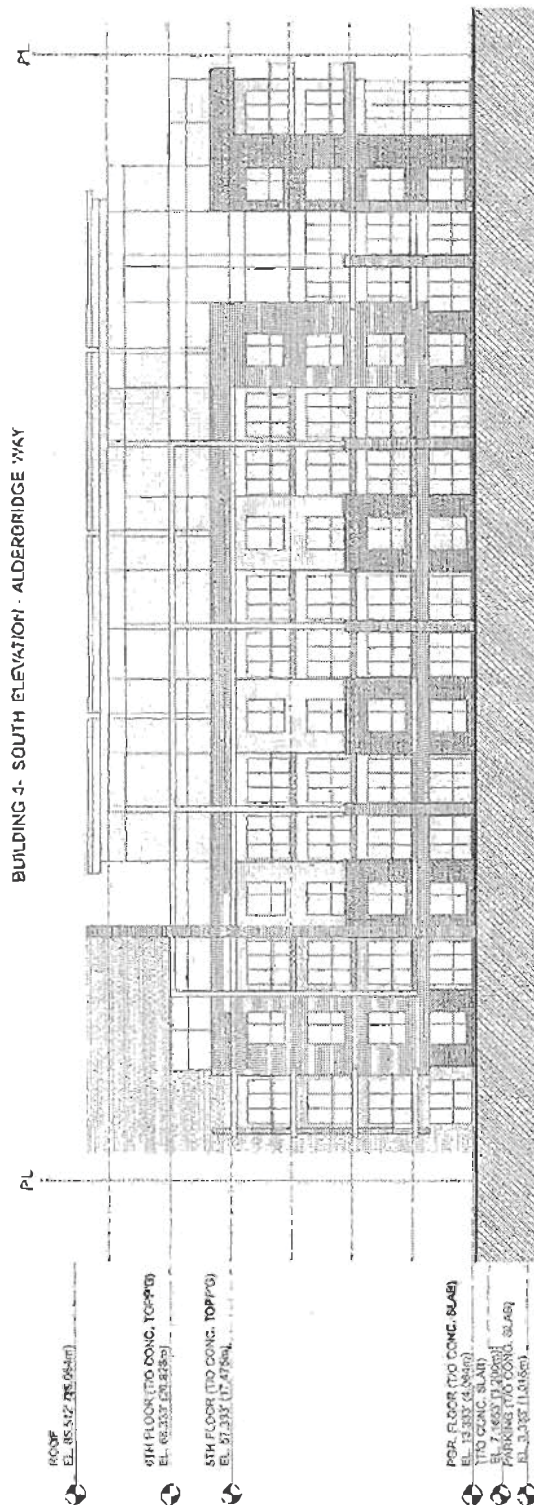
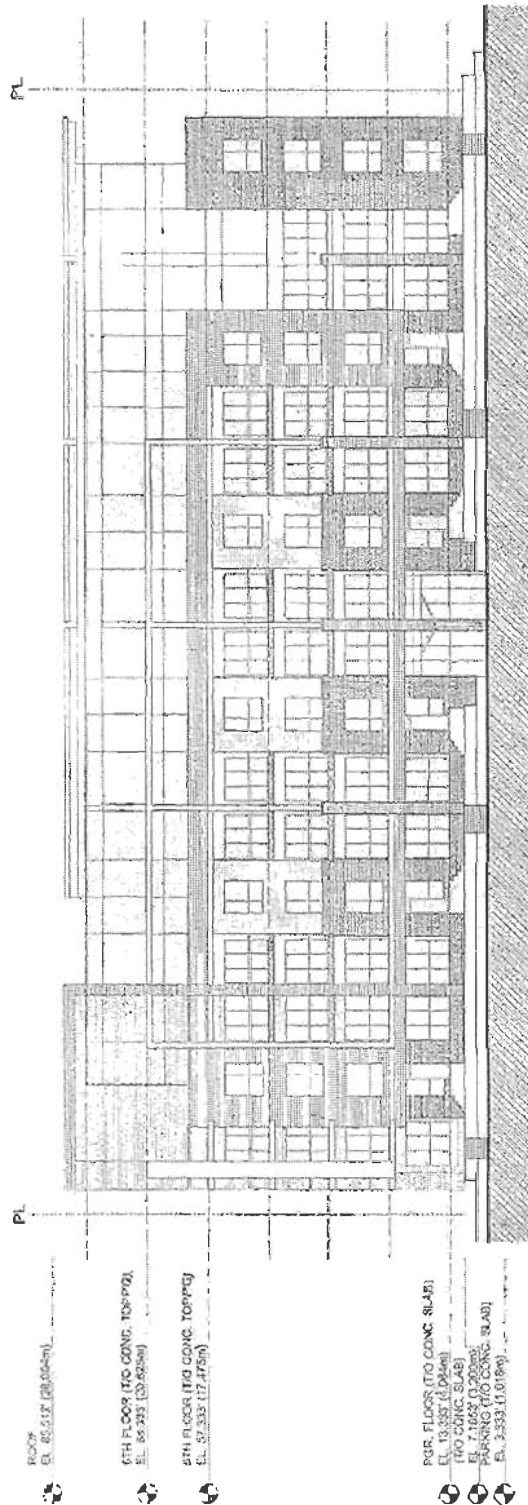




BUILDING 3 - NORTH ELEVATION - RIVER ROAD



BUILDING 3 - WEST ELEVATION - COURTYARD



NO.	DATE	REVISION
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2	08/10/17	ISSUED FOR PERMIT

YAMAMOTO ARCHITECTURE INC.
ARCHITECTS

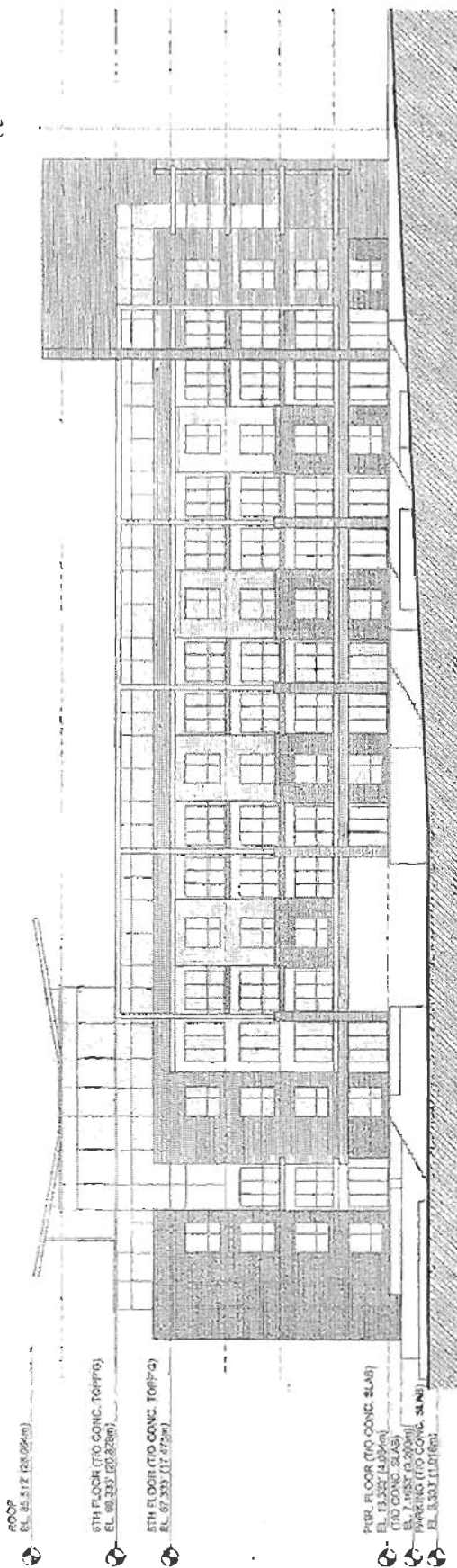
YAMAMOTO ARCHITECTURE INC.
ARCHITECTS

Yamamoto
Architecture Inc.

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ARCHITECTS

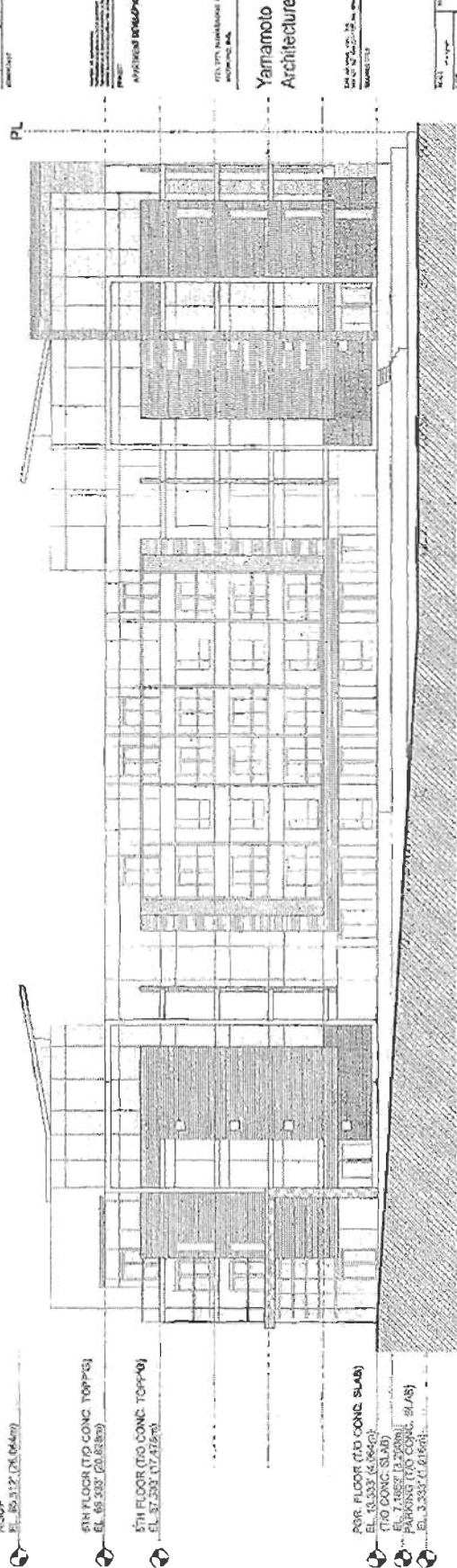
NO.	DATE	REVISION
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2	08/10/17	ISSUED FOR PERMIT

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BUILDING 4- EAST ELEVATION - LANE

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BUILDING 4- WEST ELEVATION - COURTYARD

NO.	DATE	REVISION
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9	10/10/10	ISSUED FOR PERMIT
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PROJECT: 10/10/10

ARCHITECT: YAMAMOTO

10/10/10

10/10/10

Yamamoto
Architecture Inc.

10/10/10

NO.	DATE	REVISION
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FOR THE RECORD

2000

THE RECORDS OF THE HOUSE OF REPRESENTATIVES

100th CONGRESS

1ST SESSION

OFFICE OF THE CLERK

WASHINGTON, D.C.

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Architecture Inc.**

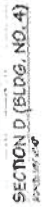
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Topic: Clinical research

NAME	DATE	PAGE NO.	FOR
DATE	JUL 6 1972	A3.0	
REMARKS			
CHECKED			





DATE	10/1/94	A3.1	PAGE NO. 10
NO.	101-1-1		
NAME			
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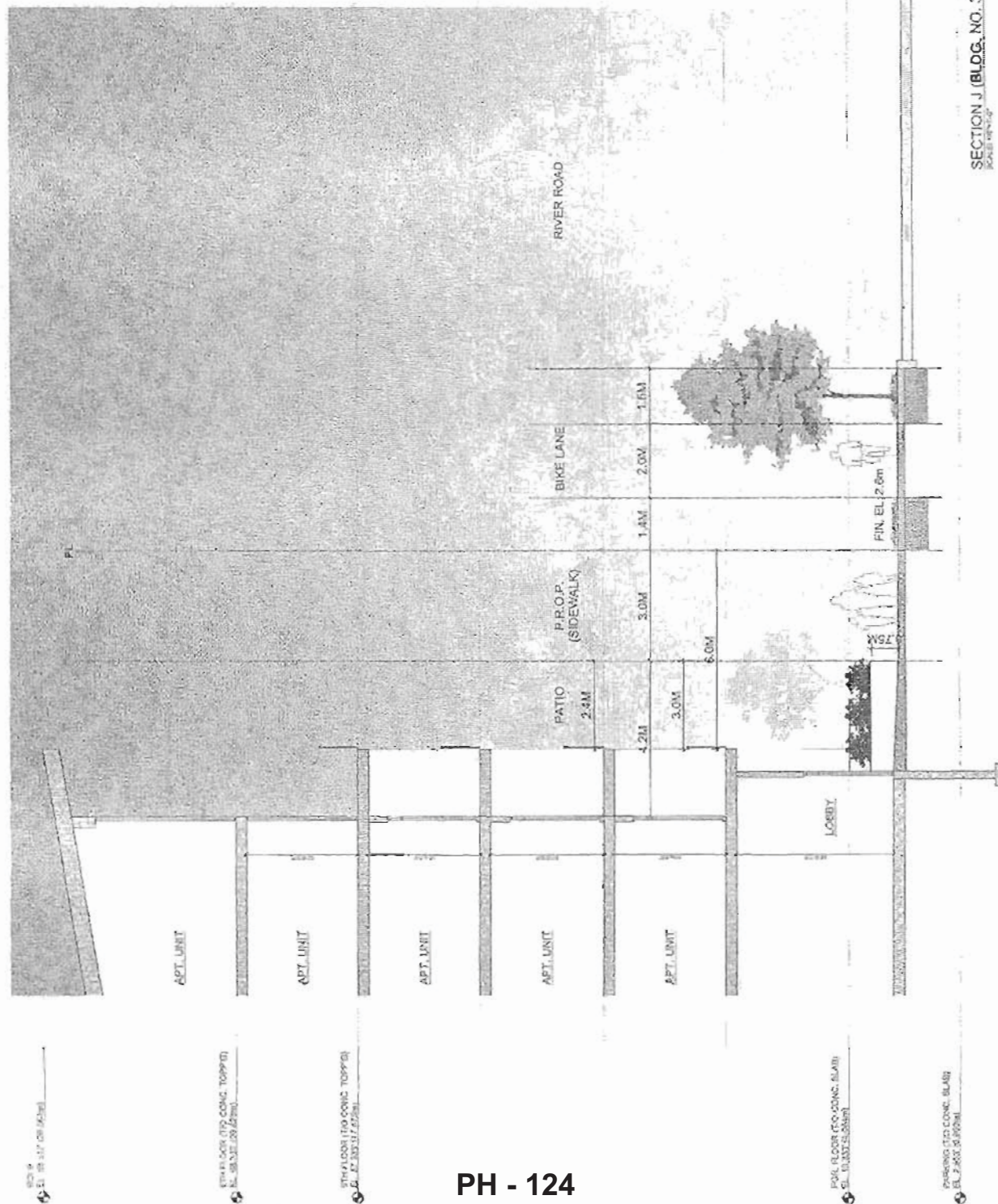
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Singapore, S.E.A.

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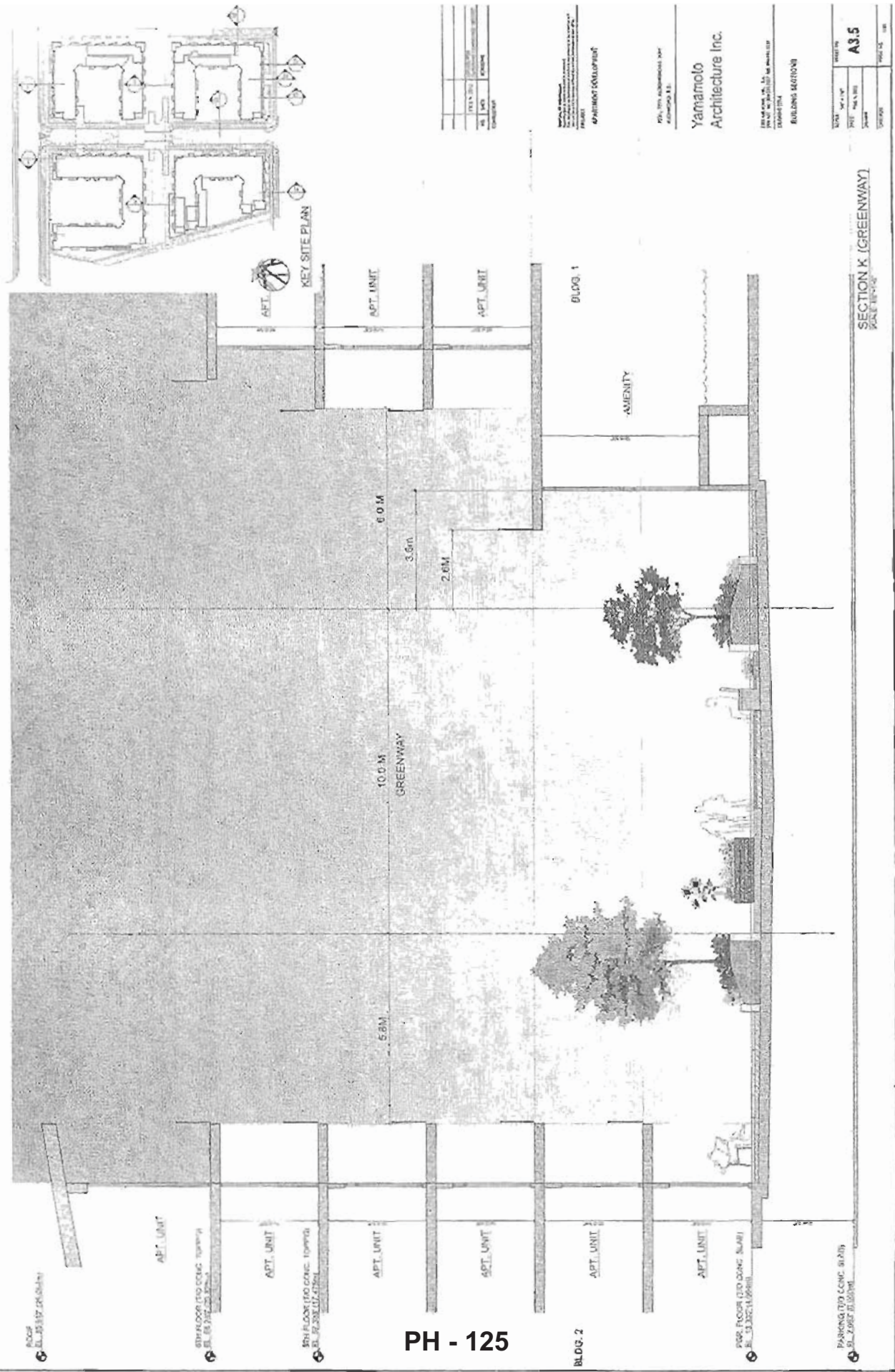
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Journal of Internal Medicine 247: 111–117

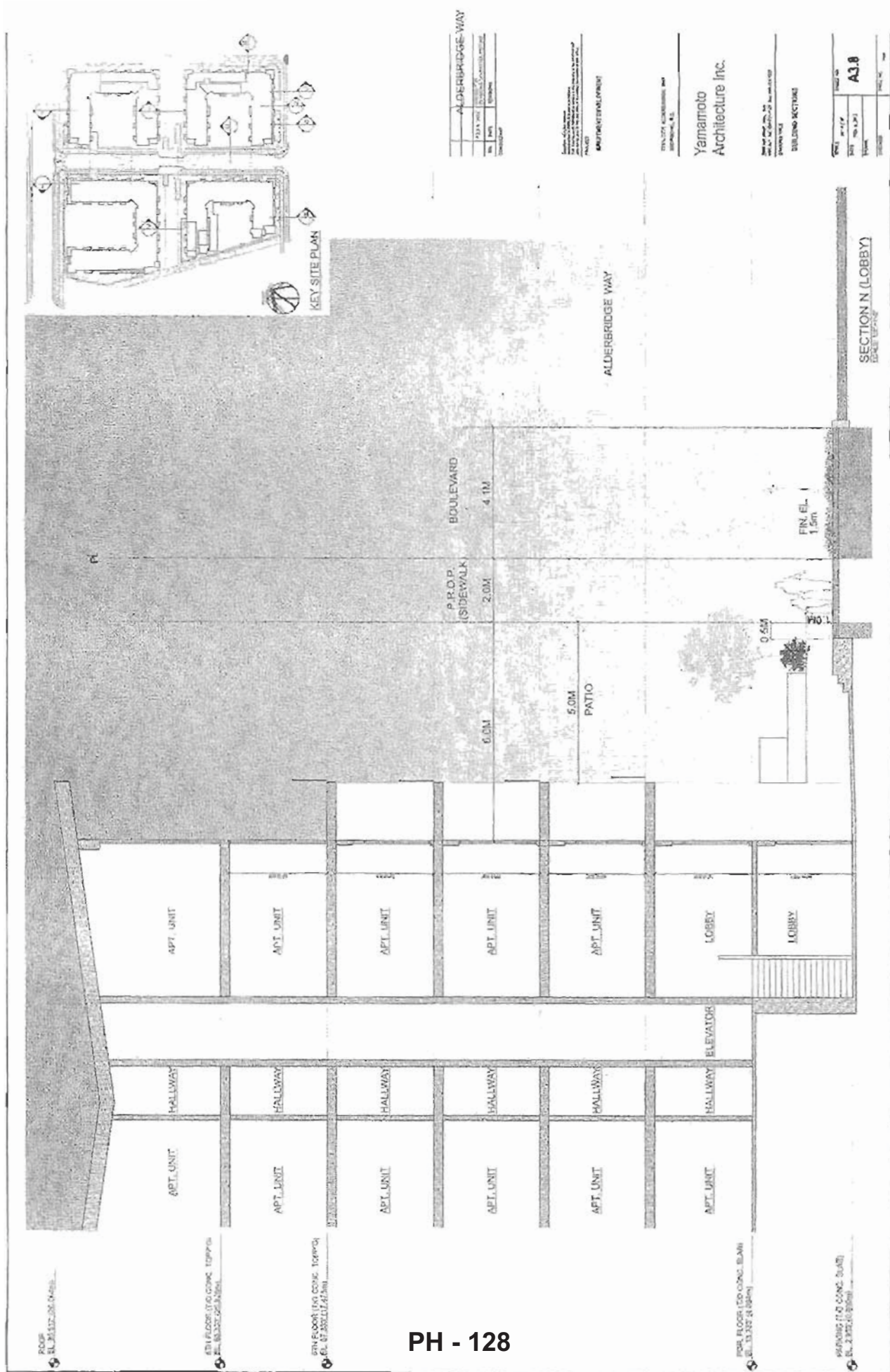
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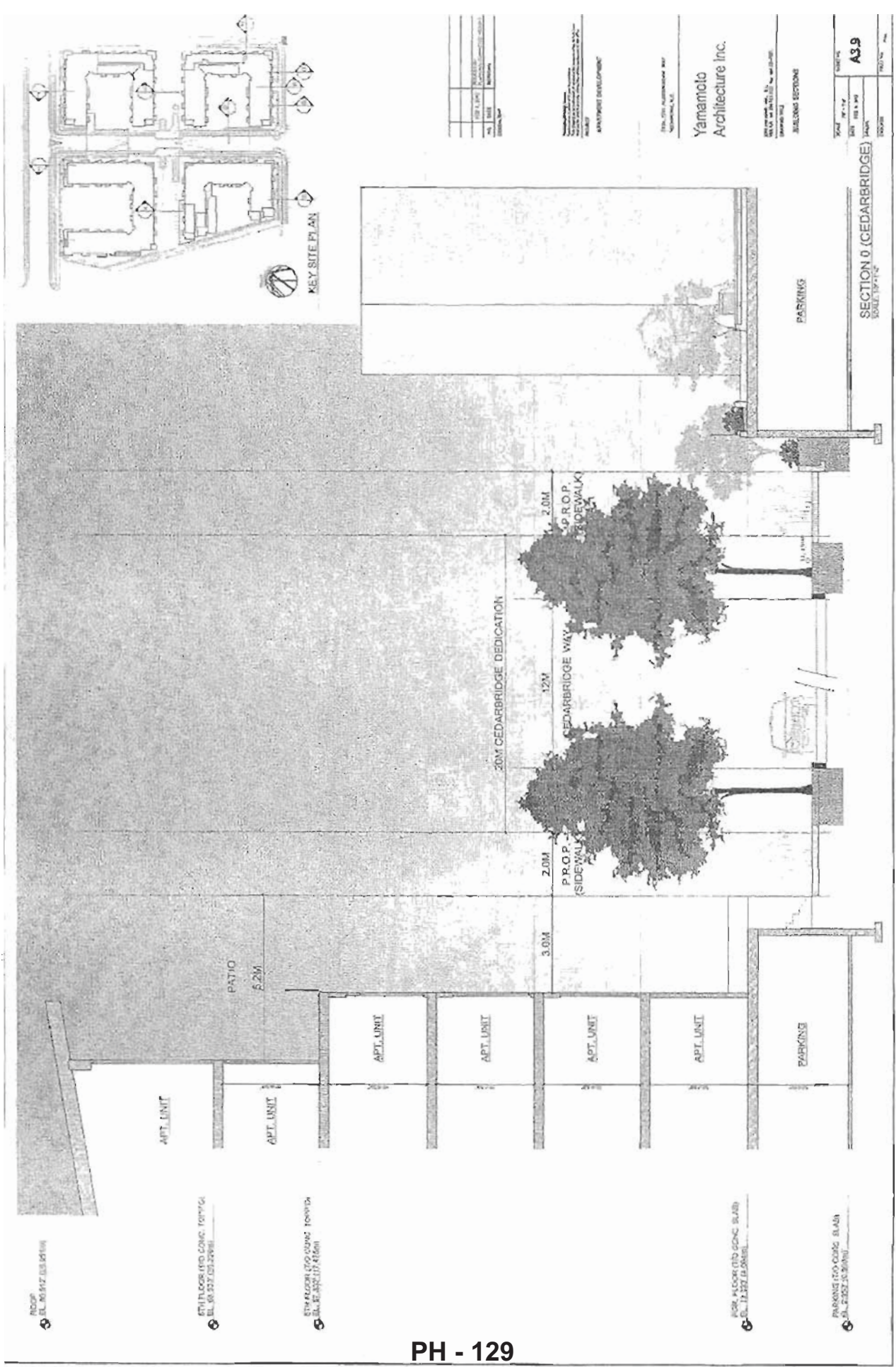
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Page 3	10" x 10"	









NOTES

1	LANDSCAPE SITE PLAN
2	LANDSCAPE ELEVATIONS AND DETAILS
3	LANDSCAPE MATERIALS
4	LANDSCAPE SECTIONS
5	LANDSCAPE ELEVATIONS AND DETAILS
6	LANDSCAPE MATERIALS
7	LANDSCAPE SECTIONS
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98	LANDSCAPE ELEVATIONS AND DETAILS
99	LANDSCAPE MATERIALS
100	LANDSCAPE SECTIONS



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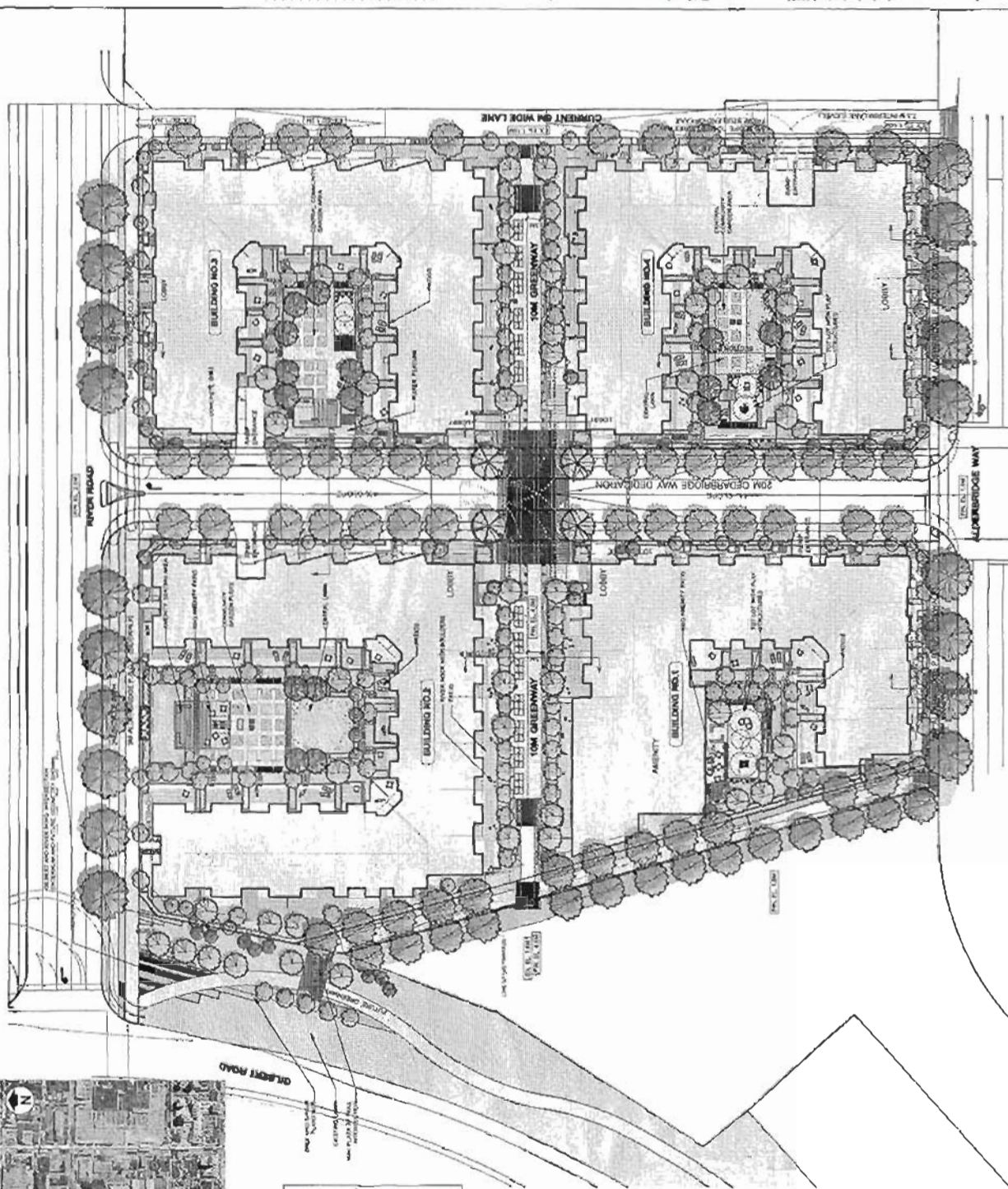
1771, 1771 ALDERBRIDGE WAY
RICHMOND, BC

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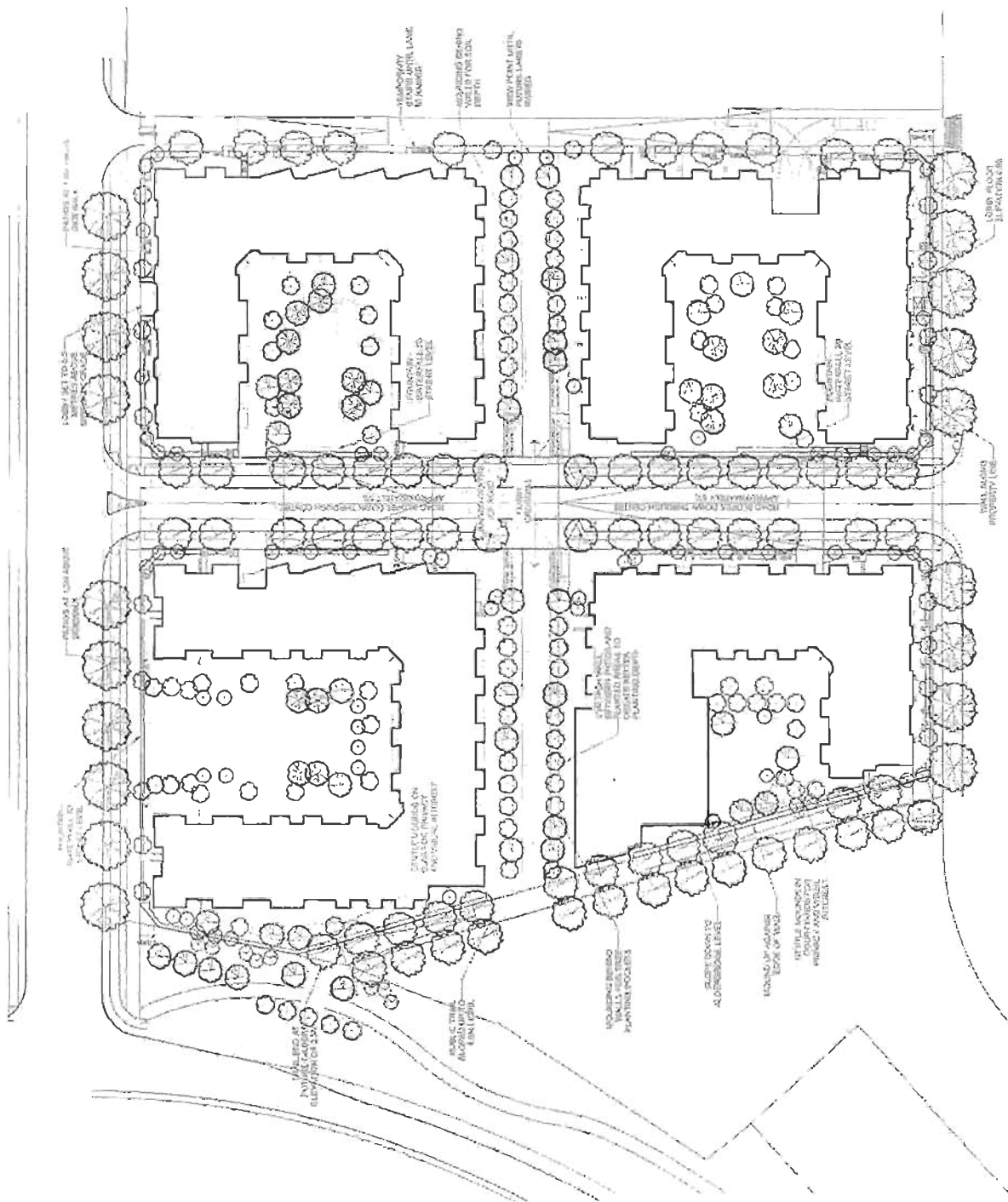
LANDSCAPE SITE PLAN

L1.1



SITE LOCATION

- DRAWING LIST**
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 - L1.3 LANDSCAPE MATERIALS
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Figure 1

731, 7TH ALDERBRODE WAY
ROCHESTER, N.Y.



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BUILDING 4

COURTYARD

DETAIL PLAN

The Study

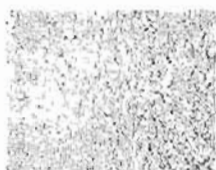
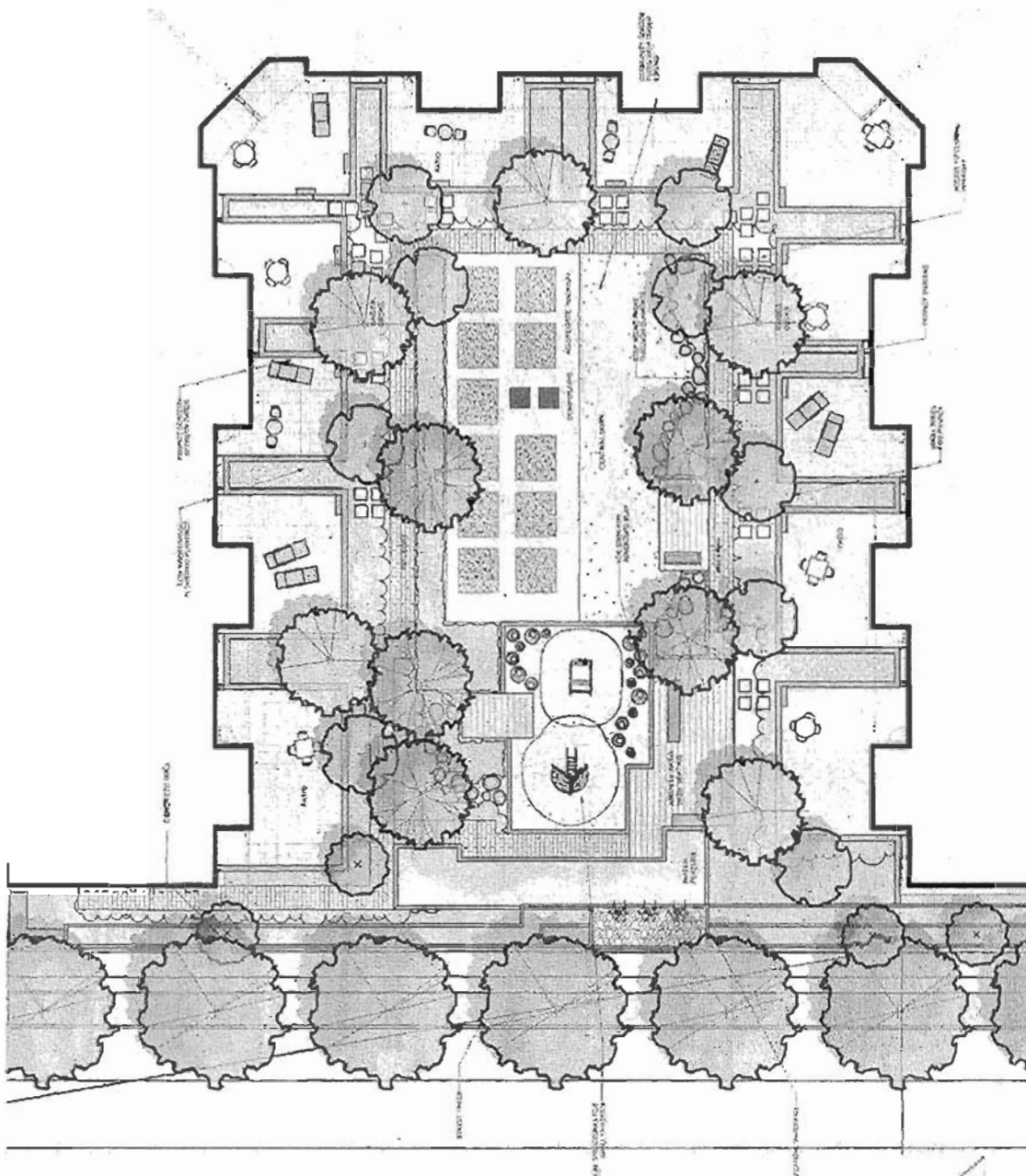
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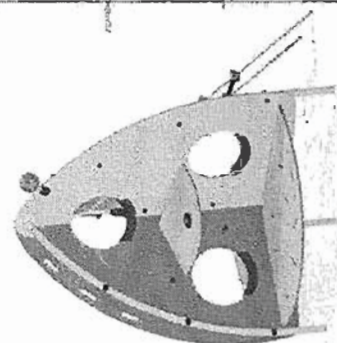
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**BUILDING 4
COURTYARD
DETAIL PLAN**

L13



PARITY EFFECTS IN A SMALL OPEN ECONOMY



THE UNIVERSITY OF MICHIGAN



NOTES

1.1	GENERAL NOTES
1.2	EXISTING CONDITIONS
1.3	PROPOSED CONDITIONS
1.4	CONSTRUCTION NOTES
1.5	MAINTENANCE NOTES
1.6	PLANTING NOTES
1.7	IRIGATION NOTES
1.8	LIGHTING NOTES
1.9	ACCESSIBILITY NOTES
1.10	ENVIRONMENTAL NOTES
1.11	SAFETY NOTES
1.12	FINISHES NOTES
1.13	PAINTS NOTES
1.14	GLASS NOTES
1.15	MECHANICAL NOTES
1.16	ELECTRICAL NOTES
1.17	TELEPHONE NOTES
1.18	TELEVISION NOTES
1.19	COMPUTER NOTES
1.20	OTHER NOTES



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Architecture Inc.

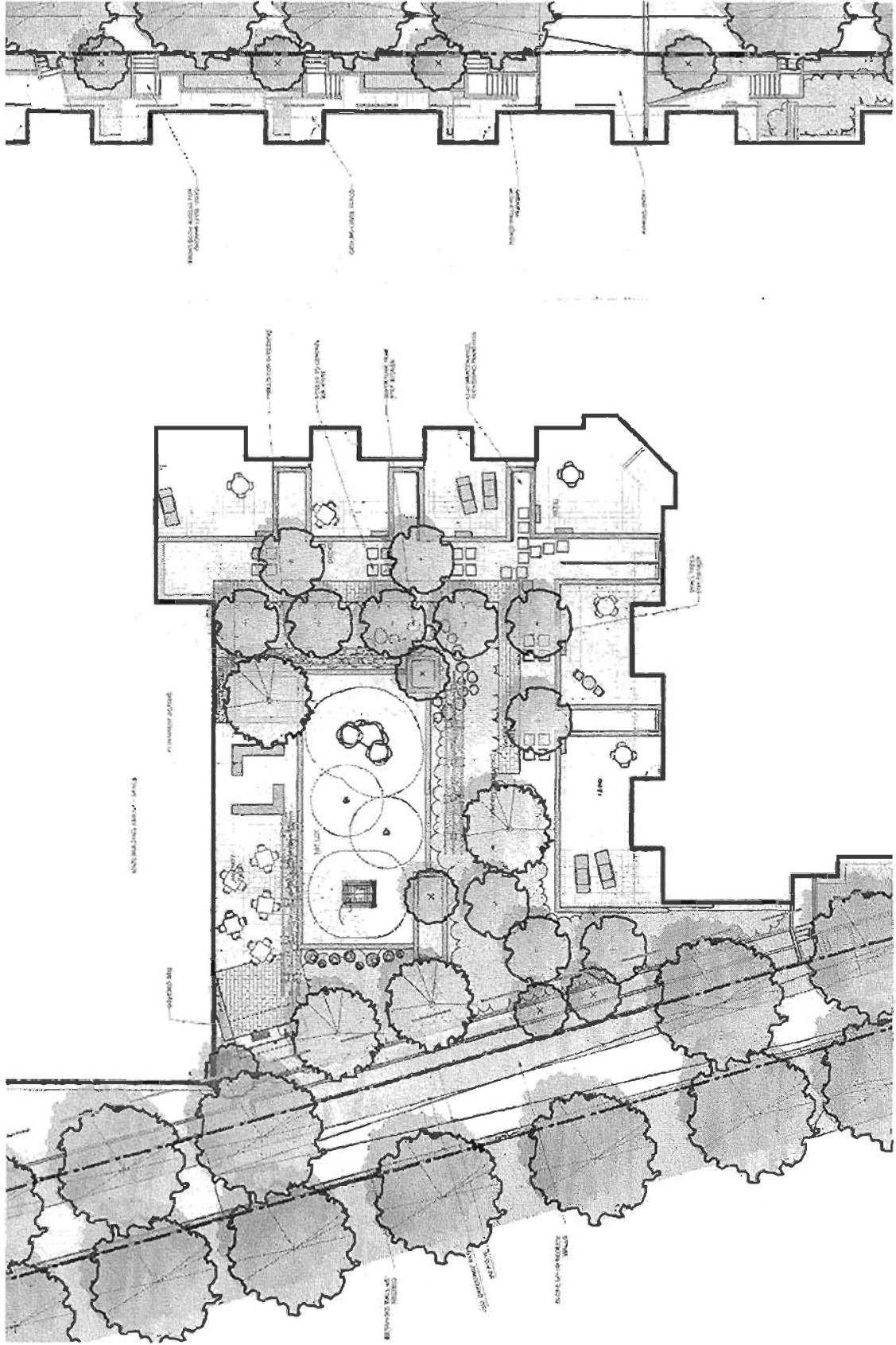
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC

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DATE	10/10/01
BY	YAMAMOTO
CHECKED BY	SHARP & DIAMOND
SCALE	AS SHOWN
PROJECT NO.	01-001
CLIENT	ONNI
LOCATION	7731, 7771 ALDERBRIDGE WAY, RICHMOND, BC
DESCRIPTION	BUILDING 1 COURTYARD DETAIL PLAN

BUILDING 1
COURTYARD
DETAIL PLAN

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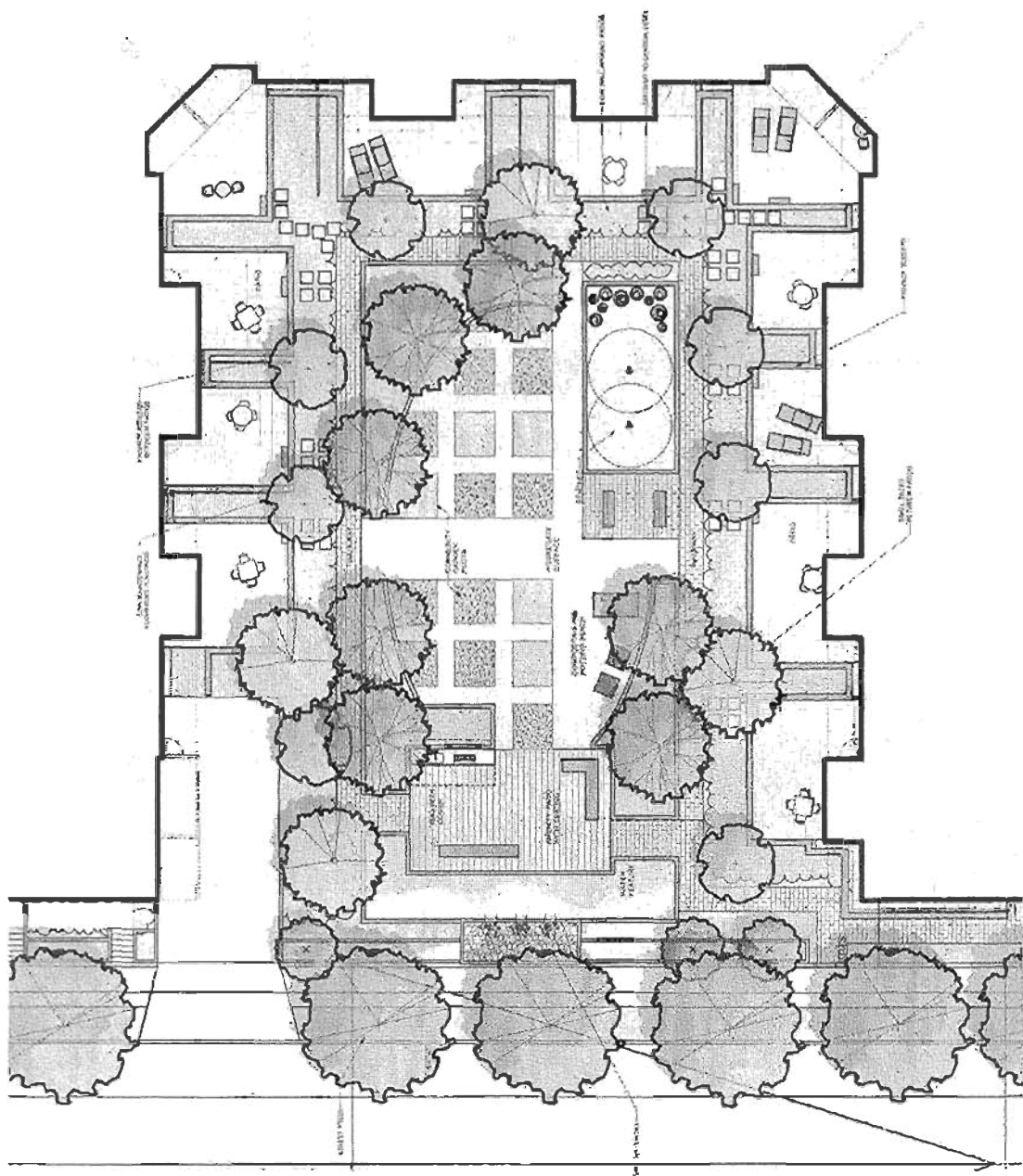
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**BUILDING 3
COURTYARD
DETAIL PLAN**

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COURTYARD GARDENING PRECEDENTS

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Abstract

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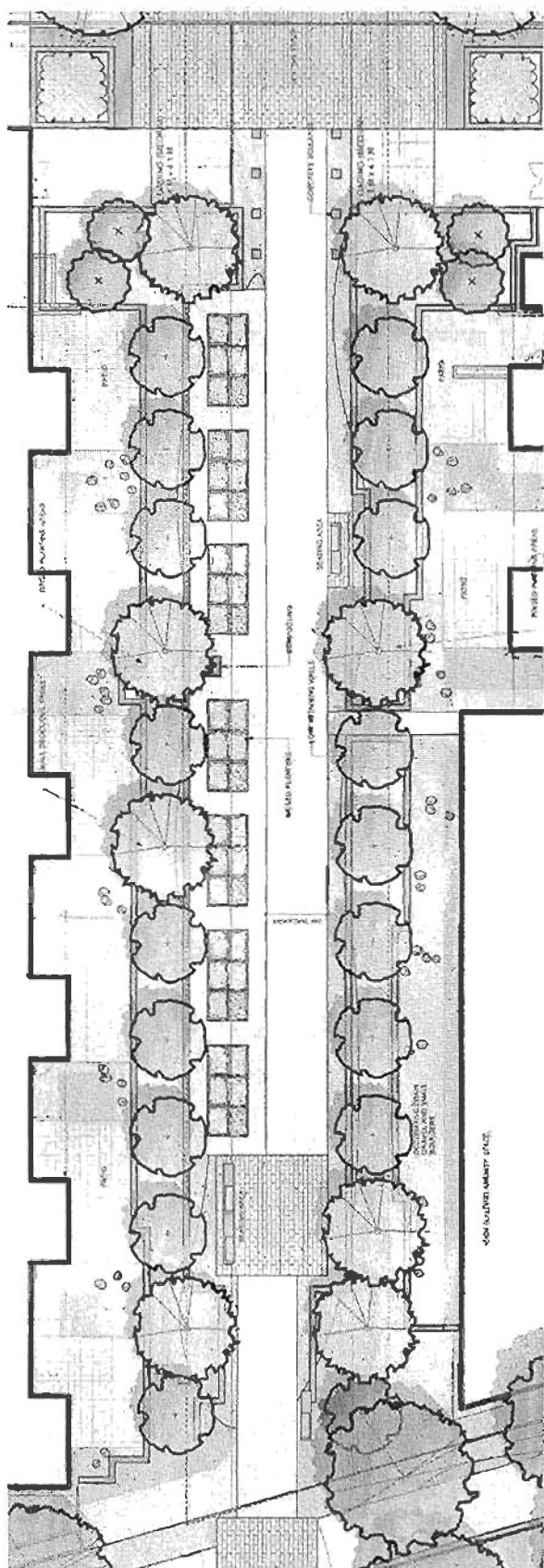
used for about 100 years, beginning in 1840.

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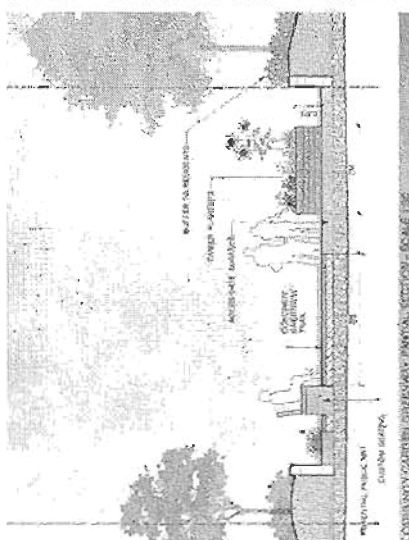
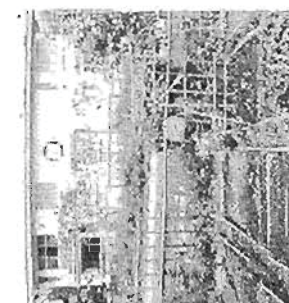
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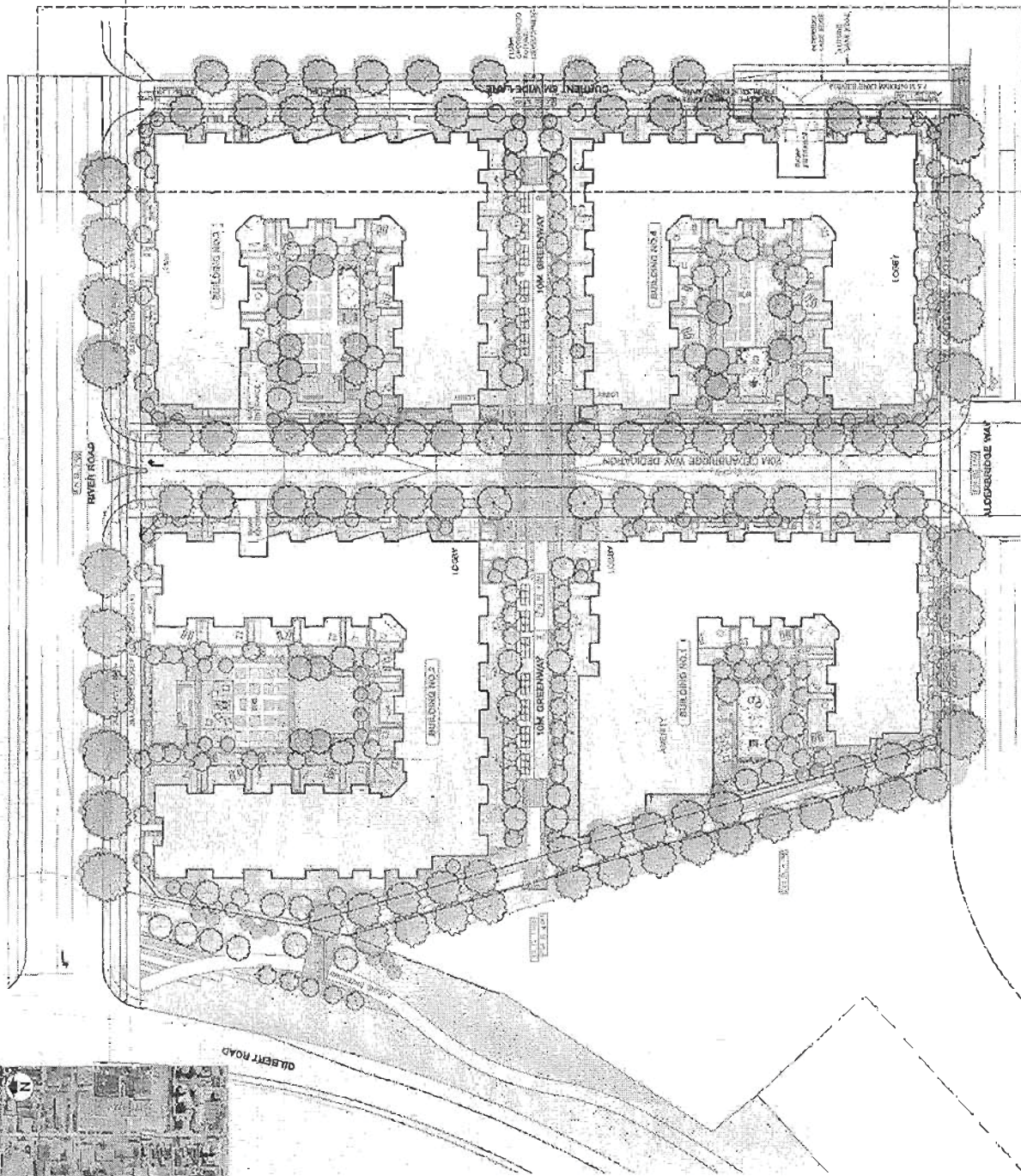
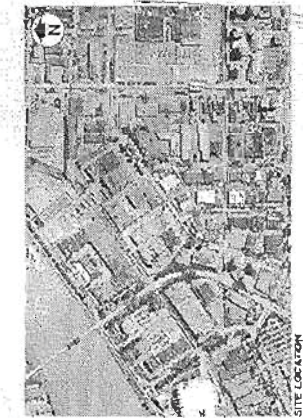


COMMUNITY GARDEN GREENWAY DETAIL PLAN SCALE 1:100



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NOTES



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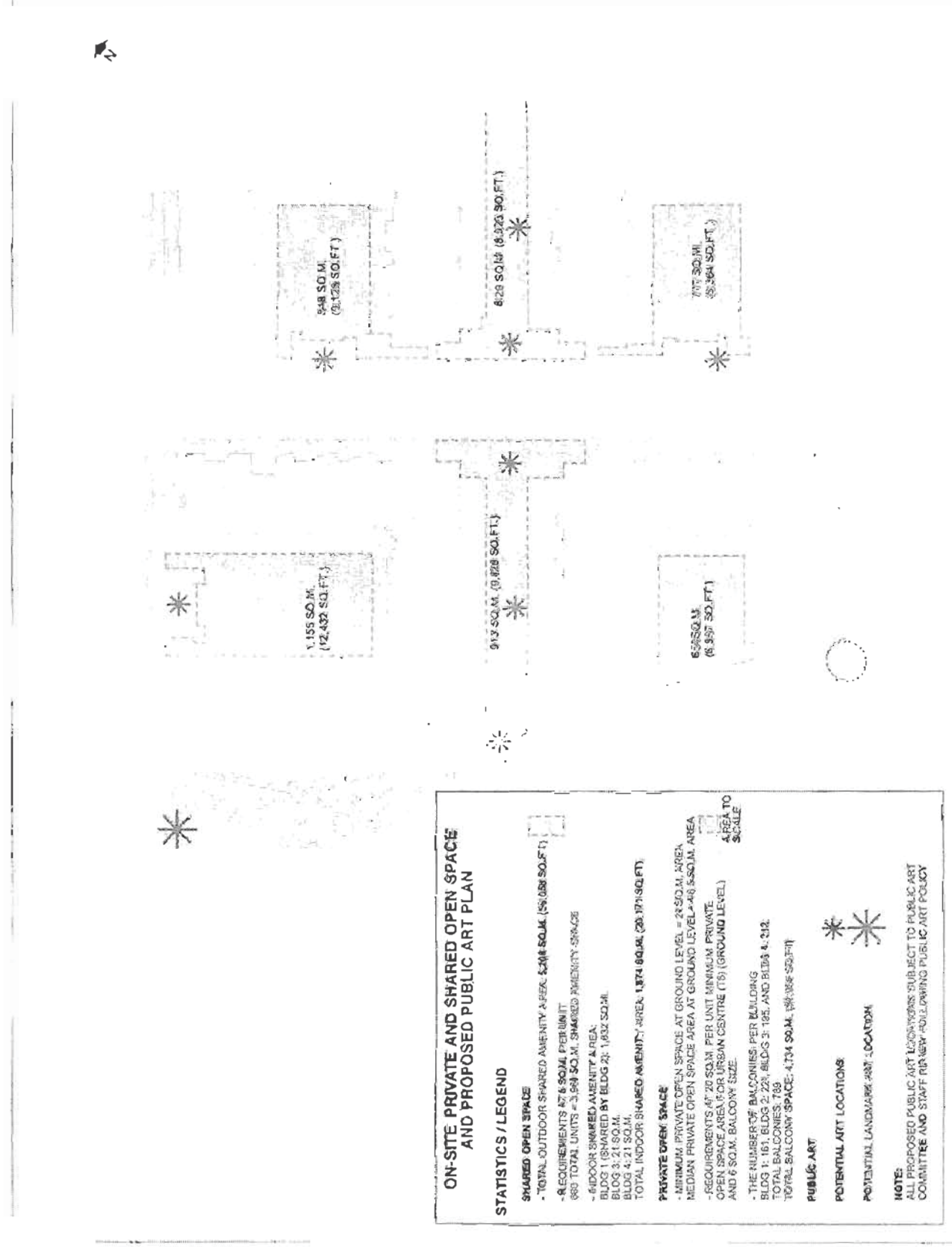
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onri
ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN

ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN

STATISTICS / LEGEND

NOTE:
ALL PROPOSED PUBLIC ART LOCATIONS SUBJECT TO PUBLIC ART COMMITTEE AND STAFF REVIEW FOLLOWING PUBLIC ART POLICY



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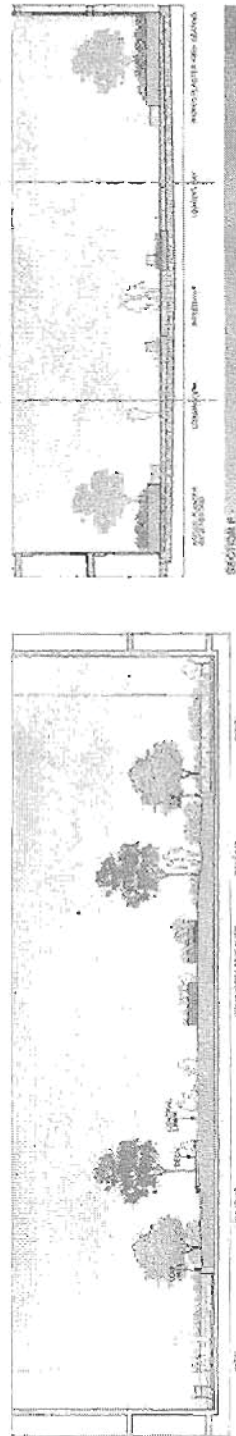
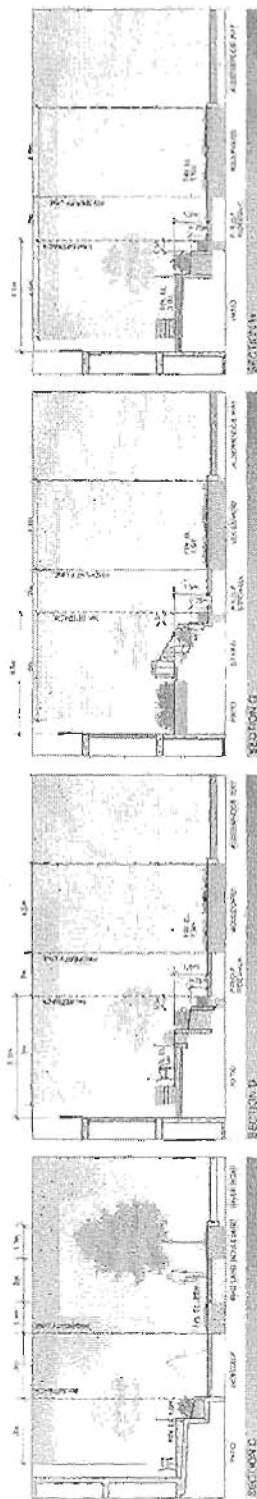
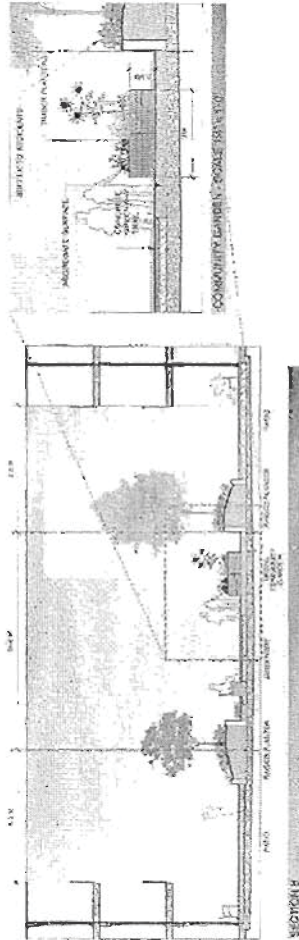
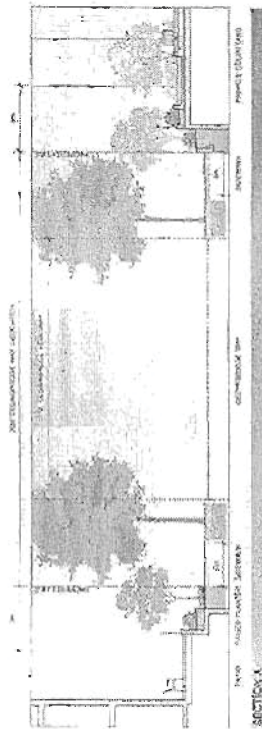
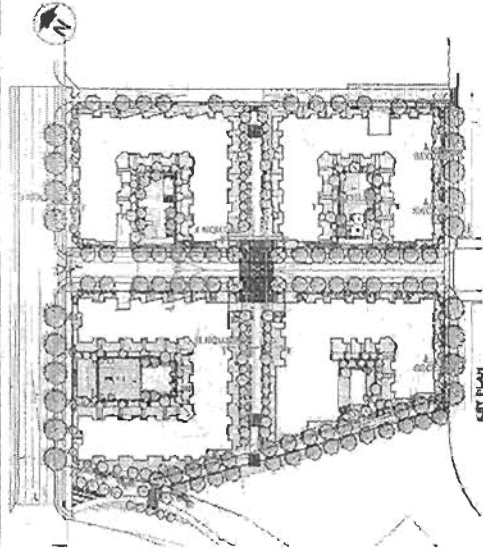
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LANDSCAPE SECTIONS

L3.1



SCHS

1. PROJECT NAME	2. PROJECT ADDRESS
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5. PROJECT ZIP	6. PROJECT PHONE
7. PROJECT FAX	8. PROJECT E-MAIL
9. PROJECT WEBSITE	10. PROJECT URL
11. PROJECT DESCRIPTION	12. PROJECT DATE
13. PROJECT STATUS	14. PROJECT TYPE
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17. PROJECT ENGINEER	18. PROJECT LANDSCAPE ARCHITECT
19. PROJECT PHOTOGRAPHER	20. PROJECT VIDEOGRAPHER
21. PROJECT PAINTER	22. PROJECT CARPENTER
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25. PROJECT MECHANICAL	26. PROJECT ROOFER
27. PROJECT SIDER	28. PROJECT GLAZIER
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59. PROJECT HUMILITY	60. PROJECT GRACE
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63. PROJECT PEACE	64. PROJECT JOY
65. PROJECT LOVE	66. PROJECT KINDNESS
67. PROJECT PATIENCE	68. PROJECT GENTLENESS
69. PROJECT PEACE	70. PROJECT JOY
71. PROJECT LOVE	72. PROJECT KINDNESS
73. PROJECT PATIENCE	74. PROJECT GENTLENESS
75. PROJECT PEACE	76. PROJECT JOY
77. PROJECT LOVE	78. PROJECT KINDNESS
79. PROJECT PATIENCE	80. PROJECT GENTLENESS
81. PROJECT PEACE	82. PROJECT JOY
83. PROJECT LOVE	84. PROJECT KINDNESS
85. PROJECT PATIENCE	86. PROJECT GENTLENESS
87. PROJECT PEACE	88. PROJECT JOY
89. PROJECT LOVE	90. PROJECT KINDNESS
91. PROJECT PATIENCE	92. PROJECT GENTLENESS
93. PROJECT PEACE	94. PROJECT JOY
95. PROJECT LOVE	96. PROJECT KINDNESS
97. PROJECT PATIENCE	98. PROJECT GENTLENESS
99. PROJECT PEACE	100. PROJECT JOY



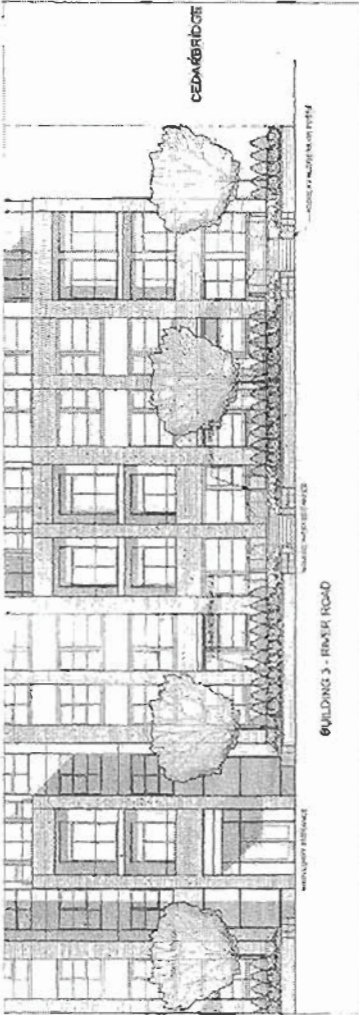
Yamanolo
Architecture Inc.

7771 ALDENBRIDGE WAY
RICHMOND, BC

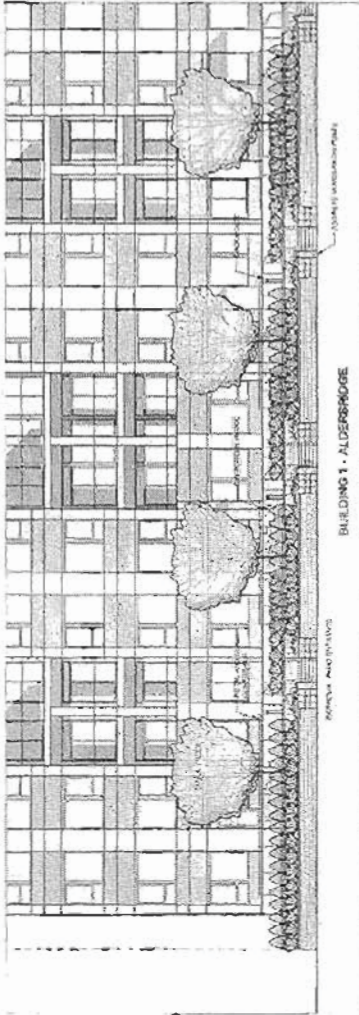


LANDSCAPE ELEVATIONS
AND DETAILS

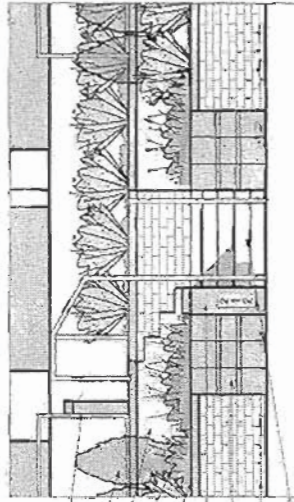
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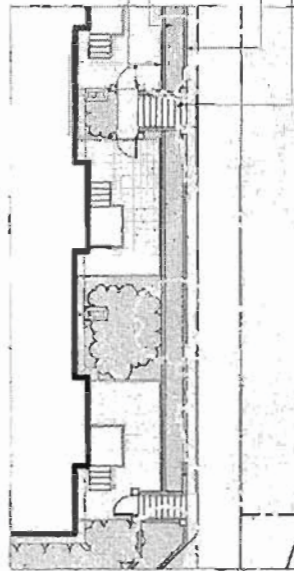
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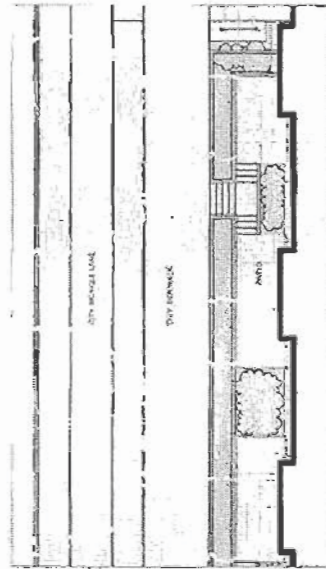
ELEVATION: ALDENBRIDGE WAY - SCALE: 1/80



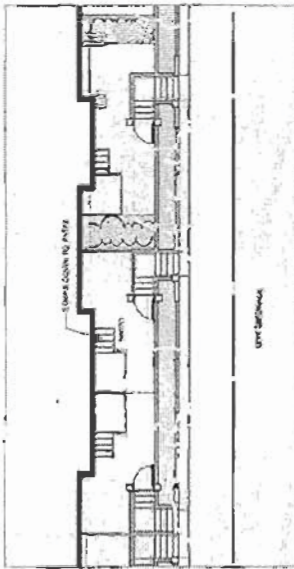
DETAIL: ENTRANCE TO BUILDING 1 - SCALE: 1/40



DETAIL: ENTRANCE TO BUILDING 3 - SCALE: 1/40



SECTION: BUILDING 3 - SCALE: 1/80



SECTION: BUILDING 1 - SCALE: 1/80



Rezoning Considerations

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

Address: ERIC HUGHES, Development Manager

ONNI 7731 Alderbridge Holding Corp. ONNI 7771 Alderbridge Holding Corp. RZ2011-585209

#300-550 Robson St.

Vancouver, BC

V6B 2B7

File No.: RZ2011-585209

Prior to final adoption of Zoning Amendment Bylaw 8884 to rezone the two existing parcels of land at 7731 and 7771 Alderbridge Way (the Subject Lands) from IL to RAH2, the Onni Group of Companies (the Developer) is required to complete the following:

1. **Dedicated Public Roads:** The following roads as described below and generally shown on **Figure 1** and otherwise determined based on the City's approval of the functional design are to be dedicated and secured with interim Statutory Rights of Way secured as outlined below.
 - a. **Cedarbridge Way:** Provision of a 20.0 m wide Statutory Right of Way (SROW) on the **Subject Lands** from Alderbridge Way to the current dedicated north lane (New River Road) for road, utility and Public Rights of Passage purposes in a form satisfactory to the City.
 - b. **River Road:** That part of the City-owned former CPR rail line (free hold parcel: Lot 12, Sec 5/6-4-6, Plan 24195) from Gilbert Road to the east side of the current dedicated lane bounding the east side of the **Subject Lands** will be dedicated as Road.
 - c. **Cedarbridge Way Dedication and Subdivision:** Registration of a legal agreement on the **Subject Lands** prohibiting issuance of any building permit until such lands are subdivided into Lot 1 (West Lot) and Lot 2 (East Lot) with a 20m wide road dedication in the same location of the above-noted SROW as generally shown on **Figure 1**. The agreement will also require that prior to approval of such subdivision of the **Subject Lands**, the existing building on the proposed Lot 1 will be demolished as the building will encroach into the proposed road dedication. A further agreement will be registered that prohibits issuance of a building permit for a building on the proposed Lot 1 until such time there is confirmation to the satisfaction of the City that the existing building on the proposed Lot 2 is not being utilized in any manner that requires vehicle access onto Cedarbridge Way without a traffic and parking management plan, that includes analysis and measures to address traffic operations and safety, and encroachment agreement that are to the satisfaction of the Director of Transportation.
2. **Statutory Rights of Way (SROW) for Sidewalks:** The following areas are required for sidewalks as described below and as generally shown on **Figure 1** are to be secured by SROW for 24-hour-a-day public pedestrian, bicycle, and vehicular circulation and related uses and features, with maintenance provided by the City, providing all necessary access by City and other public utility service providers and for bylaw enforcement activities. Unless as otherwise determined under the approved functional design for the transportation works and the Servicing Agreement, the following SROWs are required:
 - a. **River Road:** Registration of a 3.0 m wide SROW for a 3.0 m sidewalk inside of the entire north property line of the proposed Lots 1 and 2, together with two 4.0 m-by-4.0 m corner cuts at the intersection of River Road and Cedarbridge Way. (Not eligible for DCC credits.)
 - b. **Alderbridge Way:** Registration of a 2.0 m wide SROW for a 2.0 m sidewalk inside of the entire south property line of the proposed Lots 1 and 2, together with two 4.0 m-by-4.0 m corner cuts at the

PH-2-143

intersection of Alderbridge Way and Cedarbridge Way. (Sidewalk within SROW not eligible for DCC credits.)

- c. **East Lane:** Registration of a 2.0 m wide SROW for a 2.0m sidewalk inside of the east property line of the proposed Lot 2 adjacent to the southern part of the adjacent current dedicated lane for a minimum of 20 m. past the driveway letdown for Building 4 and as generally shown adjacent to future paved portion of the lane shaded in grey on **Figure 1**, whichever is greater. (Not eligible for DCC credits.)
3. **Statutory Rights of Way (SROW) for Greenway & Pedestrian Link:** The following areas described below and as generally shown on **Figure 2** are to be secured by SROW for 24-hour-a-day public pedestrian, bicycle, and vehicular circulation and related uses and features, providing all necessary access by City and other public utility service providers and bylaw enforcement activities. Unless as otherwise determined under the approved Development Permit plans and the City Servicing Agreement to be approved as a condition of rezoning, the following SROWs are required:
- a. **East-West Greenway:** Registration of a 10.0m wide SROW for 24-hour-a-day public access and use for pedestrian, bicycle and related uses and features, providing all necessary access by emergency services, City and other public utility service providers, including bylaw enforcement activities. The SROW will extend from the east to west boundaries of the **Subject Lands** except for the Cedarbridge Road dedication and North-South Pedestrian Link as shown on **Figure 2**. The below-grade parking structures and community garden plots may be located within the SROW, provided that such elements do not compromise the City's intended public use and enjoyment of the spaces as determined to the satisfaction of the City. Design, security for construction, and owner maintenance, liability and other terms of the area under the SROW are to be to the satisfaction of the City as a condition of bylaw adoption.
 - b. **North-South Pedestrian Link:** Registration of a 5.0m wide SROW for 24-hour-a-day public access and use for pedestrian, bicycle and related uses and features, providing all necessary access by emergency services, City and other public utility service providers, including bylaw enforcement activities. The SROW will extend from the north to south boundaries of the **Subject Lands** as shown on **Figure 2**. A required retaining wall along west boundary of may be located within the SROW, provided that element does not compromise the intended public use and enjoyment of the spaces as determined, to the satisfaction of the City. The SROW will include a process for removal of the retaining wall in the future by either the City or adjacent property owner to the west. Design, security for construction, and owner maintenance, liability and other terms of the area under the SROW are to be to the satisfaction of the City as a condition of bylaw adoption.
4. **Flood Covenant:** Registration of the City's standard flood indemnity covenant on title ensuring that there is no construction of habitable area below the Flood Construction Level of 2.9 m (Area A).
5. **Tandem Parking Covenant:** Registration of the City's standard covenant on title ensuring that tandem parking spaces in each building are occupied by the owners of the same strata lot is required.
6. **Noise Covenant(s):** Registration of covenants below on title is required for:
- a. Aircraft Noise Sensitive Use Development (Residential) covenant based on the City's standard covenant; and
 - b. Industrial Noise covenant to require that the buildings be constructed to address the maximum noise levels set-out in item 15(b) below.
7. **District Energy Utility (DEU):** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing that "no development" will be permitted on the subject site and restricting Development Permit* issuance until, the Developer enters into legal agreement(s) in respect to the Developer's commitment to connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:
- a. Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and

- b. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

8. **Affordable Housing Agreement:** Registration of the City's standard Housing Agreements to secure 38 affordable housing (low-end market rental) to the satisfaction of the City that the combined habitable floor area of which units shall comprise at least 5% of the subject development's total residential building area (including common areas, such as hallways and lobbies). The terms of the Housing Agreements shall indicate that they apply in perpetuity. The terms specify the types and sizes of units (or as adjusted to the satisfaction of the City and Developer) in Tables 1 and 2, and rent levels and tenant household incomes as set out in Table 2.

Table 1: Affordable Housing Unit Locations

FLOORS	BUILDING 1				BUILDING 3				BUILDING 4				TOTAL			
	NOs.		AREA	TOTAL	NOs.		AREA	TOTAL	NOs.		AREA	TOTAL	NOs.		TOTAL	AREA
	1 BED	2 BED			1 BED	2 BED			1 BED	2 BED			1 BED	2 BED		
3	-	2	864	1,728	-	4	864	3,456	-	4	864	3,456	-	10	10	8,640
									-	3	888	2,664	-	3	3	2,664
									1	-	635	635	1	-	1	635
2	-	2	864	1,728	-	4	864	3,456	-	4	864	3,456	-	10	10	8,640
	2	-	600	1,200	-				-	3	888	2,664	2	3	5	3,864
									-	2	866	1,732	-	2	2	1,732
									2	-	600	1,200	2	-	2	1,200
									1	-	645	645	1	-	1	645
1		2	888	1,776					1	-	564	564	1	2	3	2,340
									1	-	570	570	1	-	1	570
TOTAL	2	6		6,432	-	8		6,912	6	16		17,586	8	30	38	30,930

Table 2: Affordable Housing Target Groups

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom	8**	50 m2 (535 ft2)	\$925	\$37,000 or less
2-Bedroom	30**	80 m2 (860 ft2)	\$1,137	\$45,500 or less

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

** All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

9. **Ensuring Affordable Housing:** Registration of a legal agreement requiring each of the four buildings be constructed as set out in the above section and preventing issuance of a final Building Permit inspection granting occupancy for each of the four buildings until confirmation is provided by City Housing staff confirming that the required number of Affordable Housing units as shown in the above tables have been constructed to the satisfaction of the City. The agreement will specify that the issuance of a final Building Permit inspection granting occupancy for Building 2 or 3 is prohibited until the affordable housing units in Building 1 are completed and issued a final Building Permit inspection granting occupancy and a building permit is issued for Building 4 which includes the affordable housing units set-out in Table 1. The agreement will also ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
10. **Indoor Shared Amenity Space:** Registration of reciprocal access easement and other legal agreements as required on the proposed Lots 1 and 2 will be required to ensure that not less than 10,235 ft² shared indoor amenity, with an included indoor swimming pool, is provided within the first building to be constructed on the Subject Lands, being Building 1, as shown on **Figure 1** and that appropriate mechanisms to allow for shared access, use and management and use and cost sharing costs for operations and maintenance for such

shared amenity space is provided to all units within all of the buildings. The reciprocal access easement / other legal agreement will be between the owners of Lots 1 and 2, but with the City identified as a grantee to ensure that the agreements which not be discharged and or changed without City approval. The reciprocal access easement / other legal agreement will also specify that the issuance of a final Building Permit inspection granting occupancy for Building 2, 3 or 4 is prohibited until Building 1 is completed and has been issued a final Building Permit inspection granting occupancy.

11. **Public Art:** City acceptance of the Developer's offer voluntarily provide \$440,411 to Richmond's public program with a cash contribution of \$139,700 provided to the public art reserve fund for a Landmark Art piece, providing a security in a form acceptable to the City for \$300,711 for other Public Art (as shown on Figure 2) and a detailed Public Art Program prior to adoption of rezoning. The calculations are based on \$0.75/ft² of eligible building floor area of 587,214 ft² (excluding basic universal accessible housing and affordable housing). The Developer will be invited (but not required) to participate in the selection process for the Landmark Art piece. It should be noted in addition to \$139,700, the previous Onni contribution of \$210,300 for the ORA development on Hollybridge Way will be used for the Landmark Art piece at Gilbert and New River Road to reach the City's budgetary goal for larger sculptural works of \$350,000 as outlined in the City's *City Centre Public Art Plan*.
12. **Community Planning Program:** City acceptance of the Developer's offer to voluntarily contribute \$149,543 towards Richmond's community planning program fund (based on \$0.25/ft² of total building area, excluding affordable housing units) with \$37,386 (25% of the total) provided to the City prior to rezoning adoption. A legal agreement will be registered that requires contribution of \$112,157 (75% of the total) to the City prior to issuance of a building permit for the second of four buildings on the Subject Lands.
13. **Transportation Demand Management:** As also set in "Schedule 1" to this letter, The Developer requests an overall parking reduction of 7.5% below the parking requirements set out in Bylaw 8500 with a reduction of the visitor parking from 0.20 to 0.15 spaces/unit which results in required visitor parking of 99 stalls (25% reduction), residential parking of 750 stalls (4% reduction) for a total visitor and residential parking of 849 stalls. Within the overall maximum 7.5% reduction, there may be adjustment as to the breakdown of the reduction by the Developer for visitor and resident parking spaces, but only to the satisfaction of the City. In lieu of this reduction, the City accepts the Developer's offer to voluntarily:
 - a. Contribute \$100,000 to the City for the construction of a 3.0m bike/pedestrian pathway along the east side of Gilbert Road from the southern end of the Developer's required frontage improvements to Lansdowne Road. (Not eligible for DCC credits.)
 - b. Contribute \$25,000 to the City for a City Centre-type bus shelter. (Not eligible for DCC credits.)
 - c. Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building permits for each building with confirmation that such have been provided as a condition of issuance of an occupancy permit for each building:
 - i. Provision of 20% of the total resident parking spaces in each parkade with 120 or 240 volt (voltage as determined by Onni) electric service for vehicle plug-ins with conduits, circuits breakers, wiring in form acceptable to the Director of Transportation (actual outlets to be provided later by strata owners).
 - ii. Provision of one standard 120 volt electric plug-in for every 40 resident bicycle parking spaces in a form acceptable to the Director of Transportation.
14. **Transportation, Parks and Engineering Works under Servicing Agreement(s) (SA):** Enter into a Servicing Agreement (SA)* for the design and construction, at the Developer's sole cost, of full upgrades across and adjacent to the Subject Lands for road works, transportation infrastructure, street frontages, water, sanitary and storm sewer system upgrades, and related works as generally set out below. Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation and Manager, Parks – Planning and Design. All works shall be completed with regards to timing as set out in the SA and above-noted covenant and legal agreements in the Rezoning Requirements. Refinements to the Engineering Works requirements may occur through the SA process. Furthermore, other neighbouring developers may be constructing some of the engineering services

listed below. These factors, together with project phasing, will be taken into consideration in the phasing of securities for engineering services.

a. Transportation Works

SA works will include, but may not be limited to, the following as works included within "Schedule 1" attached to and forming part of this letter.

b. Engineering Works:

SA works will include, but may not be limited to, as set out in the following table:

Storm sewer upgrade requirements:

1) General

From CP Railway frontage (i.e., new River Road) to outfall of Hollybridge Canal (at corner of Hollybridge Way and existing River Road).

a. Upgrade the existing ditch to 1200mm diameter storm main from manhole D8 to 185 meters northeast along the proposed site's CPR frontage (i.e., new River Road).

b. Upgrade the existing ditch to 1200mm diameter storm main from manhole D5 to 222 meters northeast along proposed new River Road (manhole D8 at junction of Gilbert Road).

c. Upgrade the existing ditch to 1500mm diameter storm main from junction of Hollybridge Way and CP Rail ROW (manhole D4) to 80 meters northeast along proposed new River Road (manhole D5).

d. Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of existing River Road and Hollybridge Way (manhole D1 in the analysis) to 205 meters southeast along Hollybridge Way (manhole D4).

e. Upgrade the existing 750mm diameter to a 1500mm diameter storm main from manhole D1 (in the analysis) to outfall with an approximate length of 8m.

2) Gilbert Road frontage

a. Upgrade the existing ditch to 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at the CPR frontage.

3) Future Cedarbridge Way frontage

a. Provide the greater of a) 600 mm and b) OCP size by the Developer, as per City requirements. The proposed storm sewer in future Cedarbridge must be interconnected to the proposed storm sewers at the CPR and Alderbridge Way frontages.

4) Alderbridge Way frontage

a. Upgrade the existing 250mm and 300mm diameter storm sewers from east

to west property line of the proposed site to 600 mm diameter.

b. Upgrade the existing 300mm to 750mm and existing 375mm to 900mm diameter storm sewers from the west property line of the proposed site to the existing box culvert at Lansdowne Road.

c. Manhole locations to be determined in the Servicing Agreement design.

d. As an alternative to 4) a. and b. provide a single storm sewer system, sized to OCP conditions, from the site's east property line (i.e., east property line of 7771 Alderbridge Way) to the existing box culvert at Lansdowne Road.

Sanitary sewer upgrade requirements:

a. Upgrade the existing 200 mm diameter to 450 mm diameter from SMH 4738 (manhole S70) to 90 meters northeast along old CPR right of way to SMH 4737 (manhole S60).

b. Upgrade the existing 200 mm diameter to 375 mm diameter from SMH 4699 (manhole S50) to 80 meters southwest along old CPR right of way to SMH 4737 (manhole S60).

c. Provide a 525mm diameter sanitary main in the future Cedarbridge Way from SMH 4737 (manhole S60) to a new manhole located 220 meters south going to Alderbridge Way.

d. Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to 80 meters east to SMH 4690 (manhole S20).

d. Upgrade the existing 200 mm diameter to 525mm diameter from SMH 4690 (manhole S20) to 94 meters southeast to existing lane between 7740 Alderbridge Way to 5003 Minoru Boulevard at SMH 4688 (manhole S10).

e. Upgrade the existing 300 mm diameter to 600 mm diameter from SMH 4688 (manhole S10) to 69 meters southwest to existing Minoru Pump station.

f. Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.

g. Both current sanitary mains located within the Subject Lands will need to be removed by the Developer and the SROs in which they are located are to be discharged from title.

Water Works and Review:

- a. Water System: Using the OCP 2021 maximum day model, there is 346 L/s available at 20 psi residual. Based on the proposed application, the development requires a minimum fire flow of 275 L/s. Water analysis is not required. However, once the applicant has confirmed the building design at the building permit stage, the Developer will need to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
- b. Provide watermains (minimum 200mm diameter, per City's requirements) at the proposed site's CPR and future Cedarbridge Way frontages.

General:

Undergrounding of Overhead Utilities:

As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line located within the "new" River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within "new" River Road to accommodate the undergrounding of private utilities, to the satisfaction of the City. (No DCC credits are applicable.)

DCC Credits:

DCC credits are available for the following:

1. Sanitary Sewer

- a. gravity sanitary sewer along the development frontage on New River Road;
- b. gravity sanitary sewer along the Cedarbridge Way or the lane between New River Road the lane south of Alderbridge Way; and
- c. gravity sanitary sewer from the Minoru sanitary pump station to approx 70m northeast.

2. Storm Sewer

Storm sewer along on New River Road intended to replace storm sewer on old River Road.

Latecomer Agreements:

Latecomer Agreements will be available for sanitary and storm upgrades that are not frontage improvements as only provided by the Local Government Act.

c. Greenway and Boulevard Landscape Works (Parks)

SA works will include, but may not be limited to, the following:

- i. All works within the East-West Green Link and North-South Pedestrian Link described above and boulevard grass and tree plantings on public roads including, but not limited to, the works shown on the preliminary plans dated February 8, 2012 prepared by Sharp & Diamond Landscape Architecture Inc. entitled "7731, 7771 Alderbridge Way" (which are attached to the staff report for this development to the Planning Committee of April 17, 2012) to the satisfaction of City Parks staff; and
- ii. Acknowledging that the City will construct the Gilbert Greenway works (located at the back of the approximate 50 m of the Gilbert Road widening and frontage improvements constructed by the

Developer within the Gilbert Road allowance detailed under Schedule 1) at an appropriate date in the future.

15. **Development Permit:** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development with the following elements being addressed:

- a. **Basic Universal Accessible Housing:** A notation on the architectural plans requiring and describing how the 502 Basic Universal Housing units meet all of the requirements of Zoning Bylaw 8500, except where Section 4.16.11 (front entry door clearance provision) may be varied by Council.

Basic Universal Housing Unit Locations

West Lot

FLOORS	BUILDING 1						BUILDING 2						TOTAL					
	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units
	1 BED	2 BED	3 BED				1 BED	2 BED	3 BED				1 BED	2 BED	3 BED			
6	7	21	5	18	17,500	12	3	21	4	28	27,101	22	5	37	9	46	44,601	34
5	1	15	6	22	21,469	16	3	22	5	30	30,754	23	4	37	11	52	52,223	39
4	11	28	-	29	25,321	18	8	28	-	36	33,206	28	19	46	-	65	58,527	46
3	11	18	-	29	25,321	18	8	28	-	36	33,398	28	19	46	-	65	58,719	46
2	2	14	-	23	20,937	14	6	17	-	35	33,398	27	17	41	-	58	54,335	41
1	5	24	-	19	19,667	14	9	26	-	35	33,158	26	14	40	-	54	52,825	40
TOTAL	39	90	11	140	130,216	92	39	152	9	200	191,015	154	78	242	20	340	321,230	246
	28%	64%	8%	100%	41%		20%	76%	5%	100%	59%		23%	71%	6%	100%	100%	

East Lot

FLOORS	BUILDING 3						BUILDING 4						TOTAL					
	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units
	1 BED	2 BED	3 BED				1 BED	2 BED	3 BED				1 BED	2 BED	3 BED			
6	-	21	4	15	17,131	12	-	31	4	15	17,136	12	-	27	8	30	34,267	24
5	-	25	6	21	24,639	17	-	46	6	22	24,925	18	-	31	12	43	49,564	35
4	5	26	-	31	27,911	26	5	26	-	31	27,642	26	10	52	-	62	55,753	52
3	5	26	-	31	27,911	26	5	26	-	31	27,842	26	10	52	-	62	55,753	52
2	6	25	-	31	27,911	25	6	25	-	31	27,956	25	12	50	-	62	55,867	50
1	9	22	-	31	28,191	22	9	21	-	30	27,266	21	18	43	-	61	55,457	43
TOTAL	25	119	10	160	153,694	128	25	125	10	160	152,967	128	50	250	20	320	306,661	256
	16%	78%	6%	100%	50%		16%	78%	6%	100%	50%		16%	78%	6%	100%	100%	

- b. **Airport and Industrial Noise Report:** A notation on the architectural plans requiring and describing the required submission of a report that addresses aircraft noise following the provisions of the City's Official Community Plan for aircraft noise and industrial noise generally. The report's recommendations for the proposed development will require that the buildings are designed in a manner that mitigates potential aircraft and industrial noise within the proposed dwelling units with the architect of record providing a letter of assurance conformance adherence to the report and his/her plans prior to issuance of an occupancy permit for each building. Dwelling units must be designed and constructed to achieve:

- 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

- the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent applicable ASHRAE standard.

16. **LEED Silver:** Submission of letter with from the Architect of Record as a requirement of issuance of building permit confirming that the building phase (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to meet such LEED criteria. The architect of record or

LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building. The LEED criteria to met must include:

- a. Heat Island Effect: Roof Credit
- b. Storm Water Management Credit

17. **Landscape Plan:** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The final Landscape Plan will include the elements shown on the preliminary plan dated February 8, 2012 prepared by Sharp & Diamond Landscape Architecture Inc. entitled "7731, 7771 Alderbridge Way" with final DP-level detail to be completed by the **Developer** the satisfaction of the City which is attached to the staff report to Planning Committee for the development.

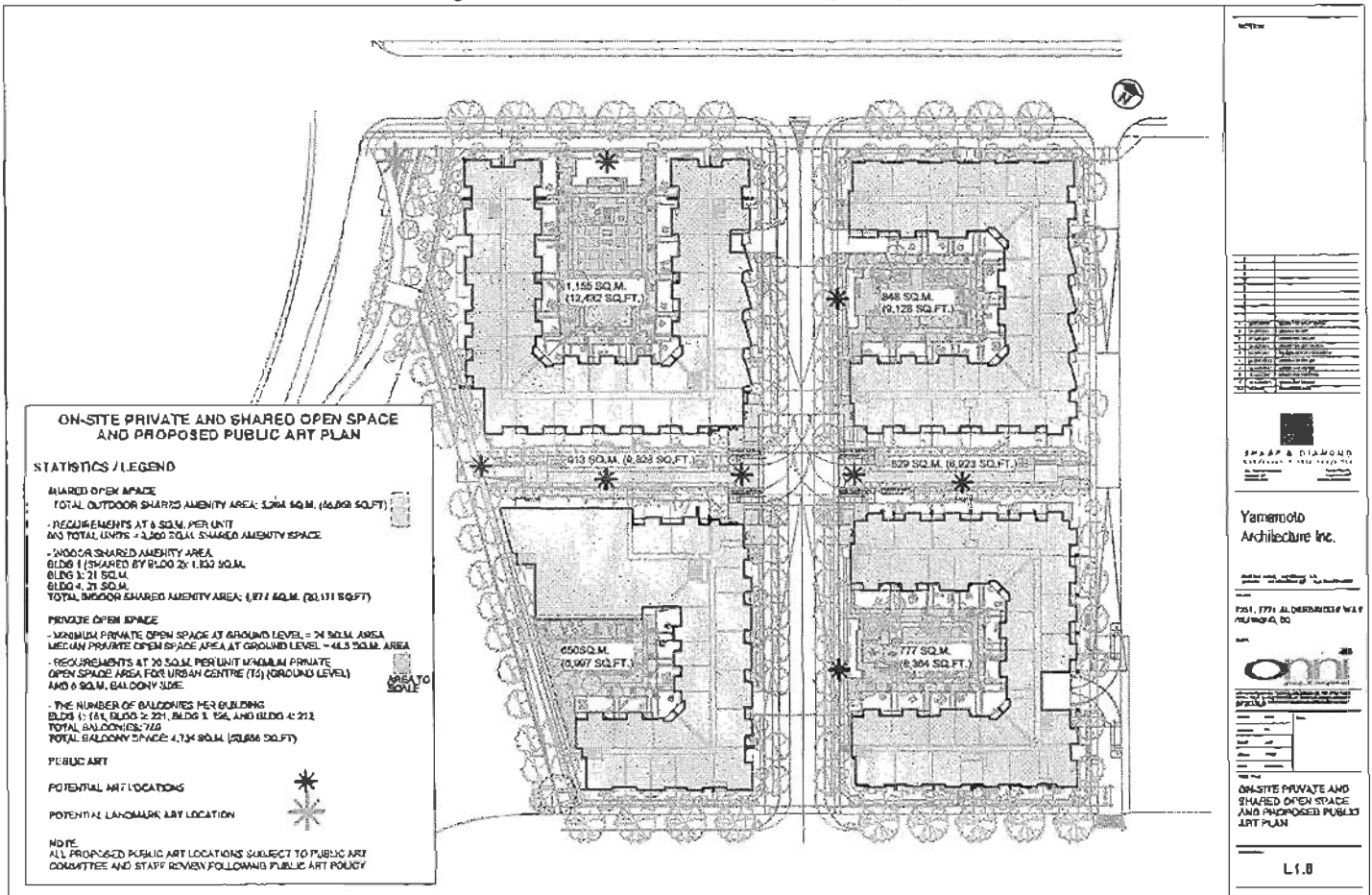
Notes:

- * Item requiring a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property 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. The form and content of all agreements shall be to the satisfactory to the Director of Development.

The subject Zoning Amendment Bylaw 8884 will include a provision that effectively enables calculation of density on that part of Cedarbridge Way dedicated as road as consideration for adoption of Bylaw 8884.

Figure 2: Public Art & On-Site Open Space



Schedule 1: Rezoning Considerations

7731/7771 Alderbridge Way Rezoning Application

Transportation Servicing Agreement Requirements

Transportation SA Requirements: All transportation improvements identified in the City-approved Transportation Impact Assessment (TIA) and over the course of the rezoning application process are to be addressed via the servicing agreement process for this development. A City-approved “Preliminary Functional Roads Plan” is attached (**Figure 1**). Complete and detailed road and traffic management design is subject to final functional design approved by the Director of Transportation. The transportation-related Servicing Agreement works will include, but are not limited to the following:

(i) Construction of New River Road (Only between Gilbert Road and East Lane) – The scope of work includes the construction of a full new roadway (the length of which is equivalent to the length of the north development frontage) between Gilbert Road and East Lane (the north-south lane along the east development frontage). The Developer is responsible for building the full road cross-section from the site frontage to the north curb inclusive (with a minimum 1.0 m wide hard surface clearance area and retaining wall at the back of the north curb). The Developer will conduct a contaminated site study and possible minor remediation of the land to the satisfaction of the City within this road with the costs being paid by the Developer (the costs of which are eligible for Road Works DCC credit at building permit). This roadway is to be completed as part of Phase 2 of the development (Building 2 –northwest quadrant of site) and prior to “Final Building Permit Inspection” granting occupancy for Phase 2. DCC credits are available for road works completed within the dedicated road right-of-way as defined in the City DCC program. This new road project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- All road elements and frontage improvements are to be placed within the 26.21 m City dedicated road allowance (includes current City lane allowance and former CPR line parcel dedicated as road) with the exception of the 3.0 m wide sidewalk (to be placed within the building setback and secured via a Public Right of Passage Statutory Right of Way (SROW), with two 4 m x 4 m corner cuts (at both sides of the intersection with Cedarbridge Way), are to be provided at rezoning subject to the Public Rights of Passage being able to be converted to dedication by the Developer as part of. The alignment of this roadway is to be centered within the city road right-of-way, i.e. consistent with the New River Road alignment established west of Gilbert Road. This road is to be built to an elevation of 2.6 m geodetic with a maximum 5% slope transitioning to the centerline of Gilbert Road at the New River Road intersection.
- The ultimate lane configuration, upon completion of construction, shall consist of two westbound traffic lanes, two eastbound traffic lanes and a left turn lane at the Gilbert Road/New River Road intersection. Elsewhere along this roadway, a level grade median is to be provided to separate eastbound and westbound traffic. The median shall have decorative paving treatment with features/finishings to be determined by the city. The lane widths are 3.25 m (curb lanes) and 3.2 m (other lanes and median).
- The frontage improvements of this road project shall consist of curb and gutter on both sides of the road, a 1.71 m wide landscaped boulevard (with a single row of street trees at 6.0 m on center), 1.8 m wide off-road bike lane (inclusive of two 0.15 m level grade concrete bands along the edges of the bike lane), 1.55 m wide buffer (with bollards and street furniture, street trees, and/or other features designed to separate pedestrian and cyclist traffic), 3.0 m sidewalk, banner poles, hard landscape features, street furnishings, and street lights. At the bus stop (location to be determined by the city in consultation with Coast Mountain Bus Co.), the boulevard shall be widened to 2.7 m to accommodate bus shelter/transit accessibility requirements and the 1.55 m buffer width shall be reduced to 0.55 m to respect the width of the existing city right-of-way. The design of the plaza area at the southeast corner of the Gilbert Road/New River Road intersection is to be coordinated in conjunction with City Parks and Planning with the overall layout of the intersection to ensure that safe and efficient pedestrian and cyclist movements are accommodated.

- In the interim time period (before the ultimate New River Road is extended to the northeast), the traffic operations along this section of New River Road shall be as follows: two-way traffic between Gilbert Road and interim River Road junction, one-way eastbound between interim River Road junction and Cedarbridge Way, and two-way traffic between Cedarbridge Way and East Lane. Concrete barriers shall be placed to direct traffic to respect the interim traffic operations. When New River Road is extended to the north, two-way traffic will be permitted between Gilbert Road and East Lane. At the New River Road/Cedarbridge Way intersection, traffic movements will be limited to right-in/right-out (enforced by channelization and signage) and a special crosswalk is required to provide a pedestrian connection to the future waterfront park on the north side of New River Road. The East Lane shall be closed to vehicular traffic at New River Road.
- In the interim conditions, vehicle access to the development along New River Road shall be limited to the Cedarbridge Way intersection. No driveway or other vehicle access will be permitted along this new roadway.

(ii) Widening of Alderbridge Way (along development frontage) - The scope of work includes: 2.0 m road widening over the length of the development south frontage to allow for the construction of future left turn lanes; 20:1 taper sections to tie the road widening section to the existing pavement east and west of the development; frontage improvements; and the signalization of the Alderbridge Way/Cedarbridge Way intersection. This roadway is to be completed as part of Phase 1 of the development (Building 1 - southwest quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 1. Road Works DCC credits are applicable, but not for the sidewalks completed within the Public Rights of Passage SROW. This road widening project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The lane configuration, upon completion of the 2.0 m road widening, shall consist of two eastbound traffic lanes and two westbound traffic lanes. (with left turns allowed in the center lanes at the Cedarbridge Way and East Lane intersections). The widened portion of the road shall be tied back to existing pavement east and west of the development with a 20:1 taper. Frontage improvements are to include curb and gutter along the development side of the road, a 2.0 m sidewalk and a minimum 1.65 m treed boulevard.
- At the Alderbridge Way/Cedarbridge Way intersection, a full signalized intersection shall be constructed.
- Vehicle access to the development along Alderbridge Way shall be limited to the Cedarbridge Way and East Lane intersections. No other driveway or vehicle access will be permitted along the development frontage of Alderbridge Way once the development is complete.

(iii) Construction of Cedarbridge Way (between New River Road and Alderbridge Way) - The scope of work includes the construction of a new roadway that extends Cedarbridge Way from Alderbridge Way to New River Road. The Developer is to build the full cross-section including two traffic lanes, two parking lanes, frontage improvements, and traffic calming measures. This roadway is to be completed as part of Phase 1 of the development (Building 1 - southwest quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 1. Road Works DCC credits are not available for this road construction projects. This project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The lane configuration of this roadway, upon completion of construction, shall consist of two traffic lanes and two parking lanes (total 12 m wide pavement). At the Alderbridge Way intersection, the parking lanes are to be removed to accommodate two departure lanes and one receiving lane. At the New River Road intersection, the two parking lanes are removed to make provision for right-in/right-out channelization. This section of Cedarbridge Way is to be raised at the north end (maximum 5% grade) to meet the elevation of New River Road. The frontage improvements shall include, on both sides of the road, curb and gutter, a 2.35 m sidewalk and a minimum 1.65 m treed boulevard.

- At the Cedarbridge Way/east-west greenway intersection, curb extensions (maximum 2.5 m measured from curb face) and a marked level grade crosswalk are required.
- At the Alderbridge Way/Cedarbridge Way intersection, a fully signalized intersection shall be constructed. At the Cedarbridge/New River Road Intersection, channelization is required to restrict access to right-in/right-out movements only.
- Vehicle access to the development along Cedarbridge Way shall be limited to one parkade entrance driveway each for Buildings 1/2/3. Access to Building 4 shall be via the East Lane. Access to the loading area for each building is to be accommodated along the roll curb section of the curb extensions at midblock on Cedarbridge Way. No other driveway or vehicle access to the development will be permitted on Cedarbridge Way.

(iv) Widening of Gilbert Road - The scope of work includes the full curb to curb widening of Gilbert Road for a distance that is equivalent to the length of the development Gilbert Road frontage (approximately 50 m). This project is to start from a distance of approximately 30 m south of the New River Road/Gilbert intersection towards the south and is to end with 30:1 tapers to tie to the existing pavement. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. This road widening project is to be completed as part of Phase 2 of the development (Building 2 - northwest quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 2. Road Works DCC credits are available for road works completed within the dedicated road right-of-way as defined in the City DCC program. This road widening project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The lane configuration shall consist of two northbound traffic lanes, two southbound traffic lanes, northbound and southbound left turn lane (at the New River Road intersection), northbound and southbound bike lanes and a raised median with landscaping. The construction of the median is to include banner poles and/or other hard landscape features. The lane widths are 3.25 m (all traffic lanes) and 1.8 m (bike lanes).
- The signalization of the New River Road/Gilbert Road intersection will be constructed by a separate development in the vicinity. The subject development is responsible for any modifications to the installed traffic signals that are required as a result of the construction of the section of New River Road (between Gilbert Road and East Lane) and frontage works carried out at the southeast corner of New River Road/Gilbert Road. The details of the required signal modifications are described under a separate section in the Transportation SA requirements.

(v) Widening of East Lane - The scope of work includes the widening of the existing 6.0 m wide lane along the development east frontage by 2.0 m to provide a sidewalk and lighting strip (lighting is to be provided) by the Developer. The lane widening project is to be completed as part of Phase 4 of the development (Building 4 -southeast quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 4. DCC credits are not available for this project. The widening of East Lane shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The interim cross-section of the lane shall consist of a 2.0 m wide sidewalk/lighting strip and 6.0 m wide pavement. The extent of widening is from Alderbridge Way to at least 20 m past the parkade entrance to Building 4 or as shown on Figure 2 whichever is greater subject to review of the plan for greenway north of this section of lane. The existing pavement of the lane over the length of the widening is to be resurfaced. As part of the redevelopment of the site to the east, the lane will be widened to 7.5 m and a 1.5 m wide sidewalk will be provided.
- The section of the existing lane north of the lane widening to be carried out by this development will be converted to a pedestrian pathway with the current right of way dedication or as part of SROW over the closed lane that may be included as part of the future development to the east). A preliminary ultimate design for the pathway (subject to amendment by the future development to the east with consultation with the Developer), incorporating these design criteria, is to be prepared by this development: connection of the lane at the north end to meet the grade of New River Road; providing a pedestrian crossing at the greenway; and making provisions for any utility requirements (e.g. storm

main). An interim design (i.e. before the site east of the lane is redeveloped) is also to be prepared. The interim design is expected to meet all access, vehicular/pedestrian circulation, loading and utility requirements, but will not compromise the execution of the ultimate design. If any temporary works, including stairs, to be located within the road dedication will need to be secured by a City encroachment agreement that ensures their ultimate removal at the cost of the Developer.

- Vehicle access to the development from East Lane is limited to the parkade entrance to Building 4. Vehicle access to the site from New River Road via East Lane will be closed upon the completion of the pathway and redevelopment of the adjacent site to the east.

(vi) Timing of Road and Traffic Improvements - The timing of the various road and traffic improvements is tied to the development phases as described elsewhere in this document and as follows. These improvements are to be completed prior to "Final Building Permit Inspection" granting occupancy for the respective development phases as described on **Figure 1** and including, but not limited to:

- Phase 1 (Building 1 - southwest quadrant of site) - Alderbridge Way widening for its entire length; construction of entire length of Cedarbridge Way, entire length of New River Road, modification of the future traffic signal at the Gilbert/New River Road intersection and construction of all frontage works facing Building 1.
- Phase 2 (Building 2 - northwest quadrant of site) - Construction of all frontage works facing Building 2 including the Cedarbridge Way frontages and New River Road frontages, and the Gilbert Road widening with its frontage works being constructed only at the direction of the Director of Transportation in consultation with the Manager of Parks.
- Phase 3 (Building 3 - northeast quadrant of site) - Construction of all frontages works facing Building 3 including those on the Cedarbridge Way and New River Road frontages.
- Phase 4 (Building 4 - southeast quadrant of site) - All remaining frontage works are to be finished, including the Cedarbridge Way and Alderbridge Way frontages and all East Lane works to the extent as shown on Figure 1 or 20m past the driveway entrance to Building 4, whichever is greater.

NOTE: All frontage works (including curb & gutter, bike paths, boulevards, boulevard landscaping, sidewalks and pedestrian and vehicle letdowns and bus shelters as specified for each building in Figure 1) are to be constructed fronting each building site prior to "Final Building Permit Inspection" granting issuance for each of the subject building. The Developer may elect to undertake more works than outlined in phases above or change the order of the phasing only with explicit written permission of the City's Director of Transportation and submission of a revised Functional Road Plan and TIA.

(vii) Traffic Signals and Special Crosswalk - The following traffic control devices are to be provided at the full cost of the Developer. Property dedication or Public Rights of Passage right-of-ways (exact dimensions to be confirmed through the SA process) for the placement of traffic controller cabinet and other traffic signal equipment is required. The timing of the construction of these traffic control devices will be determined by the city.

- The Alderbridge Way/Cedarbridge Way intersection is to be signalized. The traffic signal requirements include: concrete bases, poles, conduit, junction boxes, cable, signal displays, vehicle detection devices, accessible pedestrian signals, illuminated street name signs, and installation of new communications conduit and cable.
- Modifications to the future traffic signals at the Gilbert Road/New River Road intersection will need to be made. The traffic signal modifications may include but are not limited to the following: repair, modification and/or installation of vehicle detection; relocation and/or replacement of traffic signal poles, bases, junction boxes, signal heads and conduit; relocation of traffic signal controller cabinet and base; modification and/or installation of accessible pedestrian signals and illuminated street name signs; repair, modification and/or installation of communications cable (both fibre optics and copper); and property acquisition (or utility ROW) to house traffic signal equipment.

- A future special crosswalk signal will be constructed by the City at the Cedarbridge Way/New River Road intersection. The Developer will provide the necessary drawings for the full crosswalk signal for approval of the Director of Transportation. All necessary conduit pre-ducting, signal standard bases, and other necessary junction and equipment boxes will be installed by the Developer within the area of the scope of their works in a manner so that the Developer's transportation works will not need to be dug-up or removed to allow for the City's future installation of the special crosswalk signal. The Developer shall install temporary street light poles/fixtures on the installed bases. These temporary poles/fixtures are to be tied into the street lighting circuit and should be designed/built in such a fashion that allows them to be disconnected in the future.

(viii) Development Vehicle Access - Vehicle access to this development will be provided via Cedarbridge Way and East Lane. Direct vehicle access from New River Road, Gilbert Road or Alderbridge Way will not be permitted.

(ix) Emergency Vehicle Access - As part of the rezoning and Servicing Agreement processes, the Developer is to consult the Fire-Rescue Department to ensure that the site layout and access are adequate to accommodate emergency vehicles. City Transportation will need to be advised of the outcome of this consultation to ensure that emergency vehicle access requirements are incorporated in the design of road and traffic improvements for this development. In particular, the consultants are to seek input from Fire-Rescue on whether the overall road and traffic improvements and the timing of these improvements relative to the development phases (including the interim/ultimate traffic operations in the vicinity of this development) are adequate for emergency response purposes during construction and post-occupancy.

(x) Construction Parking and Traffic Management Plan - Prior to Building Permit approval, the applicant is to submit a detailed Construction Parking and Traffic Management Plan to the satisfaction of the City. The preliminary plan is to identify (for each development phase): construction vehicle access, emergency vehicle access, parking facilities for construction workers, and staging areas for construction vehicles and materials (facilities for staging activities are not available on any of the peripheral public roadways). The plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for works on roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570.



Signed

April 5, 2012

Date

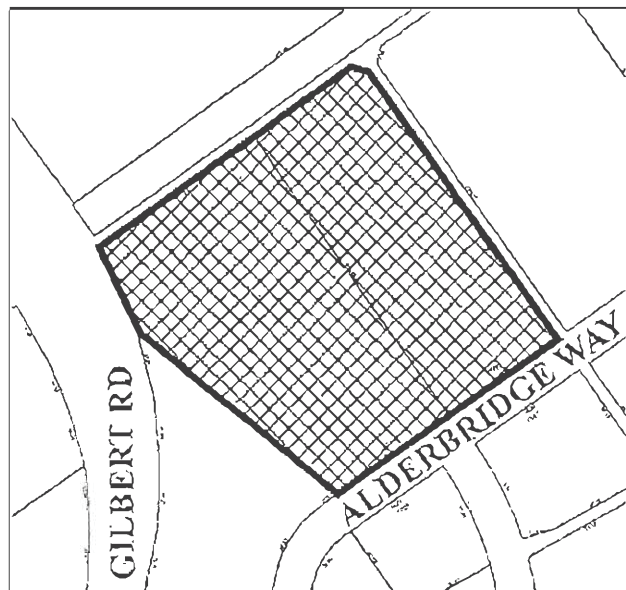


Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8884 (RZ 11-585209)
7731 and 7771 Alderbridge Way

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new sub-section 3 to Section 8.12.4 Permitted Density as follows:
 - “3. Notwithstanding Section 8.12.4.2, for the RAH2 zone the maximum floor area ratio for the net site area of the site located within the City Centre shown on Figure 1 below shall be 2.28, provided that:
 - (a) the conditions in either paragraph 8.12.4.2(a) or 8.12.4.2(b) are complied with; and
 - (b) not less than 3,538 m² of the site is dedicated to the City as road.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following lots and designating them **High Density Low Rise Apartments (RAH2)**

P.I.D. 000-859-958

Lot 89 Section 5 Block 4 North Range 6 West New Westminster District Plan 38045

P.I.D. 000-806-943

Lot 96 Section 5 Block 4 North Range 6 West New Westminster District Plan 39888

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884".

FIRST READING

APR 23 2012

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for consent by originating dept <i>h</i>
APPROVED for legality by Solicitor <i>h</i>

MAYOR

CORPORATE OFFICER

May 10, 2012

City of Richmond
6911 No. 3 Road
Richmond, British Columbia V6Y 2C1
Delivered by hand

To Public Hearing
Date: <u>May 22, 2012</u>
Item # <u>3</u>
Re: <u>Bylaw 8884</u>

Attention: Richmond City Council

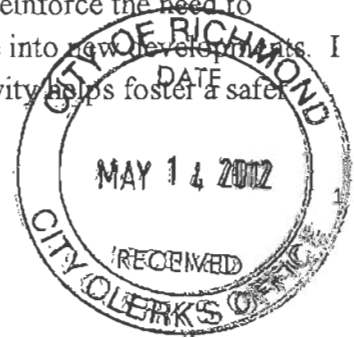
Re: Objection to Re-Zoning Application RZ11 585209
Onni 7731 Alderbridge Holding Corp. and Onni 7771 Alderbridge Holding Corp.
Affecting: 7731 Alderbridge Way and 7771 Alderbridge Way, Richmond, BC

This submission is in response to the proposed Onni condo development and the negative impact it will have on the community and businesses located at 7731 Alderbridge Way and 7771 Alderbridge Way.

As noted in the "Report to Committee" by Brian Jackson, dated April 10th 2012, a Tim Hortons Restaurant is currently located at 125-7771 Alderbridge Way.

As the Owner and Operator of this Tim Hortons franchised restaurant, I strongly object to the re-zoning and redevelopment of this site as it is currently proposed. My objection is based on the fact that there appears to be numerous issues that were not considered in the Report to Committee. I believe these issues are important to the sustainable growth and prosperity of our community. It is my sincere hope that Council will take sufficient time to adequately consider these issues before approving this development.

1. Within the Official Community Plan (OCP), Section 2.4, Objective 3, Policy (a) identifies the need to reinforce the regional town centre role of the City Centre by continuing to support uses which meet the daily shopping and personal service needs of the significant resident and worker populations. This Policy also refers to the desire for the integration into mixed-use, pedestrian-friendly character of the downtown. Policy (d) also encourages small, pedestrian-friendly streetfront convenience and personal service facilities on major roads to complement neighbourhood service centres and meet the needs of the surrounding residents. The City of Richmond would not be achieving the objectives of the mixed-use policies of the OCP if it were to allow Onni to develop only residential condos at this site. The attached Appendix B outlines the cited sections of the OCP.
2. While the Report to Committee may feel that the proposed development is consistent with the OCP, it appears to not consider items 9.4.4D a) and b), which reinforce the need to incorporate mixed-use areas, specifically commercial uses at grade into new developments. I think it is established policy that promoting pedestrian related activity helps foster a safer environment by creating a public environment.



3. We urge Council to consider the addition of a retail component to this residential development because it appears there are no retail plans by Onni. As Council may know, a retail component would provide readily accessible services to the community by making it more walkable and less dependent on the automobile and therefore better for the environment.
4. Furthermore, adding ground level retail businesses to a residential development would provide additional security by adding “eyes on the street” in conformance with CPTED (Crime Prevention Through Environmental Design) principles. This principle is particularly true at this location because this Tim Hortons operates 24 hours a day.
5. In addition, 7731 & 7771 Alderbridge Way are located within the T5 zone, in the Lansdowne Village section of the City Center (as detailed on Specific Land Use Maps: Lansdowne Village 2031 in the City Center Area Plan). The attached Appendix A outlines the permitted uses for T5 zoned land.
6. T5 zoning is described by the City of Richmond in its Land Use and Developing Framework as “a mixed-use development designed to help reinforce the downtown core”. The Onni development as proposed is not consistent with the City’s desire for mixed-use, as no accommodation has been made for retail or commercial use.
7. Further to the T5 zoning issue, there is an application currently under review to the South of the Onni site which respects the importance of mixed-use within that proposed development. I think there should be a discussion on why Onni’s current proposal does not do the same.

The above are my policy issues against the proposed Onni development as it currently stands. Having been a long time resident, business owner, and employer in the City of Richmond I feel strongly that there other community issues that are equally important factors, which I hope Council will consider.

8. The Tim Hortons Restaurant mentioned has been at this location and serving this community since September 2002, and in this time has become part of the community. We serve as a community meeting place for residents and workers. We are a place where family and friends gather together to share their thoughts and greet their neighbors. If the development were to go forward as proposed, this would be lost to the community as relocating within the immediate area is highly unlikely.
9. Onni has had little or no engagement with myself or the other affected businesses at this site. Despite our long standing in the community, and almost ten-year history at this location, this is my first opportunity for consultation.

10. As a member of the community, this Tim Hortons has supported and been involved with countless community events, and has contributed charitable donations and sponsorships focused in the local area surrounding this location. These involvements and contributions enrich the community, and this enrichment would be lost if Onni's development were to continue as proposed.

11. Over the years, we have employed hundreds of Richmond residents. Our employment often provides an opportunity for new residents to develop better language skills, meet their neighbors, and become comfortable in the community. The absence of commercial/retail space in this development would result in a loss of these jobs, and the associated benefits for the community.

Taking these factors into consideration, the development as proposed would result in a community that offers considerably less of what makes an area a desirable place to live.

The many benefits provided by maintaining businesses in the community, such as Tim Hortons, relate directly to the mixed-use benefits of improving the downtown core that the T5 zoning and the OCP policies aim to achieve.

The businesses in the area would benefit the growing community and the new development, by providing conveniently located services, employment, as well as charitable contributions, while maintaining the sense of community that has been established through the longstanding presence of these businesses.

I believe that further consultation with local businesses and residents would allow for the interest of the community to be served, while also meeting the needs of the developers.

As a concerned Richmond resident and business owner, and on behalf of the forty employees at our restaurant, I respectfully urge Council to direct Onni to rework their proposal to include opportunities for commercial/retail space in keeping with the T5 zoning and OCP policies, as well as for the betterment of the community as a whole.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Rasberry", with a long, sweeping horizontal stroke extending to the right.

Mike Rasberry

Owner/Operator Tim Hortons #2324

Appendix A: T5 Zoning Details

T5 Zoning allows for the following uses:

Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, *provided that ground floor dwelling units are:*

a) for Pedestrian Oriented Retail Precincts – “High Streets & Linkages”: Not permitted;

b) for Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”: Live/Work Dwellings.

- Hotel
- Office
- Retail Trade & Services
- Restaurant
- Neighbourhood Pub
- Institutional Use
- Recreation Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.)
- Community Use
- Accessory Uses

Appendix B: City of Richmond Official City Plan (OCP) cited sections:

Section 2.4, Objective 3:

Maintain a hierarchy of retail and personal service locations to meet community-wide and neighbourhood needs.

POLICIES:

a) Reinforce the Regional Town Centre role of the City Centre by continuing to support:

- The regional shopping centres and their integration into the mixed-use, pedestrian-friendly character of the downtown;
- The specialty retail and personal service districts which cater to Richmond's diverse population and contribute to the City Centre's tourist appeal;
- Uses which meet the daily shopping and personal service needs of the significant resident and worker populations;

d) Encourage the development of small, pedestrian-friendly, streetfront convenience and personal service facilities on major roads to complement neighbourhood service centres and meet the needs of surrounding residents;

Section 9.4.4.D Retail Development on Major Streets

- a) New development on major streets, particularly at intersections, should reinforce the establishment of mixed-use areas that provide special retail focal points and promote pedestrian activity in the City;
- b) Mixed-use developments on major streets should accommodate commercial uses at grade and residential uses above;