City of Richmond

Report to Committee

Planning and Development Department

To:	Planning Committee	**Date:**	April 10, 2012
From:	Brian J. Jackson, MCIP Director of Development	**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:mm
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		ACTING
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	Y ☑ N ☐	Brian Jackson
Engineering	Y ☑ N ☐	
Parks Planning	Y ☑ N ☐	
Affordable Housing	Y ☑ N ☐	
Law	Y ☑ N ☐	

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 Brighouse 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 (ANSD) 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 SROWs 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 watermains (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 on 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 m^2 (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 m^2 (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 m^2 (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 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.

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 m^2 (10,235 ft^2)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 21m^2 (230 ft^2) 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 $0.75/$ft^2$ of eligible building floor area of 618,120 ft^2 (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/ft^2 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

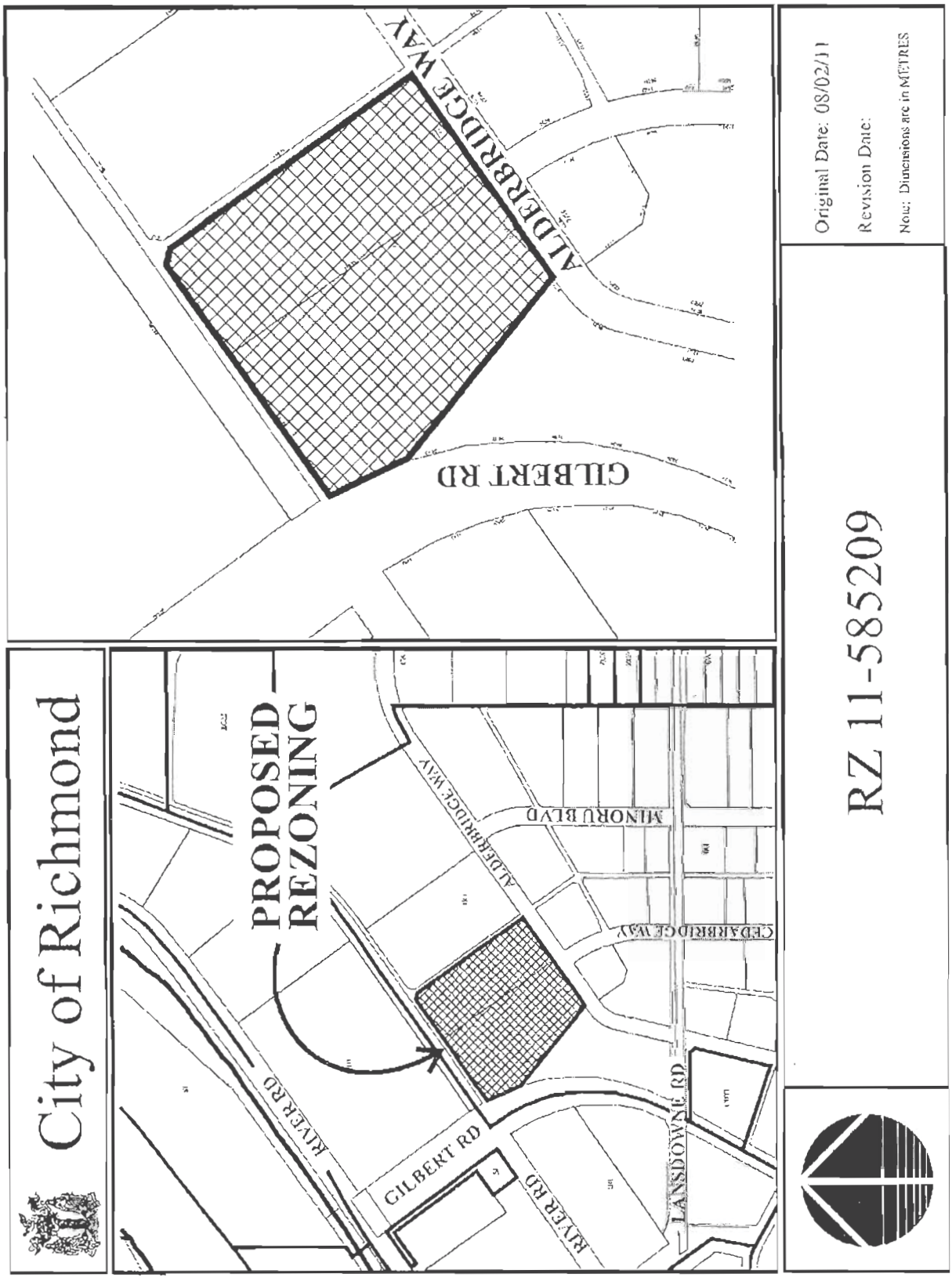
The proposed application is consistent with the OCP and CCAP land-use and density policies for the site and other major City policies that apply to this 660-unit development. Staff recommends that the proposed development should proceed through the rezoning process and development permit review processes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

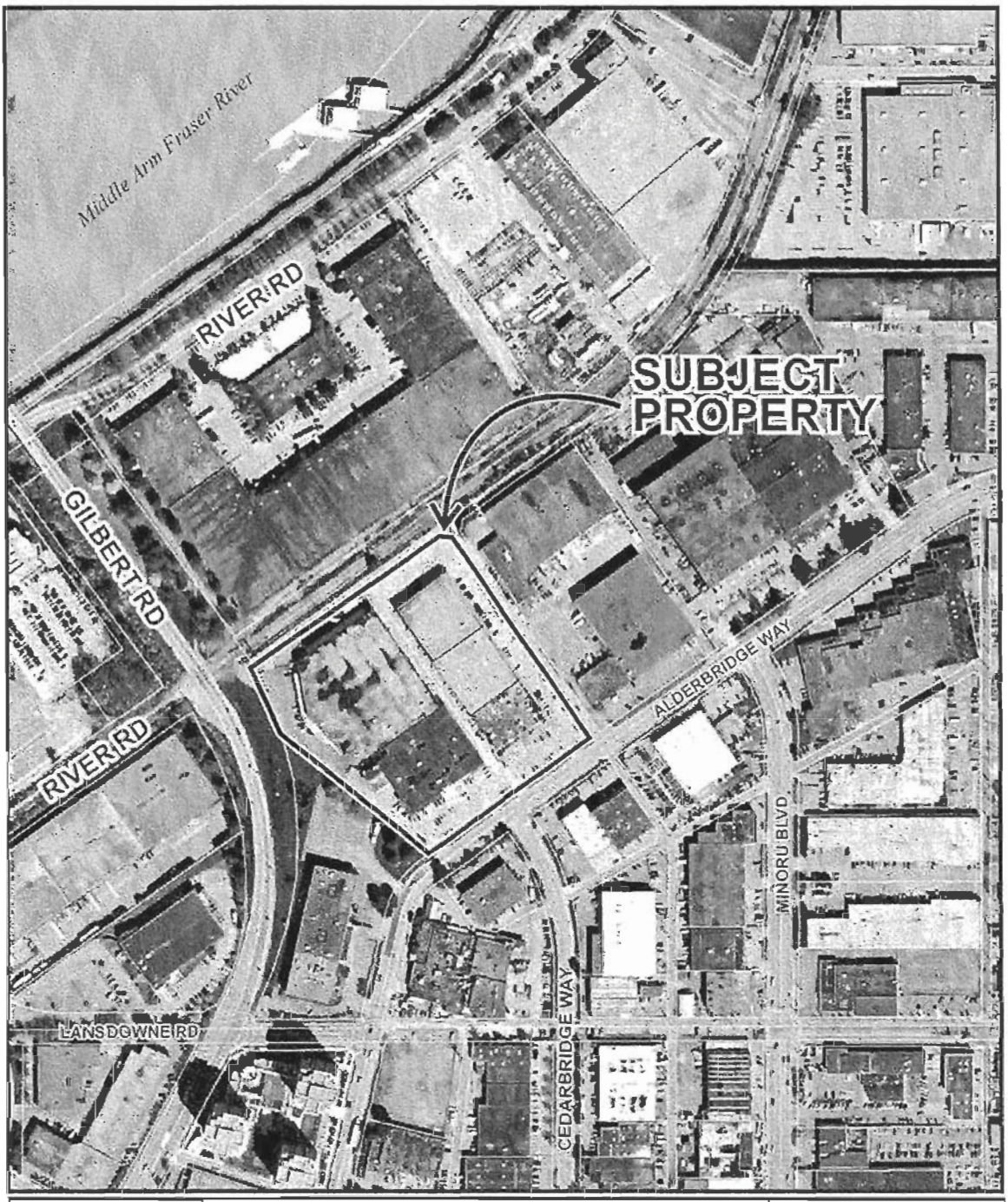
- Form a distinctive, high-quality, high-density yet low-rise part of to the Lansdowne Village neighbourhood;
- Complete important sections of the major road network in the CCAP including New River Road east of Gilbert Road and the extension of Cedarbridge Way to New River Road;
- Provide 38 affordable 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.

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


City of Richmond
PROPOSED REZONING
ALDERBRIDGE WAY
MINORU BLVD
CEDARBRIDGE WAY
RIVER RD
GILBERT RD
LANSDOWNE RD
GILBERT RD
ALDERBRIDGE WAY
RZ 11-585209
Original Date: 08/02/11
Revision Date:
Note: Dimensions are in METRES



	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.

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;

- 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 are 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;

- 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 of 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-storey 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;

- 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

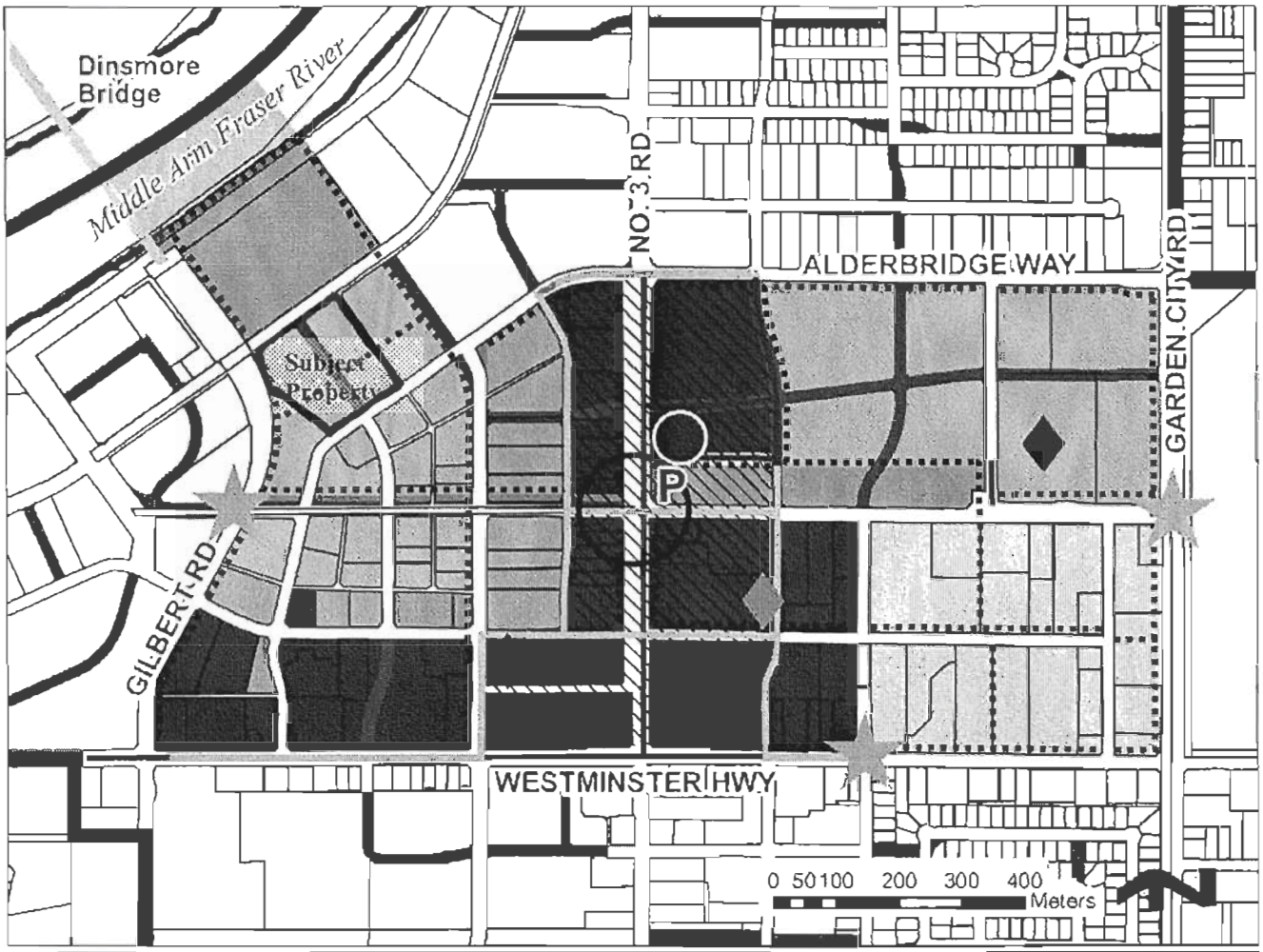
Panel Discussion

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.

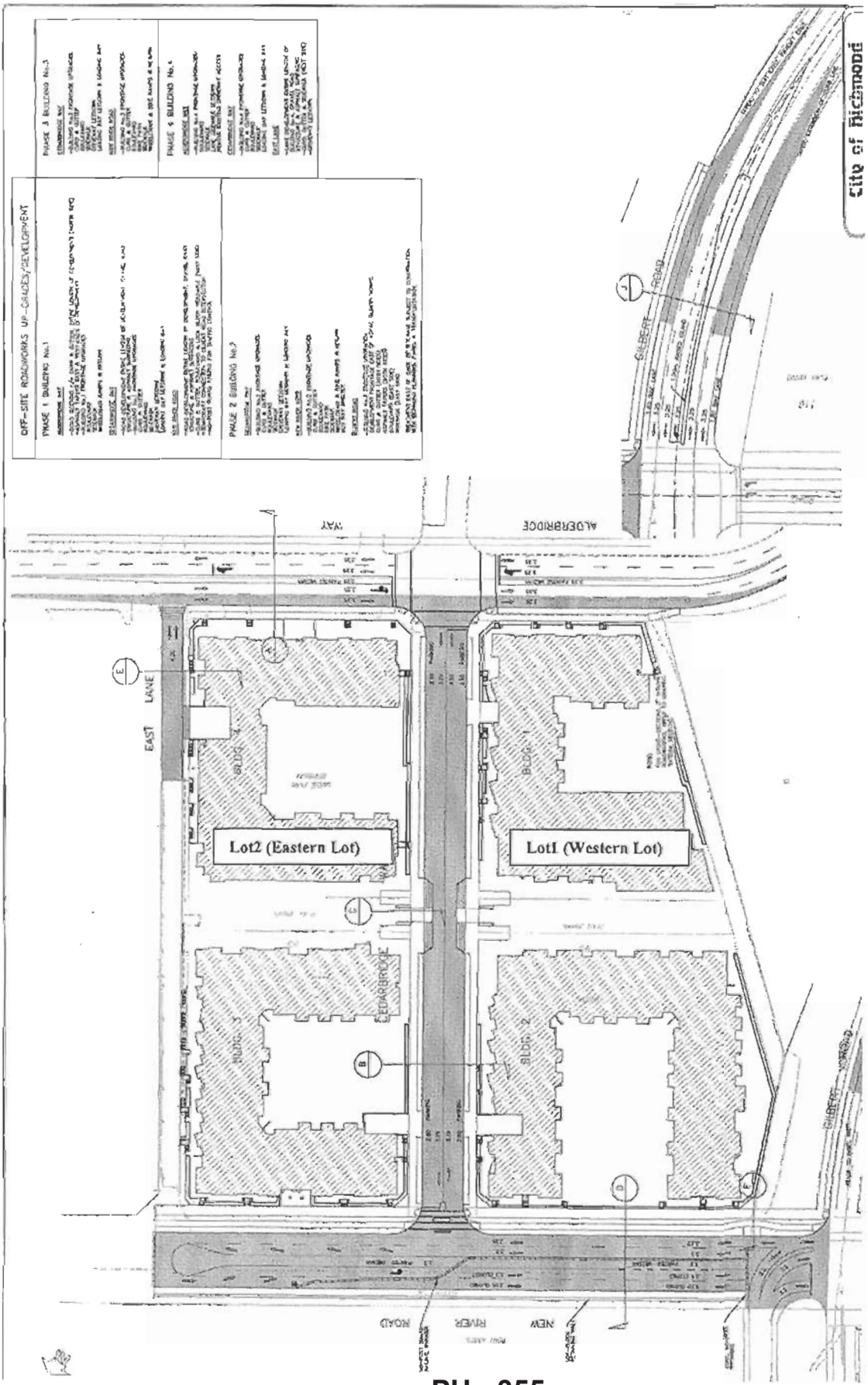
Planning Area(s): City Centre Area (Lansdowne Village)

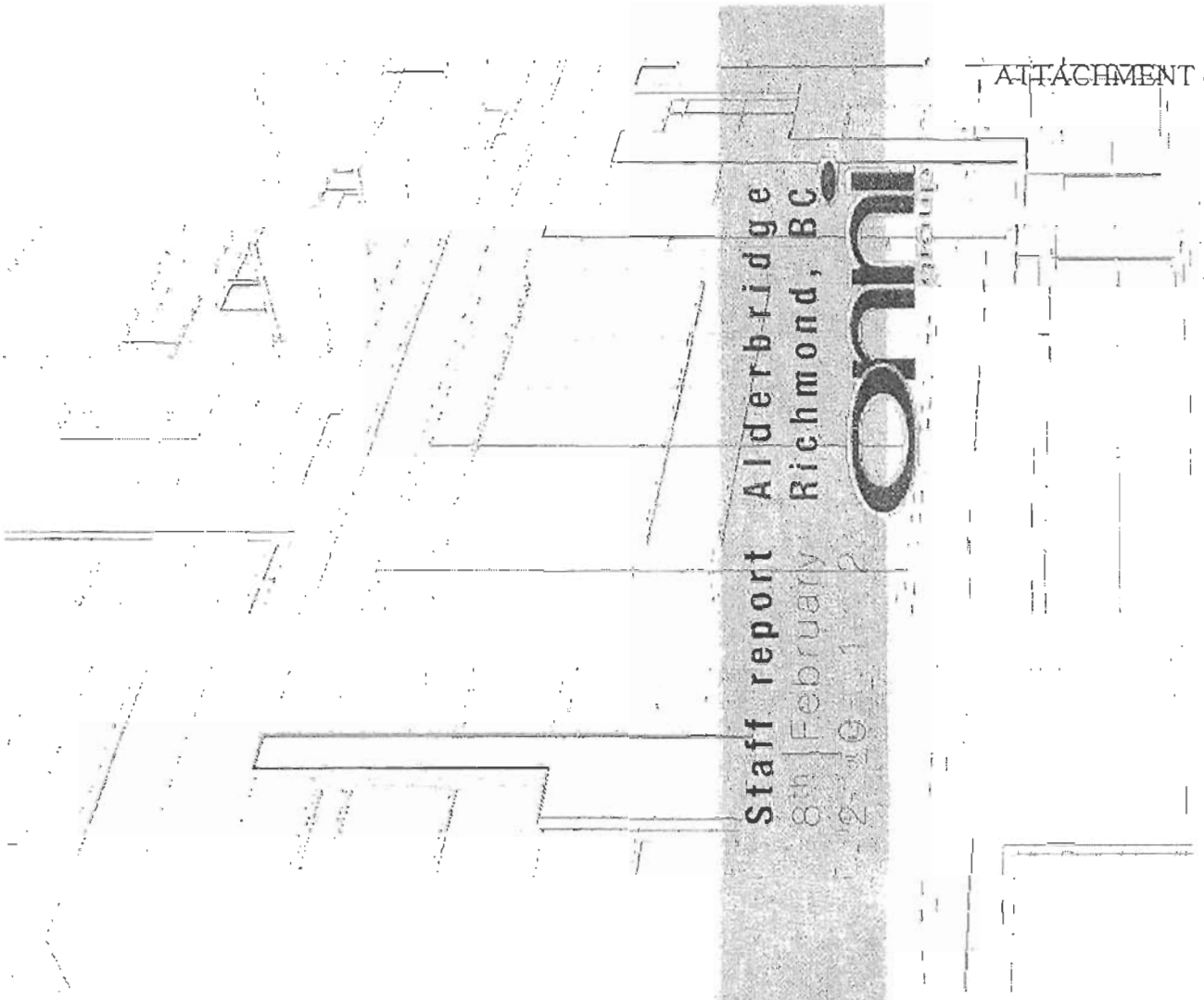
Floor Area: No change is proposed in maximum permitted floor area or density

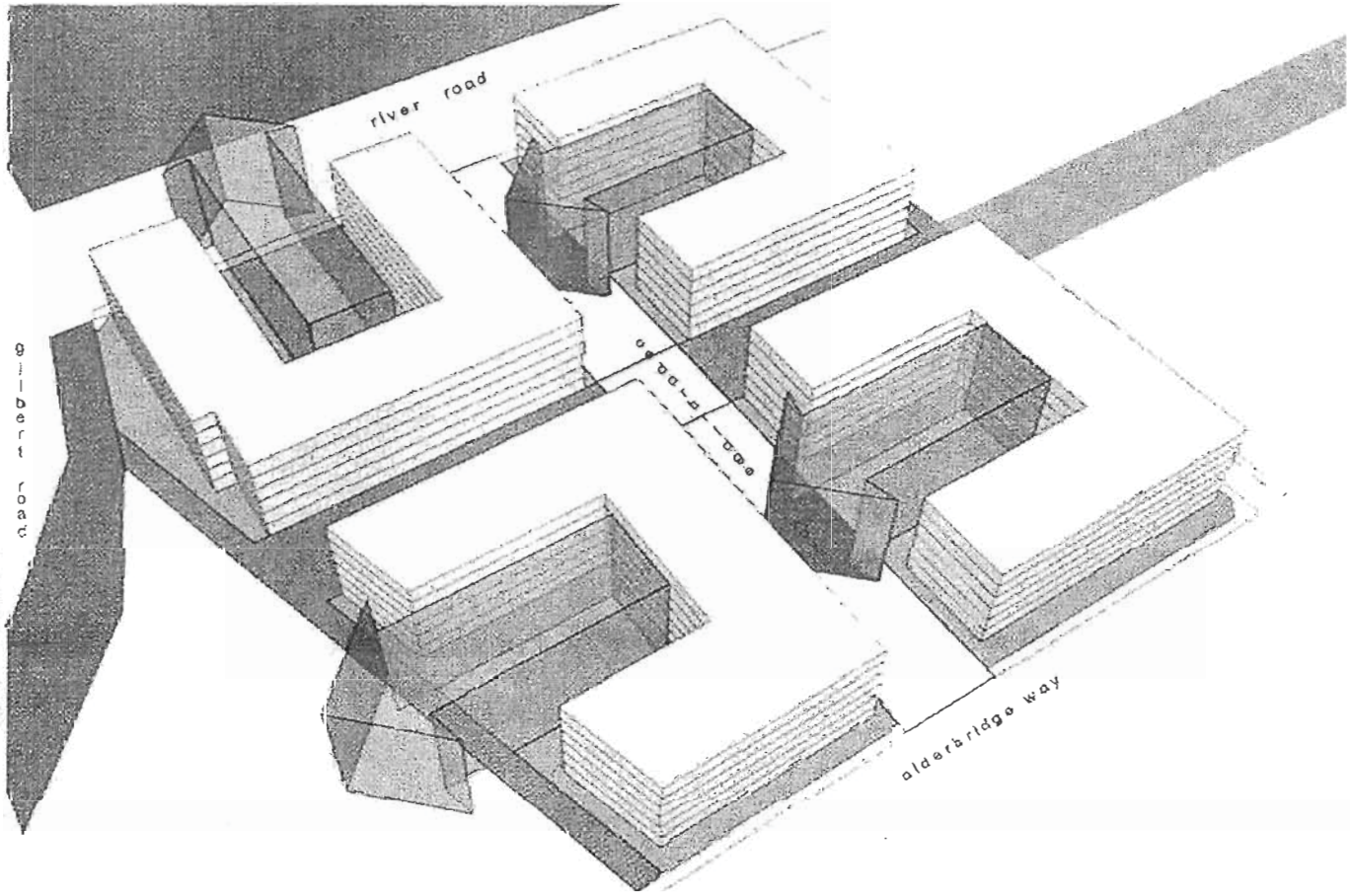
	Bylaw Requirement	Proposed Development	Variance
Zoning Lot Size (Min.)	• 2400sm (25,833sf)	• Lot 1: 13,288.37sm (143,036 sf) • Lot 2: 11,886.75 sm (127,949 sf)	• None
CCAP/Zoning Lot Coverage (Max.)	• 60% for buildings • 80% for building and non porous surfaces	• Lot 1: building footprint: 45% non-porus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

	Bylaw Requirement	Proposed Development	Variance
Zoning Off-Street Parking	Lot 1: Parkade (Bldgs1 /2): 427 Min Residents: 1.2/unit: 359 Min Affordable: 0.90/unit: 7 (max small car: 50%) Min Visitors: 0.2/unit: 61 Lot 2 Parkade: (Bldgs 3 / 4): 398 Min Residents: 1.2/unit: 313 Min Affordable: 0.90/unit: 27 (max small car 50%:) Min Visitors: 0.2/unit: 58 (With maximum 10% TDM Reduction possible)	*Preliminary for Rezoning:* Lot 1: Parkade (Bldgs1 /2): 450 Residents/Affordable: 399 (small car: 41%) (tandem: 15%) Visitors: 51 Lot 2: Parkade (Bldgs3/4): 399 Residents/Affordable: 351 (small car: 50%) (tandem: 11%) Visitors: 48 (With 7.5% TDM overall parking reduction provided)	None
Zoning Bicycle Parking	Lot 1: Parkade (Bldgs1 /2) • Resident (1.25/unit): 425 • Visitor (0.2/unit): 68 Lot 2: Parkade (Bldgs1 /2) • Resident (1.25/unit): 400 • Visitor (0.2/unit): 64	Lot 1: Parkade (Bldgs1 /2) • Resident (1.25/unit): 434 • Visitor (0.2/unit): 68 Lot 2: Parkade (Bldgs1 /2) • Resident (1.25/unit): 426 Visitor (0.2/unit): 64	• None
Zoning Loading	• 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site.	• Required one SU9 loading space provided for each of the four buildings in locations acceptable to City.	• DVP to relax the requirement for 2 WB 17 spaces required.
Zoning Accessible Housing	• Basic Universal Housing: City standards for wheelchair accessible dwellings	• Notation to be shown that design will meet the Basic Universal Hosuing standards as per Section 4.16 for 502 units, except for 4.16.11.	• DVP for to relax Section 4.16.11 only as stated in staff report.
CCAP Guidelines for Shared Residential Amenity Space: Indoor (Min.)	For projects exceeding 200 units (CCAP): • 2 sqm/unit: 1320sm, but may be reduced if significant indoor recreation features provided	993 sm provided and accepted as it includes large indoor swimming pool as significant recreation feature as provided for in CCAP.	• N/A

	Bylaw Requirement	Proposed Development	Variance
CCAP/OCP Shared Residential Amenity Space: Outdoor (Min.) guidelines	As per CCAP Sections 2.6.1 (e), 3.1.8A and OCP: • 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	• 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.	• N/A
CCAP Private Outdoor Amenity Space: (Min.) guidelines	• 20sqm for grade-oriented and 6sqm for upper floor apartments. See Section 3.1.8B of the CCAP for dimensions.	• The total area of patios and balconies meet CCAP guidelines, but each balcony/patio needs to be confirmed at DP review.	• TBD at DP review


Lot2 (Eastern Lot)
Lot1 (Western Lot)
EAST LANE
CEDARBRIDGE
ALDERBRIDGE WAY
GILBERT ROAD
NEW RIVER ROAD
City of Richmond


Staff report Alderbridge Richmond, BC
8th February 2012



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.

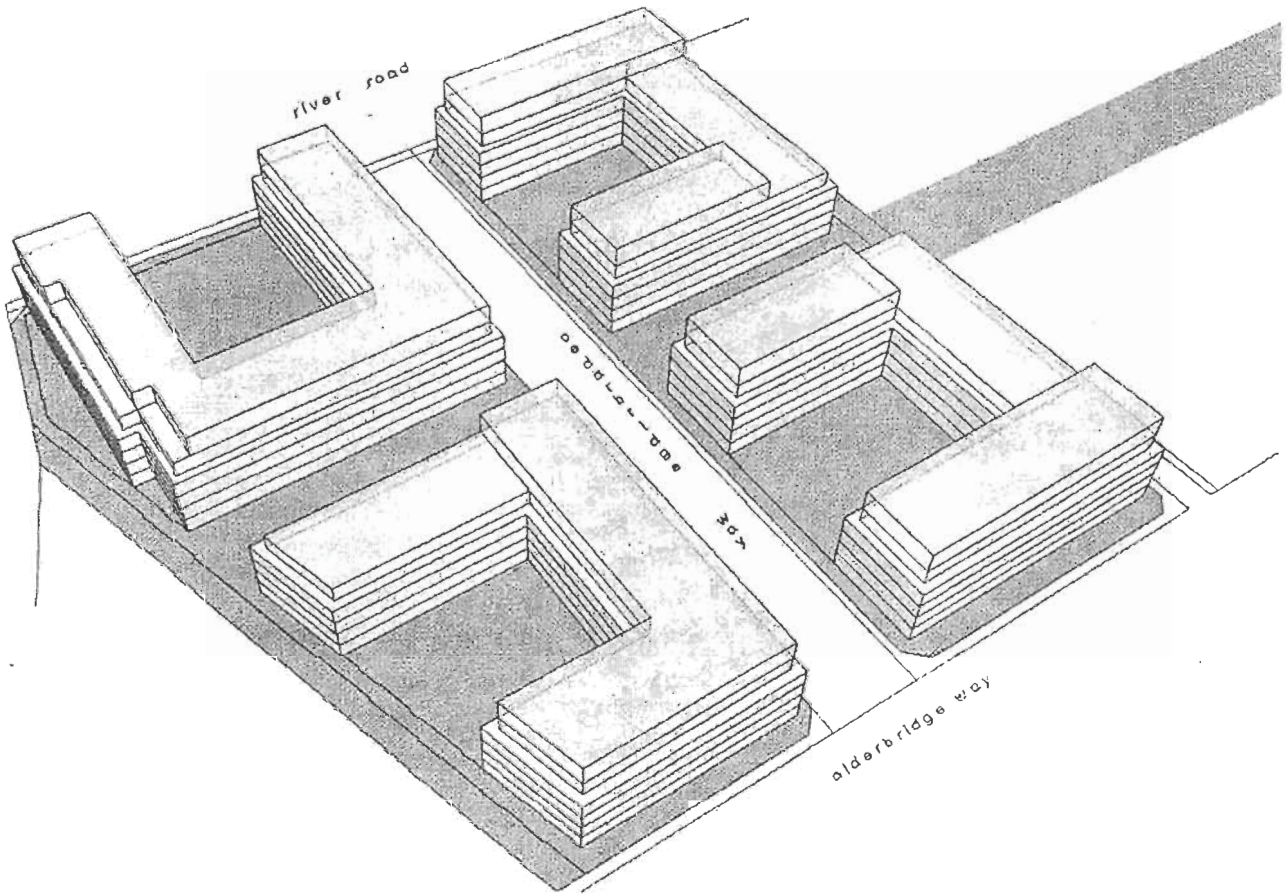
The northwest building, at the corner of Gilbert and the new River Road, has its courtyard space facing north, towards the future park and view.

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.

site courtyards

Alderbridge Staff Report
Richmond, BC 8th February 2012

Yamamoto Architecture Inc. Sharp & Diamond Landscape Architecture Inc.



Articulation

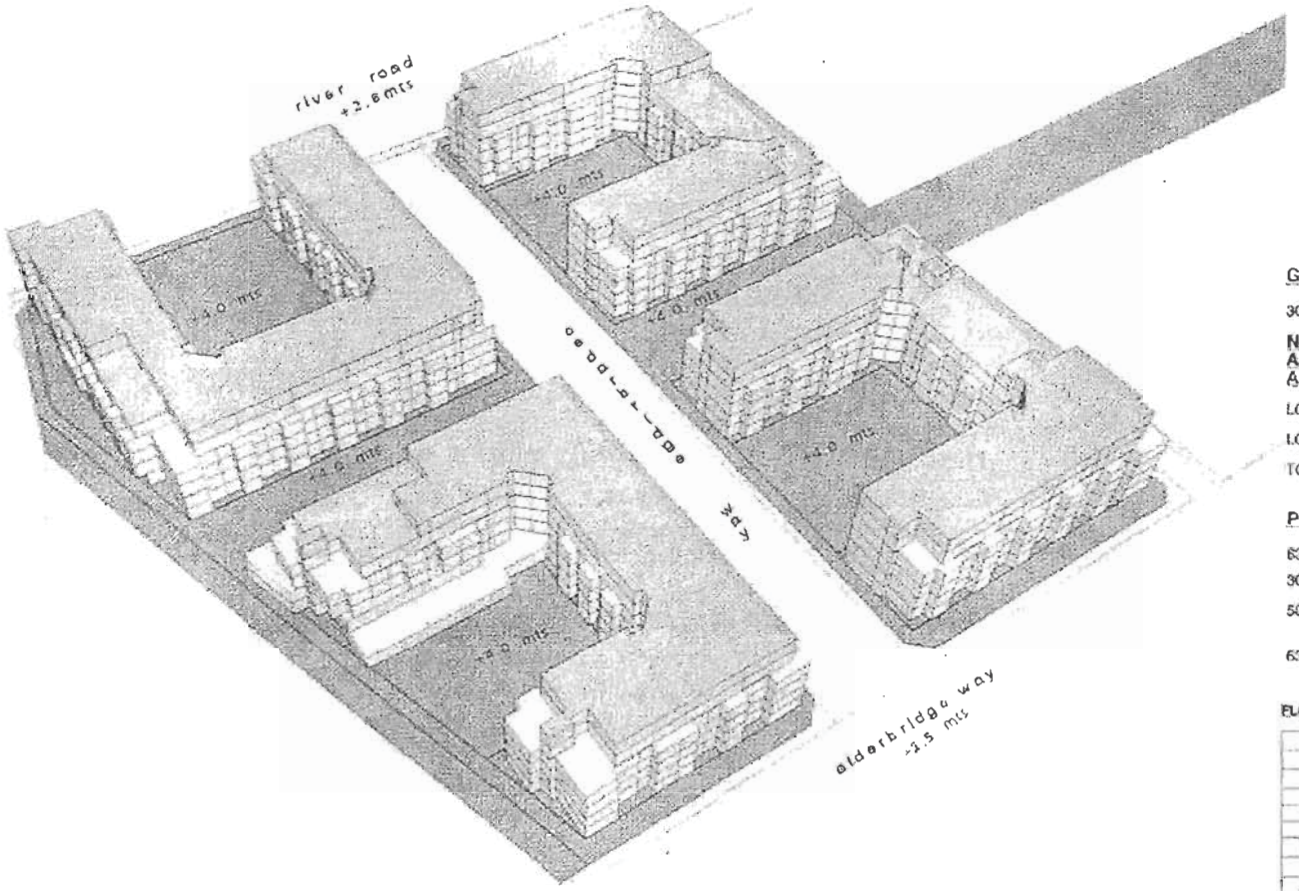
The orientation and articulation of the massing achieve several objectives:

- Maximize views to the river per the General Guidelines of the CCAP 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 tower 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 3.1.5. 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)

N

massing upper floors

Yamamoto Architecture Inc. Sharp & Diamond Landscape Architecture Inc.



GROSS SITE AREA:

309,059 SQ.FT. (28,712 SQ.M.)

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

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

LOT 2: 126,944 SQ.FT. (11,793 SQ.M.)

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

PROPOSED FLOOR AREA:

630,000 SQ.FT. (2.04 F.A.R.)

309,059 SQ.FT. x 2.0 FSR = 618,118 SQ.FT.

502 ADAPTABILITY ENHANCED UNITS
x 2 SQ.M. = 11,882 SQ.FT

630,000 SQ.FT.

FLOOR AREA AND UNIT BREAKDOWN SUMMARY:

UNIT	BUILDING				TOTAL
TYPE	NO. 1	NO. 2	NO. 3	NO. 4	
1 BR	30	23	27	28	108 (16%)
2 BR	97	156	122	122	509 (77%)
3 BR	10	12	11	10	43 (7%)
TOTAL UNITS	137	203	160	160	
	340		320		660
TOTAL NET SF	130,500 SF	193,500 SF	154,200 SF	151,800 SF	
(PER BYLAW)	324,000 SF		306,000 SF		630,000 SF
TOTAL GROSS SF	145,050 SF	197,020 SF	157,700 SF	155,300 SF	
(INCLUDING AMENITY EXCLUSIONS)	342,070 SF		313,000 SF		655,070 SF

massing articulated per unit mix

Alderbridge Staff Report
Richmond, BC 8th February 2012

Yamamoto Architecture Inc. Sharp & Diamond Landscape Architecture Inc.

design approach building 2- tower elevation

Alderbridge Staff Report
Richmond, BC 8th February 2012

PH - 360

design approach building 2- tower element

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Richmond, BC 8th February 2012

Yamamoto Architecture Inc. Sharp & Sharp Landscape Architecture Inc.

design approach building 2- south west

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Richmond, BC 8th February 2012

Yamamoto Architecture Inc. Sharp & Diamond Landscape Architecture Inc.

design approach building 1- south east

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design approach building 1 - south west

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Richmond, BC 8th February 2012

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design approach building 1 - north east

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Richmond, BC 8th February 2012

design approach Building 4- south west

Alderbridge Staff Report
Richmond, BC 8th February 2012

1

Yamamoto Architecture Inc. Sharp & Diamond Landscape Architecture Inc.

design approach

Alderbridge Building 4- south east

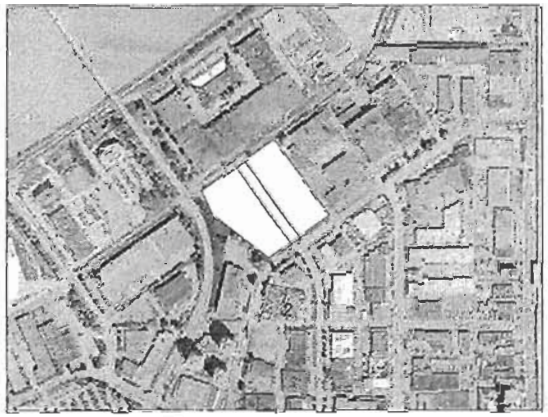
Richmond, BC Staff Report 8th February 2012

1

Yamamoto Architecture Inc. Sharp & Diamond Landscape Architecture Inc.

7731, 7771 ALDERBRIDGE WAY
RICHMOND, B.C.

APARTMENT DEVELOPMENT



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

Proposed Floor Area

FSA	2.00		57,425.01	618,120.00
Bonus for Universal units (1.85 SQM/per Universal Unit)	0.03	502	933.72	10,050.52
Total			58,358.73	628,170.52

Net site area after cedarbridgeway dedication

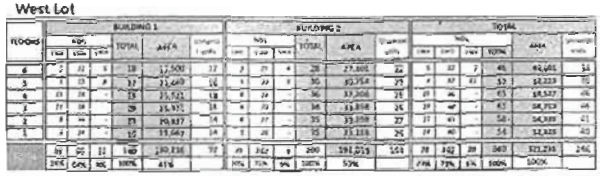
West Lot (1)		13,288.80	143,040.00
East Lot (2)		11,885.80	127,937.00
Total	2.28 *	25,174.60	270,977.00

* FSR based on the Net site area and FSA (excluding the bonus for the Universal housing)

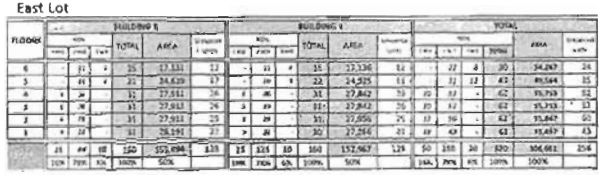
Ground coverage/net area/lot

	%	SQM	SQFT
West Lot (1)	45%	13,288.80	143,040.00
Building 1 -Ground coverage		2,828.05	30,441.00
Building 2 -Ground coverage		3,130.45	33,696.00
East lot (2)	45%	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

West Lot



East Lot

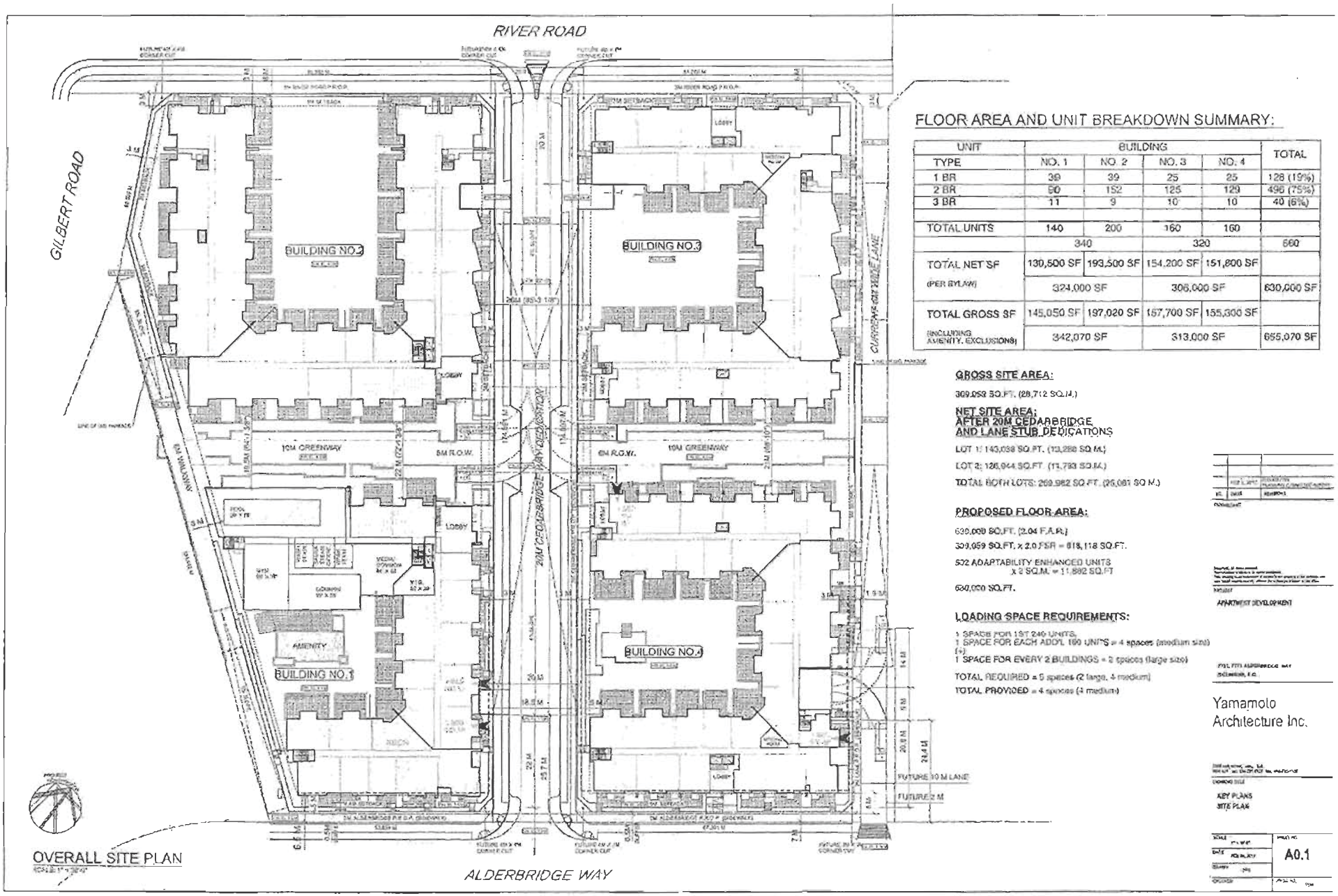


LOADING SPACE REQUIREMENTS:

1 SPACE FOR 1ST 240 UNITS,
1 SPACE FOR EACH ADD'L 180 UNITS = 4 spaces (medium size)
(+)
1 SPACE FOR EVERY 2 BUILDINGS = 2 spaces (large size)

TOTAL REQUIRED = 6 spaces (2 large, 4 medium)

TOTAL PROVIDED = 4 spaces (4 medium)



OVERALL SITE PLAN

FLOOR AREA AND UNIT BREAKDOWN SUMMARY:

UNIT TYPE	BUILDING NO. 1	BUILDING NO. 2	BUILDING NO. 3	BUILDING NO. 4	TOTAL
1 BR	39	39	25	25	128 (19%)
2 BR	90	152	125	129	496 (75%)
3 BR	11	9	10	10	40 (6%)
TOTAL UNITS	140	200	160	160	
	340		320		660
TOTAL NET SF (PER BYLAW)	130,500 SF	193,500 SF	154,200 SF	151,800 SF	
	324,000 SF		306,000 SF		630,000 SF
TOTAL GROSS SF (INCLUDING AMENITY, EXCLUSIONS)	145,050 SF	197,020 SF	157,700 SF	155,300 SF	
	342,070 SF		313,000 SF		655,070 SF

GROSS SITE AREA:

309,059 SQ.FT. (28,712 SQ.M.)

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

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

LOT 2: 126,944 SQ.FT. (11,793 SQ.M.)

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

PROPOSED FLOOR AREA:

630,000 SQ.FT. (2.04 F.A.R.)

309,059 SQ.FT. x 2.0 FSR = 618,118 SQ.FT.

572 ADAPTABILITY ENHANCED UNITS
x 2 SQ.M. = 11,892 SQ.FT

630,000 SQ.FT.

LOADING SPACE REQUIREMENTS:

1 SPACE FOR 1ST 240 UNITS,
1 SPACE FOR EACH ADD'L 100 UNITS = 4 spaces (medium size)
(+)
1 SPACE FOR EVERY 2 BUILDINGS = 2 spaces (large size)

TOTAL REQUIRED = 6 spaces (2 large, 4 medium)

TOTAL PROVIDED = 4 spaces (4 medium)

APARTMENT DEVELOPMENT

Yamamoto Architecture Inc.

KEY PLANS
SITE PLAN

A0.1

PH - 369

BUILDING 1 - SOUTH ELEVATION - ALDERBRIDGE WAY

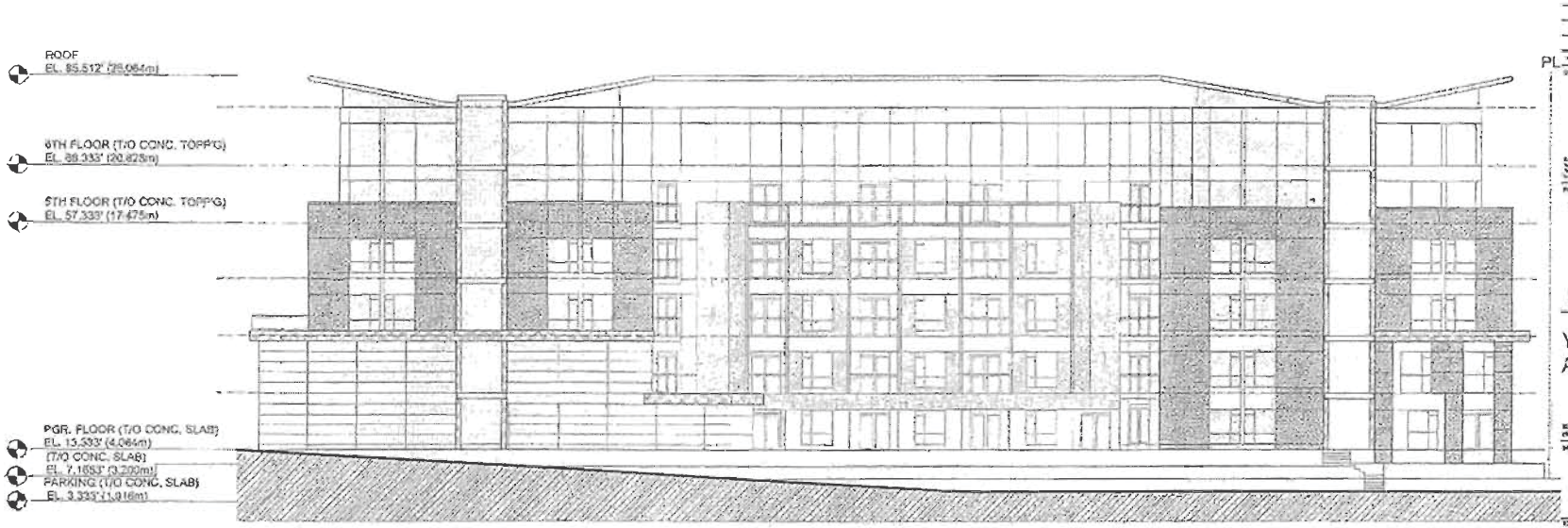
BUILDING 1 - EAST ELEVATION - CEDARBRIDGE WAY

Yamamoto Architecture Inc.

A2.0

PH - 370

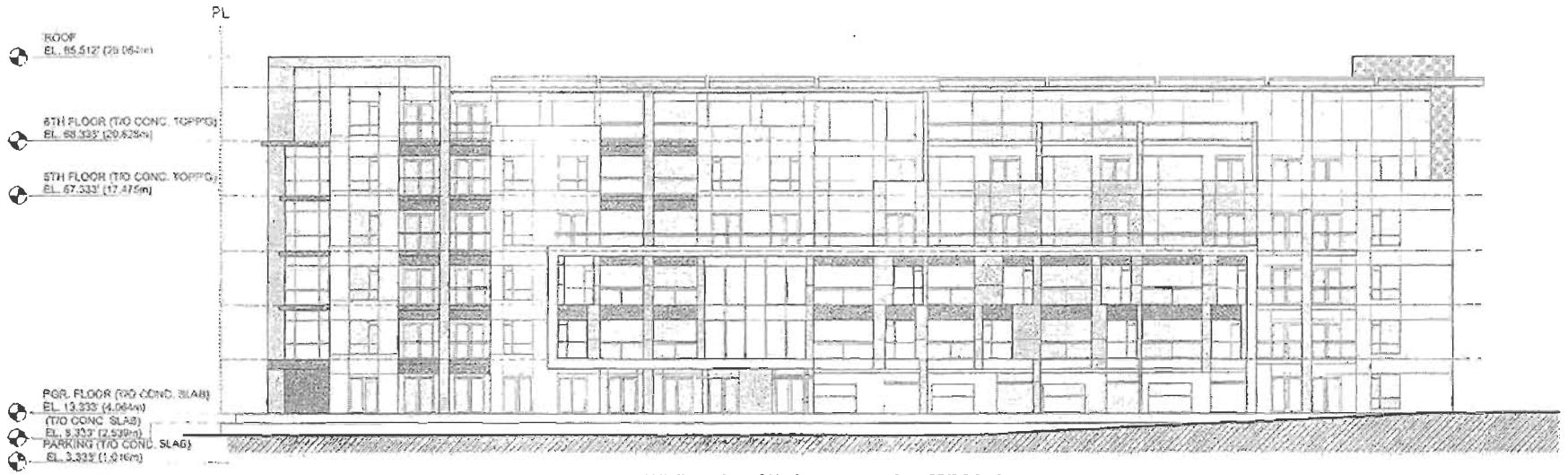
BUILDING 1 - NORTH ELEVATION -GREENWAY



BUILDING 1 - WEST ELEVATION - COURTYARD

Yamamoto Architecture Inc.

A2.1



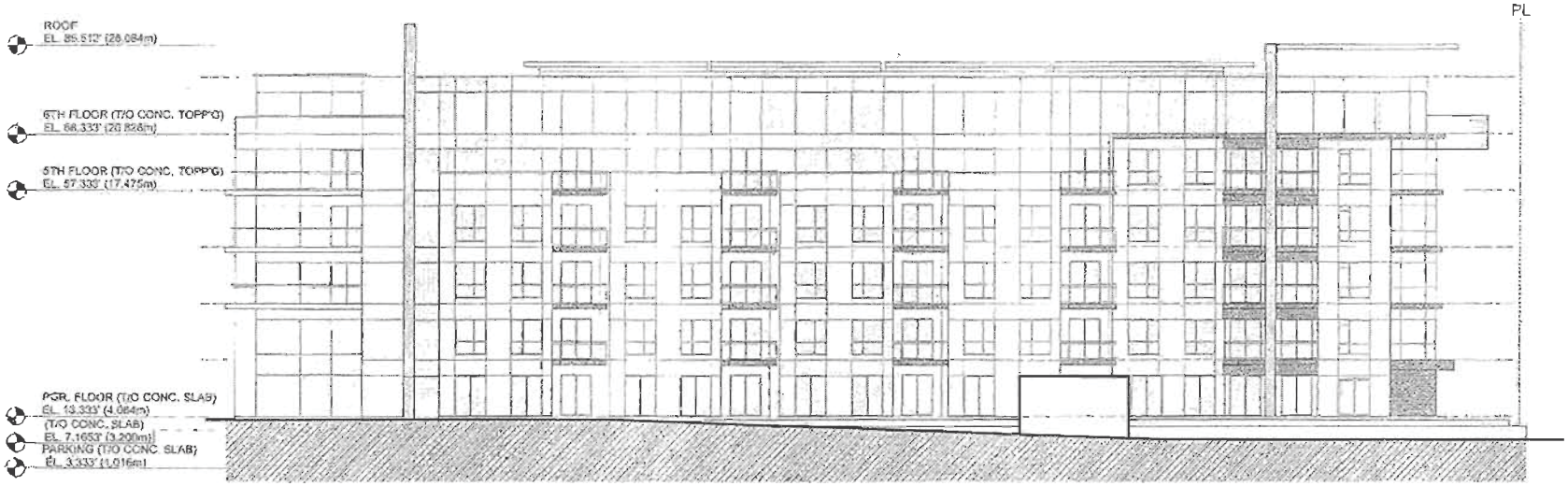
BUILDING 2 - WEST ELEVATION - GILBERT ROAD

BUILDING 2 - SOUTH ELEVATION - GREENWAY

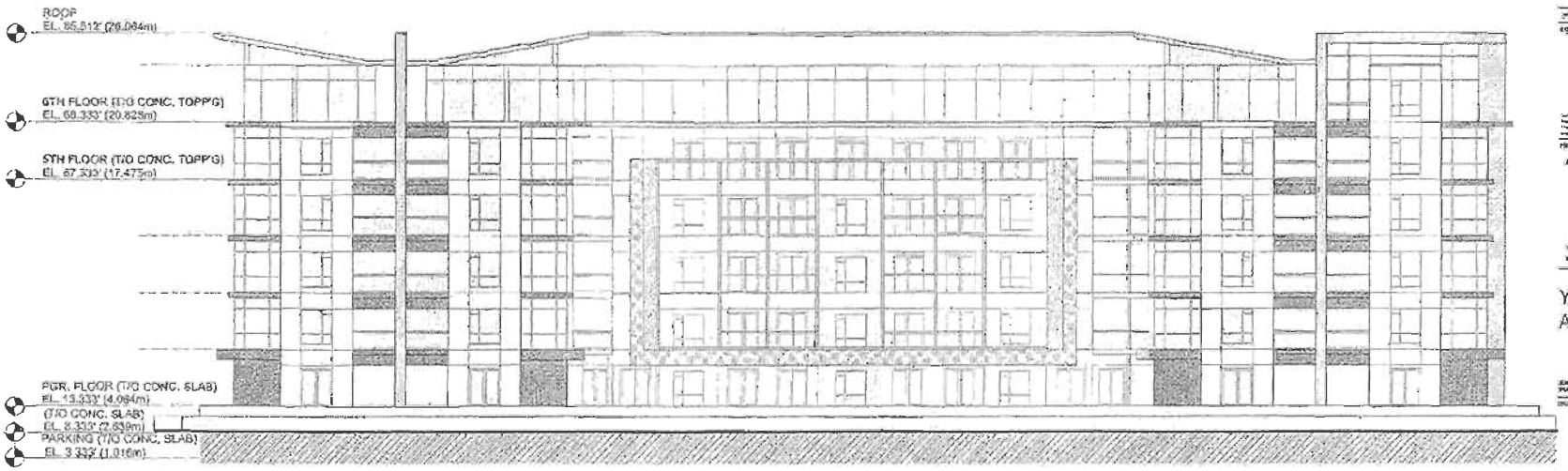
APARTMENT DEVELOPMENT

Yamamoto Architecture Inc.

A2.2



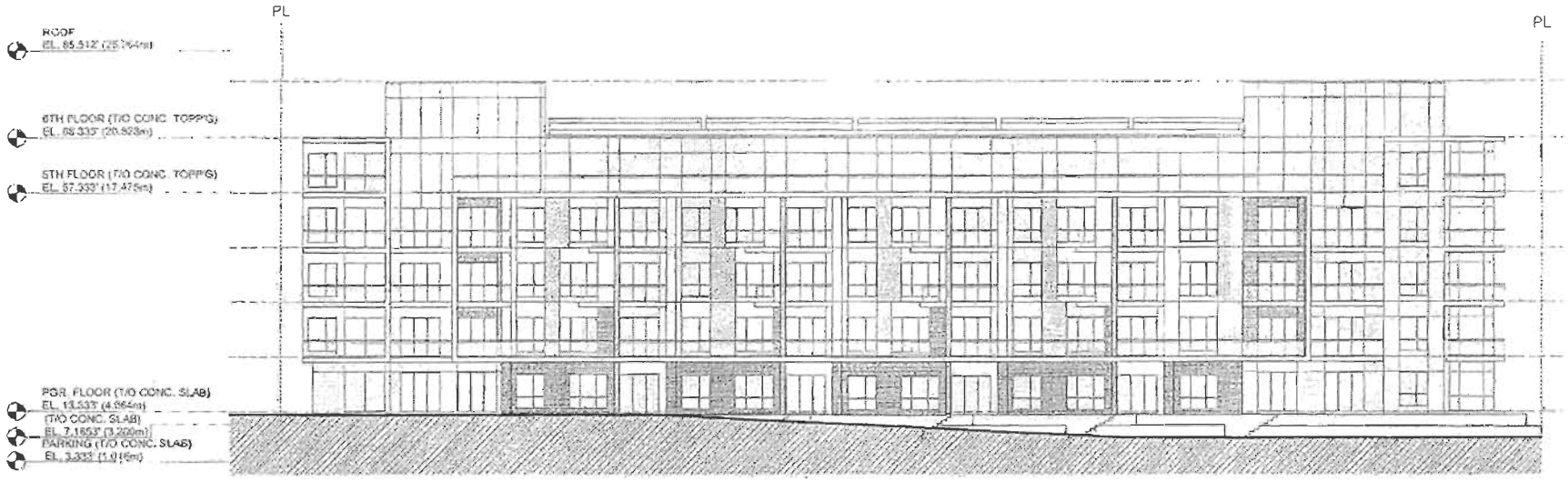
BUILDING 2 - EAST ELEVATION - CEDARBRIDGE WAY



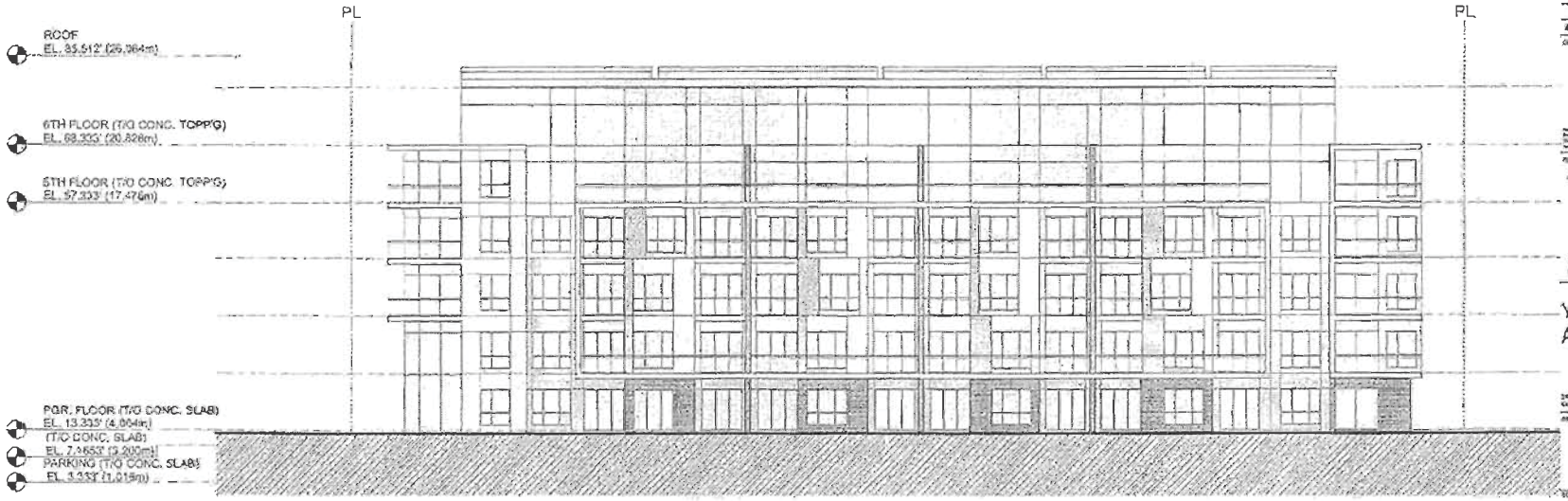
BUILDING 2 - NORTH ELEVATION - RIVER ROAD

Yamamoto Architecture Inc.

A2.3



BUILDING 3 - EAST ELEVATION - LANE



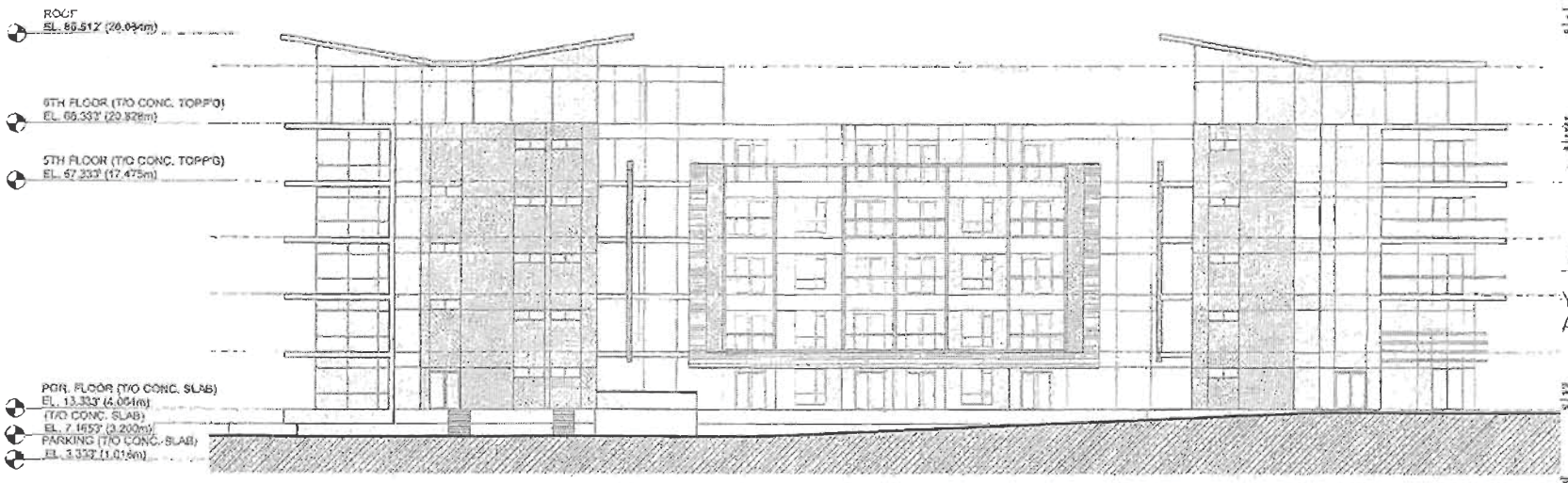
BUILDING 3 - SOUTH ELEVATION - GREENWAY

APARTMENT DEVELOPMENT

Yamamoto Architecture Inc.

A2.4

BUILDING 3- NORTH ELEVATION - RIVER ROAD



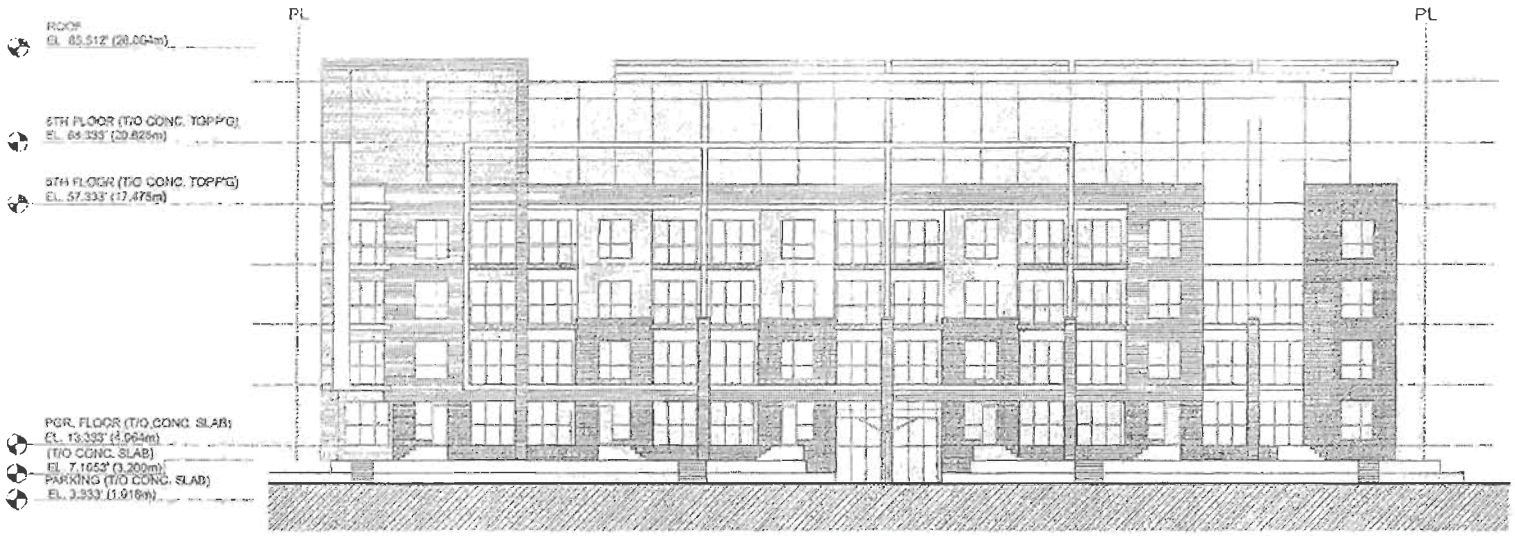
BUILDING 3- WEST ELEVATION - COURTYARD

APARTMENT DEVELOPMENT

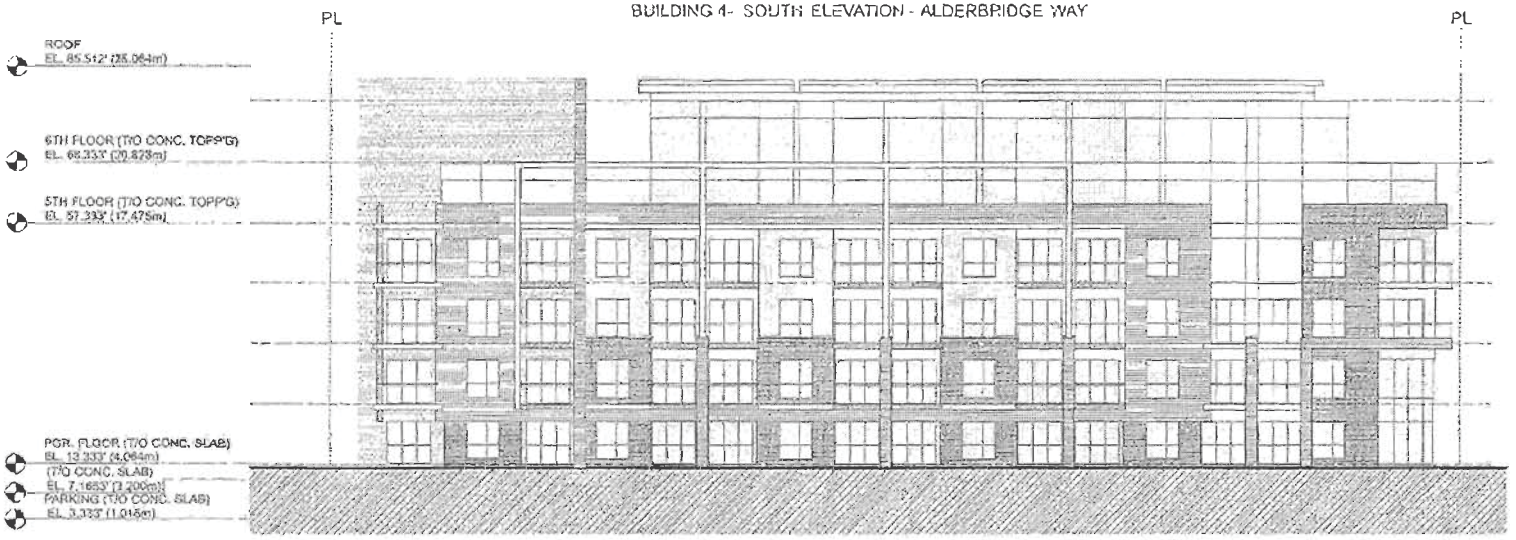
Yamamoto Architecture Inc.

A2.5

PH - 375



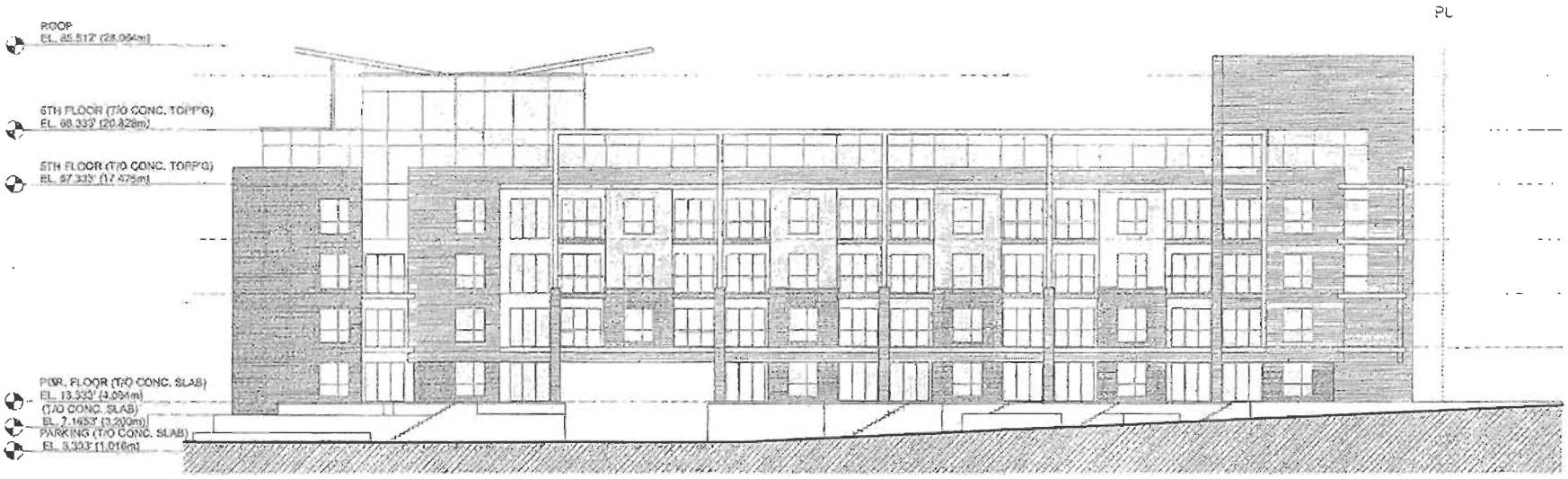
BUILDING 4- SOUTH ELEVATION - ALDERBRIDGE WAY



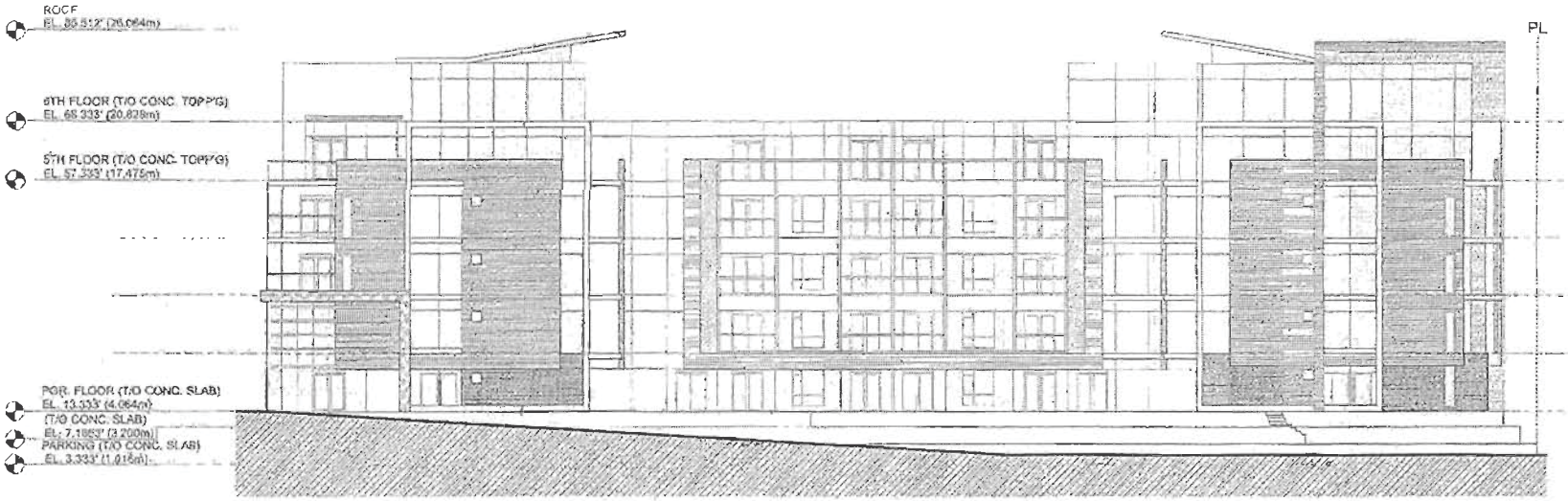
BUILDING 4- NORTH ELEVATION - GREENWAY

Yamamoto
Architecture Inc.

A2.6



BUILDING 4- EAST ELEVATION - LANE



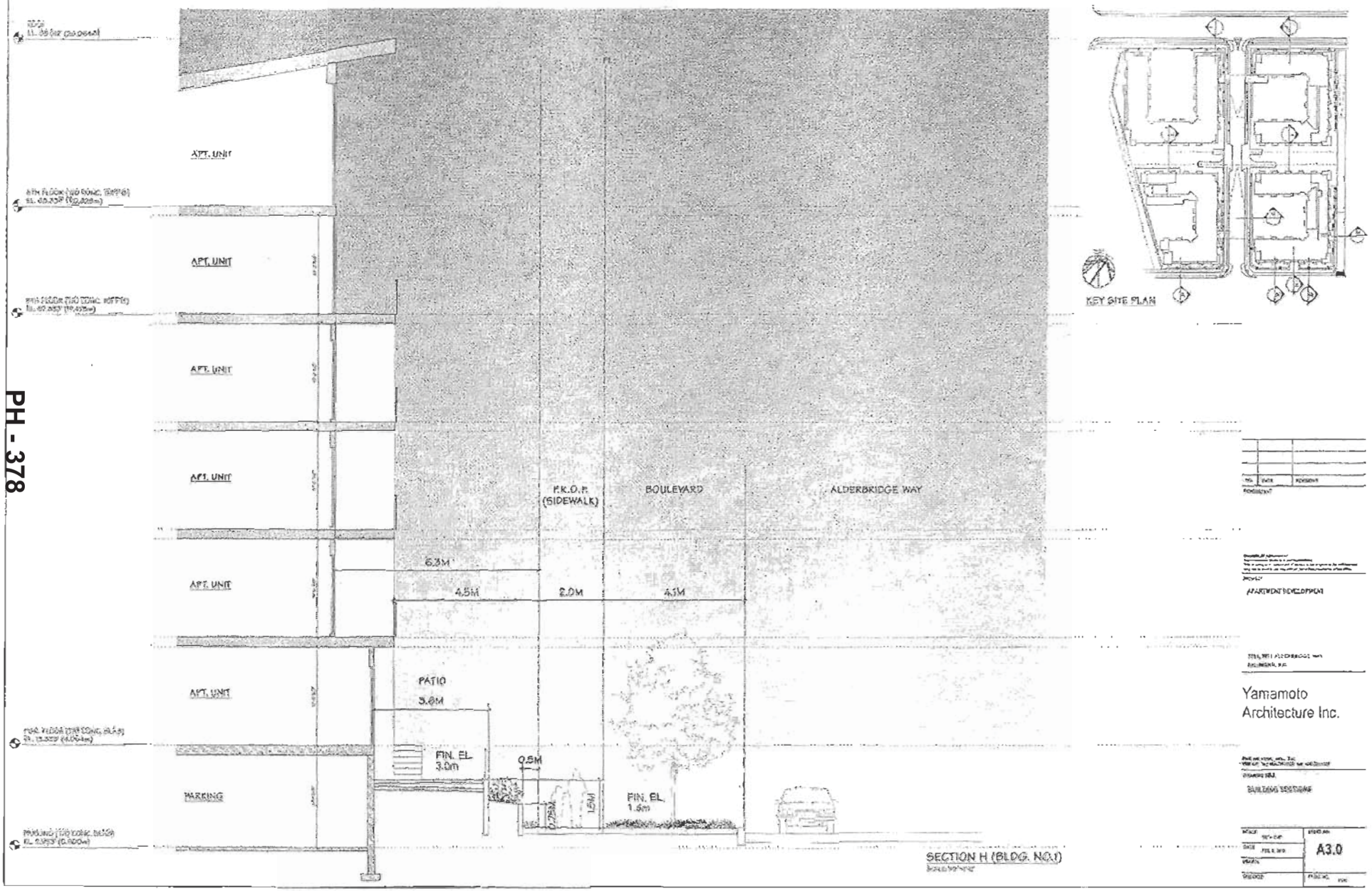
BUILDING 4- WEST ELEVATION - COURTYARD

Yamamoto Architecture Inc.

A2.7

PH - 377

PH - 378



SECTION H (BLDG. NO.1)

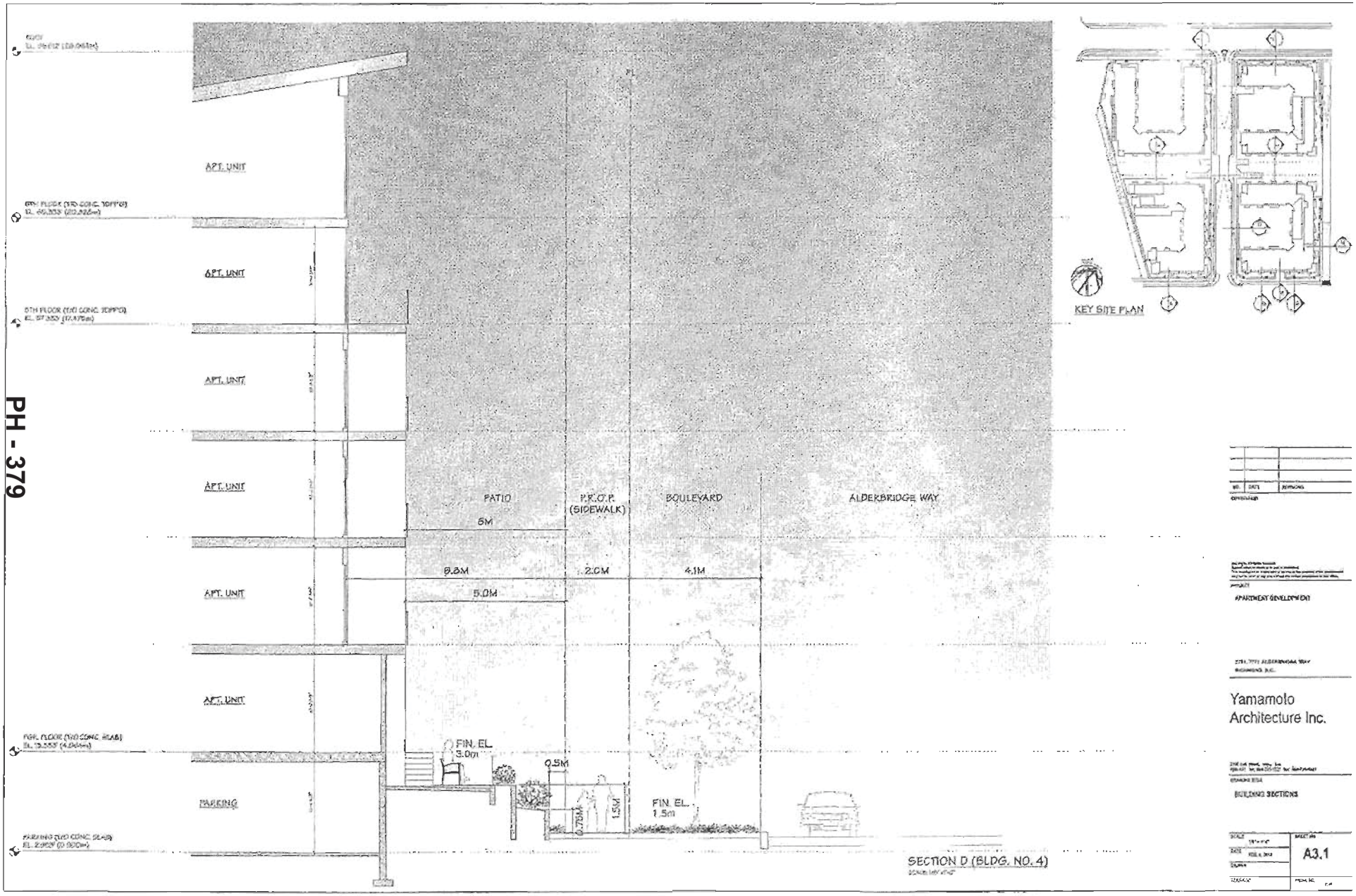
APARTMENT DEVELOPMENT

Yamamoto Architecture Inc.

BUILDING SECTIONS

A3.0

PH - 379



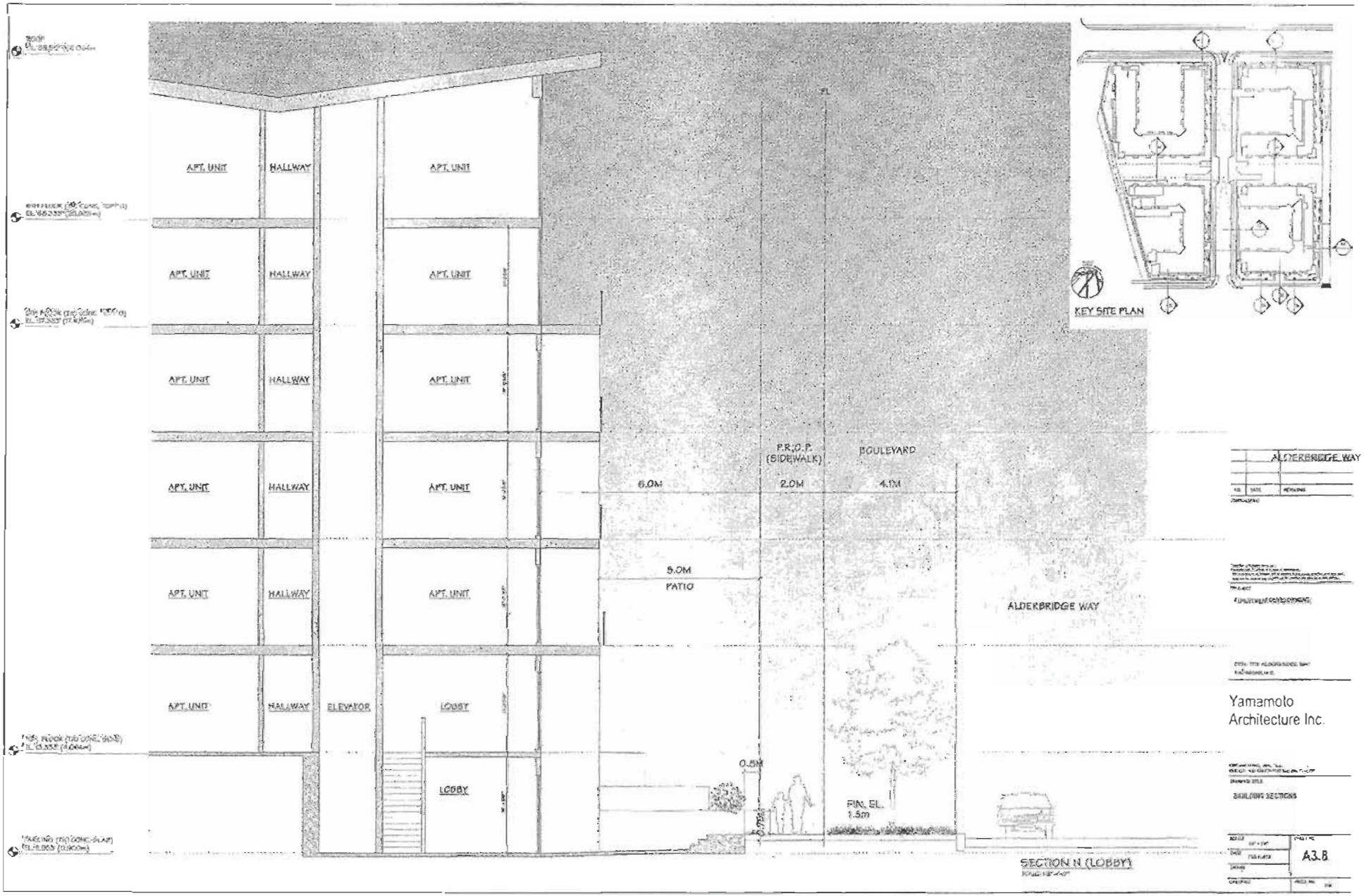
SECTION D (BLDG. NO. 4)

KEY SITE PLAN

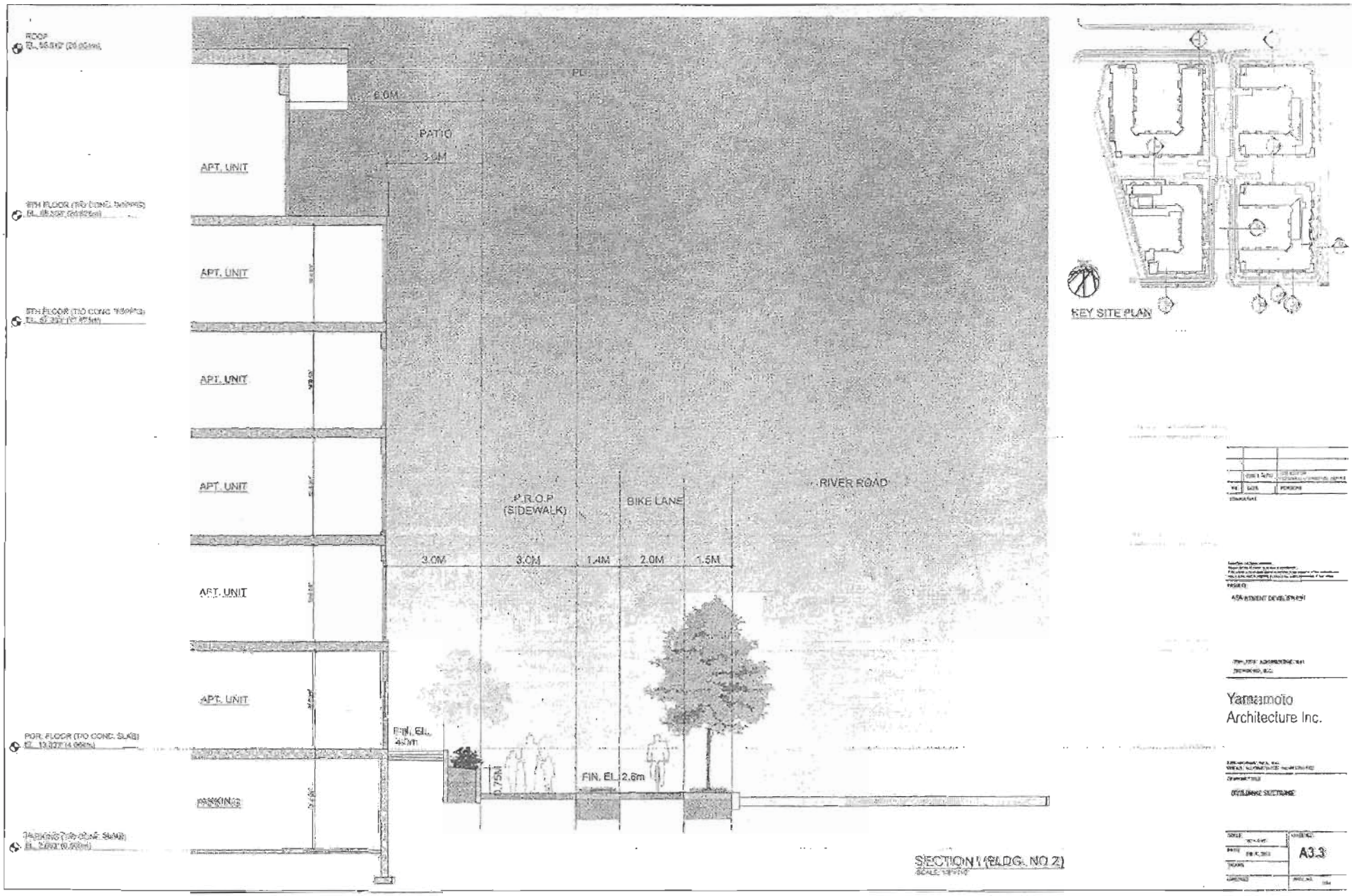
Yamamoto
Architecture Inc.

BUILDING SECTIONS

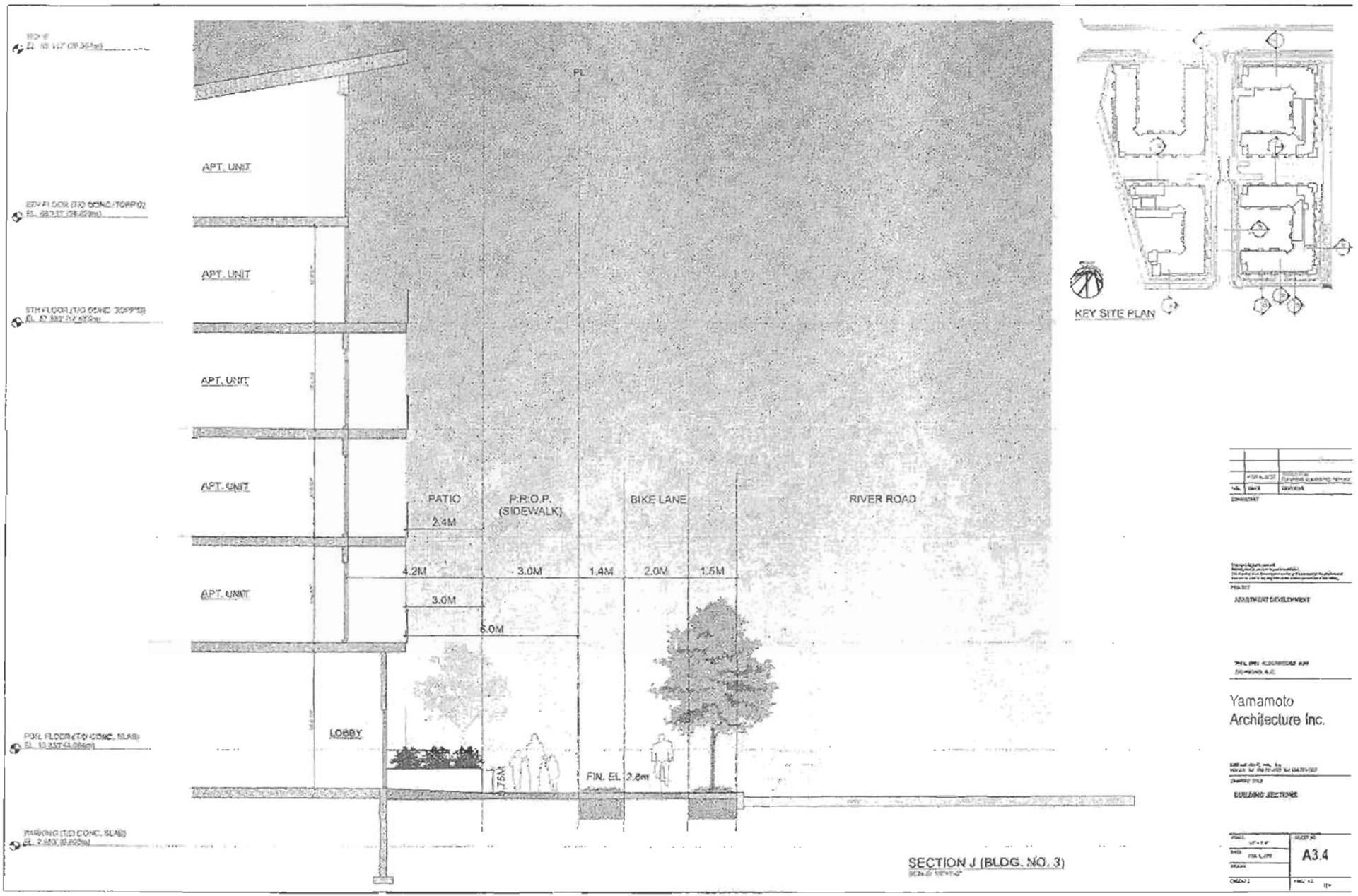
A3.1


APT. UNIT
HALLWAY
APT. UNIT
ELEVATOR
LOBBY
P.R.O.P.
(SIDEWALK)
BOULEVARD
6.0M
2.0M
4.1M
5.0M
PATIO
ALDERBRIDGE WAY
0.5M
FIN. EL.
1.5m
KEY SITE PLAN
SECTION N (LOBBY)
Yamamoto
Architecture Inc.
BUILDING SECTIONS
A3.8

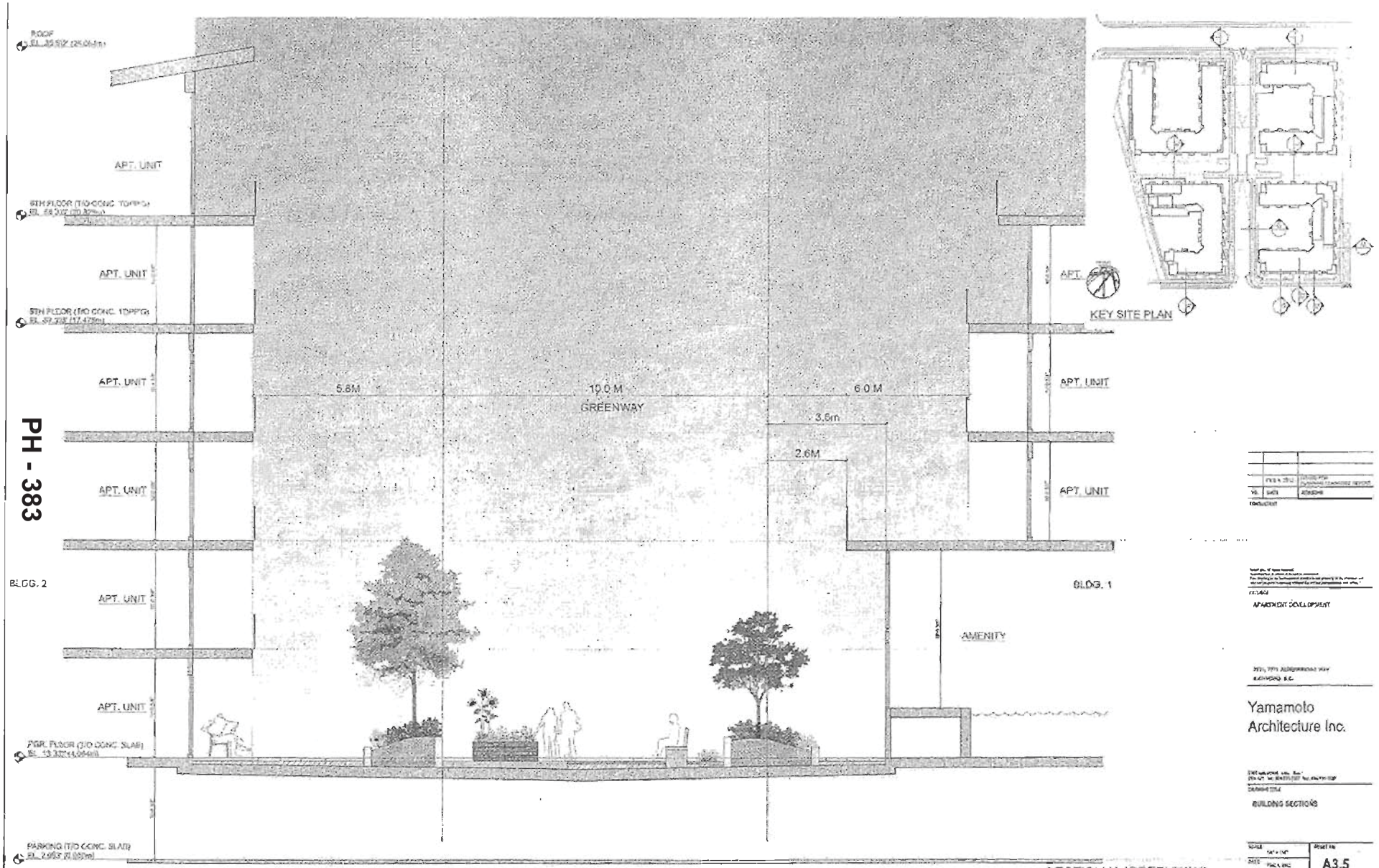
PH - 380


ROOF
PL.
6.0M
PATIO
3.0M
APT. UNIT
APT. UNIT
APT. UNIT
APT. UNIT
APT. UNIT
APT. UNIT
PARKING
P.R.O.P
(SIDEWALK)
BIKE LANE
RIVER ROAD
3.0M
3.0M
1.4M
2.0M
1.5M
FIN. EL. 2.6m
0.75M
KEY SITE PLAN
Yamamoto
Architecture Inc.
A3.3

PH - 381


PL
APT. UNIT
APT. UNIT
APT. UNIT
APT. UNIT
APT. UNIT
PATIO
2.4M
P.R.O.P.
(SIDEWALK)
BIKE LANE
RIVER ROAD
4.2M
3.0M
1.4M
2.0M
1.5M
3.0M
6.0M
LOBBY
.75M
FIN. EL. 2.6m
KEY SITE PLAN
Yamamoto
Architecture Inc.
BUILDING SECTIONS
A3.4
SECTION J (BLDG. NO. 3)

PH - 383



SECTION K (GREENWAY)

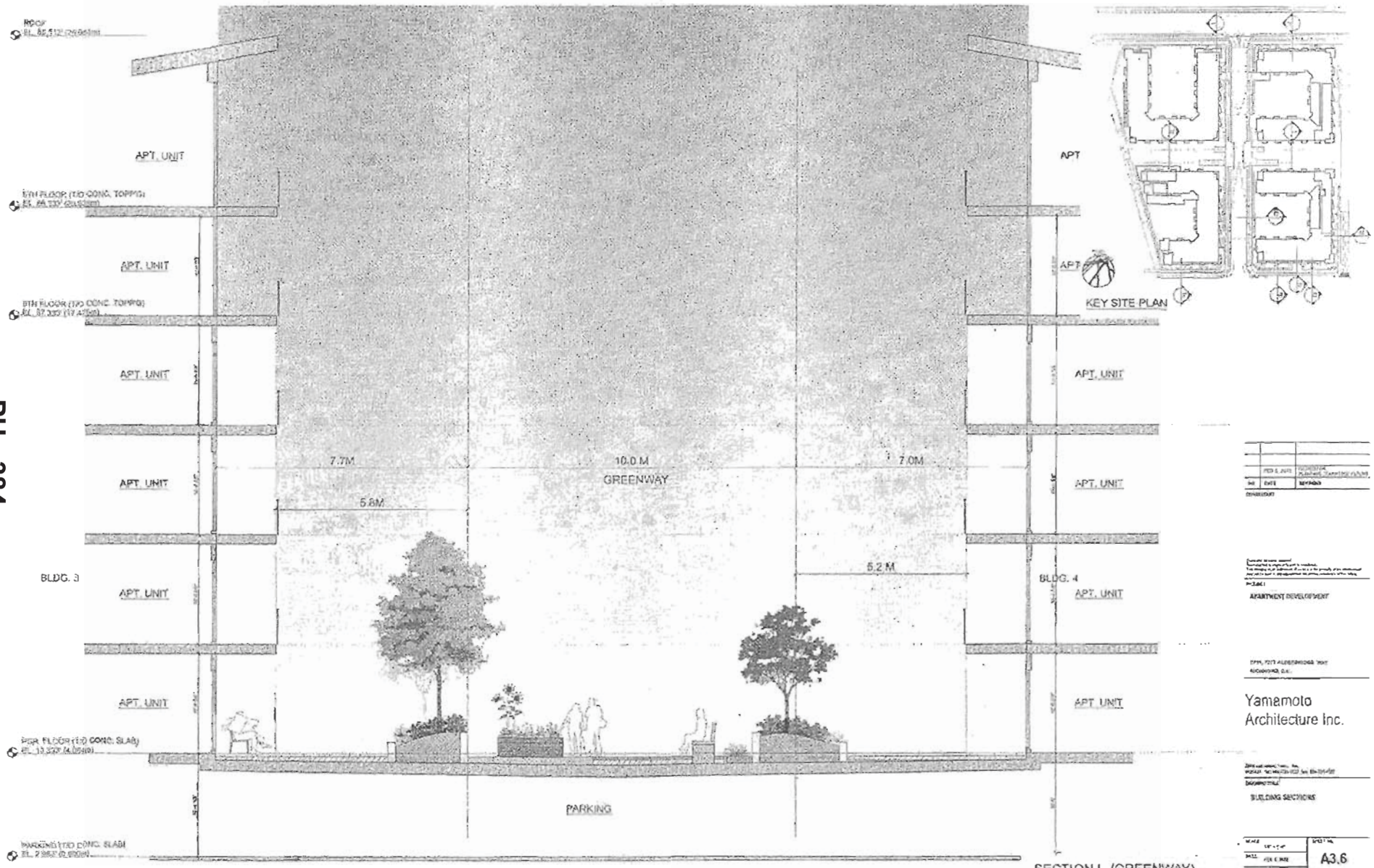
APARTMENT DEVELOPMENT

Yamamoto Architecture Inc.

BUILDING SECTIONS

A3.5

PH - 384



SECTION L (GREENWAY)

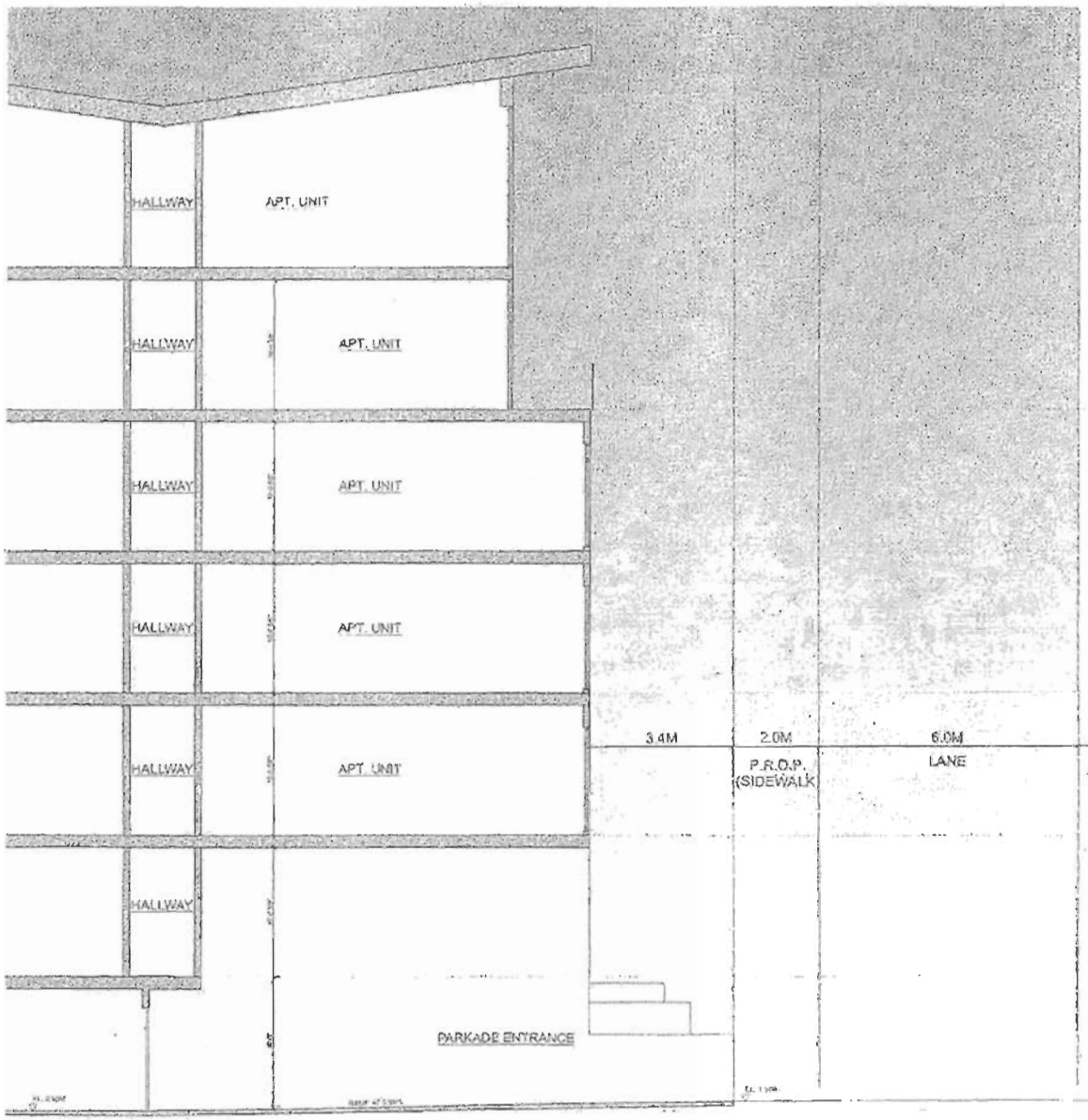
Yamamoto Architecture Inc.

APARTMENT DEVELOPMENT

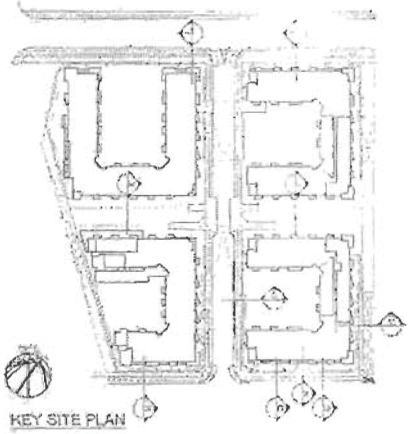
BUILDING SECTIONS

A3.6

PH - 385



SECTION M (LANE)

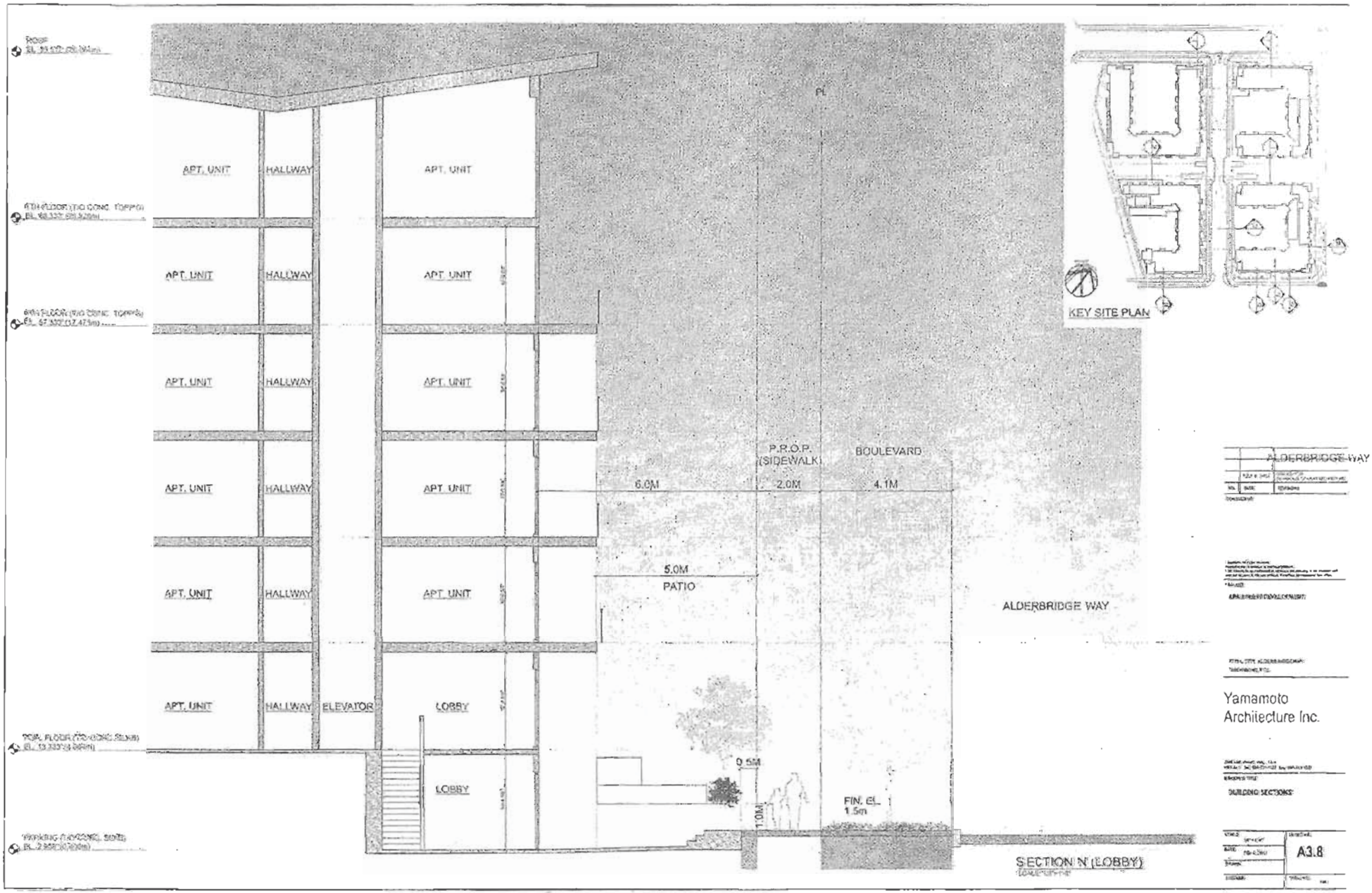


KEY SITE PLAN

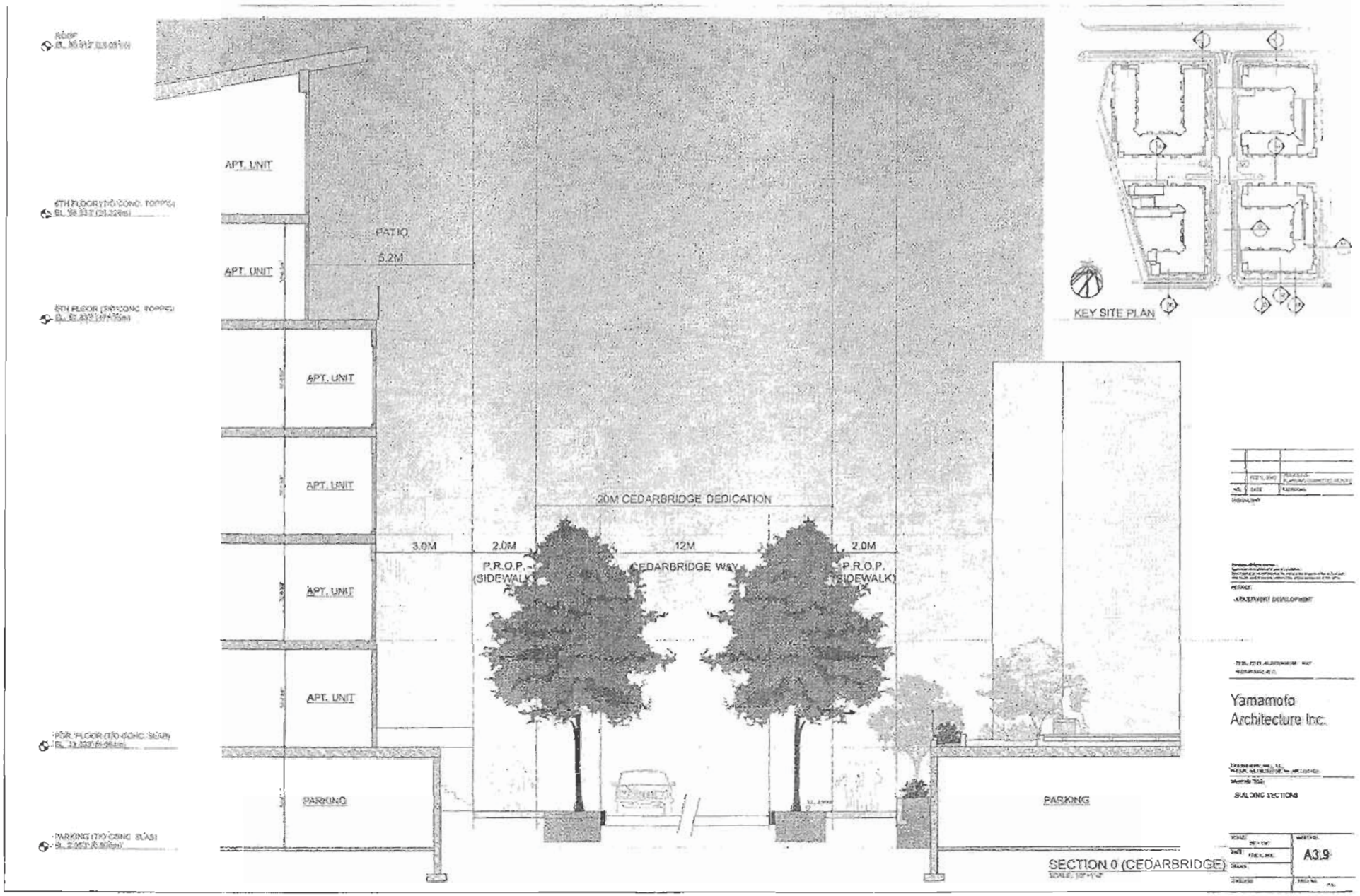
Yamamoto Architecture Inc.

BUILDING SECTIONS

A3.7


APT. UNIT
HALLWAY
APT. UNIT
APT. UNIT
HALLWAY
APT. UNIT
APT. UNIT
HALLWAY
APT. UNIT
APT. UNIT
HALLWAY
APT. UNIT
APT. UNIT
HALLWAY
APT. UNIT
APT. UNIT
HALLWAY
ELEVATOR
LOBBY
LOBBY
PL
P.R.O.P.
(SIDEWALK)
BOULEVARD
6.0M
2.0M
4.1M
5.0M
PATIO
ALDERBRIDGE WAY
0.5M
1.0M
FIN. EL.
1.5m
KEY SITE PLAN
ALDERBRIDGE WAY
Yamamoto
Architecture Inc.
BUILDING SECTIONS
A3.8
SECTION N' (LOBBY)

PH - 386


APT. UNIT
APT. UNIT
PATIO
5.2M
APT. UNIT
APT. UNIT
APT. UNIT
APT. UNIT
20M CEDARBRIDGE DEDICATION
3.0M
2.0M
12M
2.0M
P.R.O.P. (SIDEWALK)
CEDARBRIDGE WAY
P.R.O.P. (SIDEWALK)
PARKING
PARKING
KEY SITE PLAN
Yamamoto Architecture Inc.
BUILDING SECTIONS
A3.9
SECTION 0 (CEDARBRIDGE)

SITE LOCATION

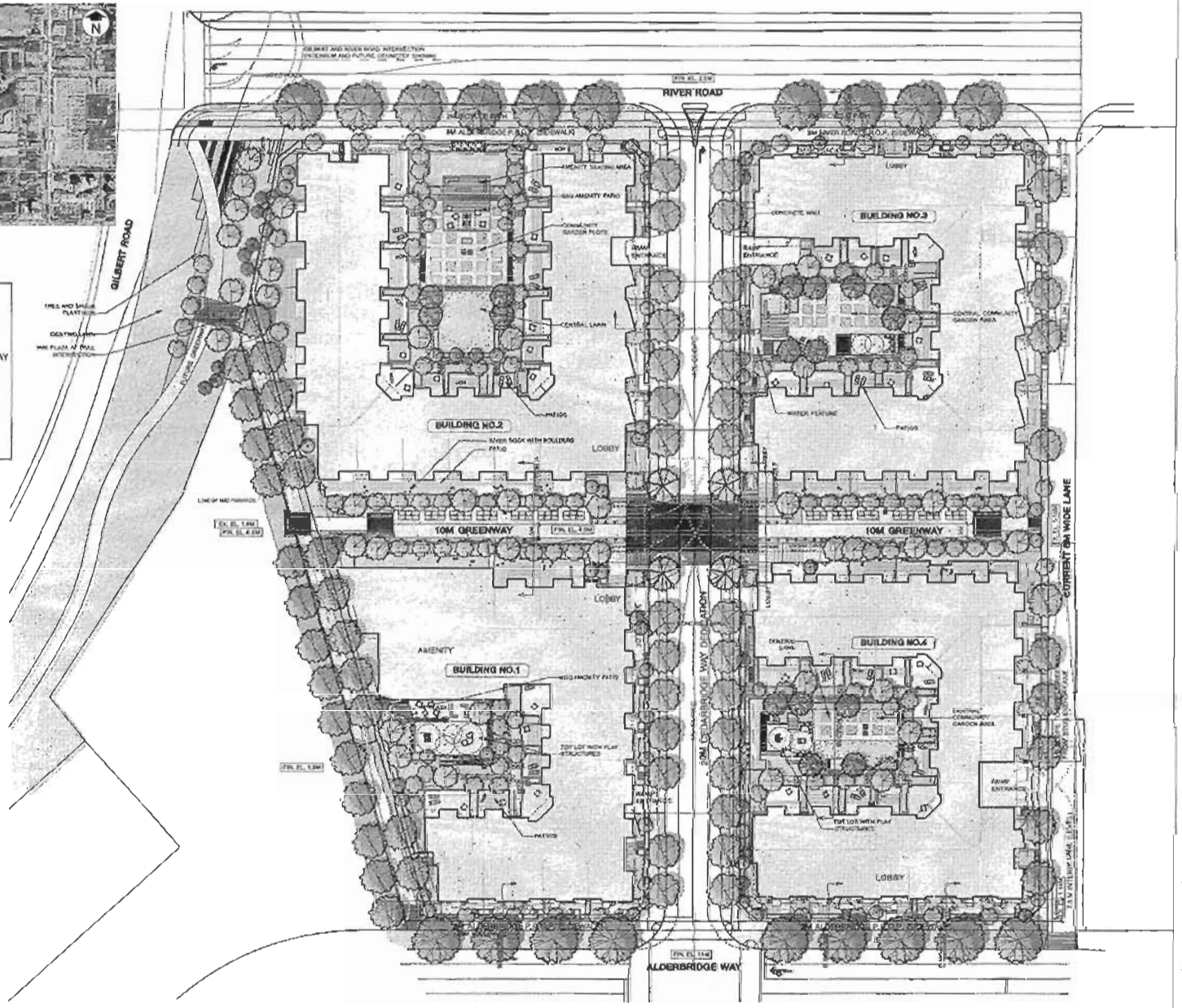
DRAWING LIST

L1.1 LANDSCAPE SITE PLAN
L1.2 GRADING PLAN
L1.3 COURTYARD DETAIL PLAN - BUILDING 4
L1.4 COURTYARD DETAIL PLAN - BUILDING 1
L1.5 COURTYARD DETAIL PLAN - BUILDING 3
L1.6 EAST / WEST COMMUNITY GARDEN GREENWAY
L1.7 FUTURE LANE CONDITION
L1.8 ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN

L2.1 PLANT MATERIALS

L3.1 LANDSCAPE SECTIONS
L3.2 LANDSCAPE ELEVATIONS AND DETAILS

L4.1 PRECEDENT IMAGES



NOTES:

SHARP & DIAMOND

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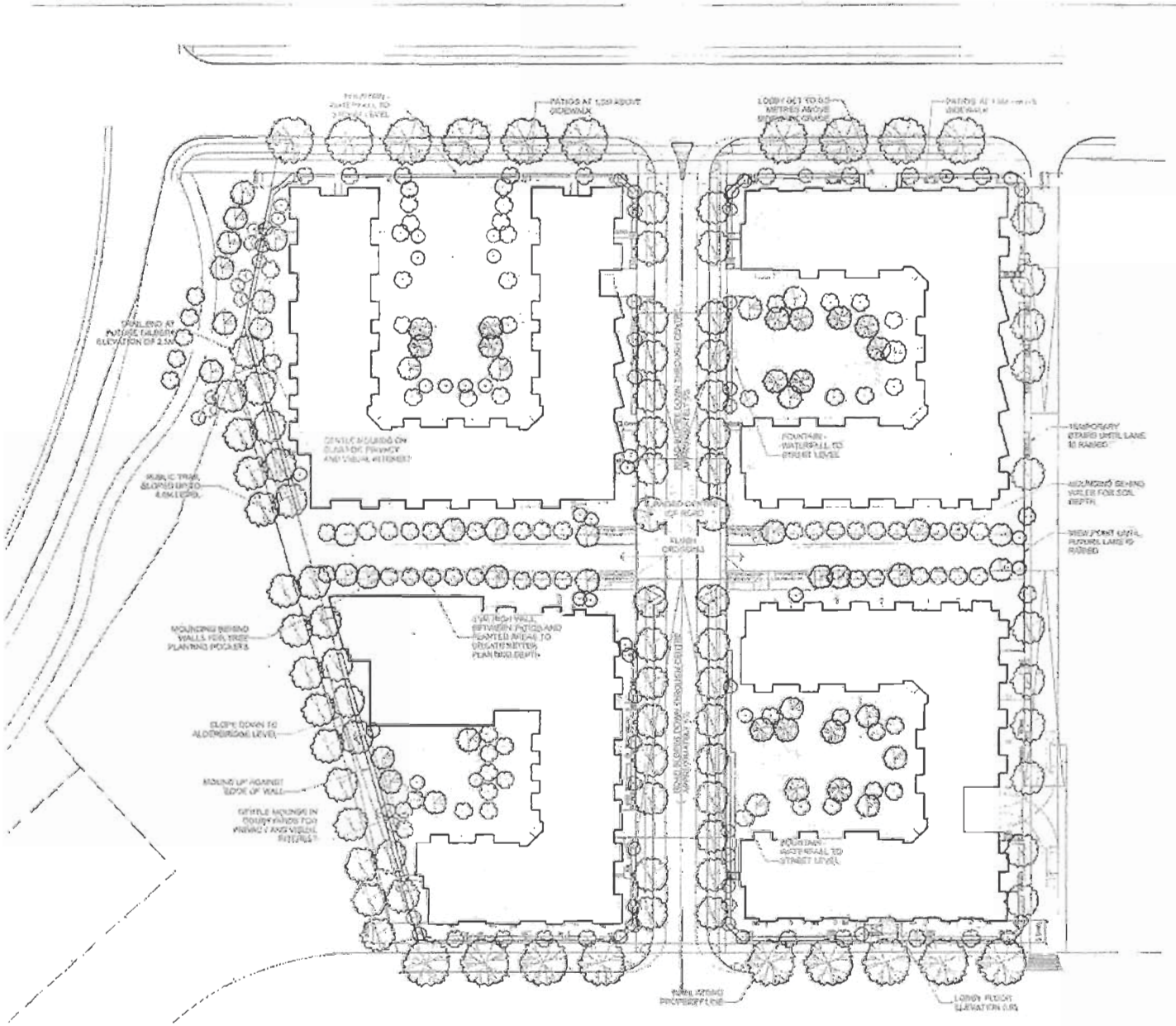
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC

onni

LANDSCAPE SITE PLAN

L1.1

ATTACHMENT 8


NOTES:
SHARP & DIAMOND
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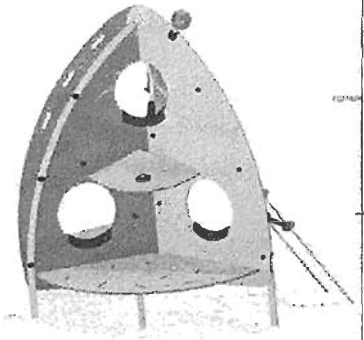
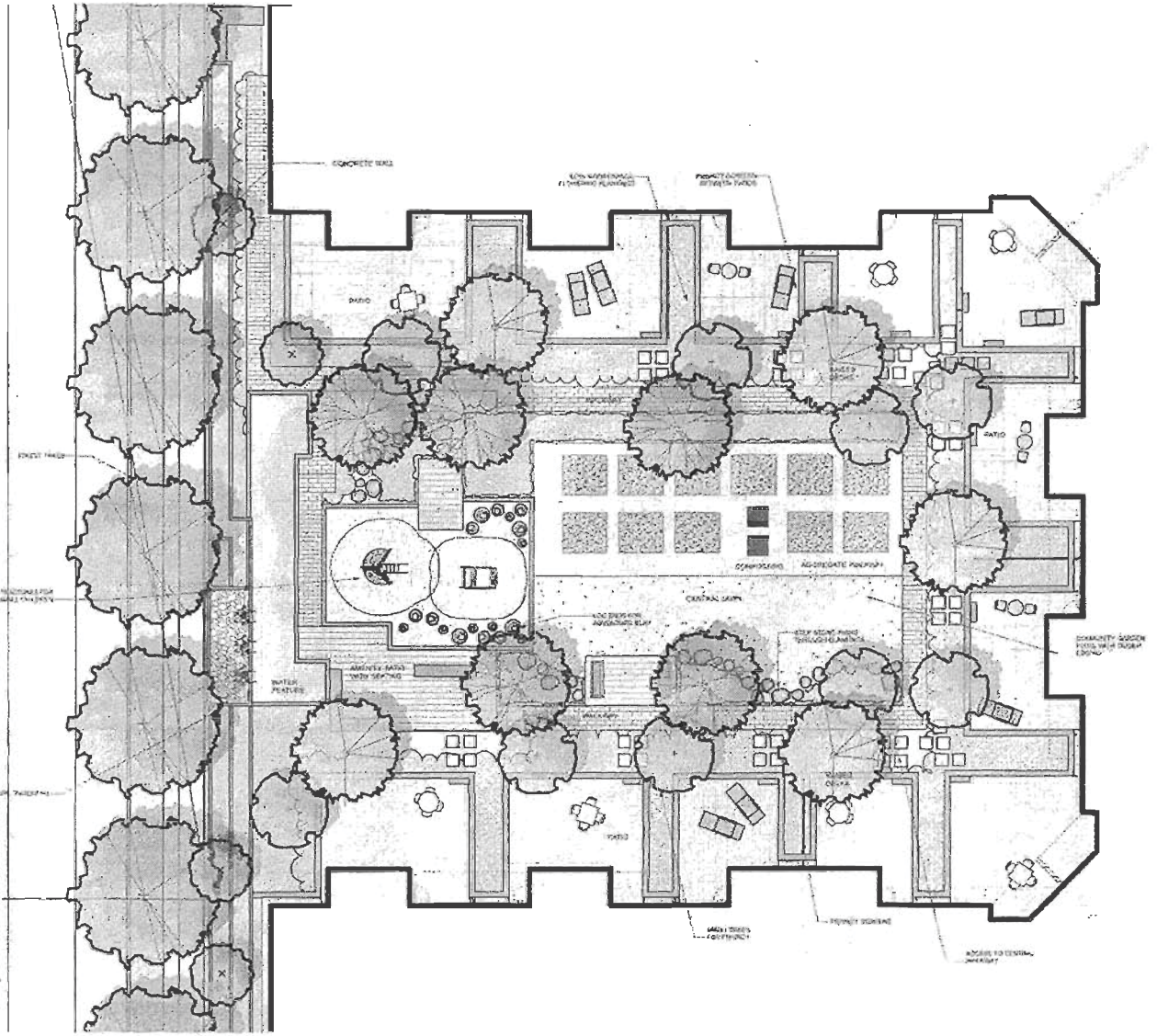
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC
onni
GRADING PLAN
L1.2

WOOD FIBRE FALL SURFACING



KOMPAN CLIMBY STRUCTURE



NOTES:

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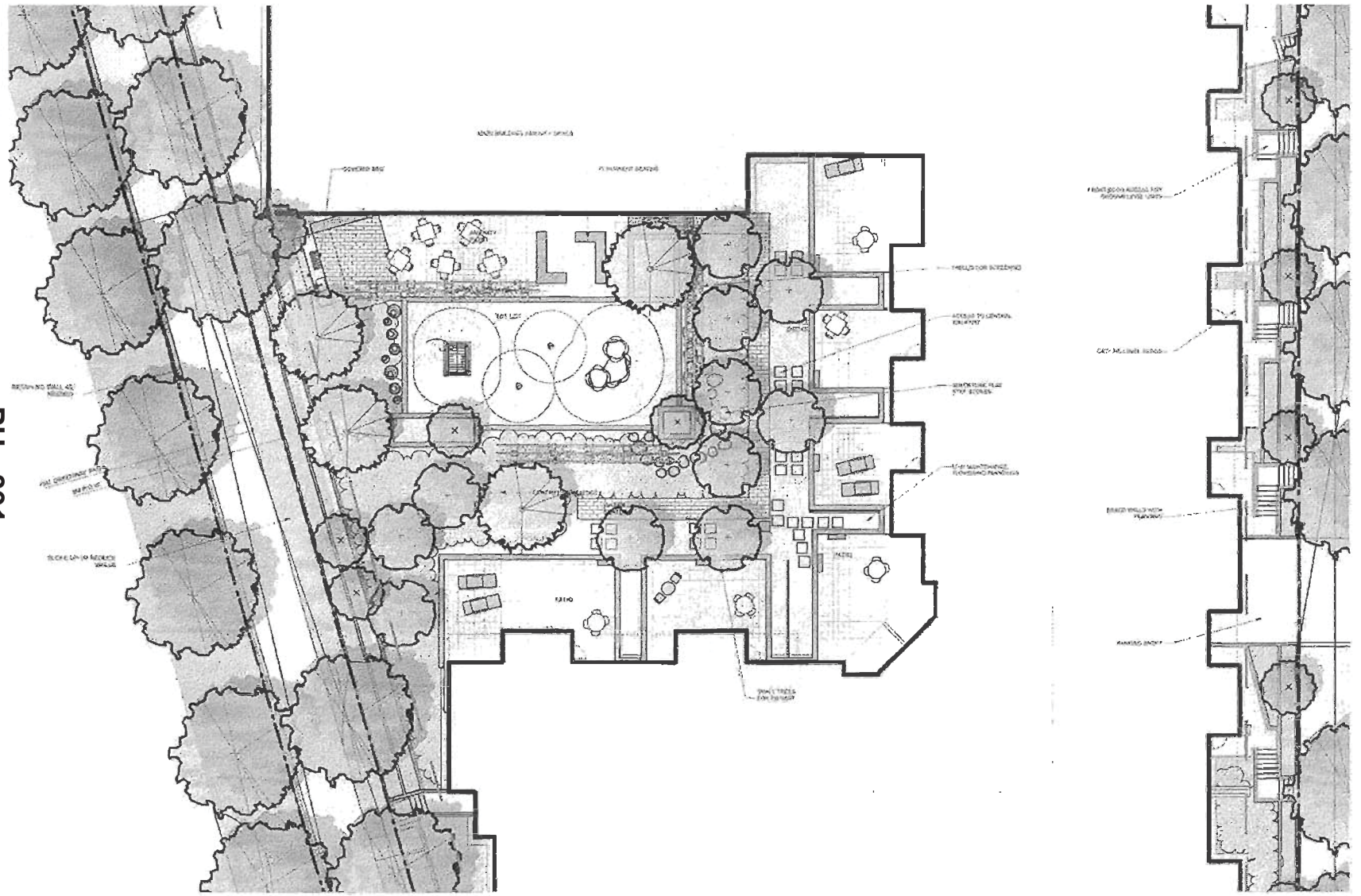
BUILDING 4
COURTYARD
DETAIL PLAN

L1.3



NOTES:

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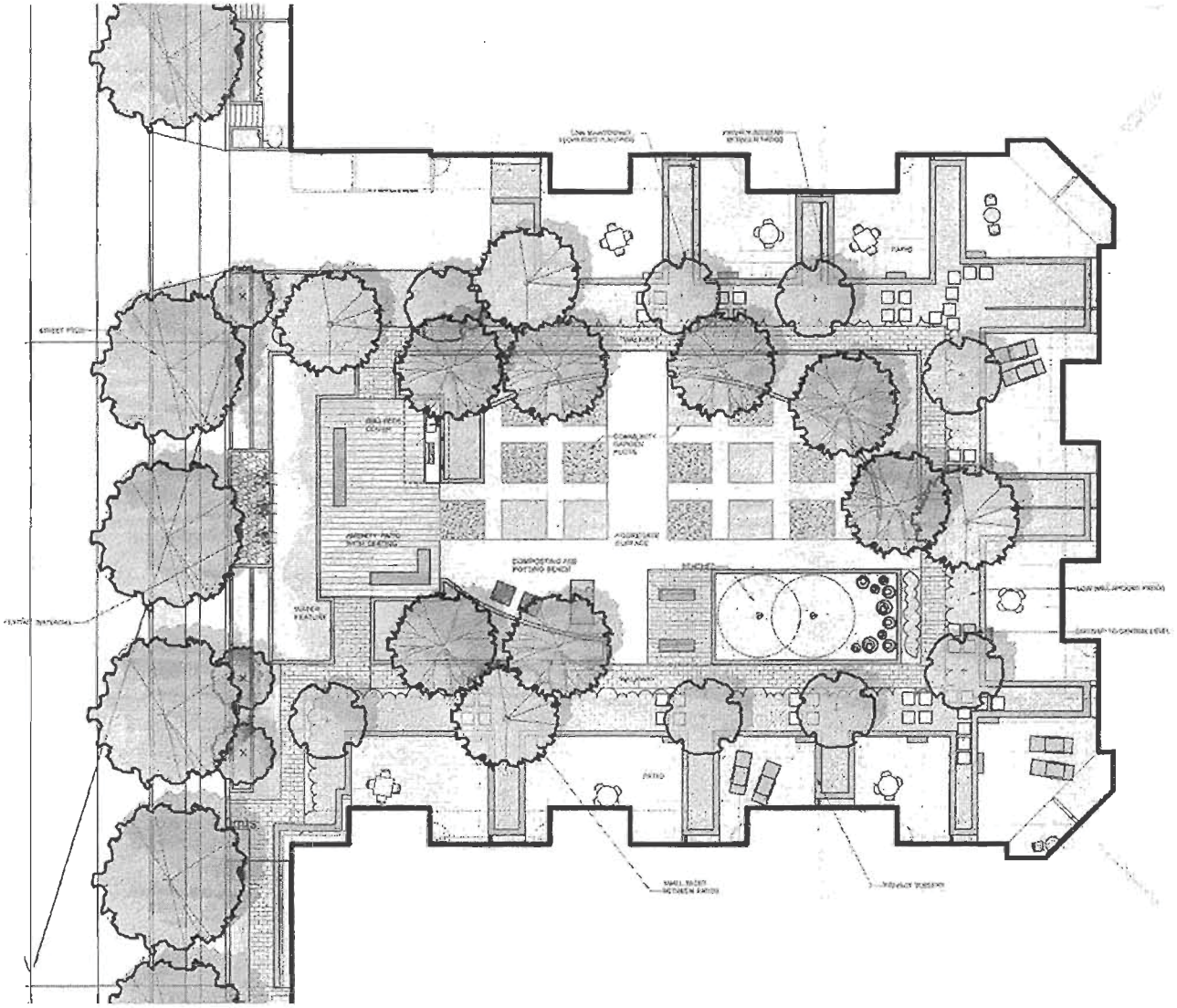
BUILDING 1
COURTYARD
DETAIL PLAN

L1.4

COURTYARD GARDENING PRECEDENTS



NOTES:

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RICHMOND, BC

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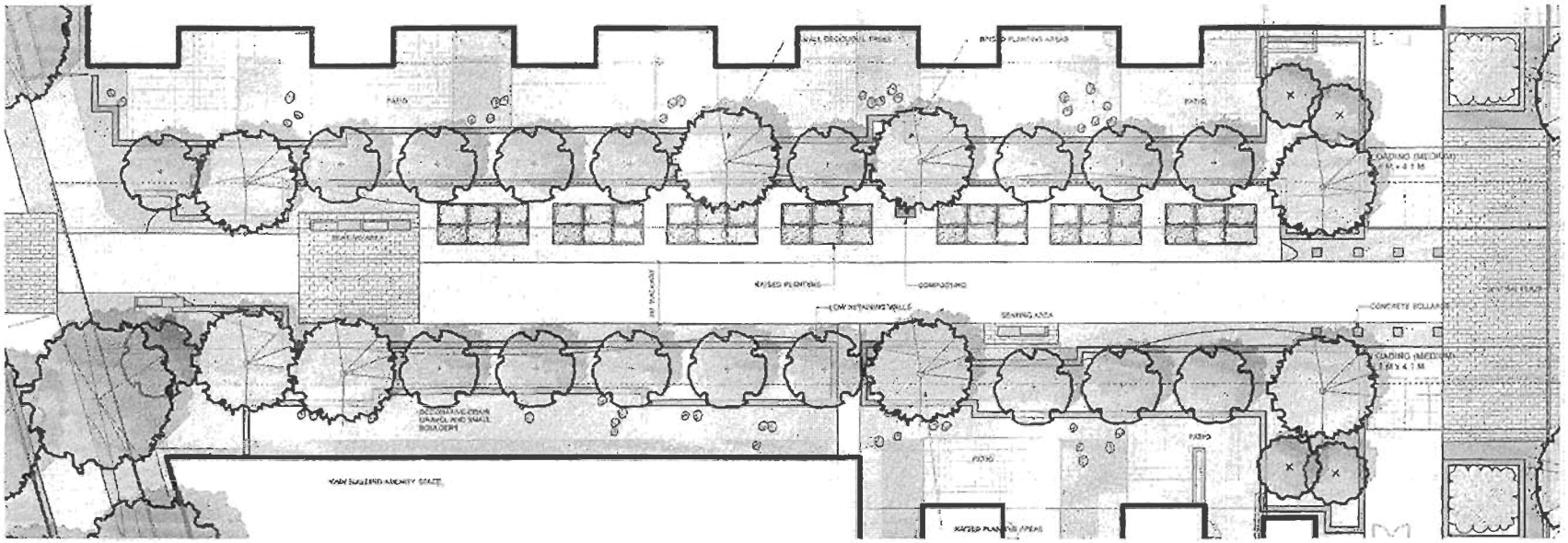
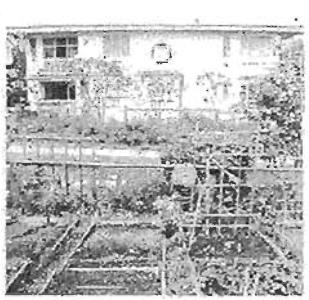
BUILDING 3
COURTYARD
DETAIL PLAN

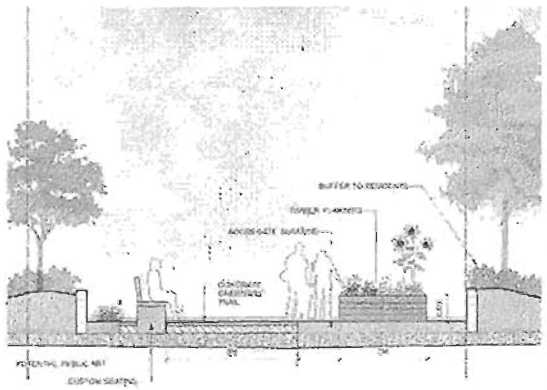
L1.5



COMMUNITY GARDEN GREENWAY DETAIL PLAN - SCALE 1:100



COMMUNITY GARDEN PRECEDENT AND CHARACTER IMAGES



COMMUNITY GARDEN GREENWAY PARTIAL SECTION - SCALE 1:50

NOTES:

SHARP & DIAMOND

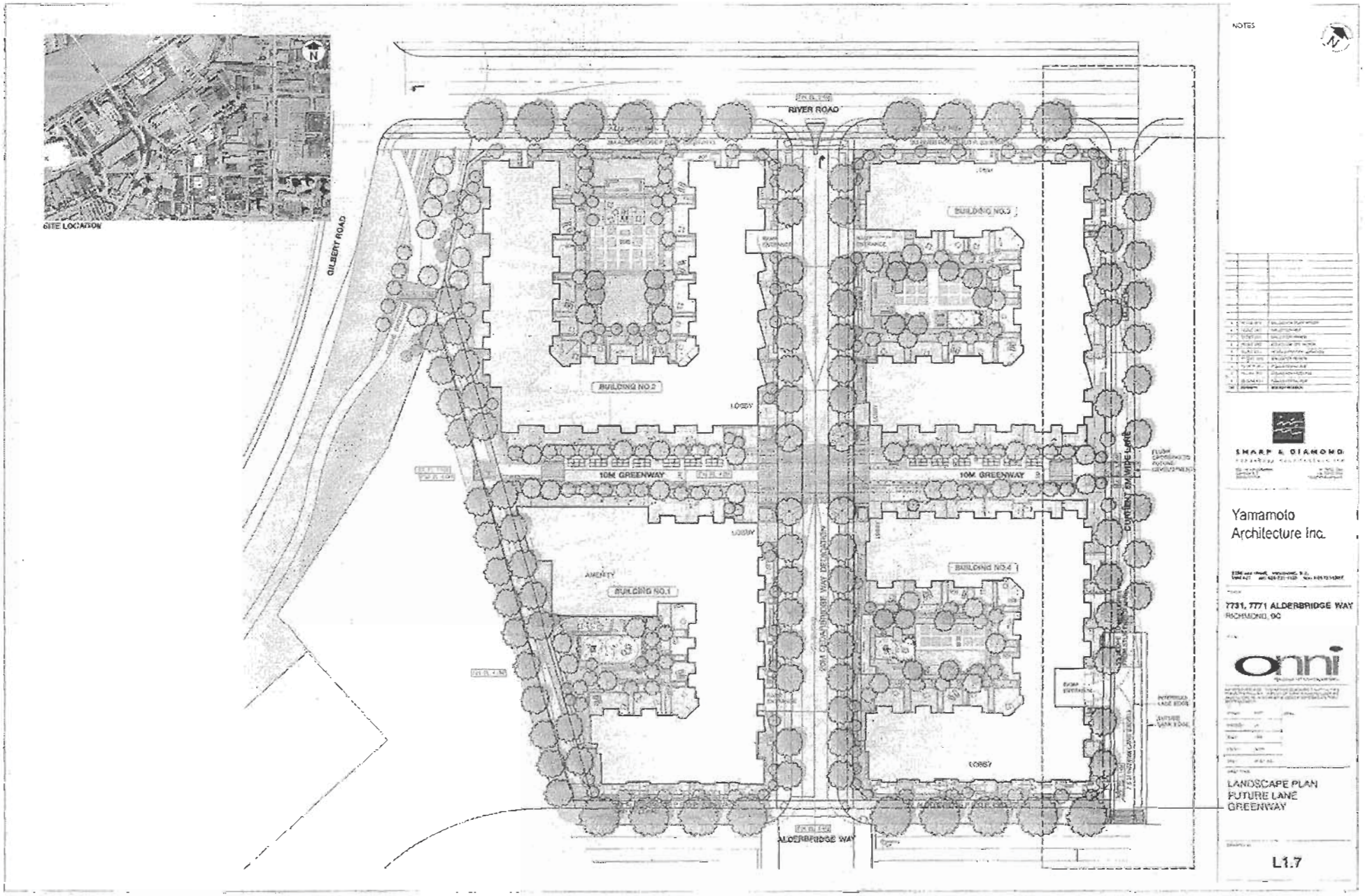
Yamamoto Architecture Inc.

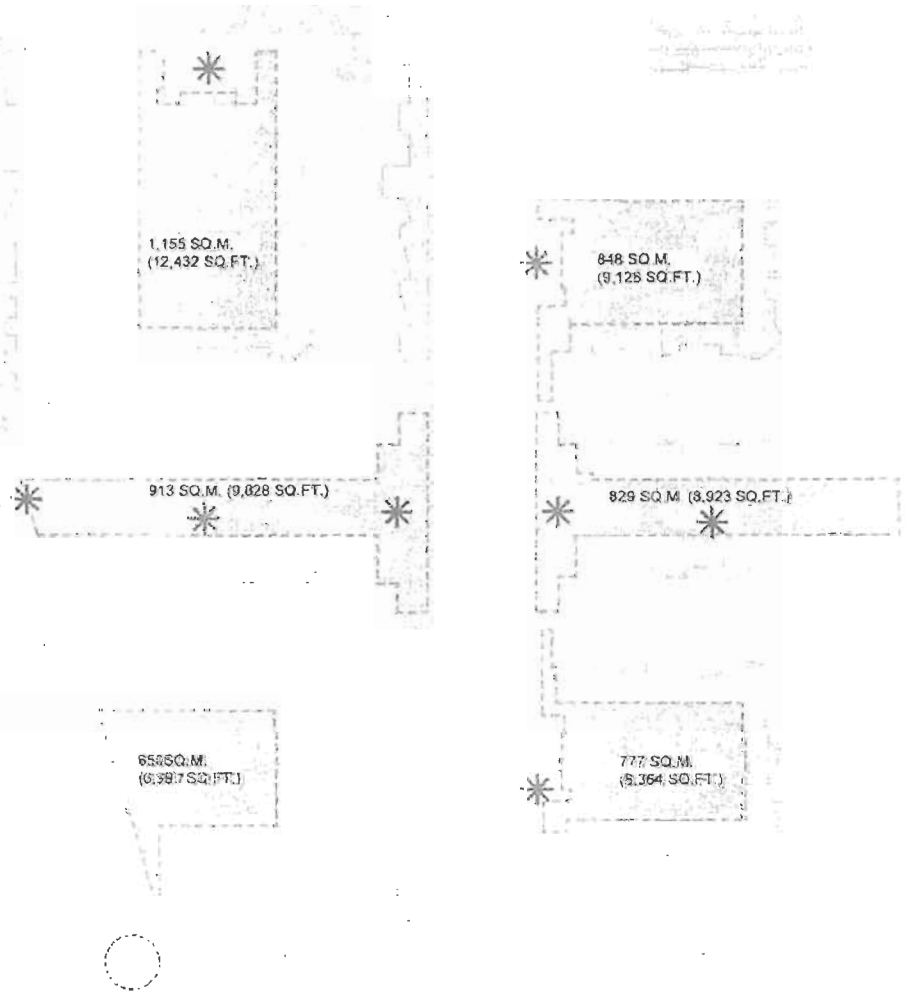
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC

onni

EAST / WEST COMMUNITY GARDEN GREENWAY

L1.6


SITE LOCATION
RIVER ROAD
GILBERT ROAD
BUILDING NO.2
BUILDING NO.3
BUILDING NO.4
BUILDING NO.1
AMENITY
LOBBY
10M GREENWAY
10M GREENWAY
ALDERBRIDGE WAY
NOTES
SHARP & DIAMOND
Yamamoto Architecture Inc.
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC
onni
LANDSCAPE PLAN
FUTURE LANE
GREENWAY
L1.7



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

STATISTICS / LEGEND

SHARED OPEN SPACE

- TOTAL OUTDOOR SHARED AMENITY AREA: **5,208 SQ.M.** (56,058 SQ.FT)

- REQUIREMENTS AT 6 SQ.M. PER UNIT
669 TOTAL UNITS = 3,960 SQ.M. SHARED AMENITY SPACE

- INDOOR SHARED AMENITY AREA:
BLDG 1 (SHARED BY BLDG 2): 1,632 SQ.M.
BLDG 3: 21 SQ.M.
BLDG 4: 21 SQ.M.
TOTAL INDOOR SHARED AMENITY AREA: **1,874 SQ.M.** (20,171 SQ.FT)

PRIVATE OPEN SPACE

- MINIMUM PRIVATE OPEN SPACE AT GROUND LEVEL = 24 SQ.M. AREA
MEDIAN PRIVATE OPEN SPACE AREA AT GROUND LEVEL = 46.6 SQ.M. AREA

- REQUIREMENTS AT 20 SQ.M. PER UNIT MINIMUM PRIVATE OPEN SPACE AREA FOR URBAN CENTRE (T5) (GROUND LEVEL) AND 6 SQ.M. BALCONY SIZE.

AREA TO SCALE

- THE NUMBER OF BALCONIES PER BUILDING
BLDG 1: 161, BLDG 2: 221, BLDG 3: 195, AND BLDG 4: 212
TOTAL BALCONIES: 789
TOTAL BALCONY SPACE: 4,734 SQ.M. (50,959 SQ.FT)

PUBLIC ART

POTENTIAL ART LOCATIONS

POTENTIAL LANDMARK ART LOCATION

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

NOTES:

SHARP & DIAMOND

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7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC

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

L1.8


Acer grosseri
Paper Bark Maple


Acer palmatum 'Sango Kaku'
Coral Bark Japanese Maple


Hamamelis x intermedia
Chinese Witchhazel


Liquidambar styraciflua
Sweet gum


Pinus sylvestris 'Fastigiata'
Scotch Sentinel Pine


Prunus 'Amanogawa'
Japanese Flowering Cherry


Quercus palustris
Pin Oak

TREES


Cornus stolonifera
Red Osier Dogwood


Cotoneaster dammeri
Cotoneaster


Hydrangea quercifolia 'Snowflake'
Oakleaf Hydrangea


Leucothoe fontanesiana
Rainbow Leucothoe


Ligustrum japonicum
Japanese Privit


Photinia x fraseri
Photinia


Prunus laurocerasus 'Zabeliana'
Zabeliana English Laurel


Ribes alpinum
Alpine Currant


Rhododendron 'Snow Lady'
White Rhododendron


Rhododendron yakushimanum 'Kim Dwood'
Pink Yak Rhododendron


Sarcococca hookeriana 'Humilis'
Himalayan Sweet Box


Skimmia japonica
Japanese Skimmia


Spiraea bumalda 'GoldFlame'
'Goldflame' Spirea


Taxus x 'Media Hicksii'
Hick's Yew

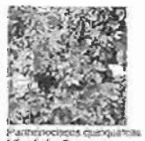
SHRUBS


Arctostaphylos uva-ursi
Kinnikinnick


Blechnum spicant
Deer Fern


Dryopteris x australis
Buckler Fern


Oxalis oregana
Pink Wood Sorrel


Parthenocissus quinquefolia
Virginia Creeper


Polystichum munitum
Western Sword Fern


Waldsteinia ternata
Waldsteinia

GROUND COVERS, FERNS, AND VINES


Achillea millefolium
Yarrow


Carex pansa
Sand Dune Sedge


Carex tumulicola
Berkeley Sedge


Dicentra formosa
Bleeding Heart


Hakonechloa macra 'Aureola'
Golden Japanese Forest Grass


Hosta sp
Hosta


Miscanthus 'Yakushima'
Silver Spider Grass


Narcissus 'Dutch Master'
Daffodil


Rudbeckia hirta
Black-eyed Susan


Stipa tenuissima
Mexican Feather Grass

GRASSES, PERENNIALS, BULBS, AND ANNUALS

PRELIMINARY PLANT LIST

NOTES:

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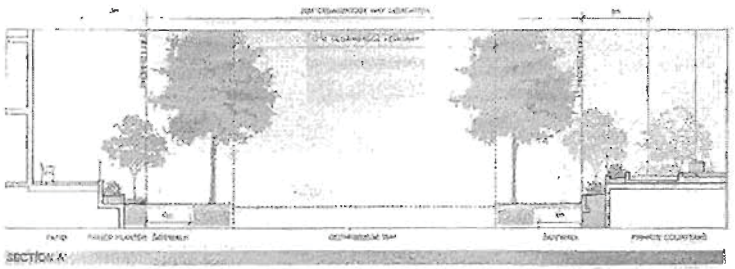
RICHMOND, BC

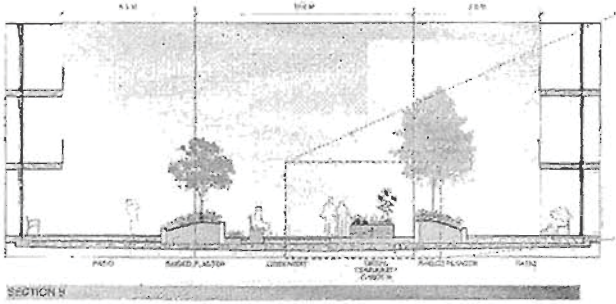
PLANT MATERIALS

L2.1

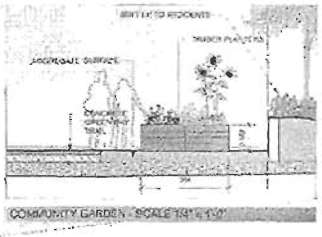
PH - 396



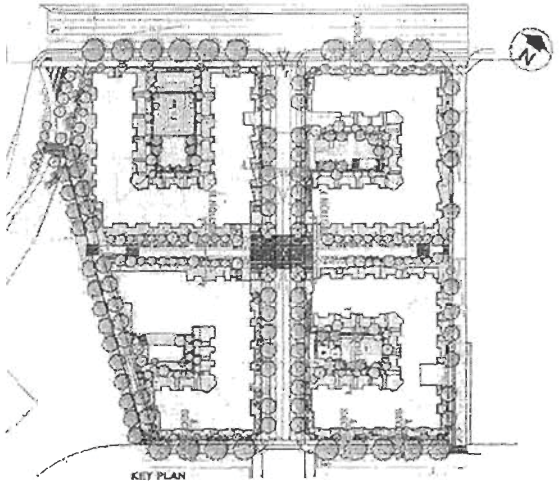
SECTION A



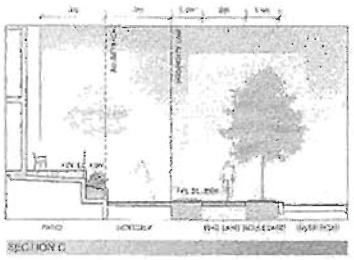
SECTION B



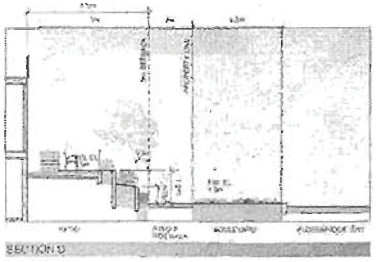
COMMUNITY GARDEN - SCALE 1/8" = 1'-0"



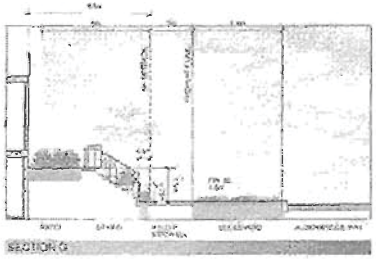
KEY PLAN



SECTION C



SECTION D



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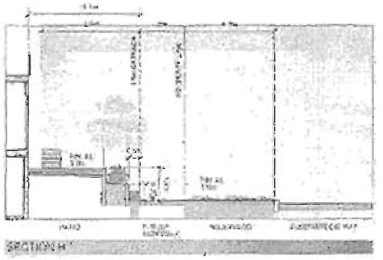

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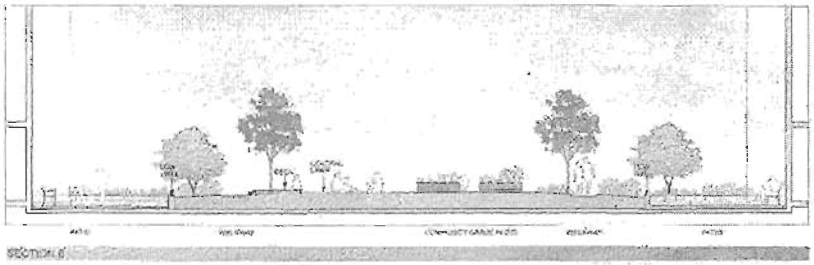
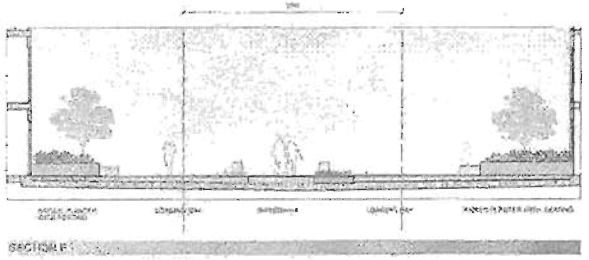


SECTION E



SECTION F

NOTES:

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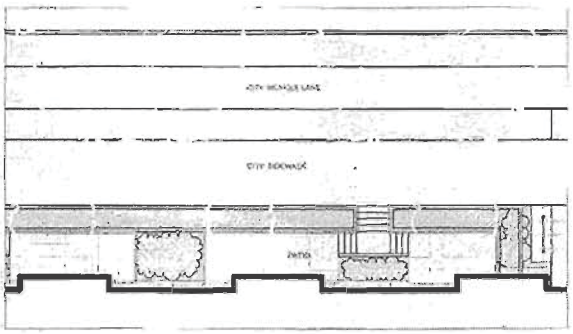
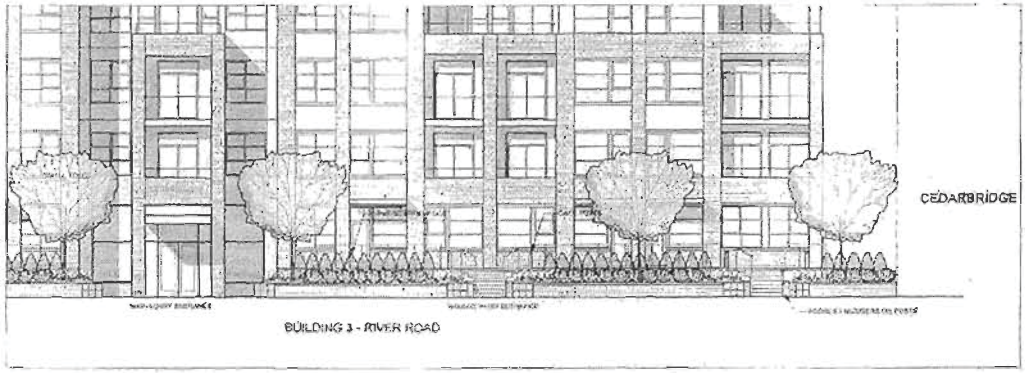
LANDSCAPE SECTIONS

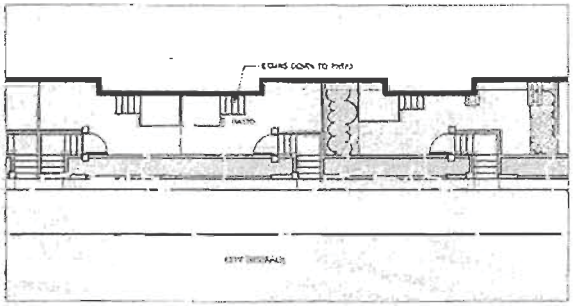
L3.1



BUILDING 3 PATIO DETAIL PLAN - SCALE 1:100

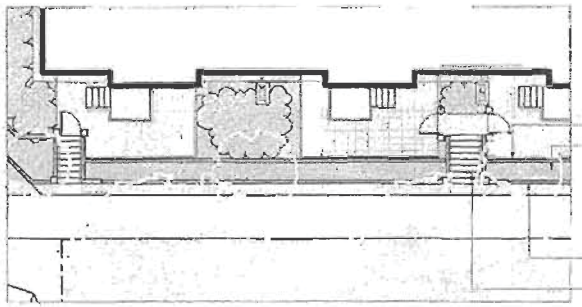


ELEVATION - RIVER ROAD - SCALE 1:100

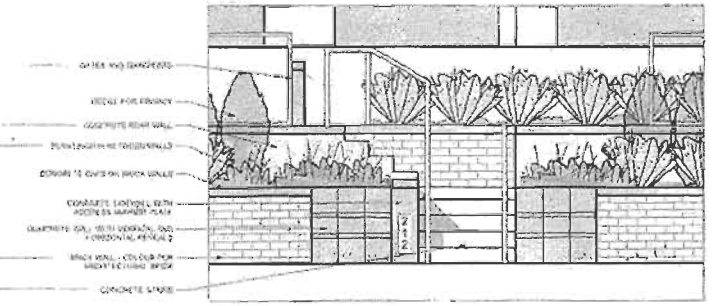


BUILDING 1 PATIO DETAIL PLAN - SCALE 1:100

ELEVATION - ALDERBRIDGE WAY - SCALE 1:100



BUILDING 2 PATIO DETAIL PLAN - SCALE 1:100



DETAIL ELEVATION - TYPICAL STREET LEVEL UNIT ENTRY - SCALE 1:25

NOTES:

SHARP & DIAMOND

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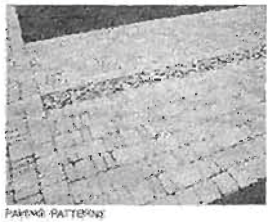
LANDSCAPE ELEVATIONS AND DETAILS

L3.2



PAVING PATTERNS

GREEN EDGE

CONCRETE WALLS

WALLS WITH BRICK

MATERIALS

BENCHES ON WALLS

STANDARD BENCHES

CUSTOM BIKE RACKS

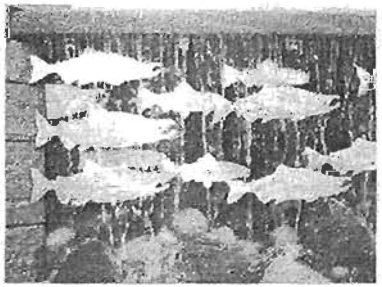
STANDARD RECEPTACLE

SITE FURNISHINGS

1. TIERED WALLS WITH PLANTING

2. COMMUNITY GARDENS

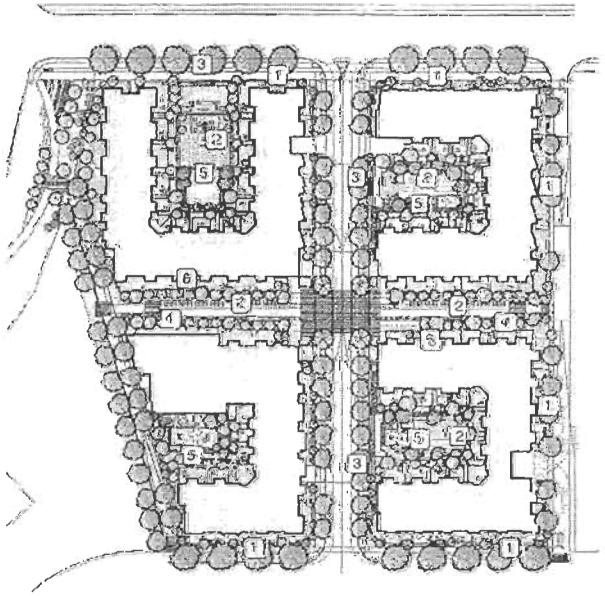
3. WATERFALL FEATURES



4. RAISED PLANTING BEDS

5. COURTYARD

6. DRY SWALE ALONG PATIOS



SITE PRECEDENT IMAGES

SHARP & DIAMOND

Yamamoto Architecture Inc.

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RICHMOND, BC

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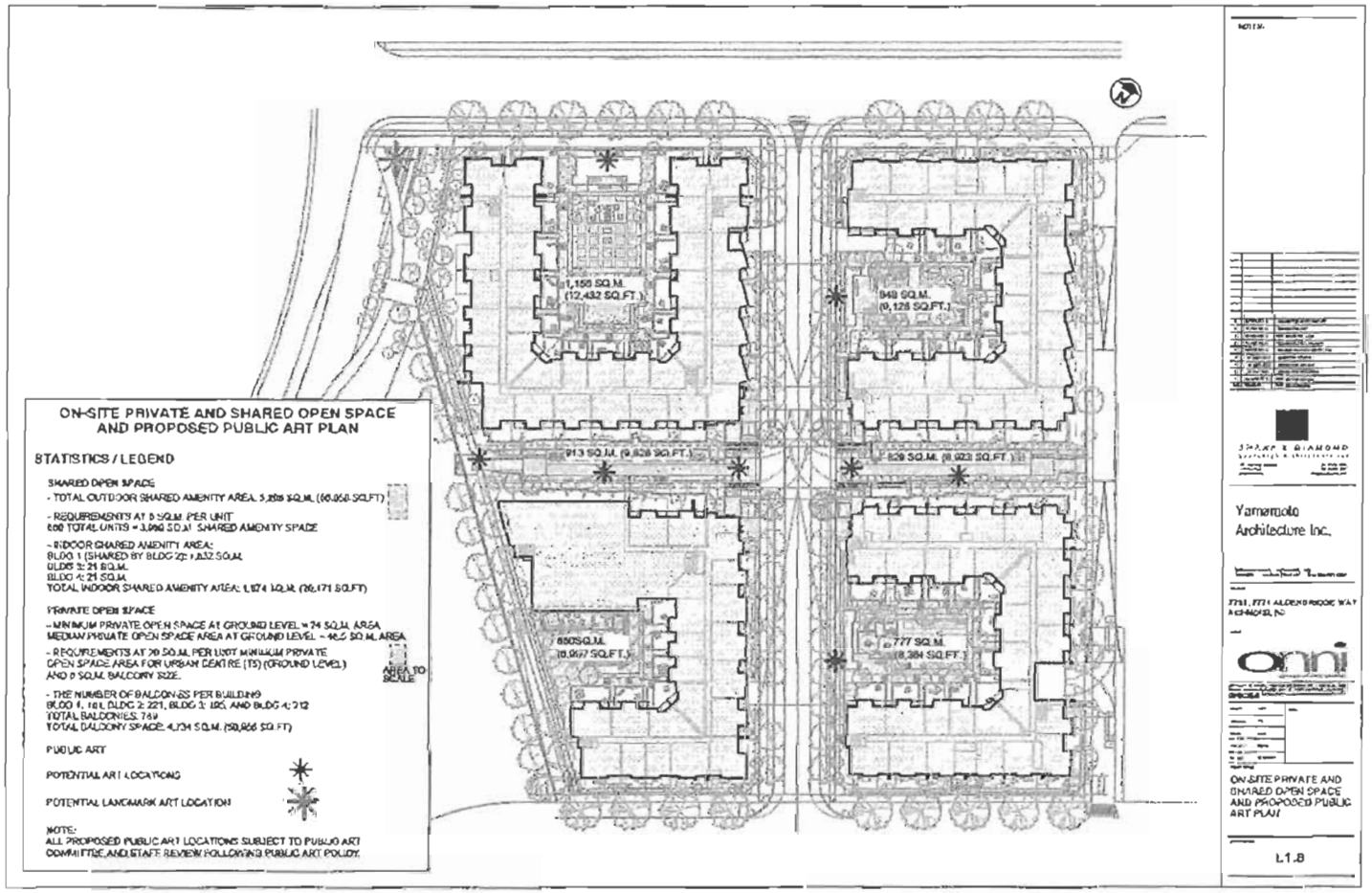
PRECEDENT IMAGES

L4.1



ATTACHMENT 9

City of Richmond

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

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.			AREA
	1 BED	2 BED			1 BED	2 BED			1 BED	2 BED			1 BED	2 BED	TOTAL	
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	889	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 ft^2 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 require 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/ft^2 of eligible building floor area of 587,214 ft^2 (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/ft^2 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 SROWs 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	11	5	18	17,500	12	3	21	4	28	27,101	22	5	32	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	18	-	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	9	14	-	23	20,937	14	8	27	-	35	33,398	27	17	41	-	58	54,335	41
1	5	14	-	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	-	11	4	15	17,131	12	-	11	4	15	17,136	12	-	22	8	30	34,267	24
5	-	15	6	21	24,639	17	-	16	6	22	24,925	18	-	31	12	43	49,564	35
4	5	26	-	31	27,911	26	5	26	-	31	27,842	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	88	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 be 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 1: Overview of Road and Streetscape

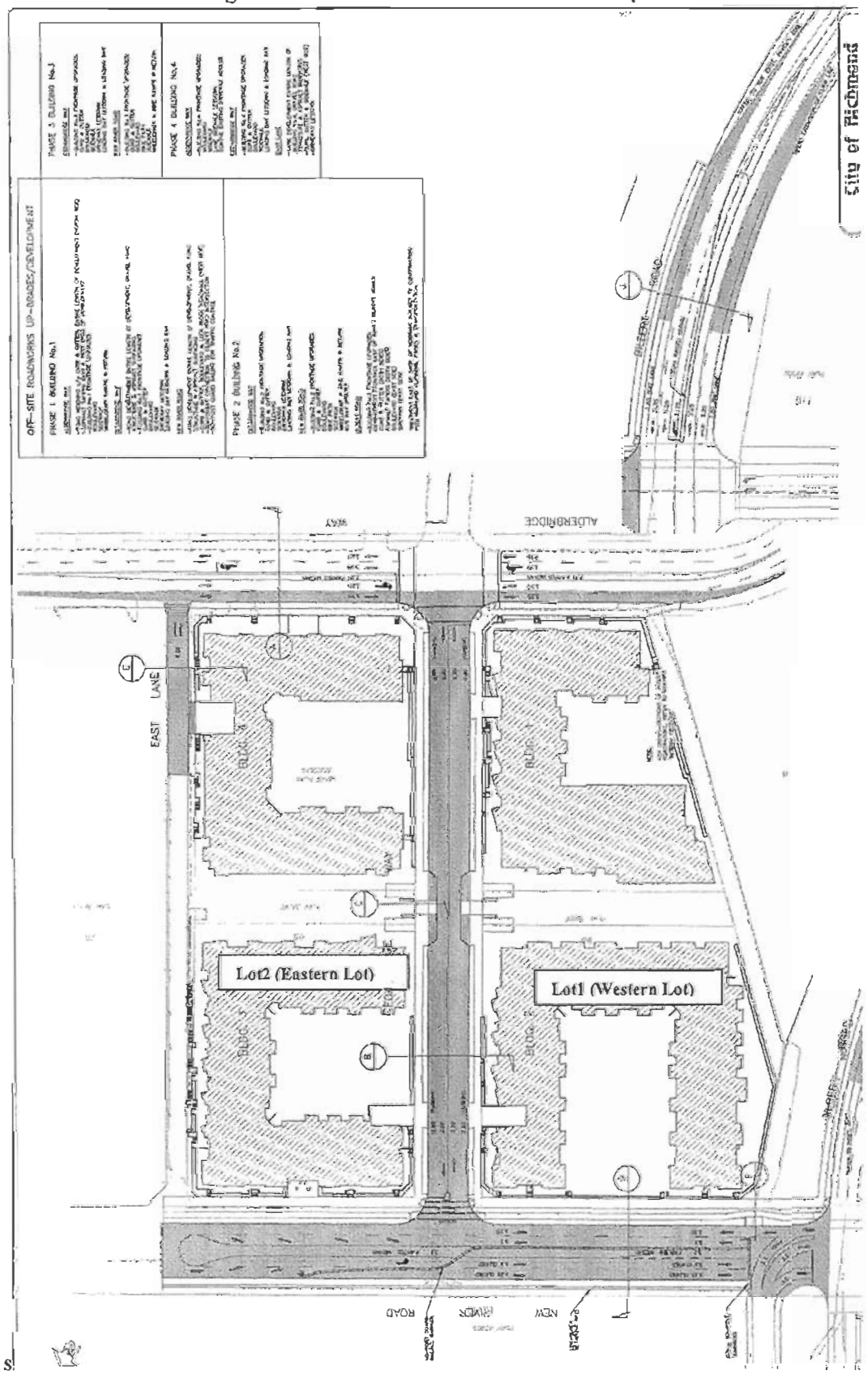
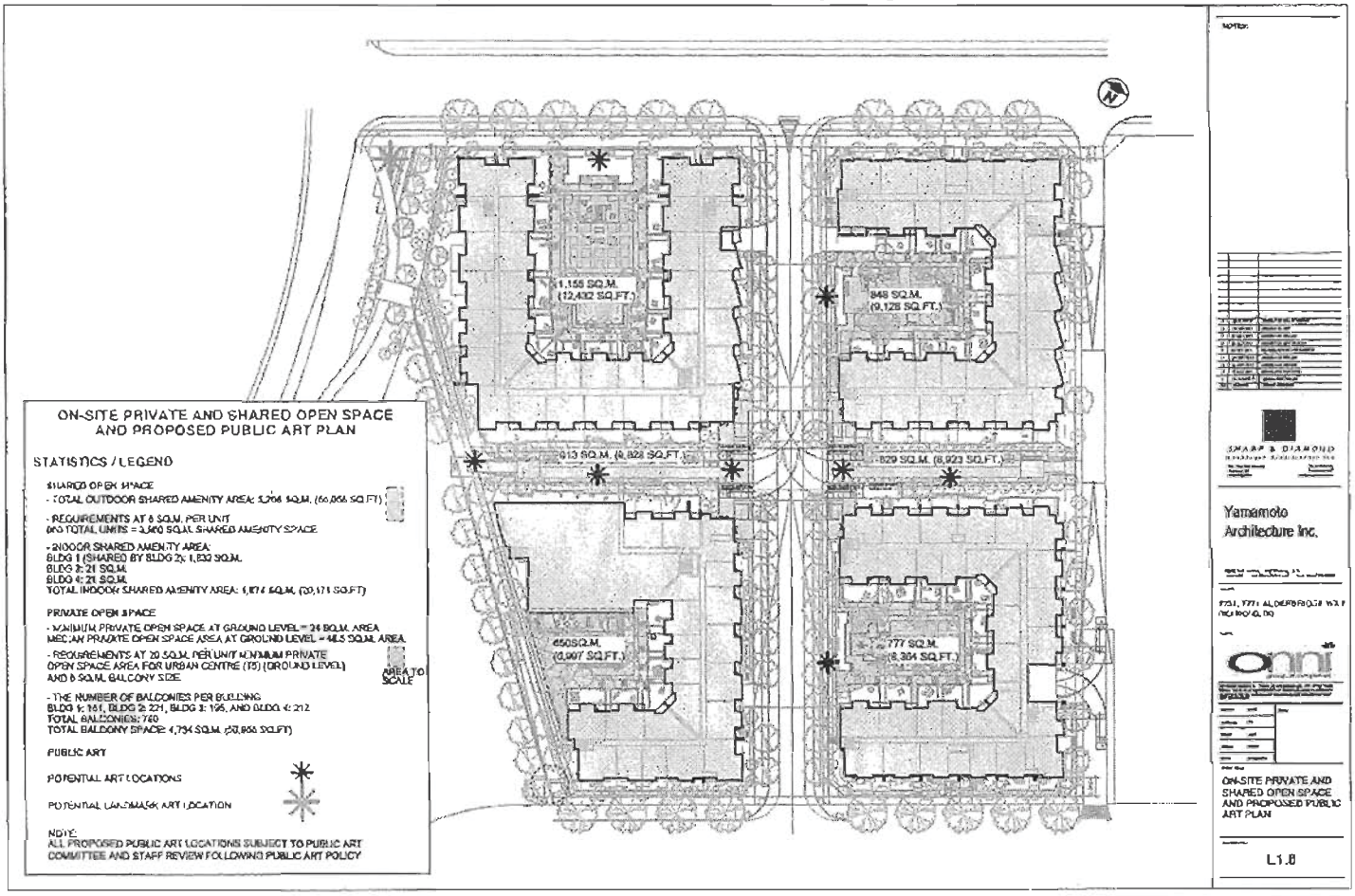


Figure 2: Public Art & On-Site Open Space



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), arc 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 1.71m 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 northbound 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

City of Richmond

Bylaw 8884

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:

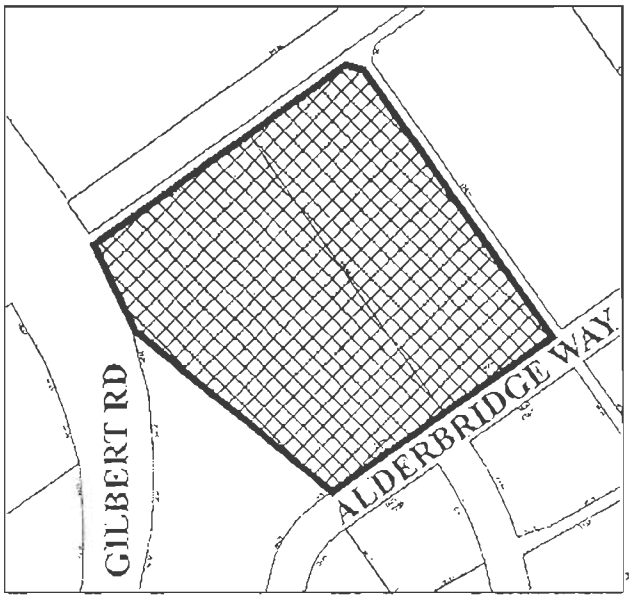
1. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new sub-section 3 to **Section 8.12.4 Permitted Density** as follows:

"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 m^2 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 2 3 2012
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

Extract From:

Regular Council Meeting for Public Hearings

Tuesday, May 22, 2012

1. **Zoning Amendment Bylaw 8884 (RZ 11-585209)**
(Location: 7731 & 7771 Alderbridge Way; Applicant: Onni 7731 Alderbridge Holding Corp. and Onni 7771 Alderbridge Holding Corp.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

Mike Rasberry, Tim Hortons Restaurant, #125-7771 Alderbridge Way (Schedule 3)

Helmot Eppich, Chairman of the Board, Richard Eppich, CEO and President, Ebco Industries Ltd., 7851 Alderbridge Way (Schedule 4)

William Dao, Legal Counsel, Tim Hortons, The TDL Group Corp., (Schedule 5)

Submissions from the floor:

Mike Rasberry, Tim Hortons Restaurant, #125-7771 Alderbridge Way, expressed concern that the proposed residential development by Onni would have a negative impact on the Tim Hortons Restaurant he owns and operates. He explained that the lease for his restaurant extends through 2032. The lease has no termination or demolition clause so there are no legal grounds available to Onni for the termination of his lease.

Mr. Rasberry noted that the developer had not communicated with him, nor engaged in any discussion regarding the proposed development.

Mr. Rasberry stated that if the requested rezoning took place, it would make his restaurant business non-conforming, and that by rezoning the property, the City would encourage the termination of his lease.

In closing, Mr. Rasberry requested that Council add the following conditions: (i) the City require the inclusion of retail/commercial space; and (ii) the satisfactory resolution of the lease tenure matter.

David McKeegan, a representative from the TDL Group Corp. that operates Tim Hortons Restaurants, spoke in support of Mr. Rasberry's comments, and reiterated concerns regarding Onni's failure to indicate its development intentions to the businesses operating at the subject site.

Mr. McKeegan also requested that as a condition of the rezoning, Onni include some commercial or retail space in the development that could accommodate a Tim Hortons Restaurant, and settle any lease issue with Tim Hortons, and the other businesses, at the subject site.

Chris Evans, Onni representative, advised that the developer has spoken to Tim Hortons corporate office throughout the past two years. He noted that Onni understands the need to resolve the lease issue before the rezoning bylaw is adopted by Council. He added that Onni has spoken with landowners, and tenants, affected by the proposed development, but he agreed that better communication could have been undertaken.

PH12/5-6 It was moved and seconded

That, in relation to this rezoning, as a further condition of fourth reading of the Bylaw, that any leases registered on title, including the lease in favour of Tim Hortons Canada, would be discharged.

CARRIED

PH12/5-7 It was moved and seconded

That Zoning Amendment Bylaw 8884 be given second and third readings.

CARRIED

To Public Hearing
Date: May 22, 2012
Item # 3
Re: Bylaw 8884

May 10, 2012

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

Schedule 3 to the Minutes of the Council Meeting for Public Hearings held on Tuesday, May 22, 2012.

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,

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;

Tim Hortons®
OPERATED BY THE TDL GROUP Corp.
7460 - 51st STREET S.E., CALGARY, ALBERTA T2C 4B4
TELEPHONE (403) 203-7400 • FACSIMILE (403) 203-7430

May 16, 2012

VIA HAND DELIVERED

City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Schedule 5 to the Minutes of the Council Meeting for Public Hearings held on Tuesday, May 22, 2012.

Dear Sirs & Mesdames:

Re: Tim Hortons Restaurant located at 125-7771 Alderbridge Way, Richmond, BC

1. This letter is a submission from the TDL Group Corp. which operates as the franchisor for the Tim Hortons restaurant #2324 located at 125-7771 Alderbridge Way, in Richmond, BC.

2. We wish to voice our objection to the proposed re-zoning application by Onni. If the re-zoning is approved in the current form, it will cause irreparable harm to all of the businesses in and around 7731 Alderbridge Way and 7771 Alderbridge Way.

3. Tim Hortons has been operating at this location since 2002 and our lease of the premises continues through to 2032. Onni recently purchased this property from the previous landlord and our understanding is that Onni plans to re-develop all of the property located in the vicinity of the Tim Hortons into residential condominiums.

4. Our concern is that Onni has not formally indicated to us, or to any of the other businesses in the area, their intentions for this development. We think it is only fair that Onni should inform the tenants of their re-development plans, as they plans will ultimately have a major impact on all of the stakeholders, including the community at large.

5. As a condition of their re-zoning approval, Onni should be required to either settle any disagreements with the tenants regarding their existing leases or permit the tenants to continue operating until the end of their term as agreed to in the leases.

6. We wish to inform City Council that the Tim Hortons lease has no early termination clause or demolition clause, so it is abundantly clear that there are no legal grounds for termination available to Onni.

7. We feel that if City Council were to approve Onni's application as it stands, Onni would be encouraged to breach the terms of their leases and effectively close down the Tim Hortons, as well as the other businesses, causing many employees to lose their jobs.

8. Further, we are concerned that Onni's development plans will affect the access and parking for all of the businesses at this location. We would like to know if Onni's construction plans will impede access to our property and effectively kill our business.

9. Finally, the proposed re-zoning would force all of the businesses into a legal limbo because they would be non-conforming with the proposed zoning, a status that no business owner would want. Non-conforming status could impact our ability to refurbish, renovate and alter our operations at this location, which would most certainly occur over the remaining 20 year term of our lease.

10. Tim Hortons and our Franchisee are positive contributors to the Richmond community. We operate several locations in Richmond that have employed hundreds of local residents over the years.

11. We have been, and continue to be, a strong supporter of numerous local charities and organizations thru the Timbits Minor Sports Program, the Tim Hortons Community Cruiser, and the Tim Horton Children's Foundation. This could all be lost if Onni re-zoning application were to proceed as planned.

12. We would respectfully request that if the City wishes to proceed with the re-zoning, that the City require as a condition of the re-zoning that Onni:

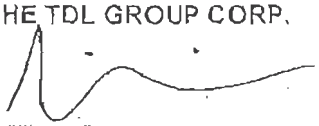
    (a) include some commercial or retail space in the development that could accommodate our operations; and

    (b) settle any lease issue with Tim Hortons and the other businesses at this location.

Thank you for your consideration.

Yours very truly,

THE TDL GROUP CORP.



William Cao
Legal Counsel

Schedule 4 to the Minutes of the Council Meeting for Public Hearings held on Tuesday, May 22, 2012.

1956 ebco 2006
EBCO INDUSTRIES LTD.
CELEBRATING 50 YEARS IN BUSINESS

May 18, 2012

The Mayor and Council,
City of Richmond,
6911 No. 3 Road,
Richmond, BC, V6Y 2C1
Via Fax: 604-278-5139

Dear Mayor and Council:

RE: Development Application by Onni at 7731 and 7771 Alderbridge Way, Richmond

We are the owners of the property at 7851 Alderbridge Way and the property at 7280 River Road in Richmond. We have owned these properties since 1968 and 1972 respectively. As the Mayor and Council is aware, we established and have been operating two family owned manufacturing Companies, namely Ebco Industries and Advanced Cyclotron Systems Inc. at these premises since 1969. Currently, there are about 300 employees between the two Companies ranging from Engineers and Scientists to uniquely qualified technicians and licensed tradesmen.

We are well aware that with the availability of the Canada line, ours and other adjacent lands in the area have become suitable for redevelopment to "higher land uses" including commercial and high density residential..To this end, we, as the owners of these lands for over 44 years, wish to ensure that re-development of any properties in our immediate vicinity do not in any way interfere with the current and future "highest and best" land use of our lands. May we respectfully submit that the highest land values and the equity in our lands are critical to the operation & success of our current Companies. Furthermore, protecting the " highest and best" land values is even more critical for the future relocation of the current Companies.

For all of the above reasons, we must respectfully inform the Mayor and Council of our objections related to "View Corridor" considerations included on Page 10 in the Report (File RZ 11-585209) from Director of Development to Planning Committee dated April 10, 2012 in support of application by Onni for properties at 7731 and 7771 Alderbridge Way from Industrial Retail to High Density Low Rise Apartments. We firmly believe that any view corridor considerations, implied or express by the City of Richmond, for this application will adversely affect the market value of our property at 7280 River Road.

Your Worship Mayor Brodie and esteemed Councilors, we have owned the property at 7280 River Road since 1972 and we do not now want the future market value or the redevelopment potential of this property diminished or limited or constrained in any way by virtue of the expectations for a view corridor directly opposite our property mentioned in a City of Richmond Planning Report. Furthermore, we believe any consideration of a view corridor by the City of Richmond in favor of a private property owner is equivalent to Council conferring a significant benefit for that developer while at the same time negatively impacting our lands as the view

Ebco Industries Ltd. 7851 Alderbridge Way, Richmond, British Columbia, Canada V6X 2A4

1956 ebco 2006
EBCO INDUSTRIES LTD.
CELEBRATING 50 YEARS IN BUSINESS

corridor is being given or implied over our lands thus limiting or diminishing or causing additional constraints on our lands.

Given that any view corridor considerations, however minimal, still negatively affect our property at 7280 River Road and 7851 Alderbridge (in way of future redevelopment), we must respectfully request the Mayor and Council to NOT grant any view corridor considerations to the above development and that the current view corridor language be removed entirely from here on prior to any further approvals.

We are hopeful that the Mayor and Council would grant our request given that:

- our request only seeks to protect our lands and does not in any way limits the scope of the above development.
- that we have owned these lands for over 44 years.
- that the success of our two Companies, Ebco Industries and Advanced Cyclotron Systems Inc, with 300 highly paid jobs and growing heavily depends on the continuing " highest and Best " land values for financing of the two Companies.
- we have been a strong Corporate stakeholder for the City of Richmond providing significant support to the city of Richmond 's cultural goals including Museums, etc.

We will be pleased to meet the Mayor and Council in person should it be so required.

Yours truly,

Helmut Eppich
Chairman of the Board

Richard Eppich
CEO and President

CC :

George Duncan, CAO, City of Richmond (Via email: gduncan@richmond.ca)
Brian Jackson, Director of Development (Via email: bjackson@richmond.ca)

Ebco Industries Ltd 7851 Alderbridge Way, Richmond, British Columbia, Canada V6X 2A4
Tel: 604-930-6676

City of Richmond

Minutes

Extract From:

Special (Closed) Council Meeting
Monday, June 4, 2012

RES NO. ITEM

AGENDA ADDITIONS (AND DELETIONS) AND COMMUNITY CHARTER CLOSED MEETING COMPLIANCE FOR ADDITIONAL ITEMS

SIC12/4-1 It was moved and seconded

(1) That the RCMP Contract, be added to the agenda as Item No. 2, and the previous Item No. 2 now be Item No. 3; and

(2) Council hereby declares that the meeting held at 4:00 p.m. on Monday, June 4, 2012, is to be closed to the public and that the basis of this closure is that the following items on the agenda of this meeting comply with the following closed meeting criteria specified in Section 90 of the Community Charter:

Item 1 90(1)(i) - the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and

Item 2 90(1)(c) - labour relations or other employee relations; and

Item 3 90(1)(k) - negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED

****

The Closed Meeting was opened to the public to consider the following:

****

SIC12/4-3 It was moved and seconded

That the following resolution (Resolution No. PH12/5-6), adopted at the Regular Council Meeting for Public Hearings held on Tuesday, May 22, 2012, be rescinded:

Extract From:

Special (Closed) Council Meeting
Monday, June 4, 2012

RES NO. ITEM

That, in relation to this rezoning, as a further condition of fourth reading of the Bylaw, that any leases registered on title, including the lease in favour of Tim Hortons Canada, would be discharged.

CARRIED

SIC12/4-4 It was moved and seconded

That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884 be rescinded.

CARRIED

SIC12/4-5 It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884 be referred to the Public Hearing scheduled for June 18, 2012 at 7:00 pm in the Council Chambers at Richmond City Hall.

CARRIED

RESOLUTION TO CLOSE THE MEETING TO THE PUBLIC

SIC12/4-6 It was moved and seconded

That the Special Council Meeting be closed to the public (5:21 p.m.) (in accordance with the resolution on closure and compliance adopted earlier in this meeting).

CARRIED

****

To Public Hearing
Date: June 18, 2012
Item # 12
Re: Bylaw 8884

June 11, 2012

City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

Attn: Brian Jackson, Director of Planning

Re: Onni Rezoning Application RZ 11 585209 – Objections by Tim Hortons (TDL Group Corp.) and Mike Rasberry, Owner/Operator Tim Hortons #2324

Mr. Jackson,

Pursuant to your request, I write in an effort to provide some background and clarification surrounding the above noted subject matter. I am in receipt of three documents; a letter from Mike Rasberry, Owner/Operator Tim Hortons #2324 dated May 10, 2013, a letter from William Cao, Legal Counsel TDL Group Corp., and the meeting minutes of the Regular Council Meeting for Public Hearings, May 22, 2012.

It is important to convey that Onni acquired this property with a lease to Tim Hortons in place. For clarity the tenant is The TDL Group Ltd. ("TDL") (Franchisor) and not Mike Rasberry Owner/operator of Tim Hortons Store # 2324 (Franchisee). In becoming the successor in interest to the lease, we began communicating directly with the tenant, TDL, as is appropriate. However, through correspondence in relation to the relocation of the store operated by Mr. Rasberry, we were led to believe Mr. Rasberry was being informed of what was being discussed surrounding his business. Mr. Rasberry informed us he has visited several potential alternative locations for his business as proposed by Onni. These locations were proposed directly to TDL who we can only conclude passed this information on to Mr. Rasberry.

With respect to TDL, we have been communicating with them since July, 2011. Our discussions have included our intentions regarding the future redevelopment of the property, the financial feasibility of an early lease termination, and relocation of the operation of Mr. Rasberry's store upon satisfactory terms. There has been a significant amount of formal communication in the form of emails, letters, phone calls and meetings commencing October, 2011 through to May, 2012. I point this out because in Section 4 of Mr. Cao's letter, he states Onni has not formally indicated to TDL Group its intensions for this development. This statement is factually false at best. For Council's interest I have outlined a timeline of our discussions below:

- July 8th, 2011 – formal written notice from Onni to TDL Group with notification of new ownership of the property.

CITY OF RICHMOND
DATE
JUN 1 1 2012
RECEIVED
CITY CLERK'S OFFICE

Suite 300 – 550 Robson St.
Vancouver, British Columbia
Canada V6B 2B7
PHONE 604 602 7711
FAX 604 688 7907
onni.com

REAL ESTATE DEVELOPMENT
PROPERTY & CONSTRUCTION MANAGEMENT

- October 31st, 2011 – formal written communication from TDL to Onni acknowledging that Onni has advised TDL of new ownership and its intent to redevelop the property into four condominium buildings. TDL notes Onni's rezoning application submitted to the City.
- November 2nd, 2012 – Email from Onni to TDL acknowledging receipt of TDL's October 31st letter and suggesting to TDL that both groups have some dialogue regarding TDL and Franchisee's concerns
- November 17th, 2012 – Video Conference call between Onni and Tim Hortons corporate officers: Jim Preston, Sr. Regional V.P. Western Canada, Greg Vogell, Sr. Regional V.P. Development Western Canada, and David MacKelgan, Manager of Real Estate Development BC, William Cao, TDL Group Legal Counsel. Note: Onni participated in this video conference at Tim Horton's regional office in Langley, BC.
- December 6, 2012 – TDL issues meeting minutes of the November 17th conference call which include points on relocation of Franchisee's store and losses in consideration of early termination of the lease.
- December 19th, 2012 – formal written notice from Onni to TDL acknowledging receipt of the meeting minutes and requesting a breakdown of losses due to early termination.
- February 1st, 2012 – Correspondence between Onni and TDL regarding the sharing of more detailed information regarding Mr. Rasberry's business.
- February 23rd, 2012 – Onni and Dave Mackeigan, Manager of Real Estate and Development BC drive around to visit potential locations for the relocation of the Mr. Rasberry's store. Mr. MacKeigan met Onni representatives at Mr. Rasberry's store and drove around with them to potential locations.
- March 1, 2012 – email correspondence from TDL to Onni thanking Onni for continuing to work with TDL to find a relocation site and asking if we have received a Development Permit and if we have started pre-sales.
- March 19th, 2012 – Conference call between Onni and TDL to discuss matters further in particular related to relocation options for Mr. Rasberry's store.
- April 12th, 2012 – Email correspondence between Onni and TDL Group regarding relocation options for Mr. Rasberry's store including three specific locations.

In summary, based on the outline of correspondence to date, it is abundantly clear Onni and TDL have been engaged in detailed and formal communications for some time. What's more, we believe Mr. Rasberry who is the Franchisee has been kept up to speed by TDL with regards to the communication that has taken place to date.

In closing, it is unfortunate Council was not provided all of the relevant information with respect to the ongoing discussions surrounding the relocation of the Tim Horton's store prior to the May 22nd Public Hearing. I trust the information above provides a clearer picture of our efforts to engage Tim Hortons on matters related to the redevelopment of our property. Should you have any questions, please do not hesitate to contact me

Sincerely,

Beau Jarvis
V.P. Development

Suite 300 – 550 Robson St.
Vancouver, British Columbia
Canada V6B 2B7

PHONE 604 602 7711
FAX 604 688 7907
onni.com

REAL ESTATE DEVELOPMENT
PROPERTY & CONSTRUCTION MANAGEMENT

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: June 7, 2012 8:05 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #681)
Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Send a Submission Online (response #681)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	6/7/2012 8:08:02 PM

Survey Response

Your Name:	Sally Mercer
Your Address:	303-8880 No. One Road
Subject Property Address OR Bylaw Number:	8884
Comments:	With all the High Density Apartments being Built on River Road and NO plans for New Bridges. Council has to Stop development of More Apartments until the Roadways are Given a Good Look. Industrial Retail used to be a priority.