



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
Date: October 18, 2011
From: Brian J. Jackson, MCIP
Director of Development
File: RZ 10-539048
Re: Application by Ampar Ventures Ltd. for Rezoning at 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from Single-Family Housing District, Subdivision Area F (RS1/F) and School and Institutional Use (SI) to Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)

Staff Recommendation

1. That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading.
2. That Bylaw No. 8767, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.

Brian Jackson
Brian J. Jackson, MCIP
Director of Development

BJ:bg
Att. 8

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>De Eneq</i>

Staff Report

Origin

Ampar Ventures Ltd., has applied to the City of Richmond for permission to rezone 9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)” in order to develop a phased, mixed-use development consisting of 2 hotels (9-storeys and 11-storeys) plus a Business Centre (12-storeys) with a gross floor area of 39,668.9 m² and a net floor area of 29,210.8 m² excluding enclosed vehicle parking.

A separate Servicing Agreement is required for frontage improvements along Bridgeport Road, Beckwith Road and the new north-south lane connecting Bridgeport Road and Beckwith Road, together with the required infrastructure (sanitary, water and stormwater) upgrades and site service connections to the property lines. The applicant has agreed to the requirements of the Servicing Agreement.

Project Description

The site is located between Bridgeport Road and Beckwith Road, immediately east of the Highway 99 viaduct/Oak Street Bridge. The existing 8 lots will be consolidated to create three separate development parcels situated along a new north-south lane connecting Bridgeport Road and Beckwith Road. The 3 phases will consist of the following:

Phase	Type of Land Use	No. of Storeys	Gross Floor Area (m ²)	Net Floor Area (m ²)	No. of Rooms	Parking Required	Parking Provided
1	Hotel 1 (rooms, restaurant, lounge & amenities)	9	7,793.9 m ²	7,374.4 m ²	122	75	75
2	Business Centre (light-industrial & office space)	12	21,486.5 m ²	11,950.2 m ²	-	242	260
3	Hotel 2 (rooms, restaurant, lounge & amenities)	11	10,388.5 m ²	9,886.2 m ²	167	99	99
Totals	-	-	39,668.9 m ²	29,210.8 m ²	289	416	434

The two hotels will have frontage on Bridgeport Road while the business centre/office building will have frontage on Beckwith Road. A parkade structure will be constructed in conjunction with the second phase of development (the business centre/office building) and contains 4 levels of parking located in a podium structure under the office building that extends to the west property line.

The proposed hotels contain a total of 289 rooms with a net floor area of 17,260.6 m² including space for restaurants, lounges, kitchen uses, conference and meeting spaces, lobbies, amenity and administrative spaces. The proposed 12-storey Business Centre (i.e., to be built before Hotel 2) contains a net floor area of 11,950.2 m² for office and light industrial spaces plus meeting and restaurant uses excluding the parkade. The ground floor of the business centre/office building has a floor to ceiling height of 4.0m in order to accommodate light industrial uses while the upper 10-storeys are proposed as office space.

Findings of Fact

See **Attachment 1** for a site location plan and aerial photo. Development Application Data Sheet in **Attachment 2** provides a general summary of the development proposal. See **Attachment 3** for a more detailed statistical summary of the proposed development.

Surrounding Development

To the North: in the City Centre Area Plan (CCAP) – Bridgeport Village is an area of typically older, large single family residential lots with some vacant land that are zoned “Single Detached (RS1/F)” plus 1 lot currently zoned “Auto-Oriented Commercial (CA)”. This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m) Area B in the CCAP and is located in the Industrial Reserve – Limited Commercial” overlay area (CCAP section 3.2.2 Sub-Area A.2).

To the East: along the north half of the east property line is a house and workshop (9520 Beckwith Road) on a lot zoned “Single Detached (RS1/F)” and along the south half of the east property line is a large retail/commercial development (Airport Gateway Plaza – 9711 Bridgeport Road) with 4 separate buildings with a total floor area of approximately 6,900 m² that have Auto-Oriented Commercial (CA) zoning. This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m) Area B – Industrial Reserve: Limited Commercial” in the CCAP.

To the South: across Bridgeport Road is vacant land and the ramp access to and from Highway 99 zoned “School and Institutional Use (SI)”, a 5-storey hotel (Sandman Inn – 3233 St. Edwards Drive) zoned Auto-Oriented Commercial (CA) and further beyond Highway 99 are single family homes within the West Cambie Plan Area with “Single Detached (RS1/B and RS1/E)” plus 1 lot with Two Unit Dwellings (RD1) zoning. The hotel property is designated “Commercial” in both the OCP and the West Cambie Area Plan (WCAP) while the residential lots are designated “Neighbourhood Residential” in the OCP and “Residential (Single Family Only)” in the WCAP; and

To the West: are older, single family residential lots, with some vacant land zoned Single Detached (RS1/F). Beyond the Oak Street Bridge is a 7-storey hotel (Holiday Inn Express – 9351 Bridgeport Road) currently zoned Hotel Commercial (ZC1). This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m and 35m) Area B in the CCAP – Bridgeport Village and in the “Industrial Reserve – Limited Commercial” overlay area.

Related Policies & Studies

There are 4 matters to be addressed regarding CCAP – Bridgeport Village policies:

- the proposed 47.0m building height exceeds the allowable height;
- the proposed 1.81 FAR density exceeds the allowable density;
- the proposed non-industrial (hotel) uses extend beyond 50m from Bridgeport Road; and
- the proposed proportion of non-industrial uses exceeds industrial uses.

1. **Building Height:** The proposed 47.0m building height exceeds the allowable 35m height within 50m of Bridgeport Road and 25m elsewhere on-site. However, the CCAP includes flexibility regarding building height as indicated in the sub-section “2.10.1(e) Encourage Human-Scaled Development”, which states “Increased height may be permitted where it enhances public views to a designated ‘gateway’ or provides some other public benefit, but does not compromise other CCAP objectives (e.g. housing mix, sun to public open spaces)”.

The proposed maximum height is 47m geodetic and the building heights are different to create a varied skyline. This is acceptable because the proposed development creates a ‘gateway’ experience by incorporating public art into the design of the proposed towers, with a distinctive roof element for each tower and well articulated façade treatments including special effect night lighting. Therefore, staff support the increase in the maximum building height in the new zoning district for this site. No OCP amendment is required.

2. Floor Area Ratio (FAR): The proposed overall 1.81 FAR exceeds the allowable 1.2 FAR. However, the CCAP permits discretion related to increased density as indicated in 2 locations:

- CCAP – Bridgeport Village detailed transect description for “General Urban T4 (25m) – Area B” states “Additional density where applicable: Industrial Reserve – Limited Commercial: To be determined on a site specific basis via City development application processes.”
- CCAP Section 3.2.2 Sub-Area A.2 Industrial Reserve – “Limited Commercial”, which states “Maximum Net Density: 1.2 FAR (additional density permitted where this benefits industry)”

The proposed overall 1.81 FAR is acceptable because the proposed hotels will support nearby industrial uses within the Bridgeport Village as well as the concentration of other industrial lands associated with the Vancouver International Airport (YVR). Further the applicant is proposing an amount of employment generating office uses higher than originally envisaged in the CCAP. Therefore, staff support the increase in the maximum allowable density in the new zoning district for this site. No CCAP amendment is required.

3. Non-Industrial Uses Extending Beyond 50m from Bridgeport Road: As part of the proposed development, Hotel 1 extends 60m from Bridgeport Road while Hotel 2 extends 62m from Bridgeport Road. The CCAP indicates that non-industrial uses such as hotels, are not to extend more than 50m from the Bridgeport Road.

However, the proposed development includes a new north-south lane connecting Bridgeport Road with Beckwith Road and this will provide an interim improvement in the surrounding road network until such time as the ultimate road network is completed. The future road improvements in the surrounding area will ultimately include:

- the northward extension of a new road from the signalized intersection on Bridgeport Road servicing the Airport Gateway Plaza at 9711 Bridgeport Road and intersecting with Beckwith Road; and
- the extension of Beckwith Road to the east in order to connect with No. 4 Road.

If the subject development proposal did not include the north-south lane, then the 2 hotels could be located to fit within 50m of Bridgeport Road. However, as the maximum requirement in the CCAP was established in the absence of a specific development proposal for this site staff recommend flexibility for this actual proposal by allowing non-industrial uses to extend 65m from Bridgeport Road. This proposal is acceptable as the proposed north-south lane provides improved site access. This issue can be acceptably resolved by a CCAP text amendment to increase the maximum extent of non-industrial uses north of Bridgeport Road from 50m to 65m and by increasing the maximum extent of non-industrial uses north of Bridgeport Road from 50m to 65m in the new zoning district.

4. Proportion of Non-Industrial Uses Exceed Industrial Uses: The proposed net floor area of non-industrial space (Hotel 1 and Hotel 2) is 17,260.6 m² or 59% of the proposed total net floor area. The proposed net floor area of industrial/office space is 11,950.2 m² or 41% of the proposed total net floor area. The CCAP – Bridgeport Village detailed transect description for Area B states, “the total floor area of non-industrial uses (*e.g., hotel and office uses*) may not exceed that of industrial uses (excluding parking)”.

Since proposed non-industrial uses exceed industrial uses an CCAP amendment is required. In this regard, the following points are noted:

- The CCAP maximum 50/50 split between non-industrial and industrial uses will be met with the first 2 development phases (i.e. Hotel 1 in phase 1 and the Business Centre in phase 2). The applicant will be required to construct the Business Centre prior to Hotel 2. It is only with Hotel 2, in phase 3 that a 59/41 split (non-industrial/industrial) occurs.
- The CCAP envisions this area as Industrial Business Park (IB), which clearly allows offices (not just industrial) as per CCAP Sub-Section 2.2.1 - Industry.
- The CCAP policies never anticipated that this area of Bridgeport Village would ultimately yield the significant amount of combined office and light-industrial space currently proposed on this site.
- The City's 2041 Employment Land Strategy supports the location of hotels around the periphery of industrial areas to encourage industrial uses and both uses are supported.
- With the difficulty in attracting office uses to Richmond, the CCAP never intended to support industrial uses to the exclusion of office uses.
- Office uses are permitted within the Bridgeport Village - Area B, provided that the ground floor uses are light-industrial as proposed. The ground floor of the Business Centre is designed to accommodate light-industrial uses with a floor to ceiling height of 4.0m;
- The inclusion of office uses in Area B creates an appropriate transition to Area A, located to the north of the subject site, which is an exclusive zone for light-industry; and
- The applicant has already agreed to eliminate 1 floor of Hotel 1 in phase 1, thereby reducing the amount of non-industrial use on the site.

In summary, a CCAP amendment can be supported to permit the non-industrial uses to be 60% of the proposed total net floor area (excluding parking) on this site, given the significant amount of office space to be provided in the City Centre by this development, the benefits to nearby industrial areas provided by the 2 hotels, the phasing of development (i.e., the Business Centre must be constructed before the second hotel) and the interim improvements in the local road network.

Dedications and Public Rights of Passage – Statutory Rights of Way (PROP-SRW's): Prior to final adoption of OCP Amendment Bylaw 8767 and Bylaw No. 8764, to create a new zoning district "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)", the applicant has agreed to provide the required road dedications and PROP-SRW's, as identified below:

1. Provision of an approximate 2.0 m wide road dedication, along the entire Beckwith Road frontage for road/boulevard improvements (1.8m wide bike lane, 1.5m wide landscape planting strip and a 2.0 m wide sidewalk).
2. Provision of an approximate 0.65 m wide road dedication, along the entire Bridgeport Road frontage for road/boulevard improvements (raised centre median, 1.5m wide landscape planting strip and a 2.0 m wide sidewalk).
3. Provision of a 9.0 m wide Public Rights of Passage - Statutory Right of Way (PROP-SRW) generally in a north-south alignment connecting Bridgeport Road and Beckwith Road for a new lane.

The Rezoning Considerations (**Attachment 4**) contain a complete list of the requirements, which must be completed prior to final adoption of OCP Amendment Bylaw 8767 and Bylaw No. 8764, to create a new zoning district "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

Consultation

School District

According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application involves no residential units therefore, this application was not referred to School District No. 38 (Richmond). Nevertheless, as a courtesy, this application will be forwarded to the School District for information only.

Public Input

A development sign has been posted on-site as public notification of the intent to rezone these properties. No concerns have been received regarding the rezoning.

Other Agency Coordination

1. BC Ministry of Transportation and Infrastructure (MoTI): This site is within the jurisdiction of MOTI, given the proximity of the Highway 99 access/egress along Bridgeport Road. MOTI has requested:

- a solid, raised centre median along Bridgeport Road to preclude eastbound left turns into the subject site; and
- an existing road and SRW lane connection through the adjacent property to the east (Airport Gateway Plaza at 9711 Bridgeport Road) to be provided as an alternate interim access to the subject site from Bridgeport Road via 9711 Bridgeport Road to Beckwith Road including the removal of bollards along Beckwith Road.

The applicant has agreed to the MOTI requirements and the opening the SRW lane through the Airport Gateway Plaza (onto Beckwith Road) has been discussed with Mr. William Wright of Cape Development Corporation, who has expressed support for the proposed development.

2. Kinder Morgan Canada Inc. (KMC) - Jet Fuel Line: The jet fuel line to YVR is located in close proximity to the proposed development site along Bridgeport Road. The applicant has agreed to KMC requirements, including compliance with KMC design and construction guidelines, issuance of an "Approved Proximity Permit" (Facility Crossing Permit) for any works within the KMC-ROW or 7.5m of the pipeline (whichever is greater) and/or issuance of a "Ground Disturbance Safety Zone Field Permit" for all works within 30m of the KMC-ROW. Accordingly, KMC has confirmed by email that KMC has no objections to the proposed development on the subject site.

Staff Comments

Staff review comments are attached. There are no significant, outstanding concerns from the technical review process. Preliminary design drawings including site plans, building elevations, floor plans and landscape plans are included for reference (**Attachment 7**). Apart from the rezoning process, the applicant is required to submit separate applications for Subdivision (Consolidation), Development Permit, Servicing Agreement and Building Permit.

Analysis

Conditions of Adjacency:

9711 Bridgeport Road: The Airport Gateway Plaza is located immediately to the east of the subject site. This is an existing 7.4 acre, retail/commercial development consisting of 4 separate buildings (Michael's, Tim Horton's, Pier 1 Imports, and Office Depot/Golf Town). Cape Development Corporation, the developer of the Airport Gateway Plaza has indicated support for this development proposal.

9520 Beckwith Road: This RS1/F zoned residential lot is located between the Airport Gateway Plaza and the proposed development. Cape Development Corporation conducted property negotiations with the owner of 9520 Beckwith Road at the time the Airport Gateway Plaza development came forward (approximately 10 years ago), but no agreement could be reached on the sale/purchase price. In order to minimize the impacts of the proposed development on 9520 Beckwith Road, the developer of the subject site has:

- Attempted to purchase 9520 Beckwith Road and incorporate this lot into the overall proposed development but the 2 parties could not agree on a sale/purchase price.
- Demonstrated that 9520 Beckwith Road can be redeveloped in the future (see **Attachment 8**) as light-industrial/office space with a comparable FAR to the proposed development on the subject site (i.e., 6 storeys with 2 levels of parking and 4 levels office/light-industrial space).
- Allowed for future vehicle access/egress for 9520 Beckwith Road via the proposed north-south lane on the subject site.
- Provided increased separation between the proposed buildings on the subject site and the property lines with 9520 Beckwith Road (i.e. minimum 16.52m from the 9-storey Hotel 1 in phase 1 and 19.77m from the 12-storey Business Centre in phase 2).
- Retained a grove of 15 large coniferous trees straddling the south property line of 9520 Beckwith Road; and
- Proposed a continuous hedgerow of columnar coniferous trees (minimum 3.0m high at time of planting) along the north-south shared property line with 9520 Beckwith Road.

The proposed development has been reviewed with the Owner of 9520 Beckwith Road, who indicated the following:

- appreciation for the retention of (15) existing, large coniferous trees along the shared east-west property line;
- preference for a continuous, tall cedar hedge along the shared north-south property line (minimum 3.0m high at the time of planting), which has been provided;
- request that the proposed overhead trellis and vine planting along the shared north-south property line be extended north to the front face of the house on the adjacent site but the trellis currently terminates 6m from the front of the adjacent house; and
- concern regarding the anticipated increase in vehicle traffic on the surrounding roads with particular reference to the opening of a laneway SRW connecting Bridgeport Road and Beckwith Road through the Airport Gateway Plaza to the east of the subject site (9711 Bridgeport Road), however this is a specific MoTI requirement.

9420 Beckwith Road: The proposed Business Centre parkade is located immediately adjacent to the west property line of the consolidated development site that is shared with 9420 Beckwith Road, which is a RS1/F zoned residential lot. This lot is currently the subject of a rezoning application for a proposed 5-storey Philippine Community Centre (RZ 09-506899) to be located immediately adjacent to the proposed parkade structure on the subject development site. The proponents of the Philippine Community Centre are aware of the proposed parkade structure on the subject site and have no objections.

Transportation & Traffic:

Site Access: As required by MOTI, the applicant will provide a solid, raised centre median along Bridgeport Road, which will restrict access to right-in and -out along Bridgeport Road.

Access for eastbound traffic along Bridgeport Road will be via Great Canadian Way and/or Gage Road to Beckwith Road and then to the subject site. MOTI also requires an alternative access route from the signalized intersection serving the Airport Gateway Plaza (9711 Bridgeport Road) via an existing Statutory Right of Way (SRW) through the Airport Gateway Plaza to Beckwith Road and then to the subject site. This alternative access route through Airport Gateway Plaza is an interim measure until Beckwith Road can be connected to No. 4 Road, which in turn will allow the partially completed new road through the Airport Gateway Plaza to be connected with the Beckwith Road extension. There is an existing SRW across the Airport Gateway Plaza for this future road connection but there is one large single family residential lot, which currently precludes the extension of Beckwith Road to No. 4 Road.

Parking: See the table below for a summary of vehicle parking. The applicant has provided a supportable rationale for shared parking between the hotel and office uses for this phased development proposal, since it is anticipated that the peak parking for the office use will occur during weekdays from 8 to 5 pm while the peak parking for the hotels will be during weekday evenings and on weekends. Accordingly, the staff supports parking reductions from the zoning bylaw requirement for shared parking between the hotel and office/light-industrial uses and in consideration of Transportation Demand Measures (TDM) as indicated in the table below.

Site Uses	Required Parking based on Bylaw	Required Parking based on allowance for Shared Office/Hotel Parking		Required Parking with allowance for Shared Parking & TDM Measures	Proposed Parking to be Provided	
		Monday to Friday 8am to 5pm	All Other Times		by Phase	Total
Hotel 1	83	70% reduction = 59	83	10% reduction = 75	On-site at-grade = 53 (+22 in Phase 2)	75
Business Centre	315	315	15% reduction = 268	10% reduction = 242	On-site at-grade = 33 Parkade = 286 Sub-Total = 319 (Allocated for Phase 1) -22 (Allocated for Phase 2) -37 Total On-site = 260	260
Hotel 2	109	70% reduction = 77	109	10% reduction = 99	On-site at-grade = 62 (+37 in Phase 2)	99
Total	507	451	460	416		434

The proposed TDM's include:

- a shuttle bus service between the site, YVR and Canada Line - Bridgeport Station;
- contribution of \$22,000.00 for a City Centre bus shelter to be located within the vicinity;
- provision of 'End of Trip Bike Facilities' (i.e. separate male and female showers and change/locker rooms) in each of the 3 tower buildings; and
- covenant registered on title to allow shared parking/loading access between the different parcels.

Bike Parking: More class 1 bike parking will be provided (40) than required (32) however less class 2 bike parking will be provided (19) than required (46) in total, with Transportation staff support, given the hotel uses (i.e., guests/visitors are not expected to arrive by bike).

Loading: The applicant proposes 3 large (WB-17) loading spaces and 6 medium (SU9) loading spaces. The medium loading spaces can overlap with the large loading spaces therefore an additional 6 medium loading spaces can be accommodated on this combined site. The large loading spaces are located along the central east-west drive aisle. The medium loading spaces are partially enclosed and located at the rear of each building to minimize impacts for adjacent properties and along the two road frontages (Bridgeport Road and Beckwith Road). Based on the applicant's proposal for shared use of the large (WB-17) loading spaces, staff supports the proposed loading spaces, which meet the needs of the development and the City requirements.

Servicing & Engineering:

The applicant has agreed to all the required off-site utility up-grades, improvements and site service connections, according to City standards, to be prescribed in the Servicing Agreement. The Rezoning Considerations (**Attachment 4**) set out the complete off-site and site servicing requirements. The new PROP-SRW north-south lane will accommodate a City water main and the applicant has agreed that private utilities such as gas, hydro and telephone will not be located within the north-south lane.

Site Planning & Urban Design:

Site Planning: The siting of proposed buildings conforms to the policies and guidelines in the OCP and CCAP for Bridgeport Village with the exception of a guideline suggesting a 30m setback from the Oak Street Bridge deck for buildings that extend above the bridge deck. Hotel 2 proposes a minor encroachment of 2.25m into this suggested bridge setback distance (above the bridge deck), however this is not a required zoning setback and no variance is required. The 3 towers have been sited to minimize view blockage and sun shadowing while framing views from the bridge.

Streetfront Character: The proposed Bridgeport Road streetfront design respects and maintains a similar building orientation to other nearby and relatively recent hotel towers (Holiday Inn Express to the west and Sandman Inn to the east). Both hotel podiums extend toward the street and contain restaurant uses fronting Bridgeport Road with significant amounts of glazing and differing podium parapet treatments that will contribute to the streetscape with visible restaurant activities during the day and night lighting during the evening. The wider podiums provide a more continuous streetwall at-grade while the slender hotel towers above permit slot views to the north. The business centre frontage along Beckwith Road consists of a 12-storey tower featuring a sloping west side glass curtain-wall and a 4-storey podium that extends to the west property line. The parkade is recessed behind light-industrial/office storefront spaces.

Building Height: All 3 towers minimize shadowing, view and privacy impacts through the provision of a comfortable transition to fronting streets that conceal on-site parking. Hotel 1 has been reduced in height by one storey and the relatively low height of this building (9-storeys) results in minimal over shadowing of the isolated residential lot (9520 Beckwith Road) to the north. The proposed towers on the east side of the Oak Street Bridge frame views to the north shore mountains from south of the site and northbound along the Highway 99 Viaduct with their slender footprints and the north-south alignment of the buildings. Retention of the 15 large existing coniferous trees (north of proposed Hotel 1) will provide screening and minimize privacy impact to the rear yard of the remaining residential lot to the north.

Parkade Design: The proposed phase 2 parkade will be recessed under and behind the Business Centre with a small portion of the parking podium exposed at the west end of the site but set back from Beckwith Road. Along the east elevation of the business centre the parkade is completely concealed behind the Business Centre building. The exposed south wall of the parkade is enhanced with a trellis/green screen treatment in combination with vine planting.

The proposed west wall of the parkade is adjacent to the shared property line with the 9420 Beckwith Road, which is the subject of a current rezoning application for a Philippine Community Centre (RZ 09-506899). The west parkade wall will be completely screened by the future Philippine Community Centre, which is proposed to extend above the parkade.

Detailed Form & Character: Other more specific issues regarding the detailed form and character of the proposed development will be dealt with during the Development Permit application process including but not limited to the detailed architectural design, building façade treatment and detailed landscape design.

Sustainability & Accessibility:

The proposed development includes the following sustainable features:

- All proposed buildings will meet minimum LEED Silver equivalent standard including the use of effective water and waste management systems, passive solar shading strategies, a geothermal system, and low flow fixtures. See the attached LEED checklist **Attachment 5**.

The proposed development also includes the accessible design elements listed below:

- **General:** As required by the 2006 BC Building Code (BCBC), all buildings will be fully compliant with Section 3.8 'Building Requirements for Persons with Disabilities.' and the at-grade, pedestrian links between the 3 towers will be barrier free for wheel-chair accessibility.
- **Hotels:** According to the 2006 BCBC, Section 3.8.2.31 'Hotels and Motels' - "Access shall be provided to every type of public facility, including those located outside the building, all storeys to which the public is admitted, and one barrier-free suite for every 40 sleeping units." The combined number of wheelchair accessible suites within the 2 hotels exceeds the BCBC requirement by 4 (8 required versus 12 provided). There are 4 wheelchair accessible suites in Hotel 1 and 8 in Hotel 2. In addition, as per BCBC 3.8.2.31 (3) "accessible washrooms need only be those provided for public use" and these have been provided for on both the ground floor and second levels of both hotels. The hotel amenities will also be handicap accessible, including the locker rooms and pools, as per the 2006 BCBC, Section 3.8.2.13 'Gymnasiums and Swimming Pools'. Finally, the hotels include weather protected porte-cochere areas at the front lobbies to ease drop-off and pick-up of mobility impaired clients.
- **Business Centre:** This building will comply with the 2006 BCBC, Section 3.8.2.32 'Business and Personal Service Occupancies' with wheelchair accessible washrooms to be provided for all suites on all floors.

Landscape & Open Space Design:

Existing Trees: From the tree survey and arborist report, there are 197 existing on-site trees larger than 20cm in caliper size and 5 off-site trees (4 along Beckwith Road and 1 along Bridgeport Road) plus 8 trees on neighbouring properties. The 8 trees on neighbouring properties will be protected and preserved (6 along the south property line of 9520 Beckwith Road and 2 along the west property line of the Airport Gateway Plaza at 9711 Bridgeport Road).

The 5 trees along fronting roads will be removed to permit frontage improvements. There are 31 higher value trees on-site:

- 21 large elm trees clustered in the centre of the existing lot at 9451 Bridgeport Road,
- 9 large cedar trees along the north property line of 9531 Bridgeport Road (shared with 9520 Bridgeport Road); and
- 1 large fir tree along the north property line of 9460 Beckwith Road.

Retention of the 21 elm trees will be significantly impacted by the preloading operation for Hotel 2 in phase 3 and are proposed for removal but will be accounted for as part of an overall tree compensation package that includes both replacement trees at larger than minimum size and cash-in-lieu for replacement trees that cannot be relocated on-site. The 9 large coniferous trees along the shared property line with 9520 Beckwith Road will be protected and retained. The large fir tree along Beckwith Road will be retained. There are a total of 187 proposed on-site tree removals plus 5 off-site tree removals for a total of 192 proposed tree removals resulting in the need for 384 replacement trees at 2 replacement trees for each proposed tree removal. However the site plan can only accommodate 184 replacement tree (124 are larger than minimum size) with the remainder provided as cash-in-lieu (200 replacement trees that cannot be located on site). Therefore, the tree compensation package includes:

- installation of 184 on-site replacement trees (see landscape plans for the types, quantities and sizes of proposed tree planting);
- provision of \$100,000.00 as cash-in-lieu for replacement trees not planted on-site (i.e. 200 x \$500.00 per replacement tree), and
- provision of a Tree Survival Security to the City in the amount of \$90,000.00 for 18 trees (\$5,000.00 per tree) to be retained (10 on-site and 8 along shared property line with 9520 Beckwith Road and 9711 Bridgeport Road).

Streetscape Design: The streetscape design along Bridgeport Road proposes the continuation of the existing boulevard treatment including a 1.5m wide planting strip with street trees and grass and a 2.0m wide sidewalk. Behind the public sidewalk is a proposed 3.5m wide planting area for trees, shrubs and groundcovers that extends to the face of both hotels. The design for the Beckwith Road frontage will consist of a new 1.8m wide bike lane in combination with a 1.5m landscaped boulevard (trees and grass) and a 2.0m wide sidewalk. Behind the sidewalk on private property, the proposed landscape design retains an existing large fir tree in a 4.0m wide shrub and groundcover planting bed with a second row of formal street trees.

Site Landscape Design: The on-site landscape design consists of perimeter planting, including a variety of trees and shrub plantings in combination with an intermittent overhead trellis and vine plantings. There is a 1.5m wide walkway along the east and west sides of the north-south lane bordered with small tree and shrub plantings. Decorative paving is proposed on the entire length of the north-south lane and in the hotel porte-cochere areas. The landscape buffering of the shared property line with the single family residential lot to the northeast (9520 Beckwith Road) is a combination of existing tree retention along the shared east-west property line and the provision of a tall windrow of columnar coniferous trees (minimum 3.0m high at the time of planting) and evergreen shrubs along the shared north-south property line.

Public Art:

The applicant has agreed to provide public art as part of the overall development. The value of the public art installation (\$125,769.00) will approximate the recommended value of cash in lieu for public art (i.e. 314,422 ft² x \$0.40/ft²). The details of the public art installation and provision of the formal public art plan will be set out in the Development Permit application process. In the meantime, the applicant has provided the following general information regarding the proposed public art:

- **General Description:** The intent is to create a landmark element as part of this major gateway to Richmond, integrated with the building and landscape design, which will support the market strategy for the development and create visual interest along the north-south lane through the development site.
- **Location:** Public art will be incorporated into all 3 towers in the form of the façade treatment, variations in the rooftop design, special effect night-lighting and at-grade near the hotel entries along the north-south lane.
- **Phasing:** Public art will be provided on a development phase-by-phase basis.
- **Theme:** To be determined by the Public Art Plan during the Development Permit stage.
- **Artist Selection Process:** Open competition from a local and regional proposal call.

Community Planning:

The owner/applicant has agreed to contribute approximately \$78,605.00 (314,422 ft² x \$0.25/ ft²) to assist the City with the community planning program in keeping with the CCAP.

Crime Prevention Through Environmental Design (CPTED):

Due to the mix of land uses there will be constant surveillance of the on-site public open spaces, lobby areas, building entries, and the parkade assisting in the creation of a safer and more secure pedestrian environment adjacent to and within the proposed development. Detailed CPTED features to improve visibility, deter crime and promote a safer pedestrian environment will be addressed during the Development Permit application process.

Richmond Advisory Design Panel

This rezoning application was presented to the Richmond Advisory Design Panel (ADP) on February 23, 2011 as a preliminary application. The ADP supported this proposed development subject to the applicant addressing its comments and suggestions. See Attachment 6 for a list of ADP comments followed by the applicant's response highlighted in bold italics.

Financial Impact or Economic Impact

There is no financial impact.

Conclusion

This proposed development represents a significant addition to the inventory of office space within the City Centre, located conveniently to rapid transit and will serve as an important catalyst to encourage light-industrial development in the Bridgeport Village as well as continue to improve the visual interest and variety of architectural design in the surrounding area. Staff support this rezoning application.



Brian Guzzi, MCIP, MCSLA
Senior Planner (Urban Design)

BG:cas

Attachment 1: Location Maps

Attachment 2: Development Application Data Sheet

Attachment 3: Detailed Statistical Summary of Proposed Development

Attachment 4: Rezoning Considerations

Attachment 5: LEED Checklist

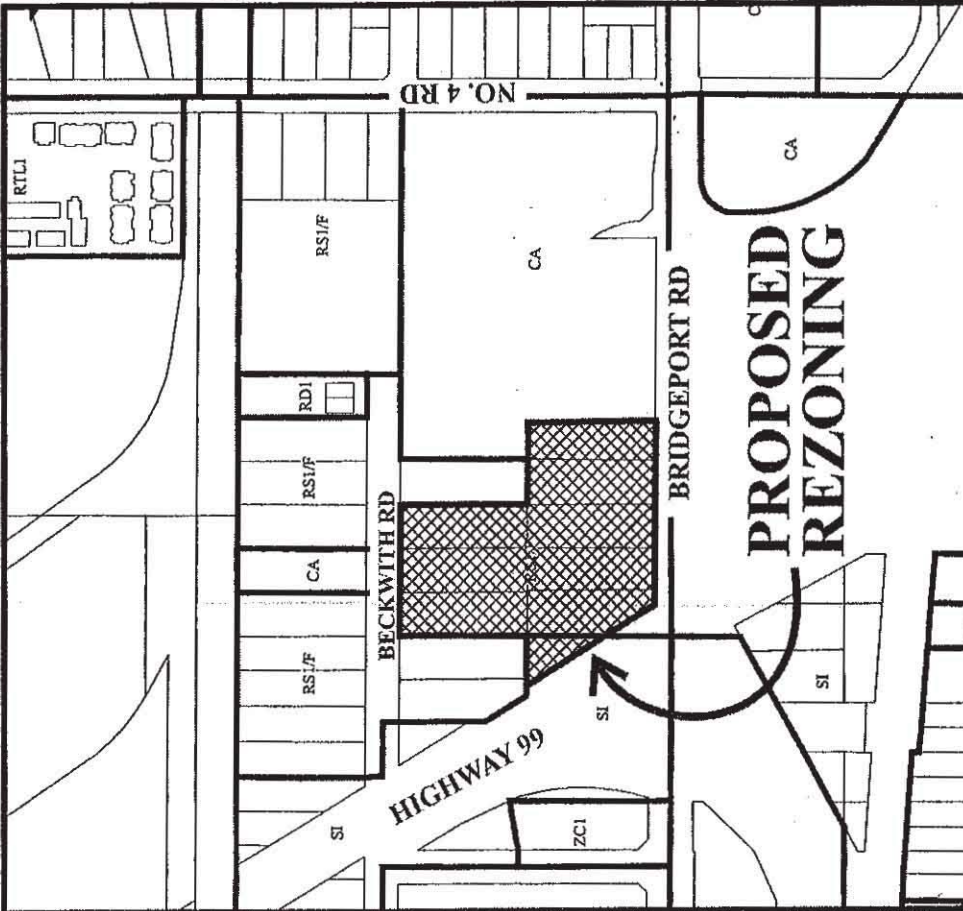
Attachment 6: Richmond Advisory Design Panel

Attachment 7: Preliminary Design Drawings

Attachment 8: 9520 Beckwith Road – Redevelopment Potential



City of Richmond



HIGHWAY 99

BECKWITH RD

BRIDGEPORT RD

**PROPOSED
REZONING**



ATTACHMENT 1A

RZ 10-539048

Original Date: 07/28/10

Revision Date:

Note: Dimensions are in METRES



ATTACHMENT 1B
RZ 10-539048

Original Date: 02/11/10

Amended Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 10-539048

Attachment 2

Address: 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road

Applicant: Ampar Ventures Ltd.

Planning Area(s): City Centre Area Plan – Bridgeport Village

	Existing	Proposed
Owner:	Ampar Ventures Ltd.	Ampar Ventures Ltd.
Site Size (m²):	16,362.8 m ² (176,128 ft ²) before dedications	16,134.3 m ² (173,668 ft ²) after dedications
Land Uses:	Single Family Residential & Vacant	Light-Industrial, Office & Hotel
OCP Designation:	Business & Industry	Business & Industry
Area Plan Designation:	General Urban T4 (25m)	General Urban T4 (25m)
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F) & School and Institutional Use (SI)	Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)
Other Designations:	Industrial Reserve: Limited Commercial	Industrial Reserve: Limited Commercial

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR) :	Max. 1.85 FAR	1.81	none
Lot Coverage – Building:	Max. 50%	35%	none
Lot Size (min. dimensions):	none	none	none
Setback – Bridgeport Road: Setback – Beckwith Road: Setback – Highway 99:	Min. 2.5 m Min. 3.0 m Min. 10.0 m	Phase 1: 2.56 m Min. Phase 2: 10.62 m Min. Phase 3: 10.04 m Min.	none
Setback – Side Yard	Min. 10.0 m	Phase 1: 14.43 m Min. to east property line Phase 2: 19.77 m Min. to east property line Phase 3: 16.10 m Min. to east property line	none
Setback – Rear Yard:	Min. 9.0	Phase 1: 16.52m - Phase 2: 9.52m - Phase 3: 14.82m	none
Height (m):	47 m geodetic	47 m geodetic	none
Off-street Parking Spaces:	Hotel 1: 75 Business Centre: 242 Hotel 2: 99 Total: 416	Hotel 1: 75 Business Centre: 260 Hotel 2: 99 Total: 434	none
Amenity Space – Indoor:	none	Total 452 m ² includes 2 pools, 2 gyms, 1 sauna & 3 separate End of Trip Bicycle Facility (1 in each building)	none
Amenity Space – Outdoor:	none	106 m ²	none

Supplemental Development Application Data

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

Item	Supplemental Development Application Data
Owner	Ampar Ventures Ltd., 9751 No. 6 Rd., Richmond, BC V6W 1E5
Applicant	IBI Group, Suite 700, 1285 West Pender St., Vancouver, BC V6E 4B1
Land Uses	Commercial & Light Industrial
Proportion of Uses	60% Non-Industrial Uses; and 40% Industrial/Office Uses
OCP Designation	Mixed Use
Area Plan Designation	City Centre Area Plan (CCAP) Bridgeport Village, Area B
Sub-Area Plan Designation	Sub-Area A.2: Industrial Reserve – Limited Commercial
Existing Zoning	Single-Family Housing District, Subdivision Area F (R1/F) & School and Institutional Use (SI)
Proposed Zoning	Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)
Site Size	16,362.8 m ² (176,128 ft ²) before & 16,134.3 m ² (173,668 ft ²) after dedications
Gross Building Area (including parkade, mechanical allowance, & exempt circulation)	39,668.9 m ² (426,993 ft ²)
Net Building Area	29,210.8 m ² (314,422 ft ²)
Overall Site FAR (Maximum) (excluding parkade, mechanical, allowance, & exempt circulation)	1.85
Overall Site FAR (Proposed) (excluding parkade, mechanical, allowance, & exempt circulation)	1.81
Site Size by Phases	Phase 1: 4,737.9 m ² (50,988 ft ²) before & 4,697.1 m ² (50,559 ft ²) after dedications Phase 2: 6,048.3 m ² (65,103 ft ²) before & 5,891.4 m ² (63,415 ft ²) after dedications Phase 3: 5,577.6 m ² (60,037 ft ²) before & 5,545.8 m ² (59,694 ft ²) after dedications Total: 16,362.8 m ² (176,128 ft ²) before & 16,134.3 m ² (173,668 ft ²) after dedications
Gross Floor Area by Phase	Phase 1: 7,793.9 m ² (83,893 ft ²) Phase 2: 21,486.5 m ² (231,279 ft ²) Phase 3: 10,388.5 m ² (111,821 ft ²) Totals: 39,668.9 m ² (426,993 ft ²)
Net Floor Area by Phase	Phase 1: 7,374.4 m ² (79,377 ft ²) Phase 2: 11,950.2 m ² (128,631 ft ²) Phase 3: 9,886.2 m ² (106,414 ft ²) Totals: 29,210.8 m ² (314,422 ft ²)
Maximum Building Height	47.7m (156'-6")
Maximum Building Heights	Phase 1: 37.19m (122') Phase 2: 46.41m (152'-3") Phase 3: 47.7m (156'-6")
Overall Site Coverage	35.5%
Site Coverage by Phases	Phase 1: 26.6% Phase 2: 54.5% Phase 3: 25.5%

Item	Supplemental Development Application Data
Hotel 1 - Rooms	Total – 122 (Standard Units – 84; Corner Units – 28; Accessible – 4; Standard Penthouse – 4; Corner Penthouse – 2)
Hotel 2 - Rooms	Total – 167 (Standard Units – 112; Corner Units – 40; Accessible – 8 Standard Penthouse – 4; Corner Penthouse – 3)
Required & Proposed Minimum Setbacks – Hotel 1 (Phase 1)	Bridgeport Road: Required 2.5 m & Proposed 2.56 m West Property: Required 10.0 m & Proposed 15.57 m Rear Property Line: Required 9.0 m & Proposed 16.77 m East Property Line: Required 10.0 m & Proposed 14.35 m
Required & Proposed Minimum Setbacks – Business Centre (Phase 2)	Beckwith Road: Required 3.0 m & Proposed 10.62 m East Property Lane: Required 10.0 m & Proposed 19.77 m Rear Property Line: Required 9.0 m & Proposed 9.86 m West Property Line: Required 10.0 m & Proposed 36.13 m
Required & Proposed Minimum Setbacks – Hotel 2 (Phase 3)	Bridgeport Road: Required 2.5 m & Proposed 3.31 m Highway 99: Required 10.0 m & Proposed 10.04 m Rear Property Line: Required 9.0 m & Proposed 14.82 m East Property Line: Required 10.0 m & Proposed 16.10 m
Hotel 1 - Maximum Setback from Bridgeport Road	59.97 m (196.8')
Hotel 2 - Maximum Setback from Bridgeport Road	61.4 m (201.4')
Required Parking – Overall	416 stalls
Proposed Parking – Overall	434 stalls
Required Parking by Phase	Phase 1 – Hotel 1: 75 stalls Phase 2 – Office: 242 stalls Phase 3 – Hotel 2: 99 stalls Total – 416 stalls
Proposed Parking by Phase	Phase 1 – Hotel 1: 75 stalls ultimately (22 in Phase 2) Phase 2 – Office: 260 stalls ultimately (319 – 22 = 297 in Phase 2) Phase 3 – Hotel 2: 99 stalls (37 in Phase 2) Total – 434 stalls
Proposed Loading Spaces	Phase 1 – Hotel 1: 2 medium (SU-9) & 1 large (WB-17) Phase 2 - Office: 2 medium (SU-9) & 1 large (WB-17) Phase 3 – Hotel 2: 2 medium (SU-9) & 1 large (WB-17)
Bike Parking by Phases	Phase 1: Class 1 Req. 2 & Provided 2; Class 2 Req. 2 & Provided 2 Phase 2: Class 1 Req. 2 & Provided 2; Class 2 Req. 2 & Provided 2 Phase 3: Class 1 Req. 28 & Provided 36; Class 2 Req. 42 & Provided 19
Maximum Building Height by Phase (to Roof & Mast)	Phase 1 – Hotel 1: Highest Rooftop: 34.42m (112'-11"); Mast: 40.23m (132') Phase 2 – Office: Highest Rooftop: 46.98m (154'-2"); Mast: 46.98m (154'-2") Phase 3 – Hotel 2: Highest Rooftop: 46.41m (152'-3"); Mast: 46.94m (154'-0")
Bridgeport Road Setback	3.0m (9.84')
Beckwith Road Setback	12.62m (41'-5")
East Property Line Setback	Hotel 1 - 14.35m (47'-1"); Business Center – 19.77m (64'-10")
West Property Line Setback	10.04m (32'-11")
NEF	Area 1A
ESA Designation	not applicable

Bridgeport Hotels & Business Centre

9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road
RZ 10-539048

Prior to final adoption of Official Community Bylaw 7100 Amendment Bylaw 6767 and Richmond Zoning Bylaw 8500 Amendment Bylaw No. 8764, the developer is required to complete the following:

- Consolidation of the following existing 8 lots into one (1) development parcel (which will require the demolition of the existing dwellings).

Address	PID	Legal Address	Zoning	Applicant
9451 Bridgeport Road	003-665-623	Parcel "231" Except: Part now Highway on Statutory Right of Way Plan 67635; Section 22 Block 5 North Range 6 West New Westminster District Reference Plan 65748	School & Institutional SI / Residential Single Detached RS1/F	Ampar Ventures Ltd.
9491 Bridgeport Road	011-197-170	East 82 Feet Lot 5 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9511 Bridgeport Road	004-070-402	West Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9531 Bridgeport Road	004-254-899	East Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9551 Bridgeport Road	004-887-018	West 76 Feet Lot 7 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9440 Beckwith Road	000-659-606	Lot 22 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9460 Beckwith Road	004-085-388	Lot 21 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9480 Beckwith Road	003-653-161	Lot 20 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.

- Subdivision of the consolidated development parcel to create a three (3) lot subdivision for the proposed 3 phase development. Note: The proposed phase 2 component (Business Centre) must be constructed prior to the construction of the phase 3 component (Hotel 2).
- Registration of a legal agreement on title ensuring the project phasing will proceed according to the following sequence, Phase 1 (Hotel 1), Phase 2 (Business Centre) and Phase 3 (Hotel 2). While Phase 2 (Business Centre) may precede Phase 1 (Hotel 1), the intention is to ensure that the Business Centre (ie. Phase 2) is constructed and occupied before Hotel 2 (Phase 3) can be occupied. In addition, this does not preclude Phases 1 and 2 proceeding simultaneously or Phases 2 and 3 proceeding simultaneously.
- Registration of an aircraft noise indemnity covenant on title as this site is located within the Area 1A of the Aircraft Noise Sensitive Development Map (Official Community Plan, Sub-Section 5.4 Noise Management).
- Registration of a flood indemnity covenant on title. The minimum flood proof elevation for the subject site is 2.9m GSC Flood Control Level (FCL) but since this site is in the exemption area, the FCL can be 300mm above the highest elevation of the road crown fronting your proposed development. However, mechanical rooms plus other habitable space (excluding parking) must be a minimum of 300mm above the highest elevation of the road crown fronting your proposed development.

6. Registration of a legal agreement on title ensuring that none of the hotel rooms in either Hotel 1 (Phase 1 or Hotel 2 (Phase 3) can be individually stratified or sold.
7. City acceptance of the developer's offer to voluntarily contribute \$100,000.00 to the City's Tree Compensation Fund for the planting of replacement trees (200 replacement trees x \$500.00/replacement tree) within the City.
8. Submission of a Tree Survival Security to the City in the amount of \$90,000.00 (18 trees at \$5,000.00 per tree) as security to further ensure the retention of 18 existing, large trees (10 on-site and 8 along shared property lines with 9520 Beckwith Road and 9711 Bridgeport Road) for the planting of replacement trees on-site or within the City, as and if required.
9. Submission of a Contract entered into between the Applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
10. City acceptance of the developer's offer to voluntarily contribute \$0.40 per buildable square foot or approximately \$125,769.00 (314,422 ft² x \$0.40/ft²) based on a site area of 173,668 ft² and a 1.81 FAR for the integration of public art with the project, the terms of which are to be addressed in a Public Art Plan to be submitted for the City's approval prior to adoption of the rezoning application.
11. City acceptance of the developer's offer to voluntarily contribute \$0.25 per maximum buildable square foot or approximately \$78,605.00 (314,422 ft² x \$0.25/ft²) based on a site area of 173,668 ft² and a 1.81 FAR to assist the City with community planning in the City Centre.
12. City acceptance of the developer's offer to voluntarily contribute \$48,900 for gravity sewer upgrades and \$10,950 for pump station upgrades, both in excess of OCP conditions. The contributions shall be made to account 2253-10-000-14912.
13. City acceptance of the developer's offer to voluntarily contribute \$22,000.00 for a standard City bus shelter to be located within the City Centre vicinity, as part of the Transportation Demand Measures (TDM's) agreed to by the Owner/Applicant prior to final adoption of the rezoning.
14. Required Land Dedications and Public Rights of Passage – Statutory Right of Way (PROP-SRW):
 - .1 Approximate 2m wide road dedication along the entire Beckwith Road frontage, for the benefit of general public use including a wider pavement width for vehicular traffic lanes and a cycling lane, 1.5m wide landscaped planting strip and a 2.0m wide sidewalk. The dedication to include corner cuts (minimum 3m x 3m) required where the north-south PROP-SRW lane intersects with Beckwith Road. Exact size of PROP-SRW and corner cuts to be confirmed by survey, as required by the City via the Servicing Agreement process.
 - .2 Approximate 0.65m wide road dedication along the entire Bridgeport Road site frontage, to accommodate a continuous, new concrete landscaped centre median for Bridgeport Road, as per MoTI requirements extending to the Highway 99 access road intersection with Bridgeport Road, plus Bridgeport Road boulevard improvements (north-side only) including a 1.5m wide landscaped planting strip and a 2.0m wide sidewalk, for the benefit of general public use. The dedication to include corner cuts (minimum 3m x 3m) required where the north-south PROP-SRW lane intersects with Bridgeport Road. Exact size of corner cuts to be confirmed by survey, as required by the City via the Servicing Agreement process.
 - .3 The granting of an approximate 9.0m wide lane Public Rights of Passage – Statutory Right of Way (PROP-SRW) for a new north-south lane connecting Bridgeport Road and Beckwith Road through the centre of the consolidated and subdivided development site, for the benefit of general public use including vehicle, bicycle, pedestrian and commercial access to be maintained by the Developer/Owner. In addition, the Owner agrees to widen those portions of the north-south lane as the City deems necessary in order to accommodate vehicle turning movements required by the Ministry of Transportation and Infrastructure and confirmed by functional design plans by a certified engineer to the satisfaction of the Richmond Director of Transportation.
 - .4 The granting of Public Rights of Passage - Statutory Right of Way (PROP-SRW) connecting the proposed north-south PROP-SRW lane on the development site with 9520 Beckwith Road. The PROP-SRW shall apply to all lands in Phase 2 (Business Centre) of the combined development site, east of the proposed north-south SRW. This PROP-SRW is intended to provide access to/from 9520 Beckwith Road through the development site via the proposed north-south lane if 9520 develops as an independent site or consolidated with the proposed development lands on the subject site. This PROP-SRW is intended to

provide access/egress for 9520 Beckwith Road including vehicle, bicycle, pedestrian and commercial access/egress for the future redevelopment of 9520 Beckwith Road and may be replaced with a more specific PROP-SRW when the future redevelopment of 9520 Beckwith Road occurs, with the agreement of the City. If 9520 Beckwith Road is consolidated with and develops in association with the Airport Gateway Plaza at 9711 Bridgeport Road, this PROP-SRW can be discharged with the agreement of the City.

15. Registration of a legal agreement on title restricting vehicle access and egress along Bridgeport Road, as per the MOTI requirement, is via 1 right-in and –out access/egress point only, provided that a concrete landscaped median is provided to physically restrict westbound left-turn movements Bridgeport Road into the development site. Note: There is full vehicle movement to and from the proposed north-south lane connection at the intersection with Beckwith Road in order to provide additional access and egress for the development site
16. Registration of a blanket cross access easement over the Hotel 2 (phase 3 development parcel) and in favour of the Business Centre (phase 2 development parcel) allowing access to/from the development site for shared commercial vehicle access including space for loading and unloading. This blanket cross access agreement will only be discharged following the construction of the respective internal drive-aisles, legal survey and registration of a more specific replacement cross access easement over the appropriate portions of the internal drive-aisles for Hotel 2 (phase 3 development parcel) in favour of the Business Centre (phase 2 development parcel) in order to provide access for shared commercial vehicle access including space for loading and unloading.
17. Registration of a blanket cross access agreement over the Business Centre and Parking Structure (phase 2 development parcel) in favour of all other development parcels allowing access to/from the Business Centre and Parking Structure (phase 2 development parcel) including space for shared vehicle parking, bicycle parking and associated pedestrian access. This blanket cross access agreement will only be discharged following the construction of the Business Centre and Parking Structure (phase 2 development parcel), legal survey and registration of a more specific replacement cross access easement over the appropriate portions of the Business Centre and Parking Structure (phase 2 development parcel) in favour of all other development parcels in order to provide access including space for shared vehicle parking, shared bike parking and associated pedestrian access.
18. Enter into a Servicing Agreement* for the design and construction of off-site road improvements, utility upgrades and site service connections. Works include, but may not be limited to the following.
 1. BC Ministry of Transportation & Infrastructure (MoTI) approval required. MoTI indicated that as part of the development, Applicant is responsible to establish a vehicular connection from the signalized access serving 9711 Bridgeport Road to:
 1. Beckwith Road - via the existing PROP registered on 9711 Bridgeport Road however, this will involve the removal of the jersey barriers currently placed at the driveway off Beckwith Road and minor road work upgrade as deemed necessary to establish a functional road connection. Exact scope of work to be determined as part of the Servicing Agreement process.
 2. Access Arrangement: Via one (1) right-in-right-out access off Bridgeport Road, provided that a concrete landscaped median is provided to physically restrict left-turn movements. Applicant to provide a road functional design drawing and submit it to the City and MoTI for review and approval. Only one access off Beckwith Road is supported.
 3. Exact dedication along Bridgeport Road would be subject to the functional design to be prepared by the Applicant. Note that in addition to the concrete landscaped median, a 1.5m wide boulevard (type of treatment within the 1.5m wide boulevard to be confirmed as part of the SA process) and 2m wide sidewalk are required along the Bridgeport Road frontage.
 2. Required Land Dedications and Public Rights of Passage – Rights of Way (PROP-ROW): Reference to Item 14 above.
 3. As part of the Phase 1 development, developer is responsible for the design and construction of:
 1. Beckwith Road Improvements: widening on the southern half of Beckwith Road to accommodate the following ultimate cross-section (from south to north):
 - 2m wide concrete sidewalk
 - 1.5m wide boulevard
 - 0.15m wide concrete curb/gutter
 - 1.8m wide bike lane
 - 3.25m wide curb lane

- 3.1m wide centre lane

Note that the above would be mirrored on the northern half of Beckwith Road. Proper tie-in's are to be provided as part of this project to existing Beckwith Road east & west of the site.

- .2 Bridgeport Road Improvements: Including but not limited to concrete landscaped centre median to MoTI approval plus new north-side boulevard improvements including standard City Centre 1.5m wide landscape planting strip (type of treatment within the 1.5m wide landscaping planting strip to be confirmed as part of the SA process) plus 2.0m wide concrete sidewalk complete with 1 right-in-right-out site access/egress location as per City requirements.
- .3 9.0m wide PROP-ROW north-south lane connecting Bridgeport Road and Beckwith Road through the consolidated and subdivided development site, to include (from west to east):
 - minimum 1.5m wide sidewalk with lighting
 - minimum 7.5m wide asphalt driving surface with roll-over curb on both sides
- .4 The City has reviewed your Servicing Capacity Analysis including the associated letters and makes the following comments:
 - .1 Watermain Improvements: The City has reviewed your Water Capacity Analysis and letter dated September 1, 2011 and makes the following comments:
 - .1 According to your analysis, the required fire flow for the hotels fronting Bridgeport Road is 275 l/s and the available flow is at 509 l/s at 9491 Bridgeport Road. The City accepts your recommendation that no upgrade is required.
 - .2 Based on your analysis, the required fire flow for the business centre fronting Beckwith Road is 200 l/s and the available flow is at 78 l/s at 9440 Beckwith Road. The City accepts your recommendation to construct a temporary looped watermain to tie the existing 300mm dia. Bridgeport watermain into the existing 150mm dia. Beckwith Road watermain. The temporary watermain is to be constructed in a registered Right of Way within the site.
 - .3 There shall be no tie-ins to the proposed watermain (ie. hydrants, service connections, etc.).
 - .4 Once you have confirmed your building design at the Building Permit stage, you must 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.
 - .2 Storm Sewer Improvements: The City has reviewed your Storm Capacity Analysis and letter dated March 21, 2011 and makes the following comments:
 1. According to your calculations and assessment, the existing storm sewer along the development frontage on both Beckwith Road and Bridgeport Road are not adequately sized under the "Existing + In-stream + Proposed development" and OCP conditions.
 2. According to your analysis, there is no downstream roadway or property flooding based on the "Existing + In-stream + Proposed development" condition.
 3. The City accepts your recommendation to upgrade the frontage storm on northside of Beckwith Road from STMH6314 (approximately 20m west of west property line) to STMH6315 (close to east property line) to 1050mm diameter and to upgrade the frontage storm on Bridgeport Road from STMH4203(approximately 10m west of south-west corner) to STMH4206 (approximately 39m east of east property line) to 750mm diameter.
 4. The City requires the analysis calculations to be included in the Servicing Agreement design drawings.
 - .3 Sanitary Sewer Improvements: The City has reviewed your Sanitary Capacity Analysis and letter dated July 26, 2011 and makes the following comments:Service Connection Improvements:
 - .1 Based on the calculations, the existing sanitary sewer and pump station have adequate capacity under the "Existing + In-stream + Proposed Development" condition.
 - .2 According to your analysis, there are sections of downstream gravity sanitary sewer main and the existing Van Horne sanitary pump station/forcemain requires upgrade under the "OCP + Proposed Development" condition.
 - .3 According to developer's assessment and due to the developer's request for an increase in density from the City's 2041 OCP related to the site, the additional demand from the development will deplete the sanitary system's capacity otherwise intended to be utilized for future developments within the catchment. (Note: See financial contributions for City acceptance of a voluntary contribution of \$48,900 for gravity sewer upgrades and \$10,950 for pump station upgrades, both in excess of OCP conditions.)

.4 The City requires the analysis calculations to be included in the Servicing Agreement design drawings.

19. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development including the following requirements:

- .1 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 Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 384 required replacement trees with the following minimum sizes:

Number of Required Replacement Trees	Minimum Caliper Size of Deciduous Replacement Trees	or	Minimum Height of Replacement Coniferous Trees
374 (on-site) + 10 (off-site) (184 to be provided on site and cash in lieu for 200)	6cm caliper (dbh)		2.0m high

- .2 Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- .3 Provision of the following Transportation Demand Measures (TDM) agreed to by the Owner/Applicant during the rezoning process including:
 - A shuttle bus service between the site, YVR and Canada Line - Bridgeport Station, via confirmation letter and agreement from Owner/Applicant prior to issuance of development permit; and
 - Provision of 'End of Trip Bike Facilities' (i.e. separate male and female showers and change/locker rooms) in each of the 3 buildings via confirmation letter and agreement from Owner/Applicant prior to issuance of development permit.
- .4 All internal drive aisle shall be no less than 7.5m wide.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires 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. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed _____

Date _____

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

[illegible]

REZONING APPLICATION RESUBMISSION & DESIGN PANEL REVIEW FEB. 10, 2011

BRIDGEPORT HOTEL & BUSINESS CENTER
RICHMOND, B.C.

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

The Bridgeport Hotels and Business Centre rezoning application (RZ 10-539048) was presented to the Richmond Advisory Design Panel (ADP) on Wednesday, February 23, 2011. The ADP supported this application and provided a series of 8 comments as identified below, which are followed by the Applicants responses highlighted in *bold italics*.

Panel Decision

It was moved and seconded "That RZ 10-539048 move forward to the Planning Committee subject to the applicant addressing the items discussed by the Panel, including key items highlighted below":

1. Consider the design of all hotel bathrooms to maximize ease of use by hotel guests with disabilities;

Consideration has been given to this item, upon which it was deemed reasonable to provide 4 accessible suites in Hotel-1 and 8 accessible suites in Hotel-2, which exceeds by 4 suites the BCBC requirement of one universally designed sleeping unit for every 40 (2.5%).

Furthermore, all public areas inside and outside the building will be wheelchair accessible, including sidewalks, entries, ground floor washrooms, restaurants, and amenity areas. All storeys of all three buildings will likewise be accessible, with all doorways to all suites providing 32" clear openings for wheelchair access. The provision of making all washrooms in all the hotel suites wheelchair accessible was ultimately deemed to be not feasible as it would require the reduction in rooms by one per floor in order to accommodate this item.

2. Development of pedestrian movement i) along Bridgeport Road, ii) north/south through the site to Beckwith Road, and iii) potential for linkage with the eastern adjacent site;

i) Bridgeport: this cross section separates a City standard concrete sidewalk from the road with a row of large deciduous street trees planted in lawn. The site acknowledges the pattern set by the development to the east and builds on it – it features a low glossy dark green evergreen hedge with taller ornamental grass in the second layer of planting. Planting a combination of deciduous and evergreen trees to partially screen views of parking areas enhances the pedestrian experience.

ii) North/South Internal Road: this section provides grade separated pedestrian sidewalks on both sides of the road. Pedestrian crosswalks receive special treatment to 'give pedestrians priority'.

iii) East/West connection: Internal east-west pedestrian access to the rear of Hotel 2 has been added and Hotel 1 has a direct access to the rear parking area on the east side of the site. There is no public SRW that directly connects the development site with the property immediately to the east (Airport Gateway Plaza) however pedestrian access has been provided east and west of the subject site along Bridgeport Road and Beckwith Road.

3. Development of property edges i) landscape design and ii) carry the quality of the Bridgeport Road along the sides of the development;

Property edges have received special attention to ensure a positive integration into the site. Special attention has been given to property lines adjacent to residential use that includes

protection of large evergreen trees by the creative design of retaining wall footings, proposed dense planting of a distinctly Richmond pattern of planting that includes a hedge row of trees under planted with a dogwood hedge. The residential property is also screened by the introduction of a high quality metal trellis planted with climbing vines.

The north/south internal lane is proposed as cast-in-place decorative concrete paving with a medium sandblast finish including saw cut patterns. The high quality paving materials will significantly improve and unify the character of the internal north-south lane.

4. Add more density to trees to elevate the level of the planting materials throughout the development;

Deciduous trees have been increased in caliper size to a minimum of 10cm and conifers vary from a minimum of 3m to 7m in height. The spacing of trees has also been decreased (i.e., the cedar hedgerow along the east property line is proposed at 3 meters on centre to create the effect of a 'green wall'). Likewise more trees have been added to the north/south corridor to improve the landscape appearance.

5. Design development to reference unifying theme with the development i) integration of public realms, landscaping and building architecture components and ii) design elements that tie the three buildings together;

i) Primary unifying element between buildings is intended to be the new north-south lane, as it connects all three buildings and their activities. As noted in the landscape architect's comments, more emphasis has been placed on landscape elements in order to improve the quality of the public realm that unifies the site.

ii) As the principal design element that ties the project together, the north-south lane will have consistent landscape planting, decorative paving, lighting, and street furniture throughout the site, allowing the buildings to retain their unique individuality while creating an overall harmonious composition.

6. Architectural development i) celebrate visibility of the buildings from Bridgeport Road and emphasize not only the east and west side of the buildings but also the south elevations, ii) significant design gestures may be suitable due to close proximity to the traffic ramp, and iii) development of business center building (introduction of horizontal design elements on the east façade and design development of the west building façade);

i) The visibility of the towers from the Oak Street Bridge deck has been considered in the provision of 'Gateway Elements' on the north and south facades of both hotels, which will be visible as unique lighting elements in the twilight hours and distinctive glazing elements during the day, which constitute significant design gestures, transcending from simple building elements into the realm of visual art. Further design development has been considered as well with the Business Center, as the horizontal shading elements on the east façade have been extended as per the Design Panel's comments, with the further introduction of a sloping glass wall on the building's west elevation in order to provide passive solar shading, a design element, which will also be visible from the Oak Street Bridge deck.

7. Reduce second storey projection on the east side of Hotel 1 so that it will not take away the slimness of the tower;

While we agree with the Design Panel's comments that the projection on the east side of Hotel 1 takes away from the slimness of the tower, the addition of this projection has been necessary

due to the requirements of locating an at grade mechanical space for the geothermal system, a system which requires a significantly larger mechanical space than what was previously provided for. In addition, the relocation of hotel rooms, staff rooms and a meeting room due to the request to reduce the height of the hotel by one floor has resulted in this projection. In response, glazing has been added to this second floor projection to lighten it's appearance as much as possible, while the ground floor consists primarily of covered parking next to the mechanical room.

8. Provide additional context information.

The Landscape Plan has been superimposed on an aerial photograph to provide context.

BRIDGEPORT HOTEL & BUSINESS CENTER

AMPAR VENTURES LTD

PROJECT OVERVIEW:

The proposed mixed-use complex consisting of two hotels and a business center is located at the lot north of Bridgeport Road, east of the Highway 99/Oak Street Bridge and south of Beckwith Road. The site is surrounded by mixed-use retail and hotel uses to the south, west and east along the arterial roads. The north is primarily old residential buildings, with some light-industrial uses. The site is also approximately 1km walking distance from Bridgeport Canada Line station.

The primary design approach for the project is to maximize the full potential of the strategic location of the site that has considerable street frontage on the south and north sides, with exposure to major traffic along arterial roads, proximity to the airport, Canada Line and surrounding mixed use commercial and hotel uses. The project has three major components - two Hotel structures 9 and 12 stories each placed along Bridgeport Road and an 11 storey Business Center, placed further north closer to Beckwith Road, will be a vibrant urban planning and architectural solution that will revitalize the character of the neighbourhood and stimulate its future potential. A generously landscaped central north-south internal road connecting Bridgeport to Beckwith Road serves as the main access for all the three buildings, while a perpendicular east-west internal road serves as the main distribution to parking and services for each building. Each of the hotels are to have their own surface parking to their rear and north sides with a landscaped buffer between them and Bridgeport Road. The business center is to have its own surface parking as well as a 4 storey parkade attached to the building.

Every effort has been taken in the development of these three buildings to respect the OCP design guidelines, as well as to implement an environmentally friendly and sustainable design approach, while introducing strong design elements that will enhance the City's vision for future growth in this area. It is the intent of the project, with its landscaped site layout and proportionately articulated building masses, that combined with efficient land use that it in turn may become a landmark for the north Richmond area, to stand as a gateway to Richmond as one approaches from the north on Highway 99.

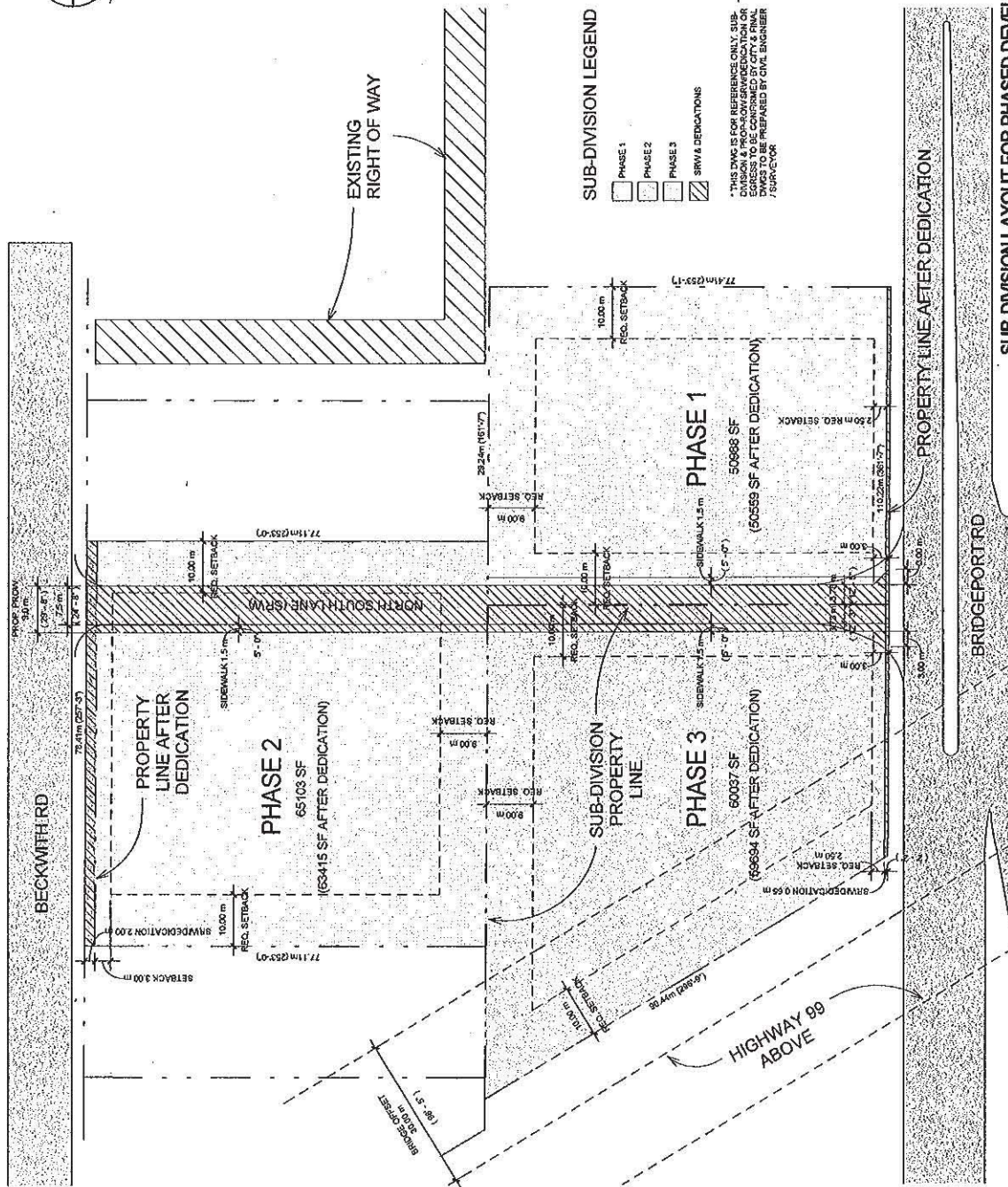
CONSULTANTS LIST:

OWNER / DEVELOPER	AMPAR VENTURES LTD 9751 NO. 6TH ROAD RICHMOND BC V6W 1E5 TEL: 604-277-8453
ARCHITECT:	IBIHB ARCHITECTS 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
LANDSCAPE ARCHITECT:	IBI GROUP 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
TRANSPORTATION ENGINEERING	IBI GROUP 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
CIVIL ENGINEER	CORE CONCEPT CONSULTING LTD 1288-13351 COMMERCE PARKWAY RICHMOND BC V6V 2X7 TEL: 604-249-5040
SURVEYOR:	STEPHEN D MILNER 102-5007 47A AVENUE DELTA BC V4K 1T9 TEL: 604-946-1788
GEOTECHNICAL:	GEOPACIFIC 215 1200 W 73 AVENUE VANCOUVER BC V6P 6G5 TEL: 604-439-0922






2010-07-16 ISSUED FOR REZONING APPLICATION
2011-05-06 REISSUED FOR REZONING/DESIGN PANEL REVIEW
2011-09-30 REISSUED FOR REZONING APPLICATION

IBI
GROUP



SUB-DIVISION LEGEND

- | | |
|---|---------|
|  | PHASE 1 |
|  | PHASE 2 |
|  | PHASE 3 |
|  | SRV & D |

* THIS DWG IS FOR REFERENCE ONLY. SUB-DIVISION & PROPOSED WIDENING OR EGRESS TO BE CONFIRMED BY CITY & FINAL DWGS TO BE PREPARED BY CIVIL ENGINEER / SURVEYOR

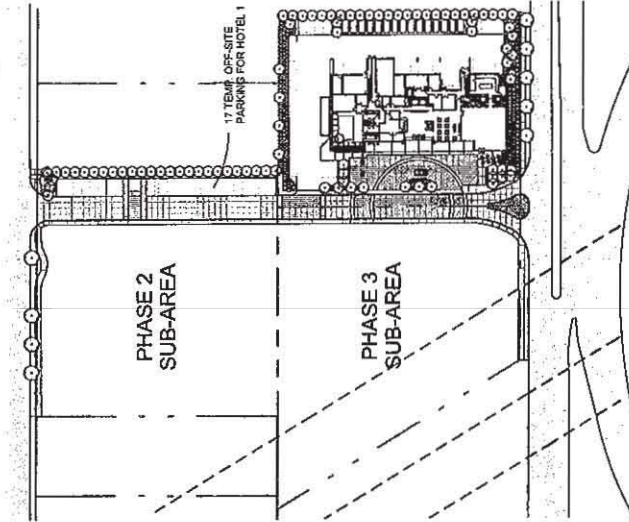
SUB-DIVISION LAYOUT FOR PHASED DEVELOPMENT

2011-09-30 REISSUED FOR REZONING

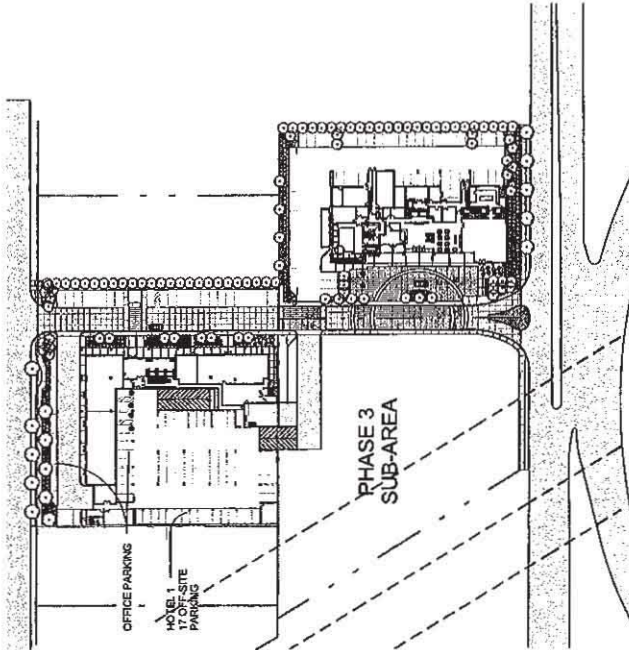
 $1/32" = 1'-0"$



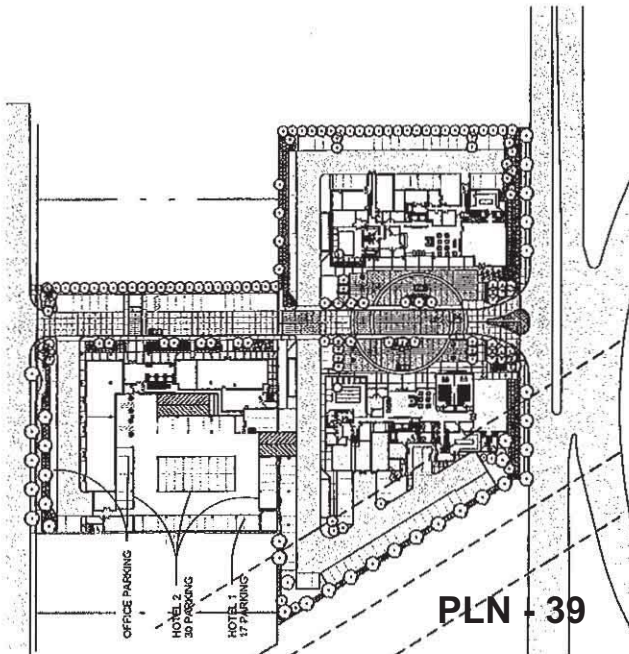
BRIDGEPORT HOTEL / BUSINESS CENTER



PHASE 1-HOTEL 1	
SUB-DIVISION AREA:	50888 SF**
TOTAL PARKING REQUIRED:	83
TOTAL PARKING PROVIDED:	70*
*NOTE: TO PARKING PROVIDED IN TOTAL INCLUDES 50 ON SITE PLUS 17 OFF SITE PARKING ON PHASE 2 SITE. OFF-SITE PARKING IS TO BE PROVIDED BY PHASE 2 STRUCTURE UPON COMPLETION OF PHASE 2. REFER TO SHEET A1102.	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	



PHASE 2-BUSINESS CENTER	
SUB-DIVISION AREA:	65103 SF**
TOTAL PARKING REQUIRED:	315
TOTAL PARKING PROVIDED:	272*
*NOTE: 315 PARKING PROVIDED IN TOTAL INCLUDING 272 PROVIDED FOR PHASE 2 BUSINESS CENTER, 17 PROVIDED TO ACCOMMODATE PARKING FOR PHASE 1, HOTEL 1. 30 PROVIDED FOR PHASE 3 HOTEL 2. PARKING FOR PHASE 3 HOTEL 2 TO BE PROVIDED BY PHASE 3 STRUCTURE. REFER TO SHEET A1102.	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	



PHASE 3-HOTEL 2	
SUB-DIVISION AREA:	60037 SF**
TOTAL PARKING REQUIRED:	109
TOTAL PARKING PROVIDED:	92*
*NOTE: 80 PARKING PROVIDED IN TOTAL INCLUDES 82 ON SITE PARKING PLUS 30 OFF SITE PARKING ON PHC PARKING STRUCTURE. REFER TO SHEET A1102.	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	

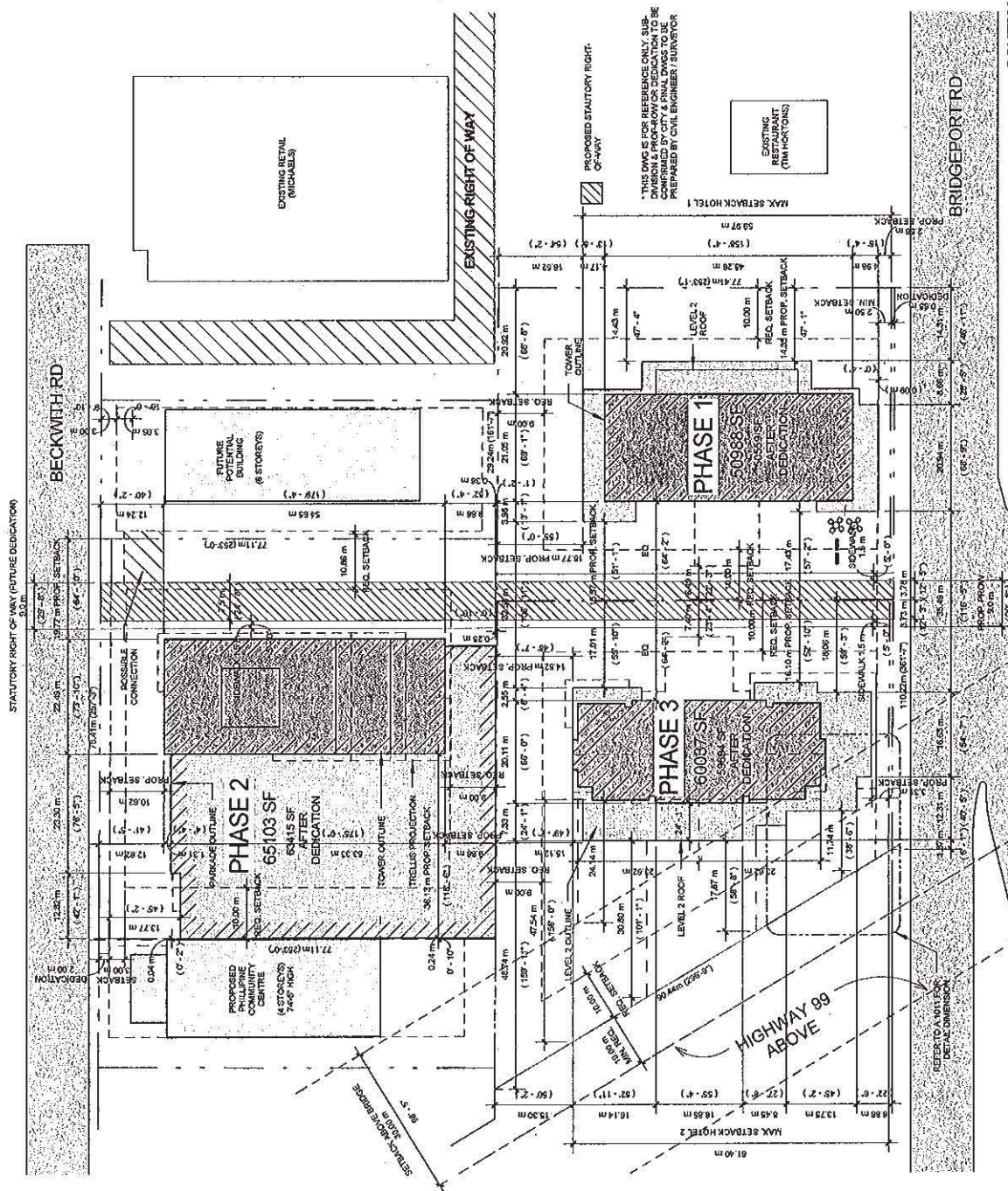
PARKING RATIO						
		REQUIRED BASED ON BYLAW	REQ. PARKING BASED ON SHARED OFFICE/HOTEL PARKING	REQ. PARKING WITH ALLOWANCE FOR SHARED PARKING & TDM MEASURES	PROPOSED PARKING TO BE PROVIDED	
		MON. TO FR. 8am TO 5pm	ALL OTHER TIMES		BY PHASE	TOTAL
HOTEL 01	BR UNITS	63 (0.5 per /unit)				
	CONFERENCE					
	RESTAURANT	10 per /1076 SF (4.3 per /1076 SF)	70% REDUCTION = 59	10% REDUCTION = 75	53 ON SITE	
	LOUNGE & BREAKFAST	4 (1.4 per /1076 SF)			22 OFF SITE ON PHASE 2 LOT	
	SUB-TOTAL	83			75	75
HOTEL 02	BR UNITS	84 (0.5 per /unit)				
	RESTAURANT	8 (4.3 per /1076 SF)				
	CONFERENCE	15 (10 per /1076 SF)	70% REDUCTION = 77	10% REDUCTION = 99	62 ON SITE	
	LOUNGE & BREAKFAST	2 (4.3 per /1076 SF)			37 OFF SITE ON PHASE 2 LOT	
	SUB-TOTAL	109			99	99
BUSINESS CENTER	OFFICE SPACE	295 (3 per /1076 SF)			EXTERIOR PARKING L1 PARKING P1 PARKING P2 PARKING L3 ROOF PARKING	33 62 66 68 88
	MEETING	10 (3 per /1076 SF)	315 15% REDUCTION = 268	10% REDUCTION = 242	319 ON SITE	
	RESTAURANT	10 (4.3 per /1076 SF)				
	SUB-TOTAL	315			22 SHARED OFF SITE PARK HOTEL 1 -37 SHARED OFF SITE PARK HOTEL 2	260
	TOTAL		507	451	416	

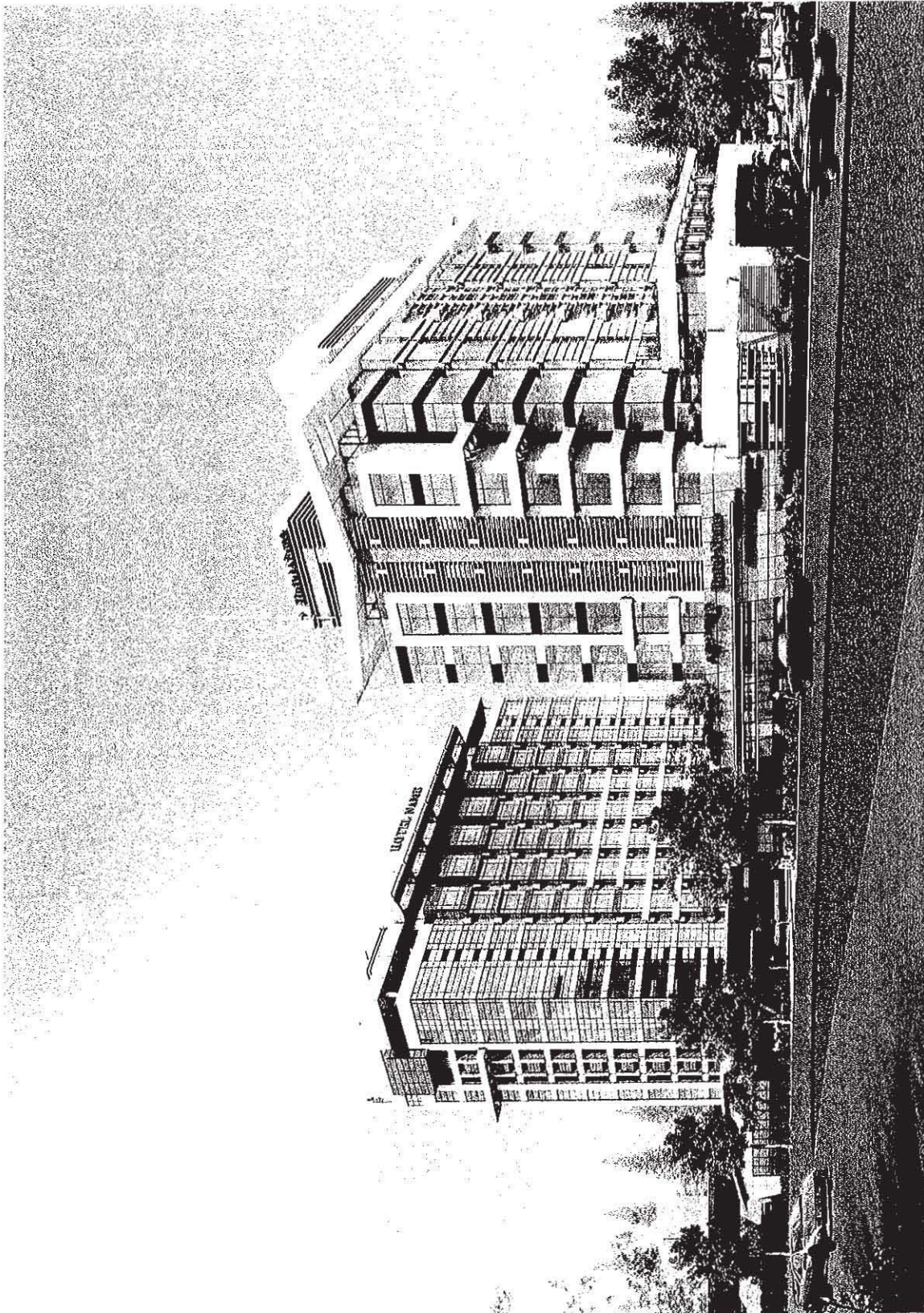
BRIDGEPORT HOTEL & BUSINESS CENTER		9551 Bridgeport Rd. & 9440, 9460, 9480 Beckwith Rd.	
ZONING SUB-AREA		A EA-3, SUB AREA A2 (EXPECTING OVERLAP)	176,128
SITE AREA (S.F.) (BEFORE DEDICATION)			173,668
SITE AREA (S.F.) (AFTER DEDICATION)		FSR 12 PER AREA B (14)	
FEAR ALLOWED (S.F.) (AFTER DEDICATION)		TARGET FSR 2 (75)	347,336
FEAR PROVIDED (S.F.)			314,422
		FSR	1.81
DIFFERENCE (S.F.)			32,914

AREA (FAR) SUMMARY				
	FSR	MEP/SERV	GROSS	
	(S.F.)	(S.F.)	(S.F.)	
HOTEL 01	79,377	4,518	83,893	
HOTEL 02	166,414	5,407	111,821	
BUSINESS CENTER	128,631	102,648	231,279	
TOTAL	314,422	112,571	426,993	

BIKE PARKING SUMMARY					
	CLASS 1		CLASS 2		TOTAL
HOTEL 01	REQ	2	SEQ	2	REQ
	PROV	2	PROV	2	PROV
HOTEL 02	REQ	2	REQ	2	REQ
	PROV	2	PROV	2	PROV
BUSINESS CENTER	REQ	28	REQ	42	REQ
	PROV	36	PROV	15	PROV
TOTAL	REQ	32	REQ	78	REQ
	PROV	40	PROV	16	PROV
					50

[illegible]

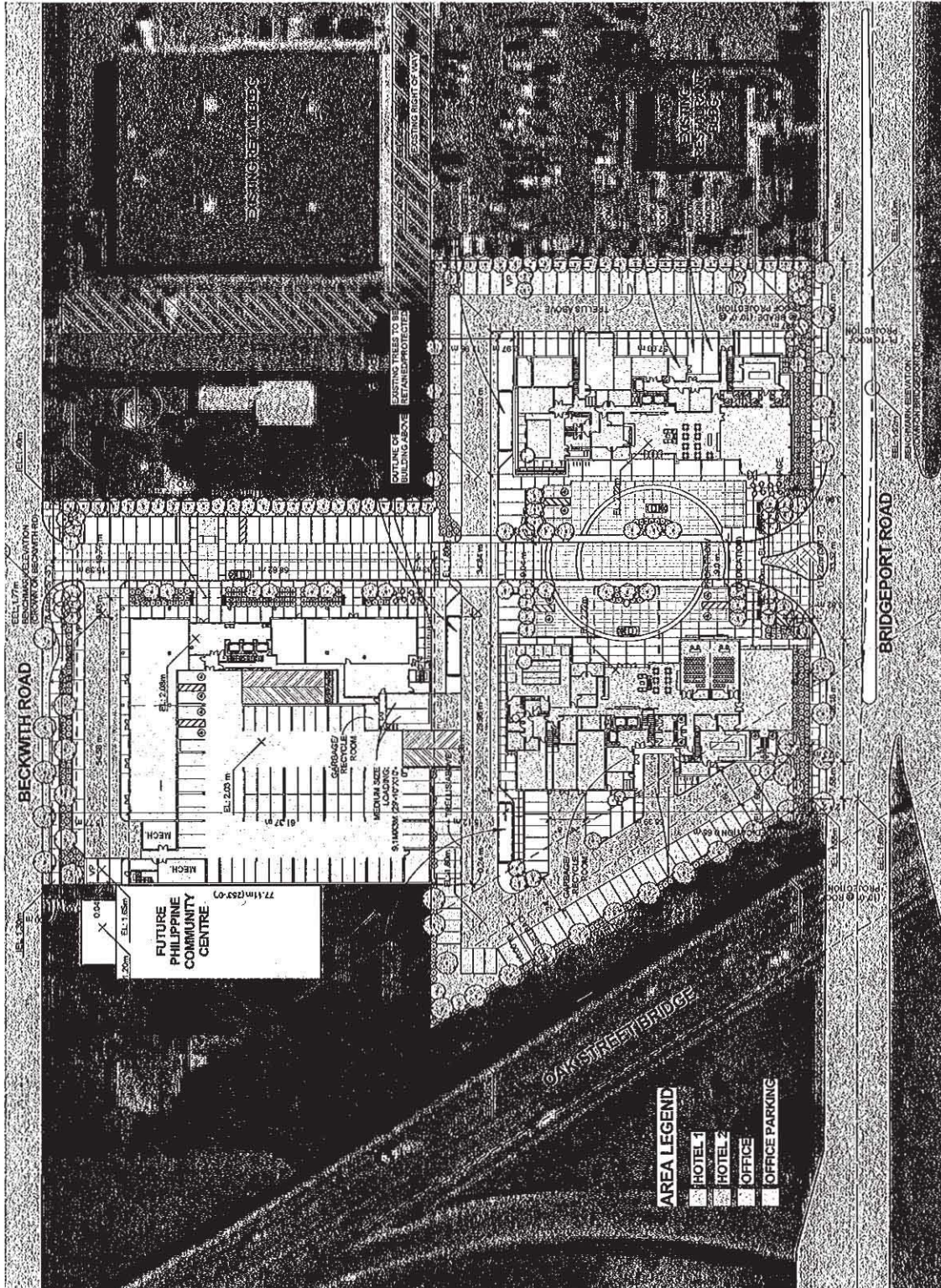






BRIDGEPORT HOTEL / BUSINESS CENTER

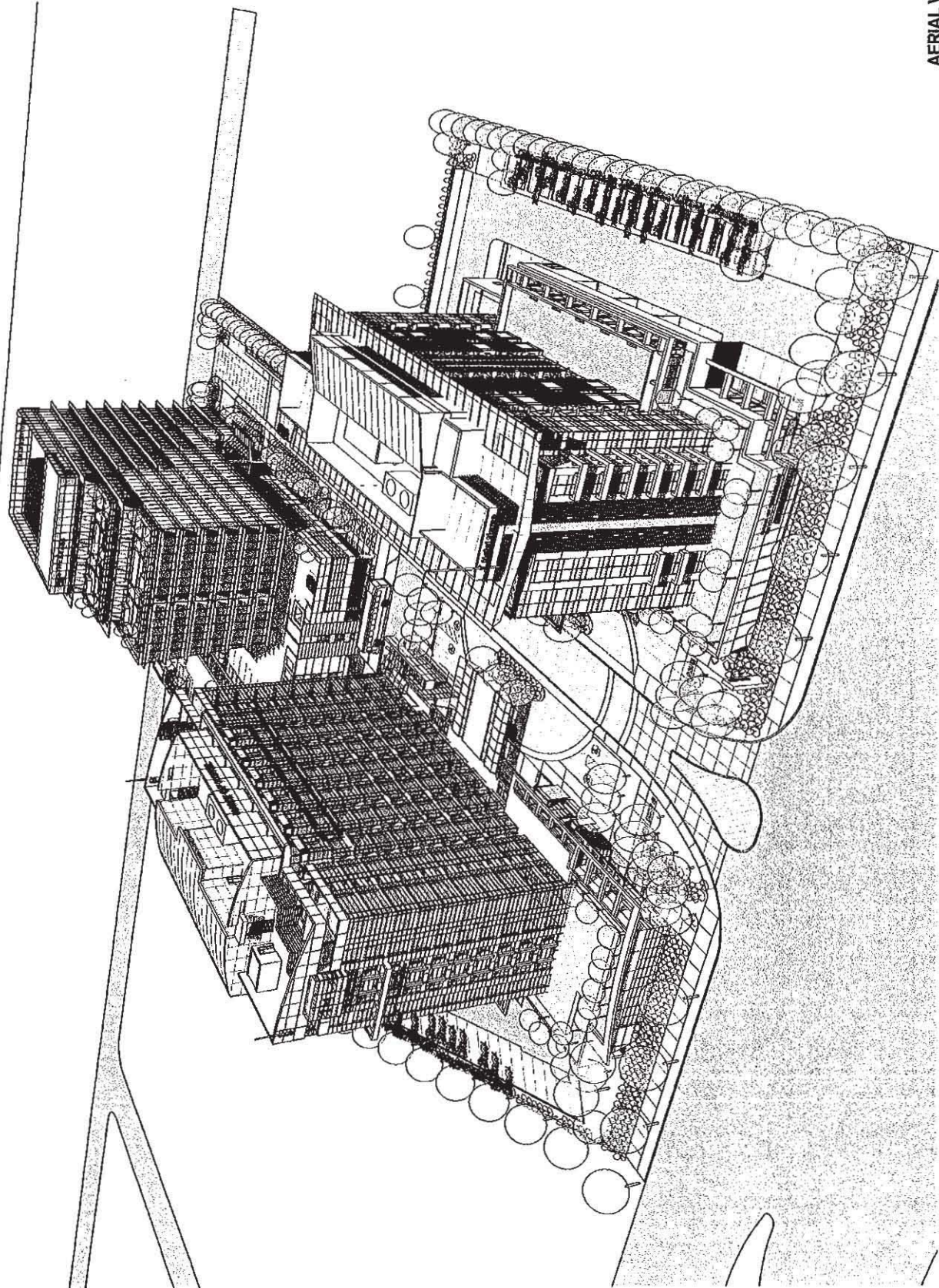
A-1102



SITE PLAN GROUND FLOOR LAYOUT

1/32" = 1'-0"

2011-09-30 REISSUED FOR REZONING





**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8767 (RZ 10-539048)
9451/9491/9511/9531/9551 Bridgeport Road and
9440/9460/9480 Beckwith Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Official Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- a) Repealing the existing text in “3.2.2 Sub-Area A.2 Industrial Reserve – Limited Commercial” with regard to “A. Typical Distribution of Uses” and replacing it with the following:

- Ground Floor: light industry and, within 50 m (164 ft.) of designated street frontages, retail, restaurant, and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permits retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.
- Upper Floors: office, education (excluding provincial kindergarten to grade 12 programs), and within 50 m (164 ft.) of designated street frontages, restaurant and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permit retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.
- Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscape buffer at least 3 m (10 ft.) deep.

- b) Repealing the existing text in the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre T4 (25m)” and replacing it with the following:

For Area A:

- 1.2

For Area B:

- 1.2, provided that:
 - a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking);
 - b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses).

Additional density, where applicable:

- Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes
- 1.85, specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.

2. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 8767"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>AC</i>
APPROVED for legality by Solicitor <i>MS</i>

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8764 (RZ 10-539048)
9451/9491/9511/9531/9551 Bridgeport Road and
9440/9460/9480 Beckwith Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 23.10 thereof the following:

"23.10 Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)

23.10.1 Purpose

The zone provides for **light-industrial**, commercial support, **office**, **hotel** and other compatible **uses**.

23.10.2 Permitted Uses

- **industrial, general**
- **office**
- **hotel**
- **parking, non-accessory**

23.10.3 Secondary Uses

- **manufacturing, custom indoor**
- **education, commercial**
- **entertainment, spectator**
- **health services, minor**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **service, personal**
- **studio**
- **veterinary clinic**

23.10.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 1.85, except for **non-accessory parking** which has no maximum **floor area ratio**.
2. Notwithstanding Section 23.10.4.1, the maximum floor area of **hotel** and related **secondary uses** is limited to 7,374.4 m², unless a minimum of 11,950.2 m² of combined **light industrial**, **office** and related **secondary uses**, exclusive of **non-accessory parking**, is provided in a **building** on the **site**.
3. **Hotel** and related **secondary uses** shall not exceed 60% of the floor area, exclusive of **non-accessory parking**, provided on the **site**.

4. For the purposes of Section 23.10.4 the maximum **floor area ratio** shall be calculated based on the maximum **site area** of 16,134.3 m² regardless of **subdivision**.

23.10.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 50% for **buildings**.

23.10.6 Yards & Setbacks

1. The minimum **setback** from Bridgeport Road is 2.5 m.
2. The minimum **setback** from Beckwith Road is 3.0 m.
3. The minimum **setback** from the Highway 99 is 10.0 m.
4. The minimum **setback** from a **side lot line** is 10.0 m.
5. The minimum **setback** from a **rear lot line** is 9.0 m.
6. **Enclosed parking** may project into the **side yard** or **rear yard** up to the **property line**, provided that the **structure** is specified in a Development Permit approved by the **City**.

23.10.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 12.0 m.

23.10.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

23.10.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

23.10.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

23.10.11 Other Regulations

1. **Buildings** containing **hotel** and related **secondary uses** must be located within 65m of Bridgeport Road.
2. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground.
3. The **first storey** of any **building** located more than 65 m from Bridgeport Road is restricted to **industrial, general** and related **secondary uses**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)**:

P.I.D. 003-665-623

Parcel "231" Except: Part now Highway on Statutory Right of Way Plan 67635; Section 22 Block 5 North Range 6 West New Westminster District Reference Plan 65748

P.I.D. 011-197-170

East 82 Feet Lot 5 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-070-402

West Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-254-899

East Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-887-018

West 76 Feet Lot 7 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 000-659-606

Lot 22 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

P.I.D. 004-085-388

Lot 21 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

P.I.D. 003-653-161

Lot 20 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

3. This Bylaw is cited as "**Richmond Zoning Bylaw 8500 Amendment Bylaw 8764**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>al</i>
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