



City of Richmond

Report to Committee Planning and Development Department

To: Planning Comm. Oct. 16, 2012

To: Planning Committee

Date: October 3, 2012

From: Wayne Craig
Director of Development

File: RZ 11-593705

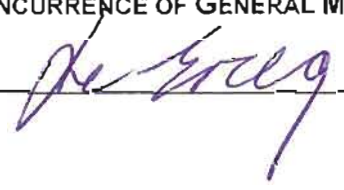
Re: Application by Robert Ciccozzi Architecture Inc. for Rezoning at 7680 and 7720 Alderbridge Way from Industrial Retail (IR1) to Residential/Limited Commercial (RCL2)

Staff Recommendation

That Bylaw No. 8946, which makes minor amendments to the "Residential / Limited Commercial (RCL2)" zone specific to 7680 and 7720 Alderbridge Way and rezones these subject properties from "Industrial Retail (IR1)" to the amended "Residential / Limited Commercial (RCL2)", be introduced and given first reading.


Wayne Craig
Director of Development

MM:blg
Att.

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

Staff Report

Origin

Robert Ciccozzi Architecture Inc. has applied to the City of Richmond to rezone 7680 and 7720 Alderbridge Way in the City Centre's Lansdowne Village from "Industrial Retail (IR1)" to "Residential/Limited Commercial (RCL2)" to permit the construction of a high-rise, high-density, mixed-use development (**Attachment 1**). Amacon (Alderbridge) Development Corp. is the owner and will construct the development. The triangular 0.99 ha (2.45 acre) development site, now occupied by the Grimms Meats plant, is composed of two (2) lots bounded by Lansdowne Road, Alderbridge Way and Cedarbridge Way. The subject rezoning also provides for subdivision of the subject site into a development lot and the Lansdowne Linear Park lot on the southern 10 m (33 ft.) of the site adjacent to Lansdowne Road.

Findings of Fact

The proposed development consists of 237 residential units in three (3) multi-story residential buildings ranging from seven (7) to eleven (11) stories on top of a podium, with two-level townhouses and approximately 405 m² (4,370 ft²) of commercial space surrounding the podium. Details of the subject development are provided in the attached Development Application Data Sheet (**Attachment 2**).

Surrounding Development

The subject site is situated in the Lansdowne Village within the City Centre area that is designated for high-density, mixed-use development broadly located between the Richmond Oval and No.3 Road. Development in the vicinity of the subject site includes:

To the North: Across Alderbridge Way, is a mix of older warehouses and light industrial uses. Most recently, an application by Onni for rezoning at 7731 and 7771 Alderbridge Way (RZ 11-585209), has been considered by Council to rezone that site to RAH2 to allow for the construction of four (4) six-storey, wood-frame buildings containing 659 dwellings. This rezoning is currently at third reading.

To the West: Alderbridge Way continues from the north to the west side of the site, with the former "V-Tech" building site across the street and which is now zoned "Industrial Retail (IR1)."

To the East: Cedarbridge Way bounds the site with light industrial, office and retail uses across the street and which is now zoned "Industrial Retail (IR1)." A rezoning application has just been received for a 160-unit development at 5600 Cedarbridge Way (RZ 12-620370)

To the South: There is a narrow, half-width section of Lansdowne Road with car storage, light industrial, office and retail uses across the street and which is now zoned "Industrial Retail (IR1)."

Related Policies & Studies

Official Community Plan & City Centre Area Plan (CCAP)

The proposed development site is designated as “Mixed Use” within the City’s Official Community Plan (OCP). The site is also designated as “Urban Centre T5 (25 m)” within the City Centre Area Plan’s (CCAP) “Lansdowne Village Specific Land Use” map. The CCAP states that building height may exceed the maximum permitted, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, sunlight to amenity areas and provides community views (e.g. sunlight to a park or public space). While the proposed development exceeds the 25m height identified in the CCAP, the proposal complies as detailed later in the report.

This designation provides for residential land use with a floor area ratio (FAR) of 1.2, which can be increased to a maximum 2.0 FAR with the provision of an affordable housing density bonus (see **Attachment 2** for context).

Of note, the CCAP includes the proposed Lansdowne Linear Park extending from No. 3 Road to Elmbridge Way, running along the southern 10m of the proposed development site.

Aircraft Noise Sensitive Development Policy (ANSD) Area 2

All aircraft noise sensitive land uses (except new single-family) may be considered subject to the necessary reports being submitted and covenants being registered on Title as required by the Policy.

Affordable Housing Policy

The proposed development is subject to the policy which requires that 5% of the total residential building floor area be devoted to affordable housing units; following the Policy’s requirements regarding unit type and target income.

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

Public Consultation

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

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

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

Advisory Design Panel Review

The proposed development was also forwarded to the City’s Advisory Design Panel (ADP) on June 6, 2012, which generally provided favourable comments with suggestions to be investigated

and incorporated into the more detailed building design for review by the ADP and Development Permit Panel during the Development Permit process (excerpt of ADP minutes in **Attachment 5**).

Staff Comments

Transportation

The following transportation works are to be constructed for the proposed development as follows:

Lansdowne Road: The developer will dedicate land for road and design and complete road widening to accommodate the following (from south to north). The interim works will include: 3.2 m wide eastbound travel lane, a 3.2 m wide left-turn lane/painted median, 6.45 m wide westbound vehicle travel lanes and a minimum 2 m wide sidewalk, 3 m wide two-way bicycle path adjacent to the proposed Lansdowne Linear Park. The exact design details are to be confirmed in consultation with Parks Department and at the completion of the Lansdowne Corridor Plan process. If this process is not completed prior to rezoning adoption, the road works may be later adjusted under the final Servicing Agreement issued prior Building Permit issuance. These works are eligible for DCC Credits, as available, in the City's DCC Program.

Alderbridge Way, from Lansdowne Road to Cedarbridge Way: The developer will design and complete road widening to accommodate the following: a 2 m wide concrete sidewalk; a 1.65 m wide landscaped boulevard and road widening to accommodate two eastbound/northbound lanes (6.5 m wide), one left-turn/painted median lane (3.25 m wide) with the remaining space to the for the westbound traffic lanes. These works are eligible for DCC Credits, as available, in the City's DCC Program.

Cedarbridge Way, from Lansdowne Road to Alderbridge Way: The developer is to design and complete road widening to accommodate the following: a 1.65 m wide landscaped boulevard and 2 m wide sidewalk.

Traffic Signal: The developer will install a new traffic signal at Cedarbridge Way/Lansdowne Road and upgrade of the existing signal at Cedarbridge Way/Lansdowne Road. These works are eligible for DCC Credits, as available, in the City's DCC Program.

Lansdowne Linear Park

The City is currently undertaking the Lansdowne Corridor Plan which will include a concept plan and a "kit of parts" for the Lansdowne Linear Park and streetscape works from No. 3 Road to Elmbridge Way. It is anticipated that this plan will be completed and brought forward to Council for consideration of endorsement by the end of 2012. As noted above, the CCAP provides for the park to be 10m in width along the north side of Lansdowne Road. The subject development includes the creation of the first phase of the park, occupying approximately 1,1184 m² (11,989 ft²) lot that will be transferred by the developer to the City at no cost as a condition of rezoning. In addition, the developer agrees, as a condition of rezoning, that it will:

- Prepare a park design for the Development Permit following the City's Lansdowne Corridor Plan and enter into a Servicing Agreement with the City for the design and construction of the park, to the satisfaction of the City, prior to issuance of a Building Permit for the proposed development. Should the GM of Community Services elect to have the construction done by City crews/contractors the Servicing Agreement will not be required; and
- Provide a \$400,000 Letter of Credit (LOC) to the City for the estimated construction cost of the park including hard and soft landscaping. This LOC amount will be adjusted based on the estimated construction costs for the linear park as determined by the City prior to rezoning adoption and entering into a Servicing Agreement for the construction of the park. The City may determine that it will draw on the security and construct these parks works.

Servicing Capacity Analysis

City Engineering staff have reviewed the application at a preliminary level and require the following be included within a Servicing Agreement to be registered on Title and secured by the developer at time of rezoning.

Storm Sewer: While storm analysis is not required, the following frontages must be upgraded by the developer:

- Alderbridge Way: Provide a single storm sewer system at Alderbridge Way from near the intersection of Alderbridge Way and Cedarbridge Way to the existing box culvert at Lansdowne Road that will replace the existing dual system at Alderbridge Way. The extent of the required single storm sewer system will be from the intersection of Alderbridge Way and Cedarbridge Way to the existing box culvert at Lansdowne Road.
- Cedarbridge Way: Upgrade the existing 250 mm diameter storm to a 600 mm diameter storm sewer from near the intersection of Alderbridge Way and Cedarbridge Way to midway along the proposed site's Cedarbridge Way frontage with a length of 75 m. The existing 300 mm diameter storm sewer to a 600 mm storm sewer to near the intersection of Cedarbridge Way and Lansdowne Road, with a length of 78 m.

Sanitary Sewer: The following must also be undertaken by the developer:

- Replacement of existing 300 mm forcemain located in a statutory right-of-way (SRW) along the proposed site's Cedarbridge Way frontage from the corner of Lansdowne Road and Cedarbridge Way to 85 m north to a location within Cedarbridge Way.
- Replacement of existing sanitary mains located along the proposed site's Lansdowne Road frontage from the corner of Lansdowne Road and Alderbridge Way to the corner of Lansdowne Road and Cedarbridge Way.

- Granting a SRW as generally shown within rezoning considerations letter with the size being 6 m x 11 m as generally shown on **Attachment 7** to allow for the City to construct and maintain the proposed Minoru pump station.

Water Works: Based on the proposed development, water analysis is not required. Fire flow calculations signed and sealed by a professional engineer based on a Fire Underwriter Survey to confirm that there is adequate available flow are required at Building Permit stage. Specific works to be included within the Servicing Agreement at rezoning include:

- A minimum 200 mm diameter watermain must be provided along the Lansdowne Road.
- Replacement of existing water mains located along the proposed development's Alderbridge Way and Cedarbridge Way frontages.

Existing Statutory Rights of Way (SRW): The current SRW for sanitary line adjacent to Cedarbridge Way will be discharged as this line will be removed under the Servicing Agreement. The Developer is responsible for removing or modifying other utility SRWs under the legal documents required the Lansdowne Linear Park lot and Minoru Pump station SRW to be granted to the City and as necessary to undertake the site servicing.

Analysis

Proposed Zoning Amendment

Bylaw No. 8946 proposes to rezone the subject site from "Industrial Retail (IR1)" to "Residential/Limited Commercial (RCL2)" and make a minor amendment to the zone concerning the calculation of density under the CCAP.

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

Dedication or transfer of a fee-simple lot can be also used provided that site-specific provisions are included within the zoning bylaw to facilitate "gross floor area" calculated on the "net site". Transfer of a fee-simple lot to the City is preferable to obtaining a statutory right-of-way (SRW) for the proposed Lansdowne Linear Park. In light of this, staff recommend that the RCL2 zone be amended so that the maximum permitted density (FAR) on the subject site be calculated on the site area, including the ultimate development lot and park lot, and be applied to the "net development site" outside of the park lot.

Based on the above approach, the proposed development will include a maximum “gross density” of 2.0 Floor Area Ratio (FAR) over the entire development site. If the same physical area of Linear Park is transferred to the City as a lot instead of being secured by a SRW, there will be a FAR of 2.252 for the net site area excluding the park lot. Thus, the proposed Zoning Amendment Bylaw 8946 includes an overall FAR of 2.0 for the net site area to allow for the preferred method of acquiring a park lot instead of obtaining a SRW to secure the Linear Park as originally envisioned.

Parking and Transportation Demand Management (TDM)

On-Site Vehicle Parking: The proposed project includes a total of 295 parking spaces with 253 resident spaces, 43 visitor space of which 17 spaces are shared with the retail spaces.

(**Attachment 3**). The above represents a parking reduction of 10% below the parking requirements set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer’s offer to voluntarily:

- Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City Building Permits with confirmation that such have been provided as a condition of issuance of an Occupancy Permit for each building:
 - 120V electric plug-in's for 20% of all parking stalls; and
 - 120V electric plug-in's for electric bikes, one (1) for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one (1) 120V electric plug-in is required for the same compound).
- Construct an interim 2 m wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to lane immediately north of Elmbridge Way under the Servicing Agreement.

Loading Space Requirements: The proposed development has accommodated the required two (2) SU9 (medium 9 m trucks) off-street loading spaces within the parkade located below the podium.

Form & Character of Development

The Development Permit application plans will be brought forward to the Development Permit Panel for consideration after being given formal review by the Advisory Design Panel. The following provides a general overview of building and site design considerations based on the plans included in **Attachments 6 and 7**. Thus, the following form and character elements are summarized below.

Urban Design and Site Planning:

- This triangular site includes three (3) relatively low towers anchoring each corner. Towers A and B include eight (8) and eleven (11) floors respectively, with basically reversed mirrored floor plates. Each of these towers has a lower six-floor wing extending inwards towards each other, with the bottom two (2) floors being composed of street-oriented townhouse units. The 405 m² (4,370 ft²) commercial unit located at the

base of Tower A at the corner of Alderbridge and Lansdowne Ways provides for more activity along the Lansdowne Linear Park.

- Tower C is a wider, seven (7) floor building located at the corner of Cedarbridge Way and Lansdowne Way.
- There is a widening of the Lansdowne Linear Park with the gap created between Buildings A and C and with the inclusion of a focal water feature and green wall, overlooked by the indoor amenity area located atop the podium.
- Townhouse units surround the majority of the site perimeter aside from the gap between Buildings A and C, the adjacent commercial space and two (2) parkade entrances.

Architectural Form and Character:

- The proposed building design incorporates features reminiscent of the “International Style” of architecture. This style is evoked by the use of round building corners and gentle curves in the building elevations principally facing the three (3) streets.
- The application of wide, rounded overhangs, that form extensions of the balconies in some areas, further accentuate this style.
- Contrasting with these rounded building forms, both Buildings A and B have strongly angular wings respectively facing Lansdowne Road and Cedarbridge Way that increase the sense of verticality of these relatively low towers.
- The angular interior facing elevations of the buildings, and Buildings A and B in particular, contrast with these rounded outer elevations.
- Other character elements that suit the massing include the use of an architectural canopy along Alderbridge Way between Buildings A and B, tying the buildings together and reinforcing the street wall.
- The proposed building finish materials include: painted concrete, glass railing and clear storey window wall system.

Lansdowne Linear Park – Southern Elevation of the Project: A section of the 10 m (33 ft.) wide Lansdowne Linear Park is included within the proposed development with pedestrian and cycle-oriented routes on the south side of the project following the City’s conceptual design for the linear park. Thus, the landscape plans included in **Attachment 7** are being held as a concept until the Lansdowne Corridor process is completed as discussed above.

Other Street Frontages – Cedarbridge Way (East) and Alderbridge Way (West) Elevation:

- The townhouses facing each street have each have a terrace with an average elevation of 1.4 m (4 ft.) with a planter with a small tree, low shrubs and ground covers adjacent to

the sidewalk totalling, on average, a 1.5 m (5 ft.) setback from the sidewalk to the terrace level.

- Two (2) parkade entrances off of Alderbridge Way and Cedarbridge Way with enclosed loading bays, having windows to break-up the walls facing the streets, are included.

Podium Level Landscape and Indoor Amenity Building:

- Most of the more active uses are close to the two storey amenity space above the podium level facing the Lansdowne Linear Park. The uses include a common terrace, a child play area, putting green and an outdoor swimming pool elevated above the podium.
- A sport court that can be used for a variety of informal net sports, an Asian garden and a Tai Chi lawn are included.

Variances

The preliminary plans indicate that the proposed development meets the minimum setback, density and lot coverage requirements within the RCL2 zone.

Height: The maximum height provision will need to be varied from 35 m under the RCL2 zone to 36.47 m above finished grade (for the mechanical penthouse for the 11-storey Building B at the northern end of this triangular site. The maximum height of the main part of the building (outside of the mechanical penthouse) will be 31.6 m. Also, as discussed above, the site is designated as “Urban Centre T5 (25 m)” within the CCAP which specifies a typical building height of 25 m. The CCAP further states that building height may exceed the maximum permitted, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, sunlight to amenity areas and provides community views (e.g. sunlight to a park or public space). Staff are supportive of the proposed height for Building B that allows the development to meet the 2.0 FAR density and provide required affordable housing under the RCL2 zoning, yet providing for:

- More common outdoor amenity space on larger podium garden that occupies 3,996 m² (approximately 1.0 acre) or 45% of the net development site; and
- Allows for lower building heights of 8 and 6 storeys respectively for Buildings A and C while increasing spacing between these buildings facing the Lansdowne Linear Park on the south side of development. This, in turn, provides for more sunlight penetration to and less building mass adjacent to the park.

Parking Aisle Width: There may also be a possible reduction of required visitor parking aisle width from 7.5 m to 6.7 m. Staff do not subject to this variance given that small retail floor area that this served by the commercial parking and that 6.7 m is the standard for residential parking aisles.

Tree Replacement

A survey was submitted that showed 11 on-site trees and four (4) off-site trees which are located within the footprint of the proposed development. The developer will submit an arborist with a

tree removal permit application for the on-site and off-site tree removal. Cash compensation in the amount of \$4,000 for the off-site trees removed from City property is to be provided. The 11 on-site trees removed must be replaced with the 22 replacement trees included within the Development Permit landscape plans covered by the landscape security.

Other Major Planning Aspects of Development to Address at Rezoning:

Aside from the servicing, transportation, zoning and design elements of the development, the following planning elements are to be addressed at rezoning.

Affordable Housing Agreement: Following the City’s Affordable Housing Policy, the developer will be providing 14 affordable housing (low-end market rental) to the satisfaction of the City with combined habitable floor area comprising at least 5% of the subject development’s total residential building area. The terms of a Housing Agreement entered into between the developer and City will apply in perpetuity. The terms specify the following regarding types and sizes of units, rent levels, and tenant household incomes:

Affordable Housing Target Groups

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	12**	50 m ² (535 ft ²)	\$925	\$37,000 or less
2-Bedroom	2**	80 m ² (860 ft ²)	\$1,137	\$45,500 or less

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

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

The affordable housing units are located each of the three (3) residential buildings. The location and size of these units within the development is included within the preliminary architectural plans (**Attachment 6**) is to the satisfaction City Housing staff.

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

Indoor Shared Amenity Space: The developer proposes to construct a standalone two-storey recreation building in Phase 1 of the development with approximately 405 m² (4,370 ft²) of shared indoor amenity space with fitness room, games room and change rooms for the adjacent outdoor pool as shown in **Attachment 6**. There will also have a small multi-purpose rooms in Buildings A and C.

Public Art: The developer has offered to voluntarily provide \$159,223 to Richmond’s Public Art Program (this amount may be adjusted if such residential building area changes from 209,967ft² and commercial area of 4370 ft²).

It should be noted that the proposed adjacent Lansdowne Linear Park includes the “Walk of Art” in the *City Centre Public Art Plan* where the City may commission works of public art.

District Energy: There will be registration of a restrictive covenant and/or alternative legal agreement(s), securing that no building permit will be permitted to be issued on the subject site until the Developer enters into legal agreement(s) in respect to the developer’s commitment to

connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations including:

- Design and construction of the development’s buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

Flood Construction Level: There will be registration of the City’s standard flood indemnity covenant on Title.

Tandem Parking: There will be registration of a restrictive covenant and/or alternative legal agreement on title ensuring that where two (2) parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

Alderbridge Way Access: There will be registration of a restrictive covenant and/or alternative legal agreement on title, allowing only right-in/right-out turning from the driveway on Alderbridge Way.

Shared Commercial/Visitor Parking: There will also be a restrictive covenant and/or alternative legal agreement registered on title that will also provide that no commercial parking spaces may be provided in a tandem arrangement and none of the commercial parking spaces may be designated (i.e. sold, leased, reserved, signed, etc.) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

Community Planning Program: The develop is to contribute \$50,960 towards Richmond’s Community Planning Program fund on the basis of \$0.25/ft² of total building area, excluding affordable housing units (this amount may be adjusted if such building area changes from 203,839 ft²).

Other Elements to be Provided at Development Permit:

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

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

- CMHC guidelines for interior noise levels as indicated in the chart below:

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

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

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

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

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

Financial Impact

None.

Conclusion

The subject development is consistent with the CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, and related policies. In particular, the dedication and development of the 10 m (33 ft.) first phase of the Lansdowne Linear Park and adjacent substantial widening of Lansdowne Road are significant aspects to this project.

Overall, the subject development is a well-planned, attractive development that will contribute to the liveability and amenity of the Lansdowne Village and broader City Centre area. On this basis, staff recommend support for the subject rezoning and related bylaws.

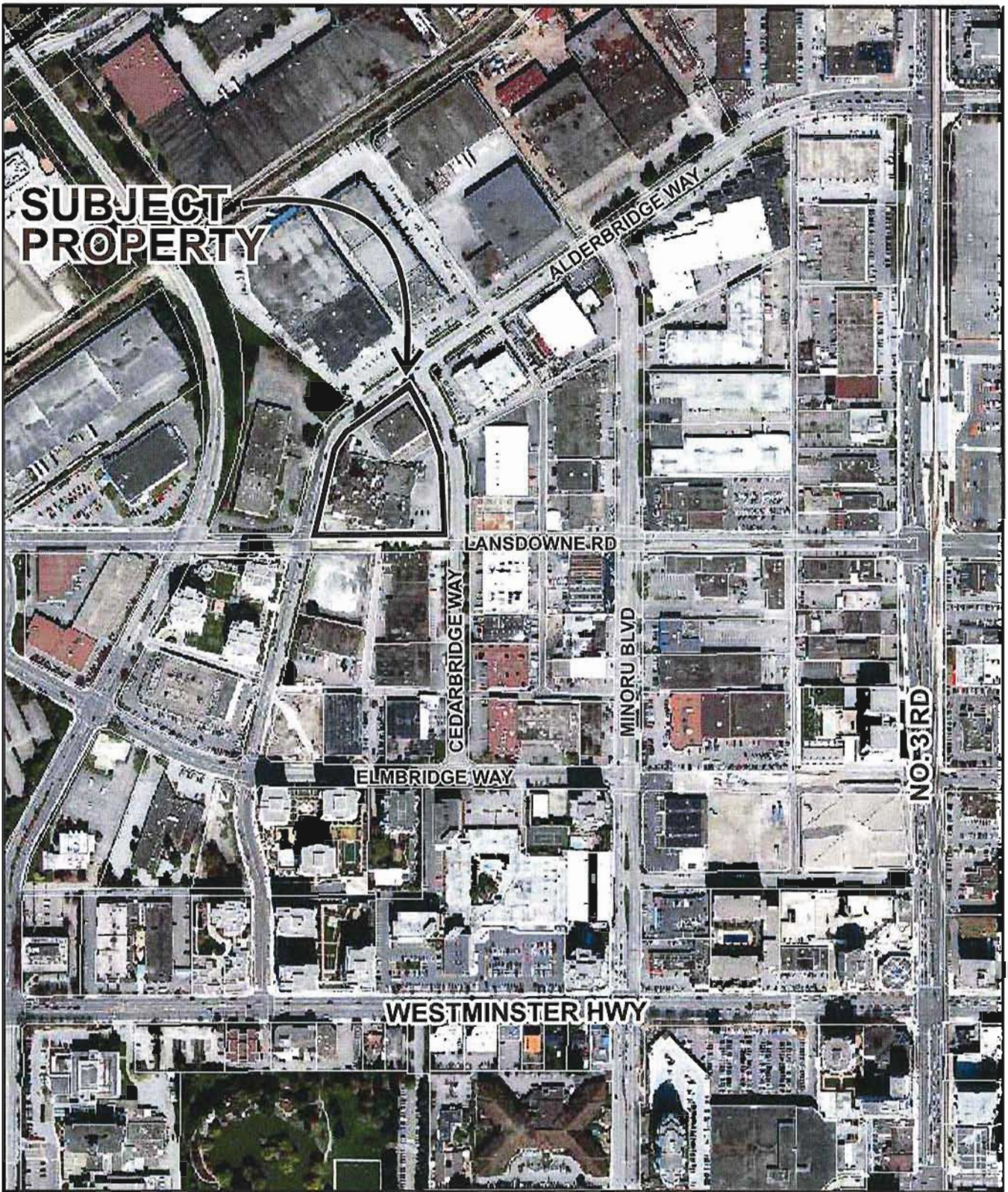


Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

MM:blg

Attachments

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: CCAP Specific Land Use Map
- Attachment 3: Development Application Data Sheet
- Attachment 4: Functional Road Layout Plan
- Attachment 5: Excerpt of Minutes from June 6, 2012 Advisory Design Panel Meeting
- Attachment 6: Preliminary Architectural and Perspective Drawings
- Attachment 7: Preliminary Landscape Plans
- Attachment 8: Rezoning Considerations Letter



**SUBJECT
PROPERTY**



RZ 11-593705

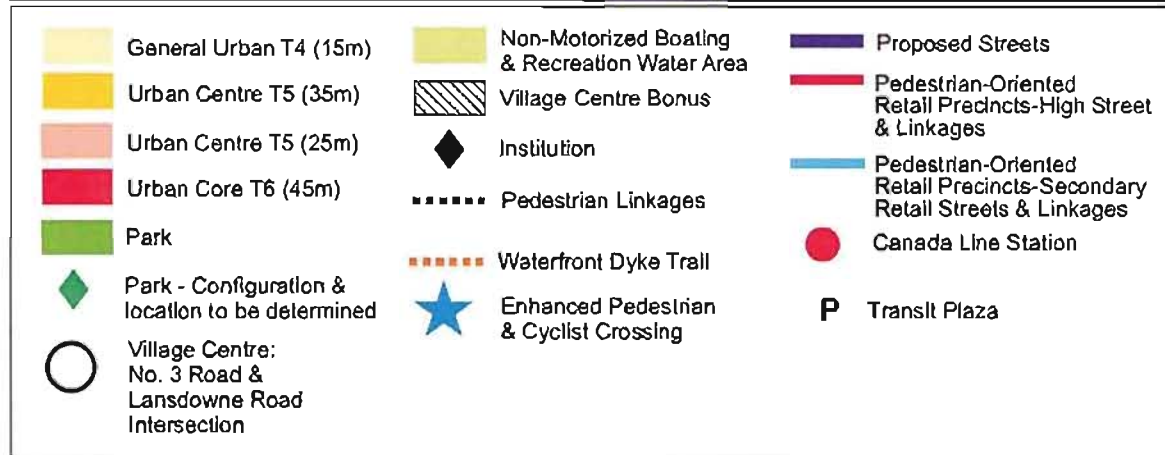
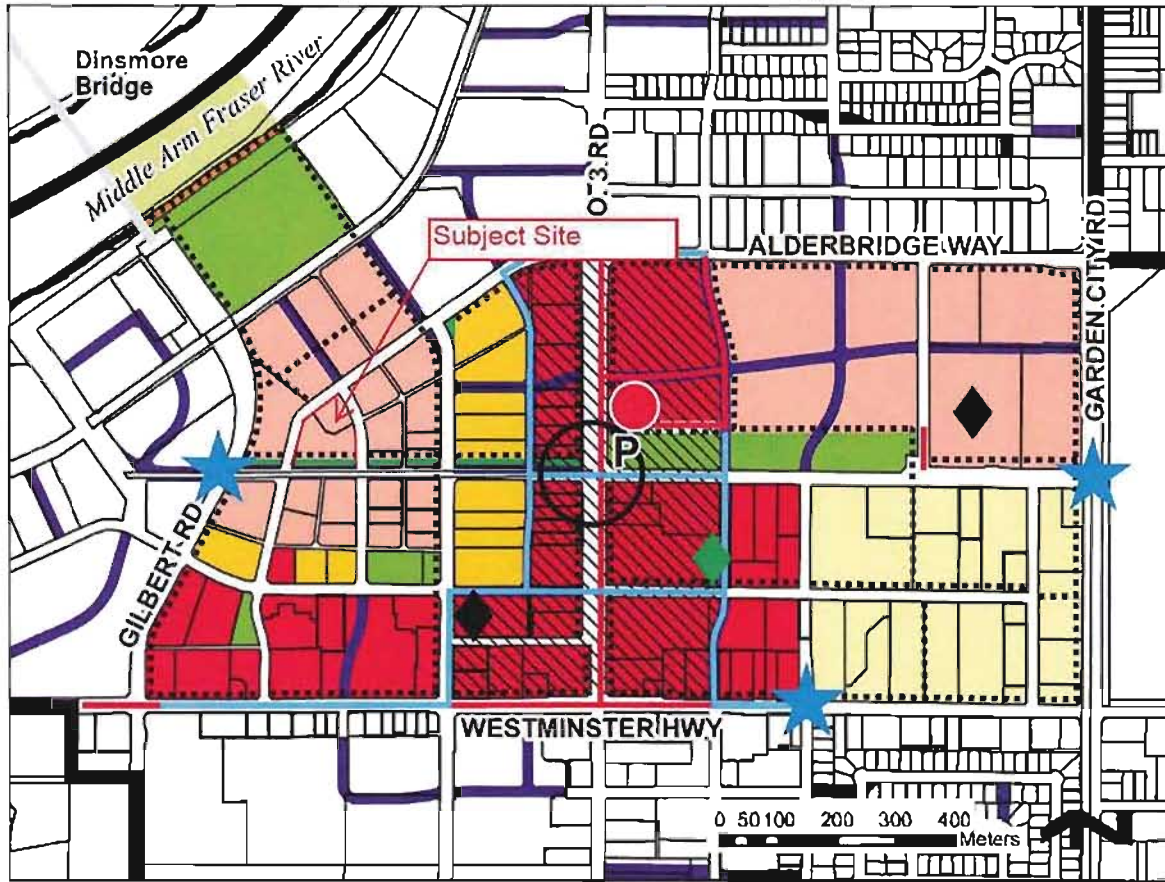
Original Date: 11/15/11

Amended Date:

Note: Dimensions are in METRES

CNCL - 142

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





Attachment 3

Address: 7680 / 7720 Alderbridge Way

Applicant: Robert Ciccozzi Architecture Inc. Owner: Amacon (Alderbridge) Development Corp.

Planning Area(s): City Centre – Lansdowne Village

Floor Area Gross: 20,41.26m² Floor Area Net: 19,912.6m²

	Existing	Proposed
Site Area:	10, 894 m ²	8,894.4m ²
Land Uses:	Industrial / Warehouse	Mixed-Use Commercial / Residential
OCP Designation:	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
Zoning:	Industrial Retail (IR1)	Residential / Limited Commercial (RCL2)
Number of Units:	None	237

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0	2.0	none permitted
Lot Coverage:	Max. 90%	45.2%	None
Setback – Front Yard: Lansdowne	Min. 3 m	3 m	None
Setback – Side Yard: Alderbridge	Min. 3 m	4 m	None
Setback – Side Yard: Cedarbridge	Min. 3 m	3 m	None
Setback – Rear Yard:	Min. 3 m	N/A	N/A
Height (m):	Max. 35 m	31.6m / 36.47 m for penthouse on Building B	Variance needed for penthouse on Building B
Lot Size:	2400 m ²	8842 m ² for development lot 1113 m ² for park lot	None
Off-street Parking Spaces – Regular/Commercial: With 10%TDM	252 resident, 43 visitor with 7 commercial shared	252 resident, 43 visitor with 7 commercial shared	None
Off-street Parking Spaces – Accessible:	6	6	None
Total off-street Spaces:	295	295	None
Amenity Space – Indoor:	405 m ²	405 m ²	None
Amenity Space – Outdoor:	Min. 2296m ²	3296m ²	None

Excerpt from Advisory Design Panel

Wednesday, June 6, 2012

RZ 11-593705 – 3-TOWER MIXED-USE HIGH RISE DEVELOPMENT WITH 237 APARTMENTS & 360 SM COMMERCIAL SPACE

APPLICANT: Rob Ciccozzi Architects (RCA)

PROPERTY LOCATION: 7680 & 7720 Alderbridge Way

Applicant's Presentation

Architect Rob Ciccozzi, Principal, Robert Ciccozzi Architecture, Inc., Shannon Seefeldt, Associate, Robert Ciccozzi Architecture, Inc., and Landscape Architect Mark van der Zalm, Principal, van der Zalm + Associates, Inc., presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- canal feature needs to be stronger to better reflect the history and character of Richmond; consider a really strong central linear feature going through the entire Lansdowne linear park site which should be part of the public realm; linear park should be reviewed as a whole by the City;
- street edge is monolithic-looking with few breaks and visual connections to podium level; street edge is strong and overwhelming; understand that the podium level is private space but consider having visual connection for pedestrians into the podium level as adjacent street is expected to become a busy pedestrian area;
- loading and parking entrances are the only breaks in the monolithic massing at present; need to be articulated more in terms of architecture and landscape to ameliorate areas visually and to provide a more pleasant street level experience especially for pedestrians;
- curved buildings work well; however, roof form looks unfinished and could use some strong articulation, material or design improvement especially on the rectangular towers;
- materials and colours are appropriate for the type of architecture proposed but a bit subdued; townhouses don't have as much glass; the use of a lot of glazed window wall is appropriate but disappears in the background;
- linear park on Lansdowne Way is a public realm item that should be designed by the City;
- significant size and important intended uses of the overall linear park deserve a separate review;

- exterior materials are subdued; use more variety of materials and be more whimsical and daring in their use;
- privacy concern on both of the pinch points between Building A and Building B and between Building A and the amenity building; amenity building would work better pulled away as an independent structure to address privacy concerns and streetwall articulation and openness;
- curvilinear architecture is refreshing to see; a nice departure from the usual box-like structures;
- green wall on the plaza right off Lansdowne Way is terrific; opens up the plaza space and makes it a nice resting place; a significant addition to public realm;
- towers could have gone higher but with the same density; could have created more spaces between towers and increased the size of courtyard spaces; could also have resulted in less fortress wall appearance on the three sides of the development;
- applicant has done a good job in planning; towers fit the street nicely and appears organic; everything is on front street and no back street;
- like the subtle change away from the curb; like the intricacy in the whole planning process; clear concept in facade treatment; great potential to become a really nice project;
- linear park needs to have a vision; overall planning is needed for the whole linear park; vision would be difficult to achieve if it is left to individual developers;
- like the green wall; water feature is a good concept but maintenance would be a concern; poor maintenance would adversely affect the whole park; a vision and stronger concept is needed for the whole linear park; important for the whole area;
- public realm design planning guidelines are needed for the whole linear park; would assist applicants in moving forward in a cohesive way in a major cross street in downtown Richmond;
- proposed linear park has no vision; a linear park is described as a discrete element disconnected from the street and transportation motivations/desires; it is a segregated public realm element that is not interconnected with what is being proposed in the Lansdowne ROW;
- a vision for the linear park should provide clear guidance for applicants to make the linear park a civic ROW unified to its bigger vision;
- agree with comment that discussion regarding the linear park design should be done separately;

- significant design development to the Lansdowne Greenway ROW (linear park) is needed in order to : (1) clarify the hierarchy of pathways and clarity of circulation; (2) reconsider types of programming and suitability of programs like picnic, court sports, etc. (3) simplify form of canal/Richmond aesthetic to linear feature; (4) consider language of materials for greenway that are distinct from the development site and are arranged/designed to be deployed along the entire greenway; and (5) consider the greenway design as a space on the bigger linear park;
- concern on maintenance of south-facing green wall from strata perspective; look at irrigation and survivability issues;
- provide detailed elevations/dimensions of the edge conditions clarifying the sectional relationship between street and townhouse patio;
- consider opportunity to tie the CRU design into the amenity pavilion elements with some 2-storey element that humanizes the edge;
- concern on water feature juxtaposed with pedestrian circulation; provide adequate warning and protection for people with disabilities, e.g. with visual impairment, to prevent accidents;
- good stair access to the amenity building; consider also elevator access;
- look forward to seeing aging in place features and adaptability of units in the project's next presentation to the Panel; consider possibility of using sliding doors to access ensuite washroom from master's bedroom; would facilitate movement, enhance safety and conserve floor space;
- good job on a very difficult site; overall massing is pleasing and respects the site;
- look at access to the site at Alderbridge Way; there is a tight point as Alderbridge Way is starting to curve at this point; area is presently in transition and large trucks are making turns at this point; look at distance of entrance/loading area from the intersection;
- consider opportunity to do something more substantial than a light water feature along Lansdowne Way to better reflect the history of Lansdowne canal;
- use stronger colour palette; look at precedent at the Oval; there are opportunities to use stronger colours in the townhouses and amenity building; use of stronger colour in the townhouses will provide more visual separation from the towers; use of stronger colour in the amenity building will provide separate identity to the building; and
- CRU is located in a key corner; look at development across the street for guidance to make this corner element successful.

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DESIGNER:	ALDERBRIDGE/CEDARBRIDGE
SCALE:	AS SHOWN

PROJECT: ALDERBRIDGE/CEDARBRIDGE
 CLIENT: ALDERBRIDGE/CEDARBRIDGE
 DESIGNER: ALDERBRIDGE/CEDARBRIDGE
 SCALE: AS SHOWN

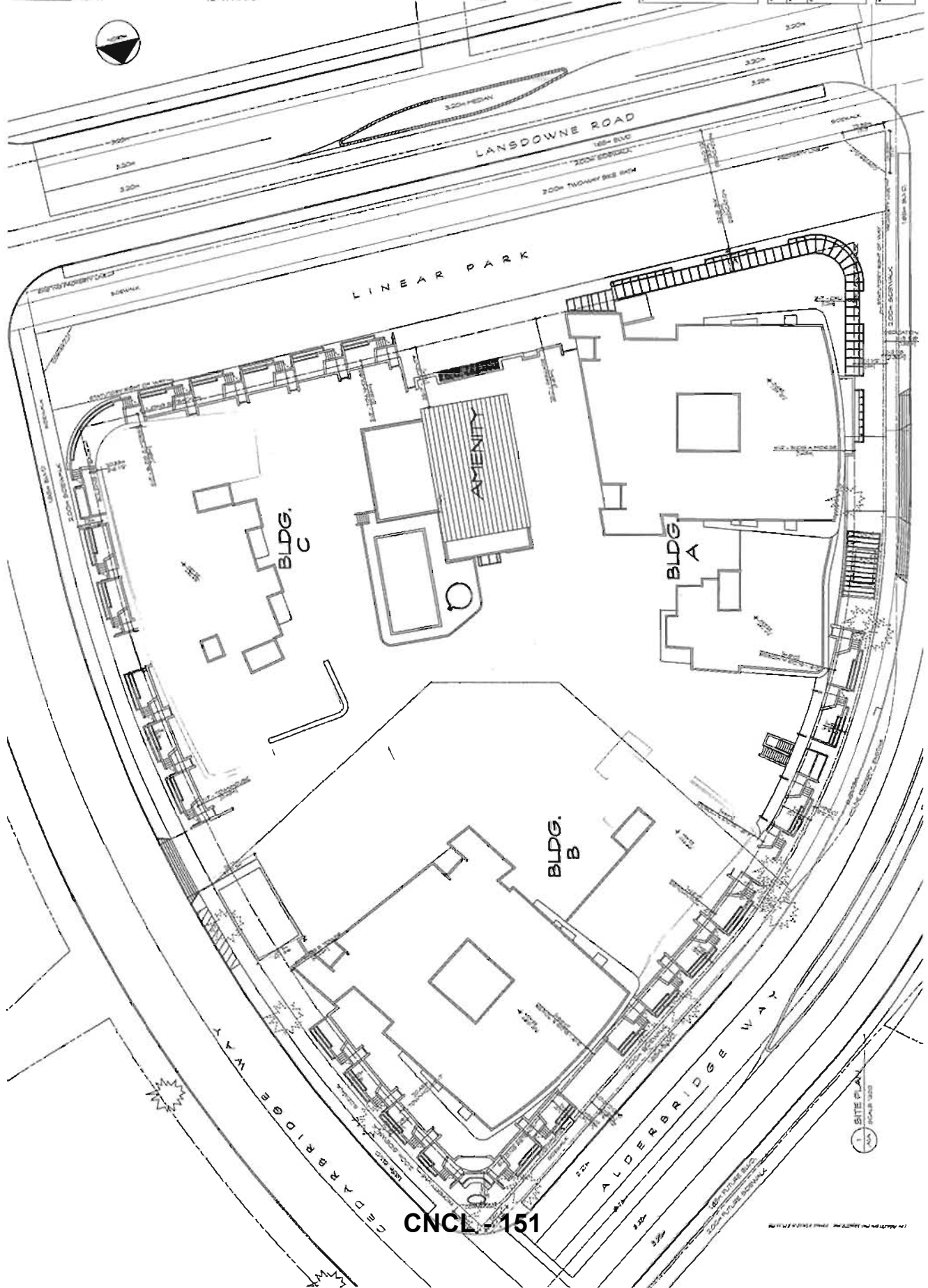


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CLIENT:	ALDERBRIDGE/CEDARBRIDGE
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SITE PLAN
 - A1a



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DATE: 2014.03.10
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 CHECKED BY: [Name]
 PROJECT: PARKING & LEVEL 2 PLAN

1
 A2



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1 - PARKING AND LEVEL 2 PLAN
 A2

2014.03.10 10:00 AM

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2	11/10/2010	ISSUED FOR PERMITTING
3	12/10/2010	ISSUED FOR PERMITTING
4	01/10/2011	ISSUED FOR PERMITTING
5	02/10/2011	ISSUED FOR PERMITTING

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1	10/10/2010	ISSUED FOR PERMITTING
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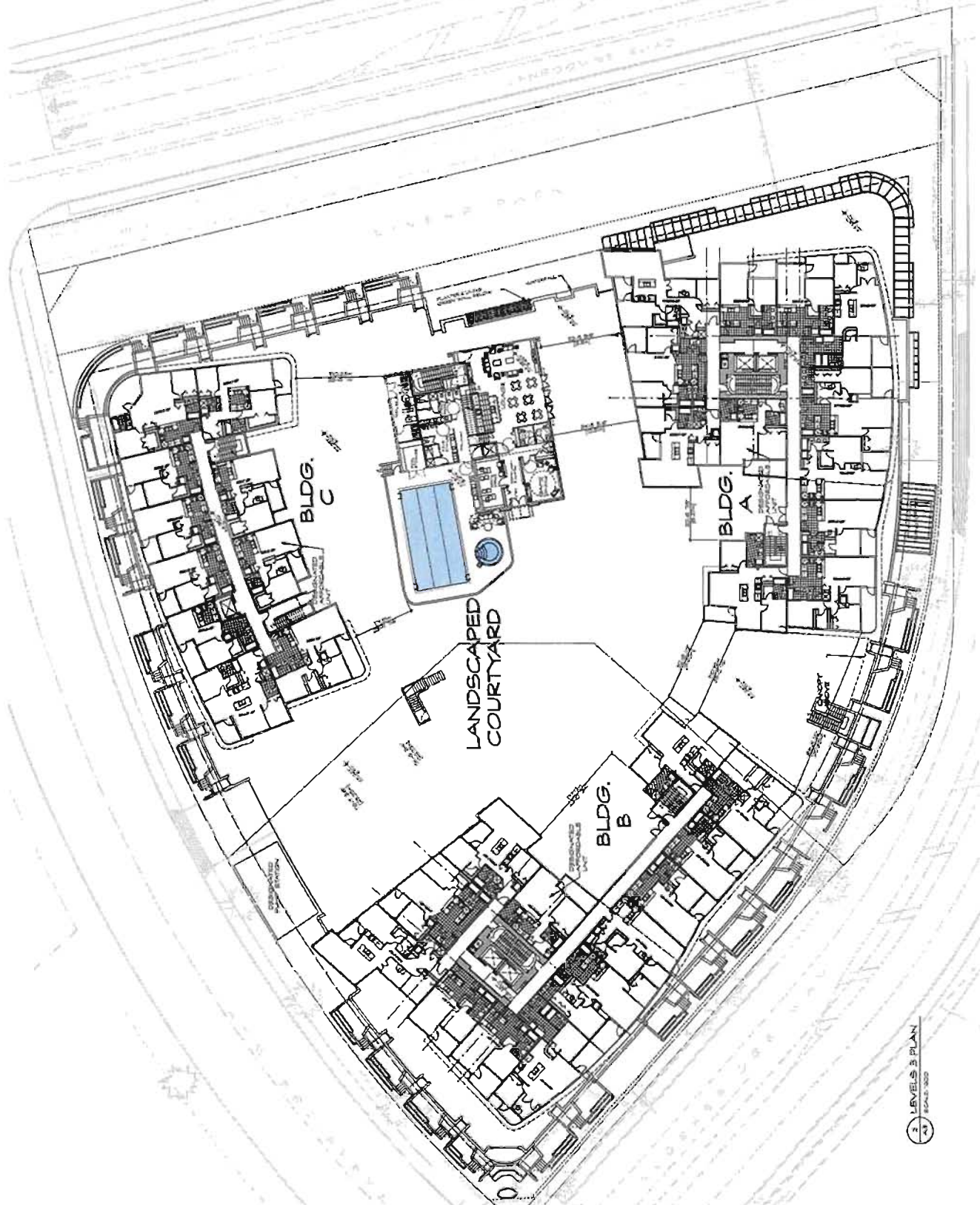


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1
 A3



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3 LEVELS 3 PLAN
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 OF 1



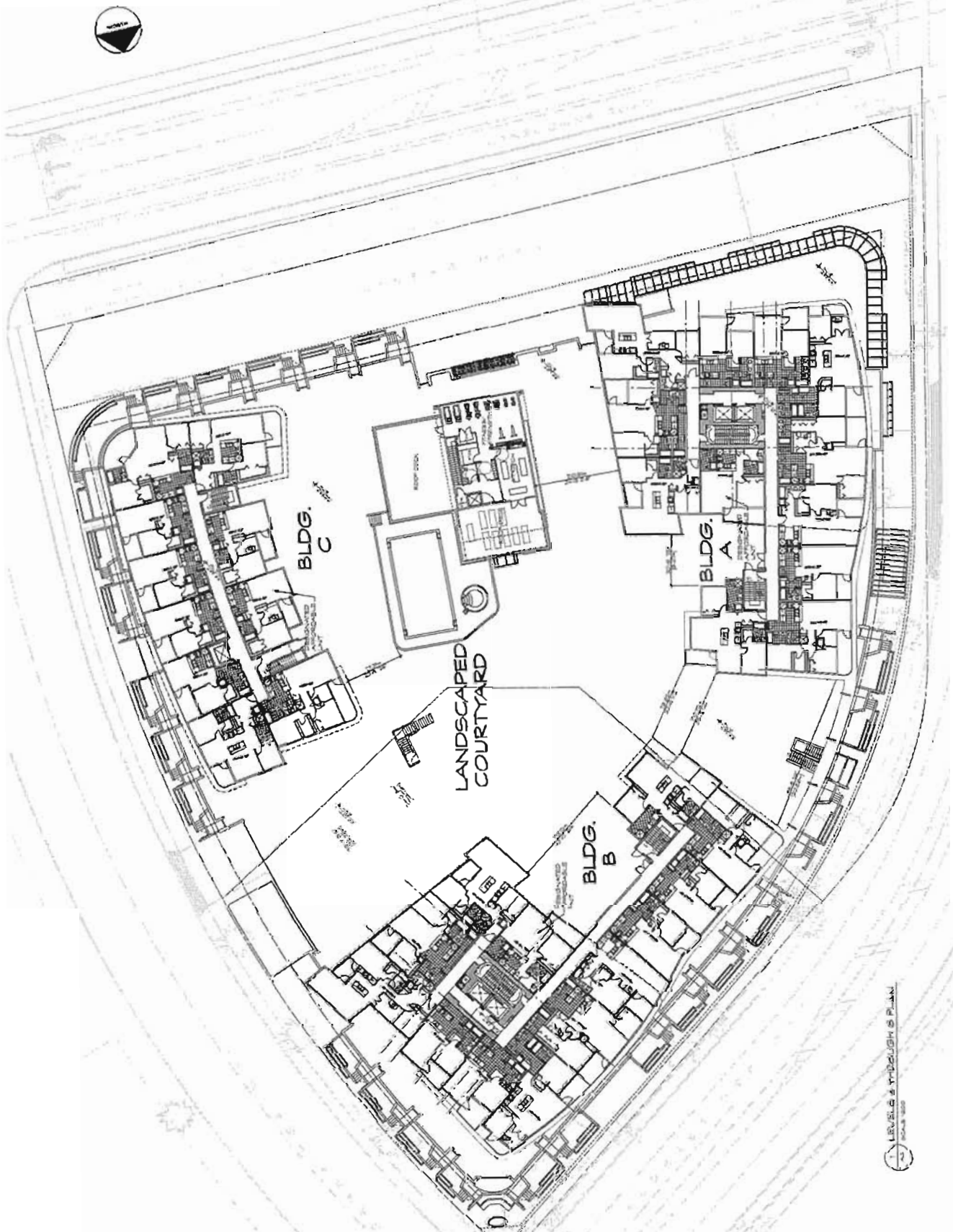
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LEVELS 4 - 6
 PLAN

1 A4



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LEVELS 4-6
 PLAN

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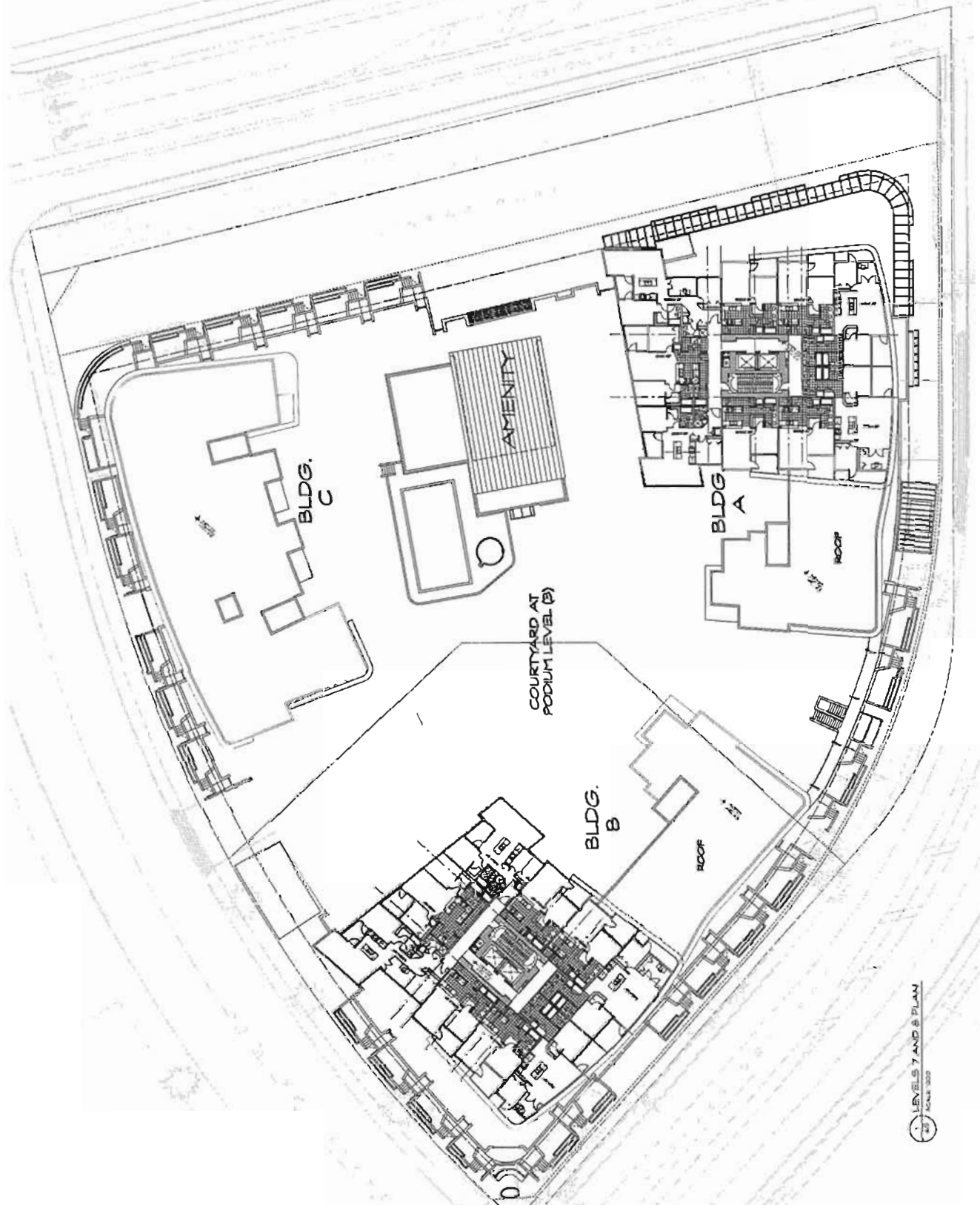


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LEVELS 7 & 8 PLAN



LEVELS 7 AND 8 PLAN
2023-08-15

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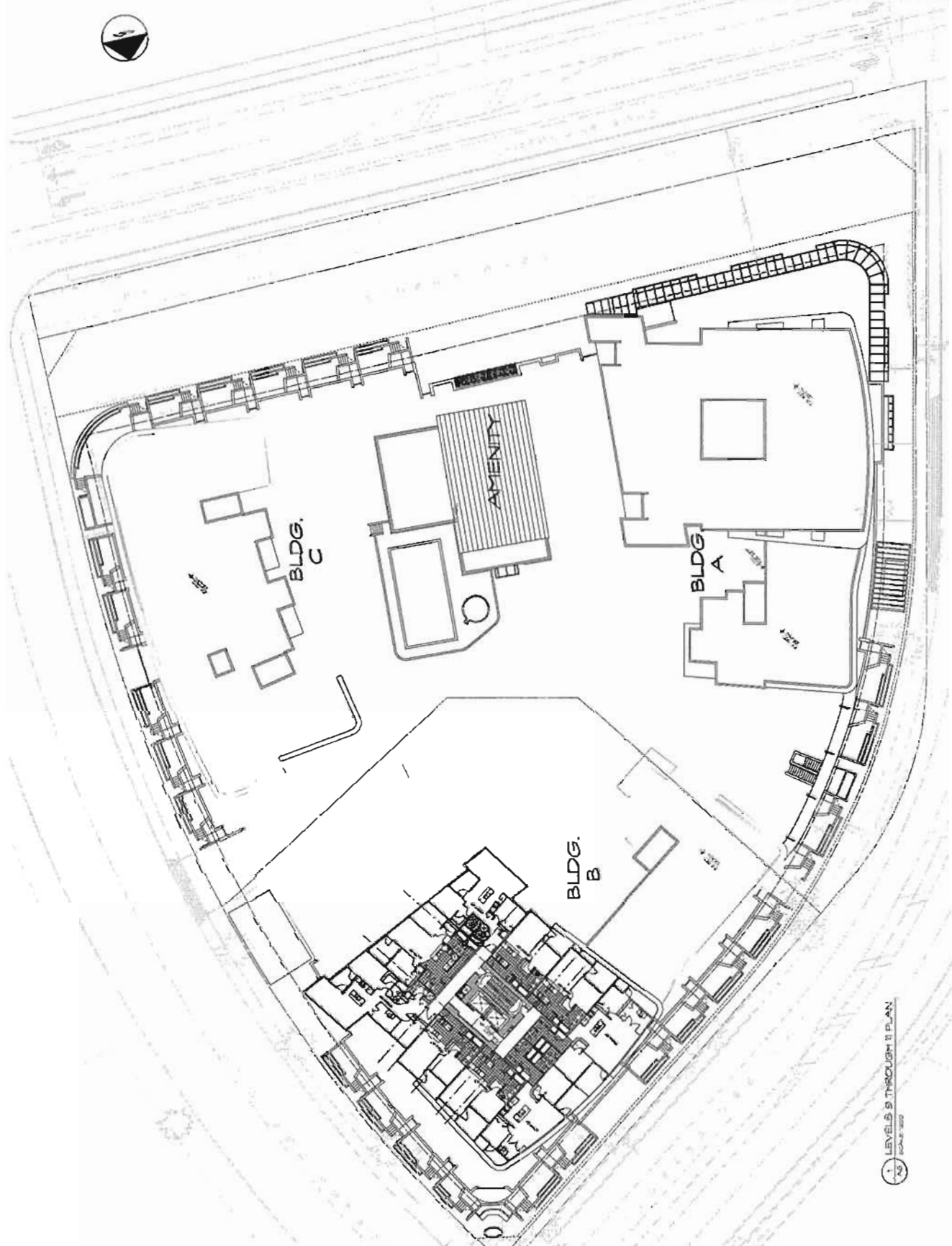


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LEVELS 9 - 11
 PLAN



1. LEVELS 9 THROUGH 11 PLAN
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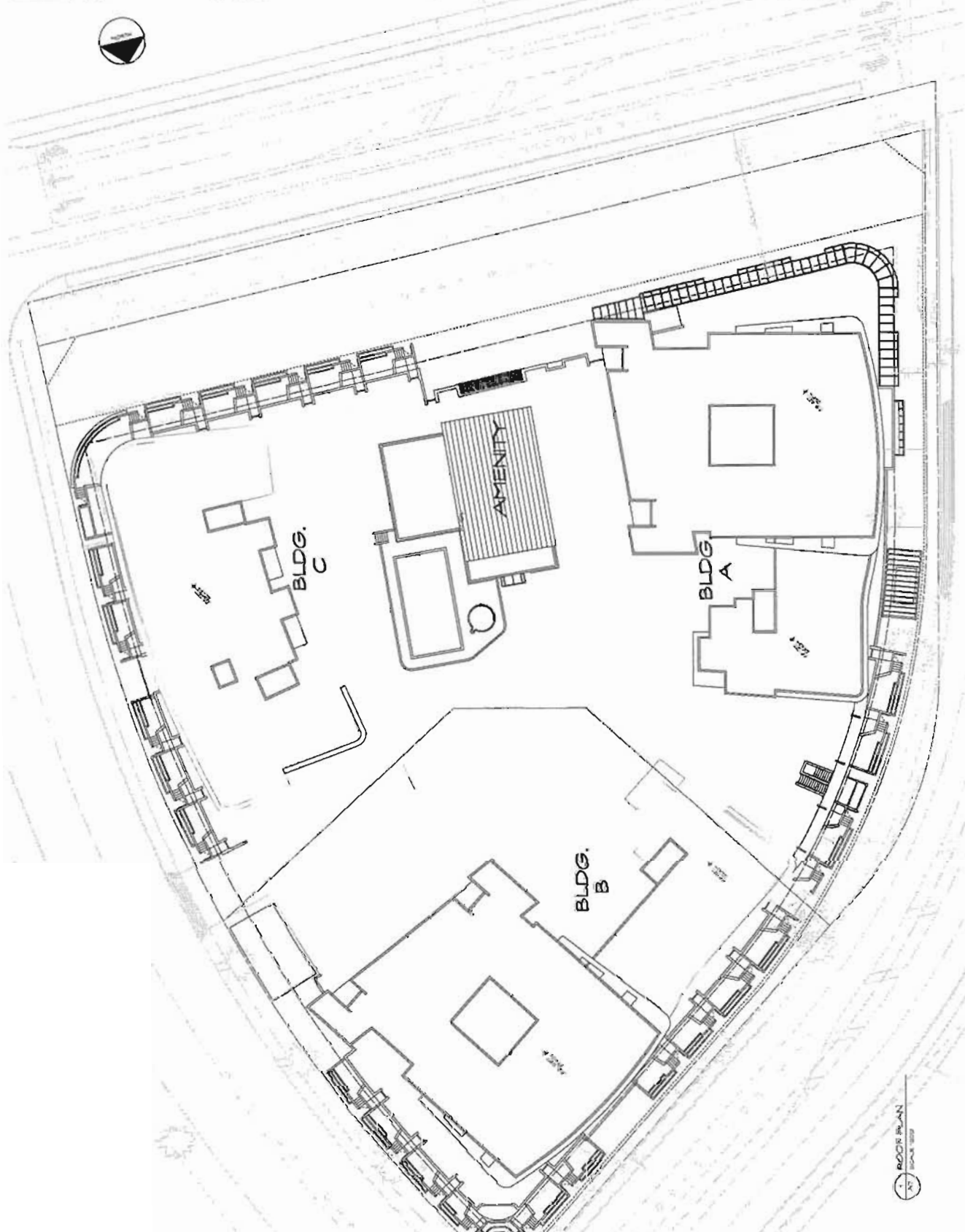


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ROOF PLAN	

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SCALE	A7



ROOF PLAN
 SCALE 1:200

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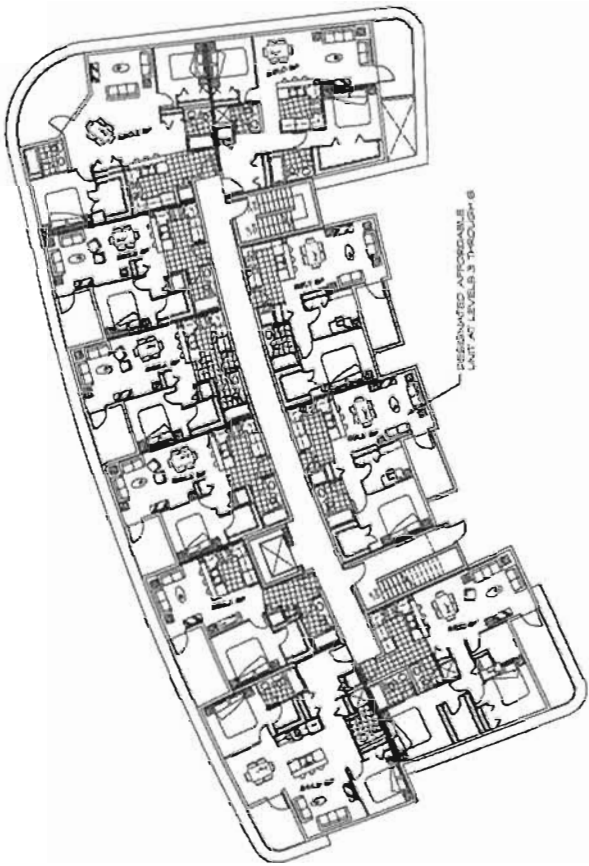
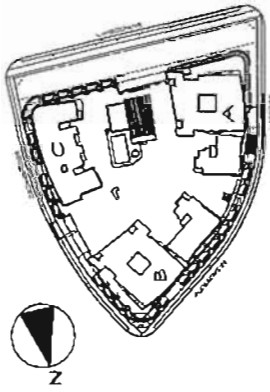
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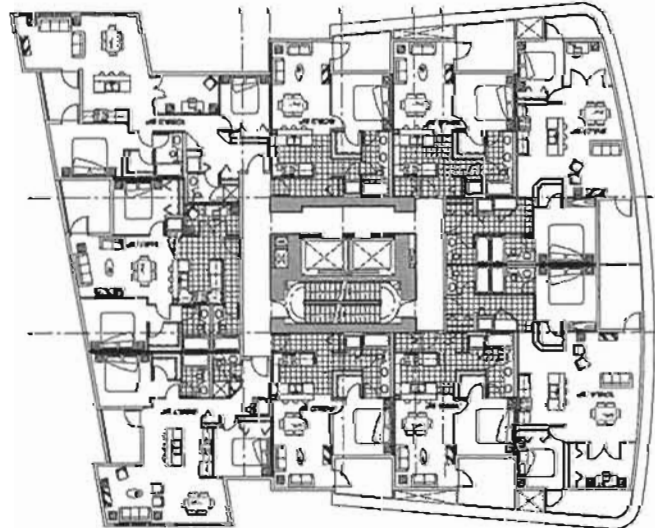
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SCALE:	A9



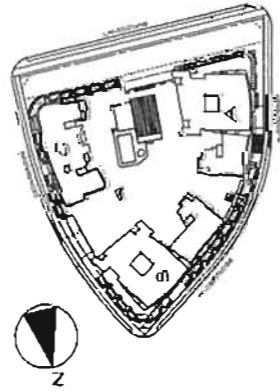
* THE ABOVE BUILDING PLATE OCCURS AT BUILDING C LEVELS 3 THROUGH 7.

3 TYPICAL BUILDING C PLAN
 3/11/11



* THE ABOVE TOWER PLATE OCCURS AT BUILDING A LEVELS 2, 3, 4, 5 AND BUILDING B LEVELS 7 THROUGH 11.

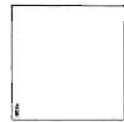
1 TYPICAL TOWER PLATE
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 ARCHITECT: **REDFIELD ARCHITECTS**
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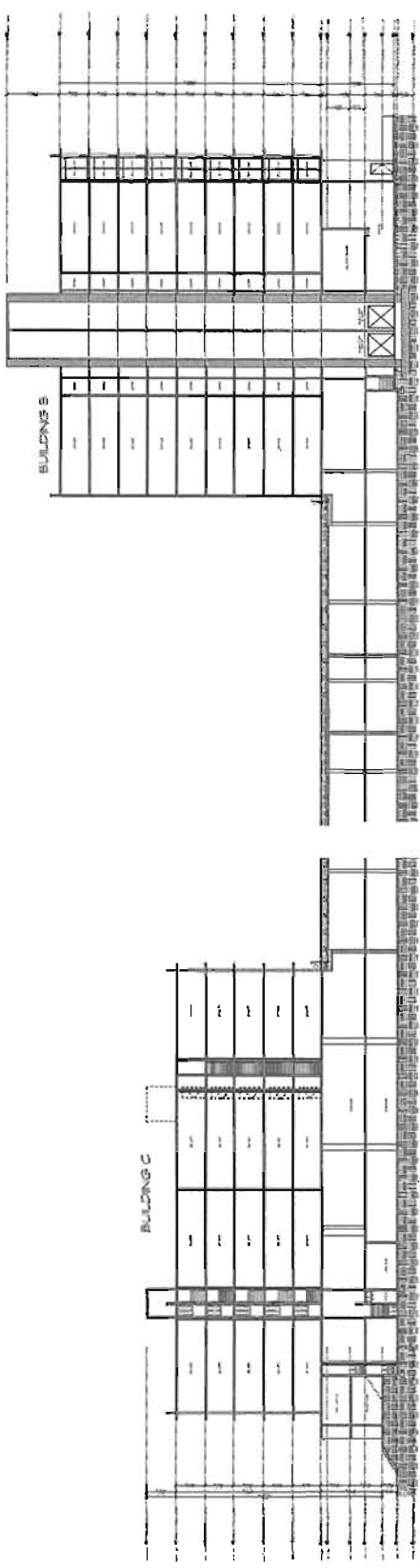


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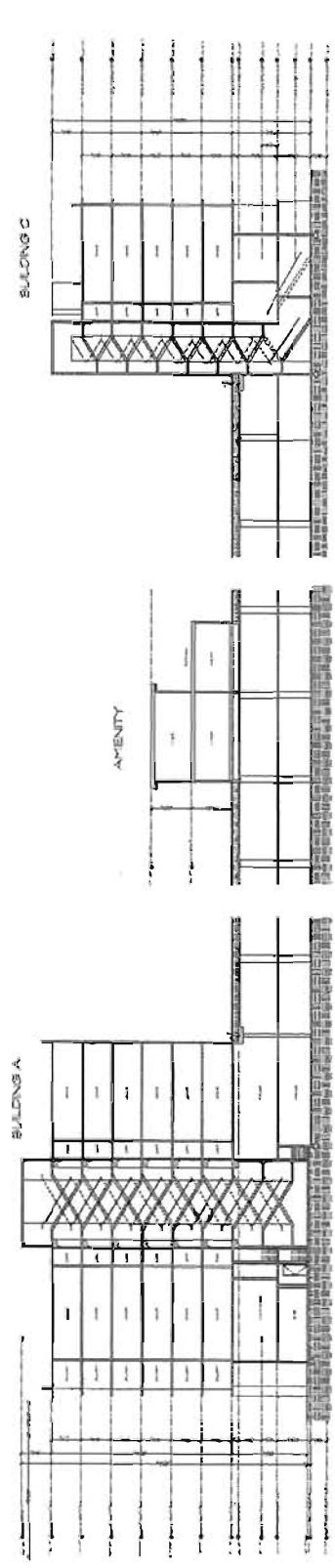
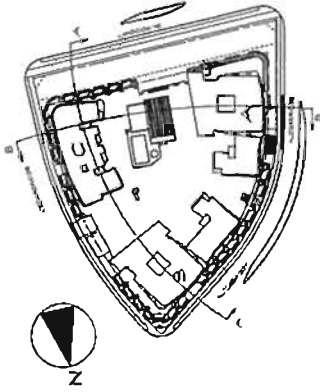
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BUILDING SECTIONS
 - A10



1 SECTION A-A
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2 SECTION B-B
 1/8" = 1'-0"

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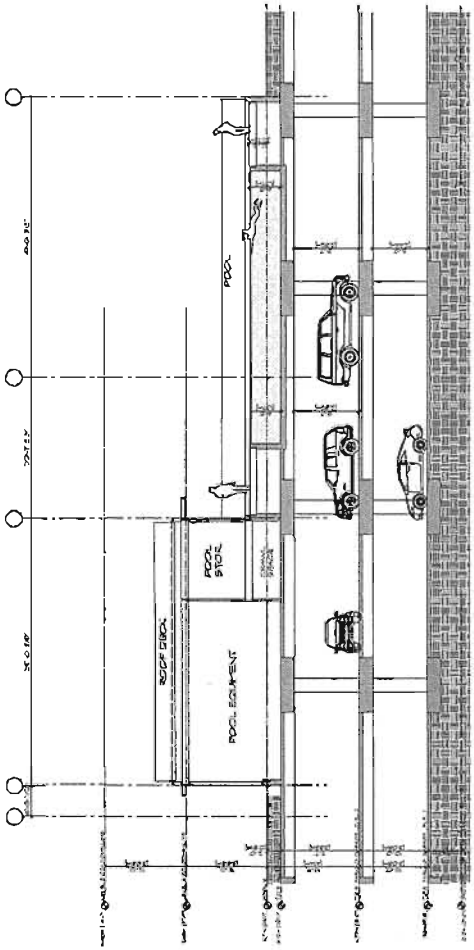
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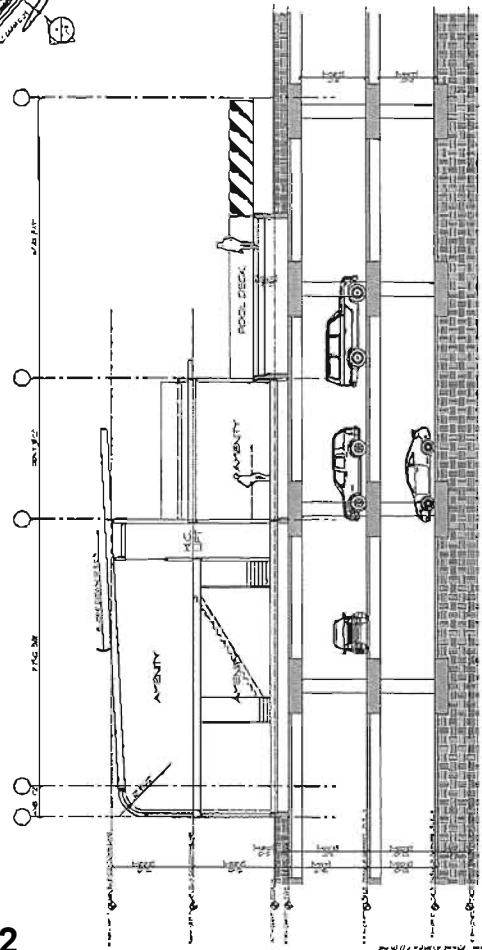
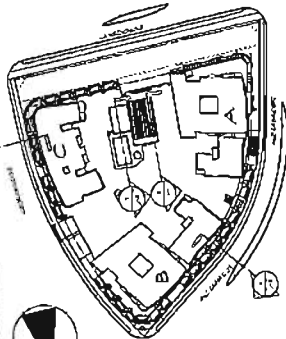
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DETAIL SECTIONS

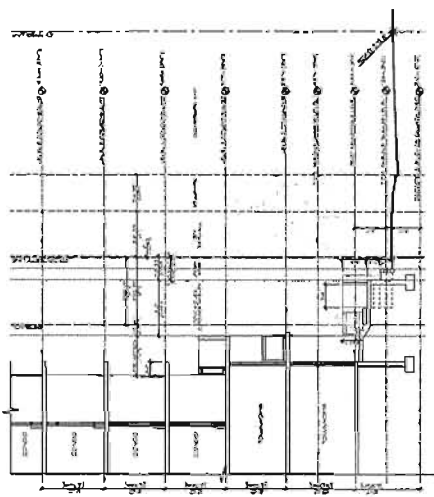
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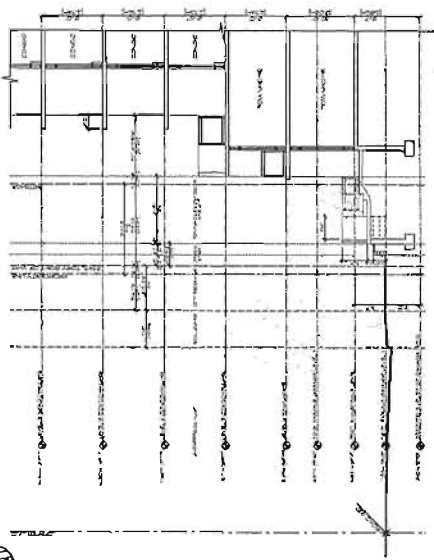
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2 SECTION THROUGH AMENITY
 SCALE: 1/8" = 1'-0"



3 TYPICAL SECTION ALONG CEDARBRIDGE WAY
 SCALE: 1/8" = 1'-0"



4 TYPICAL SECTION ALONG ALDERBRIDGE WAY
 SCALE: 1/8" = 1'-0"

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SCALE:
 1/4" = 1'-0"
 1/8" = 1'-0"
 1/16" = 1'-0"

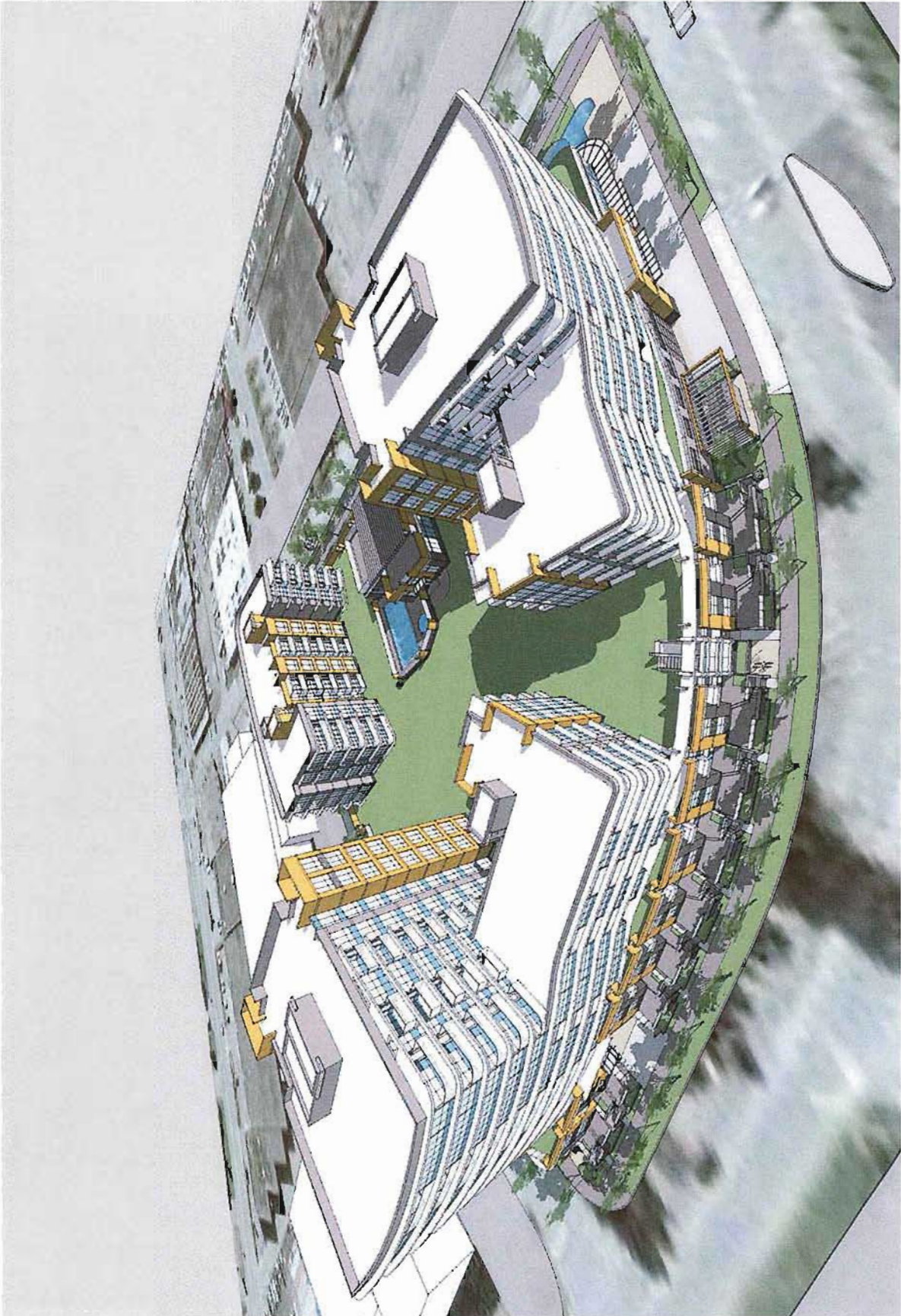


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 SECTION A-C

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**PERSPECTIVE
 RENDERING**



1 BIRDS EYE VIEW (LOOKING TOWARDS SOUTHEAST)
 20 SCALE 1/4"

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 RICHMOND BLDG. GROUP, INC.

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 SHEET: PERSPECTIVE RENDERING

1
 A14



1 BIRD'S EYE VIEW (LOOKING TOWARDS NORTHWEST)
 SCALE: 1/8" = 1'-0"



1 STREET-LEVEL EYE VIEW - BUILDING A (TOWARDS NORTHEAST)
SCALE: 1/8" = 1'-0"

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1	ISSUE FOR PERMIT	11/15/2023

1 A17

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DATE:	10/15/2019
BY:	J. M. [Signature]
CHECKED BY:	[Signature]
SCALE:	AS SHOWN

PROJECT:	ALDERBRIDGE / CEDARBRIDGE
CLIENT:	SCOTT & BROWN ARCHITECTURE, INC.
LOCATION:	100-1000 Columbia Street, Vermont, VT 05401
DATE:	10/15/2019



RCA
Robert Cloward Architects Inc.
100-1000 Columbia Street
Vermont, VT 05401
Tel: 802-244-1111
Fax: 802-244-1111
rca@rcaarchitects.com

ALDERBRIDGE / CEDARBRIDGE
SCOTT & BROWN A.C.

NO.	1
DATE	10/15/2019
BY	J. M. [Signature]
CHECKED BY	[Signature]

PERSPECTIVE RENDERING
1 A1B



CNCL - 169

SECRET LEVEL VIEW - BUILDING C HOWARD'S ALDERBRIDGE

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DATE:	10/15/2024
PROJECT:	ALDERBRIDGE/ CEDARBRIDGE PLANNING COMMITTEE
LOCATION:	
SCALE:	

REVISIONS:

NO.	DESCRIPTION
1	ISSUED FOR PERMITTING
2	ISSUED FOR PERMITTING
3	ISSUED FOR PERMITTING
4	ISSUED FOR PERMITTING
5	ISSUED FOR PERMITTING



BCA

Robert (Bob) Architects Inc.
 200 - 2008 Columbia Street
 Toronto, ON M5R 1A7
 Canada, V1V 1V7
 Tel: (416) 597-4444
 Fax: (416) 597-4444
 info@robertarchitects.com

**ALDERBRIDGE/
CEDARBRIDGE**
 RICHMOND HILL

DATE:	10/15/2024
PROJECT:	ALDERBRIDGE/ CEDARBRIDGE PLANNING COMMITTEE
LOCATION:	
SCALE:	

1
A19



1 STREET-LEVEL EYE VIEW - BUILDING B (TOWARDS SOUTH)
 SCALE: 1/8" = 1'-0"

NOTES: 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 2. ALL FINISHES ARE TO BE AS SHOWN ON THE ARCHITECTURAL DRAWINGS. 3. ALL MATERIALS AND FINISHES TO BE APPROVED BY THE ARCHITECT. 4. ALL WORK TO BE IN ACCORDANCE WITH THE CANADIAN NATIONAL BUILDING CODE AND ALL APPLICABLE REGULATIONS. 5. ALL WORK TO BE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND ALL APPLICABLE REGULATIONS.

NO.	DATE	REVISION
1		ISSUE FOR PERMIT

NO.	DATE	REVISION
1		ISSUE FOR PERMIT



RCA

Robert Curran Architects Inc.
 250 - 2009 Columbia Street
 Vancouver, BC V6J 1A7
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 Tel: (604) 681-2441
 Fax: (604) 681-2441
 info@rca.ca or rca@rca.ca

**ALDERBRIDGE/
CEDARBRIDGE**
 ROWING B.C.

NO.	DATE	REVISION
1		ISSUE FOR PERMIT

**PERSPECTIVE
RENDERING**



1 STREET-LEVEL VIEW ALONG ALDERBRIDGE (TOWARD SOUTHEAST)
 2024.07.15 10:00 AM

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NO.	REVISION	DATE
1	APPROVAL SUBMITTED	

NO.	REVISION	DATE
1	APPROVAL SUBMITTED	



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 www.rcaarchitecture.com

**ALDERIDGE/
 CEDARIDGE**
 9000 B.C.

NO.	REVISION	DATE
1	APPROVAL SUBMITTED	

1
 A21



HIGH LEVEL EYE VIEW - BUILDING E (TOWARDS SOUTH)
 SCALE: 1/8" = 1'-0"



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REVISIONS:

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMITTING

DATE:

PROJECT: RESIDENTIAL DEVELOPMENT

CLIENT: [REDACTED]

ARCHITECT: [REDACTED]

SCALE: [REDACTED]



BCA

Robert Stinson Architecture Inc.
 200 - 200 Columbia Street
 Canada, V6Y 1V6
 Vancouver, BC
 Tel: (604) 681-4441
 Fax: (604) 681-4441
 email: info@robertstinson.ca

PROJECT: ALDERBRIDGE/ CEDARBRIDGE

RENDERING S.C.

DATE:	BY:	SCALE:	REVISIONS:

PERSPECTIVE RENDERING

1	A22
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DATE	DESCRIPTION
10/15/2023	PERMITS SUBMITTED
08/15/2023	REVISED PERMITS
07/15/2023	REVISED PERMITS
06/15/2023	REVISED PERMITS

PROJECT INFORMATION
 PROJECT: ALDERBRIDGE/ CEDARBRIDGE
 ADDRESS: 12345 MAIN STREET
 CITY: VANCOUVER, BC
 CLIENT: ABC DEVELOPMENT



RCA
 Robert Carroll Architecture Inc.
 200 - 1000 Burrard Street
 Vancouver, BC V6Z 1G6
 Canada TEL: 604 681-1170
 FAX: (604) 681-1171
 4878th@robertcarroll.ca

ALDERBRIDGE/ CEDARBRIDGE
 REVISIONS

NO.	DATE	BY	DESCRIPTION
1	10/15/2023	RCA	ISSUED FOR PERMITS

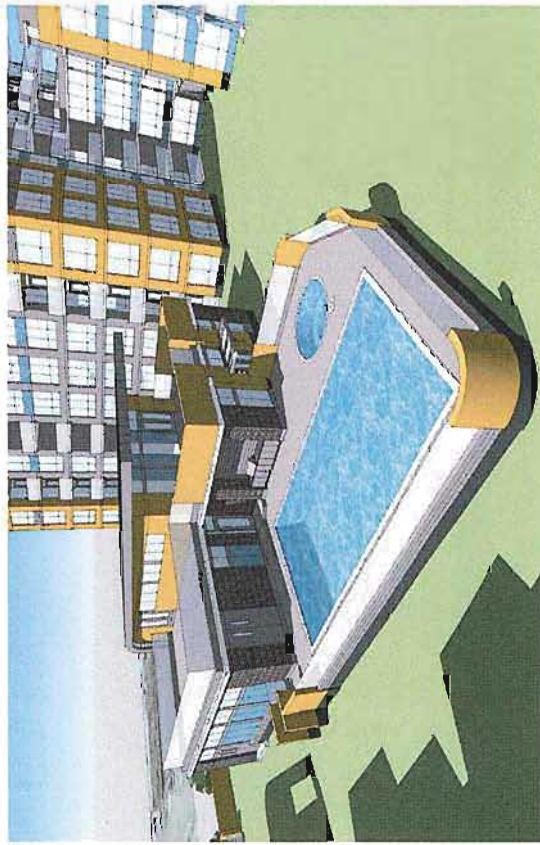
1 / A23



3. VIEW OF EXIT STAR MID-BLOCK ALDERBRIDGE WAY
 1/25 SCALE



4. VIEW OF TYPICAL TOWNHOUSE OUTDOOR PATIOS
 1/25 SCALE



1. VIEW OF AMENITY BUILDING (LOOKING SOUTHWEST)
 1/25 SCALE



2. VIEW OF HYDRO TRANSFORMER
 1/25 SCALE

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DATE:	10/20/2014
BY:	ARCHITECT



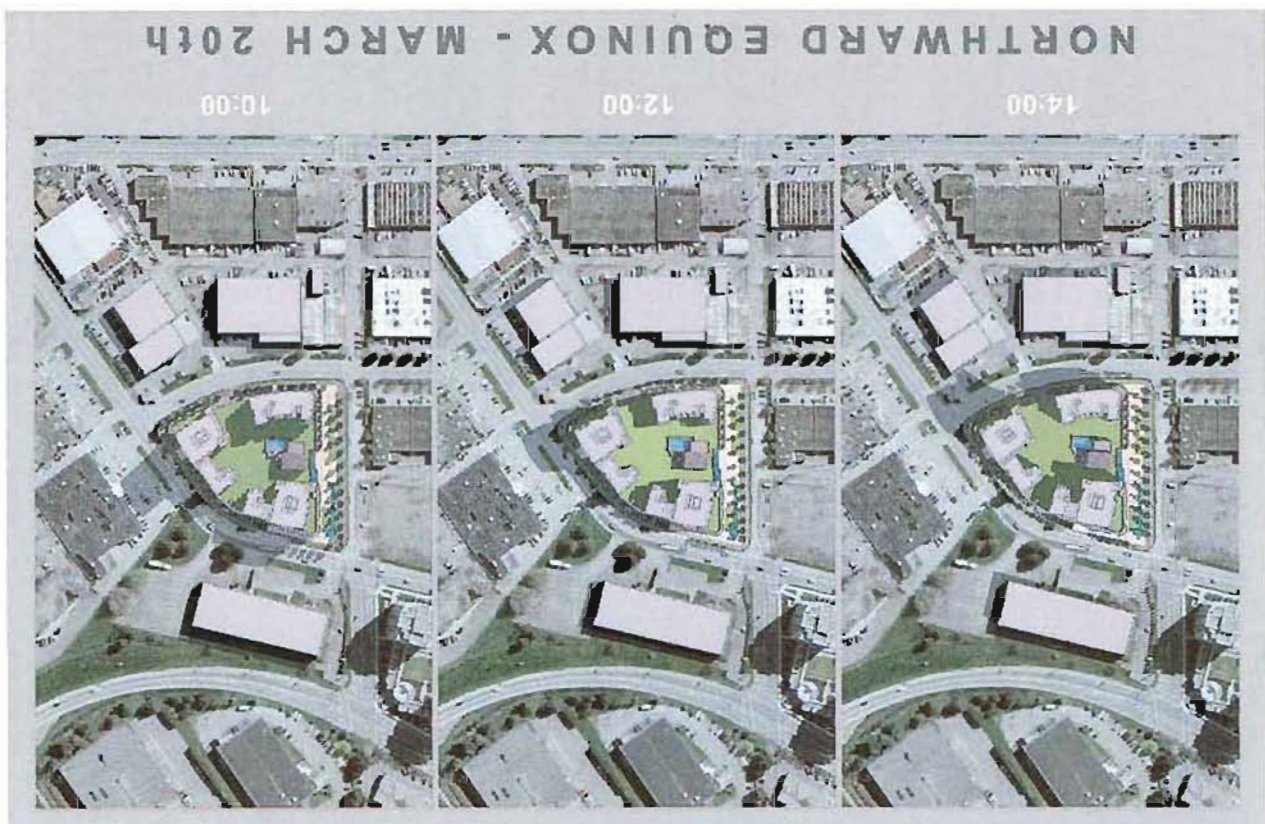
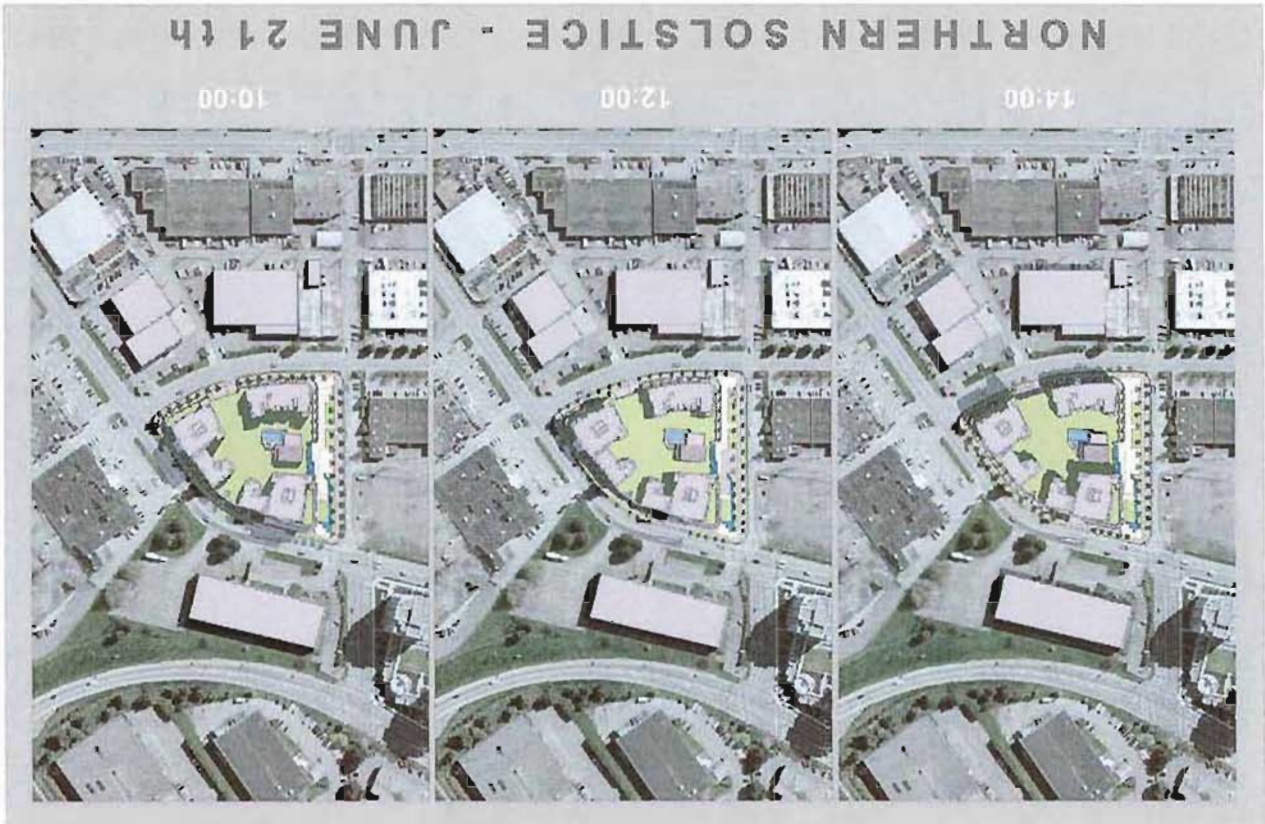
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ALDERBRIDGE/
CEDARBRIDGE
 RICHMOND HILL

DATE:	10/20/2014
BY:	ARCHITECT
SCALE:	AS SHOWN

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 A24



PROPOSED DEVELOPMENT AND SHADOW STUDY FOR THE ALDERBRIDGE/CEDARBRIDGE COMMUNITY DEVELOPMENT PROJECT. THIS SHADOW STUDY IS FOR INFORMATIONAL PURPOSES ONLY. IT DOES NOT REPRESENT A GUARANTEE OF SHADOW ANALYSIS. THE ARCHITECTURE, ENGINEERING AND PLANNING COMPANY HAS CONDUCTED THIS SHADOW STUDY IN ACCORDANCE WITH THE BEST PRACTICES FOR SHADOW STUDY ANALYSIS.

PROJECT:	ALDERBRIDGE/CEDARBRIDGE
DATE:	10/20/2023
SCALE:	AS SHOWN

ARCHITECTURE, ENGINEERING AND PLANNING COMPANY
 1000 WEST 10TH AVENUE
 SUITE 1000
 DENVER, CO 80202
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 FAX: (303) 733-4441
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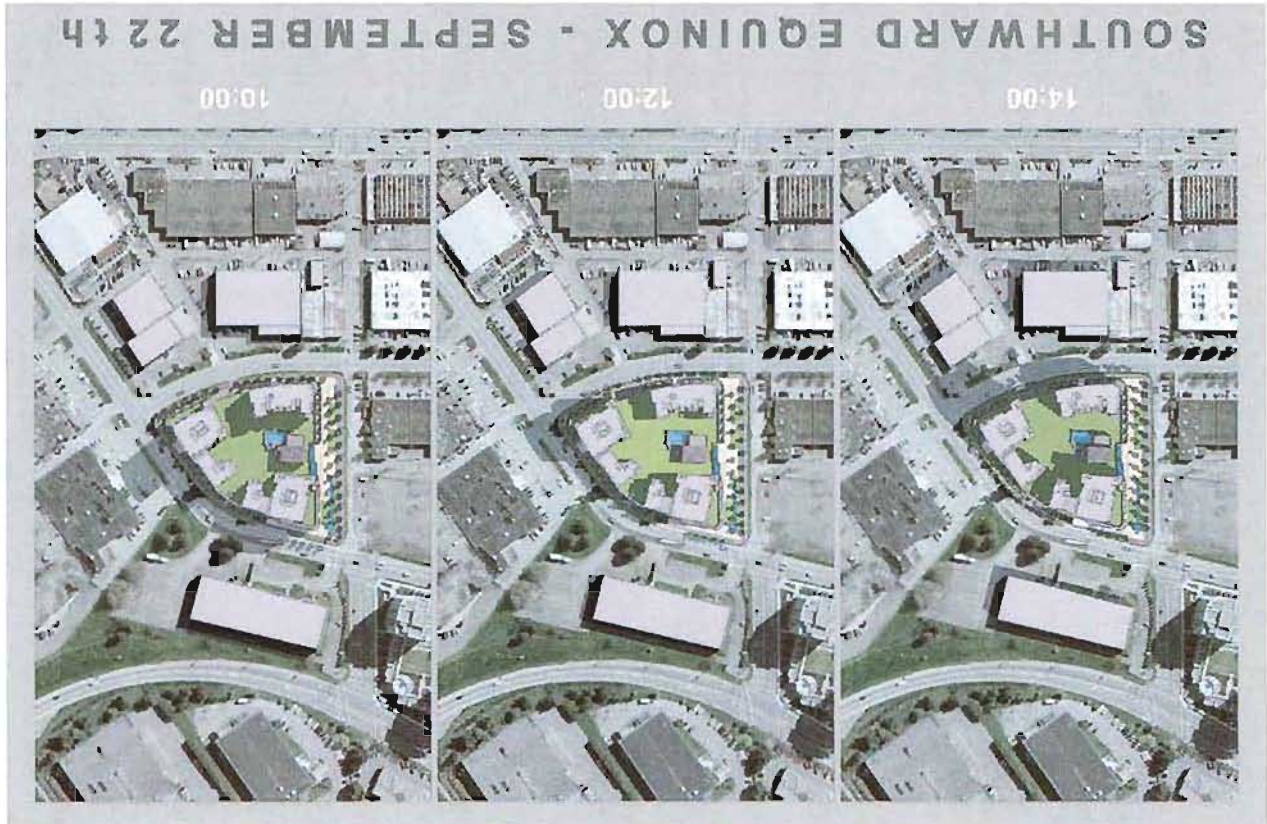


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ALDERBRIDGE/
 CEDARBRIDGE
 COMMUNITY DEVELOPMENT PROJECT

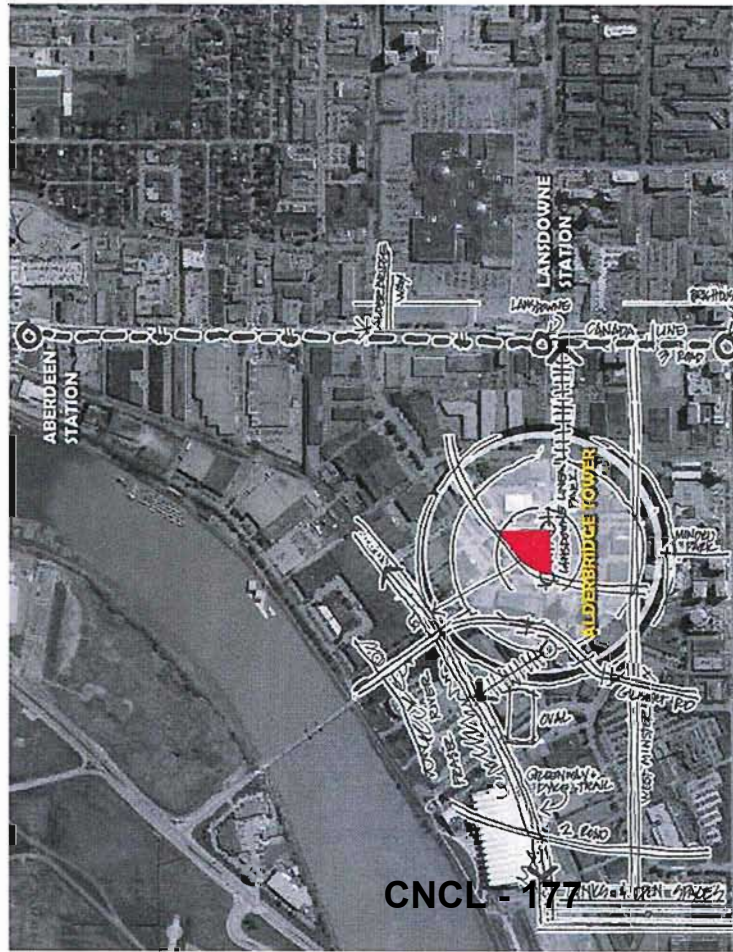
DATE:	10/20/2023
SCALE:	AS SHOWN
SHADOW STUDIES	

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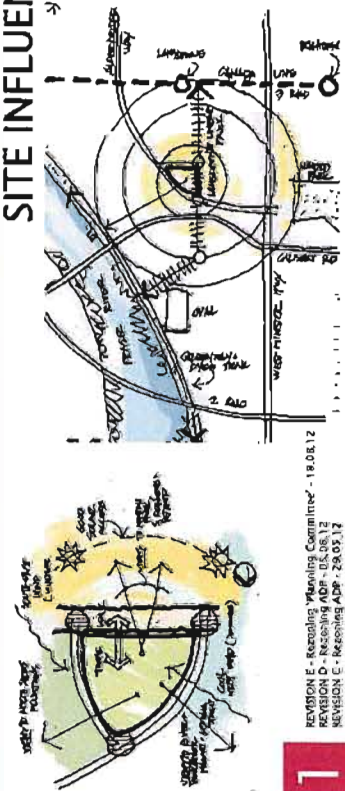
7680 & 7720 AlderBridge Way

Richmond, British Columbia



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SITE INFLUENCES



REVISION F - Rezoning Application - 18.05.12
 REVISION D - Rezoning Application - 18.05.12
 REVISION C - Rezoning Application - 18.05.12
 REVISION B - Rezoning Application - 18.05.12
 REVISION A - Rezoning Application - 18.10.11



CCAP HIGHLIGHTS

(City Centre Area Plan for the City of Richmond)

- HIGHLY LIVABLE URBAN VILLAGES WITH NEIGHBOURHOOD OPEN SPACES.
- CONNECTIONS + VIEWS TO RIVER + DOWNTOWN
- CREATE SQUARES + MEETING SPACES
- EMPHASIZE GREEN COMMUNITY LIVING AT ALL LEVELS
- CREATE AN INTERCONNECTED ECOLOGICAL NETWORK
- ENCOURAGE A PEDESTRIAN + TRANSIT ORIENTED LIFE STYLE

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Larry Diamond
 van der Zalm + associates
 R.C.A.A.

URBAN CONTEXT

7680 & 7720 AlderBridge Way

Richmond, British Columbia



Viewpoint A



Viewpoint B



Viewpoint C



Viewpoint D



Viewpoint E



Viewpoint F



Viewpoint G



Viewpoint H



Viewpoint I



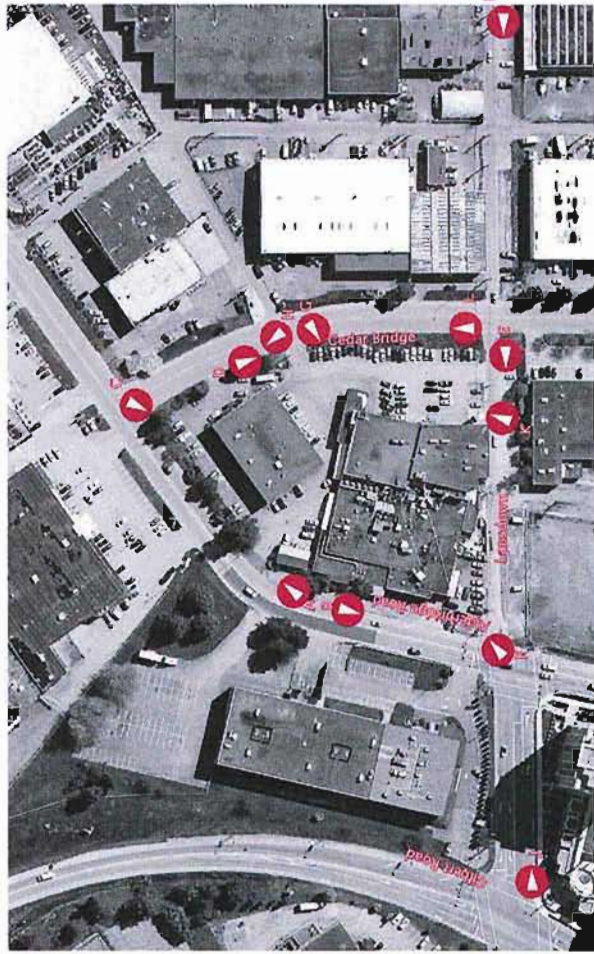
Viewpoint J



Viewpoint K



Viewpoint L

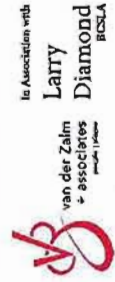


EXISTING VIEWS



VIEW LOCATIONS

- Viewpoint A and Viewpoint B - Existing View North East and South along Alberbridge Road
- Viewpoint C - Existing View of the corner at Alberbridge and Cedar Bridge
- Viewpoint D - Existing view south on Cedar Bridge
- Viewpoint E - Existing view west along Lansdowne.
- Viewpoint F - Existing view of the corner of Alberbridge and Lansdowne.
- Viewpoint G - Existing view southwest of existing driveway.
- Viewpoint H - Existing view northwest along Cedar Bridge.
- Viewpoint I - Existing view east from 1 block east of Cedar Bridge
- Viewpoint J - Existing view east from the corner of Gilbert Road and Lansdowne.
- Viewpoint K - Existing view northeast of the existing parking lot.
- Viewpoint L - Existing view north from the corner of Cedar Bridge and Lansdowne.



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Larry Diamond
BCKLA

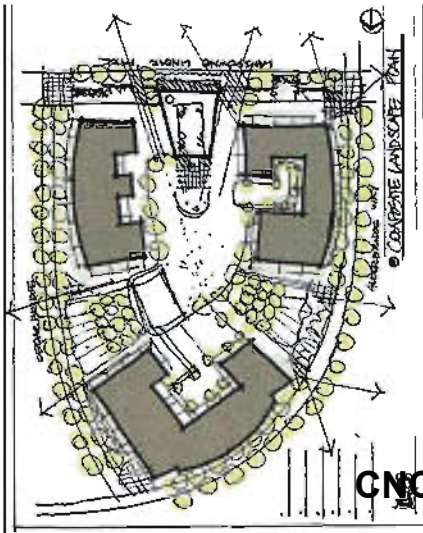
EXISTING VIEWS

PHOTOGRAPHS OF THE EXISTING SITE.

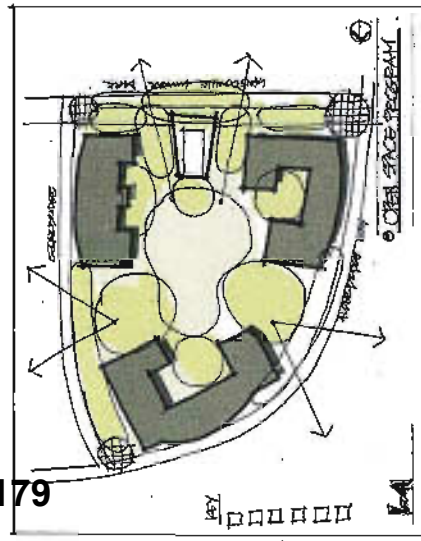
REVISION E - Rezoning "Planning Committee" - 18.08.12
 REVISION D - Rezoning ADP - 05.06.12
 REVISION C - Rezoning ADP - 29.05.12
 REVISION B - Rezoning ADP - 22.05.12
 REVISION A - Rezoning application - 26.10.11

7680 & 7720 AlderBridge Way

Richmond, British Columbia

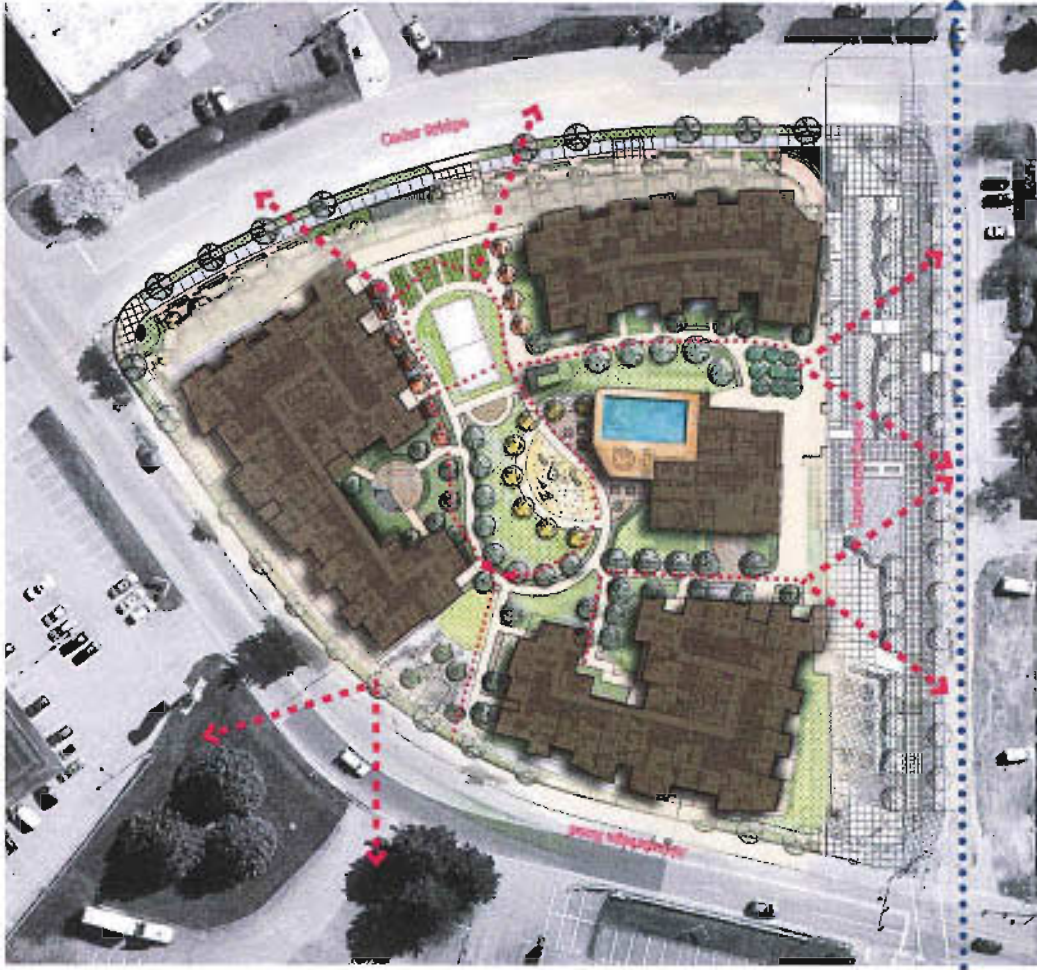


CNCL - 179



THERE ARE SEVERAL VIEW CORRIDORS PROVIDED BETWEEN THE BUILDINGS ON SITE INTO THE SURROUNDING NEIGHBOURHOOD TO STILL MAINTAIN A VISUAL CONNECTION AND MAINTAIN OPEN VIEWS.

THE OPEN SPACE PROGRAM HAS A CENTRAL ACTIVITY AREA WITH A POOL, HARD COURT, PLAYAREA, AND A PATIO AREA. IT IS THEN SURROUNDED WITH SMALL PASSIVE OPEN SPACES FROM OPEN LAWN AREAS, URBAN AGRICULTURE PLOTS TO AN ASIAN GARDEN.



LANDSCAPE CONCEPT

CONNECTIONS + OPEN SPACES + SITE INFLUENCES



In Association with
van der Zalm
Larry
Associates
Diamond

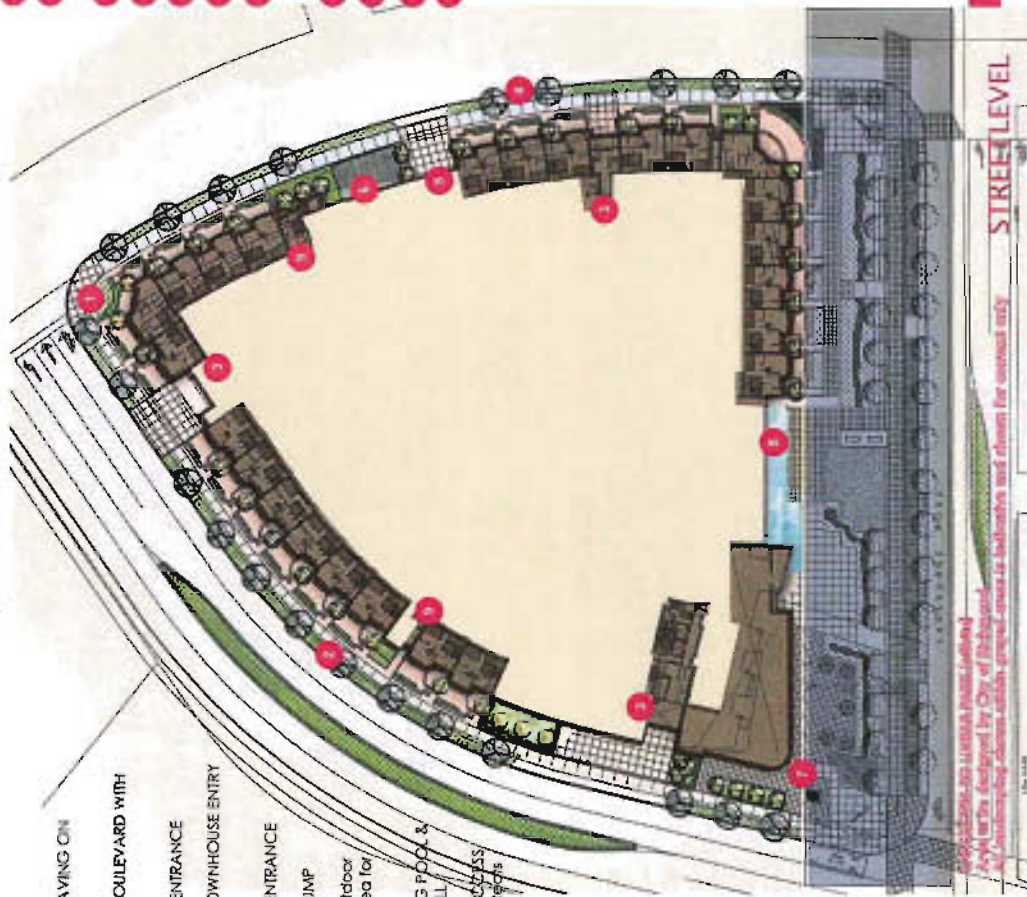
REVISION E - Reasoning "Planning Committee" - 15.08.12
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REVISION C - Reasoning ADP - 29.05.12
REVISION B - Reasoning ADP - 22.05.12
REVISION A - Reasoning application - 28.10.11



7680 & 7720 AlderBridge Way

Richmond, British Columbia

- 1 SPECIAL PAVING ON CORNERS
- 2 SODDED BOULEVARD WITH TREES
- 3 BUILDING ENTRANCE
- 4 TYPICAL TOWNHOUSE ENTRY
- 5 PARKING ENTRANCE
- 6 SERVICE PUMP
- 7 PATIO (Outdoor seating area for cafe)
- 8 SELECTING POOL & GREENWALL
- 9 PODIUM ACCESS (see Architects drawing)



PODIUM ACCESS (see Architects drawing)
 POOL & GREENWALL (see Architects drawing)
 SPECIAL PAVING ON CORNERS (see Architects drawing)
 SODDED BOULEVARD WITH TREES (see Architects drawing)
 BUILDING ENTRANCE (see Architects drawing)
 TYPICAL TOWNHOUSE ENTRY (see Architects drawing)
 PARKING ENTRANCE (see Architects drawing)
 SERVICE PUMP (see Architects drawing)
 PATIO (Outdoor seating area for cafe) (see Architects drawing)
 SELECTING POOL & GREENWALL (see Architects drawing)
 PODIUM ACCESS (see Architects drawing)

- A GREEN ROOF
- B ADMIN GARDEN
- C LAWN
- D SOFT SURFACE COURT (Volleyball, badminton)
- E PLAYGROUND
- F PATIO
- G WATER FEATURE
- H POOL & DECK
- I URBAN AGRICULTURE (Garden plots, compost area)
- J COURT
- K FRUIT ORCHARD
- L PUTTING GREEN
- M STROLLING LOOP



PODIUM AND ROOFSCAPE

0 6 12 18 24 30m

LANDSCAPE TO LINEAR PARK (adjacent)
 Area to be designed by City of Richmond.
 All landscaping shown within proposed areas is indicative and shown for context only.



SECTION A-A THROUGH LANDSCAPING - ALDERBRIDGE CORNER

Terrace and plaza

Food Deck

Green roof

Green wall and feature wall

Hard surface for events

Water wall

Water wall

Water wall

Water wall

Water wall

Water wall

Water wall

CNCL - 181

SECTION B-B LINEAR PARK AT FEATURE WALL

Translucent

Translucent

Shrubs with bridge crossing from north

Plant and plan

Self-watering pool

Overhanging walkway

Water wall

Water wall

Water wall

Water wall

Water wall

Water wall

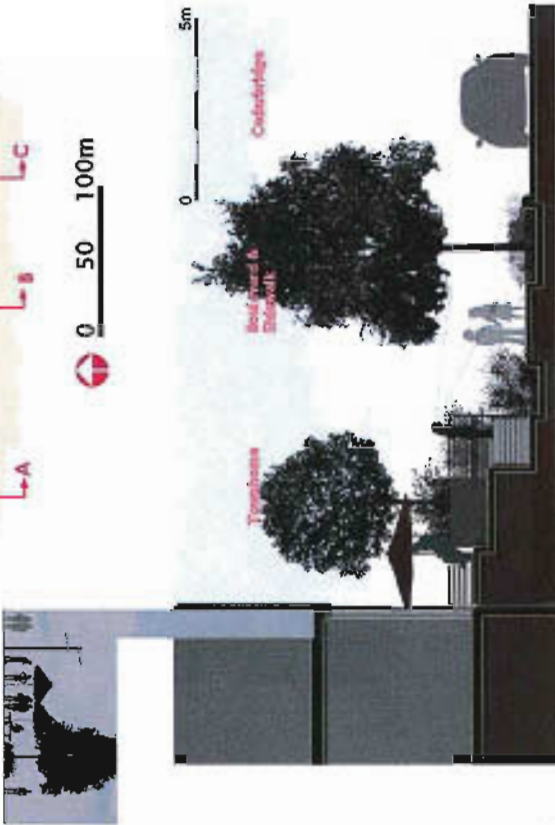
Water wall

Water wall



0 50 100m

0 5m



SECTION C-C LINEAR PARK TOWNHOME, ROOF TERRACE AND CANAL

SECTION D-D CEDARBRIDGE



in Association with
 van der Zaaij
 + associates
 LARRY
 DIAMOND

CROSS SECTIONS

REVISION E - Rezoning "Planning Committee" - 15.08.12
 REVISION D - Rezoning ADP - 05.06.12
 REVISION C - Rezoning ADP - 29.05.12
 REVISION B - Rezoning ADP - 22.05.12
 REVISION A - Rezoning application - 28.10.11

L5



Water feature

Historically, water has been a valued and vibrant feature within Richmond's landscape. Concrete sidewalks were designed around drainage ditches, and water collected to irrigate crops.

This development seeks to provide reference to this valued landscape character. Water has been proposed along Lansdowne Road as a continuous water feature consisting of reflecting pools and bioswales. Small water features have also been included throughout the site to provide focal points to key areas, as well as providing the appeal of water through sound, cooling, and visual appeal of the features.

The images below represent the style of the intended water features proposed.



Bio-diversity Contribution

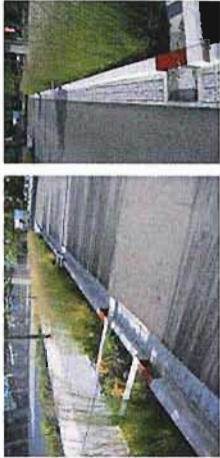
Plants selected for the Alderidge Town development will be primarily of a hardy native variety, and are drought tolerant. These plants have been selected for both their aesthetic quality and native function. Selected plants range from semi-shade tolerant plants within areas shaded by the towers, through to sun-loving flowering species. By providing a wide variety of vegetation around the site, new microclimatic conditions will be formed, which is favourable when considering biohabitats.

Irrigation

The selection of primarily native drought tolerant plants allows for a low emitting irrigation system, which will use low amounts of water. These plants will also be use of a 'smart roof' barrier system in planters where the moisture retention product will be used to help plants draw moisture from the soils and limit runoff to slab drains during storm events.

Storm Water Quality

The use of planted areas to naturally infiltrate and treat much of the stormwater along Alderidge Road will greatly assist storm water quality. A central greening island has been strategically located in the parking lot, which can collect and treat storm water while providing residents and visitors with an attractive visual focus in the parking area. Storm water can be directed to this area and treated through the circulating island water feature. A use of native water loving plants in the feature will minimize the storm water. A 'smart roof' barrier system around the residences will also naturally assist in infiltrating and permeating storm water as storm water can be heavily absorbed by plants.



Shade & Microclimate

Much of the property is covered by either building or landscape at the surface. The majority of parking is located underground on the property, leaving the surface buildings and planted areas to provide residents with a range of shaded environments with various thermal benefits. An extensive canopy will be used near the commercial unit for sheltering visitors. In areas that are not shaded, the use of permeable paving will be used to reduce the heat island effect. By concealing the majority of parking underground, a vast amount of landscape has been dedicated to outdoor amenity spaces for residents. This space will stand on slab and will provide residents with a series of smaller open spaces within a central path system. Many of the materials within these zones will be permeable soft landscape and therefore able to be used for landscaping during the summer months. Trees placed near buildings will also aid in the heating and cooling of buildings through their natural buffering.

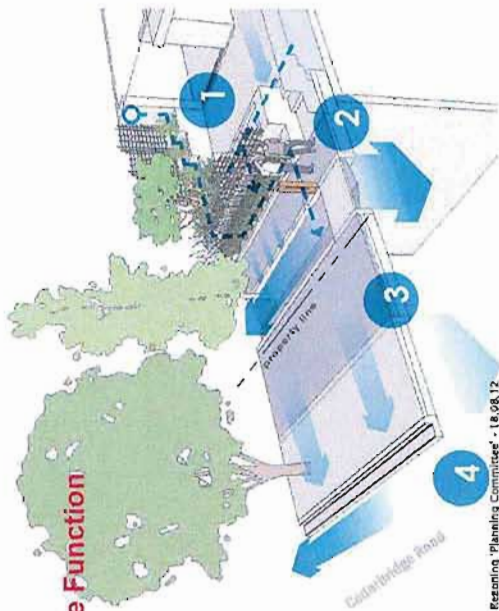
Hardscape Materials

Consideration is being given to selecting hardscape materials from local manufacturers with the aim of contributing to the reduction of the heat island effect through their colour and reflectance. Materials such as concrete slabs and light coloured pavements have a high albedo and will reflect heat rather than absorb heat on the site. The use of local manufacturers for these products also reduce the environmental footprint of the site through the reduction in transportation and contribution to cleaning these materials.



Stormwater Amelioration/ Rain Garden

- ON-SLAB RAINWATER / RUNOFF COLLECTION**
(Slabs collect rainwater and direct it through planted systems to slow, filter, and reduce stormwater flows, so they're more effective.)
- OFF-SLAB RAINWATER / RUNOFF COLLECTION**
(Using coarse bioswales & filtration systems to collect off-slab rainwater and direct it through planted systems with above ground water storage by collecting planted systems with above ground water storage to slow, filter, and reduce stormwater flows, so they're more effective.)
- OFF-SLAB STORMWATER STRATEGIES**
(Maximize performance of any standard designs by providing representative design details that minimize stormwater flows, reduce runoff, and contribute to the overall design.)
- OFF-SITE STORMWATER CONTRIBUTION**
(Use the city's microclimate stormwater infrastructure as a first resort in extreme rain events by providing on-site representative stormwater design strategies to link the road for extensive runoff to the existing system and prevent at existing infrastructure.)



sustainable Function

REVISION E - Rezoning "Planning Committee" - 18.08.12
 REVISION D - Rezoning ADP - 05.06.12
 REVISION C - Rezoning ADP - 29.05.12
 REVISION B - Rezoning ADP - 22.05.12
 REVISION A - Rezoning application - 26.10.11

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 LIVE WELL

In Association with:
 Larry Diamond

PRECEDENT IMAGES FOR STORMWATER MANAGEMENT



CNCL - 183

Example of similar development



Podium Roof Facilities

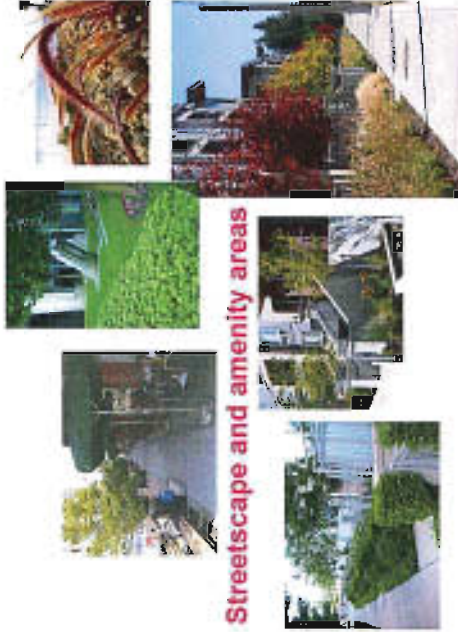
Current proposal includes multi-use games area, playarea, swimming pool, lawn garden, putting green, and an Asian garden.

- MEETING SPACES/CORNERS
- WATER FEATURE
- FURNISHINGS + PAVING
- TREE BOULEVARDS + TOWN HOUSE GARDENS

STREETSCAPE AND AMENITY AREAS

- TREES, LAWN + GARDENS
- MULTI-USE SPORT COURT
- SEMI-PRIVATE QUIET SPACES
- INTEGRATED PLAY/TOT AREA
- STORM WATER
- POOL-INFINITY EDGE

PODIUM AND ROOF TERRACES



Streetscape and amenity areas

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 REVISION C - Rezoning ADP - 29.05.12
 REVISION B - Rezoning ADP - 22.05.12
 REVISION A - Rezoning Application - 25.10.11

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 LIVE WELC
 van der Zalm
 + associates
 architects
 In Association with
 Larry
 Diamond

PRECEDENT IMAGES

PRECEDENT IMAGES FROM NORTH AMERICA





City of
Richmond

Rezoning Considerations

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

To: Amacon Development (Alderbridge) Corp. (The Developer)

Address: 7680/7720 Alderbridge Way (The Development) File No.: RZ 11-593705

I) Rezoning

Prior to final adoption of Zoning Amendment Bylaw 8946, the Developer is required to complete the following:

1. **Subdivision Plan for Development Lot and Linear Park:** A subdivision plan must be prepared to the satisfaction of the City and Approving Officer and registered on title that:
 - a. Consolidates of the current lots into one development lot;
 - b. Includes dedication of a 5.5m wide strip of road along the full Lansdowne Road frontage and a 1.36m wide strip of dedication along the full Alderbridge Way frontage as shown on the Functional Road Plan in Attachment 1; and
 - c. Creates a fee simple lot for the park extending 10 m northwards of the above-noted 5.5 m Lansdowne road dedication that are both to be transferred to the City (the 10m depth may be adjusted to both the City's and Developer's satisfaction provided the lot area remains the same as it would have been for the uniform 10m depth).

2. **Lansdowne Linear Park:** The Lansdowne Linear Park Lot will:
 - a. Be transferred by the Developer at no cost to the City, free and clear of any other utilities, associated SRWs and other title charges (with no DCC Credits applicable);
 - b. Be constructed by the Developer (with no DCC Credits applicable) by preparing a park design for the Development Permit following the City's Lansdowne Corridor Plan and entering into a Servicing Agreement with the City for the design and construction of the park, to the satisfaction of the City, prior to issuance of a Building Permit for the proposed development. Should the GM of Community services elect to have the construction done by City crews/contractors the Servicing Agreement will not be required; and
 - c. Be secured with a \$400,000 Letter of Credit (LOC) submitted by the Developer to the City for the construction of the park, including hard and soft landscaping and associated park services such as water services associated with irrigation and any water feature within the park lot, but not including design, plans and documentation costs. This LOC amount may be adjusted upward or downward based on the estimated design and construction costs for the linear park as determined by the GM of Community Services prior to entering into a Servicing Agreement for the construction of the park or Building Permit issuance whichever comes first.

3. **Existing Buildings:** The existing buildings located on the Development site must be removed prior to adoption of Bylaw 8946 to undertake above requirements. Should these existing buildings not be able to be demolished and the land dedications/transfers to the City as identified in sections 2 and 3 be not be provided prior to rezoning adoption, the following apply:
 - a. The Developer registers a **Statutory Right of Way / Option to Purchase and Dedicate** that dedicates 5.5 m of road adjacent to Lansdowne Road and creates and transfers an adjacent 10m-wide lot under a subdivision plan with an area of approximately 1113 m² to the City for park as generally shown on Attachment 1 by no later than October 31, 2013. This agreement will also allow for the City to enter onto the development site and to demolish the buildings after September 30, 2013. This Agreement will further allow for adjustment to the width of the park lot from between 6 to 14m in width when created under the

above subdivision plan based on the City's Lansdowne Corridor Process provided that the park lot area is at least 1113m². This agreement will further allow for City access and demolition of all of the existing buildings on the development site (including both current and future lots) and remove all associated City and other services (i.e. power, telephone, gas, cable) in the manner required to meet the BC Building Code and all regulatory requirements.

- b. The Developer registers a further **Statutory Right of Way** over the remainder of the Development site which grants the City access to demolish all of the existing buildings on the development site (including both current and future lots) and remove all associated City and other services (i.e. power, telephone, gas, cable) after September 30, 2013. in the manner required to meet the BC Building Code and all regulatory requirements. This agreement will allow City access to construct the park works within the park lot to the satisfaction of the City and construct, remove and modify all other road and servicing works the City's Servicing Agreement entered into prior to rezoning and to undertake of the demolition of the building within the Statutory Right of Way / Option to Purchase.
- c. The Developer registers a **No-Development Covenant** on the development site (both lots) which prohibits issuance of a building permit to construct any building until:
 - i. The Developer demolishes all of the existing buildings on the site;
 - ii. The park lot and road dedication under the Statutory-Right-of-Way / Option to Purchase and Dedicate have been created under a subdivision plan and transferred to the City by the Developer;
 - iii. A Servicing Agreement has been entered into by the Developer for all road and engineering works and secured by the Developer to the satisfaction of the City; and
 - iv. A Servicing Agreement has been entered into by the Developer for all park works within the Lansdowne Linear Park lot and adjacent road dedication with the security from the Developer to the satisfaction of the City unless the General Manager (Parks) agrees that such park works are completed by the City funded from the park security.
- d. Submits a security of \$150,000 to the City to allow for all building demolition, engineering, servicing, and associated legal and administrative work to meet all regulatory requirements and required to exercise the Statutory-Right-of-Way / Option to Purchase and Dedicate. This security will be released after the transfer of the park lot to the City and road dedication.

4. Statutory Rights of Way for Public Rights of Passage (SRW): The Developer granting the following SRWs as shown on Attachment 1 for public rights of passage and other city works such as street light conduits and standards is required:

- a. A 0.36 m strip along the entire Alderbridge Way frontage;
- b. Two minimum 5m x 5m corner cuts at the Cedarbridge Way / Lansdowne Road and Lansdowne Road / Alderbridge Way intersections; and
- c. A minimum 4m x 4m corner cut at the Cedarbridge Way / Alderbridge Way intersection.

5. Statutory Rights of Way for Minor Sanitary Pump Station (SRW): The Developer granting a SRW as generally shown on Attachment 2 with the size being 6m X 11m and as may be required by the Director of Engineering in order to provide sufficient size and satisfactory location to accommodate, but not limited to pump station wet well, control/equipment kiosk, antenna, back-up generator, adequate space for maintenance truck to access and maintain the pump station while allowing for uninterrupted public access around the work area, provided any adjustment does not materially change the location of the proposed building as shown on Attachment 2 and considered by Planning Committee. The Developer is also required to remove any other utilities and associated SRWs within the required Minor Pump Station SRW.

6. Noise Covenant(s): Registration of legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise within the proposed dwelling units for:

- a. Aircraft Noise Sensitive Use Development (Residential) covenant based on the City's standard covenant; and
- b. Industrial Noise covenant to require that the buildings be constructed to address the maximum noise levels set-out under the *Development Permit Conditions* below.

And which covenants will ensure dwelling units must be designed and constructed to achieve:

- c. CMHC guidelines for interior noise levels as indicated in the chart below:

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

- d. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

7. **Flood Covenant:** Registration of the City's standard flood indemnity covenant on title ensuring that there is no construction of habitable area below the Flood Construction Level of 2.9 m (Area A).

8. **Public Art:** City acceptance of the Developer's offer to voluntarily provide \$159,223 to Richmond's public program (this amount may be adjusted if such residential building area changes from 209,967ft² and commercial area changes from 4370 ft²).

9. **Community Planning Program:** City acceptance of the Developer's offer to voluntarily contribute \$50,960 towards Richmond's community planning program fund on the basis of \$0.25/ft² of total building area, excluding affordable housing units (this amount may be adjusted if such building area changes from 203,839 ft²).

10. **Affordable Housing Agreement:** Registration of the City's standard Housing Agreement and Covenant to secure 14 affordable housing (low-end market rental) to the satisfaction of the City in each of the three buildings and that the combined habitable floor area of which units shall comprise at least 5% of the subject development's total development's residential building area (including common areas, such as hallways and lobbies). The terms of the Housing Agreements shall indicate that they apply in perpetuity. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), and as set out in Table 1 and 2 below. Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.

Table 1: Affordable Housing Unit Locations

DESIGNATED AFFORDABLE UNITS				
REQ. AFFORDABLE UNITS:	209,967.0 sqft	x 5.0% =	10,498.4 sqft.	
PROVIDED* (SEE BELOW):				
BUILDING	UNIT AREA	UNIT TYPE	#s OF UNIT	PERCENTAGE (%)
A	695.0 sqft	1 BR + DEN	4	28.6 %
B	695.0 sqft	1 BR + DEN	4	28.6 %
C	655.0 sqft	1 BR + DEN	4	28.6 %
TOWNHOUSE	1,050.0 sqft	2 BR	2	14.3 %
NET TOTAL	10,280.0 sqft		14	100.0 %

Table 2: Affordable Housing Target Groups

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	12**	50 m2 (535 ft2)	\$925	\$37,000 or less
2-Bedroom	2**	80 m2 (860 ft2)	\$1,137	\$45,500 or less

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

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

11. Discharge of City of Richmond SRW: Discharge of the SRW adjacent to Cedarbridge Way for sanitary works under LTO No. Y23580 (Plan 69081) from title.

12. Tandem Parking: Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit is required.

13. Commercial/Visitor Parking: Registration of a legal agreement on title ensuring that the shared residential visitor and commercial parking is not assigned to any specific residential unit / commercial unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

14. Access: Registration of a restrictive covenant and/or alternative legal agreement on title is required allowing only right-in/right-out turning from the driveway on Alderbridge Way.

15. Transportation Demand Management: The Developer requests an overall parking reduction of 10% below the parking requirements for resident, affordable housing and visitor spaces set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer's offer to voluntarily:

- a. Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building permits with confirmation that such have been provided as a condition of issuance of an occupancy permit for each building as follows:
 - i. 120V electric plug-in's for 20% of all parking stalls; and
 - ii. 120V electric plug-in's for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in is required for the same compound).
- b. Construct an interim 2m wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to lane immediately north of Elmbridge Way under the Servicing Agreement.

16. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing that no building permit will be permitted to be issued on the subject site until the Developer enters into legal agreement(s) in respect to the Developer's commitment to connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:

- a. Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- b. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

17. Enter into a Servicing Agreement (SA)*: for the design and construction, at the Developer's sole cost, of full upgrades across and adjacent to the Development for road works, transportation infrastructure, street frontages, water, sanitary and storm sewer system upgrades, and related works as generally set out below. Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation and Manager, Parks – Planning and Design. All works shall be completed with regards to timing as set out in the SA and above-noted covenant and legal agreements in the Rezoning Requirements.

A. Transportation Works:

Transportation works are to be designed and constructed as outlined below and following the Functional Road Plan in Attachment A.

1) *Lansdowne Road, from Cedarbridge Way to Alderbridge Way*

Interim Cross-Section:

Developer to design and complete road widening to accommodate the following (from existing south road R.O.W. line to north):

- a. 1.05m wide tie-in's to the property to the south.
- b. 3.6m wide eastbound travel lane.
- c. 3.45m wide eastbound left-turn lane / painted median.
- d. 4.65m wide westbound vehicle travel lanes.
- e. 0.15m wide curb/gutter.
- f. north of the curb/gutter, minimum 2m wide sidewalk, 3m wide two-way bicycle path, and other frontage beautification improvements would be required. Exact details to be confirmed in consultation with Parks Department and at the completion of the Lansdowne Corridor Plan process. Note that appropriate tie-in's of the above cross-section to existing Lansdowne Road outside the development frontage would be required. In addition, the City may wish to advance some of the above noted road improvements as part of its Capital Program. In such case, the developer would be responsible for the remaining road works as noted above. Exact details to be confirmed as part of the SA process.

Ultimate Cross-Section:

Developer to incorporate into the design of the following "ultimate" configuration (referenced from the 3.25m wide eastbound travel lane to south as per approved Functional Plan – Ultimate Condition):

- a. 3.25m wide eastbound curb lane.
- b. 0.15m wide curb/gutter.
- c. 1.65m wide landscaped boulevard.
- d. 2m wide concrete sidewalk.
- e. 3.2 raised median.

Exact details to be confirmed in consultation with Parks Department and at the completion of the Lansdowne Corridor Plan process.

2) *Alderbridge Way, from Lansdowne Road to Cedarbridge Way:*

Interim Cross-Section:

Developer to design and complete road widening to accommodate the following (from the eastern edge of the new SRW to west):

- a. 2m wide concrete sidewalk.
- b. 1.65m wide landscaped boulevard (including a new 0.15m wide curb/gutter).
- c. road widening to accommodate two eastbound/northbound lanes (6.5m wide), one left-turn/painted median lane (3.25m wide), and the remaining space to the existing west curb be designed for westbound/southbound traffic lanes.

Developer to design and complete an interim 2m wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to lane immediately north of Elmbridge Way.

Please note that due to the changes in horizontal alignment, special anti-skid pavement would be required. Exact details to be confirmed as part of the Servicing Agreement design process.

Ultimate Cross-Section:

Developer to incorporate into the design of the following "ultimate" configuration, including five 3.25 m wide traffic lanes (two eastbound and two westbound through traffic lanes and left turn lanes/raised landscaped

median). Frontage improvements are to include a 2.0 m sidewalk and 1.65 m boulevard (including 0.15m wide curb/gutter) on both sides of the road.

3) *Cedarbridge Way, from Lansdowne Road to Alderbridge Way:*

Developer to design and complete road widening to accommodate the following (from existing curb/gutter on the west side to west as per approved Functional Plan – Ultimate Condition):

- a. 1.65m wide landscaped boulevard.
- b. 2m wide concrete sidewalk.

4) *Traffic Signal:* Installation of a new traffic signal at Cedarbridge Way / Lansdowne Road & upgrade of the existing signal at Alderbridge Way / Lansdowne Road to include but not limited to the following:

- a. Signal pole, controller, base and hardware.
- b. Pole base (City Centre decorative pole & street light fixture).
- c. Detection, conduits (Electrical & Communications) and signal indications, and communications cable, electrical wiring and service conductors.
- d. APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

Note: The City may wish to advance some of the above noted traffic signal improvements as part of its Capital Program. In such case, the developer would be responsible for the remaining road works as noted above.

5) *Construction Timing:* all frontage improvements shall be completed prior to the opening of the development.

6) *Development Cost Charges (DCCs):* Road Works DCC credits are applicable for the above interim works on Lansdowne Road, Alderbridge Way and the traffic signal, as available, for road works completed by the developer within the dedicated road allowance as identified as defined in the City DCC Program.

B. Engineering Works:

1.) Storm Sewer

Storm analysis is not required, however, the following frontages must be upgraded by the developer, as per City requirements or the Developer may hire a consultant to complete a storm sewer capacity analysis to the major conveyance.

a. Alderbridge Way:

Provide a single storm sewer system at Alderbridge Way, sized to OCP conditions, from the existing manhole STMH4072 (near the intersection of Alderbridge Way and Cedarbridge Way) to the existing box culvert at Lansdowne Road that will replace the existing dual system at Alderbridge Way. The extent of the required single storm sewer system will be from the intersection of Alderbridge Way and Cedarbridge Way to the existing box culvert at Lansdowne Road.

b. Cedarbridge Way:

Upgrade the existing 250mm diameter storm sewer from existing manhole STMH4072 (near the intersection of Alderbridge Way and Cedarbridge Way) to existing manhole STMH4113 (located midway of the proposed site's Cedarbridge Way frontage) with a length of 75 m must be upgraded to a min. 600 mm and upgrade the existing 300 mm diameter storm sewer from existing manhole STMH4113 to existing manhole STMH4111 (located at the intersection of Cedarbridge Way and Lansdowne Road) with a length of 78 m, to 600 mm diameter.

2.) Sanitary Sewer

- a. Replacement of existing 300mm forcemain located in a SRW along the proposed site's Cedarbridge Way frontage from the corner of Lansdowne Road and Cedarbridge Way to 85 meters north (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).
- b. Replacement of existing sanitary mains located along the proposed site's Lansdowne Road frontage from the corner of Lansdowne Road and Alderbridge Way to corner of Lansdowne Road and Cedarbridge Way (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).
- c. The Developer granting a SRW with the size being 6m X 11m as generally shown on Attachment 2 and as may be required by the Director of Engineering in order to provide a sufficient size satisfactory and location to accommodate a pump station, including but not limited to pump station wet well, kiosk, antenna, back-up generator, adequate space for maintenance truck to access and maintain the pump station while allowing for uninterrupted public access around the work area, provided any adjustment does not materially change the location of the proposed building as shown on Attachment 2 and considered by Planning Committee.

The building and building foundation may require additional provisions to accommodate the sanitary pump station and facilitate future pump station repairs, maintenance and upgrades provided it does not materially change the location of the exterior wall of the building as shown on Attachment 2 and considered by Planning Committee.

3.) Water Works

Using the OCP Model, there is 750 L/s available at 20 psi residual at hydrant located at Alderbridge Way and 472 L/s at 20 psi residual at hydrant located at Cedarbridge Way frontage. Based on your proposed rezoning, your site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, 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.

- a. Lansdowne Road frontage has no existing watermain. A minimum of 200 mm diameter watermain must be provided along the Lansdowne Road frontage by the developer.
- b. Replacement of existing water mains located along the proposed site's Alderbridge Way and Cedarbridge Way frontages (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).

4.) Private Utilities

The developer is responsible for the under-grounding of the existing private utility pole line (subject to concurrence from the private utility companies) along Lansdowne Road and Cedarbridge Way frontages and pre-ducting along all site frontages as per Private Utility Company requirements. Private utility companies may require rights-of-ways for their equipment and/or to accommodate the future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

5.) General

Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that

may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

- 6) *Development Cost Charges (DCCs)*: Engineering DCC credits are applicable for the above, as available, for works completed by the developer and as identified and defined in the City DCC Program.

18. Enter into a Development Permit*: The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

II) Development Permit

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

- 1. **Airport and Industrial Noise Report**: Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur.

- Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

- the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent applicable ASHRAE standard.
- 2. **LEED Silver**: Submission of letter with from the Architect of Record as a requirement of issuance of building permit confirming that the building phase (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to be meet such LEED criteria. The architect of record or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building. The LEED criteria to met must include:
 - a. Heat Island Effect: Roof Credit
 - b. Storm Water Management Credit
- 3. **On-site Landscape Plan**: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs.
- 4. **Lansdowne Linear Park Plans**: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Directors of Development and Transportation and Manager, Parks – Planning and Design, and submission of an amended Lansdowne Park Linear Landscaping Security of \$400,000, or as adjusted to reflect 100% of the actual construction cost estimate for these park works provided by the Landscape

Architect that is to the satisfaction of the City, to replace the Park Letter of Credit provided at Rezoning described in Section 2 above.

II) Building Permit

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.
4. Entering in Final Servicing Agreements for the Lansdowne Linear Park and other Transportation and Engineering Works as required under Rezoning Considerations and required by the City's bylaws.

Notes:

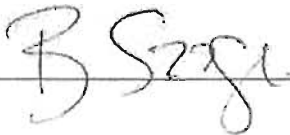
- This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

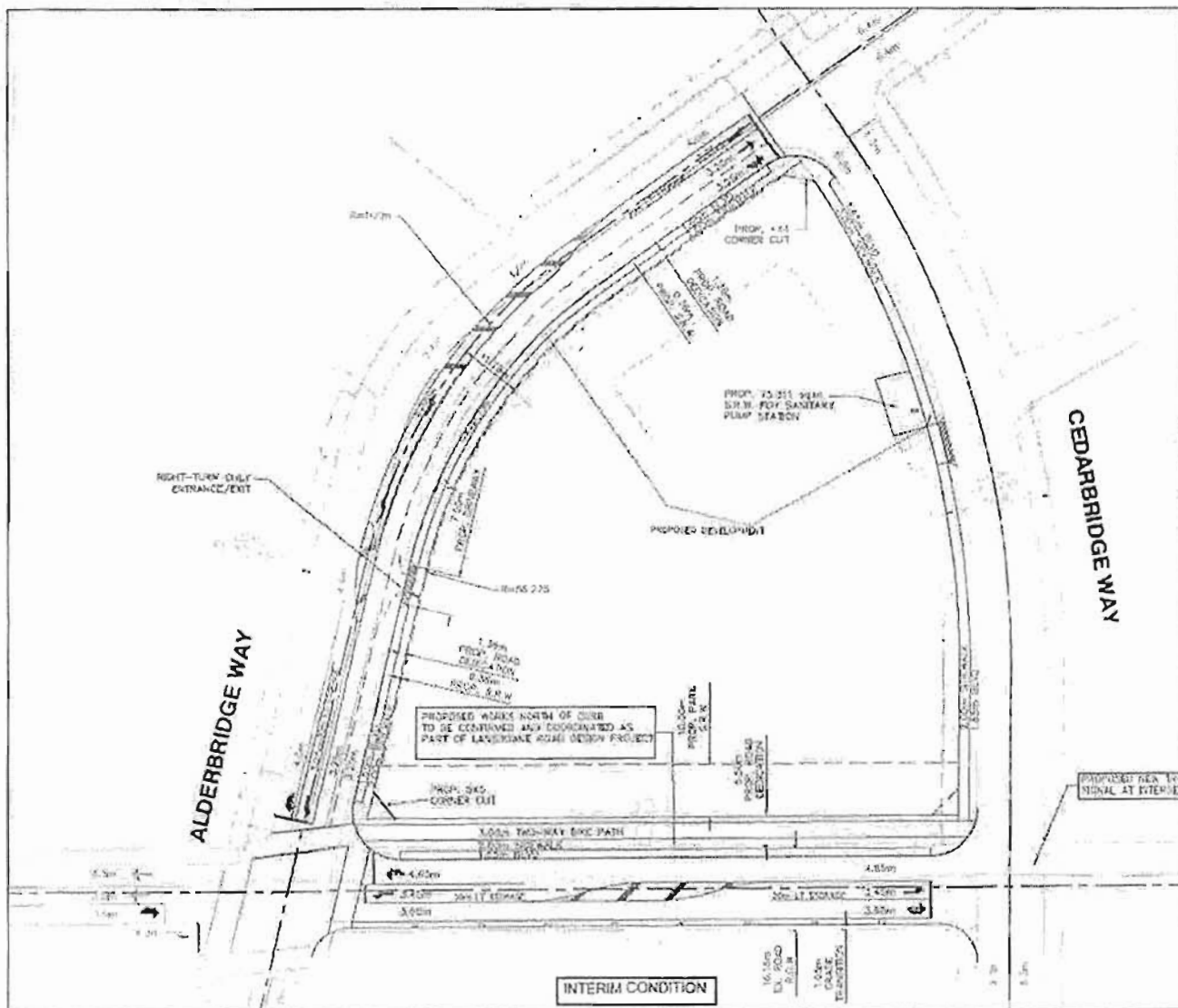
Signed



Date

October 5, 2012

Attachment 1
Functional Road Plan





**Richmond Zoning Bylaw 8500
Amendment Bylaw 8946 (RZ 11-593705)
7680 and 7720 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 9.4.4.7 as follows:
 - “7. Notwithstanding Section 9.4.4.3, for the RCL2 zone the maximum floor area ratio for the net site area of the site located within the City Centre shown on Figure 1 below shall be 2.252, provided that the owner:
 - a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and
 - b) creates a lot with an area of not less than 1,139 m² within the site as park.

Figure 1



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 **RESIDENTIAL / LIMITED COMMERCIAL (RCL2)**.

P.I.D. 001-183-222

Lot 1 Section 5 Block 4 North Range 6 West New Westminster District Plan 69080

P.I.D. 001-183-231

Lot 2 Section 5 Block 4 North Range 6 West New Westminster District Plan 69080

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8946**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>MM</i>
APPROVED by Director or Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER