



To: Mayor and Councillors
From: Wayne Craig
Director, Development
Date: February 9, 2024
File: RZ 23-011557
Re: **Application by Lansdowne Phase 1 Limited Partnership for Rezoning at 5300 No. 3 Road from the “Auto-Oriented Commercial (CA)” Zone to the “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” Zone**

Purpose

This memo responds to questions and feedback received during the Planning Committee Meeting on February 6, 2024 regarding the provision of three-bedroom market rental units, potential for a City-owned childcare facility and potential implications of construction cost escalation on the provision of future City-owned amenity space on the site.

Analysis

Three-bedroom Market Rental Units

While the proposed market rental unit mix presented to Planning Committee exceeds the City’s Official Community Plan (OCP) policy and Market Rental Housing Policy target of providing 40 per cent of market rental units as family units (units consisting of two or more bedrooms), Planning Committee members expressed a desire to see three-bedroom market rental units provided.

The applicant originally proposed to construct 151 market rental units comprising 9,438 m² (101,594 ft²) of habitable floor area on the west portion of Parcel 8, in keeping with City policy. Out of the 151 market rental units, 68 units, or 45 per cent, will be family-friendly units as indicated in Table 1.

Table 1 Market Rental Unit Details – Original Proposal

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	37m ² (400 ft ²)-	22 units	14.6 %
1-Bedroom	43m ² (463 ft ²)	61units	40.4 %
2- Bedroom	61m ² (660 ft ²)	68 units	45 %
3-Bedroom	-	None	-
Total	N/A	151 units	100%

Note 1: The unit mix and supply will be confirmed through the Development Permit* process.

Subsequent to Planning Committee's consideration of the application, the applicant reviewed the development proposal, market, and financial viability and propose to adjust the market rental unit mix to include 10 three-bedroom units as outlined in Table 2.

Table 2 Market Rental Unit Details – Revised Proposal

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	37m ² (400 ft ²)	20 units	12.7 %
1-Bedroom	43m ² (463 ft ²)	67units	42.7 %
2- Bedroom	61m ² (660 ft ²)	60 units	38.2 %
3-Bedroom	87m ² (935 ft ²)	10 units	6.4%
Total	N/A	157 units	100%

Note 1: The unit mix and supply will be confirmed through the Development Permit* process.

Should Council agree with the applicant's revised unit mix, staff recommend that Council grant first reading of the rezoning bylaw subject to the revised rezoning considerations contained in Attachment 1.

Community Amenity

The subject rezoning application provides the City with the opportunity to secure up to 577.7 m² (6,218.31 ft²) of City-owned amenity space. The staff report recommends securing the construction of this amenity space in a subsequent phase of development as part of a larger City-owned facility on the site. The OCP envisions that upon build-out of the entire property, the City will have the ability to secure up to 9,375 m² (53,550 ft²) of City-owned amenity space on-site.

Planning Committee requested assurance that deferring construction of this amenity space to a subsequent phase of development would not be impacted by potential construction cost escalation. Legal agreements secured through the preceding OCP Amendment (adopted by Council on November 27, 2023) and the rezoning considerations secured through this application ensure the City may secure up to 4,975 m² (53,550 ft²) of the City-owned amenity space at the discretion of Council. The location, configuration and use of the future City-owned amenity space is at the discretion of the Council although the OCP envisions that a large City-owned facility would be located at the northeast corner of the intersection of Lansdowne Road and No. 3 Road (with convenient access to the Canada Line Station, a proposed Civic Plaza and Lansdowne Linear Park). The \$5,416,148 security secured through this rezoning application is being collected as an interim security towards the construction of the potential future City-owned facility.

The applicant understands and acknowledges that the use of the any City-owned amenity space will be determined by Council at a future date.

Childcare

Planning Committee members expressed a desire for a childcare facility to be provided on-site.

Based on a review of the current development proposal for Phase 1A, staff identified that a physical childcare facility/Early Childhood Development Hub space is not required to be incorporated into the current development Phase (1A). As indicated above, Council retains the ability to require a City-owned childcare facility as part of the potential 9,375 m² (53,550 ft²) of City-owned amenity space on-site.

The applicant has considered the feedback from Planning Committee and in order to respond to the desire for childcare to be included in the Phase 1A site, the applicant is committed to working with the non-profit housing provider that would manage the LEMR units, to explore the inclusion of home business based childcare programs as an option for up to three ground oriented LEMR units to be provided on Parcel 8 as outlined in Attachment 2. Further details on the applicant's proposal will be explored through the Development Permit process.

Conclusion

In response to questions and feedback received during the Planning Committee Meeting on February 6, 2024, the following information is provided to Council:

- The applicant is prepared to adjust the Market Rental unit mix to include 10 three-bedroom units as outlined in Table 2. Should Council agree to the proposed unit mix, staff recommend that first reading of the rezoning bylaw be granted subject to the revised rezoning considerations in Attachment 1.
- Legal agreements secured through the preceding OCP amendment application and the Rezoning considerations for the subject rezoning application, secure the applicant's commitment to construct 577.7 m² (6,218.31 ft²) of City-owned amenity space in a subsequent phase of development on-site should Council desire on-site amenity space.
- Council retains discretion to determine the use of any on-site City-owned amenity space to be provided in subsequent phase of development including a childcare facility/Early Childhood Development Hub.
- To address the provision of childcare use in the Phase 1A development, the applicant is committed to exploring including up to three LEMR units being used for home business childcare programs as outlined in Attachment 2.

For additional information, please contact the undersigned.


Wayne Craig
Director, Development
604-247-4625

WC:js

Att. 1: Revised Rezoning Considerations
2: Applicant Proposal for Family Day Care

pc: SMT
Suzanne Smith, Program Manager, Development
Viren Kallianpur, Program Manager, Urban Design



Address: 5300 No.3 Road

File No.: RZ 23-011557

Prior to final adoption of Richmond Zoning Amendment Bylaw 10511, the developer is required to complete the following:

1. (***Official Community Plan Amendment Bylaw***) Final Adoption of OCP Amendment Bylaw 10523.
2. (***NAV Canada Building Height***) Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
3. (***Site Contamination- Dedicated and/or Transferred Land***) Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated and/or transferred land. Such assurances could include one or more of the following:
 - 3.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication and/or transferred lands);
 - 3.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated and/or transferred to the City are in a satisfactory state from an environmental perspective; and
 - 3.3. The registration of a legal agreement on the title to the Lands which provides that:
 - 3.3.1. No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - 3.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
4. (***Consolidation, Subdivision, Dedication and Land Transfer***) Registration of a Subdivision Plan to the satisfaction of the City. Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:
 - 4.1. Road Dedication:

Dedication of approximately 5,537 m² (1.36 Ac.) for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule A) and Preliminary Road Functional Plan (Schedule B).

All land dedication identified can be further refined in the rezoning and Servicing Agreement* process to accommodate roadway improvements and is subject to the discretion and satisfaction of the Director of Transportation.

Final extents and amounts to be determined through the required Servicing Agreement* application process, to the satisfaction of the Director of Transportation. Road dedication areas include:

 - 4.1.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):
 - i) A strip of land dedication with a varying width between 3.17 m and 5.35 m along the entire length to accommodate road elements to the back of the proposed sidewalk along the south side of the street. The width of land dedication to be increased to 5.35 m just east of No. 3 Road to accommodate the intersection widening for an additional westbound left-turn noted below. Note that the amount of land dedication may need to be refined pending whether the existing trees along the south side of Alderbridge Way will be retained or removed, with an intent to place the property line at the back of the sidewalk.
 - ii) Minimum 6 m x 6 m corner cuts at Alderbridge Way intersections with Kwantlen Street, Hazelbridge Way, Cooney Road and No. 3 Road.
 - 4.1.2. Kwantlen Street (Between Alderbridge Way and E-W Mews):

- i) A strip of land dedication with a varying width between approximately 2.291 m and 5.447 m along the entire length to accommodate road elements to the back of the proposed sidewalk on the west side of the street.

4.1.3. Cooney Road (Between Alderbridge Way and E-W Mews):

- i) Generally a 28.45 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street including minimum 6 m x 6 m corner cuts at intersection with Alderbridge Way. Ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.

4.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):

- i) Alderbridge Way to East-West Mews: a varying width 15.1 m at E-W Mews to 18.20 m at Alderbridge Way wide strip of land dedication required to accommodate road elements along both sides of the road from approximately the existing curb on the west to the back of the proposed sidewalks on the east side. Including minimum 6 m x 6 m corner cuts at intersections with Alderbridge Way.

4.2. City-Owned Park:

Transfer of at least 2,441 m² (0.60 ac.) to the City as fee simple for park and related purposes, as indicated on the Preliminary Subdivision Plan (Schedule A). The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer/owner.

5. (**Public Rights of Passage Statutory-Rights-of-Way – SRWs**) Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide right-of-ways for the purposes of public passage and utilities to facilitate public access, related landscaping and infrastructure, including:

5.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

2.00 m at the back of the proposed future property line on the south side of Alderbridge Way for public access of approximately 620.5 m² (0.15 ac.). Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The 1.0m MUP portion of SRW(s) will be maintained by City, while the 1.0m "greenway" portion of this SRW(s) will remain privately owned and maintained.

5.2. E-W Mews:

5.2.1. Hazelbridge Way extension and Cooney Road:

- i) A 10.6 m wide strip of land along the entire length to provide an east/west connection between Hazelbridge Way extension and Cooney Road extension for public access.
- ii) Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveways of Parcel 2 and 5 in subsequent phases when parcels to the south redevelop. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit* and Servicing Agreement* issuance.

5.2.2. Cooney Road and Kwantlen Street:

- i) A 3.16 m to 6.0 m varying width strip of land north of the southern property line along the entire length of Parcel 8 to secure an Interim Green Link and to provide an east/west connection between Cooney Road Extension and Kwantlen Street. In addition to a 3.75m strip of land south of the southern property line of Parcel 8 to secure access to/from the development and Kwantlen Street. With the understanding that the Ultimate Green Link is to be provided in a subsequent phase once Parcel 9 to the south redevelops.
- ii) Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveway of Parcel 8 and Cooney Road during this phase and subsequent phases when Parcel 9 to the south redevelops. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit* and Servicing Agreement* issuance. Associated SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

5.3. Public Open Space:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide Statutory Right of Ways, as shown generally on the Preliminary Subdivision

Plan (Schedule A), of approximately 7,844.40 m² (1.94 ac.), including the provision of the following, to the satisfaction of the City:

5.3.1. Lansdowne Road (Between No. 3 Road and Kwantlen Street):

Any SRW(s) in the City's favour to secure the Phase 1A Lansdowne Linear Park including the Interim Western Linear Park, Interim Central Linear Park, and Interim Neighbourhood Plaza to the satisfaction of the Director of Transportation and Director Parks Services.

5.3.2. Major North-South Greenlink:

A total 12.0 m SRW(s) in the City's favour with 6.0 m dedicated from the east side of Parcel 2 and 6.0 m from the west side of Parcel 5 to secure free and unimpeded public use and access to the Major North-South Greenlink between Parcel 2 and Parcel 5 to the discretion and satisfaction of the Director of Transportation and Director Parks Services. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Agreement for applicant to enter into a Servicing Agreement* to deliver the North-South Greenlink with consideration for the design to prioritize pedestrians while allowing cycling future retrofit of a bi-directional cycling facility.

5.3.3. Minor North-South Greenlink:

A 6.0 m SRW(s) in the City's favour to secure free and unimpeded public use and access to the Minor North-South Greenlink on the east side of Parcel 8 along Kwantlen Street between Alderbridge Way and E-W Mews. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit* and Servicing Agreement* issuance to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

5.4. City Scale Mobility Hub:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an approximately 265m² SRW(s) in the City's favour to secure the area of and public access to an Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition will be implemented in a later phase of development (Phase 6). The location of the Mobility Hub will be on private property abutting the future Civic Plaza with Phase 1A elements on the south side of the Future East-West Road by Parcels 1A, as indicated in the Interim Mobility Hub Plan (Schedule C). The SRW will be privately owned and maintained. The understanding is that the Interim Mobility Hub will be started in Phase 1A, with additional changes and new elements and SRW(s) to the north of Future East-West Road in Phase 2 to cover additional Mobility Hub elements. Further details on the Mobility Hub can be found in the TDM section.

5.5. Parcel 8 Car Share:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an SRW(s) in the City's favour to secure two car share spaces in Parcel 8 including any space required to ensure and enable 24 hr. public access and use of the car share spaces. This includes but is not limited to any part of the private property such as driveways, drive aisle, corridors, hallways, stairwells, walking paths, elevators, gates etc. needed.

6. **(Parking Strategy)** City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements and secure parking for specific uses in compliance with Zoning Bylaw requirements.

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use, securing the owner's commitment to provide:

6.1. (Off-Street Bicycle Parking):

A total of 1,302 Class 1 and 211 Class 2 off-street bicycling spaces are provided:

6.1.1. Parcel 2:

- i) Class 1: 485 (56 Double Decker, 140 Double Duplex, 201 Single Horizontal, 88 Vertical Rack).
- ii) Class 2: 80 (63 Inside Single Horizontal, 17 Outside Single Horizontal).

6.1.2.Parcel 5:

- i) Class 1: 454 (16 Double Decker, 236 Double Duplex, 170 Single Horizontal, 32 Vertical Rack).
- ii) Class 2: 73 (40 Inside Single Horizontal, 33 Outside Single Horizontal).

6.1.3.Parcel 8:

- i) Class 1: 363 (240 Double Duplex, 123 Single Horizontal).
- ii) Class 2: 58 (31 Inside Single Horizontal, 27 Outside Single Horizontal).

6.1.4.No development shall be permitted, restricting Development Permit* issuance for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and related features.

6.1.5.No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.

6.1.6.No occupancy shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required Class 1 and Class 2 off-street bicycle parking and related features are completed and have final Building Permit* inspection granting occupancy.

6.2. Off-Street Vehicle Parking:

Vehicle Parking Supply and Type:

6.2.1.Parcel 2:

- i) A total of 440 vehicle parking spaces are provided based as follows:
 - a. Residential: Provision of 386 parking spaces using a rate of 1.0 spaces per dwelling unit.
 - b. Visitor/Retail: Provision of 54 shared residential visitor and commercial retail parking spaces.

ii) Parking Type

- a. Accessible Parking: Provision of 10 accessible parking spaces.
- b. Small Car: Provision of 188 (43% of total parking) small car spaces.
- c. Regular Car: Provision of 242 (55% of total parking) regular car spaces.

iii) Parking Management Plan

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment regarding parking management plan, subject to the approval of the Director of Transportation, for the shared commercial and residential visitor parking that may feature but is not limited to the following:

- a. A single shared pool of parking for the retail and residential visitor uses with no reserved spaces. The parking lot will have signage and an overhead gate with intercom to control access. Parking will be open to all users during retail operating hours and access to parking spaces will be restricted to residential visitors only outside of these periods.
- b. Paid retail parking. Parking fees may be discounted, or waived, for commercial patrons and residential visitors to provide convenient parking for site users while also controlling parking use.
- c. Maximum parking durations to prevent long-term parking and encourage parking turnover. Overnight parking may be permitted for approved residential visitors.
- d. Restricting building residents from parking in the visitor spaces through license plate registration and monitoring.
- e. Visitor parking pass system to manage and control visitor parking demands. Visitor pass allocation would be limited on a per-unit basis.
- f. Security and enforcement to ensure all parking policies are followed and enforced. Parked vehicles violating these policies will be warned, fined, and/or towed.
- g. Providing signage clearly indicating any time or fare controls. Signage should also state the parking spaces are only intended for visitors of the specific building.

6.2.2.Parcel 5:

- i) A total of 401 vehicle parking spaces are provided as follows:
 - a. Residential: Provision of 364 parking spaces using a rate of 1.0 spaces per dwelling unit.
 - b. Residential Visitor: Provision of 37 visitor parking.

- ii) Parking Type
 - a. Accessible Parking: Provision of nine (9) accessible parking spaces.
 - b. Small Car: Provision of 116 (29% of total parking) small car spaces.
 - c. Regular Car: Provision of 276 (69% of total parking) regular car spaces.

6.2.3.Parcel 8:

- i) A total of 161 vehicle parking spaces are provided:
 - a. Market Rental: Provision of 76 parking spaces reflecting 0.60 spaces per dwelling unit.
 - b. Affordable Rental: Provision of 56 parking spaces reflecting 0.4 spaces per dwelling unit.
 - c. Visitor: Provision of 29 visitor parking spaces using a rate of 0.1 visitor parking spaces per unit.
- ii) Parking Type:
 - a. Accessible Parking: Provision of five (5) accessible parking spaces.
 - b. Small Car: Provision of 72 (45% of total parking) small car spaces.
 - c. Regular Car: Provision of 84 (52% of total parking) regular car spaces.

6.3. Public Use Agreement:

6.3.1.Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that: a) all residential visitor parking spaces are shared with commercial uses, b) all shared parking spaces remain unassigned; c) all shared parking spaces are located on or close to the ground level of the parking structure; d) all shared parking spaces are identified with signage as to their intended usage; e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during nonstandard business hours; g) identify the shared parking stalls in the Development Permit plans; h) identify the shared parking stalls in the Building Permit plans; and j) prior to building inspection permitting occupancy, provide wayfinding and stall identification. Shared parking spaces will be made available for the use of the public, at the sole cost of the property owner, to the satisfaction of the Director, Transportation; Director, Parks Services; and Director, Development. The terms of such legal agreements will include but will not be limited to the following:

6.3.2.For Parcel 2, 54 shared parking spaces for residential visitor and commercial retail including 20 small car spaces, 32 regular car spaces, and 2 accessible car spaces.

6.3.3.Commercial and residential visitor parking shall be shared and shall not be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees, specific persons, specific businesses and/or specific units.

6.3.4.Public use parking spaces secured under this legal agreement(s) shall be available on an hourly basis (i.e. no monthly or longer terms): For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted at Centre Park, Civic Plaza, and/or the community amenity. At a maximum hourly rate equal to the public parking at other City spaces (ex. Richmond Oval, community centre), to the satisfaction of the City.

6.3.5.No development shall be permitted, restricting Development Permit* issuance for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and related features.

6.3.6.No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.

6.3.7.No occupancy shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required residential, commercial and visitor parking and related features are completed and have final Building Permit* inspection granting occupancy.

6.4. Transportation Demand Management (TDM):

Registration of a legal agreement to secure the property owner's voluntary commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of facilitating alternative

modes of transportation to support the site . TDM strategies as determined to the satisfaction of the Director of Transportation are below:

- 6.4.1. Transit Pass Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
- i) Provide two years of two-zone monthly transit passes for 100% of market rental and affordable rental units. The approximate value of this is \$982,872.
 - i) Letter of Credit provided to the City for 100% of the transit pass program value.
 - ii) Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of “subscribed” users to the program, until full unit count is exhausted over a period of two year.
 - iii) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full two year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City’s discretion.
 - iv) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreement.
- 6.4.2. Car-Share Parking, Vehicles and Membership for Parcel 8: Registration of a legal agreement on title requiring that no development shall be permitted on Parcel 8, restricting Development Permit* issuance until the developer provides for parking for the lot’s required proportion of two (2) car-share vehicles together with electric vehicle (EV) charging stations, car-share vehicles, contractual arrangements with car-share operator, and car-share service membership, all to the satisfaction of the City. More specifically, the two (2) car-share parking stalls and two (2) vehicle requirements shall include the following:
- i) The car-share parking spaces shall be located together on the ground floor where they will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access.
 - ii) The car-share spaces shall be provided in addition to residential visitor parking requirements.
 - iii) The car-share spaces shall be equipped with electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of car-share vehicles parked in the required car-share spaces.
 - iv) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
 - v) “No development” shall be permitted on the lot, restricting Development Permit* issuance, until the developer:
 - a. Designs the lot to provide for the required car-share facility, including car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (eg. EV 240V chargers, signage).
 - b. Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements.
 - c. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (eg. operator’s contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
 - vi) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required car-share facility.
 - vii) “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building, in whole or in part, until the developer:
 - a. Completes the required car-share facility on the lot and it has received final Building Permit* inspection granting occupancy.
 - b. Enters a contract with a car-share operator for the operation of the car-share spaces on the lot for a minimum term of three (3) years, which contract shall include, that:
 - i. The required car-share facility and vehicles(s) will be 100% available for use upon Building Permit* inspection granting occupancy of the first building of the lot, in whole or in part

(excluding parking intended as an ancillary use to non-parking uses), unless otherwise determined to the satisfaction of the car-share operator and the City.

- c. Car-share Membership Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a car-share membership program, including the following method of administration and terms:
 - i. Provide car-share service membership tied to the unit and not the occupant for 100% of market rental and affordable housing units.
 - ii. Letter of Credit provided to the City for 100% of car-share membership program value in the amount of \$73,500.
 - iii. Administration by car-share service, housing society or management company. The owner is not responsible for the monitoring of use of car-share membership but only noting number of “subscribed” users to the program.
- d. If the car-share membership is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full car share program has been exhausted. Should not all car share memberships be utilized by the end of the third year, the remaining funds equivalent to the value can be discharged.
 - i. The availability and method of accessing the car-share memberships is to be clearly explained in the tenancy agreement.

6.4.3. Enhanced Bicycle Facilities at Parcel 2, Parcel 5 and Parcel 8: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit*:

- i) Bicycle maintenance and repair facility: One bicycle maintenance and repair facility for each of Parcel 2, Parcel 5 and Parcel 8 for the shared use of all residents within each parcel, including bicycle repair stand (with tools), foot pump, faucet, house and drain for bicycle washing. A note is required on the Building Permit* and Development Permit*. Appropriate signage is required.
- ii) Provision of standard 120V outlets for 25% of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging.
- iii) Enhanced Class 2 Bicycle Parking:
 - a. Provision of 64% of required Class 2 bicycle parking shall be provided indoors with weather protection.
- iv) “No development” shall be permitted, restricting Development Permit* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
- v) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City requirements.
- vi) “No occupancy” shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit* inspection granting occupancy.
- vii) The developer/owner shall, at its sole cost, design, install and maintain on the lot, to the satisfaction of the City as determined via the Servicing Agreement*:
 - a. Bicycle maintenance area: A bicycle maintenance area for visitors in a covered area within the greenway between Parcels 2 and 5.

6.4.4. EV Ready Visitor Parking Spaces: The developer will provide Level 2 240 Volt Plug-ins for 25% of the proposed visitor parking spaces, with four outlets on a 40-amp branch breaker.

6.5. Mobility Hubs:

- 6.5.1. The property owner is required to undertake transportation related improvements, including the introduction of a Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition/standard will be implemented in a later phase of development (Phase 6). An Interim Mobility Hub 1 is to be provided starting in Phase 1A and to be completed in Phase 2. Registration of a legal agreement securing Interim Mobility Hub 1 as a condition of the first rezoning in Phase 1A, and registration of a legal agreement securing the final Mobility Hub 1 as a condition of the first

rezoning: Mobility hub generally to follow Interim Mobility Hub Plan (November 2022) and Lansdowne Mobility Hub Vision (January 2021) and are summarized below:

TABLE 2

Interim Mobility Hub 1 (Interim City Scale Mobility Hub). No rezoning of Phase 1A conditional to registration of legal agreement securing the following:	
Timing	Interim Mobility Hub 1 would be introduced in Phase 1A and completed in Phase 2. Interim Mobility Hub 1 would remain in place until its replacement by the permanent Mobility Hub 1.
Intention	Shared by users of the existing shopping centre and residents of the initial phases of development.
Location	Private property abutting the future Civic Plaza with elements on both sides of the Future East-West Road by Parcels 1A and 1B.
Features include but are not limited to:	Accessible parking spaces (5), EV charging spaces (12), pick up/drop off, taxi/ride hailing spaces (5), service vehicle parking, enhanced pedestrian and micromobility connections, shared bike and micro-mobility parking area, enhanced class 2 secured bike parking and provision for electrical connection (min 15), seating, weather protection, enhanced connections to Phase 1A, wayfinding, and shuttle/Handydart layby parking.

6.5.2.No development shall be permitted, restricting Development Permit* issuance for a building on the lot, in whole or in part, until the developer provides the related TDM design as approved by the City.

6.5.3.No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required TDM measures including a letter by the engineers assuring that the facilities satisfy the City's objectives.

6.5.4.No occupancy shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required TDM measures are implemented and have final Building Permit* inspection granting occupancy.

7. (Loading Supply) Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide total of seven (7) medium size loading spaces are proposed as part of the rezoning:

7.1. Parcel 2:

7.1.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

7.1.2.Commercial Loading: Provision for one (1) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

7.2. Parcel 5:

7.2.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

7.3. Parcel 8:

7.3.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

8. (Site Access) Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from the subject site as a condition of the applicable rezoning. Requirements shall be confirmed to the satisfaction of the City, on a lot-by-lot basis, prior to rezoning, Development Permit* and Servicing Agreement* issuance.

8.1. Parcel 2:

8.1.1.One (1) driveway crossing, along Hazelbridge Way at E-W Mews.

8.1.2.One (1) site access off East-West Mews (permitting full movement in the interim and left-in and right-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).

8.2. Parcel 5:

8.2.1.One (1) driveway crossing, along Cooney Road at E-W Mews.

8.2.2. One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).

8.3. Parcel 8:

8.3.1. One (1) driveway crossing, along Kwantlen Street at E-W Mews.

8.3.2. One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes).

9. **(Tree Removal, Replacement, & Relocation)** Removal and protection of on-site and City trees, providing tree replacement and tree survival securities entering into legal agreement(s) to the satisfaction of the City (as generally indicated on the Preliminary Tree Management Plan /Schedule D), including:

9.1. Landscape Plan :

Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:

- i) include a mix of coniferous and deciduous trees;
- i) include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- ii) include the 144 required replacement trees with the following minimum sizes:

TABLE 3

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
144	6 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for City planting is required.

9.2. On-Site Tree Protection:

9.2.1. Certified Arborist Contract: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the two on-site trees to be protected (tag# 245, 246). The contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.

9.2.2. Tree Protection Fencing: Installation of appropriate tree protection fencing around all trees to be retained (tag #245-246) as part of the development prior to any construction activities, including building demolition, occurring on-site.

9.3. City Trees:

9.3.1. City Tree Removal Compensation:

The value of the developer's voluntary contribution is \$20,736 towards the City's Tree Compensation Fund for tree planting elsewhere in the City in compensation for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

9.3.2. City Tree Replacement:

27 replacement trees need to be planted on city property for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

9.3.3. City Tree Survival Security:

- i) Alderbridge Way Central Boulevard:

Enter into a legal agreement and submission of a tree survival security (Letter of Credit) in the amount of \$158,720.00, to secure the required protection of 16 existing City trees along the central boulevard along Alderbridge Way (tag# 747-762), at the developer's sole cost, through the project's Development Permit* processes. Subject to tree survival, the security is to be released 90% at completion of Development Permit works and the remaining 10% at the end of a one-year maintenance period. In the event tree survival is not achieved, the developer shall be required to make a cash-in-lieu contribution for the

planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).

ii) Tree Survival Security Agreements:

Execution of legal agreements with respect to each tree survival security regarding use and return of each security, to the satisfaction of the City.

iii) Certified Arborist Contract:

Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the City trees to be protected. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.

iv) Tree Protection Fencing:

Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities.

10. (**Mixed Use**) Registration of a covenant on title that identifies the building on Parcel 2, shown as Lot 1 on the Preliminary Subdivision Plan (Schedule A) as a mixed use building.

11. (**Mixed-Use Noise**) Registration of a legal agreement on title that identifies the building as a mixed use building, and indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal non-residential use from penetrating into residential areas on-site and on neighbouring sites that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.

12. (**Aircraft Noise Covenant**) Registration of an aircraft noise sensitive use covenant on title.

13. (**Aircraft Noise Design**) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noises to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

13.1. 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

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

14. (**Flood Construction**) Registration of a flood indemnity covenant on title as per Flood Plain Designation and Protection Bylaw No. 8204, Area "A".

14.1. Flood Control Level (FCL) applies. Other than vehicle and bicycle parking, no other use is permitted below FCL.

15. (**View and Other Development Impacts**) Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

16. (**Affordable Housing**) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director, Community Social Development. The

terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- 16.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of 10,857 m² (116,867 ft²) or at minimum the net ('habitable') area of the LEMR units must equal 15 percent of the total net residential area,
- 16.2. All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).
- 16.3. The imposition of any place age-based restrictions on occupants of any affordable housing unit is prohibited.
- 16.4. The developer shall, as generally indicated in the table below:
 - i) Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMUR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
 - ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit*.

TABLE 4

Unit Type	Affordable Housing Strategy Requirements (1) (2)			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**	Unit Mix	BUH
Studio	400 ft ²	\$811	\$34,650 or less	7.8% (11 units)	100%
1 Bed Room	535 ft ²	\$975	\$38,250 or less	26.2% (37 units)	100%
2 Bed Room	741 ft ²	\$1,218	\$46,800 or less	34.0% (48 units)	100%
3 Bed Room	980 ft ²	\$1,480	\$58,050 or less	32.0% (45 units)	100%
Total	N/A	N/A	N/A	100% (141 units) 10,857 m² (116,867 ft²)	100%

(1) May be adjusted periodically, as provided for under City policy.

(2) Project Targets may be revised through an approved Development Permit* process provided that at least 141 LEMR units are provided.

- 16.5. Single ownership is required for the affordable housing units (single owner for all affordable housing units). The affordable housing unit locations are to be determined to the satisfaction of the Director of Development and Director, Community Social Development through an approved Development Permit*. The clustering of units, as proposed, is supportable provided a non-profit operator is secured to manage the LEMR units.

NOTE: The applicant has indicated to the City that it plans to pursue an agreement with a non-profit organization to manage the development's required LEMR units. To support this partnership, the City is willing to accept clustering of the required units and, in light of this, recommends clustering of other building features intended for the exclusive use of the affordable housing tenants (e.g., parking and Class 1 bike storage). Prior to Development Permit* approval, the applicant is requested to submit, for consideration by the City, a memorandum of understanding with a non-profit operator(s) demonstrating, among other things, support for the developer's proposed clustered affordable housing unit arrangement.

- 16.6. 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 amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- 16.7. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related

facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit* issuance.

- 16.8. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director, Community Social Development.
- 16.9. “No development” shall be permitted, restricting Development Permit* issuance for any building in whole or in part, until the developer, to the City’s satisfaction:
- i) Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and
 - iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
- 16.10. No Building Permit* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 16.11. “No occupancy” shall be permitted, restricting final Building Permit* inspection granting occupancy for any building, in whole or in part, until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.

17. (Market Rental Housing) Entering into a Market Rental Agreement and registration of a Covenant for the provision of market rental housing on Parcel 8, shown as Lot 3 in the Preliminary Sub-division Plan (Schedule A) to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- 17.1. The required minimum floor area of the market rental housing building shall be equal to a combined habitable floor area of at least 9,438 m² (101,594 ft²), or at minimum the net (‘habitable’) area of the Market Rental units must comprise 15 percent of the total net residential floor area of the development (excluding LEMR floor area).
- 17.2. All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot) on a lot-by-lot basis.
- 17.3. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements.
- 17.4. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):
- 17.4.1. All indoor amenity spaces and outdoor amenity spaces provided for residents of the building as per OCP, City Centre Area Plan, and Development Permit* requirements.
- 17.4.2. All parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* requirements.
- 17.5. The terms of the market rental agreement shall indicate that they apply in perpetuity and provide for the following:
- 17.5.1. Ensure that Basic Universal Housing features shall be provided in a minimum of 100% of the market rental housing units in accordance with the OCP Market Rental Policy.
- 17.5.2. Achieve following the Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit*.

TABLE 5

Unit Type	Min. Unit Area	Unit Mix (1)	BUH (1)
Studio	37m ² (400 ft ²)-	12.7 44.6% (22 units) 20	12.7 44.6% (22 units) 20
1-bedroom	43m ² (463 ft ²)	42.7 40.4% (64 units) 67	42.7 40.4% (64 units) 67

PH - 110

2-bedroom	61m ² (660 ft ²)	38.24 5.9% (68 units)60	38.24 5.9% (68 units) 60
3-bedroom	87 m ² (935 ft ²)	6.4% (10 units)	6.4% (10 units)
Total	N/A	157 154 Units	100% (154 units)157

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process

17.6. “No development” shall be permitted, restricting Development Permit* issuance for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer:

17.6.1. Designs the Lot 3 (Parcel 8) to provide for the market rental housing units and ancillary spaces;

If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit*.

17.7. No Building Permit* shall be issued for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.

17.8. “No occupancy” shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit* inspection granting occupancy.

18. (Housing Tenure) Registration of a restrictive covenant prohibiting

18.1. the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and

18.2. the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

19. (Public Art – On-Site) City acceptance of the developer’s offer to make a voluntary contribution towards the City’s Public Art Fund, the terms of which shall include the following:

19.1. The value of the developer’s voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site’s proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

TABLE 6

Use	Minimum Developer Contribution Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$0.99/ ft ²	610,195.32 ft ²	\$ 604,093.36
Commercial	\$0.52/ ft ²	7,114.94 ft ²	\$ 3,699.77
Total	Varies	617,310.26 ft²	\$ 607,793.14

19.2. In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.

19.3. Prior to adoption of a rezoning bylaw for the first rezoning of the subject site, a Public Art Master Plan for the entire Lansdowne Development (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Arts, Culture and Heritage Services and Director, Development.

19.4. Prior to rezoning bylaw adoption, the developer shall submit a Public Art Plan, for the subject site, to the satisfaction of the Director, Arts Culture and Heritage Services. The Public Art Plan shall be:

19.4.1. Prepared by an appropriate professional.

19.4.2. Based on a contribution value of at least the total amount indicated in the table in item a) above.

19.4.3. Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, Capstan Public Art Plan and other relevant supplementary public art and

heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

19.4.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.

19.4.5. NOTE: For contributions with a cumulative budget over \$250,000, the Public Art Plan is presented for Council approval prior to Building Permit* issuance.

19.4.6. Implemented by the developer, as required by legal agreement(s) registered on Title to prior to rezoning adoption.

19.5. "No development" shall be permitted on the subject site, restricting Development Permit* issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:

19.5.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the subject site and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption).

19.5.2. Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City) to secure the developer's implementation of the Public Art Plan, the collective value of which shall be at least \$607,793.14, including \$30,389.66 as a cash contribution equal to 5% of the total amount indicated in the table in item a) above (\$607,793.14) and a Public Art security Letter of Credit in the amount of \$577,403.48, being the total amount identified in item a) above.

19.6. "No occupancy" shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject site until:

19.6.1. The developer, at the developer's sole cost and expense, commissions one or more artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City owned site, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject site (which right-of-way shall be to the satisfaction of the City and secured by one or more legal agreements for rights of public passage, public art, and related purposes including maintenance, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).

19.6.2. The developer, at the developer's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the City-approved Public Art Plan, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent strata corporation if on the subject site (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.

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

19.6.4. The developer, at the developer's sole cost and expense, has submitted a final report to the City, to be submitted promptly after completion of the installation of the public art in accordance with the City-approved Public Art Plan, which report, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, includes:

- i) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- ii) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- iii) The maintenance plan for the public art prepared by the artist(s);

- iv) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

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

20. (Community amenity contribution): As per the OCP amendment/ Master Development Agreement, the commitment is:

- 20.1. In satisfaction of the Urban Core Transect (T6) and the Village Centre Bonus Area density bonusing provisions (all as described in the CCAP), with particulars to be determined through the Rezoning Application processes. Without limiting the City's discretion, it is anticipated that the cumulative area associated with the foregoing will be as follows:
- 20.1.1. approximately 1,778 square meters (19,140 square feet) of childcare space or cash equivalent associated with area designated as Urban Core Transect (T6); and
- 20.1.2. approximately 3,196 square meters (34,400 square feet) for either childcare space or another type of community facility, or cash equivalent associated with the area designated as Village Centre Bonus Area
- 20.1.3. for a total cumulative area of approximately 4,975 m² (53,550 ft²) of the Community Amenity Space, Cash in Lieu, or a mix of the two. The Owner acknowledges and agrees that, except as set out in section 14.2 [Community Amenity – Process], the location, configuration and mix of Community Amenity Space and Cash in Lieu remains at the discretion of the City Council
- 20.2. Based on a review of the current development proposal for Phase 1A, staff confirm that no provision of a physical child care facility/Early Childhood Development Hub space is required to be incorporated into the subject development and recommend that a cash- in-lieu contribution be accepted in lieu of on-site amenity space towards the "Interim Amenity Security" in compliance with the OCP and Master Phasing and Amenities Agreement, prior to rezoning bylaw adoption, of \$ 5,416,148.01 based on the equivalent-to-construction-value rate of \$871.00 per square foot and 5% of the site's maximum permitted VCB bonus floor area and 1% of total Residential building area for Area within Urban Core Transect (T6 area). If the payment is not made within one year of third reading of the zoning amendment bylaw, the Council-approved "equivalent to construction value" community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable. A summary is provided below:

TABLE 7

VCB Bonus Area	5% of Maximum VCB Bonus Floor Area	Rate	Minimum Interim Amenity Security
661m ² (7,115 ft ²)	33.05m ² (355.75 ft ²)	\$871/ ft ²	\$ 309,858.25
Urban Core Transect (T6) Bonus Area	1% of total residential building area	Rate	Minimum Interim Amenity Security
54,465m ² (586,256 ft ²)	544.65m ² (5,862.56 ft ²)	\$871/ ft ²	\$ 5,106,289.76
Total			\$ 5,416,148.01

20.3. The City is interested in the provision of a physical child care facility/Early Childhood Development Hub and understand that this amenity would be realized in Phase 7 of the Lansdowne Development as per the OCP amendment. As a condition of completion of any first Rezoning with respect to Phase 7, or as otherwise directed by City Council in connection with such first Rezoning Application, the owner will enter into further agreement in accordance to Section 14.2 as part of the Master Development Agreement. The Interim Amenity Security provided as part of each Rezoning Application upto to the first Rezoning Application of Phase 7 will be replaced in accordance to Section 14.2 (b) (iii) as per the Master Development Agreement.

21. (District Energy Utility (DEU): Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, signing owner's commitment to connect to District Energy

Initial: _____

Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 21.1. No Building Permit* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 21.2. No Building Permit* will be issued for a building on the subject site unless if, prior to issuance of the Development Permit*, for the subject site the City and the City's DEU service provider, LIEC have provided the owner with written notice that:
 - 21.2.1. the interim low carbon energy plant to provide cooling to the Phase 1 building(s) is to be located on-site, and the Phase 1 building(s) will connect to a DEU for the provision of heating and domestic hot water heating, the owner:
 - i) designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and to an onsite interim low carbon energy plant (cooling) for the provision of cooling, as directed by the City's service provider, LIEC;
 - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide cooling to the Phase 1 building(s), as directed by the City's service provider ,LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
 - iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations)) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
 - iv) provides a cash in lieu contribution equivalent to the additional construction and installation costs that the owner would otherwise have incurred if the interim low carbon energy plant onsite was to provide any combination of heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), rather than solely to provide cooling to the Phase 1 building(s). Such cost differential will be determined by a third party quantity surveyor agreed to between the parties, and who's costs shall be paid by the owner; and
 - v) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant (cooling) and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site. or
 - 21.2.2. the interim low carbon energy plant to provide heating, cooling, and domestic hot water heating to the Phase 1 building(s) is to be located on-site, the owner:
 - i) designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and by the interim low carbon energy plant, as directed by the City's service provider, LIEC;
 - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide heating, cooling and domestic hot water heating to the Phase 1 building(s), as directed by the City's service provider, LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;

- iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant, and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the interim low carbon energy plant and any service connections and energy transfer stations) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City; and
- iv) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site.

The owner will not transfer the interim low carbon energy plant (cooling) or the interim low carbon energy plant, as applicable, if constructed by or on behalf of the owner, to any entity other than the City or LIEC, including to any strata corporation, without the prior written consent of the City.

- 21.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC, including without limitation that the owner agrees that, upon direction by the City and/or LIEC to connect, the building(s) will connect to the centralized low carbon energy plant (phase 2) once it is constructed and available for connection, unless otherwise agreed to in writing by the City.
- 21.4. If a DEU, including any on-site interim or centralized low carbon energy plant, is available for connection for heating, cooling, and/or domestic hot water heating, and the City has directed the owner to connect to the DEU in respect of one or more of heating, cooling, and/or domestic hot water heating, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - 21.4.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for heating, cooling and domestic hot water heating;
 - 21.4.2. as directed by the City's service provider, the building is connected to the DEU, and if such DEU is an on-site interim low carbon energy plant supplied and installed by or on behalf of the owner, at the owner's sole cost, to provide heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), such energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - 21.4.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 21.4.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 21.4.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - 21.4.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 21.5. If a DEU is not available for connection for cooling, but a low carbon energy plant (cooling) has been required on-site pursuant to the above prior to the issuance of the Development Permit* for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - 21.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for cooling;
 - 21.5.2. the building is connected to the on-site interim low carbon energy plant (cooling) supplied and installed by the owner, at the owner's sole cost, to provide cooling to the building(s), as directed by the City's service

provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;

21.5.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant (cooling) on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;

21.5.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;

21.5.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and

21.5.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the interim low carbon energy plant (cooling) by the City and/or the City's DEU service provider, LIEC.

21.6. If a DEU is not available for connection for heating and domestic hot water heating, no final building inspection permitting occupancy of a building will be granted until:

21.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU (DEU ready); and

21.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

(Note: Phase 1 referred in the above section 21, includes Phase 1A- Parcels, 2, 5, 8 and future Parcels 9, 10)

22. (Energy Step Code Requirements): As per City policy:

22.1. Residential buildings with 6 stories or less require a Step 4 or Step 3 with low carbon energy system.

22.1.1. Residential buildings greater than 6 stories require a Step 3 or Step 2 with low carbon energy system.

22.1.2. Retail portions require Step 3 or alternatively Step 2 with low carbon energy system.

22.1.3. Amenity: Conform to Part 8 of the National Energy Code of Canada for Buildings.

22.1.4. In case of a combination of occupancies in a single building, a weight-averaging method applies to calculate target TEDI and MEUI; or alternatively, the major occupancy (residential) could be assumed for the entire building

22.1.5. As part of the rezoning application, a statement must be provided by the Coordinating Registered Professional, confirming that the applicable Energy Step Code performance targets have been considered in the proposed design. (Note: The consideration has been satisfied. REDMS#7498376)

23. (Electric Vehicle Charging):

23.1. All residential parking shall be equipped with EV charging infrastructure. EV outlets will need to be supplied with energized outlets in order to support EV charging, with each parking space capable of receiving "Level 2" charging at a performance level of at least 12 kWh within a max 8-hour period.

23.2. For parking associated with uses other than residential:

23.2.1. 35% of parking spaces shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and

23.2.2. An additional 10% of parking spaces shall feature opportunity charging.

23.3. Notwithstanding 23.2:

23.3.1. An alternate allocation of energized outlets may be provided if the total installed capacity of the electrical circuits for Level 2 charging meets or exceeds 1.25 kW multiplied by the total number of parking spaces subject to 22.2 and

23.3.2. DC fast charging infrastructure may be used to meet some or all of the requirements of 36.c-i with the approval of Director of Building Approval

24. (Servicing Agreement* - SA) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, parks and sustainability works, to the satisfaction of the City, which include, but may not be limited to the following.

24.1. Frontage Works:

The developer shall be responsible for the design and construction of the frontage works, to the satisfaction of the City, subject to the review and approval of the detailed SA designs, which shall include, but may not be limited to, the following.

The following cross-sections are intended to be "typical". The approved design may be required to vary from the "typical" conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes. While the list below provides a general description of the minimum frontage work requirements to the standards of which are schematically shown in the approved road functional plan prepared by Aplin Martin, the exact details and scope of the frontage works to be completed by the developer will be confirmed through the detailed design (SA) process to the satisfaction of the City.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the SA and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, and decorative paving. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

24.1.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

- i) Maintain two existing eastbound traffic lanes.
- ii) 0.15 m wide curb and gutter.
- iii) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 3.0 m wide multi use pathway (MUP).
- v) 1.0 m buffer at back of MUP.

24.1.2. Kwantlen Street (Between Alderbridge Way and Lansdowne Road):

From west to east:

- i) 6.0 m wide varying width grassed/treed boulevard or other hardscape improvements as part of the north-south "Minor Green Link" approximately from back of proposed curb and will be determined through a subsequent Servicing Agreement*. Tie into existing roadway.
- ii) 2.0 m wide concrete sidewalk.
- iii) Minimum 1.5 m grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 0.15 m wide curb and gutter.
- v) Varying width of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes including a northbound left-turn bay and northbound right-turn bay, and/or on-street parking layby from west to east:
 - a. A Varying 3.418 m to 4.939 m southbound travel lane.
 - b. 3.5 m northbound left turn lane.
 - c. A varying 5.446 m to 6.950 m combined for northbound through and right turn lanes.
 - d. 2.5 m parking layby.
- vi) 0.15 m wide curb and gutter.
- vii) A varying 2.70 m to 5.20 m boulevard

24.1.3. Cooney Road (Between Alderbridge Way and E-W Mews):

Please note that the ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.

From west to east:

- i) 2.0 m wide concrete sidewalk.

- ii) 0.7 m wide paver buffer strip.
- iii) 1.9 m wide asphalt bike path.
- iv) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through the SA process.
- v) 0.15 m wide curb and gutter.
- vi) 6.35 m wide driving surface for two southbound traffic lanes.
- vii) 3.25 m wide area for:
 - a. driving surface at intersections for left-turn lanes, or
 - b. mid-block landscaped/treed medians, or other hardscape improvements as determined through SA process, with curb and gutter on both sides.
- viii) 6.35 m wide driving surface for two northbound traffic lanes.
- ix) 0.15 m wide curb and gutter.
- x) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- xi) 1.9 m wide asphalt bike path.
- xii) 0.7 m wide buffer strip m.
- xiii) 2.0 m wide concrete sidewalk.

24.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):

From west to east:

- i) 4.00 m southbound travel lane from existing curb.
- ii) 3.30 m left-turn bays.
- iii) 3.70 m northbound travel lane.
- iv) 0.15 m wide curb and gutter.
- v) Varying width (11.0 m – 14.0 m wide) of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes, and 3.00 m layby.
- vi) Varying width (1.5 m – 4.0 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process.
- vii) 2.0 m wide concrete sidewalk.

24.1.5. E-W Mews (Between Hazelbridge Way and Kwantlen Street):

From north to south within a 5.90 m P.R.O.P.:

- i) 0.30 m buffer at back of sidewalk.
- ii) 1.50 m sidewalk clear of any intrusions or obstructions.
- iii) 0.90 m boulevard.
- iv) 0.15 m wide curb or concrete band
- v) 3.50 m interim westbound travel lane.
- vi) 4.25 m interim eastbound travel lane.

24.2. Intersection Improvements:

The property owner is responsible for the design and construction of the following intersection improvements generally as shown in the Functional Road Plan:

24.2.1. General Intersection Upgrades:

- i) Along the development frontages, all intersection and mid-block pedestrian crosswalks are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps.

24.2.2. Alderbridge Way / No. 3 Road:

- i) Installation of dual left-turn lanes on the westbound approach (by adding a new 3.25 m wide turning lane) with a minimum total storage length of the two lanes at approximately 120 m, while maintaining all other existing traffic lanes. b. Provision of dual left-turn lanes on the eastbound approach (by converting widened Alderbridge Way, by others) with a minimum total storage length of the two lanes at approximately 150 m, while maintaining all other existing traffic lanes. Note: while a portion of the left-

turn lanes may be accommodated within the existing medians, a minimum 1.2 m wide median must be maintained on the intersection approaches.

- ii) New curb ramps to facilitate road widening.
- iii) Implementation Plan to follow Implementation Plan – Alderbridge Way & No. 3 Road (November 2022), and may include interim or ultimate works at the intersections including on the eastbound approach on Alderbridge Way on the west side of No.3 Road. Applicant must enter into a Servicing Agreement* to deliver the works. The Implementation Plan can be modified at the discretion of the Director of Transportation to addresses each of the following possible scenarios:
 - a. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay in advanced of this development.
 - b. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay during a similar time frame as this development.
 - c. In the scenario where adjacent development at 7960 Alderbridge Way is unable to implement a mirroring second eastbound left-turn bay during a similar time frame as this development.

24.2.3. Alderbridge Way/ Hazelbridge Way:

- i) Installation of a new curb extension with curb ramps and modification existing crosswalk.

24.2.4. Alderbridge Way/ Cooney Road:

- i) Installation of a westbound-to-southbound left-turn lane, with a minimum width of 3.25 m, a minimum storage length of approximately 40 m, with a portion of the left-turn lane accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.

24.2.5. Lansdowne Road / Cooney Road:

- i) Installation of a new curb extension with curb ramps and modification existing crosswalk.
- ii) Installation of westbound left turn lane extension to 65 m.

24.2.6. Alderbridge Way / Kwantlen Street:

- i) Installation of northbound left turn lane extension to 40 m.
- ii) Installation of westbound left turn lane extension to 75 m.

24.2.7. Hazelbridge Way / E-W Mews:

- i) Installation of all-way stop control.
- ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.

24.2.8. Cooney Road / E-W Mews:

- i) Installation of a special crosswalk across Cooney Road
- ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.

24.3. Upgrade Existing Traffic Signals:

The property owner is to upgrade (as necessary) the following existing traffic signals:

24.3.1. Alderbridge Way/ Kwantlen Street:

- i) New Traffic cabinet.
- ii) New UPS/Service cabinet.
- iii) New APS on all poles.
- iv) Intersection lighting drawing with new LED streetlights on all poles.
- v) New traffic poles on development frontage.

24.3.2. Alderbridge Way / Hazelbridge Way:

- i) New UPS/Service cabinet.
- ii) New APS push buttons on all poles.
- iii) Intersection lighting drawing with LED street lights on all poles.

- iv) New traffic poles and traffic signal hardware on development frontage.
- v) New traffic fibre connection to traffic cabinet.
- vi) New traffic cameras.
- vii) New LED street name signs.
- viii) Remove existing median traffic poles and relocate to north side of intersection.

24.3.3. Alderbridge Way / No. 3 Road:

- i) New traffic cabinet.
- ii) New UPS/Service cabinet.
- iii) New APS push buttons on all poles.
- iv) Upgrade existing LED street name signs.
- v) New traffic pole and traffic signal hardware on development frontage.
- vi) Re/re existing fibre cable to traffic cabinet.

24.3.4. Lansdowne Road / Kwantlen Street:

- i) New APS on all poles.
- ii) New fibre connection to cabinet.
- iii) Should signal pole on the northwest quadrant need to be re-located, a signal modification drawings will be required.

Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

24.4. Install New Traffic Signal Devices:

New traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) required at the following locations:

24.4.1. Alderbridge Way/Cooney Road.

24.4.2. Alderbridge Way provision for future mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road.

24.4.3. Hazelbridge Way / East-West Mews; provision for future mid-block pedestrian crossing

24.4.4. Cooney Road / East-West Mews; special crosswalk across..

24.4.5. Lansdowne Road / Kwantlen Street.

24.4.6. Other locations identified through subsequent rezoning applications.

The exact traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) will be determined with detailed warranted analysis and implemented by the property owner through the Servicing Agreement* process. Any new traffic signal device will include but will not be limited to new signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

24.5. Additional Traffic Signal Infrastructure:

The installation of communications conduit and fibre cable (1 x 75 mm) within the development extents on boulevards along frontages is required at:

24.5.1. Alderbridge Way.

24.5.2. Hazelbridge Way.

24.5.3. Cooney Road.

24.5.4. Kwantlen St.

24.5.5. E-W Mews.

24.6. Additional Off-site Works:

The exact details and scope of the frontage works to be completed by the property owner will be confirmed through the Development Permit* or Servicing Agreement* processes, to the satisfaction of the City.

24.6.1. Hazelbridge Way, from Alderbridge Way to East-West Mew. Interim standards road improvements on the west side (i.e., one southbound traffic lane and an interim 2 m wide paved walkway) to be constructed in this phase.

24.6.2. Modifications to access and circulation adjacent to Parcel 8 including:

- i) Closure of parking lot access across from Parcel 8.
- ii) Modification of barrier curb and median.
- iii) Closure to east-west through traffic along E-W Mews at Cooney Road intersection and installation of roll over curb for alternate Emergency Access.

24.6.3. Removal of existing landscaped median and rearrangement of parking and drive aisles in the south-east corner of the Property adjacent to Lansdowne Linear Park.

24.6.4. Modifications associated with implementing the Interim City Scale Mobility Hub in the south-west corner of the property adjacent to the Lansdowne Canada Line Station.

24.6.5. Modifications associated with provisioning for future midblock crosswalk across Alderbridge Road between Hazelbridge Way and Cooney Road including considerations for electrical, lighting and drainage etc.

25. (Parks Servicing Agreement*) Enter into a Servicing Agreement* for the detailed design and delivery of the following elements:

Note that a Lansdowne Major Park and Open Space Master Plan is being developed through a separate concurrent process led by Parks Services. The following Major Park and Open Space elements to be guided by the Lansdowne Major Park and Open Space Master Plan as well as the Master Land Use Plan included in the Official Community Plan Amendment Bylaw 10154. The following comments are to be taken into consideration and addressed during the Servicing Agreement process.*

25.1. Lansdowne Linear Park and Lansdowne Road Frontage:

25.1.1. Note that the cross section and concept design for the interim and final condition of the Lansdowne Linear Park is to be determined through the Major Park Master Plan process, which will guide the detailed design of the Lansdowne Linear Park via the Servicing Agreement* process.

25.1.2. The Lansdowne Linear Park Permanent construction works are eligible for Parks Development Cost Charge (DCC) credits. Parks DCC credit value to be calculated and issued upon completion of the Lansdowne Linear Park Permanent works to the satisfaction of the Director of Parks Services. Should the Parks DCC credit value of the Lansdowne Linear Park Permanent works be less than the DCC Payables for this phase of rezoning, then the remaining DCC Payables will roll forward and be applied to future redevelopment phases that include works that are eligible for Parks DCC credits.

25.1.3. Lansdowne Linear Park and Lansdowne Road Frontage final condition to:

- i) Be located between Kwantlen Street and the Cooney Road extension.
- ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
- iii) Be Fee Simple with the Owner transferring ownership of the applicable portion of the subdivided property to the City.
- iv) Prioritize tree retention.
- v) Incorporate furnishings (seating, waste receptacles, bike racks), signage, and lighting (pathway and event).
- vi) Include event power kiosks.
- vii) Include water hook-ups.
- viii) Incorporate localized stormwater detention.

- ix) Allow accommodation of seasonal parades, events and festivals.
- x) Be comprised of high-quality, long-lasting, robust materials.
- xi) Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- xii) To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard.
- xiii) Include additional tree planting and support infrastructure such as soil cells.
- xiv) Be maintained by the Owner/ Strata.

25.2. Lansdowne Linear Park and Lansdowne Road Frontage Interim condition to:

- i) Encompass two sections of the Lansdowne Road frontage, as illustrated in the OCP amendment, that are located between the future Cooney Road and Hazelbridge Way extensions and Hazelbridge Way extension and No. 3 Road.
- ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
- iii) Include a ROW over the entire area that allows free unimpeded public access.
- iv) Be located between the Cooney Road extension and No 3 Road.
- v) Prioritize tree retention.
- vi) Provide continuous, paved pedestrian and cycling connections along the entire length.
- vii) Include furnishings (seating, waste receptacles) and wayfinding signage.
- viii) Provide shade for pathway users with trees and/or structures.
- ix) Be comprised of materials and elements that can be re-purposed in the final condition or recycled in keeping with the City's Circular Economy Goals.
- x) Be maintained by the Owner/ Strata.

25.3. Existing Neighbourhood Plaza Site Activation:

The final Neighbourhood Plaza will be provided in the next phase (Phase 1B). In the interim, the applicant is to design and deliver in Phase 1A, activation of the existing Neighbourhood Plaza site. Below is a description of the minimum requirements:

25.3.1. Existing Neighbourhood Plaza Site Activation to include:

- i) The existing lawn and treed area at the northwest corner of Kwantlen Street and Lansdowne Road, including the City owned corner, as illustrated in the OCP amendment.
- ii) Include a ROW over the area that allows free unimpeded public access.
- iii) A minimum of 3 picnic tables with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- iv) A minimum of 3 benches with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- v) Waste receptacles that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- vi) A pathway that connects from the corner intersection at Kwantlen Street and Lansdowne Road to the Lansdowne Shopping Centre site entry to the north. The pathway may be comprised of materials that are of a temporary nature, that can be re-purposed in the future and that allow for minimal impacts to existing trees.
- vii) Signage welcoming users to the site that includes a description of the long-term plans/process for it.
- viii) Tree retention and protection.
- ix) Ongoing maintenance and monitoring provided by the Applicant/Owner (Lansdowne Centre). Maintenance to be equivalent to Level 3 Moderate as outlined in the current edition of the Canadian Landscape Standard.

- x) Design submitted for review via the Servicing Agreement* process.
- xi) Be maintained by the Owner/ Strata.

25.4. Streetscape Requirements:

Streetscapes (not included in the Major Park Master Plan process).
Note that the requirements listed below are for the boulevards only.

25.4.1. Alderbridge Way Streetscape:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Accent planting at pedestrian crossings.
- iii) Include irrigation tied to the onsite water supply.

25.4.2. Kwantlen Road Streetscape:

- i) 1.5 meter width boulevard with lawn and street trees.
- ii) Accent planting at crossings and corner bulges.
- iii) Include irrigation tied to the onsite water supply.

25.4.3. Hazelbridge Way:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Accent planting at corner bulges.
- iii) Include irrigation tied to the onsite water supply.

25.4.4. Cooney Road:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Accent planting at pedestrian crossings.
- iii) Include irrigation tied to the onsite water supply.

25.4.5. New East-West Road:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Include irrigation tied to the onsite water supply.

26. (*Open Space Requirements*) The following Open Space elements to be guided by the Master Land Use Plan included in the Official Community Plan (OCP) Amendment bylaw 10154. The following comments are to be taken into consideration and addressed during the detailed design phases of the project.

26.1. North South Greenlink to:

- 26.1.1. Be located between Parcel 2 and 5, Alderbridge Way and East-West Mews, with a minimum of 20 meters separation between fronting buildings.
- 26.1.2. Provide a minimum total size of 0.14 hectares (0.36 acres) of public open space upon completion of Parcel 2.
- 26.1.3. Be comprised of a (12 m) wide SRW with 6 m being located on Parcel 2 and 6 m being located on Parcel 5, that allows for free unimpeded public access.
- 26.1.4. Incorporate landscape elements (planting, trees, furnishings and paving patterns) within and along the edges of the green link to demarcate public realm from adjacent private realm areas and direct people towards the publicly accessible green link area.
- 26.1.5. Green link to be designed to accommodate large volumes and free movement of pedestrians.
- 26.1.6. As per the OCP Amendment, be unimpeded by parkade structures below to allow for full-depth planting. If the Applicant is able to demonstrate to the City's satisfaction that this is not feasible, then the following should be used as a guide for soil volumes for trees.
- 26.1.7. Soil Volume Requirements: The following are recommended as guidance only and site specific exceptions may be made by the City. In general, the City aims to select the largest tree suitable for the site while balancing the available soil volume and constraints for site lines, utilities or other relevant considerations. Generalized per-tree minimum soil volumes are provided below:

TABLE 8

Tree size category	Average Spacing	Per-tree Minimum Soil Volume*
Large (>10 m canopy spread)	9 - 11 m	45 m ³ /30 m ³ shared
Medium (~10 m canopy spread)	8 - 10 m	25 m ³ /20 m ³ shared
Small (~6 m canopy spread)	6 - 10 m	10m ³ /5 m ³ shared
Very Small (~3 m spread)	3 – 6 m	5 m ³

*Soil volume should be a depth of 1 m. The soil volumes quoted should be considered as minimums for the size categories listed and are based on a minimum of 0.3m³ of soil per 1 m² of canopy area. Both soil volume and the permeability of the surface area around in hardscape (i.e., the “tree pit”) should be maximized. To increase root zone volume, suspended pavement, structural soils or soil cells may be required.

- 26.1.8. Have a park-like character with large trees, furnishings (benches, tables, drinking fountains, waste receptacles, bike racks, and small play elements), lighting (pathway and event), identity and wayfinding signage.
- 26.1.9. Explore potential stormwater capture and detention through incorporation of technologies/systems suited to the site and urban environments.
- 26.1.10. Include interpretation of the former slough located in this area through design form and signage.
- 26.1.11. Be unimpeded by overhead structures that service private use, e.g. connecting bridges between buildings. Should the City support the Applicant’s rationale for inclusion of the pedestrian bridge, the pedestrian bridge to be considered as a public art location with a goal to create a gateway entry to the N-S Greenway and ultimate link to the Centre Park.
- 26.1.12. Include high quality cohesive materials.
- 26.1.13. Incorporate trees and planting that provide an overall net increase in habitat value and that provide support for local pollinators, songbirds, and wildlife.
- 26.1.14. Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- 26.1.15. Include event power kiosks.
- 26.1.16. Include water hook-ups.
- 26.1.17. To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard. Open Space Requirements:

26.2. New East-West Mews (Cooney Road and Kwantlen Street) including “Minor Green Link”

- 26.2.1. Incorporate planting and trees
- 26.2.2. Include irrigation tied to the onsite water supply
- 26.2.3. Provide clearly delineated and protected pedestrian linkages along the north side of the access driveway with elements such as bollards, light poles and/or trees in grates.
- 26.2.4. Provide free, unimpeded public access and movement of pedestrians within the SRW.
- 26.2.5. Landscape elements (planting, lighting, trees, walls, furnishings, bollards and/or paving patterns) within and along the edges of the mews to demarcate public realm from adjacent private realm areas and direct people towards publicly accessible, pedestrian areas.
- 26.2.6. Prioritize pedestrian access and safety.
- 26.2.7. Be maintained by the Owner/Strata.

27. (Engineering Servicing Agreement*): A Servicing Agreement* is required to design and construct the following works:

27.1. Water Works:

- 27.1.1. At Developer’s cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must

be signed and sealed by a Professional Engineer and be based on Building Permit* Stage building designs.

- ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- iii) Provide right-of-ways for the water meters. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the Servicing Agreement* process).
- iv) Replace the existing asbestos cement (AC) water main along the entire Alderbridge Way frontage of the development site (i.e. from No 3 Rd Road to Kwantlen Street) prior to the start of any proposed onsite or offsite works, including preloading, de-watering, and other construction and soil preparation works. Approximate length of required watermain replacement is 590m.
- v) Install new water mains along the proposed extensions of Hazelbridge Way, Cooney Road, complete with service connections and hydrants per City spacing.
- vi) The development proposes a private watermain in the private east-west mews located along the southern frontage of proposed parcels 2 and 5 between future Hazelbridge Way and future Cooney Rd. The private watermain are intended to service private fire hydrants along the private E-W Mews to provide fire protection for the Mall, as well as to connect to an existing mall water service. To isolate and protect the City's water system due to the proposed connections of the private systems, the City requires installation of reduced pressure backflow assemblies (RPBA). The City requires RPBA at each connection of the private water system to the City's water system. Total number of RPBA required is four. Two RPBA each at the junctions of the proposed Hazelbridge Way and Cooney Rd with the private east-west mews. Exact location of the required RPBAs shall be finalized via the Servicing Agreement* review.
- vii) Provide rights of ways to contain the required RPBAs to facilitate connection of the existing private water systems to the City's water system. The sizes and locations of the required rights of ways shall be determined through the Development Permit* review process and shown on the Development Permit* drawings. The details of the RPBAs shall be finalized via the Servicing Agreement* review.
- viii) CP15-717017 required the installation of a new water main along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with hydrants per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the watermain complete with an automatic flushing system at the dead end and install fire hydrants along Kwantlen St frontage that are required to service Parcel 8. The remainder of the watermain upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed.
- ix) Provide one water service connection for each parcel, complete with meter and meter box. Multiple service connections for one parcel are not permitted. Parcels 2 and 5 shall be connected to the new watermain dead ends in future Hazelbridge Way and future Cooney Rd complete with hydrants and automatic flushing systems. Parcel 8 shall be connected at the watermain dead end in Kwantlen St complete with a hydrant and automatic flushing system. Provide rights of ways to contain the automatic flushing systems that will be installed in the proposed development. The sizes and locations of the required rights of ways shall be determined through the Development Permit* review process and shown on the Development Permit* drawings. The details of the automatic flushing systems shall be finalized via the Servicing Agreement* review.

27.1.2. At Developer's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.
- ii) Confirm the sizes for the water main upgrades at the time of each phase's rezoning.

27.2. Storm Sewer Works:

27.2.1. At Developer's cost, the Developer is required to:

- i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.

- ii) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement* design(s).
- iii) Perform a capacity analysis (Runoff Hydrograph Method) to size the proposed storm sewers. The capacity analysis shall include the proposed storm sewers for the entire development site, and direct as much runoff as possible to the proposed rainwater feature in Phase 5.
- iv) Install new storm sewers, approximately 90 meters, along the proposed extensions of Hazelbridge Way, Cooney Road, and the new E-W Mews. Storm sewer sizes shall be determined via Rational method at the Servicing Agreement* design review stage. Minimum pipe size shall be 600mm diameter as per City Engineering Specifications.
- v) CP15-717017 required the installation of new storm sewers along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with manholes per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the storm sewers along Kwantlen St frontage that are required to service Parcel 8. The remainder of the storm sewer upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed. Minimum size shall be 600 mm.

27.2.2. At Developer's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City Infrastructure.

27.3. Sanitary Sewer Works:

27.3.1. At Developer's cost, the Develop is required to:

- i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
- ii) The development proposes a private sanitary main in the private east-west mews located along the southern frontage of proposed parcels 2, 5 and 8 (Phase 1A) between future Hazelbridge Way and future Cooney Rd. All sanitary service connections that are connected to or flow into the private sanitary sewer installed in Phase 1A must be designed so that they can connect to the ultimate sanitary sewer when the private sanitary sewer is removed. The private sanitary sewers shall be removed when the ultimate sanitary sewers in the future City-owned east-west road is completed and operational.
- iii) CP15-717017 required the installation of new sanitary mains along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with the replacement and upgrade of the Alderbridge Sanitary Pump Station. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the sanitary mains along Kwantlen St that are required to service Parcel 8 (i.e., install new sanitary sewers on Kwantlen Street from the existing pump station northward to the south property line of parcel 8, approximately 155m long). Sanitary sewer sizes shall be determined via Capacity Analyses at the Servicing Agreement* design review stage. Minimum pipe size shall be 200mm diameter as per City Engineering Specifications. The remainder of the new sanitary main upgrade between the sanitary pump station and Lansdowne Road, including the sanitary pump station replacement and upgrade, as per CP15-717017, shall be installed in the rezoning of the next phase when the parcels to the south are developed. The location for the new pump station shall be to the satisfaction of the Director, Engineering. Replacement of the pump station includes, but is not limited to:
 - a) A new wet well, pumps, and related appurtenances.
 - b) A new kiosk, underground power supply (i.e. BC Hydro pad-mounted transformer), back-up generator, SCADA antenna, and related appurtenances.
 - c) A new valve chamber complete with flow meter and related appurtenances and access chambers for the forcemain for maintenance and inspection purposes.
 - d) Right-of-way(s) for the pump station, vehicle access/parking, and related structures. The right-of-way(s) shall be on grade and open sky above.
 - e) Rights of ways to access to and from the pump station for the City's maintenance vehicles, and space for the vehicles to park without obstructing pedestrian or vehicle traffic (including space for vehicles to park adjacent to the wet well during pump maintenance).

- f) Decommissioning and removal of the existing Alderbridge Sanitary Pump Station after the new station is completed and operational.
- iv) Remove the existing sanitary sewer on Kwantlen Street, or fill and abandon (as appropriate).

27.3.2. At Developer's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.
- ii) Confirm the sizes for the sanitary sewer upgrades at the time of each phase's rezoning.
- iii) Reconnect all existing sanitary connections to the new sanitary sewers.

27.4. Frontage Improvements

27.4.1. At Developer's cost, the Developer is required to:

- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - a) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - b) Before relocating/ modifying any of the existing power poles and/or guy wires within the property frontages.
 - c) To underground overhead service lines.
- ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement* drawings, and registered prior to SA design approval:
 - a) BC Hydro Vista- Confirm SRW dimensions with BC Hydro.
 - b) BC Hydro PMT – 4.0 x 5.0 m.
 - c) BC Hydro LPT – 3.5 x 3.5 m.
 - d) Street light kiosk – 1.5 x 1.5 m.
 - e) Traffic signal kiosk – 2.0 x 1.5 m.
 - f) Traffic signal UPS – 1.0 x 1.0 m.
 - g) Shaw cable kiosk – 1.0 x 1.0 m.
 - h) Telus FDH cabinet – 1.1 x 1.0 m.
- iii) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following City Street requirements:
 - a) Alderbridge Way (West of Cooney)
 - Pole colour: grey.
 - Roadway lighting at back of curb: Type 7 (LED) including 1 street luminaire, duplex receptacle, and flower basket holders, but excluding any pedestrian luminaires, banner arms, or irrigation.
 - As applicable, pedestrian lighting between sidewalk and bike path: Type 8 (LED) including 2 pedestrian luminaires set perpendicular to the roadway, but excluding any flower basket holders, irrigation, or duplex receptacles.
 - b) Alderbridge Way (East of Cooney)
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.

- As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- c) Hazelbridge Way (West of Cooney, south of Alderbridge)
 - Pole colour: grey.
 - Roadway lighting at back of curb (existing lighting to be replaced): Type 7 LED including 1 street luminaire, banner arms, and duplex receptacles but excluding any pedestrian luminaires, flower basket holders, or irrigation.
 - Pedestrian lighting: not applicable (i.e no stand-alone pedestrian poles)
- d) Cooney Road (South of Alderbridge)
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
 - As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- e) Kwantlen Street (East of Cooney, south of Alderbridge)
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED) – (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
 - Pedestrian lighting: Not applicable (ie. No stand-alone poles)
- iv) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following off-street publicly-accessible walkways and open spaces requirements:
 - a) West of Cooney
 - Pole colour: grey.
 - Pedestrian Lighting: Type 8 LED including 2 pedestrian luminaires set perpendicular to the direction of travel, but excluding any flower basket holders, irrigation, or duplex receptacles.
 - b) East of Cooney
 - Pole colour: black.
 - Pedestrian lighting: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including pot-top luminaire but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- v) Provide traffic signals as specified:
 - a) Grey pole colour (style to match type 7) at the following locations:
 - Alderbridge at Hazelbridge
 - Additional hazelbridge locations as applicable.
 - b) Black pole colour (style to match type 3) at the following locations:
 - Alderbridge at Cooney.
 - Alderbridge at Kwantlen.
 - Additional Cooney locations as applicable.
 - Additional Kwantlen locations as applicable.

- vi) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following private streets (secured via SRW) to be developer owned and maintained requirements:
 - a) EW Mews (west of Cooney) – shared vehicle / pedestrian route:
 - Pole colour: grey.
 - Roadway lighting at back of curb: Type 8 / Custom 6.0 m Height (LED) including 1 street luminaire, but excluding any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - For reference: Onni “Riva” (Drawing #615759-12-09)
 - b) EW Green Linke (East of Cooney) – shared vehicle / pedestrian route:
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- vii) Street Tree Receptacle Required Frontages:
 - a) No. 3 Road.
 - b) Hazelbridge Way.
- viii) Complete other frontage improvements as per Transportation requirements.

27.5. General Items

27.5.1. At Developer’s cost, the Developer is required to:

- i) Provide, prior to start of site preparation works or within the first Servicing Agreement* submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- ii) Provide a video inspection report of the existing utilities along all frontages prior to start of site preparation works or within the first Servicing Agreement* submission, whichever comes first. A follow-up video inspection, complete with a civil engineer’s signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer’s cost.
- iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer’s cost. The post-preload elevation survey shall be incorporated within the Servicing Agreement* design.
- iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer’s recommendations, and report the settlement amounts to the City for approval.
- v) Submit a proposed strategy at the Building Permit* stage for managing excavation de-watering. Note that the City’s preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City’s storm sewer system.
- vi) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
- vii) Coordinate the Servicing Agreement* design for this development with the Servicing Agreement*(s) for the adjacent development(s), both existing and in-stream. The developer’s civil engineer shall submit a signed and sealed letter with each Servicing Agreement* submission confirming that they have

coordinated with civil engineer(s) of the adjacent project(s) and that the Servicing Agreement* designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

- a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - b) Pipe sizes, material and slopes.
 - c) Location of manholes and fire hydrants.
 - d) Road grades, high points and low points.
 - e) Alignment of ultimate and interim curbs.
 - f) Proposed street lights design.
- viii) Enter into, if required, 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, 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.

28. (Public Hearing Notice Fees): Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

29. (Development Permit - DP): The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. **(Rezoning)** Incorporation of features in Development Permit* plans as determined via the Rezoning process.
2. **(Air Space Parcel Subdivision and/or Strata Subdivision)** The owner is to confirm the whether an Air Space Parcel Subdivision and/or Strata Subdivision are being pursued to ensure the project can be constructed as required under the proposed zoning, Rezoning Considerations and the BC Building Code.
3. **(Acoustic Report)** Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

TABLE 9

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

4. **(Code Report)** Complete a preliminary code report/ analysis to address any potential code issues within the development.

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

1. **(Rezoning and Development Permit Features)** Incorporation of urban design, accessibility, and sustainability measures in Building Permit* (BP) plans as determined via the Rezoning and/or Development Permit* processes.
2. **(Construction Parking and Traffic Management Plan)** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per

Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. (***Protection of Adjacent Structures Report***) Submission of a Complete a Protection of Adjacent Structures Report.
4. (***Latecomer agreement charges***) If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. (***Construction Hoarding***) Obtain a Building Permit* 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 associates fees may be required as part of the Building Permit*. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

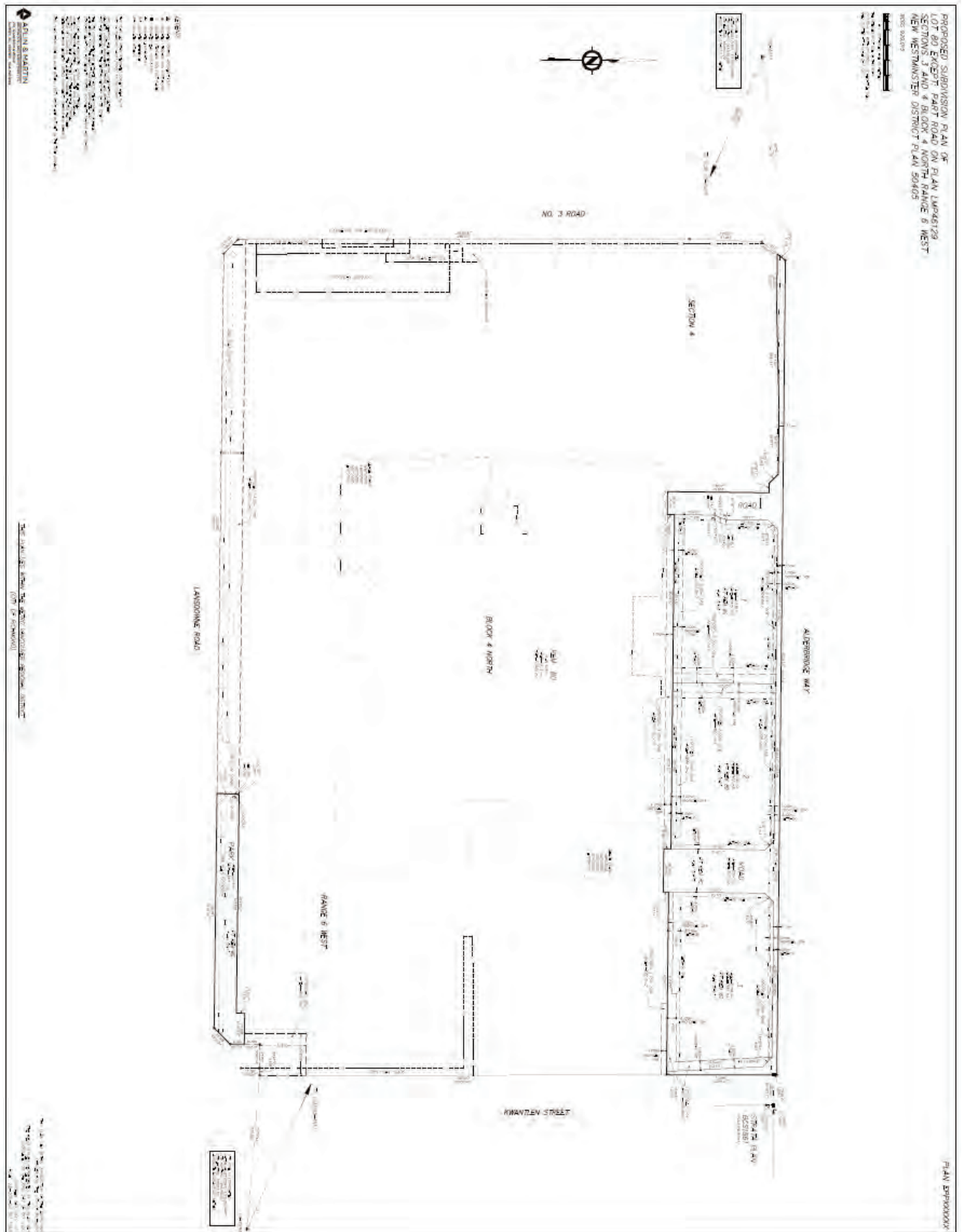
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

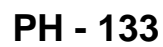
- Additional legal agreements, as determined via the subject development's Servicing Agreement*(s) and/or Development Permit*(s), and/or Building Permit*(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site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

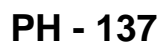
Signed

Date

(Signed copy on file)









February 8th, 2024

Virendra Kallianpur

Program Manager, Urban Design | Planning & Development
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Delivered via email.

Dear Virendra,

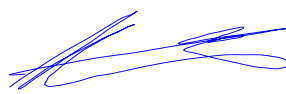
Following the meaningful discussion at the February 6th Planning Committee concerning Phase 1A of the Lansdowne Redevelopment, the Applicant team would like to make an addition to the Rezoning submission to include a **minimum of 2 and up to 3 units in the Parcel 8 LEMR building allocated as Eligible Units for 'Licensed Family Child Care' or 'Licensed In-home Multi-age Care'**. We are committed to working with our partners at S.U.C.C.E.S.S. to prioritize these units for tenants who are 'Licensed Family Child Care' (up to 7 children) or 'Licensed In-home Multi-age Care' (up to 8 children) providers, planning to offer Child Care services as a home-based business. We feel that this opportunity would greatly benefit the family residents of Parcel 8 and surrounding neighbourhood, providing care for up to 24 children; while maintaining the intended and much needed rental unit count currently in the project.

This proposal would not change any previous discussions about a Child Care Hub in a future phase of the Lansdowne Masterplan; but would act as a potential supplement in the interim, providing an alternate type of care that could further fill the gap and need for 'Non-Standard Hour' child care, as well as a range of care for those seeking a smaller and more intimate scaled care environment.

While we will further explore the operating requirements and design specifics during the Development Permit phase, we can confirm that we meet all requirements as outlined in the Child Care Licensing Regulation, for either the 'Licensed Family Child Care' or the 'Licensed In-home Multi-age Care', within our courtyard adjacent Family Units on Parcel 8.

Kind regards,



Dea Knight
Director, Development,
Bosa Properties Inc

Ahmed Omran
Director, Community Real Estate and Asset Management
S.U.C.C.E.S.S. (in Partnership with Phase 1 Limited Partnership)



To: Planning Committee

Date: January 25, 2024

From: Suzanne Smith
Acting Director, Development

File: RZ 23-011557

Re: **Application by Lansdowne Phase 1 Limited Partnership for Rezoning at 5300 No. 3 Road from the “Auto-Oriented Commercial (CA)” Zone to the “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” Zone**

Staff Recommendation

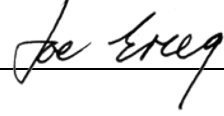
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10523 to amend Section 2.33 map entitled “Pedestrian Environment Map (2031)”, Section 2.5.1 map entitled “A Base for Building a Living Landscape Map”, Section 2.6 map entitled “Base Level Parks & Open Space Map (2031)”, subsection 2.6.3(c) map entitled “Pedestrian Linkages Map”, subsection 3.1.3(c) (Pedestrian Linkages) map entitled “Designated Green Link & Linear Park Location Map”, and Section 3.3.2 Special Precinct 2.0 plan entitled “Special Precinct Character Areas & Major Park and Public Open Space Plan”, to move the North-South “Minor Green Link” east of Cooney Road identified in the OCP Lansdowne Village (City Centre), to along the west side of Kwantlen Street, be introduced and given first reading;
2. That Bylaw 10523, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Bylaw 10523, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10511 to create the “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” zone, and to rezone a portion of 5300 No.3 Road from “Auto-Oriented Commercial (CA)” to “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” zone, be introduced and given first reading.



Suzanne Smith
Acting Director, Development
(604-276-4138)

WC:vk
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Sustainability and District Energy	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Arts, Culture, Heritage	<input checked="" type="checkbox"/>	

Staff Report

Origin

Lansdowne Phase 1 Limited Partnership has applied to the City of Richmond to rezone a portion of 5300 No. 3 Road from the “Auto-Oriented Commercial (CA)” zone to a new site-specific zone, the “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” zone. The proposed rezoning would permit the redevelopment of 25,070 m² of the northeast portion of the subject site to develop mixed-use and residential uses. Residential units include Low-End Market Rental (LEMR) units, market rental units and residential strata units. This application is for Phase 1A (three parcels) of a multiphase process (seven phases).

The Lansdowne Redevelopment Phase 1A rezoning would enable the subdivision of three parcels - Parcel 2, Parcel 5 and Parcel 8 (or P2, P5 and P8) along the northeast portion of the site along Alderbridge Way from Hazelbridge Way in the west to Kwantlen Street to the east (Attachment 1).

Key components of the proposal include:

- Approximately 1,041 residential dwelling units, including 141 LEMR units, 151 market rental housing units and 749 strata units.
- A total floor area of approximately 80,625 m² (867,840 ft²) comprised of approximately:
 - Approximately 10,857 m² (116,867 ft²) of LEMR housing units on Parcel 8;
 - Approximately 9,438 m² (101,594 ft²) of market rental housing units on Parcel 8;
 - Approximately 52,040 m² (560,166 ft²) of market strata housing units on Parcels 2 and 5;
 - Approximately 2,124 m² (22,906 ft²) of indoor amenity space; and
 - Approximately 661 m² (7,115 ft²) of commercial space on Parcel 2.
- Parcel 2 and Parcel 5 are designed to comply with Energy Step Code 2 with connection to a low carbon energy system, and Parcel 8 is designed to exceed City standards with commitment to Energy Step Code 3 and connection to a low carbon energy system. The low carbon energy system will be contributed by the developer.
- Provision of a 14.5 m wide Lansdowne Linear Park with pedestrian and cycling improvements in a combination of interim and ultimate condition.
- Provision of North-South greenways including a 12 m “North-South Green Link” between Parcels 2 and 5 and a 6 m wide “Minor Green Link” east of Cooney Road along Kwantlen Street.
- Provision of an East-West Mews along the south edge of this development phase, providing a significant pedestrian linkage with lighting, trees and landscape elements.
- Significant transportation improvements including a multi-use path along Alderbridge with a double row of trees, intersection improvements and extensions of roads for Hazelbridge Road and Cooney Road.

The required Transportation, Parks and Engineering improvement works with respect to the subject development, will be secured through the City's standard Servicing Agreement process prior to rezoning bylaw adoption. Works including securing a Statutory Right-of-Way (SRW) along Alderbridge Way and Lansdowne Road for parks and open space, frontage and infrastructure improvements and utility upgrades including water works, storm sewer works and sanitary sewer works will be designed and constructed at the owner's sole cost.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

Subject Site Existing Housing Profile

The subject site is a portion of the surface parking lot to service the Lansdowne Shopping Mall.

Surrounding Development

To the North: Across Alderbridge Way, a series of properties zoned primarily CA Zone permitting a range of auto-oriented commercial uses and one site zoned for a Neighbourhood Pub; one active rezoning application midblock (RZ 19-858707) to permit an eight-storey hotel, which is currently under staff review.

To the South: Existing Lansdowne Shopping Mall, recently the subject of an approved Lansdowne Master Plan application (CP 15-717017) to amend the Official Community Plan (OCP) to adjust land use designation boundaries to facilitate future development of the site as a mixed-use neighbourhood.

To the East: Across Kwantlen Street, high-rise residential development zoned RCL1, consisting of three sixteen-storey residential towers on a two-level parking podium with six townhouses.

To the West: Existing Lansdowne Shopping Mall, recently been the subject of an approved Lansdowne Master Plan application (CP 15-717017) to amend the Official Community Plan (OCP) to adjust land use designation boundaries to facilitate future development of the site as a mixed-use neighbourhood.

Related Policies & Studies

Official Community Plan/Lansdowne Village City Centre Area Plan

The Official Community Plan designates this portion of the subject site as “Downtown Mixed Use” and “Mixed Use”. In the City Centre Area Plan (CCAP), the subject site is designated “Urban Core T6 (35m)”, “Urban Centre T5 (25m)” and “Village Centre Bonus” (Attachment 3).

The proposed rezoning to the new site-specific “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” zone is generally consistent with these designations, except that an OCP amendment is required. The “Official Community Plan Bylaw No 7100, Amendment Bylaw 10523” would accommodate:

- the relocation of the North-South “Minor Green Link” east of Cooney Road, identified in the OCP Lansdowne Village (City Centre), from midblock to along the west side of Kwantlen Street for this first Phase of Phase One development (Phase 1A) on the site, as shown in Attachment 4.

Staff support the proposed OCP amendment as it will provide the ability to consider additional project density for the purposes of affordable and market rental housing to address community need as supported by OCP rental housing policies. The relocation of the North-South “Minor Green Link” east of Cooney Road also facilitates a significant improvement in the design and functionality of the parkade, improves the transition to the public realm with greater accessibility to the general public, while still ensuring the proposal meets the design objectives of the CCAP. The proposed OCP amendment is further discussed in the "Analysis" section of this report.

Aircraft Noise Sensitive Development Policy

The subject site is located in an area impacted by aircraft noise (Area 2) and registration of an aircraft noise sensitive use legal agreement on Title is required prior to final adoption of the rezoning bylaw. The purpose of the legal agreement is to ensure that the building design satisfies Canada Mortgage and Housing Corporation (CMHC) guidelines for interior noise levels and The American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards for interior thermal comfort, and potential purchasers are made aware of potential noise conditions.

As part of the required Development Permit application process, the developer will be required to provide confirmation from a qualified acoustic professional that the proposed development is designed in compliance with the Aircraft Noise Sensitive Development (ANSO) standards.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

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

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders (Attachment 5).

Analysis

The applicant has applied to rezone the 25,070 m² northeast portion of 5300 No. 3 Road along Alderbridge Way to permit an approximately 80,625 m² (867,840 ft²) development comprised of two C-shaped eight to fourteen-storey buildings over a shared two-level below grade parkade on Parcel 2 and 5, and two six-storey L-shaped buildings (with two four-storey connections) over a single-level partially below grade parkade on Parcel 8. The development includes 1,041 dwelling units, consisting of approximately 141 LEMR units, 151 market rental housing units and 749 strata units, street fronting commercial along Hazelbridge Way, a North-South "Minor Green Link", an East-West Mews, as well as infrastructure upgrades and frontage improvements on all frontages.

Proposed OCP and CCAP Amendment

To facilitate the subject development, amendments are proposed to a series of maps in Schedule 2.10 of Official Community Plan (OCP) Bylaw 7100, City Centre Area Plan (CCAP). Specifically, this involves "Official Community Plan Bylaw No 7100, Amendment Bylaw 10523", to relocate the North-South "Minor Green Link" identified in the OCP Lansdowne Village (City Centre), from its original location running through Parcel 8 east of Cooney Road to along the Westside of Kwantlen Street (Attachment 4).

According to the OCP, the North-South "Minor Green Link" requires a minimum of 6 m (19 ft.) width for pedestrians and to meet streets and parcel boundaries at grade to prioritize accessibility. The original North-South "Minor Green Link" location on Parcel 8 east of Cooney Road would result in bisecting the parcel and creating multiple issues with the proposed development and rendering the building unfeasible from accessibility, Crime Prevention through Environmental Design (CPTED) and parking inefficiencies. In addition, the impact on built form would also result in fewer rental units accommodated on-site. Locating the "Minor Green Link" at grade would divide the building in two, essentially creating a slim, inefficient Affordable Housing (LEMR) building with approximately 53 fewer units and an undesirable condition between the two buildings. Additionally, impacts to the East portion of the parking area becomes non-accessible and inefficient. Further, impacts to design due to flood plain constraints for the first level of development on Level One would require an exceptionally long accessible ramp (approx. 260 ft/80m) resulting in an undesirable public realm condition and interface.

In the proposed design and proposed OCP amendment, the North-South "Minor Green Link", east of Cooney Road, would be relocated from the middle of the building, to the east side of the development site along the Kwantlen Street edge of the site for this phase of development.

This solution delivers the objective of creating strong pedestrian circulation and connectivity North-South along the site, while maintaining the opportunity to deliver much-needed rental housing in a liveable, accessible building design.

The design achieves the goals of a publicly oriented park-like character, with ample seating, lingering opportunities and a cohesive pedestrian-friendly experience, that is activated and made secure through connection to the development's entry and opportunity for moments of community interaction.

The proposed CCAP amendment, if approved, would enable a seamless, publicly accessible "Minor Green Link" along Kwantlen Street which would ultimately lead south through future development phases to the future Neighbourhood Plaza at the corner of Kwantlen Street and Lansdowne Road.

Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with OCP Policy (i.e., provision of rental housing), the developer has requested that the subject site (Phase 1A) be rezoned to a new site-specific zone, "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone, which includes:

- Compliance with the density provisions outlined in the Lansdowne Master Plan. The application has been reviewed and complies with the plan. The density permitted has been secured through a covenant on title which serves to ensure compliance of the FAR across the redevelopment phases.
- Maximum density: 3.54 FAR calculated against the net site area of the three parcels of Phase 1A. This includes density bonus related to the provision of LEMR units and market rental units and the Village Centre Bonus for provision of commercial uses on Parcel 2. The zone also includes the typical 0.1 FAR density bonus for common indoor amenity space for residents.
- Permitted land uses: a range of low and high-rise apartment uses and a limited amount of commercial use and compatible secondary and additional uses including rental tenure.
- Residential rental tenure restriction relating to the provision of 292 rental units (e.g., 141 LEMR units, and 151 market rental units) to be secured through rental tenure zoning and Housing Agreements registered on Title. These units comprise of: 15 per cent of the buildable residential area for LEMR units and 15 per cent of the remaining buildable residential area for market rental units.
- A Village Centre Bonus has been secured with the contribution of 661 m² (7,115 ft²) of commercial retail uses located on Parcel 2 at the western edge of the development. This necessitates an amenity contribution (based on five per cent of bonus VCB floor area) valued at \$309,858.25. In addition, an Urban Core Transect (T6) voluntary contribution, representing 1 per cent of residential floor valued at \$5,106,289.76
- Maximum building height: 24.0 m - 45.0 m
- Maximum lot coverage and minimum setbacks in keeping with other multiple family zones, and specific parking requirements as discussed in the Transportation and Site Access section of this report.

Built Form and Architectural Character

The developer proposes to construct a high-density, mixed-use residential and retail development (Attachment 6) and is generally consistent with the CCAP's Development Permit Guidelines. The proposed form of development would see the majority of the development density oriented toward the west portions of the site in closer proximity to the Canada Line.

This is in keeping with the City's Official Community Plan and Transit Oriented Development principles. This includes two eight to fourteen-storey buildings over a shared two-level below-grade parkade on Parcel 2 and 5, and two six-storey buildings over a single-level parkade on Parcel 8.

The building massing and form is arranged to create gateways at key intersections along Alderbridge, Hazelbridge and Cooney Roads. The proposed Parcel 5, Cooney tower location, while falling outside of the 400 m/five-minute walk radius, follows the principles and intent of the approved Lansdowne Master Plan OCP amendment - creating a gateway tower at the major Cooney N-S entrance to the site.

The Cooney tower with a higher massing element at Alderbridge Way, is a key visual marker for vehicular and bike traffic, which highlights the importance of the future Cooney Road as a key multi-modal street connecting Richmond from north to south. In addition to the importance of the visual tower at this corner, the entrance lobby located at the base of the northeast tower also enables a better relationship to the entrance of the rental building across the street at Parcel 8; creating a sense of equality and interface between the housing forms.

The proposed buildings have been designed with consideration of compliance with Transport Canada's maximum permitted building height under the Aeronautical Zoning Regulations, which generated a series of cutouts to permit taller buildings on the overall site. Further refinement of the design at the Development Permit stage will confirm compliance of building heights.

In addition, prior to adoption of the rezoning bylaw, a legal agreement will be registered on Title to notify future residents of view and other potential impacts associated with being located in the City Centre, that may arise as a result of surrounding City Centre development and/or proximity to the development's proposed commercial activities.

Existing Legal Encumbrances

A no development covenant is registered on the property which restricts rezoning and development of the subject site conditional to meeting conditions related to phasing, density, land uses, amenities, services and contributions. The subject rezoning application will provide road, park, public right-of-way, amenity contribution associated with Urban Core Transect (T6) and Village Centre Bonus Area density, utility upgrades and public art contribution consistent with the terms included in the no development covenant. Conditional to compliance with the considerations outlined in Attachment 9, the no development covenant will be discharged from the portion of the site included in the subject rezoning application.

Housing Type and Tenure

A. Summary of Residential Units:

Table 1 below summarizes the unit type within the LEMR, market rental and strata components of the development.

Table 1: Summary of the Size of LEMR, Market and Strata Units

Unit Type	LEMR	Market Rental	Strata	Total
Studio	11 units (7.8%)	22 units (14.6%)	37 units (4.9%)	70 units (6.7%)
1-Bedroom	37 units (26.2%)	61 units (40.4%)	392 units (52.3%)	490 units (47.1%)
2- Bedroom	48 units (34.0%)	68 units (45.0%)	283 units (37.7%)	399 units (38.3%)
3-Bedroom	45 units (31.9%)	None	37 units (4.9%)	82 units (7.9%)
Total	141 units	151 Units	749 Units	1,041 Units

B. LEMR Housing:

The developer proposes to design and construct 141 Low-End Market Rental (LEMR) units to a turnkey level of finish at the developer's sole cost, comprising 10,857 m² (116,867 ft²) of habitable floor area on Parcel 8. This area represents 15 per cent of the development's total residential floor area satisfying the standard generally applied within the Lansdowne Village (City Centre) area. The supply, size and design of the LEMR units uphold the objectives of the City's Affordable Housing Strategy. Table 2 below summarizes the unit mix, size of units, maximum rents and income thresholds associated with the LEMR units. A Housing Agreement will be used to secure these limits. A Housing Covenant registered on Title will be used to set the minimum unit area, identify unit location and parking space allocation.

Table 2: Low-End Market Rental (LEMR) Unit Details

Unit Type	Unit Mix (see Note 1)	Minimum Unit Area	Max. Rent (See Note 2)	Income Threshold (See Note 2)
Studio	11 units (7.8 %)	37 m ² (400 ft ²)	\$811 / month	\$34,650 or less
1-Bedroom	37 units (26.2 %)	50 m ² (535 ft ²)	\$975 / month	\$38,250 or less
2- Bedroom	48 units (34.0 %)	69 m ² (741 ft ²)	\$1,218 / month	\$46,800 or less
3-Bedroom	45 units (32.0 %)	91 m ² (980 ft ²)	\$1,480 / month	\$58,050 or less

Note 1: The unit mix and supply will be confirmed through the Development Permit* process. The minimum targets established in the Affordable Housing Strategy and Official Community Plan will be upheld.

Note 2: Values adopted by Council on July 24, 2017 and included in the City's public-facing LEMR Bulletin.

The Affordable Housing Strategy provides that 60 per cent of LEMR units should be "family-friendly", being comprised of two or more bedrooms. The Strategy targets a 30 percent supply of two-bedroom units and a 30 per cent supply of three-bedroom units. The proposal satisfies the unit mix sought.

The Strategy also supports Basic Universal Housing (BUH), which recognizes a design that meets the accessibility needs of a wide range of individuals. The Strategy seeks to have at least 85 per cent of LEMR units with a BUH design. In this case all of the LEMR units will include this design.

As outlined in the Strategy, affordable housing units may be clustered provided the developer enters into a partnership agreement with a qualified non-profit organization to own or manage the units.

As part of this development, the LEMR units are to be clustered within the easternmost L-shaped portion of the six-storey building; the market rental units will occupy the western L-shaped portion of this building and both portions will share a central courtyard (Attachment 6). The developer has provided that they intend to work with S.U.C.C.E.S.S., a qualified non-profit organization, to lease and manage the affordable housing units. A letter of support from S.U.C.C.E.S.S is included in Attachment 7.

C. Market Rental Housing:

The developer proposes to design and construct 151 market rental units, to a turnkey level of finish, at the developer's sole cost, comprising 9,438 m² (101,594 ft²) of habitable floor area on west portion of Parcel 8.

The Official Community Plan (OCP) provides that 15 per cent of the development's total residential floor area, minus any area allocated to affordable housing (LEMR), is to be provided as purpose-built market rental housing. In this case, the market rental housing makes up a total habitable floor area of 9,438 m² (101,594 ft²), being roughly 15.3 per cent of the total.

Table 3 Market Rental Unit Details

Unit Type	Min. Unit Area (1)	Number of Units (1)	% of Units (1)
Studio	37m ² (400 ft ²)-	22 units	14.6 %
1-Bedroom	43m ² (463 ft ²)	61units	40.4 %
2- Bedroom	61m ² (660 ft ²)	68 units	45 %
3-Bedroom	-	None	-
Total	N/A	151 units	100%

Note 1: The unit mix and supply will be confirmed through the Development Permit* process.

The OCP provides that a minimum of 40 per cent of market rental units should be family-friendly two and three-bedroom units. In this case, 68 units or 45 per cent of the total will be two-bedroom units. Further, all of the units will have a BUH design. A Housing Agreement will be used to secure the market rental units. A Housing Covenant will be used to set the minimum unit area, identify unit location and parking space allocation.

D. Market Strata Housing:

In addition to the LEMR and market rental units, the project includes 749 market strata units to be provided within two separate buildings.

These include a 14-storey building in Parcel 2 and a 13-storey building in Parcel 5. Of the 749 strata units, approximately 43 per cent will be “family-friendly” (2 bedroom plus) and 113 of the units will include a BUH design.

Consistent with OCP policy and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title prior to rezoning bylaw adoption prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

E. General Housing Requirements:

Prior to final adoption of the rezoning bylaw, registration of Housing Agreements and Market Rental Agreement and Housing Covenants on Title is required to secure the following in perpetuity for the LEMR units, and market rental units:

- LEMR units are required to achieve occupancy prior to any other buildings or uses in the proposed development.
- Residential use is restricted to residential rental tenure.
- Age-related occupancy restrictions are prohibited.
- Single ownership of the LEMR units is maintained (within a single airspace parcel or strata lot). This also applies to the market rental units (within a single airspace parcel or strata lot).
- Occupants will enjoy full use of all indoor residential amenity spaces, all outdoor residential amenity spaces, parking, bicycle storage and related features, at no additional charge to the occupants.

F. Accessibility:

Richmond’s OCP encourages development to meet the needs of the City’s aging population and people facing mobility challenges. Staff support the developer’s proposal, which is consistent with City Policy and will include:

- Barrier-free lobbies, common areas and amenity spaces.
- Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.).
- 38.9 per cent Basic Universal Housing (BUH) units (i.e., 405 of 1,041 units), including 100 per cent of LEMR units (i.e., 141 units) and 100 per cent of Market Rental units (i.e., 151 units).

Village Centre Bonus (VCB)

Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Village Centre Bonus (i.e. up to 1.0 floor area ratio for commercial uses) must make an amenity contribution (based on five per cent of bonus VCB floor area – Table 4 below) and as applicable, utilize the permitted bonus VCB floor area for commercial uses that are selected for their ability to enhance the vitality and amenity of the applicable City Centre Village (e.g., Lansdowne Village).

Through this application 0.09 FAR of VCB density bonus would be applied for the provision of commercial uses along the Hazelbridge (western edge) of Parcel 2.

Table 4: VCB Bonus contribution

VCB Bonus Area	5% of Maximum VCB Bonus Floor Area	Rate	Minimum Interim Amenity Security
661m ² (7,115 ft ²)	33.05m ² (355.75 ft ²)	\$871/ ft ²	\$ 309,858.25

Urban Core Transect (T6)

Under the CCAP and Zoning Bylaw, development sites that are located within the Urban Core Transect (T6) must make an amenity contribution, based on one per cent of total Residential building area for Area within Urban Core Transect (T6 area) to enhance the vitality and amenity of the applicable City Centre Village (e.g., Lansdowne Village).

Table 5: Urban Core Transect (T6) contribution

Urban Core Transect (T6) Bonus Area	1% of total residential building area	Rate	Minimum Interim Amenity Security
54,465m ² (586,256 ft ²)	544.65m ² (5,862.56 ft ²)	\$871/ ft ²	\$ 5,106,289.76

Community Amenity Contribution:

Based on a review of the current development proposal for Phase 1A, staff confirm that a physical childcare facility/Early Childhood Development Hub space is not required to be incorporated into the current development phase (1A). The recommendation is for a cash-in-lieu contribution in-lieu of on-site amenity space towards the “Interim Amenity Security” for a future facility elsewhere on the site in Phase 7 in compliance with the OCP and Master Phasing Agreement. This amenity contribution would be provided prior to rezoning bylaw adoption, and would be based on the equivalent-to-construction-value rate of \$871.00 per square foot and 5 per cent of the site’s maximum permitted VCB bonus floor area and 1 per cent of total residential building area within Urban Core Transect (T6 area). If the payment is not made within one-year of the third reading of the zoning amendment bylaw, the Council-approved “equivalent to construction value” community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable.

It should be noted that as part of the overall plan for the Lansdowne site, the OCP identifies a potential City owned facility to be provided in the southwest corner of the site adjacent to the Canada Line, Lansdowne Linear Park and a civic plaza which is envisioned to be located at the corner of Lansdowne Road and No. 3 Road. That City facility is anticipated to be provided as part of Phase 7 of the Lansdowne Master Plan buildout.

The City is interested in the provision of a physical childcare facility/Early Childhood Development Hub and understands that this amenity would not be realized until Phase 7 of the Lansdowne Development as per the approved Lansdowne Master Plan OCP amendment.

In keeping with the OCP, any amenity contributions provided as “Interim Amenity Security” would be held in an interim account until Council has determined what form of amenity is to be provided as part of future rezoning applications.

Transportation and Site Access

The proposed development provides for transportation improvements and related features, all at the developer’s sole cost, to be secured through a combination of road dedication and legal agreements registered on Title, to the satisfaction of the Director Transportation, and the City’s standard Servicing Agreement process (secured with Letters of Credit), as applicable, as per the attached Rezoning Considerations (Attachment 9).

Staff support the developer’s proposal, which is consistent with City objectives and OCP amendment and includes:

- Frontage improvements along Alderbridge Way to accommodate road, off-street multi-purpose path, sidewalk, planted boulevard and related upgrades. This includes maintaining the two existing eastbound traffic lanes and a 5.65 m wide area of dedication for curb and gutter improvements, hardscape improvements and a multiuse pathway (3 m wide).
- Frontage improvements along Kwantlen Street to accommodate road, sidewalk, planted boulevard and related upgrades. This includes varying widths of dedication for curb and gutter improvements, sidewalk improvements, travel and turning lanes and hardscape improvements. There will also be a 6 m wide North-South “Minor Green Link” along the west edge of Kwantlen along this side of the development.
- Frontage improvements along Cooney Road to accommodate road, sidewalk, planted boulevard and bike path-related upgrades. This includes varying widths of dedication for curb and gutter improvements, sidewalk improvements, travel and turning lanes, hardscape improvements and a bike path on the east side of the road.
- Frontage improvements along Hazelbridge Way to accommodate road, sidewalk, planted boulevard and related upgrades. This includes varying widths of dedication for curb and gutter improvements, sidewalk improvements, existing and additional travel lanes and hardscape improvements.
- Frontage improvements along the East-West Mews to accommodate road, sidewalk and boulevard related upgrades. This includes dedications for sidewalk improvements, interim travel lanes and boulevard improvements.

The Parcels are generally accessible from Alderbridge Way, Hazelbridge Way, East-West Mews, Cooney Road, and Kwantlen Street, with vehicular access off East-West Mews for Parcel 2, 5 and Parcel 8.

In accordance with the recently enacted Provincial Housing Statutes Amendment Act, 2023 – Bill 47, a rezoning application that receives First Reading after January 1, 2024 will be subject to the requirements of Transit Oriented Areas Regulation 47. As such, off-street parking spaces for the residential use of the land, other than accessible parking and loading, are not required to be provided as part of the development.

The proposed development will provide commercial parking, residential accessible parking and loading in accordance with the City's current Zoning Bylaw 8500.

In addition, the applicant has voluntarily provided additional off-site residential parking spaces and has agreed to provide the following voluntary Transportation Demand Management (TDM) measures, which will be secured by restrictive covenant or legal agreements(s) in the considerations, for the purposes of facilitating alternative modes of transportation to support the site:

- Mobility Hub: An interim version of the City Scale Mobility Hub is planned as part of Phase 1A and is proposed to be located outside of the three development parcels, within the western portion of the Lansdowne site along No. 3 Road, with the understanding that the ultimate condition will be implemented as a condition of completion of any first rezoning for Phase 6 (Schedule C). This interim hub will encourage multi-modal connections between various forms of transportation prior to development of the final version of the City Scale Mobility Hub with supplementary amenities, expected by Phase 7. The location of the Mobility Hub will be on private property abutting the future Civic Plaza with Phase 1A elements on the south side of the future East-West Road.
- Enhanced Cycling and Walking Treatments: The Lansdowne Linear Park will be established through the development of Phase 1A. The developer will dedicate and construct the eastern portion of the Lansdowne Linear Park along the northern edge of Lansdowne Road, in addition to interim construction of the western and central sections of the linear park secured through SRW. The 14.5 m wide park would consist of cycling and pedestrian path with landscaping, trees, seating and lighting.
- Enhanced Class 2 Bicycle Parking Spaces: The developer will provide enhanced Class 2 bicycle parking (indoor) in terms of access and convenience with 64 per cent spaces located indoors. The developer will provide bike maintenance and repair facilities in each parcel, with an additional bicycle maintenance area will be provided for visitors in a covered area within the greenway secured via SRW, and is publicly accessible between Parcels 2 and 5.
- Transit Pass Program: The developer will provide the equivalent of two years of two-zone monthly transit passes to 100 per cent of the market rental and affordable rental units.

- Car Share Vehicles: The developer will provide two car-share vehicles and two spaces equipped with Level 2 electric vehicle charging stations at-grade directly south of Parcel 8 within the access driveway. Car-share spaces will be 24-hour reserved and provided in addition to residential visitor spaces. As directed by the City, the car-share vehicles will consist of one compact car and one SUV.
- Car Share Memberships: The developer will provide car share memberships for 100 per cent of market rental and affordable rental units.
- Bike Maintenance and Repair Facilities: The developer will provide bike maintenance and repair facilities within a bicycle maintenance station in each parcel.
- E-Bike Parking Spaces: The developer will provide standard 120 Volt outlets for 25 per cent of the proposed Class 1 bicycle parking spaces to allow for e-bike charging in each parcel.
- EV Ready Visitor Parking Spaces: The developer will provide Level 2 240 Volt Plug-ins for 25 per cent of the proposed visitor parking spaces.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 74 bylaw-sized trees on the subject property and 27 street trees on City Property for a total of 101 trees located in the scope of work of the Phase 1A development.

It is worthwhile to note that consideration of tree retention and removal on the subject site has involved a comprehensive review of the form of development, associated frontage works including the introduction of a new multi-use path along Alderbridge Way and significant on and off-site infrastructure improvements. This included the site-specific consideration of the following elements:

- Tree relocation is complicated by the mature age of the trees, the overall health documented in many of the trees, pre-existing structural condition, asymmetric root balls and the logistical challenges of transplanting large trees, resulting in a low likelihood of survival for transplanted trees.
- From a maturity of trees in the future standpoint, the existing trees will likely suffer, decline and dieback due to the changed hydrology and access to sunlight post development, the species of the replacement trees can be selected so that they will thrive in the new conditions and provide a very rich experience in the ultimate condition.
- The plan includes a number of new buildings, extension of roads, frontage improvements and introduction of pedestrian mews and green links some of which introduce conflicts. In addition, a new Multi-Use Path along Alderbridge Way. Bringing the Boulevard and sidewalk grade down from existing to be set at level with the streetscape will also enable a second row of planting to be provided at the back of the sidewalk. This requires some tree removal and changing of grade.

The resulting design will contribute to greater cohesion to the overall City public realm by stitching this new development into the Lansdowne Village Area fabric.

- Tree replacement within Phase 1A, in accordance with Urban Forestry best practices to ensure success and longevity, the intent is to choose tree species that are tolerant of partial shade on Alderbridge Way and the new growing condition. The number of trees to be planted on-site, proposed to exceed the required replacement number, will be reviewed and secured through the Development Permit Process.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Two trees (tag# 245 and 246) located on-site are identified to be retained and protected in the Arborist report (Attachment 8).
- 72 trees (tag #201-209, 211-244, 247-249 and 251-276) located on-site are proposed to be removed.
- Replacement trees should be specified at 2:1 ratio as per the OCP (minimum 4 m high conifer or 8 cm caliper deciduous).

The applicant completed a Tree Preservation Study that provided a rationale for the removal of the trees and planting new trees in the subject site, a summary of which is as below:

- There are 101 Trees including 74 trees on-site (tag #201-209, 211-249 and 251-276) and 27 street trees (tag #736-762), located within the project scope of the northern portion of Phase 1A of the Lansdowne Mall Redevelopment.
- 41 Trees are to be removed for City Road Works and Engineering requirements, which include six trees (tag #254-259) for Hazelbridge Way widening, 16 trees (tag #201-209 and 211-217) for Kwantlen Street Widening, four trees (tag #236-238 and 275) for Cooney Road extension, and 15 trees (tag #229-230, 261-268, 271-274 and 276) for the construction of the East-West Mews and associated utilities and servicing works.
- 12 Trees (tag #224-228, 231-234 260 and 269-270) are located in the centre of the development parcels as per the Lansdowne Master Plan and cannot be retained.
- Eight Trees (tag #219, 221, 223, 239, 241, 243, 248 and 252) located on-site along the Alderbridge frontage need to be removed to stop current dieback in accordance to Arboricultural Best Management practices. Overly tight spacing has created significant crown overlap and substantial self-shading, impeding the development of normal growth/form. This has promoted natural processes that induce the dieback that has been observed since 2015. New buildings on the south (sunny side) will exacerbate this dieback due to additional shading and competition for soil water resources.
- 11 on-site Trees (tag #218, 220, 222, 235, 240, 242, 244, 247, 249, 251 and 253) along Alderbridge Way are proposed to be removed. A 13.5 m setback is required to preserve the crown of the mature trees, from the impacts of the Deep Soil Mixing (DSM) excavation equipment.

This would lead to the loss of ~67 Rental Units and ~243,000 ft² of market strata gross floor area — rendering the project unfeasible from a financing perspective and severely impacting the delivery of much needed LEMR and purpose built market rental units. Furthermore, this was undesirable due to the amount of grade changes, sidewalk setbacks and atypical adjacency conditions that would be needed to accommodate accessibility beside these large mounded trees. It would also introduce other safety concerns with larger grade changes required at intersections and future crossing locations.

The City's arborist also reviewed the applicant's Arborist report related to City trees and agreed with the proposal for:

- 16 City Trees (tag #747-762) located on the central boulevard in Alderbridge Way are to be retained.
- 11 off site trees (tag #736-746) located on the central boulevard in Alderbridge Way are to be removed for City Road Works and Engineering requirements for reconfiguration of Alderbridge Way.

Tree Replacement

The applicant wishes to remove 72 on-site trees (tag #201-209, 211-244, 247-249 and 251-276). The 2:1 replacement ratio for 72 trees would require a total of 144 trees, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

The preliminary landscape plans provided by the applicant identify a total of 251 new trees to be planted on-site, well above the required number of replacement trees.

The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. Out of the 251 new trees, 175 trees meet the minimum sizes, which is still above the 144 trees required based on the 2:1 replacement ratio.

Table 6 Tree Replacement

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
166	8 cm	n/a
9	n/a	4 m

The applicant wishes to remove 11 City Trees (tag #736-746). The applicant will contribute \$20,736.00 to the City's Tree Compensation Fund to compensate and 27 additional trees would need to be planted elsewhere in the City.

Tree Protection

Two on-site trees (tag #245-246) and 16 street-trees are to be retained and protected.

16 City Trees (tag #747-762) located on the central boulevard in Alderbridge Way are to be retained.

The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 9).

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to construction, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

Public Art

The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated along key public open space corridors. The developer has proposed to integrate public art with the proposed development.

Staff recommend acceptance of the developer's offer with a minimum value of at least \$607,793.14, based on City approved rates and the maximum buildable floor area permitted under the subject site's proposed "Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)" zone, excluding market rental and affordable housing (as indicated in the table below).

Prior to rezoning adoption, the developer will prepare a Master Public Art Plan for the entire Lansdowne Development and a Public Art Plan for Phase 1A.

The Master Public Art Plan will guide the subsequent public art plans for each phase and outline how the public art contributions are dispersed at each phase and what percentages of the funds will be allocated to the Major Park. The Master Public Art Plan together with the Public Art Plan for Phase 1A will be presented for consideration by the Richmond Public Art Advisory Committee and followed by the registration of legal agreements on Title to secure the implementation of the approved plan to the City's satisfaction.

For contributions with a cumulative budget over \$250,000.00, the Public Art Plan for Phase 1A is presented for Council approval prior to Building Permit* issuance. Considering the cumulative budget is \$607,793.14, the Public Art Plan for Phase 1A will be brought forward for Council approval prior to Building Permit* Issuance.

Table 7 Public Art Contribution

Use	Max. Permitted Floor Area Under ZMU55 Zone	Affordable Housing & Market Rental Exemption	Max. Permitted Floor Area (After Exemptions)	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	78,501 m ² (844,977.73 ft ²)	21,812 m ² (234,782.41 ft ²)	56,689 m ² (610,195.32 ft ²)	\$0.99/ft ²	\$604,093.36
Non-Residential	661 m ² (7,114.94 ft ²)	n/a	661 m ² (7,114.94 ft ²)	\$0.52/ft ²	\$3,699.77
TOTAL	79,162 m² (852,092.68 ft²)		57,350 m² (617,310.26 ft²)	Varies	\$607,793.14

Lansdowne Linear Park

The Lansdowne Linear Park will be established through the development of Phase 1A. The developer will dedicate and construct the eastern portion of the Lansdowne Linear Park along the northern edge of Lansdowne Road, in addition to interim construction of the western and central sections of the linear park secured through SRW (Attachment 6). Park Development Cost Charges (DCC) credits would be available. The 14.5 m wide park would consist of cycling and pedestrian path with landscaping, trees, seating and lighting.

Site Servicing and Frontage Improvements

Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreement for the design and construction of water, storm sewer and sanitary sewer upgrades, together with related public and private utility improvements arising as a result of the proposed development, as determined to the satisfaction of the City. These works will be secured with a Letter of Credit, for the design and construction of required off-site works.

Frontage improvements will occur on all frontages of the development including a multi-use path along Alderbridge with a double row of trees, and interim (west of Cooney) and ultimate (east of Cooney) construction of the Lansdowne Linear Park from No. 3 Rd to Kwantlen Street. This would include the dedication of the east portion of the Park east of Cooney.

Sustainability and District Energy

In compliance with the City's sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code for the proposed mixed-use residential buildings, the developer proposes the following:

- Parcel 8: Step 3 with a low carbon energy system with the capability to connect to the City Centre District Energy Utility.
- Parcel 2 & 5: Step 2 a with low carbon energy system with the capability to connect to the City Centre District Energy Utility.

The mechanical engineer has provided a letter confirming the project is being designed to achieve applicable Step Code with connection to a low carbon energy system contributed by the developer, with the capability to connect to the City Centre District Energy Utility once it becomes available. More information regarding the development's sustainability initiatives will be provided at the Development Permit stage.

The concept plan is to locate an interim low carbon energy plant to provide cooling to the Phase 1 buildings (including Phase 1A- Parcels 2, 5, 8 and future development Parcels 9, 10) on the roof of Parcel 5, with the capability to connect to and be serviced by a District Energy Utility (DEU), providing heating, cooling and domestic hot water heating.

Future Development Permit* Application Considerations

Development Permit* approval, to the satisfaction of the Director, Development, is required prior to final adoption of the rezoning bylaw. At Development Permit* stage, additional design development is encouraged with respect to the following items:

- Streetscape along Kwantlen and Cooney Road: Opportunities to further soften the raised parkade using landscape design including planting.
- Streetscape along East-West Mews: Opportunities to make the built form more active and engaging with the East-West Mews.
- Architectural Design: Opportunities to create visual differentiation through massing, façade and materiality in response to create landmark towers.
- Building Height: The building heights of Parcel 2 and 5 be further reviewed to ensure compliance with Vancouver International Airport Zoning Regulations-Building Height Compliance.
- Parkade fire response: The proposal includes a single response point proposed for the parkade below Parcel 2 and 5. The parkade is too large to allow for a single response point proposed at the entry of Parcel 5. Fire protection systems need to be zoned to allow for dispatch to response to Parcel 2 or 5 depending on the location of the activated device or system.
- North-South Green Link: Opportunities to demarcate public realm from adjacent private realm areas and direct people towards the publicly accessible green link area by incorporating landscape elements (planting, trees, furnishings and paving patterns) within and along the edges of the green link. Green link to be designed to accommodate large volumes and free movement of pedestrians.
- New East-West Mews (between Cooney Road and Kwantlen Street including “Minor Green Link”): Opportunities to provide clearly delineated and protected pedestrian linkages along the north side of the access driveway with elements such as bollards, light poles and/or trees in grates. Provide free, unimpeded public access and movement of pedestrians within the SRW.

Opportunities to prioritize pedestrian access and safety by integrating landscape elements (planting, lighting, trees, walls, furnishings, bollards and/or paving patterns) within and along the edges of the mews to demarcate public realm from adjacent private realm areas and direct people towards publicly accessible, pedestrian areas.

- Pedestrian access and safety: Prioritize pedestrian access and safety.
- Accessibility: Design and distribution of Basic Universal Housing units and common spaces.
- Sustainability: Opportunities to enhance building performance in coordination with architectural expression.
- Crime Prevention through Environmental Design (CPTED): Opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- Parking, Loading & Waste Management: The development proposal is consistent with the Zoning Bylaw and related City requirements. Further design of vehicle parking and circulation, truck manoeuvring, waste management activities and related features and spaces.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets constructed to City Standards, such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, bike lanes and traffic signals. The rezoning application results in \$62,404.92 Operational Budget Impact (OBI) for off-site City Infrastructure including roadworks, waterworks, storm sewers, sanitary sewers, streetlights, street trees and traffic signals.

The Lulu Island Energy Company (LIEC) will take ownership of the low carbon energy system contributed by the developer.

Conclusion

Lansdowne Phase 1 Limited Partnership has applied to the City of Richmond to rezone a portion of 5300 No. 3 Road from “Auto-Oriented Commercial (CA)” zone to “Auto-Oriented Commercial (CA)” zone to “Residential/Limited Commercial (ZMU55) – Lansdowne Village (City Centre)” zone. The proposed rezoning of Phase 1A of this multiphase phase development would permit the development of three parcels along the northeast portion of the Lansdowne site.

The proposed rezoning would permit the development a high density mixed-use high-rise development containing approximately 661m² (7,115 ft²) of commercial space at grade and approximately 1,041 dwelling units, consisting of 141 LEMR units and 151 market rental housing units secured with rental tenure zoning.

The development would also provide significant transportation improvements including a multi-use path along Alderbridge, the Lansdowne Linear Park, an East-West Mews and two North-South Green Links along with intersection and utility upgrades and frontage improvements.

Associated with the proposed zoning amendment is a proposed amendment to the OCP to relocate a North-South “Minor Green Link” east of Cooney Road that would provide the ability to consider additional project density for the purposes of affordable and market rental housing, improve the design and interface of the parkade and public realm and enhance accessibility to the general public, while ensuring the proposal meets the design objectives of the CCAP.

It is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 10523 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10511 be introduced and given first reading.



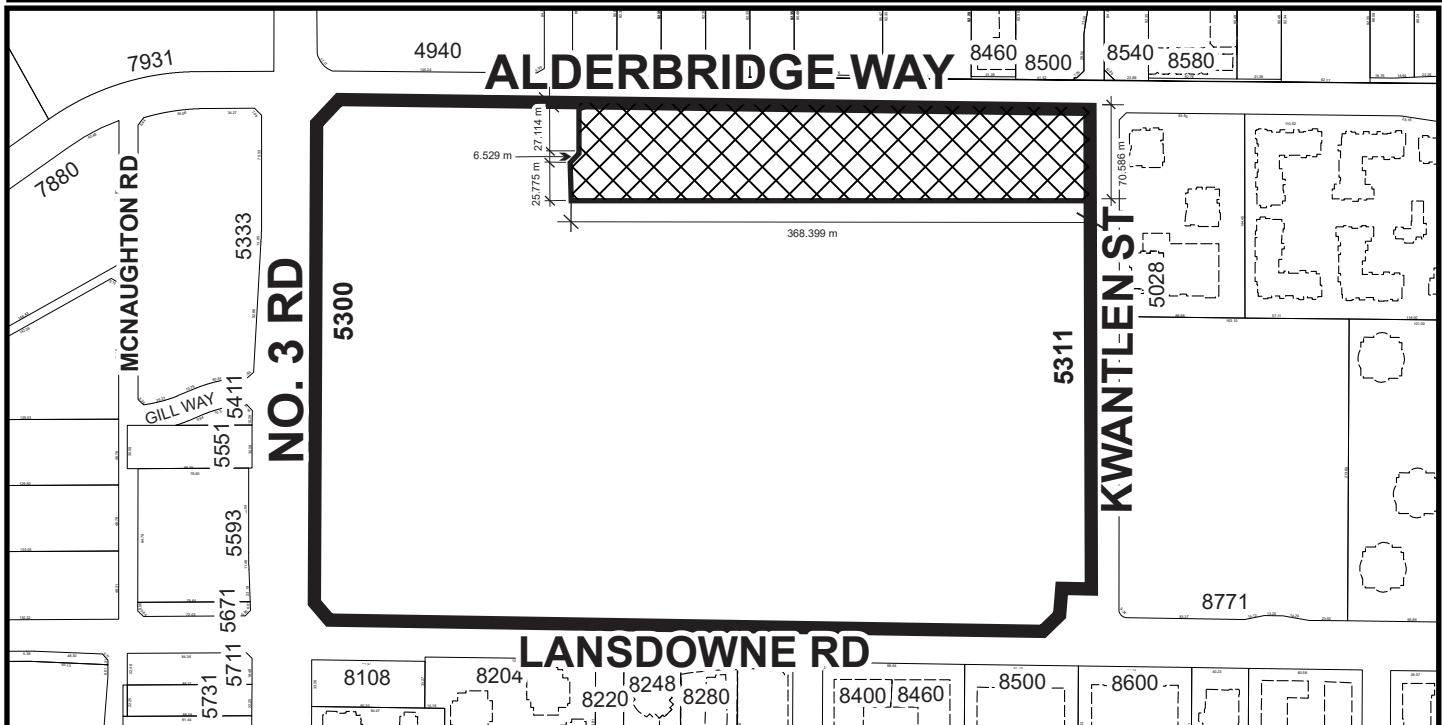
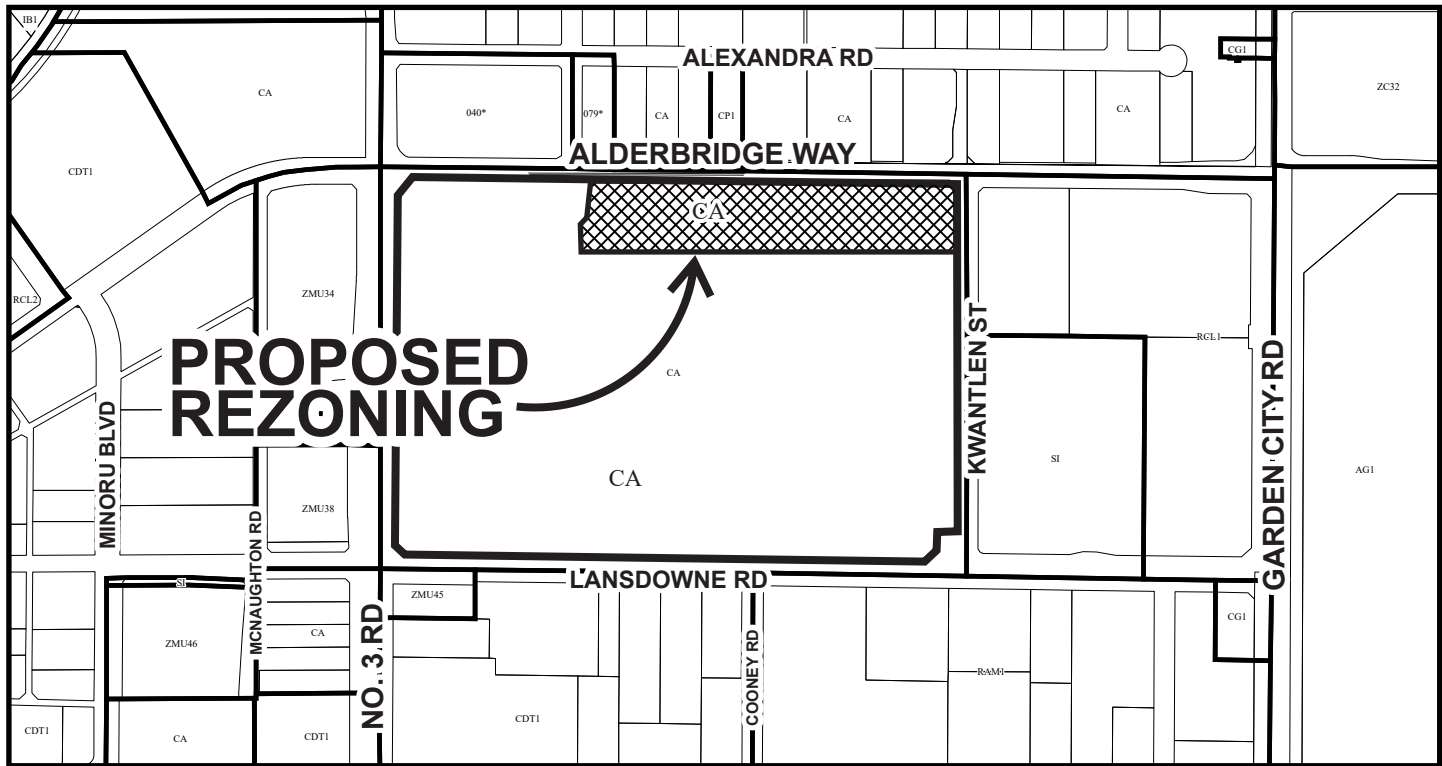
Virendra Kallianpur
Program Manager, Urban Design
(604-247-4620)

VK:he

- Att.
- 1: Location Map and Aerial Photograph
 - 2: Development Application Data Sheet
 - 3: Specific Land Use Map: Lansdowne Village (2031)
 - 4: OCP Amendment Schedule Map Changes
 - 5: OCP Consultation Summary
 - 6: Conceptual Development Plans
 - 7: Non-Profit Letter of Support
 - 8: Tree Management Plan
 - 9: Rezoning Considerations



City of Richmond



RZ 23-011557

PH - 162

Original Date: 03/14/23

Revision Date: 03/30/23

Note: Dimensions are in METRES



City of Richmond



RZ 23-011557

PH - 163

Original Date: 03/14/23

Revision Date: 03/30/23

Note: Dimensions are in METRES



RZ 23-011557

Attachment 2

Address: 5300 No.3 Road, Richmond, B.C. – Parcels 2, 5, and 8 (P2, P5, P8)

Applicant: Lansdowne Phase 1A Limited Partnership

Planning Area(s): City Centre- Lansdowne Village

GFA: 96,218 m² (P2: 36,677 m²; P5: 34,780 m²; P8: 24,717 m²)

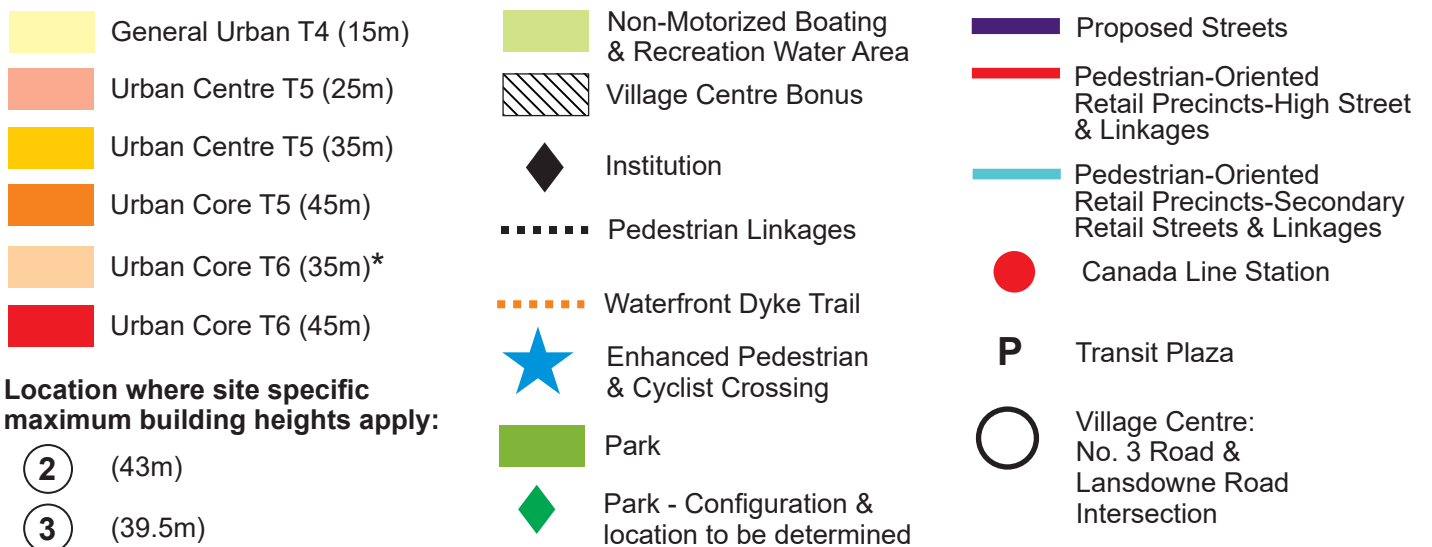
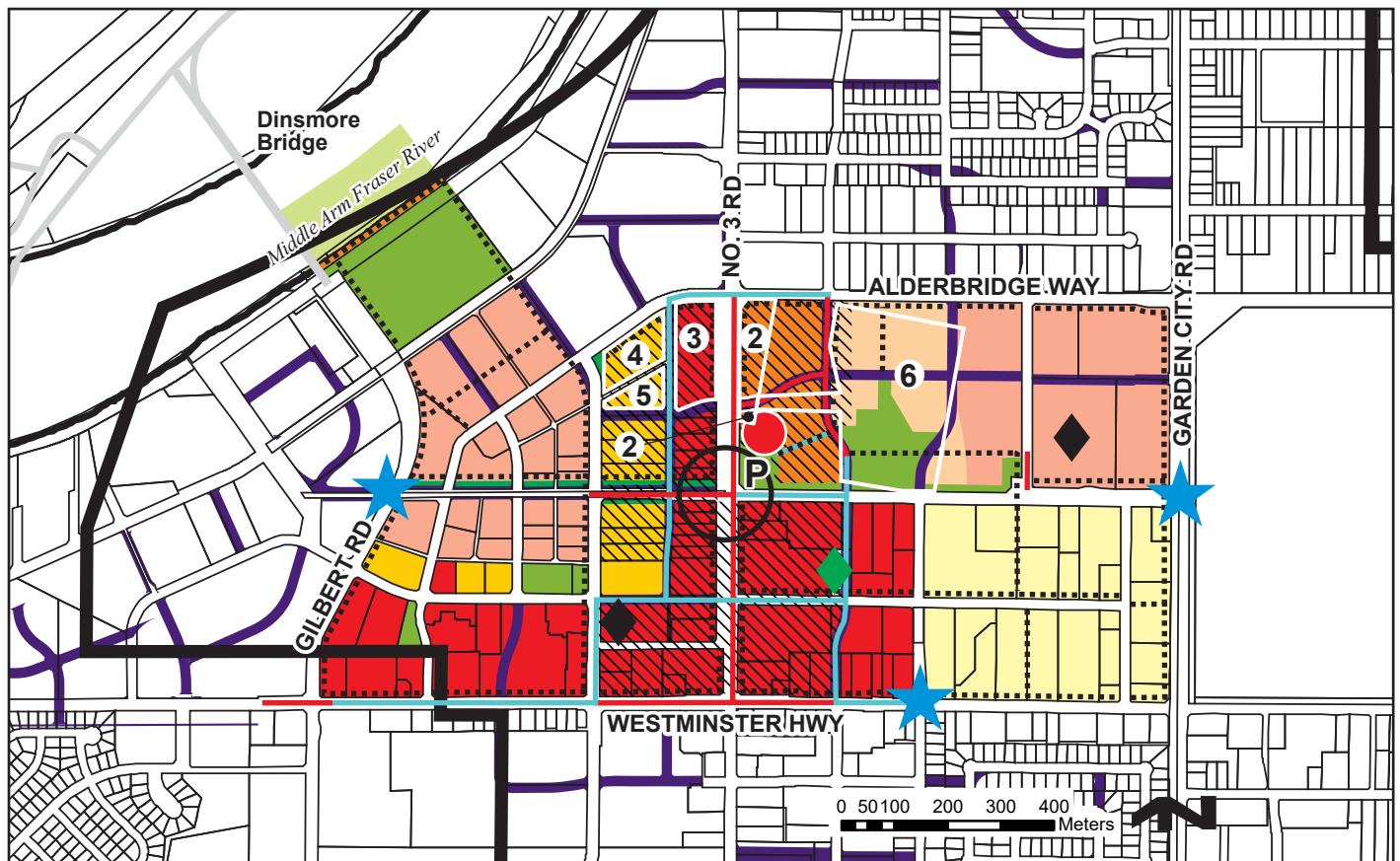
Floor Area: FAR: 80,625 m² (P2: 30,325 m²; P5: 27,902 m²; P8: 22,398 m²)

Total Habitable Area: 72,335 m² (P2: 26,510 m²; P5: 25,530 m²; P8: Market Rental: 9,438 m²; P8: LEMR: 10,857 m²)

	Existing	Proposed
Site Size (m ²):	Master Plan Gross Site Area: 156,247 m ²	Phase 1A – Gross Site Area: 25,070 m² (P2: 8,619 m ² ; P5: 7,766 m ² ; P8: 8,685 m ²) Net Site Area – 22,762 m² (P2: 7,375 m ² ; P5: 7,402 m ² ; P8: 7,985 m ²)
Land Uses:	Shopping Centre	P2&5: B3 Mixed-Use; High-Rise Res., Commercial & Mixed Use; P8: B2 Mixed-Use; Mid-Rise Res.
OCP Designation:	Mixed Use (MU)	P2&5: Urban Core T6 (35m) P8: Urban Centre T5 (25m)
Zoning:	Auto-Oriented Commercial (CA)	Site Specific Zoning
Number of Units:	Nil.	Phase 1A A – Total Dwelling Units: 1,041 (P2: 386; P5: 363; P8:292)

	Amendment Bylaw 10511 Requirement	Proposed	Variance
Floor Area Ratio:	P2: 4.11 P5: 3.77 P8: 2.81	Total: 3.54 FAR P2: 4.11 P5: 3.77 P8: 2.81	None
Lot Coverage (% of lot area):	90%	P2: 5,408 – 63%; P5: 5,252 – 68%; P8: 5,210 – 60%	None
Lot Size (m ²) (Net of Dedications)	P2: 7,375; P5: 7,402; P8: 7,985	Total: 22,762 (P2: 7,375; P5: 7,402; P8: 7,985)	None
Setback (m)- Front Yard (Alderbridge Way):	Min. 3 m	Min.3 m	None
Setback (m) – Side Yard (Hazelbridge Way):	Min. 3 m	Min. 3 m	None

	Amendment Bylaw 10511 Requirement	Proposed	Variance
Setback (m) – Side Yard (Cooney Road)	Min. 3 m	Min. 3 m	None
Setback (m) – Side Yard (Kwantlen Street)	Min. 2.5 m	Min. 2.5 m	None
Setback (m) – Rear Yard (Mews)	P2 & P5: Min. 3 m P8: 8 m	P2 & P5: Min 3 m	None
Building Separation (Public Open Space)	20 m – Public Open Space 16 m – Fronting Green Link	20 m – Public Open Space 16 m –Fronting Green Link	None
Height (m) per OCP*: 36-44m *Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.	P2: 45.0 m measured from Grade P5: 44 m measured from Grade P8: 25 m measured from Grade	P2: 39.6-45.0 m measured from Grade P5: 36-42 m measured from Grade P8: 24 m measured from Grade	None
Height (m) per AZR:	Varies: 43 m-47m with bump out per AZR Exemption Areas Land Areas	Compliant with AZR Exemption Areas Land Areas “D1” to “D4”	None
Off-street Parking Spaces – Commercial	P2 Commercial: 23	P2 Commercial: 54* (incl. 2 Accessible) *Visitor & Retail Shared	None
Off-street Parking Spaces-Accessible	P2: 10; P5: 9; P8: 5	P2: 10; P5: 9; P8: 5	None
Total Off-street Residential Parking Spaces (excluding accessible)	Not Required	P2 Residential: 386 P5 Residential: 401 P8 Residential: 161 Total: 948	None
Off-street Loading Spaces	P2 Residential: 2 medium P2 Commercial: 1 medium P5 Residential: 2 medium P8 Residential: 2 medium	P2 Residential: 2 medium P2 Commercial: 1 medium P5 Residential: 2 medium P8 Residential: 2 medium	None
Tandem Parking Spaces:	Not Permitted	Nil.	None
Amenity Space (m ²) – Indoor:	P2: 772; P5: 726; P8: 584	P2: 786; P5: 752; P8: 586	None



Location where site specific maximum building heights apply:

- 2** (43m)
- 3** (39.5m)
- 4** (Varies from 31m to 33m)
- 5** (Varies from 32m to 35m)
- 6** (Varies from 36m to 44m)

*Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.

OCP Amendment Schedule Map Changes

Pedestrian Environment Map (2031)



Existing

Pedestrian Environment Map (2031)



Proposed

A Base for Building a Living Landscape Map



Existing

A Base for Building a Living Landscape Map



Proposed

OCP Amendment Schedule Map Changes

Base Level Parks & Open Space Map (2031)



Existing

Base Level Parks & Open Space Map (2031)



Proposed

OCP Amendment Schedule Map Changes

Pedestrian Linkages Map



Existing

Pedestrian Linkages Map



Proposed

OCP Amendment Schedule Map Changes

Designated Green Link & Linear Park Location Map



Existing

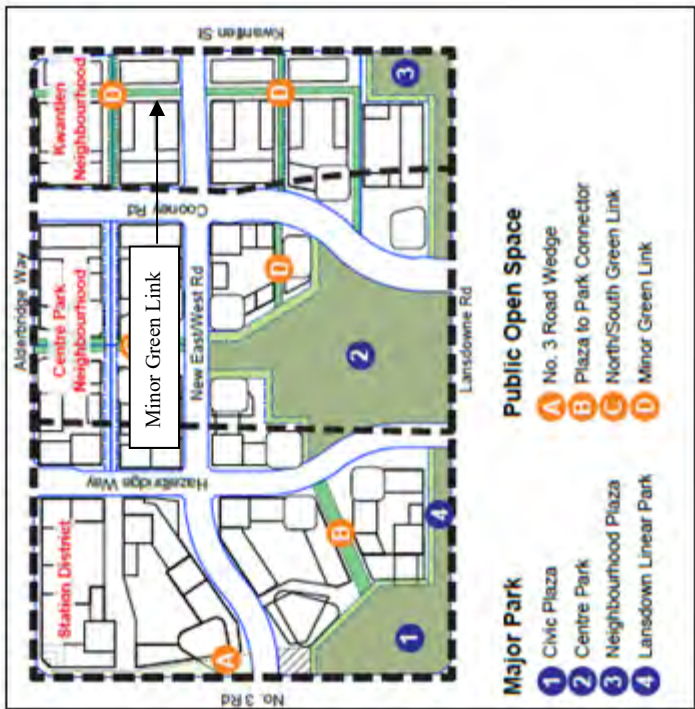
Designated Green Link & Linear Park Location Map



Proposed

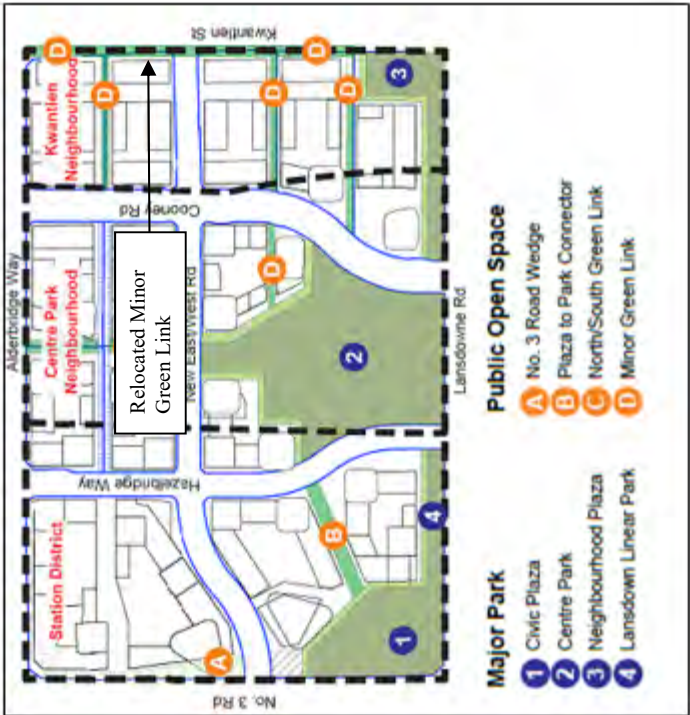
OCP Amendment Schedule Map Changes

Special Precinct Character
Areas & Major Park and
Public Open Space Plan



Existing

Special Precinct Character
Areas & Major Park and
Public Open Space Plan



Proposed

OCP Consultation Summary

Staff have reviewed the proposed OCP amendment, with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy 5043 requirements and determined that OCP Amendment Bylaw 10523 does not need referral to external stakeholders.

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral necessary because the Agricultural Land Reserve is not affected.
Board of Education of School District No. 38 (Richmond)	<p>OCP Amendment Bylaw 10523 is to relocate the North-South "Minor Green Link" from its original location running midblock through Parcel 8 in the northeast quadrant of the development site (under the Lansdowne OCP and Master Plan) to the West side of Kwantlen Street on the eastern edge of the site.</p> <p>No referral is deemed necessary as this change does not change the density (and number of future families) anticipated on the Lansdowne site beyond what is currently permitted in the OCP.</p> <p>Consultation with the Richmond School District No 38 on the overall Lansdowne Master Plan occurred as part of the Lansdowne OCP Amendment process adopted by Council in 2023.</p>
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) Policy.

Stakeholder	Referral Comment (No Referral necessary)
Richmond Coastal Health Authority	No referral necessary because Richmond Coastal Health Authority (RCH) facilities are not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.



View of Parcels 2 & 5, at the intersection of Alderbridge Way and Hazelbridge Way



View of Parcel 8 & Minor Green link at the intersection of Kwantlen Street and Alderbridge Way



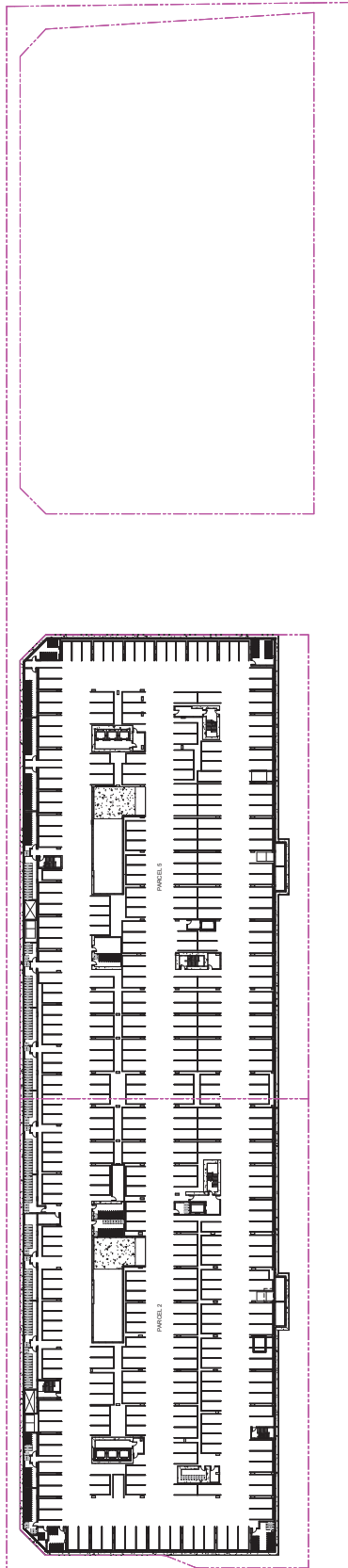
View of the North South Green Link between Parcels 2 and 5



#	Subject	Relevant Sections	Parcel 2		Parcel 5		Parcel 8	
			Existing	Proposed	Existing	Proposed	Existing	Proposed
1	Site Area (sqm)		8,619		7,766		8,685	
2	Net Development Site Area (sqm)		7,275		7,402		7,285	
3	Land Dedication		1,244		364		700	
4	Land Use		Mixed Use		Residential		Residential	
5	OCIP Designation		Shopping Centre Park, Downtown Mixed Use, Mixed Use		Downtown Mixed Use, Mixed Use		Shopping Centre Park, Downtown Mixed Use, Mixed Use	
6	Area Plan Designation	Generalised Land Use Map	Urban Core 16, Village Centre Bonus, Urban Centre 15, Park	Urban Centre 16	Urban Centre 16	Urban Core 16, Village Centre Bonus, Urban Centre 15, Park	Urban Centre 15	
7	Zoning	Sanctified Land Use Map	Auto Oriented Commercial (CA)	RCL Residential Limited Commercial	RCL Residential Limited Commercial	Auto Oriented Commercial (CA)	RCL Residential Limited Commercial	
8	Aircraft Noise Sensitive Development	Bulletin DAVAPS-02	Area 2 High Aircraft Noise Area	To be designed as per City policy	To be designed as per City policy	Area 2 High Aircraft Noise Area	To be designed as per City policy	
9	Dev't Permit Sub-Areas	Bulwa 10154 (In Progress)	B3 Mixed-Use - High-Rise Residential, Commercial & Mixed-Use	B3 Mixed-Use - High-Rise Residential, Commercial & Mixed-Use	B3 Mixed-Use - High-Rise Residential, Commercial & Mixed-Use	B2 Mixed-Use - Mid-Rise Residential & Limited Commercial	B2 Mixed-Use - Mid-Rise Residential & Limited Commercial	
10	Number of Units		nil	386	383	nil	151	market lemr
11	Front Yard - Alderbridge Way Side Yard - Hazelbridge Way Rear Yard - Mews	As per Masterplan	Required 2m Greenway / 3m Min	Provided comply	Variance -	Required 2m Greenway / 3m Min	Provided comply	Variance -
12	Public Open space Street Fencing	Bulwa 10154 (In Progress) Bulwa 10154 (In Progress)	3m	comply	-	3m	comply	-
13	Requirement Strongly Encouraged	Zoning Bulwa 8500 14.4.3 OCIP Bulwa 8500 14.4.5 (b) Bulwa 10154 (In Progress) OCIP Bulwa 8500 14.4.3 (b)	10m (20m separation) 3m @ Hazelbridge Way	comply comply	- -	10m (20m separation) 3m @ Cooney Rd	comply comply	- -
14	Requirement Zoning	Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) Bulwa 8500 14.4.3 (b) 						



PH - 183



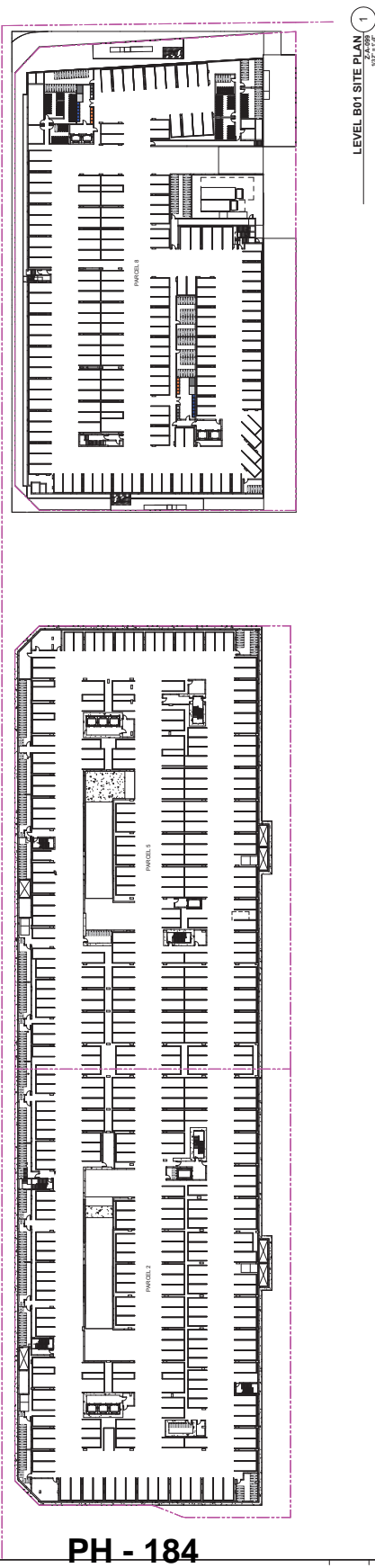
LEVEL B02 SITE PLAN

<p>NOT FOR CONSTRUCTION</p>	<p>Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.</p>
------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

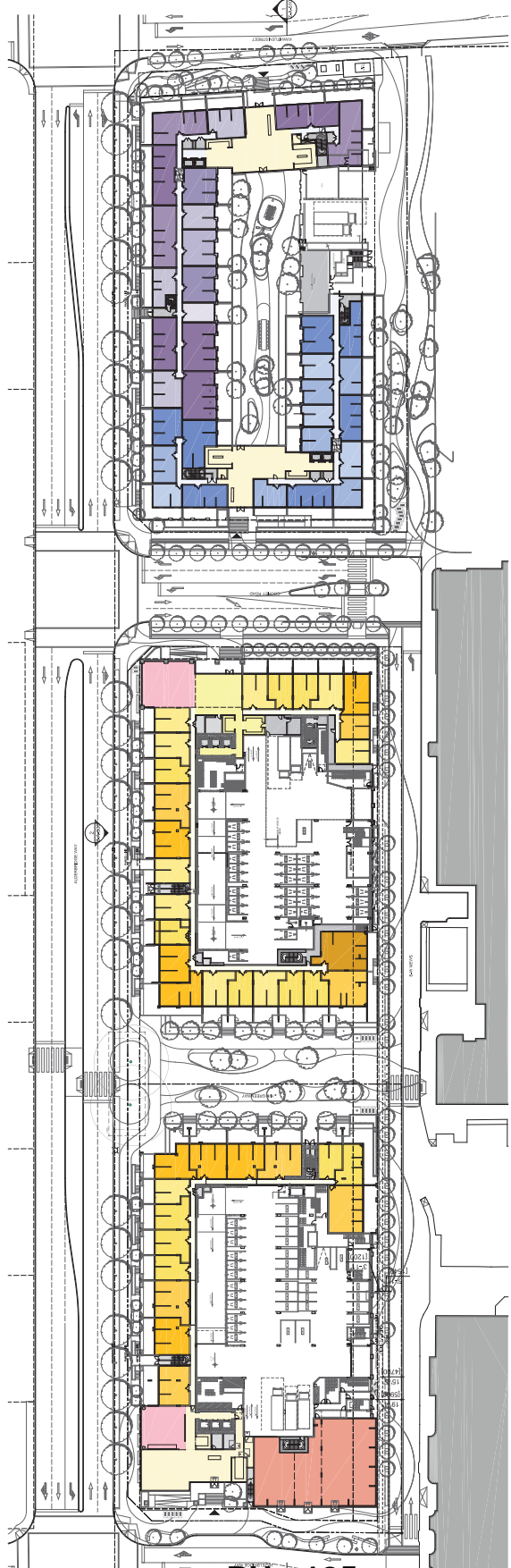


LEVEL B02 SITE PLAN

DRAWN TEAM PROJECT NO. 2228	CHECKED JIM 02/09/23 DATE	GRAPHIC SCALE 1" = 1'-0" SCALE @ ARCHIVE 1/32" = 1'-0" REVISION NO. 03	0 10 20 30 40 FEET SCALE IN FEET	Z-A-098 DRAWING NO.
--------------------------------------	------------------------------------	------------------------------------------------------------------------------------------	----------------------------------------	-------------------------------



PH - 184



1 GROUND FLOOR OVERALL PLAN
Scale: 1/32" = 1'-0"


[illegible]

NOT FOR CONSTRUCTION

REF



GROUND FLOOR
OVERALL PLAN

DRAWN	CHECKED	 GRAPHIC SCALE	SCALE IN ARCHES	SCALE IN FEET
PROJECT NO.	DATE		1/32" = 1'-0"	REVISION NO.
PROJECT NO.		DRAWING NO.		




1 ROOF OVERALL PLAN
Scale: 1/32" = 1'-0"

KPF



DRAWING TITLE

ROOF OVERALL PLAN

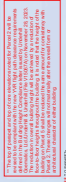
DRAWN	CHECKED		
PROJECT NO.	DATE	0910123	
GRAPHIC SCALE			
SCALE @ ARCH E	1/32" = 1'-0"	REVISION NO.	
DRAWING I/O	Z-A-115		

OVERALL SITE ELEVATIONS

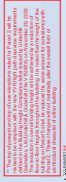
POINT	ELEVATION (FEET)	DESCRIPTION
1	10.00	1st Street
2	10.00	2nd Street
3	10.00	3rd Street
4	10.00	4th Street
5	10.00	Proposed Building
6	10.00	Parking Area
7	10.00	Other Site Features

Prepared by: KPF
Date: 10/1/2023

2 OVERALL NORTH ELEVATION
Scale: 1:500



OVERALL SOUTH ELEVATION



NOT FOR CONSTRUCTION

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN METRIC.


ALL DIMENSIONS ARE SHOWN IN METRIC.

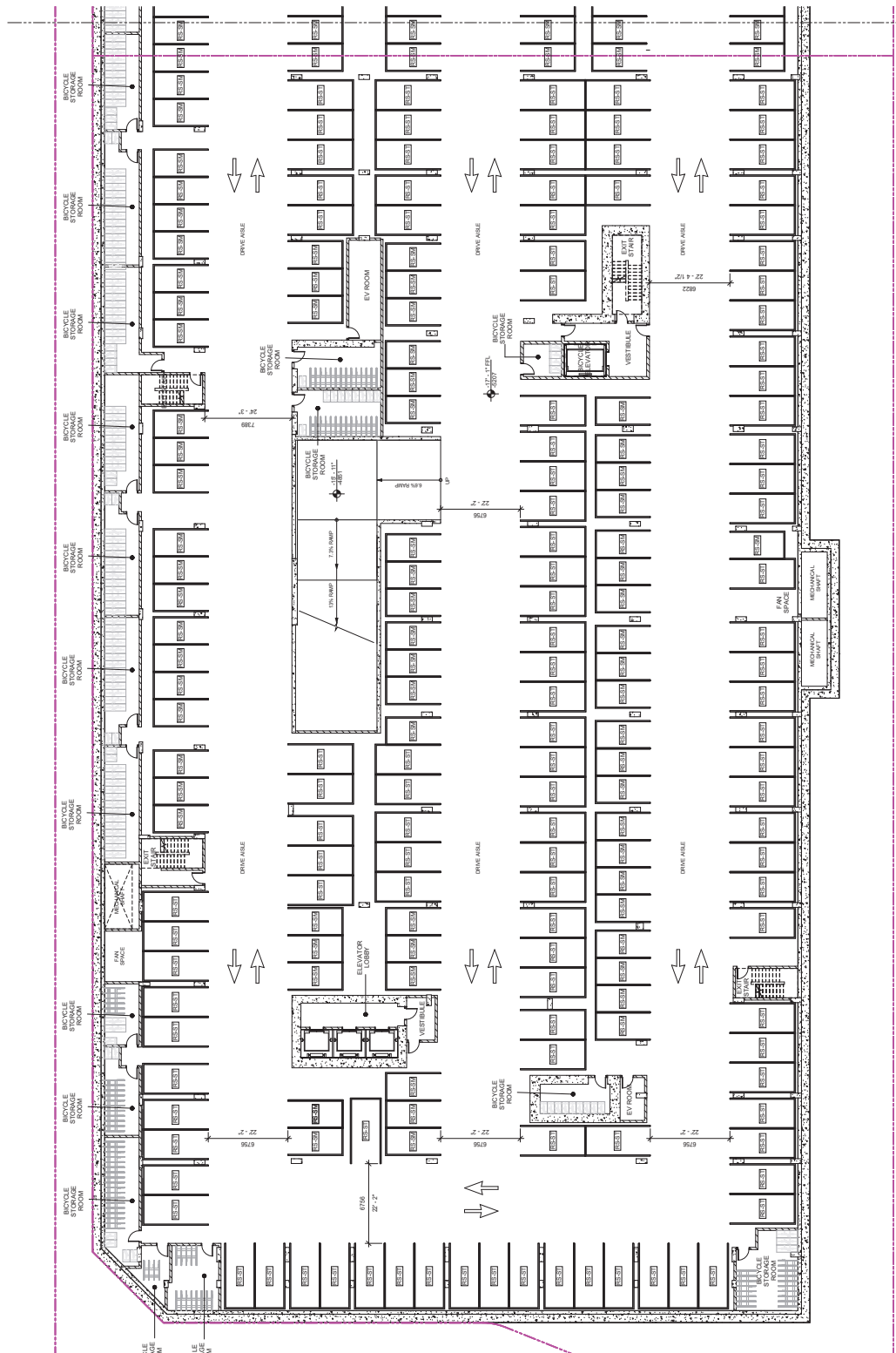
KL

NORTH ARROW

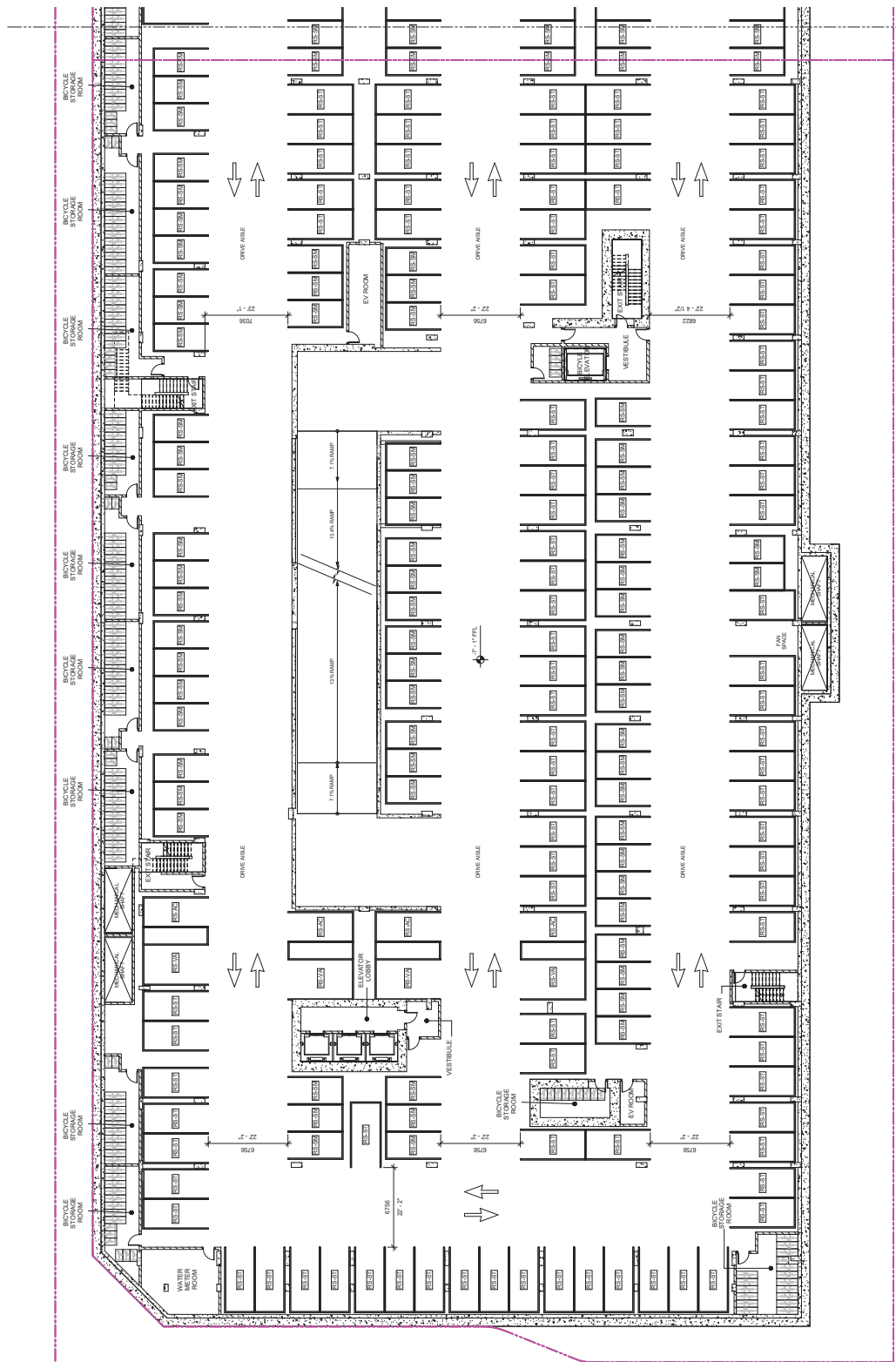
DRAWING TYPE

OVERALL SITE ELEVATIONS

RAWIN	CHECKED
PROJECT NO.	DATE
GRAPHIC SCALE	 SCALE IN FEET
SCALE & DATE	REVISION NO.
N.T.S.	
INSTRUMENT NO.	

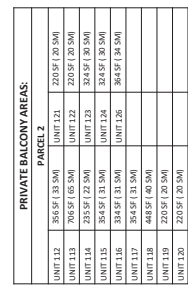


P2-A-198



LEVEL B01 PLAN

P2-A-199

[illegible]

1 GROUND FLOOR PLAN

Scale: 3/32"=1'-0"

KPF

DRAWING STATUS	NOT FOR CONSTRUCTION	<p>Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.</p> <p>ALL DIMENSIONS ARE SHOWN IN METRIC.</p>
----------------	-----------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

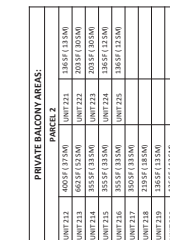
NORTH ARROW



STAMP

GROUND FLOOR PLAN

P2-A-201

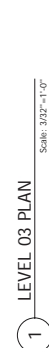
[illegible]

LEVEL 02 PLAN

Scale: 3/32"=1'-0"

LEVEL 02 PLAN

DRAWING NO.
P2-A-202

[illegible]

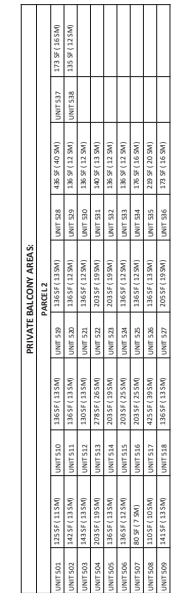
KEY

FILE NAME: Autodesk Docs\LANDOWNE-AAA-STUDIES.M
NOT DATE: 2023-01-16 6:23:27 PM



Category	Item	Color
Color	CONDO-3BR	Orange
	CONDO-2BR	Orange
	CONDO-1BR	Yellow
	CONDO-STUDIO	Light Yellow
Rental	RENTAL-3BR	Blue
	RENTAL-2BR	Blue
	RENTAL-1BR	Light Blue
	RENTAL-STUDIO	Light Blue
Lease	LEASE-3BR	Purple
	LEASE-2BR	Purple
	LEASE-1BR	Light Purple
	LEASE-STUDIO	Light Purple
Retail	RETAIL-3BR	Red
	RETAIL-2BR	Red
	RETAIL-1BR	Yellow
	RETAIL-STUDIO	Light Yellow
Method	METHOD-3BR	Grey
	METHOD-2BR	Grey
	METHOD-1BR	Light Grey
	METHOD-STUDIO	Light Grey

PH - 193


[illegible]

1 LEVEL 05 - 07 PLAN

KLF

NOT FOR CONSTRUCTION

LEVEL 05 - 07 PLAN

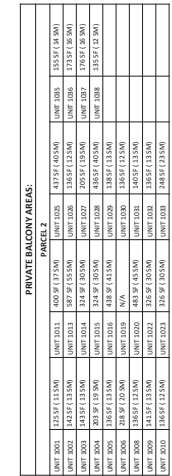
DRAWN	CHECKED
PROJECT NO.	DATE
GRAPHIC SCALE	08/01/23
	
SCALE (ARCHIT)	SCALE IN FEET
3/32"=1'-0"	REVISION NO.
DRAWING NO.	



	CONDO-BIR		RENTAL-BIR		LEARN-BIR		RETAIL		MERCH
	CONDO-BIR		RENTAL-BIR		LEARN-BIR		AGENCY		CORE
	CONDO-BIR		RENTAL-BIR		LEARN-BIR		ESSENTIAL LOBBIES		PARKLOAD
	CONDO-STUDIO		RENTAL-STUDIO		LEARN-STUDIO				

LEVEL 09 PLAN


P2-A-209

[illegible]

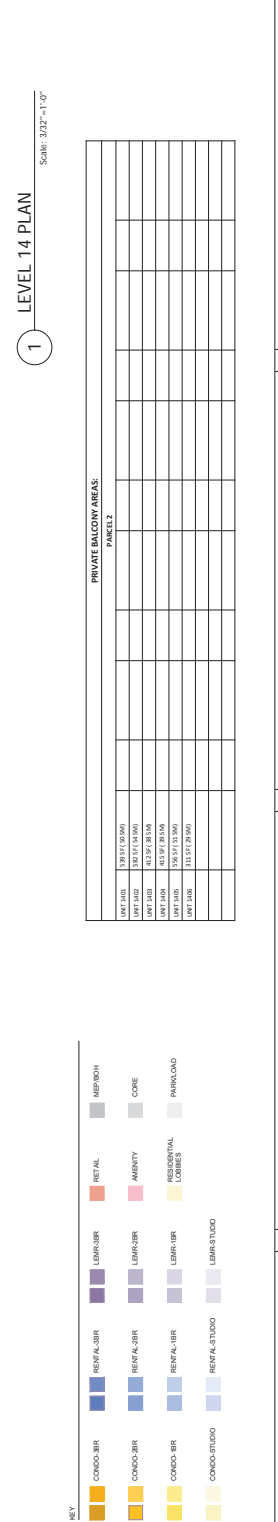
1 LEVEL 10 PLAN
Scale: 3/32" = 1'-0"

KPF

LEVEL 10 PLAN

DRAWN	CHECKED	09/01/23
PROJECT NO.	DATE	
GRAPHIC SCALE	 SCALE IN FEET	

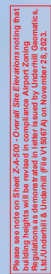
NO
P2-A-210





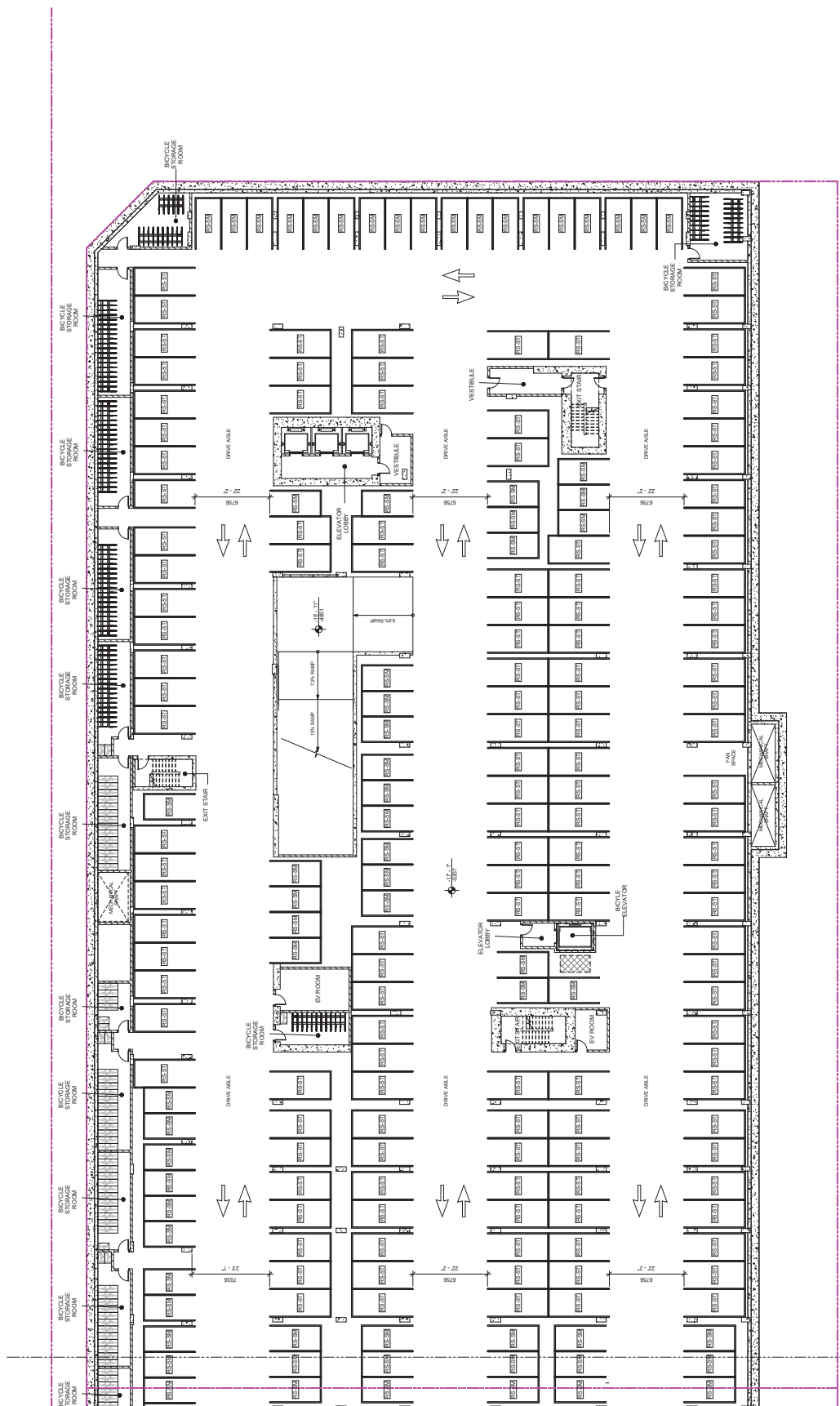


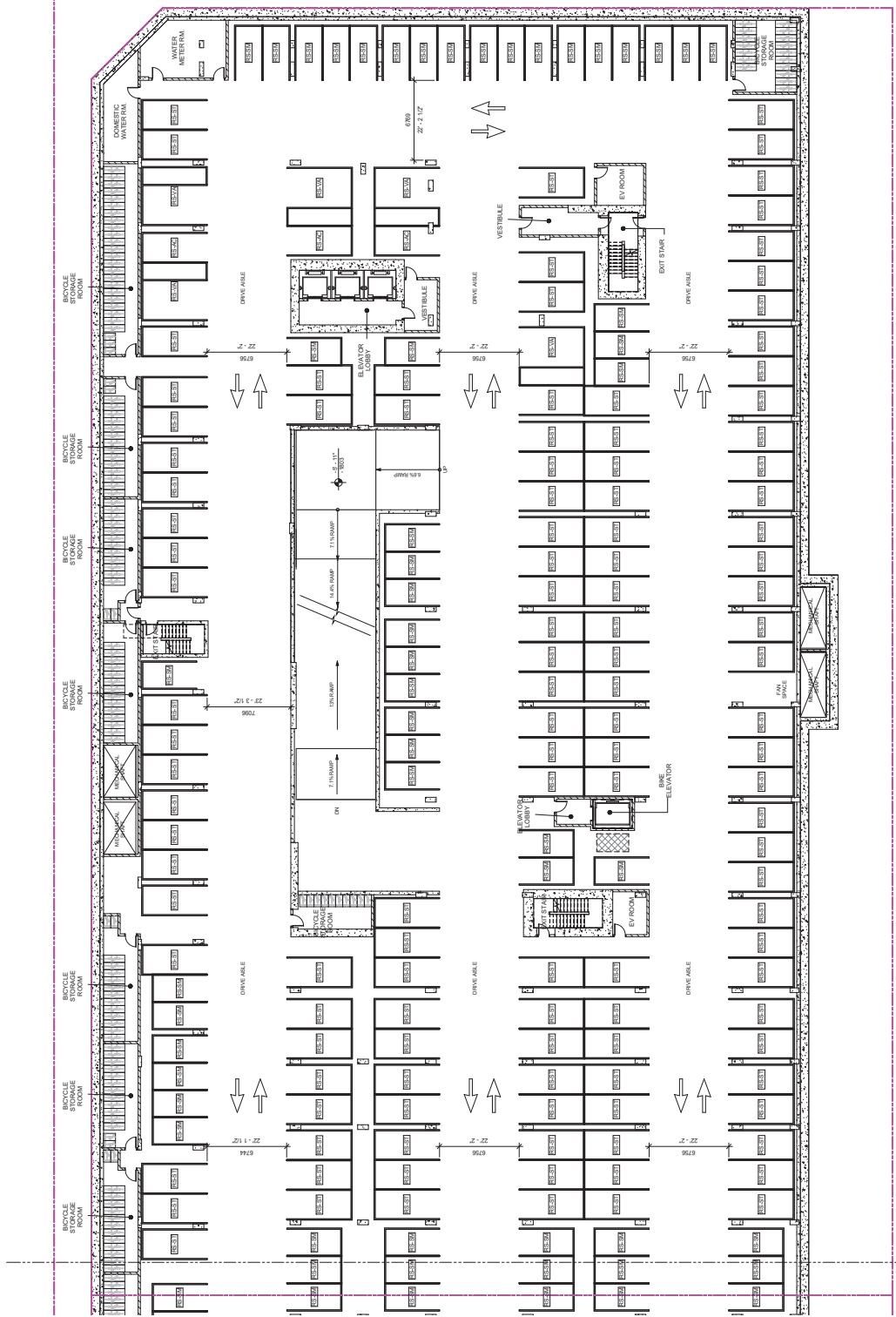
Scale: 1:150



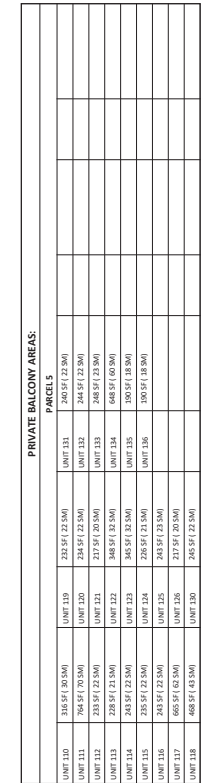
SOUTH ELEVATION

Scale: 1:150





PH - 205

[illegible]

[illegible]



Scale: 3/32"=1'-0"

	CONDO-8R	RENTAL-8R	LEARN-8R	METROH
	CONDO-6R	RENTAL-6R	LEARN-6R	CORE
	CONDO-4R	RENTAL-4R	LEARN-4R	PARKLOAF
	CONDO-STUDIO	RENTAL-STUDIO	LEARN-STUDIO	

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.















KPI


LEVEL 03 PLAN

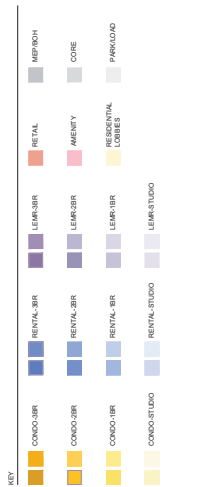
PANEL	CHECKED
QUEST NO.	DATE
GRAPHIC SCALE	SCALE IN FEET
SCALE @ ARCH	REVISION NO.
SCALE "3/32" = 1'-0"	
PANEL NO.	

P5-A-203



KEY	CONDO-USE	CONDO-3BR	CONDO-1BR	RENTAL-3BR	RENTAL-2BR	RENTAL-1BR	RENTAL-STUDIO	LEARN-3BR	LEARN-2BR	LEARN-1BR	RETAIL	MEET-SP	AGENCY	PERSONAL LOBBIES	PARKLOAD
CONDO-USE															
CONDO-3BR															
CONDO-1BR															
RENTAL-3BR															
RENTAL-2BR															
RENTAL-1BR															
RENTAL-STUDIO															
LEARN-3BR															
LEARN-2BR															
LEARN-1BR															
RETAIL															
MEET-SP															
AGENCY															
PERSONAL LOBBIES															
PARKLOAD															

DRAWN	CHECKED	 SCALE IN FEET 30'
PROJECT NO.	DATE	
GRAPHIC SCALE	SCALE OF ARCHIT.	REVISION NO.
	3/32"=1'-0"	
DRAWING NO.	P5-A-204	



PRIVATE BALCONY AREAS:									
PANELS									
UNIT 501	201.5 (18.96)	UNIT 510	229.97 (20.96)	UNIT 519	139.57 (12.56)	UNIT 528	158.97 (11.96)	UNIT 537	131.97 (11.96)
UNIT 502	202.27 (18.96)	UNIT 520	126.97 (11.96)	UNIT 529	138.57 (11.96)	UNIT 538	158.97 (11.96)		
UNIT 503	188.97 (17.96)	UNIT 531	126.97 (11.96)	UNIT 532	134.57 (11.96)	UNIT 539	158.97 (11.96)		
UNIT 504	188.97 (17.96)	UNIT 534	126.97 (11.96)	UNIT 535	203.57 (19.96)	UNIT 540	158.97 (11.96)		
UNIT 505	212.97 (19.96)	UNIT 537	126.97 (11.96)	UNIT 538	203.57 (19.96)	UNIT 541	158.97 (11.96)		
UNIT 506	40.97 (3.96)	UNIT 540	126.97 (11.96)	UNIT 541	138.57 (11.96)	UNIT 542	158.97 (11.96)		
UNIT 507	203.97 (18.96)	UNIT 543	126.97 (11.96)	UNIT 544	138.57 (11.96)	UNIT 545	158.97 (11.96)		
UNIT 508	188.97 (17.96)	UNIT 546	409.97 (38.96)	UNIT 547	158.97 (11.96)	UNIT 548	158.97 (11.96)		
UNIT 509	212.97 (19.96)	UNIT 549	203.97 (18.96)	UNIT 550	158.97 (11.96)	UNIT 551	158.97 (11.96)		
		UNIT 552	203.97 (18.96)	UNIT 553	401.97 (38.96)	UNIT 554	158.97 (11.96)		
		UNIT 555	203.97 (18.96)	UNIT 556	401.97 (38.96)	UNIT 557	158.97 (11.96)		
		UNIT 558	203.97 (18.96)	UNIT 559	401.97 (38.96)	UNIT 560	158.97 (11.96)		
		UNIT 561	203.97 (18.96)	UNIT 562	401.97 (38.96)	UNIT 563	158.97 (11.96)		
		UNIT 564	203.97 (18.96)	UNIT 565	401.97 (38.96)	UNIT 566	158.97 (11.96)		
		UNIT 567	203.97 (18.96)	UNIT 568	401.97 (38.96)	UNIT 569	158.97 (11.96)		
		UNIT 569	203.97 (18.96)	UNIT 570	401.97 (38.96)	UNIT 571	158.97 (11.96)		
		UNIT 572	203.97 (18.96)	UNIT 573	401.97 (38.96)	UNIT 574	158.97 (11.96)		
		UNIT 575	203.97 (18.96)	UNIT 576	401.97 (38.96)	UNIT 577	158.97 (11.96)		
		UNIT 578	203.97 (18.96)	UNIT 579	401.97 (38.96)	UNIT 580	158.97 (11.96)		
		UNIT 581	203.97 (18.96)	UNIT 582	401.97 (38.96)	UNIT 583	158.97 (11.96)		
		UNIT 584	203.97 (18.96)	UNIT 585	401.97 (38.96)	UNIT 586	158.97 (11.96)		
		UNIT 587	203.97 (18.96)	UNIT 588	401.97 (38.96)	UNIT 589	158.97 (11.96)		
		UNIT 590	203.97 (18.96)	UNIT 591	401.97 (38.96)	UNIT 592	158.97 (11.96)		
		UNIT 593	203.97 (18.96)	UNIT 594	401.97 (38.96)	UNIT 595	158.97 (11.96)		
		UNIT 596	203.97 (18.96)	UNIT 597	401.97 (38.96)	UNIT 598	158.97 (11.96)		
		UNIT 599	203.97 (18.96)	UNIT 600	401.97 (38.96)	UNIT 601	158.97 (11.96)		
		UNIT 602	203.97 (18.96)	UNIT 603	401.97 (38.96)	UNIT 604	158.97 (11.96)		
		UNIT 605	203.97 (18.96)	UNIT 606	401.97 (38.96)	UNIT 607	158.97 (11.96)		
		UNIT 608	203.97 (18.96)	UNIT 609	401.97 (38.96)	UNIT 610	158.97 (11.96)		
		UNIT 611	203.97 (18.96)	UNIT 612	401.97 (38.96)	UNIT 613	158.97 (11.96)		
		UNIT 614	203.97 (18.96)	UNIT 615	401.97 (38.96)	UNIT 616	158.97 (11.96)		
		UNIT 617	203.97 (18.96)	UNIT 618	401.97 (38.96)	UNIT 619	158.97 (11.96)		
		UNIT 620	203.97 (18.96)	UNIT 621	401.97 (38.96)	UNIT 622	158.97 (11.96)		

1 LEVEL 05 PLAN

Scale: 3/32"=1'-0"

KPF

NORTH ARROW

STAMP

LEVEL 05 PLAN

P5-A-205

PROJECT: Lansdowne Multi-Residential Phase 1

LANDSDOWNE

801 Mt. Pleasant National Rd #2, 220

CLIENT:

VANPROP

1000 Vanprop Way
Lansdowne, BC V8M 1G1
Tel: 604-291-1000
Fax: 604-291-1001

DESIGNER:

KPM

1000 Vanprop Way
Lansdowne, BC V8M 1G1
Tel: 604-291-1000
Fax: 604-291-1001

DATE:

2024-07-08

PROJECT NO:

0801023

SCALE:

3/32" = 1'-0"

REVISION NO:

1

DRAWING NO:

P5-A-207

OWNER: VANPROP

1000 Vanprop Way
Lansdowne, BC V8M 1G1
Tel: 604-291-1000
Fax: 604-291-1001

DESIGNER: KPM

1000 Vanprop Way
Lansdowne, BC V8M 1G1
Tel: 604-291-1000
Fax: 604-291-1001

DATE: 2024-07-08

PROJECT NO: 0801023

SCALE: 3/32" = 1'-0"

REVISION NO: 1

DRAWING NO: P5-A-207

OWNER: VANPROP

1000 Vanprop Way
Lansdowne, BC V8M 1G1
Tel: 604-291-1000
Fax: 604-291-1001

DESIGNER: KPM

1000 Vanprop Way
Lansdowne, BC V8M 1G1
Tel: 604-291-1000
Fax: 604-291-1001

DATE: 2024-07-08

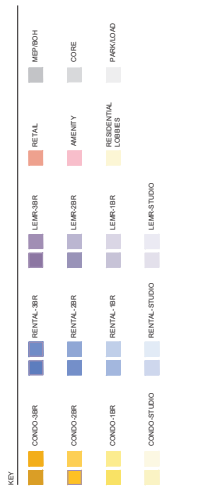
PROJECT NO: 0801023

SCALE: 3/32" = 1'-0"

REVISION NO: 1

DRAWING NO: P5-A-207



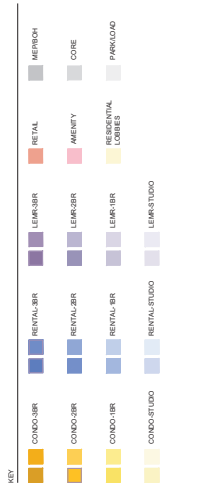


PRIVATE BALCONY AREAS:									
PANELS									
UNIT B01	201.5' (15'00")	UNIT B20	124.92' (16'06")	UNIT B20	138.55' (13'04")	UNIT B32	189.59' (11'56")		
UNIT B02	202.28' (15'50")	UNIT B21	142.59' (12'10")	UNIT B21	140.51' (10'55")	UNIT B33	186.54' (11'50")		
UNIT B03	202.28' (15'50")	UNIT B22	142.59' (12'10")	UNIT B22	140.51' (10'55")	UNIT B34	279.59' (11'56")		
UNIT B04	138.55' (13'04")	UNIT B23	138.55' (13'04")	UNIT B23	138.55' (13'04")	UNIT B35	224.9' (12'50")		
UNIT B05	122.12' (10'30")	UNIT B24	138.55' (13'04")	UNIT B24	138.55' (13'04")	UNIT B36	135.59' (11'56")		
UNIT B06	40.59' (3'21")	UNIT B25	138.55' (13'04")	UNIT B25	138.55' (13'04")	UNIT B37			
UNIT B07	40.59' (3'21")	UNIT B26	138.55' (13'04")	UNIT B26	138.55' (13'04")				
UNIT B08	388.59' (17'50")	UNIT B27	409.59' (18'50")	UNIT B27	388.55' (13'04")				
UNIT B09	201.59' (15'50")	UNIT B28	138.55' (13'04")	UNIT B28	138.55' (13'04")				
UNIT B10	201.59' (15'50")	UNIT B29	138.55' (13'04")	UNIT B29	138.55' (13'04")				
		UNIT B30	138.55' (13'04")	UNIT B30	138.55' (13'04")				
		UNIT B31	138.55' (13'04")	UNIT B31	138.55' (13'04")				

1 LEVEL 08 PLAN

Scale: 3/32"=1'-0"


Scale: 3/32"=1'-0"



PRIVATE BALCONY AREAS:									
PARCELS									
UNIT 001	201.57 (13.5M)	UNIT 010	174.57 (11.5M)	UNIT 020	138.57 (13.5M)	UNIT 032	139.57 (13.5M)		
UNIT 002	202.57 (13.5M)	UNIT 012	205.57 (12.5M)	UNIT 021	540.57 (10.5M)	UNIT 033	286.57 (17.5M)		
UNIT 003	138.57 (12.5M)	UNIT 013	138.57 (12.5M)	UNIT 022	540.57 (10.5M)	UNIT 034	179.57 (13.5M)		
UNIT 004	138.57 (13.5M)	UNIT 014	138.57 (13.5M)	UNIT 023	136.57 (13.5M)	UNIT 035	224.57 (21.5M)		
UNIT 005	112.57 (10.5M)	UNIT 015	138.57 (12.5M)	UNIT 024	431.57 (40.5M)	UNIT 036	135.57 (12.5M)		
UNIT 006	80.57 (7.5M)	UNIT 016	UNIT 016	UNIT 025	158.57 (13.5M)	UNIT 037			
UNIT 007	201.57 (12.5M)	UNIT 017	409.57 (38.5M)	UNIT 026	158.57 (12.5M)				
UNIT 008	201.57 (12.5M)	UNIT 018	201.57 (25.5M)	UNIT 027	158.57 (13.5M)				
UNIT 009	201.57 (12.5M)	UNIT 019	201.57 (25.5M)	UNIT 028	158.57 (12.5M)				
UNIT 000	201.57 (12.5M)	UNIT 010	201.57 (25.5M)	UNIT 029	158.57 (12.5M)				

STAMP

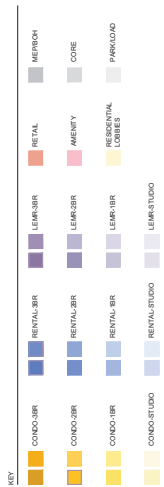
NORTH ARROW



LEVEL 09-11 PLAN

DRAWN	CHECKED
PROJECT NO.	DATE
GRAPHIC SCALE	0810 1/23
SCALE @ ARCHITECT'S SCALE IN FEET	REVISION NO.
3/32" = 1'-0"	
DRAWING NO.	
P5-A-209	

NOT FOR CONSTRUCTION



① LEVEL 12 PLAN

PRIVATE BALCONY AREAS:							
	PARCELS						
UNIT 1201	511 SF (12'x6')						
UNIT 1202	269 SF (13'x6')						
UNIT 1203	412 SF (13'x6')						
UNIT 1204	300 SF (13'x6')						
UNIT 1205	412 SF (13'x6')						

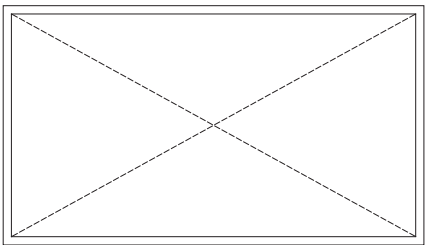
Scale: 3/32"=1'-0"

































KPF

LEVEL 12 PLAN

P5-A-212

Scale: 3/32"=1'-0"



KEY	CONDO-USE	CONDO-SR	RENTAL-USE	RENTAL-SR	LEARN-USE	LEARN-SR	RETAIL	MEDICAL
								
								
								
								

LEVEL 13 PLAN

DRAWING STATUS

ALL DIMENSIONS ARE SHOWN IN METRIC.



FILE NAME: Autodesk Docs \Random\LANDOWNE-AAA\STUDIES.M
PLOT DATE: 2023-01-16 6:33:27 PM

REVISION	DATE	BY	DESCRIPTION
1	11/28/23	AL	Initial Design
2	11/28/23	AL	Revised Design
3	11/28/23	AL	Final Design
4	11/28/23	AL	As-Built

Please see code on Sheet 2-2-600. General Site Elevation notes that building heights will be revised in compliance Airport Zoning Ordinance (LAW 10097 A) on November 28, 2023.



2 WEST ELEVATION

Scale: 1:150

PH - 219

REVISION	DATE	BY	DESCRIPTION
1	11/28/23	AL	Initial Design
2	11/28/23	AL	Revised Design
3	11/28/23	AL	Final Design
4	11/28/23	AL	As-Built

Please see code on Sheet 2-2-600. General Site Elevation notes that building heights will be revised in compliance Airport Zoning Ordinance (LAW 10097 A) on November 28, 2023.



1 SOUTH ELEVATION

Scale: 1:150

LANDSDOWNE
1001 N. 1st Street, Richmond, VA 23219

CLIENT: VANPROP

1001 N. 1st Street, Richmond, VA 23219

1001 N. 1st Street, Richmond, VA 23219

North Arrow

PROJECT NO. 0801023

DATE: 11/28/23

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

1:150

P5-A-501

NOT FOR CONSTRUCTION

Dimensions must be checked immediately to the Architect before proceeding. Only figure dimensions on this drawing. This drawing is prepared by LANDSDOWNE ARCHITECTS, INC.

KPF

1001 N. 1st Street, Richmond, VA 23219

PARCEL 5 BUILDING ELEVATIONS

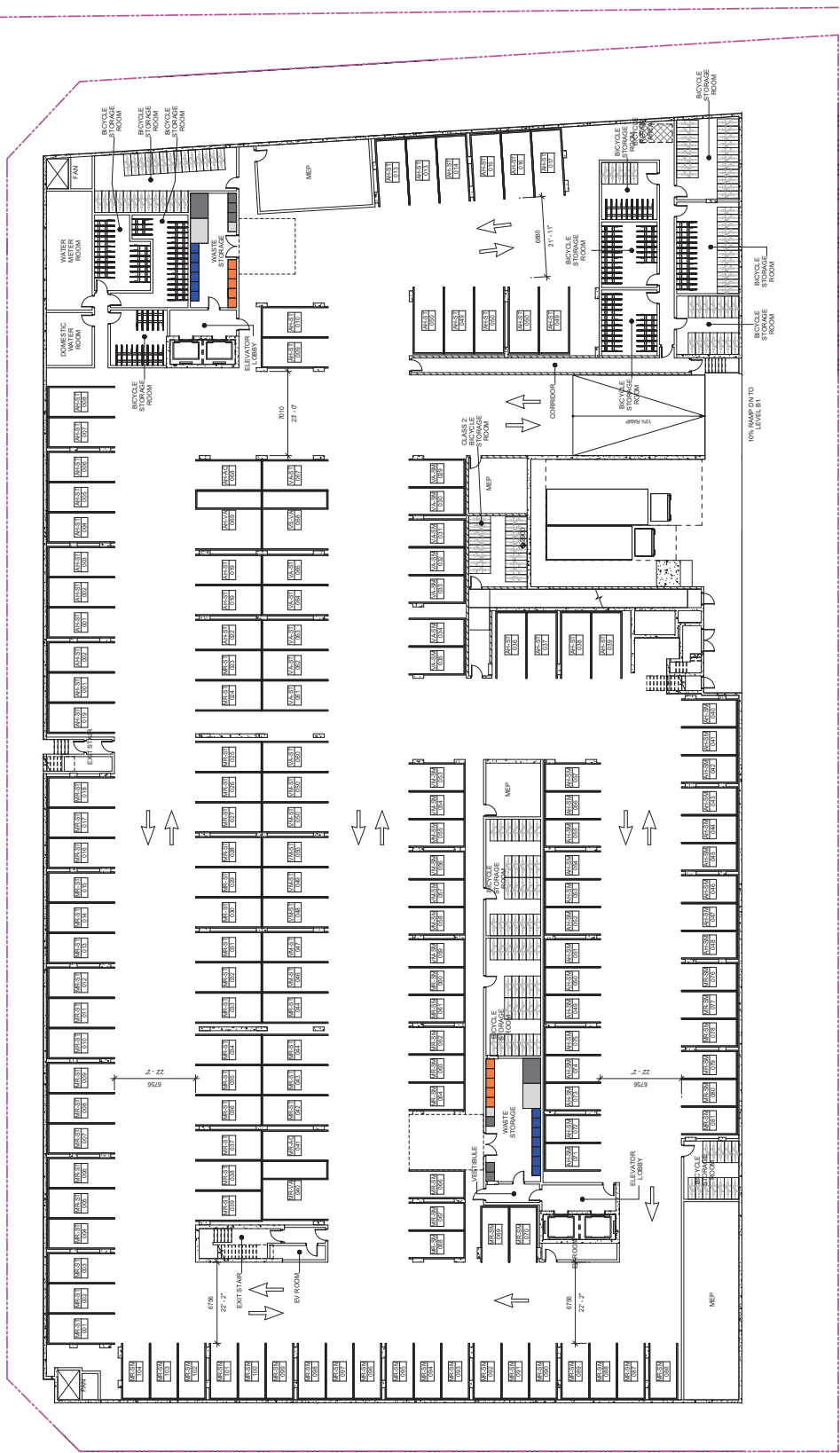
PROJECT NO. 0801023

DATE: 11/28/23

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

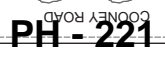
1:150

P5-A-501



LEVEL B01

P8-A-200



PLAN
Scale: 3/32" = 1'-0"

Color	Building Type
Dark Blue	CONDO
Medium Blue	CONDO+BR
Light Blue	RENTAL+BR
Very Light Blue	LEIR+BR
Dark Red	RETAIL
Dark Grey	ME1P10H
Medium Grey	CORE
Light Grey	AMENITY
Light Yellow	RESIDENTIAL LOBBIES
Medium Yellow	PARKLOAD
Light Yellow	CONDO+STUDIO
Medium Yellow	RENTAL+STUDIO
Dark Yellow	LEIR+STUDIO
Dark Yellow	ME1P20H



PRIVATE BALCONY AREAS:									
RENTAL					LEMR				
UNIT 201	65 SF (6.5M)	UNIT 214	93.5F (8.6 5M)	UNIT 224	130.5F (12.3M)	UNIT 201	65.5F (6.5M)	UNIT 210	65.5F (6.5M)
UNIT 202	65.5F (6.5M)	UNIT 215	65.5F (6.5M)	UNIT 225	65.5F (6.5M)	UNIT 202	65.5F (6.5M)	UNIT 211	65.5F (6.5M)
UNIT 203	65.5F (6.5M)	UNIT 216	65.5F (6.5M)	UNIT 226	200.5F (18.5 5M)	UNIT 203	65.5F (6.5M)	UNIT 212	65.5F (6.5M)
UNIT 204	65.5F (6.5M)	UNIT 217	100.5F (9.3 5M)	UNIT 227	68.5F (6.3 5M)	UNIT 204	65.5F (6.5M)	UNIT 213	65.5F (6.5M)
UNIT 205	65.5F (6.5M)	UNIT 218	93.5F (8.6 5M)	UNIT 228	65.5F (6.5M)	UNIT 205	93.5F (8.6 5M)	UNIT 214	65.5F (6.5M)
UNIT 210	65.5F (6.5M)	UNIT 219	65.5F (6.5M)	UNIT 229	65.5F (6.5M)	UNIT 206	65.5F (6.5M)	UNIT 215	130.5F (12.3M)
UNIT 211	65.5F (6.5M)	UNIT 220	65.5F (6.5M)	UNIT 230	65.5F (6.5M)	UNIT 207	65.5F (6.5M)	UNIT 216	65.5F (6.5M)
UNIT 212	93.5F (8.6 5M)	UNIT 221	65.5F (6.5M)	UNIT 231	66.5F (6.5M)	UNIT 208	196.5F (18.5M)	UNIT 217	65.5F (6.5M)
UNIT 213	65.5F (6.5M)	UNIT 222	65.5F (6.5M)			UNIT 209	65.5F (6.5M)	UNIT 218	93.5F (8.6 5M)

KEY	CONDO-3BR	RENTAL-3BR	LEMR-3BR	RETAIL	MEMPHIS
CONDO-3BR					
RENTAL-3BR					
LEMR-3BR					
RETAIL					
MEMPHIS					
CONDO-2BR					
RENTAL-2BR					
LEMR-2BR					
RETAIL					
MEMPHIS					
CONDO-1BR					
RENTAL-1BR					
LEMR-1BR					
RETAIL					
MEMPHIS					
CONDO-STUDIO					
RENTAL-STUDIO					
LEMR-STUDIO					
RETAIL					
MEMPHIS					
CONDO-2BR					
RENTAL-2BR					
LEMR-2BR					
RETAIL					
MEMPHIS					
CONDO-1BR					
RENTAL-1BR					
LEMR-1BR					
RETAIL					
MEMPHIS					
CONDO-STUDIO					
RENTAL-STUDIO					
LEMR-STUDIO					
RETAIL					
MEMPHIS					
CONDO-3BR					
RENTAL-3BR					
LEMR-3BR					
RETAIL					
MEMPHIS					
CONDO-2BR					
RENTAL-2BR					
LEMR-2BR					
RETAIL					
MEMPHIS					
CONDO-1BR					
RENTAL-1BR					
LEMR-1BR					
RETAIL					
MEMPHIS					
CONDO-STUDIO					
RENTAL-STUDIO					
LEMR-STUDIO					
RETAIL					
MEMPHIS					



PRIVATE BALCONY AREAS:											
RENTAL						LEMR					
UNIT 301	65.5F (6.5M)	UNIT 310	65.5F (6.5M)	UNIT 320	65.5F (6.5M)	UNIT 301	65.5F (6.5M)	UNIT 310	65.5F (6.5M)	UNIT 319	65.5F (6.5M)
UNIT 302	65.5F (6.5M)	UNIT 311	65.5F (6.5M)	UNIT 330	65.5F (6.5M)	UNIT 302	65.5F (6.5M)	UNIT 311	65.5F (6.5M)	UNIT 320	65.5F (6.5M)
UNIT 303	65.5F (6.5M)	UNIT 312	53.5F (8.5M)	UNIT 331	64.5F (6.5M)	UNIT 303	65.5F (6.5M)	UNIT 312	65.5F (6.5M)	UNIT 321	115.9F (11.5M)
UNIT 304	65.5F (6.5M)	UNIT 313	65.5F (6.5M)	UNIT 332	65.5F (6.5M)	UNIT 304	65.5F (6.5M)	UNIT 313	65.5F (6.5M)	UNIT 322	65.5F (6.5M)
UNIT 305	65.5F (8.5M)	UNIT 314	59.5F (8.5M)	UNIT 324	130.5F (12.5M)	UNIT 305	93.5F (8.5M)	UNIT 314	65.5F (6.5M)	UNIT 323	306.9F (30.5M)
UNIT 306	65.5F (6.5M)	UNIT 315	65.5F (6.5M)	UNIT 325	65.5F (6.5M)	UNIT 306	65.5F (6.5M)	UNIT 315	130.5F (12.5M)	UNIT 324	65.5F (6.5M)
UNIT 307	65.5F (6.5M)	UNIT 316	200.5F (18.5M)	UNIT 326	200.5F (18.5M)	UNIT 307	65.5F (6.5M)	UNIT 316	65.5F (6.5M)	UNIT 325	65.5F (6.5M)
UNIT 308	65.5F (6.5M)	UNIT 317	100.5F (9.3.5M)	UNIT 327	68.5F (6.5.5M)	UNIT 308	196.5F (18.5M)	UNIT 317	65.5F (6.5M)	UNIT 326	713.9F (67.5M)
UNIT 309	130.5F (12.5M)	UNIT 318	29.5F (8.5.5M)	UNIT 328	65.5F (6.5M)	UNIT 309	65.5F (6.5M)	UNIT 318	93.5F (8.5.5M)	UNIT 328	65.5F (6.5M)

Category	Color	Category	Color
CONDO-3BR	Orange	RENTAL-3BR	Blue
CONDO-2BR	Yellow	RENTAL-2BR	Blue
CONDO-1BR	Yellow	RENTAL-1BR	Blue
CONDO-STUDIO	Yellow	RENTAL-STUDIO	Blue
LEMR-3BR	Purple	LEMR-2BR	Purple
LEMR-2BR	Purple	LEMR-1BR	Purple
LEMR-STUDIO	Purple		
RENTAL	Orange	AMENITY	Pink
RENTAL-3BR	Orange	RENTAL-2BR	Pink
RENTAL-2BR	Orange	RENTAL-1BR	Pink
RENTAL-STUDIO	Orange		
CORE	Grey	PARKLOAD	Grey
MEP/POB	Grey		



PRIVATE BALCONY AREAS:									
RENTAL					LEMR				
UNIT 501	65 SF (6.5M)	UNIT 514	93.5F (8.6 5M)	UNIT 524	130.5F (12.5M)	UNIT 501	65 SF (6.5M)	UNIT 514	65.5F (6.5M)
UNIT 520	65.5F (6.5M)	UNIT 515	65.5F (6.5M)	UNIT 525	65.5F (6.5M)	UNIT 502	65.5F (6.5M)	UNIT 515	130.5F (12.5M)
UNIT 503	65.5F (6.5M)	UNIT 516	65.5F (6.5M)	UNIT 526	130.5F (12.5M)	UNIT 503	65.5F (6.5M)	UNIT 516	65.5F (6.5M)
UNIT 504	65.5F (6.5M)	UNIT 517	200.5F (9.3 5M)	UNIT 525	607.5F (56.4 5M)	UNIT 504	65.5F (6.5M)	UNIT 517	65.5F (6.5M)
UNIT 505	65.5F (6.5M)	UNIT 518	93.5F (8.6 5M)	UNIT 528	465.5F (43.5M)	UNIT 505	93.5F (8.6 5M)	UNIT 518	93.5F (8.6 5M)
UNIT 506	65.5F (6.5M)	UNIT 519	65.5F (6.5M)	UNIT 529	65.5F (6.5M)	UNIT 510	65.5F (6.5M)	UNIT 519	65.5F (6.5M)
UNIT 511	65.5F (6.5M)	UNIT 520	65.5F (6.5M)	UNIT 530	65.5F (6.5M)	UNIT 511	65.5F (6.5M)	UNIT 520	65.5F (6.5M)
UNIT 512	95.5F (8.6 5M)	UNIT 521	65.5F (6.5M)	UNIT 531	64.5F (6.5M)	UNIT 512	110.5F (11.5M)	UNIT 521	65.5F (6.5M)
UNIT 513	65.5F (6.5M)	UNIT 522	65.5F (6.5M)	UNIT 532	65.5F (6.5M)	UNIT 513	65.5F (6.5M)	UNIT 522	65.5F (6.5M)

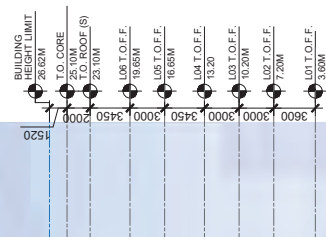
[illegible]



PRIVATE BALCONY AREAS:											
RENTAL				LEMR							
UNIT 601	65 5F (6 5M)	UNIT 612	93 5F (8 6 5M)	UNIT 624	130 5F (12 5M)	UNIT 601	65 5F (6 5M)	UNIT 612	65 5F (6 5M)	UNIT 621	119 5F (11 5M)
UNIT 602	65 5F (6 5M)	UNIT 613	65 5F (6 5M)	UNIT 625	65 5F (6 5M)	UNIT 602	65 5F (6 5M)	UNIT 613	65 5F (6 5M)	UNIT 622	65 5F (6 5M)
UNIT 603	65 5F (6 5M)	UNIT 614	93 5F (8 6 5M)	UNIT 626	94 5F (8 7 5M)	UNIT 603	65 5F (6 5M)	UNIT 614	65 5F (6 5M)	UNIT 623	73 5F (6 7 5M)
UNIT 604	65 5F (6 5M)	UNIT 615	65 5F (6 5M)	UNIT 627	65 5F (6 5M)	UNIT 604	65 5F (6 5M)	UNIT 615	130 5F (12 5M)	UNIT 624	73 5F (6 7 5M)
UNIT 605	65 5F (6 5M)	UNIT 616	65 5F (6 5M)	UNIT 628	65 5F (6 5M)	UNIT 605	93 5F (8 6 5M)	UNIT 616	65 5F (6 5M)	UNIT 625	65 5F (6 5M)
UNIT 606	65 5F (6 5M)	UNIT 617	100 5F (9 3 5M)	UNIT 629	UNIT 630	UNIT 606	65 5F (6 5M)	UNIT 617	65 5F (6 5M)	UNIT 626	65 5F (6 5M)
UNIT 607	71 5F (6 6 5M)	UNIT 618	93 5F (8 6 5M)	UNIT 631	64 5F (6 5M)	UNIT 607	65 5F (6 5M)	UNIT 618	93 5F (8 6 5M)	UNIT 627	65 5F (6 5M)
UNIT 608	65 5F (6 5M)	UNIT 619	65 5F (6 5M)	UNIT 632	65 5F (6 5M)	UNIT 608	65 5F (6 5M)	UNIT 619	65 5F (6 5M)	UNIT 628	65 5F (6 5M)
UNIT 609	65 5F (6 5M)	UNIT 620	65 5F (6 5M)	UNIT 633	65 5F (6 5M)	UNIT 609	65 5F (6 5M)	UNIT 620	65 5F (6 5M)	UNIT 629	65 5F (6 5M)
UNIT 610	65 5F (6 5M)	UNIT 621	65 5F (6 5M)	UNIT 634	65 5F (6 5M)	UNIT 610	65 5F (6 5M)	UNIT 621	65 5F (6 5M)	UNIT 630	65 5F (6 5M)
UNIT 611	65 5F (6 5M)	UNIT 622	65 5F (6 5M)	UNIT 635	65 5F (6 5M)	UNIT 611	65 5F (6 5M)	UNIT 622	65 5F (6 5M)	UNIT 631	65 5F (6 5M)

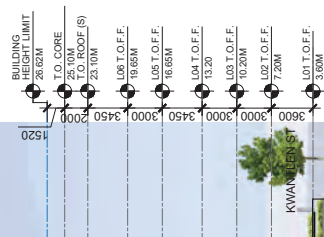
[illegible]

[illegible]



WEST ELEVATION

Scale: 3/32" = 1'-0"



SOUTH ELEVATION

Scale: 3/32" = 1'-0"



Virendra Kallianpur
Program Manager, Urban Design | Planning & Development | City of Richmond
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Delivered via email.

Aug 25, 2023

Dear Virendra

I am writing in connection with Lansdowne Phase 1 which includes Low End of Market Rental (LEMR) units. I understand from discussions with Lansdowne Phase 1 Limited Partnership that this project is proceeding to Rezoning/ DP application.

S.U.C.C.E.S.S. Partnership with Phase 1 Limited Partnership

S.U.C.C.E.S.S. and Lansdowne Phase 1 Limited Partnership had several discussions recently regarding S.U.C.C.E.S.S. operating the LEMR units in the development, upon completion of construction. Both parties have expressed interest in working with each other on this project and have signed an MOU and a LOI to formalize this partnership.

S.U.C.C.E.S.S.'s Objective and interest in the development

S.U.C.C.E.S.S. recognizes that affordable, secure, and well-maintained housing is fundamental to the community and contributes to healthier residents and communities. Affordable housing is integrally linked to other community issues such as health, recreation, and social and economic development.

S.U.C.C.E.S.S. currently owns/operates two affordable housing buildings in Richmond with a total of 134 units. We also have MOU's with other developers to own/operate more than 200 additional units within Richmond. Adding more buildings / units within Richmond allows for a cluster of units to increase operational efficiencies and economies of scale.

S.U.C.C.E.S.S. intends to lease and operate the LEMR units within the development. Our objective is to add affordable housing units to our portfolio for low to moderate income households. Households who live and/or work in Richmond would be prioritized given they meet all other eligibility criteria. The building will be a mix of Families and non-families.

Tenant Selection

S.U.C.C.E.S.S. plans to utilize BC Housing's Housing Registry to pull resident applications as well as use S.U.C.C.E.S.S.'s waitlists for existing housing sites. Special consideration is provided to those who have completed a BC Housing supplemental application, which gives priority to those in particular circumstances of higher need. This method alone most likely fills a large percentage of vacancies. However, it is also beneficial to engage community partners, who provide one-to-one services to those who are precariously housed, under housed or homeless, for suggested suitable applicants. S.U.C.C.E.S.S. will also be working with the Lansdowne Phase 1 Limited Partnership to offer housing to eligible service workers in the adjacent Lansdowne Shopping Center



S.U.C.C.E.S.S.

S.U.C.C.E.S.S. selects residents in a fair, equitable, non-discriminative, transparent, consistent, and accountable manner and does not discriminate against any applicant or resident by reason of race, colour, religion, national or ethnic origin, ancestry, class, sex, sexual orientation, familial status, disability, military/veteran status, source of income, age, the fact that there are children forming part of the family or any other cause prohibited by local, provincial, and federal laws. S.U.C.C.E.S.S. complies with federal and provincial laws regarding human rights and adheres to National Occupancy Standards.

Unit Mix

The proposed housing unit mix allows S.U.C.C.E.S.S. to offer housing to a wide range of households thus increasing the diversity of the building and the types of clients to be housed. We try to adhere to the National Occupancy Standards so 2-3 bed units are reserved for families and 1-bed/studios are for seniors and households with no children.

Programming and Services

S.U.C.C.E.S.S. has a model for independent housing that also promotes community building. There will be programs in the building to engage tenants and build community. These programs will be determined and developed based on the need of the building after occupancy.

Please let me know if you require any further information.

Regards

Ahmed Omran
Director, Community Real Estate and Asset Management



Address: 5300 No.3 Road

File No.: RZ 23-011557

Prior to final adoption of Richmond Zoning Amendment Bylaw 10511, the developer is required to complete the following:

1. (**Official Community Plan Amendment Bylaw**) Final Adoption of OCP Amendment Bylaw 10523.
2. (**NAV Canada Building Height**) Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
3. (**Site Contamination- Dedicated and/or Transferred Land**) Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated and/or transferred land. Such assurances could include one or more of the following:
 - 3.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication and/or transferred lands);
 - 3.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated and/or transferred to the City are in a satisfactory state from an environmental perspective; and
 - 3.3. The registration of a legal agreement on the title to the Lands which provides that:
 - 3.3.1. No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - 3.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
4. (**Consolidation, Subdivision, Dedication and Land Transfer**) Registration of a Subdivision Plan to the satisfaction of the City. Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:
 - 4.1. Road Dedication:

Dedication of approximately 5,537 m² (1.36 Ac.) for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule A) and Preliminary Road Functional Plan (Schedule B).

All land dedication identified can be further refined in the rezoning and Servicing Agreement* process to accommodate roadway improvements and is subject to the discretion and satisfaction of the Director of Transportation.

Final extents and amounts to be determined through the required Servicing Agreement* application process, to the satisfaction of the Director of Transportation. Road dedication areas include:

 - 4.1.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):
 - i) A strip of land dedication with a varying width between 3.17 m and 5.35 m along the entire length to accommodate road elements to the back of the proposed sidewalk along the south side of the street. The width of land dedication to be increased to 5.35 m just east of No. 3 Road to accommodate the intersection widening for an additional westbound left-turn noted below. Note that the amount of land dedication may need to be refined pending whether the existing trees along the south side of Alderbridge Way will be retained or removed, with an intent to place the property line at the back of the sidewalk.
 - ii) Minimum 6 m x 6 m corner cuts at Alderbridge Way intersections with Kwantlen Street, Hazelbridge Way, Cooney Road and No. 3 Road.
 - 4.1.2. Kwantlen Street (Between Alderbridge Way and E-W Mews):

- i) A strip of land dedication with a varying width between approximately 2.291 m and 5.447 m along the entire length to accommodate road elements to the back of the proposed sidewalk on the west side of the street.

4.1.3. Cooney Road (Between Alderbridge Way and E-W Mews):

- i) Generally a 28.45 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street including minimum 6 m x 6 m corner cuts at intersection with Alderbridge Way. Ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.

4.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):

- i) Alderbridge Way to East-West Mews: a varying width 15.1 m at E-W Mews to 18.20 m at Alderbridge Way wide strip of land dedication required to accommodate road elements along both sides of the road from approximately the existing curb on the west to the back of the proposed sidewalks on the east side. Including minimum 6 m x 6 m corner cuts at intersections with Alderbridge Way.

4.2. City-Owned Park:

Transfer of at least 2,441 m² (0.60 ac.) to the City as fee simple for park and related purposes, as indicated on the Preliminary Subdivision Plan (Schedule A). The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer/owner.

5. (**Public Rights of Passage Statutory-Rights-of-Way – SRWs**) Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide right-of-ways for the purposes of public passage and utilities to facilitate public access, related landscaping and infrastructure, including:

5.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

2.00 m at the back of the proposed future property line on the south side of Alderbridge Way for public access of approximately 620.5 m² (0.15 ac.). Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The 1.0m MUP portion of SRW(s) will be maintained by City, while the 1.0m "greenway" portion of this SRW(s) will remain privately owned and maintained.

5.2. E-W Mews:

5.2.1. Hazelbridge Way extension and Cooney Road:

- i) A 10.6 m wide strip of land along the entire length to provide an east/west connection between Hazelbridge Way extension and Cooney Road extension for public access.
- ii) Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveways of Parcel 2 and 5 in subsequent phases when parcels to the south redevelop. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit* and Servicing Agreement* issuance.

5.2.2. Cooney Road and Kwantlen Street:

- i) A 3.16 m to 6.0 m varying width strip of land north of the southern property line along the entire length of Parcel 8 to secure an Interim Green Link and to provide an east/west connection between Cooney Road Extension and Kwantlen Street. In addition to a 3.75m strip of land south of the southern property line of Parcel 8 to secure access to/from the development and Kwantlen Street. With the understanding that the Ultimate Green Link is to be provided in a subsequent phase once Parcel 9 to the south redevelops.
- ii) Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from E-W Mews between the driveway of Parcel 8 and Cooney Road during this phase and subsequent phases when Parcel 9 to the south redevelops. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit* and Servicing Agreement* issuance. Associated SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

5.3. Public Open Space:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide Statutory Right of Ways, as shown generally on the Preliminary Subdivision

Plan (Schedule A), of approximately 7,844.40 m² (1.94 ac.), including the provision of the following, to the satisfaction of the City:

5.3.1. Lansdowne Road (Between No. 3 Road and Kwantlen Street):

Any SRW(s) in the City's favour to secure the Phase 1A Lansdowne Linear Park including the Interim Western Linear Park, Interim Central Linear Park, and Interim Neighbourhood Plaza to the satisfaction of the Director of Transportation and Director Parks Services.

5.3.2. Major North-South Greenlink:

A total 12.0 m SRW(s) in the City's favour with 6.0 m dedicated from the east side of Parcel 2 and 6.0 m from the west side of Parcel 5 to secure free and unimpeded public use and access to the Major North-South Greenlink between Parcel 2 and Parcel 5 to the discretion and satisfaction of the Director of Transportation and Director Parks Services. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Agreement for applicant to enter into a Servicing Agreement* to deliver the North-South Greenlink with consideration for the design to prioritize pedestrians while allowing cycling future retrofit of a bi-directional cycling facility.

5.3.3. Minor North-South Greenlink:

A 6.0 m SRW(s) in the City's favour to secure free and unimpeded public use and access to the Minor North-South Greenlink on the east side of Parcel 8 along Kwantlen Street between Alderbridge Way and E-W Mews. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained. Requirements shall be confirmed to the satisfaction of the City prior to rezoning, Development Permit* and Servicing Agreement* issuance to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

5.4. City Scale Mobility Hub:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an approximately 265m² SRW(s) in the City's favour to secure the area of and public access to an Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition will be implemented in a later phase of development (Phase 6). The location of the Mobility Hub will be on private property abutting the future Civic Plaza with Phase 1A elements on the south side of the Future East-West Road by Parcels 1A, as indicated in the Interim Mobility Hub Plan (Schedule C). The SRW will be privately owned and maintained. The understanding is that the Interim Mobility Hub will be started in Phase 1A, with additional changes and new elements and SRW(s) to the north of Future East-West Road in Phase 2 to cover additional Mobility Hub elements. Further details on the Mobility Hub can be found in the TDM section.

5.5. Parcel 8 Car Share:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an SRW(s) in the City's favour to secure two car share spaces in Parcel 8 including any space required to ensure and enable 24 hr. public access and use of the car share spaces. This includes but is not limited to any part of the private property such as driveways, drive aisle, corridors, hallways, stairwells, walking paths, elevators, gates etc. needed.

6. **(Parking Strategy)** City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements and secure parking for specific uses in compliance with Zoning Bylaw requirements.

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use, securing the owner's commitment to provide:

6.1. (Off-Street Bicycle Parking):

A total of 1,302 Class 1 and 211 Class 2 off-street bicycling spaces are provided:

6.1.1. Parcel 2:

- i) Class 1: 485 (56 Double Decker, 140 Double Duplex, 201 Single Horizontal, 88 Vertical Rack).
- ii) Class 2: 80 (63 Inside Single Horizontal, 17 Outside Single Horizontal).

6.1.2.Parcel 5:

- i) Class 1: 454 (16 Double Decker, 236 Double Duplex, 170 Single Horizontal, 32 Vertical Rack).
- ii) Class 2: 73 (40 Inside Single Horizontal, 33 Outside Single Horizontal).

6.1.3.Parcel 8:

- i) Class 1: 363 (240 Double Duplex, 123 Single Horizontal).
- ii) Class 2: 58 (31 Inside Single Horizontal, 27 Outside Single Horizontal).

6.1.4.No development shall be permitted, restricting Development Permit* issuance for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and related features.

6.1.5.No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required Class 1 and Class 2 off-street bicycle parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.

6.1.6.No occupancy shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required Class 1 and Class 2 off-street bicycle parking and related features are completed and have final Building Permit* inspection granting occupancy.

6.2. Off-Street Vehicle Parking:

Vehicle Parking Supply and Type:

6.2.1.Parcel 2:

- i) A total of 440 vehicle parking spaces are provided based as follows:
 - a. Residential: Provision of 386 parking spaces using a rate of 1.0 spaces per dwelling unit.
 - b. Visitor/Retail: Provision of 54 shared residential visitor and commercial retail parking spaces.

ii) Parking Type

- a. Accessible Parking: Provision of 10 accessible parking spaces.
- b. Small Car: Provision of 188 (43% of total parking) small car spaces.
- c. Regular Car: Provision of 242 (55% of total parking) regular car spaces.

iii) Parking Management Plan

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment regarding parking management plan, subject to the approval of the Director of Transportation, for the shared commercial and residential visitor parking that may feature but is not limited to the following:

- a. A single shared pool of parking for the retail and residential visitor uses with no reserved spaces. The parking lot will have signage and an overhead gate with intercom to control access. Parking will be open to all users during retail operating hours and access to parking spaces will be restricted to residential visitors only outside of these periods.
- b. Paid retail parking. Parking fees may be discounted, or waived, for commercial patrons and residential visitors to provide convenient parking for site users while also controlling parking use.
- c. Maximum parking durations to prevent long-term parking and encourage parking turnover. Overnight parking may be permitted for approved residential visitors.
- d. Restricting building residents from parking in the visitor spaces through license plate registration and monitoring.
- e. Visitor parking pass system to manage and control visitor parking demands. Visitor pass allocation would be limited on a per-unit basis.
- f. Security and enforcement to ensure all parking policies are followed and enforced. Parked vehicles violating these policies will be warned, fined, and/or towed.
- g. Providing signage clearly indicating any time or fare controls. Signage should also state the parking spaces are only intended for visitors of the specific building.

6.2.2.Parcel 5:

- i) A total of 401 vehicle parking spaces are provided as follows:
 - a. Residential: Provision of 364 parking spaces using a rate of 1.0 spaces per dwelling unit.
 - b. Residential Visitor: Provision of 37 visitor parking.

- ii) Parking Type
 - a. Accessible Parking: Provision of nine (9) accessible parking spaces.
 - b. Small Car: Provision of 116 (29% of total parking) small car spaces.
 - c. Regular Car: Provision of 276 (69% of total parking) regular car spaces.

6.2.3.Parcel 8:

- i) A total of 161 vehicle parking spaces are provided:
 - a. Market Rental: Provision of 76 parking spaces reflecting 0.60 spaces per dwelling unit.
 - b. Affordable Rental: Provision of 56 parking spaces reflecting 0.4 spaces per dwelling unit.
 - c. Visitor: Provision of 29 visitor parking spaces using a rate of 0.1 visitor parking spaces per unit.
- ii) Parking Type:
 - a. Accessible Parking: Provision of five (5) accessible parking spaces.
 - b. Small Car: Provision of 72 (45% of total parking) small car spaces.
 - c. Regular Car: Provision of 84 (52% of total parking) regular car spaces.

6.3. Public Use Agreement:

6.3.1.Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that: a) all residential visitor parking spaces are shared with commercial uses, b) all shared parking spaces remain unassigned; c) all shared parking spaces are located on or close to the ground level of the parking structure; d) all shared parking spaces are identified with signage as to their intended usage; e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during nonstandard business hours; g) identify the shared parking stalls in the Development Permit plans; h) identify the shared parking stalls in the Building Permit plans; and j) prior to building inspection permitting occupancy, provide wayfinding and stall identification. Shared parking spaces will be made available for the use of the public, at the sole cost of the property owner, to the satisfaction of the Director, Transportation; Director, Parks Services; and Director, Development. The terms of such legal agreements will include but will not be limited to the following:

6.3.2.For Parcel 2, 54 shared parking spaces for residential visitor and commercial retail including 20 small car spaces, 32 regular car spaces, and 2 accessible car spaces.

6.3.3.Commercial and residential visitor parking shall be shared and shall not be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees, specific persons, specific businesses and/or specific units.

6.3.4.Public use parking spaces secured under this legal agreement(s) shall be available on an hourly basis (i.e. no monthly or longer terms): For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted at Centre Park, Civic Plaza, and/or the community amenity. At a maximum hourly rate equal to the public parking at other City spaces (ex. Richmond Oval, community centre), to the satisfaction of the City.

6.3.5.No development shall be permitted, restricting Development Permit* issuance for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and related features.

6.3.6.No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required residential, commercial and visitor parking and a letter of confirmation is submitted by the architects assuring that the facilities satisfy the City's objectives.

6.3.7.No occupancy shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required residential, commercial and visitor parking and related features are completed and have final Building Permit* inspection granting occupancy.

6.4. Transportation Demand Management (TDM):

Registration of a legal agreement to secure the property owner's voluntary commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of facilitating alternative

modes of transportation to support the site . TDM strategies as determined to the satisfaction of the Director of Transportation are below:

- 6.4.1. Transit Pass Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
- i) Provide two years of two-zone monthly transit passes for 100% of market rental and affordable rental units. The approximate value of this is \$982,872.
 - i) Letter of Credit provided to the City for 100% of the transit pass program value.
 - ii) Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of “subscribed” users to the program, until full unit count is exhausted over a period of two year.
 - iii) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full two year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City’s discretion.
 - iv) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreement.
- 6.4.2. Car-Share Parking, Vehicles and Membership for Parcel 8: Registration of a legal agreement on title requiring that no development shall be permitted on Parcel 8, restricting Development Permit* issuance until the developer provides for parking for the lot’s required proportion of two (2) car-share vehicles together with electric vehicle (EV) charging stations, car-share vehicles, contractual arrangements with car-share operator, and car-share service membership, all to the satisfaction of the City. More specifically, the two (2) car-share parking stalls and two (2) vehicle requirements shall include the following:
- i) The car-share parking spaces shall be located together on the ground floor where they will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access.
 - ii) The car-share spaces shall be provided in addition to residential visitor parking requirements.
 - iii) The car-share spaces shall be equipped with electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of car-share vehicles parked in the required car-share spaces.
 - iv) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
 - v) “No development” shall be permitted on the lot, restricting Development Permit* issuance, until the developer:
 - a. Designs the lot to provide for the required car-share facility, including car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (eg. EV 240V chargers, signage).
 - b. Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements.
 - c. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (eg. operator’s contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
 - vi) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required car-share facility.
 - vii) “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building, in whole or in part, until the developer:
 - a. Completes the required car-share facility on the lot and it has received final Building Permit* inspection granting occupancy.
 - b. Enters a contract with a car-share operator for the operation of the car-share spaces on the lot for a minimum term of three (3) years, which contract shall include, that:
 - i. The required car-share facility and vehicles(s) will be 100% available for use upon Building Permit* inspection granting occupancy of the first building of the lot, in whole or in part

(excluding parking intended as an ancillary use to non-parking uses), unless otherwise determined to the satisfaction of the car-share operator and the City.

- c. Car-share Membership Program at Parcel 8: Registration of a legal agreement on title to ensure the execution and completion of a car-share membership program, including the following method of administration and terms:
 - i. Provide car-share service membership tied to the unit and not the occupant for 100% of market rental and affordable housing units.
 - ii. Letter of Credit provided to the City for 100% of car-share membership program value in the amount of \$73,500.
 - iii. Administration by car-share service, housing society or management company. The owner is not responsible for the monitoring of use of car-share membership but only noting number of “subscribed” users to the program.
- d. If the car-share membership is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full car share program has been exhausted. Should not all car share memberships be utilized by the end of the third year, the remaining funds equivalent to the value can be discharged.
 - i. The availability and method of accessing the car-share memberships is to be clearly explained in the tenancy agreement.

6.4.3. Enhanced Bicycle Facilities at Parcel 2, Parcel 5 and Parcel 8: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit*:

- i) Bicycle maintenance and repair facility: One bicycle maintenance and repair facility for each of Parcel 2, Parcel 5 and Parcel 8 for the shared use of all residents within each parcel, including bicycle repair stand (with tools), foot pump, faucet, house and drain for bicycle washing. A note is required on the Building Permit* and Development Permit*. Appropriate signage is required.
- ii) Provision of standard 120V outlets for 25% of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging.
- iii) Enhanced Class 2 Bicycle Parking:
 - a. Provision of 64% of required Class 2 bicycle parking shall be provided indoors with weather protection.
- iv) “No development” shall be permitted, restricting Development Permit* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
- v) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City requirements.
- vi) “No occupancy” shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit* inspection granting occupancy.
- vii) The developer/owner shall, at its sole cost, design, install and maintain on the lot, to the satisfaction of the City as determined via the Servicing Agreement*:
 - a. Bicycle maintenance area: A bicycle maintenance area for visitors in a covered area within the greenway between Parcels 2 and 5.

6.4.4. EV Ready Visitor Parking Spaces: The developer will provide Level 2 240 Volt Plug-ins for 25% of the proposed visitor parking spaces, with four outlets on a 40-amp branch breaker.

6.5. Mobility Hubs:

- 6.5.1. The property owner is required to undertake transportation related improvements, including the introduction of a Interim City Scale Mobility Hubs within the western portion of the Lansdowne site, with the understanding that the ultimate condition/standard will be implemented in a later phase of development (Phase 6). An Interim Mobility Hub 1 is to be provided starting in Phase 1A and to be completed in Phase 2. Registration of a legal agreement securing Interim Mobility Hub 1 as a condition of the first rezoning in Phase 1A, and registration of a legal agreement securing the final Mobility Hub 1 as a condition of the first

rezoning: Mobility hub generally to follow Interim Mobility Hub Plan (November 2022) and Lansdowne Mobility Hub Vision (January 2021) and are summarized below:

TABLE 2

Interim Mobility Hub 1 (Interim City Scale Mobility Hub). No rezoning of Phase 1A conditional to registration of legal agreement securing the following:	
Timing	Interim Mobility Hub 1 would be introduced in Phase 1A and completed in Phase 2. Interim Mobility Hub 1 would remain in place until its replacement by the permanent Mobility Hub 1.
Intention	Shared by users of the existing shopping centre and residents of the initial phases of development.
Location	Private property abutting the future Civic Plaza with elements on both sides of the Future East-West Road by Parcels 1A and 1B.
Features include but are not limited to:	Accessible parking spaces (5), EV charging spaces (12), pick up/drop off, taxi/ride hailing spaces (5), service vehicle parking, enhanced pedestrian and micromobility connections, shared bike and micro-mobility parking area, enhanced class 2 secured bike parking and provision for electrical connection (min 15), seating, weather protection, enhanced connections to Phase 1A, wayfinding, and shuttle/Handydart layby parking.

6.5.2.No development shall be permitted, restricting Development Permit* issuance for a building on the lot, in whole or in part, until the developer provides the related TDM design as approved by the City.

6.5.3.No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required TDM measures including a letter by the engineers assuring that the facilities satisfy the City's objectives.

6.5.4.No occupancy shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required TDM measures are implemented and have final Building Permit* inspection granting occupancy.

7. (Loading Supply) Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide total of seven (7) medium size loading spaces are proposed as part of the rezoning:

7.1. Parcel 2:

7.1.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

7.1.2.Commercial Loading: Provision for one (1) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

7.2. Parcel 5:

7.2.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

7.3. Parcel 8:

7.3.1.Residential Loading: Provision for two (2) Medium Loading spaces with minimum dimensions of 9.1m (L) by 3.0m (W) by 3.8m (H).

8. (Site Access) Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to limit vehicle access to/from the subject site as a condition of the applicable rezoning. Requirements shall be confirmed to the satisfaction of the City, on a lot-by-lot basis, prior to rezoning, Development Permit* and Servicing Agreement* issuance.

8.1. Parcel 2:

8.1.1.One (1) driveway crossing, along Hazelbridge Way at E-W Mews.

8.1.2.One (1) site access off East-West Mews (permitting full movement in the interim and left-in and right-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).

8.2. Parcel 5:

8.2.1.One (1) driveway crossing, along Cooney Road at E-W Mews.

8.2.2. One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes and E-W Mews between Parcel 2 and 5 is converted to emergency access only and pedestrianized).

8.3. Parcel 8:

8.3.1. One (1) driveway crossing, along Kwantlen Street at E-W Mews.

8.3.2. One (1) site access off East-West Mews (permitting full movement in the interim and right-in and left-out traffic movements only in the ultimate when adjacent development completes).

9. **(Tree Removal, Replacement, & Relocation)** Removal and protection of on-site and City trees, providing tree replacement and tree survival securities entering into legal agreement(s) to the satisfaction of the City (as generally indicated on the Preliminary Tree Management Plan /Schedule D), including:

9.1. Landscape Plan :

Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:

- i) include a mix of coniferous and deciduous trees;
- i) include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- ii) include the 144 required replacement trees with the following minimum sizes:

TABLE 3

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
144	6 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for City planting is required.

9.2. On-Site Tree Protection:

9.2.1. Certified Arborist Contract: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the two on-site trees to be protected (tag# 245, 246). The contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.

9.2.2. Tree Protection Fencing: Installation of appropriate tree protection fencing around all trees to be retained (tag #245-246) as part of the development prior to any construction activities, including building demolition, occurring on-site.

9.3. City Trees:

9.3.1. City Tree Removal Compensation:

The value of the developer's voluntary contribution is \$20,736 towards the City's Tree Compensation Fund for tree planting elsewhere in the City in compensation for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

9.3.2. City Tree Replacement:

27 replacement trees need to be planted on city property for the removal of 11 existing City trees in the eastern portion of central boulevard along Alderbridge Way (tag# 736-746).

9.3.3. City Tree Survival Security:

- i) Alderbridge Way Central Boulevard:

Enter into a legal agreement and submission of a tree survival security (Letter of Credit) in the amount of \$158,720.00, to secure the required protection of 16 existing City trees along the central boulevard along Alderbridge Way (tag# 747-762), at the developer's sole cost, through the project's Development Permit* processes. Subject to tree survival, the security is to be released 90% at completion of Development Permit works and the remaining 10% at the end of a one-year maintenance period. In the event tree survival is not achieved, the developer shall be required to make a cash-in-lieu contribution for the

planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).

ii) **Tree Survival Security Agreements:**

Execution of legal agreements with respect to each tree survival security regarding use and return of each security, to the satisfaction of the City.

iii) **Certified Arborist Contract:**

Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the City trees to be protected. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.

iv) **Tree Protection Fencing:**

Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities.

10. (Mixed Use) Registration of a covenant on title that identifies the building on Parcel 2, shown as Lot 1 on the Preliminary Subdivision Plan (Schedule A) as a mixed use building.

11. (Mixed-Use Noise) Registration of a legal agreement on title that identifies the building as a mixed use building, and indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal non-residential use from penetrating into residential areas on-site and on neighbouring sites that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.

12. (Aircraft Noise Covenant) Registration of an aircraft noise sensitive use covenant on title.

13. (Aircraft Noise Design) Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noises to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

13.1. 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

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

14. (Flood Construction) Registration of a flood indemnity covenant on title as per Flood Plain Designation and Protection Bylaw No. 8204, Area "A".

14.1. Flood Control Level (FCL) applies. Other than vehicle and bicycle parking, no other use is permitted below FCL.

15. (View and Other Development Impacts) Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

16. (Affordable Housing) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director, Community Social Development. The

terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

- 16.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of 10,857 m² (116,867 ft²) or at minimum the net ('habitable') area of the LEMR units must equal 15 percent of the total net residential area,
- 16.2. All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development).
- 16.3. The imposition of any place age-based restrictions on occupants of any affordable housing unit is prohibited.
- 16.4. The developer shall, as generally indicated in the table below:
 - i) Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
 - ii) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit*.

TABLE 4

Unit Type	Affordable Housing Strategy Requirements (1) (2)			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**	Unit Mix	BUH
Studio	400 ft ²	\$811	\$34,650 or less	7.8% (11 units)	100%
1 Bed Room	535 ft ²	\$975	\$38,250 or less	26.2% (37 units)	100%
2 Bed Room	741 ft ²	\$1,218	\$46,800 or less	34.0% (48 units)	100%
3 Bed Room	980 ft ²	\$1,480	\$58,050 or less	32.0% (45 units)	100%
Total	N/A	N/A	N/A	100% (141 units) 10,857 m² (116,867 ft²)	100%

(1) May be adjusted periodically, as provided for under City policy.

(2) Project Targets may be revised through an approved Development Permit* process provided that at least 141 LEMR units are provided.

- 16.5. Single ownership is required for the affordable housing units (single owner for all affordable housing units). The affordable housing unit locations are to be determined to the satisfaction of the Director of Development and Director, Community Social Development through an approved Development Permit*. The clustering of units, as proposed, is supportable provided a non-profit operator is secured to manage the LEMR units.

NOTE: The applicant has indicated to the City that it plans to pursue an agreement with a non-profit organization to manage the development's required LEMR units. To support this partnership, the City is willing to accept clustering of the required units and, in light of this, recommends clustering of other building features intended for the exclusive use of the affordable housing tenants (e.g., parking and Class 1 bike storage). Prior to Development Permit* approval, the applicant is requested to submit, for consideration by the City, a memorandum of understanding with a non-profit operator(s) demonstrating, among other things, support for the developer's proposed clustered affordable housing unit arrangement.

- 16.6. 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 amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- 16.7. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related

facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit* issuance.

16.8. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director, Community Social Development.

16.9. “No development” shall be permitted, restricting Development Permit* issuance for any building in whole or in part, until the developer, to the City’s satisfaction:

- i) Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
- ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and
- iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.

16.10. No Building Permit* shall be issued for any building, in whole or in part, until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.

16.11. “No occupancy” shall be permitted, restricting final Building Permit* inspection granting occupancy for any building, in whole or in part, until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.

17. (Market Rental Housing) Entering into a Market Rental Agreement and registration of a Covenant for the provision of market rental housing on Parcel 8, shown as Lot 3 in the Preliminary Sub-division Plan (Schedule A) to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

17.1. The required minimum floor area of the market rental housing building shall be equal to a combined habitable floor area of at least 9,438 m² (101,594 ft²), or at minimum the net (‘habitable’) area of the Market Rental units must comprise 15 percent of the total net residential floor area of the development (excluding LEMR floor area).

17.2. All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot) on a lot-by-lot basis.

17.3. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements.

17.4. Occupants of the units subject to the market rental agreement shall enjoy full and unlimited access to and use of the following at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use):

17.4.1. All indoor amenity spaces and outdoor amenity spaces provided for residents of the building as per OCP, City Centre Area Plan, and Development Permit* requirements.

17.4.2. All parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations provided for the use of market rental housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* requirements.

17.5. The terms of the market rental agreement shall indicate that they apply in perpetuity and provide for the following:

17.5.1. Ensure that Basic Universal Housing features shall be provided in a minimum of 100% of the market rental housing units in accordance with the OCP Market Rental Policy.

17.5.2. Achieve following the Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit*.

TABLE 5

Unit Type	Min. Unit Area	Unit Mix (1)	BUH (1)
Studio	37m ² (400 ft ²)-	14.6% (22 units)	14.6% (22 units)
1-bedroom	43m ² (463 ft ²)	40.4% (61 units)	40.4% (61 units)

PH - 252

Initial: _____

2-bedroom	61m ² (660 ft ²)	45.0% (68 units)	45.0% (68 units)
3-bedroom	-	-	-
Total	N/A	151 Units	100% (151 units)

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process

17.6. “No development” shall be permitted, restricting Development Permit* issuance for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer:

17.6.1. Designs the Lot 3 (Parcel 8) to provide for the market rental housing units and ancillary spaces;

If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit*.

17.7. No Building Permit* shall be issued for a building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.

17.8. “No occupancy” shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on Lot 1 (Parcel 2) and Lot 2 (Parcel 5) as shown in Preliminary Subdivision Plan (Schedule A), in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit* inspection granting occupancy.

18. (Housing Tenure) Registration of a restrictive covenant prohibiting

18.1. the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and

18.2. the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

19. (Public Art – On-Site) City acceptance of the developer’s offer to make a voluntary contribution towards the City’s Public Art Fund, the terms of which shall include the following:

19.1. The value of the developer’s voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site’s proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

TABLE 6

Use	Minimum Developer Contribution Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$0.99/ ft ²	610,195.32 ft ²	\$ 604,093.36
Commercial	\$0.52/ ft ²	7,114.94 ft ²	\$ 3,699.77
Total	Varies	617,310.26 ft²	\$ 607,793.14

19.2. In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.

19.3. Prior to adoption of a rezoning bylaw for the first rezoning of the subject site, a Public Art Master Plan for the entire Lansdowne Development (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Arts, Culture and Heritage Services and Director, Development.

19.4. Prior to rezoning bylaw adoption, the developer shall submit a Public Art Plan, for the subject site, to the satisfaction of the Director, Arts Culture and Heritage Services. The Public Art Plan shall be:

19.4.1. Prepared by an appropriate professional.

19.4.2. Based on a contribution value of at least the total amount indicated in the table in item a) above.

19.4.3. Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, Capstan Public Art Plan and other relevant supplementary public art and

heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

19.4.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.

19.4.5. NOTE: For contributions with a cumulative budget over \$250,000, the Public Art Plan is presented for Council approval prior to Building Permit* issuance.

19.4.6. Implemented by the developer, as required by legal agreement(s) registered on Title to prior to rezoning adoption.

19.5. "No development" shall be permitted on the subject site, restricting Development Permit* issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:

19.5.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the subject site and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption).

19.5.2. Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City) to secure the developer's implementation of the Public Art Plan, the collective value of which shall be at least \$607,793.14, including \$30,389.66 as a cash contribution equal to 5% of the total amount indicated in the table in item a) above (\$607,793.14) and a Public Art security Letter of Credit in the amount of \$577,403.48, being the total amount identified in item a) above.

19.6. "No occupancy" shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject site until:

19.6.1. The developer, at the developer's sole cost and expense, commissions one or more artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City owned site, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject site (which right-of-way shall be to the satisfaction of the City and secured by one or more legal agreements for rights of public passage, public art, and related purposes including maintenance, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).

19.6.2. The developer, at the developer's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the City-approved Public Art Plan, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent strata corporation if on the subject site (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.

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

19.6.4. The developer, at the developer's sole cost and expense, has submitted a final report to the City, to be submitted promptly after completion of the installation of the public art in accordance with the City-approved Public Art Plan, which report, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, includes:

- i) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- ii) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- iii) The maintenance plan for the public art prepared by the artist(s);

- iv) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

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

20. (Community amenity contribution): As per the OCP amendment/ Master Development Agreement, the commitment is:

- 20.1. In satisfaction of the Urban Core Transect (T6) and the Village Centre Bonus Area density bonusing provisions (all as described in the CCAP), with particulars to be determined through the Rezoning Application processes. Without limiting the City's discretion, it is anticipated that the cumulative area associated with the foregoing will be as follows:
- 20.1.1. approximately 1,778 square meters (19,140 square feet) of childcare space or cash equivalent associated with area designated as Urban Core Transect (T6); and
- 20.1.2. approximately 3,196 square meters (34,400 square feet) for either childcare space or another type of community facility, or cash equivalent associated with the area designated as Village Centre Bonus Area
- 20.1.3. for a total cumulative area of approximately 4,975 m² (53,550 ft²) of the Community Amenity Space, Cash in Lieu, or a mix of the two. The Owner acknowledges and agrees that, except as set out in section 14.2 [Community Amenity – Process], the location, configuration and mix of Community Amenity Space and Cash in Lieu remains at the discretion of the City Council
- 20.2. Based on a review of the current development proposal for Phase 1A, staff confirm that no provision of a physical child care facility/Early Childhood Development Hub space is required to be incorporated into the subject development and recommend that a cash- in-lieu contribution be accepted in lieu of on-site amenity space towards the "Interim Amenity Security" in compliance with the OCP and Master Phasing and Amenities Agreement, prior to rezoning bylaw adoption, of \$ 5,416,148.01 based on the equivalent-to-construction-value rate of \$871.00 per square foot and 5% of the site's maximum permitted VCB bonus floor area and 1% of total Residential building area for Area within Urban Core Transect (T6 area). If the payment is not made within one year of third reading of the zoning amendment bylaw, the Council-approved "equivalent to construction value" community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable. A summary is provided below:

TABLE 7

VCB Bonus Area	5% of Maximum VCB Bonus Floor Area	Rate	Minimum Interim Amenity Security
661m² (7,115 ft²)	33.05m² (355.75 ft²)	\$871/ ft²	\$ 309,858.25
Urban Core Transect (T6) Bonus Area	1% of total residential building area	Rate	Minimum Interim Amenity Security
54,465m² (586,256 ft²)	544.65m² (5,862.56 ft²)	\$871/ ft²	\$ 5,106,289.76
Total			\$ 5,416,148.01

20.3. The City is interested in the provision of a physical child care facility/Early Childhood Development Hub and understand that this amenity would be realized in Phase 7 of the Lansdowne Development as per the OCP amendment. As a condition of completion of any first Rezoning with respect to Phase 7, or as otherwise directed by City Council in connection with such first Rezoning Application, the owner will enter into further agreement in accordance to Section 14.2 as part of the Master Development Agreement. The Interim Amenity Security provided as part of each Rezoning Application upto to the first Rezoning Application of Phase 7 will be replaced in accordance to Section 14.2 (b) (iii) as per the Master Development Agreement.

21. (District Energy Utility (DEU): Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, signing owner's commitment to connect to District Energy

Initial: _____

Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 21.1. No Building Permit* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 21.2. No Building Permit* will be issued for a building on the subject site unless if, prior to issuance of the Development Permit*, for the subject site the City and the City's DEU service provider, LIEC have provided the owner with written notice that:
 - 21.2.1. the interim low carbon energy plant to provide cooling to the Phase 1 building(s) is to be located on-site, and the Phase 1 building(s) will connect to a DEU for the provision of heating and domestic hot water heating, the owner:
 - i) designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and to an onsite interim low carbon energy plant (cooling) for the provision of cooling, as directed by the City's service provider, LIEC;
 - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide cooling to the Phase 1 building(s), as directed by the City's service provider ,LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
 - iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the DEU works constructed on-site (including but not limited to the interim low carbon energy plant (cooling), and any service connections and energy transfer stations)) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
 - iv) provides a cash in lieu contribution equivalent to the additional construction and installation costs that the owner would otherwise have incurred if the interim low carbon energy plant onsite was to provide any combination of heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), rather than solely to provide cooling to the Phase 1 building(s). Such cost differential will be determined by a third party quantity surveyor agreed to between the parties, and who's costs shall be paid by the owner; and
 - v) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant (cooling) and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site. or
 - 21.2.2. the interim low carbon energy plant to provide heating, cooling, and domestic hot water heating to the Phase 1 building(s) is to be located on-site, the owner:
 - i) designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and by the interim low carbon energy plant, as directed by the City's service provider, LIEC;
 - ii) designs, to the satisfaction of the City and the City's DEU service provider, LIEC, an interim low carbon energy plant to provide heating, cooling and domestic hot water heating to the Phase 1 building(s), as directed by the City's service provider, LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;

- iii) enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the interim low carbon energy plant, and any service connections and energy transfer stations) to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the interim low carbon energy plant and any service connections and energy transfer stations) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City; and
- iv) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site interim low carbon energy plant and the on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating, including but not limited to any service connections and energy transfer stations, by or on behalf of the City and LIEC on the subject site.

The owner will not transfer the interim low carbon energy plant (cooling) or the interim low carbon energy plant, as applicable, if constructed by or on behalf of the owner, to any entity other than the City or LIEC, including to any strata corporation, without the prior written consent of the City.

- 21.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC, including without limitation that the owner agrees that, upon direction by the City and/or LIEC to connect, the building(s) will connect to the centralized low carbon energy plant (phase 2) once it is constructed and available for connection, unless otherwise agreed to in writing by the City.
- 21.4. If a DEU, including any on-site interim or centralized low carbon energy plant, is available for connection for heating, cooling, and/or domestic hot water heating, and the City has directed the owner to connect to the DEU in respect of one or more of heating, cooling, and/or domestic hot water heating, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - 21.4.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for heating, cooling and domestic hot water heating;
 - 21.4.2. as directed by the City's service provider, the building is connected to the DEU, and if such DEU is an on-site interim low carbon energy plant supplied and installed by or on behalf of the owner, at the owner's sole cost, to provide heating, cooling, and/or domestic hot water heating to the Phase 1 building(s), such energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - 21.4.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 21.4.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 21.4.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - 21.4.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 21.5. If a DEU is not available for connection for cooling, but a low carbon energy plant (cooling) has been required on-site pursuant to the above prior to the issuance of the Development Permit* for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - 21.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU for cooling;
 - 21.5.2. the building is connected to the on-site interim low carbon energy plant (cooling) supplied and installed by the owner, at the owner's sole cost, to provide cooling to the building(s), as directed by the City's service

provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;

21.5.3. if constructed by the owner, the owner transfers ownership of the on-site interim low carbon energy plant (cooling) on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;

21.5.4. if constructed by the owner, the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;

21.5.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and

21.5.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the interim low carbon energy plant (cooling) by the City and/or the City's DEU service provider, LIEC.

21.6. If a DEU is not available for connection for heating and domestic hot water heating, no final building inspection permitting occupancy of a building will be granted until:

21.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU (DEU ready); and

21.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

(Note: Phase 1 referred in the above section 21, includes Phase 1A- Parcels, 2, 5, 8 and future Parcels 9, 10)

22. (Energy Step Code Requirements): As per City policy:

22.1. Residential buildings with 6 stories or less require a Step 4 or Step 3 with low carbon energy system.

22.1.1. Residential buildings greater than 6 stories require a Step 3 or Step 2 with low carbon energy system.

22.1.2. Retail portions require Step 3 or alternatively Step 2 with low carbon energy system.

22.1.3. Amenity: Conform to Part 8 of the National Energy Code of Canada for Buildings.

22.1.4. In case of a combination of occupancies in a single building, a weight-averaging method applies to calculate target TEDI and MEUI; or alternatively, the major occupancy (residential) could be assumed for the entire building

22.1.5. As part of the rezoning application, a statement must be provided by the Coordinating Registered Professional, confirming that the applicable Energy Step Code performance targets have been considered in the proposed design. (Note: The consideration has been satisfied. REDMS#7498376)

23. (Electric Vehicle Charging):

23.1. All residential parking shall be equipped with EV charging infrastructure. EV outlets will need to be supplied with energized outlets in order to support EV charging, with each parking space capable of receiving "Level 2" charging at a performance level of at least 12 kWh within a max 8-hour period.

23.2. For parking associated with uses other than residential:

23.2.1. 35% of parking spaces shall feature an energized outlet capable of providing Level 2 charging or higher to the parking space; and

23.2.2. An additional 10% of parking spaces shall feature opportunity charging.

23.3. Notwithstanding 23.2:

23.3.1. An alternate allocation of energized outlets may be provided if the total installed capacity of the electrical circuits for Level 2 charging meets or exceeds 1.25 kW multiplied by the total number of parking spaces subject to 22.2 and

23.3.2. DC fast charging infrastructure may be used to meet some or all of the requirements of 36.c-i with the approval of Director of Building Approval

24. (Servicing Agreement* - SA) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, parks and sustainability works, to the satisfaction of the City, which include, but may not be limited to the following.

24.1. Frontage Works:

The developer shall be responsible for the design and construction of the frontage works, to the satisfaction of the City, subject to the review and approval of the detailed SA designs, which shall include, but may not be limited to, the following.

The following cross-sections are intended to be "typical". The approved design may be required to vary from the "typical" conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes. While the list below provides a general description of the minimum frontage work requirements to the standards of which are schematically shown in the approved road functional plan prepared by Aplin Martin, the exact details and scope of the frontage works to be completed by the developer will be confirmed through the detailed design (SA) process to the satisfaction of the City.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the SA and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, and decorative paving. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

24.1.1. Alderbridge Way (Between No.3 Road and Kwantlen Street):

- i) Maintain two existing eastbound traffic lanes.
- ii) 0.15 m wide curb and gutter.
- iii) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 3.0 m wide multi use pathway (MUP).
- v) 1.0 m buffer at back of MUP.

24.1.2. Kwantlen Street (Between Alderbridge Way and Lansdowne Road):

From west to east:

- i) 6.0 m wide varying width grassed/treed boulevard or other hardscape improvements as part of the north-south "Minor Green Link" approximately from back of proposed curb and will be determined through a subsequent Servicing Agreement*. Tie into existing roadway.
- ii) 2.0 m wide concrete sidewalk.
- iii) Minimum 1.5 m grassed/treed boulevard or other hardscape improvements as determined through SA process.
- iv) 0.15 m wide curb and gutter.
- v) Varying width of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes including a northbound left-turn bay and northbound right-turn bay, and/or on-street parking layby from west to east:
 - a. A Varying 3.418 m to 4.939 m southbound travel lane.
 - b. 3.5 m northbound left turn lane.
 - c. A varying 5.446 m to 6.950 m combined for northbound through and right turn lanes.
 - d. 2.5 m parking layby.
- vi) 0.15 m wide curb and gutter.
- vii) A varying 2.70 m to 5.20 m boulevard

24.1.3. Cooney Road (Between Alderbridge Way and E-W Mews):

Please note that the ultimate construction and land dedications associated with Cooney Road may be eligible for Development Cost Charges (DCC) credits.

From west to east:

- i) 2.0 m wide concrete sidewalk.

- ii) 0.7 m wide paver buffer strip.
- iii) 1.9 m wide asphalt bike path.
- iv) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through the SA process.
- v) 0.15 m wide curb and gutter.
- vi) 6.35 m wide driving surface for two southbound traffic lanes.
- vii) 3.25 m wide area for:
 - a. driving surface at intersections for left-turn lanes, or
 - b. mid-block landscaped/treed medians, or other hardscape improvements as determined through SA process, with curb and gutter on both sides.
- viii) 6.35 m wide driving surface for two northbound traffic lanes.
- ix) 0.15 m wide curb and gutter.
- x) 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process.
- xi) 1.9 m wide asphalt bike path.
- xii) 0.7 m wide buffer strip m.
- xiii) 2.0 m wide concrete sidewalk.

24.1.4. Hazelbridge Way (Between Alderbridge Way and E-W Mews):

From west to east:

- i) 4.00 m southbound travel lane from existing curb.
- ii) 3.30 m left-turn bays.
- iii) 3.70 m northbound travel lane.
- iv) 0.15 m wide curb and gutter.
- v) Varying width (11.0 m – 14.0 m wide) of asphalt surface for one traffic lane in each direction, and/or intersection turning lanes, and 3.00 m layby.
- vi) Varying width (1.5 m – 4.0 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process.
- vii) 2.0 m wide concrete sidewalk.

24.1.5. E-W Mews (Between Hazelbridge Way and Kwantlen Street):

From north to south within a 5.90 m P.R.O.P.:

- i) 0.30 m buffer at back of sidewalk.
- ii) 1.50 m sidewalk clear of any intrusions or obstructions.
- iii) 0.90 m boulevard.
- iv) 0.15 m wide curb or concrete band
- v) 3.50 m interim westbound travel lane.
- vi) 4.25 m interim eastbound travel lane.

24.2. Intersection Improvements:

The property owner is responsible for the design and construction of the following intersection improvements generally as shown in the Functional Road Plan:

24.2.1. General Intersection Upgrades:

- i) Along the development frontages, all intersection and mid-block pedestrian crosswalks are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps.

24.2.2. Alderbridge Way / No. 3 Road:

- i) Installation of dual left-turn lanes on the westbound approach (by adding a new 3.25 m wide turning lane) with a minimum total storage length of the two lanes at approximately 120 m, while maintaining all other existing traffic lanes. b. Provision of dual left-turn lanes on the eastbound approach (by converting widened Alderbridge Way, by others) with a minimum total storage length of the two lanes at approximately 150 m, while maintaining all other existing traffic lanes. Note: while a portion of the left-

turn lanes may be accommodated within the existing medians, a minimum 1.2 m wide median must be maintained on the intersection approaches.

- ii) New curb ramps to facilitate road widening.
- iii) Implementation Plan to follow Implementation Plan – Alderbridge Way & No. 3 Road (November 2022), and may include interim or ultimate works at the intersections including on the eastbound approach on Alderbridge Way on the west side of No.3 Road. Applicant must enter into a Servicing Agreement* to deliver the works. The Implementation Plan can be modified at the discretion of the Director of Transportation to addresses each of the following possible scenarios:
 - a. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay in advanced of this development.
 - b. In the scenario where adjacent development at 7960 Alderbridge Way implements a mirroring second eastbound left-turn bay during a similar time frame as this development.
 - c. In the scenario where adjacent development at 7960 Alderbridge Way is unable to implement a mirroring second eastbound left-turn bay during a similar time frame as this development.

24.2.3. Alderbridge Way/ Hazelbridge Way:

- i) Installation of a new curb extension with curb ramps and modification existing crosswalk.

24.2.4. Alderbridge Way/ Cooney Road:

- i) Installation of a westbound-to-southbound left-turn lane, with a minimum width of 3.25 m, a minimum storage length of approximately 40 m, with a portion of the left-turn lane accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.

24.2.5. Lansdowne Road / Cooney Road:

- i) Installation of a new curb extension with curb ramps and modification existing crosswalk.
- ii) Installation of westbound left turn lane extension to 65 m.

24.2.6. Alderbridge Way / Kwantlen Street:

- i) Installation of northbound left turn lane extension to 40 m.
- ii) Installation of westbound left turn lane extension to 75 m.

24.2.7. Hazelbridge Way / E-W Mews:

- i) Installation of all-way stop control.
- ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.

24.2.8. Cooney Road / E-W Mews:

- i) Installation of a special crosswalk across Cooney Road
- ii) Provision for raised special crosswalk with design to minimize work for future implementation including considerations for drainage, lighting, signal and other infrastructure.

24.3. Upgrade Existing Traffic Signals:

The property owner is to upgrade (as necessary) the following existing traffic signals:

24.3.1. Alderbridge Way/ Kwantlen Street:

- i) New Traffic cabinet.
- ii) New UPS/Service cabinet.
- iii) New APS on all poles.
- iv) Intersection lighting drawing with new LED streetlights on all poles.
- v) New traffic poles on development frontage.

24.3.2. Alderbridge Way / Hazelbridge Way:

- i) New UPS/Service cabinet.
- ii) New APS push buttons on all poles.
- iii) Intersection lighting drawing with LED street lights on all poles.

- iv) New traffic poles and traffic signal hardware on development frontage.
- v) New traffic fibre connection to traffic cabinet.
- vi) New traffic cameras.
- vii) New LED street name signs.
- viii) Remove existing median traffic poles and relocate to north side of intersection.

24.3.3. Alderbridge Way / No. 3 Road:

- i) New traffic cabinet.
- ii) New UPS/Service cabinet.
- iii) New APS push buttons on all poles.
- iv) Upgrade existing LED street name signs.
- v) New traffic pole and traffic signal hardware on development frontage.
- vi) Re/re existing fibre cable to traffic cabinet.

24.3.4. Lansdowne Road / Kwantlen Street:

- i) New APS on all poles.
- ii) New fibre connection to cabinet.
- iii) Should signal pole on the northwest quadrant need to be re-located, a signal modification drawings will be required.

Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

24.4. Install New Traffic Signal Devices:

New traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) required at the following locations:

24.4.1. Alderbridge Way/Cooney Road.

24.4.2. Alderbridge Way provision for future mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road.

24.4.3. Hazelbridge Way / East-West Mews; provision for future mid-block pedestrian crossing

24.4.4. Cooney Road / East-West Mews; special crosswalk across..

24.4.5. Lansdowne Road / Kwantlen Street.

24.4.6. Other locations identified through subsequent rezoning applications.

The exact traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) will be determined with detailed warranted analysis and implemented by the property owner through the Servicing Agreement* process. Any new traffic signal device will include but will not be limited to new signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

24.5. Additional Traffic Signal Infrastructure:

The installation of communications conduit and fibre cable (1 x 75 mm) within the development extents on boulevards along frontages is required at:

24.5.1. Alderbridge Way.

24.5.2. Hazelbridge Way.

24.5.3. Cooney Road.

24.5.4. Kwantlen St.

24.5.5. E-W Mews.

24.6. Additional Off-site Works:

The exact details and scope of the frontage works to be completed by the property owner will be confirmed through the Development Permit* or Servicing Agreement* processes, to the satisfaction of the City.

24.6.1. Hazelbridge Way, from Alderbridge Way to East-West Mew. Interim standards road improvements on the west side (i.e., one southbound traffic lane and an interim 2 m wide paved walkway) to be constructed in this phase.

24.6.2. Modifications to access and circulation adjacent to Parcel 8 including:

- i) Closure of parking lot access across from Parcel 8.
- ii) Modification of barrier curb and median.
- iii) Closure to east-west through traffic along E-W Mews at Cooney Road intersection and installation of roll over curb for alternate Emergency Access.

24.6.3. Removal of existing landscaped median and rearrangement of parking and drive aisles in the south-east corner of the Property adjacent to Lansdowne Linear Park.

24.6.4. Modifications associated with implementing the Interim City Scale Mobility Hub in the south-west corner of the property adjacent to the Lansdowne Canada Line Station.

24.6.5. Modifications associated with provisioning for future midblock crosswalk across Alderbridge Road between Hazelbridge Way and Cooney Road including considerations for electrical, lighting and drainage etc.

25. (Parks Servicing Agreement*) Enter into a Servicing Agreement* for the detailed design and delivery of the following elements:

Note that a Lansdowne Major Park and Open Space Master Plan is being developed through a separate concurrent process led by Parks Services. The following Major Park and Open Space elements to be guided by the Lansdowne Major Park and Open Space Master Plan as well as the Master Land Use Plan included in the Official Community Plan Amendment Bylaw 10154. The following comments are to be taken into consideration and addressed during the Servicing Agreement process.*

25.1. Lansdowne Linear Park and Lansdowne Road Frontage:

25.1.1. Note that the cross section and concept design for the interim and final condition of the Lansdowne Linear Park is to be determined through the Major Park Master Plan process, which will guide the detailed design of the Lansdowne Linear Park via the Servicing Agreement* process.

25.1.2. The Lansdowne Linear Park Permanent construction works are eligible for Parks Development Cost Charge (DCC) credits. Parks DCC credit value to be calculated and issued upon completion of the Lansdowne Linear Park Permanent works to the satisfaction of the Director of Parks Services. Should the Parks DCC credit value of the Lansdowne Linear Park Permanent works be less than the DCC Payables for this phase of rezoning, then the remaining DCC Payables will roll forward and be applied to future redevelopment phases that include works that are eligible for Parks DCC credits.

25.1.3. Lansdowne Linear Park and Lansdowne Road Frontage final condition to:

- i) Be located between Kwantlen Street and the Cooney Road extension.
- ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
- iii) Be Fee Simple with the Owner transferring ownership of the applicable portion of the subdivided property to the City.
- iv) Prioritize tree retention.
- v) Incorporate furnishings (seating, waste receptacles, bike racks), signage, and lighting (pathway and event).
- vi) Include event power kiosks.
- vii) Include water hook-ups.
- viii) Incorporate localized stormwater detention.

- ix) Allow accommodation of seasonal parades, events and festivals.
- x) Be comprised of high-quality, long-lasting, robust materials.
- xi) Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- xii) To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard.
- xiii) Include additional tree planting and support infrastructure such as soil cells.
- xiv) Be maintained by the Owner/ Strata.

25.2. Lansdowne Linear Park and Lansdowne Road Frontage Interim condition to:

- i) Encompass two sections of the Lansdowne Road frontage, as illustrated in the OCP amendment, that are located between the future Cooney Road and Hazelbridge Way extensions and Hazelbridge Way extension and No. 3 Road.
- ii) Be a minimum width of 14.5 meters. Note that this does not include the 5.5 meter wide Park Frontage Enhancement Area Statutory Right of Ways, which will be provided as the fronting development parcels undergo rezoning.
- iii) Include a ROW over the entire area that allows free unimpeded public access.
- iv) Be located between the Cooney Road extension and No 3 Road.
- v) Prioritize tree retention.
- vi) Provide continuous, paved pedestrian and cycling connections along the entire length.
- vii) Include furnishings (seating, waste receptacles) and wayfinding signage.
- viii) Provide shade for pathway users with trees and/or structures.
- ix) Be comprised of materials and elements that can be re-purposed in the final condition or recycled in keeping with the City's Circular Economy Goals.
- x) Be maintained by the Owner/ Strata.

25.3. Existing Neighbourhood Plaza Site Activation:

The final Neighbourhood Plaza will be provided in the next phase (Phase 1B). In the interim, the applicant is to design and deliver in Phase 1A, activation of the existing Neighbourhood Plaza site. Below is a description of the minimum requirements:

25.3.1. Existing Neighbourhood Plaza Site Activation to include:

- i) The existing lawn and treed area at the northwest corner of Kwantlen Street and Lansdowne Road, including the City owned corner, as illustrated in the OCP amendment.
- ii) Include a ROW over the area that allows free unimpeded public access.
- iii) A minimum of 3 picnic tables with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- iv) A minimum of 3 benches with pads that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- v) Waste receptacles that are consistent with the furnishings along the other Major Park areas being delivered in Phase 1A.
- vi) A pathway that connects from the corner intersection at Kwantlen Street and Lansdowne Road to the Lansdowne Shopping Centre site entry to the north. The pathway may be comprised of materials that are of a temporary nature, that can be re-purposed in the future and that allow for minimal impacts to existing trees.
- vii) Signage welcoming users to the site that includes a description of the long-term plans/process for it.
- viii) Tree retention and protection.
- ix) Ongoing maintenance and monitoring provided by the Applicant/Owner (Lansdowne Centre). Maintenance to be equivalent to Level 3 Moderate as outlined in the current edition of the Canadian Landscape Standard.

- x) Design submitted for review via the Servicing Agreement* process.
- xi) Be maintained by the Owner/ Strata.

25.4. Streetscape Requirements:

Streetscapes (not included in the Major Park Master Plan process).
Note that the requirements listed below are for the boulevards only.

25.4.1. Alderbridge Way Streetscape:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Accent planting at pedestrian crossings.
- iii) Include irrigation tied to the onsite water supply.

25.4.2. Kwantlen Road Streetscape:

- i) 1.5 meter width boulevard with lawn and street trees.
- ii) Accent planting at crossings and corner bulges.
- iii) Include irrigation tied to the onsite water supply.

25.4.3. Hazelbridge Way:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Accent planting at corner bulges.
- iii) Include irrigation tied to the onsite water supply.

25.4.4. Cooney Road:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Accent planting at pedestrian crossings.
- iii) Include irrigation tied to the onsite water supply.

25.4.5. New East-West Road:

- i) 1.5 meter wide boulevard with lawn and street trees.
- ii) Include irrigation tied to the onsite water supply.

26. (*Open Space Requirements*) The following Open Space elements to be guided by the Master Land Use Plan included in the Official Community Plan (OCP) Amendment bylaw 10154. The following comments are to be taken into consideration and addressed during the detailed design phases of the project.

26.1. North South Greenlink to:

- 26.1.1. Be located between Parcel 2 and 5, Alderbridge Way and East-West Mews, with a minimum of 20 meters separation between fronting buildings.
- 26.1.2. Provide a minimum total size of 0.14 hectares (0.36 acres) of public open space upon completion of Parcel 2.
- 26.1.3. Be comprised of a (12 m) wide SRW with 6 m being located on Parcel 2 and 6 m being located on Parcel 5, that allows for free unimpeded public access.
- 26.1.4. Incorporate landscape elements (planting, trees, furnishings and paving patterns) within and along the edges of the green link to demarcate public realm from adjacent private realm areas and direct people towards the publicly accessible green link area.
- 26.1.5. Green link to be designed to accommodate large volumes and free movement of pedestrians.
- 26.1.6. As per the OCP Amendment, be unimpeded by parkade structures below to allow for full-depth planting. If the Applicant is able to demonstrate to the City's satisfaction that this is not feasible, then the following should be used as a guide for soil volumes for trees.
- 26.1.7. Soil Volume Requirements: The following are recommended as guidance only and site specific exceptions may be made by the City. In general, the City aims to select the largest tree suitable for the site while balancing the available soil volume and constraints for site lines, utilities or other relevant considerations. Generalized per-tree minimum soil volumes are provided below:

TABLE 8

Tree size category	Average Spacing	Per-tree Minimum Soil Volume*
Large (>10 m canopy spread)	9 - 11 m	45 m ³ /30 m ³ shared
Medium (~10 m canopy spread)	8 - 10 m	25 m ³ /20 m ³ shared
Small (~6 m canopy spread)	6 - 10 m	10m ³ /5 m ³ shared
Very Small (~3 m spread)	3 – 6 m	5 m ³

*Soil volume should be a depth of 1 m. The soil volumes quoted should be considered as minimums for the size categories listed and are based on a minimum of 0.3m³ of soil per 1 m² of canopy area. Both soil volume and the permeability of the surface area around in hardscape (i.e., the “tree pit”) should be maximized. To increase root zone volume, suspended pavement, structural soils or soil cells may be required.

- 26.1.8. Have a park-like character with large trees, furnishings (benches, tables, drinking fountains, waste receptacles, bike racks, and small play elements), lighting (pathway and event), identity and wayfinding signage.
- 26.1.9. Explore potential stormwater capture and detention through incorporation of technologies/systems suited to the site and urban environments.
- 26.1.10. Include interpretation of the former slough located in this area through design form and signage.
- 26.1.11. Be unimpeded by overhead structures that service private use, e.g. connecting bridges between buildings. Should the City support the Applicant’s rationale for inclusion of the pedestrian bridge, the pedestrian bridge to be considered as a public art location with a goal to create a gateway entry to the N-S Greenway and ultimate link to the Centre Park.
- 26.1.12. Include high quality cohesive materials.
- 26.1.13. Incorporate trees and planting that provide an overall net increase in habitat value and that provide support for local pollinators, songbirds, and wildlife.
- 26.1.14. Include irrigation as per City of Richmond standards, for all landscape areas, that is tied to the onsite water supply.
- 26.1.15. Include event power kiosks.
- 26.1.16. Include water hook-ups.
- 26.1.17. To be maintained by the Owner/Strata to Level 2 Groomed as outlined in the current edition of the Canadian Landscape Standard. Open Space Requirements:
- 26.2. New East-West Mews (Cooney Road and Kwantlen Street) including “Minor Green Link”
 - 26.2.1. Incorporate planting and trees
 - 26.2.2. Include irrigation tied to the onsite water supply
 - 26.2.3. Provide clearly delineated and protected pedestrian linkages along the north side of the access driveway with elements such as bollards, light poles and/or trees in grates.
 - 26.2.4. Provide free, unimpeded public access and movement of pedestrians within the SRW.
 - 26.2.5. Landscape elements (planting, lighting, trees, walls, furnishings, bollards and/or paving patterns) within and along the edges of the mews to demarcate public realm from adjacent private realm areas and direct people towards publicly accessible, pedestrian areas.
 - 26.2.6. Prioritize pedestrian access and safety.
 - 26.2.7. Be maintained by the Owner/Strata.
- 27. (Engineering Servicing Agreement*):** A Servicing Agreement* is required to design and construct the following works:
 - 27.1. Water Works:
 - 27.1.1. At Developer’s cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must

be signed and sealed by a Professional Engineer and be based on Building Permit* Stage building designs.

- ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- iii) Provide right-of-ways for the water meters. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the Servicing Agreement* process).
- iv) Replace the existing asbestos cement (AC) water main along the entire Alderbridge Way frontage of the development site (i.e. from No 3 Rd Road to Kwantlen Street) prior to the start of any proposed onsite or offsite works, including preloading, de-watering, and other construction and soil preparation works. Approximate length of required watermain replacement is 590m.
- v) Install new water mains along the proposed extensions of Hazelbridge Way, Cooney Road, complete with service connections and hydrants per City spacing.
- vi) The development proposes a private watermain in the private east-west mews located along the southern frontage of proposed parcels 2 and 5 between future Hazelbridge Way and future Cooney Rd. The private watermain are intended to service private fire hydrants along the private E-W Mews to provide fire protection for the Mall, as well as to connect to an existing mall water service. To isolate and protect the City's water system due to the proposed connections of the private systems, the City requires installation of reduced pressure backflow assemblies (RPBA). The City requires RPBA at each connection of the private water system to the City's water system. Total number of RPBA required is four. Two RPBA each at the junctions of the proposed Hazelbridge Way and Cooney Rd with the private east-west mews. Exact location of the required RPBAs shall be finalized via the Servicing Agreement* review.
- vii) Provide rights of ways to contain the required RPBAs to facilitate connection of the existing private water systems to the City's water system. The sizes and locations of the required rights of ways shall be determined through the Development Permit* review process and shown on the Development Permit* drawings. The details of the RPBAs shall be finalized via the Servicing Agreement* review.
- viii) CP15-717017 required the installation of a new water main along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with hydrants per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the watermain complete with an automatic flushing system at the dead end and install fire hydrants along Kwantlen St frontage that are required to service Parcel 8. The remainder of the watermain upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed.
- ix) Provide one water service connection for each parcel, complete with meter and meter box. Multiple service connections for one parcel are not permitted. Parcels 2 and 5 shall be connected to the new watermain dead ends in future Hazelbridge Way and future Cooney Rd complete with hydrants and automatic flushing systems. Parcel 8 shall be connected at the watermain dead end in Kwantlen St complete with a hydrant and automatic flushing system. Provide rights of ways to contain the automatic flushing systems that will be installed in the proposed development. The sizes and locations of the required rights of ways shall be determined through the Development Permit* review process and shown on the Development Permit* drawings. The details of the automatic flushing systems shall be finalized via the Servicing Agreement* review.

27.1.2. At Developer's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.
- ii) Confirm the sizes for the water main upgrades at the time of each phase's rezoning.

27.2. Storm Sewer Works:

27.2.1. At Developer's cost, the Developer is required to:

- i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.

- ii) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement* design(s).
- iii) Perform a capacity analysis (Runoff Hydrograph Method) to size the proposed storm sewers. The capacity analysis shall include the proposed storm sewers for the entire development site, and direct as much runoff as possible to the proposed rainwater feature in Phase 5.
- iv) Install new storm sewers, approximately 90 meters, along the proposed extensions of Hazelbridge Way, Cooney Road, and the new E-W Mews. Storm sewer sizes shall be determined via Rational method at the Servicing Agreement* design review stage. Minimum pipe size shall be 600mm diameter as per City Engineering Specifications.
- v) CP15-717017 required the installation of new storm sewers along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with manholes per City spacing. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the storm sewers along Kwantlen St frontage that are required to service Parcel 8. The remainder of the storm sewer upgrade as per CP15-717017 between the private lane (south of Parcel 8) and Lansdowne Road shall be installed in a future phase when the parcels to the south are developed. Minimum size shall be 600 mm.

27.2.2. At Developer's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City Infrastructure.

27.3. Sanitary Sewer Works:

27.3.1. At Developer's cost, the Develop is required to:

- i) Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
- ii) The development proposes a private sanitary main in the private east-west mews located along the southern frontage of proposed parcels 2, 5 and 8 (Phase 1A) between future Hazelbridge Way and future Cooney Rd. All sanitary service connections that are connected to or flow into the private sanitary sewer installed in Phase 1A must be designed so that they can connect to the ultimate sanitary sewer when the private sanitary sewer is removed. The private sanitary sewers shall be removed when the ultimate sanitary sewers in the future City-owned east-west road is completed and operational.
- iii) CP15-717017 required the installation of new sanitary mains along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with the replacement and upgrade of the Alderbridge Sanitary Pump Station. For this rezoning application (i.e., RZ 23-011557), the City agreed to the developer's proposal to install only the sanitary mains along Kwantlen St that are required to service Parcel 8 (i.e., install new sanitary sewers on Kwantlen Street from the existing pump station northward to the south property line of parcel 8, approximately 155m long). Sanitary sewer sizes shall be determined via Capacity Analyses at the Servicing Agreement* design review stage. Minimum pipe size shall be 200mm diameter as per City Engineering Specifications. The remainder of the new sanitary main upgrade between the sanitary pump station and Lansdowne Road, including the sanitary pump station replacement and upgrade, as per CP15-717017, shall be installed in the rezoning of the next phase when the parcels to the south are developed. The location for the new pump station shall be to the satisfaction of the Director, Engineering. Replacement of the pump station includes, but is not limited to:
 - a) A new wet well, pumps, and related appurtenances.
 - b) A new kiosk, underground power supply (i.e. BC Hydro pad-mounted transformer), back-up generator, SCADA antenna, and related appurtenances.
 - c) A new valve chamber complete with flow meter and related appurtenances and access chambers for the forcemain for maintenance and inspection purposes.
 - d) Right-of-way(s) for the pump station, vehicle access/parking, and related structures. The right-of-way(s) shall be on grade and open sky above.
 - e) Rights of ways to access to and from the pump station for the City's maintenance vehicles, and space for the vehicles to park without obstructing pedestrian or vehicle traffic (including space for vehicles to park adjacent to the wet well during pump maintenance).

- f) Decommissioning and removal of the existing Alderbridge Sanitary Pump Station after the new station is completed and operational.
- iv) Remove the existing sanitary sewer on Kwantlen Street, or fill and abandon (as appropriate).

27.3.2. At Developer's cost, the City will:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.
- ii) Confirm the sizes for the sanitary sewer upgrades at the time of each phase's rezoning.
- iii) Reconnect all existing sanitary connections to the new sanitary sewers.

27.4. Frontage Improvements

27.4.1. At Developer's cost, the Developer is required to:

- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - a) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - b) Before relocating/ modifying any of the existing power poles and/or guy wires within the property frontages.
 - c) To underground overhead service lines.
- ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement* drawings, and registered prior to SA design approval:
 - a) BC Hydro Vista- Confirm SRW dimensions with BC Hydro.
 - b) BC Hydro PMT – 4.0 x 5.0 m.
 - c) BC Hydro LPT – 3.5 x 3.5 m.
 - d) Street light kiosk – 1.5 x 1.5 m.
 - e) Traffic signal kiosk – 2.0 x 1.5 m.
 - f) Traffic signal UPS – 1.0 x 1.0 m.
 - g) Shaw cable kiosk – 1.0 x 1.0 m.
 - h) Telus FDH cabinet – 1.1 x 1.0 m.
- iii) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following City Street requirements:
 - a) Alderbridge Way (West of Cooney)
 - Pole colour: grey.
 - Roadway lighting at back of curb: Type 7 (LED) including 1 street luminaire, duplex receptacle, and flower basket holders, but excluding any pedestrian luminaires, banner arms, or irrigation.
 - As applicable, pedestrian lighting between sidewalk and bike path: Type 8 (LED) including 2 pedestrian luminaires set perpendicular to the roadway, but excluding any flower basket holders, irrigation, or duplex receptacles.
 - b) Alderbridge Way (East of Cooney)
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.

- As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- c) Hazelbridge Way (West of Cooney, south of Alderbridge)
 - Pole colour: grey.
 - Roadway lighting at back of curb (existing lighting to be replaced): Type 7 LED including 1 street luminaire, banner arms, and duplex receptacles but excluding any pedestrian luminaires, flower basket holders, or irrigation.
 - Pedestrian lighting: not applicable (i.e no stand-alone pedestrian poles)
- d) Cooney Road (South of Alderbridge)
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED)- (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
 - As applicable, pedestrian lighting between sidewalk and bike path: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- e) Kwantlen Street (East of Cooney, south of Alderbridge)
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3 Decorative Luminaire Pole (LED) – (Reference Drawing L12.6) including 1 street luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
 - Pedestrian lighting: Not applicable (ie. No stand-alone poles)
- iv) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following off-street publicly-accessible walkways and open spaces requirements:
 - a) West of Cooney
 - Pole colour: grey.
 - Pedestrian Lighting: Type 8 LED including 2 pedestrian luminaires set perpendicular to the direction of travel, but excluding any flower basket holders, irrigation, or duplex receptacles.
 - b) East of Cooney
 - Pole colour: black.
 - Pedestrian lighting: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including pot-top luminaire but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- v) Provide traffic signals as specified:
 - a) Grey pole colour (style to match type 7) at the following locations:
 - Alderbridge at Hazelbridge
 - Additional hazelbridge locations as applicable.
 - b) Black pole colour (style to match type 3) at the following locations:
 - Alderbridge at Cooney.
 - Alderbridge at Kwantlen.
 - Additional Cooney locations as applicable.
 - Additional Kwantlen locations as applicable.

- vi) Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required. See the following private streets (secured via SRW) to be developer owned and maintained requirements:
 - a) EW Mews (west of Cooney) – shared vehicle / pedestrian route:
 - Pole colour: grey.
 - Roadway lighting at back of curb: Type 8 / Custom 6.0 m Height (LED) including 1 street luminaire, but excluding any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - For reference: Onni “Riva” (Drawing #615759-12-09)
 - b) EW Green Linke (East of Cooney) – shared vehicle / pedestrian route:
 - Pole colour: black.
 - Roadway lighting at back of curb: Type 3A Custom Decorative Luminaire Pole (LED) (Reference Drawing #627046-12-09 / Sheet 10 of 10) including 1 post-top luminaire, but excluding banner arms, flower basket holders, duplex receptacles, and irrigation.
- vii) Street Tree Receptacle Required Frontages:
 - a) No. 3 Road.
 - b) Hazelbridge Way.
- viii) Complete other frontage improvements as per Transportation requirements.

27.5. General Items

27.5.1. At Developer’s cost, the Developer is required to:

- i) Provide, prior to start of site preparation works or within the first Servicing Agreement* submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- ii) Provide a video inspection report of the existing utilities along all frontages prior to start of site preparation works or within the first Servicing Agreement* submission, whichever comes first. A follow-up video inspection, complete with a civil engineer’s signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer’s cost.
- iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer’s cost. The post-preload elevation survey shall be incorporated within the Servicing Agreement* design.
- iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer’s recommendations, and report the settlement amounts to the City for approval.
- v) Submit a proposed strategy at the Building Permit* stage for managing excavation de-watering. Note that the City’s preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City’s storm sewer system.
- vi) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
- vii) Coordinate the Servicing Agreement* design for this development with the Servicing Agreement*(s) for the adjacent development(s), both existing and in-stream. The developer’s civil engineer shall submit a signed and sealed letter with each Servicing Agreement* submission confirming that they have

coordinated with civil engineer(s) of the adjacent project(s) and that the Servicing Agreement* designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

- a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - b) Pipe sizes, material and slopes.
 - c) Location of manholes and fire hydrants.
 - d) Road grades, high points and low points.
 - e) Alignment of ultimate and interim curbs.
 - f) Proposed street lights design.
- viii) Enter into, if required, 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, 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.

28. (Public Hearing Notice Fees): Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

29. (Development Permit - DP): The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. **(Rezoning)** Incorporation of features in Development Permit* plans as determined via the Rezoning process.
2. **(Air Space Parcel Subdivision and/or Strata Subdivision)** The owner is to confirm the whether an Air Space Parcel Subdivision and/or Strata Subdivision are being pursued to ensure the project can be constructed as required under the proposed zoning, Rezoning Considerations and the BC Building Code.
3. **(Acoustic Report)** Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

TABLE 9

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

4. **(Code Report)** Complete a preliminary code report/ analysis to address any potential code issues within the development.

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

1. **(Rezoning and Development Permit Features)** Incorporation of urban design, accessibility, and sustainability measures in Building Permit* (BP) plans as determined via the Rezoning and/or Development Permit* processes.
2. **(Construction Parking and Traffic Management Plan)** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per

Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. (***Protection of Adjacent Structures Report***) Submission of a Complete a Protection of Adjacent Structures Report.
4. (***Latecomer agreement charges***) If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. (***Construction Hoarding***) Obtain a Building Permit* 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 associates fees may be required as part of the Building Permit*. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

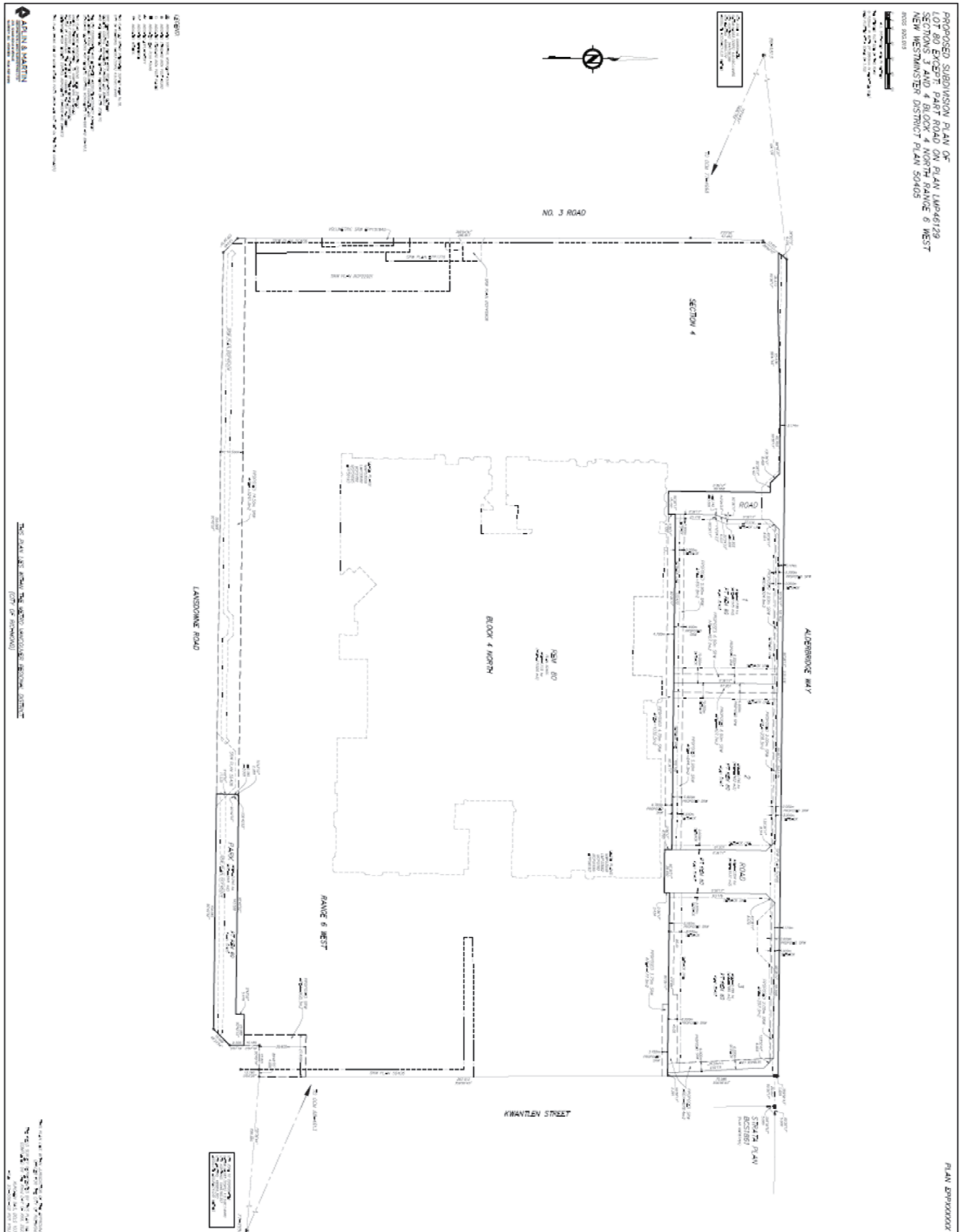
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

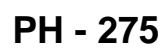
- Additional legal agreements, as determined via the subject development's Servicing Agreement*(s) and/or Development Permit*(s), and/or Building Permit*(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site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

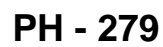
Signed

Date

(Signed copy on file)











**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10523 (RZ 23-011557)
5300 No. 3 Road**

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

1. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by:
 - 1.1. At Section 2.3.3, replacing the map entitled "Pedestrian Environment Map (2031)", with the map attached hereto as Schedule A.
 - 1.2. At Section 2.5.1, replacing the map entitled "A Base for Building a Living Landscape Map", with the map attached hereto as Schedule B.
 - 1.3. At Section 2.6, replacing the map entitled "Base Level Parks & Open Space Map (2031)", with the map attached hereto as Schedule C.
 - 1.4. At subsection 2.6.3(c), replacing the map entitled "Pedestrian Linkages Map", with the map attached hereto as Schedule D.
 - 1.5. At subsection 3.1.3(c) (*Pedestrian Linkages*), replacing the map entitled "Designated Green Link & Linear Park Location Map", with the map attached hereto as Schedule E.
 - 1.6. At Section 3.3.2 Special Precinct 2.0, replacing the plan entitled "Special Precinct Character Areas & Major Park and Public Open Space Plan", with the plan attached hereto as Schedule F.
2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10523**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

FEB 13 2024

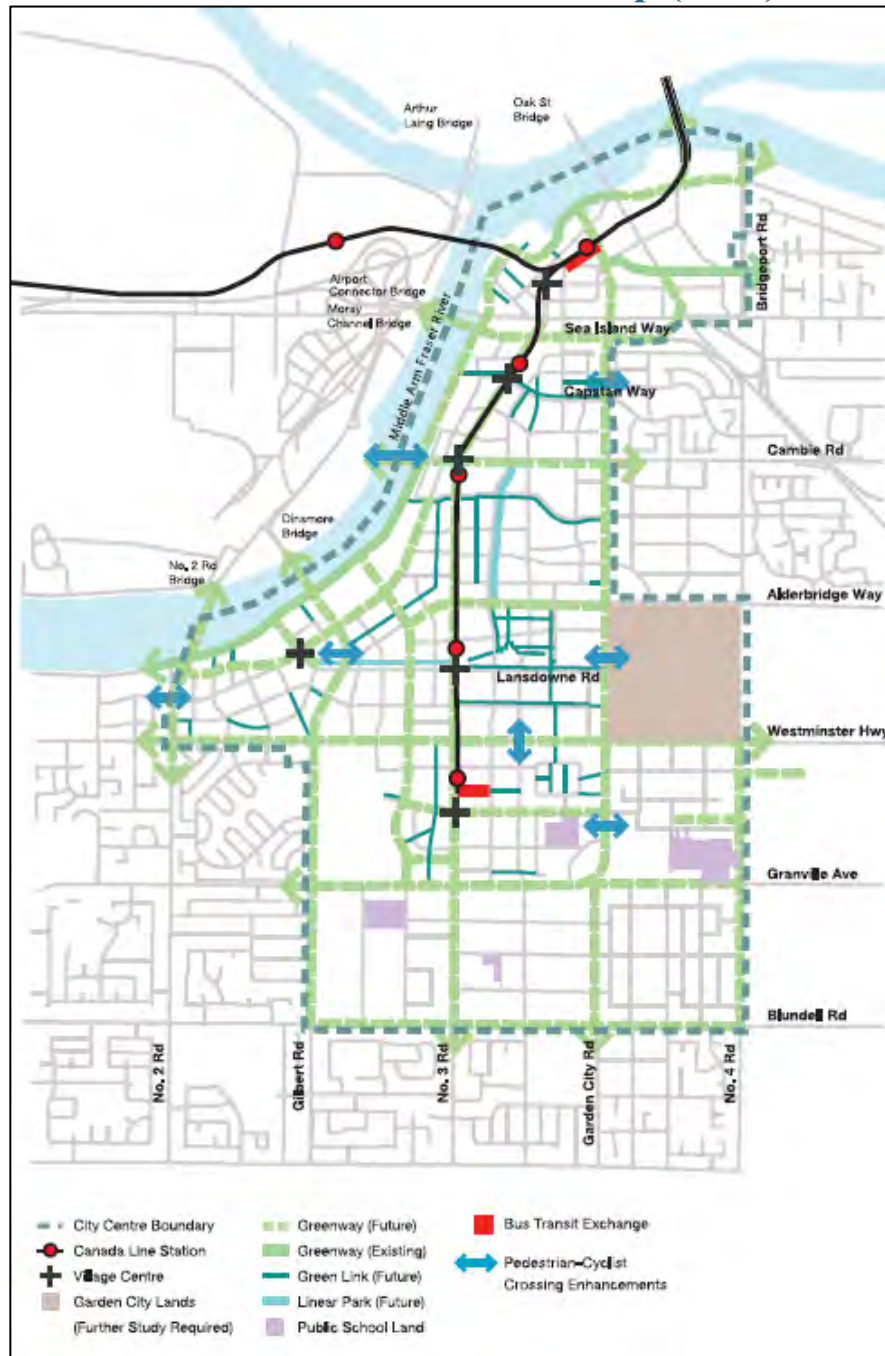
MAYOR

CORPORATE OFFICER



Section 2.3.3

Pedestrian Environment Map (2031)



Section 2.5.1

A Base for Building a Living Landscape Map



Section 2.6

Base Level Parks & Open Space Map (2031)



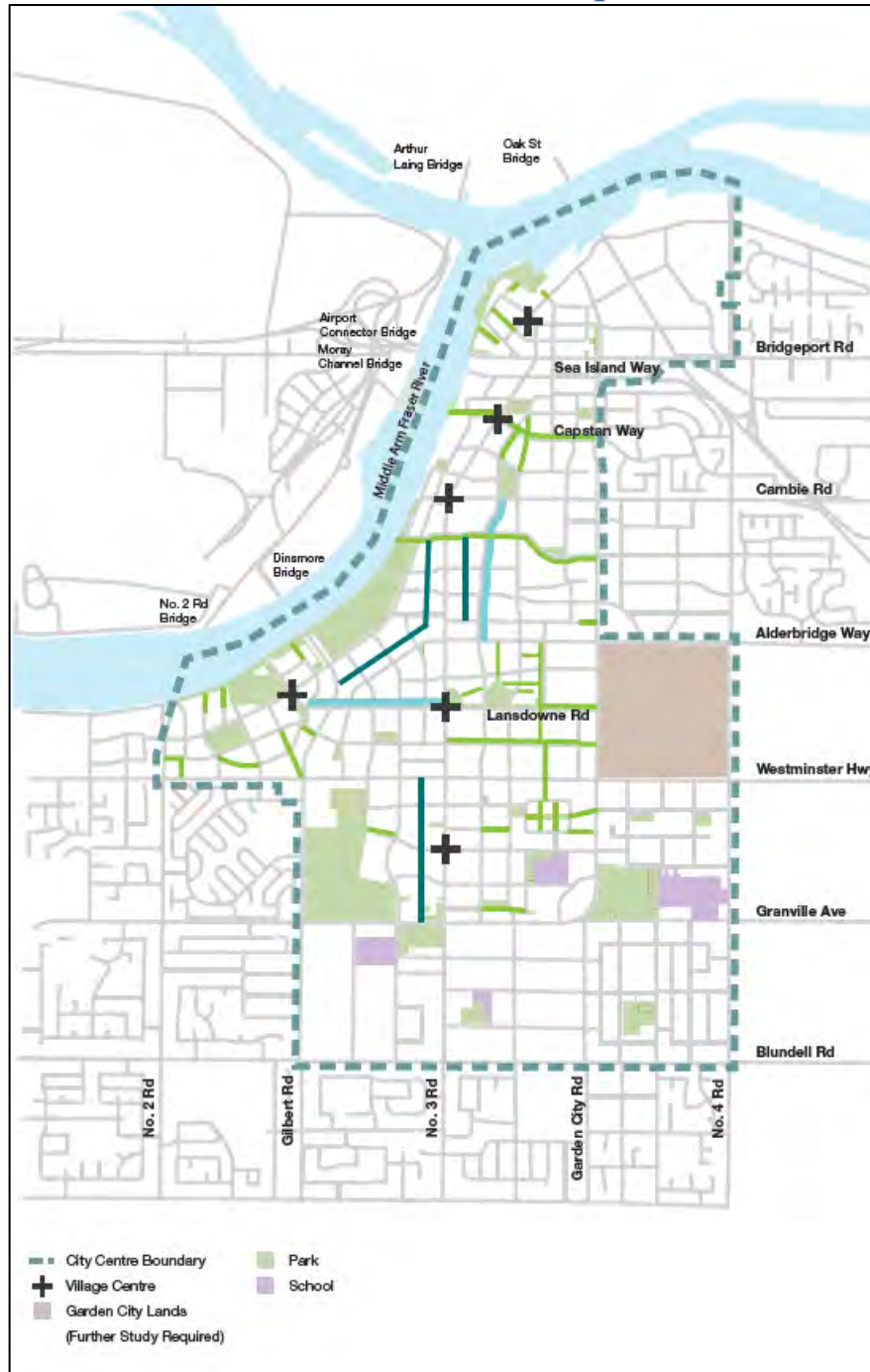
Section 2.6.3(c)

Pedestrian Linkages Map



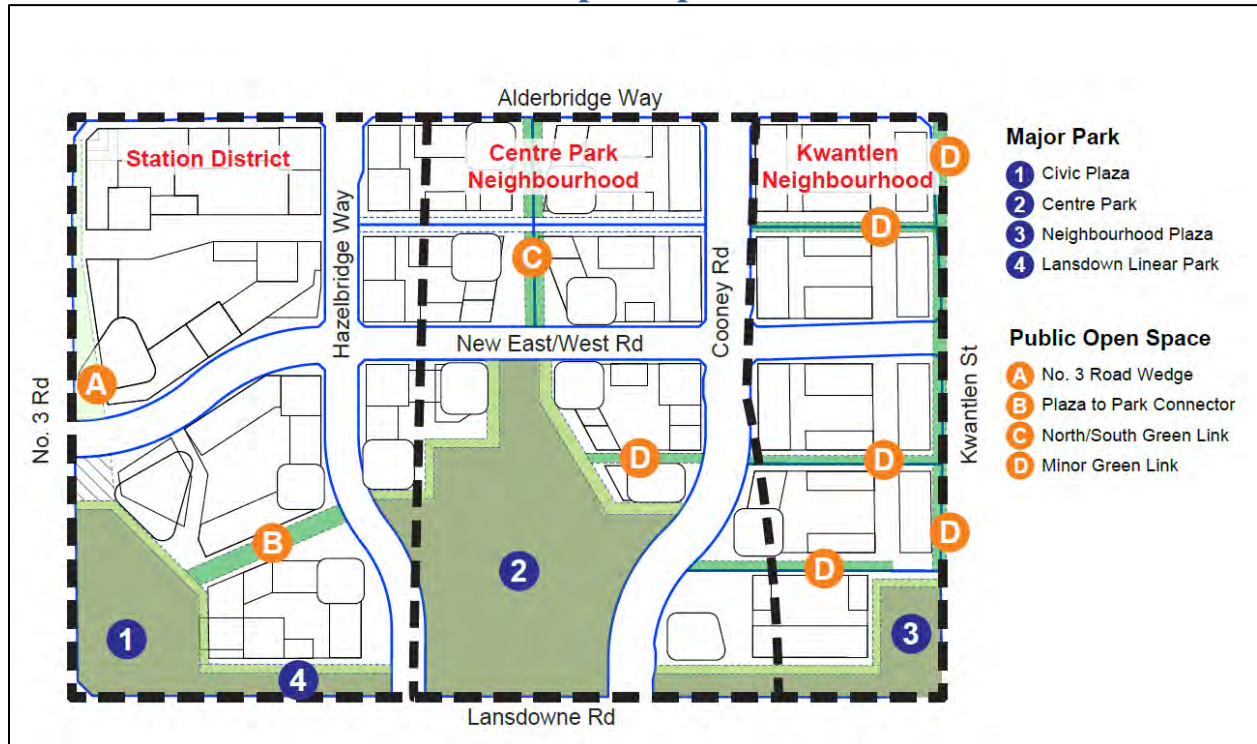
Section 3.1.3(c)

Designated Green Link & Linear Park Location Map



Section 3.3.2

Special Precinct Character Areas & Major Park and Public Open Space Plan





**Richmond Zoning Bylaw 8500
Amendment Bylaw 10511 (RZ 23-011557)
5300 No. 3 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.55 Residential / Limited Commercial (ZMU55) – Lansdowne Village (City Centre)”

20.55.1 Purpose

The **zone** accommodates low rise and high-rise apartments within the **City Centre**, plus a limited amount of **commercial use** and compatible **secondary uses** and additional **uses**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to **affordable housing units, market rental housing units, child care**, amenity, **commercial use**, and the Village Centre Bonus Area designated by the **City Centre** Area Plan.

20.55.2 Permitted Uses

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- community care facility, minor
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- health service, minor
- housing, apartment
- housing, town
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office

- park
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

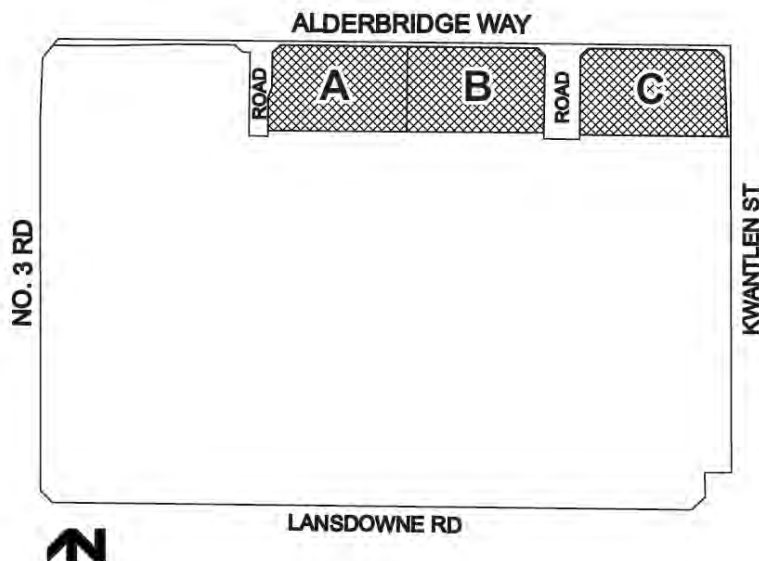
20.55.3 Secondary Uses

- boarding and lodging
- home business
- home-based business

20.55.4 Residential Rental Tenure

1. The portion of the **development site** shown crosshatched and indicated as “C” in Section 20.55.4.1, Diagram 1, shall be **used** only for **residential rental tenure**

Diagram 1



2. For the purposes of this **zone**, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.

20.55.5 Permitted Density

1. The maximum **floor area ratio** (FAR) for the areas identified in Diagram 1, Section 20.55.4, shall be:
 - a) for the area indicated as "A": 2.0;
 - b) for the area indicated as "B": 2.0; and
 - c) for the area indicated as "C": 1.2.
2. Notwithstanding Section 20.55.5.1, the references to maximum **floor area ratio** shall be increased:
 - a) 0.1 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.55.5.1, the references to maximum **floor area ratio** shall be further increased:
 - a) for the area indicated as "A" the reference to "2.0" is increased to a higher **floor area ratio** "4.01";
 - b) for the area indicated as "B" the reference to "2.0" is increased to a higher **floor area ratio** "3.67"; and
 - c) for the area indicated as "C" the reference to "2.0" is increased to a higher **floor area ratio** "2.71",provided that:
 - d) the **owner** provides within the area indicated as "C" in Diagram 1, Section 20.55.4:
 - i) no less than 141 **affordable housing units** on the **site**, having a combined **floor area** of at least 10,857 m² (116,867 ft²) of **habitable space** excluding the building area of **market rental units**; and
 - ii) no less than 151 **market rental housing units** on the **site**, having a combined **floor area** of at least 9,438 m² (101,594 ft²) of **habitable space** excluding the building area of **affordable housing units**;
 - e) the **owner** enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot**, and files a notice in the Land Title Office;
 - f) the **owner** enters into a **housing agreement** with respect to the **market rental housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office;
 - g) within the area indicated as "A" in Diagram 1, Section 20.55.4, the **owner** uses a minimum of "0.09 FAR" of the additional **floor area ratio** for non-residential **uses** only;

- h) the **owner** provides a cash contribution or letter of credit to the **City** for the value of the **community amenity space** equivalent to the greater of 5% of the Maximum VCB Bonus Floor Area on the **site** or 33.05 m² (355.75 ft²), multiplied by (i) the “equivalent to construction value” rate of \$871 per square foot, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the “equivalent to construction value” rate of \$871 per square foot adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index” for Vancouver, where such change is positive; and
- i) the **owner** provides a cash contribution or letter of credit to the **City** for the value of the **community amenity space** equivalent to the greater of 1% of the additional **floor area ratio** on the **site** or 544.65 m² (5,862.56 ft²), multiplied by (i) the “equivalent to construction value” rate of \$871 per square foot, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the “equivalent to construction value” rate of \$871 per square foot adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index” for Vancouver, where such change is positive.

20.55.6 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 90%, exclusive of portions of the **site** the **owner** grants to the City, via a statutory **right-of-way**, **road** dedication, fee simple, **air space parcel**, or alternative means satisfactory to the **City**, for **park** or **road** purposes.

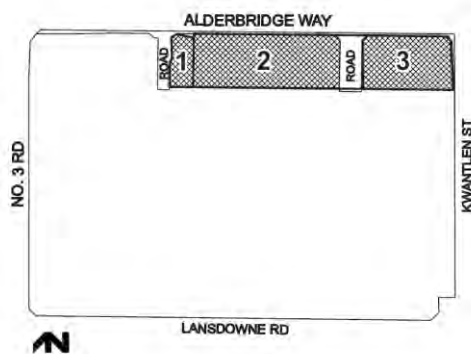
20.55.7 Yards & Setbacks

1. Minimum **setbacks** shall be:
 - a) for **road** and **park setbacks**, measured to a **lot line** or the boundary of an area granted to the **City** for **road**, **park**, or **open space** purposes via any means: 6.0 m, but may be reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**;
 - b) for **interior side yard setbacks**: 10.0 m
 - c) for south **property line**: 3 m; and
 - d) for parts of a **building** situated below finished **grade**, measured to a **lot line**: 0.0 m.
2. Architectural features such as cornices, leaders, pilasters, and sills may project into a required **setback**, but may not project more than a distance of 1.0 m, if a proper interface is provided as specified in a Development Permit approved by the **City**.
3. Entry stairs, ramps and **landscape** elements such as paving, planters and **fences** may project into the required **setback** but may not exceed 50% of the **frontage** as specified in a Development Permit approved by the **City**.

20.55.8 Permitted Heights

1. The maximum **building height** for the areas identified in Diagram 2, Section 20.55.8, shall be:
 - a) for the area identified as “1”: 47.0 m geodetic;
 - b) for the area identified as “2”: 38.0 m geodetic but may be increased to 46.0 m geodetic if a proper interface is provided with **adjacent buildings** and areas secured or to be secured by the **City** for **road** or **park** purposes, as specified in a Development Permit approved by the **City**, and it complies with applicable Transport Canada **Regulations**; and
 - c) for the area identified as “3”: 27.0 m geodetic

Diagram 2



2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

20.55.9 Subdivision Provisions

1. The minimum **lot area** for areas identified in Diagram 1, Section 20.55.4.1, shall be:
 - a) for the area identified as “A”: 7,375 m²;
 - b) for the area identified as “B”: 7,400 m²; and
 - c) for the area identified as “C”: 7,985 m².

20.55.10 Landscaping & Screening

1. Landscaping and **screening** shall be provided according to the provisions of Section 6.0.

20.55.11 On-Site Parking and Loading

1. On-site bicycle parking and loading shall be provided according to the provisions of Section 7.0.
2. On-site **parking** for areas identified in Diagram 1, Section 20.55.4.1 shall be provided in accordance with the provisions of Section 7.0, except as follows:

- a) for the area identified as “A”, the minimum required on-site **parking spaces** for the residential **uses** are ten (10) accessible **parking spaces**;
 - b) for the area identified as “A”: a minimum of two (2) accessible **parking spaces** for non-residential **uses** are required;
 - c) for the area identified as “B”, the minimum required on-site **parking spaces** for the residential **uses** are nine (9) accessible **parking spaces**; and
 - d) for the area identified as “C”, the minimum required on-site **parking spaces** for the residential **uses** are five (5) accessible **parking spaces**.
3. On-site **loading spaces** for areas identified in Diagram 1, Section 20.55.4.1 shall be provided in accordance with the provisions of Section 7.0, except:
- a) that the minimum number of **loading spaces** required are as follows:
 - (i) for the area identified as “A”: a two (2) medium **loading spaces** for residential **uses**;
 - (ii) for the area identified as “A”: one (1) medium **loading space** for non-residential **uses**;
 - (iii) for the area identified as “B”: two (2) medium **loading spaces**; and
 - (iv) for the area identified as “C”: two (2) medium **loading spaces**; and
 - b) large size **loading spaces** shall not be required.

20.55.12 Other Regulations

- 1. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 - 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating them as follows:
- 3.1 **“RESIDENTIAL / LIMITED COMMERCIAL (ZMU 55) – LANSDOWNE VILLAGE (CITY CENTRE)”**.

That area shown hatched and indicated as “A” on “Schedule “A” attached to and forming part of Bylaw 10511”.
 - 3.2 **“SCHOOL & INSTITUTIONAL USE (SI)”**.

That area shown cross-hatched and indicated as “B” on “Schedule “A” attached to and forming part of Bylaw 10511”.

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10511”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

FEB 13 2024

CITY OF RICHMOND
APPROVED by

APPROVED by Director or Solicitor


MAYOR

CORPORATE OFFICER

[illegible]