

Attachment 8
"Proposed Phasing Plan"

Phase	Lot	Public Works & Amenities				
		Road	Engineering	Park	Heritage, ESA & RMA	Other
Prior to RZ adoption	NIL	<ul style="list-style-type: none"> - "New" River Road - Gilbert Road widening 	<ul style="list-style-type: none"> - All required downstream works - All works in "new" River Road - Service connections to Lots 11, 12 & 13 	- NIL	<ul style="list-style-type: none"> - ESA/RMA compensation for 6900 River Road - Heritage interpretation @ dike, "new" River Road (CP Rail) & 6900 River Road 	<ul style="list-style-type: none"> - Heritage (tree) interpretation @ dike & "new" River Road frontage of 6900 River Road
1	12	<ul style="list-style-type: none"> - Internal road excluding far-side sidewalk - South ½ of Hollybridge Way 	<ul style="list-style-type: none"> - All services in required portion of internal road 	<ul style="list-style-type: none"> - South ½ of Hollybridge Way greenway - Cash-in-lieu contribution to waterfront park (based on the value of "Lot 12" DCCs for "park development") 	- NIL	<ul style="list-style-type: none"> - Public art #1 @ "new" River Road (CP Rail)
2	9	<ul style="list-style-type: none"> - Internal road frontage - Complete Hollybridge Way - Close existing River Road - Construct interim River Road link 	<ul style="list-style-type: none"> - Removal of services in existing River Road, including Metro Van sewer 	<ul style="list-style-type: none"> - Complete Hollybridge Way greenway - First stage of waterfront park construction (based in part on cash-in-lieu contribution from "Phase 1") 	<ul style="list-style-type: none"> - ESA/RMA compensation for first stage of foreshore/dike impacts - Heritage compensation for first stage of River Road tree removal 	<ul style="list-style-type: none"> - Dike construction - \$1 million for pier construction - Legal agreements & Letter(s) of Credit to secure child care & affordable housing - Cash-in-lieu for public art (apply to "Phase 4")
3	13	<ul style="list-style-type: none"> - Internal road frontage 	- NIL	<ul style="list-style-type: none"> - South ½ of Gilbert Road greenway @ 6900 River Road 	<ul style="list-style-type: none"> - ESA/RMA & heritage compensation for south ½ of Gilbert Road greenway @ 6900 River Road 	<ul style="list-style-type: none"> - Child care - Affordable housing & Housing Agreement - Public art #2 @ 6900 River Road
4	10	<ul style="list-style-type: none"> - Internal road frontage 	- NIL	<ul style="list-style-type: none"> - Second stage of waterfront park construction - Pier 	<ul style="list-style-type: none"> - ESA/RMA compensation for second stage of foreshore/dike impacts - Heritage compensation for second stage of River Road tree removal 	<ul style="list-style-type: none"> - Public art #3 @ dike near Hollybridge Way (based in part on cash-in-lieu contribution from "Phase 2")
5	11	<ul style="list-style-type: none"> - Internal road frontage 	- NIL	<ul style="list-style-type: none"> - Final stage of waterfront park construction - Complete Gilbert Road greenway @ "Lot 11" 	<ul style="list-style-type: none"> - ESA/RMA compensation for final stage of foreshore/dike impacts & 6900 River Road - Heritage compensation for final stage of River Road tree removal 	<ul style="list-style-type: none"> - Public art #4 @ dike near Gilbert Road

It was moved and seconded

That the Richmond Heritage Commission supports RZ 09-460962 moving forward to Planning Committee of Council taking into account the following considerations:

A. The following general considerations should be satisfied:

- Any loss of heritage resources must be minimized;
- There should be "no net loss" to heritage as a result of the subject development;
- The subject development should demonstrate a "net gain" to heritage;
- The developer should be responsible for all required heritage compensation and enhancement; and
- The applicable Heritage Revitalization Agreement, legal agreements, statements of significance, and related information necessary to facilitate and effectively manage the subject development's heritage resources, compensation, and enhancement and associated City resources should be provided to the Commission for information.

B. The following specific considerations should be satisfied:

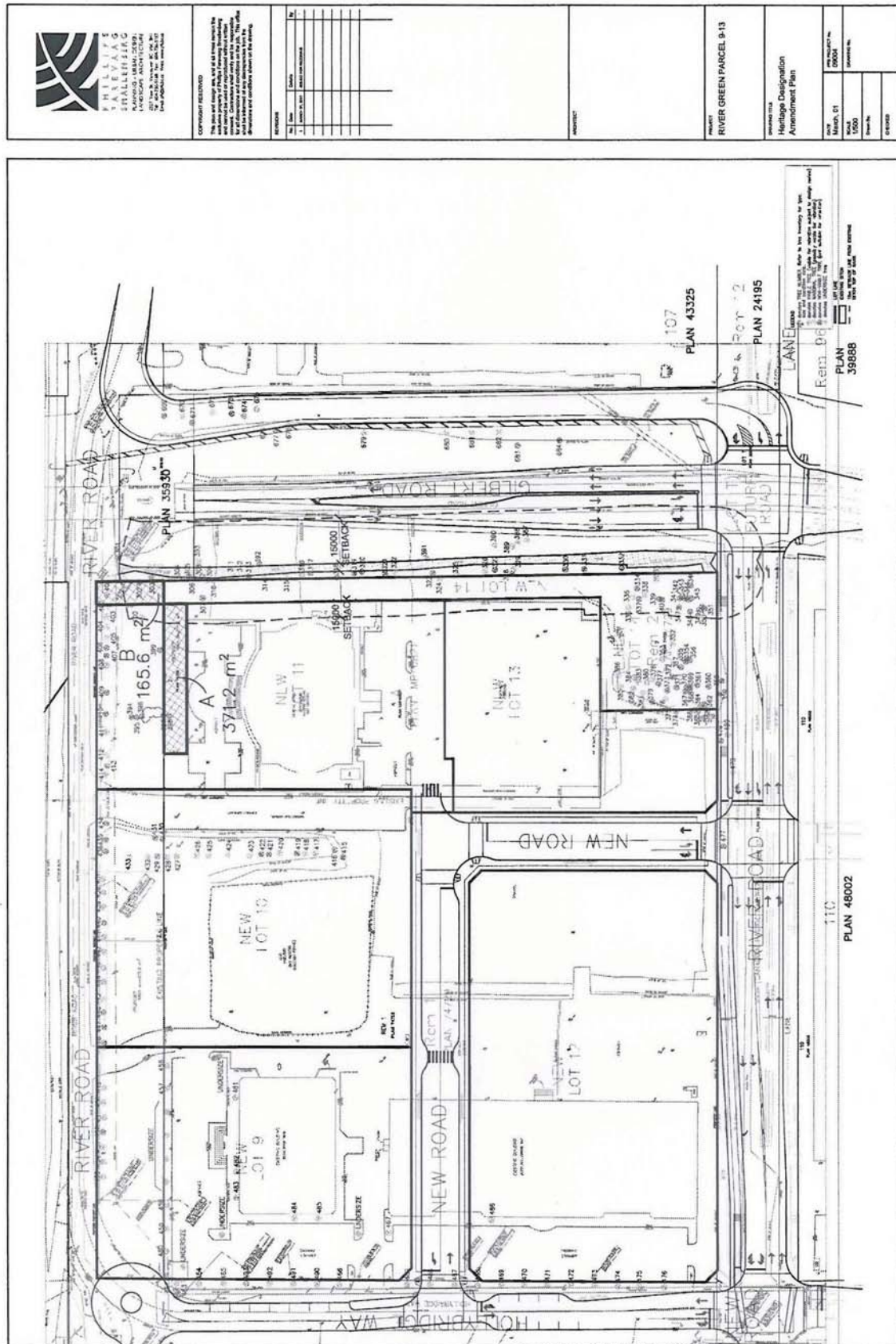
- Within the proposed riverfront park, the mature oak trees removed from River Road should be replaced with clusters of large-growing trees;
- Interpretive walks through and around the subject site should be established concurrently with development and include, among other things, at least two interpretive signs commemorating Samuel Brighthouse, including one on the dike and the other near the corner of Gilbert Road and "new" River Road;
- Special street tree planting along the Hollybridge Way "greenway" and "new" River Road, the latter of which should be oak trees;
- Existing trees removed as a result of the subject development, both on-site and off-site, should be replaced at a ratio of at least 3:1;
- The developer should be responsible for monitoring and maintenance of heritage features as determined to the satisfaction of the City; and
- Interpretive features (e.g., signage, public art) related to CP Rail and the Interurban line should be incorporated into the design and construction of "new" River Road.
- An interpretive facility should be provided by the developer, preferably located on the dike at the north end of Hollybridge Way, that provides for shelter, is easily accessible by the public and is evocative of the significance at the site and the heritage of the Brighthouse homestead and trees.

C. The applicant should take into consideration the following comments via the project's on-going design review and approval processes:

- Interpretive features (e.g., public art, community gardens, hedgerows) should be incorporated into the design of the subject site that are reminiscent of the Brighthouse farm.

CARRIED

Heritage Designation Amendment Bylaw Diagram



Rezoning Considerations

5200 HOLLYBRIDGE WAY, 6300, 6380, 6500, A PORTION OF 6900 RIVER ROAD, AND A PORTION OF THE RIVER ROAD RIGHT-OF-WAY BETWEEN HOLLYBRIDGE WAY AND GILBERT ROAD

RZ 09-460962

Prior to final adoption of Zoning Amendment Bylaw 8702, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw No. 8701.
2. Final adoption of Heritage Designation Amendment Bylaw No. 8734.
3. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to registration of a Subdivision Plan, the following shall be included as conditions to the approval of subdivision:

- a) Council approval of the road closure and removal of dedication bylaw for the closure of a portion of existing River Road, together with the:
 - Sale of a subdivided portion of approximately 4,885.5 m² to the developer, as per the "Preliminary Land Disposition Plan". **(Schedule A)** The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on the primary business terms approved by Council, including the developer's release of leasehold interest in "Lot 5" (6091 River Road) and 200 parking spaces secured beneath the Richmond Oval in favour of "Lot 5" and "Lot 6" (5111 Hollybridge Way) by way of legal agreements registered on title, as per the "Land Reference Plan". **(Schedule B)** The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. Note that the combined total area of the closed portion of River Road and a portion of 6900 River Road transferred to the developer is intended to equal that of 6091 River Road ("Lot 5"), as per the "Land Reference Plan". **(Schedule B)** All costs associated with the purchase and sales agreement, including all surveys and the transaction costs themselves, shall be borne by the developer, with the exception of any Property Transfer Tax payable by the City in regard to its purchase of "Lot 5".
 - Consolidation of a subdivided portion of approximately 165.3 m² with the City-owned lot at 6900 River Road, as per the "Preliminary Land Disposition Plan". **(Schedule A)** All costs associated with the purchase and sales agreement, and the transaction costs themselves, shall be borne by the developer, including all surveys.
- b) Council approval of the subdivision of a portion of 6900 River Road and sale of a subdivided portion of approximately 371.2 m² to the developer, as per the "Preliminary Land Disposition Plan". **(Schedule A)** The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on the primary business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. Note that the combined total area of the closed portion of River Road and the portion of 6900 River Road transferred to the developer is intended to equal that of 6091 River Road ("Lot 5"), as per the "Land Reference Plan". **(Schedule B)** All costs associated with the purchase and sales agreement, and the transaction costs themselves, shall be borne by the developer, including all surveys.
- c) Dedication of the following City-owned lot at the former railway crossing of Gilbert Road as road as per the "Preliminary Land Disposition Plan". **(Schedule A)** All costs associated with the dedication shall be borne by the developer, including all surveys.

PID 007-265-611

Lot "T" Section 5 Block 4 North Range 6 West New Westminster District Plan 35949

- d) Dedication of a 19 m wide strip of land, together with corner cuts, for road purposes as a new City Centre Area Plan (CCAP) "minor street" linking Hollybridge Way with new River Road, as per the "Preliminary Subdivision Plan". (**Schedule C**)
- e) Consolidation and subdivision of the remainder of the lots and the closed portions of River Road into five development lots ("Lot 9 – 13") and the reconfigured City-owned lot at 6900 River Road ("Lot 14"), as per the "Preliminary Subdivision Plan". (**Schedule C**)
- f) Registration of legal agreement(s) on "Lot 9", "Lot 10", "Lot 11", "Lot 12", and "Lot 13", as per the "Preliminary Subdivision Plan" (**Schedule C**), requiring that none of the five lots may be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreements and business terms related to financial, legal, development, and other obligations assigned to each of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.
- g) Registration of Public Right of Passage statutory right-of-ways, as per the "Preliminary Right-of-Way Plan" (**Schedule D**), including:

- Adjacent to the Waterfront Park: Portions along the north frontages of "Lot 9", "Lot 10", and "Lot 11".

Interim: Prior to the establishment of a new road connecting existing River Road east of Gilbert Road with the intersection of Gilbert Road and new River Road (i.e. former CP Rail corridor), to be constructed by the developer or others, the right-of-way is intended to provide for the continued and uninterrupted public use and City operation of River Road and related uses. The right-of-way shall:

- i. Encompass the entirety of the portions of River Road and 6900 River Road transferred to the developer;
- ii. Provide for City requirements, including the ongoing operation and maintenance of River Road, public use of the roadway and shoulders, all underground City and private utilities, bylaw enforcement, and related activities and features within the right-of-way; and
- iii. Permit the developer to undertake, at the developer's sole cost, day-to-day maintenance (e.g., grass cutting), building demolition, land clearing, preloading, interim parking, dewatering, fencing, and related activities within the right-of-way, provided that such activities do not interfere with or compromise the City requirements described above, or require Development Permit* or Heritage Alteration Permit* approval.

Ultimate: On a lot-by-lot basis, prior to Development Permit* approval, the terms of the right-of-way shall be amended, to the satisfaction of the Director of Development and Senior Manager, Parks, to provide for:

- i. 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, utilities, and bylaw enforcement;
- ii. Changes to the boundary of the right-of-way to allow for portions of the developer's buildings and associated private outdoor spaces situated at and above finished grade to project into the right-of-way, provided that the right-of-way is discharged from the affected area, replaced with an equivalent area of right-of-way located elsewhere on the subject site for public open space purposes, the new right-of-way location(s) is within view of and connected to the City's waterfront park and public open spaces, and the design of the new right-of-way location(s) meets the City's urban design and public open space objectives;
- iii. Parking structures concealed below finished grade to encroach into the right-of-way to the property line, provided that such encroachments do not compromise the City's intended public use or enjoyment, design quality, or landscaping (e.g., tree planting) of the right-of-way's public open space; and
- iv. The design, construction, and maintenance of the right-of-way and all associated liability to be the responsibility of the owner, to the satisfaction of the City.

- Hollybridge Way Greenway: Portions along the west frontages of “Lot 9” and “Lot 12” for the completion of a public greenway along the east side of Hollybridge Way with a clear width of 7 m, measured from the curb face (a portion of which will be situated within the Hollybridge Way road right-of-way). The right-of-way shall provide for:
 - i. 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, utilities, and bylaw enforcement;
 - ii. The subject development to encroach into the right-of-way in the form of below-grade parking structures and pedestrian weather protection, provided that such encroachments do not compromise the City’s intended public use or enjoyment, design quality, or landscaping (e.g., tree planting) of the greenway, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City’s standard Development Permit* and Servicing Agreement* processes; and
 - iii. The design, construction, and maintenance of the right-of-way and all associated liability to be the responsibility of the owner, to the satisfaction of the City.
- Pedestrian Walkway: 3 m wide right-of-way, straddling the common property line for “Lot 11” and “Lot 13”, and extending from 6900 River Road on the east to the dedicated “minor street” within the subject site on the west. The right-of-way shall provide for:
 - i. 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, utilities, and bylaw enforcement;
 - ii. The subject development may encroach into the right-of-way to the property line in the form of below-grade parking structures and landscape structures, provided that such encroachments do not compromise the City’s intended public use or enjoyment, design quality, or landscaping (e.g., tree planting) of the walkway, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City’s standard Development Permit* and Servicing Agreement* processes;
 - iii. On a lot-by-lot basis, the boundary of the subject right-of-way to be amended, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City’s standard Development Permit* processes, provided that an adequately-sized, safe, convenient, attractive, and universally accessible public pedestrian/bike route is maintained; and
 - iv. The design, construction, and maintenance of the right-of-way and all associated liability to be the responsibility of the owner, to the satisfaction of the City.
- Sidewalk Widening: Frontages of the subject lots shall be secured for sidewalk widening, including:
 - i. Along the “minor street” linking Hollybridge Way with new River Road: 0.5 m wide right-of-way along the full length of both sides of the street; and
 - ii. Along new River Road: 2.0 m wide right-of-way along the full length of the north side of the street.

The right-of-way shall provide for:

- i. 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, utilities, and bylaw enforcement;
- ii. The subject development may encroach into the right-of-way in the form of below-grade parking structures (to the property line) and pedestrian weather protection (to 1.0 m from the property line), provided that such encroachments do not compromise the City’s intended public use or enjoyment, design quality, or landscaping (e.g., tree planting) of the sidewalk, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City’s standard Development Permit* and Servicing Agreement* processes; and

- iii. The design, construction, and maintenance of the right-of-way and all associated liability shall be the responsibility of the owner, to the satisfaction of the City; and
- h) Registration of statutory right-of-ways and/or alternate legal agreement(s) to the satisfaction of the City to accommodate the interim off-site parking needs of "Lot 6", as per the "Land Reference Plan".
(**Schedule B**) As a result of the developer's release of its interest in parking beneath the Richmond Oval, 66 parking spaces must be secured on an interim basis within the subject site in favour of "Lot 6", until such time that 66 parking spaces are provided on a permanent basis for this purpose as part of the developer's construction of "Lot 12" (as per "On-Site Parking and Loading", Richmond Zoning Amendment Bylaw No. 8702). More specifically, on an interim basis (i.e. until parking is secured on "Lot 12" in favour of "Lot 6" to the satisfaction of the City), right-of-ways and/or alternate legal agreement(s) must be registered on title, to the satisfaction of the Director of transportation and Director, Development, to:
- Secure 66 non-accessory parking spaces on some combination of "Lot 10", "Lot 11", and/or "Lot 13" in favour of "Lot 6"; and
 - Provide for the periodic redistribution of the required 66 non-accessory parking spaces among "Lot 10", "Lot 11", and/or "Lot 13", provided that any such redistribution is pre-approved by the Director, Transportation.
- i) Registration of a restrictive covenant and/or alternate legal agreement(s), to the satisfaction of the City, on title to "Lot 10", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting the combined total area of non-accessory parking (as defined by the Richmond Zoning Bylaw), including parking spaces and related vehicle/pedestrian circulation and access, to a maximum area equal to 30% of the lot area. (Note that this covenant can be released when non-accessory parking secured in favour of "Lot 6" is provided on "Lot 12", to the satisfaction of the City.)
- j) The owner entering into legal agreement(s), to the satisfaction of the Director of Development, Director of Engineering, Director of Sustainability, Senior Manager, Parks, Director, Transportation, and/or others as required, securing the following:
- Development Permit* Application: "No development" will be permitted on "Lot 9", "Lot 10", "Lot 11", "Lot 12", or "Lot 13", as per the "Preliminary Subdivision Plan" (**Schedule C**), until the developer, on a lot-by-lot basis, submits a Development Permit* application, and the processing of which is completed to a level deemed acceptable by the Director of Development.
 - ESA Development Permit* Application: "No development" will be permitted on "Lot 9", "Lot 10", "Lot 11", or "Lot 13", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval until the developer, on a lot-by-lot basis, submits an Environmentally Sensitive Area (ESA) Development Permit* application in compliance with the "Environmental Conservation Plan" (prepared to the satisfaction of the City as per the "Environmental Terms of Reference", **Schedule J**) and completed to a level deemed acceptable by the Director of Development.
- The development of "Lot 9", "Lot 10", "Lot 11", and "Lot 13" are anticipated to have impacts on ESA-designated areas as a direct result of development and/or due to requirements associated with these developments for the developer to enter into Servicing Agreements* with the City to undertake park construction, environmental enhancement, heritage interpretation, or other works within ESA-designated areas. Any and all land altering activities on and around the foreshore and the City-owned, ESA-designated lot at 6900 River Road that could pose a risk to the health or viability of environmentally sensitive resources (e.g., significant trees, fish habitat), must be authorized in advance by an Environmentally Sensitive Area (ESA) Development Permit* (ESA-DP*), including "tree survival" and/or other security, legal agreements, approval by outside agencies (e.g., Department of Fisheries and Oceans with regard to the foreshore and designated 15 m RMA) and/or other considerations as determined to the satisfaction of the City. This may include, but it not limited to, the submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring

inspections, and a provision for the Arborist to submit a post-activity assessment report to the City for review.

- Heritage Alteration Permit* (HAP) Application: “No development” will be permitted on “Lot 11” or “Lot 13”, as per the “Preliminary Subdivision Plan” (**Schedule C**), restricting Development Permit* approval until the developer, on a lot-by-lot basis, submits a Heritage Alteration Permit* application in compliance with the “Heritage Conservation Plan” (prepared to the satisfaction of the City as per the “Heritage Terms of Reference”, **Schedule I**) and completed to a level deemed acceptable by the Director of Development and approved by Council.

The development of “Lot 11” and “Lot 13” are anticipated to have impacts on the City-owned, heritage-designated lot at 6900 River Road as a direct result of development and/or due to requirements associated with these developments for the developer to enter into Servicing Agreements* with the City to undertake park construction, environmental enhancement, heritage interpretation, or other works within or around the heritage-designated lot. Any and all land altering activities on and around the City-owned, heritage-designated lot at 6900 River Road that could pose a risk to the health or viability of heritage resources (e.g., significant trees) within 6900 River Road (e.g., tree removal, root pruning, changes in the water table, changes in drainage, possible silt infiltration, increased shading, removal or damage to understorey), excluding engineering, road, and drainage works carried out in association with “new” River Road or Gilbert Road by or on behalf of the City as provided for via Heritage Designation Amendment Bylaw No. 8734, must be authorized in advance by a Council-approved Heritage Alteration Permit*, including “tree survival” and/or other security, legal agreements, and/or other considerations as determined to the satisfaction of the City. This may include, but it not limited to, the submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-activity assessment report to the City for review

- Phasing: “No development” will be permitted on “Lot 9”, “Lot 10”, “Lot 11”, “Lot 12”, or “Lot 13”, as per the “Preliminary Subdivision Plan” (**Schedule C**), restricting Development Permit* approval unless the developer proceeds on the basis of the following phasing:
 - i. Phase 1: “Lot 12”;
 - ii. Phase 2: “Lot 9”;
 - iii. Phase 3: “Lot 13”;
 - iv. Phase 4: “Lot 10”; and
 - v. Phase 5: “Lot 11”.

Note that sequential phases (e.g., Phases 2 and 3) may proceed concurrently; however, a later phase may not advance to Development Permit approval ahead of an earlier phase.

- District Energy Utility (DEU): “No development” will be permitted on “Lot 9”, “Lot 10”, “Lot 11”, “Lot 12”, or “Lot 13”, as per the “Preliminary Subdivision Plan” (**Schedule C**), restricting Development Permit* approval until the developer, on a lot-by-lot basis, enters into legal agreement(s), to the satisfaction of the City, to:
 - i. Design and construct the development’s buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
 - ii. Enter into a Service Provision Agreement(s) and statutory right-of-way(s) or alternative legal agreements, to the satisfaction of the City, that establish DEU for the developer’s lots.
- Park Construction: “No development” will be permitted on “Lot 9”, “Lot 10”, “Lot 11”, “Lot 12”, or “Lot 13”, as per the “Preliminary Subdivision Plan” (**Schedule C**), restricting Development Permit* approval until the developer, on a lot-by-lot basis, enters into legal agreement(s) or the City’s standard Servicing Agreement(s)*, secured via Letter(s) of Credit or cash-in-lieu, for the phased design and

construction of City-owned park along the riverfront and within and around 6900 River Road, as per the "Open Space Terms of Reference" (**Schedule E**), to the satisfaction of the City. The total cost of eligible Development Cost Charge (DCC) park improvements for which the developer is responsible shall not exceed the developer's park development DCC credits. Park improvements towards which the developer's lots shall contribute are as follows:

- i. Phase 1: "Lot 12" - Cash-in-lieu contribution towards the construction of the waterfront park. (DCC credits shall apply.)
- ii. Phase 2: "Lot 9"- Approved design for the waterfront park and the implementation of the first phase of waterfront park construction via the City's standard Servicing Agreement*, secured via Letter(s) of Credit. The DCC-eligible item budget upon which the first phase of park construction shall be based will include the cash-in-lieu contribution from "Lot 12" and an amount equal to the park development DCCs payable on "Lot 9". (DCC credits shall apply.)
- iii. Phase 3: "Lot 13" - Approved park design for 6900 River Road and its frontages, including a phased implementation strategy, and the construction of applicable park improvements via the City's standard Servicing Agreement*, secured via Letter(s) of Credit. The DCC-eligible item budget upon which the first phase of park construction shall be based will equal the park development DCCs payable for "Lot 13". (DCC credits shall apply.) In addition, the developer will be solely responsible for all heritage and environmental compensation arising as a result of private development or land altering activities affecting 6900 River Road and the 15 m RMA along the Gilbert Road ditch, for which no DCC credits shall apply.
- iv. Phase 4: "Lot 10" - Implementation of the second phase of waterfront park construction, as per the City approved design, via the City's standard Servicing Agreement* and secured via Letter(s) of Credit. The DCC-eligible item budget upon which the second phase of park construction shall be based will equal the park development DCCs payable for "Lot 10". (DCC credits shall apply.)
- v. Phase 5: "Lot 11" - Completion of the waterfront park and 6900 River Road park construction, as per the City approved design, via the City's standard Servicing Agreement* and secured via Letter(s) of Credit. The DCC-eligible item budget upon which the second phase of park construction shall be based will equal the park development DCCs payable for "Lot 11". (DCC credits shall apply.) In addition, the developer will be solely responsible for all heritage and environmental compensation arising as a result of private development or land altering activities affecting 6900 River Road and the 15 m RMA along the Gilbert Road ditch, for which no DCC credits shall apply.

Note #1: The coordinated design of the dike and park should strive to avoid construction impacts along the river and, where practical, incorporate measures supportive of the City Centre Area Plan's "Eco+" objectives. The upland park area (i.e. between the new dike and the developer's waterfront lots) is outside identified Environmentally Sensitive Areas (e.g. hedgerow on "Lot 10") and does not include significant trees. On this basis, the developer shall not be responsible for environmental compensation associated with waterfront park construction. (Notwithstanding this, the developer will be solely responsible for any environmental/heritage compensation arising as a result of private development or development activities affecting 6900 River Road and the 15 m RMA along the Gilbert Road ditch, for which compensation, no DCC credits shall apply.)

Note#2: The detailed design of the waterfront park must address existing non-City utilities within the River Road right-of-way, including the Metro Vancouver sanitary sewer and private telecommunication works. Via the Servicing Agreement approval process for the waterfront park, the developer shall be responsible to coordinate the park design with these utilities and address any potential utility impacts, to the satisfaction of the City. This may include various special measures, such as settlement gauges/monitoring, lightweight fill, utility relocation, alternative engineering or

geotechnical considerations, and/or park design refinements. Note that it is the City's objective that the Metro Van sewer is relocated out of the affected area at the sole cost of Metro Van. The timing of this relocation is currently unconfirmed. It is the City's intent that the developer work with the City and Metro Van to coordinate Metro Van's sewer relocation with the park development to the mutual benefit of all parties. Note that it is not the intent that any utility relocation costs are borne by the City or the developer.

- Road Construction: "No development" will be permitted on "Lot 9", "Lot 10", "Lot 11", "Lot 12", or "Lot 13", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval until the developer, on a lot-by-lot basis, enters into the City's standard Servicing Agreement(s)*, secured via Letter(s) of Credit, for the phased design and construction of road improvements, as per the "Preliminary Functional Roads Plan" (**Schedule F**), at the developer's sole cost, together with required underground services, to the satisfaction of the City. Road improvements shall be as follows:
 - i. Phase 1: "Lot 12" – (No DCC credits shall apply.)
 - The internal road linking new River Road to Hollybridge Way, from the lot's north and east property lines to and including the far-side curb; and
 - Hollybridge Way, between new River Road and the street's intersection with the developer's internal road, from the far-side curb to the property line of "Lot 12", together with the full width of the Hollybridge Way Greenway.
 - ii. Phase 2: "Lot 9" – (No DCC credits shall apply.)
 - Completion of the developer's internal road, from property line to near-side curb;
 - Hollybridge Way, north of the developer's internal road, from the far-side curb to the property line of "Lot 9", together with the cul-de-sac/pedestrian plaza at the foot of Hollybridge Way and the full width of the Hollybridge Way Greenway; and
 - A new "interim" road constructed to City standards and connecting existing River Road east of Gilbert Road with the intersection of Gilbert Road and new River Road (i.e. former CP Rail corridor), together with the developer's voluntary contribution of \$100,000, in the form of a Letter(s) of Credit to be held by the City for a term of 10 years, for the future removal of the "interim" road when it is no longer required for transportation purposes. (Note that if an equivalent road connection is provided by others, to the satisfaction of the Director, Transportation, in advance of the developer's Development Permit* approval for "Lot 9", this condition will be waived. Furthermore, if the developer must construct the "interim" road, the City will work with the developer to achieve the most cost-effective design.)
 - iii. Phase 3: "Lot 13" – (No DCC credits shall apply.)
 - Completion of the developer's internal road, from property line to near-side curb.
 - iv. Phase 4: "Lot 10" – (No DCC credits shall apply.)
 - Completion of the developer's internal road, from property line to near-side curb.
 - v. Phase 5: "Lot 11" – (No DCC credits shall apply.)
 - Completion of the developer's internal road, from property line to near-side curb.
- Public Art: "No development" will be permitted on "Lot 9", "Lot 10", "Lot 11", "Lot 12", or "Lot 13", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval until the developer, on a lot-by-lot basis, enters into legal agreement(s), secured via Letter(s) of Credit, for the phased implementation of the approved "Public Art Plan" (**Schedule G**), to the satisfaction of the City, based on the developer's offer to voluntarily contribute approximately \$737,340 towards public art on and around the subject site at a rate of \$6.46/m² (i.e. \$0.60/ft²) of maximum permitted buildable floor area, excluding parking, affordable housing, and child care (i.e. 114,139.4 m² x \$6.46/m² = +/- \$737,340). On a project-by-project basis, public art projects will be reviewed by Richmond's Public Art Commission and may be presented to Council, as determined to the satisfaction of the Director of Development and Director of Cultural Services. Note that some aspects of the "Public Art Plan" (**Schedule G**) may overlap with the work of other disciplines, some

of which will be undertaking and implementing their own plans (e.g., heritage). Coordination between such undertakings is important, and it is the responsibility of the developer to ensure that the consultants preparing and implementing the plans are cognizant of this situation.

- **Child Care:** “No development” will be permitted on “Lot 9”, “Lot 10”, “Lot 11”, or “Lot 13”, as per the “Preliminary Subdivision Plan” (**Schedule C**), restricting lot-by-lot Development Permit* approval until the developer makes appropriate provisions for the construction of a 464.5 m² child care facility completed to a turnkey level of finish on “Lot 13”, at the sole cost of the developer, as per the “Child Care Terms of Reference” (**Schedule H**). More specifically, prior to Development Permit approval, the developer must undertake the following to the satisfaction of the City:
 - i. **Phase 1:** “Lot 12” – No requirements.
 - ii. **Phase 2:** “Lot 9” – Enter into legal agreement(s), secured via Letter(s) of Credit, for the future provision of the required child care facility on “Lot 13”. The value of the Letter(s) of Credit will be determined to the satisfaction of the Director of Development, taking into consideration, among other things, the:
 - Estimated cost of the facility;
 - Nature of the legal agreements securing the proposed site in favour of the City and the effective value and security that provides for the facility and the City;
 - Status and nature of the developer’s arrangements with a child care provider/operator;
 - Whether any additional monies have been committed to the facility by funding partners (e.g., senior levels of government, non-profit agencies); and
 - Whether the developer has satisfactorily fulfilled all other development conditions.
 - iii. **Phase 3:** “Lot 13” – As required, enter into additional legal agreement(s), together with additional Letter(s) of Credit, to secure the construction of the required child care facility (including associated outdoor play space, parking, and ancillary uses) on “Lot 13” as part of the developer’s comprehensive development of the lot, and provide for the completion of the facility, registration of legal agreement(s) securing of the facility in perpetuity on title to the lot, and “Final Building Permit Inspection” allowing occupancy of the facility before or concurrently with “Final Building Permit Inspection” allowing occupancy for the first market residential units on the lot.
 - iv. **Phase 4 & 5:** “Lot 10” & “Lot 11” – Register all required legal agreement(s) on title on “Lot 13”, secured via Letter(s) of Credit, and receive Building Permit issuance for construction of the child care facility on “Lot 13”. Note that “Final Building Permit Inspection” allowing for occupancy shall not be granted for “Lot 10” or “Lot 11” until the child care facility has been constructed and has received “Final Building Permit Inspection” allowing for occupancy.
- **Affordable Housing:** “No development” will be permitted on “Lot 9”, “Lot 10”, “Lot 11”, or “Lot 13”, as per the “Preliminary Subdivision Plan” (**Schedule C**), restricting lot-by-lot Development Permit* approval until the developer makes appropriate provisions for the construction of at least 3,943.6 m² of affordable housing, at the sole cost of the developer, completed to a turnkey level of finish on “Lot 13”, and secured in perpetuity via the City’s standard Housing Agreement registered on title on “Lot 13”.

The form of the Housing Agreement is to be agreed to by the developer and the City prior to final adoption of rezoning; after which time changes to the Housing Agreement will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* for “Lot 13” and other non-material amendments resulting thereof and made necessary by “Lot 13’s” Development Approval* requirements, to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

 - i. The affordable housing is intended to occupy a “stand-alone”, 4-storey building on “Lot 13”, which will not share a common entry or internal circulation/hallways with the lot’s market-residential, commercial, child care, or other uses;

- ii. The required minimum floor area of the affordable housing facility shall be 3,943.6 m², including the net floor area of the affordable housing units, circulation, and ancillary uses intended for the exclusive use of the affordable housing occupants, but excluding areas not intended for the exclusive use of the affordable housing occupants, indoor amenity space, garbage/recycling/loading areas, and floor area not included in the calculation of floor area ratio (FAR);
- iii. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

Unit Type	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	37 m ² (400 ft ²)	\$788	\$31,500 or less
1-bedroom	50 m ² (535 ft ²)	\$875	\$35,000 or less
2-bedroom	80 m ² (860 ft ²)	\$1,063	\$42,500 or less
3-bedroom	91 m ² (980 ft ²)	\$1,275	\$51,000 or less

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

- iv. Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit* approval):
 - Enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided as per OCP and CCAP policy as part of the market-residential development located on "Lot 13"; or
 - At the discretion of the developer, have exclusive use of indoor and outdoor amenities provided as per OCP and CCAP policy within and around the affordable housing facility, the floor area of which amenities shall be in addition to the required minimum floor area of the affordable housing facility (i.e. over and above 3,943.6 m²);
- v. Parking intended for the exclusive use of the affordable housing occupants will be provided as per Richmond's Zoning Bylaw, located in a shared parking structure on "Lot 13", and secured via legal agreements to the satisfaction of the City;
- vi. The affordable housing facility, related uses (e.g., parking), 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 of Development and Manager, Community Social Development; and
- vii. "Final Building Inspection" permitting occupancy for any building on "Lot 13" shall not be granted until the affordable housing facility is constructed and has received "Final Building Inspection" permitting occupancy.

Prior to Development Permit* approval, the developer must undertake the following to the satisfaction of the City:

- i. Phase 1: "Lot 12" – No requirements.
- ii. Phase 2: "Lot 9" – Enter into legal agreement(s), secured via Letter(s) of Credit, for the future provision of the affordable housing on "Lot 13". The value of the Letter(s) of Credit will be determined to the satisfaction of the Director of Development, taking into consideration, among other things, the:
 - Estimated cost of the facility;
 - Nature of the legal agreements securing the proposed site in favour of the City and the effective value and security that provides for the facility and the City;
 - Status and nature of the developer's arrangements with an affordable housing provider/operator;

- Whether any additional monies have been committed to the facility by funding partners (e.g., senior levels of government, non-profit agencies); and
 - Whether the developer has satisfactorily fulfilled all other development conditions.
- iii. Phase 3: "Lot 13" –
- Demonstrate the form and character of the affordable housing facility, including its dwelling units, amenity spaces, related uses (e.g., parking, loading), and the relationship of the facility with other uses on and around "Lot 13", to the satisfaction of the Director of Development and Manager, Community Social Development; and
 - As required, enter into additional or revised legal agreement(s), together with additional or revised Letter(s) of Credit, to secure the construction of the required affordable housing (including associated parking, outdoor space, and ancillary uses) on "Lot 13" as part of the developer's comprehensive development of the lot, and provide for the completion of the facility, registration of legal agreement(s) securing the facility in perpetuity on title to the lot, and "Final Building Permit Inspection" allowing occupancy of the facility before or concurrently with "Final Building Permit Inspection" allowing occupancy for the first market residential units on the lot.
- iv. Phase 4 & 5: "Lot 10" & "Lot 11" – Register all required legal agreement(s) on title on "Lot 13", secured via Letter(s) of Credit, enter into the City's Housing Agreement, and receive Building Permit issuance for construction of the affordable housing facility on "Lot 13". Note that "Final Building Permit Inspection" allowing for occupancy shall not be granted for "Lot 10" or "Lot 11" until the affordable housing facility has been constructed and has received "Final Building Permit Inspection" allowing for occupancy.
- Dike Construction: "No development" will be permitted on "Lot 9", "Lot 10", or "Lot 11", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval until the developer enters into legal agreement(s) or the City's standard Servicing Agreement(s)*, secured via Letter(s) of Credit, together with the developer's completion of an approved Environmentally Sensitive Area (ESA) Development Permit* application and all necessary outside agency approvals (e.g., Department of Fisheries and Oceans, FREMP, Ministry of Environment Diking Authority, Metro Van sanitary sewer relocation considerations, Port Metro considerations), to the satisfaction of the City, for the design and construction of raising the dike crest from existing grade to 4.7 m geodetic, for which the:
 - i. Developer shall be solely responsible for the cost of raising the dike crest from existing grade to 4.0 m geodetic (and no DCC credits shall apply); and
 - ii. City shall be responsible for the cost of raising the dike crest from 4.0 m geodetic to 4.7 m geodetic.
 - Pier Funding: "No development" will be permitted on "Lot 9", "Lot 10", or "Lot 11", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval until, as per the developer's offer, the developer voluntarily contributes \$1 million to the City for a pier near the foot of Hollybridge Way. As determined via the waterfront park planning process to the satisfaction of the City, prior to Development Permit* approval for "Lot 9", "Lot 10", or "Lot 11", the developer may be required to enter into the City's standard Servicing Agreement* for the construction of the pier, to the satisfaction of the City. The developer shall not be responsible for any costs related to pier construction in excess of \$1 million. (No DCC credits shall apply.)
 - Service Connections: "No development" will be permitted on "Lot 9", "Lot 10", or "Lot 11", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting lot-by-lot Development Permit* approval until the developer enters into the City's standard Servicing Agreement* for the design and construction, at the developer's sole cost, of all water, sanitary, stormwater, and related improvements required as determined by a City-approved capacity analysis, to the satisfaction of the Director of Engineering.
 - "Lot 6" Parking: "No development" will be permitted on "Lot 12", as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval until the developer registers a statutory

right-of-way on the lot, in perpetuity, to provide for 66 commercial parking spaces for the use of "Lot 6", as per "On-Site Parking and Loading", Richmond Zoning Amendment Bylaw No. 8702.

- Community Planning: "No development" will be permitted on the following lots, as per the "Preliminary Subdivision Plan" (**Schedule C**), restricting Development Permit* approval on a lot-by-lot basis until, as per the developer's offer, the developer voluntarily contributes funds towards the City's community planning program, including (in addition to \$100,000 contributed prior to rezoning adoption):
 - i. "Lot 9": \$100,000; and
 - ii. "Lot 10": \$100,000.
4. Preparation of a "Heritage Conservation Plan", as per the "Heritage Terms of Reference" (**Schedule I**). The Plan is to be prepared by professional heritage consultants, arborists, and other professionals as required, and should be undertaken at the sole cost of the developer. Plan review shall involve all City Departments having jurisdiction including, but not limited to, Planning, Engineering, Transportation, Sustainability, Parks, and Public Art, together with affected outside agencies (e.g., Department of Fisheries and Oceans). Note that some aspects of the Plan may overlap with the work of other disciplines (e.g., "Environmental Conservation Plan"). Coordination between such undertakings is important, and it is the responsibility of the developer to ensure that the consultants preparing and implementing the plans are cognizant of this situation.
 5. Preparation of an "Environmental Conservation Plan", as per the "Environmental Terms of Reference" (**Schedule J**) for Environmentally Sensitive Area (ESA) and Riparian Management Area (RMA) designated areas on and around the subject site, including the City-owned, ESA-designated lot at 6900 River Road, but generally excluding the foreshore. (The latter will be addressed by the developer at Development Permit* stage, as per "no development" covenants registered on title on "Lot 9", "Lot 10", and "Lot 11", which require that, prior to Development Permit* approval, an ESA Development Permit* application and related outside agency approvals are completed to the satisfaction of the City.) The Plan is to be prepared by professional environmental consultants, arborists, and other professionals as required, and should be undertaken at the sole cost of the developer. Plan review shall involve all City Departments having jurisdiction including, but not limited to, Planning, Engineering, Transportation, Sustainability, Parks, and Public Art, together with affected outside agencies (e.g., Department of Fisheries and Oceans). Note that some aspects of the Plan may overlap with the work of other disciplines (e.g., "Heritage Conservation Plan"). Coordination between such undertakings is important, and it is the responsibility of the developer to ensure that the consultants preparing and implementing the plans are cognizant of this situation.
 6. Installation of appropriate tree protection and sediment control fencing, together with on-going monitoring of tree health and related considerations, to protect existing trees, habitat, and waterways on and around the subject site, including 6900 River Road, significant trees within the existing River Road and Gilbert Road right-of-ways, and on-site (e.g. "Lot 10") before and during all construction activities.
 7. Any trees removed prior to City approval of a landscape plan providing for appropriate replacement, will require a Tree Removal Permit* and the developer will be required to provide a Letter(s) of Credit for the replacement of the affected trees in the amount of \$500/replacement tree (based on a minimum of 2 replacement trees for each tree removed, or as otherwise determined by the City), which will be applied to one or more of the developer's subsequent Development Permit or Servicing Agreement* landscape bonds, as determined to the satisfaction of the City.
 8. Registration of aircraft noise covenants, including:
 - "Lot 9" and "Lot 10": Covenant for aircraft noise sensitive uses (e.g., residential);
 - "Lot 12" and "Lot 13": Covenant for mixed use development (e.g., residential, child care, commercial); and
 - "Lot 11": Covenant for mixed use development (e.g., residential, "interim" office use).
 9. Registration of flood indemnity covenants on title on all five of the developer's lots.
 10. Registration of industrial noise covenants on title on all five of the developer's lots.

11. Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development and Director of Engineering.
12. City acceptance of the developer's offer to voluntarily contribute \$100,000 towards Richmond's community planning program fund. (Note that this represents one-third of a \$300,000 voluntary developer contribution towards Richmond's community planning program fund, which also includes voluntary developer contributions of \$100,000 prior to Development Permit* approval for each of "Lot 9" and "Lot 10".)
13. Enter into a Servicing Agreement (SA)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages at new River Road (i.e. former CP Rail corridor) street and Gilbert Road, together with storm sewer and sanitary system upgrades, and related works.
 - Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability.
 - No phasing of off-site works will be permitted. All works shall be completed prior to final Building Permit inspection granting occupancy for the subject development or, if it is determined that the subject development will be phased, prior to final Building Permit inspection granting occupancy for the first phase.
 - Development Cost Charge (DCC) credits may apply.

Servicing Agreement* (SA) works will include, but may not be limited to, the following:

- a) Engineering SA Requirements: All water, storm, sanitary upgrades determined via the Capacity Analysis process are to be addressed via this SA process. The City requires that the proposed design and related calculations are included on the SA design drawing set. As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:
 - Sanitary Sewer Upgrades: According to the developer's analysis, all existing sanitary sewer from existing manhole SMH 7520 located at southeast corner of 5200 Hollybridge Way to the Minoru pump station will surcharge and require upgrades under the "Existing + In-stream + Proposed Development" condition and "Interim scenario" as described in developer's sanitary sewer capacity analysis and report dated February 10, 2011. The City agrees with the developer's proposal to upgrade the existing sanitary sewers as follows:
 - i) Provide a 450mm diameter PVC sanitary main from junction of proposed new River Road and internal road (manhole S80) to 71 meters northeast (manhole S75).
 - ii) Upgrade the existing 200 mm diameter to 450 mm diameter from Southeast corner of 5200 Hollybridge Way at SMH 7520 (manhole S75 in the analysis) to 109 meters northeast along new River Road at SMH 4738 (manhole S70).
 - iii) Upgrade the existing 200 mm diameter to 450 mm diameter from SMH 4738 (manhole S70) to 162 meters northeast along old CPR right of way at SMH 4699 (manhole S50).
 - iv) Upgrade the existing 200 mm diameter to 525 mm diameter from SMH 4699 (manhole S50) to 117 meters southeast to existing lane between 7771 and 7811 Alderbridge Way at SMH 4697 (S30).
 - v) Upgrade the existing 200 mm diameter to 600 mm diameter from SMH 4697 (manhole S30) to 74 meters southeast along lane between 7771 and 7811 Alderbridge Way at SMH 4690 (manhole S20).
 - vi) Upgrade the existing 200 mm diameter to 600 mm diameter from SMH 4690 (manhole S20) to 94 meters southeast to existing lane between 7740 Alderbridge Way to 5003 Minoru Boulevard at SMH 4688 (manhole S10).
 - vii) Upgrade the existing 300 mm diameter to 675 mm diameter from SMH 4688 (manhole S10) to 69 meters southwest to existing Minoru Pump station.

- Storm Sewer Upgrades: According to the developer's analysis, the existing storm infrastructures on the development's frontages (i.e., Hollybridge Way, former CP Rail corridor, Gilbert Road, and existing River Road) do not have capacity under the "Existing + In-stream + Proposed Development" condition, "Interim" and Official Community Plan (OCP) scenario and cannot be used for the proposed site. The City agrees with the developer's proposal to upgrade the existing storm infrastructures on the proposed site's frontages as follows:
 - i) Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of existing River Road and Hollybridge Way (manhole D1 in the analysis) to 205 meters southeast along Hollybridge Way (manhole D4).
 - ii) Upgrade the existing ditch to 1500mm diameter storm main from junction of Hollybridge Way and CP Rail ROW (manhole D4) to 80 meters northeast along proposed new River Road (manhole D5).
 - iii) Upgrade the existing ditch to 1200mm diameter storm main from manhole D5 to 222 meters northeast along proposed new River Road (manhole D8 at junction of Gilbert Road).
 - iv) Provide a 900mm diameter storm main along the east property line of Gilbert Road from manhole D8 at junction of proposed new River Road and Gilbert Road to 208 meters northwest at junction of existing River road and Gilbert Road (manhole D11).
- Water System Upgrades: Using the Official Community Plan (OCP) 2021 Maximum Daily Model, there is 399 L/s available at 20 psi residual. Based on the developer's proposed rezoning, the subject site requires a minimum fire flow of 230 L/s. Once the building design is confirmed at Building Permit stage, the developer must submit fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey, to confirm that there is adequate available flow.
- Service Connections: Service connections for the development site are to be included in the SA design drawing set.
- Encroachments: Registration of rights-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA review and approval process, to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.
- Undergrounding of Overhead Utilities: As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line located within the "new" River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within "new" River Road to accommodate the undergrounding of private utilities, to the satisfaction of the City. (No DCC credits are applicable.)

Note: As a result of possible conflict(s) between the developer's construction of "new" River Road and the existing pole line and/or related issues, the existing pole line may require undergrounding or relocation. The cost of such undergrounding or pole relocation shall not be borne by the developer.

- b) Transportation SA Requirements: All transportation improvements identified in the Transportation Impact Analysis (TIA) are to be addressed via the Servicing Agreement* process for this development. A City-approved "Preliminary Functional Roads Plan" is attached. (**Schedule F**) Complete and detailed road and traffic management design is subject to final functional design approval by the Director of Transportation. Transportation-related Servicing Agreement* works will include, but are not limited to the following:
 - New River Road (between Gilbert Road and Hollybridge Way): The scope of work includes the construction of a new roadway along the south development frontage between Gilbert Road and Hollybridge Way (including the two end intersections and a mid-block intersection). This road is to be built to an elevation of 2.9 m geodetic (maximum grade of 5%). The developer is responsible for building this roadway from the development frontage to the curb on the south side of the road inclusive. This roadway is to be completed as part of Phase 1 of the development and prior to "Final Building Permit Inspection" granting occupancy for "Lot 12". DCC credits are available for road works within the dedicated road right-of-way as defined in the City DCC Program. This new road

project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to the following elements:

- i) The City has a 26.21 m wide right-of-way. All road elements and frontage improvements are to be placed within this right-of-way with the exception of the 2.0 m wide sidewalks (to be placed within the building setback and secured via Public Right of Passage right-of-ways).
- ii) The overall lane configuration, upon completion of construction, shall consist of two westbound traffic lanes, two eastbound traffic lanes and a centre left-turn lane at intersections or a level grade median in mid-blocks where space permits. The median shall have decorative paving treatment with features/finishings to be determined by the City. At the Gilbert Road and development's internal road intersections, the median shall be replaced by left turn traffic lanes. At the Hollybridge Way intersection, two westbound traffic lanes and two eastbound traffic lanes shall be provided (with no left turn lane) to match the existing lane configuration of the west approach of the intersection.
- iii) The frontage improvements of this road project shall consist of curb and gutter on both sides of the road, a 1.65 m wide landscaped boulevard (with a single row of street trees at 6.0 m on centre), 2.0 m wide off-road bike lane, 1.41 m wide "buffer zone" (with bollards, street furniture, street trees, and/or other features designed to separate pedestrian and cyclist traffic and contribute towards alternative stormwater management systems), 3.0 m sidewalk (2.0 m of which is within Public Right of Passage right-of-ways and 1.0 m of which is simply located within the building setback), banner poles, hard landscape features, street furnishings, and street lights. At bus stop locations, the boulevard shall be widened to 2.7 m to accommodate transit shelter and accessibility requirements and the 1.41 m wide "buffer zone" shall be reduced to 0.36 m to respect the width of the existing City right-of-way.

NOTE: Along the frontage of the City-owned, ESA/heritage-designated lot at 6900 River, the sidewalk will be located within the lot. As such the design and construction of this sidewalk must be sensitive to the lot's heritage and environmental resources. This may require an alternate sidewalk design, such as a boardwalk, together with changes to street tree planting, furnishings, and other streetscape features. In addition, this location has been identified as important for the provision of heritage interpretation. Heritage and environmental consultants must be involved in the design of this area, and may require consultation with Richmond's Heritage Commission or other interested parties (e.g., Department of Fisheries and Oceans/DFO). No Heritage Alteration Permit* or ESA Development Permit* will be required for these works.

- iv) Three new signalized intersections shall be constructed, including new River Road/Gilbert Road, new River Road/internal road, and new River Road/Hollybridge Way. The details of traffic signal requirements are described under a separate section in the Transportation SA requirements.
 - v) Vehicle access to the development along new River Road shall be limited to Hollybridge Way and the internal road. No driveway or other vehicle will be permitted along this new roadway
- Gilbert Road (between New River Road and Dinsmore Bridge): Road improvements on Gilbert Road between new River Road and the south end of Dinsmore bridge shall be provided including the full construction of the new River Road/Gilbert Road intersection. This roadway improvement project shall be completed as part of Phase 1 of the development and prior to "Final Building Permit Inspection" granting occupancy. DCC credits are available for road works within the dedicated road right-of-way as defined in the City DCC Program. This project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to the following elements:

- i) The overall lane configuration, upon completion of construction, shall consist of two northbound traffic lanes, two southbound traffic lanes, northbound and southbound left turn lanes (at the new River Road intersection), northbound and southbound bike lanes and a raised median. The construction of the median shall include banner poles and/or other hard landscape features.
- ii) Frontage improvements along Gilbert Road shall consist of a paved shoulder on the street's east side and curb and gutter and a 2.0 m sidewalk on its west side. In addition, retaining walls, pedestrian safety railings, and landscaping must be provided to address grade changes along Gilbert Road's west side and provide for an attractive, pedestrian-friendly streetscape that is appropriate to the street's prominent "gateway" location and complementary to the adjacent heritage/ESA/RMA-designated area.

NOTE: Road widening (including frontage improvements) along the west side of Gilbert Road will be located adjacent to the City-owned, heritage/ESA-designated lot at 6900 River Road and within a designated 15 m Riparian Management Area (RMA). No City Heritage Alteration Permit* or ESA Development Permit* will be required for these works; however, heritage and environmental consultants must be involved in the design of this area, all works will require the approval of Department of Fisheries and Oceans (together with possible compensation planting, Letter(s) of Credit, and/or other requirements), and consultation with Richmond's Heritage Commission and other interested parties is advised.

- iii) At the south end of Dinsmore Bridge, the northbound curb lane and bike lane shall merge with the northbound through lane. In the southbound direction, the single southbound lane from Dinsmore Bridge shall be widened to provide a southbound bike lane, two southbound traffic lanes and a southbound left turn lane (to be blocked off until new River Road is fully extended to the east). A ramp shall be provided to connect the existing sidewalk on the west side of Dinsmore Bridge to the new sidewalk and southbound bike lane.
- iv) A new signalized intersection shall be constructed at Gilbert Road/new River Road. The construction shall include all four legs of the intersection. The lane configuration of the south approach of the intersection shall be consistent with that of the north approach and appropriate taper as per TAC guidelines is to be provided to tie to the existing road to the south.
- v) Vehicle access to the development from Gilbert Road is not permitted.

- Development's Internal Road: The scope of work includes the construction of a new roadway, consisting of a north/south and east/west leg, and connecting the development to new River Road and Hollybridge Way. The right-of-way required for this roadway is to be secured via a combination of property dedication and Public Rights of Passage right-of-ways. The full construction of this roadway, excluding sidewalk/boulevard on one side, is to be secured prior to Development Permit* (DP) approval of Phase 1 of the development ("Lot 12"). The remaining frontage improvements shall be secured prior to DP* approval, on a DP-by-DP* basis. This project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to the following elements:

- i) A road dedication of 19.0 m is required for the construction of this roadway. A further 0.5 m public right of passage must be provided along each side of the dedication to provide for minimum City Centre sidewalk width standards (i.e. 2.0 m wide minimum).
- ii) The overall lane configuration, upon completion of construction, shall consist of two traffic lanes at 3.2m wide each, and two parking/loading lanes at 2.8m wide each. The frontage works shall include, on both sides of the road, a 2.0 m boulevard with street trees and a 2.0 m sidewalk.
- iii) At the new River Road connection to this new roadway, a signalized intersection shall be constructed. The lane configuration of the north approach shall consist of a northbound receiving lane, a southbound left turn lane and the southbound right/through lane.

- iv) At the Hollybridge Way connection to this new roadway, a 3-way stop controlled intersection shall be provided. The lane configuration of the east approach shall consist of a single eastbound lane and a westbound lane.
- v) At the junction of the east/west and the south/north sections of this roadway, a 4-way stop controlled intersection shall be provided. The north and east approaches of the intersection are intended to provide vehicle access to "Lot 10" and "Lot 11". The south and west approaches provide the connection between the two sections of the internal road.
- vi) Vehicle access (i.e. driveways) to the development lots along the internal road shall be limited to:
 - North/south leg: 1 driveway @ "Lot 12" and 1 driveway @ "Lot 13";
 - East/west leg: 1 driveway @ "Lot 12" and 1 driveway @ "Lot 9"; and
 - Intersection of north/south and east/west legs: 1 driveway @ "Lot 10" and 1 driveway @ "Lot 11".
- Interim River Road Connection: The development of "Lots 9-13" requires the closure of existing River Road between Gilbert Road and Hollybridge Way. The developer shall construct a temporary roadway connecting the existing River Road east of Gilbert Road and new River Road within the former CP Rail corridor west of Gilbert Road in advance of the closure of any portion of existing River Road. The full construction of these road works is to be secured prior to DP* approval of any lot not fronting new River Road ("Lot 9", "Lot 10" and "Lot 11"). This new road project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to the following elements:
 - i) The interim River Road connection shall be constructed east of Gilbert Road. Existing City road right-of-way is available for this road construction. The developer is solely responsible for any additional property or construction easement required for this road project. Consultation with the Vancouver International Airport Authority (YVR) and other affected interests (i.e. local property owners) regarding the proposed road, related issues (e.g. tree removal and compensation), and the resolution of those issues, to the satisfaction of the City, are the responsibility of the developer.
 - ii) The overall lane configuration, upon completion of construction, shall consist of a northbound and a southbound traffic lanes (each at 3.25m wide), paved shoulders (1.5m wide) on both sides of the road, a paved walkway (1.5m wide) on the west side of the road with street lights, and installation of extruded curbs to separate pedestrian and vehicle traffic. The developer shall connect the paved walkway to the dyke level, to the satisfaction of the Senior Manager, Parks.
 - iii) This roadway must be able to accommodate the turning movements of WB-17 (semi-trailer) trucks, as a minimum without crossing the centre line. At the north end of the road, this will require, among other things, concrete barriers, anti-skid micro pavement surface treatment, and a reversed slope design. At the south end of the road, anti-skid treatment is required.
 - iv) At the intersection of Gilbert Road and interim River Road, the lane configuration shall consist of a westbound left turn lane and a westbound right turn/through lane. Large WB-17 trucks, due to the requirement for a bigger turning radius, shall be prohibited from turning right from the interim connection to travel north to Dinsmore Bridge.
- Hollybridge Way (North of New River Road): The design principle of this section of Hollybridge Way is intended to enhance pedestrian/cyclist access to the waterfront dyke park in addition to providing site access. For the north section (north of the development's internal road), the road and frontage improvements are to be secured prior to DP* approval for the fronting parcel ("Lot 9"). For the south section (south of the development internal road), the road and frontage improvements are to be secured prior to DP* approval for Phase 1 of the development ("Lot 12") and constructed prior to "Final Building Permit Inspection" granting occupancy. This road project shall be completed to the

satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to the following elements:

- i) The overall scope of work shall include the construction of a cul-de-sac at the north end of Hollybridge Way, and the narrowing of the pavement to provide parking only on one side of the road (requiring the relocation of the east curb). The existing west curb shall be maintained. For the north section, two traffic lanes (each at 3.2m wide) shall be maintained with a parking lane (at 2.5m wide) provided on the east side of the road. For the south section, two traffic lanes (3.2m wide each) shall be maintained and parking (at 2.5m wide) shall be accommodated on the west side of the road. A parking bay (at 2.5m wide), with a minimum capacity for three vehicles, shall be provided on the east side of the road north of the driveway to "Lot 12".
 - ii) At the new River Road/Hollybridge Way intersection, the lane configuration of the north approach shall consist of a northbound receiving lane, a southbound left turn lane, and a southbound right turn/through lane.
 - iii) At the Hollybridge Way/internal road intersection, the north and south approaches shall consist of a single northbound lane and a single southbound lane.
 - iv) The frontage improvements shall include the provision of a 7.0 m greenway connecting new River Road and the dike park system on the east side of Hollybridge Way along the development's frontage (i.e. "Lot 12" and "Lot 9"). The alignment of the greenway shall be relatively straight and exclude elements that are not intended primarily for pedestrian/greenway purposes (e.g., parking spaces, driveway ramp, and fire truck staging pad). The issues pertaining to the impacts of the greenway on the building and associated setback along Parcel 12 shall be dealt with as part of the DP* and related SA* processes.
 - v) Vehicle access to the subject development along the Hollybridge Way development frontage is restricted to the internal road and 1 driveway at "Lot 12". No driveway shall be permitted at "Lot 9". Note that the road design must provide for continued vehicle to "Lot 6" (5111 Hollybridge Way).
 - vi) Accommodation must be made, to the satisfaction of Richmond Fire Rescue, for a firetruck staging pad on the east side of Hollybridge Way, immediately north of the internal road. The pad is intended to satisfy Richmond Fire Rescue requirements with regard to "Lot 6" (5111 Hollybridge Way). The pad should be designed to appear as part of the sidewalk, but must be kept 100% clear of trees, furnishings, and other features required as part of the greenway. As such, the firetruck staging pad must not encroach into the required 7.0 m minimum width of the greenway.
- Traffic Signals: Three intersections along the new River Road development frontage shall be constructed and signalized (at Gilbert Road, internal road and Hollybridge Way). The full construction of these traffic control devices by the developer shall be secured prior to Rezoning adoption, and constructed prior to "Final Building Permit Inspection" granting occupancy for Phase 1 of the development ("Lot 12"). (DCC credits shall apply.) The traffic signal requirements shall include, but are not limited to the following elements:
 - i) Property dedication, with the exact dimensions (minimum 4m x 4m) to be confirmed through the SA process, for the placement of traffic controller cabinet and other traffic signal equipment.
 - ii) Traffic signal poles, concrete bases, conduit, junction boxes, cable, traffic signal displays, vehicle detection devices, accessible pedestrian signals, illuminated street name signs, and installation of new communications conduit and cable.
 - Transit Amenities: The developer shall provide a City Centre-style transit shelter (estimated cost: \$22,000) to be installed along the development's new River Road frontage. The City in consultation with Coast Mountain Bus Company shall determine the exact location of the transit shelter. The

shelter shall be provided via the SA* process. (The developer's provision of this transit shelter will be considered as a Transportation Demand Management measure for the purpose of determining possible parking relaxations as provided for under the Zoning Bylaw.)

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

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

Note:

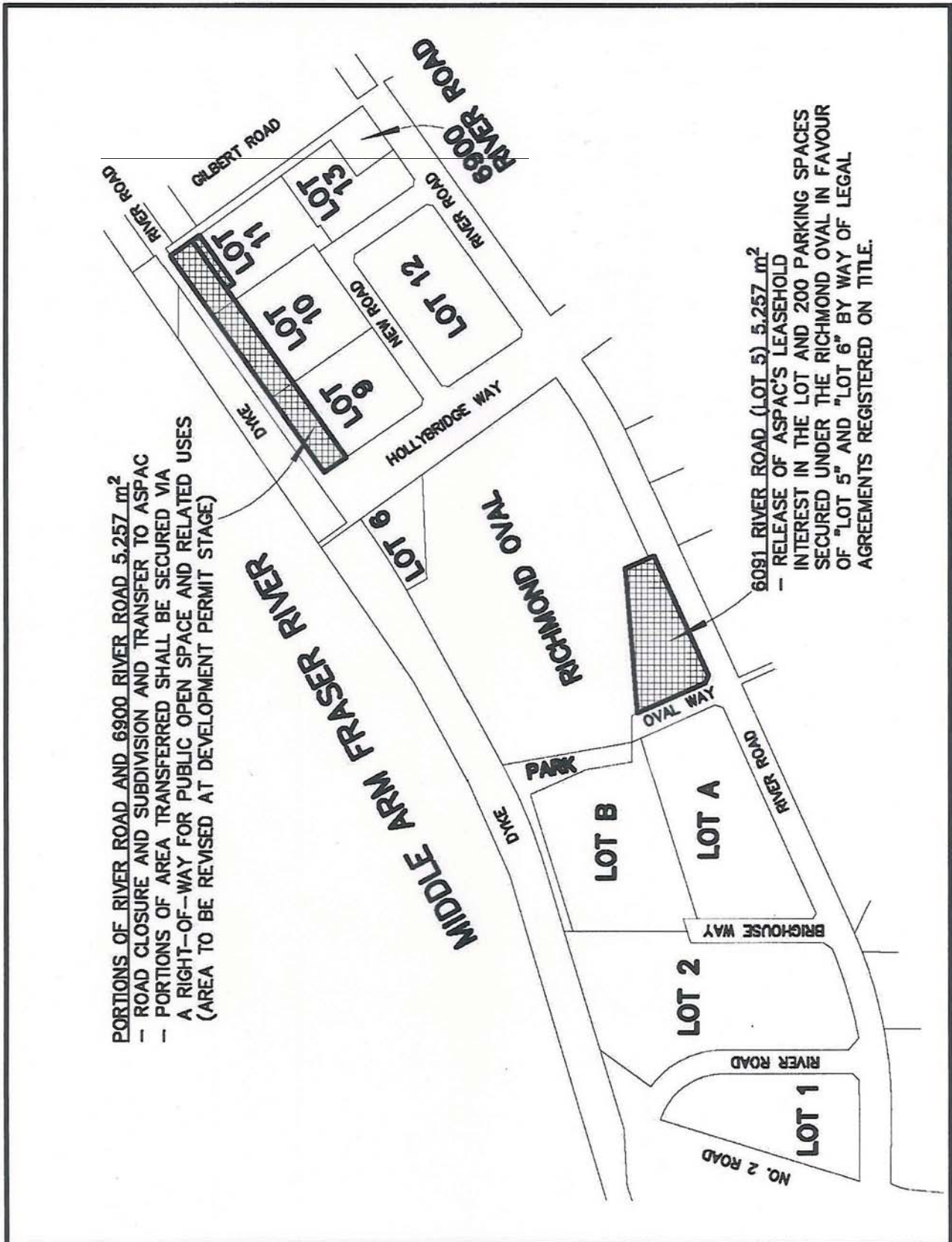
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed copy on file

Signed by the Developer _____

Date _____





SCHEDULE C "PRELIMINARY SUBDIVISION PLAN"


PLAN SHOWING PROPOSED SUBDIVISION AND EXISTING EASEMENTS/SRW'S OVER
PARTS OF SECTIONS 5 AND 6 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

BCGS 92G.015

FOR DISCUSSION PURPOSES ONLY

LEGEND

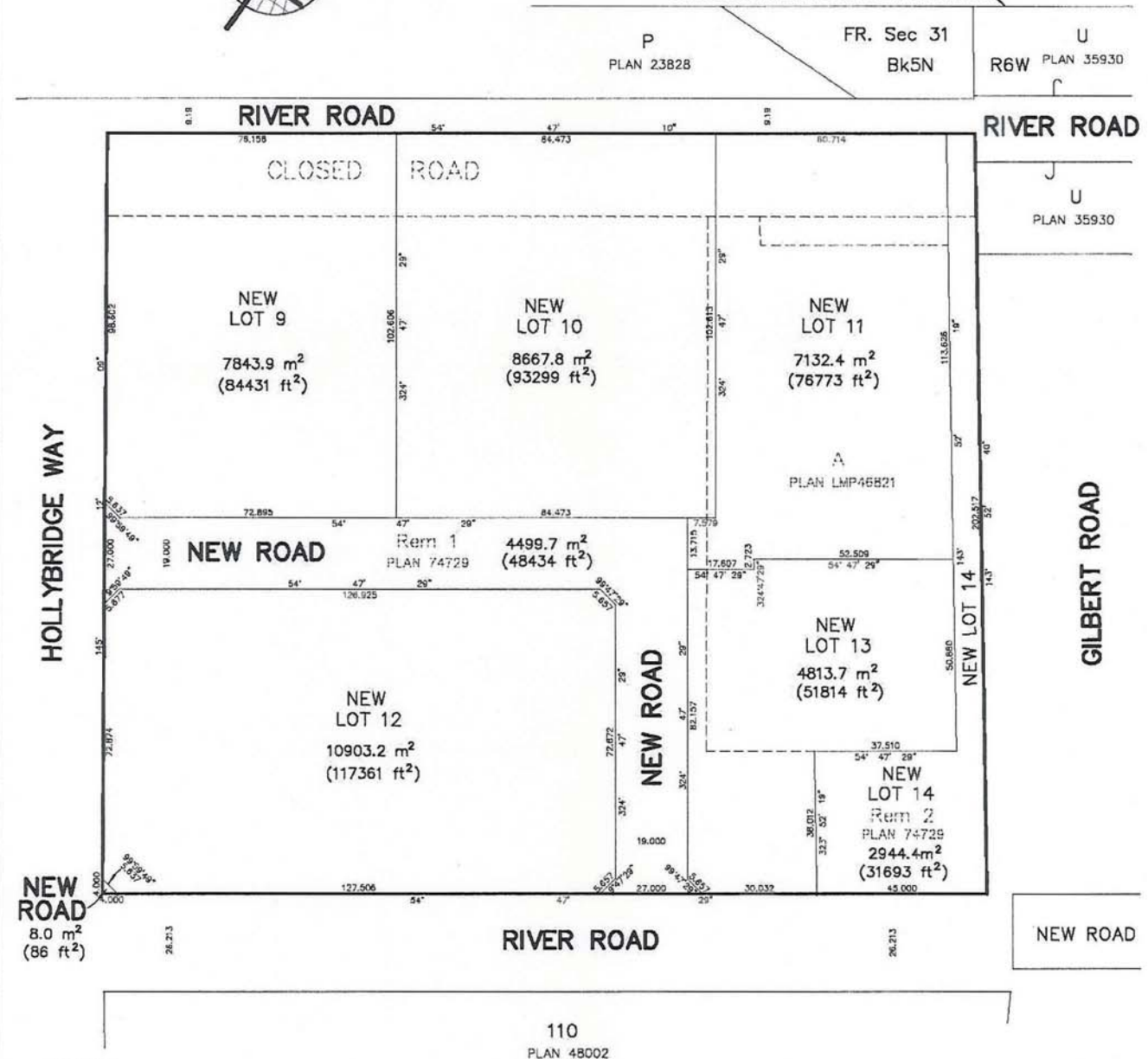
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ALL DISTANCES ARE IN METRES.

**MIDDLE ARM FRASER RIVER**

ORIGINAL BOUNDARY ACCORDING TO CROWN GRANT AND PLAN 23828



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MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

8320 - 11120 HORSESHOE WAY

RICHMOND, B.C. V7A 5H7

TEL: 604-270-8331

FAX: 604-270-4137

CADFILE: 15711-RZ-SCHEDULE-C.DWG

R-11-15711-SCH-C

TOTAL AREA OF ROAD DEDICATION ON THIS PLAN IS 4507.7 m² (48520 ft²)

DATE: MARCH 17, 2011

SCHEDULE D "PRELIMINARY RIGHT-OF-WAY PLAN"

PLAN SHOWING PROPOSED SUBDIVISION AND PROPOSED RIGHTS OF WAY OVER
PARTS OF SECTIONS 5 AND 6 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

BCGS 92G.015

FOR DISCUSSION PURPOSES ONLY

LEGEND

SCALE 1:750

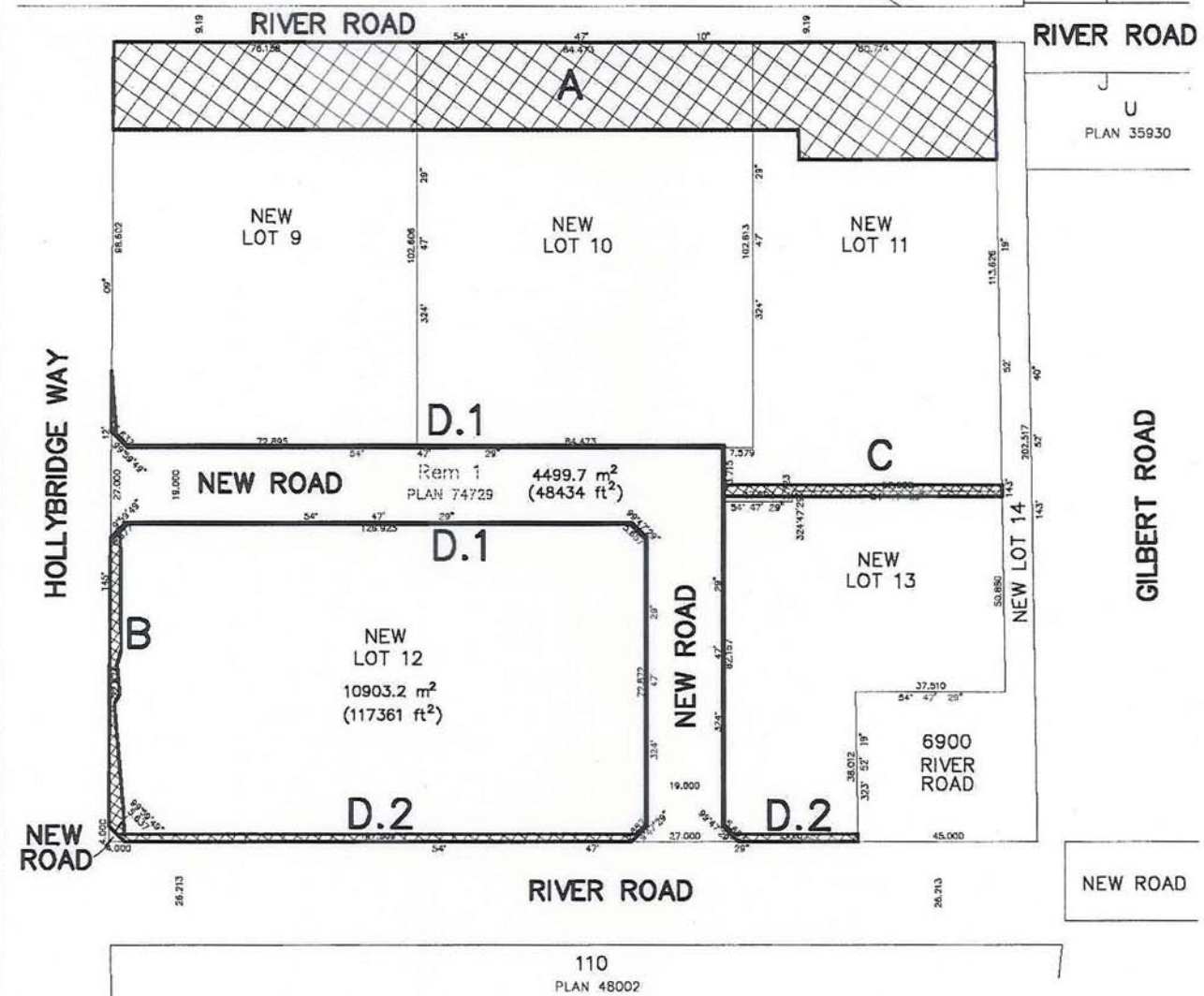
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ALL DISTANCES ARE IN METRES.



MIDDLE ARM FRASER RIVER

ORIGINAL BOUNDARY ACCORDING TO CROWN GRANT AND PLAN 23828

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PLAN 23828FR. Sec 31
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R6W PLAN 35930

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SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 15711-R2-SCHEDULE-D-1.DWG

R-11-15711-SCH-D-1

- A. ADJACENT TO WATERFRONT PARK (5,257 m²)
- B. HOLLYBRIDGE WAY GREENWAY (205.1 m²)
- C. PEDESTRIAN WALKWAY (3m WIDE)
- D.1 SIDEWALK WIDENING (0.5m WIDE)
- D.2 SIDEWALK WIDENING (2.0m WIDE)

TOTAL AREA OF ROAD DEDICATION ON THIS PLAN IS 4507.7 m² (48520 ft²)

DATE: APRIL 7, 2011

Open Space Terms of Reference
Park Development Concept Requirements
RZ 09-460962

Purpose

To provide guidance for the design and construction of public open spaces within the City-owned riverfront park/dike and Heritage Designated lot at 6900 River Road, together with areas within the subject site that are to be secured via Public Right of Passage statutory right-of-ways (SRW) registered on title for public open space and related purposes, as per the “Preliminary Subdivision Plan” and “Preliminary Right-of-Way Plan”. (Schedules C & D)

1. City Public Park & Open Space Priorities

- a) No Net Loss – An area equal to the area of the proposed closed portion of River Road and portion of 6900 River Road transferred to the developer (5,257 m² in total) must be provided for publicly accessible and programmable open space:
- Located in view of the City-owned waterfront park and designed to provide a seamless extension of that public park space in form of significant adjoining spaces and pedestrian linkages (i.e. linkages must be a minimum of 10 m wide and not shared by cars);
 - Exclusive of semi-public spaces (e.g., pathways required for residential or commercial access) or public open spaces that the developer would otherwise have been required to provide (e.g., designated greenways routes);
 - Secured in the form of statutory rights-of-ways (SRW) registered on the developer’s net development parcels and providing for, among other things, unrestricted 24-hour/day public open space use and enjoyment, bylaw enforcement, and required emergency and City service access; and
 - Designed, constructed, and maintained at the sole cost of the developer, including all associated liability, to the satisfaction of the City.
- b) Waterfront Park – The riverfront public open space associated with the subject development is intended to be one of several unique, yet complementary, public spaces making up the City Centre’s Fraser River experience. As such, the design of the waterfront must provide for a variety of spaces/uses that create and enhance the following elements, in coordination with City requirements for raising the crest of the dike and related outside agency approvals and requirements (e.g., Department of Fisheries and Oceans):
- Linkages with the Middle Arm Waterfront Greenway, Richmond Oval site, and the riverfront area west of the Oval;
 - Linkages with upland areas, most importantly the Oval Village’s pedestrian-oriented retail “high-street” along new River Road and the major greenway routes designated for Hollybridge Way and Gilbert Road;
 - Opportunities for the public to enjoy the river, including both passive and active recreation (e.g., viewing, boating) and complementary activities (e.g., outdoor dining, festivals);
 - Play opportunities for children; and
 - The area’s unique landscape characterized by its mature trees and riparian features.
- c) Greenways Links –Major greenways must be established linking upland urban areas with the waterfront via/near Hollybridge Way and Gilbert Road, as per the City Centre Area Plan (CCAP) and to the satisfaction of Parks, including:
- In general including, but not limited to:
 - a. Separate and/or shared pedestrian and cycling paths;
 - b. Rest areas and street furnishings;
 - c. Public art, signage, and way-finding;
 - d. Integrated wetlands and storm water features;
 - e. Hedgerows and significant tree planting reflective of the area’s agricultural past and existing vegetation/trees; and
 - f. Various Heritage/ESA interpretation features.

- Along Hollybridge Way, provide for features that complement the existing “cherry tree promenade” on the street’s west side by introducing a high quality streetscape treatment on its east side and within portions of the roadway including, but not limited to:
 - a. A minimum 7 m wide landscaped walkway (i.e. clear of parking spaces, driveway let-downs, fire truck staging pad, and other things not intended first and foremost as public pedestrian open space uses);
 - b. Paved areas within along the street’s east side and/or within the roadway to accommodate potential market, special event, and festival activities;
 - c. North of the street’s intersection with the developer’s new internal street, establish the street, landscape and walkway treatments and associated features that contribute towards the area’s establishment as an important public “gateway” to and “seamless” extension of the waterfront park (e.g., an arrival “plaza” at the cul-de-sac/dike, a shared, traffic-calmed, pedestrian/vehicle streetscape);
 - d. A universally accessible route from Hollybridge Way to the grade of the proposed dike crest; and
 - e. Traffic calming aimed at enhancing the safety, enjoyment, and appearance of the street for pedestrians and cyclists including, but not limited to curb extensions, street furniture, and special roadway paving treatments at the cul-de-sac, pedestrian crossings, and possible various mid-block locations; and
 - Along Gilbert Road, provide for features that accommodate pedestrian/bike “desire lines” linking upland areas, the Dinsmore Bridge, and the dike and coordinate these with the conservation, protection, enhancement, and interpretation of the City’s Heritage/ESA-designated lot at 6900 River Road and associated Riparian Management Area (15 m RMA, as determined by DFO) and heritage resources (e.g. significant trees, existing grade) including, but not limited to:
 - a. A unique “urban greenway” experience that plays on the grades and vegetation within the landscape between the development site and Gilbert Road;
 - b. An arrival “plaza” at the north side of River Road;
 - c. A broad, elevated boardwalk situated within the City’s Heritage/ESA-designated lot at 6900 River Road, and linking new River Road with an east-west trail tied to the developer’s new internal street;
 - d. A broad, elevated, landscaped pathway, plus associated landscaped areas, along the entire east side of the developer’s “Lot 11” (i.e. within “Lot 11”, over the developer’s proposed parking structure);
 - e. An arrival “plaza” at the dike/waterfront park; and
 - f. An alternate/secondary pedestrian route (i.e. stairs) linking the sidewalk at the Dinsmore Bridge-head and the waterfront park.
- d) 6900 River Road – This City-owned lot is designated under the City Centre Area Plan (CCAP) as “park” and under other City bylaws as a heritage-designated landscape and Environmentally Sensitive Area (ESA). In addition, the City’s Tree Protection Bylaw applies, and the watercourse/ditch situated within the Gilbert Road right-of-way, immediately east of the lot, provides important habitat and is designated as a City 15 m Riparian Management Area (RMA). Protection and enhancement of this landscape/habitat is of great importance to the City, and changes that could threaten the viability of this area’s resources (e.g., insensitive tree removal, changes in existing grade) may raise significant public concern. Land altering activities within or impacting 6900 River Road or the adjacent RMA must receive all necessary Department of Fisheries and Oceans Canada (DFO) and City approvals (e.g., Heritage Alteration Permit*, ESA Development Permit*, Tree Removal Permit*) and provide for all requisite compensation/mitigation and determined via those approval processes. Opportunities to enhance, commemorate, and interpret the riparian landscape and historic Samuel Brighthouse homestead (as per 6900 River Road’s existing heritage “statement of significance”) are key to all works undertaken in this area.
- e) Enhanced Ecological Performance – Measures must be implemented along the waterfront, greenways, 6900 River Road, and associated areas that serve to protect and enhance ecological performance.

2. Park Design Features

a) Waterfront Park:

- Design and interpretive features should respond to the objectives of the “Fraser River Experiential Network”.
- Opportunities to achieve increased habitat compensation area outside the dike should be explored, and the proposed area, elevation, and appropriate habitat type should be indicated.
- Dike crest to 4.7 m, as directed by City Engineering.
- Main trail to be 4.0 m wide minimum to accommodate access for pedestrians, cyclists, and dike maintenance (i.e. provision required for large equipment and vehicle access, including space for two vehicles to pass by means of lay-bys).
- Pedestrian circulation along the water’s edge is a high priority. Where cyclists may conflict with pedestrian activities (e.g., at nodes/gathering places), bike routes should be set back from the water’s edge (i.e., to the south of the primary pedestrian route/space). A separate, alternate bicycle route set back from the water’s edge with a minimum width of 2.0 m. and direct access at its west end to Hollybridge Way and safe, convenient access to the main waterfront trail and the Gilbert Road greenway at its east end (near the Dinsmore Bridge) is encouraged.
- Nodes or outlooks should be situated at the intersections between the dike trail and the internal north-south street ends/pedestrian routes.
- The western portion of the waterfront park should include, but not be limited to the following:
 - a. An “urban” form and character;
 - b. Integration with the Richmond Oval Site and Hollybridge pump station;
 - c. Variety of waterfront amenities and active recreation features, including seating steps along the water side of the dike and children’s play that encourages exploration and understanding of the Fraser River;
 - d. A public pier at the terminus of Hollybridge Way, which will include seating, lighting, public art, and accommodation for public gathering. The pier will be constructed to allow for possible future expansion by others and the addition of gangways and floats for future water-based recreation activities;
 - e. A plaza should be located at the “intersection” of the head of the pier, the dyke trail, and the access down to Hollybridge Way, designed to provide for a “seamless” transition between the new waterfront park implemented by the developer and the existing Hollybridge pump station plaza and related open space features. The plaza should facilitate circulation, and provide an opportunity for public art, interpretive features, seating, special lighting, and complementary features and activities.
- The eastern portion of the waterfront park should include, but not be limited to the following:
 - a. A less “urban”, more natural and “green” character, beginning at the middle of the site and increasing towards its east end at the Dinsmore Bridge and contributing towards a “seamless” transition between the waterfront park and the more densely vegetated character of the City-owned, ESA- and heritage-designated landscape at 6900 River Road; and
 - b. Incorporate clusters of large-growing trees (in coordination with required tree removal compensation) and other vegetation typical of Richmond’s riparian landscapes and Riparian Management Areas (RMA).
- The intersection of the waterfront park with the Gilbert Road greenway through/near the City lot at 6900 River Road, and the Dinsmore Bridge should be marked as a significant “gateway” location and receive special design attention including, but not limited to:
 - a. A possible extension of 6900 River Road’s ESA/heritage landscape and grades into a portion of the waterfront park (behind the raised dike);
 - b. Pedestrian/bike bridge crossing(s) of the lower landscape areas at the head of the Gilbert greenway and/or at other upland pedestrian links to the dike trail;
 - c. Adequate trail width and site lines to reflect the fact that this location is an important crossroads; and
 - d. Safe, convenient pedestrian/bike access between the waterfront park and the Dinsmore Bridge.

b) Hollybridge Way – North of the Developer’s Proposed Internal Street:

- Provide for the ready conversion of this space to accommodate special events and activities (e.g., street fair, farmers’ market).
- Create a “park drive” setting that places a high priority on providing for an attractive, pedestrian- and bike-friendly environment, while accommodating necessary vehicle access (e.g., “Lot 6” patrons, emergency/service access, park-related passenger drop-off/pick-up/loading).
- Provide for a universally accessible route for pedestrians and cyclists linking Hollybridge Way’s existing grade with the proposed crest of the dike (complemented by stair access, as required).
- Enhance linkages and integration with the Richmond Oval site.

c) 6900 River Road:

- Interpretation of the Samuel Brighthouse Homestead, in both landscape form and public art, should have a strong presence at the corner of Gilbert Road and new River Road, to help establish this location as an important “gateway” into the City Centre and to commemorate the “core heritage values” inherent in the site’s cultural landscape.
- The design/development of the property’s heritage trees and environmentally sensitive landscape must be coordinated with objectives for the Gilbert Road greenway and the design of the developer’s fronting development, taking into account the need to provide for, among other things:
 - a. A clearly defined, safe, and convenient public pedestrian/bike route to the dike;
 - b. Complementary building functions along the greenway and the perimeter of the City property to animate and provide for casual surveillance of the space;
 - c. A continuous, combined pedestrian/bike path (4 m wide minimum), the northern portion of which (i.e. north of the trail link to the developer’s internal road) should be located within developer’s development site, along its eastern edge (over the development’s proposed parking structure);
 - d. Rest areas with street furnishings, public art, interpretive features, and wayfinding;
 - e. Ecological enhancements (i.e., native plant material, significant tree planting, storm water management); and
 - f. Special features (i.e., bridge, boardwalk) that complement and showcase the grades, views, and vegetation that give the space its uniqueness, enhance public access, and minimize impacts.
- Special measures must be identified to:
 - a. Minimize impacts on existing trees and, as required, provide for compensation for tree loss; and
 - b. Provide for landscape succession.
- Any retaining walls/railings/sidewalks along Gilbert Road and new River Road must be specially designed to make them visually appealing, sensitive to the site’s special landscape issues, and complementary to the landscape character (e.g., screening vegetation, “green walls”). More specifically:
 - a. Along new River Road (i.e. former CP Rail corridor): The public sidewalk will be located within the lot. As such the design and construction of this sidewalk must be sensitive to the lot’s heritage and environmental resources. This may require an alternate sidewalk design, such as a boardwalk, together with changes to street tree planting, furnishings, and other streetscape features. In addition, this location has been identified as important for the provision of heritage interpretation. Heritage and environmental consultants must be involved in the design of this area, and may require consultation with Richmond’s Heritage Commission or other interested parties (e.g., Department of Fisheries and Oceans/DFO). No Heritage Alteration Permit or ESA Development Permit will be required for these works.
 - b. Along Gilbert Road: The sidewalk will be located within a designated 15 m Riparian Management Area (RMA), which requires consultation with and approval of Department of Fisheries and Oceans (DFO), together with possible compensation planting, Letter(s) of Credit, and/or other requirements. No City Heritage Alteration Permit* or ESA Development Permit* will be required for these works; however, given the significance of the area and its landscape, heritage and environmental consultants must be involved in the design of this area, and consultation with Richmond’s Heritage Commission or other interested parties may be required.
- The façades of the developer’s abutting buildings at “Lot 11” and “Lot 13” must be specially designed to make them visually appealing, sensitive to the site’s special landscape issues (e.g., shading, changes in

drainage or water table), and complementary to the lot's significant trees and unique, riparian landscape character including, for example, but not limited to:

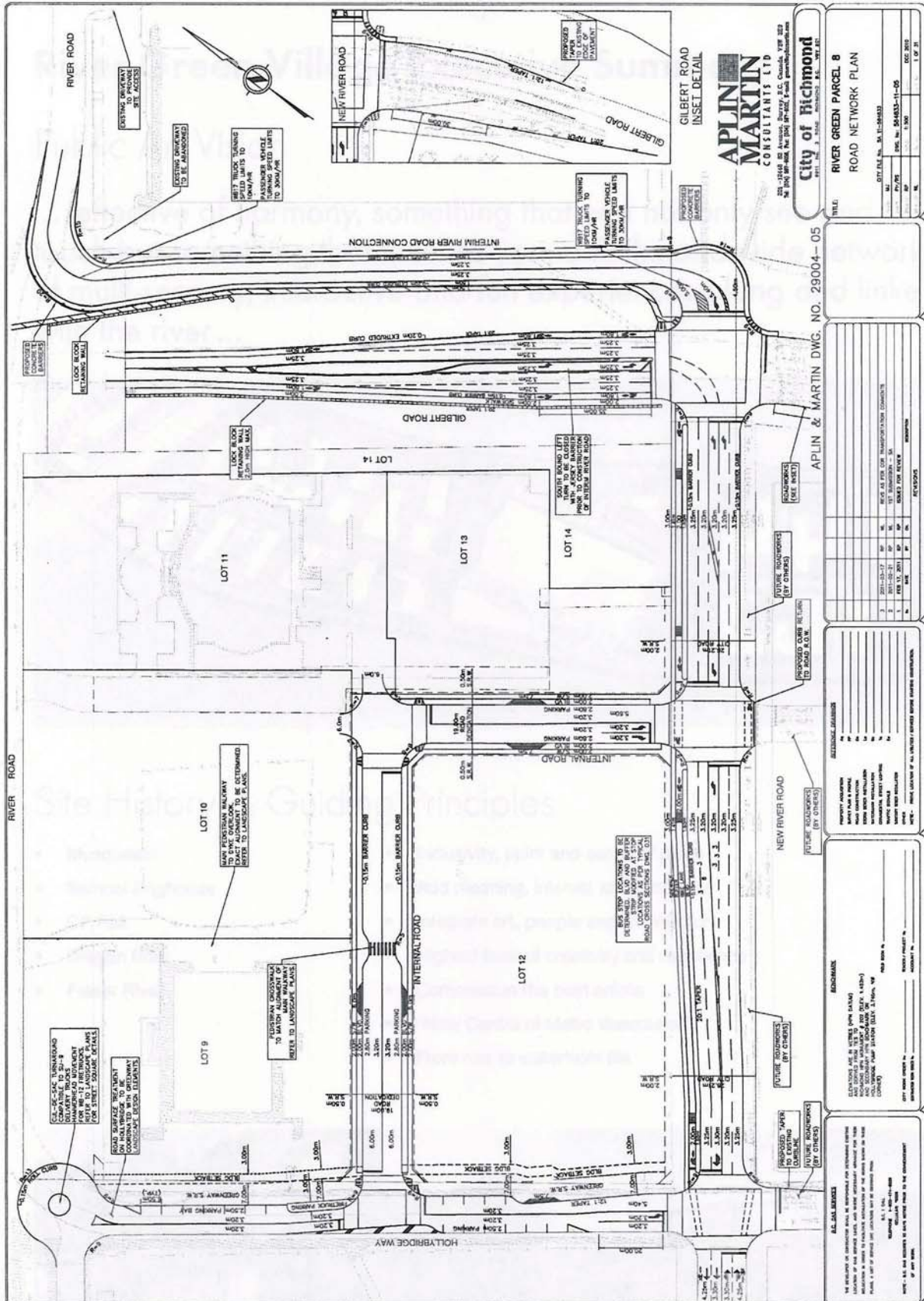
- a. On-site parking structures must be screened from public view with vegetation, tree planting, and/or "green walls", together with rooftop landscaping and podium level. The design of the structures should seek to incorporate colours, forms, materials, and building articulations that complement the landscape through all seasons, and help them to blend in (i.e. effectively "disappear") or act as an attractive feature that enhances and harmonizes with the naturalized landscape (e.g., natural materials like stone). Indigenous plant material, suited to the area's shady, riparian location is encouraged.
- b. As with the parking, upper building floors should incorporate colours, forms, materials, and building articulations that complement the landscape through all seasons. This may include large timbers, wood siding, clear glazing, building vocabularies that mimic the form and character of the trees, and tree and indigenous understorey planting on-site (effectively extending the landscape character into the adjacent development lots).

Signed copy on file

Signed (Applicant)

Date

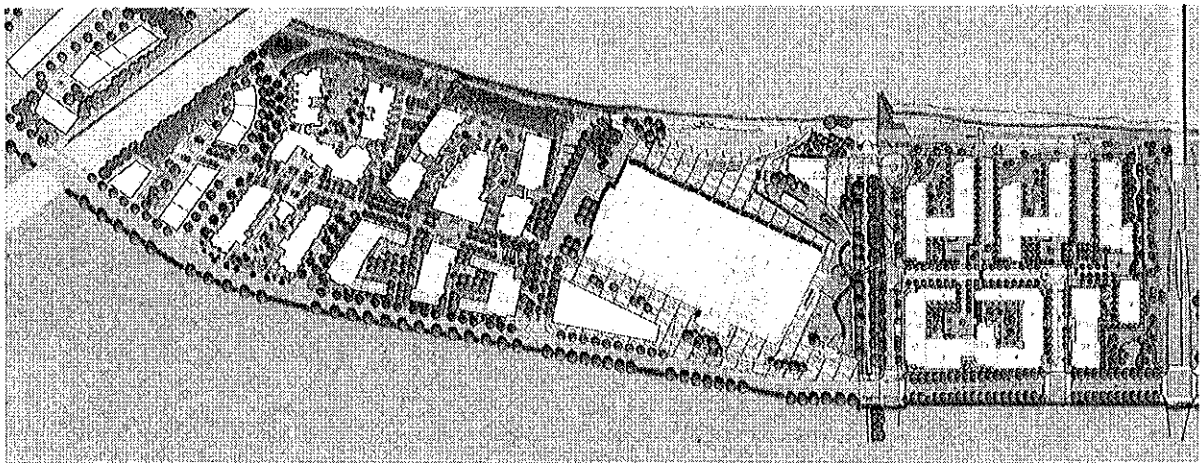
Schedule F to Rezoning Considerations (RZ 09-460962)
"Preliminary Functional Roads Plan"



River Green Village Executive Summary

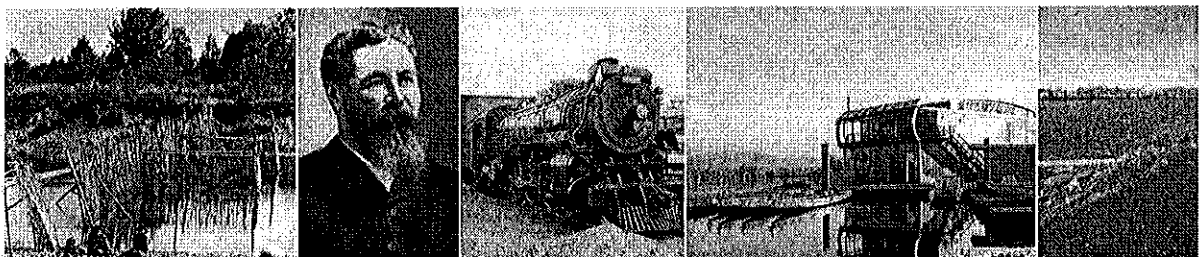
Public Art Vision

...reflective of harmony, something that you not only see and touch but something that touches you; a Richmond-wide network of multi-sensory, interactive and fun experiences along and linked with the river ...

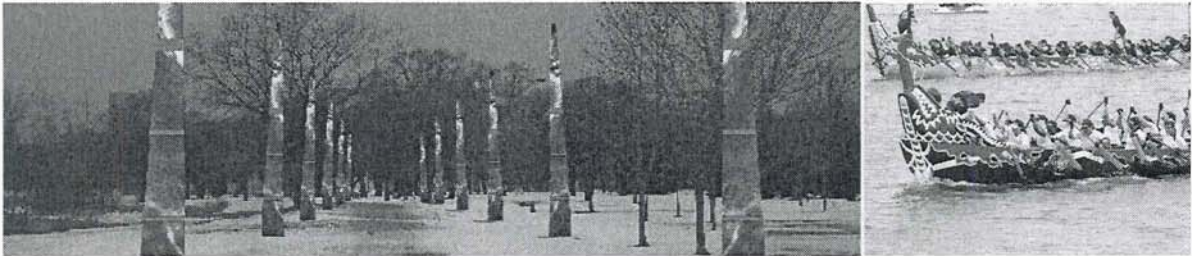


Site History & Guiding Principles

- Musqueam
- Samuel Brighthouse
- CP Rail
- Dragon Boat
- Fraser River
- Inclusivity, spirit and sense of place
- Add meaning, interest and attraction
- Integrate art, people and architecture
- Highest level of creativity and excellence
- Commission the best artists
- "New Centre of Metro Vancouver"
- Front row to waterfront life

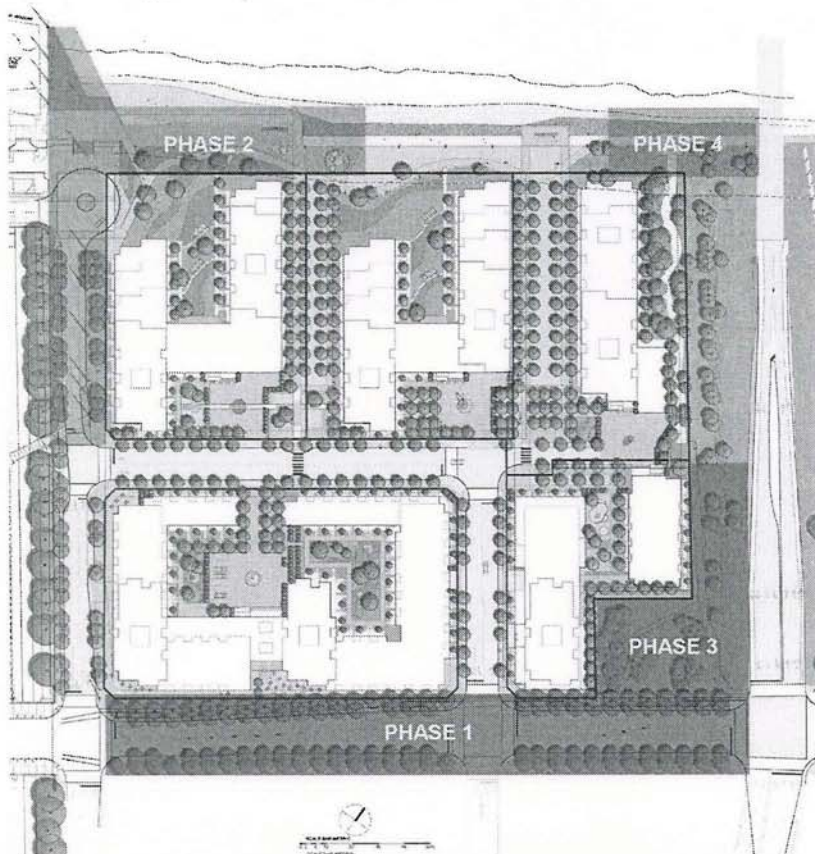


Themes



- Fraser River Experience
- Olympic Oval Public Art Program
- Dragon Boat Festival
- Samuel Brighthouse
- CP Rail

Phasing



Phase 1

Area Along River Road and the Corner at Hollybridge Way

Phase 2

Hollybridge Way and Waterfront Park

Phase 3

Brighthouse Trail

Phase 4

Brighthouse Interpretation

Proposed Contribution Allocation

Based on City of Richmond Public Art Program

- 85% of total contribution = \$626,578 allocated to the creation of the artwork.
- 10% of total contribution = \$73,715 for public art consultant work and Master Plan.
- 5% of total contribution = \$36,858 allocated to City of Richmond for operation/administration of public art.

Estimated Detailed Budget Allocation

Phase	Description	Parcel Contributor	Public Art Contribution Based on \$0.60/sf of Density (sf)*	Creation of Art Work (85% of Overall Budget)	Art Consultant Fee	City of Richmond - Op & Admin (5% of Overall Budget)	Total
	Master Plan				\$2,500		\$2,500
1	Area Along River Road and the Corner at Hollybridge Way	Parcel 12	\$214,250	\$182,112	\$21,425	\$10,712	\$214,250
2	Hollybridge Way & Waterfront Park**	Parcel 9 & 10	\$315,712	\$268,355	\$31,571	\$15,786	\$315,712
3	Brighthouse Trail	Parcel 13	\$58,605	\$49,814	\$5,861	\$2,930	\$58,605
4	Brighthouse Interpretation	Parcel 11	\$148,584	\$126,296	\$14,858	\$7,429	\$148,584
Total			\$737,150	\$626,578	\$76,215	\$36,858	\$739,650

* Note: Density does not include Affordable Housing or Daycare

** Note: Public art contribution for Parcel 9 will be held in a reserve account for future public art located on the waterfront park in combination with Parcel 10's public art contribution.

Program Components

Phase 1 – Along River Road/Corner at Hollybridge Way
Design Consultation; Pacific Northwest Open Competition

Phase 2 – Hollybridge Way and Waterfront Park
Commissioned Work; Pacific Northwest Open Competition

Phase 3 – Brighthouse Trail
Integrated Work; Metro Vancouver Open Competition

Phase 4 – Brighthouse Interpretation
Discrete Piece; Metro Vancouver Open Competition

