City of Richmond

Report to Committee

Planning and Development Department

To:	Planning Committee	**Date:**	June 22, 2012
From:	Brian J. Jackson Director of Development	**File:**	RZ 09-506904
Re:	**Application by Hollybridge Limited Partnership for Rezoning at 5440 Hollybridge Way from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3)**		

Staff Recommendation

1. That Bylaw No. 8879, which makes minor amendments to the "RCL3" zone specific to 5440 Hollybridge Way and rezones that property from "Industrial Business Park (IB1)" to "Residential/Limited Commercial (RCL3)", be introduced and given first reading.

2. That the child care contribution for the rezoning of 5440 Hollybridge Way (RZ 09-506904) be allocated entirely (100%) to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.

Brian J. Jackson
Director of Development

BJ:spc
Att.

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF ACTING GENERAL MANAGER
Affordable Housing	Y ☑ N ☐	
Child Care	Y ☑ N ☐	
Engineering	Y ☑ N ☐	
Environmental Sustainability	Y ☑ N ☐	
Public Art	Y ☑ N ☐	
Real Estate	Y ☑ N ☐	
Transportation	Y ☑ N ☐	

Staff Report

Origin

Hollybridge Limited Partnership has applied to the City of Richmond to rezone 5440 Hollybridge Way in the City Centre's Oval Village from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3) to permit the construction of a high-rise, high-density, mixed-use development. (**Attachments 1 & 2**) More specifically, the subject rezoning provides for the subdivision of the subject site into two lots separated by a new public street (Pearson Way) and the construction of a 44,567.2 m^2 (479,733 ft^2) development including:

- 3,608.4 m^2 (38,342 ft^2) of pedestrian-oriented, street-front commercial; and
- 41,049.2 m^2 (441,864 ft^2) of mid- and high-rise residential, including 586 dwellings of which 557 are market residential units and 29 are affordable (low-end market rental) housing units secured via the City's standard Housing Agreement.

Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

Surrounding Development

The subject site, which is occupied by a large, multi-tenant warehouse, is situated in the Oval Village – a transitional City Centre area designated for high-density, mixed-use development complementary to the Richmond Oval and the Village's waterfront location. Development in the vicinity of the subject site includes:

To the North: Across the former CP Rail corridor is property recently rezoned by Oval 8 Holdings Ltd. (ASPAC Developments, RZ 09-450962) for a five-phase, high-density, mixed use development including the construction of the new alignment of River Road (within the former CPR corridor) and the establishment of Pearson Way, which will be extended south by the subject developer to bisect 5440 Hollybridge Way.

To the East: Across Gilbert Road is a mix of older warehouses, light industrial uses, and a few newer medium/high-density residential buildings. North of the former CPR corridor the CCAP designates lands for future park, while to the south the area is designated for medium-density, mid-rise residential development. Most recently, an application by Onni for rezoning at 7731 and 7771 Alderbridge Way (RZ 11-5985209), which includes the southeast corner of the Gilbert Road/River Road intersection directly east of the subject site, was approved after Public Hearing for the construction of four 6-storey, wood-frame buildings containing 660 dwellings, the eastward extension of new River Road, and various other infrastructure improvements and amenities..

To the West: Across Hollybridge Way from the subject site is the Hollybridge drainage canal and Riparian Management Area (RMA) that, together with adjacent lands, are slated for development as a linear park by Onni, the developer of the fronting high-rise, high-density, mixed-use development.

To the South: Abutting the south side of the subject site is the City-owned Richmond Winter (curling) Club property, beyond which is Lansdowne Road and a site undergoing rezoning review (Cressey, RZ 12-602449).

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and related policies (e.g., affordable housing, child care, Aircraft Noise Sensitive Development). An overview of these policies, together with the developer's proposed response, is provided in the "Analysis" section of this report.

Consultation & Public Input

The subject rezoning is consistent with the Official Community Plan (OCP) and CCAP. City policies on consultation with the Richmond School District No. 38 and Vancouver International Airport do not apply to the subject application as no OCP amendment is proposed. The statutory Public Hearing will provide local property owners and other interested parties with the opportunity to comment on the application. In addition, the following consultation has been undertaken:

a) Public Art Committee: The developer met with the Committee on a preliminary basis in May 2012, to review public art opportunities in respect to the subject site. The Committee was supportive of the subject development and identified two priority locations for public art, including a key City Centre "gateway" at the site's northeast corner and a portion of the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest corner.

b) Child Care Advisory Committee: Staff conferred with the Committee in May 2012, in regard to anticipated child care need in and around the Oval Village. Input provided by the Committee has been taken into account in respect to the subject application.

Staff Comments

Based on staff's review of the subject application, including the developer's preliminary Transportation Impact Analysis (TIA) and other studies, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 7**. In addition, staff note the following:

a) Pearson Way Implementation: The CCAP requires that the developer dedicate a new street, Pearson Way, across the subject site, subdividing it into two lots. Richmond typically requires that any road dedication required in respect to the rezoning of a property is complete prior to rezoning adoption; however, existing lease agreements on the subject property prevent the demolition of the site's existing warehouse until mid-2013, thus, making it desirable to delay the dedication of Pearson Way until after rezoning adoption. To facilitate this, the Rezoning Considerations in respect to the subject rezoning require that prior to rezoning adoption, the developer must satisfy the following:

   - Register a blanket right-of-way on title and post a Letter of Credit, requiring that the warehouse is demolished prior to Development Permit issuance or December 31, 2013, whichever is first, and permitting the City, if in its sole discretion it deems it to be necessary, to undertake demolition of the existing building at the developer's sole cost;

- Grant a Public Rights of Passage right-of-way securing the Pearson Way alignment, including an option for the City to purchase via dedication;
- Register "no development" covenant(s) on title restricting Development Permit issuance for any portion of the development until the warehouse is demolished and the road is dedicated; and
- Register a "no build" covenant on title restricting Building Permit issuance until the developer enters into a Servicing Agreement (secured via a Letter of Credit) for the design and construction of Pearson Way, to the satisfaction of the City, and providing for the completion of Pearson Way in advance of occupancy of any portion of the subject site.

Analysis

Hollybridge Limited Partnership has made application to rezone a 20,425.4 m^2 (5.05 ac) warehouse/office property at 5440 Hollybridge Way to permit the construction of three residential towers containing 44,567.2 m^2 (479,733 ft^2) and 586 dwelling units, together with various amenities. The City Centre Area Plan (CCAP) designates the Oval Village for pedestrian-oriented, medium/high-density, residential and mixed-use development, with an emphasis on projects that support City objectives for the establishment of the Richmond Oval and Middle Arm waterfront as a "world class" destination for sport, wellness, recreation, and culture. The subject development is notable for being the fourth rezoning application in the Oval Village and the second on the inland side of new River Road. This, together with the subject development's large size, City Centre "gateway" location near the Dinsmore Bridge, proximity to the Oval, and frontages on River Road's designated retail "high street" and the Lansdowne "art walk" make it important to the success of the Oval Village's emerging urban community. Moreover, staff's review of the proposed development shows it to be consistent with City policy and supportive of CCAP objectives for the Oval Village, as per the following:

a) Village Centre Bonus (VCB) Amenity Contributions: The CCAP designates the subject site and surrounding Oval Village properties as a VCB area for the purpose of encouraging voluntary developer contributions towards child care by permitting a commercial density bonus of up to 1.0 FAR where a developer constructs at least 5% of the bonus floor area as turnkey child care space. ASPAC, via its recent rezoning north of the subject site (RZ 09-460962), has committed to providing a 464.5 m^2 (5,000 ft^2) turnkey child care facility for approximately 50 children; however, that facility may not be constructed for several years and, based on the amount and rate of growth in the area and recent input from Richmond's Child Care Advisory Committee, staff believe that the City should be taking steps to secure a second child care in or around the Oval Village before more VCB-designated sites (i.e. child care density bonus sites) are redeveloped. On this basis, staff recommend and the developer has agreed to the following:

   - ***Child Care***: The developer proposes to make a voluntary contribution of $874,000 to facilitate the construction of a City Centre City-owned child care facility (i.e. not-for-profit operator), the value of which contribution is based on the following, as determined to the satisfaction of the City:
     - Construction value of $450/$ft^2$, based on a turnkey level of finish and inclusive of costs related to necessary ancillary uses and spaces (e.g., outdoor play space, parking); and
     - A floor area of 180 m^2 (1,942 ft^2), based on 5% of the subject development's maximum permitted VCB floor area, as set out in legal agreements to be registered on title.

Note that staff recommend against the developer constructing a child care on the subject site because its VCB floor area is too small to generate a child care large enough to be operated in a cost-effective manner. Instead, prior to adoption of the subject rezoning, the developer shall make a voluntary cash contribution (100% of which shall be allocated for capital works) to the Child Care Development Reserve Fund or an alternative fund, as determined at the sole discretion of the City, for use in combination with funds/sites provided by other developer(s) in the Oval Village VCB area, to facilitate the construction of a City-owned child care facility. (Note that, if so determined at the sole discretion of the City, the facility may be used on an interim basis for an alternative community amenity if the operation of a City-owned child care facility is not immediately feasible/warranted.)

- ***Density Bonus Limit***: As noted above, the subject development's VCB floor area is small. This is due to the developer selecting to use only +/-0.2 FAR bonus density, rather than the full 1.0 FAR permitted under the CCAP and Zoning Bylaw (based on the developer's understanding that the subject development cannot reasonably sustain a greater amount of commercial use). Covenants and/or legal agreements will be registered on the subject site to restrict the subject development's VCB density to approximately 0.2 FAR, in accordance with the amount of the developer's proposed voluntary contribution and CCAP policy.

b) Affordable Housing: In accordance with the Richmond Affordable Housing Strategy, the CCAP applies a density bonus approach for use in regard to rezoning applications to ensure that apartment and mixed-use developments containing more than 80 units shall provide affordable (low-end market rental) housing units, secured via a Housing Agreement, the combined total habitable area of which units comprises at least 5% of the total residential floor area in the building. Under the Strategy, a developer is typically encouraged to disperse the affordable units throughout a building and, in the case of a phased development, to provide 5% affordable housing in each phase. In respect to the subject development, however, in the light of the developer's significant financial contribution to child care proposed for prior to rezoning, staff are supportive of the developer's proposal to provide 100% of the project's affordable housing in its second phase (i.e. thus, deferring affordable housing in respect to phase one, but accelerating the provision of affordable housing in respect to phase three). Furthermore, based on the proposed form and character of the subject development, staff are supportive of the project's affordable housing being consolidated in a stand-alone building fronting Pearson Way, provided that the developer provides additional floor area (over and above the City's basic 5% habitable space requirement) for common areas and ancillary uses made necessary by the developer's proposal to create a stand-alone building (e.g., hallways, lobbies, laundry rooms, indoor amenity space, mechanical rooms). The developer's combined total area of affordable housing proposed for Lot 2/Phase 2, which shall be constructed at the developer's sole cost, is estimated at 2,412.0 m^2 (25,963 ft^2) as follows.

Affordable Housing "Stand Alone" Building	Floor Area*
Net habitable floor area ▪ 5% of maximum permitted residential floor area on Lots 1 & 2	2,052.5 m2 / 22,094 ft2 29 units
Common area estimate (e.g., circulation, lobby)	289.5 m2 / 3,116 ft2
SUB-TOTAL	**2,342.0 m2 / 25,210 ft2**
Indoor amenity space ▪ OCP minimum requirement for buildings with less than 40 units	70.0 m2 / 753 ft2
TOTAL	**2,412.0 m2 / 25,963 ft2**

**Assumes standard Zoning Bylaw floor area ratio (FAR) exemptions.*

The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant 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	Estimated Number of Units*	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	Nil	37 m^2 (400 ft^2)	$788	$31,500 or less
1-Bedroom	18	50 m^2 (538 ft^2)	$875	$35,000 or less
2-Bedroom	9	80 m^2 (861 ft^2)	$1,063	$42,500 or less
3-Bedroom	2	91 m^2 (980 ft^2)	$1,275	$51,000 or less
TOTAL	29	Varies	Varies	Varies

* *Number of units and mix of unit types to be confirmed via the Development Permit approval process for Lot 2.*

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

Covenant(s) will be registered on title restricting Development Permit issuance for Lot 2 until the developer enters into a Housing Agreement to the satisfaction of the City.

c) Public Art: Preliminary consultation with the City's Public Art Committee confirmed that the subject site occupies a strategic public art location, bookended by an important City Centre "gateway" at its northeast (i.e. Dinsmore Bridge approach) and the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest. Prior to rezoning, the developer will prepare a detailed public art plan for these two locations based on a voluntary developer contribution of approximately $340,891, based on $0.75/$ft^2$, exclusive of affordable housing, or as per the rates in effect at the time of Development Permit approval.

d) Sustainable Development: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as the Oval Village, are well suited to this endeavour. In light of this, staff recommend, and the developer has agreed to the following:

- ***District Energy Utility (DEU)***: The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
- ***Leadership in Energy and Environmental Design (LEED)***: The CCAP requires that all rezoning applications greater than 2,000 m^2 in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy (i.e. a preliminary LEED Checklist has been submitted) and will demonstrate this at Development Permit stage and via the Servicing Agreement(s) for the developer's design and construction of street improvements.
- ***Eco-Amenity***: The CCAP encourages the creation of "eco-amenities": community resources that facilitate environmentally responsible living, while contributing to community identity and placemaking. Furthermore, CCAP engineering policies encourage opportunities for pilot projects that integrate infrastructure with natural systems to reduce costs and environmental impacts. In light of this, the developer and staff have

agreed that an eco-amenity in the form of a "rain garden" should be constructed within the subject site, along its Gilbert Road frontage. The garden (i.e. enhanced bio-swale) will be an important landscape feature of the project, and will take the place of some conventional on-site stormwater management systems, without any loss in level of service or increase in the overall cost to the developer. The design of the garden will slow infiltration, help to recharge the water table, and filter run-off from the subject site, thus, improving water quality entering the Fraser River. Moreover, being located along Gilbert Road at a prominent City Centre "gateway", the garden will enhance public enjoyment of the proposed Gilbert Road greenway and the continuity of its landscape, Richmond's "garden city" image, and public awareness and enjoyment of natural systems in the urban environment. Detailed design of the rain garden will be undertaken via the Development Permit review and approval process for Lot 1, in coordination with the design of the Gilbert Road greenway.

- ***6900 River Road (Heritage/ESA Woodlot & Park):*** The City-owned lot at 6900 River Road, adjacent to Gilbert Road, is designated as a park, heritage woodlot, and Environmentally Sensitive Area (ESA). Any development in the vicinity of 6900 River Road, including the subject development, must be considered from the perspective of its potential impacts on the long-term viability of the park's heritage landscape and environmental resources (e.g., shading, drainage or water table changes), and in some cases a Heritage Alteration Permit may be required. While no significant impacts on 6900 River Road are anticipated as a result of the subject development, prior to rezoning adoption, covenants will be registered on 5440 Hollybridge Way restricting Development Permit issuance until the developer demonstrates to the satisfaction of the City that:
  - Potential impacts are minimized; and
  - In the event of identified impacts, a strategy for mitigation and/or compensation is prepared by an accredited arborist and/or environmental professional and legal agreements and/or security are provided for the strategy's implementation.
- ***Tree Protection***: Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy, as per the following table.

Bylaw-Size Trees (20 cm DBH min.)	Existing Trees	Trees Retained	Trees Relocated	Trees Proposed for Removal & Replacement		
				# Trees Removed	Replacement Trees	Deciduous Min. Caliper / Coniferous Min. Height
On-Site (Deciduous)	11	0	0	11	22	4 @ 6 cm / 14 @ 9 cm / 4 @ 10 cm
On-Site (Coniferous)	12	0	0	12	24	2 @ 4 m / 8 @ 5 m / 6 @ 5.5 m / 8 @ 6 m
On-Site (Cedar hedge)	+/-57	0	0	+/-57	57	Low-growing hedge
Off-Site (Gilbert Road)	1	1	0	Tree protection required for City tree as per City bylaw		
Total	81	1	0	80	103	-

The existing cedar hedge along the common property line of 5440 Hollybridge Way and the Richmond Winter Club site shall be replaced with a new evergreen hedge incorporating a minimum of 57 trees and extending along the Winter Club's proposed Pearson Way frontage and out to Gilbert Road. The purpose of the new hedge is to screen views to/from the Winter Club property until that site is redeveloped and screening is no longer desired (i.e. due to new landscaping and/or architectural features)

Landscape design and installation of the hedge shall be managed, to the satisfaction of the Director of Development and Senior Manager, Parks via Development Permit and/or Servicing Agreement processes, as applicable.

- ***Flood Management Strategy***: The CCAP encourages measures that will enhance the ability of developments to adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. The developer has agreed to comply and proposes that all habitable spaces will have a minimum elevation of 2.9 m geodetic, except for entry lobbies and commercial along/near Hollybridge Way, which will have a minimum elevation of 0.3 m above the crown of the fronting street (as permitted under City policy).

- ***Aircraft Noise Sensitive Development (ANSD)***: The subject site is situated within ANSD "Area 2", which permits ANSD uses (e.g., residential, child care), except single-family houses, provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required. **(Attachment 3)**

e) Infrastructure Improvements: The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend, and the developer has agreed to, the following:

- ***Road Network Improvements***: As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways (e.g., Pearson Way, Hollybridge Way widening), the extension of bike routes and pedestrian walkways (including temporary frontage improvements beyond the frontage of the subject site in respect to Zoning Bylaw Transportation Demand Management parking relaxation incentives), and the installation of amenities (e.g., transit shelter). The design of all required transportation improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer's construction of the require improvements, secured via Letters of Credit, shall be managed via the City's Servicing Agreement (SA) process, as follows;

  - Servicing Agreement #1: Prior to rezoning, the developer shall enter into a first SA, secured via a Letter(s) of Credit, for the construction of pedestrian improvements along the site's River Road frontage and road works within Gilbert Road (excluding works behind the curb). Construction shall be complete prior to occupancy of any portion of Lot 1.

  - Servicing Agreement #2: Prior to Building Permit issuance for Lot 1 (east), the developer shall enter into a second SA, secured via a Letter(s) of Credit, for the construction of Pearson Way (excluding the full frontage of Lot 2), pedestrian improvements along the site's Gilbert Road frontage, a temporary walkway along the

Richmond Winter Club's Gilbert Road frontage, the realignment of Hollybridge Way, a new signalized intersection at Hollybridge Way/Pearson Way and the completion of other Lot 1 frontage works. Construction shall be complete prior to occupancy of Lot 1.

- Servicing Agreement #3: Prior to Building Permit issuance for Lot 2 (west), the developer shall enter into a final SA, secured via a Letter(s) of Credit, for the completion of Lot 2's River Road, Hollybridge Way, and Pearson Way frontages. Construction must be complete prior to occupancy of Lot 2.

- ***Engineering Improvements***: The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades, undergrounding of private utilities, coordination of required works with Metro Van's trunk sewer, and related improvements, as determined to the satisfaction of the City. The design of all required engineering improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer shall be required to enter into Servicing Agreements for the construction of the required engineering works, secured via Letters of Credit, as follows:

  - Servicing Agreement #1: Prior to rezoning adoption, all required engineering works, except those located within the proposed Pearson Way right-of-way; and
  - Servicing Agreement #2: Prior to Building Permit issuance for any portion of Lot 1/Phase 1 (west of Pearson Way), all required engineering works within the Pearson Road right-of-way.
  - Servicing Agreement #3: No works are required (except as may arise due to special circumstances identified via the Development Permit approval process for Lot 2).

  All engineering works must be complete to the satisfaction of the City prior to occupancy of any portion of Lot 1/Phase 1.

f) Development Phasing: Covenant(s) will be registered on the subject site to ensure that the phasing of public works and amenities (e.g., construction of roads, park, affordable housing contributions, residential amenity spaces) are appropriately coordinated with the construction of the developer's market housing.

g) Form of Development: The developer proposes to construct a high-rise, high-density residential development over ground floor retail on a prominent site located near the Richmond Oval, the Dinsmore Bridge "gateway", and the City's proposed Lansdowne Road "art walk". The site is bounded by three important streets, Gilbert Road, new River Road (former CPR corridor), and Hollybridge Way, and will be subdivided by a fourth, Pearson Way. In addition, the site fronts on the Oval Village's proposed pedestrian-oriented retail "high street" (River Road) and has major greenway routes designated for both its Gilbert Road and Hollybridge Way frontages. The developer's proposed form of development, which is a combination of streetwall-type buildings and three towers, generally conforms to the CCAP and its Development Permit (DP) Guidelines and is well-suited to the demands and opportunities of its site. In particular, the development has successfully demonstrated:

- A strong urban concept providing for a high-density, pedestrian-friendly environment;

- Variation in building height, including two 15-storey towers at the site's "landmark" corners and one 10-storey "mid-block" tower, that together help to provide for upper-level views across the site for on-site residents and neighbours, skyline interest, and sun access to usable rooftop spaces and the River Road "high street";
- A mid-rise building typology that suggests a "series of buildings", which serves to break up the development's large scale, contribute towards visually engaging streetscapes, and create opportunities to develop a distinctive and varied retail character at grade; and
- A strong landscape strategy, especially in the treatment of the development's podium roofs and the site's Gilbert Road frontage, the latter of which incorporates a rain garden that, in combination with public "greenway" features, contributes towards a distinctive, park-like character complementary to Gilbert Road's "gateway" role and the City's adjacent heritage woodlot at 6900 River Road.

Development Permit (DP) approval to the satisfaction of the Director of Development for the first phase of the subject development (Lot 1, east of Pearson Way) will be required prior to rezoning adoption. The required DP for Lot 1 shall include a "master plan" for the development of both Lots 1 and 2, to guide future DP review and approval of Lot 2. Where the DP "master plan" process identifies form of development and/or related issues requiring legal agreements or other measures in respect to Lot 2 (e.g., covenant restricting mid-block tower height, form of affordable housing stand-alone building), any such requirements shall be satisfied by the developer prior to DP issuance for Lot 1.

At DP stage, among other things, design development is encouraged to:

- Refine the individual characters of the project's three towers, together with their interfaces with the fronting streets, the development's mid/low-rise massing, and the skyline;
- Ensure that the project's large tower floorplates do not appear blocky;
- Provide for an attractive residential interface with the street, especially where building setbacks are minimal as at the proposed affordable housing building;
- Explore opportunities to create vibrant retail streetscapes that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings;
- Refine the rain garden concept in respect to its form and character, together with the potential environmental role of this and other project features in respect to CCAP "eco-amenity" and related "green building" objectives;
- Refine the rooftop landscape concept, taking into consideration, among other things, how the lower 2-storey portions of the project's podium frontages can best "fit" with the development's taller forms; and
- Address how best to coordinate the parking/loading areas and access points on both lots so as to minimize impacts on the streetscape and neighbours.

h) Zoning Bylaw Amendment: The CCAP identifies new roads that are to be secured as voluntary developer contributions via Richmond's development approval processes. In cases where such roads are not eligible for financial compensation via the Development Cost Charge (DCC) program, such as in the case with Pearson Way, the CCAP permits those roads to be dedicated without any reduction the developer's buildable floor area. In order to implement the CCAP policy in respect to Pearson Way, as part of the subject rezoning, minor amendments are proposed to the RCL3 zone specific to 5440 Hollybridge Way.

i) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately $113,630, based on $0.25 per buildable square foot, to the City's community planning reserve fund.

Financial Impact or Economic Impact

a) Land Acquisition: The CCAP requires that the developer reconfigure the existing intersection of Lansdowne Road at Hollybridge Way and dedicates a new street, Pearson Way, across the subject site. The alignment of the required road improvements encroaches onto the City-owned Richmond Winter Club lot (5540 Hollybridge Way), thus, making it necessary for the developer to acquire 297.7 m^2 (0.07 ac) of the City lot for dedication as road. 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 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. All costs associated with the purchase and sales agreement shall be borne by the developer.

b) Child Care: The subject rezoning proposes that the developer voluntarily contributes funds towards the Child Care Development (100% capital) Reserve Fund or an alternative fund, as determined by the City, to help facilitate the construction, by others, of an off-site child care facility in or around the Oval Village. The City will seek to work with future developers in the Oval Village area to secure a potential location for a child care facility, the construction of which facility could be paid for in part by the subject developer's voluntary contribution. Any proposal for a future child care, together with applicable business terms, funding opportunities, and rezoning/development considerations, shall be determined to the satisfaction of the City and will be brought forward for consideration by Council in a future report.

Conclusion

The subject development is consistent with Richmond's objectives for the subject property and the Oval Village, as set out in the CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, and related policies. The developer's proposed voluntary contribution towards the Child Care Development (100% capital) Reserve Fund or an alternative fund to help facilitate the

construction of a City-owned child care in or around the Oval Village is timely given the area's rapid growth; and, the developer's proposed stand-alone affordable housing building will contribute towards a more inclusive community by enhancing the area's housing choices. Overall, the subject development is a well-planned, attractive development that will contribute to the livability and amenity of the Oval Village and broader City Centre area. On this basis, staff recommend support for the subject rezoning and related bylaws.

Suzanne Carter-Huffman.

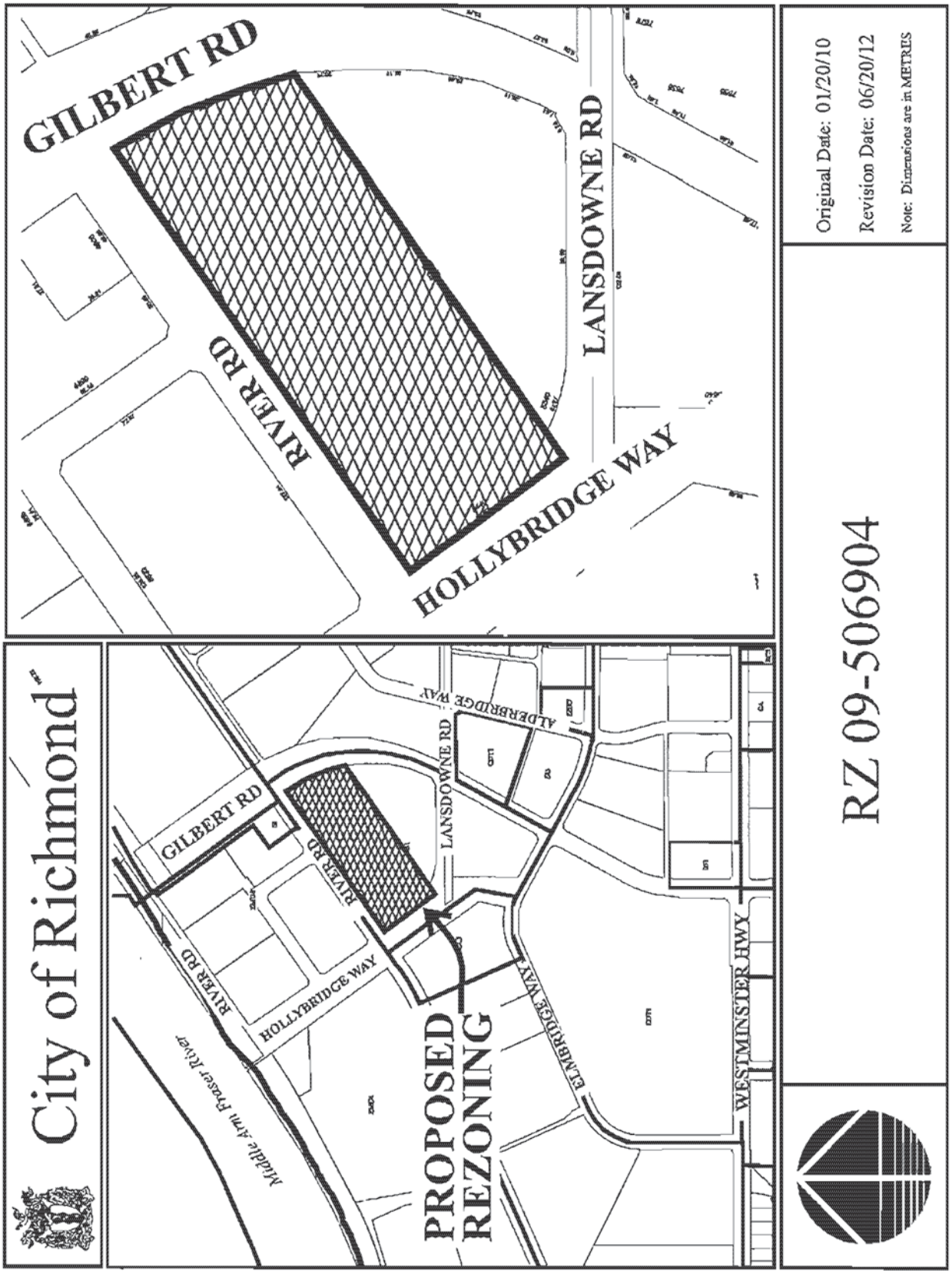
Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

Attachments

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSD) Map
4. City Centre Area Plan Specific Land Use Map: Oval Village (2031)
5. Development Application Data Sheet
6. Development Concept
7. Rezoning Considerations, including the following schedules:
    - A. Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)
    - B.1 Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)
    - B.2 Detail of Preliminary Subdivision Plan at Hollybridge Way
    - C.1 Preliminary Right-of-Way Plan for Interim Pearson Way
    - C.2 Preliminary Right-of-Way Plan excluding Pearson Way
    - D. Preliminary Functional Road Plan
    - E. Preliminary Phasing Plan

ATTACHMENT 1
Location Map



ATTACHMENT 2
Aerial Photograph

RZ 09-506904

Original Date: 01/21/10

Amended Date: 06/20/12

Note: Dimensions are in METRES

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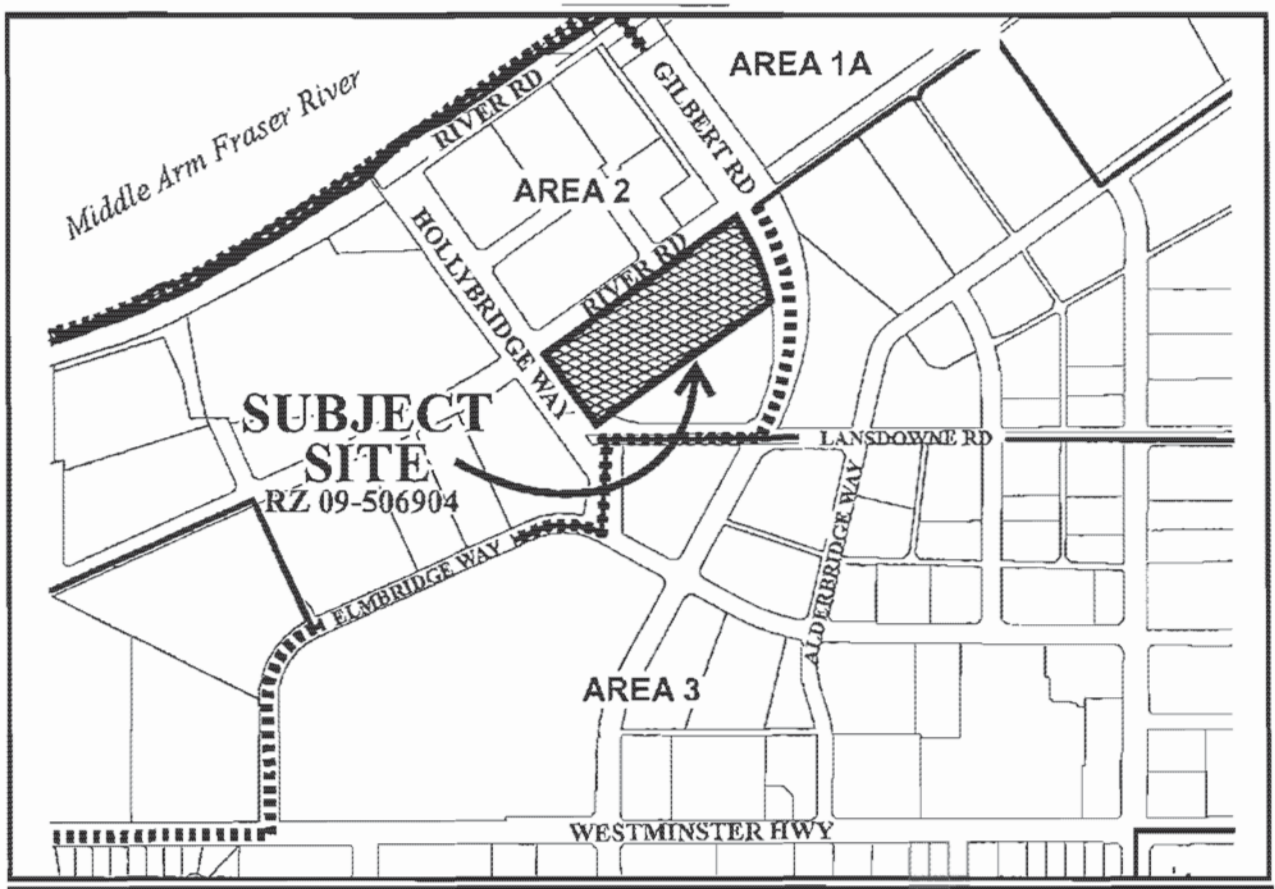


LEGEND

Aircraft Noise Sensitive Development Policy (ANSD) Areas
(see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A - New Aircraft Noise Sensitive Land Use Prohibited.

AREA 1B - New Residential Land Uses Prohibited.

Areas Where Aircraft Noise Sensitive Land Uses May be Considered: Subject to Aircraft Noise Mitigation Requirements:

AREA 2 - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

AREA 3 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

AREA 4 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

No Aircraft Noise Mitigation Requirements:

AREA 5 - All Aircraft Noise Sensitive Land Use Types May Be Considered.

▪▪▪▪▪▪▪▪ **Objective:** To support the 2010 Olympic Speed Skating Oval
- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)

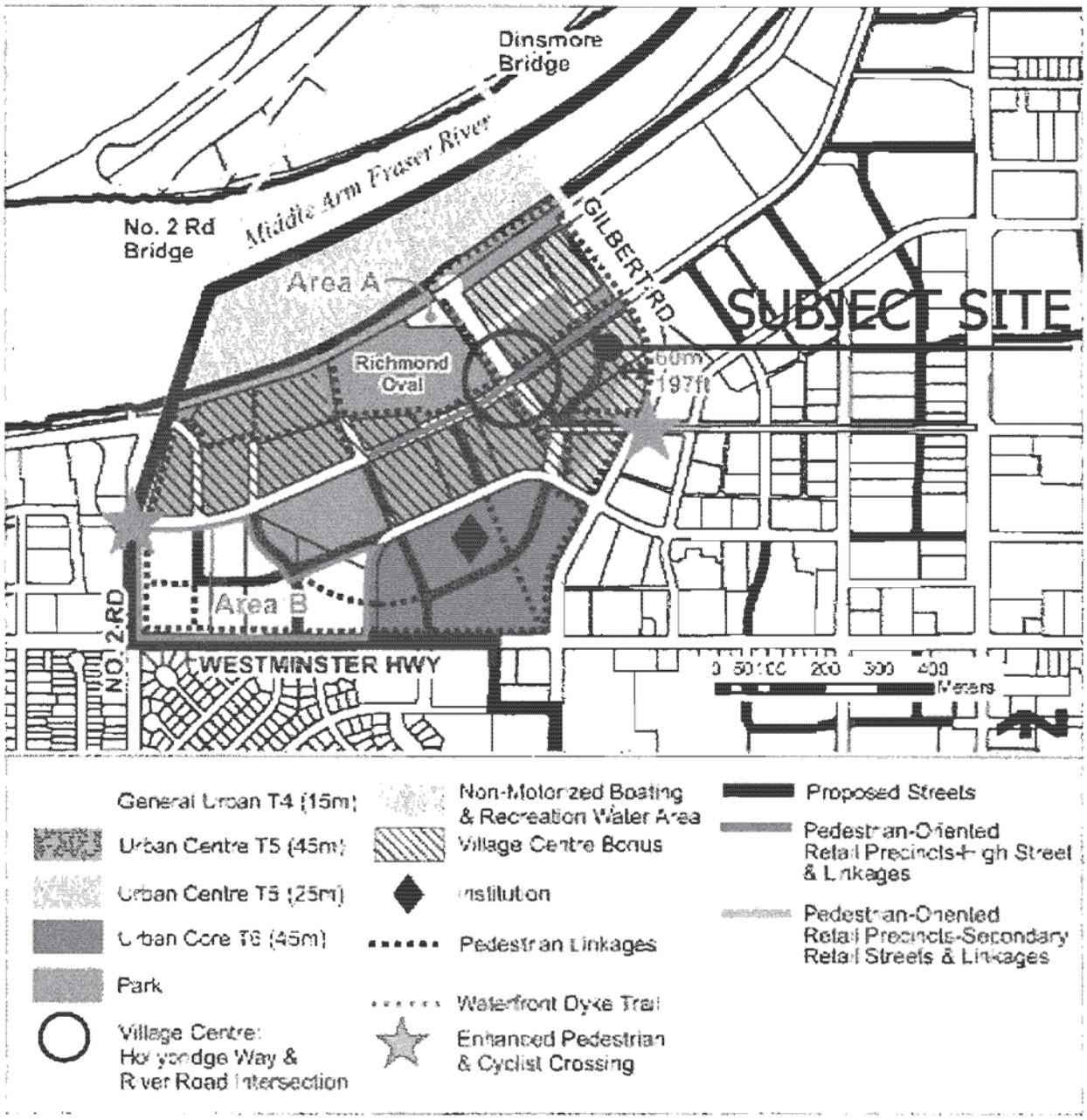
Aircraft Noise Sensitive Development Location Map

Original Date: 01/21/10

Amended Date: 06/20/12

Note: Dimensions are in METRES

Specific Land Use Map: Oval Village (2031)



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City of Richmond

Development Application Data Sheet

Planning and Development Department

RZ 09-506904

Address: 5440 Hollybridge Way, together with a portion of 5540 Hollybridge Way (Richmond Winter Club)

Applicant: Hollybridge Limited Partnership

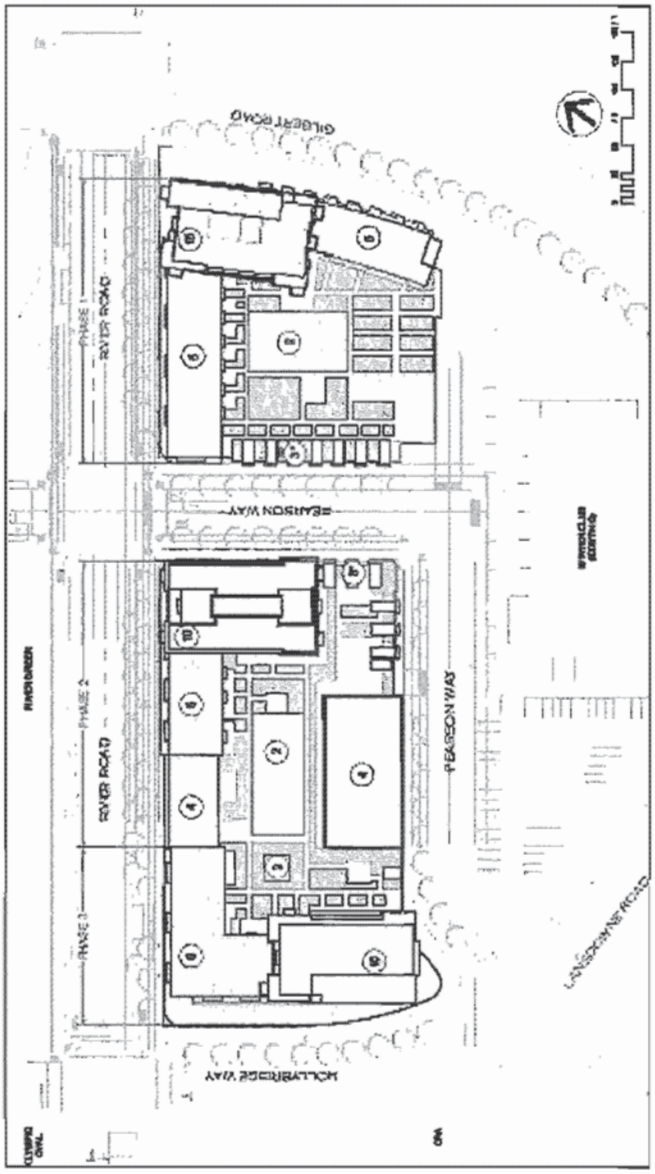
Planning Area(s): City Centre (Oval Village)

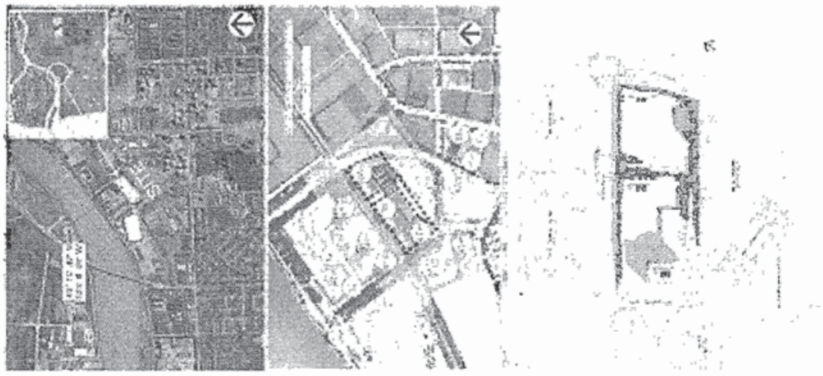
	Existing	Proposed
Owner	▪ 0815024 B.C. Ltd. ▪ City of Richmond (Richmond Winter Club)	▪ Hollybridge Limited Partnership
Site Size (m^2)	▪ 5440 Hollybridge Way: 20,425.4 m2 ▪ Part of Winter Club: 297.7 m2 ▪ Total: 20,723.1 m2	▪ Dedicated City Roads: 4,061.4 m2 ▪ Building Site: 16,661.7 m2; however, "net development site" for calculating buildable floor area is 20,524.6 m2 (i.e. including a dedicated, CCAP "minor street")
Land Uses	▪ Warehouse & office	▪ High-rise residential towers over ground floor commercial uses, together with a "stand-alone" affordable housing building
OCP	▪ Mixed Use	▪ No change
City Centre Area Plan (CCAP) Designation	▪ Urban Centre T5 (45 m & 25 m): 2 FAR ▪ Village Centre (commercial) Bonus: 1 FAR ▪ Pedestrian-Oriented Retail @ River Road ▪ Greenways @ Hollybridge Way & Gilbert Road	▪ No change
OCP Aircraft Noise Sensitive Development Policy (ANSD)	▪ "Area 2": ANSD uses are permitted, provided that a covenant, noise mitigation, and air conditioning or equivalent are provided ▪ Residential uses are limited to 2/3 of maximum buildable floor area (as per CCAP designation)	▪ No change
Zoning	▪ Industrial Business Park (IB1)	▪ Residential/Limited Commercial (RCL3), including a text amendment to permitting floor area to be calculated on a dedicated "minor street" (as per CCAP policy)

Proposed Development	Lot 1 & Stage 1	Lot 2 & Stage 2	Total
RESIDENTIAL	**15,437.0 m2**	**25,612.0 m2**	**41,049.2 m2* / 586 units** **excluding amenity space*
a) Market Housing (MH)			
▪ MH units & common areas	15,437.0 m2 223 units	23,270.0 m2 334 units	38,707.2 m2* / 557 units **excluding amenity space*
▪ MH indoor amenity space @ 2 m2/unit for 200+ units	(446.0 m2)	(668.0 m2)	
b) Affordable Housing (AH) "Stand Alone" Building			
▪ AH net unit area @ 5% of combined total maximum permitted residential floor area on Lots 1 & 2	-	2,052.5 m2 29 units	2,342.0 m2* / 29 units **excluding amenity space*
▪ AH common areas (e.g., circulation, lobby)	-	289.5 m2	
▪ AH indoor amenity space (OCP: 70 m2 for < 40 units)	-	(70.0 m2)	
▪ AH sub-total including indoor amenity space	-	2,412.0 m2	
COMMERCIAL (100% at grade)	**1,101.0 m2**	**2,417.0 m2**	**3,518.0 m2**
TOTAL (excluding amenity space)	**16,538.0 m2**	**28,029.0 m2**	**44,567.2 m2*** **excluding amenity space*

***NOTE**: All floor areas assume standard Zoning Bylaw Floor Area Ratio (FAR) exemptions (e.g., parking, stair shafts).*

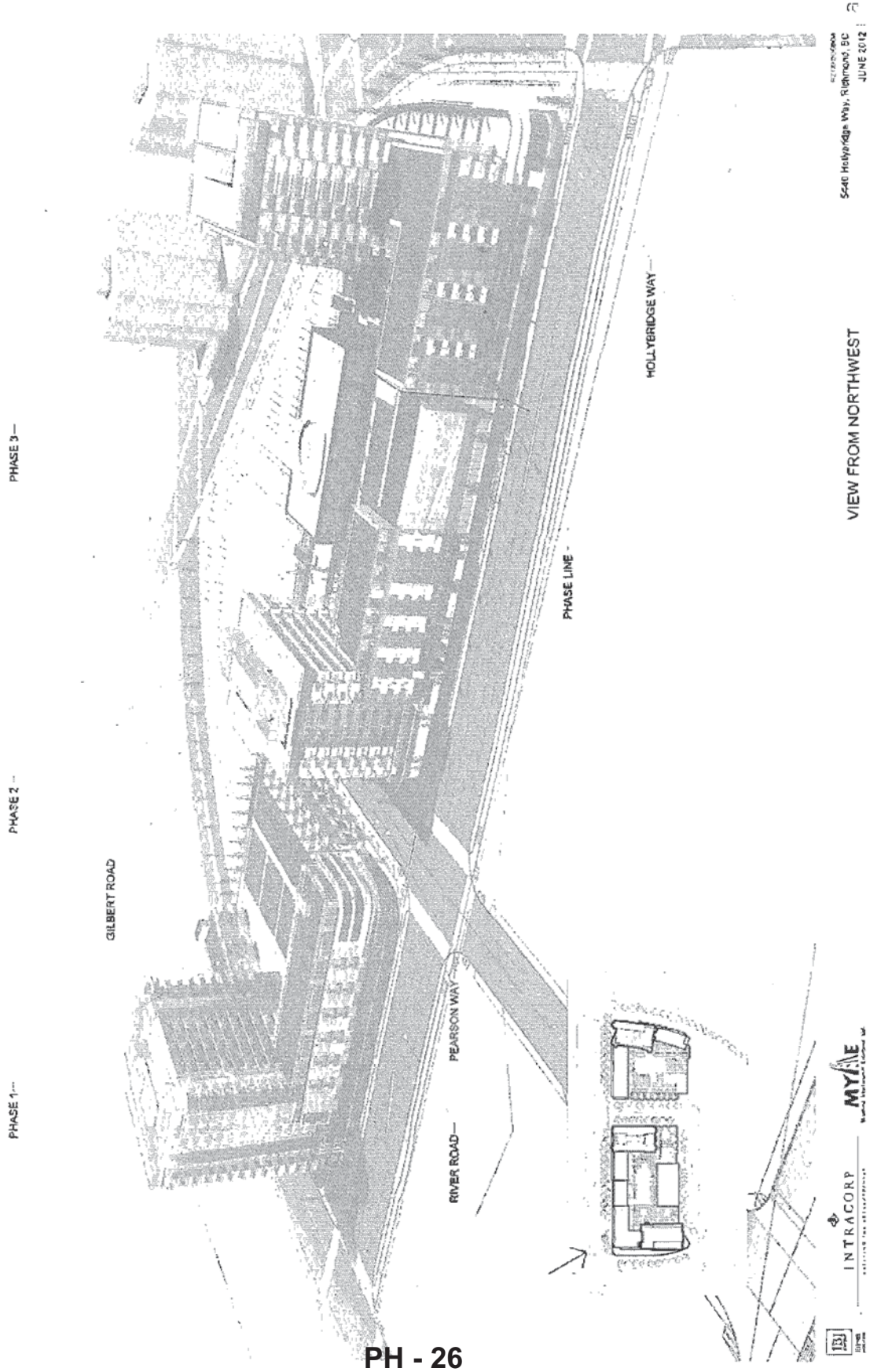
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	▪ Residential: 2.0 FAR max ▪ Commercial Bonus: 1.0 FAR max ▪ Total: 3.0 FAR max; HOWEVER, net site density may be increased if a CCAP non-DCC road is dedicated	▪ Residential: 2.0 FAR; HOWEVER, 2.463 FAR is permitted on the basis that a CCAP non-DCC road (Pearson Way) is dedicated ▪ Commercial Bonus: 0.217 FAR ▪ Total: 2.680 FAR	none
Lot Coverage: Buildings & roof over parking	▪ 90% max	▪ Lots 1 & 2: +/-79% total	none
Lot Size	▪ 4,000 m2 min	▪ Lot 1 (east): 6,823.5 m2 ▪ Lot 2 (west): 9,834.5 m2	none
Setback @ Street	▪ 6 m minimum, but may be reduced to 3 m based on approved design	▪ 3 m min	none
Setback @ Interior Property Line	▪ Nil	▪ 9.6 m min.	none
Height	▪ RCL3 zone: 47 m geodetic ▪ CCAP "typical maximum": 25 m within 60 m of Gilbert Road & 47 m geodetic elsewhere	▪ RCL3 zone: 47 m geodetic ▪ CCAP: Exceeds 25 m along Gilbert Road to provide for a "gateway" tower	none
CCAP Tower Height Variation	▪ Tower heights should be varied to contribute to a visually interesting skyline & enhance views through/across the area	▪ Two 15-storey towers at key corners & one 10-storey tower located mid-block	none
CCAP Tower Floorplate Size	▪ Above 25 m: 650 m2 max	▪ Lot 1 (east): 835 m2 ▪ Lot 2 (west): 835 m2	Allows for greater tower separation & tower height variation, which enhance views & sunlight penetration with negligible impact on neighbours
CCAP Tower Separation	▪ Above 25 m: 35 m min	▪ Between Lot 1 & 2: 73.3 m ▪ On Lot 2: 71.0 m	none
Flood Construction Level	▪ 2.9 m geodetic minimum for habitable spaces, but may be reduced to 0.3 m above the crown of the fronting street	▪ Dwellings: 2.9 m geodetic min ▪ Lobbies & commercial: 0.3 m minimum above the crown of the fronting street	none
Off-street Parking Spaces: ▪ Market housing: 1.2/unit ▪ Affordable housing: 0.9/unit ▪ Commercial: 4.2/100 m2 (including visitor parking) ▪ Up to 10% reduction permitted for City-approved Transportation Demand Management (TDM) measures	Lot 1 (east): ▪ Market housing: 268 ▪ Commercial: 46 ▪ Sub-Total: 314 ▪ Total less 10% (TDM): 282	▪ 282 spaces min.	none
	Lot 2 (west): ▪ Market housing: 401 ▪ Affordable housing: 26 ▪ Commercial: 102 ▪ Sub-Total: 503 ▪ Total less 10% (TDM): 476	▪ 476 spaces min.	none
Amenity Space: Outdoor ▪ OCP: 6 m2/unit usable space (e.g., play space) *plus* ▪ CCAP: 10% of net site area as landscaping	Lot 1 (east): ▪ OCP: 1,338 m2 ▪ CCAP: 682 m2 ▪ Total: 2,020 m2	▪ Roof/market units: 2,297 m2 ▪ Ground: 538 m2 ▪ Total: 2,835 m2	none
	Lot 2 (west): ▪ OCP: 2,160 m2 ▪ CCAP: 984 m2 ▪ Total: 3,144 m2	▪ Roof/market units: 2,173 m2 ▪ Roof/affordable units: 737 m2 ▪ Ground: 304 m2 ▪ Total: 3,214 m2	none
Green Roofs	▪ CCAP encourages "green roofs" on all lower level roofs not required for outdoor amenity space	Proposed roof coverage: ▪ 52% amenity space ▪ 18% inaccessible green roof ▪ 30% other (i.e. tower roofs)	none





SITE PLAN / LOCATION / CONTEXT

8440 Hollybridge Way, Richmond, BC
JUNE 2012


PHASE 1
PHASE 2
PHASE 3
GILBERT ROAD
RIVER ROAD
PEARSON WAY
PHASE LINE
HOLLYBRIDGE WAY
VIEW FROM NORTHWEST
5440 Hollybridge Way, Richmond, BC
JUNE 2012
INTRACORP
MYTAE

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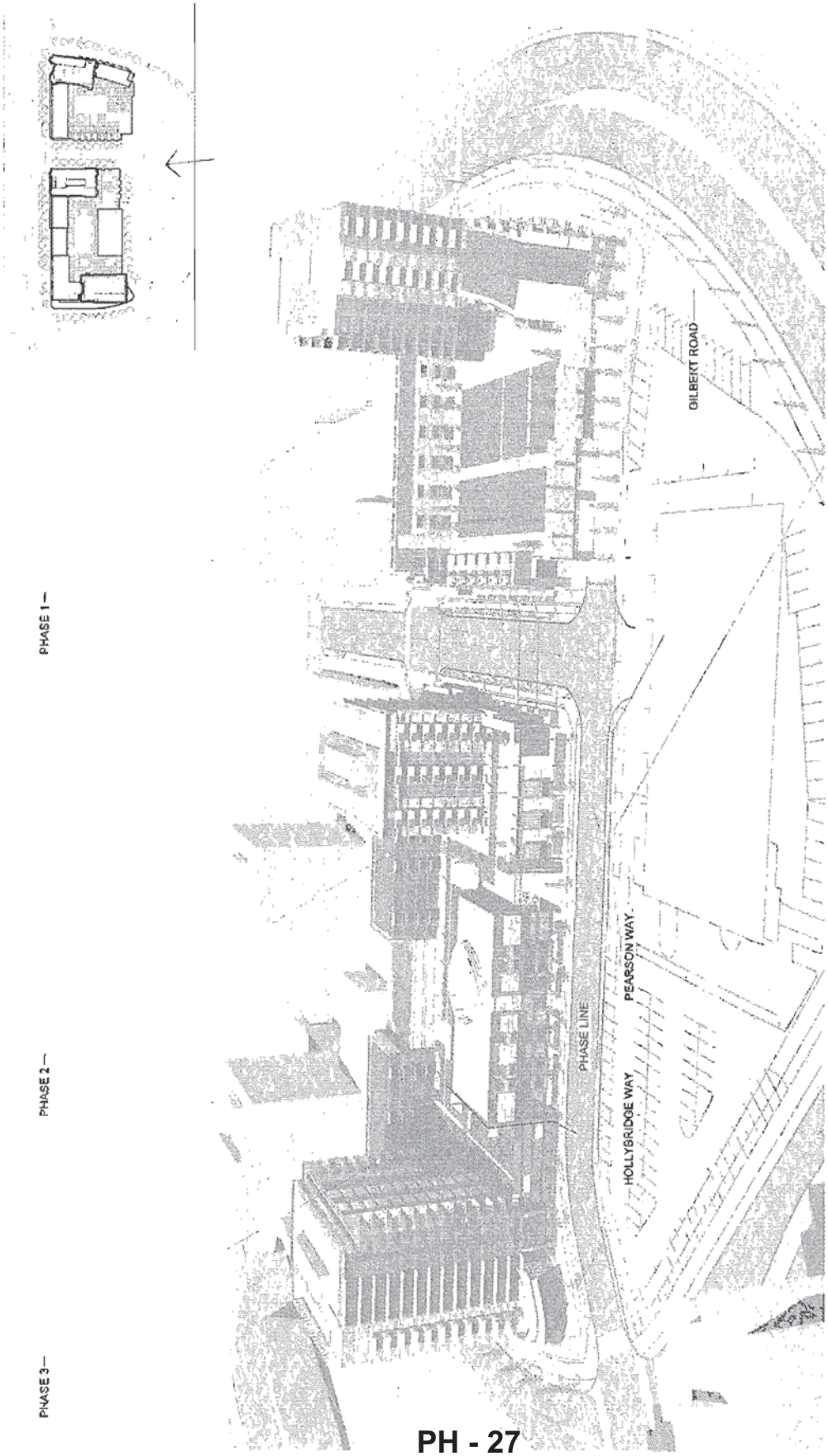
ATTACHMENT 6
Development Concept



VIEW FROM SOUTHEAST

5440 Hollybridge Way, Richmond, BC
JUNE 2012

INTRACORP

MYAE

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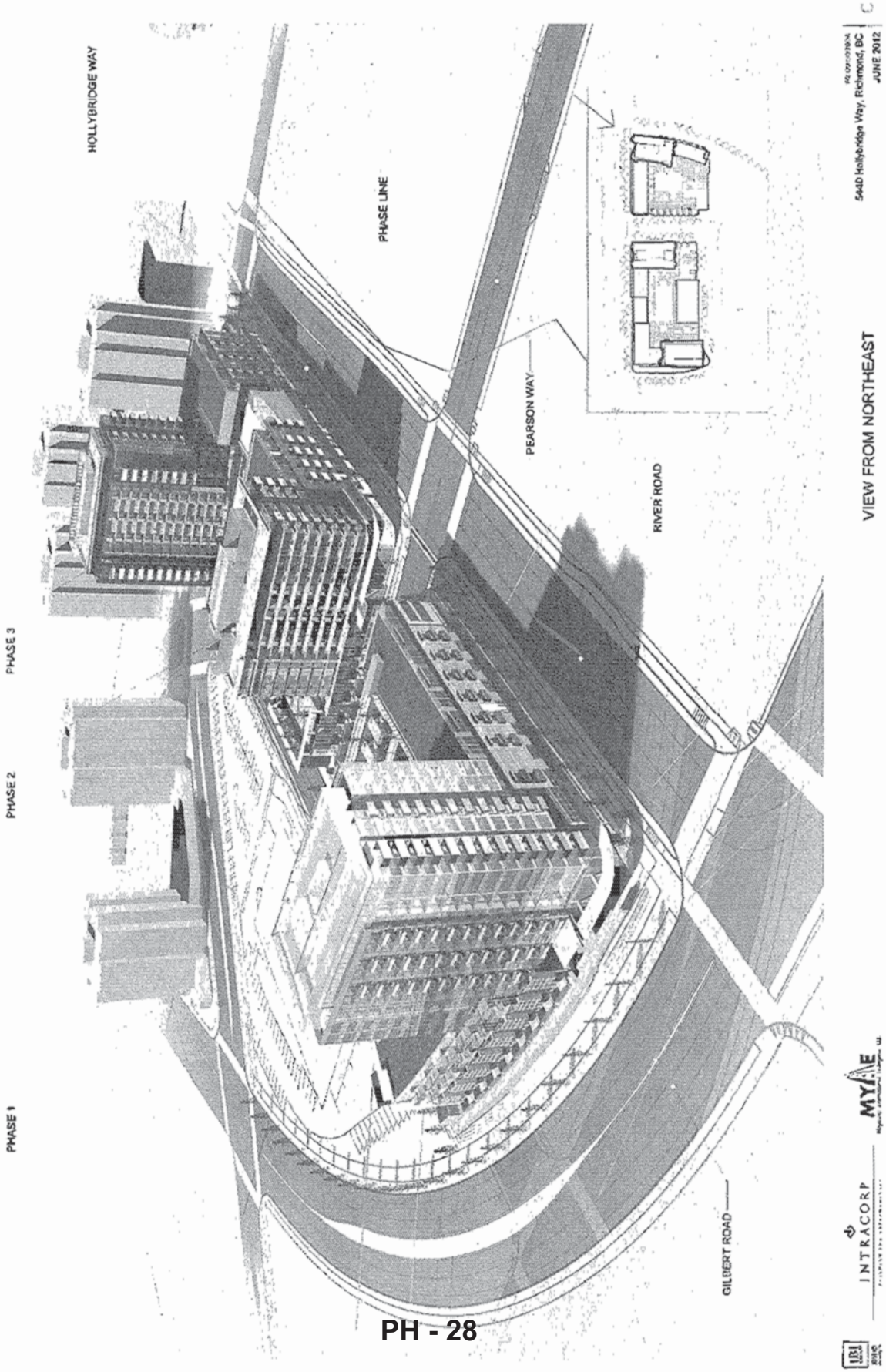
HOLLYBRIDGE WAY
PHASE LINE
PEARSON WAY
RIVER ROAD
GILBERT ROAD
PHASE 1
PHASE 2
PHASE 3
VIEW FROM NORTHEAST
5440 Hollybridge Way, Richmond, BC
JUNE 2012
INTRACORP
MYTAE

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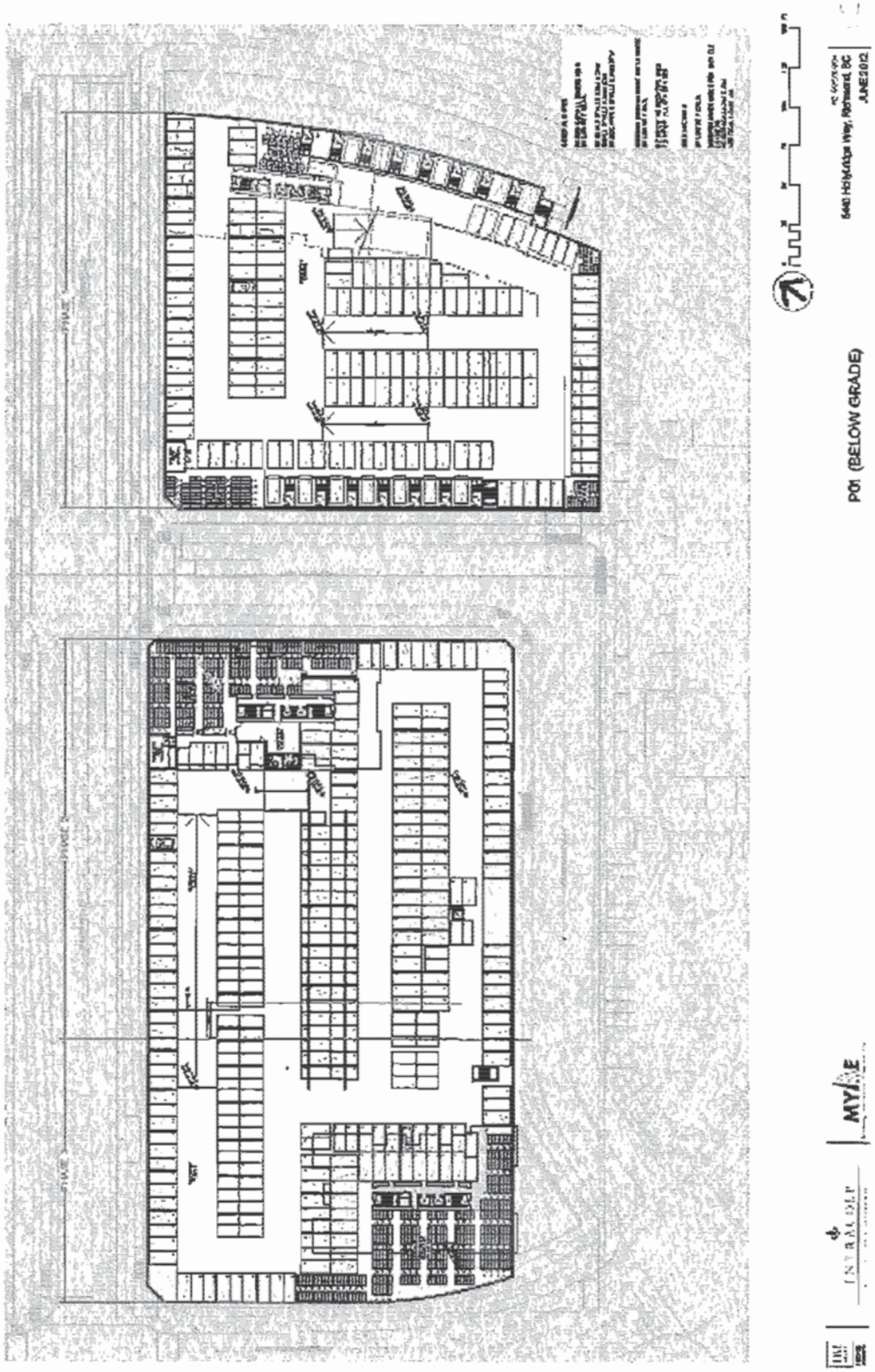
P01 (BELOW GRADE)
5440 Highway, Richmond, BC
JUNE 2012

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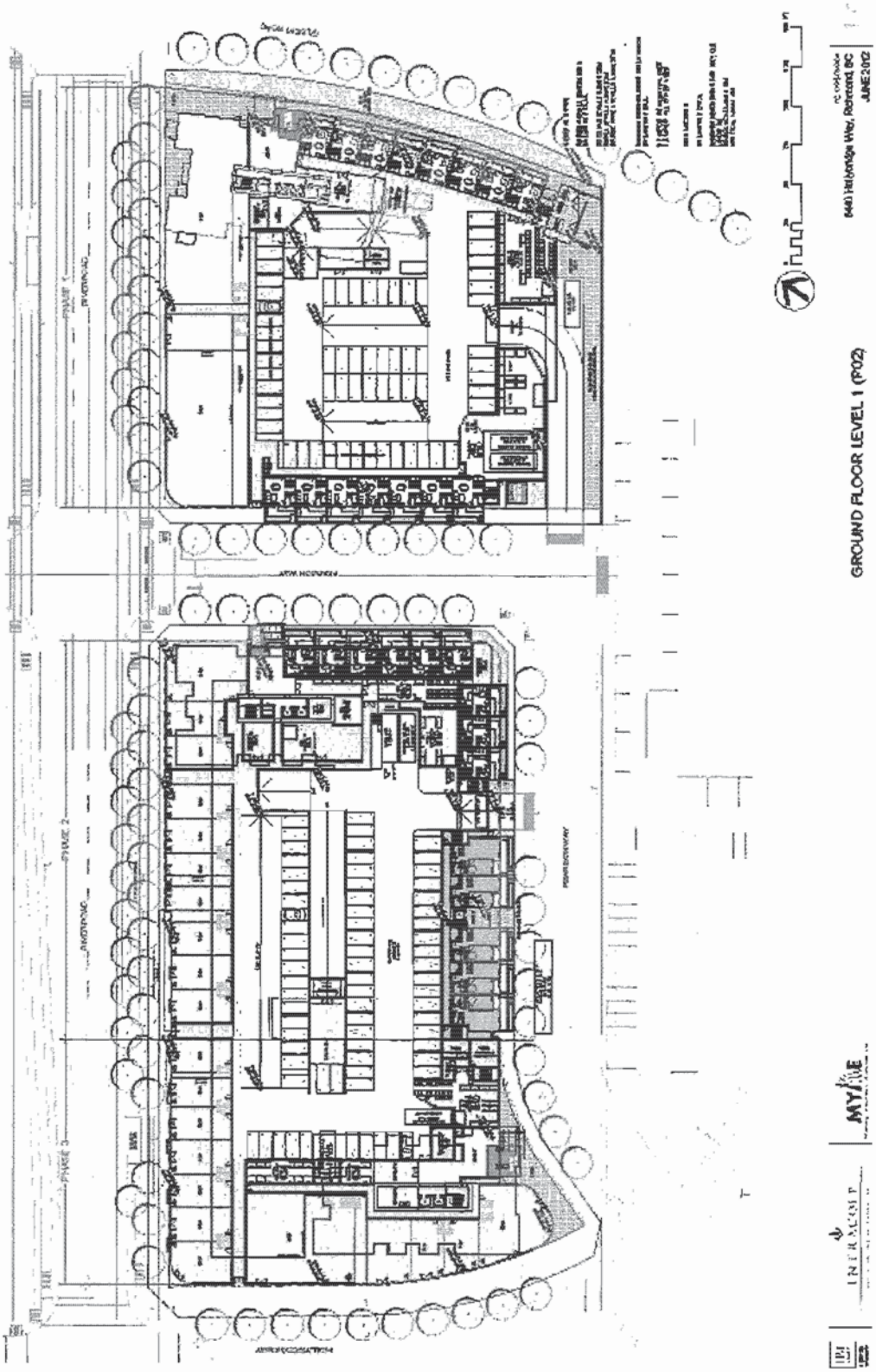

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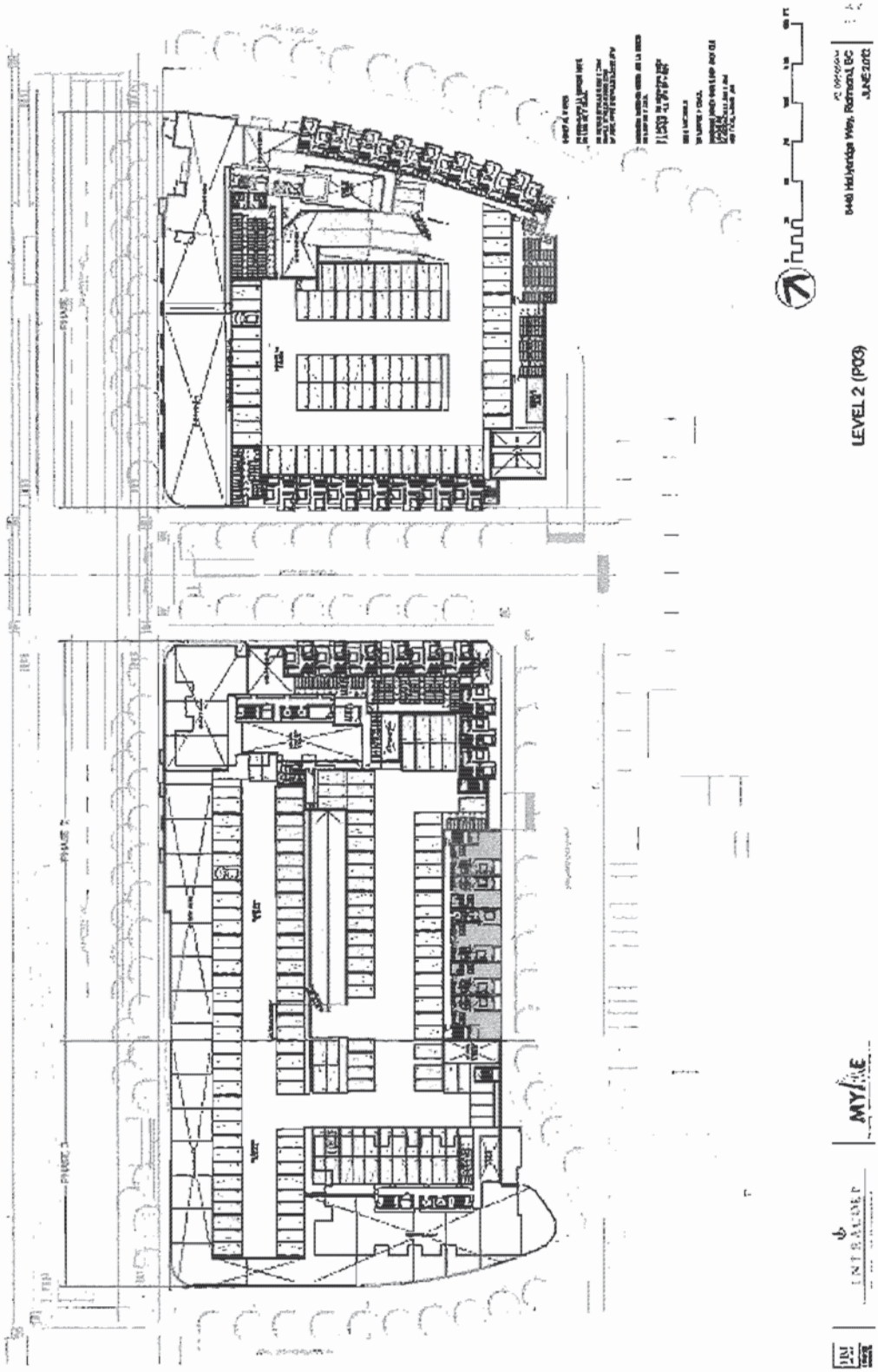

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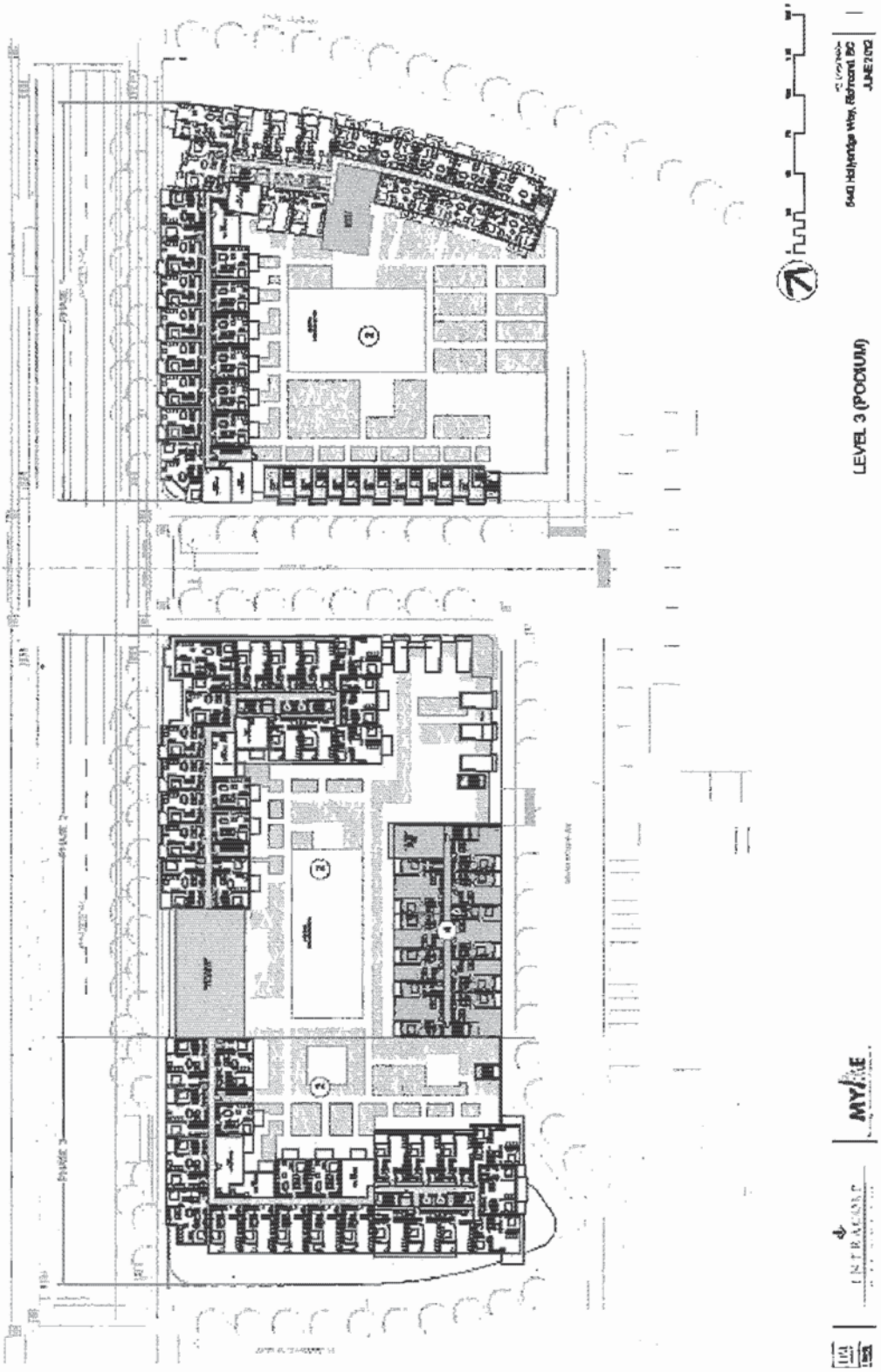

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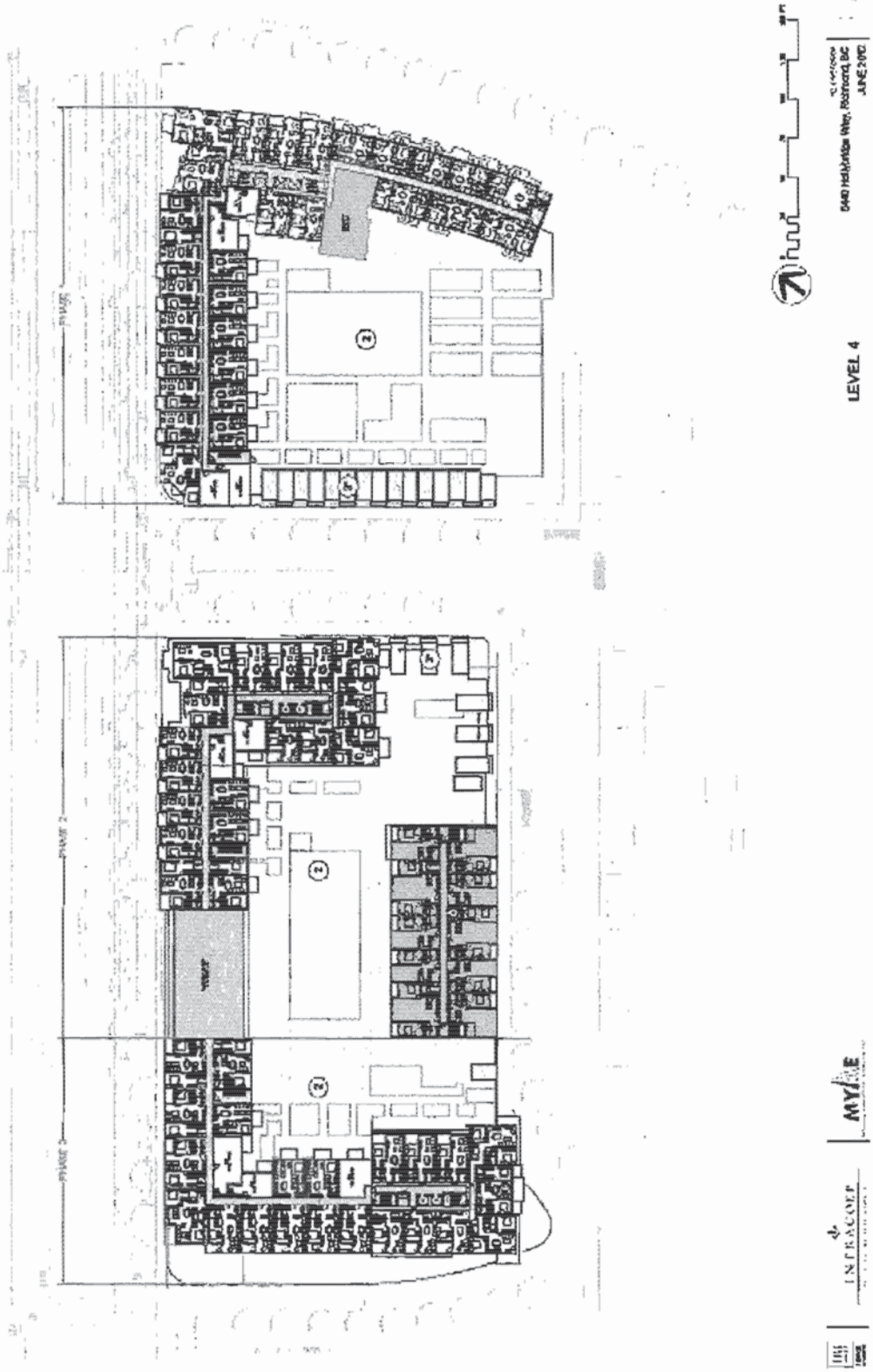

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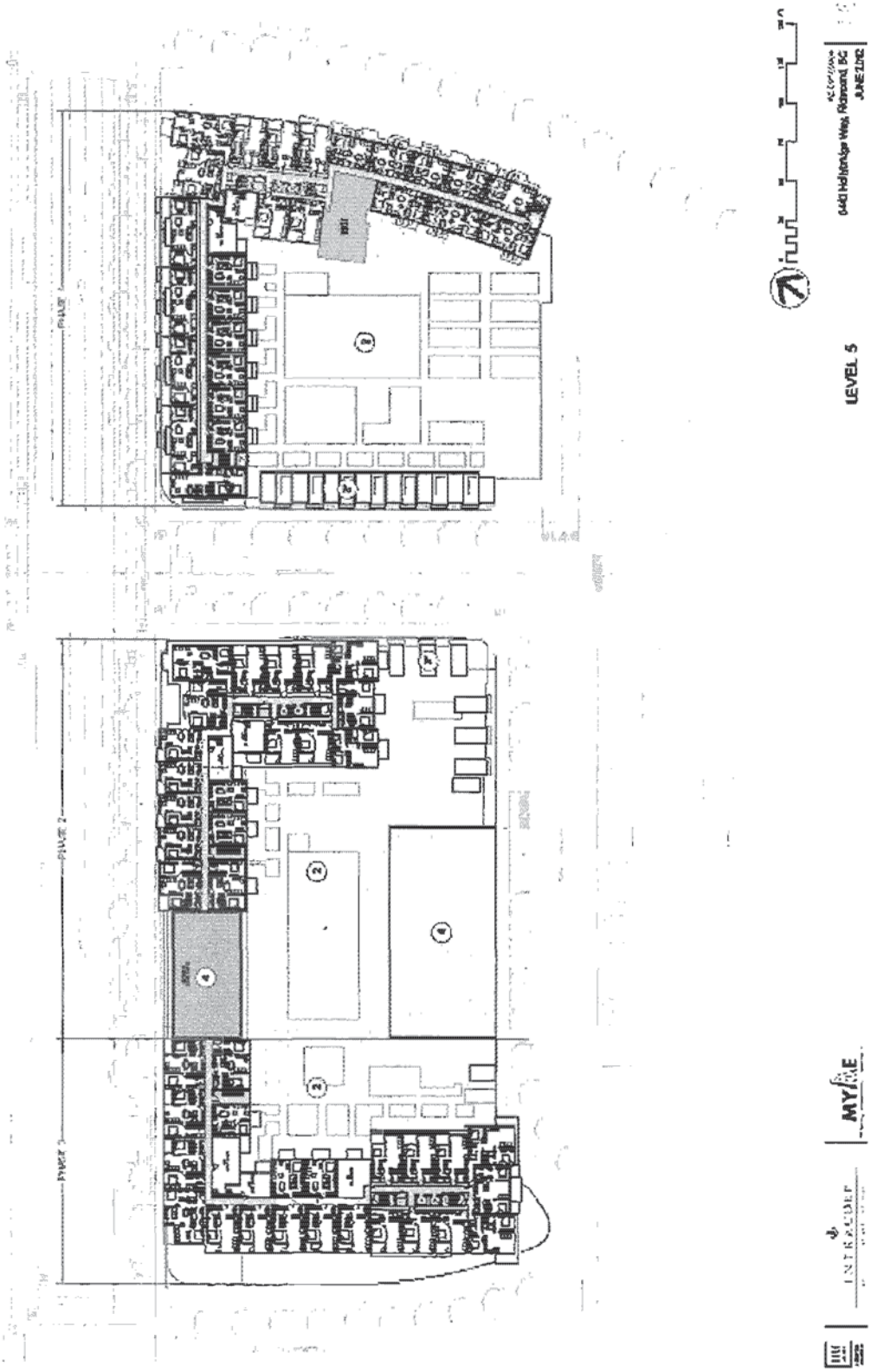

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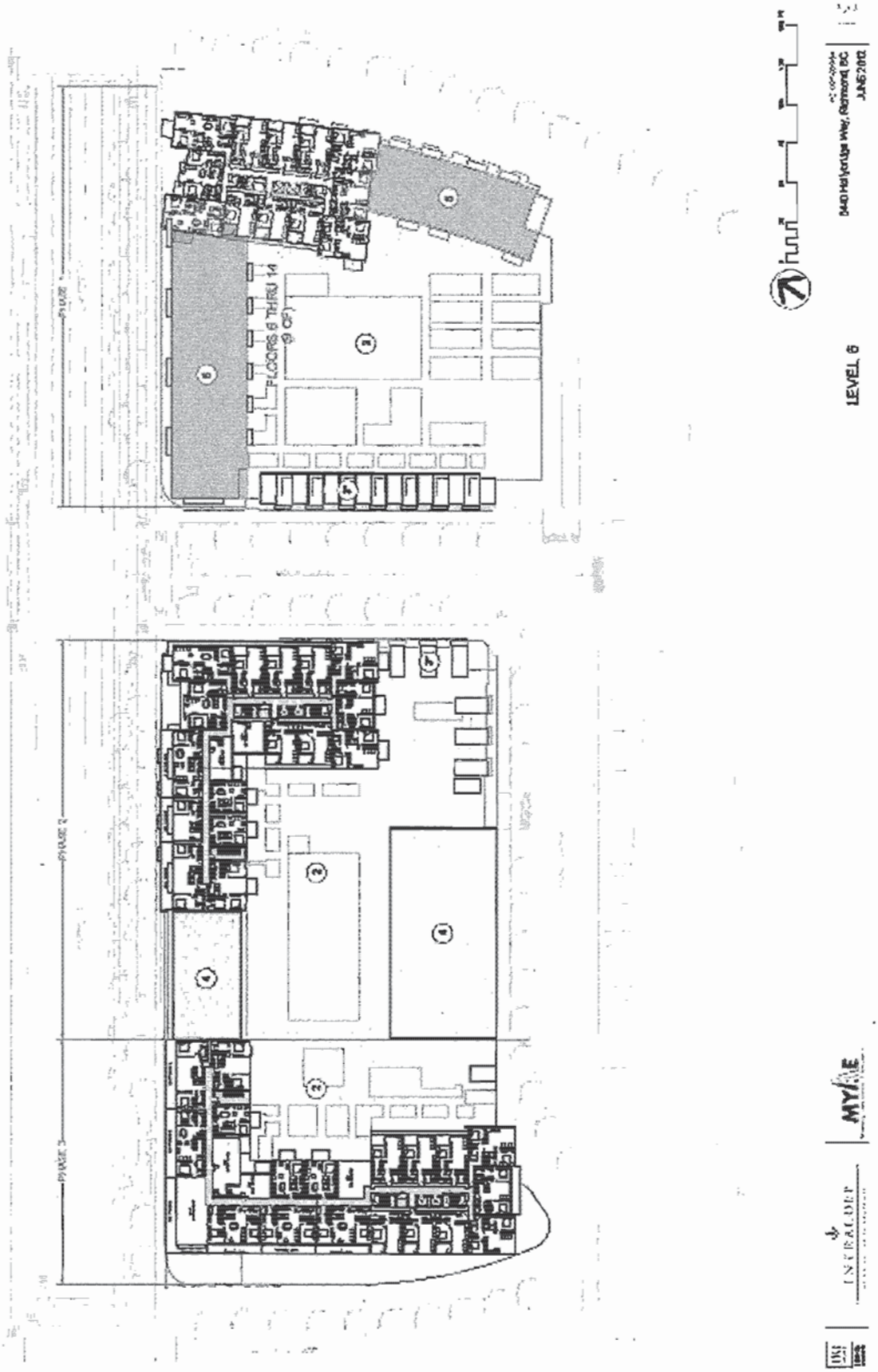

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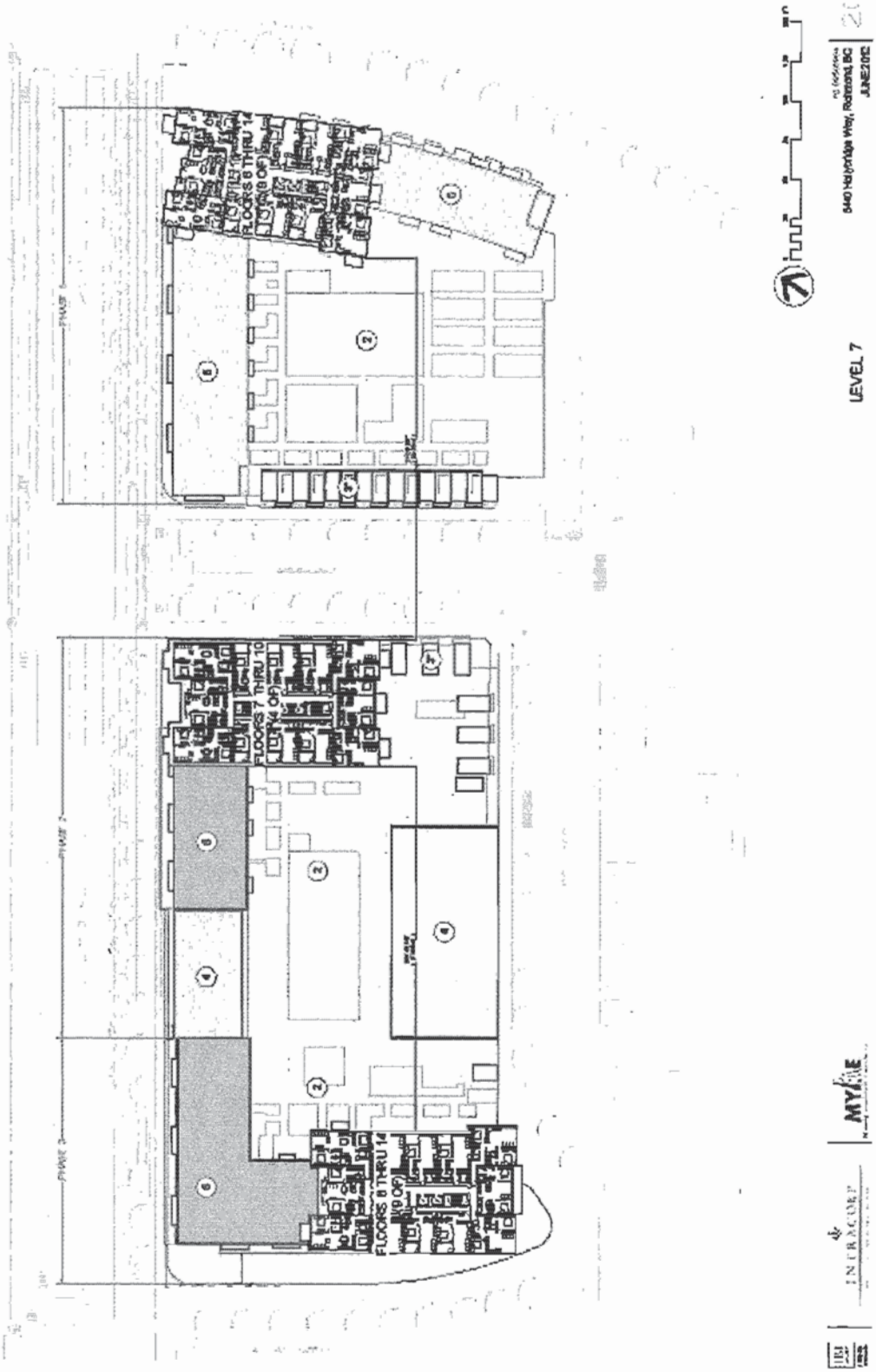

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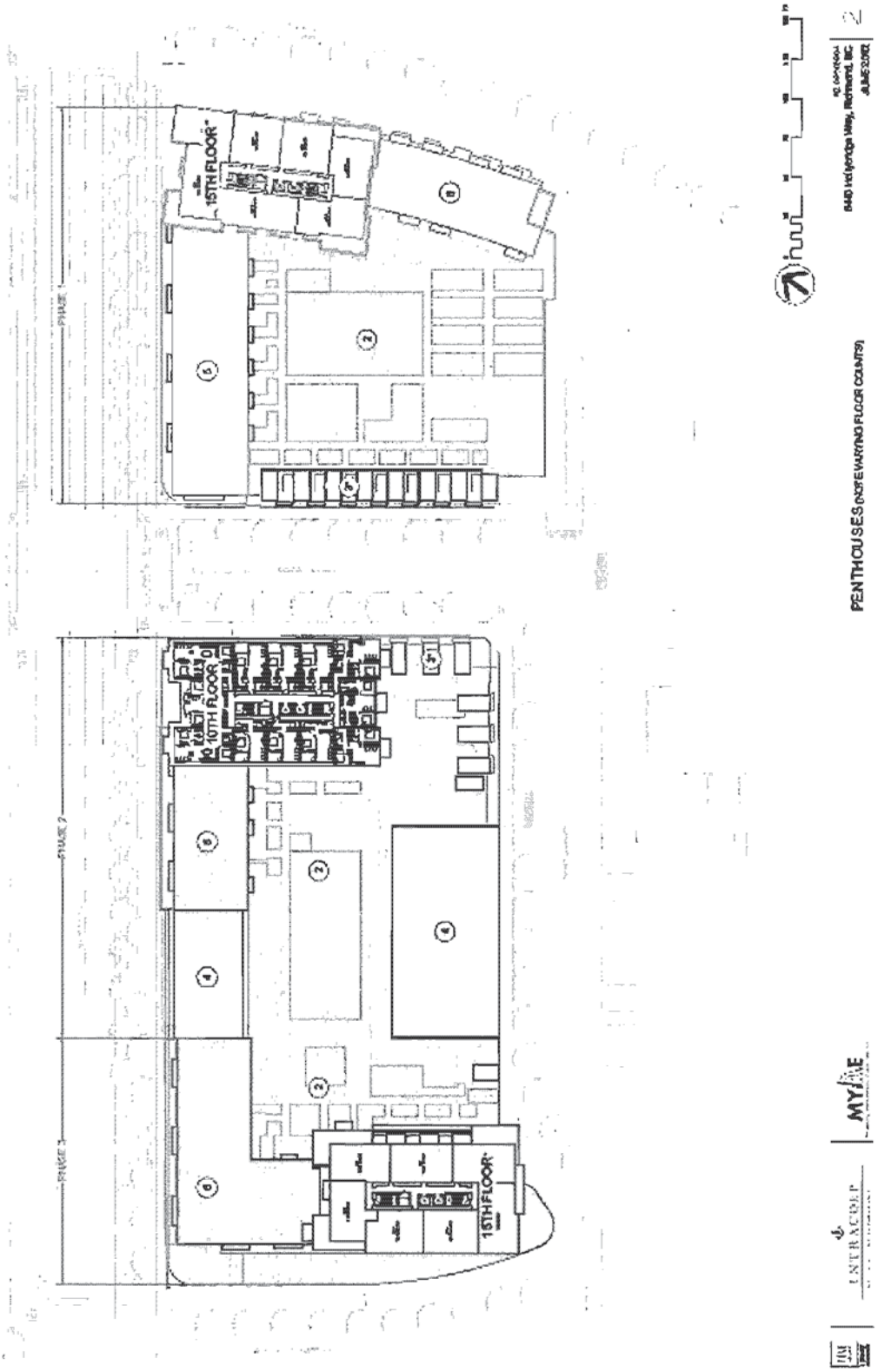

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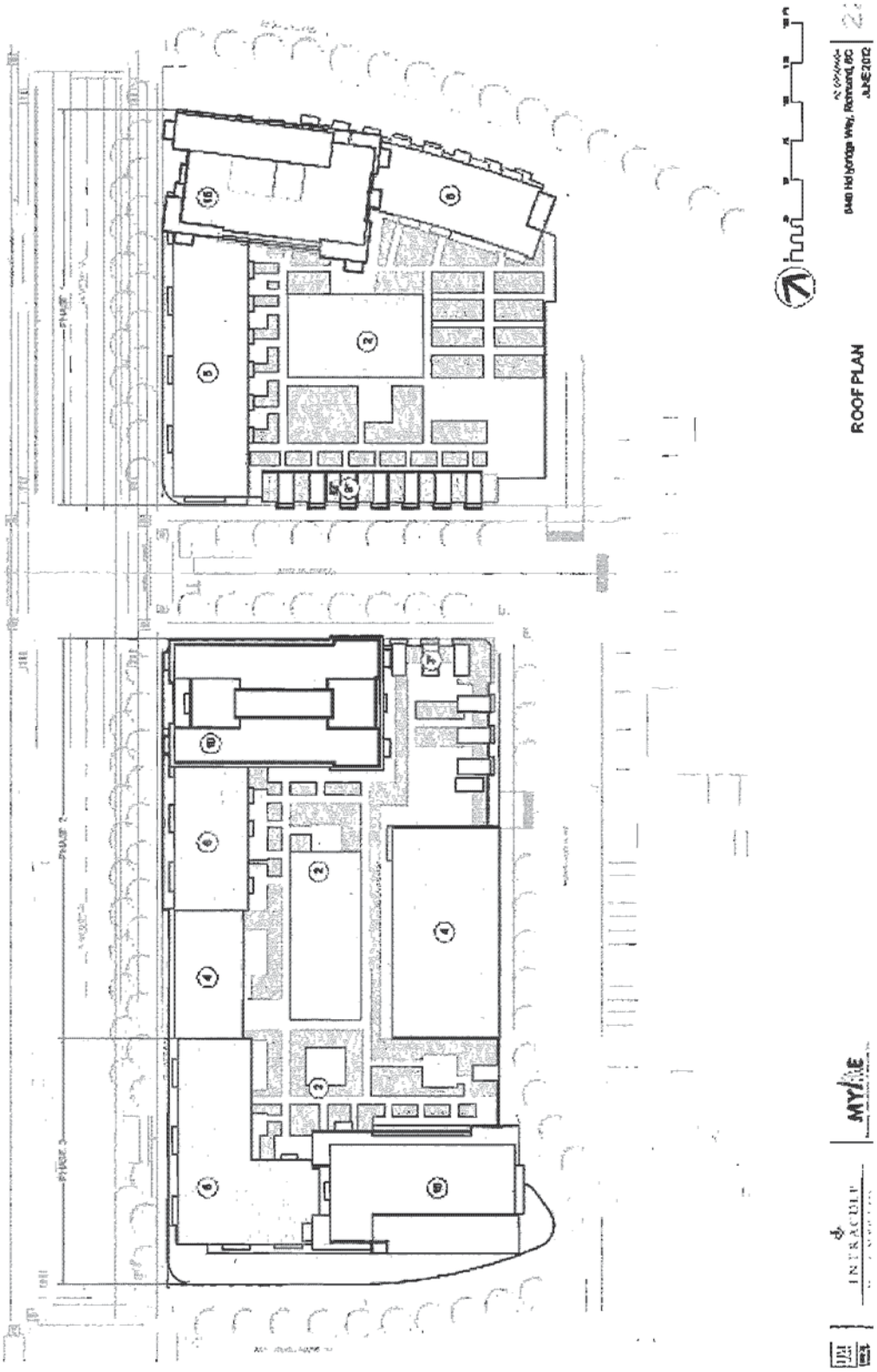

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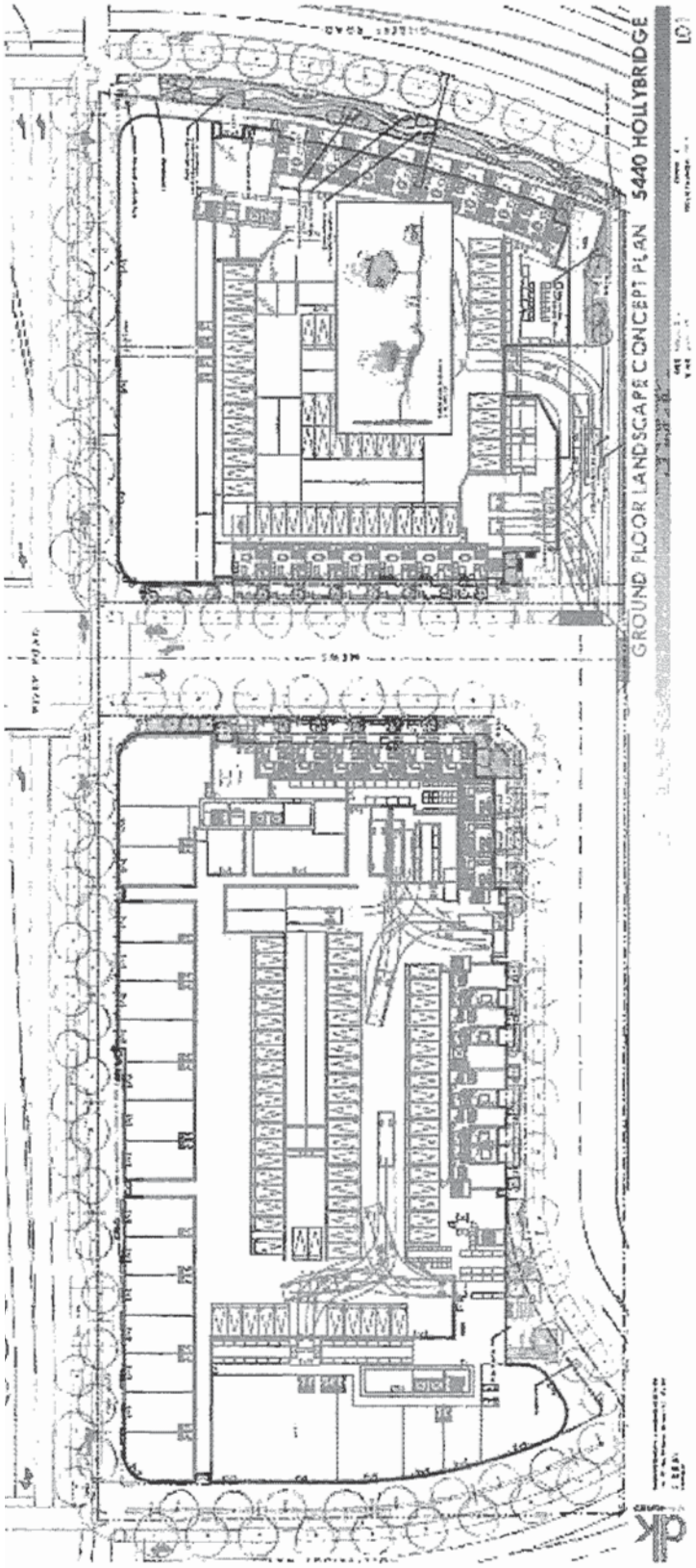

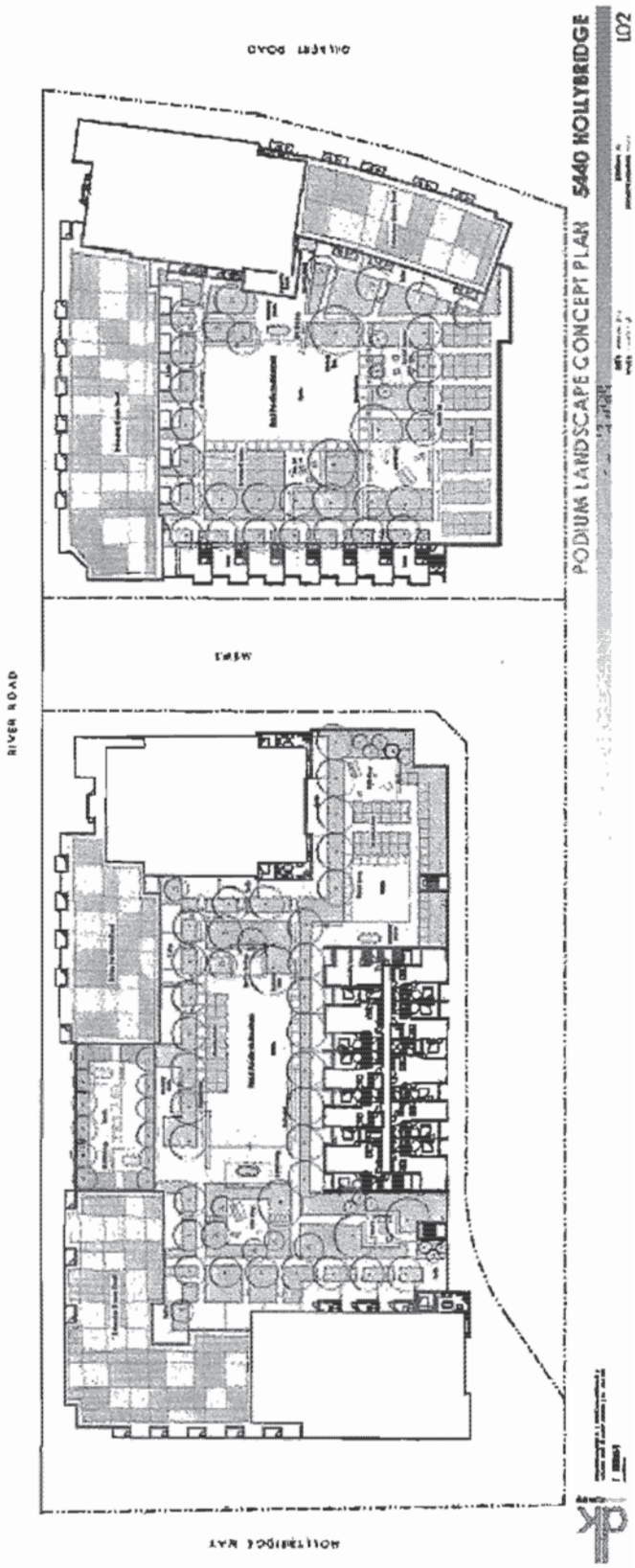

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City of Richmond

Rezoning Considerations

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

5440 Hollybridge Way
RZ 09-506904

Rezoning Considerations in respect to RZ 09-506904 include the following schedules:

A. Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)
B.1 Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)
B.2 Detail of Preliminary Subdivision Plan at Hollybridge Way
C.1 Preliminary Right-of-Way Plan for Interim Pearson Way
C.2 Preliminary Right-of-Way Plan excluding Pearson Way
D. Preliminary Functional Road Plan
E. Preliminary Phasing Plan

Prior to final adoption of Zoning Amendment Bylaw 8879, the developer is required to complete the following:

1. Land Acquisition: Acquisition of City lands, including:

   1.1. Council approval of the sale of an approximately 297.7 m^2 portion of the City-owned lot at 5540 Hollybridge Way (the Land). **(Schedule A)**

   1.2. 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 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. All costs associated with the purchase and sales agreement shall be borne by the developer.

2. Dedications: Road dedication as per the Preliminary Subdivision Plan (**Schedules B.1 & B.2**), the configurations and sizes of which areas must be confirmed prior to registration to the satisfaction of the City, including:

   2.1. 18.5 m^2 corner cut (approximately 6 m by 6 m) at the southeast corner of Hollybridge Way and River Road (former CP Rail corridor) (**Schedule B.1**);

   2.2. 180.0 m^2 irregularly-shaped widening along the east side of Hollybridge Way, including a corner cut at the intersection of Hollybridge Way and the proposed Pearson Way dedication (**Schedules B.1 & B.2**); and

   2.3. 297.7 m^2 of the City-owned lot at 5540 Hollybridge Way (for which the developer is required to enter into a purchase and sales agreement with the City as described above). (**Schedule A**).

   NOTE: As the required dedication is a portion of a City Centre Area Plan (CCAP) "minor street" that is ineligible for DCC credits and, as has been determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for calculating the maximum permitted floor area on the net mixed-use portion of the subject site, as provided for via the Residential/Limited Commercial (RCL3) zone applicable to the subject site.

3. Pearson Way: Measures to secure the dedication of Pearson Way across 5440 Hollybridge Way and related improvements, to the satisfaction of the City. The City agrees that the owner's dedication of Pearson Way may occur after adoption of the subject rezoning to facilitate the retention of the owner's existing building until all tenant leases have expired in mid-2013; however, no development of the subject site, exclusive of

clearing, pre-loading, and related site preparation, will be permitted until after the dedication of Pearson Way is complete to the City's satisfaction. Measures required to facilitate the proposed process include:

3.1. Registration of a restrictive covenant and blanket Statutory Right-of-Way (SRW) over 5440 Hollybridge Way to ensure that the demolition of the existing building and related on-site improvements are completed, at the sole cost of the owner, prior to Development Permit issuance in respect to any portion of 5440 Hollybridge Way or December 31, 2013, whichever occurs first. If the owner does not demolish the above building according to the provisions of the agreement, the covenant and SRW will allow the City to enter the property and demolish the building.

3.2. Provision of a Building Demolition Bond for the existing building and related improvements at 5440 Hollybridge Way, the value of which Building Demolition Bond shall be $300,000 or as otherwise determined to the satisfaction of the City of Richmond Building Approvals Division.

3.3. Registration of a SRW to provide for the establishment of Pearson Way between River Road (former CP Rail corridor) and the common property line of 5440 and 5540 Hollybridge Way, together with an option for the City to dedicate the SRW (at a nominal cost to the City) following the demolition of the existing building on the subject site. The SRW shall, as determined to the satisfaction of the City:

3.3.1. Be 3,565.2 m^2 in size, as per the Preliminary Right-of-Way Plan (**Schedule C.1**), to be confirmed prior to registration;

3.3.2. Provide for unrestricted, 24-hour-a-day, public access including, but not limited to, pedestrians (universally accessible), bicycles, emergency and service vehicles, and general purpose traffic, together with related uses, features, City and private utilities, and City bylaw enforcement, as typically required in respect to the design, construction, and operation of a public road.

3.3.3. Require the owner to be solely responsible for the maintenance of the SRW area;

3.3.4. Require the owner to be solely responsible for the design and construction of the SRW, as determined via the City's standard permitting* and Servicing Agreement* processes; and

3.3.5. Restrict the City's ability to exercise its right to unrestricted public access until demolition of the existing building on the subject site is complete.

3.4. Registration of a restrictive covenant on title securing that "no development" will be permitted and restricting Development Permit* issuance in respect to any portion of 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:

3.4.1. 3,565.2 m^2 road dedication for the establishment of Pearson Way between River Road (former CP Rail corridor) and the common property line of 5440 and 5540 Hollybridge Way, as per the Preliminary Subdivision Plan (**Schedule B.1**).

NOTE: As the required dedication is a portion of a City Centre Area Plan (CCAP) "minor street" that is ineligible for DCC credits and, as has been determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for calculating the maximum permitted floor area on the net mixed-use portion of the subject site, as provided for via the Residential/Limited Commercial (RCL3) zone applicable to the subject site.

3.4.2. Subdivision* of 5440 Hollybridge Way into two lots (one to each side of the proposed Pearson Way road dedication), as per the Preliminary Subdivision Plan (**Schedule B.1**), the configurations and sizes of which lots must be confirmed prior to registration to the satisfaction of the City, including:

- Lot 2 (west of Pearson Way): 9,837.3 m^2; and
- Lot 1 (east of Pearson Way): 6,824.3 m^2; an d

3.4.3. Registration of restrictive covenant(s) and/or alternate legal agreement(s) on title limiting driveway crossings along Pearson Way as follows, to be confirmed to the satisfaction of the City via the City's Development Permit* and Servicing Agreement* approval processes:

- Lot 2 (west of Pearson Way): 1 maximum, located along the south side of the lot; and
- Lot 1 (east of Pearson Way): 1 maximum, located near the south property line of the lot so as to align with the intersection proposed for the right-angle bend mid-way along Pearson Way, as generally illustrated in the Functional Road Plan (**Schedule D**).

3.5. Registration of a restrictive covenant on title securing that "no building" will be permitted and restricting Building Permit* issuance in respect to any portion of 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:

3.5.1. The developer must enter into a Servicing Agreement (SA)* for the design and construction, at the developer's sole cost, of Pearson Way, including all transportation, engineering, and park-related works. Prior to Building Permit* issuance, all works identified via the SA* (on a lot-by-lot, phase-by-phase basis) must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks. All works identified by the City for the Pearson Way SRW/dedication shall be completed prior to Final Building Permit* Inspection granting occupancy for the subject development's first phase of construction, in whole or in part, EXCEPT for the ultimate sidewalk (i.e. a temporary sidewalk must be installed) behind the boulevard along the frontage of Lot 2 (west of Pearson Way) or as otherwise determined at the sole discretion of the City and specifically provided for via "no build" covenant(s) and/or other legal agreement(s) registered on title. (No Development Cost Charge (DCC) credits will apply.)

4. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Right-of-Way Plan (**Schedule C.2**), to facilitate public access and related landscaping and infrastructure, which may include, but is not limited to, street furnishings, street lighting, decorative paving, bike paths, trees and plant material, innovative stormwater management measures, and utilities to the satisfaction of the City. The specific location, configuration, and design of the SRWs shall be confirmed via the subject site's Development Permit* and Servicing Agreement* approval processes, to the satisfaction of the City, taking into account the following:

4.1. Walkway SRWs shall, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:

4.1.1. Include:

- Lot 2 (west of Pearson Way): 4.09 m wide along the subject site's entire Hollybridge Way frontage for public sidewalk purposes (i.e. 2.09 m measured to the back of the bike path and landscape buffer, plus 2.0 m for sidewalk), together with a corner cut to satisfy (in addition to public sidewalk purposes) traffic signal and related City Transportation requirements at the proposed intersection of Hollybridge Way and Pearson Way.
- Lots 1 and 2: 2.0 m wide along the entire River Road (former CP Rail corridor) frontage of both lots for public sidewalk purposes (except at the proposed alignment of Pearson Way, which is to be secured via a separate SRW with provisions for future dedication, as determined to the satisfaction of the City).

4.1.2. Provide for:

- Unrestricted, 24-hour-a-day, public access for pedestrians (universally accessible), bicycles, and emergency and service vehicles, together with related uses, features, City and private utilities, and City bylaw enforcement.

- Encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 1.0 m into the right-of-ways and do not compromise City objectives with regard to the intended public use and enjoyment of the public realm, high-quality streetscape design, street tree planting or landscaping, or City access (i.e. for maintenance, bylaw enforcement, etc.) within or around the SRWs, as determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes.
- The owner shall be solely responsible for the design, construction, and maintenance of the SRWs, EXCEPT for the maintenance of hard landscape and street trees (which shall be the responsibility of the City) or as otherwise determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes.

4.1.3. Prohibit driveway crossings along River Road and Hollybridge Way.

4.2. Combined walkway/service lane SRW shall, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:

4.2.1. Include:

- Lot 1 (east of Pearson Way): 6.0 m wide along the entire south edge of Lot 1 from Gilbert Road to Pearson Way for a public walkway, landscaping, and related public purposes, together with provisions for shared vehicle access, loading, manoeuvring, and related activities serving Lot 1 and, if so determined via future rezoning and/or development approval processes by others, 5540 Hollybridge Way (Winter Club).

  NOTE: The size, configuration, and use of the SRW shall be confirmed via the Development Permit* review and approval processes for Lot 1 and the City may, at its sole discretion, require the SRW, including its terms and conditions of use, to be modified accordingly.

4.2.2. Provide for:

- Unrestricted, 24-hour-a-day, public access for pedestrians (universally accessible), bicycles, emergency and service vehicles, and general-purpose traffic, together with related uses, features, City and private utilities, and City bylaw enforcement.
- Building encroachments, limited to portions of the building situated below the finished grade of the SRW, landscape structures, and signage, provided that such encroachments do not conflict with the design, construction, or intended public use of the SRW (e.g., tree planting, shared vehicle access with 5540 Hollybridge Way) as determined to the satisfaction of the City via the City's standard Development Permit * and/or Servicing Agreement* processes.
- The owner shall be solely responsible for the design, construction, and maintenance of the SRW, EXCEPT as otherwise determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes.
- Possible widening of the SRW (by others) at 5540 Hollybridge Way (Winter Club), if so determined via the City's rezoning and/or development approval processes.

4.2.3. Prohibit:

- Driveway crossings along Gilbert Road.
- Utilities, equipment, and other features (e.g., hydro cabinets) that obstruct some portion of the SRW at or above grade or otherwise conflict with the design, construction, or intended public use of the SRW (e.g., tree planting, future shared vehicle access to 5540 Hollybridge Way) as determined to the satisfaction of the City via the City's standard Development Permit * and/or Servicing Agreement* processes.

5. Driveway Crossing: Registration of a restrictive covenant and/or alternative legal agreement on title, to the satisfaction of the City, prohibiting driveway crossings along the subject site's Gilbert Road frontage.

6. Flood Construction Level: Registration of flood indemnity covenant(s) on title.

7. Aircraft Noise Sensitive Use: Registration of aircraft noise sensitive use covenant(s) on title.

8. Industrial/Commercial Noise Sensitive Use: Registration of industrial/commercial noise sensitive use covenant(s) and/or alternative legal agreement(s) on title identifying that the proposed development must be designed and constructed in a manner that mitigates noise impacts within the proposed dwelling units arising from nearby industrial and commercial uses and related activities. Dwelling units must be designed and constructed to achieve:

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

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

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

9. View Blockage: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, identifying that distant views from the subject site's private dwellings and common residential spaces (i.e. to the North Shore mountains, Mt. Baker, Fraser River, Georgia Straight, and elsewhere) may be obstructed in whole or in part by the future development of surrounding properties, and the subject development should be designed and constructed in a manner that anticipates this and seeks to mitigate possible impacts.

10. Village Centre Bonus (VCB) Amenity Contribution:

   10.1. Maximum Density Bonus: Registration of restrictive covenants and/or alternative legal agreements on title, to the satisfaction of the City, limiting the maximum permitted combined total non-residential floor area on Lots 1 and 2 in respect to the City Centre Area Plan (CCAP) VCB designation and related density bonus provisions of the Residential/Limited Commercial (RCL3) zone to the following: 3,608.5 m^2.

   Based on the voluntary developer contributions agreed to by the developer via the subject rezoning in respect to the CCAP VCB designation and RCL3 zone, the above area reflects the maximum permitted combined total non-residential VCB floor area on Lots 1 and 2. Non-residential VCB floor area in excess of the above areas is not anticipated, and shall only be permitted if, via the City's standard Development Permit* and related processes: (a) the owner voluntarily contributes additional amenities over and above those agreed to in respect to the subject rezoning (in accordance with CCAP VCB policy and the RCL3 zone); (b) demonstrates to the satisfaction of the City that the additional density can be accommodated on the subject site without compromising CCAP form of development, livability, or related objectives; and, (c) the subject restrictive covenants and/or alternative legal agreements registered on title (as applicable) are amended.

   10.2. Child Care: The City's acceptance of the developer's voluntary contribution of $874,000 to facilitate the construction of a City Centre City-owned child care facility (i.e. not-for-profit operator).

      10.2.1. The value of the developer's $874,000 voluntary contribution is based on the following, as determined to the satisfaction of the City:

         - Construction value of $450/$ft^2$, based on a turnkey level of finish and inclusive of costs related to necessary ancillary uses and spaces (e.g., outdoor play space, parking, access, furnishing and fittings); and

- 5% of the subject development's maximum permitted combined total non-residential floor area on Lots 1 and 2 as set out in the required restrictive covenants and/or alternative legal agreements registered on title (i.e. 5% of 3,608.5 m^2).

10.2.2. Prior to adoption of the subject rezoning, the developer shall make a voluntary cash contribution (100% of which shall be allocated for capital works) to the Child Care Development Reserve Fund or an alternative fund, as determined at the sole discretion of the City, for use in combination with funds from other source(s) to facilitate the construction of a City Centre City-owned child care facility. The developer's contribution shall be allocated entirely for capital works. Furthermore, if so determined at the sole discretion of the City, the facility may be used on an interim basis for an alternative community amenity if the operation of a City-owned child care facility is not immediately feasible.

11. No Development: In addition to "no development" covenant(s) and/or alternative legal agreement(s) required in respect to Pearson Way, registration of restrictive covenants and/or alternative legal agreements on title securing that "no development" will be permitted and restricting Development Permit* issuance until the developer satisfies the following to the satisfaction of the City:

11.1. Phasing: Development must proceed on the following basis (**Schedule E**):

11.1.1. Lot 1 (east of Pearson Way) shall be Phase 1;

11.1.2. Lot 2 (west of Pearson Way) shall contain a maximum of two phases, which phases shall:

- Be Phase 2 and Phase 3;
- Proceed such that Phase 2 is situated on the east portion of Lot 2 and Phase 3 is on the west; and
- In Phase 2, provide for all affordable housing secured via a Housing Agreement and all indoor residential amenity space required in respect to the entirety of Lot 2 (as determined via an approved Development Permit*), which uses must receive Final Building Permit Inspection* granting occupancy prior to any other Phase 2 uses receiving Final Building Permit Inspection* granting occupancy; and

11.1.3. Sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance to Development Permit* approval ahead of an earlier phase.

11.2. District Energy (DEU): Prior to Development Permit* issuance for Lots 1 and 2, on a Development Permit*-by-Development Permit* basis the owner must enter into legal agreement(s) in respect to the owner's commitment to DEU. More specifically, the owner shall commit to connecting the subject development to a proposed City Centre DEU, including the operation and use of the DEU and all associated obligations and agreements as determined to the satisfaction of the Director of Engineering including, but not limited to:

11.2.1. The design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and

11.2.2. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreement(s), to the satisfaction of the City, that establishes DEU for the subject site.

11.3. 6900 River Road (Heritage/ESA Woodlot & Park): Prior to Development Permit* issuance for Lots 1 and 2, on a Development Permit*-by-Development Permit* basis the owner must demonstrate that:

11.3.1. Impacts on the City-owned lot at 6900 River Road, which is a designated heritage site, Environmentally Sensitive Area (ESA), and park, are minimized; and

11.3.2. In the event of anticipated impacts, mitigation and/or compensation are provided, as determined to the satisfaction of the City.

The development of 5440 Hollybridge Way may result in shading, changes in ground water conditions, and/or other conditions that could impact protected trees, habitat, and related heritage and environmental features located at 6900 River Road. Any and all land altering activities on and around 6900 River Road that could pose a risk to the health or viability of heritage and/or environmental resources must, wherever possible, be avoided (i.e. proposed form of development should be altered) and in the event that impacts are unavoidable, authorization must be received in advance of Development Permit issuance by a Council-approved Heritage Alteration Permit* and/or ESA Development Permit*, which may include requirements for tree survival and/or other security, legal agreement(s), and/or other considerations, as determined to the satisfaction of the City. This may include, but is not limited to, the submission of a contract entered into between the owner and a Certified Arborist for the supervision of work in the vicinity of 6900 River Road, site monitoring inspections, and provisions for the Arborist to submit post-activity assessment report(s) to the City for review.

11.4. Affordable Housing: Prior to Development Permit* issuance for Lot 2 (west of Pearson Way), the owner must make provisions, at the owner's sole cost, for the construction of affordable (low-end market rental) housing on Lot 2, secured via the City's standard Housing Agreement registered on title. The form of the Housing Agreement is to be agreed to by the owner and the City prior to final adoption of the subject rezoning; after which, changes to the Housing Agreement shall only be permitted for the purpose of accurately reflecting the specifics (e.g., form, character) of the Development Permit* for Lot 2 and other non-material amendments resulting thereof and made necessary by Lot 2's Development Permit* approval requirements, as determined 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:

11.4.1. The affordable (low-end market rental) housing is intended to occupy a 4-storey building fronting Pearson Way on the south side of Lot 2, which is integrated with Lot 2's parking structure, roof deck, and related features, but is designed to function as an independent building that does not share common circulation (e.g., lobbies, hallways, elevators, stairs) or indoor/outdoor amenity spaces with Lot 2's market-residential or commercial uses. The affordable housing building, including its common areas and housing units, shall be equipped with an audio/visual alarm system and meet Basic Universal Housing standards (as defined under the Zoning Bylaw).

11.4.2. The required minimum floor area of the affordable housing facility (exclusive of ancillary uses, such as parking, outdoor spaces, and areas not intended for the exclusive use of the affordable housing residents) shall comprise 2,412.0 m^2 or the combined total area of the following as determined via an approved Development Permit*, whichever is greater:

- 5% of the subject development's total residential building area on Lots 1 and 2, as specified in Development Permits* for Lots 1 and 2 approved by the City, all of which area is to be allocated for the net floor area of the affordable housing dwelling units;
- Circulation (e.g., lobbies, hallways, elevators, stairs) intended for the exclusive use of the affordable housing residents;
- Indoor amenity space within and around the affordable housing building, designed and secured for the exclusive use of the affordable housing residents, the size of which spaces shall comply with standard City OCP and CCAP policy as applicable to a "stand alone" building (i.e. without access to amenities shared with another building); and
- All walls, mechanical, electrical, and similar spaces required to facilitate the owner's provision of the proposed "stand alone" affordable housing building.

11.4.3. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant 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	Estimated Number of Units*	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	Nil	37 m^2 (400 ft^2)	$788	$31,500 or less
1-Bedroom	18	50 m^2 (538 ft^2)	$875	$35,000 or less
2-Bedroom	9	80 m^2 (861 ft^2)	$1,063	$42,500 or less
3-Bedroom	2	91 m^2 (980 ft^2)	$1,275	$51,000 or less
TOTAL	29	Varies	Varies	Varies

* Estimated number of units and mix of unit types to be confirmed via the Development Permit* approval process for Lot 2.

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

11.4.4. Parking and loading intended for the exclusive use of the affordable housing residents must be provided as per Richmond's Zoning Bylaw and related policies, located within a parking structure shared with Lot 2's market-residential/or and commercial uses, and secured via legal agreements to the satisfaction of the Director of Development, Director of Transportation, and Manager, Community Social Development.

11.4.5. The affordable housing building and all ancillary uses and spaces (e.g., parking, outdoor amenity space and landscaping) shall be completed to a turnkey level of finish at the sole cost of the owner, to the satisfaction of the Director of Development and Manager, Community Social Development.

11.4.6. Final Building Permit* Inspection granting occupancy for any building or portion of a building on Lot 2 shall not be permitted until the affordable housing building and all required ancillary uses and spaces are complete and have received Final Building Permit* Inspection granting occupancy.

12. Public Art: The City's acceptance of the developer's voluntary contribution towards public art, the terms of which voluntary developer contribution shall include the following:

12.1. The developer's preparation of a detailed public art plan, based on the Richmond Public Art Program, City Centre Public Art Plan, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage (including review by the Public Art Advisory Committee and/or presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage). The Plan shall include, but may not be limited to:

12.1.1. Two public art sites, including one at the northeast corner of Lot 1 (i.e. Gilbert/River Road intersection) and a second at the southwest corner of Lot 2 (i.e. Hollybridge/Pearson Way intersection);

12.1.2. Themes for the two public art sites, taking into account Lot 1's location at a key City Centre "gateway" and Lot 2 as part of the "Lansdowne Art Walk"; and

12.1.3. Strategies for coordinating the proposed artworks (e.g., selection, development, implementation, funding) with nearby public art projects proposed for Gilbert Road (e.g., Onni/RZ 11-585209 and ASPAC/RZ 09-460962) and Lansdowne Road. Such strategies should, where appropriate, take into consideration opportunities for the City to augment the developer's voluntary contribution with public art funds from other sources and/or to direct some portion of the developer's voluntary contribution off-site (e.g., nearby park) and/or to multi-use infrastructure/features (e.g., benches, manhole covers, lighting, etc. for use along the length of the Lansdowne Art Walk).

12.2. The value of the developer's voluntary Public Art contribution shall be at least $340,891 or as per the rates in the following table and the maximum buildable floor area permitted on the subject site's two proposed lots (excluding affordable housing) as per an approved Development Permit*, whichever is greater.

Lot	Phase	Estimated Floor Area Excl. Affordable Housing[1]	Applicable Developer Contribution Rate	Minimum Public Art Voluntary Developer Contribution
1	1	16,538.0 m2 (178,019 ft2)	$0.75/ft^2	$133,514[1]
2	2/3	25,687.0 m2 (276,502 ft2)	$0.75/ft^2 or the current City rate at Building Permit (BP)*approval, whichever is greater	$207,377[1]
TOTAL		42,225.0 m2 (454,521 ft2)	Varies	$340,891[1]

[1] *Actual floor area & contribution to be confirmed at the time of Building Permit* approval.*

NOTE: In the event that the City-approved Public Art Plan recommends a budget for Lot 1 that is less than the developer's voluntary contribution for Phase 1, the balance of the developer's contribution shall be secured by the City in the form of a Letter of Credit(s) for use at Phase 2 or as otherwise secured as directed under the Plan, to the satisfaction of the City.

12.3. Budget allocations for the artworks must take into account that, as per City policy, 85% of total funds shall be directed to the creation and installation of the artwork(s) and 15% shall be directed to administration. Note that if the Plan, to the satisfaction of the City, directs that the developer shall undertake the administration of one or both artworks, the 15% administration budget in respect to the affected artwork(s) shall be split such that 10% is allocated to the developer and 5% is allocated to the City.

12.4. "No building" will be permitted on the subject site, restricting Building Permit* approval on a phased, lot-by-lot basis, until the developer, based on the City-approved detailed Public Art Plan, enters into legal agreement(s) and provides Letter(s) of Credit, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage, for the Plan's phased, lot-by-lot implementation (the value of which incremental contributions shall be as generally indicated in the table above) or as otherwise specifically provided for in the City-approved Plan.

13. Community Planning: The City's acceptance of the developer's voluntary contribution of $113,630 or as otherwise determined based on $0.25 per buildable square foot (excluding affordable housing), whichever is greater, to the City's community planning reserve fund, as set out in the City Centre Area Plan.

14. Commercial Parking: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on both Lot 1 and 2 restricting parking provided on-site in respect to commercial uses (as per the Zoning Bylaw) such that:

14.1. No commercial parking spaces may be provided in a tandem arrangement;

14.2. No more than 50% of commercial parking spaces provided on each lot as per an approved Development Permit* may be designated (i.e. sold, leased, reserved, signed, or otherwise assigned) by the owner or operator for the exclusive use of employees, specific businesses, and/or others; and

14.3. Commercial parking spaces not designated by the owner and/or operator for the exclusive use of employees, specific businesses, and/or others must include a proportional number of handicapped and small car parking spaces, as per the Zoning Bylaw (e.g. maximum 50% small car spaces).

15. Cross Access: Registration of a Statutory Right-of-Way (SRW) on Lot 2 (west of Pearson Way) to facilitate shared vehicle and pedestrian use of Lot 2's single permitted driveway and associated circulation by residents, commercial uses, visitors and the general public, and garbage/recycling and service uses in the event that Lot 2 is phased. (Note: A maximum of two phases shall be permitted.)

16. Residential Tandem Parking: Registration of a legal agreement(s) on title in respect to parking spaces arranged in tandem requiring that both spaces forming a tandem pair of spaces must be assigned to the same dwelling.

17. Transit Shelter: City acceptance of the developer's voluntary contribution of $25,000 towards the acquisition and installation of a City Centre transit shelter, the location of which shelter will be determined to the satisfaction of the City in consultation with TransLink and may or may not be situated along the frontage of the subject site.

18. Temporary Frontage Improvements (Gilbert Road): City acceptance of the developer's voluntary contribution of funds for the installation of temporary frontage improvements, in the form of a 2.5 m wide grass boulevard and 3.0 m wide asphalt sidewalk, across the full Gilbert Road frontage of 5540 Hollybridge Way (Richmond Winter Club). The value of the developer's voluntary contribution shall be determined, prior to rezoning adoption, via the City's standard Servicing Agreement* design approval processes for road and frontage improvements in respect to the subject development. As determined to the satisfaction of the City, the developer may be required to enter into a Servicing Agreement* for the detailed design and construction of the temporary frontage improvements. The improvements will be considered by the City at its determination of applicable parking relaxations in respect to Zoning Bylaw provisions regarding Transportation Demand Management (TDM) measures for the development of both Lots 1 and 2. (No Development Cost Charge credits shall apply to these temporary frontage improvements.)

19. Construction Parking and Traffic Management Plan: Submission of a Preliminary Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

20. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but is not limited to:

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

21. Servicing Agreement (SA)*: Enter into a SA* for the design and construction, at the developer's sole cost, of upgrades across the subject site's street frontages, together with various other transportation, engineering, and park-related works.

    - Prior to rezoning adoption, all works identified via the following Engineering SA* Requirements and Transportation SA* Requirements must be designed to the satisfaction of the City, including the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks. Implementation of the approved engineering and transportation designs shall require the developer to enter into a series of three SAs*, including the:

      Servicing Agreement #1*: Prior to rezoning adoption, the developer must enter into the first SA*, secured via a Letter(s) of Credit. All works contained in SA#1* shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of Lot 1.

      Servicing Agreement #2*: Prior to Building Permit* issuance for Lot 1 (east of Pearson Way), the developer must enter into the second SA*, secured via a second Letter(s) of Credit. All works

contained in SA#2* shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of Lot 1.

*Servicing Agreement #3**: Prior to Building Permit* issuance for Lot 2 (west of Pearson Way), the developer must enter into the third SA*, secured via a third Letter(s) of Credit. All works contained in SA#3* shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of Lot 2.

- No phasing of Engineering SA* Requirements or Transportation SA* Requirements will be permitted, EXCEPT as specifically provided for via this Rezoning Consideration document or as otherwise determined at the sole discretion of the City and specifically provided for via "no development" or "no build" covenant(s) and/or other legal agreement(s) registered on title.
- Development Cost Charge (DCC) credits may apply.

SA* works will include, but may not be limited to, the following:

21.1. Engineering SA* Requirements: Prior to rezoning adoption, the developer must complete all design work required in respect to the Engineering SA* Requirements described below, to the satisfaction of the Director of Engineering.

PART A: REQUIRED WORKS

21.1.1. Storm Sewer Works

a) From new River Road frontage to outfall of Hollybridge Canal (at corner of Hollybridge Way and old River Road).

i. Upgrade the existing ditch at the south side of CP Rail ROW to 1200mm diameter storm main from Gilbert Road to approximately 220 meters southeast along new River Road.

ii. Upgrade the existing ditch at the south side of new River Road to 1500mm diameter storm main (starting from 80 meters west of the junction of north-south Internal Road and new River Road) to 80 meters southwest at the junction of Hollybridge Way and new River Road.

iii. Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of Hollybridge Way and new River Road to 205 meters northwest along Hollybridge Way at the junction of old River Road and Hollybridge Way.

iv. Upgrade the existing 750mm diameter to a 1500mm diameter storm main from the existing manhole located the junction of old River Road and Hollybridge Way to approximately 10 meters west to the existing outfall.

b) Internal Roads (North-South and East-West)

i. Provide the greater of a) 600 mm and b) OCP size by the Developer, as per City requirements. The proposed storm sewer (north-south and east-west) must be interconnected to the proposed storm sewers at new River Road and Hollybridge Way frontages.

c) Hollybridge Way

i. Upgrade the existing 150mm diameter storm sewer to the greater of a) 600 mm and b) OCP size by the Developer from junction of Lansdowne Road and Hollybridge Way to junction of new River Road and Hollybridge Way, as per City requirements.

d) Gilbert Road

i. Upgrade the existing ditch to 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at new River Road.

21.1.2. Sanitary Sewer Works

a) Provide a 300 mm diameter PVC sanitary main from junction of north-south and east west Internal Roads to 91 meters northwest at the junction of new River Road and north-south Internal Road.

b) Provide a 450mm diameter PVC sanitary main from junction of new River Road and north-south Internal Road to 155 meters northeast at junction of Gilbert Road and new River Road.

c) Upgrade the existing 200 mm diameter to 450 mm diameter from junction of Gilbert Road and new River Road to 90 meters northeast at junction of new River Road and future Cedarbridge Way.

d) Upgrade the existing 200 mm diameter to 375 mm diameter from manhole located at southeast corner of 7080 River Road to manhole located 80 meters southwest at junction of new River Road and future Cedarbridge Way.

e) Provide a 525mm diameter sanitary main in the future Cedarbridge Way from manhole located at junction of new River Road and future Cedarbridge Way to a new manhole located 220 meters south to junction of Alderbridge Way and future Cedarbridge Way.

f) Provide a 600 mm diameter sanitary main (size to be confirmed at the servicing agreement stage in coordination with the future Minoru Pump Station) approximately 90 meters in length directed southeast from the junction of Alderbridge Way and future Cedarbridge Way and tie-in to the future Minoru Pump Station.

g) If the final location of the future Minoru Pump Station is still not identified at the servicing agreement stage or offsite construction stage and provision of 600 mm diameter sanitary main per item 2f above is not yet feasible, the following alternate sanitary main alignment may be followed.

i. Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to manhole located 80 meters northeast at junction of Alderbridge Way and existing lane (i.e., lane at east property line of 7771 Alderbridge Way).

ii. Upgrade the existing 200 mm diameter to 525mm diameter from manhole at junction of Alderbridge Way and existing lane (i.e., lane nest to east Property line of 7771 Alderbridge) to manhole located 94 meters southeast along existing lane between 7740 Alderbridge Way and 5003 Minoru Boulevard.

iii. Upgrade the existing 300 mm diameter to 600 mm diameter from manhole at the south end of lane between 7740 Alderbridge Way and 5003 Minoru Boulevard to 69 meters southwest and tie-in to the existing Minoru Pump station.

h) Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.

i) If the proposed development at 7731 and 7771 Alderbridge Way (i.e., RZ11-585209) does not proceed and the location of the future Minoru Pump Station is not yet known, upgrade to the existing sanitary main in the lane located next to the east property line of 7771

Alderbridge Way may be made In the existing sanitary main alignment. In addition, the upgrades to the rest of the existing sanitary mains from the junction of Alderbridge Way and the lane (i.e., lane east of 7771 Alderbridge Way) up to the Minoru Pump Station may be as per item 2.g.ii and 2.g.iii above.

21.1.3. Water Works

a) Capacity Analysis not required. However, once you have confirmed the building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer to confirm that there is adequate available flow.

b) Provide watermains at the following frontages:

   i. New River Road – 300 mm diameter watermain

   ii. North-south Internal street – 300 mm diameter (size to be confirmed in SA stage)

   iii. East-west internal street - 300 mm diameter (size to be confirmed in SA stage)

   iv. Gilbert Road – as required for hydrants/fire protection.

c) If the proposed development at 7731 and 7771 Alderbridge Way (i.e., RZ11-585209) does not proceed, new watermains may be required on Gilbert Road between new River Road and Lansdowne Road or as needed to meet required fire pressure/flow.

d) The existing 300 mm diameter AC watermain at Hollybridge Way frontage may require relocation and replacement due to its close proximity to the proposed building/construction. A minimum 300 mm diameter watermain is required.

e) Existing City utility (i.e., 300 mm diameter AC water main on Hollybridge Way) that is located within rights-of-way on this site or is located adjacent to this site, that may be impacted by the on-site development works (i.e. buildings, foundations, structures, services, construction etc.). An impact assessment complete with recommendations to ensure the following conditions must be submitted for staff review and approval:

21.1.4. Private Utilities

a) As per City policy, the developer is responsible for 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 undergrounding of private utilities, to the satisfaction of the City. Developer to coordinate with appropriate utilities.

b) The developer may be required to provide additional SRWs to accommodate undergrounding of overhead lines.

21.1.5. Metro Van Trunk Sewer

a) Developer to coordinate SA* works with Metro Vancouver's Gilbert Trunk Sewer upgrade. Utility alignments may require alternatives to suit Metro Vancouver's proposed trunk sewer upgrade.

PART B: PHASING OF REQUIRED WORKS

21.1.6. SA* Phasing: Engineering SA* Requirements – Minimum Scope of Work by Phase: Based on an approved design in respect to all the Engineering SA* Requirements described above, which shall be completed prior to rezoning adoption to the satisfaction of the Director of Engineering:

a) ***Servicing Agreement* #1:*** Prior to rezoning adoption, the developer must enter into SA#1, secured via a Letter(s) of Credit, for the construction of all works, EXCEPT those situated within the proposed Pearson Way right-of-way. All works required in respect to

SA#1 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

b) ***Servicing Agreement* #2:*** As per "no build" covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit* issuance in respect to any portion of Lot 1, prior to Building Permit* issuance for any portion of Lot 1, the developer must enter into SA#2, secured via a Letter(s) of Credit, for all outstanding Engineering SA* Requirements (i.e. within the Pearson Way right-of-way). All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

c) ***Servicing Agreement* #3:*** No Engineering SA* Requirements are identified for construction via SA#3.

21.2. Transportation SA* Requirements: Prior to rezoning adoption, the developer must complete all design work required in respect to the Transportation SA* Requirements described below, to the satisfaction of the Director of Transportation, Director of Development, Director of Engineering, and Senior Manager, Parks. More specifically, all transportation improvements identified in the Transportation Impact Assessment (TIA) are to be addressed via the Servicing Agreement* process for this development. Complete and detailed road and traffic management design is subject to final functional road design and detailed design approval by the Director of Transportation. DCC credits are available for road and frontage works carried out within existing city right-of-way and dedicated road right-of-way as defined in the City DCC Program. The road and frontage works shall be completed to the satisfaction of the Director of Transportation and the Director of Development. Transportation SA* Requirements shall include, but are not limited to the following:

PART A: REQUIRED WORKS

21.2.1. River Road

a) Completion of the development's River Road frontage works (behind the south curb) between Gilbert Road and Hollybridge Way. The frontage improvements shall include a 1.71 m wide landscaped boulevard (with a single row of street trees at 6.0 m on centre), 1.8 m wide off-road bike lane (consisting of a 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m wide sidewalk (2.0 m on PROP and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.

b) Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the required frontage works.

21.2.2. Gilbert Road

a) Widening of Gilbert Road (curb to curb inclusive) for a distance that is equivalent to the length of the development's Gilbert Road frontage (approximately 90 m). This road widening project is to start from a distance of approximately 80 m south of the New River Road/Gilbert Road intersection towards the south. The widening of Gilbert Road to Lansdowne Road (for a further distance of approximately 54 m) is to be incorporated as part of this project (with funding provided through the DCC Program). The finished road cross-section shall consist of curb and gutter (both sides of the road), two northbound and two southbound traffic lanes, northbound and southbound left turn lanes (at the River

Road and Lansdowne Road intersections respectively), northbound and southbound bike lanes and a raised median (minimum 1.2 m wide with banner poles and other landscape features). The lane widths are 3.25 m (all traffic lanes) and 1.8 m (bike lanes).

b) Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. The boulevard shall be 2.5 m wide (with innovative storm water management, landscape, street trees and furnishings). The sidewalk shall be 3.0 m wide (with decorative paving). Additional greenway requirements are to be determined by City Parks and Planning.

c) TDM-related works (in respect to eligible parking reductions) behind the curb at 5540 Hollybridge Way (Winter Club) including a temporary 2.5 m wide grass boulevard and a temporary 3.0 m wide asphalt sidewalk. (Note: the budget and funding for these TDM measures shall be based on the developer's voluntary contribution, the value of which contribution shall be determined via the design process for the required works, to the satisfaction of the Director of Transportation.)

21.2.3. Pearson Way

a) The scope of work includes the construction of a new roadway, consisting of a north/south section and a east/west section, which connects the development to River Road and Hollybridge Way. A road dedication of 19.0 m is required for the construction of this roadway. A further 0.5 m public right of passage shall be provided on each side of the right-of-way to meet the 2.0 m City Centre sidewalk design standards.

b) The finished road cross-section of this roadway shall consist of two 3.2 m wide traffic lanes and two 2.8 m wide parking/loading lanes. At both the River Road and Hollybridge Way connections to this new roadway, the lane configuration shall consist of a 5.6 m wide receiving lane, a 3.2 m wide left turn lane and a 3.2 m wide right-turn/through lane. At the junction of the east/west and north/south sections of this roadway, a 4-way stop controlled intersection shall be provided. The south and west approaches of the intersection are intended to provide driveway access to Winter Club and Lot 1 respectively.

c) The behind the curb frontage works shall include, on both sides of the road, a 2.0 m boulevard (with street trees) and a 2.0 m sidewalk (with decorative paving). A temporary 2.0 m wide asphalt walkway shall be installed initially on both sides of the road and replaced by a permanent 2.0 m wide sidewalk (with decorative paving).

21.2.4. Hollybridge Way

a) Widening of Hollybridge Way (between River Road and Lansdowne Road) to provide: at River Road, a 5.1 m wide southbound receiving lane, a 3.2 m wide northbound left turn lane and a 3.25 m wide right turn/through lane; and at Lansdowne Road, two 3.25 m wide southbound lanes, a 3.45 m wide southbound left turn lane, a 3.20 m wide and a 3.25 m wide southbound lanes.

b) Realignment of Hollybridge Way at Lansdowne Road to provide a direct connection between these two roadways via a new four-legged signalized intersection (replacing the current T-intersection). The Lansdowne Road approach to this new intersection shall consist of two northbound lanes, two southbound lanes and a northbound left turn lane (all lanes are 3.35 m wide). The south approach to this intersection shall consist of a 3.25 m wide and a 3.2 m wide southbound lane, a 3.20 m northbound left turn lane and a 3.35 m wide northbound through/right turn lane.

c) Construction of a new signalized intersection at Pearson Way/Hollybridge Way including transitions to adjacent development frontages.

d) The frontage improvements shall include a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), 3.0 m wide bike path (2.7 m wide asphalt path with 0.15 m wide concrete bands at both edges), 0.5 m wide buffer strip and a 4.0 m wide sidewalk (with decorative paving).

21.2.5. Traffic Signals

a) The new Hollybridge Way/Pearson Way intersection is to be signalized. The traffic signal requirements may include but are not limited to the following: signal poles, controller, junction boxes, bases and hardware; City Centre decorative poles and street light fixtures; vehicle detection devices; conduits (electrical and communications); communications cables; electrical wiring and service conductors; signal indication displays; City standard accessible pedestrian signals; and illuminated street name signs.

b) Modifications to the existing traffic signals at these intersections are required: River Road/Gilbert Road, River Road/Pearson Way, and River Road/Hollybridge Way. The traffic signal modifications may include but are not limited to the following: repair, modification and/or installation of vehicle detection; relocation and/or replacement of traffic signal poles, bases, junction boxes, signal heads and conduit; relocation of traffic signal controller cabinet and base; modification and/or installation of City standard accessible pedestrian signals and illuminated street name signs; and repair, modification and/or installation of communications cable (both fibre optics and copper).

c) Property dedication or PROP (exact dimensions to be confirmed through the Servicing Agreement process) for the placement of traffic controller cabinet and other traffic signal equipment is required.

PART B: PHASING OF REQUIRED WORKS

21.2.6. SA* Phasing: Transportation SA* Requirements – Minimum Scope of Work by Phase: Based on an approved design in respect to all the Transportation SA* Requirements described above, which shall be completed prior to rezoning adoption to the satisfaction of the Director of Transportation:

21.2.7. ***Servicing Agreement* #1:*** Prior to rezoning adoption, the developer must enter into SA#1, secured via a Letter(s) of Credit, for the construction of all works described as follows, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA* processes. All works required in respect to SA#1 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

a) River Road

i. Frontage works behind the south curb between Gilbert Road and Hollybridge Way (to be constructed by ASPAC/RZ 09-460962) including a 1.71 m wide boulevard (with permeable paving, street trees, street lights and furnishings) and a temporary 2.0 m wide asphalt walkway.

b) Gilbert Road

i. Widening of Gilbert Road (curb to curb inclusive) for a distance that is equivalent to the length of the development's Gilbert Road frontage (approximately 90 m). This road widening project is to start from a distance of approximately 80 m south of the New River Road/Gilbert Road intersection towards the south. The widening of Gilbert Road to Lansdowne Road (for a further distance of approximately 54 m) is to be incorporated as part of this project (with funding provided through the DCC Program). (Note: Refer to Scope of Work Description for details).

ii. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. (Note: Refer to Scope of Work Description for details).

c) Pearson Way - None required.

d) Hollybridge Way - None required.

e) Traffic Signals

i. Modifications to the existing traffic signals at these intersections are required: River Road/Gilbert Road, River Road/Pearson Way, and River Road/Hollybridge Way. (Note: Refer to Scope of Work Description for details).

21.2.8. ***Servicing Agreement* #2:*** As per "no build" covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit* issuance in respect to any portion of Lot 1, prior to Building Permit* issuance for any portion of Lot 1, the developer must enter into SA#2, secured via a Letter(s) of Credit, for the following Transportation SA* Requirements, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA* processes. All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

a) River Road

i. Completion of all frontage works (behind the south curb) along the frontage of Lot 1 including a 1.71 m wide landscaped boulevard, 1.8 m wide off-road bike lane (consisting of 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m sidewalk (2.0 m on public right of passage and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.

ii. Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the required frontage works.

b) Gilbert Road

i. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. The boulevard shall be 2.5 m wide (with innovative storm water management, landscape, street trees and furnishings). The sidewalk shall be 3.0 m wide (with decorative paving). Additional greenway requirements are to be determined by City Parks and Planning.

ii. TDM-related works (in respect to eligible parking reductions for Lot 1 and 2) behind the west curb along the Winter Club's (5540 Hollybridge Way) Gilbert Road frontage including a temporary 2.5 m wide grass boulevard and 3.0 m wide asphalt sidewalk.

c) Pearson Way

i. Completion of all required road works (curb to curb inclusive) including the construction of both the north/south and west/east sections of the road, and the driveway access to the Winter Club. (Note: Refer to Scope of Work Description for details).

ii. The behind the curb frontage works shall include a 2.0 m landscaped boulevard and a temporary 2.0 m wide asphalt walkway in place of the ultimate 2.0 m wide sidewalk (with decorative paving).

d) Hollybridge Way

i. Completion of all required road works (curb to curb inclusive) including: the widening of Hollybridge Way (between River Road and Lansdowne Road); the realignment of Hollybridge Way at Lansdowne Road to provide a direct connection between these two roadways; and the construction of a new four-legged signalized intersection (versus the current T-intersection) at Pearson Way/Hollybridge Way including transitions to adjacent development frontages. (Note: Refer to Scope of Work Description for details).

ii. Completion of all required frontage works behind the curb along the frontage of Lot 2 including a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), and a temporary 3.0 m wide asphalt walkway.

iii. Completion of all works behind the curb at the west side of Hollybridge Way (between River Road and Lansdowne Road) and 5540 Hollybridge Way (Winter Club).

e) Traffic Signals

i. Provide full traffic signalization as part of the construction of the new Hollybridge Way/Pearson Way intersection. (Note: Refer to Scope of Work Description for details).

21.2.9. ***Servicing Agreement* #3:*** As per "no build" covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit* issuance in respect to any portion of Lot 2, prior to Building Permit* issuance for any portion of Lot 2, the developer must enter into SA#3, secured via a Letter(s) of Credit, for the following Transportation SA* Requirements, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA* processes. All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

a) River Road

i. Completion of all frontage works (behind the south curb) along the frontage of Lot 2 including a 1.71 m wide landscaped boulevard, 1.8 m wide off-road bike lane (consisting of 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m sidewalk (2.0 m on public right of passage and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.

ii. Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the frontage improvements.

b) Gilbert Road - None required.

c) Pearson Way

i. Removal of the temporary 2.0 m wide asphalt walkway.

ii. Completion of frontage works at Lot 2 including a 2.0 m wide landscaped boulevard and a 2.0 m wide sidewalk (with decorative paving).

d) Hollybridge Way

i. Removal of the temporary asphalt walkway.

ii. Completion of frontage works at Lot 2 including a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), 3.0 m wide bike path (2.7 m wide asphalt path with 0.15 m wide concrete bands at both edges), 0.5 m wide buffer strip and a 4.0 m wide sidewalk (with decorative paving).

e) Traffic Signals - None required.

22. Development Permit: The submission and processing of a Development Permit* for the subject development's first phase (i.e., Lot 1, east of Pearson Way) completed to a level deemed acceptable by the Director of Development. The required Development Permit* for Lot 1 shall include a "master plan" for the development of both Lots 1 and 2, to guide future Development Permit* review and approval of Lot 2. Where the Development Permit* "master plan" process identifies form of development and/or related issues requiring legal agreements or other measures in respect to Lot 2 (e.g., covenant restricting mid-block tower height, form of affordable housing stand-alone building), any such requirements shall be satisfied by the developer prior to Development Permit* issuance for Lot 1.

Prior to a Development Permit* for any portion of 5440 Hollybridge Way being forwarded to the Development Permit Panel for consideration, on a Development Permit*-by-Development Permit* basis the developer is required to:

1. Aircraft Noise Sensitive Use: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. Industrial/Commercial Noise Sensitive Use: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal

Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

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

3. View Blockage: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, demonstrate that the proposed development is designed and constructed in a manner that anticipates and seeks to mitigate possible view blockage impacts arising as a result of adjacent existing and future development.

4. 6900 River Road (Heritage/ESA Woodlot & Park): In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit*-by-Development Permit* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that, in respect to the City-owned lot at 6900 River Road, which is a designated heritage site, Environmentally Sensitive Area (ESA), and park:

   4.1. Development impacts on the lot's resources and/or park amenity are minimized; and

   4.2. In the event of anticipated development impacts, mitigation and/or compensation are provided, as determined to the satisfaction of the City.

5. Landscape & Tree Protection: Submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs or as otherwise determined to the satisfaction of the Director of Development and Senior Manager, Parks. (NOTE: In the event that the developer does not undertake construction of the subject site and makes a formal request in writing to the City for the cancellation of the Development Permit issued in respect to that construction, which would require Council approval if the permit was not expired, the applicable landscape bond would be released.)

   The Landscape Plan should, among other things, identify protected trees (together with tree protection fencing requirements) and replacement tree planting on and around the subject site (based on the City-approved tree replacement plan), including at a minimum:

Bylaw-Size Trees (20 cm DBH min.)	Existing Trees	Trees Retained	Trees Relocated	Trees Proposed for Removal & Replacement		
				# Trees Removed	Replacement Trees	Deciduous Min. Caliper / Coniferous Min. Height
▪ On-Site (Deciduous)	11	0	0	11	22	4 @ 6 cm / 14 @ 9 cm / 4 @ 10 cm
▪ On-Site (Coniferous)	12	0	0	12	24	2 @ 4 m / 8 @ 5 m / 6 @ 5.5 m / 8 @ 6 m
▪ On-Site (Cedar hedge)	+/-57	0	0	+/-57	57	Low-growing hedge
▪ Off-Site (Gilbert Road)	1	1	0	Tree protection required for City tree as per City bylaw		
Total	81	1	0	80	103	-

   5.1. Replacement of On-Site Bylaw Trees: If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of $500/replacement tree to the City's Tree Compensation Fund for off-site planting is required.

   5.2. Cedar Hedge Replacement: The existing cedar hedge shall be replaced with a new evergreen hedge incorporating a minimum of 57 trees and extending from Gilbert Road to Hollybridge Way along/near the south property line of 5440 Hollybridge Way. The purpose of the new hedge is to screen views to/from the adjacent Winter Club property (5540 Hollybridge Way) until that site is redeveloped and screening is no longer desired (i.e. due to new landscaping and/or architectural features). Landscape design and installation of the hedge shall be managed, to the satisfaction of the Director of Development and Senior Manager, Parks, via:

5.2.1. At Lot 1 (east of Pearson Way): Lot 1 Development Permit* landscape design and bond; and

5.2.2. At the south side of Pearson Way (west of Lot 1): Lot 1 Servicing Agreement* and Letter of Credit for the design and construction of Pearson Way, required in respect to the Lot 1 Development Permit*. Hedge height along Pearson Way shall not exceed 1.2 m.

5.3. Non-Bylaw Trees: In addition to the bylaw-size trees identified in the table, the developer's arborist has identified a number of multi-trunk maple trees on the subject site, some of which may be suitable for transplanting. Staff have confirmed that no compensation is required for the developer's removal of these trees, but the developer is encouraged to explore on-site relocation opportunities via the Lot 1 Development Permit* process.

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

5.5. Protective Fencing: Installation of appropriate tree protection fencing around the 1 City tree that is to be retained prior to any construction activities, including building demolition, occurring on-site.

6. On-Site Stormwater Management: Submit a report and recommendations prepared by an appropriate registered professional that demonstrates, to the satisfaction of the Director of Development, Manager, Environmental Sustainability, and Director of Engineering, that measures are incorporated into the design and construction of the subject development (in coordination with and/or independent of frontage/street works) that effectively replace/retain the stormwater management value of the existing swales along the subject site's River Road and Gilbert Road frontages that will be lost as a result of the proposed development (e.g., rain garden along Gilbert Road). Note that the City's Environmental Sustainability Division has determined, in consultation with the Department of Fisheries and Oceans (DFO), that while the existing swales have recognized stormwater management value, it is not the City's intent to designate them as Riparian Management Areas (RMA).

7. Accessible Housing: Incorporate accessibility measures in Development Permit* plans including, but not necessarily limited to, those determined via the Rezoning review process as follows:

7.1. 100% of affordable housing units secured via a Housing Agreement must meet Basic Universal Housing standards (as defined under the Zoning Bylaw).

8. Parking Strategy: Submission of a parking strategy demonstrating the subject development's compliance, on a lot-by-lot basis, with the Zoning Bylaw in respect to Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number of required spaces), as determined to the satisfaction of the City. In addition to Temporary Frontage Improvements along the Gilbert Road frontage of 5540 Hollybridge Way (as required prior to rezoning adoption), TDM measures shall include, but may not be limited to, the following:

8.1.1. For non-residential uses, one end-of-trip facility for each gender for each lot. The minimum requirements for each facility are: shower, change room, wash basin (with grooming station, counter, mirror and electrical outlet), handicapped accessible toilet and lockers. The end-of-trip facilities are to be accessible to all commercial tenants of each lot.

8.1.2. Electric Vehicle Plug-In Service:

- For residential: 120V and/or 240V service (as determined by the developer) shall be provided for 20% of parking stalls;
- For commercial: 240V service shall be provided for 10% of parking stalls; and

- For bikes: 120V service shall be provided for 5% of bike racks or one per bike storage compound, whichever is greater.

8.1.3. Temporary Frontage Improvements along the 5540 Hollybridge Way Gilbert Rd frontage as identified in rezoning consideration 18 identified above.

9. Construction Parking and Traffic Management Plan: Re-submission of a Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Development Permit* review and approval processes. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

10. Additional Requirements: Discharge and register additional right-of-ways and legal agreements (e.g., cross-access easements or statutory right-of-ways to facilitate shared use of parking garage circulation), as determined to the satisfaction of the Director of Development and Director of Engineering.

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

1. Construction Parking and Traffic Management Plan: Submissions of a Final Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

2. Accessible Housing: Incorporation of accessibility measures in Building Permit* plans as determined via the Rezoning and/or Development Permit* processes (e.g., Basic Universal Housing, convertible housing).

3. Aircraft Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit* approval processes have been incorporated satisfactorily in the Building Permit* drawings and specifications.

4. Industrial/Commercial Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit* approval processes have been incorporated satisfactorily in the Building Permit* drawings and specifications.

5. Latecomer Charges: If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

6. Construction Hoarding: Receipt of a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit*. For additional information, contact the Building Approvals Division at 604-276-4285.

7. Servicing Agreement (SA)*: Entrance into SAs* on a lot-by-lot basis, secured via Letter(s) of Credit, in respect to the Engineering SA* Requirements and Transportation SA* Requirements and their respect phasing, as set out in the "prior to rezoning section" of this document.

NOTE:

a) Items marked with an asterisk (*) require a separate application.

b) 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.

c) 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.

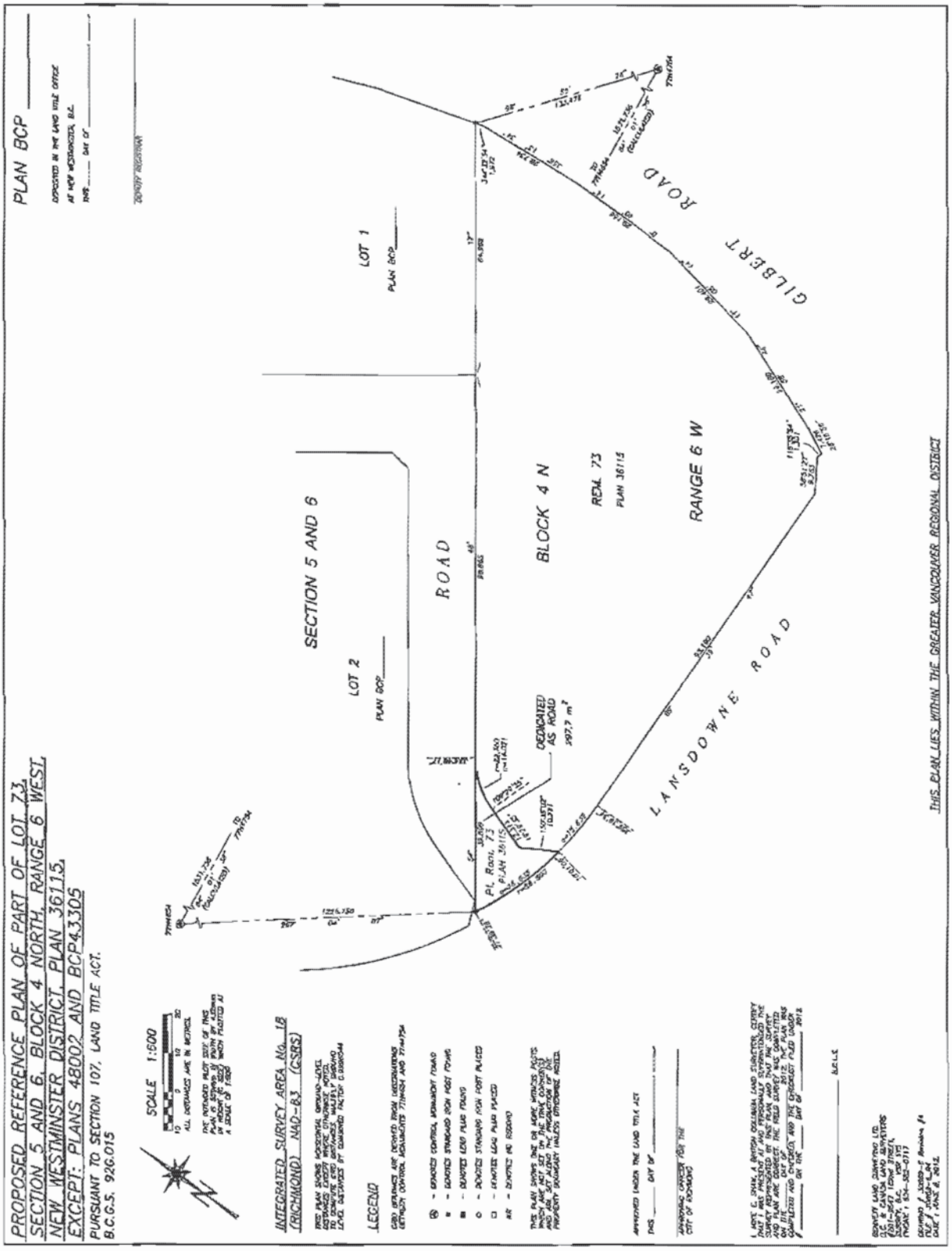
d) The preceding agreements shall provide security to the City, including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

Signed copy on file

Signed | Date

Schedule A

Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)



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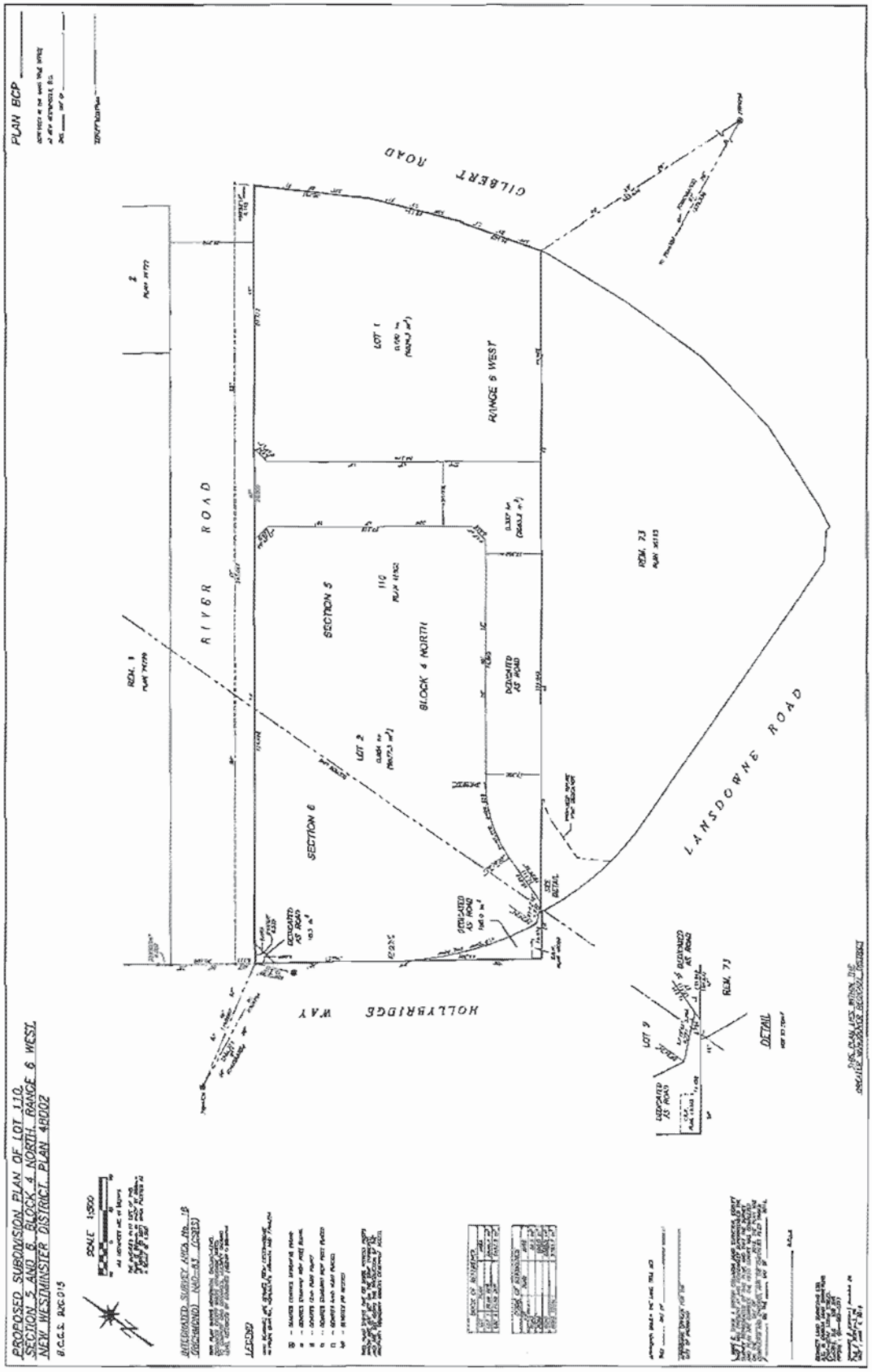
Schedule B.1

Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)



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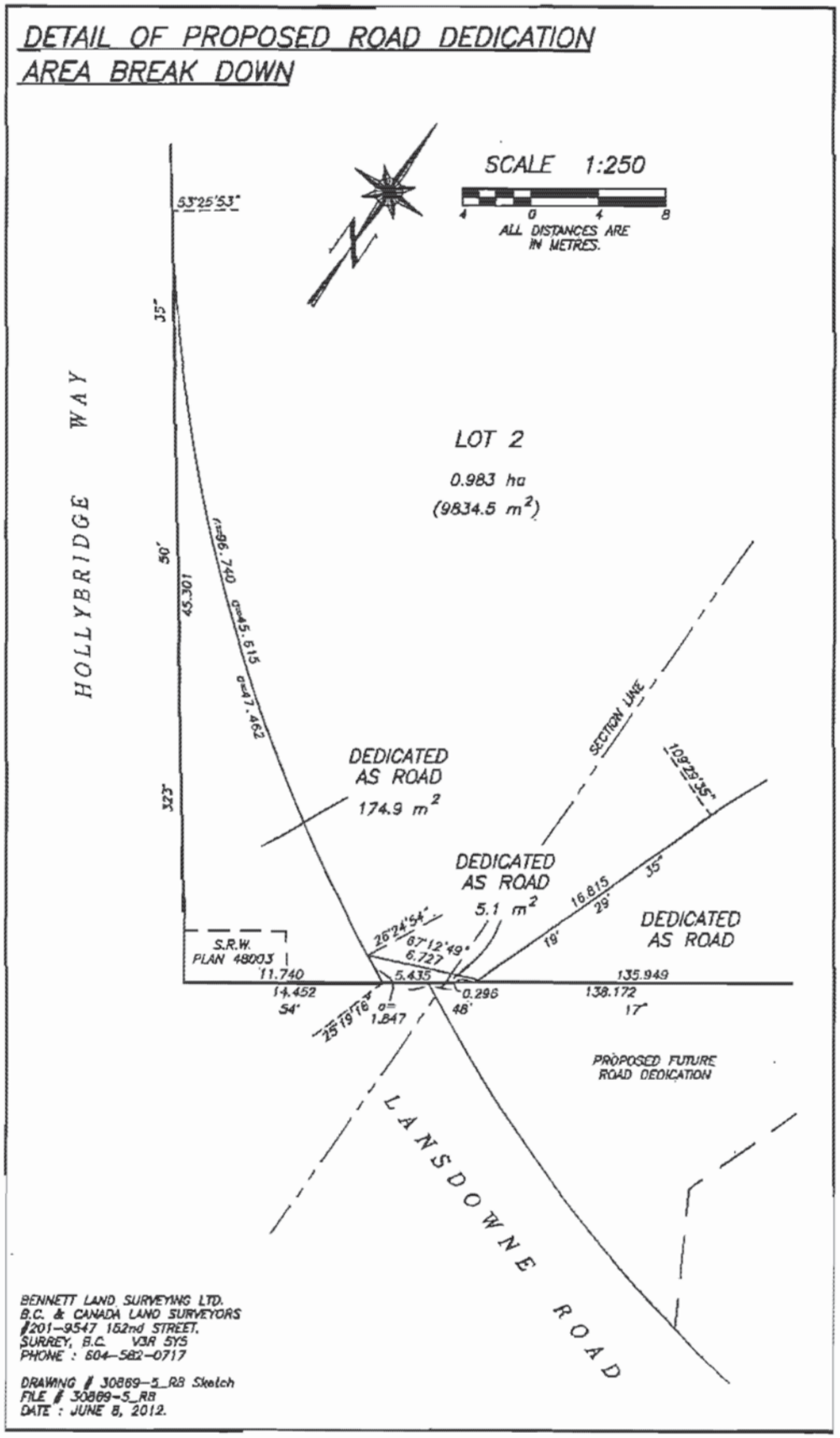
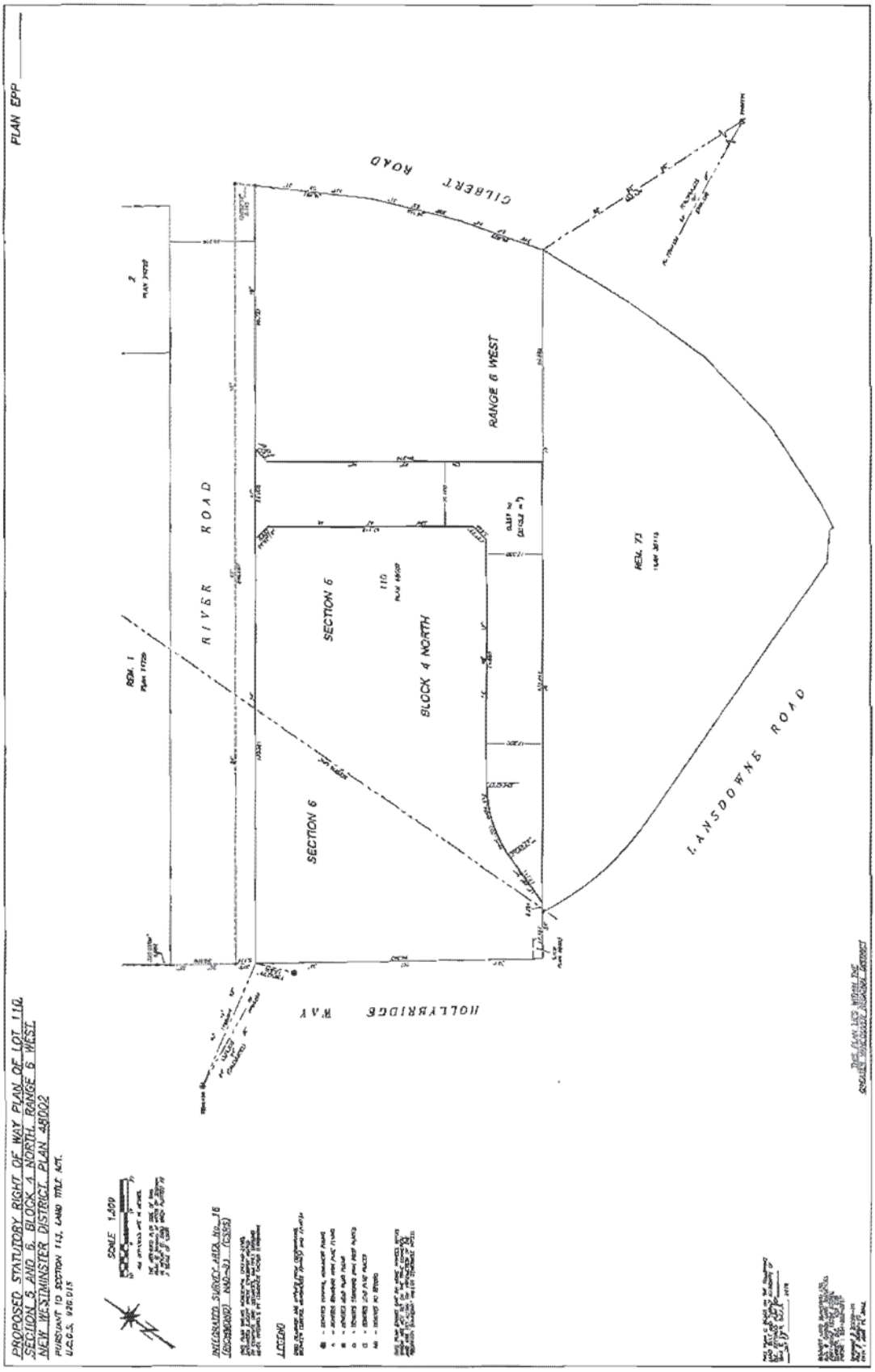

DETAIL OF PROPOSED ROAD DEDICATION
AREA BREAK DOWN
SCALE 1:250
4 0 4 8
ALL DISTANCES ARE IN METRES.
53°25'53"
35"
50'
32'
HOLLYBRIDGE WAY
LOT 2
0.983 ha
(9834.5 m²)
r=96.740
c=45.515
d=47.462
45.301
DEDICATED AS ROAD
174.9 m²
SECTION LINE
109°29'35"
DEDICATED AS ROAD
5.1 m²
16.815
29'
35'
19'
DEDICATED AS ROAD
26°24'54"
67°12'49"
6.727
5.435
S.R.W. PLAN 48003
11.740
14.452
54'
25°19'16"
d=1.847
0.296
48'
135.949
138.172
17'
PROPOSED FUTURE ROAD DEDICATION
LANSDOWNE ROAD
BENNETT LAND SURVEYING LTD.
B.C. & CANADA LAND SURVEYORS
#201-9547 152nd STREET,
SURREY, B.C. V3R 5Y5
PHONE : 604-582-0717
DRAWING # 30869-5_R8 Sketch
FILE # 30869-5_R8
DATE : JUNE 8, 2012.

3558010

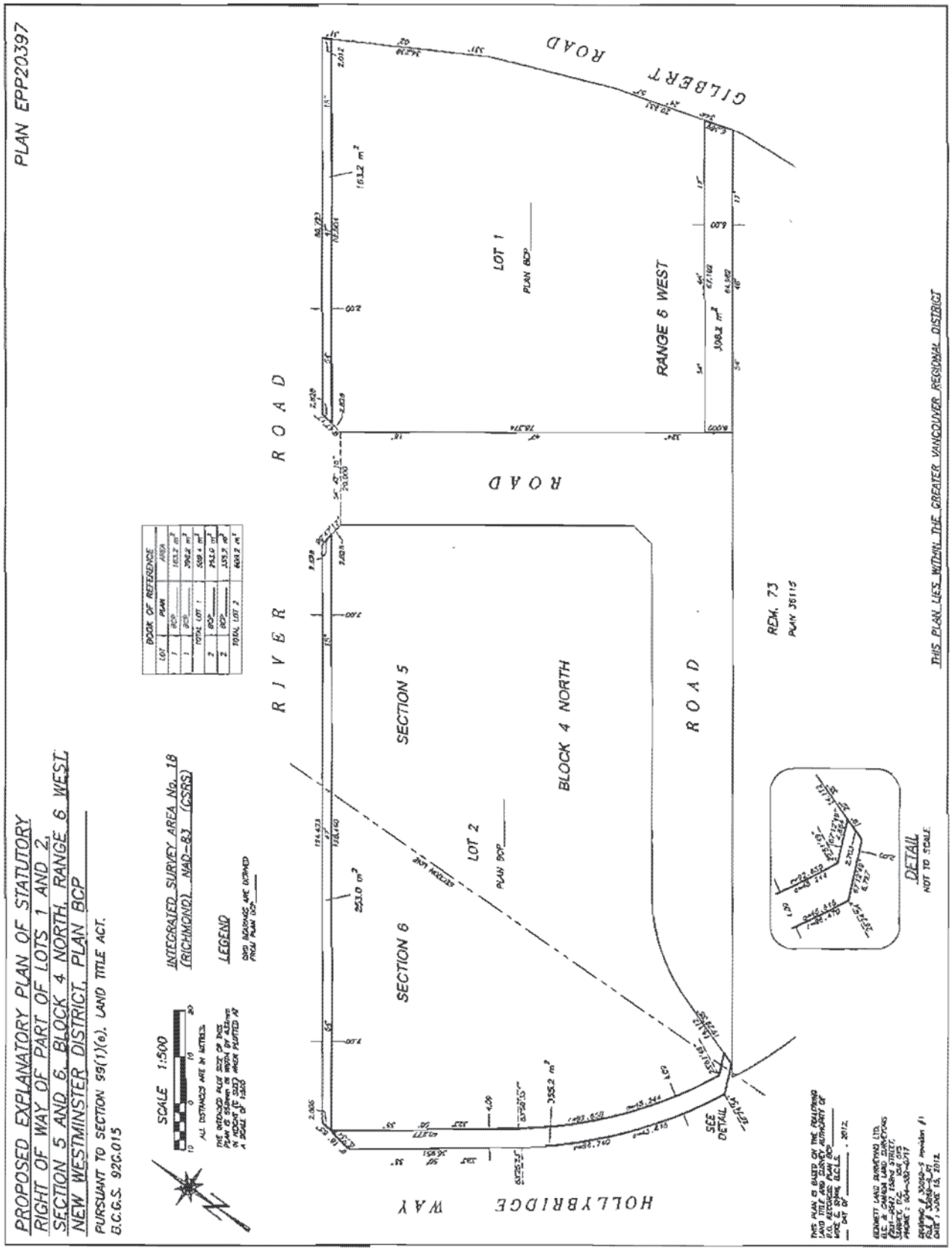
Schedule C.1
Preliminary Right-of-Way Plan for the Interim Pearson Way Right-of-Way



3558010

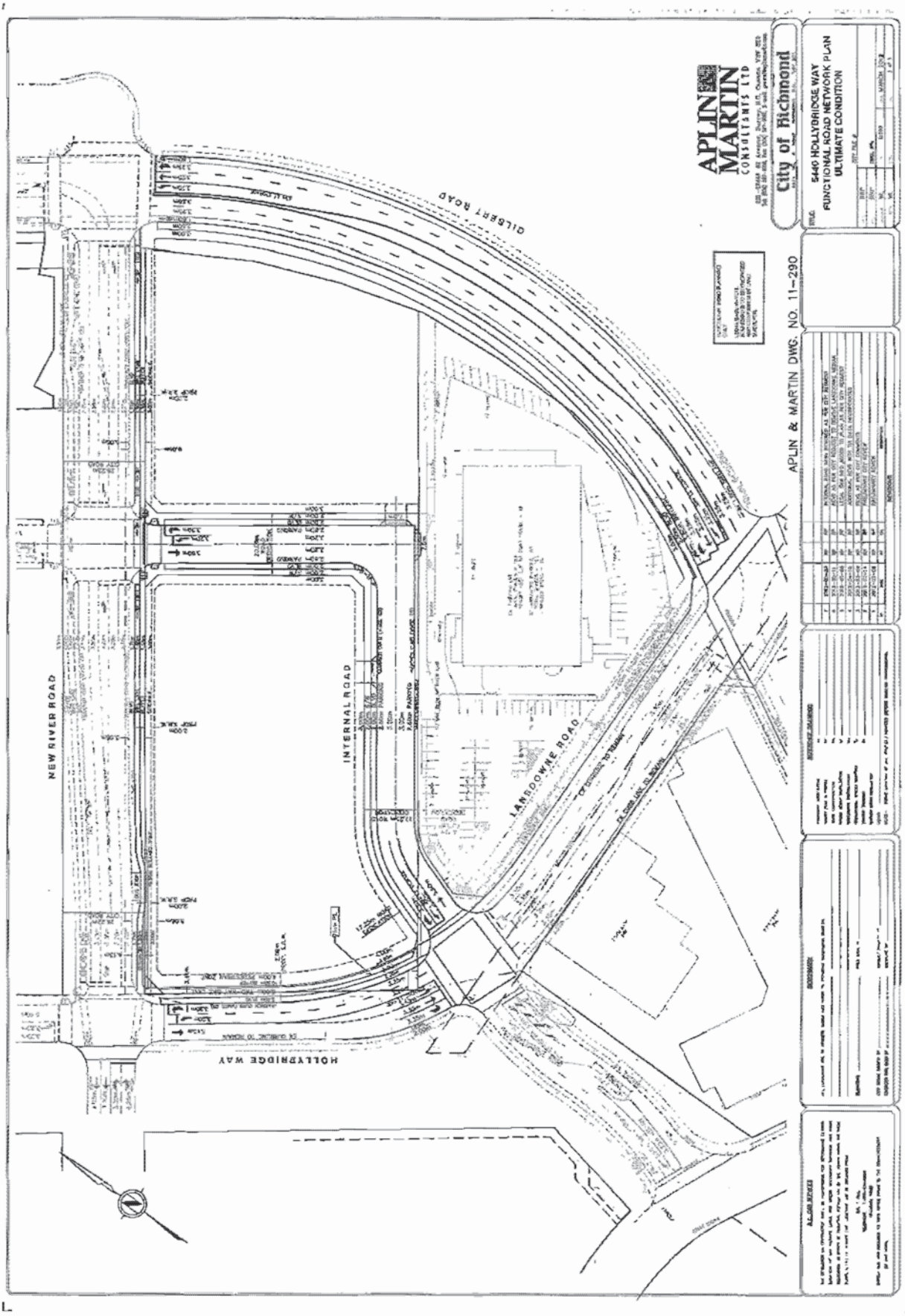
Schedule C.2

Preliminary Right-of-Way Plan excluding the Interim Pearson Way Right-of-Way



PH - 67

Schedule D
Preliminary Functional Road Plan



3558010

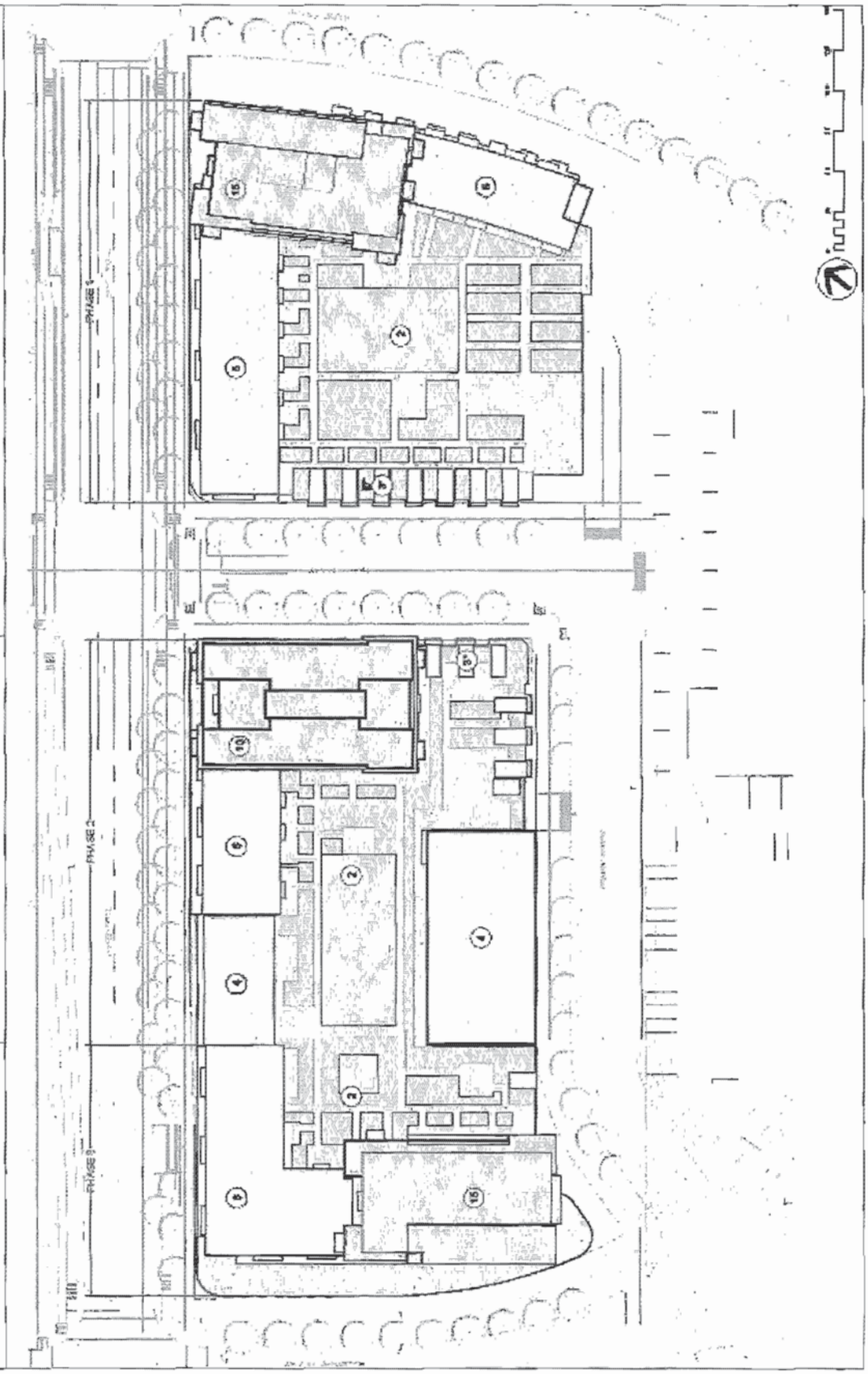
Schedule E
Preliminary Phasing Plan

BUILDING PHASE 1 LOT 1

BUILDING PHASE 2 LOT 2

INCLUDING 100% OF STAND-ALONE AFFORDABLE HOUSING BUILDING

BUILDING PHASE 3 LOT 2



3558010

City of Richmond

Bylaw 8879

Richmond Zoning Bylaw 8500
Amendment Bylaw 8879 (09-506904)
5440 HOLLYBRIDGE WAY

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

   1.1. Deleting the following statement from Section 9.4.4.5:

   "so as to increase the maximum **floor area ratio** to 2.0 or 2.5 respectively,"

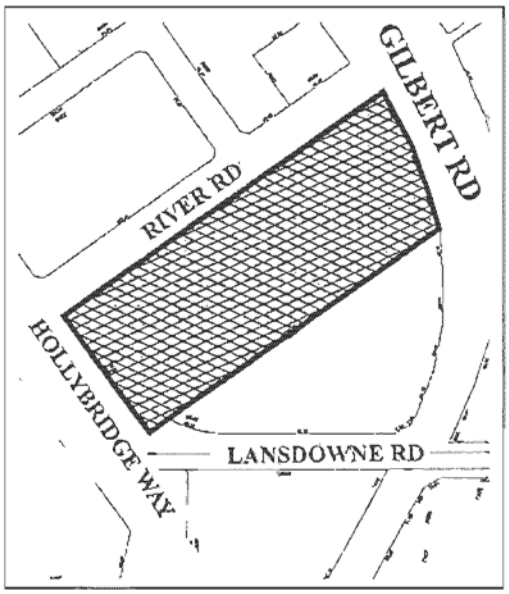
   1.2. Inserting Section 9.4.4.6 as follows:

   "6. Notwithstanding Section 9.4.4.3, for the RCL3 **zone** the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.463, provided that the **owner**:

   a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and

   b) dedicates not less than 3,862.9 m^2 of the **site** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it **RESIDENTIAL/LIMITED COMMERCIAL (RCL3).**

   P.I.D. 001-794-884
   Lot 110 Sections 5 and 6 Block 4 North Range 6 West New Westminster District Plan 48002

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8879"**.

FIRST READING	JUL 2 3 2012
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

INTRACORP

BUILDING THE EXTRAORDINARY

To Public Hearing
Date: SEPT 5, 2012
Item # 1
Re: Bylaw 8879

August 30, 2012

BY COURIER

Mayor Malcolm Brodie
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor Brodie:

Re: 5440 HOLLYBRDIGE WAY: ZONING AMENDMENT BYLAW 8879 (RZ 09-506904)
PUBLIC HEARING, SEPTEMBER 5th, 2012.

We are pleased to provide for your interest, the enclosed package of coloured drawings and renderings illustrating the development proposal for 5440 Hollybridge Way ("River Park Place"), which will be going to Public Hearing on September 5th, 2012. This information package is supplemental to – and consistent with – the formal Staff report and submission drawings that have been provided for review. We also offer below a brief description of project timeline and overview.

Brief Summary of Project Timeline

Completed To-Date:

January 2012	Rezoning Submission
February – June 2012	Worked with Staff on Functional Road Design and Rezoning Considerations
July 17, 2012	Planning Committee
July 23, 2012	First Reading

Upcoming/Anticipated:

September 5, 2012	Public Hearing
December 10, 2012	Final Adoption

CITY OF RICHMOND
DATE
AUG 30 2012
RECEIVED
CITY CLERK'S OFFICE

Brief Description of Project

Project & Context
Located in Richmond's emerging Oval Village neighborhood, River Park Place will be an exciting contribution to the ongoing transformation of Richmond's newest waterfront community. In total the project proposes approximately 586 residential units and 38,800 sq. ft. of new retail area. The site is bounded by the new River Road to the north, Hollybridge Way to the west, Gilbert Road to the east and the existing Richmond Winter Club site to the south.

New and proposed mixed-use developments surrounding the site include ASPAC Development's River Green Village to the north, Onni's Ora project to the west, and the Richmond Olympic Oval to the northwest. River Park Place adds to this diversity with a mixture of street-oriented large and medium format retail and diverse housing

forms including apartment condominiums and townhouses. Three distinct towers, several mid-rise structures, and ground-oriented townhouses bring architectural variety and interest to the residential components of the project.

Consistent with the City of Richmond's City Centre Area Plan (CCAP), a new internal road – Pearson Way – begins at a new intersection on Hollybridge Way at the southwest corner of the site and extends through the property to connect with the internal road of River Green Village to the north. Pearson Way will subdivide the site into two legal lots. The project is designed be built in three phases. Lot 1 in the east contains Phase 1 of development, while Lot 2 contains Phase 2 in the centre and Phase 3 in the west.

Massing
Consistent with CCAP recommendations, the three towers are placed to minimize the visual and physical impacts on existing and proposed buildings within the immediate context. Near and distant views are maximized to provide enjoyable viewscapes for residents while also keeping "eyes on the street" for enhanced community cohesion. New, existing and proposed towers are staggered from one another and separated by a minimum distance of 24m.

Massing to the south is kept low to maximize sunlight penetration into the podium courtyards. Since the new River Road is relatively wide, shadowing created by the taller structures to the north sidewalk is minimal, even with the proposed 6-storey massing at the street edge. Residential uses on upper floors along the street edge ensure that the wide streetscape is enclosed and scaled to engage the public street.

Access
All major residential lobbies for towers and mid-rises occur near the main street intersections. Townhouses have direct ground-level access for residents. Vehicles will access both parcels from the internal road. Large-vehicle loading will occur at a lay-by located along Pearson Way, and this approach is supported by a Traffic Impact Assessment. On-street parking along this road will be coordinated with the lay-by. Garbage and recycling will be managed within the parking structures and dedicated recycling areas will have localized minimum 6m headroom.

Design Approach
As a development company, Intracorp is committed to executing projects of extraordinary architectural character and distinction. This is exemplified in the company's diverse portfolio of projects in various municipalities, including: Vista Place and Ventana in North Vancouver; Spruce, Stirling House, Jacobsen, and the upcoming MC^2 in Vancouver; Chancellor Row at UBC; Centrepoint, and the upcoming Metroplace and Silver towers in Burnaby.

The overall design approach for River Park Place will continue this legacy of incorporating modern materials such as concrete, masonry, glass, metal and wood in a clean and cohesive architectural identity. Color and material contrasts will be used carefully and purposefully along with the massing strategy, to break down the building volumes into smaller discernible components. Bold color accents will be used to highlight key areas and focal points, adding visual interest and individual personality to the various building forms.

A human-scaled and pedestrian-oriented environment will be achieved by adhering to architectural and landscape design principles that enhance visibility, visual appeal, security, and articulation. Designed to be a landmark development for this neighbourhood, the midrise buildings will create variety in street wall massing at the pedestrian level, while the taller building forms will mark the entrance to the Oval Village shopping district and the City Centre, and will be clearly visible by people approaching Richmond from Sea Island.

Podium Rooftops
The podium rooftops will provide extensive outdoor amenities to all project residents as a green shared space with both private & public areas. Distinctly programmed zones include outdoor dining/BBQ, a social fire-pit, community garden plots, children's play areas, exercise spaces and ornamental planting. The programming of these spaces is intended to complement the indoor amenity areas which open out onto them. Many of the townhouses fronting the internal street will have roof deck access from within the unit. All rooftop residential units will have private patios opening onto the roof space.

Sustainable Design
This project will emphasize sophisticated and efficient design and systems performance. In particular, sustainable building practices will be incorporated into the design of the project, and a measurement standard of LEED® Silver equivalency will be set as a target. Passive solar design will be pursued and expressed in the building design. Slab extensions and balcony locations address each orientation to respond to opportunities for solar shading, while keeping thermal bridging to an acceptable minimum.

Hollybridge Limited Partnership (Intracorp) is pleased to have the opportunity to develop this exciting new project in the City of Richmond. We hope to build on our legacy of contemporary, sophisticated design that stands the test of time, to create a development that will fit well within the high calibre of urban design in this emerging Richmond neighbourhood, while at the same time establishing a unique identity that will add to the variety of built forms in the City Centre.

We look forward to continuing a productive and positive working relationship with City Staff and Council. Please do not hesitate to contact me at 604-801-7023 or djacobson@intracorp.ca, should you have any questions.

Yours truly,
HOLLYBRIDGE LIMITED PARTNERSHIP

for:

David Jacobson
Development Manager

Encl.

Cc. Mayor and Council, City of Richmond
Suzanne Carter-Huffman, Senior Planner, City of Richmond
Maurice Pez, Senior Vice President, Development & Construction, Intracorp

View from North

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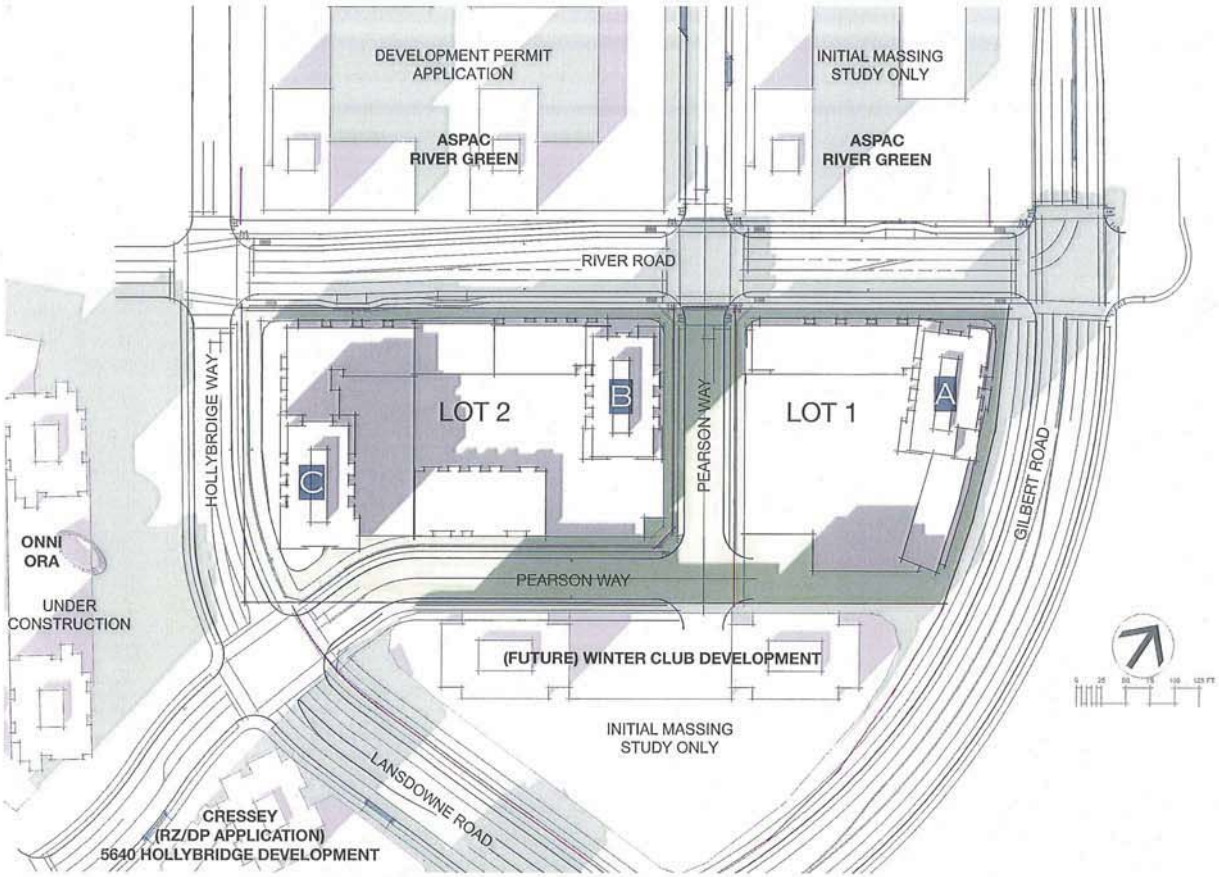
MYAE Anyoung International Enterprise Ltd.

RIVER PARK PLACE

AUGUST 2012
RZ 09-506904



With views of the mountains, river, and ocean, River Park Place is the next addition to Richmond's emerging Oval Village neighbourhood.
The name "River Park Place" reflects the community's unique character, namely its extensive landscaping, home-inspired amenities, and residential community living. River Park Place will be a welcome addition to the Oval Village neighbourhood.

River Park Place is a sophisticated, modern development located in the heart of the emerging neighbourhood of The Oval Village. Well-built by design and with broad market appeal, River Park Place offers a vibrant urban lifestyle with a wealth of local area amenities, transportation choices, and retail experiences. Integrating leading edge technologies and sustainable building systems, River Park Place is the best of contemporary responsible living.

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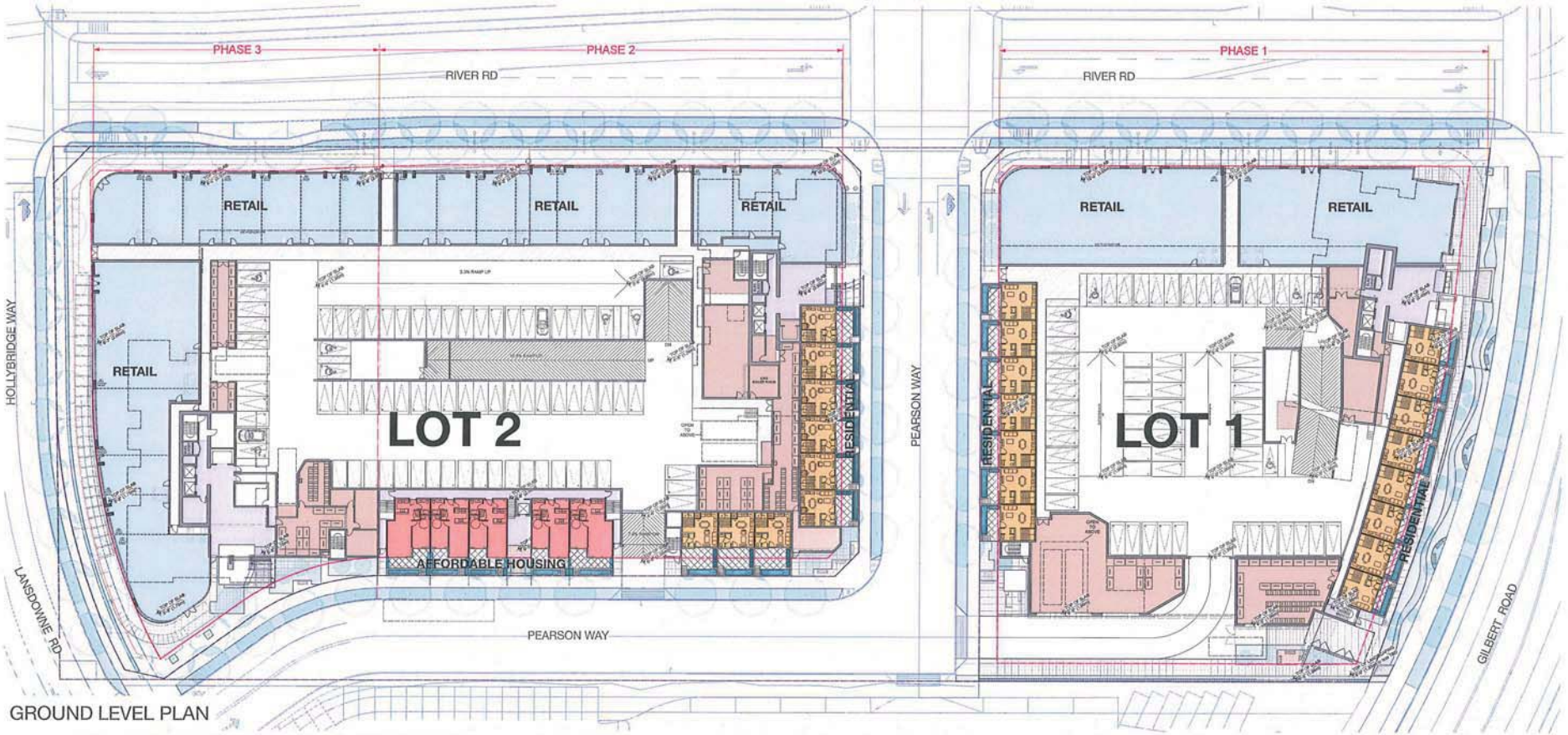
RIVER PARK PLACE

AUGUST 2012
RZ 09-506904



GROUND LEVEL PLAN

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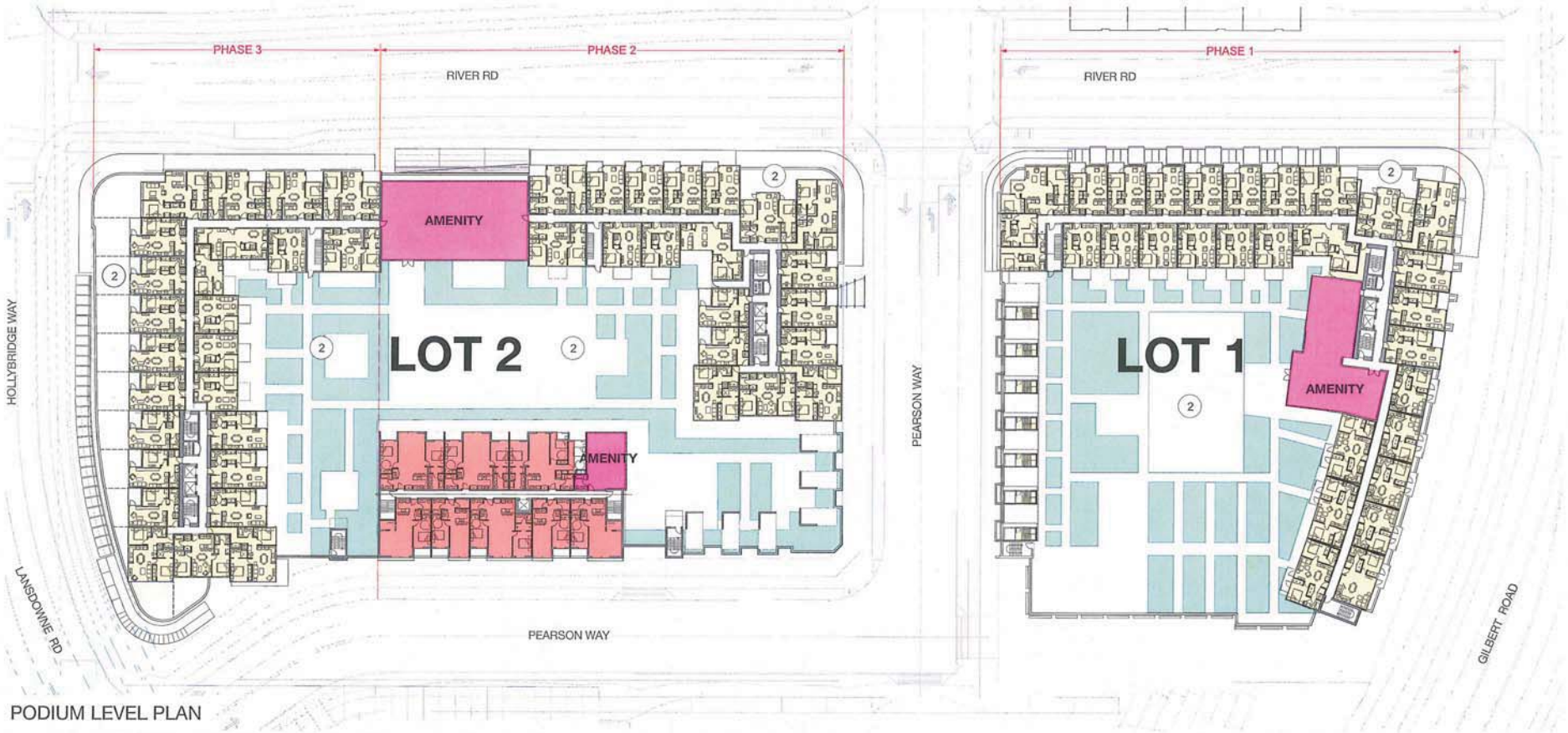
RIVER PARK PLACE

AUGUST 2012
RZ 09-506904



PODIUM LEVEL PLAN

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RIVER PARK PLACE

AUGUST 2012
RZ 09-506904

GILBERT RD TOWNHOUSE FRONTAGE

VIEW FROM GILBERT RD & RIVER RD

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RIVER PARK PLACE

AUGUST 2012
RZ 09-506904

RIVER RD FRONTAGE

VIEW FROM HOLLYBRIDGE WAY AND PEARSON WAY

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RIVER PARK PLACE

AUGUST 2012
RZ 09-506904

RIVER RD FRONTAGE

RIVER RD COMMERCIAL FRONTAGE

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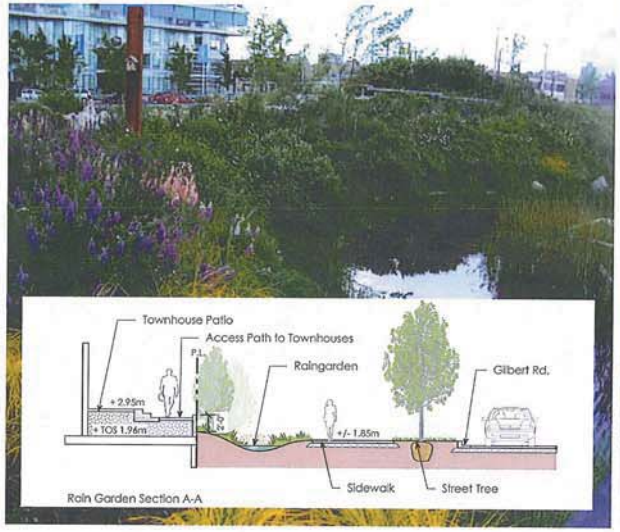
RIVER PARK PLACE

AUGUST 2012
RZ 09-506904

PEARSON WAY TOWNHOUSE FRONTAGE



GILBERT RD TOWNHOUSE FRONTAGE

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MYAE Jiayuang International Enterprise Ltd.

RIVER PARK PLACE

AUGUST 2012
RZ 09-506904