



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** April 4, 2011
From: Brian J. Jackson **File:** ZT 09-492885
Director of Development
Re: **Application by Oval 3 Holdings Ltd. and Oval 4 Holdings Ltd. for Zoning Text Amendment at 6051 and 6071 River Road and Road B to Amend "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)"**

Staff Recommendation

1. That Bylaw No. 8685, to amend the Richmond Official Community Plan to facilitate the creation of new City-owned, waterfront park, reflect proposed changes in subdivision, and amend the boundaries of adjacent land use designations accordingly, including:
 - a) Schedule 1, Attachment 1 (Generalized Land Use Map), designate the new City-owned lot as "Public and Open Space Use"; and
 - b) Schedule 2.10 (City Centre), Generalized Land Use Map (2031) and Specific Land Use Map: Oval Village (2031), designate the new City-owned lot as "Park";be introduced and given first reading.
2. That Bylaw No. 8685, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansis hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8685, having been considered in accordance with OCP Bylaw Preparation Consultation Policy No. 5043, be referred to the Vancouver International Airport Authority for comment on or before Public Hearing on OCP Amendment Bylaw No. 8685.
4. That Bylaw No. 8686, to amend the "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" zone to facilitate the creation of new City-owned, waterfront park, permit an increase in maximum permitted residential floor area, reflect proposed subdivision changes, and address related considerations, be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:spc
Att.

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ROUTED TO:

Policy Planning

Parks Planning, Design & Construction

Real Estate

Transportation

Law

CONCURRENCE

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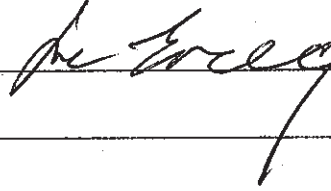
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CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Oval 3 Holdings Ltd. and Oval 4 Holdings Ltd. (ASPAC Developments) have applied to amend the “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” zone at 6051 and 6071 River Road (i.e. “Lot 3” and “Lot 4”, respectively) and the intervening City street, “Road B”, west of the Richmond Oval, in order to:

- a) Facilitate changes in subdivision, including the reconfiguration of two lots owned by the developer, the closure of an un-opened City street (Road B), and the creation of a new City lot intended for use as park; and
- b) Increase the maximum permitted residential floor area on lots west of the Richmond Oval.

Details of the closure of Road B and the creation of a new City lot are the subject of a separate report prepared for consideration by Council by the Manager, Real Estate Services.

Concurrent Application Approval Processes

In addition to the subject application, Oval 8 Holdings Ltd. (ASPAC Developments) has made application to rezone lands east of the Richmond Oval (RZ 09-460962). Both applications propose amendments to the City Centre Area Plan (CCAP) and the “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” zone. Bylaw adoption is intended to happen in series, with that of the subject application (ZT 09-492885) preceding ASPAC’s rezoning (RZ 09-460962). Note, however, that it is staff’s intent that the subject Zoning Text Amendment not be presented to Council for adoption until the developer has completed the Rezoning Considerations for RZ 09-460962 to the satisfaction of the Director of Development.

Findings of Fact

- a) A location map and aerial site photograph are provided in **Attachments 1 and 2** respectively.
- b) A “Development Application Data Sheet”, including details about the subject application, is provided in **Attachment 4**.
- c) “Original Development Concept” is provided in **Attachment 5**.
- d) “Proposed Development Concept” and “Preliminary Park & Greenway Concept” are provided in **Attachment 6 and 7** respectively.
- e) “Preliminary Subdivision Plan” is provided in “**Schedule A**” to **Attachment 8**.

Background

The subject site is situated in the City Centre’s Oval Village, an emerging high density, mixed-use downtown riverfront community. The two subject lots and adjacent lands were subdivided by the City and sold to ASPAC Developments several years ago to help finance the construction of the Richmond Oval. ASPAC has since assembled additional properties and has embarked on creating “River Green”, an 11.3-hectare (28-acre) master planned neighbourhood surrounding the Oval that will include more than 2,500 new residential units.

Applicant’s Proposal

The subject Zoning Text Amendment arises from the applicant’s proposed changes in subdivision involving two of four lots west of the Richmond Oval and an intervening City-owned street, Road B. More specifically, the applicant proposes to:

- a) Consolidate and subdivide 6051 and 6071 River Road and Road B to provide for:
 - Two new lots aligned parallel to the riverfront (rather than the current perpendicular arrangement), the combined area of which will equal that of the two existing lots; and
 - A new City lot adjacent to the Richmond Oval intended for use as park, the area of which will equal that of the proposed closure of Road B ($2,985.2 \text{ m}^2 / 0.74 \text{ ac}$) (**Attachment 8, "Schedule A", "Preliminary Subdivision Plan"**);
- b) Ensure adequate public pedestrian access to/from the riverfront and through the subject site by:
 - Discharging Public Rights of Passage right-of-ways registered on the applicant's existing two lots; and
 - Registering Public Rights of Passage right-of-ways on the new lots, including sidewalk widening, a 20 m wide "East-West Promenade", widening of "Fish Trap Way" at the north end of Brighthouse Way, and the establishment of the "Samuel Brighthouse Boulevard" (i.e. greenway) along the west side of Oval Way (relocated from its previously proposed location along Road B); and
- c) Amend "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" to:
 - Reflect the proposed changes in subdivision; and
 - Increase the maximum permitted residential floor area west of the Richmond Oval from $177,345.0 \text{ m}^2$ ($1,908,988.1 \text{ ft}^2$) to $182,052.1 \text{ m}^2$ ($1,959,656.6 \text{ ft}^2$) – *an increase of $4,707.1 \text{ m}^2$ ($50,668.46 \text{ ft}^2$) or roughly 3%* – by "converting" permitted commercial floor area on the developer's "Lot 4" (i.e. 6071 River Road) to residential.

Development of the applicant's two reconfigured lots will be the subject of future Development Permit application(s).

The developer will undertake the design and construction of the new City lot as park. A restrictive covenant will be registered on the developer's proposed north lot (adjacent to the proposed City park) requiring that prior to Development Permit issuance the developer must enter into the City's standard Servicing Agreement, secured via a Letter(s) of Credit, for construction of the proposed park, to the satisfaction of the City, at the developer's sole cost. (Development Cost Charge credits shall apply.)

Surrounding Development

To the North: The Middle Arm of the Fraser River, dike, and related public park features.

To the East: The Richmond Oval, including its vehicle loading area and the entries to its parking garage.

To the West: 6011 and 6031 River Road, both of which are owned by the developer and, like the subject site, are zoned "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)". The lot immediately west of the subject site, 6031 River Road, is the developer's first phase of construction and has received approval for 458 residential units in four (4) high-rise buildings oriented towards a large water/landscape feature and views of the river and mountains (DP 08-429756).

To the South: River Road, across which are existing light industrial properties designated under the City Centre Area Plan (CCAP) for future neighbourhood park and medium density, multiple-family development.

Related Policies & Studies

Development of the subject site is affected by a range of City policies and related considerations. An overview of these policies, together with the developer's proposed response, is provided in the "Analysis" section of this report.

Public Consultation

OCP Bylaw Preparation Consultation Policy No. 5043 provides direction with regard to consultation requirements for an OCP amendment.

- a) Vancouver International Airport Authority: The proposed OCP/CCAP and zoning bylaw amendments are consistent with the OCP Aircraft Noise Sensitive Development (ANSO) policy. Nevertheless, in accordance with the City's OCP consultation policy, staff recommend that the subject application's OCP Amendment Bylaw is referred to the Vancouver International Airport Authority for comment on or before Public Hearing.
- b) School District: City policy regarding consultation with School District No. 38 (Richmond) applies in the case of an OCP amendment that is expected to generate 50 or more additional school-aged children (i.e. roughly 295 additional multi-family dwellings). On this basis, no consultation with the Richmond School District is required because, while the subject application proposes an OCP/CCAP amendment:
 - The purpose of the amendment is not to provide for increased residential floor area, but rather to designate a new City-owned lot (created as a result of closing Road B) for park uses and reflect subdivision changes;
 - The developer's proposed increase in residential floor area, which is to be achieved via the "conversion" of 4,707.1 m² (50,668.46 ft²) of permitted commercial floor area to residential, is consistent with currently permitted OCP/CCAP residential densities; and
 - The developer's proposed residential increase represents only +/-50 additional dwellings, which is significantly less than the 295 dwellings the City understands are typically required to generate 50 school-aged children.

Note that the subject application will be provided to the School District, as a courtesy, for information purposes.
- c) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no public comment had been received. The statutory Public Hearing will provide neighbours and other interested parties with an opportunity to provide comment.

Staff Comments

Parks

- a) Park Development: The proposed City lot is intended to be developed, at the developer's sole cost, for park uses (e.g., pedestrian and bike paths, special tree planting to commemorate Samuel Brighthouse) and emergency/service vehicle access to/from the dike, as per the attached "Open Space Terms of Reference". (**Attachment 8, "Schedule C"**).

The area of the proposed park lot is equivalent to that of existing Road B, (2,985.2 m² / 0.74 ac); and, while this is not large:

- Public open space will be extended south to River Road (and a future neighbourhood park south of River Road, as per the CCAP) via an 8 m wide Public Right of Passage right-of-way secured for use as a landscaped greenway across the Oval Way frontage of the developer's two proposed lots;
- The proximity of the lot to the dike, the Richmond Oval, and the proposed "Fish Trap Way" public open space at the foot of Brighthouse Way will enhance its use as park and the public use/enjoyment of those adjacent public spaces/amenities; and
- The proposed City lot and associated greenway along the Oval Way frontage are better suited to the establishment of the "Samuel Brighthouse Boulevard" than the previously identified location for this feature (i.e. Road B), as they will not be shared with general purpose traffic and no portion will be constructed over a parking structure, thus, making them better able to accommodate large-growing trees.

Staff note that the developer requires a driveway across the proposed greenway to provide access to/from the proposed north residential lot. While this is undesirable, the alternative would be a public road crossing the greenway, which could be more disruptive. Staff are satisfied that via the Development Permit and Servicing Agreement design/construction processes, any potential impacts on public amenity and safety resulting from the driveway can be minimized.

On this basis, staff support the proposed City park/lot, and recommend that "no development" covenants are registered on the developer's two proposed residential lots requiring that prior to Development Permit issuance, the developer must enter into the City's standard Servicing Agreement, secured by a Letter(s) of Credit, to design and construct, to the satisfaction of the City and at the developer's sole cost (i.e. DCC credits shall apply only to eligible "park development" improvement within the City-owned park lot):

- For the north lot – Park improvements within the proposed City-owned lot, the portion of the proposed greenway along the lot's Oval Way frontage, and the completion of "Fish Trap Way"; and
- For the south lot – Park improvements within the portion of the proposed greenway along the lot's Oval Way frontage.

b) East-West Promenade: An existing 20 m wide Public Right of Passage right-of-way across the subject site (as per the CCAP) provides for an east-west "promenade" aligned parallel to the river, roughly mid-block between the riverfront and River Road. At the west end of the promenade, via the approved development at 6031 River Road (DP 08-429756), the developer proposes to link River Road with the site's finished grade (i.e. roughly dike elevation) via a "grand stair" that incorporates handicapped access as a "secondary" feature. At the east end of the promenade (i.e. at the subject site), which is near the Richmond Oval and expected to be a busier pedestrian location, staff believe that accessibility and bike access should play a stronger role in the design of the route's grade transition. On this basis, staff recommend that for the developer's south residential lot:

- A new 20 m Public Right of Passage right-of way must be registered along the lot's north property line to provide for public pedestrian/bike access, together with vehicle access to the developer's new north and south lots, the maintenance of which (including all associated liability) shall be the responsibility of the owner (i.e. strata);
- Via the Development Permit process, the design of the east-west promenade must be demonstrated to provide for pedestrian, handicapped, and bike access to the satisfaction

of the City, preferably in the form of a broad ramp with a maximum grade of 5% (with any stairs preferably being limited to secondary access); and

- Prior to Development Permit issuance, the developer must enter into the City's standard Servicing Agreement, secured by a Letter(s) of Credit, to design and construct the promenade to the satisfaction of the City, at the developer's sole cost. (No DCC credits shall apply.)

Transportation

- a) Road Closure: Road B was established by the City at the time the subject site and the surrounding area was subdivided. Subsequent to this, via the CCAP planning process, it was determined that Road B should not extend south of River Road and that its role, therefore, would be limited to providing local access to the subject site. Preliminary analysis undertaken by the applicant has demonstrated, to the satisfaction of the Director of Transportation, that vehicle access/egress to the subject site can be adequately accommodated via Brighthouse Way and Oval Way, thus, allowing for Road B to be closed. In light of this, staff support the proposed road closure, provided that prior to Development Permit approval for either of the developer's new lots, to the satisfaction of the Director of Transportation:
- Additional transportation and parking analysis is undertaken; and
 - Based on the City-approved analysis, improvements are implemented at the developer's sole cost (via the City's standard Servicing Agreement, secured by a Letter of Credit), which may include, but are not limited to, the installation of traffic signals at the intersection of River Road and Brighthouse Way.
- b) Access to the Proposed City Lot: The proposed City property, which lies adjacent to the dike and Richmond Oval, is intended to rise gradually from Oval Way to the crest of the dike to provide for passive park uses (e.g., pedestrian and bike paths, special tree planting) and emergency/service vehicle access to/from the dike. (**Attachment 7**) As this lot does not front a public road and its grade may prevent direct access to the Oval property, pedestrian, bike, and vehicle access must be provided via the developer's north lot. On this basis, staff recommend that:
- Statutory rights-of-ways must be registered across the developer's north lot at the foot of both Oval Way and Brighthouse Way to facilitate public pedestrian, bike, and emergency/service vehicle access to/from the City lot.
- c) Rights-of-Ways: Right-of-ways are currently registered on the subject lots to provide widening for sidewalks/boulevards, north-south pedestrian linkages between street-ends and the riverfront, and an east-west mixed pedestrian/vehicular linkage between the Richmond Oval and Brighthouse Way. These rights-of-ways are necessary to ensure adequate access to and through the area. On this basis, staff recommend that:
- All such rights-of-ways must be provided for via the proposed consolidation and subdivision, as indicated on the "Preliminary Subdivision Plan" (**Attachment 8, "Schedule A"**).

Engineering: Capacity Analysis

- a) Sanitary Pump Station: Via ASPAC's first phase of development at 6031 River Road (DP 08-429756), the City determined that a new sanitary pump station shall be constructed on the west side of Oval Way on 6071 River Road (i.e. one of the two subject lots), and a right-of-way has been registered on title on the lot accordingly. The proposed subdivision and related changes will result in this pump station being located on the developer's new south lot, within an area

identified for development as a public greenway and secured via a Public Right of Passage right-of-way. On this basis, staff recommend that:

- The existing pump station right-of-way must be maintained, regardless of changes in subdivision;
 - The terms of the proposed Public Rights of Passage right-of-way for the greenway must not conflict with the pump station or related activities; and
 - Maintenance and operation of the pump station (e.g., equipment, service vehicles) must be taken into account, to the satisfaction of the Director of Engineering, via the City's standard Servicing Agreement process for the design and construction of the greenway.
- b) Future Servicing Provisions: ASPAC's existing lots are unserviced. "No development" covenants are registered on title to ensure that the developer is responsible for their servicing, to the satisfaction of the City, prior to Development Permit issuance. In light of this and the developer's proposed subdivision changes, staff recommend that:
- For the developer's proposed lots – The proposed subdivision changes do not affect the City's intent with regard to the developer's responsibility or timing of servicing. As such:
 - i. "No development" covenants must be registered on the developer's two new lots requiring that, on a lot-by-lot basis, prior to Development Permit (DP) issuance the developer must enter into the City's standard Servicing Agreement to service each lot and undertake related improvements (e.g., road construction) to the satisfaction of the City, at the developer's sole cost.
 - For the proposed City lot – This property is landlocked and intended to be used for park purposes, the construction of which is required to be undertaken by the developer, at the developer's sole cost, concurrently with that of the developer's north lot. As such:
 - i. Utility rights-of-ways must be registered on the developer's north lot to provide for service connections to the City lot from Oval Way;
 - ii. A "no development" covenant must be registered on the City lot to restrict development until services are provided; and
 - iii. A "no development" covenant must be registered on the developer's north lot requiring that, prior to DP approval, the developer must enter into a Servicing Agreement to service the City lot to the satisfaction of the City, at the developer's sole cost.

Form of Development Review & Approval

As with ASPAC's other properties west of the Oval, form of development shall be addressed independently of zoning approvals via the City's standard lot-by-lot Development Permit processes.

Analysis

Staff's review of ASPAC's proposal, key City policies, and related considerations are as follows:

- a) Proposed Official Community Plan (OCP) & City Centre Area Plan (CCAP) Amendments:
- ***OCP & CCAP Land Use Maps***: Proposed changes are limited to designating the proposed City lot for park uses and, in the case of the CCAP, revising property boundaries.
 - ***OCP Aircraft Noise Sensitive Development (ANSD) Policy***: No changes are required to this policy. The ANSD policy permits all aircraft noise sensitive uses on the subject site and its neighbours, provided that residential uses do not exceed 2/3 of the maximum permitted

“buildable square footage (BSF)”. **Table 1** indicates that the proposed zoning amendments comply with the policy. In addition, as per other properties in ANSD “Area 2”, the subject development must:

- i. Register the City’s standard Aircraft Noise Covenant on title;
- ii. At Development Permit and Building Permit stages, submit acoustic reports by a registered professional qualified in acoustics identifying the measures needed to satisfy the “Noise Management” standards set out in the OCP;
- iii. Install mechanical ventilation and central air conditioning (or approved equivalent); and
- iv. Provide all required noise mitigation measures to the satisfaction of the City.

Table 1: ANSD Compliance

Use	ANSD Policy	Existing “ZMU4” Zone	“ZMU4” zone amended as per ZT 09-492885
Residential	2/3 max. BSF (67% max.)	177,345.0 m ² (54%)	182,052.1 m ² (54%)*
Non-Residential	Residual BSF (33% min.)	153,573.2 m ² (46%)	157,821.7 m ² (46%)**
Total	(100%)	330,918.2 m² (100%)	339,873.8 m² (100%)**

* The increase in residential floor area results from the developer’s proposed “conversion” of permitted commercial floor area on existing “Lot 4” to residential.

** The increase in commercial floor area and total floor area results from the closure of Road B, for which ZMU4 provided no development density, and the creation of the proposed City-owned park/lot for which ZMU4, as amended, allows density (i.e. as per the Oval lot, which is also considered to be “park”).

- b) **Proposed Zoning Amendments:** The subject application proposes to amend “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”. ZMU4 is a site-specific zone, originally drafted to facilitate the City’s subdivision and sale of its lands west of Hollybridge Way. Various zoning amendments are proposed as follows:

- **Permitted Uses:** Various changes are proposed, including the:
 - i. Addition of uses that Richmond’s Zoning Bylaw typically permits on lands intended for park use (commonly zoned “School & Institution Use (SI)”), including “park”, “recreation, outdoor”, “government services”, “emergency services”, etc.; and
 - ii. Deletion of “live/work dwelling”, at the request of the developer, as ASPAC does not intend to construct this use west of the Oval.
- **Residential Floor Area:** The subject site’s existing “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” zone limits residential uses to just four of its seven lots (including the subject site and two other lots west of the Richmond Oval) and limits the total combined residential floor area on those lots to 177,345.0 m². This residential cap is less than the total floor area permitted on the four lots, thus, requiring that ASPAC construct commercial uses on a portion of the subject site if it is to maximize its permitted density. ASPAC proposes to amend the ZMU4 zone to permit the “conversion” of this commercial floor area to residential. (**Tables 2 & 3**)

Table 2: Existing Zone

	Development Parcels (m ²)						Total (m ²)
	#1 ASPAC	#2 ASPAC	#3 & 4 ASPAC Existing	#5 ASPAC	#6 Sales Centre	#7 Oval	
Net Site	10,042.9	21,801.5	28,815.2	5,256.8	2,957.1	43,576.7	-
Residential	30,128.7	65,477.8*	81,738.5	Nil	Nil	Nil	177,345.0 (54%)
Non-Residential	Nil	Nil	4,707.1	15,770.3	2,365.7	130,730.1	153,573.2 (46%)
Total	30,128.7 (3 FAR)	65,477.8* (3 FAR)	86,445.6 (3 FAR)	15,770.3 (3 FAR)	2,365.7 (0.8 FAR)	130,730.1 (3 FAR)	330,918.2 (100%)

* As per approved DP 08-429756.

Table 3: Amended Zone

	Development Parcels (m ²)							Total (m ²)
	#1 ASPAC (No change)	#2 ASPAC (No change)	#3 & 4 ASPAC Proposed	#5 ASPAC (No change)	#6 Sales Centre (No change)	#7 Oval (No change)	New City Park Proposed	
Net Site	10,042.9	21,801.5	28,815.2	5,256.8	2,957.1	43,576.7	2,985.2**	115,435.4
Residential	30,128.7	65,477.8*	86,445.6	Nil	Nil	Nil	Nil	182,052.1 (54%)
Non-Residential	Nil	Nil	Nil	15,770.3	2,365.7	130,730.1	8,955.6	157,821.7 (46%)
Total	30,128.7 (3 FAR)	65,477.8* (3 FAR)	86,445.6 (3 FAR)	15,770.3 (3 FAR)	2,365.7 (0.8 FAR)	130,730.1 (3 FAR)	8,955.6 (3 FAR)***	339,873.8 (100%)

* As per approved DP 08-429756.

** Equal in area to the proposed closure of Road B.

*** Maximum permitted density @ 3 FAR, as per the Oval lot. (NOTE: Both lots are designated as "park".)

At the time ZMU4 was drafted, it was assumed that commercial uses (e.g., hotel, restaurant, retail) would be necessary on the subject site to ensure a lively, urban environment around the Oval and provide a buffer between it and its residential neighbours. Recently, however:

- Via the CCAP planning process, it was determined that commercial uses should be concentrated east of the subject site to better support the establishment of a retail "high street" along River Road with its focus near Hollybridge Way; and
- The proposed new City (park) lot between the Oval and the developer's two new lots will reduce the need for a commercial "buffer" near the Oval.

In light of this and the fact that the proposed "conversion" will represent less than 3% of the zone's total permitted residential floor area, comply with the OCP ANSD policy, and contribute towards the creation of City-owned park, staff support ASPAC's proposal.

- Off-Street Parking:** ZMU4's residential parking standards were determined before the Canada Line, Richmond Oval, and CCAP. More current thinking and updates to the Zoning Bylaw have made ZMU4's residential parking requirements out of date. Proposed zoning amendments will resolve this by indicating that the Zoning Bylaw's residential parking standards shall apply.
- Minimum Habitable Floor Elevation:** ZMU4 was adopted prior to Richmond's Flood Construction Level (FCL) Bylaw. That Bylaw and related policies in the CCAP make the current references to habitable floor elevation in ZMU4 out of date and redundant. To resolve this situation, it is proposed that those references are removed. (Note: Registration of the City's standard flood indemnity covenant on title shall be required.)
- Minimum Lot Size:** Changes are proposed to reflect the proposed subdivision.

c) Anticipated Zoning Variances: Nil

d) Form & Character of Development: In preparation for development of the Oval and the sale/lease of adjacent lands, the City established planning, architectural, landscape, and green-building guidelines. Via the CCAP planning process and related work, most of these guidelines were incorporated into the CCAP DP Guidelines and other City policies and, thus, will be taken into consideration via the subject site's Development Permit review and approval processes (e.g., green roofs, pedestrian-friendly streetscapes, varied tower heights and roof forms).

With regard to the proposed subdivision changes, staff have considered the following urban design objectives: (*Staff comments are in bold italics.*)

- *Objective #1:* A “public riverfront” should be established, made pedestrian-friendly and inclusive via a legible grid of streets and walkways, unobstructed views through the area towards the river and mountains, and a gradual rise in grade across the area that is tied seamlessly into the dike.

The development concept’s proposed closure of Road B provides for new park space and an enhanced greenway along Oval Way (“Samuel Brighthouse Boulevard”), but the frequency of public access points along the riverfront is reduced and the grade change at the east end of the east-west promenade is abrupt and could discourage public entry to the site. This situation is mitigated in part by the development’s proposal to align the site’s buildings perpendicular to the river to provide for north-south view corridors. In addition to this, via the DP process the developer should demonstrate that:

- Proposed view corridors are extended to grade to facilitate meaningful views for the public/pedestrians;*
 - The east end of the east-west promenade is designed to be more open, inviting, and accessible (i.e. stairs and switchback ramps are discouraged); and*
 - The “publicness” of this riverfront area is enhanced by “blurring” the boundary between on-site and off-site open spaces and, where possible, permitting public pedestrian access across or onto the development sites.*
- *Objective #2:* Parking should be concealed below grade to increase accessible, on-site open space, provide for more attractive, pedestrian-friendly streetscapes, and ensure a seamless transition between on-site open spaces, public streetscapes, and the riverfront park.

The development concept provides for extensive on-site open space over parking; however, the developer’s proposal to provide more parking than that required under the Zoning Bylaw could result in abrupt, unattractive grade transitions, especially along fronting streets, walkways, and open spaces. Steps should be taken via the DP process to ensure grade transitions are attractive and the quality of the public realm is not compromised.

- *Objective #3:* Building heights should be terraced, with taller buildings on the south and lower ones on the north, to help provide for a sunny, pedestrian-scaled riverfront and visually interesting skyline.

The development concept locates lower buildings near the riverfront and minimizes shadowing of the dike in the afternoons and evenings (at the equinoxes and through the summer months); however, there is little variation in tower height (i.e. 4 @ 13 storeys and 2 @ 12 storeys) and there appears to be significant shadowing of on-site open spaces. Via the DP process, the developer should work to create a more interesting skyline (i.e. greater variation in building heights, variations in roof forms) and further reduce shadowing of useable outdoor on-site and off-site spaces.

- *Objective #4:* Towers should be staggered, with a minimum 35 m tower separation, to enhance residential views, increase daylighting and air circulation, and reduce the image of a “wall” of towers.

The development concept proposes a minimum tower spacing of 24 m, rather than the 35 m spacing recommended via the City’s original planning of this area and the CCAP.

While the proposed smaller spacing may provide for adequate privacy between fronting buildings, when considered in combination with the minimal variation in tower height (described above), it could make the development appear “wall-like”. Via the DP process, the developer should work to increase the separation between towers and/or increase the staggering of towers, increase variations in tower heights (as noted above), and incorporate other measures that will counter the development’s potential “wall-like” appearance and increase its porosity.

- *Objective #5: On-site open spaces should be oriented towards the river to enhance private residential views, expand the sense of open space along the dike, and provide attractive public views through the development.*

The development concept for the subject site provides for an informal arrangement of park-like spaces oriented towards the river on the north lot, and more urban, inward focussed outdoor spaces (i.e. courtyards) on the south lot. This approach appears to respond well to the challenges/strengths inherent in each lot (e.g., changes in grade) and provides the opportunity for a varied and interesting landscape vocabulary. Via the DP process, the developer should work to ensure that:

- Grade changes and massing on the north lot are designed to maximize views to the river and mountains, including public views from the East-West Promenade; and*
 - Streetwalls defining the perimeter of the south lot are designed to be visually interesting (e.g., variations in form/character/colour/materials, breaks in the walls providing for public visual/physical access), contribute to a pedestrian-friendly public realm (e.g., attention to human scale, significant planting, high-quality landscape features and street furniture), and address the future neighbourhood park south of River Road (as per the CCAP).*
- *Objective #6: Water features should be integrated into the development sites to enhance their relationships with the riverfront landscape and opportunities for special green-building/storm water management features.*

The development concept provides for an artificial lagoon between its buildings and the riverfront park. While the concept could be very attractive and provide a desirable “buffer” between the park and the development’s dwellings, no information is provided regarding the intended design/operation of the water feature, how it will be made affordable for residents to maintain and operate over the long-term, or how it will be tied into abutting public areas. These considerations should be addressed via the development’s DP review and approval processes.

e) Other Considerations:

- **Industrial Noise:** The subject site is situated in a transitional industrial area and may be subject to noises not typical of other residential neighbourhoods. Covenants are required to be registered on the new lots in this regard.
- **Affordable Housing:** As per the terms of ASPAC’s purchase of the subject site from the City, as the site’s zoning/subdivision pre-dates Richmond’s Affordable Housing Strategy, the developer is not required to provide affordable housing. Instead, the City set aside a lot west of No. 2 Road for future development with affordable housing by others.
- **Public Art:** As per City policy and the terms of ASPAC’s purchase of the subject site, all developer contributions towards public art are voluntary. To date, ASPAC has

demonstrated a strong commitment to public art via its establishment of a public art plan for its lands at 6031 River Road (Parcel 2) valued at approximately \$282,000 and the execution of projects at "Fish Trap Way" (foot of Brighthouse Way) by renown Coast Salish artists, Susan Point and Thomas Cannell, and at the East-West Promenade by Muse Atelier.

Financial or Economic Impact

Road Closure: The subject Zoning Text Amendment application proposes the closure of Road B, an existing unopened public road. The City is satisfied that Road B is not required for transportation purposes and is prepared to transfer this excess road right-of-way to the developer in consideration for a new City-owned lot equivalent in area to Road B. (**Attachment 8, "Schedule A"**) The developer shall be required to enter into purchase and sales agreement(s) with the City for the land, which is to be based on the primary business terms approved by Council. The primary business terms of the purchase and sales agreement(s) 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, and the transaction costs themselves, shall be borne by the developer.

Conclusion

As part of its "River Green" development, ASPAC (Oval 3 Holdings Ltd. and Oval 4 Holdings Ltd.) is proposing changes to the City's original subdivision and zoning west of the Richmond Oval, "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)". Staff's review of ASPAC's proposal indicates that the subject application warrants favourable consideration on the basis that the proposal:

- Is consistent with the OCP ANSD policy;
- Will increase the area of City-owned park near the riverfront and Richmond Oval;
- Supports CCAP objectives aimed at concentrating pedestrian-oriented retail uses within the Plan's designated "high-street" east of Oval Way (i.e. east of the subject site);
- Represents an increase of less than 3% in the ZMU4's permitted residential floor area (i.e. achieved by "converting" permitted commercial floor area on the 6071 River Road to residential); and
- Will contribute towards the area's development as a distinctive, high-quality, high-density, riverfront neighbourhood.

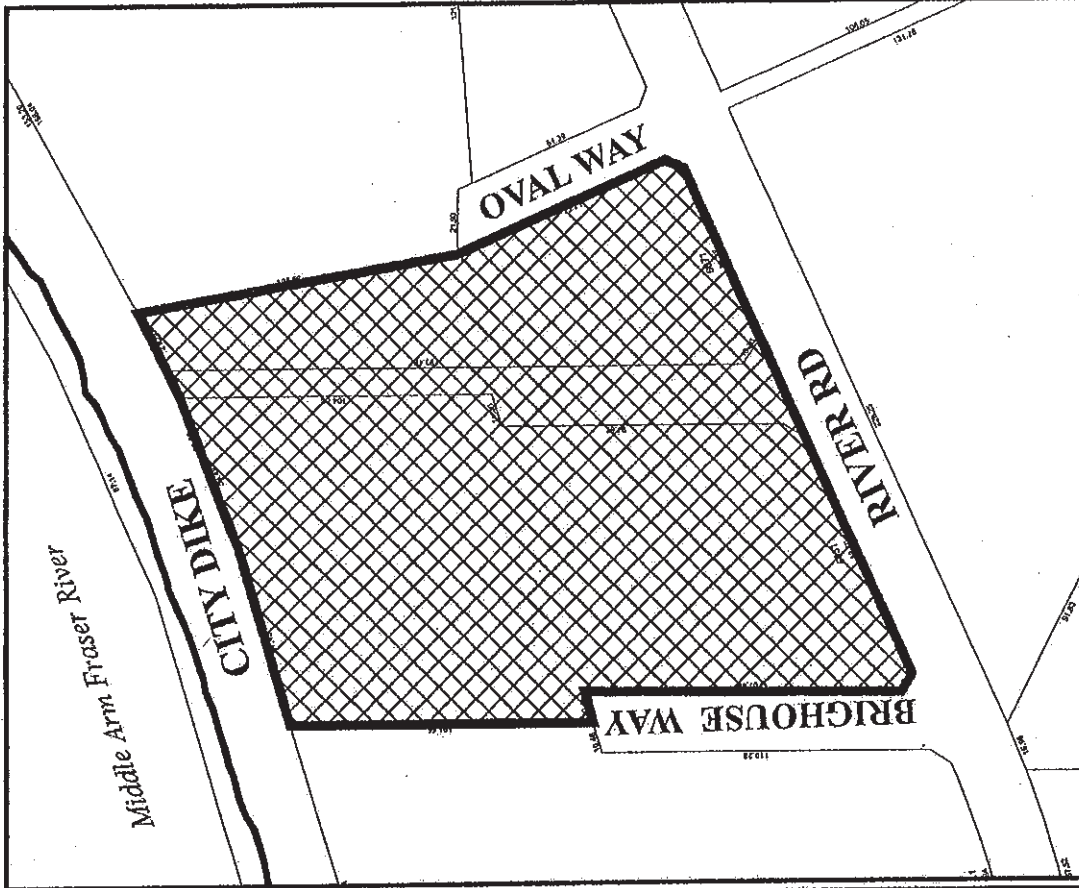
Suzanne Carter-Huffman.

Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

- Attachment 1: Location Map
- Attachment 2: Aerial Photograph
- Attachment 3: Aircraft Noise Sensitive Development (ANSD) Map
- Attachment 4: Development Application Data Sheet
- Attachment 5: Original Development Concept
- Attachment 6: Proposed Development Concept
- Attachment 7: Preliminary Park & Greenway Concept
- Attachment 8: Zoning Text Amendment Considerations
 - "Schedule A": Preliminary Subdivision Plan
 - "Schedule B": Road Exchange Diagram
 - "Schedule C": Open Space Terms of Reference

Location Map

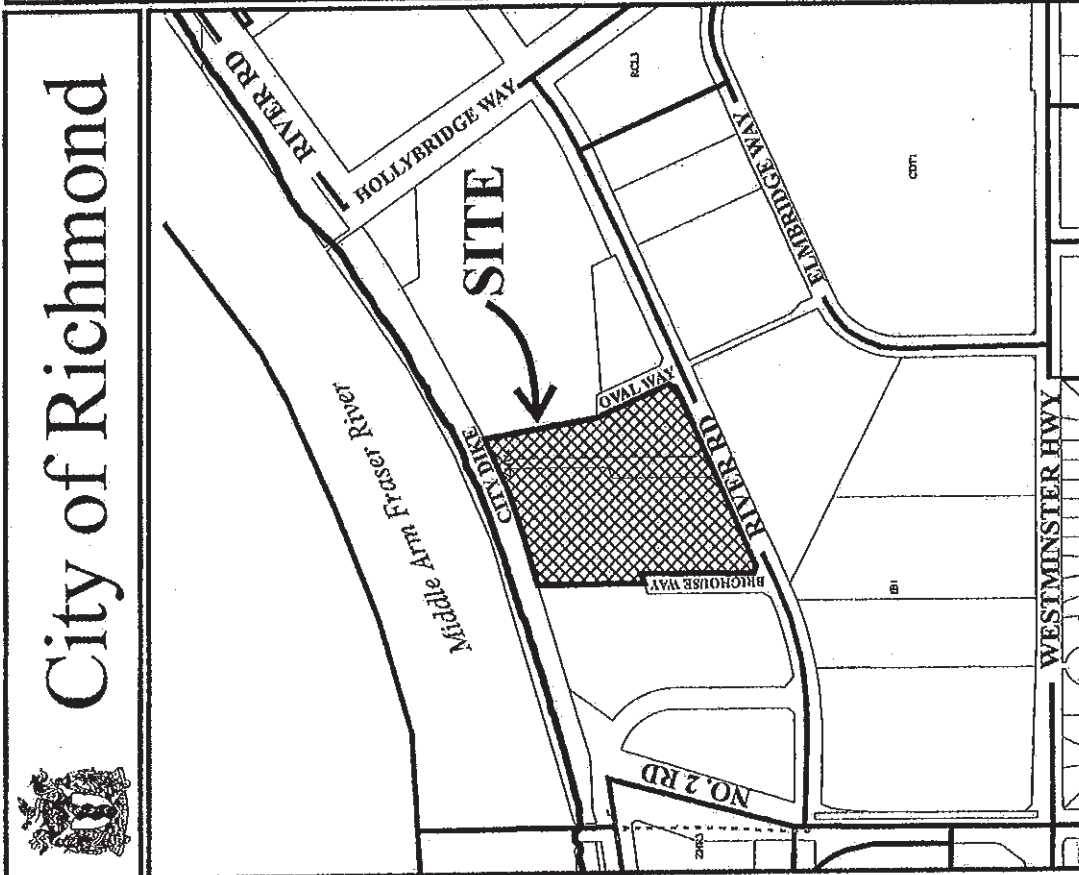


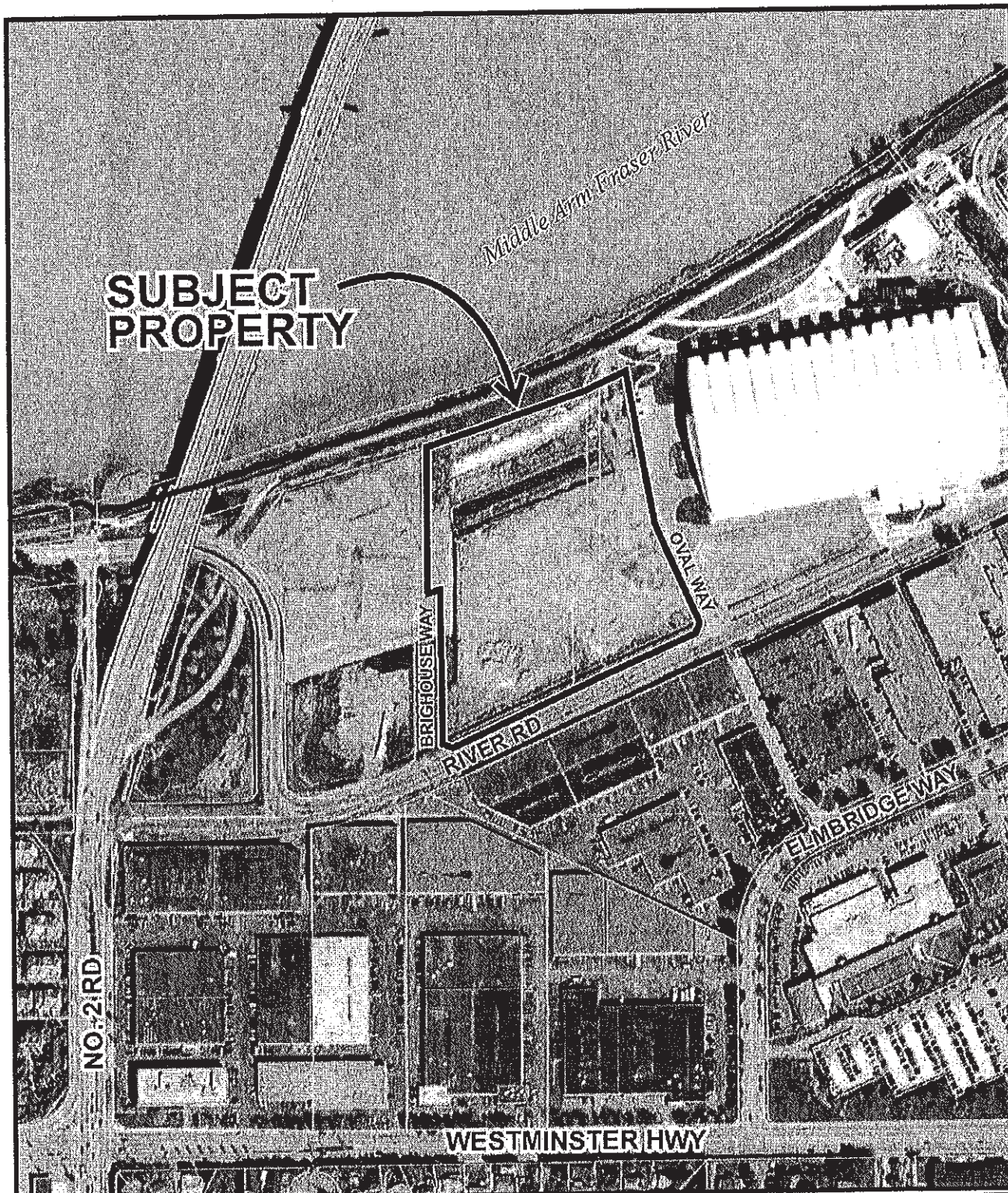
Original Date: 03/10/09

Revision Date:

Note: Dimensions are in METRES

ZT 09-492885





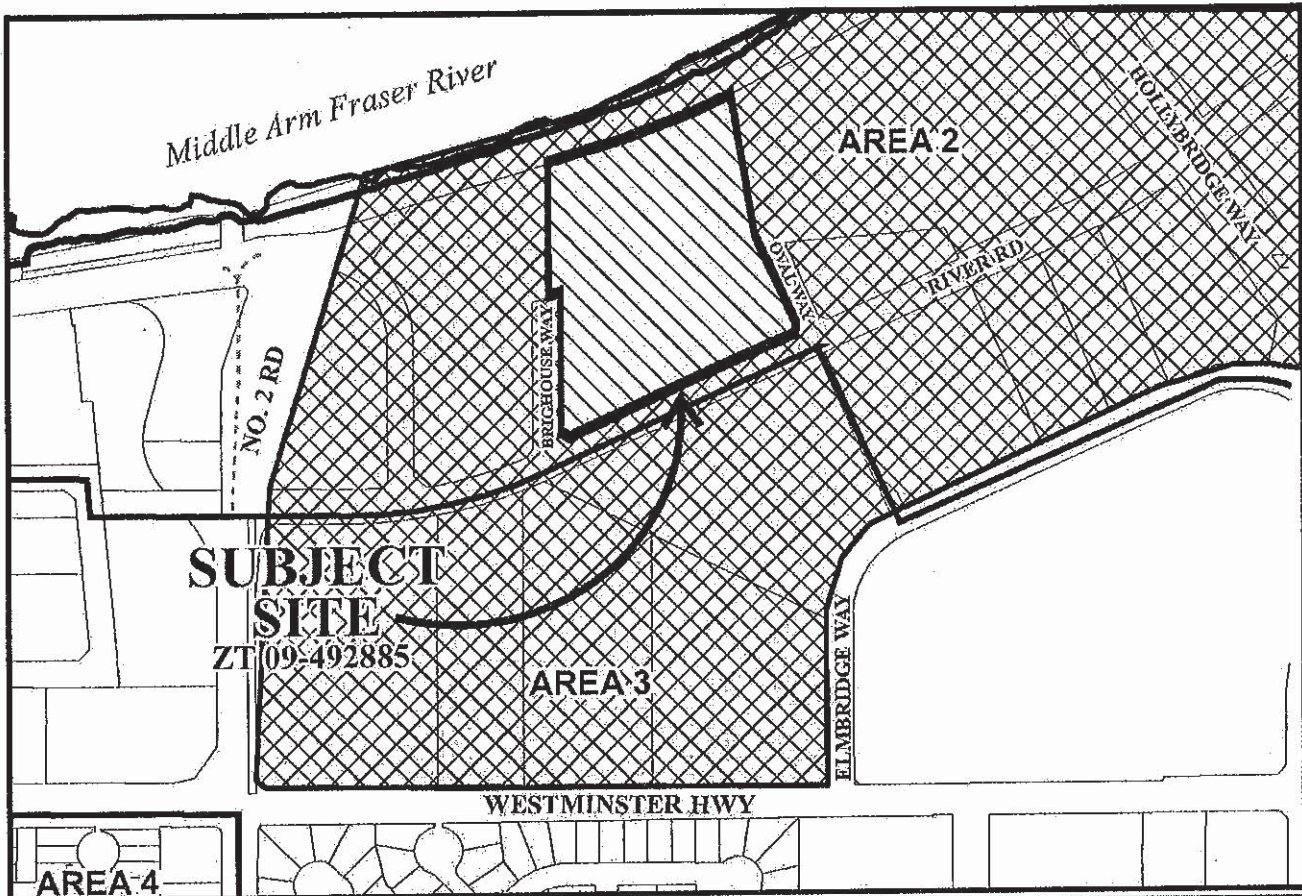
ZT 09-492885

Original Date: 02/16/11

Amended Date:

Note: Dimensions are in METRES

ATTACHMENT 3
Aircraft Noise Sensitive Development (ANSD) Map



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: The remaining BSF (e.g., 1/3)



Aircraft Noise Sensitive Development Location Map

Original Date: 02/16/11

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
Richmond, BC, V6Y 2C1
www.richmond.ca

Development Application Data Sheet Development Applications Division

ZT 09-492885

Address: 6051 & 6071 River Road & Road B

Applicant/Owner: Oval 3 Holdings Ltd. & Oval 4 Holdings Ltd. (ASPAC Developments)

Owner: Oval 3 Holdings Ltd., Inc. No. 0775297 & Oval 4 Holdings Ltd., Inc. No. 0775289

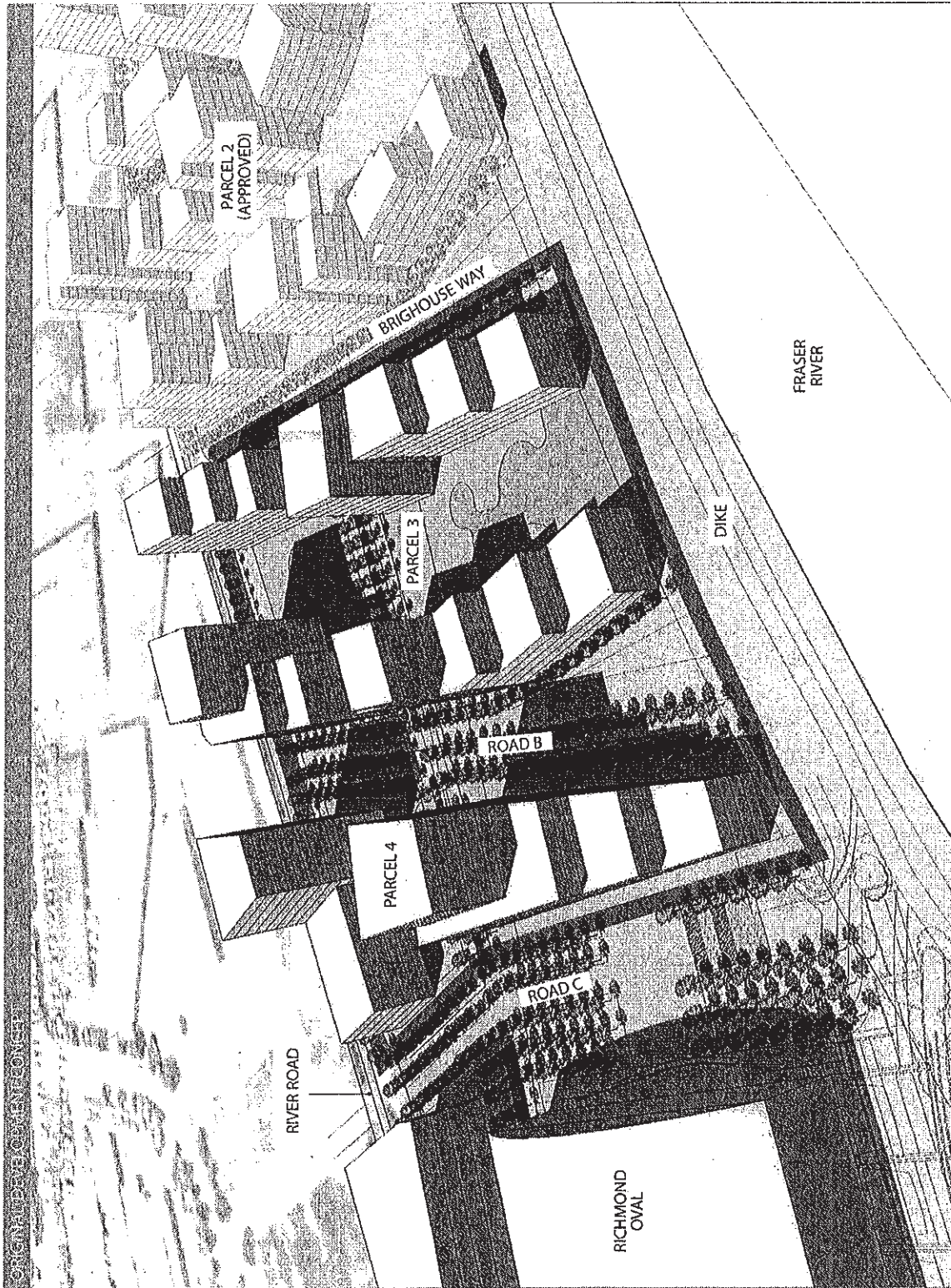
Planning Area(s): City Centre Area (Oval Village)

Floor Area: No change is proposed in maximum permitted floor area or density

	Existing	Proposed
Site Area	<ul style="list-style-type: none"> 6051/6071 River Road: 28,815.4 m² Road B: 2,985.0 m² TOTAL: 31,800.4 m² 	<ul style="list-style-type: none"> Net development site: 28,815.2 m² <ul style="list-style-type: none"> a) North lot: 14,003.3 m² b) South lot: 14,811.9 m² New City (park) lot: 2,985.2 m² TOTAL: 31,800.4 m²
Land Uses	<ul style="list-style-type: none"> 2 vacant lots Road B (unopened road) 	<ul style="list-style-type: none"> High-rise, high-density multi-family development with parking below grade City "park"
City Centre Area Plan (CCAP) Designation	<p>General Urban T5 (45 m) & Village Centre Bonus:</p> <ul style="list-style-type: none"> 3 FAR max. (incl. 2 FAR max. residential) 47 m geodetic typical maximum height 	<p>Proposed subdivision changes require a CCAP amendment to indicate City "park" & new lot lines, BUT are consistent with CCAP policy objectives.</p>
Aircraft Noise Sensitive Development (ANSD)	<ul style="list-style-type: none"> Residential "buildable square footage (BSF)" is limited to 2/3 of total permitted. "Area 2": All aircraft noise sensitive uses are permitted, provided that: <ul style="list-style-type: none"> a) ANSD covenant is registered on title; b) Acoustics report is prepared; c) Mechanical ventilation & central air conditioning (or a City-approved equivalent) are provided; and d) Noise mitigation measures are satisfactorily incorporated. 	<p>No change in policy:</p> <ul style="list-style-type: none"> <u>Residential BSF</u>: 54% proposed (max. 67% permitted) <u>Non-Residential BSF</u>: 46% proposed
Zoning	<p>"High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)":</p> <ul style="list-style-type: none"> <u>Density</u>: 3 FAR, except 0.8 FAR at the lot occupied by ASPAC's marketing building. <u>Max. Permitted Residential Floor Area</u>: 177,345.0 m² (1,908,988.1 ft²) <u>Use</u>: Permits lot-by-lot variations in use, but places limits on maximum residential BSF to ensure that the zone's combined total BSF complies with CCAP & ANSD: <ul style="list-style-type: none"> a) 100% non-residential east of Oval Way (east of the subject site); b) 100% residential at 6051 River Road & the 2 lots to its west; and c) Mixed-use at 6071 River Road (due residential limits). 	<p>As per existing zoning, EXCEPT:</p> <ul style="list-style-type: none"> <u>Density</u>: No change. <u>Max. Permitted Residential Floor Area</u>: Limit removed west of the Oval. <u>Use</u>: <ul style="list-style-type: none"> a) 100% non-residential east of Oval Way, (east of the subject site); and b) 100% residential west of Oval Way.

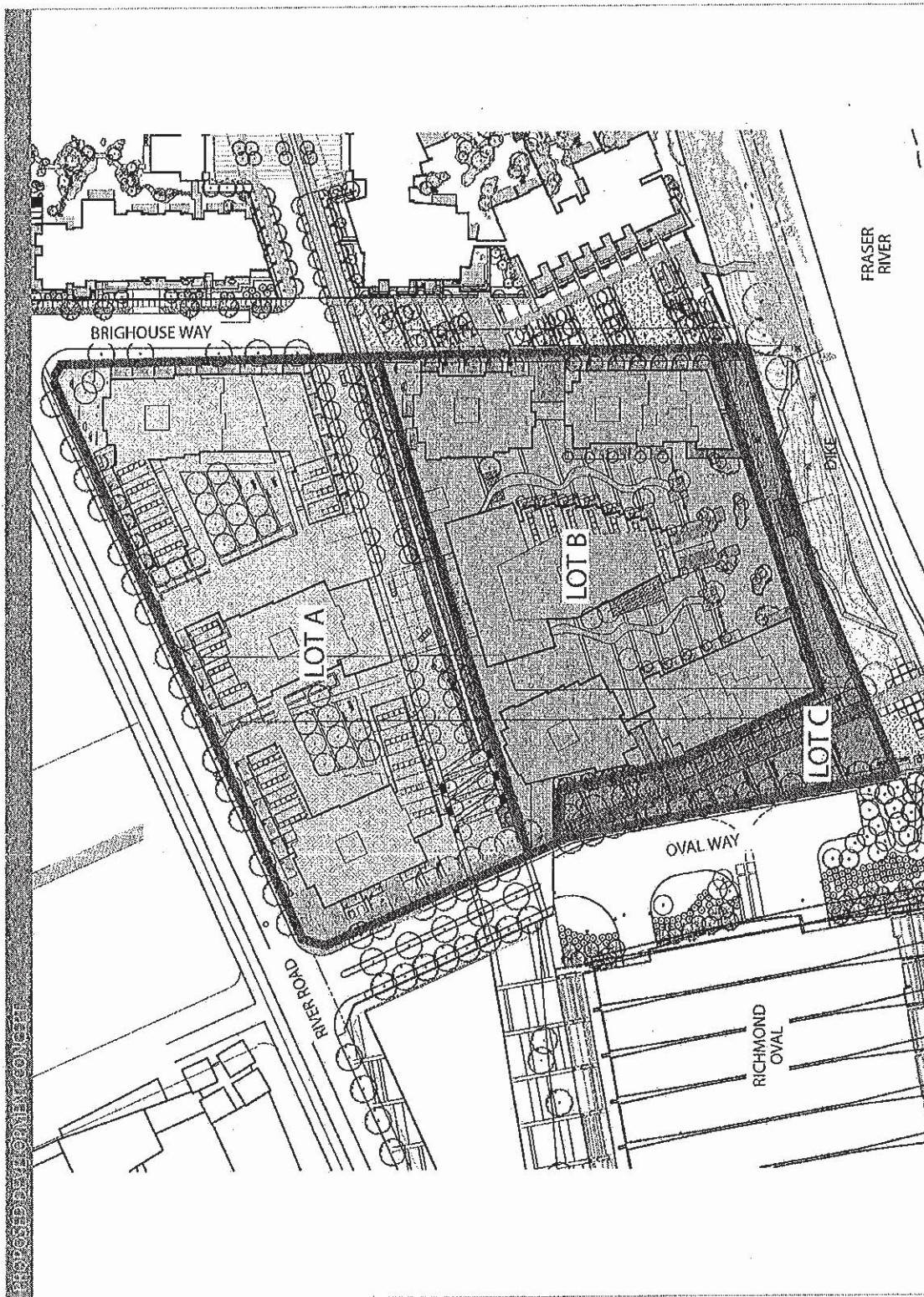
Existing Zoning @ 6051 & 6071 River Road		Proposed Zoning @ Aspac's 2 New Lots	Variance
Floor Area Ratio	<ul style="list-style-type: none"> • 3 FAR • Residential BSF limits affects mix of uses 	<ul style="list-style-type: none"> • 3 FAR • No residential BSF limit (100% residential permitted) 	None permitted
Lot Coverage	<ul style="list-style-type: none"> • Buildings: 40% max. • Planting: 40% min. 	No change	None anticipated
Setback @ Road	<ul style="list-style-type: none"> • River Road: 3.0 m min. • Other Roads: 5.0 m min. • No setback required for parking concealed below finished grade 	No change	None anticipated
Setback @ Side & Rear Yard	<ul style="list-style-type: none"> • 3.0 m min. 	No change	None anticipated
Height	<ul style="list-style-type: none"> • Within 20.0 m of the dike: 18.0 m • Elsewhere: 47.0 m geodetic 	No change	None anticipated
Lot Size (min.)	<ul style="list-style-type: none"> • 6051 River Rd: 19,000 m² • 6071 River Rd: 8,000 m² 	<ul style="list-style-type: none"> • North lot: 13,500 m² • South lot: 14,000 m² 	None anticipated
Off-Street Parking	<ul style="list-style-type: none"> • For residents: 1.28/unit • For visitors: 0.17/unit 	<ul style="list-style-type: none"> • For residents: 1.28/unit • For visitors: 0.17/unit 	None anticipated
Minimum Habitable Floor Elevation	<p>For residential uses:</p> <ul style="list-style-type: none"> • 4.0 m geodetic or the crown of the fronting road; whichever is greater <p>For non-residential uses:</p> <ul style="list-style-type: none"> • Crown of the fronting road 	<p>As per Richmond's Flood Construction Level Bylaw:</p> <p>For residential uses:</p> <ul style="list-style-type: none"> • 2.9 m geodetic, but may be exempted to 0.3 m above the crown of the fronting road <p>For non-residential uses:</p> <ul style="list-style-type: none"> • 0.3 m above the crown of the fronting road 	None anticipated

ATTACHMENT 5
Original Development Concept

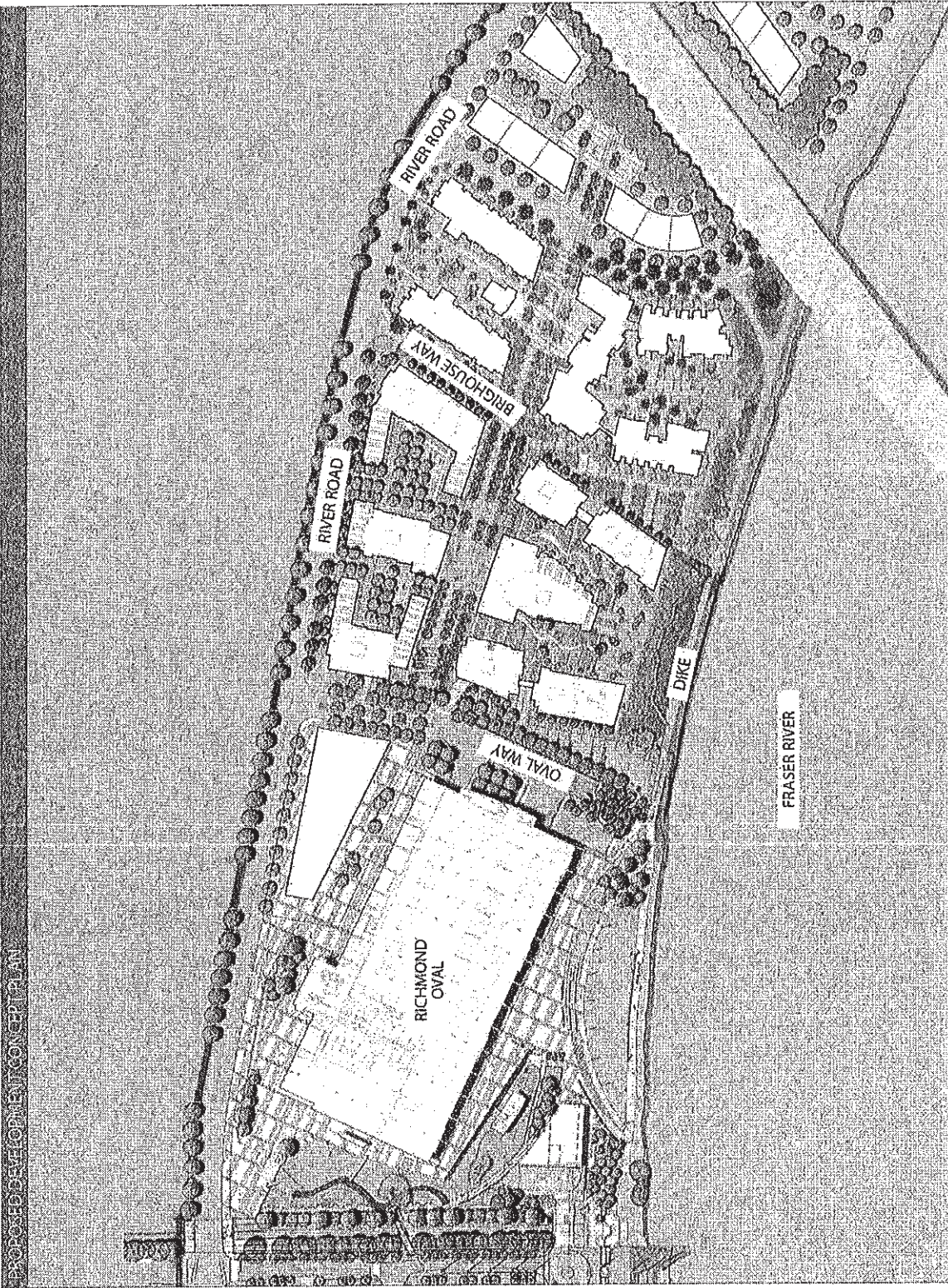


RIVER GREEN PARCEL 3 & 4 ORIGINAL DEVELOPMENT CONCEPT FEBRUARY 18, 2011

ATTACHMENT 6
Proposed Development Concept

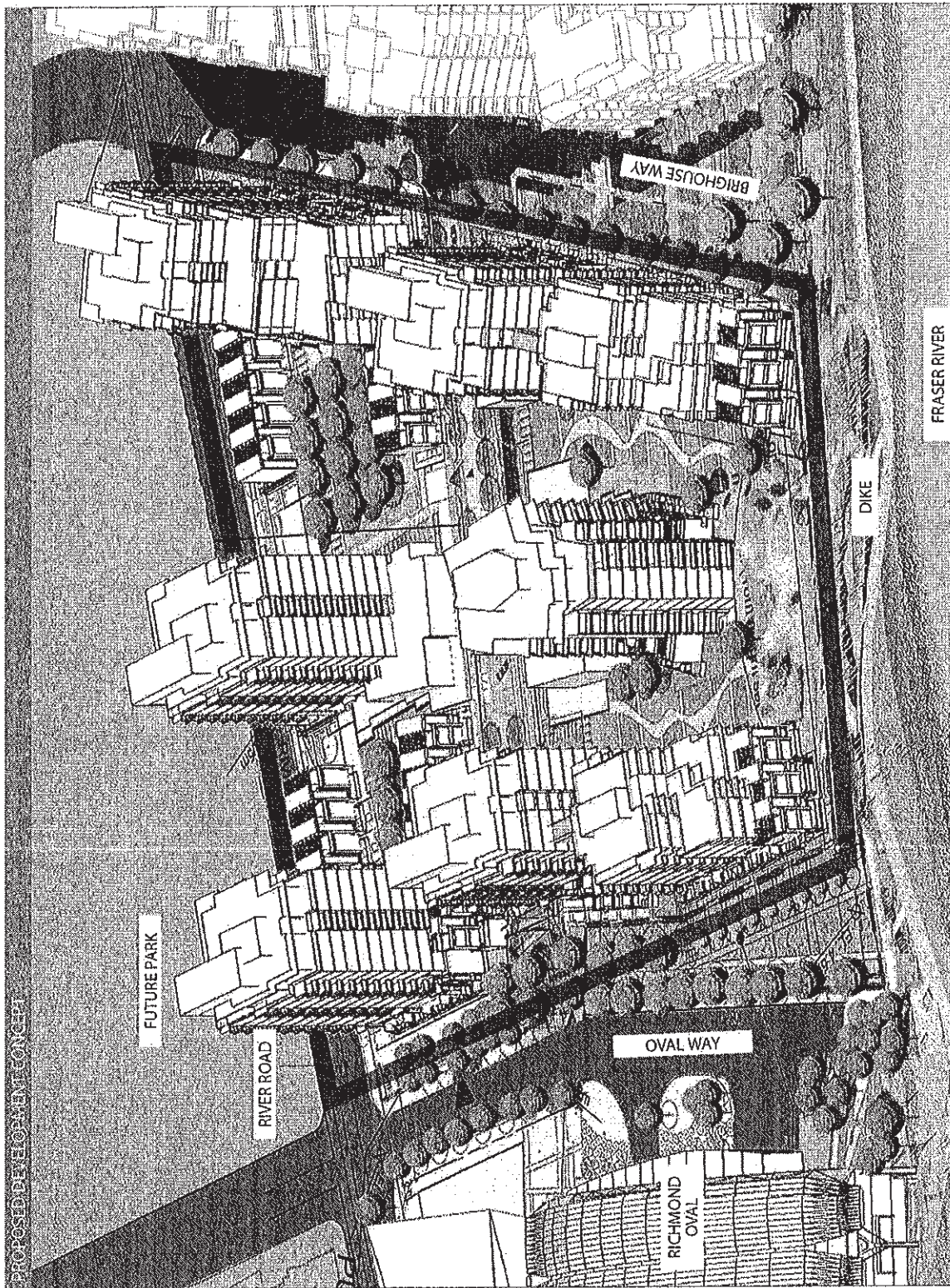


RIVER GREEN PARCEL 3 & 4, PROPOSED DEVELOPMENT CONCEPT FEBRUARY 14, 2011



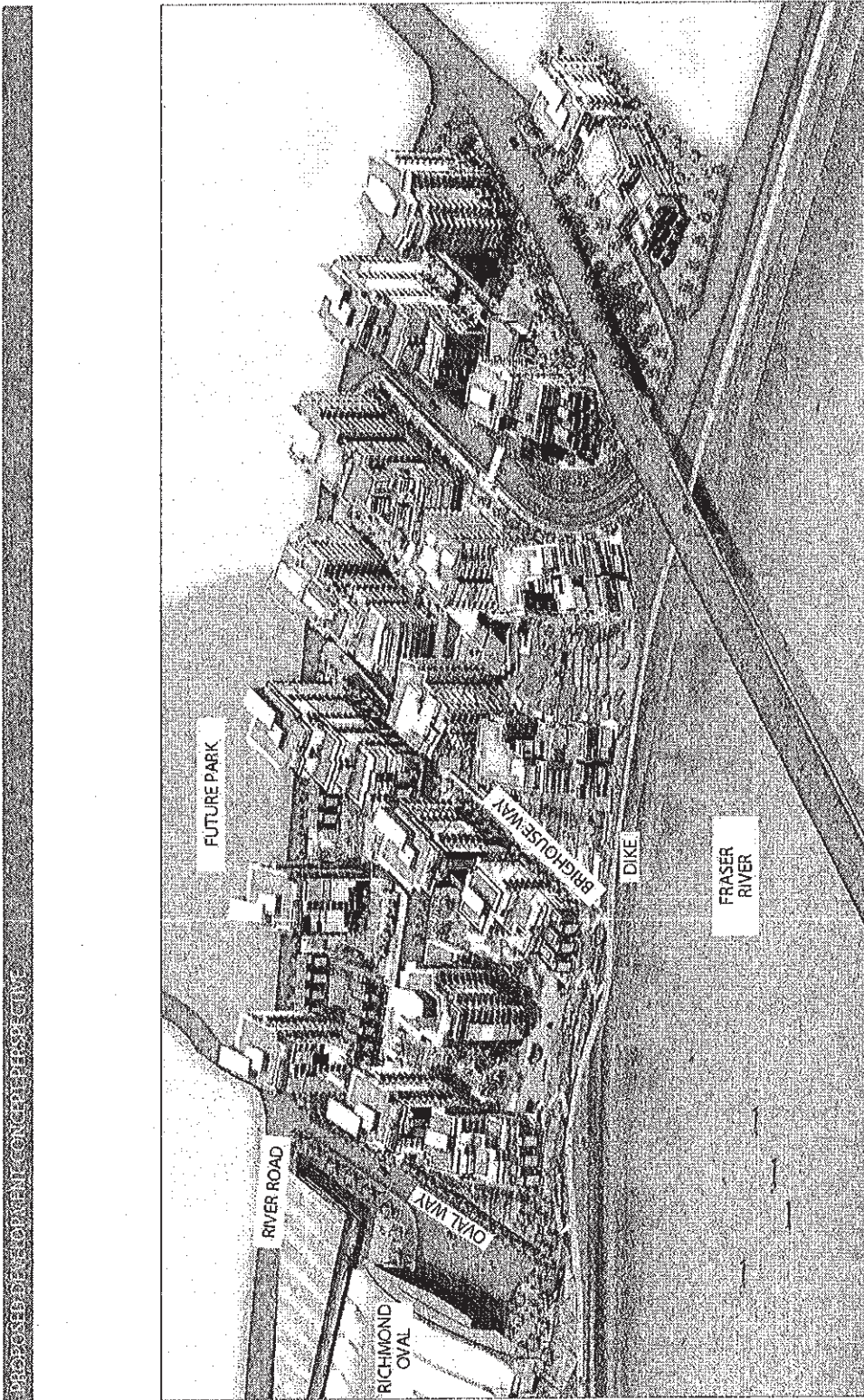
RIVER GREEN PARCEL 3 & 4 - PROPOSED DEVELOPMENT CONCEPT PLAN - FEBRUARY 18, 2011

ATTACHMENT 6
Proposed Development Concept



RIVER GREEN PARCEL 3 & 4 - PROPOSED DEVELOPMENT CONCEPT FEBRUARY 18, 2011

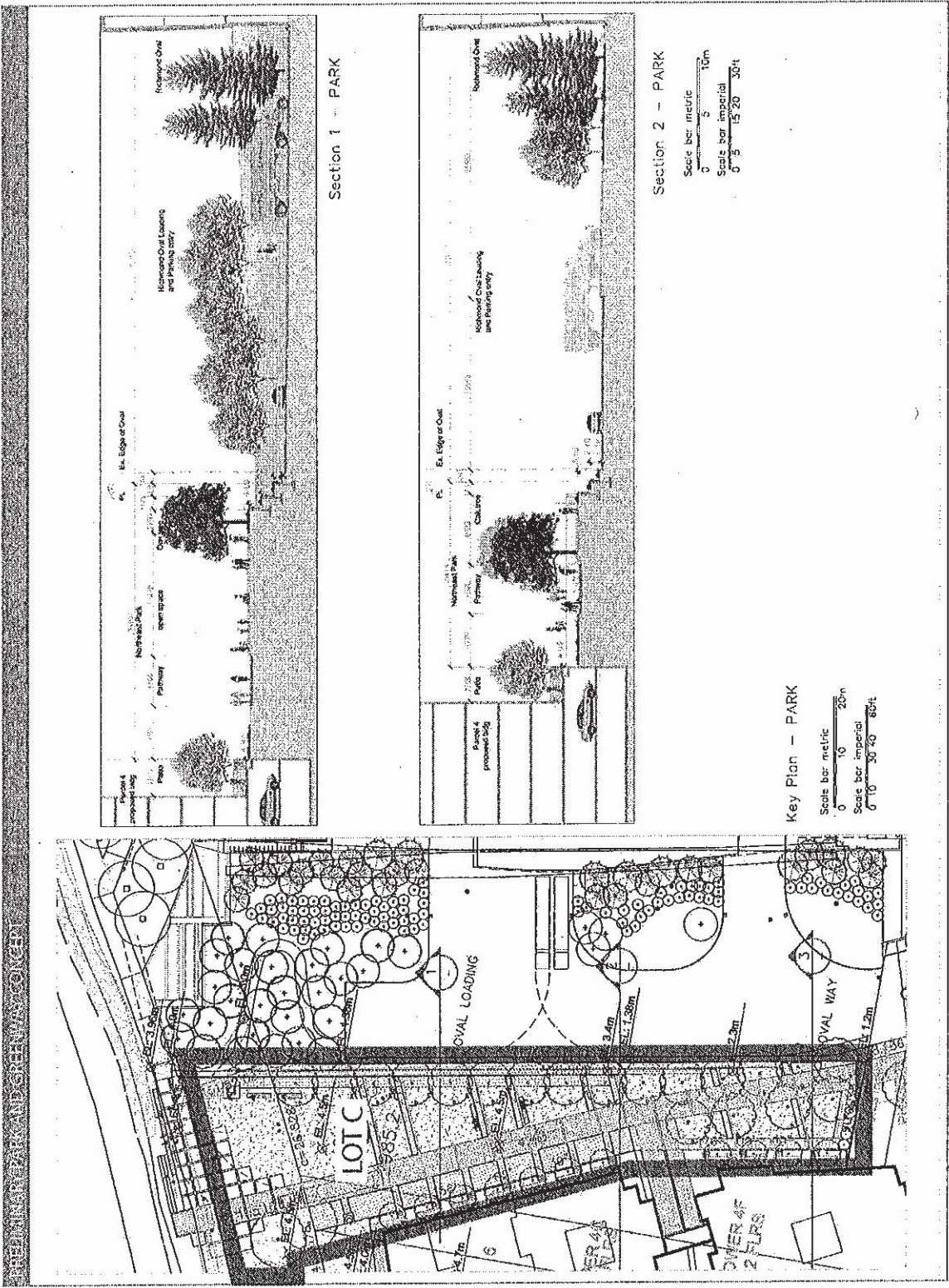
ATTACHMENT 6
Proposed Development Concept



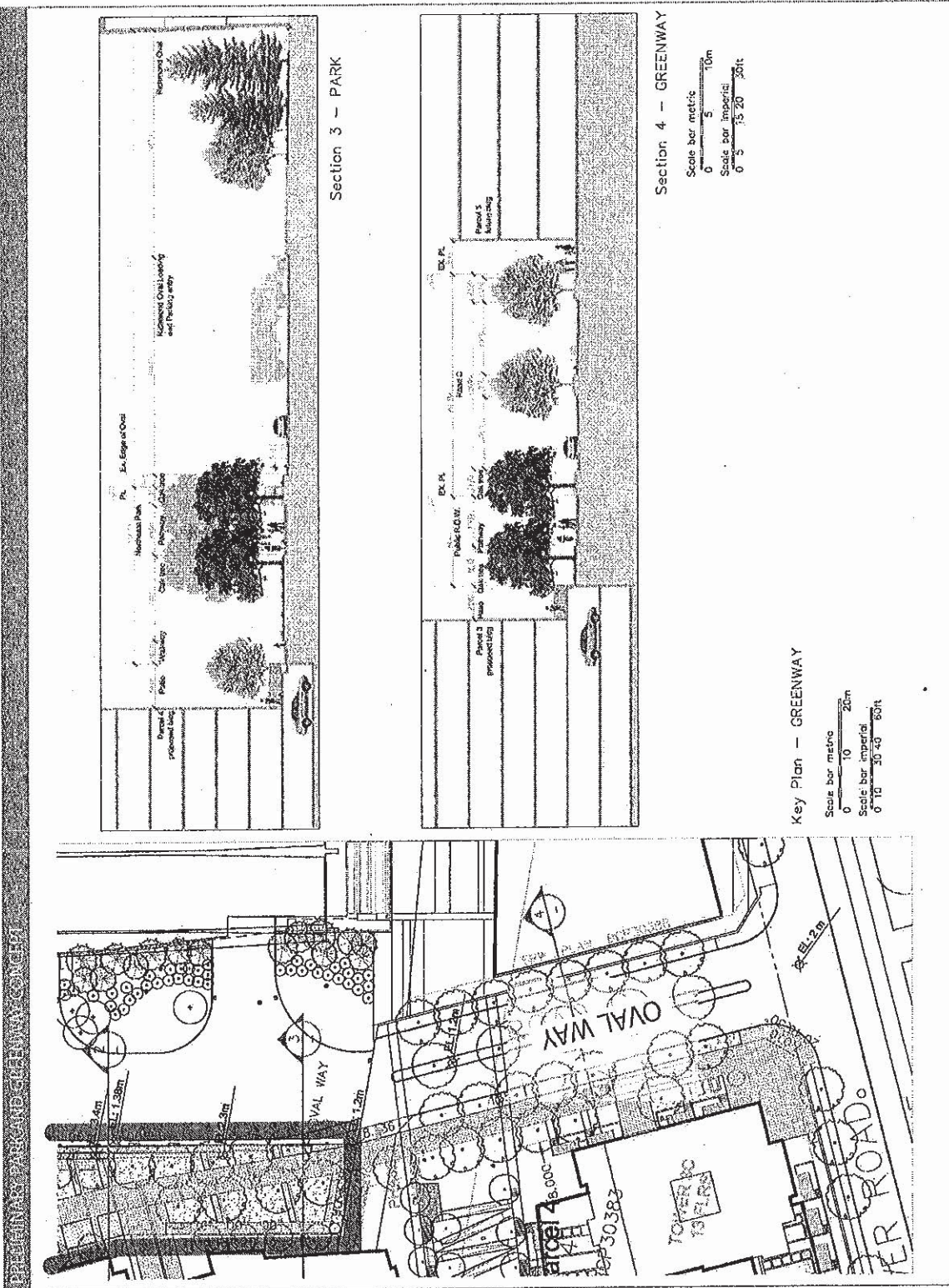
RIVER GREEN PARCEL 3 & 4 - PROPOSED DEVELOPMENT CONCEPT PERSPECTIVE FEBRUARY 18, 2011

ATTACHMENT 7

Preliminary Park & Greenway Concept



RIVER GREEN PARCEL 2 & 4 PRELIMINARY PARK AND GREENWAY CONCEPT FEBRUARY 14, 2011



Zoning Text Amendment Considerations

6051 and 6071 River Road and Road B

ZT 09-492885

Prior to final adoption of Zoning Amendment Bylaw No. 8686, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw No. 8685.
2. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

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

- a) Council approval of the road closure and removal of dedication bylaw for the closure of Road B and sale of a subdivided portion of approximately 2,843.6 m² to the developer. **(Schedule B)** The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on the primary business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement, and the transaction costs themselves, shall be borne by the developer.
- b) Consolidation and subdivision of the lots and the closed area of Road B into three lots, as per "Preliminary Subdivision Plan" **(Schedule A)**, including one lot ("Lot C") that is equivalent in area to the proposed closed Road B. The developer shall be required to enter into a purchase and sales agreement with the City for the transfer of "Lot C" to the City, which is to be based on the primary business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement, and the transaction costs themselves, shall be borne by the developer.
- c) Registration of Public Right of Passage statutory right-of-ways for 24-hour-a-day pedestrian, bicycle, and emergency and service vehicle access, together with related uses and features. The subject development may encroach into the right-of-ways in the form of below-grade parking structures, provided that such encroachments do not compromise the City's intended public use, landscape or architectural design, or enjoyment of the spaces as determined to the satisfaction of the City via an approved Development Permit*. Provision shall be made for all necessary City bylaw enforcement activities. Design, construction, and maintenance of the spaces and all associated liability shall be the responsibility of the owner, to the satisfaction of the City. Required right-of-ways include, as per "Preliminary Subdivision Plan" **(Schedule A)**:
 - i. For "Lot A":
 - "Samuel Brighthouse Boulevard" Greenway: 8.0 m wide right-of-way along the lot's entire Oval Way property line for the establishment of a

landscaped public open space intended to act as a seamless extension of the City park planned for "Lot C", including the establishment of a broad pathway lined with trees commemorating Samuel Brighthouse;

- "Sidewalk Widening": 2.0 m wide right-of-way along the lot's River Road property line, following the corner cut at the intersection of Brighthouse Way and River Road and extending to the west boundary of the right-of-way registered to provide for the "Samuel Brighthouse Boulevard" Greenway, to act as a seamless extension of the abutting sidewalk, boulevard, and related public streetscape improvements situated within the City road right-of-way; and
- "East-West Promenade": 20.0 m wide right-of-way along the lot's north property line, extending from the lot's property line at Brighthouse Way on the west to the west boundary of the right-of-way registered to provide for the "Samuel Brighthouse Boulevard" Greenway on the east, to act as a landscaped, public pedestrian and bike route and a publicly-accessible street for vehicles between Brighthouse Way and residential uses at "Lot A" and "Lot B", as determined to the satisfaction of the City via an approved Development Permit*. (Note that access between the "East-West Promenade" and Oval Way via "Samuel Brighthouse Boulevard" Greenway shall be restricted to pedestrians, bicycles, and emergency and service vehicles.)

ii. For "Lot B":

- "Fish Trap Way" (between the north end of Brighthouse Way and "Lot C"): 10.0 m wide right-of-way along the portion of the lot's west property line that abuts 6031 River Road for the establishment of a landscaped public open space intended to act as a seamless extension of the City park planned for "Lot C" and the adjacent public open space situated within a statutory right-of-way registered on 6031 River Road; and
- "Samuel Brighthouse Boulevard" Greenway: 8.0 m wide right-of-way along the lot's entire Oval Way property line for the establishment of a landscaped public open space intended to act as a seamless extension of the City park planned for "Lot C" and the portion of the "Samuel Brighthouse Boulevard" Greenway situated on "lot A", together with vehicular traffic including vehicles accessing to/from Oval Way and:
 - Residential uses on "Lot B"; and
 - "Lot C",
 as determined to the satisfaction of the Senior Manager, Parks and the Director of Development.

- d) Retention of all existing utility right-of-way and related legal agreements registered on the area contained within proposed "Lot A" for the sanitary pump station and related works and activities.

3. Registration of “no development” covenants on title to require that prior to Development Permit* issuance, the developer must complete the following to the satisfaction of the City, including:

a) For “Lot A”:

- i. Enter into the City’s standard Servicing Agreement* for the design and construction, at the developer’s sole cost, of all water, sanitary, stormwater, and related improvements required as determined by a City-approved capacity analysis, to the satisfaction of the Director of Engineering;
- ii. Enter into the City’s standard Servicing Agreement* for the design and construction, at the developer’s sole cost, of all public open spaces, landscaping, and related improvements situated within Public Right of Passage statutory right-of-ways registered on the lot for use as the “Samuel Brighthouse Boulevard” Greenway and the “East-West Promenade”, as per the “Open Space Terms of Reference” (**Schedule C**) and as determined to the satisfaction of the Senior Manager, Parks and the Director of Development;
- iii. Enter into the City’s standard Servicing Agreement* for the design and construction, at the developer’s sole cost, of all road and related improvements, including improvements situated within the Public Right of Passage statutory right-of-way registered on the lot for the purpose of “Sidewalk Widening”, as determined to the satisfaction of the Director of Transportation and the Director of Development; and
- iv. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development; and

b) For “Lot B”:

- i. Enter into the City’s standard Servicing Agreement* for the design and construction, at the developer’s sole cost, of all water, sanitary, stormwater, and related improvements required as determined by a City-approved capacity analysis, to the satisfaction of the Director of Engineering;
- ii. Enter into the City’s standard Servicing Agreement* for the design and construction, at the developer’s sole cost, of all public open spaces, landscaping, and related improvements situated within Public Right of Passage statutory right-of-ways registered on the lot for use as the “Samuel Brighthouse Boulevard” Greenway and “Fish Trap Way”, as per the “Open Space Terms of Reference” (**Schedule C**) and as determined to the satisfaction of the Senior Manager, Parks and the Director of Development;
- iii. Enter into the City’s standard Servicing Agreement* for the design and construction, at the developer’s sole cost, of all road and related improvements, as determined to the satisfaction of the Director of Transportation and the Director of Development;

- iv. Enter into the City's standard Servicing Agreement* for the design and construction, at the developer's sole cost, of improvements required at "Lot C", including:
 - Water, sanitary, stormwater, and related improvements required as determined by a City-approved capacity analysis, to the satisfaction of the Director of Engineering;
 - Transportation improvements, as determined to the satisfaction of the Director of Transportation; and
 - Park improvements, as per the "Open Space Terms of Reference" (Schedule C) and as determined to the satisfaction of the Senior Manager, Parks and Director of Development; and
 - v. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
4. Registration of a legal agreement on title ensuring that the only means of vehicle access is to "Lot A" shall be via Brighthouse Way and the Public Right of Passage statutory right-of-ways registered on "Lot A" for use as the "East-West Promenade"; and, that specifically there shall be no means of direct vehicle access to/from "Lot A" and River Road or Oval Way.
 5. Registration of flood indemnity covenants on title on "Lot A", "Lot B", and "Lot C".
 6. Registration of aircraft noise sensitive use covenants on title on "Lot A" and "Lot B".
 7. Registration of industrial noise covenants on "Lot A" and "Lot B".
 8. Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development.

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

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

Note:

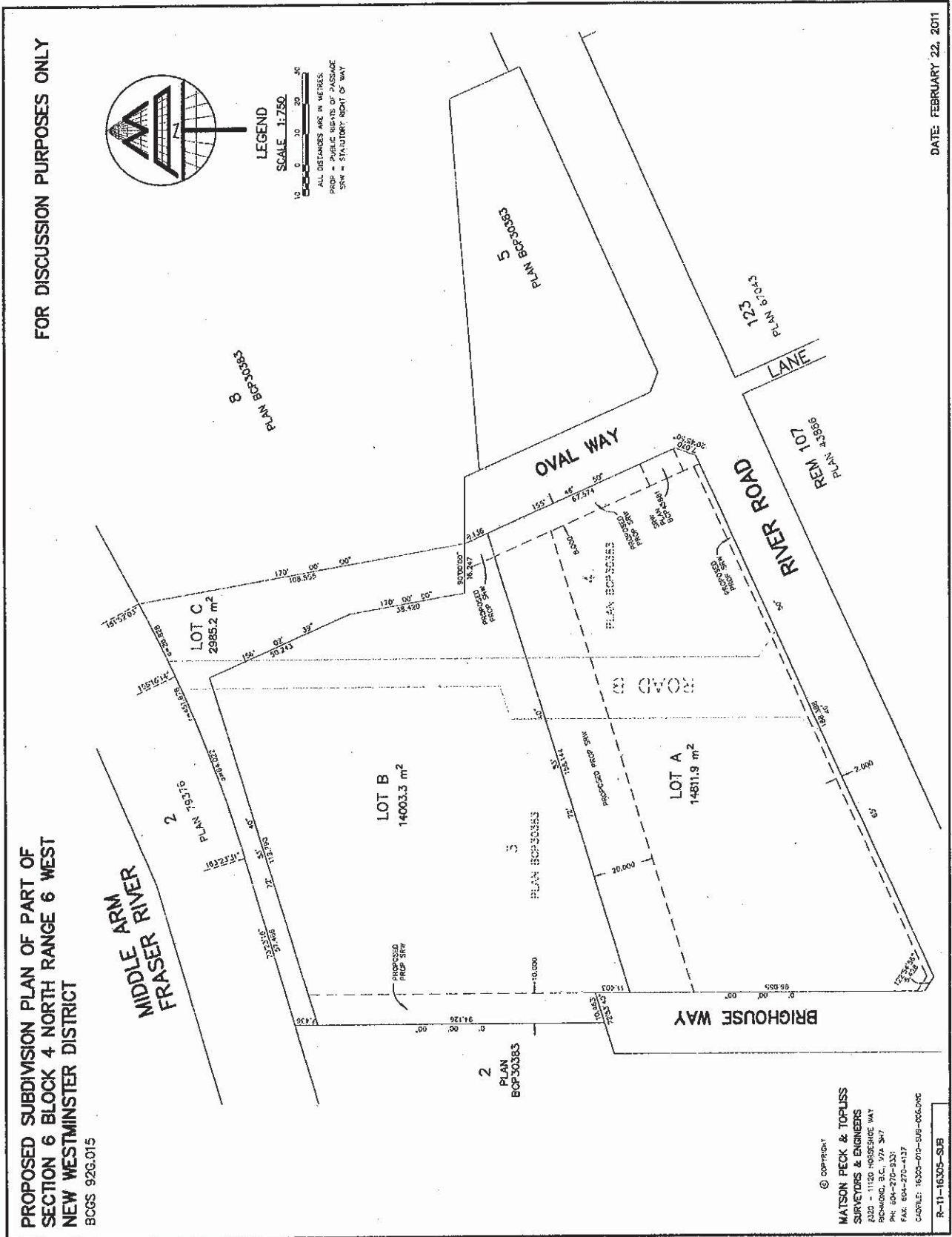
- * *This requires a separate application.*
- *Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.*
- *All agreements to be registered in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

Signed copy on file

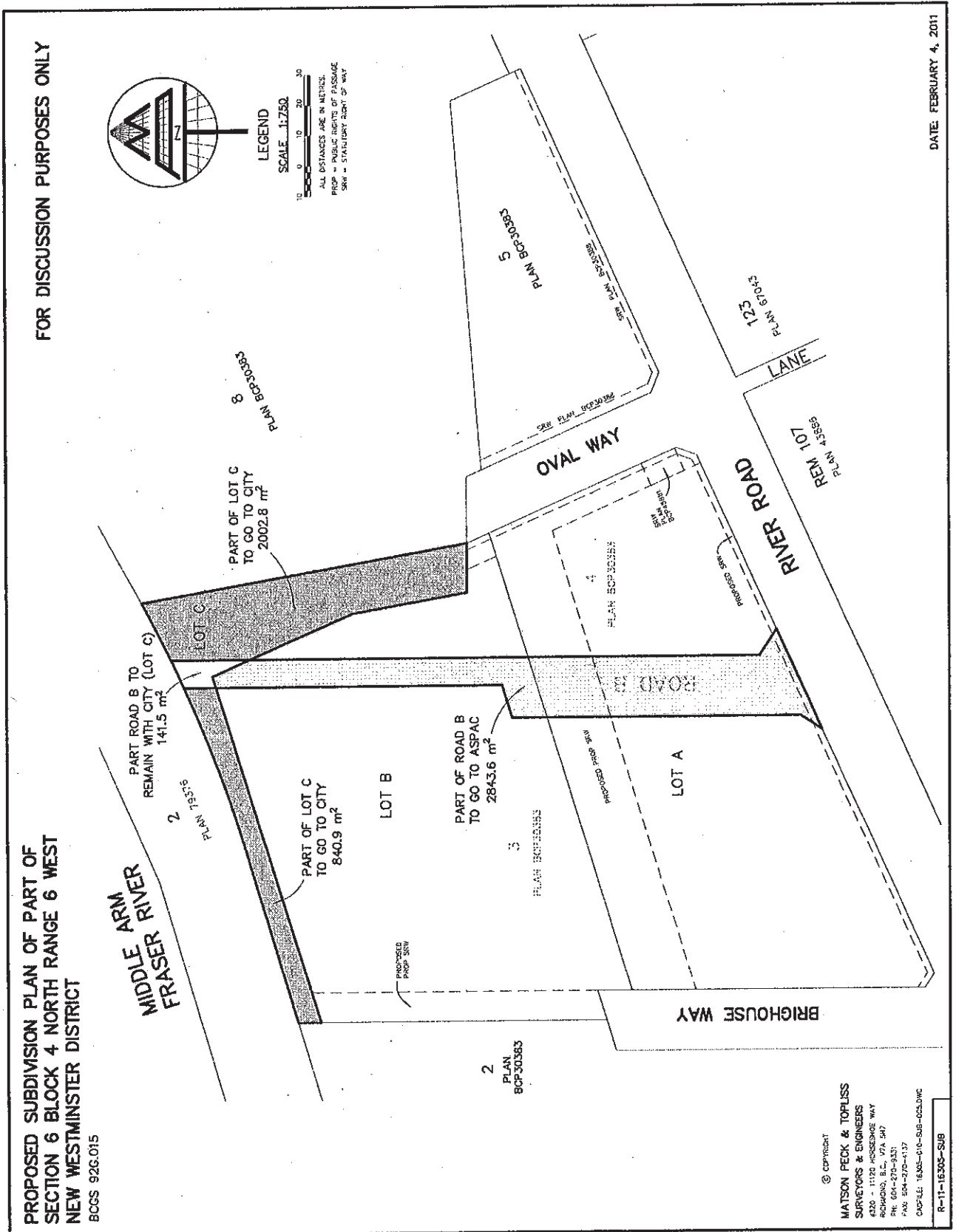
Signed (Applicant)

Date

**"Schedule A" to Attachment 8
Preliminary Subdivision Plan**



**"Schedule B" to Attachment 8
Road Exchange Diagram**



**Open Space Terms of Reference
ZT 09-492885**

Purpose

To provide guidance for the design and construction of public open spaces within the City-owned “Lot C” and the Public Right of Passage statutory right-of-ways (SRW) registered along the Oval Way frontages of “Lot A” (i.e. south residential lot) and “Lot B” (i.e. north residential lot), as per the “Preliminary Subdivision Plan” (**Schedule A**).

1. City of Richmond Priorities

1.1 Design and construction of the open spaces must support the City’s ability to:

- Ensure the open spaces will be publicly accessible and programmable in perpetuity to the satisfaction of the City;
- Provide an important north-south greenway “spine” that connects the riverfront with upland areas of the Oval Village, future neighbourhood-park space south of River Road, and other neighbourhoods further south;
- Commemorate and interpret the Samuel Brighthouse Homestead;
- Enhance ecological value along the waterfront (first priority) and along the greenway (second priority); and
- Connect and extend the Middle Arm waterfront landscape into the heart of the Oval Village.

2. Public Open Space Objectives

2.1 General

- All open spaces must be designed and constructed to a high level of quality, commensurate with the adjacent Richmond Oval site and Middle Arm Waterfront Greenway (recently constructed east of Gilbert Road), and to the satisfaction of the City of Richmond.
- The three open spaces (i.e. on “Lot A”, “Lot B”, and “Lot C”) must be:
 - a) Designed and constructed to function and appear as one seamless public space; and
 - b) 100% public (i.e. residential buffers, yards, etc. must be located outside these spaces).
- Standard public greenway features common across all three lots shall include, but are not limited to, the following:
 - a) A continuous, paved, 4 m wide, combined pedestrian/bike path extending from the dike trail to River Road;
 - b) A generally straight alignment and maximum grade of 5% (i.e. no switchbacks or stairs);
 - c) Rest areas, furnishings, pedestrian lighting, public art, and wayfinding signage; and
 - d) Tree plantings evocative of the rows of oaks and other species characteristic of the historic Samuel Brighthouse Homestead.
- Site design and interpretation across all three lots should respond to the objectives of the:
 - a) Fraser River Experiential Network; and
 - b) Samuel Brighthouse Homestead.

2.2 Lot-Specific Considerations

- “Lot A” (i.e. SRW along the Oval Way frontage of the south residential lot):
 - a) The purpose of this space is to provide for the “Samuel Brighthouse Boulevard” Greenway. The design of the greenway is encumbered by a sanitary pump station.

**“Schedule C” to Attachment 8
Open Space Terms of Reference**

- b) The design of the open space must coordinate the greenway and pump station to ensure that the operational/maintenance needs of the latter can be met with minimal impact on the appearance of the greenway, its landscape features, or public safety/enjoyment/amenity.
- c) The greenway intersects with the East-West Promenade, a 20 m wide Public Right of Passage statutory right-of-way running along the north edge of “Lot A”. The East-West Promenade is intended to be a key pedestrian/bike route linking the residential neighbourhood west of Oval Way with the Richmond Oval and River Road’s retail “high street”. The intersection of the Promenade and the greenway is a significant crossroads that should receive special design attention.
- “Lot B” (i.e. SRW along the Oval Way frontage of the north residential lot):
 - a) The purpose of this space is to provide for the “Samuel Brighthouse Boulevard” Greenway. The design of the greenway is encumbered by:
 - A proposed driveway crossing intended to meet the residential needs of “Lot B”, as determined to the satisfaction of the Director of Transportation; and
 - As required, vehicle access to “Lot C”, as determined to the satisfaction of the City (e.g., emergency, service/maintenance, special event). (Note: This will likely include nose-in tandem trailer access from River Road to the Oval’s Riverside Plaza.)
 - b) The design of the open space must coordinate the greenway and the driveway to ensure that the operational needs of the latter can be met with minimal impact on the appearance of the greenway, its landscape features, or public safety/enjoyment/amenity.
- “Lot C” (i.e. City-owned park):
 - a) The purpose of this space is to provide for a seamless extension of the adjacent City-owned waterfront (dike) park, together with the “Samuel Brighthouse Boulevard” Greenway. The design of the greenway will be encumbered by emergency, service/maintenance, and special event access, as determined to the satisfaction of the City, which will likely include nose-in tandem trailer access from River Road to the Oval’s Riverside Plaza.
 - b) The site is to be primarily riparian and natural in character, becoming more urban towards the southeast where the lot’s narrow dimension makes the public pedestrian/bike path (greenway) the site’s primary open space function.
 - c) The site is to be filled and graded to match the finish grades and drainage regime of the City-owned waterfront (dike) park, maximize the useable area of the lot for park purposes (i.e. via a retaining structure or other edge treatment satisfactory to the City along the lot’s Oval frontage), accommodate convenient public access between Oval Way and the dike, and provide for an attractive interface with the Oval.
 - d) The site vegetation is to include clusters of native or near-native trees and shrubs characteristic of Richmond’s riparian edges.

Signed copy on file

Signed (Applicant) _____

Date _____



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8685 (ZT 09-492885)
6051 and 6071 River Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:

- 1.1. In Schedule 1, repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) of the following area and by designating it "Public and Open Space Use".

The portion labelled as "C" of that area shown crosshatched on "Schedule A attached to and forming part of Bylaw No. 8685".

1.2. In Schedule 2.10 (City Centre Area Plan):

a) in the Generalized Land Use Map (2031):

- i) repealing the existing land use designation of the following area and by designating it as "Urban Centre T5" and "Village Centre Bonus".

That portion labelled as "A" and "B" of that area shown crosshatched on "Schedule A attached to and forming part of Bylaw No. 8685".

- ii) repealing the existing land use designation of the following area and by designating it as "Park".

That portion labelled as "C" of that area shown crosshatched on "Schedule A attached to and forming part of Bylaw No. 8685".

b) in the Specific Land Use Map: Oval Village (2031):

- i) repealing the existing land use designation of the following area and by designating it as "Urban Centre T5" and "Village Centre Bonus".

That portion labelled as "A" and "B" of that area shown crosshatched on "Schedule A attached to and forming part of Bylaw No. 8685".

- ii) repealing the existing land use designation of the following area and by designating it as "Park".

That portion labelled as "C" of that area shown crosshatched on "Schedule A attached to and forming part of Bylaw No. 8685".

iii) designating the following area as "Pedestrian Linkages".

The west edge of that portion labelled as "B" north of Brighthouse Way, the east edge of that portion labelled as "A" and "B" adjacent to Oval Way, and the common boundary between the portions labelled as "A" and "B" of that area shown crosshatched on "Schedule A attached to and forming part of Bylaw No. 8685".

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8685"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 26 2011



MAYOR

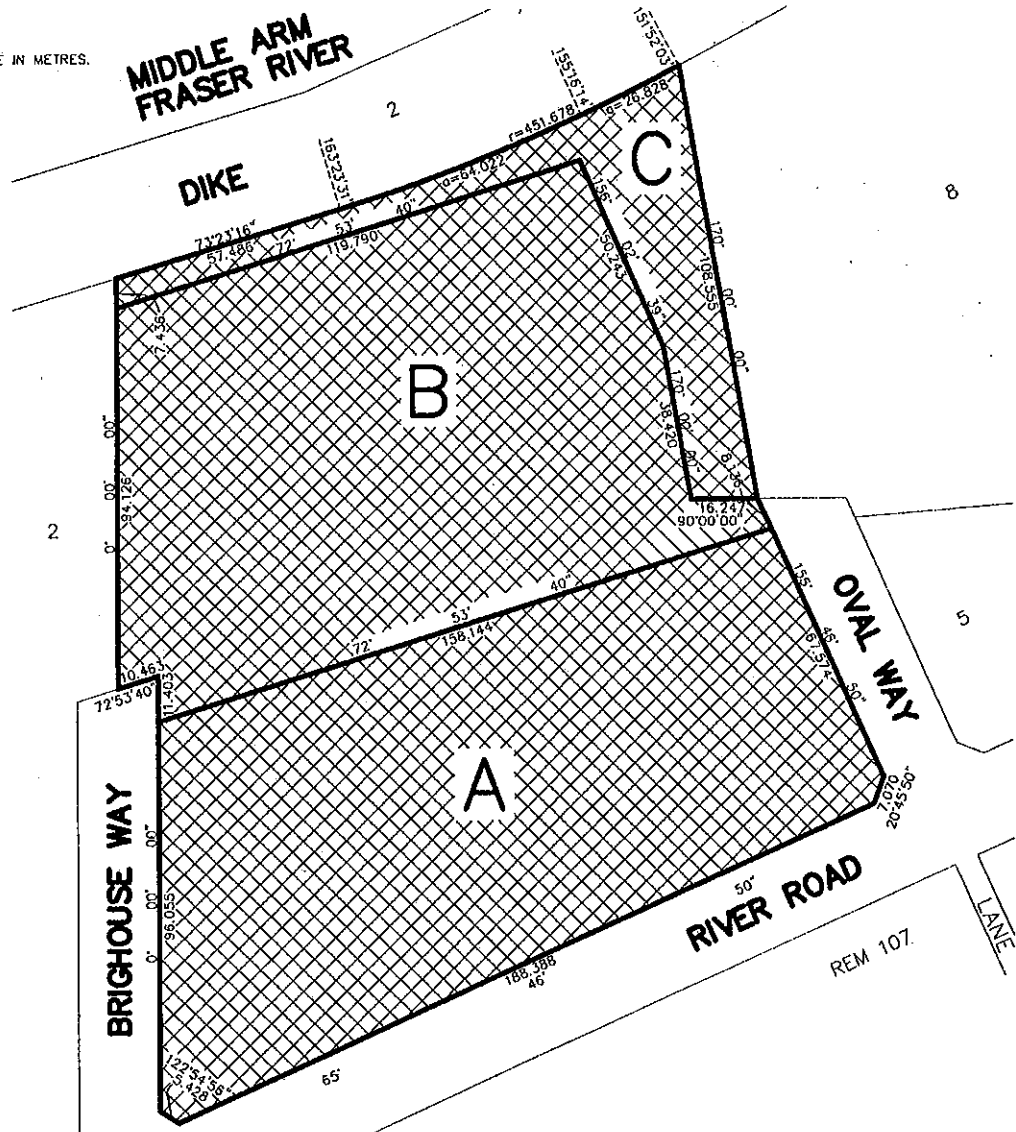
CORPORATE OFFICER

**PROPOSED SUBDIVISION PLAN OF PART OF
SECTION 6 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT**

FOR DISCUSSION PURPOSES ONLY



LEGEND
ALL DISTANCES ARE IN METRES.



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SURVEYORS & ENGINEERS
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RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 16305-010-SUB-003.DWG

R-11-16305-SUB

DATE: JANUARY 31, 2011



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8686 (ZT 09-492885)
6051 AND 6071 RIVER ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by:

1.1. Repealing Section 20.4.2, Section 20.4.3, and Section 20.4.4, and replacing it with the following:

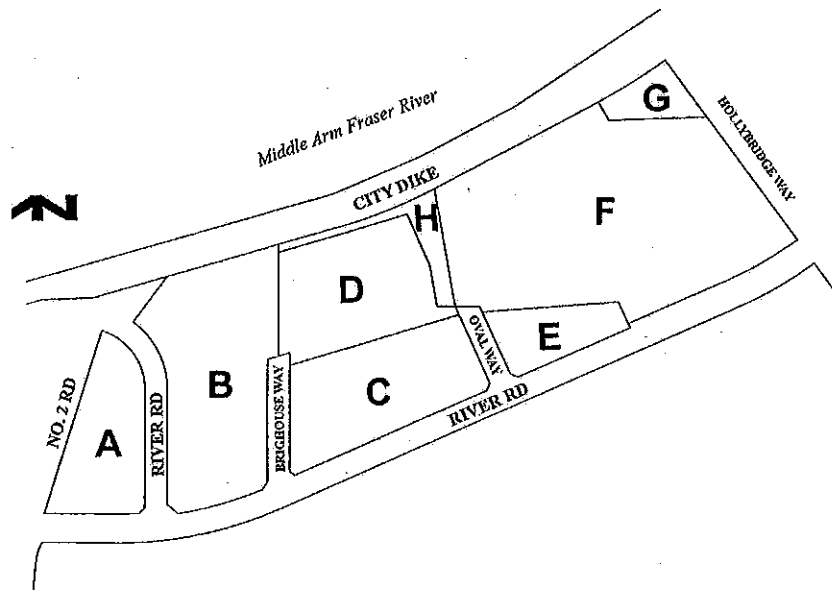
“20.4.2 Permitted Uses

- child care
- congregate housing
- education
- education, university
- emergency service
- entertainment, spectator
- exhibition & convention facilities
- government service
- hotel
- housing, apartment
- housing, town
- library and exhibit
- neighbourhood public house
- office
- park
- recreation, indoor
- recreation, outdoor
- restaurant
- retail, convenience
- retail, general
- stadium
- utility, minor

20.4.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business
- home-based business
- religious assembly
- residential security/operator unit

Diagram 1



20.4.4 Permitted Density

1. The maximum **floor area ratio** (FAR) for the total combined area of "A", "B", "C", "D", "E", "F", "G", and "H" as identified in Diagram 1, Section 20.4.2, shall be 2.0, together with an additional 1.0 **floor area ratio** provided that it is not used to accommodate residential uses.
 2. Notwithstanding Section 20.4.4.1, the maximum **floor area ratio** (FAR) for the area identified in Diagram 1, Section 20.4.2, shall be:
 - a) for the total combined area of "A", "B", "C", and "D", regardless of subdivision: 3.0;
 - b) for area "E": 3.0;
 - c) for area "G": 0.8; and
 - d) for the total combined area of "F" and "H", regardless of subdivision: 3.0.
 3. Notwithstanding Sections 20.4.4.1 and 20.4.4.2, an additional 0.1 **floor area ratio** shall be permitted, provided that it is entirely used to accommodate **amenity space**."
- 1.2. Inserting Section 20.4.5.4 as follows:
- "4. For the area identified as "H" in Diagram 1, Section 20.4.2, no **lot coverage** shall be permitted for **buildings** located above the finished **grade**."
- 1.3. Repealing Section 20.4.6.1.a and replacing it with the following:
- "1. a) **Public road setback** shall be:
- i) 10.0 m from No. 2 Road;

- ii) 3.0 m from River Road;
- iii) 3.0 m from Hollybridge Way; and
- iv) 5.0 m from all other **roads**.”

1.4. Repealing Section 20.4.7.4 and replacing it with the following:

- “4. The maximum **height** for **buildings** and **accessory structures** in the area identified as “G” and “H” in Diagram 1, Section 20.4.2 is 18.0 m geodetic.”

1.5. Repealing Sections 20.4.8.2.c and 20.4.8.2.d and replacing it with the following:

- “c) 14,000.0 m² for the area identified as “C” in Diagram 1, Section 20.4.2;
- d) 13,500.0 m² for the area identified as “D” in Diagram 1, Section 20.4.2;”

1.6. Repealing Section 20.4.10 and replacing it with the following:

“20.4.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the number of on-site **parking spaces** required for **apartment housing** and **town housing** shall be:
 - a) 1.28 spaces per **dwelling unit** for residents; and
 - b) 0.17 spaces per **dwelling unit** for visitors.
2. Notwithstanding Section 20.4.10.1, for all permitted **uses** in the area identified as “E” and “G” in Diagram 1, Section 20.4.2, the minimum number of **parking spaces** shall be 200.”

1.7. Repealing Section 20.4.11 and replacing it with the following:

“20.4.11 Other Regulations

1. The following **uses** are permitted within the area identified as “A”, “B”, “C”, and “D” in Diagram 1, Section 20.4.2:
 - a) **boarding and lodging**;
 - b) **child care**;
 - c) **community care facility, minor**;
 - d) **congregate housing**;
 - e) **home business**;
 - f) **home-based business**;
 - g) **housing, apartment**; and
 - h) **housing, town**.

2. The following **uses** are permitted only within the area identified as "E" in Diagram 1, Section 20.4.2:
 - a) **child care;**
 - b) **hotel;**
 - c) **office;**
 - d) **recreation, indoor;**
 - e) **restaurant;**
 - f) **retail, convenience; and**
 - g) **retail, general.**
3. The following **uses** are permitted only within the area identified as "G" in Diagram 1, Section 20.4.2:
 - a) **child care;**
 - b) **neighbourhood public house;**
 - c) **recreation, indoor;**
 - d) **restaurant;**
 - e) **retail, convenience; and**
 - f) **retail, general.**
4. **Neighbourhood public house** is not permitted within the area identified as "F" and "H" in Diagram 1, Section 20.4.2.
5. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8686**".

FIRST READING

PUBLIC HEARING


SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 26 2011

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

PH - 75



**Road Closure and Removal of Road Dedication Bylaw 8710
(Road B Adjacent to 6071 River Road)**

The Council of the City of Richmond enacts as follows:

1. The lands legally described as road dedicated by Plan BCP30383 Section 6 Block 4 North Range 6 West New Westminster District (shown outlined in bold on the Reference Plan prepared by Matson Peck & Topliss, Surveyors and Engineers attached as Schedule A) shall be stopped up and closed to traffic, cease to be a public road and the road dedication shall be removed.
2. This Bylaw is cited as "**Road Closure And Removal of Road Dedication Bylaw 8710**".

FIRST READING

APR 26 2011

SECOND READING

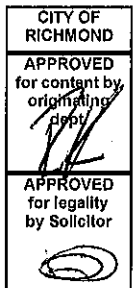
APR 26 2011

THIRD READING

APR 26 2011

DULY ADVERTISED

ADOPTED



MAYOR

CORPORATE OFFICER

REFERENCE PLAN TO ACCOMPANY THE CITY OF RICHMOND ROAD CLOSURE AND REMOVAL OF ROAD DEDICATION BYLAW 8710 OF A PORTION OF ROAD DEDICATED BY PLAN BCP30383 SECTION 6 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

BOGS 925.015
PURSUANT TO SECTION 120 LAND TITLE ACT AND SECTION 40 COMMUNITY CHARTER

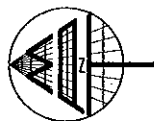
LEGEND

SCALE 1:7500

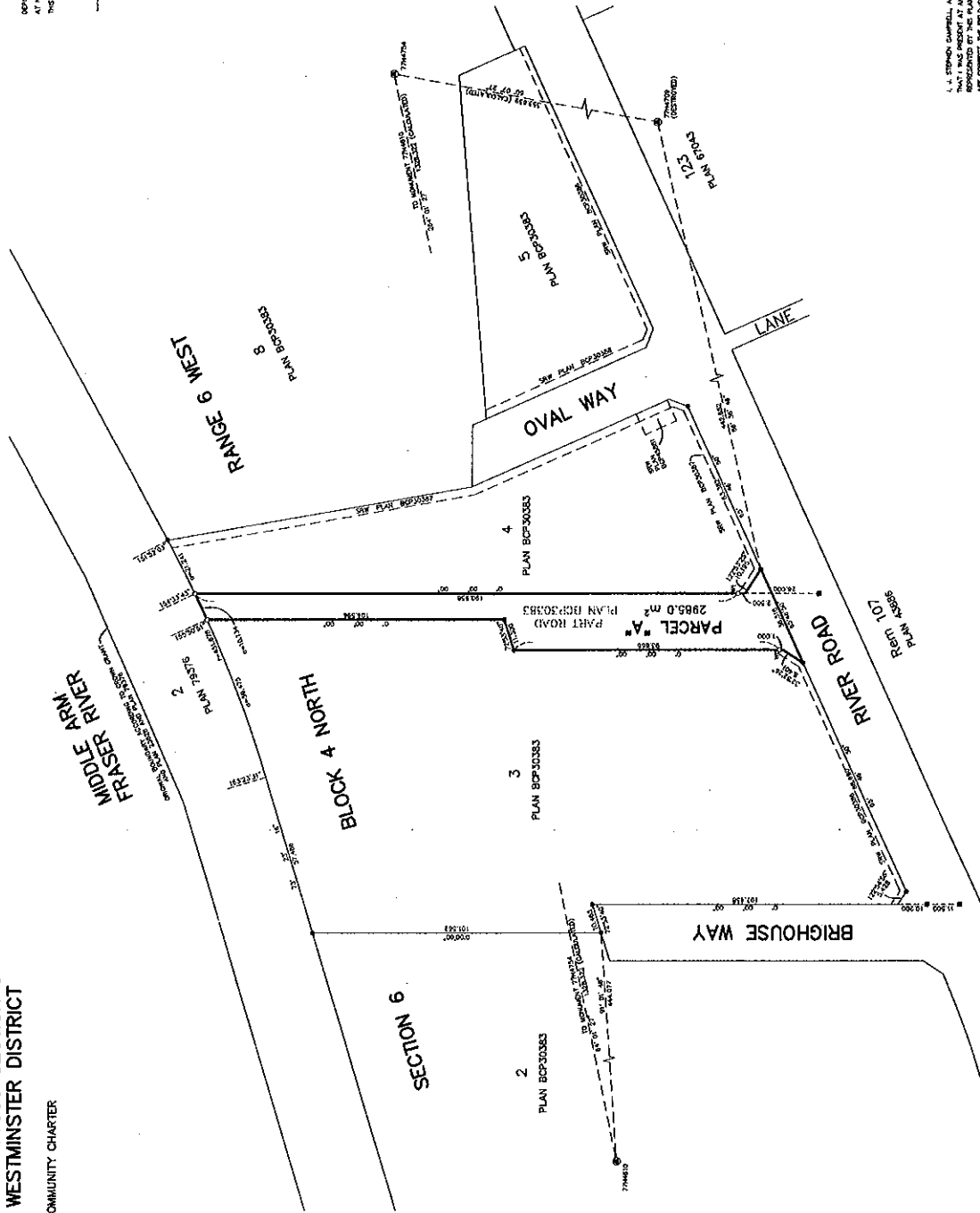
ALL DISTANCES ARE IN METERS

THE PLAN BOUNDS INDIVIDUAL CHAINS-LOD DISTANCES EXCEPT WHERE OTHERWISE NOTED TO COMPUTE ONE DISTANCE, MATHEMATICALLY DERIVED DISTANCES BY CHAINED FACTOR 0.999994

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SCHEDULE A



I, J. STEPHEN CAMPBELL, A BRITISH COLUMBIA LAND SURVEYOR, CERTIFY THAT I HAVE EXAMINED THE ABOVE PLAN AND THAT THE SURVEY AND PLAN ARE CORRECT. THE FIELD SURVEY WAS COMPLETED ON THE 7TH DAY OF SEPTEMBER 2011. THE PLAN WAS COMPLETED AND DATED AS THE FOREGOING FIELD SURVEY BECAME THE 7TH DAY OF SEPTEMBER 2011.

Signature

AREA OF ROAD TO BE CLOSED = 2985.0 m²

OFFICIAL SIGNATURE(S)	DATE
CITY OF RICHMOND	
CITY AUTHORIZED SIGNATORY	
MAGGIE G. BRUCE	
MAYOR, AUTHORIZED SIGNATORY	
DAVID KERN	
CORPORATE OFFICER	
AUTHORIZED SIGNATORY	

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SURVEYORS & ENGINEERS
11770 BRIGHOUSE WAY
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TEL: 604-273-7373
FAX: 604-273-7374
E-MAIL: PH@MATSONPHIL.COM
CARTER: 1008-2011-REP-10-10-10
R-11-1008-REP-10-10-10