



**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** May 5, 2010  
**File:** RZ 07-380222  
**Re:** Application by Onni 6951 Elmbridge Development Corp. for Rezoning at 6951 Elmbridge Way from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3)

**Staff Recommendation**

1. That Bylaw No. 8604, to amend the "Residential/Limited Commercial (RCL3)" zone to more accurately reflect the intent of the City Centre Area Plan (CCAP) with regard to non-residential uses and related considerations for lands designated "Urban Centre T5 (45 m)" and "Village Centre Bonus", be introduced and given first reading.
2. That Bylaw No. 8605, to rezone 6951 Elmbridge Way from "Industrial Business Park (IB1)" to "Residential/Limited Commercial (RCL3)", as amended by Bylaw No. 8604, be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJ:spc  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Community Social Services Group	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Sustainability Unit	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Planning, Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Onni 6951 Elmbridge Development Corp. has applied to the City of Richmond to rezone 6951 Elmbridge Way (**Attachments 1 & 2**), 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 development incorporating 325 residential and live/work units in three towers over ground-floor retail, and undertake the restoration and enhancement of the adjacent Hollybridge Canal park and natural area. (**Attachment 6**)

In addition, as part of the subject rezoning, amendments are proposed to Residential/Limited Commercial (RCL3) in order that it may more accurately reflect the intent of the City Centre Area Plan (CCAP) with regard to non-residential uses and related considerations for the subject site and other lands designated "Urban Centre T5 (45 m)" and "Village Centre Bonus".

### Findings of Fact

A Development Application Data Sheet, providing details of the subject rezoning application, is attached. (**Attachment 4**)

### Surrounding Development

North: The site fronts onto River Road, directly across the street from the Richmond Oval plaza and public art installation. The City Centre Area Plan (CCAP) identifies the intersection of River Road and Hollybridge Way (at the northeast corner of the site) as the high-density, mixed-use focus of the Oval Village, and designates this portion of River Road as a pedestrian-oriented retail "high street" (i.e. a visually engaging, pedestrian-oriented streetscape incorporating ground floor retail and restaurants with narrow shop fronts and direct access to the public sidewalk, pedestrian-oriented signage, weather protection, large shop windows, outdoor dining, and complementary features).

East: The subject site:

- Fronts onto the City's existing Hollybridge Canal natural area and proposed park, beyond which lies Hollybridge Way and older light industrial buildings slated for future high-density, mixed-use development. The CCAP encourages enhancement of the Canal's natural area and its establishment as a linear park and "eco-amenity" linking upland urban areas with nature and the riverfront.
- Occupies an iconic "landmark" location at the visual terminus of Lansdowne Road (visible from the Canada Line and No. 3 Road).

South: The site fronts onto Elmbridge Way, across the street from the Work Safe BC facility. Elmbridge Way is a relatively short road, well used by drivers wishing to by-pass busier Westminster Highway. The CCAP encourages a more fine-grained road network and higher-density, mixed-use development aimed at dispersing traffic and making Elmbridge Way a more pedestrian-friendly street characterized by ground floor townhouses, live/work dwellings, and commercial uses with mid- and high-rise residential and office uses above.

West: The site abuts an existing light industrial property, one of several that, like the subject site, front both River Road and Elmbridge Way and are designated under the CCAP for high-rise (45 m), high-density (3 FAR), mixed-use (maximum of 2 FAR may be residential) development. A service lane is proposed along the west side of the subject site, to be shared with the neighbouring property when it redevelops. For information purposes, the applicant has submitted an illustrative development concept for the neighbouring site demonstrating a density of 3 FAR (including 2 FAR of residential uses). (**Attachment 7**)

## Related Policies & Studies

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

## Advisory Design Panel (ADP)

The subject development was considered at ADP on a preliminary basis on April 21, 2010, and the Panel's recommendations and a summary of the discussion are attached. (**Attachment 5**) The Panel commended the project team on a well thought-out, well-presented project; voted to support the rezoning moving forward for consideration at Planning Committee; and, identified issues requiring design development at the Development Permit (DP) stage, including the:

- a) Project's image, especially as it relates to Lansdowne Road's "iconic" axial view, the Richmond Oval, the riverfront, and the emerging character of the Oval Village;
- b) Public realm, with regard to creating lively, pedestrian-friendly public spaces and streetscapes; and
- c) Towers, in terms of their massing, rooftops, colour, and treatment at ground level.

## Consultation

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 opportunity to comment on the application.

### Ministry of Environment (MOE)

The subject site includes a warehouse used for freight handling. Sites such as this must be referred to MOE for review. MOE has notified Richmond in writing that the City may proceed with the subject application without the input of the Ministry.

## Staff Comments

Based on staff's review of the subject application, including the developer's engineering capacity analysis, transportation impact analysis, and conceptual design for Hollybridge Canal Park, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 8**. In brief, those Rezoning Considerations identify the following items for completion by the developer prior to rezoning adoption:

- a) Land dedications and rights-of-ways to facilitate road widening, a new service lane, public walkways and sidewalks, boulevards, and utilities;
- b) Covenants with regard to:
  - Industrial Noise, warranted because the subject site is situated in a transitional industrial area and may be subject to noises not typical of other residential neighbourhoods;
  - Aircraft Noise Sensitive Development policies, as per City policy;
  - Flood indemnity, as per City policy with regard to the habitable portions of the building for which the floor level is below 2.9 m geodetic; and
  - Live/work dwellings, for the purpose of securing required commercial areas;
- c) A Housing Agreement and related requirements for the provision of 18 affordable housing units, at the sole cost of the developer, as per the Affordable Housing Strategy (i.e. unit sizes, maximum rents, etc.);
- d) The developer's voluntary contribution of funds towards:
  - Transportation improvements (e.g., bus shelter, special crosswalk, traffic signals, Lansdowne Road realignment at Hollybridge Way);
  - Richmond's Child Care Reserve;
  - Richmond's Public Art Reserve; and
  - Community planning program.
- e) Legal agreements to secure 40 "public" parking spaces and limit tandem parking;

- f) Tree protection requirements (e.g., fencing, monitoring);
- g) The City's standard Servicing Agreement (SA) and Letter(s) of Credit for the design and construction of works, at the developer's sole cost, including, but not limited to:
  - Transportation requirements, as per the project's approved transportation impact analysis and related considerations, to the satisfaction of the Director of Transportation, including sidewalk, boulevard, and road improvements across the subject site's River Road and Elmbridge Way frontages, and the establishment of a service lane along the site's west side;
  - Parks requirements, as per the conceptual park design for Hollybridge Canal Park and related areas, to the satisfaction of the Manager, Parks – Planning and Design, including the restoration and enhancement of the existing natural area and "significant trees", the extension of the Hollybridge Way (cherry tree) Promenade, and the establishment of an "eco-amenity" in the form of a "rain garden"; and
  - Engineering requirements, as per the project's approved capacity analysis and related considerations, to the satisfaction of the Director of Engineering, including:
    - i. Sanitary Sewer: No upgrade required;
    - ii. Water System: No upgrade required;
    - iii. Storm Sewer:
      - Upgrade the storm sewer to 900 mm diameter along the development frontage between manhole E1 (City STMH#3386 located just west of the subject site) to the proposed manhole D1 (approximately at the intersection of Hollybridge Way and Elmbridge Way); and
      - Implement stormwater management measures for the subject site incorporating a "rain garden" within the Hollybridge Canal Park (i.e. bio-swale and related features);
    - iv. Service Connections: Include service connections in the SA design drawing set;
    - v. Encroachments: Register rights-of-way agreements for private utilities and other requirements, as determined via the SA review and approval process; and
    - vi. Utility Undergrounding: Fully underground the existing utility pole line located along the frontage of the subject site; and
- h) Processing of a Development Permit (DP) application to the satisfaction of the Director of Development.

## Analysis

The subject application proposes rezoning of the subject site to Residential/Limited Commercial (RCL3), together with amendments to the RCL3 zone to facilitate the proposed development and others like it.

### A. Proposed Zoning Amendment

Residential/Limited Commercial (RCL3) is a new zone, drafted for use in City Centre "village centre" locations, such as the subject site. The zone conforms to the CCAP with regard to form and density (i.e. high-rise and 3 FAR, of which no more than 2 FAR may be residential); however, its permitted range of commercial uses is too limited to meet the needs of a high-density, mixed-use community (e.g., office and hotel are not permitted; maximum commercial unit size is too small for a full-service grocery store). To make RCL3 applicable to the subject site and other "village centre" locations, zoning amendments are proposed, including:

- a) Replacing the limitation on commercial unit size with one limiting total commercial floor area to 49% of the building (which is consistent with the zone's identification of commercial uses as being "secondary" to residential uses);
- b) Increasing the range of permitted commercial uses (e.g., office, hotel, education, personal services); and
- c) Reducing limitations on the location of commercial uses within a building (i.e. permitting commercial above the second floor).

If rezoned, the subject site will be the first property to be zoned RCL3. As such, there are no existing RCL3 properties that will be impacted by the proposed zoning amendments. Likewise, there will be no impact on any RCL1 or RCL2 properties, as the requirements of those zones will remain unchanged.

## B. Proposed Rezoning

The subject development is one of the first proposed for the Oval Village, and is prominently situated near the Richmond Oval and at the west end of Lansdowne Road. As such, it will set a benchmark for future development and have a significant influence over the character and success of the emerging Village. Staff's review of the proposed project indicates it is supportive of Richmond's policies and objectives, as follows:

**Key Planning Objectives:** The subject rezoning complies with key policies for the Oval Village, including:

- a) Transit-Oriented Development (TOD): The subject rezoning is consistent with CCAP policies (**Attachment 3**, CCAP Specific Land Use Map) encouraging:
  - A compact, high-rise, high density (3 FAR) development;
  - Mixed residential/commercial development, of which residential uses cannot exceed 2 FAR;
  - A walkable, livable community centred around the Oval, River Road, and Hollybridge Canal; and
  - Lively, high-amenity, pedestrian-oriented streetscapes and open spaces.
- b) Aircraft Noise Sensitive Development (ANSD): As per the ANSD policy, which limits residential uses on the subject site and its neighbours to 2/3 of maximum permitted buildable floor area, the site is proposed to be rezoned to Residential/Limited Commercial (RCL3) which permits a total density of 3 FAR, including:
  - 2 FAR maximum residential, including the residential portions of any live/work dwellings; and
  - 1 FAR commercial, including the work portions of any live/work dwellings and related areas designated for the exclusive use of the live/work dwellings (e.g., for public access to work spaces, shared meeting rooms) and secured via covenants on title.

**Community Amenities:** The subject rezoning proposes a broad range of public amenities, including:

- a) Hollybridge Canal Park: The CCAP encourages the protection and enhancement of Hollybridge Canal and its designation as a major linear park linking the river with the City Centre's urban core. This is consistent with Richmond's "significant tree" policy and Riparian Management Area (RMA) policy. In light of this, staff recommend, and the developer has agreed, to:
  - Restore and enhance the Canal's existing natural area (designated as a 5-metre RMA);
  - Protect the "significant trees" along the Canal (i.e. Brighthouse homestead);
  - Extend the Hollybridge Way (cherry tree) Promenade south to Elmbridge Way;
  - Establish an "eco-amenity" in the form of a "rain garden" storm water system;
  - Retain and enhance an area of existing trees in the southeast corner of the subject site for integration with the Park;
  - Install complementary public amenities in the park and along the site frontage; and
  - Complete all required park improvements to the value of applicable "park development" DCCs, at the developer's sole cost, prior to final Building Permit inspection granting occupancy for the development or its first phase, as applicable. (DCC credits apply.)
- b) Roads Improvements: The CCAP and City Centre Transportation Plan propose a street network for the Oval Village, including "major streets" in fixed locations (e.g., River Road) and "minor streets" (e.g., new north-south streets). The CCAP provides for the locations of the latter to vary from what is shown in the Plan where this will benefit the community and result in an equal or superior development. In light of this, and a transportation impact analysis prepared by the developer to the satisfaction of the Director of Transportation, staff recommend:
  - A service lane is established along the west edge of the subject property to provide vehicle access to the site and its neighbour to the west. This lane will provide better truck access, with less impact on the form and character of development, than could otherwise be achieved with conventional driveways and indoor loading areas.
  - The CCAP "minor street" proposed one-lot west of the subject site be shifted further west to better facilitate future property consolidation and redevelopment by others.

In addition, staff recommend, and the developer has agreed to provide, the following voluntary developer contributions and improvements, including:

- Completion of River Road across the frontage of the subject site (south of the Oval), including traffic lanes, sidewalk, boulevard, street trees, and pedestrian amenities. (DCC credits apply.)
  - Contribution of \$500,000 for the realignment of Lansdowne Road and intersection improvements at Hollybridge Way. (DCC credits apply.)
  - Contribution of \$74,000 for traffic signal upgrades at the intersection of Hollybridge Way and (new) River Road. (DCC credits apply.)
  - Construction of the service lane. (Future widening by neighbour required. No DCC credits apply.)
  - Construction of new a sidewalk and boulevard along the site's Elmbridge Way frontage.
  - Contribution of \$15,000 for a City Centre-style bus shelter.
  - Contribution of \$60,000 for a special River Road crosswalk (i.e. pedestrian activated, illuminated).
  - Completion of all required road improvements prior to final Building Permit inspection granting occupancy for the development or its first phase, as applicable.
- c) Parking Improvements: The developer proposes to comply with Richmond's Zoning Bylaw with regard to bicycle parking (e.g., bike lockers for residents/employees and public bike racks) and vehicle parking, except that, in order to help to meet the unique peak parking demands of the Oval Village arising from its special attractions (e.g., Richmond Oval, river, dike), in place of residential visitor parking, the developer will:
- Provide 40 "public parking" spaces on the subject site, for which the developer shall be solely responsible for construction, operation, maintenance, and liability; and
  - Enter into legal agreement(s) with the City to secure the spaces for the use of the public and ensure that the spaces shall be made available:
    - i. On an hourly basis (not monthly or longer terms);
    - ii. For the same hours each day as the public parking at the Richmond Oval (or longer); and
    - iii. At the same hourly rate as the public parking at the Richmond Oval (or less).
- d) Affordable Housing: As per Richmond's Affordable Housing Strategy and the CCAP "affordable housing bonus", the developer will undertake the following:
- Provide 18 one- and two-bedroom, low-end market rental apartment units (the sizes, rental rates, and other terms of which shall comply with the City's Affordable Housing Strategy);
  - Construct the units at the developer's sole cost;
  - Enter into the City's standard Housing Agreement prior to rezoning adoption; and
  - Complete construction of the affordable housing units prior to final Building Permit inspection granting occupancy for more than 50% of the project's total residential units (i.e. 163 of 325 units).
- e) Child Care: As per the CCAP "Village Centre Bonus", the developer is required to either construct 5% of the bonus floor area as a child care facility or contribute cash-in-lieu to the Child Care Reserve, as determined to the satisfaction of the City. Several high-density, mixed-use projects are currently under review for the Oval Village, one or more of which are expected to provide child care facilities. In light of this, staff recommend, and the developer has agreed, that:
- The developer makes a voluntary contribution of \$447,104 towards the Child Care Reserve, based on \$4/ft<sup>2</sup> of bonus floor area (excluding affordable housing).
- f) Public Art: Richmond policy encourages developers to voluntarily contribute towards public art, especially in the case of large, prominent developments, such as the subject project. In light of this, staff recommend, and the developer has agreed, that:
- The developer makes a voluntary contribution of \$210,300 towards the Public Art Reserve, based on \$0.60/ft<sup>2</sup> of building area (excluding affordable housing); and
  - As determined by the City, the contribution may be applied within the Hollybridge Canal Park, in which case, the developer shall be invited to participate in the public art selection process.

- g) **Village Commercial:** As per the CCAP “Village Centre Bonus”, the bonus floor area must be used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery or drug stores), pedestrian-friendly retail, and/or other commercial uses important to the viability of the Oval Village, as determined to the satisfaction of the City. In light of this, the developer proposes:
- 6,151 m<sup>2</sup> (66,208 ft<sup>2</sup>) of ground floor retail;
  - Pedestrian-oriented, ground floor retail units along all three of the development’s street frontages, including the CCAP-designated “pedestrian high-street” along River Road; and
  - Large/deep unit(s) suitable for grocery or other large format retailers.
- h) **Live/Work:** The CCAP encourages the provision of “flexible work” opportunities that are designed to address Richmond’s changing demographics (e.g., more seniors starting independent businesses after retirement), emerging business models (e.g., telecommuting), and objectives for less car-dependent lifestyles. With this in mind, the CCAP encourages a new form of “live/work dwelling” that allows for a broader range of business and employee options than past Richmond examples. These new units, each of which must contain a designated work space (secured via a covenant), is intended to be not just a livable dwelling, but a well-functioning, well-located business address. As such, under the CCAP, the private and common work spaces associated with these units are considered to be commercial space, not residential. In light of this, the developer proposes:
- 69 live/work dwellings on levels 3 to 6 of the development, each of which contains a designated work space (secured by a covenant on title);
  - A work space in each unit that is a minimum of 30 m<sup>2</sup> (323 ft<sup>2</sup>) in size and is clearly demised from the unit’s residential uses (e.g., change in storey, separate room);
  - An entry lobby, elevator, and circulation areas that are designated for the exclusive use of the project’s live/work units (i.e. independent of areas used by the conventional residential units); and
  - The floor space of the live/work dwellings and associated areas are to be as follows:
    - i. Residential space: 4,039 m<sup>2</sup> (43,477 ft<sup>2</sup>);
    - ii. Commercial space: 4,576 m<sup>2</sup> (49,257 ft<sup>2</sup>); and
    - iii. Total space: 8,615 m<sup>2</sup> (92,734 ft<sup>2</sup>).
- i) **Residential Amenity Space:** Richmond’s OCP requires that multi-family residential developments provide indoor and outdoor amenity space for active and passive recreation use by residents. In addition, the CCAP directs that an area equivalent to 10% of the net site be provided at-grade and/or on rooftops for planting, urban agriculture, and related open space features. The proposed development exceeds these standards, and includes:
- A lap pool, squash courts, and other indoor amenities, all of which have direct access to the project’s landscaped rooftop open space; and
  - 7,714 m<sup>2</sup> of landscaped outdoor rooftop space for urban agriculture and passive recreation (i.e. more than twice the combined minimum OCP/CCAP outdoor space requirement).
- j) **Community Planning:** As per the CCAP, the City may negotiate developer contributions to assist with its community planning program. In light of this, staff recommend, and the developer has agreed, that:
- The developer makes a voluntary contribution of \$87,626 towards Richmond’s community planning program, based on \$0.25/ft<sup>2</sup> of building area (excluding affordable housing).

**Sustainable Development:** The developer proposes to incorporate “green” building measures, including:

- a) **“Eco-Amenity”:** The CCAP encourages the creation of “eco-amenities”: community resources that facilitate environmentally responsible living, while contributing to community identity and place-making. 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” should be constructed as part of the Hollybridge Canal Park in the form of a “rain garden” to be located south of the existing open canal waterway;
  - The garden (i.e. enhanced bio-swale) will take the place of conventional stormwater management systems, without any loss in level of service or increase in cost to the developer or the City;

- The design of the garden will slow infiltration and filter run-off from the subject site, thus, improving water quality entering the Fraser River; and
  - The “eco-amenity” should enhance the role of the park as a place to socialize and a signature feature of the Oval Village, and contribute to greater public awareness and enjoyment of natural systems in the urban environment.
- b) District Energy System (DES): The CCAP encourages the coordinated planning of 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, that:
- The developer will pre-build the proposed development to facilitate its future connection to a DES in the Oval Village (to be constructed by others), and/or design for DES connection should DES service come available prior to occupancy of the subject development.
- c) Leadership in Energy and Environmental Design (LEED): The CCAP requires all rezoning applications greater than 2,000 m<sup>2</sup> in size to demonstrate compliance with LEED Silver. The developer has agreed to demonstrate compliance to LEED Silver, to the satisfaction of the City, at each stage of development approval via a checklist prepared/updated by a LEED Accredited Professional. LEED features proposed at the subject rezoning stage include:
- Sustainable Sites: “Brown-field” development; Transit-Oriented Development; reduction and natural treatment of storm water run-off; and extensive green roof landscape.
  - Water Efficiency: Drought resistant and native planting; and low-flow plumbing fixtures.
  - Energy and Atmosphere: Use of exterior design elements to manage heat gain/loss for each aspect of the building face.
  - Materials and Resources: Diversion of most construction waste from landfill; local purchasing of most building materials; and specification of recycled content in construction materials where practicable.
  - Indoor Environmental Quality: Low VOC paint and carpets; daylight and views for 75% of occupied spaces; operable windows for natural ventilation.
- d) Green Roofs: In addition to building to LEED Silver, the City strongly encourages the incorporation of green roofs in high-density City Centre development to reduce the “heat island effect”, slow stormwater infiltration, enhance livability, provide space for active and passive recreation, and enhance views from adjacent development. The developer is supportive of the City’s objectives, and proposes:
- Approximately 50% of the development’s mid-rise rooftops will be treated as “extensive” green roofs (i.e. low maintenance plant material, not intended for recreation use);
  - 7,714 m<sup>2</sup> of the development’s podium roof will be treated as some combination of “intensive” green roof (including agricultural garden plots for the use of residents) and recreation space.
- e) Riparian Management Area (RMA): Hollybridge Canal is designated under the Province’s Riparian Area Regulation (RAR) and is identified as a “5-metre RMA” under Richmond’s policy. In addition to the canal, there is an existing ditch along the north side of the site that must be in-filled to facilitate the completion of River Road. This ditch is not currently designated as a RMA, but it meets the criteria for a “5-metre RMA”. The proposed ditch infilling will require the approval of Fisheries and Oceans Canada (DFO) and may require compensation. In light of this, the developer and staff have agreed that the developer will:
- Maintain a minimum setback of 5 m from the top-of-bank at the canal to any buildings, structures, impervious or semi-impervious surfaces, soil disturbance, recreational activities (e.g., pathways), or new utilities (as per the City’s RMA policy);
  - Undertake the restoration and enhancement of the canal RMA and its surroundings via the proposed construction of Hollybridge Canal Park, as per the City-approved strategy prepared by Envirowest Consultants Ltd. in association with works implemented at the Richmond Oval (DCC credits apply); and



- Secure approval for the proposed ditch infill from DFO, and implement any required compensation, to the satisfaction of DFO and the City. (Note: Staff support the implementation of ditch-infill compensation within Hollybridge Canal Park, provided that it is to the satisfaction of DFO and meets City open space, RMA, and related standards and objectives.)
- f) **Tree Retention & Replacement:** Richmond's Tree Protection 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 City policy as follows:

Tree Location	Existing Trees		Proposed Replacement Trees	Comments
	Retained	Removed		
Street Trees	Nil	2	11	City requirements for the relocation of the Elmbridge Way sidewalk to meet City Centre pedestrian standards require the removal and replacement of existing, healthy trees.
Hollybridge Canal Park	9 "Significant trees"	11 To Be confirmed  <u>NOTE:</u> No "significant trees" or any other trees will be removed within the RMA.	57	The 9 designated "significant (heritage) trees" within the park will all be retained. The other 11 trees within the park (all of which are healthy) will be the subject of further consideration by the City via the detailed park design process. Conflict with City utilities or the proposed "rain garden" may require the removal or relocation of some or all of these trees. Necessary tree replacement will be identified via the Servicing Agreement (SA).
On-Site	2	12	6 (At grade, along the proposed lane)	City requirements for lane construction and habitable grade necessitate the removal and replacement of 12 healthy trees. 6 new trees will be planted along the south end of the lane. <u>NOTE:</u> Additional trees will be provided on-site as part of the rooftop amenity space and plaza design, as determined via the Development Permit (DP) and SA processes, to the satisfaction of the City.
TOTAL	11	25 To Be confirmed	74	50 replacement trees are required at 2:1 ratio

- g) **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 (FCL) of 2.9 m geodetic and minimize exemptions, wherever practical. In light of this, the developer and staff have agreed that the developer will:
- Exempt a maximum of 10% of the project's commercial area to sidewalk grade, as per City policy, to enhance River Road's designated pedestrian-oriented retail "high street";
  - Exempt some residential lobby space to a level below 2.9 m geodetic, but not below 0.3 m above the crown of the fronting road, as per City policy;
  - Construct the remainder of the project's habitable space at 2.9 m geodetic or higher; and
  - Register the City's standard flood indemnity covenant on title.

**Form & Character:** Key features of the subject rezoning include:

- a) CCAP Development Permit (DP) Guidelines: The proposed development is subject to the CCAP DP Guidelines, and processing of a DP application, to the satisfaction of the Director of Development, must be completed prior to rezoning adoption.
  - The subject development is generally consistent with the form of development encouraged under the Guidelines, with the exception of:
    - i. Tower spacing: The subject development proposes a reduction in tower spacing from 35 m to 24 m between two of its towers, and a tower setback of 12 m to its west property line (i.e. 50% of 24 m). Staff support the proposed reduction, as the spacing between the other towers on the subject site exceed 35 m; the proposed 24 m spacing has been used successfully elsewhere in the City Centre; the reduced setback is not expected to negatively impact the neighbour's development potential or livability; and, the proposed tower grouping contributes towards creating a large, useable rooftop space and more interesting skyline.
    - ii. Tower floorplate size: The subject development proposes an increase in tower floorplate size (above 25 m) from the Guideline's maximum of 650 m<sup>2</sup> to 700+ m<sup>2</sup>. Staff support the developer's proposal, as reducing the tower floorplate size would require an additional tower, higher streetwall, or higher tower heights, none of which is desirable (due to potential shading of the Oval plaza, reduced on-site open space, increased overlook issues, and increased building bulk).
  - Via the DP review process, as noted by the Advisory Design Panel, attention should be paid to further developing the character of the development, especially with regard to the:
    - i. Project's image, especially as it relates to Lansdowne Road's "iconic" axial view, the Richmond Oval, the riverfront, and the emerging character of the Oval Village;
    - ii. Public realm, with regard to creating lively, pedestrian-friendly public spaces and streetscapes; and
    - iii. Towers, in terms of their massing, rooftops, colour, and treatment at ground level.
- b) Accessible Housing: The OCP and CCAP encourage the provision of a range housing choices, including housing suited to Richmond's aging population and people with disabilities. In light of this, staff recommend, and the developer has agreed, that:
  - 100% of affordable (rental) housing units (secured via a Housing Agreement) will meet Basic Universal Housing standards for wheelchair use (as per the Zoning Bylaw); and
  - 5% of market units (i.e. 16 units) will meet Richmond's "convertible" dwelling standards (i.e. for ready conversion to allow wheelchair use).

**Noise Covenants**

The developer has agreed to register two noise covenants. The first would address the aircraft noise issue; the second would address the potential of industrial noise emanating from adjacent industrial buildings.

**Financial Impact**

The subject rezoning includes voluntary developer contributions and infrastructure improvements for which the developer will be eligible for Development Cost Charge credits.

No other financial impacts on the City have been identified in connection with the subject rezoning.

**Conclusion**

The subject rezoning is supportive of Richmond's objectives for the subject property and the Oval Village, as set out in the City Centre Area Plan (CCAP). It will benefit the community via the development of the Hollybridge Canal Park, provision of affordable housing units and transportation improvements, and funding towards child care, public art, and community planning initiatives. Furthermore, the subject development is the first in the City Centre to propose a significant "eco-amenity" (i.e. "rain garden" stormwater management system) and live/work dwellings (with guaranteed work spaces), as encouraged under the CCAP. On this basis, the subject application warrants favourable consideration.

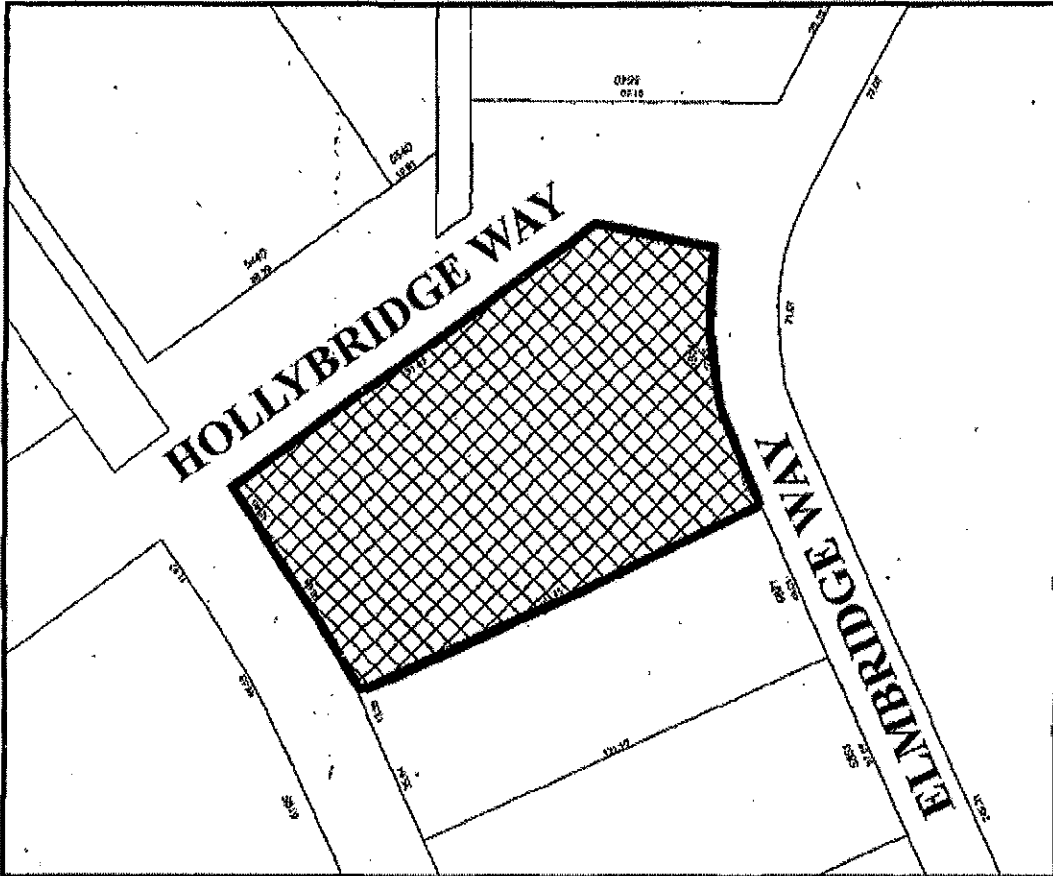


Suzanne Carter-Huffman  
Senior Planner/Urban Design

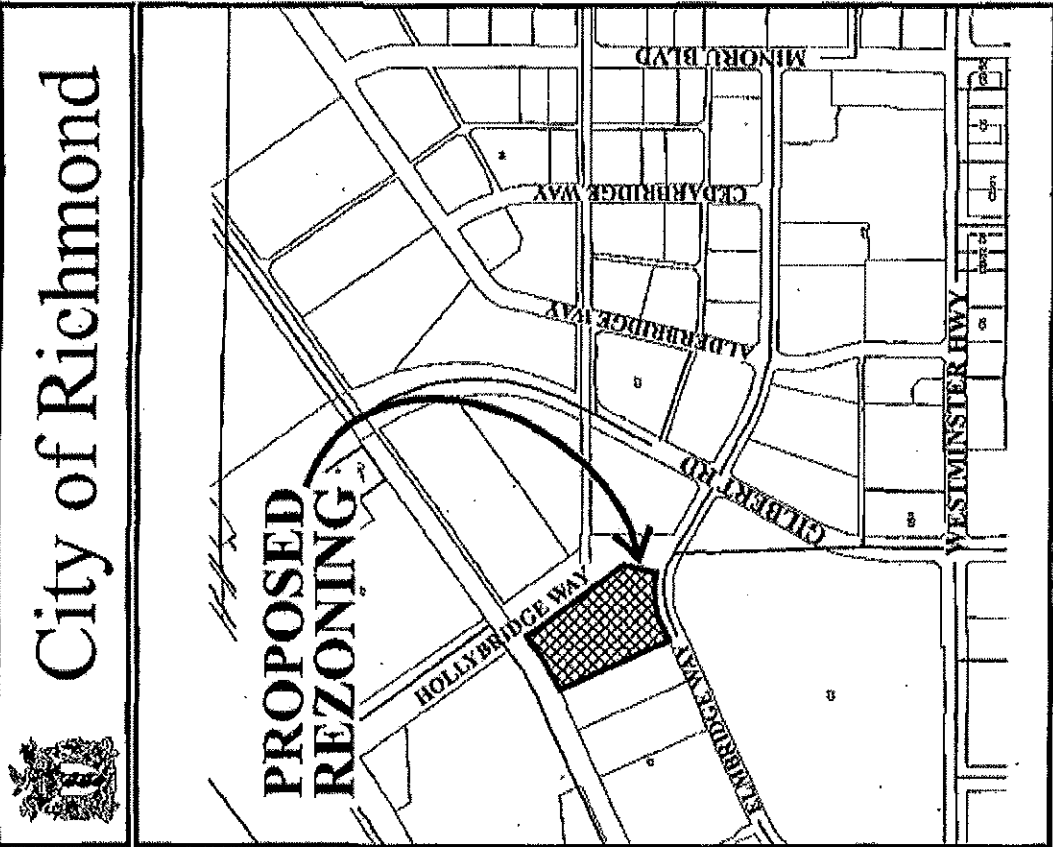
SPC:spc

**Attachments:**

1. Location Map
2. Aerial Photograph (May 2009)
3. City Centre Area Plan (CCAP) – Specific Land Use Map: Oval Village (2031)
4. Development Application Data Sheet
5. Advisory Design Panel (ADP) Preliminary Review, April 21, 2010: Staff Summary
6. Subject Development Proposal
7. Illustrative Development Concept for Neighbouring Site (6851 & 6871 Elmbridge Way)
8. Rezoning Considerations, including "Hollybridge Canal Park & Walkway Conceptual Design Key Plan"

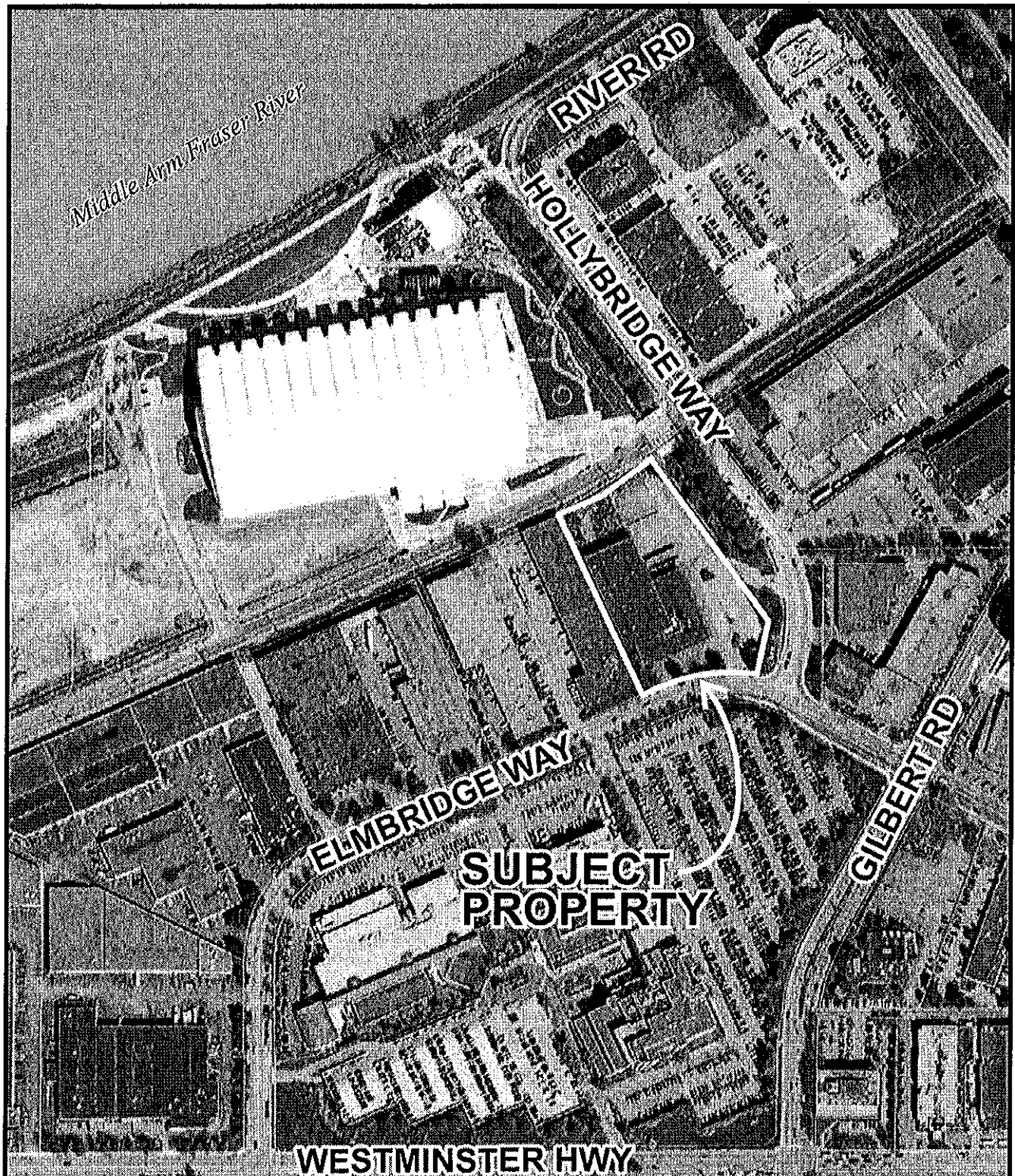


Original Date: 09/20/07  
Revision Date:  
Note: Dimensions are in METRES



RZ 07-380222





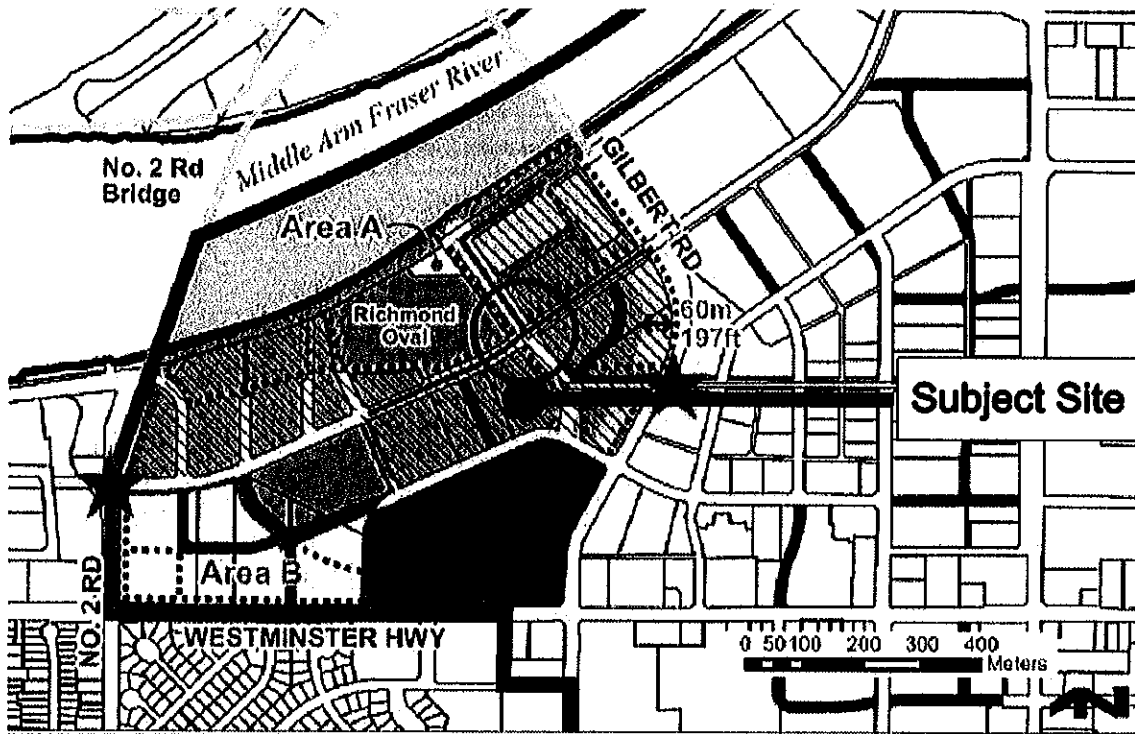
RZ 07-380222

Original Date: 09/20/07

Amended Date: 04/14/10

Note: Dimensions are in METRES

**Attachment 3**  
**City Centre Area Plan (CCAP) – Specific Land Use Map: Oval Village (2031)**



Specific Land Use Map: Oval Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
<b>Urban Centre (T5)</b>		
<ul style="list-style-type: none"> <li>Residential permitted.</li> <li>Overlays:                             <ul style="list-style-type: none"> <li>a) Village Centre Bonus;</li> <li>b) Pedestrian-Oriented Retail Precincts – “High Streets &amp; Linkages”;</li> <li>c) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets &amp; Linkages”.</li> </ul> </li> <li>Additional Land Use Considerations:                             <ul style="list-style-type: none"> <li>a) Community Centre (West) – This facility may be situated in Oval or Lansdowne Village;</li> <li>b) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of the Oval Village’s designated Village Centre.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are:                             <ul style="list-style-type: none"> <li>a) for Pedestrian-Oriented Retail Precincts – “High Streets &amp; Linkages”: Not permitted;</li> <li>b) for Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets &amp; Linkages”: Live/Work Dwellings.</li> </ul> </li> <li>Hotel</li> <li>Office</li> <li>Retail Trade &amp; Services</li> <li>Restaurant</li> <li>Neighbourhood Pub</li> <li>Institutional Use</li> <li>RecreationStudio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.)</li> <li>Community Use</li> <li>Accessory Uses</li> </ul>	<ul style="list-style-type: none"> <li>For Non-Residential Uses: 2.0.</li> <li>For Residential and Mixed Uses including Residential:                             <ul style="list-style-type: none"> <li>a) base: 1.2;</li> <li>b) Affordable Housing Bonus: 0.8.</li> </ul> </li> </ul> <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> <li>Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City.</li> </ul>



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

**Development Application  
Data Sheet**  
Development Applications Division

**RZ 07-380222**

Address: 6951 Elmbridge Way

Applicant: Onni 6951 Elmbridge Development Corp. Owner: 6951 Elmbridge Way Ltd., Inc. No. 0597673

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

Floor Area 34,072 m<sup>2</sup> (366,752 ft<sup>2</sup>), excluding standards zoning exclusions (e.g., parking)

	Existing	Proposed
Site Area	11,707 m <sup>2</sup> (2.89 ac)	Net Site: 11,673 m <sup>2</sup> (2.88 ac) River Road Dedication: 34 m <sup>2</sup> (0.01 ac)
CCAP Designation	<ul style="list-style-type: none"> <li>Urban Centre T5 (45 m): 2 FAR residential and/or commercial</li> <li>Village Centre Bonus: 1 FAR, limited to non-residential uses</li> </ul>	No change
Zoning	Industrial Business Park (IB1)	Residential/Limited Commercial (RCL3): <ul style="list-style-type: none"> <li>Uses: Residential, commercial, etc.</li> <li>Density: 3 FAR maximum, of which residential uses may not exceed 2 FAR</li> <li>Height: 47 m geodetic max.</li> </ul>
Aircraft Noise Sensitive Development (ANSI) Designation	"Area 2": Aircraft noise sensitive uses are permitted, EXCEPT: <ul style="list-style-type: none"> <li>Residential uses are limited to 2/3 of max. <u>buildable</u> floor area</li> </ul>	Maximum <u>Buildable</u> Floor Area, as per RCL3: <ul style="list-style-type: none"> <li>2/3 Residential (2 FAR): 23,346 m<sup>2</sup> (251,303 ft<sup>2</sup>)</li> <li>1/3 Non-residential (1 FAR): 11,673 m<sup>2</sup> (125,651 ft<sup>2</sup>)</li> <li>Total (3 FAR): 35,019 m<sup>2</sup> (376,954 ft<sup>2</sup>)</li> </ul>
Land Uses	Industrial Business Park (warehouse & accessory office)	Proposed Floor Area: <ul style="list-style-type: none"> <li>Residential (2 FAR): 23,345 m<sup>2</sup> (251,290 ft<sup>2</sup>)</li> <li>Commercial (0.92 FAR): 10,727 m<sup>2</sup> (115,462 ft<sup>2</sup>)</li> <li>Total (2.92 FAR): 34,072 m<sup>2</sup> (366,752 ft<sup>2</sup>)</li> </ul>
Heritage: Significant Tree Inventory	"Significant trees" are located off-site, along Hollybridge Way.	The "significant trees" (i.e. Brighthouse homestead) & related landscape will be maintained & enhanced.
ESA	N/A	N/A
Number of Units	Nil	<ul style="list-style-type: none"> <li>Apartment (condominium) units: 238</li> <li>Affordable (rental) housing: 18</li> <li>Live/work dwellings: 69</li> <li>Total: 325</li> </ul>

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0 FAR, of which residential uses may not exceed 2.0 FAR	2.92 FAR, including: Residential: 2 FAR Commercial: 0.92 FAR	None permitted
Lot Size:	Min. 45.0 m wide Min. 40.0 m deep Min. 4,000 m <sup>2</sup> area	96 m wide 156 m deep 11,673 m <sup>2</sup> area	N/A
Lot Coverage -- Buildings & Roofs over Parking:	Max. 90%	75%	N/A

	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 47.0 m geodetic	Max. 47.0 m geodetic	N/A
Setback – River Road:	Min. 6.0 m, but may be reduced to 3.0 m if the interface with the public sidewalk is acceptable to the City	Buildings: 3.0 m to 9.0 m Parking: Nil (below grade)	Reduce setback for - Parking: Nil (below grade) <i>Note: Special architectural features may encroach further into setback, as determined via the DP process.</i>
Setback – Elmbridge Way:		Building: 3.0 m Parking: Nil (below grade)	
Setback – Hollybridge Way:		Building: 3.0 m Parking: Nil (below grade) <i>Note: Special architectural features may encroach further into setback, as determined via the DP process.</i>	
Setback – Lane:	Nil	Measured to right-of-way: • Building: 0 m to 6.0 m • Parking: Nil	N/A
Off-Street Parking:	Parking Spaces: • Residents: 381 • Visitors: 65 • Commercial: 274 • Total: 720	Parking Spaces: • Residents: 381 • Public: 40* • Commercial: 274 • Total: 695	Reduce "visitor" parking to 40 spaces & permit their use by the "public"*
Tandem Parking:	Not permitted	57 pairs of spaces (serving 57 dwellings)	Permit 57 pairs of tandem parking spaces
Indoor Amenity Space for Projects Exceeding 200 Units (CCAP):	Min. 640 m <sup>2</sup> (based on 2 m <sup>2</sup> /unit), but this area may be reduced if a special recreational amenity is provided on-site (e.g., pool)	1,182 m <sup>2</sup> , including a lap pool & squash courts	N/A
Outdoor Amenity Space:	• OCP: 1,920 m <sup>2</sup> (6 m <sup>2</sup> /unit for socializing, children's play & related uses) • CCAP: 1,167 m <sup>2</sup> (10% of net site area for plants, walkways, garden plots, etc.) • Total: 3,087 m <sup>2</sup>	• Podium Rooftop: 3,573 m <sup>2</sup> • Hollybridge Walk: 4,090 m <sup>2</sup> • Total: 7,663 m <sup>2</sup>	N/A
Green Roofs:	• CCAP encourages "green roofs" on all lower level roofs that are not required as outdoor amenity space	• Mid-Rise Rooftop: 50% is proposed as an "extensive" green roof incorporating low- maintenance plant material (i.e. not intended as a recreation space)	N/A

Other: Tree replacement compensation required for any loss of significant trees.

\* Parking spaces secured on-site for the "public" (via a covenant registered on title) will help to meet anticipated parking shortages in the Oval Village resulting from high peak demands for the area's unique attractions (e.g., Richmond Oval, dike trail, river).



## Advisory Design Panel (Preliminary)

### Wednesday, April 21, 2010

#### Panel Decision

It was moved and seconded

*That the Advisory Design Panel supports RZ-07-380222 moving forward to the Planning Committee, taking into consideration the following:*

**A. The applicant making the following improvements to the project design in the future Development Permit application:**

*1. design development to the public realm;*

- Examples:
- Review open space uses/activities to help create more liveliness at street level.
  - Create more interesting design elements along River Road.
  - Provide weather (sun, rain) protection along shop frontages and residential lobbies.
  - Re-orient the ramp adjacent to the proposed lane.

*2. design development to the relationship of the development to the Hollybridge canal;*

- Examples:
- Increase the width of the site's east walkway (abutting the park).
  - Consider viewing platforms, seating steps, etc. that project into the park.
  - Pull the park landscape into the subject site (e.g., at River Road plaza).
  - Heighten the contrast between the park and the urban edge.
  - Take steps to strengthen the relationship of the building to Hollybridge Way.

*3. design development to the identity of the building and the neighbourhood;*

- Examples:
- Tie the development's character more strongly to the riverfront.
  - Bring elements of the Richmond Oval (e.g., colour) into the project.
  - Integrate the project with its surroundings (i.e. buildings should not "stand alone").
  - Introduce more horizontality into the project's massing and design elements.
  - Respect the agricultural heritage of the canal.

*4. design development to the towers including massing, differentiation, roof treatment, colours, materials and relationship to podium and ground plane;*

*5. design development to pedestrian connections and destinations in relationship to Lansdowne to provide a better understanding of context and connectivity;*

- Examples:
- Lansdowne's terminus should be an important gathering place.
  - The park's "bridge" should "honour" the canal.

*6. design development to the termination of Lansdowne, building plaza, and view corridor;*

- Examples:
- The project is very good, but lacks the iconic/signature image befitting its location.
  - The terminus needs to be made a stronger focal point, with a distinct identity.
  - Terminus feature is "forced", raises structural issues, and does not tie into the project.

*7. design development to integrate signage opportunities;*

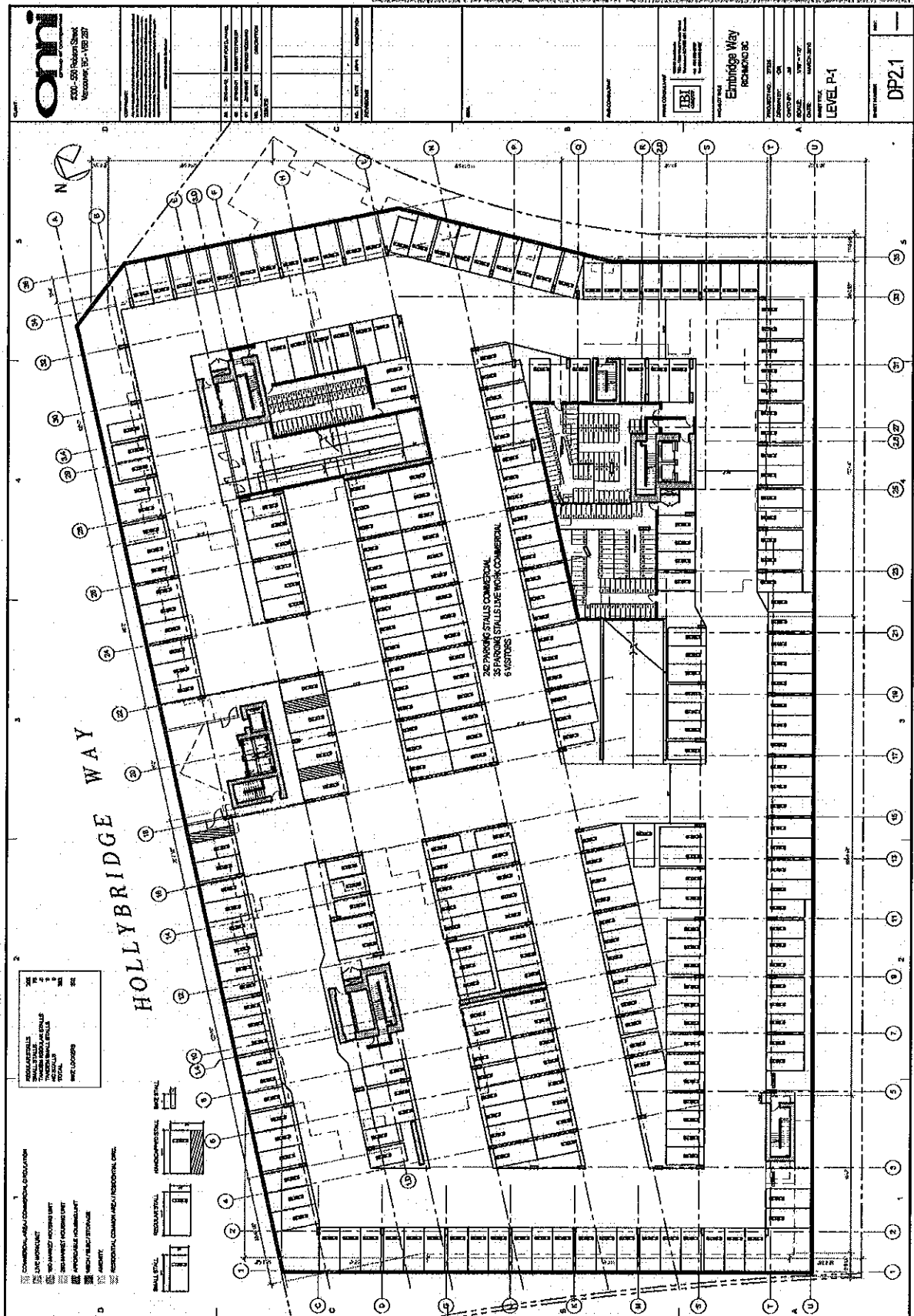
**B. The applicant taking into consideration the following comments:**

*8. consider programming of the outdoor spaces; and*

- Examples:
- Urban agriculture is good, but provide for more variety of rooftop open space uses.
  - Strengthen the functional/social relationship between indoor and outdoor amenities.
  - Consider edge treatment around garden plots to visually contain them.

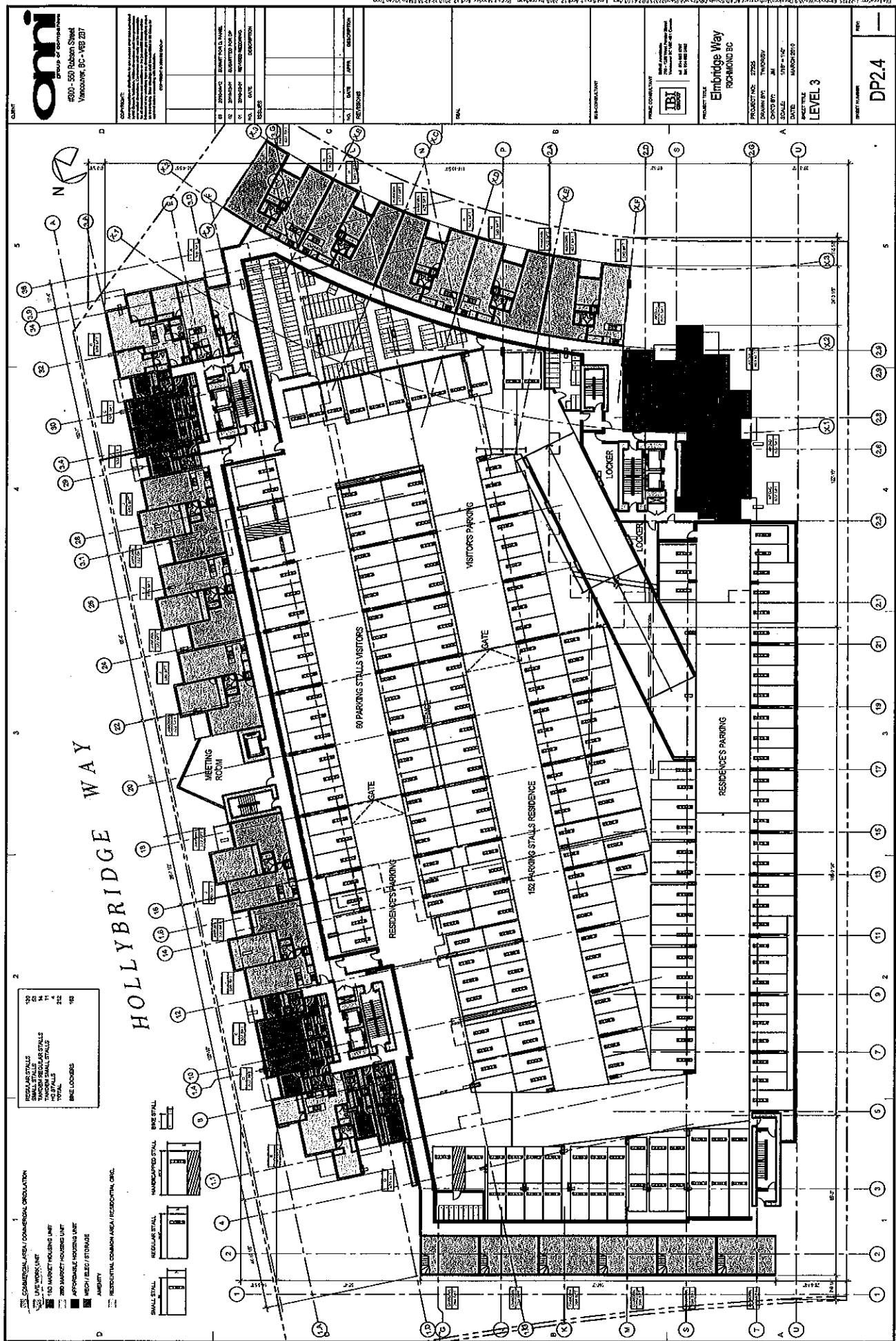
*9. consider the potential integration of public art into the project.*

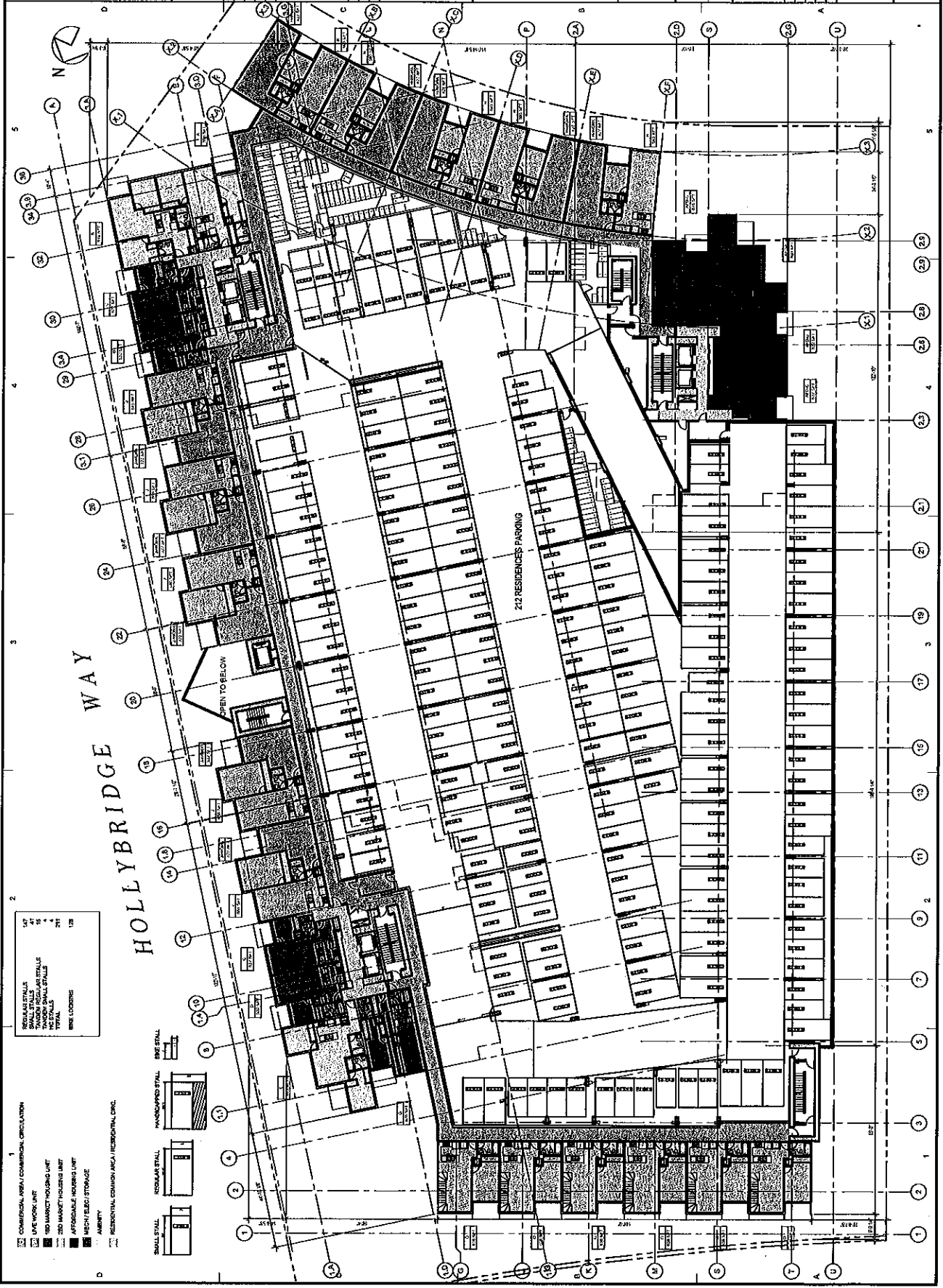
**Note:** "Examples" are paraphrased by City staff from minutes of the **Panel Discussion**, April 21, 2010.









[illegible]



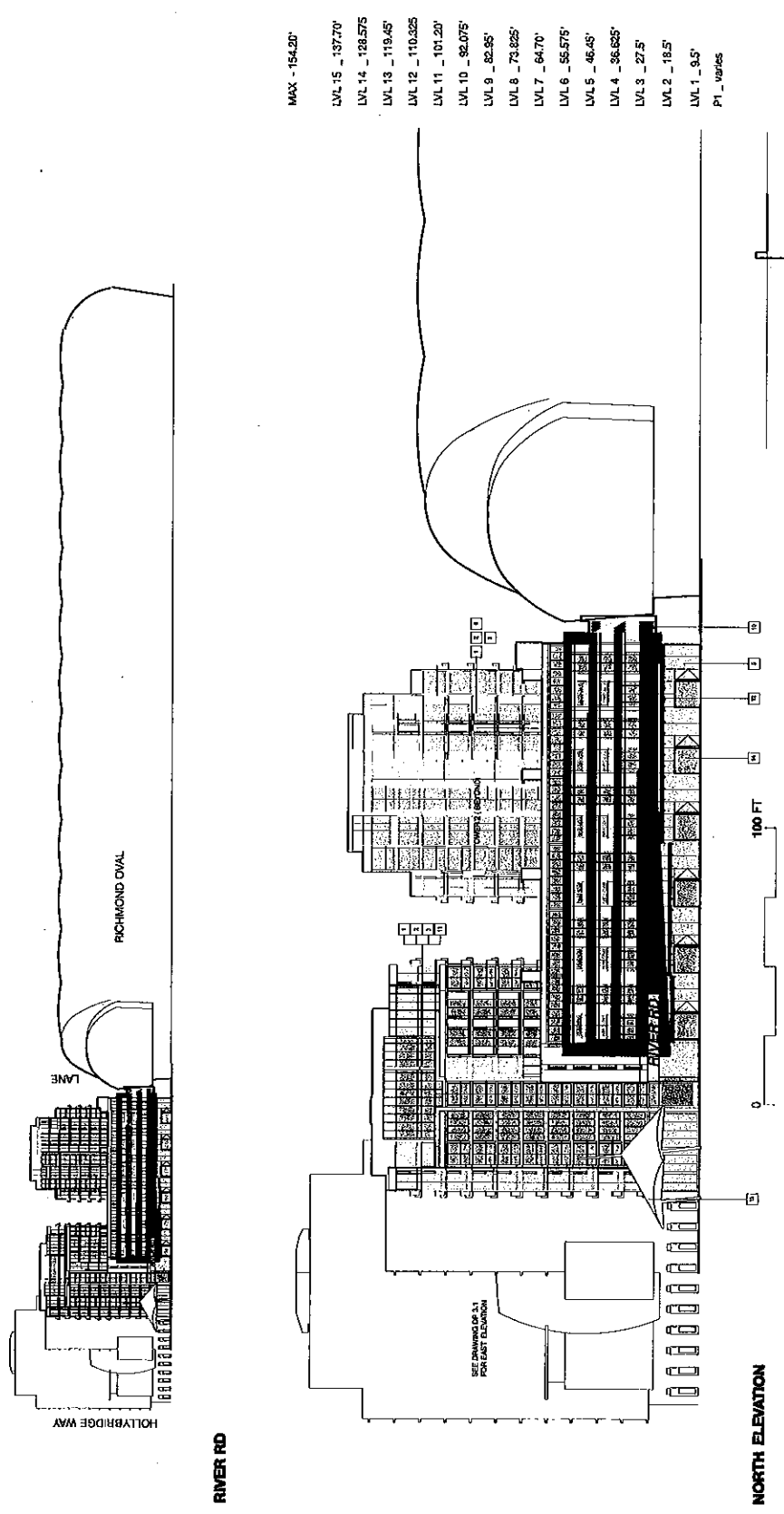








<p>PH - 37</p>	<p><b>omi</b> GROUP OF COMPANIES 4000-550 Robson Street Vancouver BC V6B 2B7</p>	<p>DATE: 12/12/2009 DRAWN BY: J. L. LAM CHECKED BY: J. L. LAM APPROVED BY: J. L. LAM</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>	<p>PROJECT NO.: 2735 DOCUMENT: 701 SHEET NO.: 30 DATE: MARCH 2010</p>
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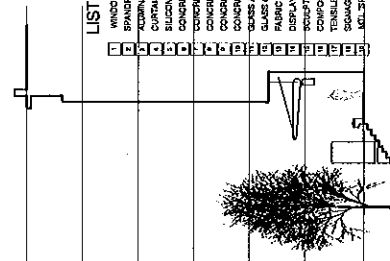
- LIST OF MATERIALS**
- WINDOW WALL GLAZING SYSTEMS (2 GLASS COLOURS PER TOWER)
  - SPANDREL GLASS IN WINDOW WALL SYSTEM (MIDRANGE COLOURS)
  - ALUMINUM FINISH IN WINDOW WALL SYSTEM
  - CURTAIN WALL
  - SILICON CURTAIN WALL (SUPER GRAPHICS)
  - CONCRETE - COLOUR 1 (PUMP)
  - CONCRETE - COLOUR 2 (PUMP)
  - CONCRETE - COLOUR 3 (PUMP)
  - CONCRETE - COLOUR 4 (PUMP)
  - CONCRETE - COLOUR 5 (PUMP)
  - CONCRETE - COLOUR 6 (PUMP)
  - GLASS AND ALUMINUM BRIDGE PACE
  - GLASS CANOPY / METAL STRUCTURE
  - FAIRING CANOPY / METAL STRUCTURE
  - DISPLAY BOX
  - OPTICAL CLIMATE CONTROL SYSTEM
  - CLIMATE CONTROL SYSTEM
  - TOWER STRUCTURE
  - SQUARE PULSON
  - MIL. SPINE

**SECTION**



LIST OF MATERIALS

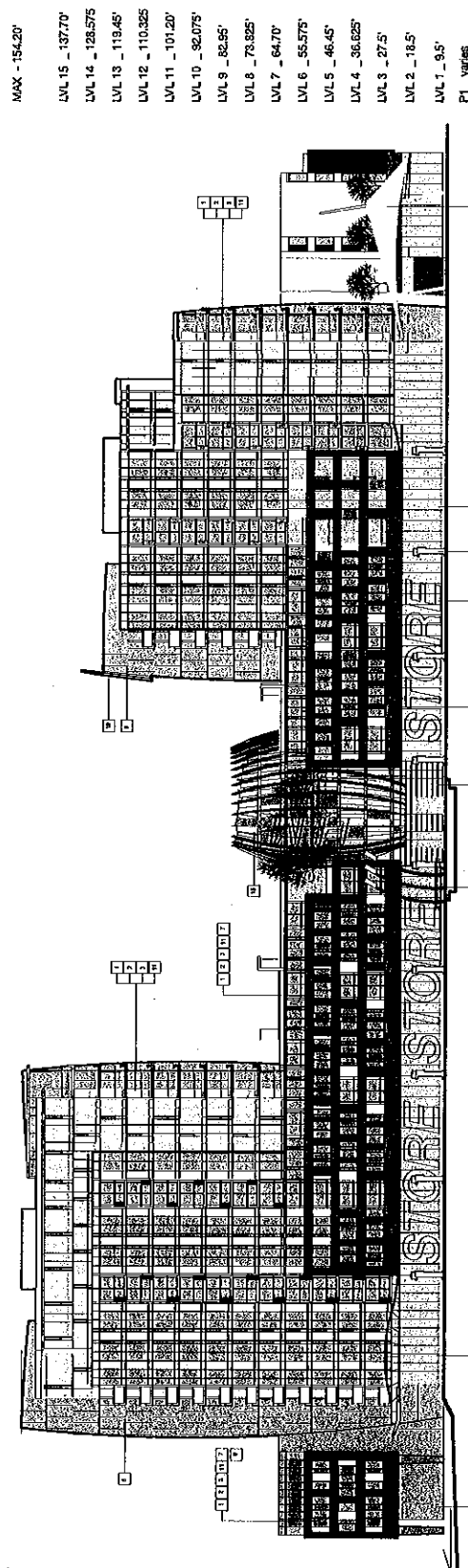
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## SECTION



**HOLLY BRIDGE WAY**

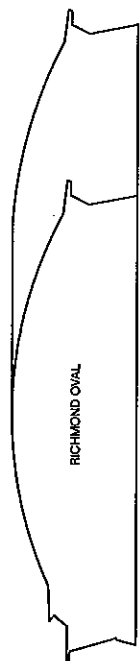
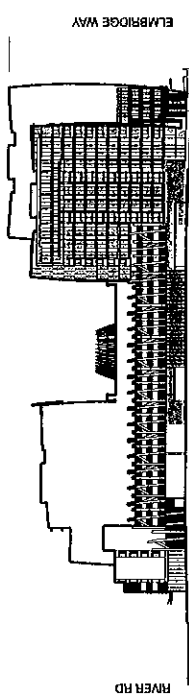


**EAST ELEVATION**

**LIST OF MATERIALS**

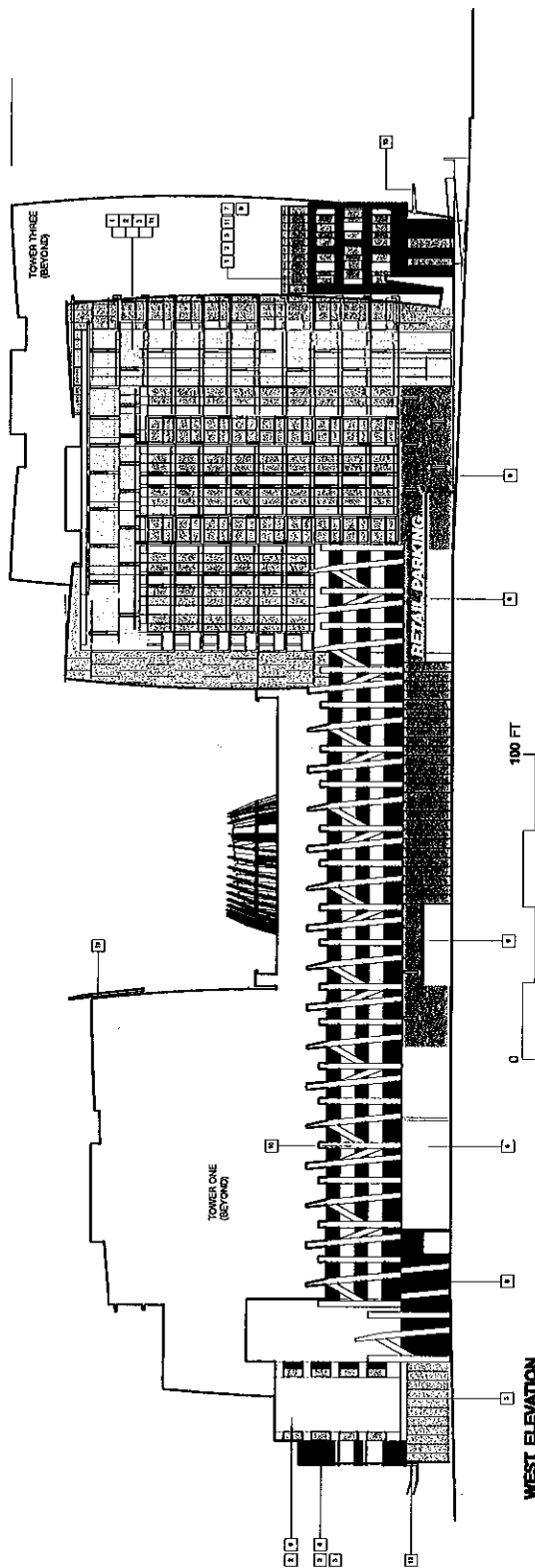
1	WINDOW WALL GLASS SYSTEMS / GLASS CURTAIN WALL SYSTEM
2	SPANDREL GLASS IN WINDOW WALL SYSTEM (MULTIPLE COLOURS)
3	ALUMINUM PANEL IN WINDOW WALL SYSTEM
4	CURTAIN WALL
5	SILICON CURTAIN WALL (FLOOR GRAPHICS)
6	CONCRETE - COLOUR 1 (FAIRFAX)
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104	CONCRETE - COLOUR 99 (FAIRFAX)
105	CONCRETE - COLOUR 100 (FAIRFAX)

**SECTION**



**LANE**

MAX	-154.20°
LVL15	-137.70°
LVL14	-128.575°
LVL13	-119.45°
LVL12	-110.325°
LVL11	-101.20°
LVL10	-92.075°
LVL9	-82.95°
LVL8	-73.825°
LVL7	-64.70°
LVL6	-55.575°
LVL5	-46.45°
LVL4	-36.625°
LVL3	-27.5°
LVL2	-18.5°
LVL1	-9.5°
P1	varies



WEST ELEVATION

## LIST OF MATERIALS

1	WINDOW WALL GLAZING SYSTEM (2 GLASS COLOURS FOR TOWERS)
2	SPANDREL GLASS IN WINDOW WALL SYSTEM (MULTIPLE COLOURS)
3	ALUMINIUM PANEL IN WINDOW WALL SYSTEM

CURTAIN WALL

5 SILICON CURTAIN WALL (SUPER GRAPHICS)

CONCRETE - COLOUR 1 (BUFF)

CONCRETE - COLDWALL 2 (BROWNING)

CONCRETE - COLOUR 3 "GREEN"

CONCRETE - CONCRETO (GREEN)

CONCRETE - COLOUR 4 (BLUE)  
CONCRETE PARKING SCREEN

CONCRETE PARADE SCREEN  
GLASS AND ALUMINUM GUARD RAIL

GLASS AND ALUMINUM GUARD RAIL  
GLASS CANOPY / METAL STRUTS IDE

GLASS CANOPY / METAL STRUCTURE  
: EAGLE CANOPY / METAL STRUCTURE

FABRIC CANOPY / METAL STRUCTURE  
RUEBEL, INC. 2000

DISPLAY BOX

SCULPTURAL ELEMENT/ METAL STRUCTURE

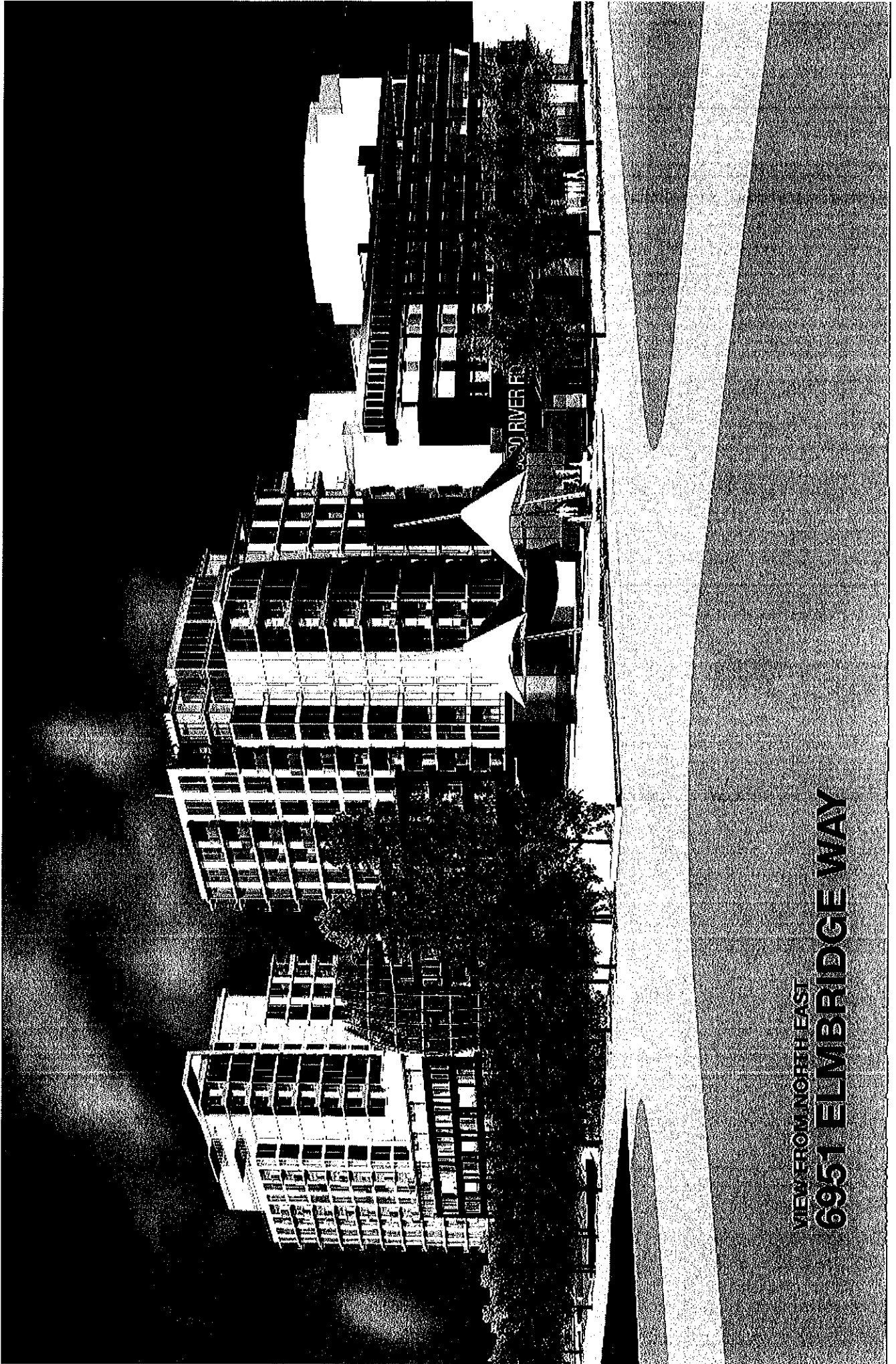
COMPOSITE PANEL SYSTEM

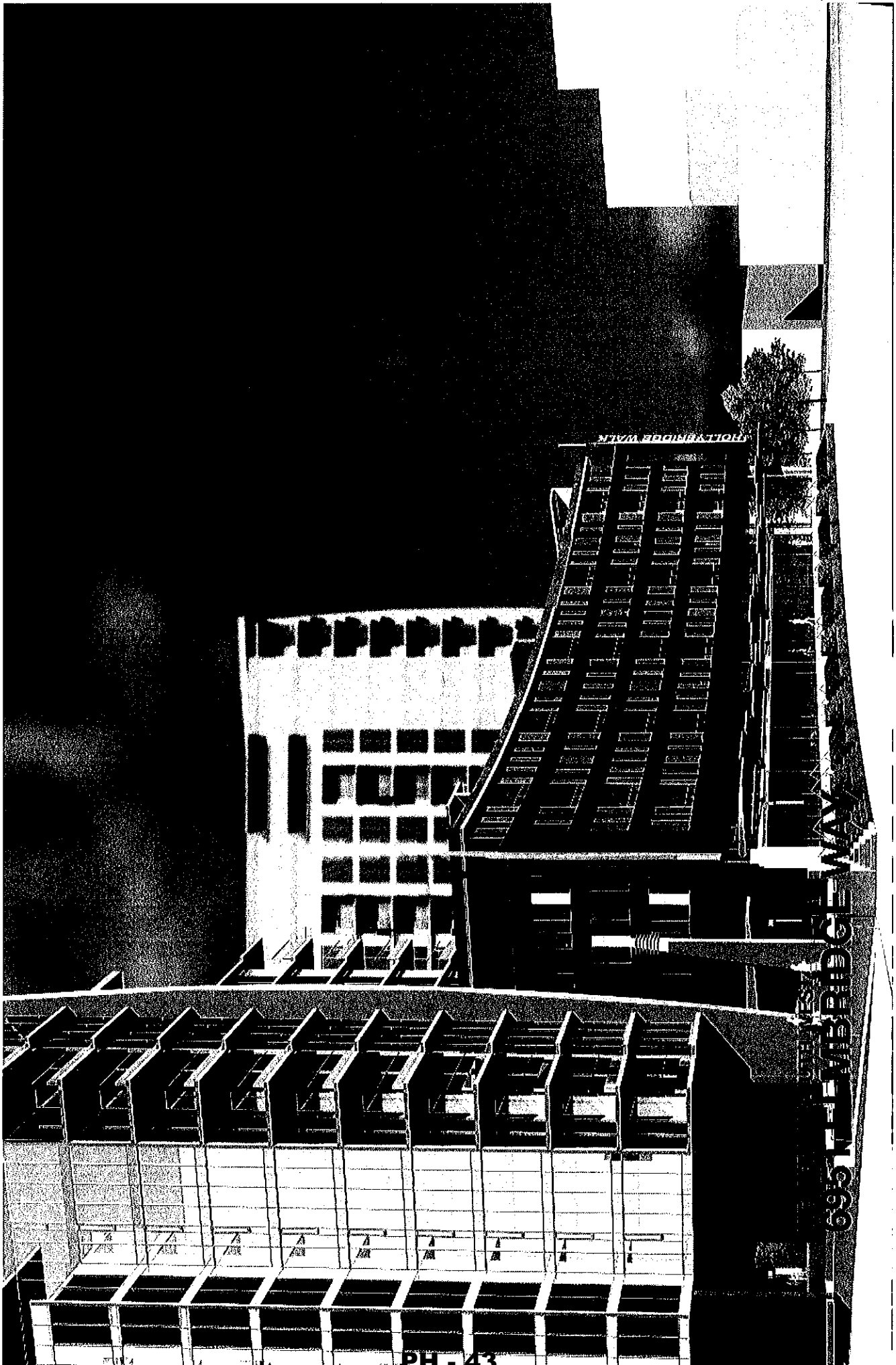
TENSILE STRUCTURE

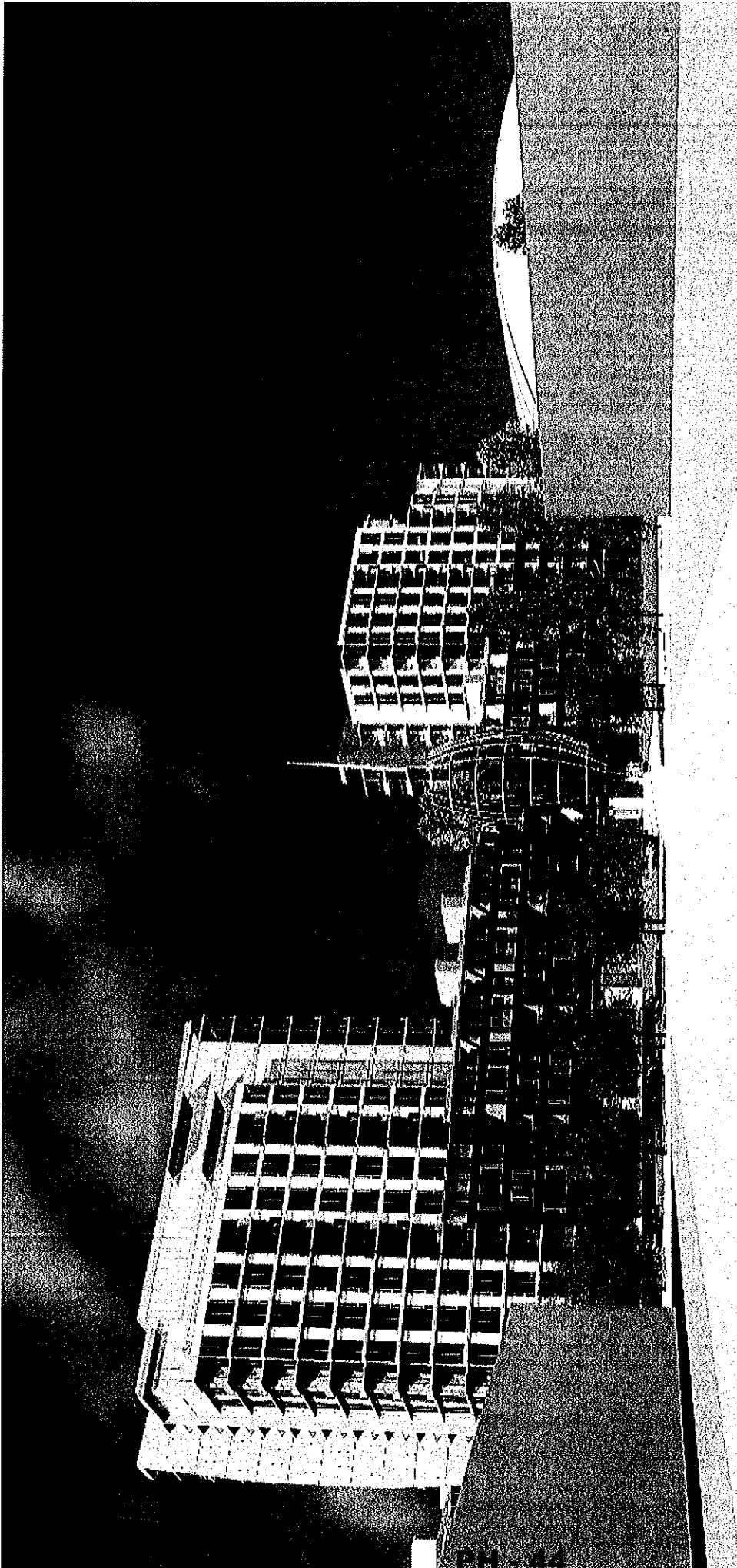
SIGNAGE PYLON

37105-7104

VIEW FROM NORTH EAST  
**6951 ELMBRIDGE WAY**



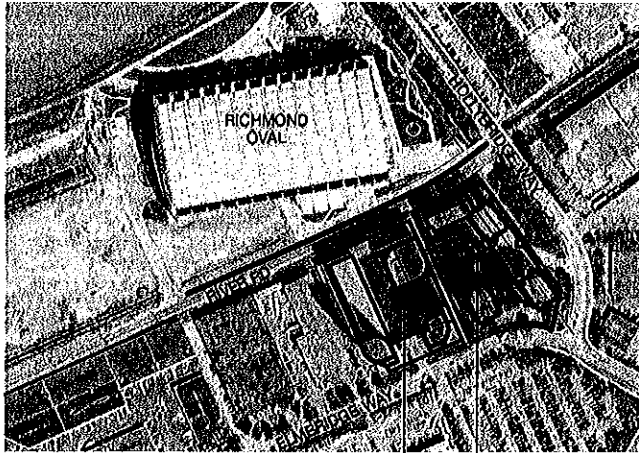




VIEW FROM EAST  
**6951 ELMBRIDGE WAY**



# **Attachment 7** **Illustrative Development Concept for Neighbouring Site (6851 & 6971 Elmbridge Way)**



## **ADJACENT SITE**

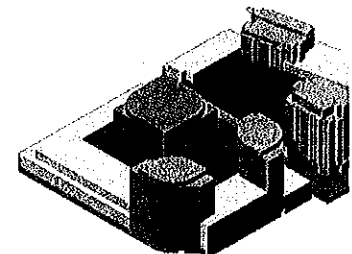
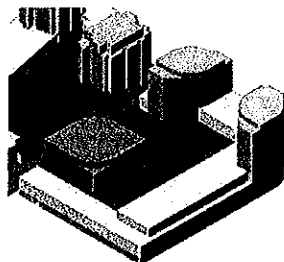
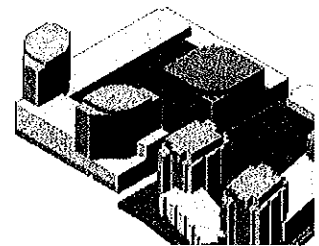
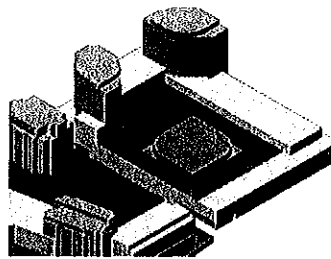
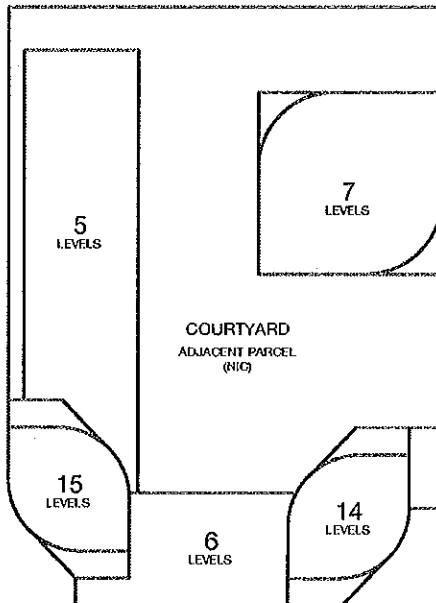
**SITE AREA**

**149746**

	COMM AREA	RES AREA	UNITS	TOTAL AREA
LEVEL 15		7000	8	7000
LEVEL 14		14300	17	14300
LEVEL 13		14800	17	14800
LEVEL 12		14800	17	14800
LEVEL 11		14800	17	14800
LEVEL 10		14800	17	14800
LEVEL 9		14800	17	14800
LEVEL 8		14800	17	14800
LEVEL 7	14800	14800	17	29200
LEVEL 6	14800	24400	29	39000
LEVEL 5	14800	43700	51	58300
LEVEL 4	14800	43700	51	58300
LEVEL 3	10000	28000	34	39000
LEVEL 2	10000	28000	34	38000
LEVEL 1	71346	6192		77538
P1				
TOTAL AREA PROVIDED	149746	299492		449238
TOTAL AREA REQ'D	149746	299492		449238
DIFF	0	0		0
FAR	1	2		3

**ADJACENT SITE**

**6951 ELMBRIDGE WAY**



## Rezoning Considerations

### 6951 Elmbridge Way RZ 07-380222

Prior to final adoption of Bylaw No. 8605, the developer is required to complete the following:

1. Dedication of a strip of land approximately 3.0 m wide along the subject site's entire River Road frontage for road widening purposes or as otherwise determined based on the City-approved functional design for River Road, as approved by the Director of Transportation.
2. Registration of a 7.5 m wide right-of-way along the entire west property line (to accommodate a roughly 6 m wide roadway and 1.5 m wide sidewalk), together with two 4.0 m-by-4.0 m corner cuts (i.e. one at River Road and one at Elmbridge Way), for use as a public lane. (The lane will be widened by an additional 3.0 m by others upon future redevelopment at 6871 Elmbridge Way.) Two-way vehicle movements shall be accommodated along the full length of the lane. Full turning vehicle movements will be permitted at both ends of the lane, except that left-turns into the lane from River Road will be prohibited. Provision shall be made for 24-hour-a-day public pedestrian, bicycle, and vehicular circulation and related uses and features, including all necessary City bylaw enforcement activities. The subject development may encroach a maximum of 1.5 m into the right-of-way along its east side in the form of a below-grade parking structure and/or above-grade building projections and signage, provided that such features do not compromise the City's intended public use of the lane or other objectives, as determined via an approved Development Permit application. Maintenance of the lane, to the satisfaction of the City, and associated liability shall be the sole responsibility of the owner.
3. Registration of right-of-ways for use as 24-hour-a-day public pedestrian circulation and related uses and features. The subject development may encroach into the right-of-ways in the form of a below-grade parking structure, pedestrian weather protection, special architectural features, and/or signage that is integrated into pedestrian weather protection or a special architectural feature, provided that any such projections do not compromise the City's intended public use and enjoyment of the spaces as determined, to the satisfaction of the City, via an approved Development Permit application. Provision shall be made for all necessary City bylaw enforcement activities. Design, construction, and maintenance of the spaces, to the satisfaction of the City, and associated liability shall be the responsibility of the owner. Required rights-of-ways include:
  - a) Hollybridge Walkway: 3.0 m wide right-of-way along the subject site's entire Hollybridge Way property line, together with additional right-of-way, as required, in the:
    - Southeast corner of the subject site, to provide for the retention of existing trees and their incorporation into the adjacent Hollybridge Canal Park, to the satisfaction of the Manager, Parks – Planning and Design; and
    - Northeast corner of the subject site, to provide for special landscape features within the proposed plaza, to the satisfaction of the Manager, Parks – Planning and Design and Director of Development.

The subject development may encroach into the right-of-way (excluding the area containing the existing trees) in the form of a parking structure situated below the finished grade of the walkway and concealed from view from adjacent public spaces (i.e. via special architectural and/or landscape treatments), special architectural features (e.g., weather protection) and/or signage integrated into those special architectural features, provided that a continuous public pedestrian path is maintained with a minimum clear width of 2.5 m and clear height of 2.5 m free of permanent obstructions (e.g., guard rails, light standards, signage, weather protection) as determined, to the satisfaction of the City, via an approved Development Permit application. Temporary or movable furniture and features (e.g., dining areas, sun umbrellas, retail displays, entertainers, buskers, special event infrastructure) shall be permitted within the "clear" pathway area, provided that public access is maintained along the length of the walkway, to the satisfaction of the City;

- b) River Road: 2.0 m wide right-of-way along the subject site's entire River Road property line or as otherwise required based on the City-approved functional design for River Road, as approved by the Director of Transportation; and
  - c) Elmbridge Way: 0.3 m wide right-of-way along the subject site's entire Elmbridge Way property line or as otherwise required based on the City-approved functional design for Elmbridge Way, as approved by the Director of Transportation.
4. Registration of a flood indemnity covenant on title for the habitable portions of the building for which the floor level is below 2.9 m geodetic.
5. Registration of noise-related covenants on title, including an:
  - a) Aircraft Noise Sensitive Development covenant; and
  - b) Industrial Noise covenant
6. Registration of a live/work dwelling covenant(s) on title for the purpose of:
  - a) Designating a space within each live/work dwelling exclusively for work (non-residential) purposes, as per Live/Work Dwellings under the Zoning Bylaw;
  - b) Describing the designated work space in a plan(s), attached to the subject covenant; and
  - c) Ensuring that the size and location of each live/work dwelling and its designated work space, as determined via a Development Permit review process to the satisfaction of the City, is in accordance with City Centre Area Plan policy requiring that:
    - Minimum live/work dwelling area: 93 m<sup>2</sup>;
    - Minimum designated work space within the dwelling: 30 m<sup>2</sup>;
    - Maximum designated work space within the dwelling: 2/3 of total dwelling area; and
    - The designated work space within the dwelling must be demised from the residential portion of the dwelling by a wall, difference in storey level, or other means, to the satisfaction of the City.
7. Registration of the City's standard Housing Agreements to secure 18 affordable housing (low-end market rental) units on floors three through seven of the subject development's southwest tower (to satisfaction of the City, as determined via the Development Permit review process), the combined habitable floor area of which units (net of common areas, such as hallways and lobbies) shall comprise at least 5% of the subject development's total residential building area (including common areas, such as hallways and lobbies). Occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:
 

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom	15**	50 m2 (535 ft2)	\$650	\$30,500 or less
2-Bedroom	3**	80 m2 (860 ft2)	\$770	\$36,000 or less

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

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.
8. Registration of a legal agreement preventing final Building Permit inspection granting occupancy for more than 163 dwelling units (including apartments and live/work dwellings) until construction of the affordable housing units subject to the Housing Agreements referenced above has been completed to the satisfaction of the City.
9. City acceptance of the developer's offer to voluntarily contribute \$447,104 to Richmond's child care reserve fund, based on \$4/ft<sup>2</sup> of applicable "Village Centre Bonus" floor area.
10. City acceptance of the developer's offer to voluntarily contribute \$210,300 to Richmond's public art reserve fund (based on \$0.60/ft<sup>2</sup> of building area, excluding parking and affordable housing). As determined by the City, the contribution may be applied within the Hollybridge Canal Park; in which case, the developer shall be invited (but not required) to participate in the public art selection process.

11. City acceptance of the developer's offer to voluntarily contribute \$87,626 towards Richmond's community planning program fund (based on \$0.25/ft<sup>2</sup> of building area, excluding parking and affordable housing).
12. City acceptance of the developer's offer to voluntarily contribute \$500,000 towards the realignment of Lansdowne Road, including construction of the Lansdowne Road/Hollybridge Way intersection, signalization, and related road works. (DCC credits shall apply.)
13. City acceptance of the developer's offer to voluntarily contribute \$74,000 (or as otherwise determined to the satisfaction of the Director of transportation) towards signal upgrades at the Hollybridge Way and (new) River Road intersection. (DCC credits shall apply. The value of the developer contribution is not intended to exceed the subject development's applicable DCC credits.)
14. City acceptance of the developer's offer to voluntarily contribute \$60,000 to the City for a special crosswalk on River Road (at or near the frontage of the subject site), which may include, but is not limited to, illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised lane delineation, accessible signal features, and advance warning beacons and signage. (No DCC credits shall apply.)
15. City acceptance of the developer's offer to voluntarily contribute \$15,000 to the City for a City Centre-type bus shelter. (No DCC credits shall apply.)
16. City acceptance of the developer's offer to voluntarily provide 40 parking spaces for the use of the public, at the sole cost of the developer (i.e. no DCC credits shall apply), via the registration of a statutory right-of-way in favour of the City and/or other legal agreements, as required, to the satisfaction of the City, as follows:
  - a) The parking spaces must be consolidated in one location, in close proximity to River Road;
  - b) The number, size(s), and location of the spaces, together with safe, secure pedestrian/vehicular access to/from the spaces, must be to the satisfaction of the City as determined via a Development Permit review process and described in a plan;
  - c) Parking shall be made available on an hourly basis (i.e. no monthly or longer terms):
    - For the same hours each day as the public parking at the Richmond Oval (or longer); and
    - At the same hourly rate as the public parking at the Richmond Oval (or less); and
  - d) Maintenance and liability associated with the parking and related areas of the subject development (e.g., pedestrian access, driveways) shall be the sole responsibility of the owner.
17. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to a single live/work dwelling or apartment unit. (No tandem parking shall be permitted in association with affordable housing units secured via a Housing Agreement.)
18. Installation of appropriate tree protection and sediment control fencing, together with on-going monitoring of tree health and related considerations, to protect the existing trees, habitat, and waterway within the subject site and the Hollybridge Canal natural area and park. Fence installation is required prior to final adoption of the rezoning bylaw or any construction activities occurring on the subject site, including building demolition, tree removal, site clearing, and pre-loading.
19. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

20. Enter into a Servicing Agreement (SA)\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages (i.e. River Road street and sidewalk, Hollybridge Canal Park and on-site pathway, and Elmbridge Way sidewalk), together with the proposed public lane along the west side of the subject site, storm sewer system upgrades, and related works.
- Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Manager, Parks – Planning and Design, and Manager, Environmental Sustainability.
  - No phasing of off-site works will be permitted. All works shall be completed prior to final Building Permit inspection granting occupancy for the subject development or, if it is determined that the subject development will be phased, prior to final Building Permit inspection granting occupancy for the first phase.
  - Development Cost Charge (DCC) credits may apply.

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

Transportation SA Requirements: All transportation improvements determined via the Transportation Impact Analysis (TIA) process are to be addressed via this SA process. A functional design for the improvements is required, to the satisfaction of the City, including the transition between the subject frontage treatment and neighbouring existing frontages and, as required, transitions in finished grade between the subject frontage treatment and the development site. Functional designs must be prepared and will be used to determine any right-of-way requirements, to the satisfaction of the City. Complete and detailed road and traffic management design is subject to detailed survey and final functional design approval by the Director of Transportation.

- River Road: Road widening is required to complete the construction of River Road south of its existing 3.3 m wide eastbound general purpose lane, including a 4.3 m wide eastbound shared general purpose/bike lane, 2.7 m wide landscaped boulevard (with trees planted in shrub beds at a maximum of 9.0 m on centre), 0.9 m wide decorative paving strip, 2.0 m wide concrete sidewalk, Oval Village-type street lights (both street and pedestrian luminaires/poles, including irrigation, banner arms, and flower basket arms), and street furnishings.
- Elmbridge Way: Frontage works are required north of the existing curb, including a 1.5 m wide landscaped boulevard at the back of curb (with trees planted in grates at a maximum of 9.0 m on centre), 2.0 wide concrete sidewalk, Oval Village-type street lights (excluding pedestrian luminaire, irrigation, banner arms, and flower basket arms), and street furnishings.
- Public Lane: Lane construction is required, typically including two 3.0 m wide general purpose lanes (along the subject site's west property line), with a 1.5 m wide concrete sidewalk to the east incorporating a barrier curb south of the proposed south parking garage entry and a roll-over curb elsewhere along its length (to accommodate loading access, parking access, and emergency vehicles). Traffic calming measures (e.g., speed humps) are required and must be provided in accordance to TAC and City standards. The design of the lane must accommodate WB-17 truck movements. Signage must be installed at the north end of the lane to restrict vehicles from turning left into the lane from River Road. (Features not included in the subject SA are (i) a 4.5 m wide treed/landscaped boulevard at the back of the sidewalk, south of the south parking garage entrance, to be constructed via an approved Development Permit application for the subject site; and (ii) 3.0 m lane widening, by future development west of the subject site, for lay-bys, street lighting, and other features, as determined to the satisfaction of the City.)

**Parks SA Requirements:** All public park and open space improvements identified for the Hollybridge Canal Park and Hollybridge Walkway (along the east edge of the subject site) are to be addressed via this SA process. Detailed design for park and open space improvements are required, to the satisfaction of the City. Any above grade utilities (e.g., at Elmbridge Way) must be integrated into the open space design to ensure that they will not detract from the appearance or public use/enjoyment of the space.

- a) **Hollybridge Canal Park:** Park development is required, the cost of which (to the developer) shall not exceed the subject development's applicable Development Cost Charge (DCC) credits (estimated at \$705,611.34), including:
- **Natural Area Restoration and Enhancement:** Existing vegetation and related landscape features in the vicinity of the existing open waterway are to be restored and enhanced as per the City-approved strategy prepared by Envirowest Consultants Ltd. and referenced on the "Hollybridge Canal Park & Walkway Conceptual Design Key Plan", or as otherwise determined to the satisfaction of the City. The canal is identified under the Province's Riparian Area Regulation (RAR) and, as per Richmond's Riparian Management Area (RMA) policy, it is designated as a "minor watercourse" requiring a minimum setback of 5 m measured from the top of bank to any buildings, structures, impervious or semi-impervious surfaces, soil disturbance, recreational activities (e.g., pathways), or new utilities. Viewing and/or seating platform(s) may be permitted to project into the Natural Area along its west side, as determined to the satisfaction of the City, provided that the structures are:
    - i. Setback as per the City's RMA (5 m) setback requirements;
    - ii. Elevated above grade and include guardrails to discourage public access into the vegetated portions of the Natural Area;
    - iii. Designed to limit their impacts on vegetation and other features within the Natural Area (e.g., limited shading, decking designed to allow rainwater to pass through it, peer foundations with a limited number and size of footings);
    - iv. Accessed (by the public) exclusively via the adjacent Hollybridge Walkway (i.e. not a pathway or other access route within the Natural Area).
  - **Rain Garden:** New park features and amenities are to be constructed as per the "Hollybridge Canal Park & Walkway Conceptual Design Key Plan", or as otherwise determined to the satisfaction of the City. The park may include, but is not limited to, the following:
    - i. **Distinctive Character:** As a signature feature for the Oval Village and an important place for residents, workers, and visitors to gather/socialize, the Rain Garden should be characterized by its unique melding (i.e. transition) of the "soft" character of the Natural Area and the more formal, "hard" character of the subject development and its future high-density, urban neighbours. Native plant material is encouraged, together with trees that respect the traditional (i.e. agricultural) landscape pattern along the canal, in combination with contemporary, high-quality, urban-park features and amenities.
    - ii. **Bioswale:** A stormwater management feature is required, designed to convey run-off from the subject development and the Park to the Hollybridge canal via a primarily "soft" landscape that filters and slows the infiltration of run-off into Richmond's storm system, while increasing public awareness and enjoyment of natural systems in the urban environment. The bioswale should be vegetated with native plant material complementary to that of the Natural Area, have sufficient capacity to provide filtration and accommodate disruption of the area resulting from periodic utility construction activities, and avoid use of cast-in-place concrete or other monolithic construction methods that could impede the cost-effective maintenance and operation of underground utilities. The bioswale is not intended to provide significant stormwater detention. Design and operation of the bioswale must conform to all City stormwater management standards and objectives and not impact underground utilities situated within the Park, to the satisfaction of the Director of Engineering.

- v. Lansdowne “Bridge”: A pedestrian walkway, on access with Lansdowne Road, will link Hollybridge Way with the subject development (at the Hollybridge Walkway). The form and character of the walkway and its features (e.g., guardrail, walking surface) should be bridge-like and appear to “span” the bioswale to (a) enhance the relationship between the bioswale and the canal, (b) reflect the vocabulary of bridges established in association with the Oval, and (c) enhance the visual terminus of Lansdowne Road.
- vi. Pedestrian Amenities: Features and furnishings are required, such as elevated viewing/seating platforms along the east edge of the Hollybridge Walkway and at the head of the canal waterway, accessible pedestrian routes linking the sidewalk along Hollybridge Way and the Hollybridge Walkway (at maximum 5% grade), places to socialize and interact with the rain garden features, and lighting to facilitate night-time use and ensure public safety.
- Hollybridge Way (Cherry Tree) Promenade: The existing streetscape treatment established along the northern portion of Hollybridge Way must be extended south along the east frontage of the Hollybridge Canal Park to Elmbridge Way and referenced on the “Hollybridge Canal Park & Walkway Conceptual Design Key Plan”, including a 1.5 m wide grassed boulevard, 2.0 m wide sidewalk finished in decorative paving, and double row of flowering cherry trees.
- b) Hollybridge Walkway: Construction is required of a continuous, public pedestrian path linking River Road with Elmbridge Way, as referenced on the “Hollybridge Canal Park & Walkway Conceptual Design Key Plan”, via a 3.0 m wide right-of-way along the subject site’s entire Hollybridge Way property line, together with additional right-of-way, as required, in the:
  - Southeast corner of the subject site, to provide for the retention of existing trees and their incorporation into the adjacent Hollybridge Canal Park, to the satisfaction of the Manager, Parks – Planning and Design; and
  - Northeast corner of the subject site, to provide for special landscape features within the proposed plaza, to the satisfaction of the Manager, Parks – Planning and Design and Director of Development.

As described with regard to the terms of the required right-of-way:

- The subject development may encroach into the right-of-way (excluding the area containing the existing trees) in the form of a parking structure situated below the finished grade of the walkway and concealed from view from adjacent public spaces (i.e. via special architectural and/or landscape treatments), special architectural features (e.g., weather protection) and/or signage integrated into those special architectural features, provided that a continuous public pedestrian path is maintained with a minimum clear width of 2.5 m and clear height of 2.5 m free of permanent obstructions (e.g., guard rails, light standards, signage, weather protection) as determined, to the satisfaction of the City, via an approved Development Permit application.
- Temporary or movable furniture and features (e.g., dining areas, sun umbrellas, retail displays, entertainers, buskers, special event infrastructure) shall be permitted within the “clear” pathway area, provided that public access is maintained along the length of the walkway, to the satisfaction of the City.

In addition:

- Furnishings, including seating, pedestrian weather protection, lighting, waste receptacles, and related features should be provided along the full length of the pathway as free-standing structures and/or mounted on the face of the fronting building or guardrail.
- The walkway’s design and materials must be high quality, durable, and complementary to its unique urban setting along the Hollybridge Canal Park – a signature feature for the Oval Village and City Centre.
- No DCC credits shall apply.

Engineering SA Requirements: All water, storm, sanitary upgrades determined via the Capacity Analysis process are to be addressed via this SA process. Results of all three analyses must also be presented as part of the SA design drawing set. As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

- a) Sanitary Sewer Upgrades:
  - No upgrade is required to the existing sanitary sewer main.
- b) Water System Upgrades:
  - No upgrade is required to the existing water main.
- c) Storm Sewer Upgrades:
  - Upgrade the storm sewer to 900 mm diameter along the development frontage between manhole E1 (City STMH#3386 located just west of the subject site) to the proposed manhole D1 (approximately at the intersection of Hollybridge Way and Elmbridge Way); and
  - Stormwater management shall include the developer's design and construction of a "rain garden" within the Hollybridge Canal Park, including a bio-swale and related features, to the satisfaction of the Director of Engineering, Manager, Parks – Planning and Design, and Manager, Environmental Sustainability.

Other SA Requirements:

- a) Service Connections: Service connections for the development site are to be included in the SA design drawing set.
- b) Encroachments: Registration of rights-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA review and approval process, to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.
- c) Undergrounding of Overhead Utilities: As per City Centre policy, the developer is responsible for fully undergrounding the existing utility pole line located along the frontage of the subject site.

**Notes:**

\* Item requiring 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. The form and content of all agreements shall be to the satisfactory to the Director of Development.

**Signed copy on file**

Signed \_\_\_\_\_

Date \_\_\_\_\_



Prior to forwarding this application to Council for Development Permit (DP) approval, the developer must complete the following requirements:

1. Adoption of the rezoning (RZ 07-380222).
2. Submission of a Letter of Credit for landscaping, the amount of which is to be based on a sealed estimated prepared by the developer's landscape architect.
3. Monitoring of existing trees, habitat, and sediment both on the subject site and within the City's designated Hollybridge Canal natural area and park. In the event that some trees do not survive, mature replacement trees are to be planted, to the satisfaction of the City.
4. Incorporation of accessibility measures in Development Permit (DP) drawings including:
  - For all affordable housing units subject to the Housing Agreement: Basic Universal Housing standards shall apply, as per the Richmond Zoning Bylaw; and
  - For 5% of units, to be identified on the design drawings (excluding affordable housing units subject to a Housing Agreement): Convertible housing standards shall apply, as follows:

<b>Convertible Housing Standards: Unit Features</b>	
Doors & Doorways	Entry door min. 855 mm clear opening (3' swinging door spec.)
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener)
	Interior doors to entry & main living areas, min. 800 mm clear opening (2'8" sliding or 2'10" swinging door spec.) with flush thresholds max. 13 mm height
Vertical Circulation	Stair lift (as per manufacturer spec): staircase width and landings
	Vertical lift (as per manufacturer spec): depressed slab area, landings, and framing to accommodate shaft construction.
Hallways	Min. 900 mm width
Garage	Min. 1 accessible parking space with min. 4 m garage width
	Access from garage to living area with min. 800 mm clear door opening (2'8" sliding or 2'10" swinging door spec.) and flush thresholds max. 13 mm height
Patios & Balconies	Door clear opening min. 860 mm (2'8" sliding 3' swinging spec.) with Flush thresholds max. 13 mm height
Bathrooms (Minimum 1/unit)	Toilet clear floor space min. 1020 mm at side and in front
	Wall blocking for future grab bars at toilet, tub and shower
	Min. 800 mm clear door opening (2'8" sliding or 2'10" swinging door spec.) with flush thresholds max. 13 mm height
Kitchen	Clear area needed under future workspace. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter)
	1500 mm turning diameter or turning path diagram
	Min. 800 mm clear door opening (2'8" sliding or 2'10" swinging door spec.) with flush thresholds max. 13 mm height
Living Room	Min. 1 window that can be opened with a single hand
Bedroom (Minimum 1/unit)	Min. 1 window that can be opened with a single hand
	Min. 800 mm clear door opening (2'8" sliding or 2'10" swinging door spec.) with flush thresholds max. 13 mm height

5. Demonstrate via the Development Permit (DP) drawings that the building provides for a minimum habitable floor elevation of 2.9 m geodetic for all uses, except:
  - a) Elevator lobbies, stairwells, and associated features;
  - b) Parking and secured bicycle storage; and
  - c) Up to 10% of the subject development's total commercial floor area, provided that such floor area is entirely situated along the development's River Road frontage, has a minimum floor elevation equal to or greater than that of the fronting River Road sidewalk, and is directly accessible by the public (i.e. pedestrians) from the fronting River Road sidewalk.
6. Submission of a preliminary District Energy System (DES) Pre-Building report by a registered professional, qualified in DES and its implementation, including clearly stated objectives and recommendations specific to the design and construction of the subject development to facilitate its cost-effective connection to a future DES and/or for DES connection should DES service come available prior to occupancy of the subject development, to the satisfaction of the City.

**Signed copy on file**

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Signed

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Date

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Prior to Building Permit (BP) issuance, the developer must complete the following requirements:

1. Council approval of a Development Permit (DP); and
2. 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.
3. Incorporation of accessibility measures in Building Permit (BP) drawings as determined via the rezoning and Development Permit processes.
4. Submission of a final District Energy System (DES) Pre-Building report by a registered professional, qualified in DES and its implementation, confirming that the subject building design and related features satisfy the objectives and recommendations identified prior to Development Permit issuance, to the satisfaction of the City.
5. Submission of an acoustical report by a registered professional, qualified in acoustics, confirming that the building design includes sufficient noise mitigation measures to ensure compliance with the standards set out in Richmond Official Community Plan (OCP), Section 5.4, Noise Management.
6. 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 (BP). (For additional information, contact the Building Approvals Division at 604-276-4285.)

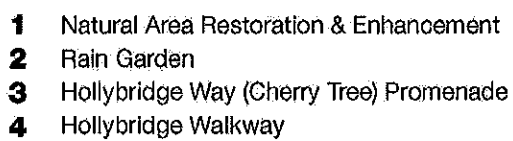
**Signed copy on file**

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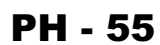
Signed

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Date



Monday, May 3, 2010





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8604 (RZ 07-380222)  
6951 ELMBRIDGE WAY**

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 9.4.3 thereof and replacing it with:

**“9.4.3 Secondary Uses**

    - animal grooming
    - boarding and lodging
    - broadcast studio
    - community care facility, minor
    - education, commercial
    - government service
    - health service, minor
    - home-based business
    - home business
    - hotel
    - housing, town
    - library and exhibit
    - manufacturing, custom indoor
    - office
    - parking, non-accessory
    - private club
    - recreation, indoor
    - restaurant
    - retail, convenience
    - retail general
    - retail, second hand
    - service, business support
    - service, financial
    - service, household repair
    - service, personal
    - studio
    - veterinary service”

## 1.2 Repealing Section 9.4.4.4 thereof and replacing it with:

- “4. Notwithstanding Section 9.4.4.3, the **density bonus** of “2.0” is further increased to a higher **density** of 3.0 on **sites** zoned RCL3 provided that:
- a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
  - b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential purposes;
  - c) the **owner** uses a maximum of 49% of the **gross floor area** of the **building**, including the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**), for non-residential purposes; and;
  - d) the **owner**:
    - i) uses at least 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**) for **child care** or uses that provide a community amenity to the satisfaction of the **City** (e.g., community recreation, **library and exhibit**, heritage); or
    - ii) at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the RCL3 zone, pays into the **child care reserve fund** or alternative funds the sum specified in Section 5.16 of this bylaw.”

## 1.3 Repealing Section 9.4.11 thereof and replacing it with:

- “1. For the RCL1 zone and RCL2 zone only:
- a) **Secondary uses** shall be limited to the following:
    - **boarding and lodging**
    - **community care facility, minor**
    - **health service, minor**
    - **home-based business**
    - **home business**
    - **housing, town**
    - **retail, convenience**
    - **retail general**
  - b) **Convenience retail, general retail, home-based business, town housing** and **minor health service** must be located on the **first storey** of the **building**.
  - c) **Convenience retail, general retail** and **minor health service** are limited to a maximum **gross leasable floor area** of 200.0 m<sup>2</sup>.
2. For the RCL3 zone only, **congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of interior entries, common stairwells, and common elevator shafts.
3. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e., on the roof of a **building**).

4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8604**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8605 (RZ 07-380222)  
6951 ELMBRIDGE WAY**

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

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

P.I.D. 003-701-255

Lot 122 Section 6 Block 4 North Range 6 West New Westminster District Plan 55437

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8605"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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CORPORATE OFFICER