



**City of Richmond**  
Planning and Development Department

**Report to Committee**

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**To:** Planning Committee **Date:** April 6, 2011

**From:** Brian J. Jackson  
Director of Development **File:** RZ 09-460962

**Re:** Application by Oval 8 Holdings Ltd. for Rezoning at 5200 Hollybridge Way, 6300, 6380, and 6500 River Road from "Industrial Business Park (IB1)" and a Portion of 6900 River Road from "School & Institutional Use (SI)", along with a Portion of the River Road Right-of-Way between Hollybridge Way and Gilbert Road, to "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)"

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**Staff Recommendation**

1. That Bylaw No. 8701, to amend the Richmond Official Community Plan, Schedule 2.10 (City Centre), as amended by Official Community Plan Amendment Bylaw No. 8685, including the:
  - a) Generalized Land Use Map (2031), with regard to proposed changes in subdivision and the designation of 6900 River Road as "Park"; and
  - b) Specific Land Use Map: Oval Village (2031), with regard to proposed changes in subdivision and repealing of the "Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkages" designation on Hollybridge Way (north of the subject development's new internal street) and along the riverfront between Hollybridge Way and Gilbert Road;be introduced and given first reading.
2. That Bylaw No. 8701, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program; and
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansis hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8701, having been considered in accordance with OCP Bylaw Preparation Consultation Policy No. 5043, be referred to the Vancouver International Airport Authority for comment on or before Public Hearing on OCP Amendment Bylaw No. 8701.
4. That Heritage Designation Amendment Bylaw No. 8734, to amend the boundary of "Heritage Designation Bylaw No. 5572 – 1990" and permit land altering activities to be undertaken by or on behalf of the City along the south property line (River Road) or the east property line (Gilbert Road) of 6900 River Road without a Heritage Alteration Permit, be introduced and given first reading.

5. That Bylaw No. 8702, to:

- a) amend the "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" zone, as amended by Zoning Amendment Bylaw No. 8686, to permit a mix of high-rise, high-density residential, commercial, and child care uses within the area generally bounded by Hollybridge Way, the Fraser River, Gilbert Road, and the former CP Rail right-of-way (i.e. "new" River Road);
- b) rezone 5200 Hollybridge Way, 6300, 6380, 6500, and a portion of 6900 River Road, and a portion of the River Road right-of-way between Hollybridge Way and Gilbert Road from "Industrial Business Park (IB1)" and "School & Institutional Use (SI)" to "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)"; and
- c) rezone a portion of the River Road right-of-way between Hollybridge Way and Gilbert Road to "School & Institutional Use (SI)",


be introduced and given first reading.



Brian J. Jackson  
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"/>	 for Joe Erceg.
Community Social Services Group	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Planning, Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Real Estate	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Sustainability Unit	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	



## Staff Report

### Origin

Oval 8 Holdings Ltd. (ASPAC Developments) has applied to rezone 5200 Hollybridge Way, 6300, 6380, 6500, and a portion of 6900 River Road, together with a portion of the River Road right-of-way between Hollybridge Way and Gilbert Road, to “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” to permit the phased construction of a high-rise, high-density mixed use development, together with new streets, parks, and related public amenities.

### City-Developer “Exchange”

Details of the closure of a portion of River Road, the purchase/sale of that area of road and a portion the City-owned lot at 6900 River Road, the developer’s release of its leasehold interest in various City lands in the vicinity of the Richmond Oval, and related considerations are the subject of a separate report prepared for Council by the Manager, Real Estate Services.

### Concurrent Rezoning & Zoning Text Amendment Application Approval Processes

In addition to the subject rezoning application, Oval 3 Holdings Ltd. and Oval 4 Holdings Ltd. (ASPAC Developments) have made application for a Zoning Text Amendment affecting lands they own west of the Richmond Oval (ZT 09-492885). Both applications propose amendments to the City Centre Area Plan (CCAP) and “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” zone. Bylaw adoption is intended to happen in series, with that of the subject rezoning (RZ 09-460962) following ASPAC’s Zoning Text Amendment application (ZT 09-492885).

### Findings of Fact

- a) A location map and aerial site photograph are **Attachments 1** and **2** respectively.
- b) A “Development Application Data Sheet” and “Proposed Development Concept” are **Attachments 6** and **7** respectively.
- c) “Preliminary Subdivision Plan” (including lot numbers) is **Attachment 11, “Schedule C”**.

### Background

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

### Applicant’s Proposal

- a) To release ASPAC’s leasehold interest in City-owned property at 6091 River Road (“Lot 5”) and 200 parking spaces secured beneath the Richmond Oval in favour of “Lot 5” and 5111 Hollybridge Way (“Lot 6”, the site of ASPAC’s marketing centre) in exchange for part of existing River Road and a portion of the City-owned lot at 6900 River Road (which together are equal in area to “Lot 5”) (**Attachment 11, “Schedule B”**). The purchase/sale of a portion of 6900 River Road requires the boundary of the existing “Brighthouse Homestead and Heritage Trees Heritage Designation Bylaw No. 5572 – 1990” at 6900 River Road to be amended. (As noted above, the proposed “exchange” is the subject of a separate report prepared by the Manager, Real Estate Services.)

- b) To consolidate and subdivide the subject site to provide for:
- Five new lots, including three on the north fronting onto the dike and two on the south fronting “new” River Road (aligned with the portion of River Road south of the Oval);
  - Public road improvements including the construction of “new” River Road, a new road across the subject site, upgrades to Gilbert Road and Hollybridge Way, a temporary road linking existing River Road east of Gilbert Road with “new” River Road (if not implemented by others), and various traffic signals, pedestrian amenities, and related features; and
  - Public park and related improvements, including raising the dike to 4.7 m geodetic, a new riverfront park and public pier, the restoration and interpretation of the City-owned, heritage/ESA-designated lot at 6900 River Road, greenway construction, and related mitigation and compensation.
- c) To undertake the phased construction of a high-rise, high-density development, including:
- Residential: 114,821.05 m<sup>2</sup> (1,235,964 ft<sup>2</sup>), including 3,943.6 m<sup>2</sup> (42,450 ft<sup>2</sup>) of affordable (low-end market rental) housing secured by a Housing Agreement;
  - Pedestrian-oriented retail: 3,257.91 m<sup>2</sup> (35,069 ft<sup>2</sup>); and
  - A child care facility: 464.50 m<sup>2</sup> (5,000 ft<sup>2</sup>).
- d) To amend “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”, as amended by Zoning Amendment Bylaw No. 8686 (ZT 09-492885), to add the subject site to the zone and permit its development as described above.

The applicant’s five lots will be the subject of future lot-by-lot Development Permit application(s).

### **Surrounding Development**

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

To the East: A City-owned, heritage/ESA-designated lot at 6900 River Road (the restoration and interpretation of which is a subject of ASPAC’s rezoning), beyond which is Gilbert Road and light industrial properties designated under the City Centre Area Plan (CCAP) for future use as a major riverfront park.

To the West: Hollybridge Way and canal, across which are lands zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”, including the Richmond Oval, ASPAC’s riverfront marketing building at “Lot 6” (5111 Hollybridge Way, which is slated for future restaurant and related uses), and various development sites including:

- 6031 River Road (“Lot 2”) – ASPAC’s first phase of construction, which has received approval for 458 residential units in four (4) high-rise buildings oriented towards a large water/landscape feature and views of the river and mountains (DP 08-429756); and
- 6051 and 6071 River Road (“Lots 3 & 4”) – The location of ASPAC’s pending Zoning Text Amendment application (ZT 09-492885) and the site of a future 86,445.6 m<sup>2</sup> (930,523.1 ft<sup>2</sup>) high-rise, high-density, multiple-family development.

To the South: River Road, across which are existing light industrial properties designated under the City Centre Area Plan (CCAP) for future high-rise, high-density, mixed use development. Recent development activity in this area includes the approved development of Onni’s “Ora” project at 6951 Elmbridge Way, including 324 units in



three towers over ground floor retail (RZ 07-380222, DP 10-520511), and a rezoning application for a high-rise, high-density, mixed use development at 5440 Hollybridge Way (RZ 09-506904), which is under staff review.

### **Related Policies & Studies**

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

### **Public Consultation**

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

- a) Vancouver International Airport Authority (VIAA): The proposed CCAP and zoning bylaw amendments are consistent with the OCP Aircraft Noise Sensitive Development (ANSO) policy. Nevertheless, in accordance with the City's OCP consultation policy, staff recommend that the subject application's OCP Amendment Bylaw is referred to the VIAA for comment on or before Public Hearing.
- b) School District: City policy regarding consultation with School District No. 38 (Richmond) applies when an OCP amendment is expected to generate 50 or more additional school-aged children. The subject application entails an OCP amendment to designate area for park, revise pedestrian-oriented retail "high street" boundaries, and reflect subdivision changes. These amendments will not provide for any increase in residential capacity beyond that provided for under the current City Centre Area Plan (CCAP) and, therefore, do not require consultation with the School District.

Note that the subject application will be provided to the School District, as a courtesy, for information purposes.

- c) Richmond Heritage Commission: The subject rezoning was considered by Richmond's Heritage Commission on October 20 and November 17, 2010. The Commission was asked to consider:

Proposed changes to the boundary of the "Brighthouse Homestead and Heritage Trees Heritage Designation Bylaw No. 5572 -- 1990" (i.e. the City-owned lot at 6900 River Road);

- Land altering activities within the bounds of Heritage Designation Bylaw No. 5572 -- 1990" (e.g., road/sidewalk encroachment, engineering works, park "greenway" boardwalk, public art); and
- Potential development impacts on other heritage resources on and around the subject site (e.g., archaeological sites, mature trees attributed to Samuel Brighthouse).

The Commission's review and recommendations were based on an understanding that:

- The proposed development is generally consistent with City objectives for densifying the Oval Village and, thus, the area's heritage resources should be managed in a manner that enables heritage and development to co-exist and achieve the best mutual outcome; and
- City policies regarding Environmentally Sensitive Areas (ESA), 15 m Riparian Management Areas (RMA), and tree protection apply to the subject site and its surroundings and, thus, the Commission need only focus on heritage-specific considerations not adequately addressed by those policies.

The Commission was satisfied that steps could be taken to minimize/mitigate development impacts on the heritage-designated site at 6900 River Road and the trees along its Gilbert Road frontage, but voiced concern about the proposed removal of trees attributed to Samuel Brighthouse along existing River Road and on-site. In conclusion, the Commission voted in support of the project advancing to Planning Committee and made various specific recommendations aimed at compensating for anticipated heritage losses (e.g., tree removal) and contributing towards a “net gain” to heritage as per CCAP objectives (e.g., enhanced interpretation and public access). (**Attachment 9**) In light of this, staff recommend, among other things, that a heritage conservation plan is prepared by the developer to the satisfaction of the City prior to adoption of the subject rezoning, as per the attached “Heritage Terms of Reference” (**Attachment 11, “Schedule I”**), for implementation by the developer.

- d) Public Art Commission: The subject rezoning was considered by Richmond’s Public Art Commission on February 15, 2011. The Commission voted in support of the project’s “Public Art Master Plan” (**Attachment 11, “Schedule G”**) and the rezoning application advancing to Planning Committee.
- e) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no public comment had been received. The statutory Public Hearing will provide neighbours and other interested parties with an opportunity to provide comment.

### Staff Comments

- a) Affordable Housing: ASPAC proposes to construct, at the developer’s sole cost, 3,943.6 m<sup>2</sup> of affordable (low-end market rental) housing, secured via the City’s standard Housing Agreement, in the form of a 4-storey building co-located on the subject site’s southeast lot (“Lot 13”) with a child care facility and high-rise, market-residential/commercial building. While all four uses will share a common parking garage, the affordable housing is proposed to effectively be a “stand alone” building. This will be the first such building constructed in the City Centre since adoption of the City’s Affordable Housing Strategy and, thus, represents a test case for the City to consider. Furthermore, as this development is the first of its kind, the Strategy is silent on how the required floor area should be allocated. For the purpose of this project, therefore, staff recommend that the required affordable housing floor area includes both the net floor area of the affordable dwellings and the associated circulation and common areas intended for the exclusive use of the affordable housing residents. The developer will have the choice of providing the occupants of the affordable housing with (i) unlimited access to the market-residential building’s amenity space (as per the City’s standard Housing Agreement provisions), or (ii) separate indoor/outdoor amenity spaces within the affordable housing facility for the exclusive use of its occupants. If the developer selects the latter, the area of the amenity spaces (which will conform to OCP/CCAP guidelines) will be in addition to the agreed affordable housing requirement (i.e. over and above the base area of 3,943.6 m<sup>2</sup>).

Construction of the affordable housing building is proposed for ASPAC’s third phase. This is consistent with CCAP “density bonus” provisions, which allow for 1.2 FAR to be constructed ahead of any affordable housing units; and, in light of the “stand alone” concept proposed, will mean that the timing of units that would have otherwise been constructed in phases four and five of ASPAC’s project will be advanced.



In light of this, staff are supportive of ASPAC's proposal and recommend that the project is monitored to determine the strengths and weaknesses of a "stand alone" approach and how the City should proceed with regard to future "stand alone" proposals.

- b) **Child Care:** ASPAC proposes to construct, at the developer's sole cost, a 464.5 m<sup>2</sup> turnkey child care facility, co-located with the development's affordable housing and adjacent to a proposed park, as per the attached terms of reference. (**Attachment 11, "Schedule H"**) The CCAP identifies child care as a key component of every City Centre "village centre", and this will be the first one constructed in the Oval Village. Construction of the facility is proposed for ASPAC's third phase, which will help to ensure adequate local demand by providing for residential development in advance of the facility. Overall, staff are supportive of ASPAC's proposal and think it will contribute to the livability of the development and the Oval Village.
- c) **Transportation:** The proposed transportation requirements/improvements are consistent with the goals and objectives of the City Centre Transportation Plan (CCTP) and City Centre Area Plan (CCAP). Specifically, the project proposes to provide for the following public benefits:
  - **Pedestrians:** Streetscape improvements (e.g., new sidewalks and treed boulevards along the street frontages around and within the subject site), greenway and trail development, and infrastructure improvements (e.g., new crosswalks, traffic signals with enhanced accessibility features) will enhance the pedestrian environment and make walking safer and more attractive;
  - **Cycling:** Off-road bike lanes on "new" River Road (i.e. former CP Rail corridor), designated bike lanes on Gilbert Road, enhanced cycling facilities along the proposed Hollybridge Way greenway, and various end-of-trip facilities (e.g., bike racks, lockers in proposed buildings) are consistent with the CCTP cycling network plan and will contribute to the enhancement of cycling infrastructure and the promotion of cycling in and around the Oval Village;
  - **Street Network:** The extension of "new" River Road along the former CP Rail corridor (between Hollybridge Way and Gilbert Road), widening of Gilbert Road to provide five traffic lanes and bike lanes, enhancement of Hollybridge Way, and construction of an internal "minor" street are consistent with the CCTP street network plan and will greatly improve local circulation and access;
  - **Transit:** A City-Centre-style transit shelter on the development's "new" River Road frontage will enhance the local transit environment and encourage ridership; and
  - **Parking:** Implementation of City Centre parking standards and related requirements, together with the developer's provision transportation demand management measures (e.g., transit shelter), will help encourage alternate transportation modes and reduce reliance on private automobiles.

For a list of the transportation-related infrastructure improvements proposed for implementation via the subject rezoning, refer to the Rezoning Considerations (**Attachment 11**).

Note that as part of the subject development, it is proposed that the portion of existing River Road along the subject site's waterfront frontage will be closed. The following key points should be noted in regard to this proposed road closure:

- Public vehicular access along existing River Road will be maintained (i.e., secured via right-of-ways and /or other legal agreements, to the satisfaction of the City) until an alternate "interim" road connection is implemented east of Gilbert Road by the



developer, as per the approved "Preliminary Functional Roads Plan" (**Attachment 11, "Schedule F"**), or an alternative route is established by others (whichever occurs first);

- Construction of the "interim" road connection will be completed by the developer prior to the construction of any of the developer's waterfront lots (and associated park and dike construction); and
- Implementation of the "interim" road connection will enhance accessibility to and through the Oval Village via a new River Road/Gilbert Road intersection that will link "new" River Road with Gilbert Road and the Dinsmore Bridge.

d) Engineering:

- **Capacity Analysis:** Staff have reviewed and approved the developer's Capacity Analysis. All water, storm, and sanitary upgrades determined via the Capacity Analysis, together with related engineering considerations, must be addressed to the satisfaction of the Director of Engineering via the Servicing Agreement processes described in the attached Rezoning Considerations. (**Attachment 11**)
- **Undergrounding of Overhead Utilities:** As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line located within the "new" River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within "new" River Road to accommodate the undergrounding of private utilities, to the satisfaction of the City. (No DCC credits are applicable.) Note that as a result of possible conflict(s) between the developer's construction of "new" River Road and the existing pole line and/or related issues, the existing pole line may require undergrounding or relocation. The cost of such undergrounding or pole relocation shall not be borne by the developer.

- e) Form of Development Review & Approval: As with ASPAC's properties west of Hollybridge Way, form of development shall be addressed independently of zoning approvals via the City's standard lot-by-lot Development Permit processes.

## Analysis

Staff's review of ASPAC's proposal, key City policies, and related considerations are summarized under the following sub-headings:

- A. Proposed OCP/City Centre Area Plan (CCAP) Considerations;
- B. Proposed Zoning Amendments;
- C. Heritage Considerations;
- D. Environmental Considerations
- E. Tree Protection;
- F. Development Phasing;
- G. Form & Character of Development; and
- H. Other Considerations.

### A. Proposed OCP/City Centre Area Plan (CCAP) Considerations:

- a) CCAP Land Use Maps: Proposed changes are limited to (i) revising lot lines to reflect the site's proposed subdivision; (ii) designating the City-owned heritage/ESA-designated lot at 6900 River Road as "Park"; and (iii) repealing the "Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkages" designation along the riverfront between Hollybridge Way and Gilbert Road, the subject site's new internal street and north-south walkway, and Hollybridge Way north of the new internal street. More specifically, the purposes of the latter two amendments are:

- ***To correct an error:*** 6900 River Road is designated as “Park” on the CCAP’s Specific Land Use Map: Oval Village (2031) (**Attachment 4**), but this was omitted in error from the CCAP’s Generalized Land Use Map (2031). (**Attachment 5**)
- ***To accommodate a change in planning direction with regard to the location of retail uses in the Oval Village and the role of Hollybridge Way:*** When the CCAP was drafted, it was assumed that pedestrian-oriented commercial uses should extend to and along the riverfront in the vicinity of Hollybridge Way to ensure a lively, public place at the riverfront terminus to the CCAP’s proposed Lansdowne Road/Hollybridge Way linear park. (**Attachment 4**) However, via the rezoning review process for the subject site, it was determined that this aspect of the Plan should be amended on the basis that:
  - i. The future conversion of ASPAC’s sales centre into a restaurant and related uses could adequately provide for the commercial uses needed on the waterfront;
  - ii. Retail uses are best concentrated near “new” River Road where they will reinforce the Oval Village’s proposed retail “high street”, as opposed to the riverfront and north end of Hollybridge Way where they may suffer from poor access/visibility; and
  - iii. The design of the north end of Hollybridge Way should incorporate public open space features that link the riverfront park with the Village’s “high street” and celebrate the street’s riverfront terminus.

On this basis, staff recommend that:

- Hollybridge Way should:
  - i. Terminate at a significant public amenity (i.e. new public pier), rather than retail; and
  - ii. Be designed to be “park-like” with the development of a 7 m wide, landscaped greenway along its east side, traffic calming, and the addition of landscape elements that complement existing public open space features along the street’s west side (e.g., cherry tree “promenade”, heritage trees and canal, Oval water gardens).
- All improvements shall be constructed at the sole cost of the developer, including the developer’s voluntary contribution of \$1 million for construction of the pier; and
- Environmental reviews, consultation with outside agencies (e.g., DFO, FREMP, Dikes), and other work related to the pier (e.g., compensation) shall be undertaken, to the satisfaction of the City, via the developer’s detailed design/construction of the first phase of dike/waterfront park works via Richmond’s standard Servicing Agreement processes.

**NOTE:** Costs incurred by the developer in regard to Hollybridge Way and the proposed pier are not creditable items under the Development Cost Charge (DCC) program.

- b) **“Park” Designation:** With the exception of correcting an error (as described above), no changes are proposed to the OCP or CCAP “Park” designations as part of the subject rezoning. Park-related considerations arising from the subject development are consistent with the intent of the CCAP as follows:

- ***At Rezoning Stage:*** The subject rezoning proposes to transfer ownership of part of River Road and the north end of 6900 River Road, both of which are designated as “Park”, from the City to the developer. The transferred area will be secured for future park use via “interim” Public Right of Passage right-of-ways registered on title on the developer’s lots. The terms of the “interim” right-of-ways will provide for the continuation of City road operations and the developer’s maintenance and related activities along the lot frontages until Development Permit stage (as described below). As the CCAP does not distinguish between proposed park space owned by the City or secured via statutory right-of-way, the proposal satisfies the intent of the Plan. (**Attachment 11, “Schedule A”**)



- **At Development Permit (DP) Stage:** To provide for a more interesting, attractive building/park interface and open up public waterfront access/views through the subject site, the terms of the “interim” Public Right of Passage right-of-ways will be amended, on a lot-by-lot basis, via the City’s standard Development Permit and Servicing Agreement approval processes, to the satisfaction of the Senior Manager, Parks and Director of Development. Anticipated changes to the right-of-way terms include provisions for:
  - i. Parking concealed below finished grade (as per proposed zoning); and
  - ii. Refinements to the right-of-way boundaries at/above finished grade to allow for portions of the subject development to encroach towards the waterfront, provided that expanded public open spaces (e.g., pedestrian waterfront linkages) are provided elsewhere.

In addition, it should be noted that, as the proposed Public Right of Passage right-of-ways will form part of the developer’s net site, the developer would be permitted to calculate density on those areas. This, together with the anticipated right-of-way changes described above, is consistent with the intent of the CCAP, which allows for park development on private sites, below-grade parking, and park boundary changes provided that neither park size nor design/programming is compromised. (If required, the CCAP “Park” boundaries may be updated via the City’s periodic “housekeeping” amendment processes.)

Staff are supportive of the proposed park strategy on the basis that the:

- Park concept is consistent with CCAP park objectives regarding size, location, and use;
  - “Transfer” of ownership will contribute towards cost-effective and timely park construction (i.e. the developer will construct the park concurrently with the project’s fronting lots and the value of Development Cost Charge (DCC)-creditable works will be based on the developer’s payable “park development” DCCs and the value of the DCC Program at the time of development); and
  - “Refinement” of the waterfront park boundaries and below-grade parking at DP stage will facilitate a seamless transition between the subject development and adjacent public areas.
- c) **OCP Aircraft Noise Sensitive Development (ANSD) Policy:** *No changes are required to this policy. (Attachment 3)* The ANSD policy permits all aircraft noise sensitive uses on the subject site and its neighbours, provided that residential uses do not exceed 2/3 of the maximum permitted “buildable square footage (BSF)” (i.e. calculated as per Floor Area Ratio). **Table 1** indicates that the proposed rezoning complies with the ANSD policy, based on the proposed total area of the ZMU4 zone (i.e. No. 2 Road to Gilbert Road, north of “new” River Road). In addition, as per other properties in ANSD “Area 2”, the subject development will:
- Register the City’s standard Aircraft Noise Covenant on title;
  - At Development Permit and Building Permit stages, submit acoustic reports by a registered professional qualified in acoustics identifying the measures needed to satisfy the “Noise Management” standards set out in the OCP;
  - Install mechanical ventilation and central air conditioning (or approved equivalent); and
  - Provide all required noise mitigation measures to the satisfaction of the City.

**Table 1: ANSD “Maximum 2/3 (66%) Residential” Policy Calculations**

	ANSD Policy	Existing Zoning “ZMU4”	Proposed “ZMU4” amended as per ZT 09-492885	Proposed “ZMU4” amended as per ZT 09-492885 & RZ 09-460962
<b>Residential</b>	2/3 max. BSF (67%)	177,345.0 (54%)	182,052.1 (54%)	296,873.2 (65%)
<b>Non-Residential</b>	Residual BSF (33%)	153,573.2 (46%)	157,821.7 (46%)	161,083.6 (35%)
<b>Total Buildable Floor Area*</b>	<b>(100%)</b>	<b>330,918.2 (100%)</b>	<b>339,873.8 (100%)</b>	<b>457,956.8 (100%)</b>

\* Building area excludes parking and other zoning exclusions.



## B. Proposed Zoning Amendments:

The subject application proposes to rezone ASPAC's lands east of Hollybridge Way to "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)". ZMU4 is a site-specific zone, originally drafted to facilitate the City's subdivision and sale of its lands west of Hollybridge Way. ASPAC's pending Zoning Text Amendment application (ZT 09-492885) for its "Lots 3 and 4" west of the Oval proposes amendments to ZMU4, as does the subject rezoning application. The proposed zoning amendments are intended to happen in series, with that of ZT 09-492885 preceding the subject rezoning.

Amendments to ZMU4 proposed as part of the subject rezoning include the following.

- a) **Permitted Uses:** ZT 09-492885 proposes to create a new City-owned lot for park use and, therefore, proposes to amend ZMU4 to allow for additional uses typical of Richmond's parks (e.g., "recreation, outdoor", "government services", "emergency services", etc.). The subject rezoning proposes high density, mixed use development and, therefore, proposes to amend ZMU4 to provide for an appropriate range of uses based on the Oval Village's standard mixed use zone, "Residential/Limited Commercial (RCL3)" (i.e. as per Onni's recent rezoning at 6951 Elmbridge Way). New uses proposed for ZMU4 include "education, commercial", "health service, minor", "service, personal", "service, financial", "parking, non-accessory", etc.
- b) **Residential Floor Area:** The ZMU4 zone determines compliance with the OCP ANSD policy's residential BSF (2/3) limit on a zone-wide basis (i.e. based on the total combined buildable floor area permitted across the zone, regardless of subdivision). This approach is consistent with the CCAP for the Oval Village's "village centre", which generally provides for a maximum density of 3 floor area ratio (FAR) of which no more than two-thirds (2 FAR) may be residential. **Tables 2 and 3** illustrate the intended distribution of permitted land uses west of Hollybridge Way as per the existing (pre-amendment) ZMU4 zone and amendments proposed under ZT 09-492885. **Table 4** illustrates ASPAC's intended distribution of permitted land uses across the area east of Hollybridge Way and the resulting zone-wide BSF for residential and non-residential uses. Staff support ASPAC's proposal on the basis that the amended-ZMU4 zone will be consistent with both the ANSD policy and the CCAP.

**Table 2: Existing Zone (Prior to approval of ZT 09-492885)**

	Development Lots (m <sup>2</sup> )				Total (m <sup>2</sup> )
	#1-4 West of Ova	#5 ASPAC	#6 Sales Centre	#7 Oval	
<b>Net Site</b>	60,659.6	5,256.8	2,957.1	43,576.7	-
<b>Residential</b>	177,345.0	Nil	Nil	Nil	177,345.0 (54%)
<b>Non-Residential</b>	4,707.1	15,770.3	2,365.7	130,730.1	153,573.2 (46%)
<b>Total Area Buildable</b>	182,052.1 (3 FAR)	15,770.3 (3 FAR)	2,365.7 (0.8 FAR)	130,730.1 (3 FAR)	330,918.2 (100%)

**Table 3: Amended Zone Proposed as per ZT 09-492885**

	Development Lots (m <sup>2</sup> )					Total (m <sup>2</sup> )
	#1-4 West of Ova ZT 09-492885	#5 ASPAC (No change)	#6 Sales Centre (No change)	#7 Oval (No change)	New City Park ZT 09-492885	
<b>Net Site</b>	60,659.6	5,256.8	2,957.1	43,576.7	2,985.2*	115,435.4
<b>Residential</b>	182,052.1	Nil	Nil	Nil	Nil	182,052.1 (54%)
<b>Non-Residential</b>	Nil	15,770.3	2,365.7	130,730.1	8,955.6	157,821.7 (46%)
<b>Total Area Buildable</b>	182,052.1 (3 FAR)	15,770.3 (3 FAR)	2,365.7 (0.8 FAR)	130,730.1 (3 FAR)	8,955.6 (3 FAR)**	339,873.8 (100%)

\* Equivalent to the area of the proposed closure of Road B.

\*\* Max. permitted density @ 3 FAR, as per the Oval lot (because the 2 lots share a common "park" purpose).

**Table 4: Amended Zone Proposed as per ZT 09-492885 & RZ 09-460962**

	Development Lots (m <sup>2</sup> )						Total (m <sup>2</sup> )
	#1-4 West of Ova ZT 09-492885	#5 CITY***	#6 Sales Centre (No change)	#7 Oval (No change)	New City Park ZT 09-492885	#9-13 East of Oval RZ 09-460962	
<b>Net Site</b>	60,659.6	5,256.8	2,957.1	43,576.7	2,985.2	39,361.0	154,796.4
<b>Residential</b>	182,052.1	Nil	Nil	Nil	Nil	114,821.1*	296,873.2 (65%)
<b>Non-Residential</b>	Nil	15,770.3	2,365.7	130,730.1	8,955.6	3,261.9	161,083.6 (35%)
<b>Total Area Buildable</b>	182,052.1 (3 FAR)	15,770.3 (3 FAR)	2,365.7 (0.8 FAR)	130,730.1 (3 FAR)	8,955.6 (3 FAR)**	118,083.0** (3 FAR)	457,956.8 (100%)

\* Includes 3,943.6 m<sup>2</sup> affordable housing secured via a Housing Agreement.

\*\* Excludes 464.50 m<sup>2</sup> child care facility.

\*\*\* ASPAC proposes to release its leasehold interest in "Lot 5" (& parking under the Oval) in exchange for an equal area of River Road and 6900 River Road.

- c) **Affordable Housing, Child Care & Community Amenity Contribution:** The CCAP takes a "density bonus" approach to encouraging voluntary developer contributions towards affordable housing, child care, and other community amenities. As ZMU4 pre-dates the CCAP and Richmond's Affordable Housing Strategy, and makes no specific provisions for developer contributions towards these amenities, any development permitted under the existing zone is exempt from such contributions. ASPAC's lands east of Hollybridge Way (i.e. the subject site) are not currently zoned "ZMU4" and, therefore, are not exempt; however, the subject application's proposed zone-wide density/use calculation complicates the interpretation of the CCAP policies. Based on staff's review, the developer has agreed to the following voluntary developer contributions for the area east of Hollybridge Way:

- **Affordable Housing:** 3,936.1 m<sup>2</sup> of low-end market rental housing (as defined by Richmond's Affordable Housing Strategy) in a stand-alone building, secured via the City's standard Housing Agreement, and based on 5% of 2 FAR calculated on the area of the subject site. While the project's residential floor area represents nearly 3 FAR (not 2 FAR), staff are supportive of the developer's proposal on the basis that:
  - i. The Affordable Housing Strategy does not make clear the developer requirements in regard to the conversion of permitted commercial floor area to residential floor area, as envisioned under the subject rezoning; and
  - ii. Rather than seeking additional affordable housing, staff believe that the Oval Village and residents of the subject development would benefit more from the developer's provision of alternate amenities, including a fully-funded, turnkey child care facility, construction of a public pier, and raising of the fronting dike, as described below.
- **Child Care:** 464.5 m<sup>2</sup> turnkey child care facility (co-located with the proposed affordable housing), provided at the developer's sole cost, plus outdoor play space, parking, etc. as per the agreed "Child Care Terms of Reference". (**Attachment 11, "Schedule H"**) The proposed floor area is based on 5% of the "Village Centre (1 FAR) Bonus", of which:
  - iii. 23.6% is proposed as the turnkey child care facility (i.e. 5% x 39,361.0 m<sup>2</sup> x 23.6% = 464.5 m<sup>2</sup> turnkey child care facility); and
  - iv. 76.4% shall be provided as cash-in-lieu towards an alternative community amenity (described below).
- **Community Amenity Cash-in-Lieu Contribution:** The developer proposes voluntary cash-in-lieu developer contributions towards two community amenities (neither of which are eligible for DCC credits). Based on the above, 76.4% of the "Village Centre (1 FAR) Bonus" equates to +/- \$1.295 million, based on \$4/ft<sup>2</sup> (i.e. \$4/ft<sup>2</sup> x 39,361.0 m<sup>2</sup> x 76.4%). The developer proposes to apply these funds as follows:
  - i. \$1 million for the construction of a public pier at the foot of Hollybridge Way; and

- ii. \$350,000 (preliminary estimate, 2010 dollars) for raising the crest of the dike from existing grade to 4.0 m geodetic.

Staff recommend, and the developer has agreed, that the developer's:

- Raising of the dike will be managed via the registration of "no development" covenants on the developer's three waterfront lots, requiring that the developer enter into the City's standard Servicing Agreement or alternate legal agreements satisfactory to the City, secured via Letter(s) of Credit, for the construction of the dike prior to any Development Permit approval on these properties;
- Provision of pier funding, child care, and affordable housing will be managed via "density bonusing" provisions included in the amended ZMU4 (supported by "no development" covenants) requiring that:
  - i. Prior to Building Permit issuance for development in excess of 1.2 FAR (based on the total area of the subject site), the developer must:
    - Contribute \$1 million for the Oval Village waterfront (i.e. pier construction); and
    - Enter into legal agreement, secured via Letter(s) of Credit, for a 464.5 m<sup>2</sup> child care facility and 3,943.6 m<sup>2</sup> affordable housing facility on "Lot 13"; and
  - ii. Prior to Development Permit issuance for "Lot 13", the developer must enter into the City's standard Housing Agreement for the affordable housing.

**NOTE:** The "density bonus" threshold of 1.2 FAR will result in the developer being able to construct only "Lot 12" (i.e. Phase 1) prior to triggering requirements related to the child care, affordable housing, and funding of the pier.

- d) **Off-Street Parking:** ZT 09-492885 proposes to amend the parking standards in ZMU4 to generally bring them up to date with the current City Centre requirements in Richmond's Zoning Bylaw. The subject rezoning proposes to further amend ZMU4 to (i) ensure that the Zoning Bylaw's parking standards will apply to the subject site, and (ii) address issues arising as a result of ASPAC's proposed release of its leasehold interest in parking under the Richmond Oval. Currently, parking beneath the Oval in part serves "Lot 6", which is occupied by ASPAC's marketing building and is slated for future restaurant and related uses. To ensure adequate short- and long-term parking for tenants and patrons of "Lot 6", the developer has agreed to provide 66 parking spaces within the subject development for their use, as follows:

- **Interim Parking:** Prior to redevelopment of the subject site, 66 non-accessory parking spaces will be provided as surface parking on some combination of "Lot 10", "Lot 11", and/or "Lot 13" (**Attachment 9 - "Schedule A"**, Preliminary Subdivision Plan), secured via right-of-ways and/or alternate legal agreements registered on title; and
- **Ultimate Parking:** Prior to Development Permit approval for ASPAC's first phase (i.e. "Lot 12", at the corner of Hollybridge Way and "new" River Road), the developer will provide an additional 66 non-accessory "commercial" parking spaces (i.e. over and above the Zoning Bylaw requirement for "Lot 12's" commercial uses), to the satisfaction of the Director of Transportation. In addition, amendments to ZMU4 and related legal agreements will stipulate that the 66 required spaces on "Lot 12":
  - i. Should be located near the west end of "Lot 12" to provide for convenient pedestrian access to "Lot 6";
  - ii. Must be secured for public use via a right-of-way registered on title;
  - iii. May be operated in the same manner as any other commercial parking spaces on "Lot 12" (e.g. parking fees, hours of operation);



- iv. May be shared with “Lot 12’s” residential visitor parking (as per standard provisions of the Zoning Bylaw for mixed residential/commercial projects);
  - v. May be shared with residential visitor parking required to serve “Lots 9, 10, 11, and 13”, provided that:
    - Each lot provides for a minimum of 12 visitor spaces on-site (or for “Lot 13”, shared residential visitor/commercial spaces), such that only visitor parking in excess of 12 spaces may be transferred to “Lot 12”; and
    - The combined total number of residential visitor spaces transferred to “Lot 12”, together with “Lot 12’s” own residential visitor parking requirement, may not exceed the total number of commercial spaces provided on “Lot 12”; and
  - vi. If used as “shared spaces” (i.e. shared commercial and residential visitor parking), must be secured for shared use via right-of-way(s) registered on “Lot 12” (i.e. to ensure that such spaces cannot be designated for a specific tenant).
- e) Building Heights: On ASPAC’s lots west of the Oval, ZMU4 permits a maximum building height of 18 m within 20 m of the dike and 47 m geodetic elsewhere.

East of Hollybridge Way, the CCAP encourages “typical maximum building heights” of 45 m south of ASPAC’s proposed internal road and 25 m across the remainder of the site. The lower “typical” height the CCAP identifies for the portions of the subject site nearer the dike and the Gilbert Road “gateway” is intended to make clear that taller buildings should only be permitted in this important area if it is demonstrated that this additional height will provide some public benefit (e.g., more attractive skyline, increased public open space). Staff’s review of the subject rezoning has concluded that it is appropriate to permit some tall buildings near the riverfront and Gilbert Road. On this basis, it is recommended that ZMU4 is amended for the area east of Hollybridge Way to permit maximum building heights as follows:

- For buildings more than 50 m from the dike: 47 m geodetic; and
  - For buildings within 50 m of the dike: 25 m, EXCEPT that taller buildings may be permitted, provided that a proper interface is achieved between those taller buildings, and shading of the riverfront park and other public open spaces is minimized, as determined to the satisfaction of the City via an approved Development Permit application.
- f) Building Setbacks: To ensure that trees and landscape features within the Hollybridge Way “greenway” and fronting buildings will not conflict, staff recommend that ZMU4 is amended to:
- Require a minimum building setback of 3 m (exclusive of below grade parking), measured from the edge of the “greenway”; and
  - Permit buildings to encroach into this required setback provided that an appropriate interface between the building and the “greenway” is achieved, as determined to the satisfaction of the City via an approved Development Permit application
- g) Minimum Lot Size: Changes are proposed to ZMU4 to reflect the proposed subdivision.
- h) Anticipated Zoning Variances: Nil

### C. Heritage Considerations

- a) Heritage Designation Bylaw Amendments: In 1962, Richmond acquired the Brighthouse lands including 6900 River Road, and in 1990, it designated 6900 River Road as Protected Heritage Property (“Brighthouse Homestead and Heritage Trees Heritage Designation Bylaw No. 5572 – 1990”) on the basis that it was:



- Part of the Brighthouse homestead and its trees were listed on the City's Heritage Inventory;
- Environmentally sensitive due to its:
  - i. Habitat, wildlife, and proximity to the Fraser River foreshore; and
  - ii. Susceptibility to potential damage from adjacent urban development; and
- Highly visible, a potential park amenity, and an attractive "backdrop" for urban uses.

The subject rezoning proposes two amendments to this Bylaw:

- **Boundary Revisions:** Proposed changes to the boundary of the north portion of 6900 River Road include the removal of an area of manicured lawn containing no specific heritage resources (**Attachment 10**, "Area A", 371.2 m<sup>2</sup>) and the addition of a naturalized area containing two significant trees (**Attachment 10**, "Area B", 165.6 m<sup>2</sup>). As a result of these changes, the size of 6900 River Road will be reduced by 205.6 m<sup>2</sup>, but the property's number of significant trees will increase.

Staff support the proposed Bylaw Amendment on the basis that it represents a "net gain" to heritage (i.e. increase in natural area and significant trees outweighs reduction in site area).

- **Heritage Alteration Permit (HAP) Exemption:** A HAP is a City (Council issued) permit used to authorize "land altering activities" that could impact the viability of heritage resources within a Designated Heritage Property, such as 6900 River Road (Local Government Act, s.967). The subject development anticipates various such activities, as per **Table 5**.

**Table 5: Possible "Land Altering Activities" @ 6900 River Road**

Phase	Lot	Land Altering Activities	Possible Impacts
Prior to Rezoning adoption	All	<ul style="list-style-type: none"> <li>• "New" River Road</li> <li>• Gilbert Road widening</li> <li>• Storm drainage improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk (i.e. boardwalk) encroachment</li> <li>• Tree removal</li> <li>• Possible regrading to address drainage</li> <li>• Possible RMA compensation planting</li> </ul>
Prior to 1 <sup>st</sup> DP approval	12	NIL	NIL
Prior to 2 <sup>nd</sup> DP approval	9	<ul style="list-style-type: none"> <li>• Raising the dike</li> <li>• Waterfront park construction</li> <li>• Removal of services in existing River Road</li> </ul>	<ul style="list-style-type: none"> <li>• Possible regrading to address drainage</li> <li>• Possible removal of invasive plants</li> <li>• Possible ESA and/or RMA compensation (e.g., planting)</li> </ul>
Prior to 3 <sup>rd</sup> DP approval	13	<ul style="list-style-type: none"> <li>• Building construction @ property line</li> <li>• Park development</li> <li>• "Greenway" boardwalk(s) construction</li> <li>• Heritage &amp; ESA interpretation</li> </ul>	<ul style="list-style-type: none"> <li>• Possible water table/drainage changes</li> <li>• Possible regrading to address drainage</li> <li>• Removal of invasive plants</li> <li>• Possible tree removal</li> <li>• Possible ESA and/or RMA compensation (e.g., planting)</li> </ul>
Prior to 4 <sup>th</sup> DP	10	As per "Lot 9"	As per "Lot 9"
Prior to 5 <sup>th</sup> DP approval	11	<ul style="list-style-type: none"> <li>• Building construction @ property line</li> <li>• Park development</li> <li>• Heritage &amp; ESA interpretation</li> </ul>	<ul style="list-style-type: none"> <li>• Possible water table/drainage changes</li> <li>• Possible regrading to address drainage</li> <li>• Removal of invasive plants</li> <li>• Possible tree removal</li> <li>• Possible ESA and/or RMA compensation (e.g., planting)</li> </ul>

Prior to rezoning adoption, the developer will be required to prepare a heritage conservation plan to guide development, restoration, and related activities on and around 6900 River Road including, among other things, a description of the significance of the site's resources, what is to be retained and how, and heritage interpretation and landscape succession strategies, to the satisfaction of the City. (**Attachment 11, "Schedule I"**)



With regard to Heritage Alteration Permits (HAP), these will be required for all development activities affecting 6900 River Road that stem from pre-loading, Development Permit approval processes, and related activities for the “Lots 11 and 13”, but not for engineering or road works undertaken by or on behalf of the City via an approved Servicing Agreement. Staff propose that the latter public works are exempted from the HAP process via an amendment to 6900 River Road’s Heritage Designation Bylaw. This exemption will facilitate the developer entering into a Servicing Agreement for the design and construction of necessary road and engineering works prior to rezoning adoption (e.g., construction of “new” River Road), and is analogous to the OCP’s standard DP exemption for Environmentally Sensitive Areas (ESA): “Construction and maintenance activities carried out by, or on behalf of, the City and designed to enhance the coexistence of natural habitats and public trails”.

Staff are confident that the proposed Heritage Designation Bylaw amendment will not impair the City’s ability to protect or enhance 6900 River Road, as the design of the required road and engineering works will be the subject of a thorough, multi-departmental review via the City’s Servicing Agreement processes, including review by Richmond’s Heritage Commission.

- b) Other Heritage Considerations: In addition to the Heritage Designated Site at 6900 River Road, the subject rezoning must address other heritage-related resources, including:
- **Archaeological sites**: Municipal records identify two (2) former slough mouths within the area of the subject site. Based on an archaeological study prepared by a professional archaeologist on behalf of the developer, staff and the Heritage Commission are satisfied that it is unlikely that either site contains items of significance. If evidence to the contrary is discovered as the project progresses, the developer must report this to the Province and undertake any required measures.
  - **Designated trees**: The City’s heritage inventory identifies two trees on the subject site; one appears to have been removed at the time 6500 River Road was constructed (i.e. former “Ritchie Bros.” building) and the other is dead. No compensation is required.
  - **Samuel Brighthouse trees**: A row of mature trees along River Road and a hedgerow on-site are attributed to Samuel Brighthouse. Of the two locations, the River Road trees are the most visually striking and, together with another row east of the Dinsmore Bridge, is a signature feature of the Middle Arm riverfront. Due to City objectives for raising the dike and CCAP objectives for raising riverfront development and parkland to meet the crest of the dike, most of these trees will be removed. Staff and the Heritage Commission identified this loss as a concern, but concur with the developer’s arborist that the trees’ long-term health and viability has been compromised by prior road construction and related activities. Given the heritage significance and prominence of these trees, the Heritage Commission recommended that their removal must be sensitive to the community’s appreciation of this unique cultural landscape and that a “net gain” to heritage should be achieved through a variety of compensation measures. This shall be addressed via the developer’s preparation of a heritage conservation plan for the subject site (**Attachment 11, “Schedule I”**) and shall include, but not be limited to, the following (based on the Richmond Heritage Commission’s recommendations, **Attachment 9**):
    - i. Trees removal must be minimized;
    - ii. Heritage “enhancements” must be provided in advance of tree removal including, among other things, the developer’s provision of prominent, easily-accessible heritage interpretation features on the dike and along the “new” River Road



- frontage of 6900 River Road, as determined via the heritage conservation plan (**Attachment 11, "Schedule I"**), which are designed to enhance public enjoyment of the area (e.g., shelter, seating) and to be evocative of the significance of the site, the trees, and the Brighthouse heritage and homestead;
- iii. Within the proposed riverfront park, the mature oak trees removed from River Road should be replaced with clusters of large-growing trees;
  - iv. Interpretive walks through and around the subject site should be established concurrently with development and include, among other things, interpretive signage commemorating Samuel Brighthouse (i.e. on the dike and at the corner of Gilbert Road and "new" River Road) and enhancements to the design of the proposed "greenway" boardwalk through 6900 River Road;
  - v. Oak trees should be planted along "new" River Road (as per existing River Road) and "special" trees should be planted along the Hollybridge Way "greenway";
  - vi. Existing trees removed as a result of the subject development should be replaced at a minimum ratio of 2 replacement trees for each tree removed, excluding new street trees planted as part of standard frontage improvements (as per typical City practice), and efforts should be made to achieve a higher ratio of 3:1, inclusive of all tree planting on and around the subject site (i.e. including trees planted as part of standard frontage improvements);
  - vii. Interpretive features reminiscent of the Brighthouse homestead (e.g., public art, agricultural gardens, hedgerows) should be incorporated into the design of the subject site's public and private spaces (e.g., walkways, rooftops); and
  - viii. The developer should be responsible for all costs related to heritage compensation, monitoring, and maintenance, to the satisfaction of the City.
- **Former railway:** CP Rail and the Interurban played important roles in Richmond's development. As per the recommendation of the Heritage Commission, the redevelopment of the route of these former railways with "new" River Road presents an opportunity for the developer to incorporate interpretive features into the road's design and construction. The developer's "Public Art Master Plan" (**Attachment 11, "Schedule G"**) proposes this theme/location as the first of four public art projects, timed to coincide with the construction of the new road and first phase of building construction. The Public Art Commission endorsed the developer's "Public Art Master Plan", and staff are supportive of the developer's proposal. A "no development" covenant will be registered on "Lot 12" (at the corner of Hollybridge Way and "new" River Road) to ensure that prior to Development Permit issuance for the developer's first phase of building construction, the developer will provide a Letter of Credit to secure the proposed public art and enter into a process with the City to implement it.
  - **Dike:** Richmond's unique waterfront is an important cultural landscape, and will be respected and enhanced via the waterfront park design and related development processes.

#### **D. Environmental Considerations**

- a) Environmentally Sensitive Areas (ESA) & Riparian Management Areas (RMA): The City-owned lot at 6900 River Road, the foreshore between Hollybridge Way and Gilbert Road, a hedgerow on the subject site near existing River Road (generally "Lot 10"), and related features are designated as ESA on the basis that they provide important habitat, are close to the Fraser River, and are susceptible to potential damage from adjacent urban development. In addition, the foreshore and ditch along the west side of Gilbert Road (adjacent to 6900 River Road) are identified as RMA, and urban development in the vicinity of these features requires Department of Fisheries and Oceans (DFO) approval and, as deemed to be

necessary, compensation. As a result of the subject development, various ESA and RMA impacts are anticipated as per **Table 6**. DFO approval and compensation may be required for all development phases, except Phase 1 ("Lot 12").

**Table 6: Possible ESA & RMA Impacts**

Phase	Lot	Development Activities	Possible Impacts
Prior to Rezoning adoption	All	<ul style="list-style-type: none"> <li>"New" River Road</li> <li>Gilbert Road widening</li> <li>Storm drainage improvements</li> </ul>	<ul style="list-style-type: none"> <li>6900 River Road &amp; Gilbert Road "ditch" (15 m RMA) may be impacted by sidewalk encroachment, tree/understorey removal, water table &amp; drainage changes, regrading &amp; shading</li> </ul>
Prior to 1 <sup>st</sup> DP approval	12	NIL	NIL
Prior to 2 <sup>nd</sup> DP approval	9	<ul style="list-style-type: none"> <li>Raising the dike</li> <li>Waterfront park &amp; pier construction</li> <li>Removal of services in existing River Road</li> </ul>	<ul style="list-style-type: none"> <li>Foreshore, River Road trees &amp; existing hedgerow may be impacted by building encroachment, changes to the dike face &amp; removal of existing habitat, tree/understorey removal, water table &amp; drainage changes, regrading &amp; shading</li> </ul>
Prior to 3 <sup>rd</sup> DP approval	13	<ul style="list-style-type: none"> <li>Building construction @ property line</li> <li>Park development &amp; "greenway" boardwalk construction @ 6900 River Road</li> <li>Public art</li> <li>Heritage &amp; ESA interpretation</li> </ul>	<ul style="list-style-type: none"> <li>6900 River Road &amp; Gilbert Road "ditch" (15 m RMA) may be impacted by boardwalk &amp; trail encroachment, tree/understorey removal, water table &amp; drainage changes, regrading &amp; shading</li> </ul>
Prior to 4 <sup>th</sup> DP	10	As per "Lot 9"	As per "Lot 9"
Prior to 5 <sup>th</sup> DP approval	11	<ul style="list-style-type: none"> <li>Building construction @ property line</li> <li>Park development @ waterfront &amp; 6900 River Road</li> <li>Public art</li> <li>Heritage &amp; ESA interpretation</li> </ul>	<ul style="list-style-type: none"> <li>Foreshore &amp; River Road trees may be impacted by building encroachment, changes to the dike face &amp; removal of existing habitat, tree/understorey removal, water table &amp; drainage changes, regrading &amp; shading</li> <li>6900 River Road &amp; Gilbert Road "ditch" (15 m RMA) may be impacted by encroachment of park features, tree/understorey removal, water table &amp; drainage changes, regrading &amp; shading</li> </ul>

Prior to rezoning adoption, the developer will be required to prepare an environmental conservation plan for 6900 River Road (**Attachment 11, "Schedule J"**), to the satisfaction of the City, in consultation with DFO and in coordination with the proposed heritage conservation plan (**Attachment 11, "Schedule I"**). Implementation of the plan will be secured via "no development" covenants registered on title on the developer's fronting lots ("Lots 11 and 13"). The plan will include:

- Tree inventory, removal, and replacement plan;
- Tree succession plan;
- Understorey inventory, removal, and replacement plan;
- Impact assessment and mitigation/compensation plan;
- Maintenance plan;
- Bio-swale concept plan; and
- Preliminary costing.

Preparation of a conservation plan for the foreshore is considered premature at this time, as it is too early to understand the extent of environmental impacts and related needs/opportunities for compensation that may arise as a result of dike, pier, and waterfront park development. As such, staff recommend that these areas are addressed via the City's standard ESA DP processes, together with "no development" covenants registered on the developer's waterfront lots ("Lots, 9, 10, and 11").

- b) **ESA Development Permits (DP) & Exemptions:** ESA DPs will be required for all development activities stemming from Development Permit approval processes and, as necessary, pre-



loading affecting 6900 River Road, the foreshore between Hollybridge Way and Gilbert Road, a hedgerow on the subject site near existing River Road (generally "Lot 10"), and related ESA-designated features. As per the OCP's standard ESA DP exemption for "Construction and maintenance activities carried out by, or on behalf of, the City and designed to enhance the coexistence of natural habitats and public trails", no ESA DP will be required for engineering and road works for which the developer must enter into a Servicing Agreement prior to adoption of the subject rezoning (e.g., design and construction of "new" River Road including a sidewalk in the form of a boardwalk along the south side of 6900 River Road).

### **E. Tree Protection**

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 has completed a preliminary arborist's report and tree survey (**Attachment 10**), to the satisfaction of the City. Additional reports will be completed by the developer, as required, as a condition of the City's standard Servicing Agreement, Development Permit, and related processes. In general, tree protection and replacement will be managed as follows:

- a) Heritage, ESA & RMA Trees: Plans will be prepared by the developer, to the satisfaction of the City, for the retention, removal, replacement, compensation, and succession of trees of heritage, ESA, and/or RMA significance, together with strategies for their implementation. Much of this work will be completed prior to rezoning adoption, as per the proposed heritage and environmental conservation plans (**Attachment 11, Schedules I & J**). Additional work will be undertaken by the developer, to the satisfaction of the City, as determined to be necessary via the City's standard DP, ESA DP, and HAP processes.
- b) Hollybridge Way "Greenway": Development of the proposed greenway along the east side of Hollybridge Way will require the removal and replacement of existing street trees. This work will be undertaken via the DP and Servicing Agreement processes (secured via Letter(s) of Credit) for the developer's fronting lots ("Lots 9 and 12"), to the satisfaction of the City.
- c) Pre-Load Considerations: As per the attached Rezoning Considerations (**Attachment 11**), any trees removed prior to City approval of a landscape plan providing for appropriate replacement, will require a Tree Removal Permit and the developer will be required to provide a Letter(s) of Credit for the replacement of the affected trees in the amount of \$500 per replacement tree (based on a minimum of two replacement trees for each tree removed, or as otherwise determined by the City), which will be applied to one or more of the developer's subsequent Development Permit or Servicing Agreement landscape bonds, as determined to the satisfaction of the City.

To date, six (6) trees have been identified for removal to facilitate the pre-loading of "new" River Road in advance of Servicing Agreement approval. Staff are agreeable to the developer's proposed tree removal, as none of the affected trees has heritage, ESA, or RMA significance. A Letter of Credit will be held by the City and applied to the developer's Servicing Agreement bond for tree planting along "new" River Road.

- d) Interim Tree Protection: As per the attached Rezoning Considerations (**Attachment 11**), the developer is required to install appropriate tree protection and sediment control fencing, and undertake on-going monitoring of tree health and related considerations, to protect existing trees, habitat, and waterways on and around the subject site, including 6900 River Road,



significant trees within the existing River Road and Gilbert Road right-of-ways, and on-site (e.g. the hedgerow on “Lot 10”) before and during all construction activities.

## F. Development Phasing

“No development” covenants will be registered on the developer’s five lots and “density bonussing” will be written into the subject zoning (ZMU4) to ensure that the phasing of public works and amenities (e.g., construction of roads, services, parks, etc.) are appropriately coordinated with private development, as set out in the “Proposed Phasing Plan”. (**Attachment 8**) The phasing of the developer’s lots is proposed to proceed as per **Table 7** (except that, at the developer’s discretion, successive phases may proceed concurrently rather than in series).

Note that in addition to the project’s phasing, its total buildable area and total residential buildable area are fixed, as are the sizes and locations of its proposed child care and affordable housing (i.e. “Lot 13”). Nevertheless, the developer may, at his discretion, vary the floor area on each lot (i.e. increase the area on one lot and make a corresponding decrease elsewhere), provided that the form of development is acceptable to the City, as determined via the DP process.

**Table 7: Phasing of ASPAC’s Lots**

Phase	Lot	Buildable Area (m <sup>2</sup> )			Density (FAR)
		Residential	Commercial	Total	
1	12	30,051.6	2,959.8	33,011.4	3.03
2	9	23,995.4	NIL	23,995.4	3.06
3	13	12,715.5*	302.1	13,017.6*	2.63*
4	10	24,887.3	NIL	24,887.3	3.06
5	11	23,171.3	NIL	23,171.3	3.06
<b>Total</b>	-	114,821.1	3,261.9	118,083.0**	3.00**

\* Includes 3,943.6 m<sup>2</sup> affordable housing secured via a Housing Agreement.

\*\* Excludes 464.50 m<sup>2</sup> child care facility.

## G. Form & Character of Development:

ASPAC proposes to develop five lots with high-density, high-rise buildings, including three fronting onto the waterfront park/dike and two fronting “new” River Road. In preparation for development of the Oval and the sale/lease of adjacent lands, the City established planning, architectural, landscape, and green-building guidelines. Via the CCAP planning process and related work, most of these guidelines have been incorporated into the CCAP DP Guidelines and other City policies (e.g., green roofs, pedestrian-friendly streetscapes, varied tower roof forms) and are applicable to the subject site. ASPAC’s preliminary form of development, which proposes a street-wall building type with pedestrian-friendly retail at grade along “new” River Road and a somewhat less street-oriented building type with large, landscape gardens along the riverfront, is generally consistent with CCAP guidelines. At DP stage, attention should be paid to the following key considerations. (*Staff recommendations are in bold italics.*)

- a) CCAP Objective #1: Variation in tower height is encouraged to provide for an interesting skyline.

To maximize on-site, grade-level open space for public and private use without compromising permitted density, ASPAC’s proposed towers have minimal variation in height. To help address this, ASPAC proposes to introduce a new building type along the waterfront in the form of “stepped towers” with broad, landscape terraces.

***Staff are generally supportive of ASPAC’s proposal; however, attention is required at DP stage to ensure that:***

- ***All variation in tower height is not lost; and***



- *The form and scale of the “stepped towers” is varied to provide for visual interest and distinguish between buildings (i.e. make each unique, not repetitive).*

- b) CCAP Objective #2: Tower features (i.e. above 25 m), such as maximum floorplates of 650 m<sup>2</sup> and increased spacing between adjacent towers near the waterfront, are encouraged to minimize the creation of a “wall” of buildings and maximize views towards the mountains.

While ASPAC’s towers along “new” River Road generally conform to CCAP guidelines, its proposed “stepped towers” have larger floorplates and are spaced closer together.

*Staff are generally supportive of ASPAC’s proposal, as the subject site is framed by the Oval/park on the west and proposed park on the east, which help to mitigate concerns regarding view blockage. Nevertheless, careful attention is required to ensure that ASPAC’s development is “porous” (i.e. allows views/glimpses through the site) and does not present a “wall-like” appearance.*

- c) CCAP Objective #3: Taller building should minimize shading of the waterfront park and foreshore to maximize public use and enjoyment of this important amenity and minimize potential environmental impacts (and related compensation).

Preliminary studies prepared by ASPAC indicate that the project will result in some shading of the dike, but is generally consistent with CCAP objectives for a sunny waterfront.

*Staff are generally supportive of ASPAC’s proposal; however:*

- *Further shadow studies will be required at DP/ESA-DP stage; and*
- *DFO must be consulted regarding foreshore environmental impacts and any potential requirements for mitigation and/or compensation.*

- d) CCAP Objective #4: Building and landscape design must provide an attractive, sensitive interface with the waterfront park and City-owned heritage/ESA-designated lot at 6900 River Road.

ASPAC and staff have agreed that, at DP stage, the boundary of the waterfront park will be altered (i.e. buildings may encroach and new public walkways and open space areas will be created) to provide for a varied and interesting urban edge that is more responsive to the park’s design and uses. Only preliminary work has gone into determining the ultimate waterfront park/building boundary, the design of the park space, and the interface with the private residential units. Similarly, only preliminary thought has gone into the park/building interface along the boundary of 6900 River Road.

*Staff are generally supportive of ASPAC’s proposal; however, attention is required at DP stage to ensure that along the boundary of:*

- *The waterfront park, residential units have adequate privacy and private outdoor space, and can provide casual surveillance of the park, without unreasonably impacting on the park’s design, uses, or programming (e.g., any necessary noise or privacy buffers should be incorporated into the private building/site design, not the park); and*
- *6900 River Road, the façades of the developer’s abutting buildings (“Lots 11 and 13”) are designed to make them visually appealing, sensitive to the site’s special landscape issues (e.g., shading, changes in drainage/water table), and complementary to the property’s significant trees and unique, riparian landscape character including, for example, but not limited to:*
  - i. *On-site parking structures must be screened from public view with vegetation, tree planting, and/or “green walls”, together with rooftop landscaping and podium level. The design of the structures should seek to incorporate colours.*

*forms, materials, and building articulations that complement the landscape through all seasons, and help them to blend in (i.e. effectively “disappear”) or act as an attractive feature that enhances and harmonizes with the naturalized landscape (e.g., natural materials like stone). Indigenous plant material, suited to the area’s shady, riparian location is encouraged.*

- ii. *As with the parking, upper building floors should incorporate colours, forms, materials, and building articulations that complement the landscape through all seasons. This may include large timbers, wood siding, clear glazing, building vocabularies that mimic the form and character of the trees, and tree and indigenous understorey planting on-site (effectively extending the landscape character into the adjacent development lots).*

- e) CCAP Objective #5: Auto-courts (i.e. on-site, outdoor passenger and loading areas) are typically discouraged in favour of more pedestrian-friendly, street-wall type buildings that locate all vehicle functions inside buildings and away from view of public spaces.

The subject site’s Oval Village location will be highly attractive for shoppers and visitors. As a result, ASPAC believes it is necessary to provide auto-courts to ensure convenient vehicle access for residents, their guests, deliveries, and related uses. ASPAC’s preliminary form of development provides for a variety of auto-court designs that are sensitive to pedestrians and City objectives for the establishment of a high-quality public realm.

*Staff are generally supportive of ASPAC’s proposal, provided that, at DP stage, the auto-courts are provided as per the following staff/developer concept or alternative(s) satisfactory to the City:*

- *“Lot 12” – A landscaped, garden-like courtyard in the centre of the lot, framed with street-wall buildings on four sides, and accessed by vehicles via one “narrow” driveway along the lot’s north side;*
- *“Lot 9 and 10” – At each lot, a landscaped, garden-like courtyard open to the internal road on its south side, street-wall type buildings on two sides, and a public walkway on the fourth, which together frame a view from the street through the building’s glazed lobby to the waterfront and mountains beyond;*
- *“Lot 13” – A welcoming, pedestrian-friendly, outdoor “breezeway” (i.e. through the building) open to the internal road on its west side and views of 6900 River Road on its east; and*
- *“Lot 11” – A landscaped, garden-like courtyard limited to the south end of the lot, located to minimize impacts on public access and views to the waterfront, and designed to complement public trail access/views between the subject site’s internal road and 6900 River Road.*

## H. Other Considerations

- a) Industrial Noise: The subject site is situated in a transitional industrial area and may be subject to noises not typical of other residential neighbourhoods. Covenants are required to be registered on the new lots in this regard.
- b) District Energy Utility (DEU): 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 100% of the subject development to facilitate its connection to a DEU in the Oval Village (with the understanding that the utility will be constructed by others) and design for DEU connection for any phase of the development that will be complete after the utility becomes operational.
- c) Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000 m<sup>2</sup> in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, district energy, storm water management and quality). The developer has agreed to comply with this policy and will demonstrate compliance on a DP-by-DP basis as the project proceeds.
- d) Flood Management Strategy: The CCAP encourages measures that will enhance the ability of development to “adapt” to climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to support City objectives for building to the City’s recommended Flood Construction Level (FCL) and raising the elevation of the existing dike crest. The latter is of particular importance in the case of the subject development, as the coordination of proposed waterfront park and dike improvements will ensure that both initiatives are cost-effective and timely. In light of this, the developer and staff have agreed that the developer will:
- **Dike**: Cost share with the City on raising the dike between Hollybridge Way and Gilbert Road as follows:
    - i. ASPAC shall be solely responsible for the cost of raising the dike crest from its existing elevation to 4.0 m geodetic (i.e. no DCC credits shall apply);
    - ii. The City shall be responsible for raising the dike crest from 4.0 m geodetic to 4.7 m geodetic; and
    - iii. Prior to DP issuance for any of “Lot 9”, “Lot 10”, or “Lot 11”, ASPAC shall enter into the City’s standard Servicing Agreement or alternative legal agreement(s) to the satisfaction of the City, secured via a Letter(s) of Credit, for raising of the dike crest from existing grade to 4.7 m geodetic.
  - **New Roads**: All new roads, including “new” River Road, will be raised to a minimum elevation of 2.9 m geodetic.
  - **Habitable Elevation**: All habitable floor area will be constructed at a minimum elevation of 2.9 m geodetic, except for commercial uses and common residential lobbies situated along or near Hollybridge Way. (Standard FCL bylaw exemptions shall apply.)
  - **Covenants**: The City’s standard flood indemnity covenant shall be registered on title on all five of the developer’s lots.
- e) Public Art: Richmond policy encourages developers to voluntarily contribute towards public art, especially in the case of large, prominent projects, such as the subject development. In light of this, the developer has prepared a “Public Art Master Plan” for the subject site, which has been reviewed and approved by the Richmond Public Art Commission and is supported by staff. An executive summary of the Plan is attached. (**Attachment 11, “Schedule G”**) In brief, as agreed by the developer and staff, the Plan:
- Is based on \$6.46/m<sup>2</sup> (\$0.60/ft<sup>2</sup>) of maximum permitted floor area (excluding child care and affordable housing) and is valued at approximately \$737,340;
  - Proposes four projects located in prominent public areas around the perimeter of the subject site (e.g., dike, “new” River Road);
  - Proposes themes important to the subject site and its surroundings, including Samuel Brighthouse, CP Rail/Interurban, Musqueam, Fraser River, and dragon boats;



- Will be implemented via the City's standard public art processes on a DP-by-DP basis; and
  - Will be secured via "no development" covenants registered on title on the developer's lots.
- f) Community Planning: As per the CCAP, the City may negotiate developer contributions to assist with its community planning program, generally based on \$2.69/m<sup>2</sup> (\$0.25/ft<sup>2</sup>) of maximum permitted buildable floor area (excluding parking, affordable housing, and child care). In light of this, staff recommend, and the developer has agreed, that:
- The developer will voluntarily contribute \$300,000 towards Richmond's community planning program in three instalments, as follows:
    - i. Prior to adoption of the subject rezoning application: \$100,000;
    - ii. Prior to Development Permit approval for "Lot 9" (i.e. Phase 2): \$100,000; and
    - iii. Prior to Development Permit approval for "Lot 10" (i.e. Phase 4): \$100,000.
- g) Metro Van Sewer: Metro Van has tentatively identified the replacement/relocation a sanitary sewer located in existing River Road for in 2013 (at the Region's sole cost). Raising of the dike, development ASPAC's waterfront lots, and construction of the waterfront park cannot proceed until this work is complete. The Region's target date of 2013 coordinates well with ASPAC's anticipated development schedule. The City and ASPAC will continue to work with Metro Van to facilitate the sewer's timely and cost-effective relocation.
- h) Discharge of Covenant AD 152344: A restrictive covenant, which currently allows the developer to install and maintain landscaping within a portion of the existing River Road right-of-way, shall be discharged. The developer shall continue to be responsible for maintaining this area to the satisfaction of the City, as per right-of-ways proposed for registration on title, until such time that River Road is closed and redeveloped with park and residential uses.

### **Financial or Economic Impact**

- a) City-Developer "Exchange": ASPAC proposes to release its leasehold interest in City-owned property at 6091 River Road ("Lot 5") and 200 parking spaces secured beneath the Oval in favour of "Lot 5" and 5111 Hollybridge Way ("Lot 6", ASPAC's marketing centre) in exchange for part of existing River Road and a portion of the City-owned, heritage-designated lot at 6900 River Road (which together are equal in area to "Lot 5"). All costs associated with the purchase and sale agreements, including all surveys and transaction costs, shall be borne by the developer, with the exception of Property Transfer Tax payable by the City in regard to its purchase of "Lot 5". The primary business terms of the purchase and sales agreements will be brought forward for consideration by Council in a separate report by the Manager, Real Estate Services.
- b) Raising the Dike: The developer has agreed to cost-share raising of the dike, between Hollybridge Way and Gilbert Road, with the City on the basis that the developer pays to raise the dike crest from existing grade to 4.0 m geodetic, and the City pays to raise the dike crest from there to 4.7 m geodetic. Preliminary estimates indicate the cost of this work to be approximately \$350,000 for the developer and \$290,000 for the City (2010 dollars). The scope of work and related costs will be reviewed in coordination with the waterfront park design process proposed as part of the developer's second phase of development. Based upon that more detailed examination, required funding will be considered for future inclusion in the City's Capital Plan.



## Conclusion

As part of its "River Green" waterfront development, ASPAC is proposing to rezone lands located between Hollybridge Way and Gilbert Road to "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" and amend ZMU4 to better reflect intended development in the Oval Village's "village centre". Staff's review of ASPAC's proposal indicates that the subject application warrants favourable consideration on the basis that:

- a) The proposal is consistent with OCP and CCAP objectives, including the ANSD policy;
- b) The development will provide for a broad range of community benefits including affordable housing, child care, waterfront park expansion and pier construction, raising of the dike, public art, new roads and services, District Energy Utility (DEU) hook-up, and environmental and heritage enhancement and interpretation;
- c) The anticipated loss of significant trees along existing River Road, made necessary by raising of the dike and associated development, will be adequately compensated for by various features contributing to a "net gain" to heritage; and
- d) The project's proposed form of development is generally consistent with CCAP objectives and can be managed effectively via the City's standard DP, ESA-DP, and Heritage Alteration Permit (HAP) processes.



Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

Attachment 1: Location Map

Attachment 2: Aerial Photograph

Attachment 3: Aircraft Noise Sensitive Development (ANSD) Map

Attachment 4: City Centre Area Plan Specific Land Use Map: Oval Village (2031)

Attachment 5: City Centre Area Plan Generalized Land Use Map (2031)

Attachment 6: Development Application Data Sheet

Attachment 7: Proposed Development Concept

Attachment 8: Proposed Phasing Plan

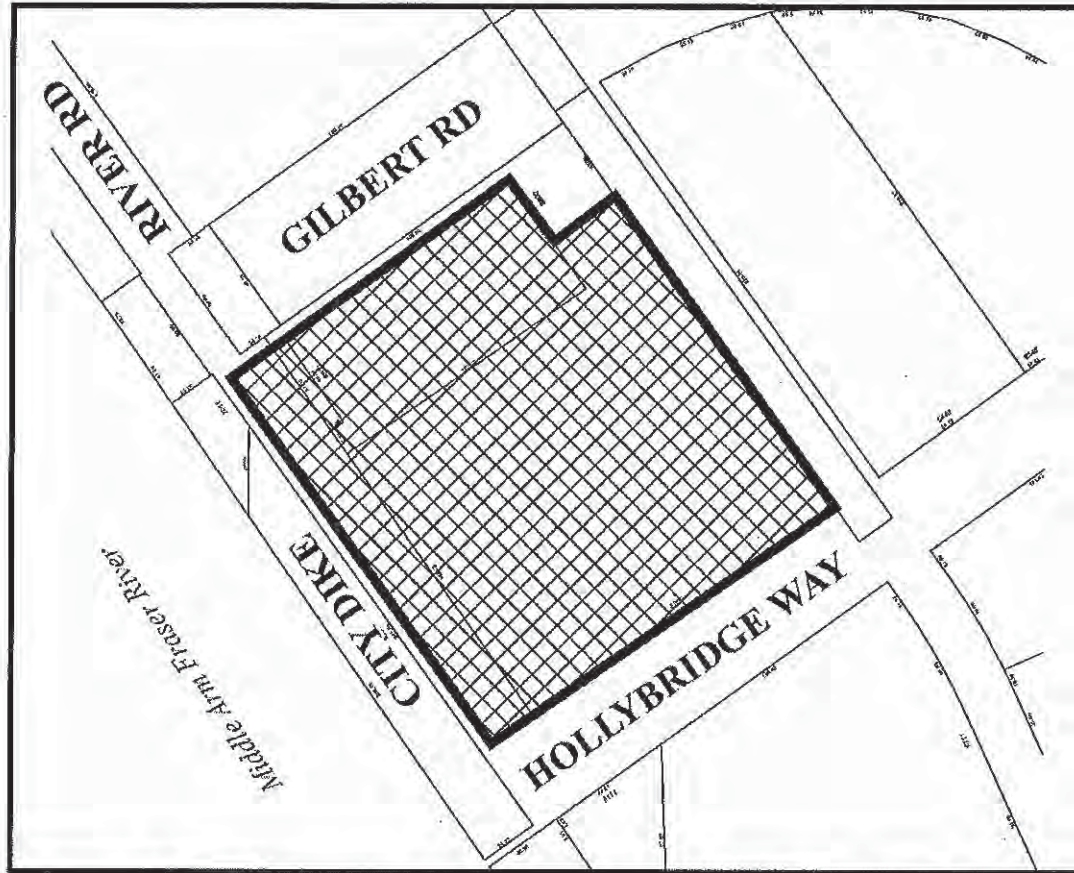
Attachment 9: Richmond Heritage Commission, Meeting Held on November 17, 2010

Attachment 10: Preliminary Tree Survey & Heritage Designation Amendment Bylaw Diagram

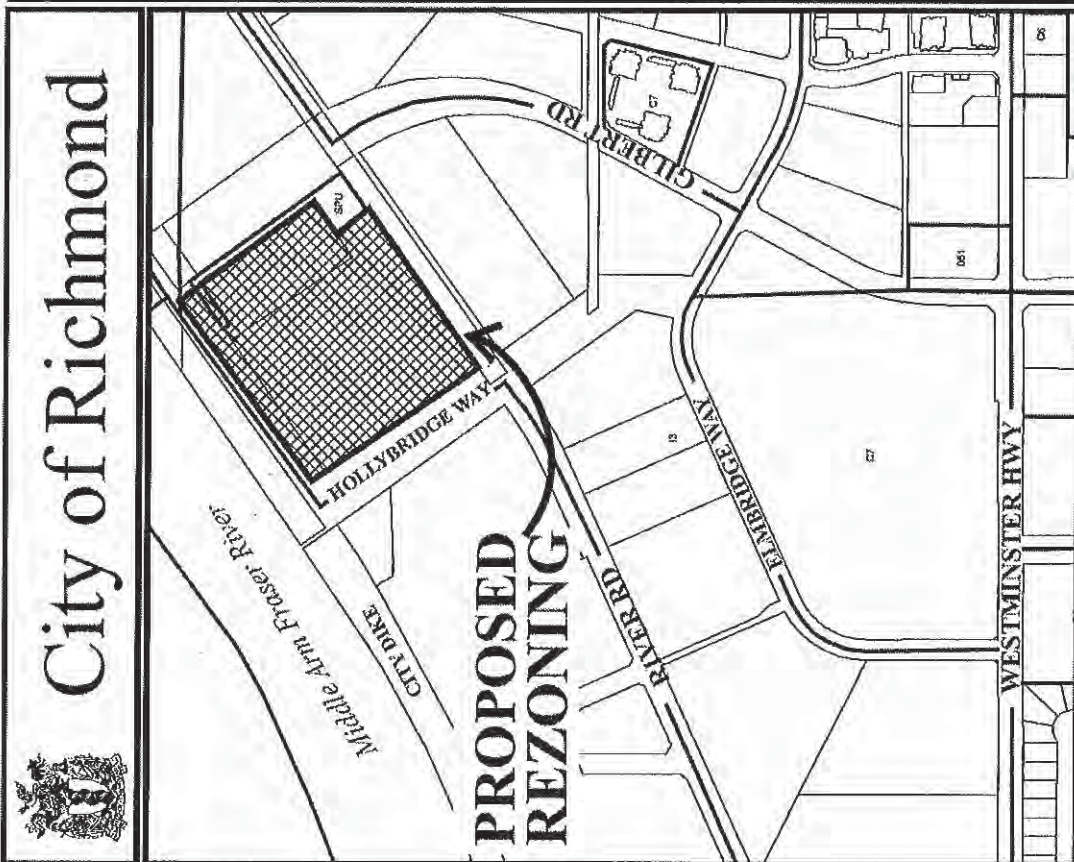
Attachment 11: Rezoning Considerations

- Schedule A: Preliminary Land Disposition Plan
- Schedule B: Land Reference Plan
- Schedule C: Preliminary Subdivision Plan
- Schedule D: Preliminary Right-of-Way Plan
- Schedule E: Open Space Terms of Reference
- Schedule F: Preliminary Functional Roads Plan
- Schedule G: Public Art Master Plan
- Schedule H: Child Care Terms of Reference
- Schedule I: Heritage Terms of Reference
- Schedule J: Environmental Terms of Reference





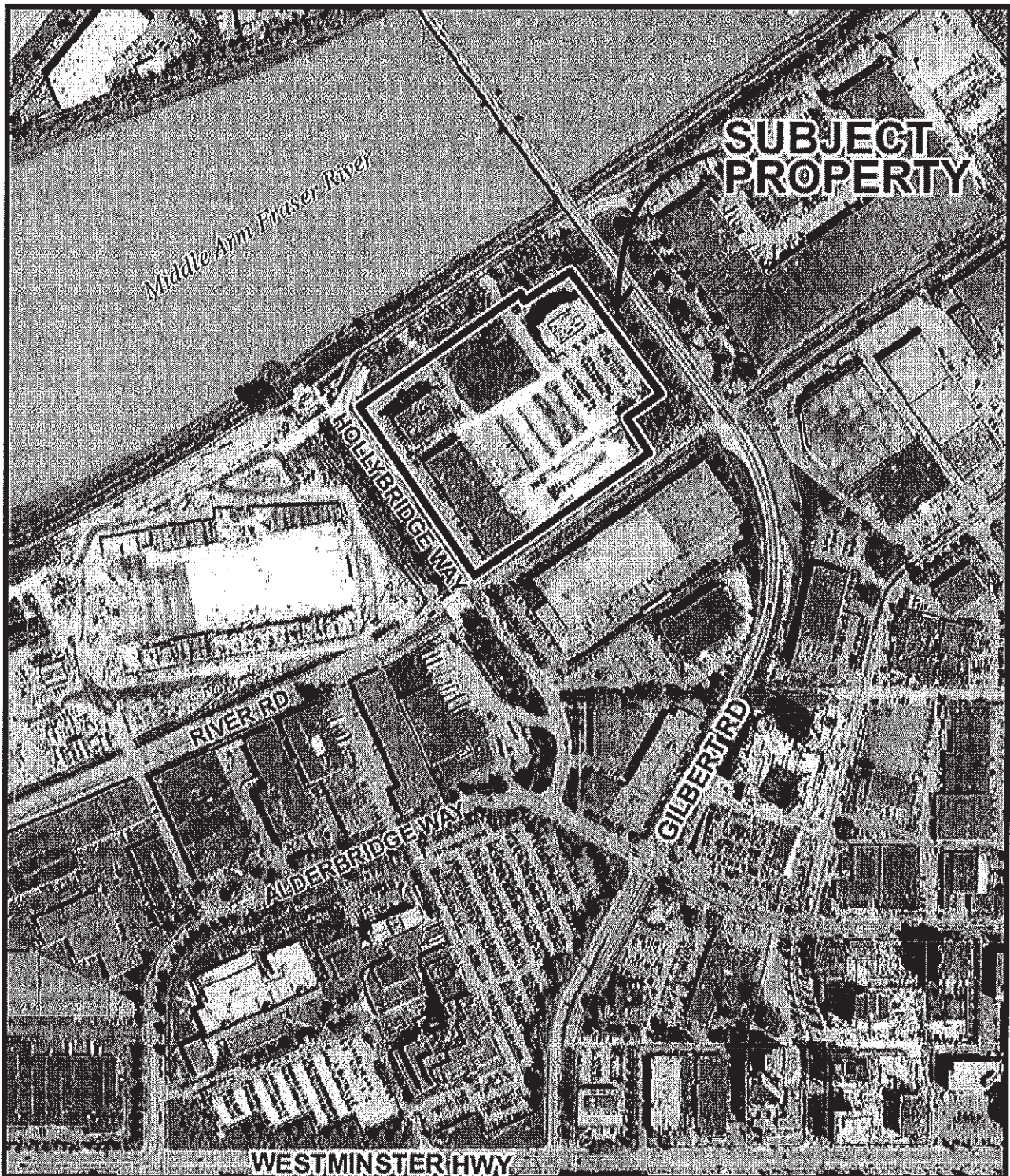
Original Date: 03/10/09  
Revision Date: 02/07/11  
Note: Dimensions are in METRES



RZ 09-460962







RZ 09-460962

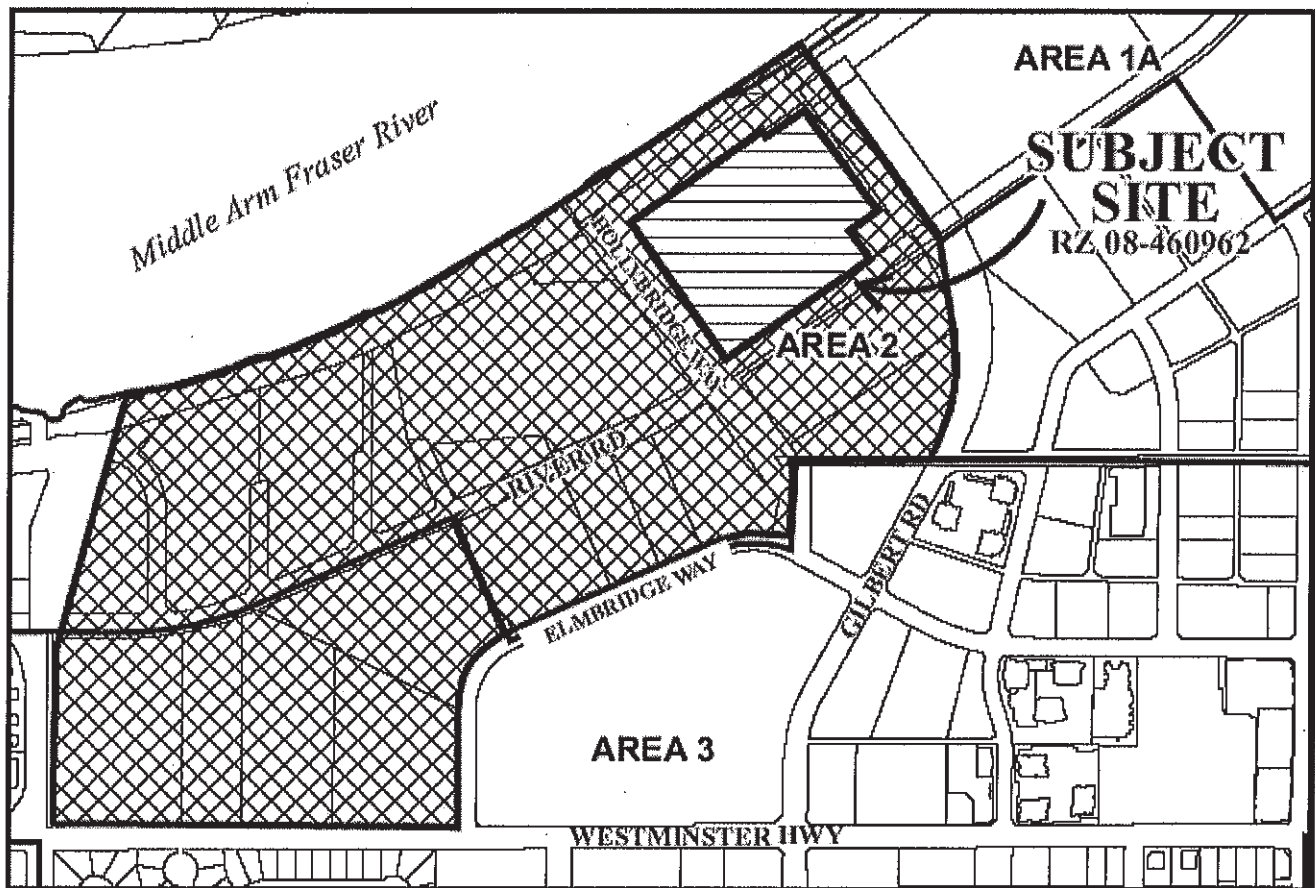
Original Date: 03/10/09

Amended Date:

Note: Dimensions are in METRES



**Attachment 3**  
Aircraft Noise Sensitive Development (ANSD) Map



### LEGEND

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

**No New Aircraft Noise Sensitive Land Uses:**

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

**AREA 1B** - New Residential Land Uses Prohibited.

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


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

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

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

**No Aircraft Noise Mitigation Requirements:**

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

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



## Aircraft Noise Sensitive Development Location Map

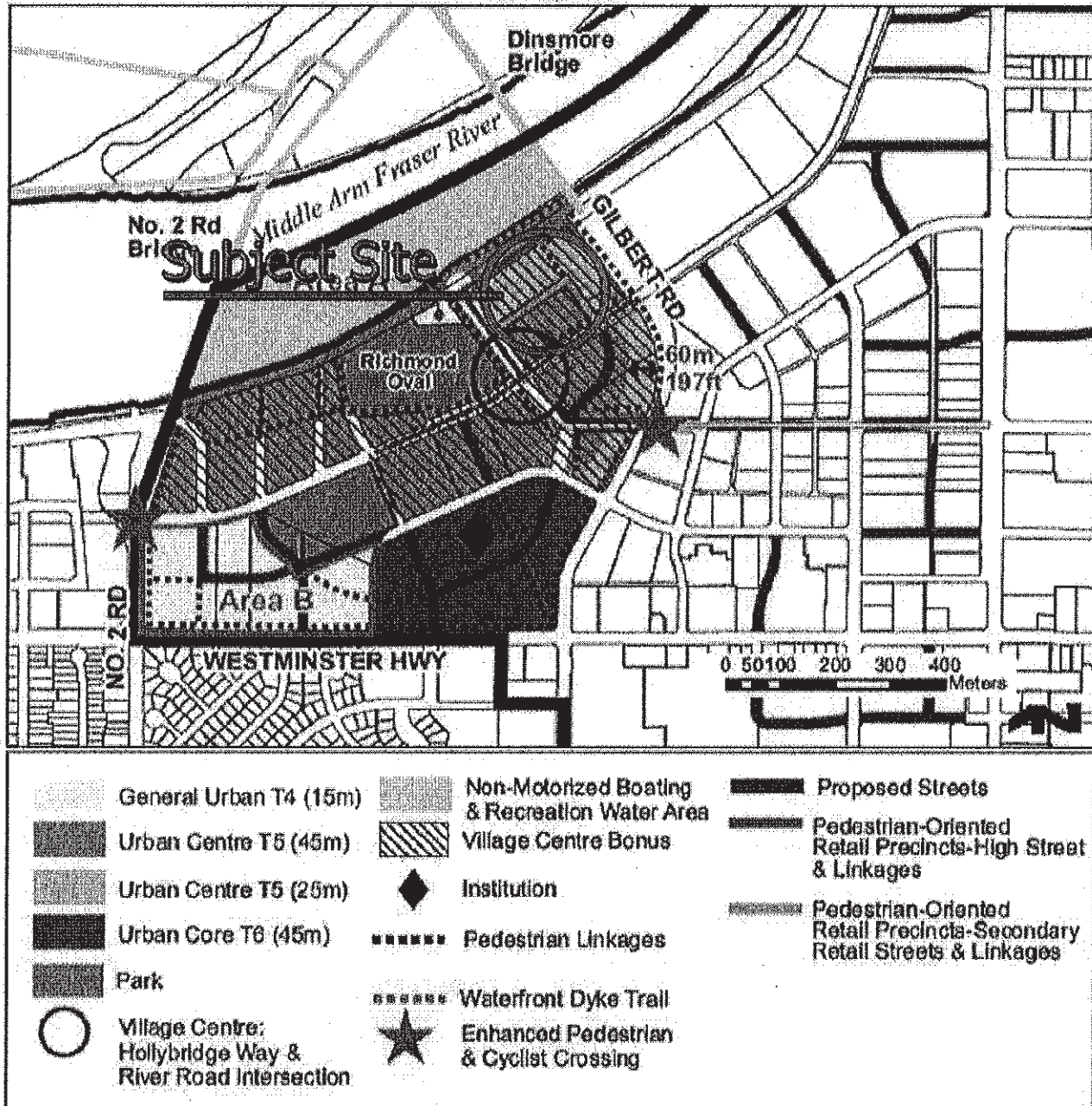
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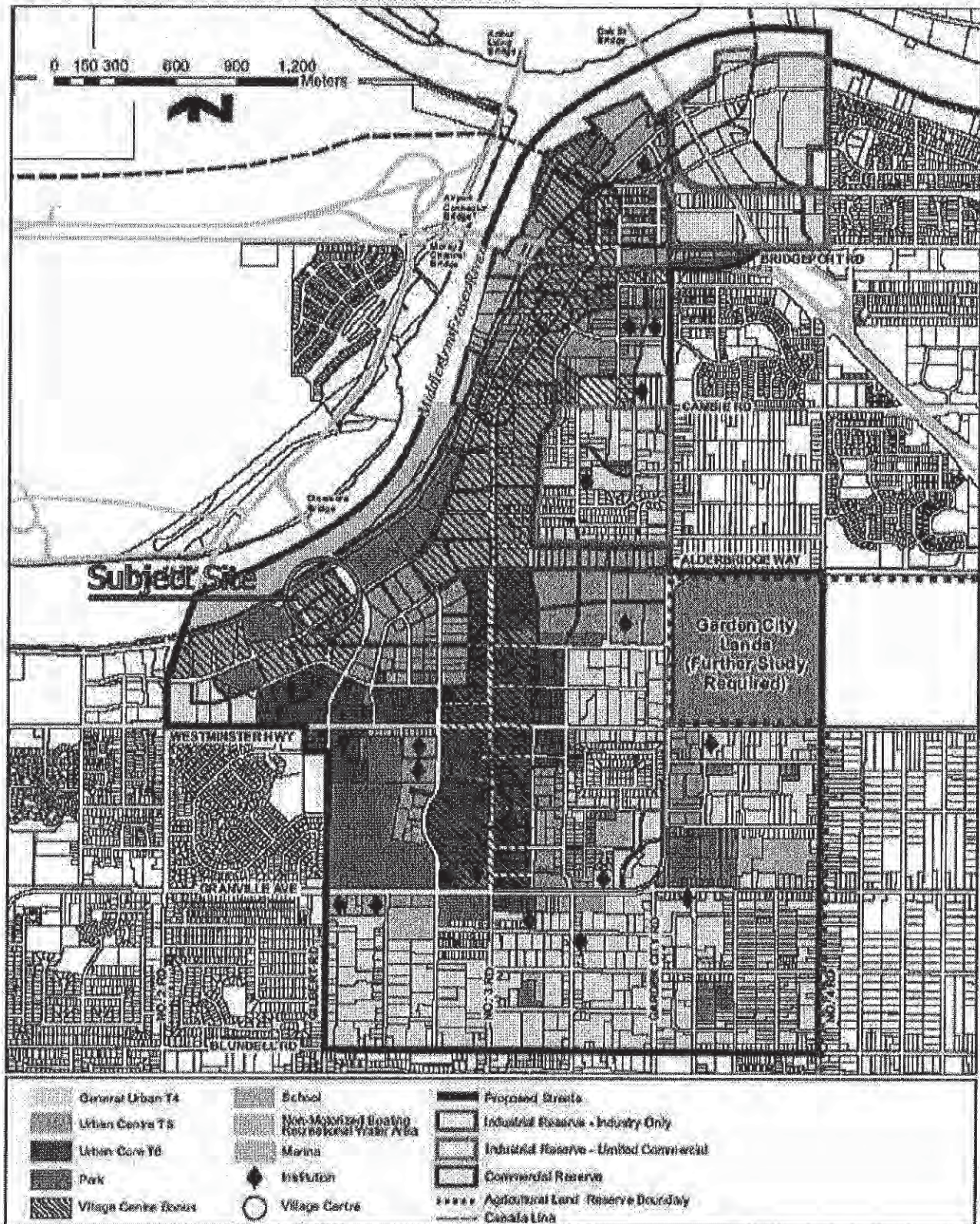


Specific Land Use Map: Oval Village (2031)





Generalized Land Use Map (2031) *Bylaws 8427 & 8518*  
2010/09/13



Original Adoption: June 19, 1995 / Plan Adoption: September 14, 2009

City Centre Area Plan M-2





# City of Richmond

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

## Development Application Data Sheet Development Applications Division

**RZ 09-460962**

Address: 5200 Hollybridge Way, 6300, 6380, 6500 & a portion of 6900 River Road, & a portion of the River Road right-of-way between Hollybridge Way and Gilbert Road

Applicant: Oval 8 Holdings Ltd. (ASPAC Developments) Owner: Oval 8 Holdings Ltd., Inc. No. BC0805724 & City of Richmond

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

Floor Area 118,083.0 m<sup>2</sup>, excluding standards zoning exclusions (e.g., parking)

	Existing	Proposed
Site Area	Existing 2 lots (ASPAC): 38,612.0 m <sup>2</sup> Part of River Road (City): 4,885.5 m <sup>2</sup> Part of 6900 River Road (City): 371.2 m <sup>2</sup> TOTAL: 43,868.7 m <sup>2</sup>	New lots (5): 39,361.0 m <sup>2</sup> Road dedication: 4,507.7 m <sup>2</sup>
Land Uses	Vacant & office building	High-rise, mixed-use over below-grade parking & public open space
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> <li>"General Urban T5 (45 m &amp; 25 m): 2 FAR max. (100% residential permitted)</li> <li>"Village Centre Bonus": 1 FAR (limited to 100% commercial)</li> <li>"Pedestrian-Oriented Retail Precincts"</li> </ul>	As per existing, EXCEPT: <ul style="list-style-type: none"> <li>"Pedestrian-Oriented Retail Precincts – Secondary Retail Streets &amp; Linkages" is removed from the riverfront, internal street, and a portion of Hollybridge Way.</li> </ul>
Aircraft Noise Sensitive Development (ANSD)	<ul style="list-style-type: none"> <li>Residential "buildable square footage (BSF)" is limited to 2/3 of total permitted.</li> <li>"Area 2": All aircraft noise sensitive uses are permitted, provided that: <ol style="list-style-type: none"> <li>ANSD covenant is registered on title;</li> <li>Acoustics report is prepared;</li> <li>Mechanical ventilation &amp; central air conditioning (or a City-approved equivalent) are provided; and</li> <li>Noise mitigation measures are satisfactorily incorporated.</li> </ol> </li> </ul>	No change: <ul style="list-style-type: none"> <li>Based on the proposed rezoning, BSF shall be calculated "bridge-to-bridge" (i.e. between No. 2 Road and Gilbert Road, north of "New" River Road): <ol style="list-style-type: none"> <li>Residential: 296,873.2 m<sup>2</sup> (65%)</li> <li>Non-residential: 161,083.6 m<sup>2</sup> (35%)</li> </ol> </li> </ul>
Zoning	<ul style="list-style-type: none"> <li>"Industrial Business Park (IB1)"</li> <li>"School &amp; Institutional Use (SI)"</li> </ul>	<ul style="list-style-type: none"> <li>"High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)", as amended by both: <ol style="list-style-type: none"> <li>Zoning Amendment Bylaw No. 8686 (ZT 09-492885) for 6051 &amp; 6071 River Road ("Lots 3 &amp; 4") regarding subdivision &amp; related changes</li> <li>Subject rezoning regarding the addition of lands east of Hollybridge Way &amp; related use, density &amp; form of development considerations</li> </ol> </li> </ul>
Number of Units	Nil	+/-944 (To be confirmed @ DP stage)

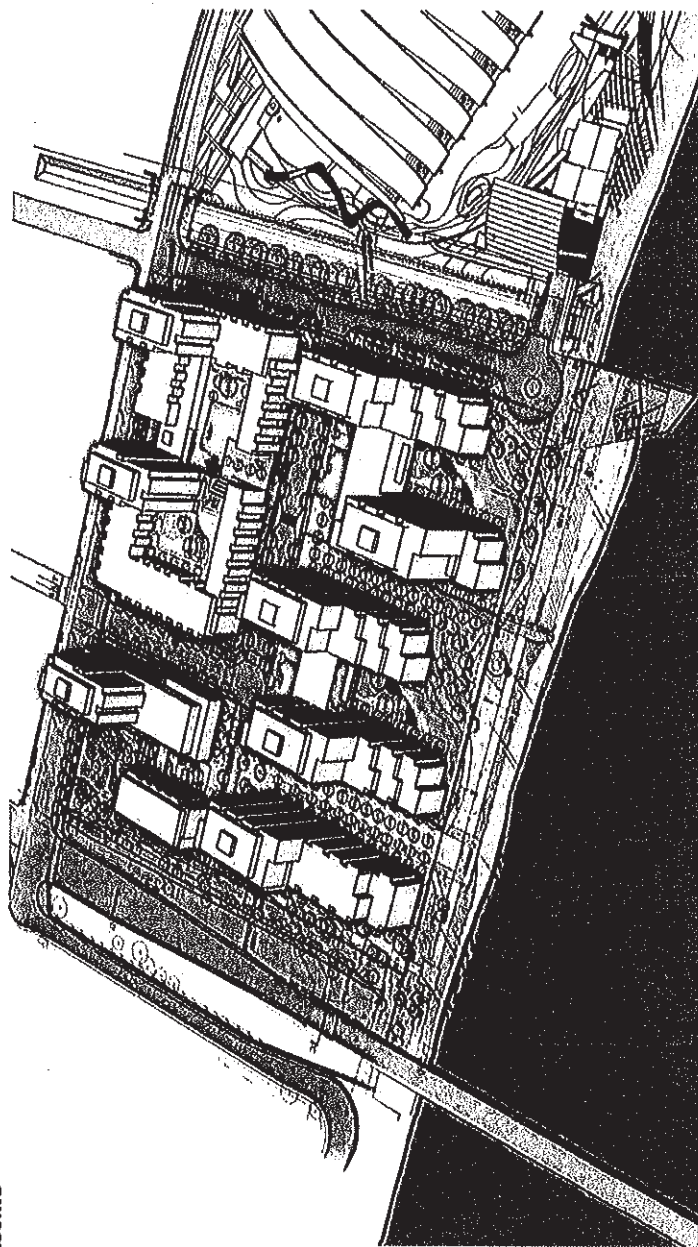
	Existing Zoning (Excluding City Land & Road)	Proposed Zoning @ Net Development Site	Variance
Floor Area Ratio	<ul style="list-style-type: none"> <li>1.2 FAR</li> </ul>	<ul style="list-style-type: none"> <li>3 FAR max., regardless of subdivision</li> </ul>	None permitted
Max. Permitted Floor Area	<ul style="list-style-type: none"> <li>Residential: Nil</li> <li>Office/light industry: 46,334.4 m<sup>2</sup></li> <li>Total: 46,334.4 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Residential: 114,821.1 m<sup>2</sup></li> <li>Commercial: 3,261.9 m<sup>2</sup></li> <li>Total: 118,083.0 m<sup>2</sup> (excluding child care)</li> </ul>	None permitted
Lot Coverage (max.)	<ul style="list-style-type: none"> <li>Buildings: 90%</li> </ul>	Buildings: <ul style="list-style-type: none"> <li>Along riverfront: 45%</li> <li>Along "new" River Road: 90%</li> </ul>	None anticipated
Setback @ Road	<ul style="list-style-type: none"> <li>3.0 m min.</li> </ul>	<ul style="list-style-type: none"> <li>3.0 m min., except this may be reduced to 0 m along the Hollybridge Way greenway, as per an approved DP</li> </ul>	None anticipated
Setback @ Side & Rear Yard	<ul style="list-style-type: none"> <li>0 m min., except 3.0 m min. is required adjacent to residential</li> </ul>	<ul style="list-style-type: none"> <li>3.0 m min.</li> </ul>	None anticipated
Height	<ul style="list-style-type: none"> <li>25 m max., except that may be increased to 35 m as per an approved DP</li> </ul>	Where a portion of a building is: <ul style="list-style-type: none"> <li>Greater than 50 m from the dike: 47 m geodetic</li> <li>50 m or less from the dike: 25 m max., except this may be increased to 47 m geodetic as per an approved DP</li> </ul>	None anticipated
Lot Size (min.)	<ul style="list-style-type: none"> <li>2,400 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>"Lot 9": 7,800 m<sup>2</sup></li> <li>"Lot 10": 8,100 m<sup>2</sup></li> <li>"Lot 11": 7,400 m<sup>2</sup></li> <li>"Lot 12": 10,000 m<sup>2</sup></li> <li>"Lot 13": 4,900 m<sup>2</sup></li> </ul>	None anticipated
Off-Street Parking	<ul style="list-style-type: none"> <li>As per Richmond Zoning Bylaw</li> </ul>	<ul style="list-style-type: none"> <li>As per Richmond Zoning Bylaw, except:               <ol style="list-style-type: none"> <li>66 commercial parking for "Lot 6" (5111 Hollybridge Way shall be provided on "Lot 12"</li> <li>Residential visitor parking required for "Lots 9, 10, 11 &amp; 13" may, in part, be located on "Lot 12" in order to facilitate its "sharing" with commercial parking for "Lot 12 &amp; 6"</li> </ol> </li> </ul>	None anticipated
Minimum Habitable Floor Elevation	As per Richmond's Flood Construction Level Bylaw: <ul style="list-style-type: none"> <li>For non-residential uses: 0.3 m min. above the crown of the fronting road</li> </ul>	Satisfies Richmond's Flood Construction Level Bylaw: <ul style="list-style-type: none"> <li>Typically 2.9 m geodetic, except 0.3 m above the crown of the fronting road for common lobbies &amp; commercial uses along Hollybridge Way</li> </ul>	None anticipated



**Attachment 7**  
**Proposed Development Concept**



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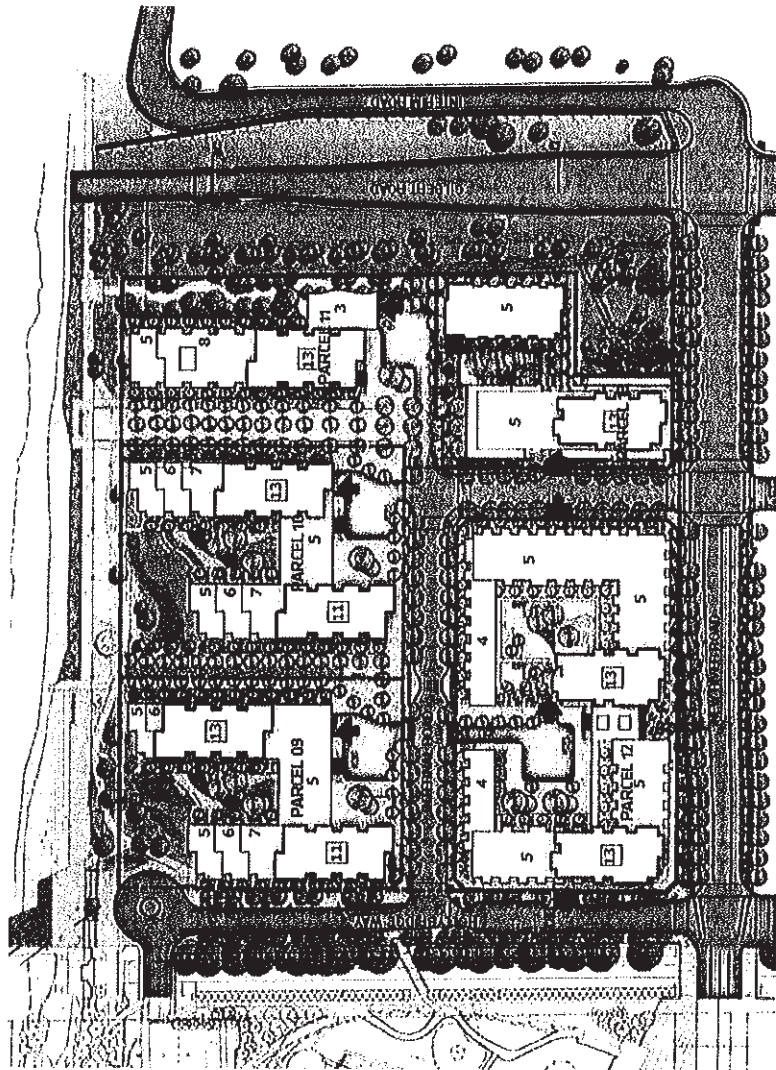


ASPAC



RIVER GREEN VILLAGE  
REZONING APPLICATION  
MARCH/APRIL, 2011





SITE PLAN



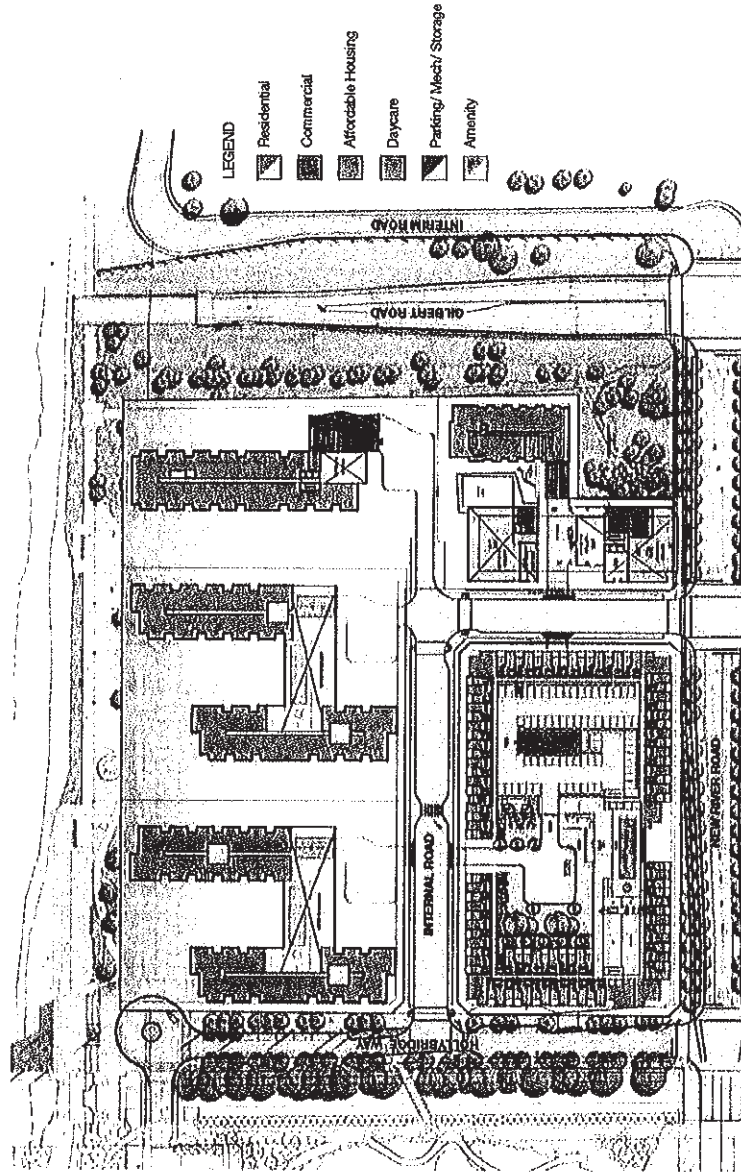
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RIVER GREEN VILLAGE  
REZONING APPLICATION  
MARCH/APRIL, 2011



L2 PLAN



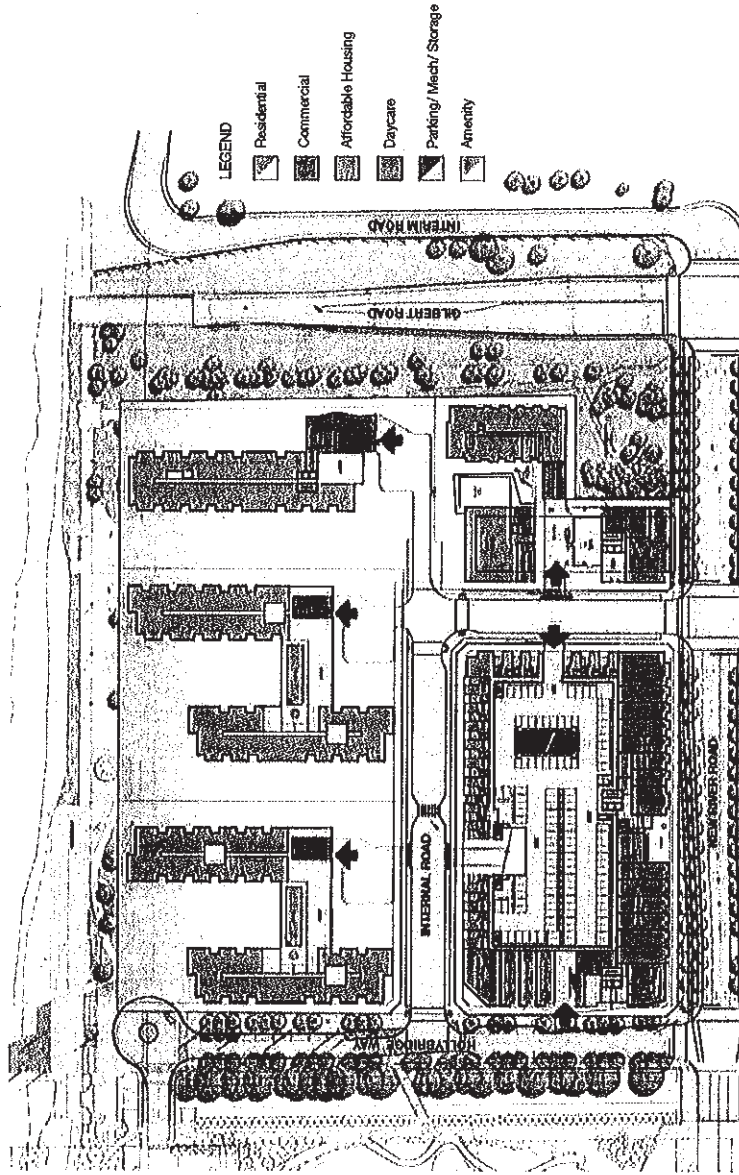
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RIVER GREEN VILLAGE  
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GROUND PLAN



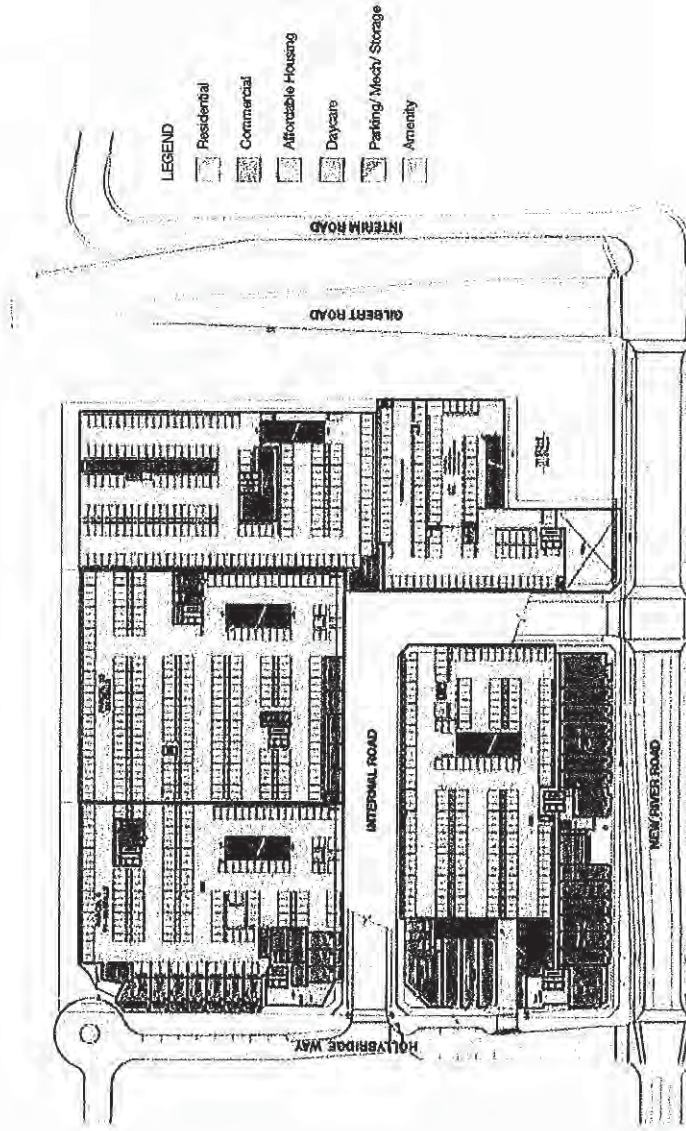
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RIVER GREEN VILLAGE  
REZONING APPLICATION  
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P1 PLAN

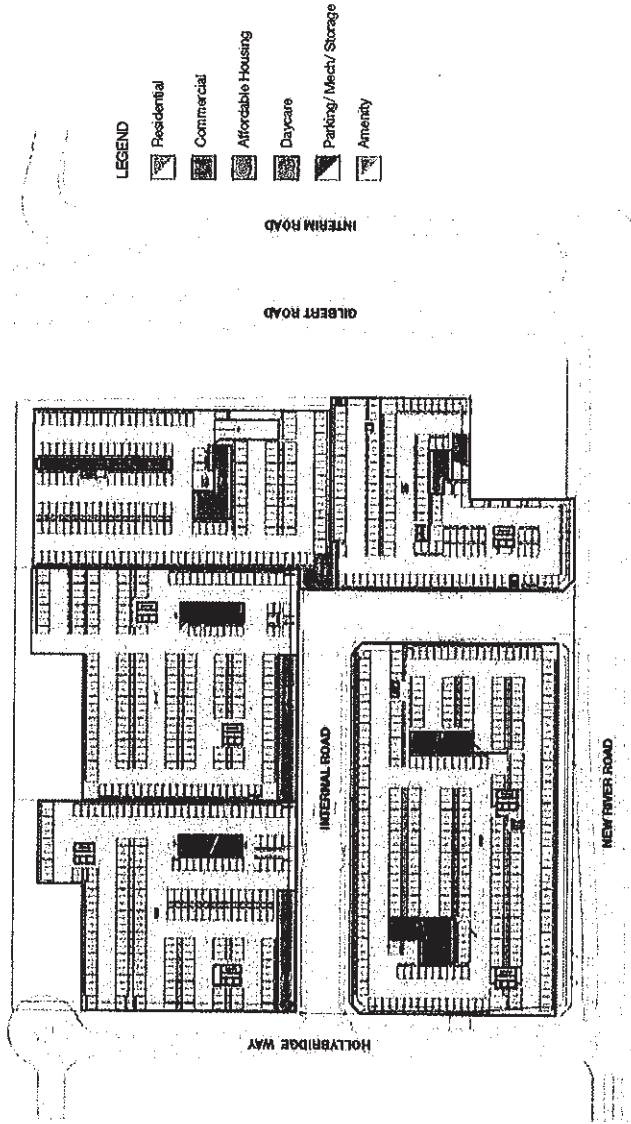


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P2 PLAN

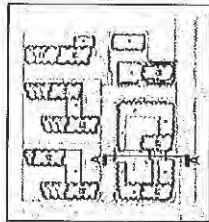


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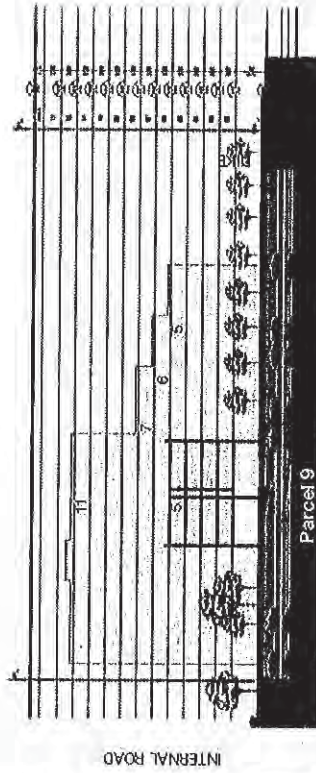
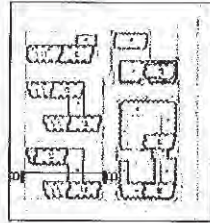
RIVER GREEN VILLAGE  
REZONING APPLICATION  
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SECTION A



SECTION B

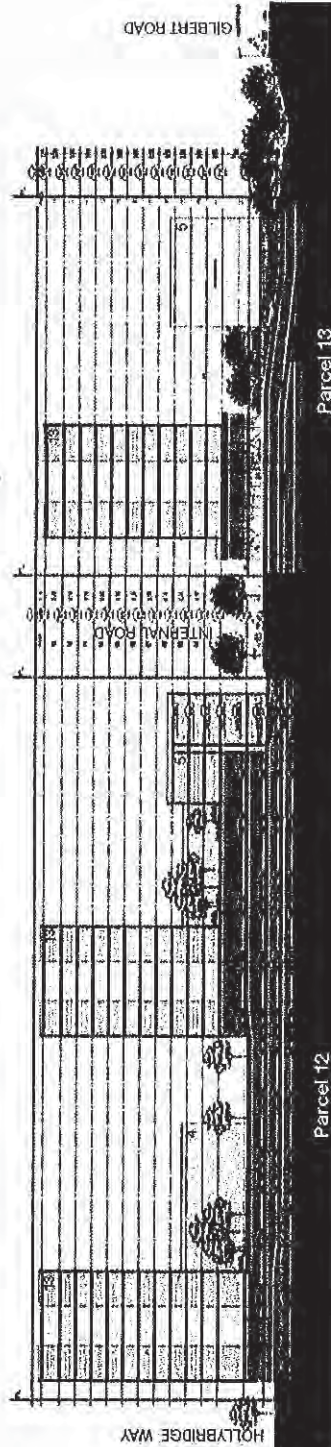
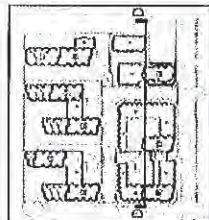


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RIVER GREEN VILLAGE  
REOPENING APPLICATION  
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SECTION D



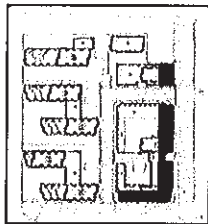
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RIVER GREEN VILLAGE  
REZONING APPLICATION  
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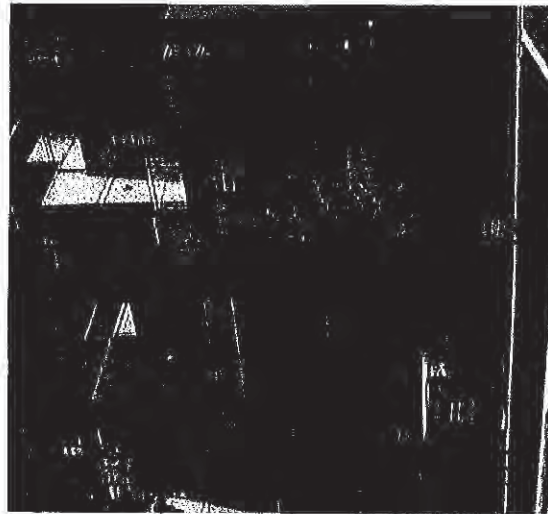
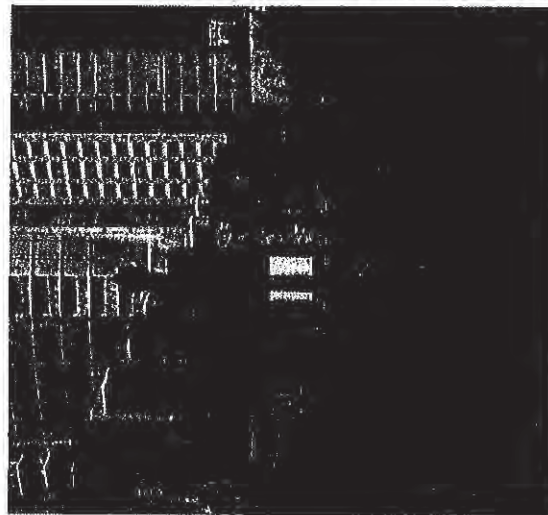
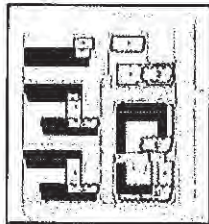
RETAIL-AT-GRADE



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RIVER GREEN VILLAGE  
REZONING APPLICATION  
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TOWNHOUSES/ GARDEN APARTEMENTS



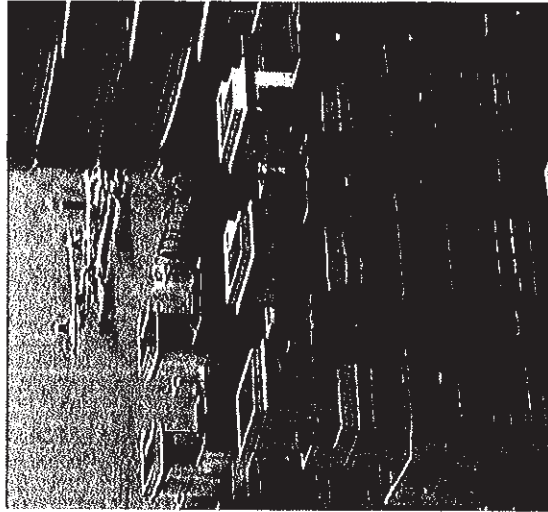
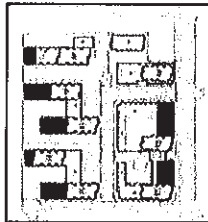
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REZONING APPLICATION  
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ROOFTOP TERRACE/ PATIO

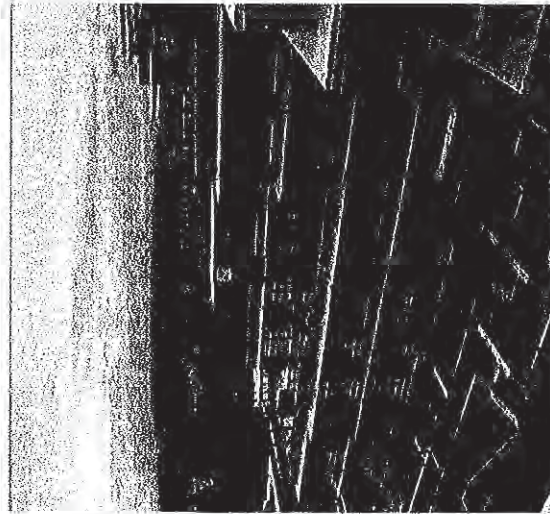
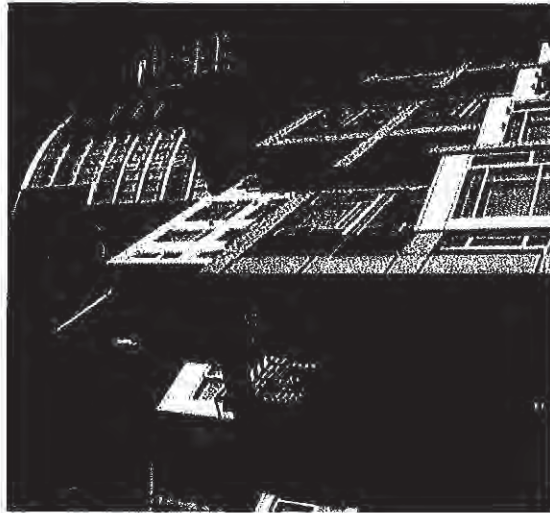
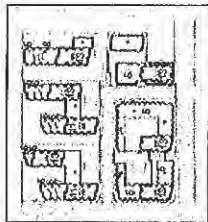


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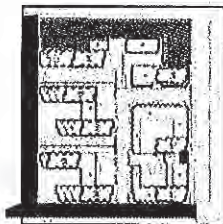
TOWERS/ STEPPED BUILDING FORM



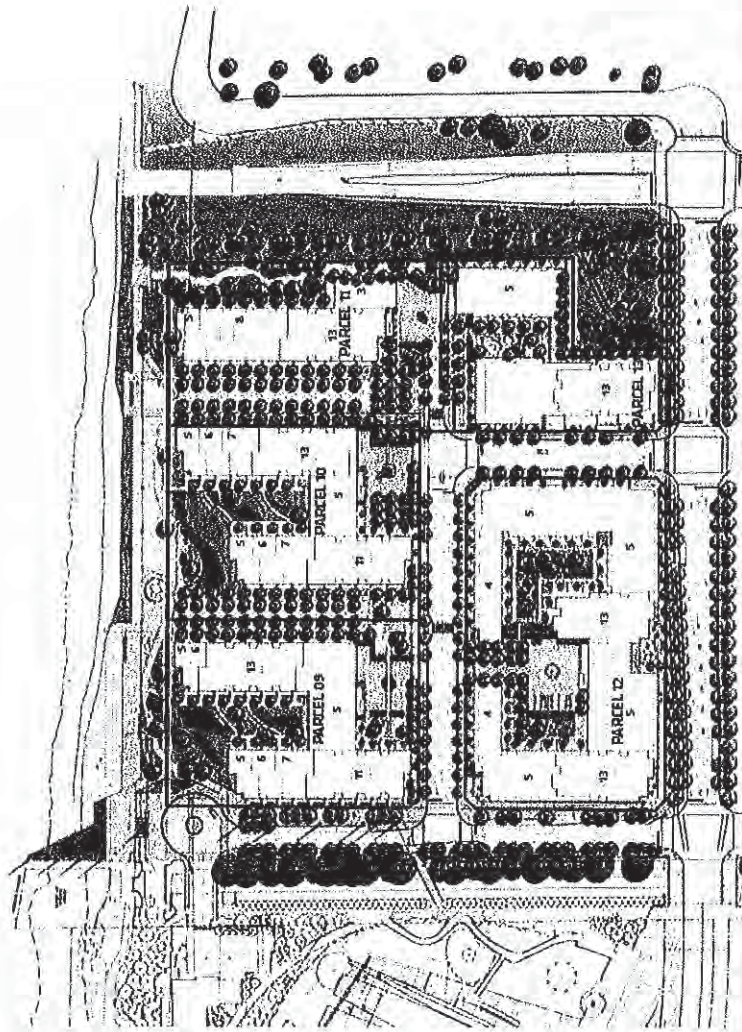
RIVER GREEN VILLAGE  
REZONING APPLICATION  
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LANDSCAPE SITE PLAN



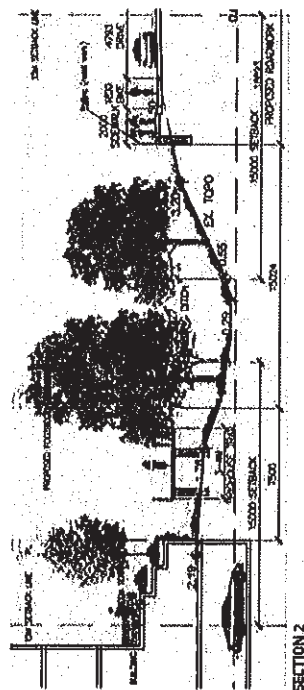
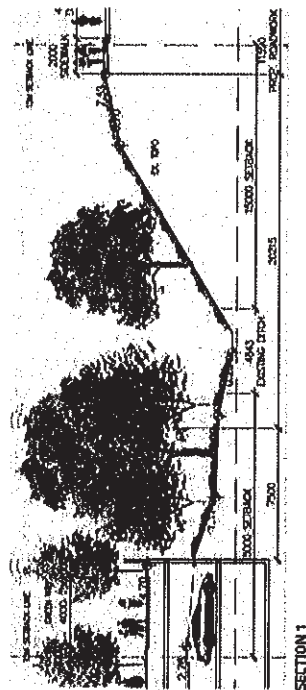
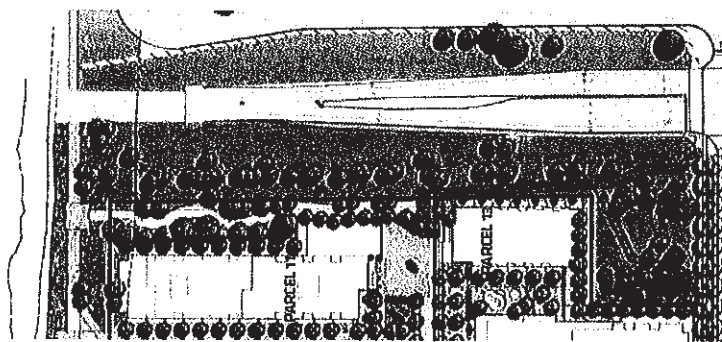
- 6500 RIVER ROAD / GILBERT PARK
- WATERFRONT PARK
- HOLLYBRIDGE WAY
- RIVER ROAD PARK PLAZA
- PUBLIC MEWS



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RIVER GREEN VILLAGE  
REZONING APPLICATION  
MARCH/APRIL, 2011

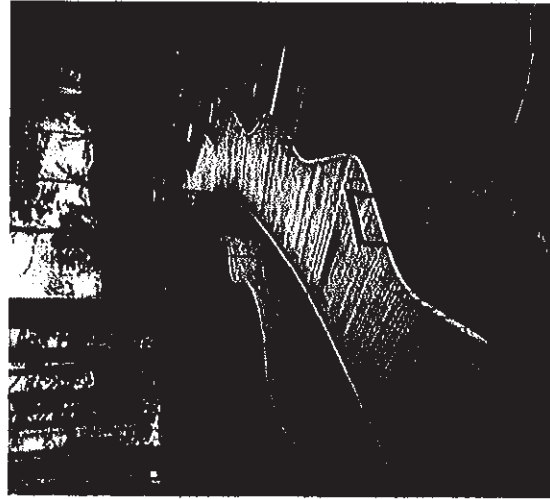
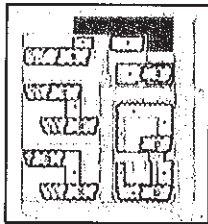



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 live green

**RIVER GREEN VILLAGE  
REZONING APPLICATION  
MARCH/APRIL, 2017**



ESA BOARDWALK

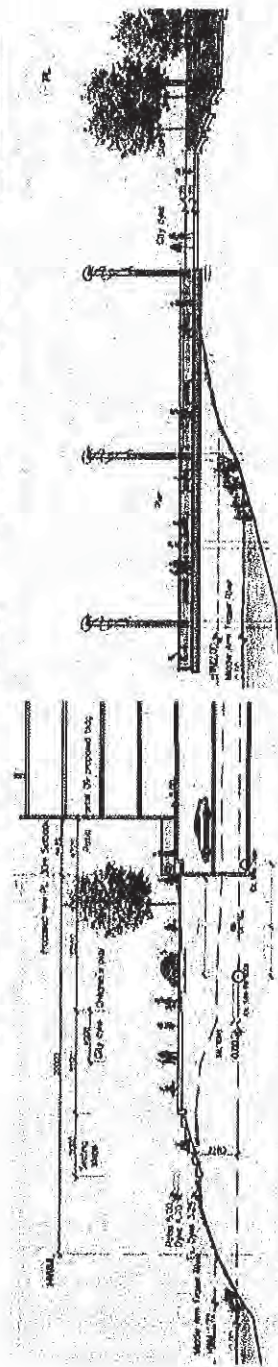
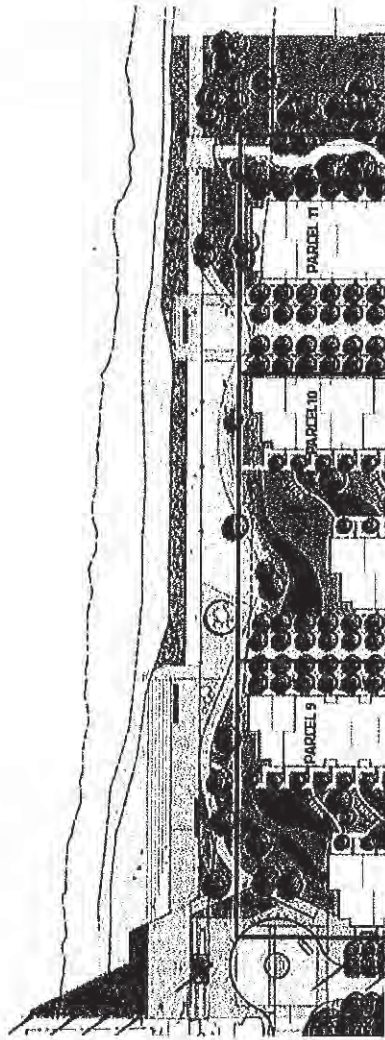
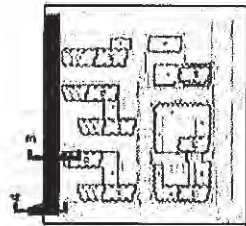


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RIVER GREEN VILLAGE  
REZONING APPLICATION  
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# WATERFRONT PARK



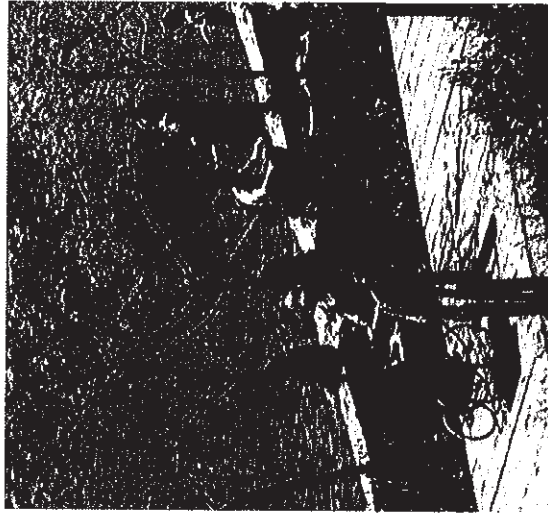
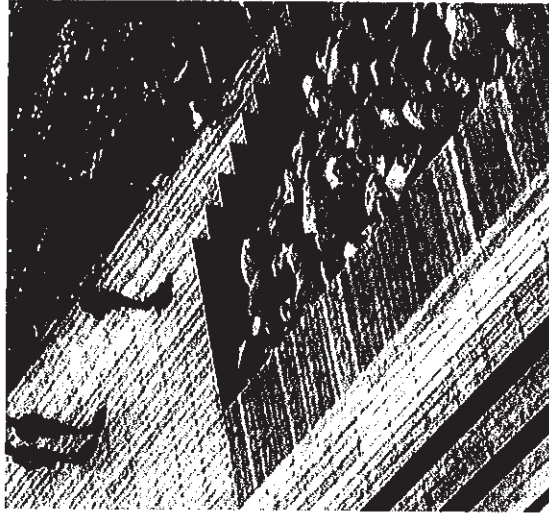
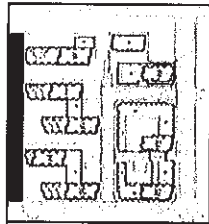
SECTION 4



RIVER GREEN VILLAGE  
REZONING APPLICATION  
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WATERFRONT PARK

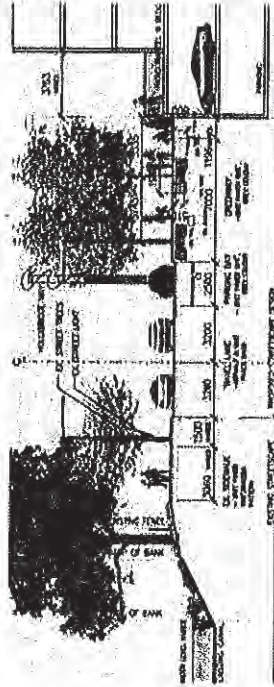
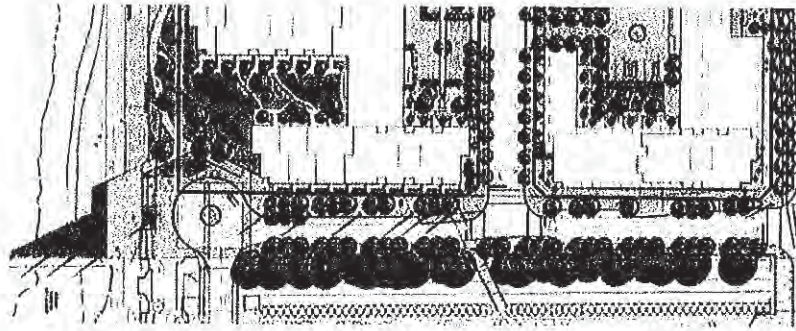
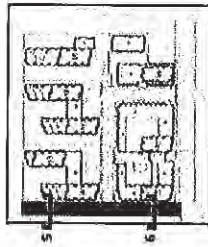


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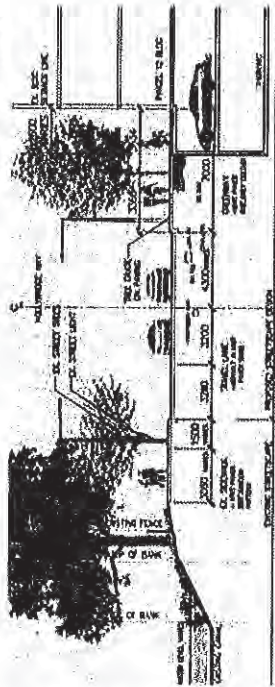


RIVER GREEN VILLAGE  
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HOLLYBRIDGE WAY



SECTION 5



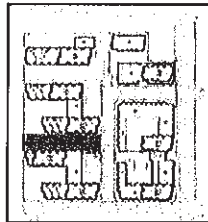
SECTION 6



RIVER GREEN VILLAGE  
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PUBLIC MEWS



ASPAC



RIVER GREEN VILLAGE  
REZONING APPLICATION  
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**Attachment 8**  
**"Proposed Phasing Plan"**

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



It was moved and seconded

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

**A. The following general considerations should be satisfied:**

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

**B. The following specific considerations should be satisfied:**

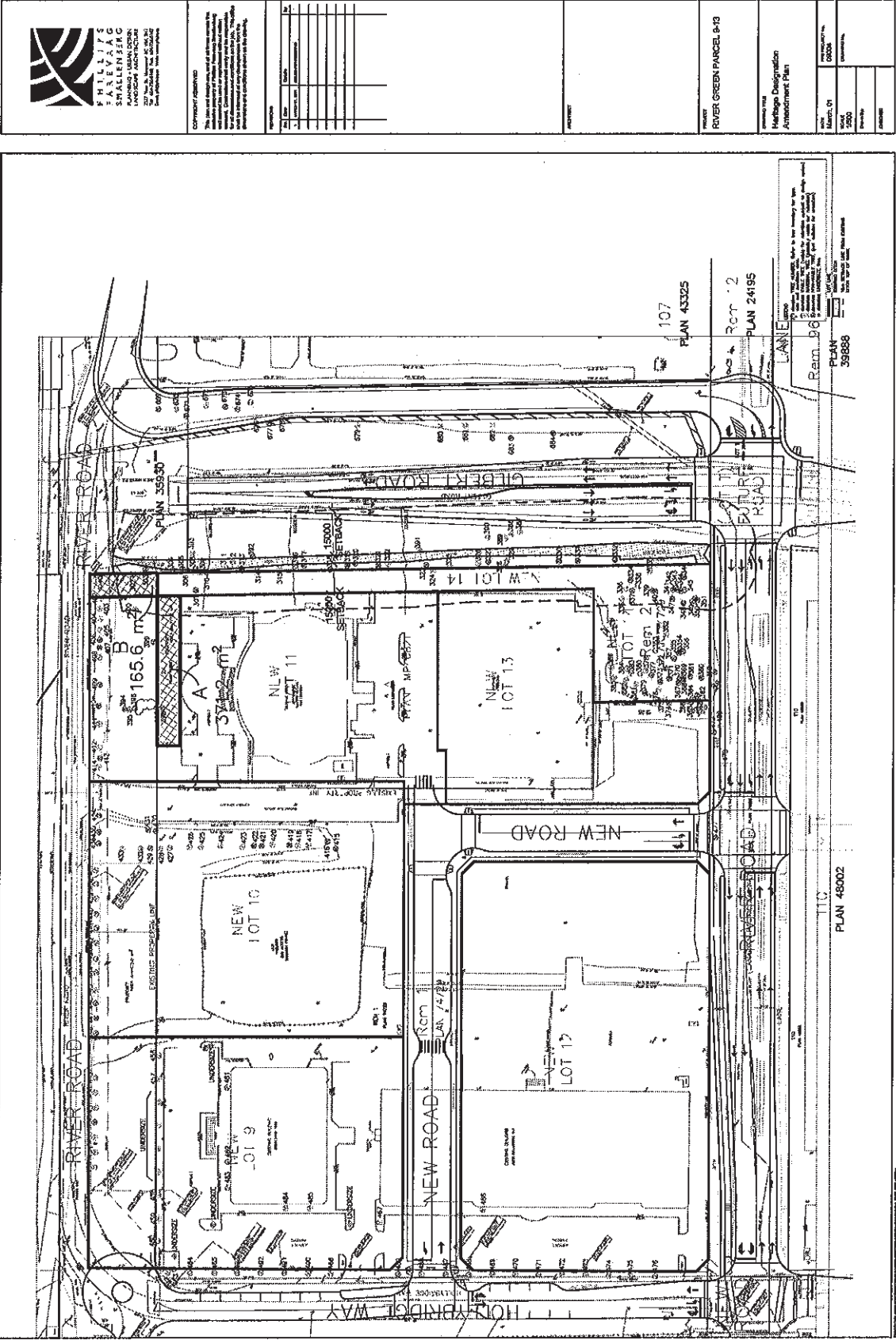
- Within the proposed riverfront park, the mature oak trees removed from River Road should be replaced with clusters of large-growing trees;
- Interpretive walks through and around the subject site should be established concurrently with development and include, among other things, at least two interpretive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

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

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

**CARRIED**

Attachment 10  
Heritage Designation Amendment Bylaw Diagram





## Rezoning Considerations

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

**RZ 09-460962**

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

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

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

- a) Council approval of the road closure and removal of dedication bylaw for the closure of a portion of existing River Road, together with the:
  - Sale of a subdivided portion of approximately 4,885.5 m<sup>2</sup> to the developer, as per the "Preliminary Land Disposition Plan". **(Schedule A)** The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on the primary business terms approved by Council, including the developer's release of leasehold interest in "Lot 5" (6091 River Road) and 200 parking spaces secured beneath the Richmond Oval in favour of "Lot 5" and "Lot 6" (5111 Hollybridge Way) by way of legal agreements registered on title, as per the "Land Reference Plan". **(Schedule B)** The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. Note that the combined total area of the closed portion of River Road and a portion of 6900 River Road transferred to the developer is intended to equal that of 6091 River Road ("Lot 5"), as per the "Land Reference Plan". **(Schedule B)** All costs associated with the purchase and sales agreement, including all surveys and the transaction costs themselves, shall be borne by the developer, with the exception of any Property Transfer Tax payable by the City in regard to its purchase of "Lot 5".
  - Consolidation of a subdivided portion of approximately 165.3 m<sup>2</sup> with the City-owned lot at 6900 River Road, as per the "Preliminary Land Disposition Plan". **(Schedule A)** All costs associated with the purchase and sales agreement, and the transaction costs themselves, shall be borne by the developer, including all surveys.
- b) Council approval of the subdivision of a portion of 6900 River Road and sale of a subdivided portion of approximately 371.2 m<sup>2</sup> to the developer, as per the "Preliminary Land Disposition Plan". **(Schedule A)** The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on the primary business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. Note that the combined total area of the closed portion of River Road and the portion of 6900 River Road transferred to the developer is intended to equal that of 6091 River Road ("Lot 5"), as per the "Land Reference Plan". **(Schedule B)** All costs associated with the purchase and sales agreement, and the transaction costs themselves, shall be borne by the developer, including all surveys.
- c) Dedication of the following City-owned lot at the former railway crossing of Gilbert Road as road as per the "Preliminary Land Disposition Plan". **(Schedule A)** All costs associated with the dedication shall be borne by the developer, including all surveys.

PID 007-265-611

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

**PH - 134**



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

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

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

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

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

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



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

The right-of-way shall provide for:

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

- iii. The design, construction, and maintenance of the right-of-way and all associated liability shall be the responsibility of the owner, to the satisfaction of the City; and
- h) Registration of statutory right-of-ways and/or alternate legal agreement(s) to the satisfaction of the City to accommodate the interim off-site parking needs of "Lot 6", as per the "Land Reference Plan". **(Schedule B)** As a result of the developer's release of its interest in parking beneath the Richmond Oval, 66 parking spaces must be secured on an interim basis within the subject site in favour of "Lot 6", until such time that 66 parking spaces are provided on a permanent basis for this purpose as part of the developer's construction of "Lot 12" (as per "On-Site Parking and Loading", Richmond Zoning Amendment Bylaw No. 8702). More specifically, on an interim basis (i.e. until parking is secured on "Lot 12" in favour of "Lot 6" to the satisfaction of the City), right-of-ways and/or alternate legal agreement(s) must be registered on title, to the satisfaction of the Director of transportation and Director, Development, to:
- Secure 66 non-accessory parking spaces on some combination of "Lot 10", "Lot 11", and/or "Lot 13" in favour of "Lot 6"; and
  - Provide for the periodic redistribution of the required 66 non-accessory parking spaces among "Lot 10", "Lot 11", and/or "Lot 13", provided that any such redistribution is pre-approved by the Director, Transportation.
- i) Registration of a restrictive covenant and/or alternate legal agreement(s), to the satisfaction of the City, on title to "Lot 10", as per the "Preliminary Subdivision Plan" **(Schedule C)**, restricting the combined total area of non-accessory parking (as defined by the Richmond Zoning Bylaw), including parking spaces and related vehicle/pedestrian circulation and access, to a maximum area equal to 30% of the lot area. (Note that this covenant can be released when non-accessory parking secured in favour of "Lot 6" is provided on "Lot 12", to the satisfaction of the City.)
- j) The owner entering into legal agreement(s), to the satisfaction of the Director of Development, Director of Engineering, Director of Sustainability, Senior Manager, Parks, Director, Transportation, and/or others as required, securing the following:
- Development Permit\* Application: "No development" will be permitted on "Lot 9", "Lot 10", "Lot 11", "Lot 12", or "Lot 13", as per the "Preliminary Subdivision Plan" **(Schedule C)**, until the developer, on a lot-by-lot basis, submits a Development Permit\* application, and the processing of which is completed to a level deemed acceptable by the Director of Development.
  - ESA Development Permit\* Application: "No development" will be permitted on "Lot 9", "Lot 10", "Lot 11", or "Lot 13", as per the "Preliminary Subdivision Plan" **(Schedule C)**, restricting Development Permit\* approval until the developer, on a lot-by-lot basis, submits an Environmentally Sensitive Area (ESA) Development Permit\* application in compliance with the "Environmental Conservation Plan" (prepared to the satisfaction of the City as per the "Environmental Terms of Reference", **Schedule J**) and completed to a level deemed acceptable by the Director of Development.

The development of "Lot 9", "Lot 10", "Lot 11", and "Lot 13" are anticipated to have impacts on ESA-designated areas as a direct result of development and/or due to requirements associated with these developments for the developer to enter into Servicing Agreements\* with the City to undertake park construction, environmental enhancement, heritage interpretation, or other works within ESA-designated areas. Any and all land altering activities on and around the foreshore and the City-owned, ESA-designated lot at 6900 River Road that could pose a risk to the health or viability of environmentally sensitive resources (e.g., significant trees, fish habitat), must be authorized in advance by an Environmentally Sensitive Area (ESA) Development Permit\* (ESA-DP\*), including "tree survival" and/or other security, legal agreements, approval by outside agencies (e.g., Department of Fisheries and Oceans with regard to the foreshore and designated 15 m RMA) and/or other considerations as determined to the satisfaction of the City. This may include, but it not limited to, the submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring



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

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

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

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

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

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



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

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

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

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



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

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



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

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

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

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



- ii. The required minimum floor area of the affordable housing facility shall be 3,943.6 m<sup>2</sup>, including the net floor area of the affordable housing units, circulation, and ancillary uses intended for the exclusive use of the affordable housing occupants, but excluding areas not intended for the exclusive use of the affordable housing occupants, indoor amenity space, garbage/recycling/loading areas, and floor area not included in the calculation of floor area ratio (FAR);
- iii. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

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

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

- iv. Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit\* approval):
  - Enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided as per OCP and CCAP policy as part of the market-residential development located on "Lot 13"; or
  - At the discretion of the developer, have exclusive use of indoor and outdoor amenities provided as per OCP and CCAP policy within and around the affordable housing facility, the floor area of which amenities shall be in addition to the required minimum floor area of the affordable housing facility (i.e. over and above 3,943.6 m<sup>2</sup>);
- v. Parking intended for the exclusive use of the affordable housing occupants will be provided as per Richmond's Zoning Bylaw, located in a shared parking structure on "Lot 13", and secured via legal agreements to the satisfaction of the City;
- vi. The affordable housing facility, related uses (e.g., parking), and associated landscaped areas shall be completed to a turnkey level of finish at the sole cost of the developer, to the satisfaction of the Director of Development and Manager, Community Social Development; and
- vii. "Final Building Inspection" permitting occupancy for any building on "Lot 13" shall not be granted until the affordable housing facility is constructed and has received "Final Building Inspection" permitting occupancy.

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

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

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



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

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



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

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

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



- **Storm Sewer Upgrades:** According to the developer's analysis, the existing storm infrastructures on the development's frontages (i.e., Hollybridge Way, former CP Rail corridor, Gilbert Road, and existing River Road) do not have capacity under the "Existing + In-stream + Proposed Development" condition, "Interim" and Official Community Plan (OCP) scenario and cannot be used for the proposed site. The City agrees with the developer's proposal to upgrade the existing storm infrastructures on the proposed site's frontages as follows:
    - i) Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of existing River Road and Hollybridge Way (manhole D1 in the analysis) to 205 meters southeast along Hollybridge Way (manhole D4).
    - ii) Upgrade the existing ditch to 1500mm diameter storm main from junction of Hollybridge Way and CP Rail ROW (manhole D4) to 80 meters northeast along proposed new River Road (manhole D5).
    - iii) Upgrade the existing ditch to 1200mm diameter storm main from manhole D5 to 222 meters northeast along proposed new River Road (manhole D8 at junction of Gilbert Road).
    - iv) Provide a 900mm diameter storm main along the east property line of Gilbert Road from manhole D8 at junction of proposed new River Road and Gilbert Road to 208 meters northwest at junction of existing River road and Gilbert Road (manhole D11).
  - **Water System Upgrades:** Using the Official Community Plan (OCP) 2021 Maximum Daily Model, there is 399 L/s available at 20 psi residual. Based on the developer's proposed rezoning, the subject site requires a minimum fire flow of 230 L/s. Once the building design is confirmed at Building Permit stage, the developer must submit fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey, to confirm that there is adequate available flow.
  - **Service Connections:** Service connections for the development site are to be included in the SA design drawing set.
  - **Encroachments:** Registration of rights-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA review and approval process, to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.
  - **Undergrounding of Overhead Utilities:** As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line located within the "new" River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within "new" River Road to accommodate the undergrounding of private utilities, to the satisfaction of the City. (No DCC credits are applicable.)
- Note:** As a result of possible conflict(s) between the developer's construction of "new" River Road and the existing pole line and/or related issues, the existing pole line may require undergrounding or relocation. The cost of such undergrounding or pole relocation shall not be borne by the developer.
- b) **Transportation SA Requirements:** All transportation improvements identified in the Transportation Impact Analysis (TIA) are to be addressed via the Servicing Agreement\* process for this development. A City-approved "Preliminary Functional Roads Plan" is attached. (**Schedule F**) Complete and detailed road and traffic management design is subject to final functional design approval by the Director of Transportation. Transportation-related Servicing Agreement\* works will include, but are not limited to the following:
- **New River Road (between Gilbert Road and Hollybridge Way):** The scope of work includes the construction of a new roadway along the south development frontage between Gilbert Road and Hollybridge Way (including the two end intersections and a mid-block intersection). This road is to be built to an elevation of 2.9 m geodetic (maximum grade of 5%). The developer is responsible for building this roadway from the development frontage to the curb on the south side of the road inclusive. This roadway is to be completed as part of Phase 1 of the development and prior to "Final Building Permit Inspection" granting occupancy for "Lot 12". DCC credits are available for road works within the dedicated road right-of-way as defined in the City DCC Program. This new road



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

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

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

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



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

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

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

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

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



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



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

- i) The overall scope of work shall include the construction of a cul-de-sac at the north end of Hollybridge Way, and the narrowing of the pavement to provide parking only on one side of the road (requiring the relocation of the east curb). The existing west curb shall be maintained. For the north section, two traffic lanes (each at 3.2m wide) shall be maintained with a parking lane (at 2.5m wide) provided on the east side of the road. For the south section, two traffic lanes (3.2m wide each) shall be maintained and parking (at 2.5m wide) shall be accommodated on the west side of the road. A parking bay (at 2.5m wide), with a minimum capacity for three vehicles, shall be provided on the east side of the road north of the driveway to "Lot 12".
  - ii) At the new River Road/Hollybridge Way intersection, the lane configuration of the north approach shall consist of a northbound receiving lane, a southbound left turn lane, and a southbound right turn/through lane.
  - iii) At the Hollybridge Way/internal road intersection, the north and south approaches shall consist of a single northbound lane and a single southbound lane.
  - iv) The frontage improvements shall include the provision of a 7.0 m greenway connecting new River Road and the dike park system on the east side of Hollybridge Way along the development's frontage (i.e. "Lot 12" and "Lot 9"). The alignment of the greenway shall be relatively straight and exclude elements that are not intended primarily for pedestrian/greenway purposes (e.g., parking spaces, driveway ramp, and fire truck staging pad). The issues pertaining to the impacts of the greenway on the building and associated setback along Parcel 12 shall be dealt with as part of the DP\* and related SA\* processes.
  - v) Vehicle access to the subject development along the Hollybridge Way development frontage is restricted to the internal road and 1 driveway at "Lot 12". No driveway shall be permitted at "Lot 9". Note that the road design must provide for continued vehicle to "Lot 6" (5111 Hollybridge Way).
  - vi) Accommodation must be made, to the satisfaction of Richmond Fire Rescue, for a firetruck staging pad on the east side of Hollybridge Way, immediately north of the internal road. The pad is intended to satisfy Richmond Fire Rescue requirements with regard to "Lot 6" (5111 Hollybridge Way). The pad should be designed to appear as part of the sidewalk, but must be kept 100% clear of trees, furnishings, and other features required as part of the greenway. As such, the firetruck staging pad must not encroach into the required 7.0 m minimum width of the greenway.
- Traffic Signals: Three intersections along the new River Road development frontage shall be constructed and signalized (at Gilbert Road, internal road and Hollybridge Way). The full construction of these traffic control devices by the developer shall be secured prior to Rezoning adoption, and constructed prior to "Final Building Permit Inspection" granting occupancy for Phase 1 of the development ("Lot 12"). (DCC credits shall apply.) The traffic signal requirements shall include, but are not limited to the following elements:
    - i) Property dedication, with the exact dimensions (minimum 4m x 4m) to be confirmed through the SA process, for the placement of traffic controller cabinet and other traffic signal equipment.
    - ii) Traffic signal poles, concrete bases, conduit, junction boxes, cable, traffic signal displays, vehicle detection devices, accessible pedestrian signals, illuminated street name signs, and installation of new communications conduit and cable.
  - Transit Amenities: The developer shall provide a City Centre-style transit shelter (estimated cost: \$22,000) to be installed along the development's new River Road frontage. The City in consultation with Coast Mountain Bus Company shall determine the exact location of the transit shelter. **PH 150**

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

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

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

**Note:**

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

***Signed copy on file***

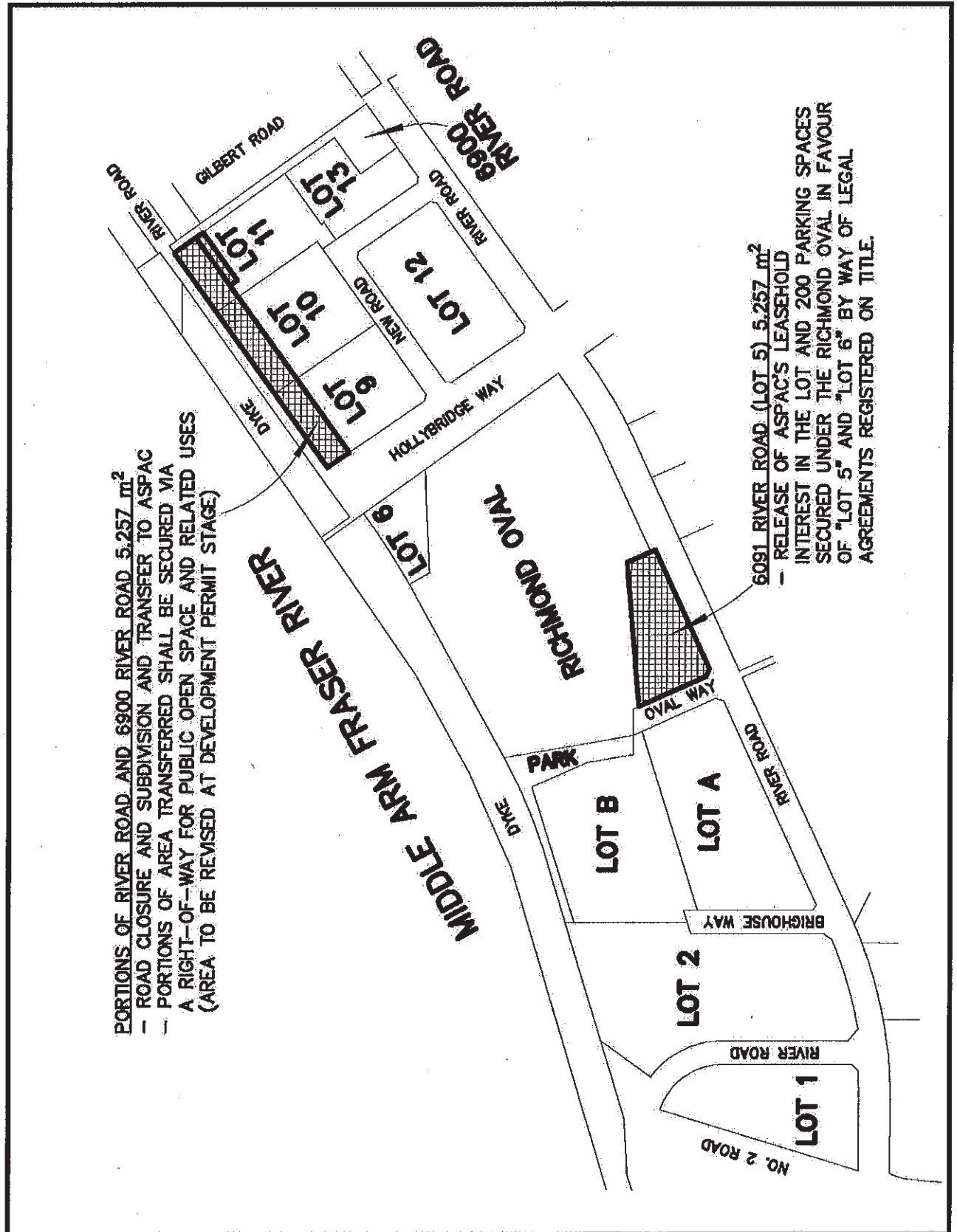
\_\_\_\_\_  
Signed by the Developer

\_\_\_\_\_  
Date





# SCHEDULE B "LAND REFERENCE PLAN"





**SCHEDULE C "PRELIMINARY SUBDIVISION PLAN"**

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

B06S: 926.015

FOR DISCUSSION PURPOSES ONLY

**LEGEND**

SCALE 1:750

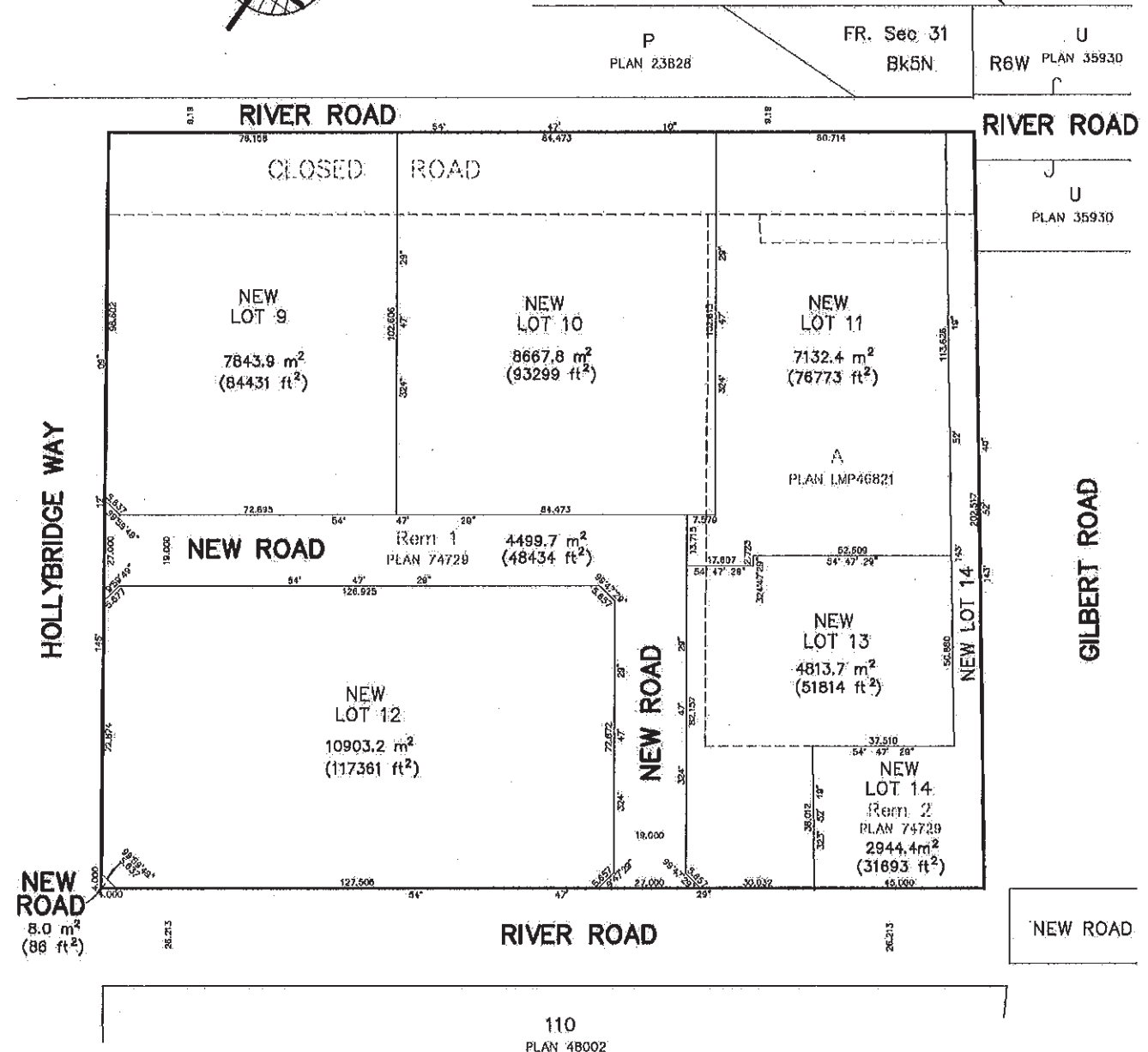


ALL DISTANCES ARE IN METRES.



**MIDDLE ARM FRASER RIVER**

ORIGINAL BOUNDARY ACCORDING TO CROWN GRANT AND PLAN 23928



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CADRIS: 15711-RZ-SCHEDULE-C-DWG

R-11-15711-SCH-C

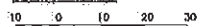
TOTAL AREA OF ROAD DEDICATION ON THIS PLAN IS 4507.7 m² (48520 ft²)

DATE: MARCH 17, 2011

FOR DISCUSSION PURPOSES ONLY

### LEGEND

SCALE 1:750



ALL DISTANCES ARE IN METRES.



MIDDLE ARM FRASER RIVER

ORIGINAL BOUNDARY ACCORDING TO CROWN GRANT AND PLAN 238284

P  
PLAN 23828

FR. Sec 31  
Bk5N

U  
R6W PLAN 35930

# RIVER ROAD

RIVER ROAD

NEW  
LOT 9

NEW  
LOT 10

NEW  
LOT 11

### D.1

C

NEW ROAD

Rem 1 4489.7 m<sup>2</sup>  
PLAN 74729 (48434 ft<sup>2</sup>)

D.1

NEW  
LOT 13

NEW  
LOT 12  
10903.2 m<sup>2</sup>  
(117361 ft<sup>2</sup>)

## D.2

38.012  
52° 19'

6900  
RIVER  
ROAD

NEW  
ROAD

RIVER ROAD

NEW ROAD.

110

PLAN 48002

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MATSON PECK & TOPLISS  
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RICHMOND, B.C., V7A 5H7  
PH: 604-270-8331  
FAX: 604-270-4137  
CADRES 19711-R2-SCHEDULE-D-0-1.0W0

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

TOTAL AREA OF ROAD DEDICATION ON THIS PLAN IS 4507.7 m<sup>2</sup> (48520 ft<sup>2</sup>)

DATE: APRIL 7, 2011



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

**Purpose**

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

**1. City Public Park & Open Space Priorities**

- a) No Net Loss – An area equal to the area of the proposed closed portion of River Road and portion of 6900 River Road transferred to the developer (5,257 m<sup>2</sup> in total) must be provided for publicly accessible and programmable open space:
  - Located in view of the City-owned waterfront park and designed to provide a seamless extension of that public park space in form of significant adjoining spaces and pedestrian linkages (i.e. linkages must be a minimum of 10 m wide and not shared by cars);
  - Exclusive of semi-public spaces (e.g., pathways required for residential or commercial access) or public open spaces that the developer would otherwise have been required to provide (e.g., designated greenways routes);
  - Secured in the form of statutory rights-of-ways (SRW) registered on the developer's net development parcels and providing for, among other things, unrestricted 24-hour/day public open space use and enjoyment, bylaw enforcement, and required emergency and City service access; and
  - Designed, constructed, and maintained at the sole cost of the developer, including all associated liability, to the satisfaction of the City.
- b) Waterfront Park – The riverfront public open space associated with the subject development is intended to be one of several unique, yet complementary, public spaces making up the City Centre's Fraser River experience. As such, the design of the waterfront must provide for a variety of spaces/uses that create and enhance the following elements, in coordination with City requirements for raising the crest of the dike and related outside agency approvals and requirements (e.g., Department of Fisheries and Oceans):
  - Linkages with the Middle Arm Waterfront Greenway, Richmond Oval site, and the riverfront area west of the Oval;
  - Linkages with upland areas, most importantly the Oval Village's pedestrian-oriented retail "high-street" along new River Road and the major greenway routes designated for Hollybridge Way and Gilbert Road;
  - Opportunities for the public to enjoy the river, including both passive and active recreation (e.g., viewing, boating) and complementary activities (e.g., outdoor dining, festivals);
  - Play opportunities for children; and
  - The area's unique landscape characterized by its mature trees and riparian features.
- c) Greenways Links – Major greenways must be established linking upland urban areas with the waterfront via/near Hollybridge Way and Gilbert Road, as per the City Centre Area Plan (CCAP) and to the satisfaction of Parks, including:
  - In general including, but not limited to:
    - a. Separate and/or shared pedestrian and cycling paths;
    - b. Rest areas and street furnishings;
    - c. Public art, signage, and way-finding;
    - d. Integrated wetlands and storm water features;
    - e. Hedgerows and significant tree planting reflective of the area's agricultural past and existing vegetation/trees; and
    - f. Various Heritage/ESA interpretation features.



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



## 2. Park Design Features

### a) Waterfront Park:

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

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

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

c) 6900 River Road:

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



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

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

*Signed copy on file*

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Signed (Applicant)

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Date

**PH - 161**

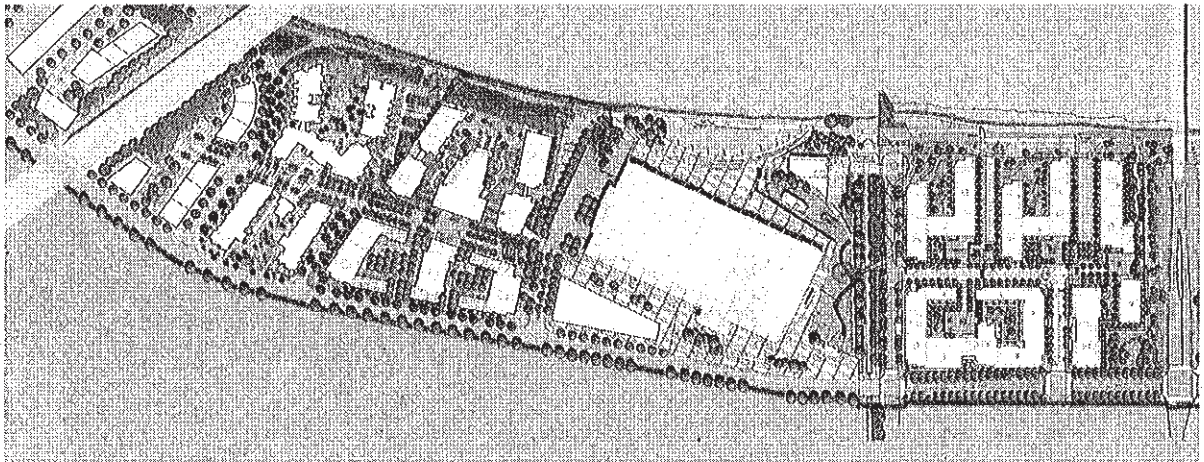




## River Green Village Executive Summary

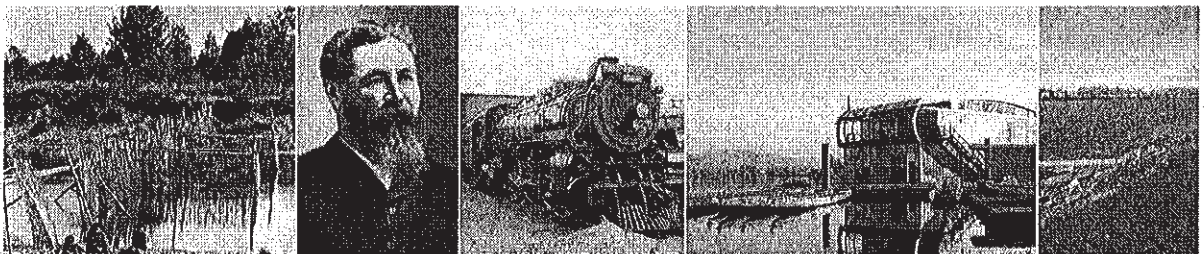
### Public Art Vision

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

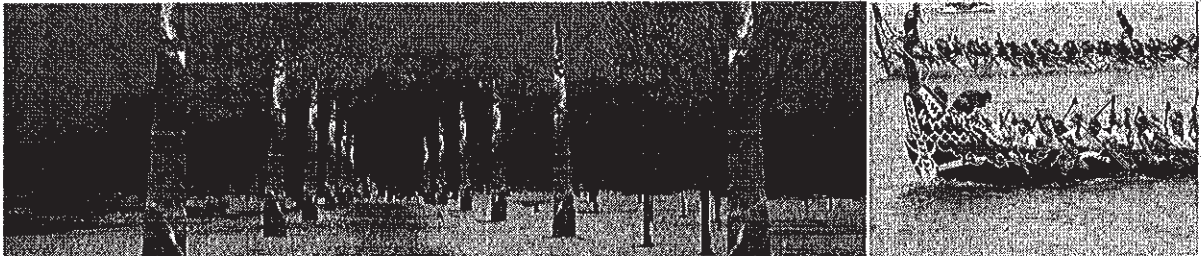


### Site History & Guiding Principles

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

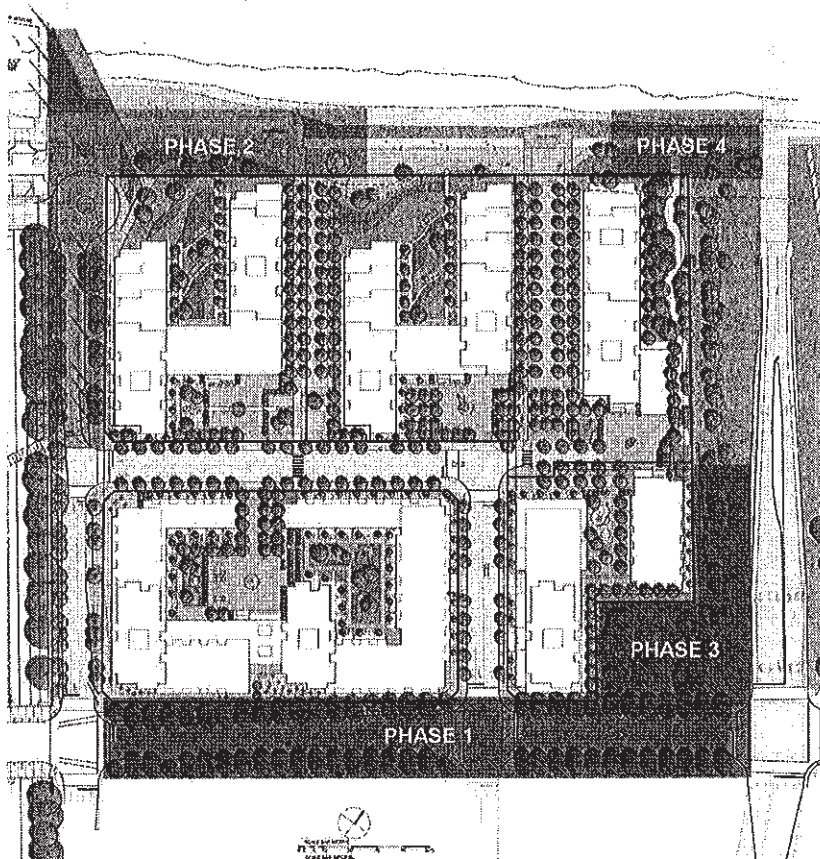


## Themes



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

## Phasing



### Phase 1

Area Along River Road and the Corner at Hollybridge Way

### Phase 2

Hollybridge Way and Waterfront Park

### Phase 3

Brighthouse Trail

### Phase 4

Brighthouse Interpretation



## Proposed Contribution Allocation

### Based on City of Richmond Public Art Program

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

## Estimated Detailed Budget Allocation

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

\* Note: Density does not include Affordable Housing or Daycare

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

## Program Components

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

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

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

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



**Child Care Facility Fact Sheet**  
*ASPAC River Green, Parcels 9-13*  
RZ 09-460962

**1. Intent**

The child care facility must:

- a) Have an total indoor floor area of 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>), plus outdoor play space and ancillary uses (e.g., parking);
- b) Provide a program for children between the ages of birth and 6 years (except that the age range may be adjusted as determined via consultation with the facility's proposed operator, to the satisfaction of the City);
- c) Satisfy Richmond Child Care Design Guidelines (or the applicable City policy in effect at the time the facility is to be developed);
- d) Be capable of being licensed by Community Care Facilities and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial Child Care Regulations;
- e) On an ongoing basis, be both functioning and fully operational, to the satisfaction of the City (see "Performance" under Development Processes/Considerations);
- f) Be designed, developed and operated within the spirit of the City's Child Care Development Policy (#4017) which states that:
  - The City of Richmond acknowledges that quality and affordable child care is an essential service in the community for residents, employers, and employees;
  - To address child care needs, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care facilities, spaces, programming, equipment, and support resources; and
  - To develop City child care policies and guidelines, and use Council's powers and negotiations in the development approval process, to achieve child care targets and objectives; and
- g) Be consistent with the Official Community Plan policy of negotiating for the provision of City-owned child care space within private developments.

**2. Development Processes/Considerations**

- a) Operator Involvement –
  - The indoor floor plan and the outside play area for the child care facility should be developed in collaboration with the operator or its representative, as determined by the City.
  - An operator should be secured prior to the design process begins.
  - To ensure the facility is satisfactory for child care programming and related purposes and will be a viable operation, the operator should have input into:
    - Space needs and design;
    - Operation and functioning of the facility;
    - Maintenance;
    - Fittings and finishes;
    - Equipment; and
    - Related considerations.
- b) Child Care Licensing Officer Involvement – The application of the Provincial Child Care Regulations can vary based on the local Child Care Licensing Officer's interpretation of programs needs; it is therefore essential that the Licensing Officer be involved with the design and development of the facility from the outset.
- c) Performance – As a condition of Development Permit\*, to ensure the facility will, on an ongoing basis, be both functioning and operational to the satisfaction of the City, the developer will be required, in consultation with the City, operator, and other affected parties, to define a standard of performance and the measures necessary to safeguard that those standards will be achievable (e.g., responsibility for maintenance).



**Schedule H to Rezoning Considerations (RZ 09-460962)**  
**"Child Care Terms of Reference"**

**3. Facility Description**

a) General Considerations –

- As noted above (see Intent), the facility must satisfy all City of Richmond, licensing, and other applicable policies, guidelines, and bylaws as they apply at the time of development.
- The child care may be situated near the project's affordable housing component.

**For reference purposes** - Based on today's Richmond Child Care Design Guidelines, the minimum space required for a child care facility allowing for a minimum of 50 children of various ages (infant to 5 years of age), exclusive of space peripheral to the primary function of the facility, such as parking, elevators and stairs, etc.:

- Indoor activity space – 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>)
- Outdoor activity space - 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>)

*It is important to note that the above sizes are subject to change based on a number of factors, including policy developments, changes in licensing requirements or the design guidelines, community needs, advice of the child care operator, and/or other considerations.*

- b) Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of a child care facility. As the facility will be located above the ground floor, special attention will be required to how the facility is accessed (e.g., by foot, by car, in an emergency), the distance travelled, convenience, and related considerations. Where determined necessary, the City may require that the facility is equipped with special features designed to address the challenges of locating a child care facility in a high-density, mixed-use development including, but not limited to:
- Over-sized elevator and/or other handicapped access (e.g., ramps) capable of accommodating 3-child strollers and large groups of people;
  - Private/secured elevator and/or stair for the exclusive use of the child care;
  - Designated drop-off/pick-up parking spaces situated immediately adjacent to a child care entry for the exclusive use of the child care; and
  - Private/secured entry from the fronting public street.
- c) Outdoor Space - The outdoor play space must be:
- Fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and City of Richmond;
  - Landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access (taking into account the challenges of locating a facility on a rooftop) to provide for a wide variety of activities including, but not limited to, the use of wheeled toys, ball play, and gardening;
  - Located where it is protected from noise pollution (e.g., from traffic, transit, construction) and ensures good air quality (e.g., protect from vehicle exhaust, restaurant and other ventilation exhausts, noxious fumes);
  - Situated where it is immediately adjacent to and directly accessible (visually and physically) to the indoor child care space;
  - Safe and secure from interference by strangers and others;
  - Situated to avoid conflict with nearby uses (e.g., residential);
  - If multiple age groups of children are to be accommodated within the space, demised with fencing and be tailored to meet the various developmental needs of the ages of children being served.
- d) Noise Mitigation – Special measures should be incorporated to minimize ambient noise levels both indoors and outdoors (e.g., incorporating a roof over part of the outdoor play space to help create an area of reduced aircraft noise, etc.).
- e) Height Above Grade – The facility is not to be located above the third floor of the project, except where this is determined to be to the satisfaction of the City.
- f) Parking (Including Bicycles) & Loading - As per applicable zoning and related bylaws, unless determined otherwise by the City

**Schedule H to Rezoning Considerations (RZ 09-460962)**  
**"Child Care Terms of Reference"**

- g) Natural Light & Ventilation – The facility's indoor spaces (with the exception of washrooms, storage, and service areas) must have operable, exterior windows offering attractive views (near or far) and reasonable privacy/overlook, as determined through Richmond's standard development review process.

**4. Level of Finish**

- a) The child care must be turnkey and ready for immediate occupancy upon completion (with the exception of loose furnishings, toys, and similar items). This includes, but is not limited to, the following requirements:
- Finished floors installed (vinyl and/or carpet);
  - Walls and ceiling painted;
  - Window coverings installed (curtains or blinds);
  - Kitchen fully fitted out, including major appliances (e.g., stove/oven, refrigerator, microwave) and cabinets;
  - Washrooms fully fitted out, including sinks, toilets, and cabinets;
  - Wired for cablevision, internet, phone, and security;
  - Non-movable indoor cabinets installed, including cubbies;
  - All outdoor landscaping complete, including all permanently mounted play equipment and furnishings;
  - Operable, exterior windows installed; and
  - Noise attenuation incorporated to the satisfaction of the City.
- b) The operator will provide all loose equipment and furnishings necessary to operate the facility (e.g., toys, kitchen wares).
- c) Outdoor play areas must be constructed to permit the ready installation of equipment and furnishings in the future by or on behalf of the operator or the City (i.e. items over and above those provided by the developer).

**5. Tenure**

Parcel: Preferred: Air space parcel  
Alternative: Strata lot

Ownership: Preferred: Developer transfers ownership to the City  
Alternative: Non-profit group or developer. City is party to a legal agreement(s) registered on title restricting the use of the facility to affordable child care, including possible lease provisions in favour of the City, rent, tenure, and other primary business terms, to the satisfaction of the City.

**6. Legal**

As a condition of completing the pending rezoning, legal documents will be required to secure the child care facility contribution, including a "no-development" covenant, an option to purchase, a Letter of Credit, and/or other measures as determined to the satisfaction of the City.

*Signed copy on file*

\_\_\_\_\_  
Signed (Applicant)

\_\_\_\_\_  
Date



**Heritage Terms of Reference**  
***ASPAC River Green, Parcels 9-13***  
**RZ 09-460962**

**Purpose**

To provide guidance for the preparation of a "Heritage Conservation Plan", in conformance with the "Standards and Guidelines for the Conservation of Historic Places in Canada" (2<sup>nd</sup>/current edition), for the City-owned, heritage-designated property at 6900 River Road, together with other heritage resources on and around the subject site.

The Plan is to be prepared by professional heritage consultants, arborists, and other professionals as required, at the sole cost of the developer. Plan review shall involve all City Departments having jurisdiction including, but not limited to, Planning, Engineering, Transportation, Sustainability, Parks, and Public Art, together with affected outside agencies (e.g., Department of Fisheries and Oceans).

Note that some aspects of the required "Heritage Conservation Plan" overlap with other work, such as the "Environmental Conservation Plan" and "Public Art Master Plan". Coordination between such undertakings is important in order to avoid duplication and provide for the creation of comprehensive, practical, and effective strategies. It is the responsibility of the developer to ensure that the consultants preparing these plans are cognizant of this situation.

The "Heritage Conservation Plan" shall be a comprehensive, coordinated heritage-planning document including, but not limited to, the following:

1. Statement of Significance (SOS): To prepare Statements of Significance (SOS), including:
  - a) Individual statements for the various heritage resources on and around the subject site (e.g., Brighthouse Homestead, CP Rail/Interurban, riverfront/dike, archaeological slough sites); and
  - b) A comprehensive statement for the full site, integrating and coordinating the individual statements.
2. Conservation Strategy: To identify a comprehensive strategy for the protection, enhancement, maintenance, replacement, and succession of heritage resources and related cultural landscape features, via the preparation of a:
  - a) Site-specific strategy for the heritage-designated lot at 6900 River Road and its environs (i.e. the area within which land altering activities may impact the health and viability of heritage resources (e.g., significant trees) at 6900 River Road); and
  - b) Site-wide strategy, in coordination with 6900 River Road, but with an emphasis on the areas outside the heritage-designated lot.

Features of the Conservation Strategy should include, but not be limited to:

- a) Heritage vision statement for the site, including a clear set of goals for its protection and enhancement, taking into account City objectives for a "net gain" to heritage and opportunities to enhance place-making, creative capacity, reclamation of lost histories, "analogical interpretation" (i.e. via architectural/landscape design, public art), and cultural understanding and celebration;
- b) Land altering activity inventory and preliminary impact assessment;
- c) Arboriculture management plan, including an updated tree inventory and recommendations for short-, medium-, and long-term tree retention, removal, replacement, and, where feasible, relocation, together with protection and maintenance specifications and potential "special" measures aimed at extending the life of the site's resources/trees (e.g., grade/drainage strategy, heritage tree cuttings strategy) (Note: Consideration should be given to the findings of the report submitted by the developer entitled "Arbortech Tree Retention Synopsis: Alternative tree Removal Compensation", dated October 5, 2009.);
- d) Interpretation plan addressing public access, awareness, interaction, etc., and identifying specific objectives and requirements related to features such as the form/location/character/theme of interpretive walks, signage, public art, etc.;

**Schedule I to Rezoning Considerations (RZ 09-460962)**  
**"Heritage Terms of Reference"**

- e) Potential strategies for the re-use of timber from heritage trees that must be removed (i.e. hazardous trees, removed for development reasons); and
  - f) Intervention, mitigation, and compensation strategies related to:
    - Fronting private development at "Lot 11" and "Lot 13" (e.g., building construction, proximity, pre-load, environmental considerations, form and character);
    - Park development within 6900 River Road (e.g., boardwalk, public art);
    - Waterfront park development (e.g., "Eco+", River Road replacement trees, public art);
    - Road and engineering works permitted under proposed amendments to the site's Heritage Designation Bylaw (i.e. "new" River Road, Gilbert Road widening, drainage); and
    - Other potential land altering activities.
3. Implementation Strategy: To guide the phased implementation of required heritage-planning strategies identified as via the "Conservation Strategy" (e.g., interventions, compensation, interpretation, replacement, succession, maintenance, security), together with preliminary costing.
4. Development Coordination Schedule: To facilitate a cooperative City-developer approach to the timely and cost-effective management of heritage-related development review and approval processes, the developer shall prepare, in consultation with the City, an itemized, lot-by-lot listing of anticipated ultimate and interim development (e.g., interim parking), related activities (e.g., clearing, pre-load, development applications), and potential impacts on heritage resources, together with required Heritage Alteration Permits, processes, approvals, professionals, and related considerations (e.g., maintenance, security).

*Signed copy on file*

\_\_\_\_\_  
Signed (Applicant)

\_\_\_\_\_  
Date



**Environmental Terms of Reference**  
*ASPAC River Green, Parcels 9-13*  
**RZ 09-460962**

**Purpose**

To provide guidance for the preparation of an "Environmental Conservation Plan" for designated Environmentally Sensitive Areas (ESA) and Riparian Management Areas (RMA) on and around the subject site, including the City-owned, ESA-designated lot at 6900 River Road.

Note that with the exception of item #8, "Development Coordination Schedule", the foreshore will not be the subject of this Plan. Instead, the foreshore will be addressed by the developer at Development Permit\* stage, as per "no development" covenants registered on title on "Lot 9", "Lot 10", and "Lot 11", which require that, prior to Development Permit\* approval, an ESA Development Permit\* application and related outside agency approvals are completed to the satisfaction of the City.

The subject Plan is to be prepared by professional environmental consultants, arborists, and other professionals as required, at the sole cost of the developer. Plan review shall involve all City Departments having jurisdiction including, but not limited to, Planning, Engineering, Transportation, Sustainability, Parks, and Public Art, together with affected outside agencies (e.g., Department of Fisheries and Oceans).

Note that some aspects of the required "Environmental Conservation Plan" overlap with other work, such as the "Heritage Conservation Plan" and "Public Art Master Plan". Coordination between such undertakings is important in order to avoid duplication and provide for the creation of comprehensive, practical, and effective strategies. It is the responsibility of the developer to ensure that the consultants preparing these plans are cognizant of this situation.

The "Environmental Conservation Plan" shall be a comprehensive, coordinated environmental-planning document including, but not limited to, the following:

1. Tree Inventory, Removal & Replacement Plan: Submission of an updated tree inventory, together with tree removal and replacement plans reflecting the proposed retention of the 15 m RMA-designated ditch/watercourse west of Gilbert Road and the City-owned, ESA/heritage-designated lot at 6900 River Road, and any opportunities for significant tree retention elsewhere on or around the subject site. Significant tree replacement should strive to achieve 3 replacement trees for each tree removed (on a site-wide basis, including street tree planting), as per the recommendations of the Heritage Advisory Commission. Species selections and placements must consider location-specific issues, such as increased shading and hydrology changes that will result from the proposed development. The "plan" should be prepared in consultation with a heritage professional. It is anticipated that some tree selections will need to be non-native species in order to address heritage concerns; and, therefore, the "plan" must demonstrate how best to make a mix of species work in this location.
2. Tree Succession Plan: Submission of a medium- to long-term tree succession/replacement strategy and rationale for 6900 River Road and the lot's Gilbert Road and riverfront park frontages. Among other things, this "plan" should address, in consultation with a heritage professional, the retention of existing significant trees with marginal health concerns or nearing end stage.
3. Understorey Inventory, Removal & Replacement Plan: Submission of a generalized understorey inventory identifying invasive and native species areas (i.e. aerial extents rather than individual plants), together with an understorey vegetation removal and replacement plan and rationale. The rationale must take into account the anticipated changes in shading, hydrology, and other factors arising as a result of the developer's adjacent development, park improvements within the lot, and required road frontage and engineering works.
4. Impact Assessment & Compensation/Enhancement Plan: A full accounting of the area of impact for the ESA and RMA must be undertaken. This shall include a drawing that identifies all areas of impact including details on what project will cause the impact (e.g., pre-load, building construction, park improvements, road widening, heritage tree management). The drawing will also include proposed area(s) of

**Schedule I to Rezoning Considerations (RZ 09-460962)**  
**"Environmental Terms of Reference"**

enhancement/compensation with a direct connection to the source of impact. This "plan" is to include, among other things, a table or habitat balance sheet that identifies the ratio of compensation, a list/description of species selections and sizes, and the rationale for the proposed approach.

5. Maintenance Plan: Submission of a medium- to long-term vegetation maintenance plan, including recommendations for addressing edge conditions over time. This document also needs to address and incorporate Department of Fisheries and Oceans (DFO) maintenance conditions and constraints.
6. Bioswale Concept Plan: A bioswale is proposed as part of the waterfront park in the vicinity of the City lot at 6900 River Road, including opportunities for possible stormwater management, clustered tree planting, naturalized vegetation, and related features. Detailed design of the bioswale will be undertaken by the developer via the Servicing Agreement(s)\* for the design and construction of the waterfront park. The purpose of the "concept plan" is to understand, on a preliminary basis, the feasibility of the proposed bioswale, how best to coordinate its design, construction, and phasing with adjacent ESA-, RMA-, and heritage-designated areas, and to undertake preliminary consultation and approval in principle with Department of Fisheries and Oceans (DFO) and any other affected interests, to the satisfaction of the City.
7. Preliminary Costing: Landscaping cost estimates are to be provided by a registered landscape architect. These cost estimates should be broken down to separate the planting within the RMA from the planting outside of the RMA, as the developer may be required to submit landscape bonding for the RMA directly to Department of Fisheries and Oceans (DFO). (Note that the City will work with DFO to ensure that double bonding does not occur.)
8. Development Coordination Schedule: To facilitate a cooperative City-developer approach to the timely and cost-effective management of environment-related development review and approval processes, the developer shall prepare, in consultation with the City, an itemized, lot-by-lot listing of anticipated ultimate and interim development (e.g., interim parking), related activities (e.g., clearing, pre-load, development applications), and potential impacts on environmental resources, together with required environmental permits, processes, approvals (e.g., City, DFO), professionals, and related considerations (e.g., maintenance, security).

***Signed copy on file***

\_\_\_\_\_  
Signed (Applicant)

\_\_\_\_\_  
Date





**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8701 (RZ 09-460962)  
5200 HOLLYBRIDGE WAY, 6300, 6380, 6500 RIVER ROAD, A PORTION OF 6900  
RIVER ROAD, AND A PORTION OF THE RIVER ROAD RIGHT-OF-WAY**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

1.1. In the Generalized Land Use Map (2031) thereof:

- a) Repealing the existing land use designations of the following area and by designating it "Park".

P.I.D. 007-957-459

Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan 74729

- b) Repealing the existing "Proposed Streets" land use designation of the following area:

That area north of "new" River Road (i.e. the former CP Rail right-of-way).

1.2. In the Specific Land Use Map: Oval Village (2031) thereof:

- a) Repealing the existing "Village Centre Bonus" land use designation of the following area.

P.I.D. 007-957-459

Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan 74729

- b) Repealing the existing "Pedestrian-Oriented Retail Precincts - High Street & Linkages", "Pedestrian-Oriented Retail Precincts - Secondary Retail Streets & Linkages", and "Proposed Streets" land use designations of the following area:

That area north of "new" River Road (i.e. the former CP Rail right-of-way).

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8701**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 26 2011



\_\_\_\_\_  
MAYOR

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

PH - 172



**The Corporation of the Township of Richmond  
Heritage Designation By-law No. 5572 – 1990,  
Amendment Bylaw 8734 (6900 River Road)**

The Council of the City of Richmond enacts as follows:

1. The Corporation of the Township of Richmond Heritage Designation Bylaw No. 5572 – 1990 is amended by:
  - (a) deleting section 1 in its entirety and substituting the following:

“1. (a) That portion of land shown cross-hatched on Schedule A attached to and forming part of this bylaw is designated as protected heritage property pursuant to section 967 of the *Local Government Act*, as amended or replaced from time to time.

(b) A heritage alteration permit is not required for alterations, removals, excavations or other construction activities along the south property line (River Road) or the east property line (Gilbert Road) of the property protected pursuant to subsection 1(a) of this bylaw, PROVIDED THAT such activities are:

    - (i) for the purposes of engineering, road or drainage works;
    - (ii) undertaken by or on behalf of the City; and
    - (iii) undertaken in accordance with a servicing agreement approved by the City.”
  - (b) adding Schedule A attached to and forming part of this bylaw as “Schedule A to Bylaw No. 5572”; and
  - (c) deleting section 3 in its entirety and substituting the following:

“3. This Bylaw is cited as “Heritage Designation (6900 River Road) Bylaw No. 5572”.”
2. This bylaw is cited as **“The Corporation of the Township of Richmond Heritage Designation By-law No. 5572-1990, Amendment Bylaw No. 8734”**.



FIRST READING:

PUBLIC HEARING:

SECOND READING:

THIRD READING:

OTHER REQUIREMENTS SATISFIED:

ADOPTED ON:

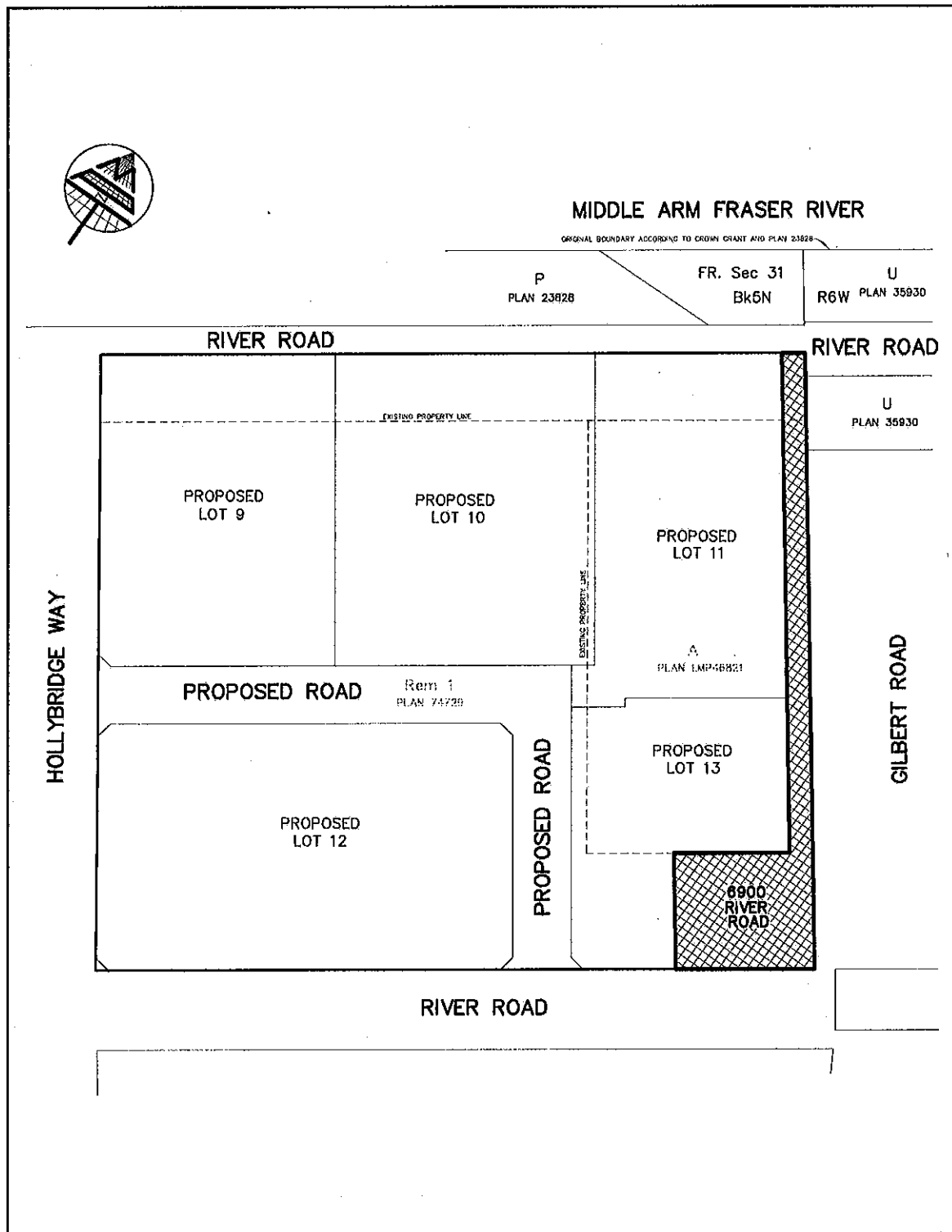
\_\_\_\_\_  
MAYOR

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

APR 26 2011

CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

SCHEDULE A to BYLAW NO. 5572







**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8702 (RZ 09-460962)  
5200 HOLLYBRIDGE WAY, 6300, 6380, 6500 RIVER ROAD, A  
PORTION OF 6900 RIVER ROAD, AND A PORTION OF THE RIVER  
ROAD RIGHT-OF-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 Sections 20.4.2, 20.4.3, and 20.4.4, and replacing it with the following:

**“20.4.2 Permitted Uses**

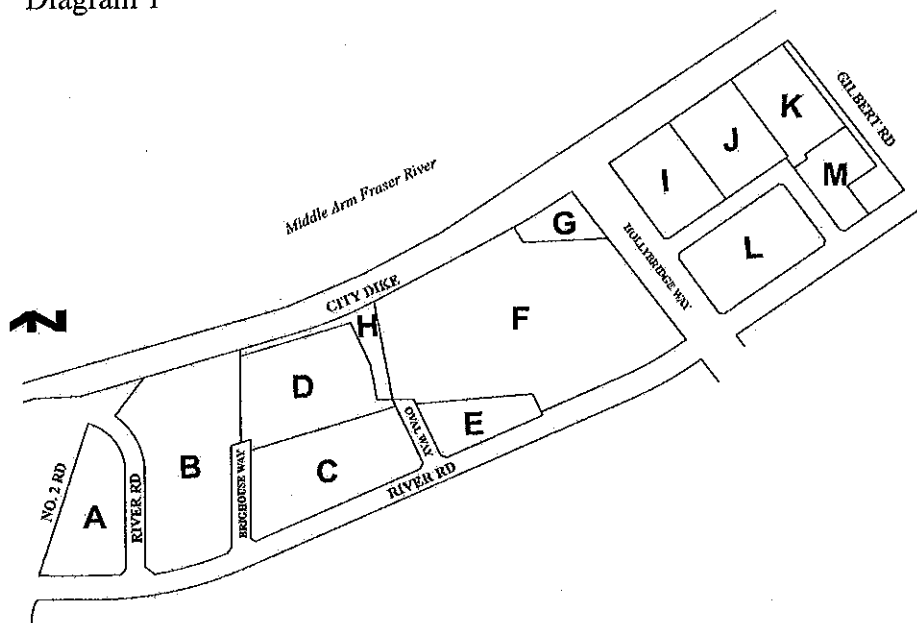
- animal grooming
- broadcast studio
- child care
- congregate housing
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- exhibition & convention facilities
- government service
- health service, minor
- hotel
- housing, apartment
- housing, town
- library and exhibit
- live/work dwelling
- manufacturing, custom indoor
- neighbourhood public house
- office
- park
- private club
- recreation, indoor
- recreation, outdoor
- restaurant
- retail, convenience
- retail, general

**20.4.3 Secondary Uses**

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

- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- stadium
- studio
- utility, minor
- veterinary service

Diagram 1



#### 20.4.4 Permitted Density

1. The maximum **floor area ratio** (FAR) for the total combined area of "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", and "M" as identified in Diagram 1, Section 20.4.2, shall be 2.0, together with an additional 1.0 **floor area ratio** provided that it is not used to accommodate residential uses.
2. Notwithstanding Section 20.4.4.1, the maximum **floor area ratio** (FAR) for the area identified in Diagram 1, Section 20.4.2, shall be:
  - a) for the total combined area of "A", "B", "C", and "D", regardless of subdivision: 3.0;
  - b) for area "G": 0.8;
  - c) for the total combined area of "E", "F", and "H", regardless of subdivision: 3.0; and
  - d) for the total combined area of "I", "J", "K", "L", and "M", regardless of subdivision: 1.2.
3. Notwithstanding Sections 20.4.4.2.d, the reference to "1.2" is increased to



a higher **density** of “3.0” provided that:

- a) prior to the issuance of Building Permit, the **owner**:
    - i) provides a **community amenity** contribution of \$1 million to the **City** for the Oval Village waterfront; and
    - ii) enters into legal agreements with the **City**, registered against the title to the **lot** and secured via Letter(s) of Credit, at the sole cost of the **owner** and in an amount to be determined to the satisfaction of the **City**, for the following **uses** in the area identified as “M” in Diagram 1, Section 20.4.2:
      - **child care**, the **habitable space** of which shall be at least 464.5 m<sup>2</sup>, excluding **floor area** not intended for the exclusive **use** of the **child care** and **floor area** not included in the calculation of **floor area ratio**; and
      - **affordable housing units**, the total combined **habitable space** of which shall be at least 3,943.6 m<sup>2</sup> including circulation and **ancillary uses**, but excluding **amenity space**, **floor area** not intended for the exclusive **use** of the residents of the **affordable housing units**, and **floor area** not included in the calculation of **floor area ratio**; and
  - b) prior to first occupancy of the **building** in the area identified as “M” in Diagram 1, Section 20.4.2, the **owner** enters into a **housing agreement** with respect to the **affordable housing units**, registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
4. Notwithstanding Sections 20.4.4.3, for the area identified as “I”, “J”, “K”, “L”, and “M” in Diagram 1, Section 20.4.2, the maximum total combined **floor area**, regardless of subdivision, shall not exceed 118,083.0 m<sup>2</sup>, of which the maximum total combined **floor area**, regardless of subdivision, shall not exceed:
    - a) For residential; 114,821.1 m<sup>2</sup>; and
    - b) For all other **uses**: 3,530.3 m<sup>2</sup>.
  5. Notwithstanding Sections 20.4.4.1, 20.4.4.2, and 20.4.4.4, an additional 0.1 **floor area ratio** shall be permitted, provided that it is entirely used to accommodate **amenity space**.
  6. For the purposes of this **zone**, **floor area ratio** (FAR) shall be deemed to exclude portions of a **building** used for **child care** purposes.”

1.2. Repealing Section 20.4.5.2 and replacing it with the following:

- “2. For the area identified as “E”, “F”, “L”, and “M” in Diagram 1, Section 20.4.2, the maximum **lot coverage** shall be 90% for **buildings**.”

1.3. Inserting Sections 20.4.5.5 as follows:

- “5. For the area identified as “I”, “J”, and “K” in Diagram 1, Section 20.4.2, the maximum **lot coverage** shall be 45% for **buildings**. A minimum of 40% of the **lot** shall be covered by a combination of trees, shrubs, native and ornamental plants or other landscape material specified in a Development Permit approved by the **City**.”

1.4. Repealing Section 20.4.6.1.a and replacing it with the following:

- “1. a) Public **road setback** shall be:
- i) 10.0 m from No. 2 Road;
  - ii) 3.0 m from River Road;
  - iii) 3.0 m from Hollybridge Way;
  - iv) 3.0 m from all other **roads** east of Hollybridge Way; and
  - v) 5.0 m from all other **roads** west of Hollybridge Way.”

1.5. Inserting Sections 20.4.6.1.e and 20.4.6.1.f as follows:

- “e) Notwithstanding Section 20.4.6.1.a.ii, the reference to “3.0 m” is increased to “20.0 m” for the following **uses** when the **use** is located on the ground floor of the **building**:
- i) **boarding and lodging**;
  - ii) **child care**;
  - iii) **community care facility, minor**;
  - iv) **congregate housing**;
  - v) **home business**;
  - vi) **home-based business**;
  - vii) **housing, apartment**; and
  - viii) **housing, town**.
- f) For the purposes of Section 20.4.6.1.a.iii:
- i) **road setback** from Hollybridge Way shall mean the area between the nearest wall of a **building** and the applicable **lot line** or the boundary of a **right-of-way** secured by the **City** for public **open space** purposes adjacent to the applicable **lot line**, whichever **setback** is greater; and
  - ii) the reference to “3.0 m” may be reduced to “0 m” if a proper interface is provided between the **building** and the adjacent public **open space** or public **road**, as specified in a Development Permit approved by the **City**.”

1.6. Repealing Section 20.4.6.2.a and replacing it with the following:



- “a) The minimum **side yard** and **rear yard** for the area identified as “A”, “B”, “C”, “D”, “F”, “G”, “I”, “J”, “K”, “L”, “M” in Diagram 1, Section 20.4.2 is 3.0 m.”

1.7. Inserting Section 20.4.6.2.d as follows:

- “d) For the purposes of Section 20.4.6.2.a, the **side yard** and **rear yard setback** shall mean the area between the nearest wall of a **building** and the applicable **lot line** or the boundary of a **right-of-way** secured by the **City** for public **open space** purposes adjacent to the applicable **lot line**, whichever **setback** is greater.”

1.8. Inserting Section 20.4.7.6 as follows:

- “6. The maximum **height** for **buildings** and **accessory structures** in the area identified as “I”, “J”, and “K” in Diagram 1, Section 20.4.2 is:
- a) 47.0 m geodetic for portions of the **building** that are set back a minimum of 50.0 m from a **lot line** that **abuts** a **lot** owned by the **City** for dyke purposes;
  - b) 25.0 m geodetic for portions of the **building** that are set back less than 50.0 m from a **lot line** that **abuts** a **lot** owned by the **City** for dyke purposes; and
  - c) Notwithstanding Section 20.4.7.5.b, the reference to “25.0 m geodetic” is increased to a greater **building height** of “47.0 m geodetic” if, as specified in a Development Permit approved by the **City**:
    - i) a proper interface is provided between portions of the **building** greater than 25.0 m geodetic in **height** and adjacent development; and
    - ii) shading of any **lot** or **right-of-way** controlled by the **City** for dyke or public **open space** purposes is minimized.”

1.9. Inserting Sections 20.4.8.2.h, 20.4.8.2.i, 20.4.8.2.j, 20.4.8.2.k, and 20.4.8.2.l as follows:

- “h) 7,800.0 m<sup>2</sup> for the area identified as “I” in Diagram 1, Section 20.4.2;
- i) 8,100.0 m<sup>2</sup> for the area identified as “J” in Diagram 1, Section 20.4.2;
- j) 7,400.0 m<sup>2</sup> for the area identified as “K” in Diagram 1, Section 20.4.2;
- k) 10,000.0 m<sup>2</sup> for the area identified as “L” in Diagram 1, Section 20.4.2; and
- l) 4,900.0 m<sup>2</sup> for the area identified as “M” in Diagram 1, Section 20.4.2.”

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

**“20.4.10 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided

according to the standards set out in Section 7.0, except that in the area identified as “A”, “B”, “C”, and “D” in Diagram 1, Section 20.4.2 the number of on-site **parking spaces** required for **apartment housing** and **town housing** shall be:

- a) 1.28 spaces per **dwelling unit** for residents; and
- b) 0.17 spaces per **dwelling unit** for visitors.

2. Notwithstanding Section 20.4.10.1:

- a) for all permitted **uses** in the area identified as “G” in Diagram 1, Section 20.4.2, the number of **parking spaces** shall be 66, all of which shall be located on the area identified as “L” in Diagram 1, Section 20.4.2;
- b) despite Section 20.4.10.2.a, the reference to “66” **parking spaces** shall be reduced by up to 10% where the **owner** implements transportation demand management measures, which may include, but may not be limited to, the **use** of car co-operatives, transit passes, private shuttles, carpools, or enhanced end-of-trip cycling facilities, as specified in a Development Permit approved by the **City**; and
- c) residential visitor parking required for the area identified as “I”, “J”, “K”, and “M” in Diagram 1, Section 20.4.2 may be located on the area identified as “L” in Diagram 1, Section 20.4.2 and shared with the commercial parking provided on area “L”, including those parking spaces located on area “L” as per Section 20.4.10.2.a, provided that:
  - i) the combined total number of residential visitor parking spaces provided on area “I”, “J”, “K”, “L”, and “M” conforms with this Bylaw;
  - ii) each commercial parking space on area “L” is shared with a maximum of one residential visitor **parking spaces**;
  - iii) a minimum of 12 residential visitor **parking spaces** are provided on each of area “I”, “J”, and “K”; and
  - iv) a minimum of 12 residential visitor **parking spaces** are provided on area “M”, some or all of which may be shared with commercial **parking spaces** on area “M”.



1.11. Repealing Section 20.4.11, and replacing it with the following:

**“20.4.11 Other Regulations**

- 1. The following **uses** are permitted within the areas identified as “A”, “B”, “C”, “D”, and “I” in Diagram 1, Section 20.4.2:
  - a) **boarding and lodging**;
  - b) **child care**;
  - c) **community care facility, minor**;
  - d) **congregate housing**;



- e) **home business;**
  - f) **home-based business;**
  - g) **housing, apartment;** and
  - h) **housing town.**
2. The following **uses** are permitted only within the areas identified as “E” in Diagram 1, Section 20.4.2:
- a) **child care;**
  - b) **hotel;**
  - c) **office;**
  - d) **recreation, indoor;**
  - e) **restaurant;**
  - f) **retail, convenience;** and
  - g) **retail, general.**
3. The following **uses** are permitted only within the areas identified as “G” in Diagram 1, Section 20.4.2:
- a) **child care;**
  - b) **neighbourhood public house;**
  - c) **recreation, indoor;**
  - d) **restaurant;**
  - e) **retail, convenience;** and
  - f) **retail, general.**
4. The following **uses** are permitted within the area identified as “J” and “K” in Diagram 1, Section 20.4.2:
- a) **boarding and lodging;**
  - b) **child care;**
  - c) **community care facility, minor;**
  - d) **congregate housing;**
  - e) **home business;**
  - f) **home-based business;**
  - g) **housing, apartment;**
  - h) **housing, town;** and
  - i) **parking, non-accessory.**
5. Within the area identified in Diagram 1, Section 20.4.2, the maximum total combined **floor area** of all **uses**, exclusive of residential, **amenity space**, and **child care**, shall not exceed:

- a) For "L": 3,158.7 m<sup>2</sup>; and
    - b) For "M": 371.6 m<sup>2</sup>.
  6. **Neighbourhood public house** is not permitted within the area identified as "F", "H", "L", and "M" in Diagram 1, Section 20.4.2.
  7. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations of Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by:
- 2.1. repealing the existing zoning designation of the following area and designating it **HIGH RISE APARTMENT AND OLYMPIC OVAL (ZMU4) – OVAL VILLAGE (CITY CENTRE)**:  
  
That area shown as cross-hatched and labelled as "A" on "Schedule A attached to and forming part of Bylaw No. 8702".
  - 2.2. repealing the existing zoning designation of the following area and by designating it **SCHOOL & INSTITUTIONAL USE (SI)**:  
  
That area shown as cross-hatched and labelled as "B" on "Schedule A attached to and forming part of Bylaw No. 8702".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8702**".
- |                              |             |  |
|------------------------------|-------------|--|
| FIRST READING                | APR 26 2011 | <div style="border: 1px solid black; padding: 5px;"> CITY OF<br/>RICHMOND<br/> APPROVED<br/>by<br/> <br/> APPROVED<br/>by Director<br/>or Solicitor<br/>  </div> |
| PUBLIC HEARING               |             |  |
| SECOND READING               |             |  |
| THIRD READING                |             |  |
| OTHER REQUIREMENTS SATISFIED |             |  |
| ADOPTED                      |             |  |

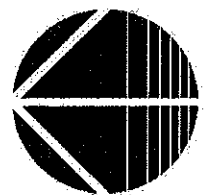
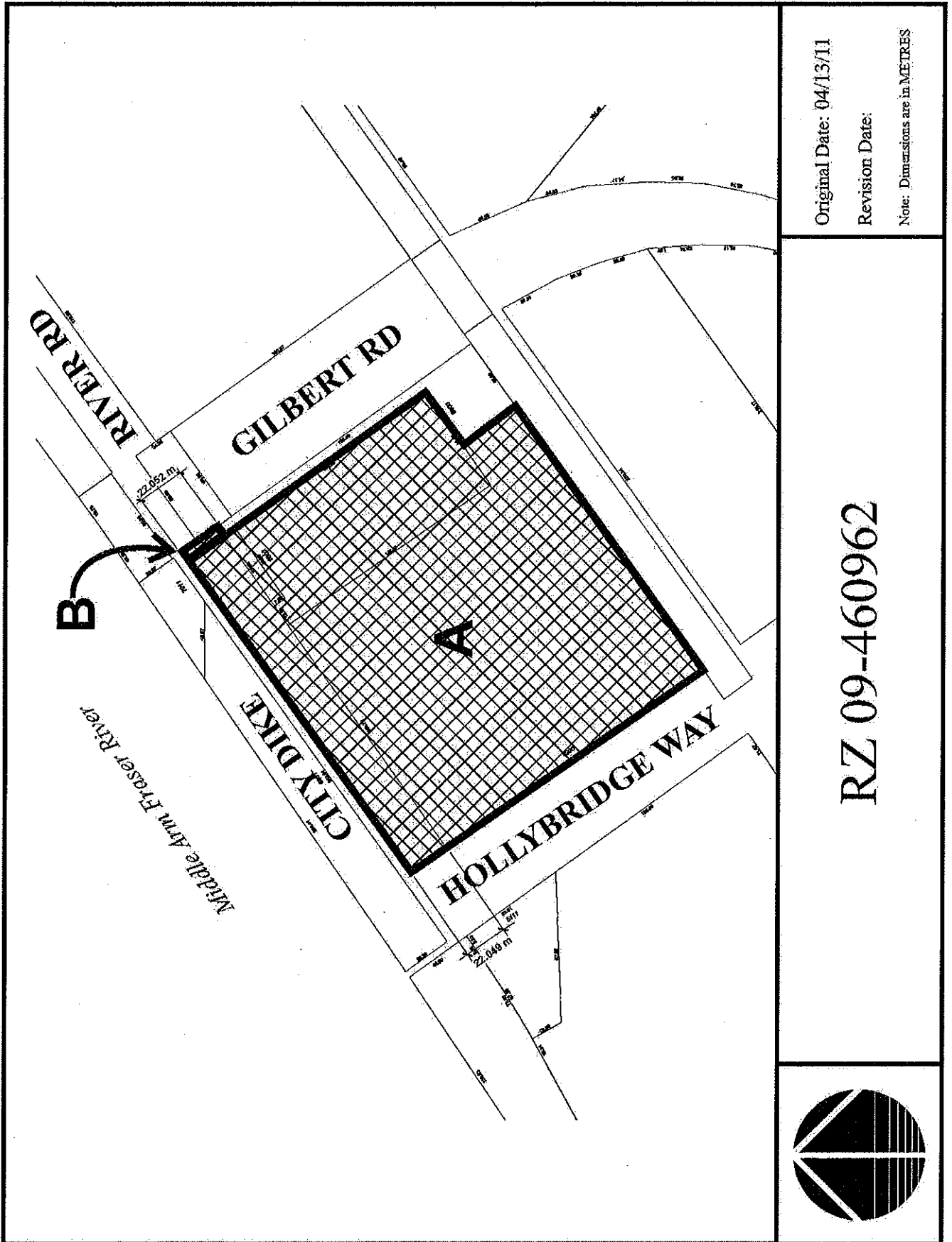
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MAYOR

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CORPORATE OFFICER







**Road Closure and Removal of Road Dedication Bylaw 8496  
(A Portion of River Road in front of 6900 River Road)**

The Council of the City of Richmond enacts as follows:

1. The lands legally described as portions of road dedicated by:

1. Plan BCP47332 Sec 31 Bk5N R6W,
2. Plan 74729 Sec 6 Bk4N R6W, and
3. Plan BCP47324 Sec 6 Bk4N R6W

all of New Westminster District

(shown outlined in bold on the Reference Plan prepared by Matson Peck & Topliss, Surveyors and Engineers attached as Schedule A) shall be stopped up and closed to traffic, cease to be a public road and the road dedications shall be removed.

2. This Bylaw is cited as **"Road Closure And Removal of Road Dedication Bylaw 8496"**.

FIRST READING

APR 26 2011

SECOND READING

APR 26 2011

THIRD READING

APR 26 2011

DULY ADVERTISED

ADOPTED



\_\_\_\_\_  
MAYOR

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



