



To: Planning Committee **Date:** September 16, 2009
From: Brian J. Jackson, MCIP **File:** RZ 08-450659
 Director of Development
Re: **Application by Townline Homes for Rezoning a Portion of the Property at 12011 Steveston Highway and 10620, 10640, and 10800 No. 5 Road from "Botanical Garden District 1 (BG1)", "Botanical Garden District 2 (BG2)", and "Service Station District (G2)" to "Comprehensive Development District (CD/210)"**

Staff Recommendation

1. That Official Community Plan Bylaw No. 8531, to amend the "Development Permit Area Map" and "Development Permit Guidelines" in Schedule 2.8A (Ironwood Sub-Area Plan) of Official Community Plan Bylaw 7100, together with other changes consequential to the amendments, be introduced and given First Reading;
2. That Bylaw No. 8531, 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 Plans

is 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. 8531, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and
4. That Bylaw No. 8532, to create "Comprehensive Development District (CD/210)" and for rezoning of 12011 Steveston Highway from "Service Station District (G2)" and a portion of 10800 No. 5 Road from "Botanical Garden District 1 (BG1)" and "Botanical Garden District 2 (BG2)" to "Comprehensive Development District (CD/210)", be introduced and given First Reading.

Brian J. Jackson, MCIP
 Director of Development

BJJ:spc
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Planning, Design & Construction ...	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Townline Homes has applied to the City of Richmond for rezoning at 12011 Steveston Highway and 10620, 10640, and 10800 No. 5 Road (**Attachments 1 & 2**) for the purpose of:

- a) Rezoning 12011 Steveston Highway from "Service Station District (G2)" and the southern portion of 10800 No. 5 Rd from "Botanical Garden District (BG1)" and "Botanical Garden District (BG2)" to "Comprehensive Development District (CD/210)" in order to permit a medium-density, mixed residential/commercial development (**Attachments 5, 6, and 7**); and
- b) Consolidating and transferring ownership to the City of the Agricultural Land Reserve (ALR) portion of the subject site (10620, 10640, and the north part of 10800 No. 5 Road) for use as an "agricultural-park". (Existing zoning of these properties, "Botanical Garden District (BG1)", will not be changed.)

The applicant proposes to subdivide the non-ALR portion of the subject site into five fee-simple lots and undertake their development in three phases: Parcels A and B in phase one; Parcels C and D in phase two; and Parcel E in phase three. The number of phases, timing, and mix of uses are not fixed and will be market driven. Separate Subdivision and Development Permit (DP) applications will apply. (**Attachment 11**, Schedule 1: Preliminary Subdivision Plan)

No changes are proposed to the ALR portion of the subject site as part of this application. The applicant will, however, in consultation with the City, prepare an "Agricultural-Park Master Plan" for this area, to be implemented at the discretion of the City, independent of the subject rezoning. (**Attachment 11**, Schedule 3: Agricultural-Park Master Plan Terms of Reference)

Findings of Fact

Item	Existing	Proposed
Owner	Asiaworld (Canada) Dev Corp	Townline Homes
Applicant	Townline Homes	
Site Size	ALR: 49,530 m ² (12.2 ac) Non-ALR: 42,666 m ² (10.5 ac) Total: 92,196 m ² (22.7 ac)	Park (ALR): 49,530 m ² (12.2 ac) Road Dedication: 3,239 m ² (0.8 ac) Net Site: 39,427 m ² (9.7 ac)
Land Uses <i>* Actual floor area may vary at Development Permit (DP) stage</i>	Former "Fantasy Gardens" site, including botanical gardens, commercial & surface parking	ALR: "Agricultural park" Non-ALR (as per CD/210): Residential: 53,511 m ² (576,007 ft ²) max. Non-Residential: 3,000 m ² (32,292 ft ²) min. Total: 56,511 m ² (608,299 ft ²) max.
OCP Designation: Specific Land Use Map	ALR: Agriculture & Community Institutional (No change) Non-ALR: Limited Mixed Use (No change)	
Area Plan Designation	ALR: East Richmond Non-ALR: Shellmont	No change (OCP Specific Land Use Map applies)
Sub-Area Plan Designation	N/A	Non-ALR: Ironwood Sub-Area (DP Guidelines proposed)
ALR Designation	Northern portion of the subject site (Attachment 1)	
Heritage	A "significant tree" within the ALR	To be addressed via the "Agricultural-Park Master Plan" for the ALR area.
ESA	No	Riparian Management Area (RMA) near Highway 99 drainage ditch.
Zoning	Botanical Garden District 1 (BG1) Botanical Garden District 2 (BG2) Service Station District (G2)	Comprehensive Development District (CD/210) Maximum density: 1.43 FAR

Applicant's Proposed Preliminary Development Phasing Plan

The following phasing plan, prepared by the applicant, is preliminary. Based on the proposed zoning, Comprehensive Development District (CD/210), the applicant may choose to vary the number of parcels in a phase and/or the order in which the parcels are developed. Also, the applicant may choose to vary the floor area in each phase or parcel and/or the proportion of non-residential and residential uses, provided that the following floor areas are not exceeded:

- Maximum Residential Floor Area: 53,511 m² (576,007 ft²); and
- Maximum Total Floor Area: 56,511 m² (608,299 ft²) (approximately 550+ units).

In order to maximize the density permitted under CD/210, the applicant will need to construct a minimum of 3,000 m² (32,293 ft²) of non-residential floor space. Some or all of this space will be constructed on "Parcel A" (at the corner of Steveston Highway and No. 5 Road), as CD/210 does not permit residential uses on the first storey in this location.

Phase	Parcel*	Residential (estimate)		Non-Residential (estimate)	Total (estimate)
		Floor Area	No. of Units**		
1	A & B	14,265 m ² (153,552 ft ²)	133+	3,576 m ² (38,493 ft ²)	17,841 m ² (192,045 ft ²)
2	C & D	22,022 m ² (237,051 ft ²)	206+	3,568 m ² (38,407 ft ²)	25,590 m ² (275,458 ft ²)
3	E	11,844 m ² (127,492 ft ²)	111+	1,236 m ² (13,305 ft ²)	13,080 m ² (140,797 ft ²)
Total		48,131 m ² (518,095 ft ²)	450+	8,380 m ² (90,205 ft ²)	56,511 m ² (608,300 ft ²)

* Parcel designation is as per **Attachment 11, Schedule 1: Preliminary Subdivision Plan.**

** Types and sizes of dwelling units will be determined at Development Permit (DP) stage.

Surrounding Development

The subject site is the former "Fantasy Gardens" property situated on the north side of Steveston Highway, between Highway 99 and No. 5 Road. The site is made up of two parts: botanical gardens on the north half (within the ALR), and low-density, car-oriented commercial buildings and surface parking on the south half. Both parts of the site have been in disuse for a number of years and are in disrepair. The immediate context surrounding the site includes:

East: Highway 99 runs along the entire east edge of The Gardens, separated from the site by a large drainage ditch (within the highway right-of-way) and a tall, evergreen hedge (within the subject site). East of the highway, properties are predominantly agricultural.

North: This area is characterized by large properties designated to permit assembly uses fronting No. 5 Road with farming to the rear (fronting Highway 99).

West: The area west of No. 5 Road is a stable, single-family residential neighbourhood, with a limited number of small, townhouse projects lining its No. 5 Road frontage.

South: The area south of Steveston Highway is an important employment centre, including the "Ironwood" commercial area west of No. 5 Road (made up of two large shopping centres), a large business park to its south, and a mixed commercial/business park area east of No. 5 Road with frontage along Highway 99. Ironwood's shopping centres offer a broad range of convenience retail, restaurants, and services, including a branch library.

Related Policies & Studies

Development of the subject site is affected by a range of City policies (e.g., OCP, affordable housing, transportation, parks). A summary of these policies and the applicant's response to each is provided in **Attachment 4**. Overall, The Gardens is supportive of Richmond's policies, including:

- Protecting the Agricultural Land Reserve (ALR) and encouraging urban agriculture;
- Encouraging compact, mixed-use, transit- and pedestrian-oriented development, including a variety of sustainable development strategies (**Attachment 8**);
- Ensuring that the amount and quality of Richmond's parks system and community amenities (e.g., affordable housing, child care) are cost effective and keep pace with growth; and
- Reducing reliance on the car in favour of walking, transit, and other alternative modes.

Development of The Gardens will not be allowed to proceed until Ministry of Environment (MOE) and Ministry of Transportation and Infrastructure (MOTI) requirements are satisfied.

New site-specific Development Permit (DP) Guidelines are proposed for The Gardens to help guide the form and character of development through its phased DP-by-DP review processes.

Consultation

Public Consultation

Prior to making application for rezoning, Townline Homes undertook consultation with the local community and interested parties. Information was made available via a web site and a series of three community workshops held on May 6, August 18, and November 4, 2008, and advertised in both local newspapers and via mail drops. Based on input received at the workshops, which were well attended by the public, Townline identified:

- a) Key issues that the community wanted to see addressed by The Gardens:
 - The need to improve the appearance of this Richmond "gateway";
 - The desire to see public access to the botanical gardens; and
 - The need to improve the intersection at Steveston Highway and No. 5 Road.
- b) Key "planning directives" for incorporation in the project (both in and out of the ALR), including: (**Attachment 9** provides a more detailed description of the "directives".)
 - The development should be a true "garden city", with "green" as its unifying theme and "gardens" as its "heart and soul";
 - The performance of the Steveston Highway and No. 5 Road intersection should be improved, and pedestrian and transit connections should be enhanced;
 - Sustainable practices should be employed, including the creation of a more walkable, less car-oriented environment and opportunities for food production;
 - A "village" atmosphere should be encouraged, characterized by 4-6 storey buildings, an attractive mix of multiple-family housing types, small-scale retail, transit, and amenities in a pedestrian-friendly environment;
 - Gathering spaces, community amenities, and places to socialize should be provided, including "multi-tasked" streets where people can walk, shop, and garden;
 - The Gardens should "build on" and respect the site's context and history;

- The development should help to facilitate public access to the botanical gardens and opportunities to showcase urban agriculture; and
- A monotonous “project” appearance should be avoided by incorporating a variety of architectural styles and spaces within a unifying “neighbourhood” theme.

A letter of support for the subject rezoning has been received from the Richmond Citizens Coalition. (**Attachment 10**)

School District No. 38 (Richmond)

The City’s OCP policy on School Board consultation does not apply to the subject rezoning, as no OCP land use amendment is proposed. Nevertheless, staff will forward the rezoning report, including information regarding the estimated number of dwelling by phase, to the School Board, as a courtesy, for information purposes.

Staff Comments – Technical Review

Engineering – Capacity Analysis

The capacity analyses for the storm and sanitary sewers are under review. Preliminary assessment has identified the need for sanitary storm and sanitary sewer upgrades, including upgrades to the existing Temple South Sanitary Pump station and associated forcemain. The scope of these upgrades will be determined via a Servicing Agreement prior to rezoning adoption. All the upgrades that are identified via the capacity analysis and approved to the satisfaction of the Director of Engineering will be included in the Servicing Agreement. The upgrade requirements may include construction, cash-in-lieu of construction, and/or legal agreements. The Rezoning Considerations, as concurred to by the developer (**Attachment 11**), outline the various Engineering issues that must be addressed by the developer, to the satisfaction of the Director of Engineering, prior to rezoning adoption, including design improvements that must be undertaken at Development Permit stage.

Servicing Agreement (SA) Requirements

As a condition of rezoning and subdivision approval, the developer voluntarily agrees to secure the design and construction, to City standards and specifications, at the developer’s sole cost, including, but not limited to, the list of works summarized below and described in full in **Attachment 11**:

- Road widening and construction of new road works, including widening of Steveston Highway and No. 5 Road;
- Road improvements, such as the installations of new curbs, gutters, and medians;
- Installation of landscaped boulevards, sidewalks, street lighting, street trees, and furnishings along Steveston Highway and No. 5 Road;
- Traffic signals;
- Pedestrian crossing features;
- Transit amenities; and
- Sanitary sewer, storm sewer, and water upgrades, as per a City-approved Capacity Analysis (as referenced above).

Transportation: Steveston Highway Access – Possible Alternative

The subject development proposes a right-in/right-out access along the site's Steveston Highway frontage, the development of which requires the approval of the Ministry of Transportation and Infrastructure (MOTI). Based on the scale of The Gardens and applicant's Traffic Impact Analysis (TIA), staff believe the provision of this access is acceptable, but not necessary for traffic capacity purposes. MOTI has indicated, however, that the access raises concerns and the Ministry would prefer the site to be accessed exclusively via No. 5 Road.

Should the access along Steveston Highway not be approved by MOTI, the applicant has identified an alternative that limits access to No. 5 Road. This alternative is acceptable to staff, subject to the applicant's completion of additional analysis and detailed design related to adjustments in vehicle circulation, signal timings, road works, traffic management measures, and related site-planning considerations.

The detailed design of all transportation works, including the alternative if deemed appropriate, shall be undertaken via the Servicing Agreement (SA) process to the satisfaction of the Director of Transportation and Director of Development.

Analysis

The staff review of the subject application indicates that the proposed development concept is supportive of the City's planning directions for Richmond as a whole and the Shellmont's Ironwood Sub-Area in particular, including:

New Development Directions

The OCP designates Ironwood as a "Neighbourhood Service Centre" and the adjacent lands, including the non-ALR portion of the subject site, as "Limited Mixed Use". The intent behind these designations is to encourage the gradual growth of the Ironwood Sub-Area as a high amenity, mixed-use community focus that is strategically located to serve the day-to-day needs of surrounding residents and employment uses. The establishment of shopping centre and public library uses at Ironwood was an important first step towards achieving this objective. The Gardens is the next step in this process and signals the beginning of Ironwood's shift away from car-focussed uses and forms of development towards ones that:

- Are more compact and pedestrian-friendly;
- Encourage transit and alternative travel modes;
- Provide for a vibrant mix of multiple-family housing, pedestrian-oriented commercial, and community amenities; and
- Sensitively bridge the urban-rural boundary with mutually-supportive uses and forms of development (e.g., urban agriculture).

An Unparalleled "Agricultural-Park" Opportunity

The subject rezoning application provides the City with an unparalleled opportunity to establish a unique "agricultural-park" in a prominent "Richmond gateway" location, including:

- a) 49,530 m² (12.2 ac) of land within the Agricultural Land Reserve (ALR);
- b) Public ownership of the former "Fantasy Gardens" botanical gardens site and its significant landscape resources, including a City-identified "significant" tree (a Weeping Sequoia);

- c) An “Agricultural-Park Master Plan”, identifying potential park uses (e.g., urban agriculture, agricultural education, botanical gardens) and related improvements, to be prepared at the sole cost of the developer, to the satisfaction of the City (**Attachment 11**, Schedule 3); and
- d) The phased implementation of the “master plan” by the developer, construction of which is intended to proceed concurrently with the development of the urban portion of The Gardens (i.e. on a DP-by-DP basis).

Townline Homes has agreed to consolidate and transfer ownership of the ALR portion of the subject site to the City prior to rezoning with the understanding that:

- Development Cost Charge (DCC) (park land acquisition) credits will apply, to the limits set out in the applicable (i.e. existing or recently adopted) DCC Bylaw (approximately \$1.5 million); and
- A donation receipt may be provided, the maximum value of which is to be determined based on a current market value appraisal undertaken to the satisfaction of the Manager, Real Estate Services and General Manager, Business and Financial Services, less any applicable DCC (park land acquisition) credits.

All costs related to the appraisal and the transfer of the land will be borne by the developer. The terms and conditions of the purchase and sales agreement (at market value) will be subject to Council approval prior to the Public Hearing for the subject rezoning. These matters will be addressed via a separate report to Council from the Manager, Real Estate Services.

The cost of park construction to be undertaken by the developer is not intended to exceed the value of the developer’s DCC (park construction) credits as set out in the applicable (i.e. existing or recently adopted) DCC Bylaw (approximately \$1.2 million).

High-Amenity Urban Development

Within the project’s urban area, the proposed development incorporates a broad range of features that will enhance its amenity for residents, workers, and visitors, including:

- a) Affordable Housing
As per City policy, Comprehensive Development District (CD/210) provides for a density bonus based on the developer’s provision of a minimum of 5% of the development’s gross residential floor area as affordable (Low End Market Rental) units, constructed at the sole cost of the developer and secured in perpetuity via the City’s standard Housing Agreement(s). The actual floor area, number of units, and their distribution will be determined phase-by-phase via the City’s Development Permit processes. Preliminary estimates indicate that 2,407 m²/25,905 ft² may be developed as affordable housing (+/-25-50 units). Units may be dispersed across the site, or based on the developer’s success in securing funding through BC Housing or others, consolidated in one location.
- b) Child Care
Comprehensive Development District (CD/210) provides for a density bonus based on the developer’s provision of a City-owned, 37-space child care facility, constructed at the sole cost of the developer to a turnkey level of finish. Prior to the issuance of Development Permits for more than 67% of the project’s maximum permitted buildable floor area, the developer is required to have either (i) completed the facility’s construction and transferred its ownership to the City, or (ii) entered into legal agreement(s) and provide financial security for its construction to the satisfaction of the City. (**Attachment 11**, Schedule 2)

c) Transportation Improvements

It is the objective of the City to balance demands for effective vehicle and goods movement (e.g., highway-related improvements) with opportunities to encourage transit-oriented development, alternative travel modes (such as transit and cycling), and reduced reliance on single-occupant vehicles. The Gardens addresses this challenge through a broad range of transportation initiatives designed to enhance traffic safety and operations, to the benefit of both the subject development and the surrounding community, including:

- Widening and upgrades to Steveston Highway and No. 5 Road;
- Greenway development for pedestrians and cyclists; and
- Parking reductions tied to Transportation Demand Management (TDM) measures, including the provision of co-op (car-share) vehicles/spaces, transit amenities, transit-pass subsidies, and end-of-trip cycling facilities.

d) ALR Buffer

In addition to providing for the proposed “agricultural-park”, The Gardens will be designed to protect and enhance the ALR via the establishment of a buffer, including

- A 3 m (10 ft.) wide landscape area along the ALR boundary (within the urban portion of the site), to be secured by a covenant(s) on title;
- Various building setback restrictions, set out in the site’s zoning and DP Guidelines; and
- A City-approved “landscape and maintenance plan”, to be based on directions identified through the “Agricultural-Park Master Plan”, and prepared and implemented via the City’s Development Permit processes.

e) Riparian Management Area (RMA)

The Gardens aims to protect and enhance the site’s riparian area along its Highway 99 frontage by establishing a 15 m (49 ft.) wide Riparian Management Area (RMA), secured with a covenant(s), and undertaking its enhancement via a “landscape and maintenance plan” and improvements, to be determined and implemented through the City’s DP processes.

f) Public Art

The developer proposes to prepare a Public Art Plan, based on \$6.46/m² (\$0.60/ft²) of maximum buildable floor area, to be implemented on a DP-by-DP basis. This voluntary developer contribution towards Public Art is estimated at approximately \$364,000.

g) Flood Plain Management

In accordance with City policy, The Gardens will register a covenant(s) on the site and build to a minimum Flood Construction Level (FCL) of 2.9 m (9.5 ft.) GSC, which is roughly 1.5 m (4.9 ft.) above the grade of the fronting streets. The development proposes to take advantage of the site’s elevated FCL by constructing buildings over a large, efficient one-storey parking podium, the roof and perimeter of which will be landscaped to provide circulation, open space amenities, and attractive interfaces with fronting streets, the riparian area along Highway 99, and the ALR.

h) Sustainable Development

The Gardens incorporates a variety of sustainable development strategies, such as a compact, pedestrian-oriented form of development, Transportation Demand Management (TDM) measures linked to parking reductions (e.g., co-op vehicles and spaces, transit amenities), and community amenities (e.g., greenways, park, child care, affordable housing). In addition, the developer intends that The Gardens achieves a LEED Silver standard of “green building” design and construction or better and may incorporate measures such as geothermal ground source heat pumps for heating and cooling or a District Energy Utility project. (**Attachment 8**)

i) A “Garden City” Development Strategy

Townline’s vision is of a “garden city”, characterized by compact, transit-oriented development, pedestrian-friendly streetscapes, small shops and restaurants, and a green, landscaped setting with opportunities for urban agriculture. Development of the subject site will be phased, beginning with off-site street, greenway, and servicing improvements secured prior to rezoning adoption (i.e. via a Servicing Agreement, subdivision, legal agreements, security), and followed by a series of Development Permit applications (independent of the subject rezoning).

The site’s proposed zoning bylaw, Comprehensive Development District (CD/210), will help to facilitate this process through provisions for:

- A vibrant mix of uses, including 450+ multiple-family dwellings and a minimum of 3,000 m² (32,293 ft²) of non-residential uses (e.g., retail, grocery store, office, hotel, child care);
- Ground floor commercial uses at the prominent Steveston Highway and No. 5 Road corner;
- A maximum floor area of 56,511 m² (608,299 ft²) (1.43 FAR), including density bonuses for the provision of Affordable Housing (i.e. as per City policy) and a child care facility;
- A maximum building height of 20 m (66 ft.) and 4 storeys (over one level of parking) near existing residences along No. 5 Road, rising up to 25 m and 6 storeys (over one level of parking) in the middle and eastern parts of the site;
- Significant green landscaping and limited building footprints; and
- Limitations on freestanding signs and signage above the first storey.

Provisions in the site’s zoning will be complemented by new, site-specific DP Guidelines (supplementing existing DP Guidelines for Shellmont’s Ironwood Sub-Area), including design considerations regarding:

- Special landscape treatments and related measures along the site’s street, highway, riparian, and ALR frontages;
- Pedestrian-friendly streetscapes for ground floor commercial and residential uses;
- Greenway landscape treatments;
- On-site seating areas, gathering places, and playgrounds;
- Opportunities for sharing indoor residential amenity spaces between buildings; and
- Parking and loading, including specific Transportation Demand Management (TDM) measures recommended for implementation in the event of parking reductions (i.e. below zoning bylaw requirements).

A Unique Project

The long list of features proposed for the subject development presents a unique opportunity to:

- Enhance the Ironwood area in general, and The Gardens in particular, as an important Richmond “gateway”;
- Establish The Gardens as a benchmark for innovative, transit-oriented development in Richmond’s suburban areas, including new housing options and pedestrian-friendly uses and forms of development;
- Support key objectives for sustainable development; and
- Protect and enhance the ALR.

Financial Impact

There are no financial impacts on the City as a result of the subject zoning.

Voluntary Developer Contributions

The developer has voluntarily agreed to enter into legal agreements for the following:

- A City-owned child care facility, which will be constructed to a turnkey level of finish, at the sole cost of the developer. (The cost of loose furnishings/equipment, operation, and maintenance will be the responsibility of the child care operator.)
- Public Art, for which the developer will prepare a Public Art Plan (based on \$6.46/m² (\$0.60/ft²) of maximum buildable floor area) for implementation on a DP-by-DP basis.

Conclusion

The subject rezoning provides the City with an unparalleled opportunity to secure land within the Agricultural Land Reserve (ALR) for “agricultural-park” use, including significant landscape resources and the potential to “showcase” urban agriculture and related amenities. In addition, the urban portion of The Gardens is envisioned as a compact, medium-density, pedestrian- and transit-oriented community, the development of which will contribute towards an attractive “gateway” to Richmond and enhance the livability and viability of the surrounding community. Overall, the subject application is consistent with Richmond’s objectives and merits favourable consideration.



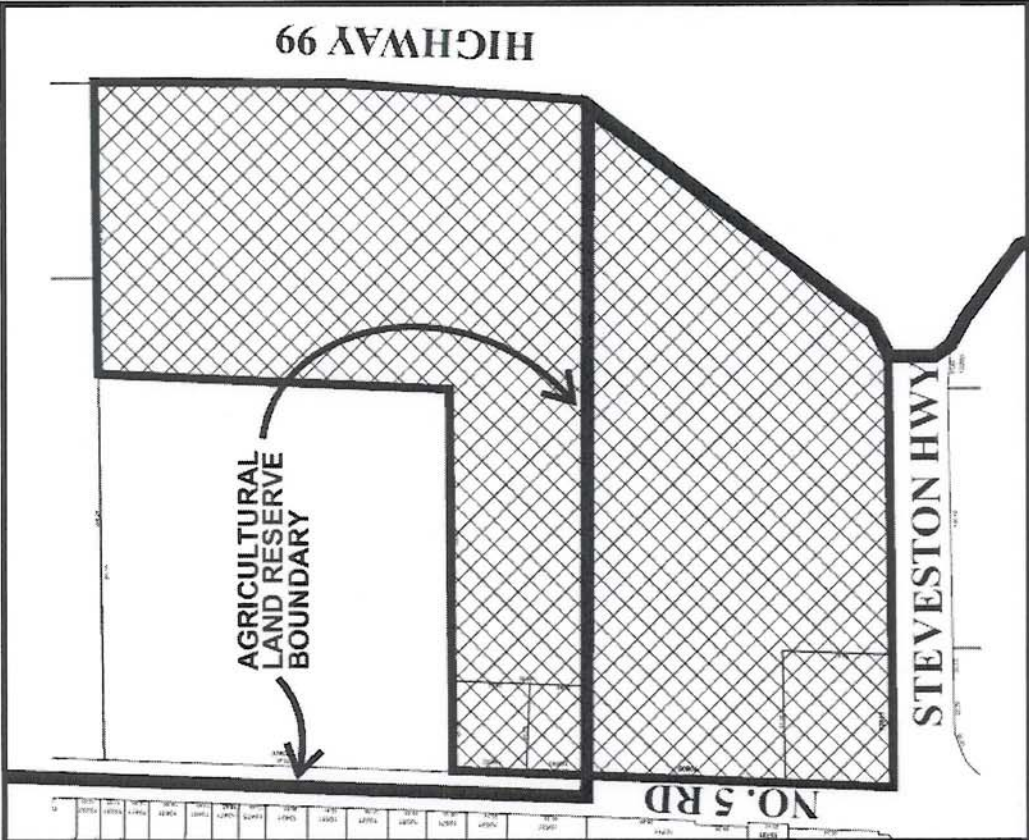
Suzanne Carter-Huffman
Senior Planner/Urban Design (4228)

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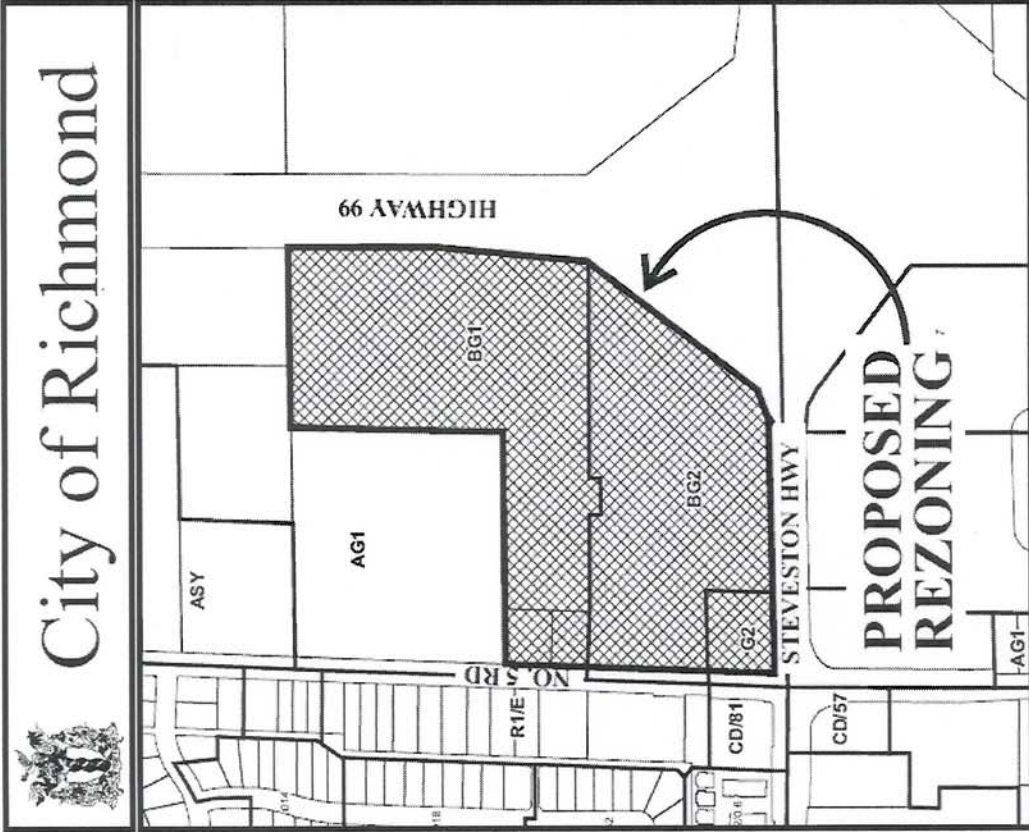
Attachments:

- Attachment 1: Location Map
- Attachment 2: Aerial Site Photograph
- Attachment 3: Development Application Data Sheet
- Attachment 4: Summary of Related City Policies & Studies
- Attachment 5: The Gardens: Illustrative Site Plan (Prepared August 2009)
- Attachment 6: The Gardens: Vision Statement
- Attachment 7: The Gardens: Design Concept
- Attachment 8: The Gardens: Summary of Proposed Sustainability Measures
- Attachment 9: The Gardens: Summary Outcome of Townline’s Community Workshops
- Attachment 10: Letter of Support
- Attachment 11: Rezoning Considerations
 - Schedule 1: Preliminary Subdivision Plan
 - Schedule 2: The Gardens: Child Care Facility Terms of Reference
 - Schedule 3: The Gardens : Agricultural-Park Master Plan Terms of Reference
 - Schedule 4: Preliminary Functional Roads Plans

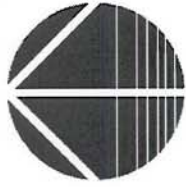
ATTACHMENT 1
Location Map



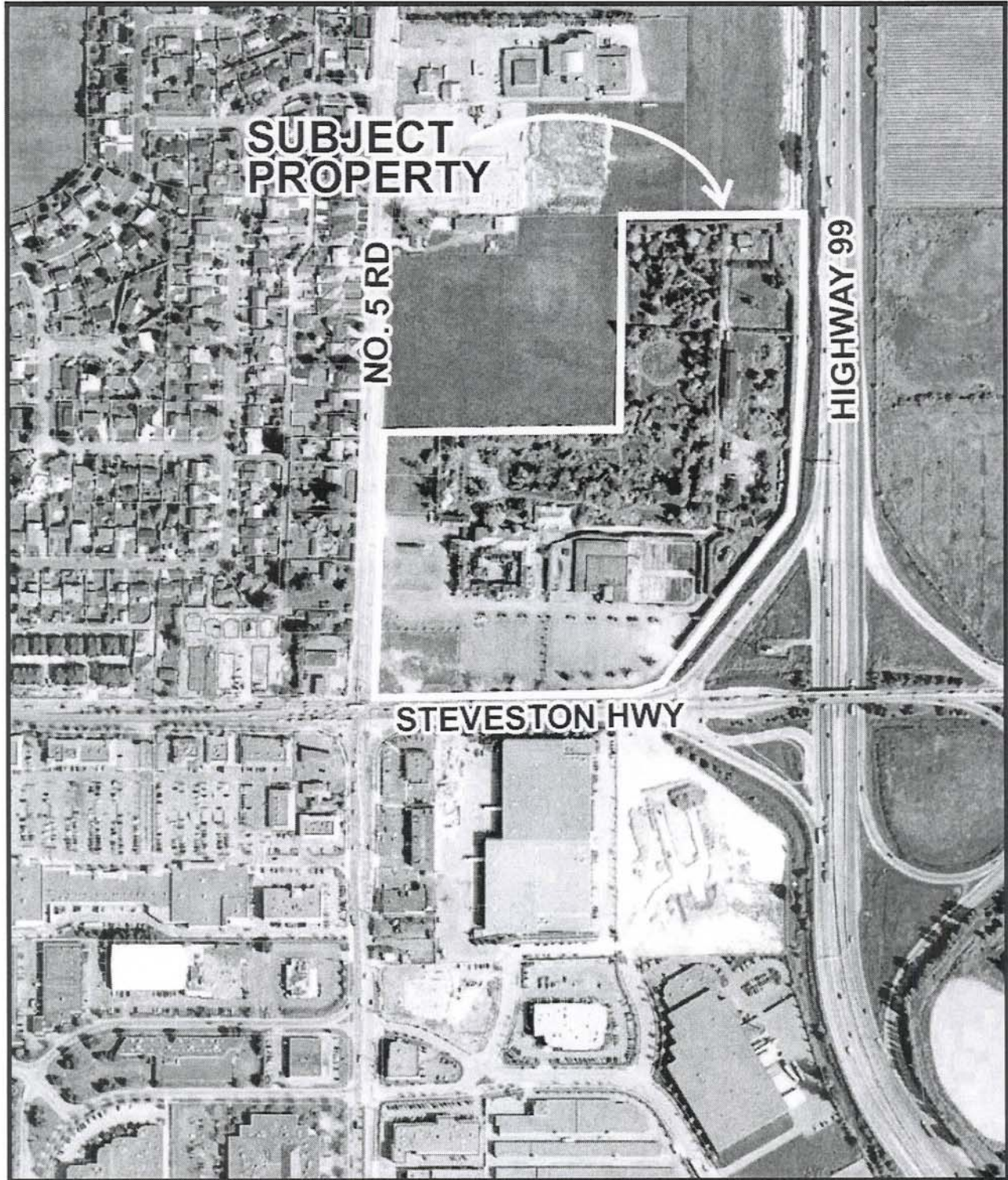
Original Date: 03/09/09
 Revision Date: 08/28/09
 Note: Dimensions are in METRES



RZ 08-450659



ATTACHMENT 2
Aerial Site Photograph



RZ 08-450659

Original Date: 03/09/09

Amended Date:

Note: Dimensions are in METRES

ATTACHMENT 3
Development Application Data Sheet



City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

**Development Application
Data Sheet**

RZ 08-450659

Address: 12011 Steveston Highway and 10620, 10640, and 10800 No. 5 Road

Applicant: Townline Homes

Planning Area(s): East Richmond (ALR portion) & Shellmont (non-ALR portion)

	Existing	Proposed
Owner	Asiaworld (Canada) Dev Corp	Townline Homes
Applicant	Townline Homes	Townline Homes
Site Size	<u>ALR:</u> 49,530 m ² (12.2 ac) <u>Non-ALR:</u> 42,666 m ² (10.5 ac) <u>Total:</u> 92,196 m ² (22.7 ac)	<u>Park (ALR):</u> 49,530 m ² (12.2 ac) <u>Road Dedication:</u> 3,239 m ² (0.8 ac) <u>Net Site:</u> 39,427 m ² (9.7 ac)
Land Uses <i>* Actual area may vary at Development Permit stage. CD/210 limits residential density to encourage a minimum of 3,000 m² (32,293 ft²) of commercial</i>	Former "Fantasy Gardens" site, including botanical gardens, commercial & surface parking	<u>ALR:</u> "Agricultural park" <u>Non-ALR:</u> Residential: 450+ units 48,131 m ² (518,095 ft ²)* Non-Residential: 8,380 m ² (90,205 ft ²)* Total: 56,511 m ² (608,299 ft ²) max.
OCP Designation <i>Specific Land Use Map</i>	<u>ALR:</u> Agriculture & Community Institutional <u>Non-ALR:</u> Limited Mixed Use	No change
Area Plan Designation	<u>ALR:</u> East Richmond <u>Non-ALR:</u> Shellmont	No change (OCP Specific Land Use Map applies)
Sub-Area Plan Designation	N/A	<u>Non-ALR:</u> Site added to the Ironwood Sub-Area (Site-specific DP Guidelines proposed)
ALR Designation	North portion of the subject site, including 10620, 10640 & the northern portion of 10800 No. 5 Road (Attachment 1)	No change
Heritage	<u>ALR:</u> A "significant tree" exists (Weeping Sequoia)	The "Agricultural-Park Master Plan" for the site's ALR area will address this tree & other "botanical garden resources".
ESA Designation	No	Riparian Management Area (RMA) will be established in proximity to the existing Highway 99 drainage ditch.
Zoning	<u>ALR:</u> "Botanical Garden District 1 (BG1)" <u>Non-ALR:</u> "Botanical Garden District 1 (BG1)" "Botanical Garden District 2 (BG2)" "Service Station District (G2)"	<u>ALR:</u> No change <u>Non-ALR:</u> "Comprehensive Development District (CD/210)" Maximum density: 1.43 FAR

On Future Subdivided Lots	Bylaw Requirement CD/210	Proposed
Density (units/acre)	N/A	46+
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> • Base Density: 1.0 FAR • With Affordable Housing Bonus: 1.3 FAR • With Community Use Bonus (Child Care): 1.43 FAR • Max. residential floor area: 53,511 m² (576,007 ft²) • Max. total floor area: 56,511 m² (608,299 ft²) 	<ul style="list-style-type: none"> • 1.43 FAR • Total floor area: 56,511 m² (608,299 ft²)
Lot Coverage	<ul style="list-style-type: none"> • 45% average 	<ul style="list-style-type: none"> • As required
Minimum Lot Size	<ul style="list-style-type: none"> • 3,000 m² (32,293 ft²) 	<ul style="list-style-type: none"> • +/-11,000 m² (118,407 ft²)
Setbacks: Road	<ul style="list-style-type: none"> • On-Site "Public" Road (rights-of-way): 3 m (10 ft.) • Highway 99: 15 m (49 ft.) • Steveston Highway: 6 m (20 ft.), except - <ul style="list-style-type: none"> - Parking structure (below habitable floor level): 1.5 m (5 ft.) - Non-residential uses less than 9 m (30 ft.) high: 3 m (10 ft.) - Residential uses less than 9 m high: 4.5 m (15 ft.) 	<ul style="list-style-type: none"> • As required
Setbacks: ALR	<ul style="list-style-type: none"> • Parking (below habitable floor level): 3 m (10 ft.) • Buildings: 6 m (20 ft.), except balconies, cantilevered roofs, etc. may project up to 0.9 m (3 ft.) 	<ul style="list-style-type: none"> • As required
Setbacks: Riparian	<ul style="list-style-type: none"> • 15 m (49 ft.), as measured to the property line abutting Highway 99 	<ul style="list-style-type: none"> • As required
Height	<ul style="list-style-type: none"> • Within 100 m (328 ft.) of No. 5 Road: 4 storeys over parking & 20 m (66 ft.) • Elsewhere: 6 storeys over parking & 25 m (82 ft.) 	<ul style="list-style-type: none"> • As required
Parking Spaces	<ul style="list-style-type: none"> • <u>Basic Parking Rates:</u> <ul style="list-style-type: none"> - Multi-Family: residents 1.5/unit & visitors 0.2/unit - Affordable Housing: 1.0/unit & visitors 0.2/unit - Commercial: 3.0-9.0/100 m² (1,076 ft²) gla (rate varies with actual use) • <u>Permitted Parking Reductions:</u> Based on the provision of specified Transportation Demand Management (TDM) measures: <ul style="list-style-type: none"> - Shared commercial & residential visitor parking - 10% for effective TDM measures (for residential uses) • <u>Specified TDM Measures (as per Proposed Ironwood Sub-Area DP Guidelines):</u> <ul style="list-style-type: none"> - 2-4 co-op vehicles & parking spaces - 2 transit shelters - One end-of-trip cycling facility, including (for each gender) showers, sinks, lockers, toilets, etc. - 15% subsidy towards monthly, 2-zone transit passes for residents for one year 	<ul style="list-style-type: none"> • As required
Amenity Space: Indoor	<p><u>Proposed Ironwood Sub-Area DP Guidelines:</u></p> <ul style="list-style-type: none"> • Per phase: 100 m² (1,076 ft²) minimum • The Gardens: 300 m² (3,229 ft²) maximum total space 	<ul style="list-style-type: none"> • As required
Amenity Space: Outdoor	<ul style="list-style-type: none"> • As per OCP, Schedule 1 	<ul style="list-style-type: none"> • As required

ATTACHMENT 4
Summary of Related City Policies & Studies

City Policy & Studies	THE GARDENS
<p>A. Official Community Plan (OCP)</p> <ul style="list-style-type: none"> • To be the “most appealing, livable, and well-managed community in Canada”. • As per the subject site’s OCP land use designations, to encourage: <ul style="list-style-type: none"> - Within the Agricultural Land Reserve (ALR) - Agriculture and limited assembly uses; and - Elsewhere – A mix of residential, commercial, and community uses that enhance public amenity and livability. 	<p><u>Applicant’s proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • Townline’s development concept, together with the proposed zoning, Development Permit (DP) Guidelines for Shellmont’s Ironwood Sub-Area, and related Rezoning Considerations, are tailored to: <ul style="list-style-type: none"> - Protect ALR lands; and - Encourage the development of a compact, medium-density, mixed-use community that will both be livable in its own right and enhance the livability and amenity of the surrounding area. • No OCP land use amendment is proposed.
<p>B. Agricultural Land Reserve (ALR)</p> <ul style="list-style-type: none"> • To protect the ALR, maintain and enhance agricultural viability, and establish effective buffers along urban-rural boundaries. 	<p><u>Applicant’s proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • The subject application aims to protect the ALR by: <ul style="list-style-type: none"> - Dedicating 54% of the site to the City for the phased development of a unique “agricultural-park”, together with the preparation of a park plan; and - Providing a landscape buffer and building setback restrictions along the urban-ALR boundary. • No zoning change is proposed within the ALR.
<p>C. Transportation</p> <ul style="list-style-type: none"> • To strategically balance the need for measures supporting effective vehicle and goods movement (e.g., highway-related improvements) with opportunities for expanded transit-oriented development, alternative travel modes, and reduced reliance on single-occupant vehicles. 	<p><u>Applicant’s proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • The subject application proposes a range of important transportation initiatives designed achieve the “strategic balance” sought by the City, including: <ul style="list-style-type: none"> - Steveston Highway & No. 5 Road widening and intersection improvements (to support the subject development, meet MOTI objectives, and enhance service for Richmond residents/businesses); - Compact, mixed-use development; - On-site, pedestrian-friendly/traffic calmed streets; - Shared pedestrian/bike greenway enhancing linkages to local destinations (e.g., Woodward Elementary School); - Transit shelters and transit pass subsidies; - Co-op (car share) program vehicles/parking; and - End-of-trip bike parking and amenities.
<p>D. Parks</p> <ul style="list-style-type: none"> • To ensure that the amount of City park space keeps pace with residential growth. • To provide for a broad range of active and passive open space uses, including urban agriculture. • To partner with developers to help make park acquisition and construction more cost effective. 	<p><u>Applicant’s proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • The subject application presents a unique opportunity to expand and enhance Richmond’s park system, including: <ul style="list-style-type: none"> - Dedication of 49,530 m² (12.2 ac) of new City-owned park within the ALR (for which the applicant will receive Development Cost Charge (DCC) credits and a donation receipt); - Preparation of an “Agricultural-Park Master Plan”, to be implemented in phases, at the discretion of the City; - Shared pedestrian/bike greenway along the site’s Steveston Highway and No. 5 Road frontages; and - An additional 0.2 ha (0.5 ac) of publicly-accessible open space within the site’s urban area for use as playgrounds, seating, etc.

City Policy & Studies	THE GARDENS
<p>E. Affordable Housing Strategy</p> <ul style="list-style-type: none"> To encourage developers to provide, at their sole cost, a minimum of 5% of gross residential floor area as Low End Market Rental dwellings secured via a Housing Agreement(s), registered on title, to the satisfaction of the City. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> Comprehensive Development District (CD/210) includes an Affordable Housing Bonus based on a minimum provision of 5% of the project's gross floor area as affordable units. Prior to rezoning, the applicant will enter into legal agreement(s) restricting the development of the subject site until Housing Agreement(s) are registered on title. (Registration required prior to DP approval.) Preliminary estimates indicate that, based on 5% of the gross residential floor area, 2,407 m² (25,905 ft²) may be developed as affordable (Low End Market Rental) housing (+/-25-50 units). Units may be dispersed throughout the site or consolidated in one or more buildings, as per approved Development Permit(s), to the satisfaction of the City.
<p>F. Child Care</p> <ul style="list-style-type: none"> To encourage the establishment and maintenance of affordable, accessible licensed child care facilities throughout Richmond. Based on preliminary findings of the on-going Richmond Child Care Needs Assessment: <ul style="list-style-type: none"> Shellmont needs new licensed child care spaces; and Staff recommend that a 37-space facility should be located at The Gardens. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> Comprehensive Development District (CD/210) includes a Community Use Bonus based on the minimum provision by the developer on-site of a 372 m² (4,000 ft²) facility (together with outdoor space and parking) for use as a City-owned, 37-space child care centre (for ages up to 6 years). Prior to rezoning, the applicant will enter into legal agreement(s) restricting development of The Gardens to 67% of its maximum permitted floor area until the required "turnkey" child care facility is either (i) constructed and transferred to the City, or (ii) legal agreements and security are provided to the City's satisfaction. The applicant has agreed to a Terms of Reference for the child care. (Attachment 11, Schedule 2)
<p>G. Public Art Program</p> <ul style="list-style-type: none"> To encourage developers to voluntarily contribute towards the implementation of the Program. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> The developer proposes to voluntarily contribute approximately \$364,000 towards Public Art, via: <ul style="list-style-type: none"> Prior to rezoning, prepare a Public Art Plan, based on \$6.46/m² (\$0.60/ft²) of max. buildable floor area; Implement the Plan on a DP-by-DP basis.
<p>H. Residential Amenity Space</p> <p>The OCP Development Permit (DP) Guidelines for multiple-family residential uses direct that indoor and outdoor amenity space for developments of 40+ units should be provided as follows:</p> <ul style="list-style-type: none"> Outdoor space: 6 m² (65 ft²) per unit Indoor space: 100 m² (1,076 ft²) 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> Development Permit (DP) Guidelines proposed for The Gardens, direct that indoor amenity space should be: <ul style="list-style-type: none"> Provided at a minimum rate of 100 m² (1,076 ft²) per phase of development, to a maximum of 300 m² (3,229 ft²) across the entire development; and Combined, where feasible, to accommodate special amenities (e.g., indoor pool, gymnasium). Outdoor amenity space will be provided as per the OCP via the City's standard DP review processes.
<p>I. Riparian Management Area (RMA)</p> <ul style="list-style-type: none"> To secure long-term protection and landscape enhancement near existing waterways (i.e. within 15 m (49 ft.)). 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> The subject development includes the registering of a covenant to protect the RMA along the site's Highway 99 frontage, together with enhancement of the RMA via the Development Permit (DP) process.

City Policy & Studies	THE GARDENS
<p>J. Environmental Review</p> <p>The subject property includes a former gas station site. A release letter has been received from the Ministry of Environment (MOE) permitting the City to approve rezoning, <u>however</u>:</p> <ul style="list-style-type: none"> • Before occupancy or "reutilization" of The Gardens' site can occur the following conditions must be satisfied: <ul style="list-style-type: none"> - Determination that the site is not contaminated; or - MOE Certificate of Compliance for remediation of the site. • If contamination has traveled outside the site, before occupancy or "reutilization" of The Gardens' site can occur the following conditions must be satisfied: <ul style="list-style-type: none"> - MOE Certificate of Compliance for on-site and off-site remediation; or - MOE Certificate of Compliance for on-site remediation and "approval in principle" for off-site remediation. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • Prior to rezoning adoption and related land dedications for road and park, the applicant is required to provide a Ministry of Environment (MOE) Certificate of Compliance or alternate approval regarding potential on-site and off-site contamination issues.
<p>K. Flood Management Strategy</p> <p>In accordance with the Flood Management Strategy, the applicant must:</p> <ul style="list-style-type: none"> • Register a Flood Plain Covenant on title referencing the site's minimum Flood Construction Level (FCL); and • Ensuring a minimum habitable floor level of 2.9 m (9.5 ft.) GSC. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • Prior to rezoning, the required Flood Plain Covenant will be registered on title. • The development will be raised on a 1-storey parking structure, such that the lowest habitable level will be at or above the City's minimum required elevation.
<p>L. Sustainable Development</p> <ul style="list-style-type: none"> • Richmond is committed to encouraging the integration of environmental, social, and financial sustainability strategies in new development. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • The Gardens is based on "compact community" development principles (e.g., mixed-use, pedestrian-friendly), and the developer proposes to incorporate various sustainability measures on a DP-by-DP basis (e.g., LEED silver, Transportation Demand Management measures, green building features). (Attachment 8)
<p>M. Form & Character of Development</p> <ul style="list-style-type: none"> • Existing Development Permit (DP) Guidelines applicable to the subject site are contained within the OCP, Schedule 1. • Staff determined that site specific DP Guidelines should be prepared for The Gardens to address the: <ul style="list-style-type: none"> - Site's prominent "gateway" location; - Impacts of high traffic volumes (e.g., noise); and - Site's interface with adjacent farmland and other uses. 	<p><u>Applicant's proposal complies with City policy:</u></p> <ul style="list-style-type: none"> • The applicant's concept for The Gardens is generally consistent with City objectives regarding pedestrian-friendly, medium density, mixed-use development. • Proposed site-specific DP Guidelines will provide additional guidance. • Phase-by-phase development of The Gardens will be the subject of the City's standard DP review and approval processes.

Vision for "THE GARDENS"

Given the strong community desire expressed for having public access to the gardens/ agricultural lands and for seamlessly pulling the garden theme into the neighbourhood, we have renamed the old Fantasy Gardens site, "THE GARDENS". The logo for THE GARDENS is of a sequoia tree which celebrates the heritage tree on the site.

As identified at the community workshops, there is a very exciting opportunity to transform this key gateway entrance from a back door to a front door entrance to Richmond with the redevelopment of the old Fantasy Gardens site. It is a place where an authentic "garden city" theme can be realized not only as part of the agricultural lands but can also be seamlessly woven throughout and along the edges of the mixed use village.

The gardens are the "heart and soul" of the development. Thus, the new neighborhood features three types of gardens: the **village gardens**, the **botanical gardens** and the **agricultural gardens**. The vision for this development provides for a series of seamless transitions from the mixed use village along the south edge, to botanical/display gardens in the centre, and to community agricultural/farming uses at the north and eastern edges. While still providing a seamless edge treatment supporting the Community's desire for a garden theme throughout, the botanical/display gardens provide a transition between the mixed use village and the agricultural gardens in the north and east portion of the site.

The relationship of the gardens & the agricultural lands, programmable community spaces, walkable streets, housing for a variety of households all located within walking distance of transit and commercial opportunities can all work together to make the Old Fantasy Gardens site a place like no other! It can become an example for the region of how to successfully create a healthy village with strong agricultural roots that further promotes a healthy lifestyle which Richmond is recognized for.

Imagine entering into Richmond and seeing a neighborhood with a variety of homes, retail all situated within a walkable village. Imagine, living in the village, coming home, and walking along a tree-lined street to unwind in a garden or pick some vegetables from your plot for dinner as you watch the restaurant owners pick herbs for their daily specials, and a farmer work his plot.

Imagine living in or visiting a neighborhood that has the makings of a European town with a central square and a conservatory that is used for community events and places where you can walk to fulfill your daily shopping needs or have a coffee outside and people watch. Imagine a place where people from all religions can come to reflect. Imagine a place where buildings are distinct and have unique entries, details and front yard gardens resulting in their own identity. Imagine a place that puts people first and the automobile second. Imagine a place that we are all proud of creating. The design concept and resulting plan is based upon the above vision and supporting planning directives from the community workshops and website.

DESIGN CONCEPT –
CREATING A SENSE
OF PLACE

THE GARDENS

The design concept developed for the Old Fantasy Gardens site creates a unique sense of place through the creation of a series of “rooms”.

These “rooms” or public places are designed to support the many daily activities that will define the neighbourhood. They are the “glue” that will encourage and enhance the residents daily patterns of life, shopping, children’s play, exercise or just meeting neighbors and enjoying a coffee or a casual meal.

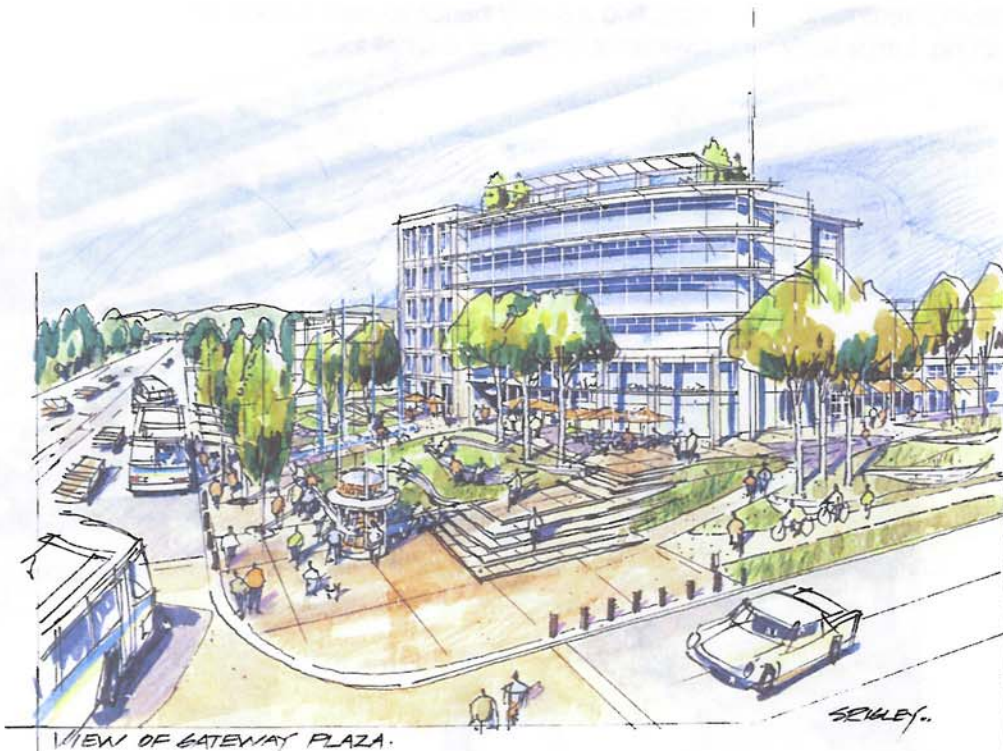
The variety of distinct buildings on the site and the open spaces between them, form the edges and define the space for these “rooms”. The pedestrian oriented streets and paths form a framework that links these spaces together. The character of the buildings (the “style”), the materials, the planting and street furnishings then define the individual and unique character of each of the “rooms”.

1 Gateway Plaza – “the community corner room”

This space at the prominent corner of Steveston Highway and No. 5 Road serves as an introduction to the neighbourhood. It will anchor the corner with a strong architectural statement likely in the form of an office building above retail. A transit stop that has buses connecting from Canada Line will be connected to the office/commercial building plaza and the neighbourhood. An elongated roof will create a comfortable shelter for transit users.

The feel is “urban” with decorative paved surfaces, street trees, seating, within the plaza and pathways etc. The retail at grade will be serviced oriented. For example, a pharmacy, perhaps a coffee shop or newsagent. A signature landscape piece or urban garden feature is provided at the corner. There is a “passage” through the building to the “Gateway Court” behind that accommodates short term parking and more access to retail.

A row of trees planted within a boulevard with a sidewalk and bike lane safety tucked behind is located along No. 5 Road and Steveston Highway both connecting to the Gateway Plaza – “the community corner room”. Lush Landscaped edges build on the garden city gateway theme and conceal the parkade located underneath the neighborhood.



VIEW OF GATEWAY PLAZA.

2 Garden Boulevard – “the community street room”

The Garden Boulevard – “the community street” which runs east/west through the site is the main linking space which ties the various buildings and open spaces together.

paving defines corners and street crossings. The use of landscape, and a variety of architectural styles, details and materials (eg. brick, texture, planters, etc) further add to the neighbourhood character.



3 Garden Mews + the Lookout – “the garden mews room”

Looping off the Garden Boulevard – “the community street room”, is the Garden Mews + the Lookout – “the garden mews room”. “The garden mews room” is a pedestrian greenway providing access to the internal areas of the site as well as providing access to the botanical gardens and farming beyond. The space is defined by front yard gardens leading to grade level residential homes as well as a number of open spaces for both active and passive seating. The character is green and quiet. Special landscaped features along the way provide variety and interest. A great place to walk the dog, find a sunny bench to read a book or oversee a toddler at a small tot lot.

The vehicle movement is slowed through this area with traffic calming features such as roundabouts, special paving treatment at crossings and street parking. Large leafy shade tree create a canopy to line the pedestrian promenade allowing for relaxed movement of pedestrian and scooter users alike. Benches and landscape features are placed along the route, as well as angled parking giving a feeling of a village street. Distinct residential buildings fronting on this street will have ground oriented units with patios, gates and front yards adding to the village atmosphere. Lighting is low in scale and special





VIEW OF THE GARDEN VILLAGE SQUARE

The “lookout” off the mews offers a raised viewing area to survey the old “Fantasy Gardens” beyond. This is a more contemplative area with a variety of comfortable site furnishings. “Eyes on the street” is created with homes facing the mews.

4 the Garden Village Square – “the gathering room”

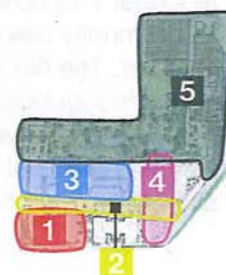
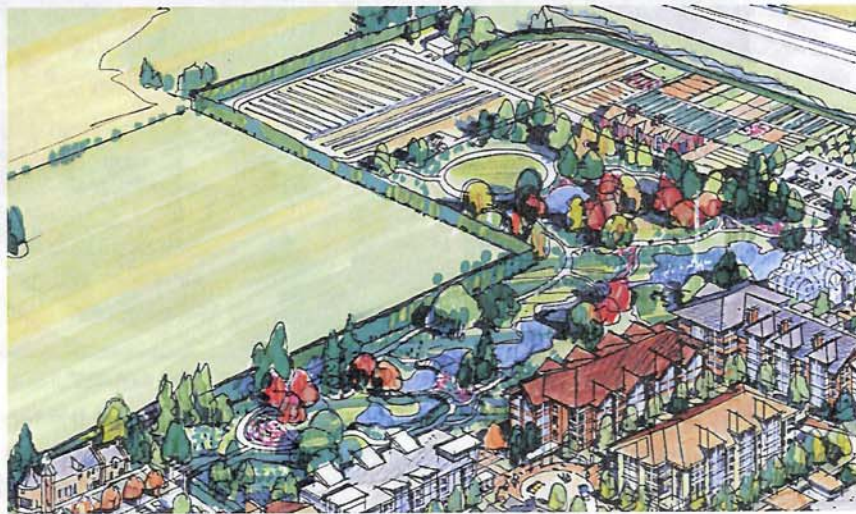
At the Eastern end of the Garden Boulevard, is the village square. This space is characterized by restaurants and cafes, retail and maybe some small offices at grade as well as a distinctive multi-purpose space (the conservatory building) that can be used for gatherings and events of all kinds. This building provides not only a community use but also a memory of the past. The flex use conservatory has a strong indoor/outdoor relationship opening up to a terrace overlooking the garden and agricultural lands. Perhaps the old rod iron chairs from the old Fantasy Gardens patio

sit on the terrace. Here the sidewalks are wide enough to accommodate outdoor dining and other street uses. There are no curbs and the special paved surfaces flow seamlessly together giving the impression of a European town square known by the Dutch as a “Woonerf” (a “Woonerf” is a term for an area where pedestrians, cycles, scooters and motorists share the streets without boundaries). This Dutch term can be translated as “A Residential Yard”. The street functions as a public livingroom. Bollards and street trees define parking, and the whole area can be closed to traffic to allow for special events such as market days, and community gatherings. There is an opportunity to plant conifer trees that could be decorated for Christmas light displays. This is a place to watch people and catch up on all the latest community goings on. There is an active quality to the space, which serves as a counterpoint to the tranquil garden and farming setting beyond. This place also provides access to the gardens.

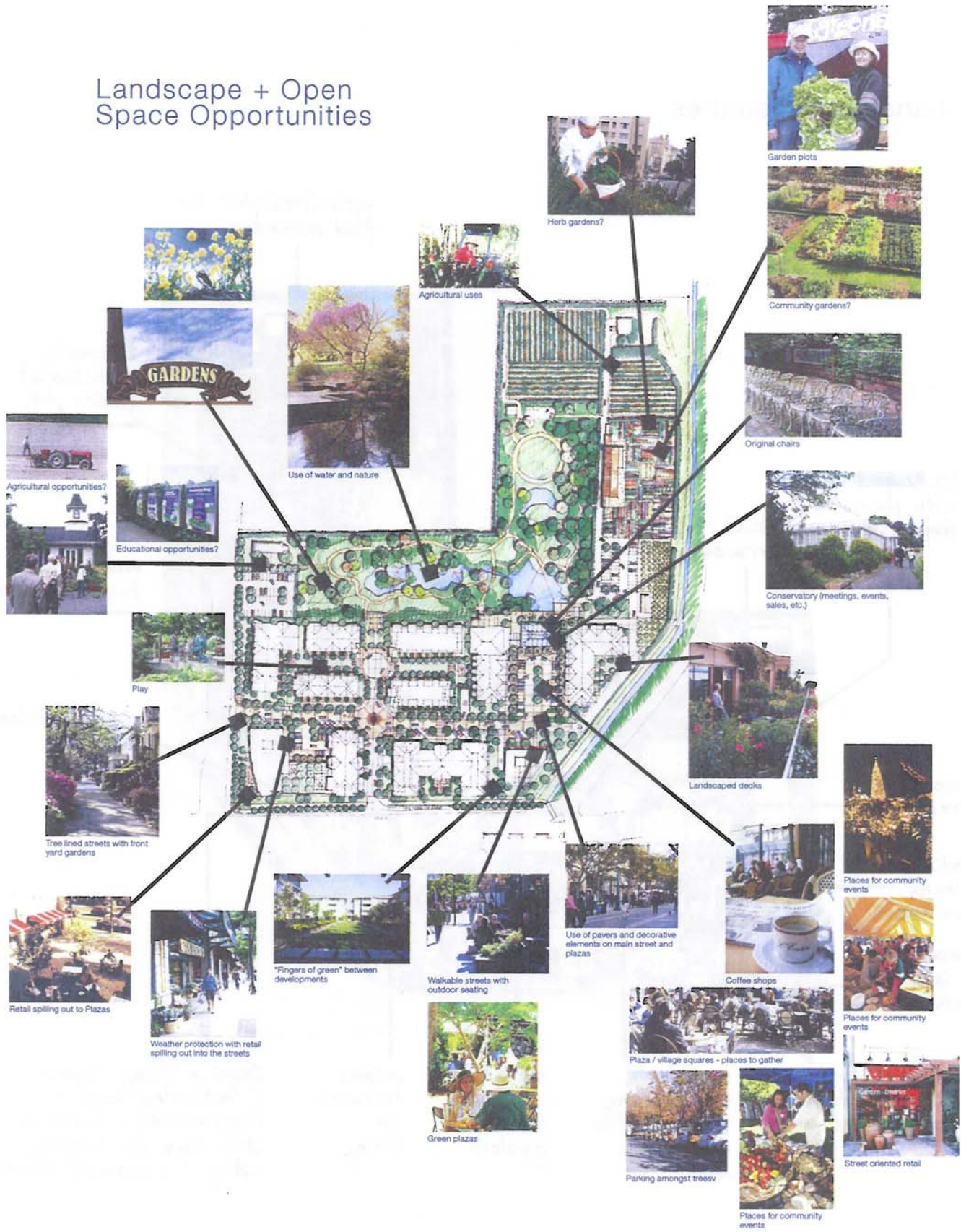
5 the Gardens – “the farm + garden room”

Two main public entrances are provided to the agricultural/botanical gardens land. The first is from No. 5 Road. The second is from the Garden Village Square – “the Gathering Room”. A small unpaved public parking lot lined with street trees is located at the entrance to “the farm + garden room”. A small institutional building, maybe even the old castle from the Fantasy Gardens site is located at the entrance as a welcoming place connected to the parking lot. This space could be used for community educational purposes related to the agricultural lands and the garden. Space in the building could also be reserved as a place of worship and retreat to celebrate the site’s location on the Highway to Heaven. The old botanical display gardens are reintroduced with walkways as a tranquil and relaxing place for visitors and residents alike to enjoy. Edible landscape and other educational landscape features and displays could be incorporated into the gardens.

The ponds could also serve the dual function of accommodating storm water retention. Community gardens and an orchard are provided for the surrounding community and residents to enjoy. Garden plots are provided for each of the restaurants so that they can grow their own herbs and vegetables on their menu. Some of the older buildings are retained on site to house farm equipment. Farm plots are made available for the local farmers or an educational facility to farm. Pathways from the The Gardens – “the farm + garden room” link the gardens to the other rooms in the neighbourhood.



Landscape + Open Space Opportunities



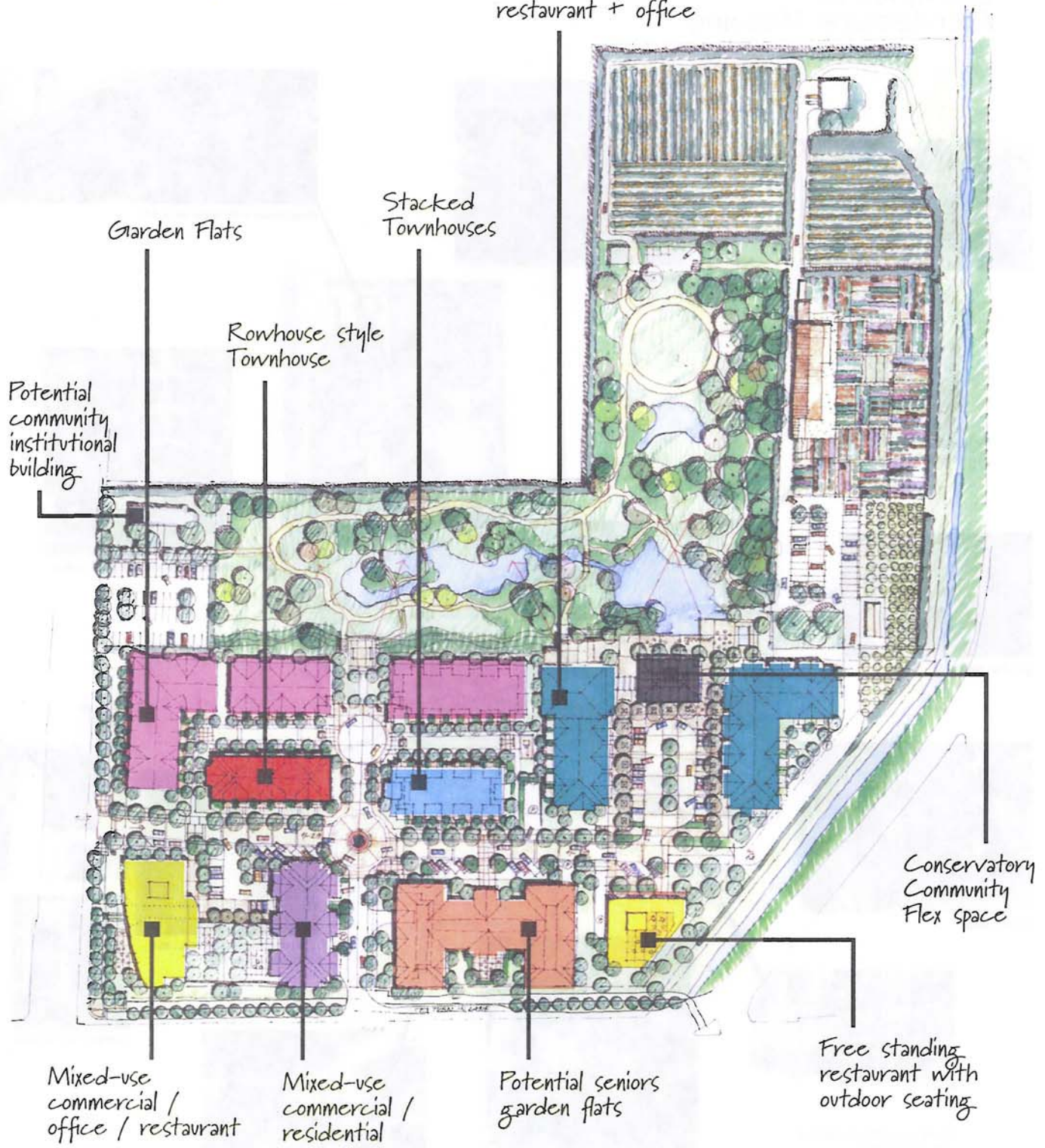
Landscape Features

Landscape & Open Space Opportunities



Building Massing

Mixed-use 4-storeys residential over commercial / restaurant + office



Garden Flats

Stacked Townhouses

Rowhouse style Townhouse

Potential community institutional building

Conservatory Community Flex space

Mixed-use commercial / office / restaurant

Mixed-use commercial / residential

Potential seniors garden flats

Free standing restaurant with outdoor seating

Examples of Architectural Massing



stacked townhouses



garden flats



rowhouses



mixed-use with residential over commercial



garden flats



potential seniors housing



mixed-use with retail at grade



mixed-use with retail at grade



Entry details - planters, rod iron and balconies



Distinct front doors



restaurant with outdoor setting spilling into plaza

the Rooms

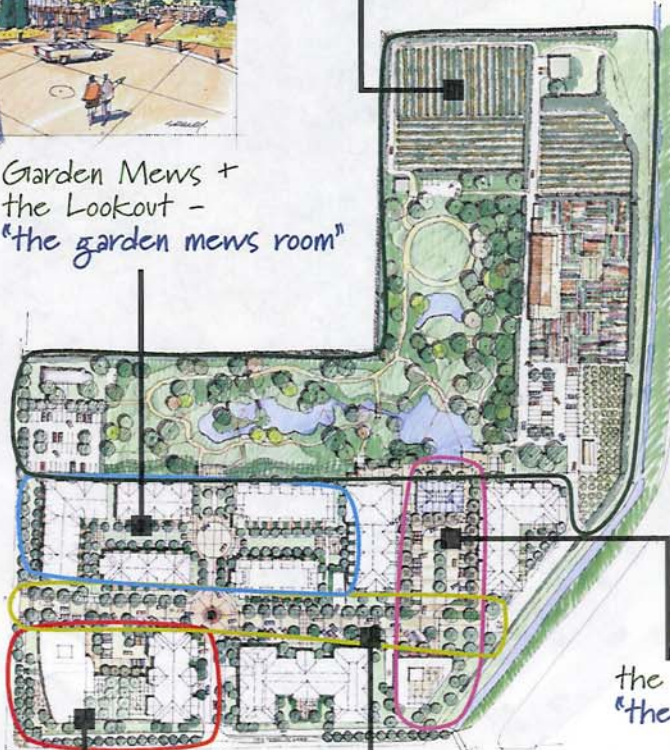


the Gardens -
"farm + gardens room"



VIEW OF GARDEN MEADOWS & LOOKOUT

Garden Meadows +
the Lookout -
"the garden meadows room"



VIEW OF THE GARDEN VILLAGE SQUARE

the Garden Village Square -
"the gathering room"

Gateway Plaza -
"the community corner room"



VIEW OF GATEWAY PLAZA

the Garden Boulevard -
"the community street room"



VIEW DOWN GARDEN BOULEVARD

Aerial View – the Gardens



AERIAL VIEW LOOKING NORTH-EAST.

ATTACHMENT 8
The Gardens: Summary of Proposed Sustainability Measures

THE GARDENS: Proposed Sustainability Measures (RZ 08-450659)	
Contaminated Site Requirements	<ul style="list-style-type: none"> • Ministry of Environment Approval for the former gas station site at 12011 Steveston Highway and neighbouring lands. • Certificate of Compliance required.
Riparian Management Area (RMA)	<ul style="list-style-type: none"> • Establish a 15 m wide Riparian Management Area (RMA) adjacent to the existing Highway 99 drainage ditch. • Undertake landscape enhancement of the RMA, together with the preparation of a management plan (prior to DP approval).
Agricultural Land Reserve (ALR) Buffer	<ul style="list-style-type: none"> • Establish a 3 m wide ALR landscape buffer adjacent to the ALR boundary, together with additional building setback requirements. • Undertake landscape enhancement of the ALR buffer, together with the preparation of a management plan (prior to DP approval).
Traffic-Noise Sensitive Uses	<ul style="list-style-type: none"> • Register a covenant on title to provide notification and require that a qualified professional ensures that residential uses are designed and constructed to meet City standards (based on Canada Mortgage and Housing Corporation standards).
Mixed-Use, Pedestrian-Oriented Development	<ul style="list-style-type: none"> • Dedicate 54% of the gross site for "agricultural-park" • Support opportunities to undertake & showcase urban agriculture at a prominent Richmond location • Create a compact, medium-density, mixed-use community • Provide a variety of pedestrian amenities, including sidewalks, traffic calming , and weather protection • Provide community amenities, including child care, affordable housing, public open space, and public art • Compliance with Richmond's Flood Construction Level Bylaw • Undertake public consultation in planning of the project (Complete)
Transportation Demand Management (TDM) Measures	<ul style="list-style-type: none"> • Shared bike/pedestrian greenway along the full length of No. 5 Road and Steveston Highway frontages • Parking reductions (e.g. 10% reduction for residential uses, shared resident visitor and commercial spaces) shall be permitted, based on the developer's provision of: <ul style="list-style-type: none"> - 2-4 co-op vehicles & parking spaces; - 2 transit shelters; - End-of-trip cycling facilities (e.g., showers); and - 15% subsidy towards monthly, 2-zone transit passes for residents for one year. • Additional parking reductions may permitted, based on the developer's provision of additional measures, as determined on a DP-by-DP basis.
Green Building Measures	<ul style="list-style-type: none"> • Construction standards: <ul style="list-style-type: none"> - LEED Silver compliance: Checklist to be prepared prior to rezoning adoption (complete) and on a DP-by-DP basis. • Water efficiency: <ul style="list-style-type: none"> - Drought resistant and native planting - Low flow fixtures (e.g., low flush toilets) • Materials & resources: <ul style="list-style-type: none"> - Recycling of construction materials - Re-use of "Fantasy Gardens" fixtures (e.g., benches, lamp standards, kitchen equipment) - Grinding and re-using existing asphalt - Local purchasing of most building materials • Energy & atmosphere: <ul style="list-style-type: none"> - Possible geothermal ground source heat pumps for heating and cooling - Possible District Energy Utility project - Motion sensors and timers - Enhanced indoor environmental quality measures (e.g., low-emission materials, operable windows)

Planning Directives for “THE GARDENS” Plan Emerging from the Community Workshops

These directives were created from the comments (issues & ideas) provided by the participants at the first community workshop and from comments on the Community “Gateway to Richmond” web site. They were used to develop the resulting vision and plan for THE GARDENS. Some additional amendments to the directives were also made after the second Community Workshop based on participant feedback. Participant’s comments on the planning directives from Workshop 2 are included in Appendix 3. The resulting revised directives are highlighted in red below.

1) A Sense of Place – the Gardens as the Heart and Soul

Participants at the workshops and on the Gateway to Richmond Community website, expressed their beliefs that the future of Fantasy Gardens Village should become a place where the “Garden City” is visibly embodied in an important position at the gateway to Richmond. They believed that the strong presence of the garden will create a powerful, “sense of place” to the Fantasy Gardens Village.

It was important to the community that the gardens theme be seamlessly blended throughout the development, so that there were no hard edges between the village and the gardens/agricultural lands. There is a desire to create a village where urban agricultural activities are part of the fabric. The design concept provided later in this document creates a sense of place through the creation of a series of “public rooms”. These rooms or public spaces are designed to support the many daily activities that will define the neighborhood.

Theme:

The Garden City – “Green” theme as the unifying character. The Gardens become the “heart and soul” of the place.

PLANNING DIRECTIVE	DESIGN RESPONSE
Seamlessly blend the garden theme throughout the entire development (eg. Landscaped and tree-lined streets, garden plots, water features and flowers)	The Gardens Plan includes: Tree-lined streets, landscaped courtyards, outdoor garden setting seating opportunities, semi-private gardens, landscaped edges, community garden plots, a landscaped roundabout, agricultural plots, display gardens, lookout points to gardens, opportunities for food production, water and landscape feature at the

Community Gateway corner, and opportunities to use the Conservatory and Community Gathering Room for events that celebrate the gardens and food production.

Use of nature & water

Ponds in the gardens/agricultural lands to have a dual function as a feature and as a supply for storm water drainage and a potential irrigation source for the community gardens and agricultural plots.

Express a **strong garden theme** on the outer edges of the development to **enhance the "garden city character" of this gateway location.**

Landscaped terraces, Treed boulevard edges; views to courtyard gardens, outdoor garden seating; special landscape features at the gateway community corner at No. 5 Road. Incorporation of feature evergreen trees where feasible with the parking structure.

Greening of buildings including large decks.

Outdoor seating and large decks are provided.

2) Community Mobility – In and Around the Site

Next to wanting to see a better front door gateway entrance to Richmond created, public access to the gardens/agricultural portion of the site, traffic congestion at the corner of No. 5 and Steveston Highway was identified as the number one issue by the community. Specifically, people noted that the following issues require attention:

- Transit & bus stops
- Area needs better pedestrian connections.
- Stacking & long waits for left turns on No. 5 Road as a result, traffic gets backed up to Williams Road.
- Improved access point needed to the Highway.
- Widen Overpass at Highway 99
- Limit commercial traffic.
- No. 5 Road and Steveston Highway is a dangerous intersection.

- Steveston Highway backs up to No. 4 Road
- Interchange needs to be redesigned.
- Entrance to the development should be as far away from the intersection as possible.

In order to address how the re-development of Fantasy Gardens could help to address some of these concerns, we have provided and presented the following design responses to the community. The community comments on the planning directives can be seen in the Workshop 2 report (Appendix 3), and the Workshop 3 report (Appendix 4).

Resulting Theme:

- 1) Improve **traffic flow** and the **capacity of the intersection** at No. 5 & Steveston Highway.
- 2) Improve **pedestrian and transit connections** in and around the site.

PLANNING DIRECTIVES	DESIGN RESPONSE
Dedicate land and build an additional right turn lane heading west along Steveston Highway.	Additional right turn lane included in the plan
Provide land and build a dedicated bike lane along Steveston Highway.	Given safety concerns expressed by the community, the bike lane is included as part of an off road trail.
Create dual westbound left turn lanes on Steveston Highway.	Land provided from the old Fantasy Gardens site & the lands acquired previously by the city on the south side of Steveston Hwy will finally provide the room necessary to create dual westbound turn lanes.
Provide land and build a southbound left turn lane for cars entering into Fantasy Gardens.	Included in The Gardens Plan.
Provide land and for a southbound dedicated left turn lane on No. 5 Road.	Land provided from the site and the properties that are in the process of being redeveloped to the west will enable a southbound dedicated left turn lane on No. 5 Road to be created.

Locate future accesses to Fantasy Gardens away from the intersection.

The access to the mixed use village is located over 80 m from the intersection of the 152.08 metre frontage of the mixed use village.

Create a complete and walkable neighbourhood with access to transit that will reduce reliance on automobile ownership.

The Gateway Community Corner has been designed to support transit users and bring transit into the neighborhood. Traffic calming, pedestrian scale buildings, plazas, tree lined streets all work together to create a complete & walkable neighbourhood.

Contribute consulting expertise to the overall long term design work of this intersection, now that the key missing land dedications can be added from Fantasy Gardens to completing the puzzle.

Transportation study will look @ ways to improve this intersection

Significant amount of land is being contributed from the site to provide traffic lanes to improve traffic flow & the intersection now & into the future and to accommodate the future overpass & the potential twinning of the tunnel.

Encourage the City to complete the widening improvements on the south side of Steveston Highway at the same time when the improvements on the north side with Fantasy Gardens are built which will result in another additional lane.

Participants at the workshops indicated that they would like the City to complete the widening on southside of Stetveston Highway at the same time that Townline provides and builds an additional lane on the north side.

Discuss with TransLink potential transit improvements to the area. Investigate the possibility of providing a bus "pull-in" with an elongated shelter that feels like it is part of the neighbourhood to help encourage people to take transit that connects to Canada Line.

Townline has met with TransLink staff and they indicated that they do not want a pull in, but want a new shelter. The plan includes an elongated shelter that is connected to the buildings at the community gateway corner designed to support transit users & create a more transit-oriented development.

Optimization of signal, phasing and timing of the intersection.

Townline Homes to work with the City, TransLink (MRN program), and ICBC on coordinating these improvements with the dedication & building of the 2 new lanes of traffic.

Contribute the land to the City from Fantasy Gardens that will be required in the future to provide additional lanes for the overpass and tunnel expansion.

Land Dedications incorporated into The Gardens plan.

Encourage the Department of Highways to re-route truck traffic to Rice Mill Rd.

Townline has raised this issue/idea on behalf of the community with the Department of Highways.

3) Down To Earth – A Sustainable Village

There is an opportunity to show case a sustainable village on the old Fantasy Gardens site given its visibility from the Highway. A compact mixed use village with food production opportunities along with the close proximity to shopping and transit all work together to create a sustainable community. Some of the ideas that emerged at the workshops included: grey water management; food production; pedestrian oriented compact village with a strong sense of place.

Theme: Employ Sustainable practices on the site

PLANNING DIRECTIVES

DESIGN RESPONSE

Create a compact village with a mix of housing types in a garden setting close to shopping, transit and places to play and relax.

The village in The Gardens Plan is located on less than ½ the site. The site is even reduced further with significant road dedications, environmental setbacks, plazas, a park-like internal circulation system. As a result, the village is compact. The garden theme is blended throughout the entire site. Small scale retail and places to play and relax are provided in the plan.

Improve mobility in the area by designing for less reliance on the car.

(Intersection of No. 5 Rd & Steveston, transit stops, pedestrian friendly streets, cycling, elder scooters, shared cars/auto coops).

See improvements to No. 5/Steveston intersection in the mobility section. The Gateway Community corner has been designed to support transit users rather than the traditional bus stop with a small shelter at the edge of the road with no connection to the neighbourhood. Human scale architecture, a variety of building styles, traffic calming & pedestrian amenities will help reduce the reliance on the car. Shared cars, auto coops, etc. will also be considered as part of the plan.

Create multi-tasked streets where people can walk, shop and play.

The Gardens plan provides for streets that allow for people to walk, shop, socialize, play, and garden. The Community Gathering Room has a dual function of a plaza with outdoor seating spilling out, parking and circulation as well as the ability to be programmed for community events. An evergreen tree in the roundabout along the Garden Boulevard – Community Street Room provides for opportunities for seasonal displays.

Create open spaces that provide opportunities for socializing, ecology and food production.

The plan includes: agricultural gardens (community gardens & farming plots; Botanical/display gardens which also provides an opportunity for demonstrative/teaching gardens; Village gardens (semi-private places, garden courtyards, outdoor garden seating); riparian setback and compensation plan. Food production is considered as part of the infrastructure of the Garden's Plan.

Investigate urban farming food production opportunities including farmers market, community gardens.

The plan includes urban farming & food production opportunities. A farmer's or related community event could be held in the conservatory which opens up to the gardens & the Community Gathering room. The high visibility of the site provides an exciting opportunity to market community food production.

Protect Riparian corridors on the site.

The two buildings located along the eastern property line in the village have a 15 m riparian setback. Additional enhancement and compensation strategies are at a ratio

exceeding 3:1 where there is currently poor or no habitat to compensate for a reduced setback of 8 m on a portion of the site where a parking structure and a garden seating area encroach into the 15 m. setback. Participants at the workshop did not have any concerns with this approach. See Phase 1 Environmental and Ecological Assessment report.

Consider using storm water run-off for irrigation as part of a grey water initiative.

As part of our servicing of the site, we are proposing to utilize the ponds on the agricultural lands for storm water run-off & irrigation.

Investigate green building technology

We will investigate this at a later stage when we get into the design of our buildings during the Development Permit process.

Create a green "park like" environment throughout

Green streets, edges, semi-private spaces, courtyards, mews, the seamless relationship of the agricultural lands and the village etc. all work together to create a park like environment.

Pursue energy efficiency initiatives such as ground source heating.

This will be investigated as a possibility at a later stage in the development.

4) Creation of a Village Atmosphere – Live and Shop

Richmond's Official Community Plan supports the creation of a village as it designates the site for a mix of land uses rather than just one use. The Official Community Plan limits the amount of commercial uses that can be provided which is consistent with what most people wanted at the first workshop as they thought that there is enough commercial development within walking distance of the site.

Participants at the workshops felt strongly that a compact village with an authentic garden theme needed to be created at this location. They did have mixed opinions; however, at the first workshop as to whether or not high-rises should be included in the plan. Those in favor of high rise towers felt that they were needed to create a strong gateway element, concentrate density and free more of the ground plane for open space given the limited land supply on the site.

At the second Community Workshop in response to mixed opinions regarding the height of towers, we created a planning directive that limited taller buildings to 10 storeys and under and concentrated them on the eastern portion of the site. Although some people were satisfied with this change, some participants still had concerns about height. Recognizing that density is needed in order to make this development feasible with the limited land supply, some of the people who still had concerns with the height, indicated that they felt 6 or 8 storeys for the tallest buildings would be more acceptable.

As a result, we presented a plan at the third community workshop that limits the height of the tallest buildings in the neighbourhood to 6 storeys. Given there are no towers included in the plan any more, the density needs to be distributed throughout this concentrated village to make this plan work. In saying this we still believe that there should be a variety of heights and architectural styles throughout the neighborhood to create interest. On the plan presented at third community workshop, we have included a 6 storey building at Gateway Community Corner building in order to make a gateway statement entrance as well as to provide the amenities needed to support transit users.

Overall, most of the participants at the third workshop were pleased that we reduced the height of the tallest buildings to 6 storeys even though it means that density will need to be distributed evenly throughout the site. Some people indicated that they thought that taller buildings should be added to the eastern edge of the site to "book-end" the gateway entrance. At this point we have not adjusted the plan. Our goal is to work with City staff and our design team during the City approval process to determine the most suitable locations for the taller buildings. Gateway considerations, future use requirements, shadowing, adjacency issues, etc. through the design review process will all need to be taken into consideration. In order for this plan to work we require a minimum Floor Space Ratio of 1.2.

Theme:

- 1) Provide an attractive mix of ground oriented multiple family housing types for a variety of households.
- 2) Provide small scale retail on the site.

PLANNING DIRECTIVES

DESIGN RESPONSE

Provide a mix of ground oriented multiple family housing for a variety of households (young, seniors, affordable, etc). In addition to providing housing for a variety of people, investigate the possibility of providing seniors housing, scooter friendly streets and medical services in the neighbourhood.

The Village will have a variety of architectural styles, heights & homes for a mix of households. Affordable housing will be built in the village as per City policies. As part of the City approval process, we work with staff on ensuring that affordable housing is included in the neighbourhood. We are in the process of investigating the possibility of seniors housing & medical services on the site as well.

Concentrate the density in order to create a critical mass as found in most European Villages.

Density is concentrated in the village.

Do not include high-rise apartments/towers in this neighborhood.

Recognizing that there is only a limited land supply, the desire to create green space, and to create gateway elements visible from the highway, some people at the first workshop, felt that high rises should be included in the plan. Others were opposed to high rises at this location in Richmond. As a result at the second workshop, we recommended that buildings should be no higher than 10 stories & be located closer to Hwy 99.

Limit the tallest building in the neighbourhood to 6 storeys.

Given that some people still had concerns with 10 storeys, we decided to limit the height of the tallest buildings in the neighborhood to 6 storeys as suggested by some people at the previous workshop. The location of the 6 storey buildings will be determined as part of the development review process with the City of Richmond.

Consider live/work spaces, as part of the mix.	We will consider when we are at a more advanced stage of design development.
Investigate the market feasibility of hotels and offices at this location.	As a result of this directive, we have added offices as a possible use in the neighborhood with the building at the Gateway Community Corner & in the Mixed Use buildings located adjacent to the Community Gathering Room. We also investigated the market for hotels at this location. Our research & discussions with operators resulted in the decision that there is currently not a market for a suitable hotel at this location that will further the community's vision for the site. The proposed mixed-use designation of the parcel adjacent to the highway enables a hotel to be developed if market conditions change and the right operator can be found that contributes to the plan's vision.
Avoid large surface parking lots	With the exception of retail, loading & visitor parking, all the parking for the development is located underneath.
Limit and locate mid-rise apartments (less than 10 stories) near Highway 99 in order to provide a gateway feature and free up the ground plane for open space.	This directive was eliminated after the second Community workshop, as we reduced the height of the tallest building to 6 storeys.
Provide a landscaped setback along no. 5 road	Landscaped edge treatments, and a new sidewalk and treed boulevard is planned for No. 5 Road.
Provide community gathering spaces that will contribute to a sense of place such as a village square/courtyard above parking. Ensure that there is flexible community space for a variety of uses. (EG. Place of worship, banquets, sales, farmers markets, meetings, etc. Will depend on community need and demand).	Community Gathering Places included in the plan: a) Community Gathering Room w/ outdoor seating opportunities & community programming opportunities in the woonerf. b) Flex space in the conservatory. c) Restaurants w/ outdoor seating & deck allowances. d) The Lookout and Mews
Consider small scale commercial with residential located above.	Residential with retail below is proposed throughout the plan, and particularly around the village square in the community gathering room.

Ensure that there is a mix of commercial including restaurants, retail shops, coffee shops.

The plan includes a mix of those uses.

Provide opportunities for restaurants & coffee shops to provide outdoor seating in a garden setting.

There are opportunities for the outdoor seating with all the buildings proposed for commercial use. The mixed use buildings in the Community Gathering Room.

Try to avoid large corporate chains if possible.

There will be no big box retail.

Ensure that there is small scale retail rather than big box.

See above.

Limit the amount of commercial development.

Residential is the predominate use. Commercial is limited on the plan consistent with the OCP.

Encourage garden oriented & "artsy" commercial uses that will add to the sense of place.

Retail space within the gathering room fronting onto the village square provides an opportunity to attract smaller scale users. It is our hope that garden related businesses will have an interest in the village given its theme and opportunities.

5) Creation of a Village Atmosphere – Community Facilities

At the community workshops, participants developed a “wish list” of the community gathering spaces and amenities that they would like to see developed on the site. Some of the spaces and amenities that they wanted were on the agricultural lands which is not feasible as these uses cannot be developed without an amendment to the Agricultural Land boundaries.

The wish list included: seniors centre/home; day care; utilize the “RED BARN” as a farm house Community Centre on ALR with farm activities for children; community police station (CD); live theatre; want to see community spaces that the public can use like before (dances); meeting spaces; christian prayer facilities and outreach space; children’s play ground; destination family oriented retail services; liberal arts learning centre and flex space to be used by various groups; arts/theatre/cultural centre & art gallery; community Education facility; show of use of renewable energy/environmental show case; healing arts / wellness centre; community centre; family/children amenity space; official welcome centre to Richmond; a place to see and promote Richmond talent; family friendly and affordable amenities; children’s playground, and preserve the conservatory for community events.

Theme: Provide gathering spaces and community amenities on the site.

PLANNING DIRECTIVES	DESIGN RESPONSE
Incorporation of the conservatory for community flex space.	Incorporated in The Gardens plan
The creation of a woonerf in the community gathering room that can be programmed for community events in conjunction with the conservatory.	Incorporated in The Gardens plan
Opportunity to develop a building at the entrance to the agricultural lands within the portion designed for Community Institutional uses for community space related to urban & commercial farming uses. In the building, there may be the opportunity for spaces for a place of worship.	Potential opportunity incorporated in The Gardens plan.

6) Retain History while Incorporating the Future

Many people at the workshops and on the community website talked about their fond memories of the Fantasy Gardens site. Although some people would like to see memories of the site incorporated into the future development, the number one element that people strongly felt should be part of the site's future is the gardens. Some people at the workshop, also indicated a strong desire for the name of Fantasy Gardens to be changed. It is for this reason, we have changed the name to **THE GARDENS** as the new name for the old Fantasy Gardens site. To further celebrate the history of the site, we are using the sequoia tree as the logo for the name.

We unveiled this new name at the third community workshop. Participants reactions to the name are included in the third workshop report appended this report as attachment 4.

In addition to the gardens theme and the actual gardens being incorporated into the future plan for the site, some participants at the workshops indicated a desire for reflecting the following elements of the site's history into the future design of the site:

- a) The conservatory
- b) Places of Worship
- c) Biblical Gardens
- d) Red barn
- e) Old Dutch Castle
- f) Windmill
- g) Creation of a compact & walkable village atmosphere similar to a European town to celebrate the old Fantasy Garden's village without replicating it.

Theme: Build on and respect the context and history of the Site.

PLANNING DIRECTIVES	DESIGN RESPONSE
Consider renovating, or rebuilding the green house/conservatory as part of the plan.	Incorporated in The Gardens plan
Investigate the feasibility of converting the red barn into a community building.	Currently not in the plan. Will need further investigation as part of the more detailed agricultural plot/community gardens planning with City staff.

Provide public access to the gardens.	Incorporated into The Gardens plan.
Consider agricultural and/or agricultural educational opportunities on the ALR lands.	Opportunities incorporated into the plan. A more detail plan & management model needs to be developed with City staff as part of the approval process.
Consider the feasibility of a non-domination chapel or facility with in THE GARDENS.	Potential opportunities to utilize a portion of the conservatory or a building on the No. 5 Road edge of the gardens that is designated in Richmond's Official Community Plan for Community Institutional uses.
Utilize the planning directives for European inspired village elements.	Incorporated into The Gardens plan.
Locate higher densities away from the No. 5 Road edge.	Based on the input at the third community workshop, mid-rises were removed from the plan distributing throughout the site resulting in this directive being eliminated.
Later on in the process, consider a community process for disposing of the original village.	This will be considered prior to demolition.
Recycle building materials where possible.	This will be considered as part of the demolition process.
Investigate the feasibility of incorporating the castle into the neighbourhood.	This is under review and discussion.

7) A Sense of Place – the Gardens/Agricultural Lands

At the first workshop, all participants wanted see public access to the agricultural lands. The following ideas were expressed:

- a) Display gardens;
- b) Community garden plots (mixed opinions);
- c) Biblical gardens (mixed opinions);
- d) Urban agricultural /food production for sustainable living.
- e) Demonstrative/educational opportunities related to the gardens/urban agriculture.

THE GARDENS, could become a place like no other where commercial and community agricultural gardens, a mixed use village and display/demonstration gardens could all be successfully coexist and become an example for the region show cased at this gateway to Richmond. We believe that the history of the gardens, as well as agricultural opportunities will work together to contribute to the authenticity of the place as a sustainable urban village.

Theme:

- 1) Provide Public Access to the Gardens/ALR lands
- 2) Provide urban agriculture opportunities on the site.
- 3) Revitalize the original display gardens and walking trails
- 4) Provide Opportunities for worship on the site.

PLANNING DIRECTIVES

DESIGN RESPONSE

Provide public access to the Gardens/ALR lands.

The plan is designed to provide public access to the gardens/ALR lands.

Investigate the possibility of a partnership to help manage the gardens (eg. Van Dusen model, university college.

A management model will be developed later in the process with city staff.

Consider the following uses on this portion of the site:

- Community gardens.
 - Educational gardens tied to urban agricultural initiatives.
 - Botanical display gardens.
-

- Herb gardens for the restaurants.
- Place of worship opportunities.
- Work with the City of Richmond to develop a management/ownership model.
- Access to the gardens should be free.
- Ensure the gardens and agricultural land are seamlessly integrated with the mixed use neighborhood.
- Consider the provision of food production on a portion of the agricultural lands (eg. Orchards, small crops, etc).

All potential opportunities are incorporated into the plan.

8) Creation of a Village Atmosphere

Theme:

- 1) Utilize elements of a European Village.
- 2) Provide gathering spaces and community amenities on the site.
- 3) Provide small scale retail on the site.

Although participants at the community workshops did not feel that the existing buildings on the site should be replicated in the future development, they indicated that they would like to see the elements included in the planning directives for this theme be considered in the plan. At the second community workshop we spend some time exploring what people wanted the European theme to reflect. The elements they wanted are included in the planning directives for this theme area.

PLANNING DIRECTIVES

DESIGN RESPONSE

Design the neighborhood so that the emphasis is on walking with a friendly & interesting pedestrian environment that provides a variety of public places to rest, socialize & enjoy.

The plan is for a compact village with a mix of uses along pedestrian friendly streets with traffic calming measures. A mix of active & passive places and experiences are provided (eg. Mews & lookouts; Community Garden

	Street; the woonerf/village square conservatory; Community gardens; display gardens, etc).
Design buildings, plazas, open spaces & streets that can be programmed for a variety of community activities.	The Community Gathering Room with the woonerf, the village square, the conservatory & outdoor restaurant seating and a mix of uses to help animate the space and provide an exciting opportunity for special event programming.
Create opportunities for building entries & restaurant outdoor seating to seamlessly spill out into plazas & walkways.	The mixed use building at the corner of No. 5 & Steveston is designed to spill out to a plaza connected to retail & transit at the Community Gateway Corner. Front doors of buildings are oriented towards the street. The woonerf/village square is designed to have retail and outdoor seating spill out into it.
Ensure that no building turns its back onto the street and that parking is concealed.	With the exception of some parking for retail, visitors, handicapped, etc. all helping with traffic calming, all the parking is located within a structure underneath the future village.
Ensure that buildings are oriented towards the streets, gardens, & public spaces to ensure that there are always "eyes on the street".	To be addressed with City staff as part of the approval process.
Design a simple but coordinated public realm (street furniture, open spaces, plazas & lighting)	To be addressed with City staff as part of the approval process.

Design a variety of distinct rather than "trendy" buildings that are seamlessly connected by a strong pedestrian & social environment which works together to create an authentic neighborhood with a strong sense of place rather than just a collection of similar looking buildings.

To be addressed with City staff to ensure that there is enough flexibility in architectural style to create the feel of a real neighborhood rather than a larger project.

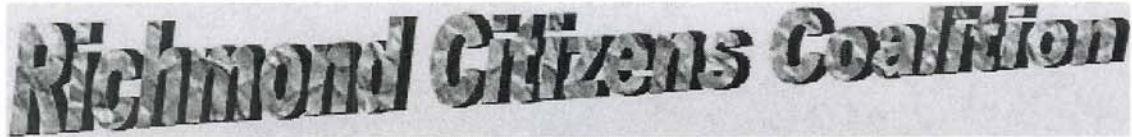
Create human scale architecture by providing individual front doors to the street, pedestrian scale lighting, weather protection, and concealed parking.

To be addressed with City staff.

Provide buildings with texture & interest by utilizing decorative elements (eg. Flower boxes, wrought iron, etc) & incorporating natural material detailing on some of the buildings.

To be addressed as part of the Development Permit Process. Important to us that every building is not "over decorated", so that there is also the ability to include sleeker contemporary buildings as part of a true neighbourhood.

From: Shaner [mailto:shaner@shawbiz.ca]
Sent: September 4, 2009 6:58 PM
To: MayorandCouncillors
Subject: Fantasy Gardens proposal and development application



9/4/2009

To All of the Richmond Counselors

Mayor Malcolm Brodie, Councillor Evelina Halsey-Brandt, Councillor Bill McNulty, Councillor Sue Halsey-Brandt, Councillor Derek Dang, Councillor Harold Steves from Councillor Greg Halsey-Brandt, Councillor Linda Barnes come Councillor Ken Johnston

Subject; Fantasy Gardens Development Application/Townline Developments

We wanted to let you know that the Richmond Citizens Coalition fully back and supports Towline's proposed gateway development project of the Fantasy Gardens lands.

The process that was used in arriving at their present position was both a collaborative and inclusive process that included not only the local community but Richmond at large, through a series of town Hall style meetings that allowed for community input and proposals.

We believe that the plan that they have come up with is both financially viable while at the same time is an excellent lands use proposal that not only works with in Richmond's overall community plan, but also provides for a visually enhanced gateway to that Southeast location of Richmond.

We urge City Council to be both receptive and accepting of the re-zoning application when it is heard at the October 19 public meeting at Richmond City Hall.

We certainly will be there, showing our support and if necessary speaking out on behalf of the proposed development.

On behalf of the Richmond Citizens Coalition

Robert Goldstein

Rezoning Considerations

12011 Steveston Highway and 10620, 10640, and 10800 No. 5 Road RZ 08-450659

Prior to final adoption of OCP Amendment Bylaw No. 8531 and Zoning Amendment Bylaw No. 8532, the developer is required to complete the following:

1. Ministry of Transportation and Infrastructure (MOTI) approval.

In the event that MOTI approval is not provided for vehicular access along the subject site's Steveston Highway frontage or the MOTI-approved access along that frontage is not to the satisfaction of the Director of Transportation, the developer shall accommodate any changes in the size, number, and location of road dedications and rights-of-ways, road design, phasing, and/or construction as deemed to be necessary by the Director of Transportation, together with associated changes to site layout and related considerations as deemed necessary by the Director of Development, to the satisfaction of the Directors of Development and Transportation.

2. Ministry of Environment (MOE) Certificate of Compliance or alternate instrument regarding potential on- and off-site contamination issues, to the satisfaction of the Director of Development. This approval is required prior to the dedication of any required road to the City, subdivision approval, or any other City permit approvals or land transfer agreements. Additional legal agreement(s) and/or security may be required as part of land dedication or transfer agreements to ensure that all potential site contamination issues are resolved to the satisfaction of the Director of Development.

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 the subdivision:

- a) Consolidation of the portion of the subject site situated within the Agricultural Land Reserve (ALR), together with its transfer to the City as a fee simple lot for use as park, at the developer's sole cost. The developer shall be required to enter into a purchase and sale agreement with the City (at market value), which is to be based on primary business terms to be approved by Council prior to the Public Hearing for the subject rezoning, with the City to facilitate the transfer. The title of the property to be transferred to the City must be free and clear of all financial and other encumbrances, excluding utility, crown, and those required to permit the development of the lands in keeping with the "Agricultural-Park Master Plan". Development Cost Charge credits shall apply. The primary business terms of the purchase and sale agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs related to the appraisal and the transfer of the land will be borne by the developer.
- b) Road dedications for road widening (including a greenway) along Steveston Highway and No. 5 Road (excluding the No. 5 Road frontage of the ALR portion of the site), as per the "Preliminary Subdivision Plan" (**Schedule 1**) and "Preliminary Functional Roads Plan" (**Schedule 4**), to the satisfaction of the Director of Transportation.
- c) Consolidation and subdivision of the remainder of the site into five lots, as per the "Preliminary Subdivision Plan" (**Schedule 1**, "Parcels A-E").
- d) The owner entering into legal agreement(s), satisfactory to the Director of Development, securing the following:

- i. None of the five lots, as per the “Preliminary Subdivision Plan” (**Schedule 1**, “Parcels A-E”), may be sold or otherwise transferred separately without prior approval by the City of Richmond, to ensure that legal agreements and business terms related to the 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.
- e) Registration of Rights-of-Way agreements, for which the developer shall have sole responsibility for liability and maintenance, to the satisfaction of the City, including:
- i. “Road A” – 18.3 m wide right-of-way, together with 5.0 m by 5.0 m corner cuts, connecting No. 5 Road and Steveston Highway (via an alignment that runs for approximately 100 m east from No. 5 Road along the south side of the property line abutting the Agricultural Land Reserve), for the establishment of a publicly accessible street, to the satisfaction of the Director of Development and the Director of Transportation. The right-of-way shall provide for:
 - 24-hour public pedestrian, bicycle, and vehicular circulation, temporary commercial and special events uses as deemed to be appropriate by the City (e.g., mobile food/retail kiosks and vendors, buskers, street entertainers, and similar uses), associated streetscape amenities and landscaping, and related City bylaw enforcement;
 - Co-op vehicle parking and access (for a minimum of 2 and a maximum of 4 vehicles), and related program requirements (e.g., signage), to the satisfaction of the Director of Transportation;
 - Driveway locations and widths, on-street loading, and passenger drop-off/pick-up spaces, overall lane and intersection configurations, sidewalk and boulevard treatments, and requirements for traffic calming measures as determined via the Development Permit review/approval process, to the satisfaction of the Director of Development and Director of Transportation; and
 - Vehicular, pedestrian, and bicycle access to the Agricultural Land Reserve (ALR), as per the City-approved “Agricultural-Park Plan”;
- f) The owner entering into legal agreement(s), satisfactory to the Director of Development and Assistant Manager of Environmental Programs, securing the following:
- i. “No Development” will be permitted within 15.0 m of the property line abutting Highway 99, between Steveston Highway and the Agricultural Land Reserve (ALR) boundary, for the establishment and protection of a Riparian Management Area (RMA), the enhancement of which shall be the subject of Development Permit approval, including the preparation of a Riparian Management Area (RMA) Landscape Enhancement and Maintenance Plan, to the satisfaction of the Director of Development and Assistant Manager of Environmental Programs.
- g) The owner entering into legal agreement(s), satisfactory to the Director of Development, securing the following:
- i. “No Development” will be permitted within 3.0 m of the south boundary of the Agricultural Land Reserve (ALR), between No. 5 Road and Highway 99, to provide notification of possible agricultural activities and for the establishment of an ALR Landscape Buffer intended to limit public and private access, except as provided for via a City-approved “Agricultural-Park Plan” for the adjacent ALR lands and an approved Development Permit for the subject site, including the preparation of an ALR Buffer Landscape Enhancement and Maintenance Plan, to the satisfaction of the Director of Development.

- h) The owner entering into legal agreement(s), satisfactory to the Director of Development and the Director of Transportation, securing the following:
- i. A cross-access easement(s) registered on title across the entirety of “Parcels C” and “D”, in favour of “Parcel E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), providing vehicular, bicycle, and pedestrian access between “Road A” and “Parcel E” over “Parcels C” and “D”, to the satisfaction of the Director of Transportation and Director of Development.
 - ii. “No Development” will be permitted on “Parcels C”, “D”, or “E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until a specific cross-access easement(s) and plan is registered on title on “Parcel C” and/or “Parcel D”, in favour of “Parcel E”, providing vehicular, bicycle, and pedestrian access between “Road A” and “Parcel E” over “Parcels C” and/or “D”, to the satisfaction of the Director of Transportation and Director of Development.
4. For the area situated within the Agricultural Land Reserve (ALR) that the developer must transfer to the City (**Schedule 1**, “Preliminary Subdivision Plan”) for use as park:
- a) Preparation of a Park Master Plan, as per “The Gardens: Agricultural-Park Master Plan Terms of Reference – Developer Requirements” (**Schedule 3**), including works to be implemented by the developer in conjunction with the development of the area immediately south of the proposed park (bounded by Highway 99, Steveston Highway, No. 5 Road, and the ALR), to the satisfaction of the Director of Development and Manager, Parks - Planning and Development. The value of works for which the developer shall be responsible for implementation shall not exceed the value of the developer’s anticipated eligible Development Cost Charge (DCC) credits (park construction) for the area south of the proposed park (bounded by Highway 99, Steveston Highway, No. 5 Road, and the ALR).
 - b) “No Development” will be permitted on “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until the owner has entered into a Servicing Agreement(s) with the City and provides letter(s) of credit for the construction of the “developer requirements” set out in the “Agricultural-Park Plan”, at the developer’s cost, to be implemented on a phased Development Permit-by-Development Permit basis or as otherwise specifically provided for in the Plan; and
 - c) “Final Building Permit Inspection” and occupancy shall not be permitted for any building on “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until the developer has completed the applicable phase of park construction, as per the “Agricultural-Park Plan”, to the satisfaction of the Director of Development and the Manager, Parks - Planning and Development.
5. The owner entering into legal agreement(s), satisfactory to the Director of Development and Manager, Real Estate Services, securing the following:
- a) “No Development” will be permitted on “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until registration of a City Housing Agreement(s) on title to secure Low End Market Rental Affordable Housing units, as defined by the Affordable Housing Strategy, on the subject site, prior to Development Permit approval, including not less than four Affordable Housing units and the combined habitable space of the total number of Affordable Housing units (net of common areas, such as hallways and lobbies) that would comprise at least 5% of the total residential building area (including common areas, such as hallways and lobbies).

For each phase of development (each of which may include one or more "parcels", as per the "Preliminary Subdivision Plan"), a minimum of 5% of the total residential building area of that phase of development shall be constructed as Affordable Housing units.

If a phase of development is constructed with Affordable Housing in excess of 5% of the total residential building area of that phase of development, the excess portion may be credited towards the Affordable Housing requirements of a subsequent phase of development. Should the proposed transfer of Affordable Housing units between phases of development be significant, the prior consent of the Director of Development and Manager, Real Estate Services will be required.

Notwithstanding the above, neither "Parcel A" nor "B" shall be required to contain Affordable Housing units, provided that:

- i. Prior to Development Permit approval for "Parcels A" and "B", the owner enters into additional legal agreements and provides additional security, to the satisfaction of the Director of Development and Manager, Real Estate Services.
- ii. Prior to Development Permit approval for any "parcel" other than "Parcel A" and "B", the owner registers a Housing Agreement(s) on title on the subject "parcel" to secure Low End Market Rental Affordable Housing units, including not less than four Affordable Housing units and the combined habitable space of which Affordable Housing units on the subject "parcel" (net of common areas, such as hallways and lobbies) that would comprise at least 5% of the combined total residential building area for "Parcels A-E" (including common areas, such as hallways and lobbies), to the satisfaction of the Director of Development and Manager, Real Estate Services.

For the purpose of determining the combined total residential building area for "Parcels A-E", it will be based on the combined total net site area of "Parcels A-E" and a floor area ratio of 1.43, less the portion of that building area identified for non-residential use via the approved Development Permits for "Parcels A" and "B" and the pending Development Permit application for the subject "parcel" and any other "parcel" included in that application, to the satisfaction of the Director of Development and Manager, Real Estate Services.

- iii. "Final Building Permit Inspection" and occupancy shall not be permitted for any building on any parcel other than "Parcel A" and "B" until the Affordable Housing units are constructed and have received "Final Building Permit Inspection" and occupancy.

The form of the Housing Agreement is to be agreed to by the owner 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 each Development Permit and other non-material amendments resulting thereof, which are made necessary by the Development Permit approval requirements for each individual phase of development, to the satisfaction of the Director of Development and Manager, Real Estate Services. The terms of the Housing Agreement shall include requirements that:

- i. The Housing Agreement is in perpetuity;
- ii. Affordable Housing unit numbers, types, sizes, locations, orientation, clustering, rental rates, and occupant income restrictions are to be determined by the Director of Development and Manager, Real Estate Services as part of the Development Permit in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing, unless otherwise agreed to by the owner, Director of Development and the Manager, Real Estate Services; and

- iii. For any phase of development, “Final Building Permit Inspection” and occupancy shall not be permitted for any building until the Affordable Housing units are constructed and have received “Final Building Permit Inspection” and occupancy.
- 6. The owner entering into legal agreement(s), satisfactory to the Director of Development and Manager, Real Estate Services, securing the following:
 - a) “No Development” will be permitted on “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), restricting Development Permit approval for more than 67% of the maximum permitted buildable floor area (based on the total combined area of “Parcels A-E”) until the owner enters into an agreement(s) acceptable to the Director of Development and Manager, Real Estate Services for:
 - i. The construction, at the developer’s sole cost, of a 37-space child care facility (including both indoor and outdoor spaces and associated parking), complete to a turnkey level of finish, as per “The Gardens: Child Care Facility Terms of Reference – Developer Requirements” (**Schedule 2**);
 - ii. Transfer of ownership of the facility to the City as an Air Space Parcel or Strata Lot, to the satisfaction of the Manager, Real Estate Services, at the developer’s cost; and
 - iii. Restricting “Final Building Permit Inspection” and occupancy for any building, some or all of which would result in the floor area constructed on “Parcels A-E” being in excess of 67% of the maximum permitted buildable floor area (based on the total combined area of “Parcels A-E”) until:
 - Construction of the child care facility, including associated outdoor spaces, is complete and has received “Final Building Permit Inspection” and occupancy, title to the Air Space Parcel or strata lot containing the facility is transferred to the City for nominal consideration, and any legal agreements for accessory areas (e.g., parking) are complete as may be required, to the satisfaction of the Director of Development and Manager, Real Estate Services; OR
 - Legal agreements are registered on title and letters of credits are provided by the developer specific to the facility’s future location, timing of construction, and transfer of ownership to the City, to the satisfaction of the Director of Development and Manager, Real Estate Services.
- 7. City acceptance of the developer’s offer to voluntarily contribute approximately \$364,000 towards Public Art, the terms of which developer contribution shall include:
 - a) The developer’s preparation of a Public Art Plan for “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), to be based on the Richmond Public Art Strategy and a rate of \$6.46/m² of maximum buildable floor area (as established by the maximum permitted floor area ratio), to the satisfaction of the Director of Development and the Manager of Culture (including review by the Public Art Commission and presentation for endorsement by Council, as required by the Director of Development and the Manager of Culture); and
 - b) “No Development” will be permitted on “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until the owner, based on the Public Art Plan, enters into a legal agreement(s) and provides letter(s) of credit acceptable to the Director of Development and Manager of Culture, for the Plan’s implementation on a phased Development Permit-by-Development Permit basis or as otherwise specifically provided for in the Plan.

8. Registration of Flood Plain Covenants on title on “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), specifying a minimum Flood Plain Construction Level (FCL) of 2.9 m GSC.
9. Registration of a Noise Covenant on title on each of “Parcels A-E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), indemnifying the City and requiring that, prior to Development Permit approval, a registered, qualified professional is engaged to prepare an acoustic report recommending site-specific traffic noise mitigation measures, followed up by certification by a registered, qualified professional that the recommended measures are fully implemented, with regard to:
 - a) For both indoor and outdoor living and amenity spaces;
 - b) Including, as appropriate, both active and passive measures; and
 - c) Demonstrating that the traffic noise levels in portions of the dwelling units shall not exceed the following noise levels in decibels (provided that noise level in decibels is the A-weighted 24-hour equivalent (Leq) sound level):
 - i. For bedrooms: 35 decibels
 - ii. For living, dining, and recreation rooms: 40 decibels
 - iii. For kitchens, bathrooms, hallways, and utility rooms: 45 decibels
 - iv. For outdoor amenity space: 55 decibels
10. The developer entering into a Servicing Agreement (SA)* for the design and construction, at the developer’s sole cost, of full upgrades across the subject site’s No. 5 Road and Steveston Highway frontages, together with storm, sanitary sewer, and water upgrades as determined via a Capacity Analysis process completed/approved to the satisfaction of the Director of Engineering. No phasing of off-site works will be permitted, as all works are required to facilitate development as per this rezoning (RZ 08-450659), EXCEPT that sanitary pump station upgrades may be phased, to the satisfaction of the Director of Engineering. Prior to rezoning adoption, all works identified via the Servicing Agreement must be secured via a letter(s) of credit, to the satisfaction of the Director of Engineering. Complete and detailed road and traffic management design is subject to detailed survey and final functional design approval by the Director of Transportation. Servicing Agreement works will include, but are not limited:

Transportation SA Requirements - All transportation improvements determined via the Transportation Impact Analysis (TIA) process are to be addressed via this Servicing Agreement process. All road and traffic management improvements described below shall be completed before the issuance of the first occupancy permits.

- a) Steveston Highway: Road upgrades shall be provided from Highway 99 to west of the No. 5 Road intersection, between the road’s existing south property line and the south property line of the subject site (after road dedication). Road improvements, shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to (from north to south):
 - i. 6.0 m wide landscaped “greenway”, including a 3.5 m wide shared bike/pedestrian path along the property line, a 2.5 m wide landscaped boulevard (with a single row of large-growing street trees at 6.0 m on centre), street furnishings, and street lights (including banner arms and electrical receptacles);
 - ii. Curb and gutter along the Steveston Highway development frontage;

- iii. In the westbound direction (north side of Steveston Highway along the development frontage), in addition to the existing traffic lanes, new dedicated right turn lanes (at the development access and at No. 5 Road) and one additional westbound to southbound left turn lane shall be provided. The overall westbound lane configuration, upon completion of construction, shall consist of two right turn lane (at development access and No. 5 Road), two through lanes and two left turn lanes;
 - iv. In the eastbound direction (south side of Steveston Highway), all existing traffic lanes including two through lanes and one merge lane shall be maintained. The relocation and reconstruction of the curb and sidewalk is required to achieve improved alignment through the intersection and to accommodate the road improvements as noted in 10a(iii). The lane configuration and lane widths of Steveston Highway (eastbound) at the approaches to the Steveston Highway/Highway 99 overpass, including the exclusive transit bypass lane and the Steveston Highway/Highway 99 southbound on-ramp (including the merge lane), shall be maintained after construction;
 - v. 1.2 m to 2.0 m wide median, including banner poles and/or other hard landscape features;
 - vi. Steveston Highway west of the Steveston Highway/No. 5 Road intersection - Construction of a raised median with hard landscaping to separate the eastbound to northbound left turn lane and the eastbound through lane;
 - vii. A minimum 2.0 m sidewalk on the south side of Steveston Highway; and
 - viii. A maximum of one access to The Gardens along Steveston Highway (excluding emergency access), in the form of a right-in/right-out access at "Road A" (i.e. The Gardens' publicly-accessible street secured via a rights-of-way), pending approval from Ministry of Transportation and Infrastructure (MOTI).
- b) No. 5 Road: Road upgrades shall be provided from Steveston Highway to the north boundary of the Agricultural Land Reserve (ALR) portion of the subject site. Road improvements, shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but are not limited to (from east to west):
- i. 6.0 m wide landscaped "greenway", including a 3.5 m wide shared bike/pedestrian path along the property line, a 2.5 m wide landscaped boulevard including some combination of hard and soft surface treatments (with a single row of large-growing street trees at 6.0 m on centre), street furnishings, and street lights (including banner arms and electrical receptacles across the non-ALR portion of the frontage);
 - ii. Curb and gutter along the No. 5 Road development frontage including the Agricultural Land Reserve (ALR) portion of the subject site;
 - iii. Road widening is required to create a southbound to eastbound left turn lane on No. 5 Road between Steveston Highway and the signalized development access (at Road A);
 - iv. A new signalized intersection is required on No. 5 Road at "Road A". Road widening north of this intersection is required to provide a southbound to eastbound left turn lane (minimum 30.0 m in length). On the east leg of this intersection, a westbound to northbound right turn lane, a westbound to southbound left turn lane and an eastbound receiving lane are required. A 5.0m x 5.0m corner cut for the new northeast corner and the southeast corner at "Road A". Existing width of sidewalk should be maintained north of the intersection, except in the event that the required City-approved "Agricultural-Park Plan" directs otherwise (e.g., to extend the greenway); and

- v. 0.6 m wide raised median (widened to 3.2 m for a short section just south of the signalized development access), including banner poles and/or other hard landscape features, where space permits.
- c) Traffic Signals:
- i. Signal upgrade at the Steveston Highway and No. 5 Road intersection, including the following requirements:
 - Property dedication (or Public Rights of Passage rights-of-way), with exact dimension to be confirmed through the SA process, for the relocation/replacement of the controller cabinet;
 - All signal modifications necessary to adapt to the change in road/lane configurations including, but not limited to, concrete bases, poles, conduit, junction boxes, cable, signal displays, and vehicle detection;
 - Accessible pedestrian signals; and
 - Relocation of existing and installation of new communications conduit and cable.
 - ii. New signals at the No. 5 Road and development access intersection (“Road A”) including property dedication (or Public Rights of Passage rights-of-way), with exact dimension to be confirmed through the SA process, for signal equipment (controller cabinet, detectors, traffic signal poles, etc.) and accessible pedestrian signals.
- d) Transit Amenities:
- i. No. 5 Road Frontage: 1 transit shelter, “City Centre-style” (estimated cost: \$15,000) and existing bus facilities upgraded to full accessible standards.

Engineering SA Requirements – All water, storm, and sanitary upgrades determined via the Capacity Analysis process, approved by the Director of Engineering, are to be addressed via this Servicing Agreement process. Results of all three analyses must also be presented as part of the Servicing Agreement design set.

- a) Storm Sewer Upgrades: As per the capacity analysis under review; significant works are required. The final extent of required upgrades must be determined to the satisfaction of the Director of Engineering. Potential upgrades include, but are not limited to, upgrading of portions of the existing storm sewer from the north property line of 10620 No. 5 Road/south property line of 10320 No. 5 Road (approximately 20 m north of manhole STMH2581) to the main conveyance (i.e. the ditch south-east of Steveston Highway and west of Highway 99). See the analysis results for complete details.
- b) Sanitary Sewer Upgrades: As per the capacity analysis under review; significant works are required. The final extent of required upgrades must be determined to the satisfaction of the Director of Engineering. Potential upgrades include, but are not limited to: the extension the sanitary sewer on No. 5 Road and Steveston Highway to service all lots within the development; upgrading of the existing sanitary sewer from the development site to the Temple South sanitary pump station; upgrading of the Temple South sanitary pump station; and, upgrading of the sanitary forcemain from the Temple South sanitary pump station to the Metro Vancouver trunk line. See the analysis results for complete details.
- c) Services Connections: Service connections for the development site are to be included in the Servicing Agreement design drawings set.
- d) Water, Storm and Sanitary Sewer Upgrades: All water, storm and sanitary sewer upgrades that are determined via the Capacity Analysis process must be provided for via this Servicing

Agreement process. Also, the results of the all three analyses must be presented as part of the Servicing Agreement design set.

Other SA Requirements

- a) Registration of Rights-of-Agreements for private utilities, street trees, sidewalk encroachment, and/or other requirements, as determined via the Servicing Agreement review and approval process, to the satisfaction of the Director of Engineering, Director of Transportation, and Director of Development.
- b) All works identified in the Servicing Agreement are to be secured via letter(s) of credit, to the satisfaction of the Director of Development, Director of Transportation, and Director of Engineering, prior to rezoning adoption.

Notes:

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, withholding permits, and right-of-ways, 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.

* "Servicing Agreement" requires a separate application.

Signed copy on file (Received September 16, 2009)

Signed (Applicant)	Date
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Prior to Development Permit (DP) issuance for the area bounded by No. 5 Road, Steveston Highway, Highway 99, and the Agricultural Land Reserve or a portion thereof, the following issues shall be addressed:

- 1. Development Permit (DP) application(s) shall be processed and completed to a level deemed acceptable by the Director of Development.
- 2. The developer must enter into a Servicing Agreement for the design and construction of works, at the developer's sole cost, to the satisfaction of the City, including, but not limited to:
 - a) For the first Development Permit:
 - i. Improvements to the "Agricultural-Park", as per the City-approved Plan; and

- ii. Full construction of “Road A”, the publicly-accessible private road connecting No. 5 Road with Steveston Highway (within the bounds of the City rights-of-way secured for this purpose prior to rezoning), to the satisfaction of the City, including, but not limited to:
 - along both sides of the street, a 1.5 m wide minimum concrete sidewalk, 1.5 m wide minimum landscaped boulevard (including appropriate vegetation), and 0.15 m wide concrete curb (except adjacent to the Agricultural Land Reserve, where the boulevard and sidewalk will typically be replaced with a landscape buffer and terracing);
 - 12.0 m wide roadway, incorporating:
 - Two 3.3 m wide general purpose travel lanes, together with roadway widening near intersections as required;
 - Two 2.7 m wide parking lanes along both curbs for use by the general public and, in specified locations:
 - designated parking spaces for 2-4 car co-op vehicles; and
 - designated spaces for commercial loading; and
 - Traffic calming (e.g., decorative paving, raised pedestrian crossings, curb extensions, signage)
 - Landscaping, street furniture, signage, and lighting.

(Note: The terms of the City rights-of-way and/or design elements may be altered, to the satisfaction of the Director of Development and Director of Transportation, via the Development Permit and/or Servicing Agreement review/approval processes.)

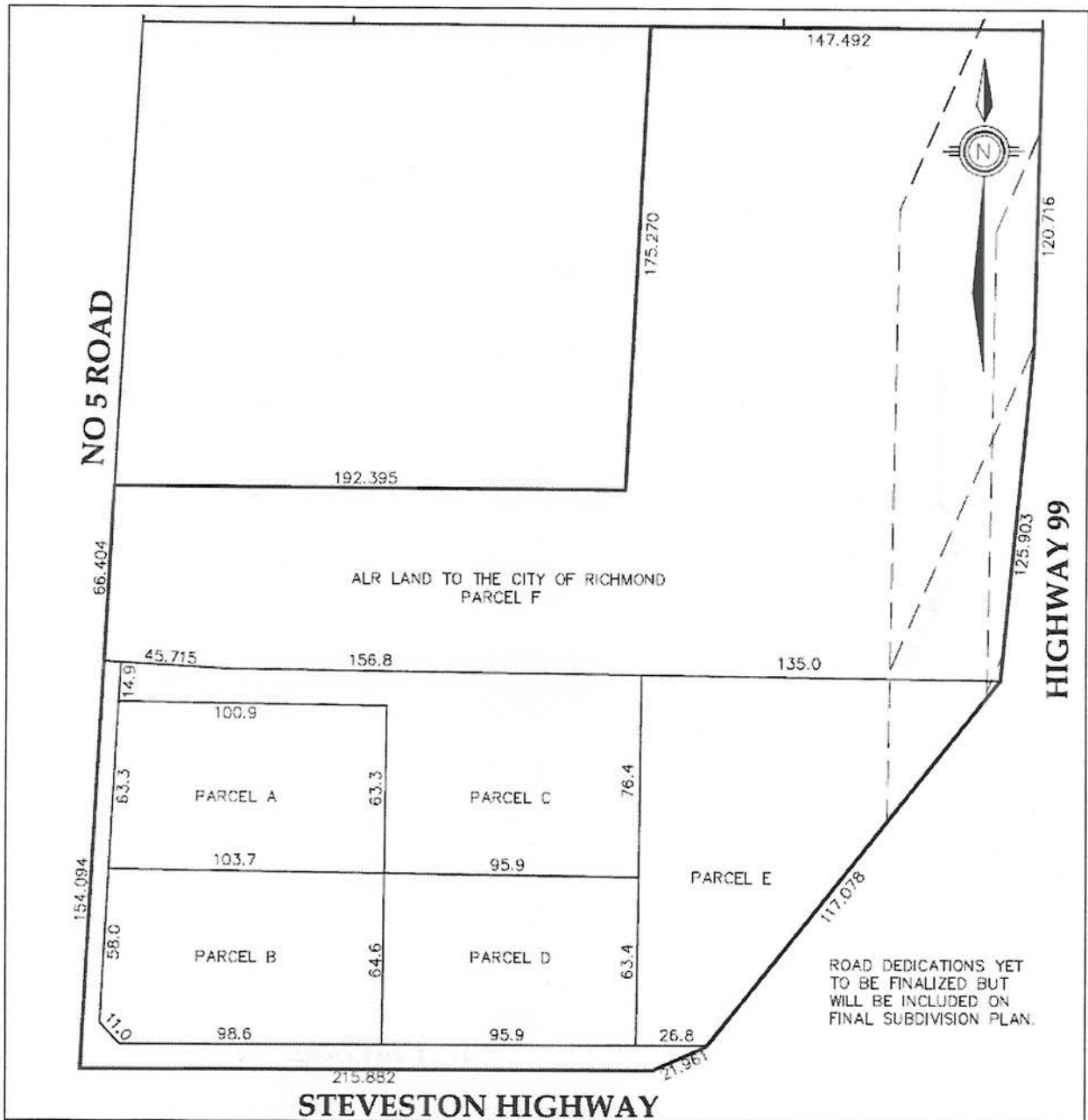
- b) For any subsequent Development Permit:
 - i. Improvements to the park situated in the Agricultural Land Reserve (ALR), as per the City-approved “Agricultural-Park Plan”.
- 3. Registration of rights-of-ways agreements to facilitate public access and use of on-site open spaces to the satisfaction of the City as defined via the Development Permit review/approval process, and for which the developer shall be responsible for design, construction, maintenance, and liability, including:
 - a) Walkways, playgrounds, and passive recreation areas;
 - b) Linkages to the Agricultural Land Reserve (as identified in the “Agricultural-Park Plan”); and
 - c) Access routes to the above noted features, where the City determines that such features would not otherwise have adequate public access.
- 4. Prepare plans to the satisfaction of the City, together with security for their implementation, to the satisfaction of the Director of Development, including:
 - a) For “Parcel E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), with regard to the 15.0 m wide Riparian Management Area (RMA) along the site’s Highway 99 frontage (excluding the portion within the Agricultural Land Reserve, which will be addressed via the “Agricultural-Park Plan”):
 - i. The developer must prepare a Riparian Management Area (RMA) Landscape Enhancement and Maintenance Plan, including landscape enhancements (e.g., native planting), related improvements (e.g., fencing, signage), and a strategy identifying the role and responsibility of the owner for the effective long-term maintenance of the RMA, to the satisfaction of the Director of Development and Assistant Manager, Environmental Programs. All landscape enhancements and improvements shall be secured via a letter(s) of credit to the satisfaction of the Director of Development and Assistant Manager, Environmental Programs. Additional legal agreement(s) may be required.

- ii. “Final Building Permit Inspection” and occupancy shall not be permitted for any building on “Parcel E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until the developer has completed all landscape enhancements and improvements in accordance with approved Development Permit(s) and the Riparian Management Area (RMA) Landscape Enhancement Plan, to the satisfaction of the Director of Development and Assistant Manager, Environmental Programs.
- b) For “Parcels A”, “C”, and “E”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), with regard to the 3.0 m wide Agricultural Land Reserve (ALR) Buffer along the north edge of the “parcels”:
- i. The developer must prepare an Agricultural Land Reserve (ALR) Buffer Landscape Enhancement and Maintenance Plan, including landscape enhancements and related improvements (e.g., fencing, signage, public vehicle/pedestrian crossings), consistent with objectives set out in the City-approved “Agricultural-Park Plan”, together with a strategy identifying the role and responsibility of the owner for the effective long-term maintenance of the ALR Buffer, to the satisfaction of the Director of Development and Manager, Parks – Planning and Development. All landscape enhancements and improvements shall be secured via a letter(s) of credit to the satisfaction of the Director of Development and Manager, Parks – Planning and Development. Additional legal agreement(s) may be required.
 - ii. “Final Building Permit Inspection” and occupancy shall not be permitted for any building on a “parcel”, as per the “Preliminary Subdivision Plan” (**Schedule 1**), until the developer has completed all landscape enhancements and improvements required on that “parcel” in accordance with approved Development Permit(s) and the Agricultural Land Reserve (ALR) Buffer Landscape Enhancement Plan, to the satisfaction of the Director of Development and Manager, Parks – Planning and Development.

Prior to Building Permit (BP) issuance, the following issues shall be addressed:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The Plan shall include locations for parking services, deliveries, workers, loading, applications 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. Submission of technical information and proposed measures related to required hoarding during construction to the satisfaction of the City, including, for the Riparian Management Area (RMA), sediment control fencing and sturdy, visible fencing at least 1.2 m high to prevent public access.

**SCHEDULE 1
Preliminary Subdivision Plan**



REV'N	DATE	BY	CH.	DESCRIPTION
1.	17 AUG 2009	NS	RF	FOR DISCUSSION PURPOSES
0.	05 AUG 2009	NS	RF	FOR DISCUSSION PURPOSES

<p>City of Richmond 6911 No. 3 ROAD RICHMOND B.C. V6Y 2C1</p>	<div style="border: 2px solid black; border-radius: 15px; padding: 5px; width: fit-content; margin: 0 auto;">PRELIMINARY</div>	CoreConcept CONSULTING LTD. #1268-13351 Commerce Parkway, Richmond, BC, V6V 2X7 www.coreconceptconsulting.com tel. 604.249.5040 fax. 604.249.5041	
		TITLE: PROPOSED SUBDIVISION PLAN FANTASY GARDENS CCC: 0829	
		DESIGN: NS	DWG. No.: .
		DRAWN: NS	SCALE: 1 : 2000
		CHECKED: BCD	DATE: JUL 2008
		ENGINEER: RF	SEC. No.: 31-4-5
			SHT No.: 3 OF 3

**THE GARDENS:
Child Care Facility Terms of Reference – Developer Requirements
RZ 08-450659**

Prior to final adoption of Official Community Plan (OCP) Amendment Bylaw No. 8531 and Zoning Amendment Bylaw No. 8532, the developer must complete Rezoning Amendment Considerations, including those regarding the developer's voluntarily contribution of a City-owned, 37-space child care facility to the satisfaction of the City as per this Terms of Reference.

Intent

The child care facility must:

1. Be capable of accommodating a minimum of 37 children between the ages of birth and 6 years (Note that the age range may be narrowed as determined through consultation with the City and operator through the development design and review processes.);
2. Have a total minimum indoor floor area of 372 m² (4,000 ft²) or as required to satisfy licensing requirements and adopted City policy, whichever is greater, together with required outdoor spaces;
3. Satisfy Richmond Childcare Design Guidelines (or the applicable City policy in effect at the time the facility is to be developed);
4. Be capable of being licensed by Vancouver Coastal Health Authority's Community Care Facilities Licensing Staff and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial Childcare Regulations;
5. On an ongoing basis, be functioning, affordable, and fully operational, to the satisfaction of the City (see "Performance" under Development Processes/Considerations);
6. Be run by a non-profit operator and be designed, developed, priced, and operated within the spirit of the City's Childcare Development Policy (#4017); and
7. Embody best practices in sustainable design and construction practices. (LEED silver or better standards for construction and interior finishes will be encouraged.)

Development Processes/Considerations

1. Operator Involvement –
 - The indoor floor plan and the outside play area for the childcare 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 start of the childcare facility design process.
 - To ensure the facility is satisfactory for childcare 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.
2. Childcare Licensing Officer Involvement – The application of the Provincial Childcare Regulations can vary based on the local Childcare 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.

3. Performance – As a condition of Development Permit (DP), 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).

Facility Description

1. General Considerations - As noted above, the facility must satisfy all City of Richmond, licensing, and other applicable policies, guidelines, and bylaws as they apply at the time of development.

In addition, the facility’s indoor and outdoor spaces must not be situated:

- Near the project’s affordable housing component if that housing is to be “subsidized housing”, unless such a location is specifically approved in advance by the City; and
- Within 15 m of Highway 99, Steveston Highway, or No. 5 Road.

2. Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of a child care facility. Where determined necessary via the Development Permit (DP) review/approval process, 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 medium-density development. This may include, but is not limited to, the following:

- private/secured entry from the fronting publicly-accessible street or driveway;
- drop-off/pick-up parking spaces and bike parking (as per City bylaw) situated immediately adjacent to the primary child care entry and designated for the exclusive use of the child care;
- over-sized walkways, sidewalks, ramps, gates, and doorways designed to provide convenient and attractive public access to the facility, including accommodation for 3-child strollers, handicapped access, and large groups of people; and
- pedestrian weather protection at the facility entry, outdoor areas for waiting and congregating, and drop-off/pick-up areas.

3. Outdoor Space - The outdoor play space must be:

- immediately adjacent to and directly accessible from (visually and physically) the indoor child care space;
- generally at the same elevation as the indoor child care space, and any change in grade between the indoor and outdoor spaces or within the outdoor space must be handicapped-accessible;
- designed to minimize conflict between the child care and adjacent uses (e.g., noise impacts on residents);
- designed to enhance the relationship between the child care and adjacent open spaces and activities;
- protected from noise pollution (e.g., highway traffic, vehicle idling) and air pollution (e.g., vehicle exhaust, restaurant ventilation exhausts, garbage and recycling, noxious fumes);
- safe and secure from interference by strangers and others;
- sited and designed to provide for adequate sun exposure and weather protection in order to ensure the space is attractive and can accommodate heavy use and a broad range of activities throughout the year (e.g., quick drying surfaces, winter “sun trap”, garden plots, covered play areas);
- tailored to meet the various developmental needs of the ages of children being served;

- landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access, to provide for a wide variety of passive and active recreation and social activities including, but not limited to, the use of wheeled toys, ball play, and gardening; and
 - fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and the City of Richmond.
4. Noise Mitigation – Special measures should be incorporated to minimize traffic noise levels, both indoors and outdoors.
 5. Height Above Grade – The facility’s indoor and outdoor spaces (excluding parking) are to be located:
 - at a minimum elevation of 2.9 m geodetic or in conformance with the City of Richmond Flood Construction Level Bylaw or other relevant requirements at the time of the facility’s construction, whichever is greater;
 - at or above the finished grade of the outdoor publicly-accessible areas upon which the child care facility fronts (e.g., sidewalk, street, open space); and
 - on the lowest habitable floor of the building.
 6. Parking (including Bicycles) & Loading - As per applicable zoning and related bylaws, unless determined otherwise to the satisfaction of the City.
 7. 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 Permit (DP) review/approval processes.

Level of Finish

1. Developer Responsibility - The child care facility must be turnkey and ready for immediate occupancy upon completion, with the exception of loose furnishings and related items. This includes, but is not limited to, the following:
 - Indoor Areas -
 - Finished floors installed (e.g., resilient flooring);
 - Walls and ceiling painted;
 - Window coverings installed (e.g., horizontal blinds);
 - Kitchen fully fitted out, including major appliances (e.g., stove/oven, refrigerator, microwave) and cabinets;
 - Washrooms fully fitted out, including sink, toilet, and cabinets;
 - Wired for cablevision, internet, phone, and security;
 - Non-movable indoor cabinets installed, including cubbies; and
 - Operable, exterior windows.
 - Outdoor Areas –
 - All outdoor landscaping (e.g., hard and soft landscaping, fencing, lighting, water and electrical services) installed;
 - All permanently mounted play equipment, furnishings, and weather protection, together with safe play surfaces and related features, installed;
 - Accommodation made for the future installation by others (e.g., operator) of additional equipment and furnishings (i.e. in addition to that provided by the developer); and
 - Features installed outside the bounds of the childcare space that are required to ensure a safe and attractive interface between the childcare and adjacent park or non-park uses (e.g., additional fencing, screening, lighting, signage, grading, planting).

2. Operator Responsibility - The operator will provide all loose equipment and furnishings necessary to operate the facility (e.g., toys, kitchen wares).

Tenure

Preference: Air Space Parcel or Strata Lot

Ownership: Developer transfers ownership to the City.

Legal

As a condition of completing the pending rezoning (RZ 08-450659), 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 (Received September 16, 2009)

Signed (Applicant)

Date

**THE GARDENS:
Agricultural-Park Master Plan Terms of Reference – Developer Requirements
RZ 08-450659**

Prior to the completion of Servicing Agreement for the “The Gardens”, the developer must complete a Park Master Plan for the area situated within the Agricultural Land Reserve (ALR) that is to be transferred by the developer to the City as a fee simple lot for use as park.

Intent of the Plan

To provide guidance for the future development of the designated park area, in the form of a Park Master Plan. The Master Plan will identify specific improvements to be implemented by the developer in conjunction with the development of the area immediately south of the proposed park (bounded by Highway 99, Steveston Highway, No. 5 Road, and the ALR) and, where applicable, by the City or its designate.

The value of works for which the developer shall be responsible for implementation shall not exceed the value of the developer’s anticipated eligible Development Cost Charge (DCC) credits (park construction) for the area south of the proposed park (bounded by Highway 99, Steveston Highway, No. 5 Road, and the ALR).

Plan Deliverables

The Master Plan should generally consist of the components listed below. Additional components may be required as an outcome of the resource inventory and consideration of applicable policies.

- a) Resource Inventory and Policy Review Report
 - i. Botanical garden inventory and assessment
 - ii. Existing infrastructure inventory and assessment
 - iii. City and Agricultural Land Commission (ALC) policy considerations
- b) Conceptual Development Plan,
 - i. Land use and activity program including farm and possible non-farm uses
 - ii. Landscape plan identifying type and grouping of planting areas based on botanical inventory results
 - iii. Building program, including both existing and possible buildings
 - iv. Overall layout and circulation patterns, including access / egress locations for vehicles, bicycles and pedestrians
 - v. Frontage treatment design requirements for the No. 5 Road “greenway”, Highway 99 Riparian Management Area, and interfaces with agricultural and non-agricultural uses along the site’s north and south property lines;
 - vi. Illustrative sketches or other presentation material to suggest site furnishings and ground plane treatments appropriate for the design intent of the plan.
 - vii. Presentation materials necessary for one public information meeting and any other presentation materials which may be necessary for additional public consultation if required.

- c) Interim Maintenance Strategy (for implementation by the developer) for the protection of identified landscape resources until such time that the developer’s required park improvements are complete and the City assumes full responsibility for the park’s maintenance and operation;
- d) Implementation Strategy (e.g., costing, phasing), including the identification of works that are to be the responsibility of the developer, the phasing of those works, and, where applicable, any anticipated DCC credits.

Process:

The Developer and City staff will work together to develop an appropriate Park Master Plan. The Developer will be solely responsible for all costs associated with developing this plan to the City’s satisfaction.

It is expected that the developer will utilize existing work it has completed and previously presented to the City and the public as the basis for the next stage of Master Plan development.

At least one public information opportunity will be required as part of this process to present the final plan.

Approval:

Once the plan is complete, approval from the General Manager, Parks & Recreation will be required

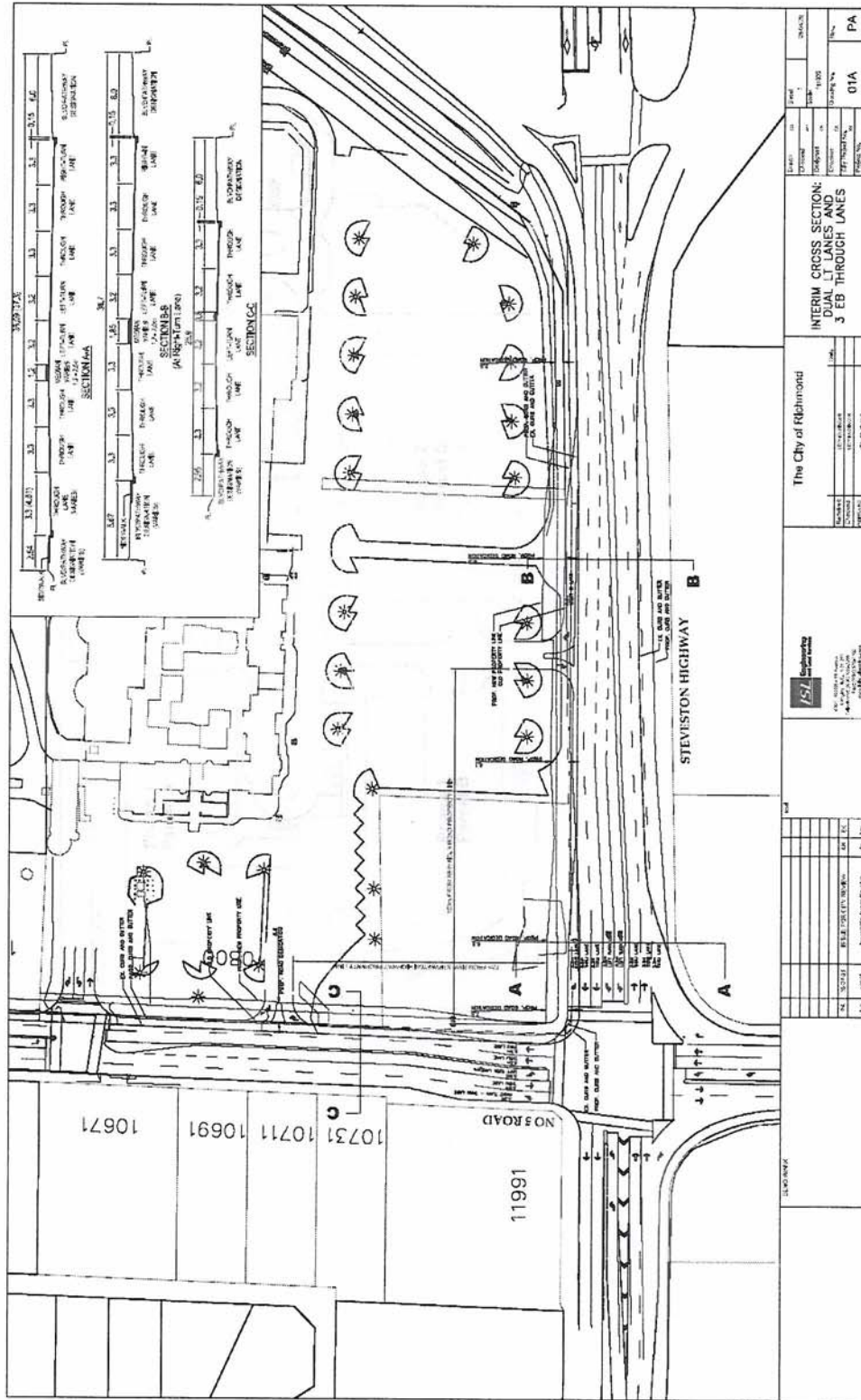
Signed copy on file (Received September 16, 2009)

Signed (Applicant)

Date

Interim Cross-Section: Dual Left Lanes & 3 Eastbound Through Lanes

- Detailed design and construction to be undertaken by the applicant via the Servicing Agreement process.

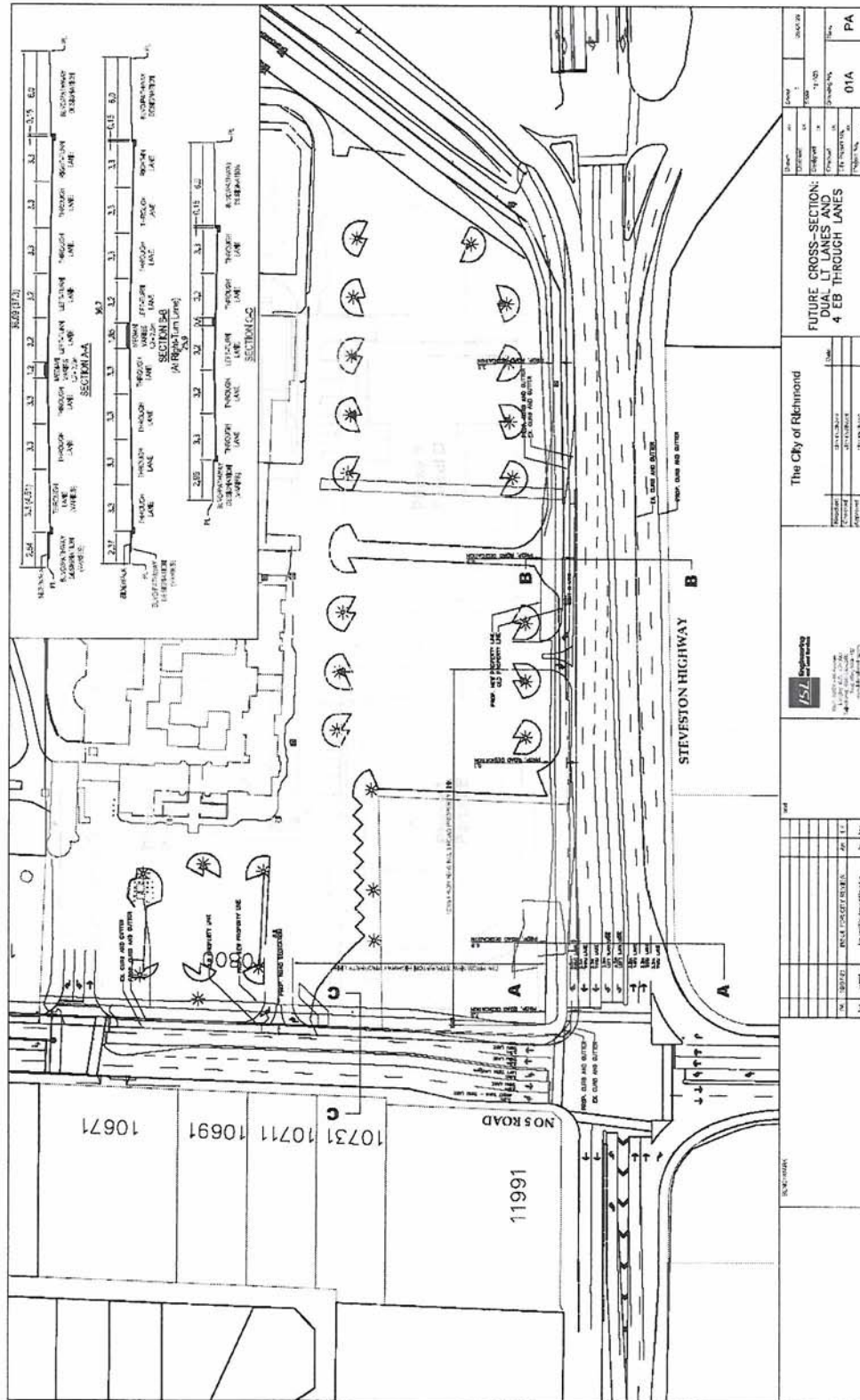


<p>The City of Richmond</p> <p>151</p> <p>4000 West Hill Street Richmond, BC V6X 3A7 Tel: 604-273-8700 Fax: 604-273-8701</p>		<p>DATE: 01/11/2011</p> <p>TIME: 10:00 AM</p> <p>PROJECT: 01A</p> <p>PA</p>
<p>INTERIM CROSS SECTION: DUAL LT LANES AND 3 EB THROUGH LANES</p>		<p>DATE: 01/11/2011</p> <p>TIME: 10:00 AM</p> <p>PROJECT: 01A</p> <p>PA</p>

SCHEDULE 4
Preliminary Functional Road Plans

Future Cross-Section: Dual Left Lanes & 4 Eastbound Through Lanes

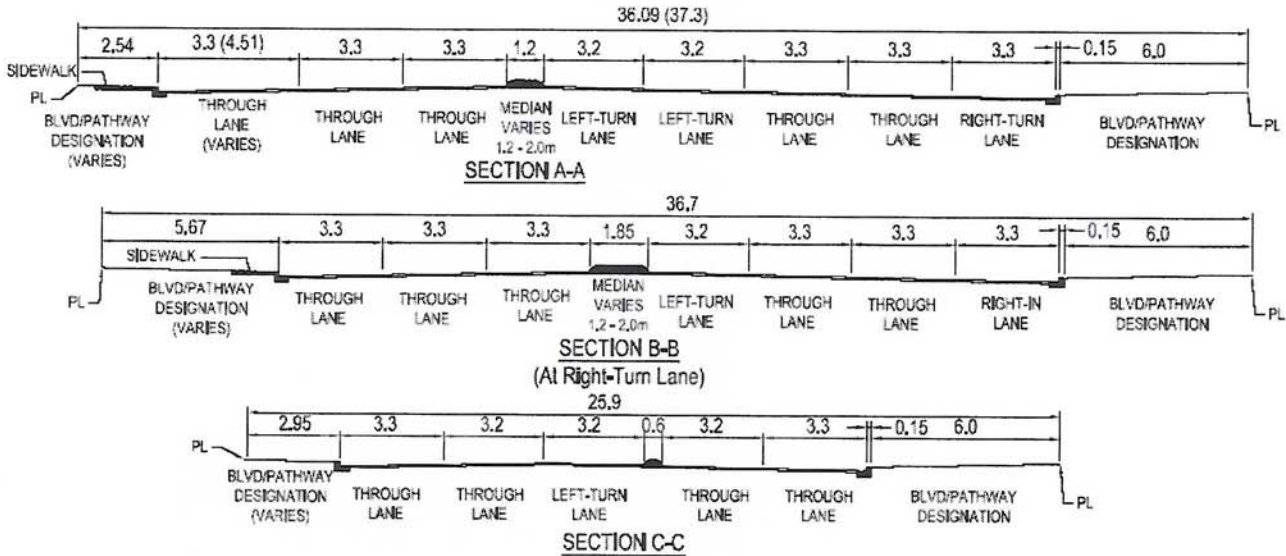
- Widening along the south side of Steveston Highway is outside the scope of the subject rezoning.



Drawing Details:

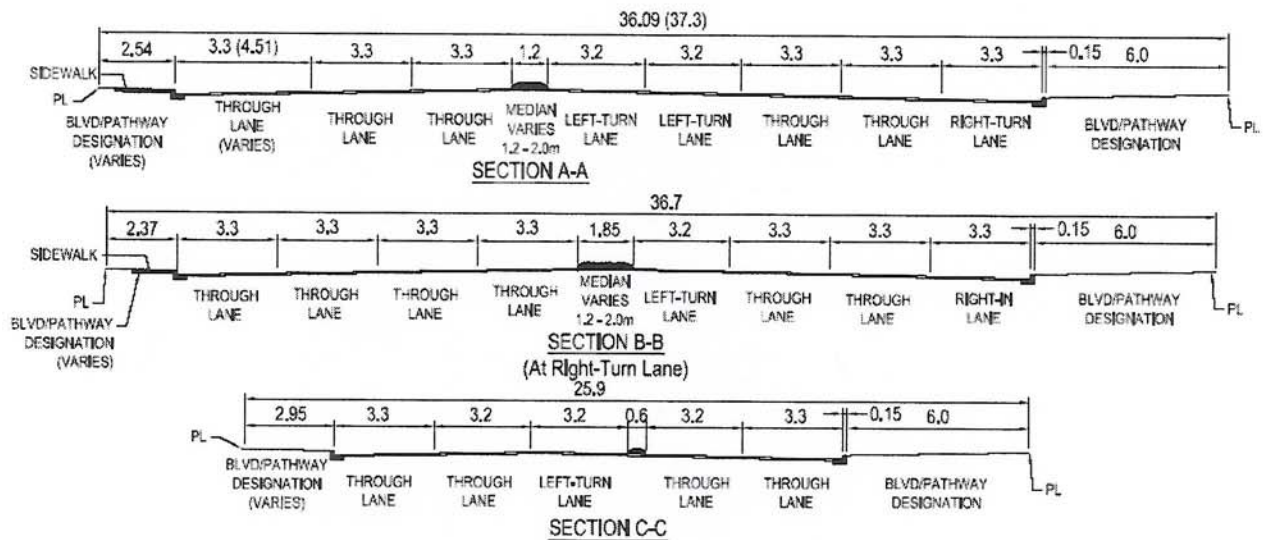
Interim Cross-Section: Dual Left Lanes & 3 Eastbound Through Lanes

- Detailed design and construction to be undertaken by the applicant via the Servicing Agreement process.
- 6 m wide "Bldv Pathway Designation" represents the proposed "greenway" along the subject site's frontage.



Future Cross-Section: Dual Left Lanes & 4 Eastbound Through Lanes

- Widening along the south side of Steveston Highway is outside the scope of the subject rezoning.
- 6 m wide "Bldv Pathway Designation" represents the proposed "greenway" along the subject site's frontage.





**Richmond Official Community Plan Bylaw 5300
Amendment Bylaw 8531 (RZ 08-450659)
12011 STEVESTON HIGHWAY AND 10620, 10640 & 10800 NO. 5 ROAD**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.8A (Ironwood Sub-Area Plan), is amended by:
 - 1.1 Repealing the existing “Development Permit Area Map” thereof and replacing it with “Schedule A attached to and forming part of Bylaw No. 8531”;
 - 1.2 Under item 8.0 Development Permit Guidelines:
 - a) Under Section 8.1.1, repealing the first paragraph and replacing it with:

“The Ironwood Sub-Area contains three “character areas” along Steveston Highway near No. 5 Road. (Refer to the Development Permit Area Map.) This section contains Development Permit Guidelines applicable to these “character areas”.
 - b) Under Section 8.1.2:
 - i. Repealing the first paragraph and replacing it with:

“It is the objective of these guidelines to promote a co-ordinated approach to development in the Ironwood Sub-Area because:”
 - ii. Repealing items (b) and (c) and replacing them with:
 - “b) High traffic volumes and the Sub-Area’s proximity to Highway 99 make special measures necessary along Steveston Highway and No. 5 Road to control vehicle access, enhance cyclist and pedestrian safety and comfort, and buffer sensitive uses; and
 - c) The interface between Ironwood’s higher density, more active uses and its residential, business, and Agricultural Land Reserve neighbours requires attention to mitigate potential impacts and encourage complementary relationships.”
 - c) Under Section 8.2.4, repealing item (b).
 - d) Following Section 8.3.5, inserting the following:

“8.4 Area C – The Gardens

The following guidelines apply to Area C (The Gardens), as per the Development Permit Area Map (inside front cover).

8.4.1 Settlement Patterns

At this important Richmond “gateway”, apply a “garden city” approach to development to enhance The Gardens’ car-oriented location and Ironwood’s appearance, role, and viability as an emerging, high-amenity, community focus through the establishment of:

- a) An “Urban-Agriculture Showcase” – Encourage a variety of visual, physical, and activity-based linkages between The Gardens and the proposed City-owned “agricultural-park” to its north to help support opportunities for urban-agriculture and enhance access by local residents, businesses, and visitors.
- b) A “Green” Development Strategy – Encourage compact, mixed-use, pedestrian-friendly development that integrates active and passive, high-performance, building and landscape strategies into its design, construction, and operation to help optimize resource use, minimize waste and pollution, and create healthier indoor and outdoor environments.
- c) Pedestrian-Scaled Circulation – Organize The Gardens’ businesses, residences, amenities, and parking around a central “spine” and crossroads made up of multi-modal, traffic-calmed, pedestrian-scaled streets that create a “pedestrian-first” environment within the Sub-Area and help to minimize development-related traffic impacts on Steveston Highway, No. 5 Road, and Highway 99.
- d) Urban Building Blocks – Establish a simple grid of six medium-density, “streetwall” buildings, 4-6 storeys in height, to help define and frame the Sub-Area’s major perimeter streets and highway.
- e) A Landscaped Open Space Grid – Ring The Gardens and each of its six “urban building blocks” with trees and green landscaping that enhance the Sub-Area’s strong streetwalls, complement nearby agricultural and residential areas, and soften the appearance of the Sub-Area’s wide perimeter roads.

8.4.2 Massing and Height

Enhance the interface between The Gardens and its neighbours through the provision of:

- a) Below-Grade Parking – Locate most parking in a single-storey structure below the lowest permitted habitable storey (as determined based on Richmond’s Flood Plain Designation Protection Bylaw) to:
- Minimize the visual bulk of the parking structure;
 - Minimize parking impacts on the Sub-Area’s streetscapes and pedestrian areas; and
 - Maximize opportunities for an accessible ground plane and views north to the proposed City-owned “agricultural-park” and the mountains beyond.
- b) Terraced Streetwalls Fronting Steveston Highway & No. 5 Road – Establish three “layers” across the Sub-Area’s Steveston Highway and No. 5 Road frontages to enhance the pedestrian street-experience, define the street edge, complement lower-rise neighbours, and provide for visual interest, including:
- A Perimeter Greenway – A landscaped, shared pedestrian/bike route, including:
 - i. Within the public road right-of-way, a broad path, green-landscaped boulevard, and row of tall-growing street trees; and
 - ii. Within the fronting private property, a decorative retaining wall, landscaped terrace, and second row of trees at the back of the path designed to help screen The Gardens’ “below grade” parking podium and soften the transition between the path and the fronting building. (Features that could increase the apparent height of the parking podium, as seen from the path, should be setback from the face of the podium or concealed by planting.)
 - A Mid-Rise Streetwall – Streetwall buildings with a strong horizontal expression, typically:
 - i. 9.0 m (29.5ft.) high, as measured from the fronting greenway path;
 - ii. 3.0 m – 4.5 m (9.8 ft. – 14.8 ft.) setback from the property line; and
 - iii. Characterized by features that enhance the Sub-Area’s sense of quality, such as durable, natural materials and windows set into the facade to increase apparent wall thickness.
 - Varied Building Tops – Above the streetwall, varied building forms and roofscapes designed to enhance the visual interest of the streetscape and the identity of individual buildings and uses.

- c) City in a Garden – Encourage the Sub-Area’s development as a “garden city” neighbourhood, characterized by extensive tree planting and varied, green landscape treatments, by providing:
- A typical minimum building separation of 20 m (65.6 ft.) (based on the horizontal distance between two buildings, located on the same lot or on two different lots, as measured to the outer limits of both buildings) and treating the intervening space with some combination of trees, shrubs, ornamental and/or native compatible plants, groundcover, urban agriculture, green-landscaped streets, and complementary landscape features; and
 - Along Highway 99, a 15.0 m (49.2 ft.) wide Riparian Management Area (RMA) characterized by varied, native compatible plantings, informal groupings of large- and small-growing trees, and, where possible, the retention of existing, mature landscape features (e.g., existing hedge).
- d) “Soft” Urban-Agricultural Edge – Minimize potential development-related impacts on the Agricultural Land Reserve (ALR) by incorporating measures aimed at enhancing the transition between The Gardens and its unique urban-agricultural/garden setting, including:
- ALR Buffer – Establish a 3.0 m (9.8 ft.) wide landscaped buffer along the Sub-Area’s north edge.
 - Landscaped Parking Podium – Along the south edge of the ALR buffer, conceal parking from view in 1-storey podium (2.5 m/8.2 ft. high maximum, as measured to the average grade of the adjacent ALR lands), designed to appear as a landscaped terrace complete with a decorative architectural/landscape treatments on its north wall and green landscaping on its roofdeck. (Features that would increase the apparent height of the podium, as seen from the ALR, should be setback or concealed by planting.)
 - Varied Building Setbacks & Heights – Vary the setbacks and heights of buildings situated on top of the parking podium to prevent The Gardens from appearing as a “wall” when viewed from the ALR and Highway 99, maximize opportunities for north views and sunny, north-facing public and private open spaces, and minimize shading of the ALR (i.e. to maximize the viability and community benefit of the proposed City-owned “agricultural-park”).

8.4.3 Architectural Elements

Enhance the long-term livability and viability of Ironwood and The Gardens through the provision of:

- a) Key Landmarks – Incorporate distinctive architectural features that enhance the identity of prominent “signature” locations in The Gardens Sub-Area, including:
- Steveston/No. 5 Road Intersection – Ironwood’s focal crossroads and “gateway”; and
 - Highway 99 Frontage – A key “gateway” and unique opportunity for Richmond to present an attractive, people-oriented, urban image along the busy Highway 99 corridor.
- b) Pedestrian-Friendly Streetscapes – Create a pedestrian-friendly grade-level environment throughout The Gardens that includes:
- Pedestrian-Oriented Retail – Wherever commercial uses front onto the Sub-Area’s publicly-accessible, on-site streets and open spaces, including, in particular, the “Gateway Terrace” (at the Steveston/No. 5 Road intersection), these places should be made attractive, animated, and engaging for pedestrians via:
 - i. Clustering shops and restaurants to enhance commercial viability and the area’s identity;
 - ii. Discouraging uses at grade that do not foster significant activity along the streetscape (e.g., office);
 - iii. Providing large display windows and other features that help foster interaction between activities inside the buildings and the fronting public spaces;
 - iv. Small unit frontages, typically no more than 10 m (32.8 ft.) wide;
 - v. Larger-format commercial units integrated into a small-unit-frontage streetscape by:
 - Concealing the bulk of the large unit behind small independent units; and/or
 - Breaking-up the large unit’s frontage and incorporating features that contribute to an animated, pedestrian-friendly streetscape;
 - vi. Continuous pedestrian weather protection across all shop fronts, together with links to bus stops, parking, and other complementary uses;
 - vii. Pedestrian-oriented signage and lighting;
 - viii. Public art, seating, and other amenities; and
 - ix. Well-maintained, high quality, durable materials and construction.
 - Street-Oriented Residential – Wherever residential uses front onto the Sub-Area’s publicly-accessible, open spaces and streets (including on-site streets and No. 5 Road, but excluding Steveston Highway), and are within 1.5 m (4.9 ft.) of grade, they should have individual front doors (i.e. not just patio doors), stoops/porches, and other entry

- features oriented to and directly accessible from the fronting public spaces.
- Steveston Highway – Along Steveston Highway’s high-traffic frontage, incorporate pedestrian-friendly features into the design of fronting buildings to enhance the attractiveness of the greenway and the image of The Gardens as seen from the road, including:
 - i. For commercial uses, significant clear glazing (especially near No. 5 Road), weather protection along shop frontages, decorative lighting, public art, and decorative wall treatments that complement the greenway’s landscape (e.g., natural materials);
 - ii. For residential uses, large balconies and ground floor terraces framed with low decorative walls, shrubs, hedges, and trees designed to present a welcoming image, take advantage of the frontage’s south orientation, and help to mitigate traffic noise and views; and
 - iii. A coordinated signage package designed to complement the development’s “garden city” image.
 - c) Residential Noise Mitigation – A development permit application shall require evidence to the satisfaction of the City, the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the traffic noise levels in portions of the dwelling units shall not exceed the following noise levels in decibels (provided that noise level in decibels is the A-weighted 24-hour equivalent (Leq) sound level):
 - For bedrooms: 35 decibels
 - For living, dining, and recreation rooms: 40 decibels
 - For kitchens, bathrooms, hallways, and utility rooms: 45 decibels
 - For outdoor amenity areas: 55 decibels
 - d) Residential Amenity Space – Provide common amenities shared by households as per Richmond Official Community Plan (OCP), Schedule 1, EXCEPT THAT for indoor amenity space:
 - 100.0 m² (1,076.4 ft²) minimum of indoor amenity space should be provided for each phase of residential development, provided that the total combined amount of indoor amenity space in the Sub-Area is not required to exceed 300.0 m² (3,229.3 ft²);
 - Where possible, phases of residential development within the Sub-Area are encouraged to combine indoor amenity spaces to facilitate the provision of special recreation amenities (e.g., indoor pool, gymnasium), provided that tenant needs for

other facilities (e.g., multi-purpose space) are not compromised;

- Large units (i.e. in excess of 148.0 m² (1,593.1 ft²)) are not exempt from providing indoor amenity space; and
- Cash in lieu should not be provided in place of indoor amenity space.

8.4.4 Landscape Elements

Enhance the livability and amenity of The Gardens for residents, workers, and visitors, and encourage a positive relationship between the Sub-Area, nearby residents, and the proposed City-owned “agricultural-park”, through the provision of an open space network that includes:

- a) Special Greenway Treatment – Incorporate features into The Gardens’ perimeter greenway along Steveston Highway and No. 5 Road that make it a valued community amenity and effective buffer for traffic noise, dirt, and other impacts, including:
 - Within the public road rights-of-way:
 - i. 2.5 m (8.2 ft.) wide landscaped boulevard at the back of curb, complete with street-lighting (with banner arms and electrical receptacles) and a row of tall-growing street trees planted at 6.0 m (19.7 ft.) on centre; and
 - ii. 3.5 m (11.5 ft.) wide shared pedestrian/bike pathway; and
 - Within a 1.5 m wide rights-of-way registered on the fronting private property:
 - i. Decorative, durable wall at the back of the shared pathway (0.9 m – 1.2 m/3.0 ft. – 3.9 ft. high) retaining a landscaped terrace, complete with low-growing shrubs, groundcover, and a row of tall-growing street trees planted at 6.0 m on centre, together with ramps/stairs (to access The Gardens’ finished internal grade) and street furnishings (e.g., benches) near the Steveston/No. 5 Road intersection and No. 5 Road bus stop.
- b) Agricultural Land Reserve (ALR) Buffer – Protect and enhance the long-term viability of ALR lands north of The Gardens with the establishment of a 3.0 m (9.8 ft.) wide landscaped buffer along the Sub-Area’s entire north edge via a site-specific ALR Buffer Landscape Enhancement & Maintenance Plan aimed at:
 - Discouraging public access (e.g., signage, fencing, changes in grade), except as specifically provided for in the City-

- approved “Agricultural-Park Plan” for the adjacent ALR lands;
- Ensuring that any changes in grade between The Gardens and the ALR are accommodated outside the ALR;
 - Providing for a visually attractive and vegetated transition between The Gardens and the ALR incorporating a variety of non-invasive ground covers, shrubs, hedges, trees, and complementary landscape features and structures (e.g., decorative retaining walls, ALR entry features and pathways at locations designated by the approved “Agricultural-Park Plan”) designed to screen views of the Sub-Area’s “below grade” parking structure and extend the “vocabulary” of the ALR landscape into The Gardens development;
 - Providing means for ensuring the long-term health and vitality of the ALR Buffer’s vegetation with minimal maintenance; and
 - Making clear the owner’s long-term responsibility for maintenance of the buffer.
- c) Riparian Buffer – Protect and enhance a 15.0 m (49.2 ft.) wide Riparian Management Area (RMA) along the Sub-Area’s entire Highway 99 frontage via a site-specific RMA Landscape Enhancement & Maintenance Plan aimed at:
- Discouraging public access (e.g., RMA signage, changes in grade);
 - Preventing the erection of buildings and structures (e.g., freestanding business signs);
 - Ensuring that any alterations to existing grades and vegetation within the RMA are designed to enhance the RMA and avoid undesirable impacts on the watercourse (e.g., sediment);
 - Providing for enhancement of the RMA, including native compatible planting, removal of invasive species, and retention of the existing mature hedge;
 - Providing for the protection of the RMA during the construction of adjacent areas via the use of sturdy, highly-visible temporary fencing (1.2 m/3.9 ft. high minimum) designed to restrict public access and provide sediment control fencing;
 - Providing means for ensuring the long-term health and vitality of the RMA’s vegetation with minimal maintenance; and
 - Making clear the owner’s long-term responsibility for maintenance of the RMA.
- d) Public Outdoor Recreation Space – In addition to the Sub-Area’s greenway and ALR and RMA buffers, The Gardens

should provide a range of publicly-accessible, passive and active, open space areas and features designed to ensure that the Sub-Area is able to satisfy the diverse recreational needs of its residents, workers, and visitors and establish effective linkages between the development and the proposed City-owned “agricultural-park” to its north, including:

- Amount of Space – Provide at least 0.2 ha (0.5 ac) of publicly-accessible open space in the form of landscaped seating areas, playgrounds, plazas, and gardens, including one sunny, centrally-located, multi-purpose space at least 0.12 ha (0.3 ac) in size.
 - “Gateway” Terrace – Create a public plaza at the Steveston/No. 5 Road intersection in the form of a raised terrace that is:
 - i. At the elevation of the Sub-Area’s publically-accessible, on-site streets and open spaces, and is connected to those spaces by a continuous outdoor, weather-protected walkway at least 2.5 m (8.2 ft.) wide and lined (on one side) with shops, services, and restaurants with narrow frontages, large display windows, and individual units entries;
 - ii. Accessed from the greenway via broad, treed/landscaped stairs and ramps; and
 - iii. Designed to provide a comfortable sunny, seating area, buffered from the fronting streets and offering views of the activity below.
 - Transit Link – Provide a direct pedestrian/cyclist path connecting the No. 5 Road bus stop with the interior of the Sub-Area via a treed/landscaped, weather-protected route lined (on at least one side) by shops, services, and restaurants with narrow frontages, large display windows, and individual units entries.
 - ALR Links – Support the establishment of the proposed City-owned “agricultural-park” north of The Gardens through the provision of linkages and other features, as per the City-approved “Agricultural-Park Plan”.
 - Seasonal Focus – Encourage opportunities for businesses and residents to celebrate the changing seasons through festive features (e.g., Christmas tree, seasonal planting, banners, tree lights), venues for outdoor activities (e.g., farmers’ markets, outdoor dining), and special planting (e.g., berry bushes, fruit trees).
- e) Public Art – Incorporate Public Art into the development of The Gardens, as per the Richmond Public Art Strategy, via legal agreements and a Public Art Plan prepared by the developer and implemented on a phased Development Permit-

by-Development Permit basis (or as otherwise specifically provided for in the Plan).

8.4.5 Parking and Services

Encourage parking, loading, and related strategies that balance objectives for transit- and pedestrian-oriented development with the demands of Ironwood's highway proximity through the provision of:

- a) Vehicle Access to the Sub-Area – Restrict vehicle access, exclusive of emergency vehicle access, along the Sub-Area's Steveston Highway and No. 5 Road frontages, except as follows:
 - One location (right-in/right-out access) on Steveston Highway at the Sub-Area's publicly-accessible street (i.e. secured via a rights-of-way), pending approval from Ministry of Transportation and Infrastructure (MOTI);
 - One location (all directional access with a full traffic signal) on No. 5 Road at the Sub-Area's publicly-accessible street (i.e. secured via a rights-of-way); and
 - One location (right-in/right-out access) on No. 5 Road, mid-block between Steveston Highway and the Sub-Area's publicly-accessible street (i.e. secured via a rights-of-way).
- b) Parking Reductions – For any reductions in the minimum number of parking spaces required under the Zoning Bylaw resulting from Transportation Demand Management (TDM) measures (not to exceed a reduction of 10% for residential uses) and/or shared commercial and resident visitor parking, the following measures should be provided within the Sub-Area:
 - A minimum of two and up to a maximum of four co-op vehicles, as determined via consultation with applicable co-op vehicle program operators, together with one on-site parking space for each vehicle (either on the street connecting No. 5 Road and Steveston Highway or an alternate location that better meets the needs of the program);
 - Two transit shelters, the location of which shall be determined by the City;
 - For non-residential uses, one end-of-trip bicycle facility co-located with the Sub-Area's required long-term (i.e. Class 1) bicycle parking and with complementary recreational uses, if they exist, including for each gender a minimum of:
 - i. 1 sink and grooming station, including a counter, mirror, and electrical outlet;
 - ii. 1 handicapped-accessible toilet;
 - iii. 2 showers; and
 - iv. 10 clothing lockers; and

- For residential uses, a 15% subsidy toward 2-zone monthly transit passes for one year, to be provided “on demand” to a maximum of one such pass-subsidy per dwelling unit.
 - For any other reductions in the minimum number of parking spaces required under the Zoning Bylaw, such reductions:
 - i. Should be substantiated by a Parking Study prepared by a registered professional engineer to the satisfaction of the City; and
 - ii. May be conditional on the developer’s provision of TDM or other measures not otherwise provided as part of the subject development.
- c) Discrete Parking & Loading – Locate parking and loading to encourage a safe and attractive streetscape and minimize conflicts with traffic entering/exiting the Sub-Area by:
- Designing the Sub-Area’s on-site streets (i.e. not No. 5 Road or Steveston Highway) to accommodate vehicle loading, except for loading that could impair the attractiveness of the streetscape or the safety or effectiveness of traffic operations (e.g., due to the need for vehicle manoeuvring/backing or direct vehicle access to receiving, storage, or waste/recycling uses);
 - Along the Sub-Area’s on-site streets, discouraging driveway access to parking garages or off-street loading (i.e. contained within a building):
 - i. Within 30.0 m (98.4 ft.) of Steveston Highway or No. 5 Road; and
 - ii. At visually prominent locations, such as at street-ends or near open space amenities;
 - For parking garage and loading area driveways/building entries, mitigating their potential impact on the streetscape by minimizing their widths, orienting them away from public areas and sensitive uses (e.g., residential, outdoor restaurant dining), screening them with architectural and landscape features, and designing/finishing them to complement the scale, character, materials, and quality of the building/streetscape in which they are located (including screening from view from the street any ceiling areas treated with spray-on insulation).
- d) Collective Parking and Loading – Encourage parking, long-term bicycle parking, and loading spaces serving non-residential uses to be provided and used collectively by two or more lots within the Sub-Area, provided that:
- The total number of spaces provided is not less than the sum of the requirements for the various individual uses;

- Parking spaces and bicycle parking spaces are typically not located more than 150.0 m (492.1 ft.) from the building or use they are intended to serve;
- Long-term bicycle parking is co-located with end-of-trip facilities;
- Loading spaces are convenient to the uses they are intended to serve, in order to discourage loading activities in undesignated locations; and
- Adequate public and private access for vehicles and pedestrians is provided.”

e) Repealing Appendix 1, Bicycle Parking and End of Trip Facilities.

1.3 Updating the Table of Contents, page and section numbers, and document formatting as required to accommodate the identified bylaw amendments.

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8531”**.

FIRST READING

SEP 28 2009

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER

Development Permit Area Map



— Area Boundary



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8532 (RZ 08-450659)
12011 STEVESTON HIGHWAY AND 10620, 10640 & 10800 NO. 5 ROAD**

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

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 291.210 thereof the following:

“291.210 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/210)

The intent of this zoning district is to accommodate medium density, mixed commercial/residential uses, together with a density bonus for the provision of affordable housing and community use.

291.210.1 PERMITTED USES

The following **uses** are permitted PROVIDED THAT **residential uses** are not located in whole or in part on the first **storey** of a **building** (excluding **building** entrance lobbies) which is located within 65.0 m (213 ft.) of a **property line** abutting Steveston Highway and 90.0 m (295 ft.) of a **property line** abutting No. 5 Road:

ASSEMBLY;
BOARDING & LODGING;
CARE FACILITY;
COMMERCIAL ENTERTAINMENT;
COMMUNITY USE;
CONGREGATE CARE FACILITY;
CONGREGATE HOUSING;
EDUCATIONAL INSTITUTION;
HOME OCCUPATION;
LIVE/WORK UNIT, as defined by Section 291.210.8
MULTIPLE-FAMILY DWELLING;
MIXED COMMERCIAL/RESIDENTIAL USE;
OFFICE;
PRIVATE EDUCATIONAL INSTITUTION;
STUDIO for artist, display dance, radio, television or recording;
RECREATION FACILITY;
TOWNHOUSES;
ACCESSORY USES, BUILDINGS & STRUCTURES.

The following additional **uses** are permitted PROVIDED THAT the **use** is located in whole or in part on the first **storey** of a **building**, and each individual business is a maximum of two **storeys** in height and has a maximum **gross leasable floor area** not exceeding 929.0 m² (10,000 ft²):

ANIMAL HOSPITAL or CLINIC;

CHILD CARE;

FOOD CATERING ESTABLISHMENT, but excluding **banquet hall facility** and drive-in restaurant;

RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers, motorcycles or boats.

The following additional **uses** are permitted PROVIDED THAT the **use** is located in whole or in part on the first **storey** of a **building** and the **use** is located within 70.0 m (230 ft.) of a **property line** abutting Steveston Highway:

GROCERY STORE, limited to one store with a maximum **gross leaseable floor area** not exceeding 3,252.0 m² (35,005 ft²);

DRUGSTORE, limited to one store with a maximum **gross leaseable floor area** not exceeding 1,858.0 m² (20,000 ft²).

The following additional **use** is permitted, PROVIDED THAT the **use** is not located within 200.0 m (656 ft.) of a **property line** abutting No. 5 Road:

HOTEL.

291.210.2 PERMITTED DENSITY

- .01 Subject to subsection .04 and .05 herein, the maximum **Floor Area Ratio** shall be “1.0”.
- .02 Despite subsection .01, the reference to “1.0” in relation to the maximum **Floor Area Ratio** is increased to the higher density of “1.30” if the owner:
 - a) Provides on the **lot** not less than four **affordable housing units** having the combined **habitable space** of at least 5% of the total maximum **Floor Area Ratio** used for **Residential Use**; and
 - b) Has entered into a **housing agreement** for the **affordable housing units** with the City and registered the **housing agreement** against title to the **lot** where the **affordable housing units** are located, and filed a notice in the **Land Title Office**.
- .03 Despite subsection .02, the reference to “1.30” in relation to the maximum **Floor Area Ratio** is increased to the higher density of “1.43” if the owner provides:
 - a) A minimum 372.0 m² (4,000 ft²) of City **community use space**.

- .04 The total floor area **used** for **residential use** within the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the Agricultural Land Reserve shall not exceed 53,511.0 m² (576,007 ft²).
- .05 For the purpose of Section 291.210.2, **Floor Area Ratio** shall be calculated based on the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the Agricultural Land Reserve, regardless of **subdivision**, provided that the maximum total combined floor area within the area does not exceed 56,511.0 m² (608,299 ft²).
- .06 For the purpose of Section 291.210.2, the following items are not included in the calculation of maximum **Floor Area Ratio**:
- a) **Amenity Space**, provided that the total floor area **used** for **Amenity Space** within the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the Agricultural Land Reserve does not exceed 800.0 m² (8,611 ft²);
 - b) **Public Amenity Space**;
 - c) Loading, bicycle, garbage, and recycling facilities located within an enclosed parking area;
 - d) Common stairwells and common elevator shafts (except that they are counted once on the ground floor);
 - e) Common mechanical, heating, ventilation, electrical, telephone, and air conditioning service rooms that are not habitable space:
 - i. With no floor area limits if they are located within an enclosed parking area; or
 - ii. With a maximum floor area of 100.0 m² (1,076 ft²) per **building** if they are located outside the enclosed parking area, unless a mechanical engineer can demonstrate and certifies that a larger floor area is required (e.g., for geo-thermal and other green infrastructure that requires a larger electrical/service area).

291.210.3 MAXIMUM LOT COVERAGE:

- .01 Subject to subsection .02 herein, the maximum **Lot Coverage** shall be:
- a) For **buildings, structures**, and non-porous surfaces, including landscaped roofs over parking spaces situated below the lowest habitable floor of the **building**: 90% maximum
 - b) For **buildings**, excluding landscaped roofs over parking spaces situated below the lowest habitable floor of the **building**: 50% maximum
 - c) Restricted to **landscaping** with live plant material: 15% minimum

- .02 For the purpose of subsection .01, **Lot Coverage** shall be calculated based on the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the Agricultural Land Reserve, regardless of subdivision.

291.210.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Public Roads Setbacks:** 3.0 m (10 ft.), EXCEPT THAT:

- a) For Highway 99: 15.0 m (49 ft.);
- b) For Steveston Highway and No. 5 Road: 6.0 m (20 ft.), EXCEPT THAT:
 - i. Portions of a **building** which have a **building height** less than 9 m (30 ft.), may project into the **public road** setback, but shall be no closer to a property line abutting a Steveston Highway than:
 - (i.) For **residential** uses: 4.5 m (15 ft.);
 - (ii.) For all other **uses**: 3.0 m (10 ft.);
 - ii. A parking **structure** may project into the **public road** setback, but shall be no closer to a **property line** abutting Steveston Highway or No. 5 Road than 1.5 m (5 ft.), PROVIDED THAT:
 - (i.) The height of the parking **structure** does not exceed 1.5 m (5 ft.), above the highest elevation of the crown of the sidewalk abutting the **lot**;
 - (ii.) The roof and exterior walls of the parking **structure** must be landscaped or screened by a combination of trees, shrubs, ornamental plants, lawn and/or decorative architectural treatments as specified by a Development Permit approved by the City.

- .02 **Side & Rear Yards:**

- a) For **Side & Rear Yards** abutting the Agricultural Land Reserve, the minimum setback shall be: 6.0 m (20 ft.), EXCEPT THAT:
 - i. A parking **structure** may project into the **side & rear yard** abutting the Agricultural Land Reserve, but shall be no closer to a **property line** than 3.0 m (10 ft.), PROVIDED THAT:
 - (i.) The height of the parking **structure** does not exceed 2.5 m (8 ft.) above the **finished site grade** of the abutting Agricultural Land Reserve **lot**;
 - (ii.) The roof and exterior walls of the parking **structure** must be landscaped or screened by a combination of trees, shrubs, ornamental plants, groundcover, and/or architectural treatments, as specified by a Development Permit approved by the City.

- b) For all other **Side & Rear Yards**, the minimum setback shall be: 3.0 m (10 ft.) EXCEPT THAT:
 - i. A parking **structure** may project into the **side yard** or **rear yard** setback up to the **property line**. Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants, groundcover, and/or architectural treatments, as specified by a Development Permit approved by the City.
 - ii. Cantilevered roofs, unenclosed fireplaces, chimneys, bay windows, and unenclosed balconies forming part of the **building** may project into the minimum setback for a distance of not more than 0.9 m (3 ft.).
 - iii. There is no minimum setback for decorative landscape structures, as specified by a Development Permit approved by the City.

291.210.5 MAXIMUM HEIGHTS

- .01 For **Buildings**: 20.0 m (66 ft.), but containing not more than 4 **storeys** over a parking **structure**, EXCEPT THAT:
 - a) For **buildings** located more than 90.0 m (295 ft.) from a property line abutting No. 5 Road: 25.0 m (82 ft.), but containing not more than 6 **storeys** over a parking **structure**;
- .02 **Accessory Building & Structures**: 9.0 m (30 ft.).

291.210.6 OFF-STREET PARKING

- .01 Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw EXCEPT THAT:
 - a) On-site parking and loading requirements shall be calculated based on the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the Agricultural Land Reserve, regardless of subdivision; and
 - b) Off-street parking shall be provided at the following rate for LIVE/WORK UNIT, as defined by Section 291.210.8: 1.9 parking stalls per LIVE/WORK UNIT.

291.210.7 MINIMUM LOT SIZE

- .01 A **lot** created through subdivision shall have a minimum **lot** area of 3,000.0 m² (32,293 ft²).

291.210.8 LIVE/WORK UNITS

- .01 A **LIVE/WORK UNIT** is a **dwelling unit** that may be **used** as a **home occupation** together with studio for artist, dance, radio, television or recording PROVIDED THAT:
- a) The **dwelling unit** has an exterior access at grade;
 - b) A maximum of 1 non-resident employee is permitted; and
 - c) The **dwelling unit** is designed to reflect the mixed-use character of the intended use.

291.210.9 SIGNAGE

- .01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "Downtown Commercial District (C7)" EXCEPT THAT:
- a) A Projecting Sign or Canopy Sign shall not be higher than the first habitable **storey**;
 - b) For Facia Signs situated above the first habitable **storey**, the maximum total combined sign face area on a **building** shall be 20 m² (215 ft²);
 - c) For Freestanding Signs within the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the Agricultural Land Reserve, regardless of subdivision:
 - i. Maximum number of signs: 2;
 - ii. Maximum total combined area of the signs, including all sides used for signs: 50.0 m² (538 ft²);
 - iii. Maximum height, measured to the **finished site grade** of the **lot** upon which the sign is situated: 9.0 m (30 ft.);
 - iv. Maximum width, measured horizontally to the outer limits of the sign, and any associated structure, at the widest point: 3.0 m (10 ft.);
 - v. Maximum **public road** setback from Steveston Highway: 70.0 m (230 ft.)."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/210)**:

That area shown as cross-hatched on "Schedule A attached to and forming Part of Bylaw No. 8532".

3. This Bylaw is cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw No. 8532".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE APPROVAL

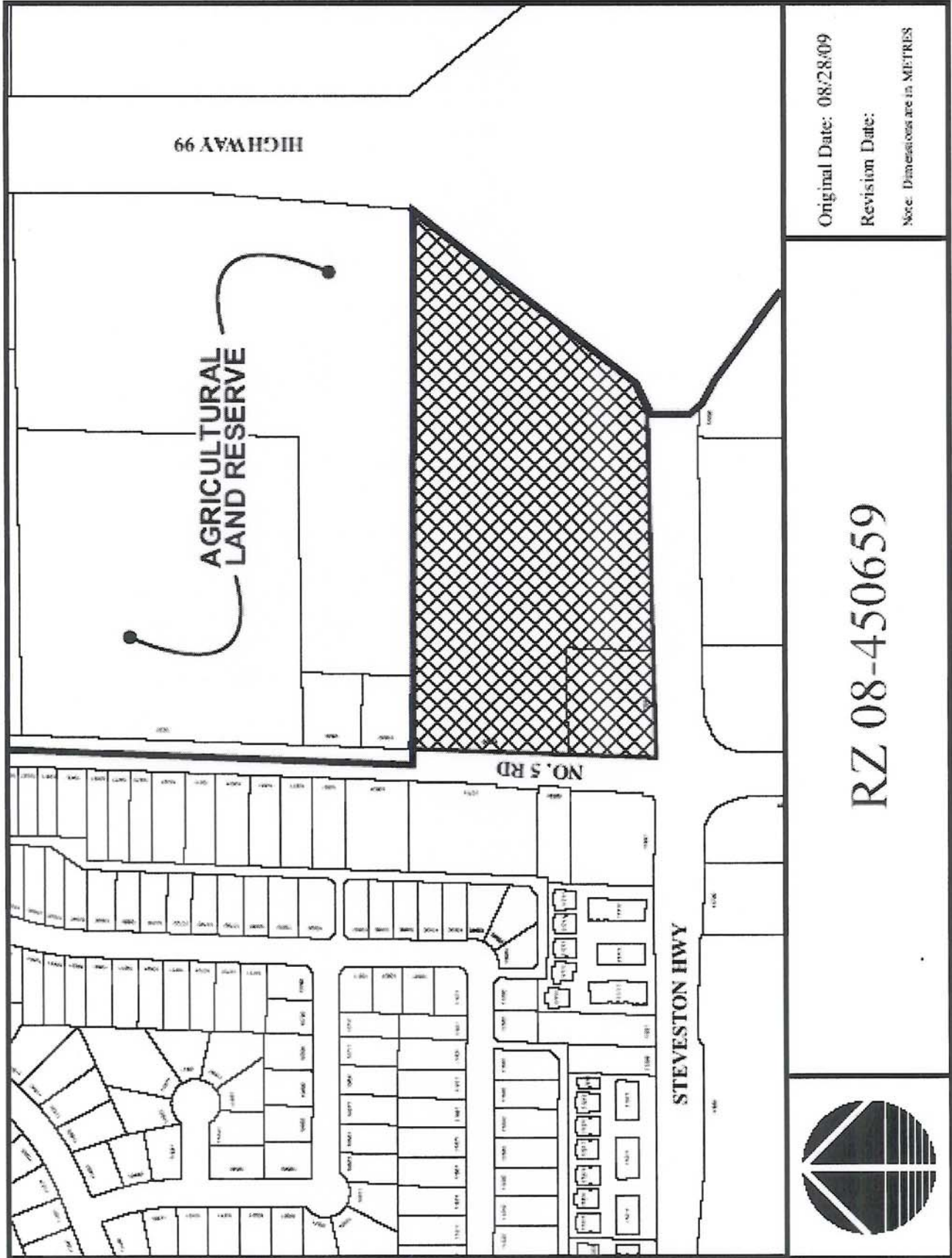
ADOPTED

SEP 28 2009

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

MAYOR

CORPORATE OFFICER



Original Date: 08/28/09
Revision Date:
Note: Dimensions are in METRES

RZ 08-450659

