



**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee

*to Council - Sep 22, 2008*  
*To Planning - Sep 16, 2008*  
**Date:** September 4, 2008

**From:** Brian J. Jackson, MCIP  
Director of Development

RZ 06 - 341234

*File: 12-8060-20-8427/8428*

**Re:** **Application by W. T. Leung Architects Inc. for Rezoning at 5891, 5931 No. 3 Road, 5900 Minoru Boulevard and a surplus portion of No. 3 Road from "Limited Industrial Retail District (I4)" and "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/198)"**

**Staff Recommendation**

1. That Bylaw No. 8427, to amend the land use designation with the addition of "Institution" to 5891, 5931 No. 3 Road & 5900 Minoru Boulevard in the Generalized Land Use Map (2031) and Specific Land Use Map: Lansdowne Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100 as being amended by OCP Amendment Bylaw 8383, be introduced and given first reading.

2. That Bylaw No. 8427, having been considered in conjunction with:

- the City's Financial Plan and Capital Program;
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

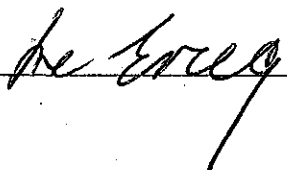
is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 8427, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

4. That Bylaw No. 8428, to create "Comprehensive Development District (CD/198)" and for the rezoning of 5891, 5931 No. 3 Road, 5900 Minoru Boulevard and a surplus portion of No. 3 Road from "Limited Industrial Retail District (I4)" and "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/198)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJJ:fm  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Real Estate Services.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Recreation & Culture.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
		<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
		<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

W. T. Leung Architects has applied to the City of Richmond for permission to rezone 5891, 5931 No. 3 Road, 5900 Minoru Boulevard and a surplus portion of No. 3 Road (**Attachment 1**) from "Limited Industrial Retail District (I4)" and "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/198)" in order to permit a residential/commercial mixed-use development consisting of 5 high-rise residential buildings with approximately 583 apartment units, 47 townhouses, 902.5 m<sup>2</sup> (9,714.4 sq.ft) of commercial retail space and approximately 839 parking stalls. Also included in the proposal is a City community facility and a post-secondary education institution component (**Attachment 2**).

### Findings of Fact

The proposed development, which is the subject of this report, resulted from a coordinated design effort between the Applicant and City staff aiming to achieve the area's urban design and overall objectives for the area envisioned in the pending City Centre Area Plan.

A Development Application Data Sheet providing specific details of the proposed development on each of the parcels resulting from completion of the street network in the area is attached (**Attachment 3**).

### Project Description

The subject development includes a total of 630 units. There are 583 units distributed in 5 towers ranging in height from 14 to 17 storeys in total height and 47 stacked townhouse units that create a continuous streetwall along Ackroyd Road on the north, and along the western portion of Firbridge Way. The 17 storey tower at the corner of No. 3 Road and Ackroyd Road terraces to 11 storeys toward the south; the tower at Minoru Boulevard and Ackroyd Road terraces from 16-storeys to 12-storeys toward the east along Ackroyd Road. Commercial retail uses are provided along the frontage on No. 3 Road.

A very important component of the proposed development is a four-storey, well-identifiable building mass of approximately 5,176 m<sup>2</sup> (55,714 ft<sup>2</sup>) at the corner of Minoru Boulevard and Firbridge Way that will house the future City Centre South Community Centre and the Richmond Campus of the Trinity Western University College.

Parking is provided in four levels above the street. The parkade is hidden from views from the street by the street-oriented townhouses, indoor amenity space and commercial uses that line the streets frontages. Access to the residential parking and loading areas is provided from the north-south lane between Firbridge Way and Ackroyd Road, which divides the site in two parcels. Two phases are proposed on the subject site: Phase I, bounded by Ackroyd Road on the north, Firbridge Way on the south, No. 3 Road on the east and N-S lane on the west and Phase II, bounded by Ackroyd Road on the north, Firbridge Way on the south, N-S lane on the east and Minoru Boulevard on the west.

A large outdoor amenity area/landscaped courtyard on the fifth level extends in an east-west direction across the whole length of the development site with the indoor amenity space provided in each of the towers that will have direct access to this central landscaped courtyard. A wide, landscaped pedestrian bridge is proposed to extend over and across the north-south lane and links the central courtyard/outdoor amenity areas in Phase I and Phase II.

## Surrounding Development

The development site is located at the south end of the proposed Lansdowne Village, as proposed in the City Centre Area Plan. The development site is close to public amenities and has easy access to current and future transportation facilities.

The site is presently occupied by a car dealership building on two lots which front on No. 3 Road zoned "Automobile-Oriented Commercial District (C6)" and another car dealership on one lot that fronts on Minoru Boulevard zoned "Limited Industrial Retail District (I4)". The development site is bounded by No. 3 Road on the east, Firbridge Way on the south, Minoru Boulevard on the west and the proposed extension of Ackroyd Road, from No. 3 Road to Minoru Boulevard, on the north. The immediate context surrounding the development site is as follows:

- To the North: Across the extension of Ackroyd Road, existing car dealership fronting Minoru Boulevard on a parcel zoned "Automobile Oriented Commercial District (C6)" and two 16-storey towers, "Acqua" building, fronting No. 3 Road on a parcel zoned "Downtown Commercial District (C7)";
- To the East: Across No. 3 Road, a series of retail malls zoned "Downtown Commercial District (C7)";
- To the South: Across Firbridge Way, a 7-storey office building forming part of London Plaza toward No. 3 Road and a 15-storey residential tower and a small retail building and surface parking lot toward Minoru Boulevard on various parcels zoned "Downtown Commercial District (C7)";
- To the West: Across Minoru Boulevard, the 16-storey Hilton Hotel with a 2-storey commercial podium on a parcel zoned "Downtown Commercial District (C7)"

## Related Policies & Studies

### Richmond Official Community Plan:

#### Existing City Centre Area Plan (CCAP)

The current City Centre Area Plan designates the subject site as "Mixed Use-High Density" for higher density development which provides for residential, office, commercial, entertainment, and personal service uses, along with amenity and community uses. The proposed land uses comply with the Official Community Plan and City Centre Area Plan land use designations.

#### City Centre Area Plan (CCAP) Update

The City Centre Area Plan (CCAP) for Richmond's downtown, which is anticipated to get its final adoption in the fall of 2008, designates this site as "Urban Core T6" that provides for high-density, hi-rise commercial and mixed use developments.

On the subject site, the new City Centre Area Plan encourages high-rise, mixed-use development with a maximum density up to 4.0 Floor Area Ratio (F.A.R.) (i.e., 2.0 F.A.R. base density plus 1.0 F.A.R. for affordable housing plus an additional 1.0 F.A.R. for Village Centre bonus, which must be non-residential uses). Additional density is also possible under the "Institution" designation applicable to specific sites throughout the City Centre Area.

The proposed land uses meet the present OCP land use designations and satisfactorily reflect the Development Permit Guidelines. The proposed development meets the intent of the new City Centre Area Plan with respect to land uses, density and building height. Also, the proposed development generally meets the character Sub-Area Guidelines applicable to this area.

A minor OCP amendment is being proposed as part of this rezoning to include “Institutional” use as an overlay to the basic land use designations on the development site to accommodate a City community facility and a post-secondary education institution at the south end of the City Centre area. The City Centre Area Plan provides for this “Institution” type of land use overlay, defined as an area where additional density may be permitted over and above that otherwise permitted maximum density on a development site to facilitate the development of a major public facility.

As the City Centre Area Plan has not yet received final approval, the proposed OCP amendment associated with the rezoning that is the subject of this report cannot be adopted until Council gives final approval to the City Centre Area Plan.

It should be noted that the lot consolidation and subdivision required as part of this development includes the extension of Ackroyd Road from No. 3 Road to Minoru Boulevard and extension of the existing north-south lane on the north side of Ackroyd Road, between Ackroyd Road and Firbridge Way. Extension of this lane from Ackroyd Road to Firbridge Road divides the subject development site in two parcels (**Attachment 4**). Development of the site will take place in two phases under separate Development Permits; Phase I (Parcel A) on the east side of the lane and Phase II (Parcel B) on the west.

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Indemnity Covenant on title. Flood Construction level (FCL) for this site is 2.9 m (GSC).

OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area. The site is within the area designated as “Area 3-Moderate Aircraft Noise Area” where “All Aircraft Noise Sensitive Land Uses may be considered”.

As the site is affected by Airport Noise Contours, the developer will be required to register an Aircraft Noise Sensitive Use Restricted Covenant prior to final adoption of Zoning Amendment Bylaw 8428, to disclose noise restrictions and to engage a registered professional qualified in acoustics to prepare an Acoustic Report that recommends site-specific acoustic sound insulation noise mitigation measures to be incorporated in the construction of the proposed development.

The registered professional retained should certify that any required noise insulation measures have been installed according to the report’s recommendations before the building may obtain an Occupancy Permit. The report should support the provision of air conditioning.

Further, maximum noise levels (decibels) within the dwelling units are expected to be no greater than the following:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

#### Environmental Review:

The Preliminary Site Investigations (PSI) undertaken by Keystone Environmental in regard to this site at the time the original rezoning application was submitted to the City of Richmond indicated a few areas of potential environmental concern that include:

- An Oil/Water Separator located on the south side of the existing service repair and body shop building associated with the automotive dealership business on 5900 Minoru Boulevard and similar facilities on 5931 No. 3 Road. In addition, former presence of an Underground Storage Tank (UST) was documented at this former site;

- A former office and storage warehouse building, with an associated UST farm and fuel dispensing equipment occupied the 5891 No. 3 Road site. An automotive repair shop, with an associated waste oil above ground storage tank presently occupies the site.

Further thorough investigations of the conditions in the vicinity of the building structures, remediation planning and remediation will have to be done following the demolition of the existing structures on the site, as part of the development process, following the rezoning of the site. In this regard, the City requires prior to rezoning that the Ministry of Environment issue a letter under Contaminated Sites Regulations allowing the City of Richmond approval of the subject Rezoning and ensuing Development Permit.

### Consultation

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. As the proposed new CCAP which is expected to be approved in the fall 2008 was prepared following this Policy and with extensive community consultation, and as overall, the development proposal supports the intent of the new CCAP and does not increase the total CCAP build out population of 120,000, no further external consultation was carried out for this proposed CCAP amendment.

In addition, the rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site and, to date, staff has received one letter of objection (**Attachment 5**).

Issues raised by the residents of Capri Building (**Attachment 5**), a 15-storey apartment building located on 7831 Westminster Hwy, south from Phase II of the proposed development, can be summarized, and have been addressed, as follows:

- Concerns regarding clarity of information provided on required development signage and signage remaining on site. The development signage erected on site complies with the City requirements in regard to number of signs, location, and extent and description (wording and graphics) of proposed rezoning. Signs were restored to their original location after the wind storm blew them down.
- Concerns regarding view corridors. The proposed location of building along the north and south edges of the narrow development site resulting from the required road dedications, reduces the overall massing impact and provide longer views than what could be expected in this City Centre high density area. The proposed development complies with the tower separations indicated in the Design Guidelines for the area.
- Street Parking and Width of Firbridge Way. The developer engaged the services of a Transportation Engineer to undertake a traffic study and a functional design of the street network at and around the development site. The consultant recommendations, which are acceptable to the City, require the proposed development dedicating approximately 1.7 m along the whole frontage of the site on Firbridge Way to widen the street public right of way to 16.00 m. In addition, a building setback varying from 2.00 to 3.00 m will be provided from the Firbridge Way right-of-way. Parking will be restricted to the north side of the street.
- Community and Liveability Concerns and Quality of the Streetscape. The proposed development will locate buildings at a 2.00 to 3.00 m setback from the new property line. Landscaping and sidewalks will reflect the City Centre street standards that include a

continuous treed boulevard and a 2.0 m wide sidewalk; the area between the sidewalk and the buildings will be landscaped. Details of proposed landscaping will be reviewed by staff and further refined as part of the Development Permit design review process.

- Concerns regarding the City Requirements for Affordable Housing. No affordable housing is included in the proposed development. The developer has offered, and the City has agreed, to include space for a City community facility and a post-secondary education institution in lieu of providing affordable housing on site.
- Concerns regarding Impact of Commercial/Retail Space. The proposed development does not include commercial/retail uses along Firbridge Way. Street-oriented townhouses and the City community facility/post-secondary education institution are proposed on Firbridge Way toward the west; the lobby for two of the residential towers and the main indoor amenity space are proposed towards the east.

The statutory Public Hearing will provide area residents, businesses and property owners with opportunity to comment on the application.

#### School District No. 38 (Richmond)

This application meets the City's Policy 5043 regarding OCP Amendment Consultation Referrals. The Policy requires that OCP (e.g., CCAP) amendments are to be referred to the School Board for comment where they have the potential to generate 50 or more school aged children (e.g., 295 or more multiple family housing units and/or 200 or more single-family housing units) above what the OCP (e.g., CCAP) allows. School Board staff verified this interpretation on Sept. 10, 2008, as they do not need to see every OCP amendment.

The City formally and extensively consulted with the School Board on the early CCAP Concept and on the final proposed new CCAP which allows for a total build out population of 120,000 and 40,000 additional dwelling units, for a total of 56,900 dwelling units in the City Centre at build out. It is to be noted that, as the CCAP is implemented, the actual population and density on specific sites may be redistributed to address opportunities, such as proposed here, but the total CCAP build out population of 120,000 is to remain.

On this site, the proposed new CCAP assumes a mixed use density of 4.0 FAR of which residential uses may be 3.0 FAR. This involves approximately 484 dwelling units. The new CCAP provides flexibility when accommodating Institutional uses such as those proposed here. The proposed CCAP amendment involves 4.3 FAR, which is achieved by increasing the residential density by 0.9 FAR for a total of 3.9 residential FAR, resulting in an additional 146 dwelling units on this site and by allowing 0.4 FAR for non-residential purposes. Thus, the Firbridge project will involve a total of 630 dwelling units.

As the additional 146 dwelling units are already accommodated overall in the proposed new CCAP on which the School Board has already been formally consulted and will not result in exceeding the proposed new CCAP population of 120,000 at build out, the proposed CCAP amendment need not be referred to the School Board.

Nevertheless, to be proactive and to ensure that the School Board is kept well informed of City Centre residential activity, staff will send the Board information on this proposal and similar CCAP amendments even when formal comment from the School Board is not required. The City will send the School Board this RTC after Council gives it 1<sup>st</sup> reading and advise the Board of

the Public Hearing date (e.g., Oct. 20, 2008). This will enable the Board to provide comments on the proposal at the Public Hearing if they wish.

As well, to manage City Centre growth to a total CCAP build out population of 120,000, City staff will monitor CCAP activity and provide updates to Council as required (e.g., June 2009).

#### City Centre Community Association

The City Centre Community Association has been consulted in regard to the proposed community facility included in the proposed development and have indicated their support, especially in terms of the location and the range of opportunities for programming and services that the proposed facility can provide.

### **Staff Comments**

#### **Technical Review**

Staff Technical Review has identified the need to upgrade the storm sewer system along the frontage of, and downstream from the development. Also, significant upgrading of sanitary sewer is required. City Staff and the developer consultants are discussing options available to address these issues. A summary of Rezoning Considerations (**Attachment 6**), as concurred by the developer, outlining the various aspects to be addressed prior to finalizing the rezoning and design improvements to the proposal, at Development Permit stage is attached.

#### Capacity Analysis.

Details related to the completed Engineering Utility Capacity Analysis are provided in the letter from Engineering to the developer's engineering consultant dated August 22, 2008 (**Attachment 7**). Specific details regarding the on-site servicing issues must be resolved to the satisfaction of the Director of Engineering and the Director of Development as part of the Servicing Agreement prior to final approval of the rezoning. See point 11 (g) Rezoning Considerations (**Attachment 6**) for specifics regarding sewer and storm sewer required upgrades.

#### Road Network. Dedications and Surplus Portion of No. 3 Road

- The proposed development will enhance and contribute to the proposed road network in the area, as envisioned in the City Centre Plan. All required road dedications for this project are shown on Matson Peck & Topliss Plan R-08-15069-SUB, dated August 28, 2008 (**Attachment 9**), and must be confirmed as accurate and complete by the Transportation Department prior to issuance of a Development Permit. This plan also identifies the surplus land resulting from the re-alignment of No. 3 Road that the developer is to purchase from the City.
- The proposed development will dedicate a significant amount of land to the City for road widening and completion of the road network in the area. The developer has agreed to provide the required land to the City, including:
  - The north-south lane extending from Ackroyd Road to Firbridge Road
  - Extension of Ackroyd Road from No. 3 Road to Minoru Boulevard
  - Road widening requirements along Minoru Boulevard and Firbridge Way.
- As part of the No.3 Road streetscape design associated with the introduction of the Canada Line, a portion of the existing No. 3 Road allowance fronting the site has been deemed surplus.



- The No. 3 Road surplus area (approximately 732.9 m<sup>2</sup>) will be purchased by the developer and consolidated with the proposed development site. Closure of this portion of No. 3 Road through a Road Closure and Removal of Road Dedication bylaw is required prior to the adoption of the Rezoning bylaw. The Road Closure bylaw is subject to a separate report from Real Estate Services.
- A Servicing Agreement for frontage improvements along all fronting roads and the north-south lane must be entered prior to Rezoning adoption.

#### Development Cost Charge (DCC) Credits:

To date, only the construction of the new Ackroyd Road is on the DCC program. When the new DCC program is approved by the Province and Council, signal installations and/or upgrades at Ackroyd/Minoru and Ackroyd/No 3 Road may also be eligible for credits.

Also, the City's Engineering Dept has indicated that certain storm and sanitary sewer works identified via the capacity analysis process will also be subject to DCC credits when the 2008 DCC program is approved and adopted by Council. Those maximum credit amounts are identified under 11 (g) of the Rezoning Considerations portion of this document. (**Attachment 6**)

#### Ackroyd Road Improvements:

Via RZ04-267103 (Bylaw # 7740) & SA04-277402, the developer of 5811 No 3 Road - Bosa Development (Ackroyd) Ltd, designed the full Ackroyd extension from No 3, west to the existing north-south lane, and based on their Engineer's sealed cost estimate of that design, deposited with the City 50% of the value of that construction. The amount is \$246,000, which was estimated in 2004 dollars and will be forwarded to Quintet once the construction of that portion of new road is completed and the City invoiced.

#### Parking and Circulation

- The proposed total of 837 parking spaces meet the parking requirements resulting from the transportation and parking analysis provided by the developer's consultant and accepted by Transportation Engineering.
- Each phase of the proposed development is self-supporting and meets the required parking requirements. To satisfy the parking requirements for Phase II the proposal considers the provision of TDM measures, as detailed in the Rezoning Considerations (**Attachment 6**).
- All residential access to the parkade(s) that serve the five (5) towers will be provided from the central north-south lane.
- Access to the parkade level for non-resident users, including visitor parking, Community Centre and University campus parking will be provided from Firbridge Way.
- One loading space for the community centre and university campus is provided on-street, just east of Minoru Boulevard. Required loading/unloading spaces for the residential and commercial components is provided from the central north-south lane.
- No site access from No. 3 Road, Minoru Boulevard and Ackroyd Road is proposed.
- The approximately 15.0 m (50 ft) wide sky-bridge over the north-south lane must have a minimum vertical clearance of 9.00 m. An encroachment agreement or acceptable alternative agreement, satisfactory to the Director of Development and to Real Estate Services, will be required for the pedestrian bridge structure crossing over the public lane.
- Prior to the issuance of Building Permit, a Construction Parking and Traffic Management Plan will be provided to the Transportation Division.

#### Site Vegetation

- There are several trees on the surplus land resulting from the realignment of No. 3 Road that will be added to the proposed development site. These trees will be removed and replaced on private property to complete a wide double treed boulevard extending across the front of the proposed development on No. 3 Road.
- There are no other trees on the proposed development site because of the extensive parking areas required to support the present operation of a car dealership on the site.
- Proposed site landscaping will be further reviewed as part of the Development Permit design review process.

#### Advisory Design Panel Comments

The Advisory Design Panel reviewed the proposed development at its meeting of August 20, 2008. The Panel supported and provided comments (**Attachment 8**) on the proposed development, as presented. Design development to incorporate the Panel comments will be addressed as part of the Development Permit design review process.

### **Analysis**

#### **City Centre Area Plan (CCAP)**

The proposed land uses comply with the current City Centre Area Plan land use designations, however the proposed development is being assessed in relationship to the revised City Centre Area Plan (CCAP) for Richmond's downtown. At Public Hearing on July 21, 2008, Council gave third reading to the new City Centre Area Plan (CCAP) for Richmond's downtown, the final adoption of which is anticipated in the fall of 2008. The revised City Centre Area Plan designates this site as "Urban Core T6" that provides for high-density, hi-rise commercial and mixed-use developments.

- The new Plan encourages high-rise, mixed-use development and a maximum density of 4.0 F.A.R. (i.e., 2.0 F.A.R. base density, plus up to 2 F.A.R. of bonus density based on the provision of affordable housing and Village Centre bonus). Additional density over the base F.A.R. is also possible under the "Institution" overlay on specific sites in the City Centre area.
- In addition, the new Plan encourages the expansion of post-secondary education opportunities and identifies that one or more community centres are required in the vicinity of the subject site to meet the pressing needs of existing Brighouse and Lansdowne Village residents and anticipated growth in these areas. Based on this, the Plan encourages the City to seek out opportunities to co-locate community centres and other major public amenities with private development in order to:
  - reduce public costs related to land acquisition;
  - enhance the proximity of facilities to residents and complementary uses;
  - ensure the timely provision of new facilities; and
  - help fund facility construction through means such as public-private partnerships and voluntary developer contributions.
- The minor OCP amendment to the new City Centre Area Plan will include "Institution" as an overlay on this specific site to facilitate achieving the complete community and higher level of community services objectives for the area.
- The minor OCP amendment to the City Centre Area Plan proposed in combination with the subject rezoning application is intended to address the City's need for providing community space in the south City Centre area and also add to the vibrancy and liveability of the area

with the inclusion of a post-secondary education institution as part of the proposed development

- The proposed development meets the current and new City Centre Area Plan land use overall objectives. Commercial uses along No. 3 Road will achieve continuity and reinforce the pedestrian-oriented retail commercial character of this street as the Richmond's High Street envisioned in the City Centre Area Plan, currently pending final approval.
- Planning and Parks, Recreation and Cultural Services fully support the provision of community amenity space to support the F.A.R. density bonus associated with this development.

### **Community Amenities Density Bonus**

- The City Centre Area Plan Implementation Strategy, pending final adoption by Council, includes provisions that provide density bonusing as the primary way under the Local Government Act to secure affordable housing and amenities. On this regard, the CCAP Implementation Strategy identifies affordable housing as the first priority and child care as the second priority in the City Centre. The Plan Implementation Strategy also recognizes that in certain circumstances it may be desirable to use density bonusing for community amenities rather than childcare and affordable housing. The Plan also allows for additional density under a Village Centre overlay and specific sites defined under an "Institution" overlay at various locations in the City Centre.
- The proposed development includes significant space for a City community facility and a post-secondary education institution in lieu of affordable housing; the "Institution" designation allows additional density bonus in support of the proposed development density of 4.3 F.A.R. It should be noted that the area of the City community facility space and post-secondary education institution components of the proposed development is greater than the area that otherwise the subject development would have allocated to affordable housing (3,034 m<sup>2</sup> or 32,680 sq.ft.).
- The designation of the site as "Institution" is compatible with the intent of the City Centre Plan and the proposed City community facility space and the post-secondary education institution uses contribute towards the establishment of Lansdowne and Brighthouse Villages as attractive, pedestrian-oriented, high-amenity neighbourhoods. This is considered a major opportunity to build these facilities into the urban fabric of the City Centre.
- There is a strong synergy created by the provision of the proposed two facilities at one location, sharing an important part of the proposed building which results in users and operational benefits.
- The proposed City community facility and post-secondary education institution space, provided in lieu of an affordable housing component, is planned for construction in Phase II of the subject development which is expected to be completed by 2013, ensuring timely delivery of new City community facilities. It should be noted that this application was received prior to the Interim and final Affordable Housing Strategy being adopted by Council.
- As the proposed City community facility and post-secondary education institution space is being provided in Phase II of the proposed development, a Construction Agreement ensuring this space will be built and lease agreements for the community facility and post-secondary education space are required prior to adoption of the Rezoning bylaw.
- A performance bond of letter of Credit in the amount of \$1,135,136.15 (equivalent to the contribution for affordable housing \$4.0 per square foot of total residential area in Phase I) to ensure construction of the City community facility and post-secondary education institution

space is also required prior to adoption of the Rezoning bylaw. This performance bond will be accompanied by a legal agreement indicating that should the construction of the building containing the Community centre and Post-Secondary space not be granted Final Building Permit Inspection by December 31, 2013, or alternative date as agreed to by the Director of Development and the owner/developer, the security will be deposited into the City Affordable Housing Reserve. Deposition of this performance security in the City's Affordable Housing Reserve will not relieve the developer of the obligation to construct the City community centre and post-secondary education institution space.

**The proposed City community facility (City Centre South Community Centre) and Post-Secondary Education Institution (Trinity Western University College campus)**

- A City community facility (City Centre South Community Centre) of approximately 3,250 m<sup>2</sup> (35,000 sq.ft.) in the south end of City Centre was identified as the highest priority for facility development in the Park, Recreation and Cultural Services (PRCS) Facilities Strategic Plan, endorsed by Council on June 25, 2007. The City community facility space included in the proposed development lies within the preferred location area.
- As delivery of a community centre through a partnership with developers is identified in the PRCS Strategic Plan as one of the preferred means of developing a community centre in the south of the City Centre, discussions between the developer and staff initially resulted in the developer offering 3,716 m<sup>2</sup> (40,000 sq.ft.) of space to be divided equally between the proposed City Centre South Community Centre and the Trinity Western University College for its Richmond Campus.
- The proposed location for this community space and post-secondary education institution campus is at the corner of Firbridge Way and Minoru Boulevard; this community space would be leased for \$1.00 per year for 25 years to the City.
- As the desirable amount of space identified in the PRCS Facilities Strategic Plan for the City Centre South Community Centre is larger than the space offered by the developer [3,250 m<sup>2</sup> (35,000 sq.ft.) required while 1,858 m<sup>2</sup> (20,000 sq.ft.) was offered] the developer was requested to consider providing additional space for the Community Centre to meet the City's requirements.
- The proposed development now includes an additional 1,239 m<sup>2</sup> (13,336 sq.ft) for the proposed City Centre South Community Centre; bringing the total area allocated to house the Community Centre and Trinity Western University College to approximately 5,176 m<sup>2</sup> (55,714 ft<sup>2</sup>). Leasing arrangements for the additional space for the Community Centre space are under discussion between the City and the developer and a leasing agreement, involving a further Report to Council by Real Estate Services, will be required prior to final approval of the rezoning.
- As delivery of services and programs provided by the Community Centre most probably will need to continue past the 25 years period of the lease offered by the developer, the leasing agreement will need to contain a renewal option at terms and conditions acceptable to the City of Richmond and the owner.
- The Community Centre space provided through the proposed development presents the opportunity for considerable value to be realized for the City in providing a much needed community amenity for the City Centre.
- The resulting total area allocated to the City Centre South Community Centre and Trinity Western University College campus on the southwest corner of the proposed development is as follows:
  - approx. 3,097 m<sup>2</sup> (33,336 sq.ft.) for the City Centre South Community Centre,

- approx. 2,079 m<sup>2</sup> (22,378 sq.ft.) for the Trinity Western University College campus
- 64 parking spaces provided in the non-residents underground parking level accessed from Firbridge Way.
- The City Centre South Community Centre will occupy the first and second levels, and Trinity Western University College campus will occupy the third and floor levels of a 4-storey (commercial height) iconic character building at the corner of Firbridge Way and Minoru Boulevard. A corner urban plaza in front of the building serves as the entry to these two facilities that share a common lobby, thus reinforcing the synergy between the proposed community uses.
- The City will also secure and option to lease the approximately 2,079 m<sup>2</sup> (22,381 sq.ft.) of building area being allocated to Trinity Western University College should the lease agreement between the developer and the post secondary educational institution not be exercised.

### **Indoor and Outdoor Amenity Space**

- Each of the two phases of the proposed development will provide indoor and outdoor amenity space on-site, in compliance with the Official Community Plan (OCP). In addition to a lap pool and exercise room available to all residents in the proposed development, an indoor amenity space is provided in each one of the towers forming part of the subject proposal.
- Total area of indoor amenity space provided in the proposed development adds to approx. 1,762.35 m<sup>2</sup> (18,970.39 sq.ft.) and approx. 5,212.00 m<sup>2</sup> (56,101.50 sq.ft.) of outdoor amenity area, distributed as follows:

#### **Phase I.**

- |                                |  |
|--------------------------------|--|
| ▪ Total indoor amenity space:  | approx. 1,113.00 m <sup>2</sup> (11,980 sq.ft) |
| ▪ Total outdoor amenity space: | approx. 2,307.09 m <sup>2</sup> (24,833 sq.ft) |

#### **Phase II**

- |                                |   |
|--------------------------------|---|
| ▪ Total indoor amenity space:  | approx. 648.65 m <sup>2</sup> (6,982 sq.ft)   |
| ▪ Total outdoor amenity space: | approx. 2,905.1 m <sup>2</sup> (31,270 sq.ft) |
- Cross easement agreements will be required to be registered on title to ensure continuity of the outdoor amenity space and ensure free pedestrian movement via the sky-bridge over the north-south lane between Phase I and Phase II sites of the proposed development.

### **Public Art**

In response to the City's commitment to the provision of Public Art, the developer proposes to provide a voluntary contribution at a rate of approximately \$0.60 ft<sup>2</sup> based on maximum floor area ratio (F.A.R.). The Public Art contribution would therefore be approximately \$396,756.23, based on a total building area of approximately 61,433 m<sup>2</sup> (661,260 sq.ft).

### **Barrier-free access**

The proposed development provides barrier-free access from the street to the lobby of the residential towers and from the apartment units to the various amenity spaces (outdoor and indoor) included in the proposal.

- Several units in each of the residential towers will be designed (i.e. kitchen and washroom layout) as accessible units. A number of other units in each development phase that can be also easily converted into accessible units are also being proposed. The number and location of accessible units will be finalized through the Development Permit process.
- Further, the applicant will incorporate measures for aging in place. Features would include backing for grab bars in bathrooms, lever style door handles, tactile numbering of suites, and the like.

### **Proposed Comprehensive Development (CD/198) Bylaw**

The proposed Comprehensive Development (CD/198) zone is based on the "Downtown Commercial District (C7)" that is prevalent in this area of City Centre to provide for the downtown shopping, personal service, business, entertainment and residential demands of the city. The proposed CD Zone includes the following:

- The proposed Comprehensive Development District (CD/198) is tailored to the comprehensive and unique characteristics of the proposed development and aims to achieving the overall density, character and community amenity objectives for the City Centre with the inclusion of Institution uses.
- The maximum density permitted under the proposed CD bylaw on the combined site that includes Phase I and Phase II is 4.3 F.A.R., calculated on the net site area. This density is slightly above the maximum density of 4.0 F.A.R. indicated in the new City Centre Plan if affordable housing is provided and the 1.0 F.A.R. Village Centre Bonus is applied for non-residential uses important to the viability of the Village (Lansdowne Village in this case) are included. The proposed density recognizes the large road dedications associated with the proposal.
- The increase over the base density proposed for Phase I up to 4.15 F.A.R. is supported because space for a community amenity and a post-secondary education institution is provided as part of the overall site development proposal.
- A maximum density of 4.45 F.A.R. is proposed for Phase II to meet the overall site maximum density for the combined Phase I and Phase II.
- Parking requirements in line with Transit Oriented Development in the City Centre and the proposed uses and community services included in Phase II of the proposal are also considered in the proposed CD Bylaw. A legal agreement for provision of TDM measures considered in calculating the parking requirements for each Phase and overall development is required prior to final approval of the rezoning.
- Building setbacks recognize the strong urban character of the area of the City Centre where the proposed development is proposed and the appropriate and desirable street building relationship associated with the proposed uses at street level.
- Reduced building setbacks are considered acceptable because the urban design character objectives for this specific area of City Centre that require an urban character and image, with residential tower lobbies oriented toward the street, and direct access from the street to the street-oriented townhouses.

### **Urban Design and Site Planning**

#### **General**

- The proposed location of buildings on the site have addressed the difficult mass and open space relationship with adjacent existing developments, and amongst the residential towers

on this long and narrow site that resulted from substantial road dedications required to implement the road network in the area.

- To screen the fourth levels of the parking, the proposal includes ground-oriented commercial space fronting No. 3 Road and street-lined clusters of townhouses fronting Ackroyd Road and part of Firbridge Way. The common indoor amenity space that includes the pool and fitness centre also extends along the east end of Firbridge Way. The entire parkade podium is wrapped behind these uses and is not visible from the streets. The only portion of the parkade that is exposed along the north-south frontage is screened by architectural louvers and lattice and possibly green walls.
- The proposed massing scheme of the proposed development responds well to its urban context. The tower at the northeast corner of the site, at Ackroyd Road and No. 3 Road, acknowledges the existing "Acqua" residential development to the north by matching its height and steps down toward the south as a sympathetic gesture to the 7-storey high London Plaza office building across Firbridge Way. The 16-storey tower on the northwest corner steps down to 11-storeys toward the east along Ackroyd Road.
- The varying height of the towers and the stepping down of buildings maximize the development potential of the site and present a different massing response to the repetitive towers of the same mass and height that are the standard response to similar development intensity.
- The iconic architectural expression and distinguishable mass of the City Centre South Community Centre and Trinity Western University College Richmond Campus located at the southwest corner of the site, at Minoru Boulevard and Firbridge Way, and the public plaza in front of the building entrance clearly define this structure as an urban landmark public building. The levels of transparency of the lobby, vertical circulation and activity areas will animate the building and visually connect the public to interior spaces and activities. Lighting design, exterior and interior, is to sensitively illuminate this beacon of learning and community leisure activities to give the building prominent evening presence.
- Facade articulation and architectural expression of each tower is different yet similar components used throughout provide consistency and achieve unity of design while allowing each of the components some individual identity.
- The residential buildings, which are located at the perimeter of the long and narrow site to provide adequate separation between towers for privacy, will create an approximately 200 m long east-west green courtyard over the parkade roof as the central visual focus.
- At the green courtyard level, several breaks between the towers and townhouses enable visual connections from the central open space to the street and beyond.
- Indoor amenity space of each of the towers is located around and at the courtyard level, having direct access to the central green open space. A large common amenity space of approximately 1,022 m<sup>2</sup> (11,000 sq.ft.) which includes a lap swimming pool, sauna and fitness facility is located at ground floor level along the Firbridge Way, contributing to animate the street.
- The common amenity space that includes the swimming pool and fitness centre has been located there to respond to the commercial backside nature of the south side of this portion of the street. While some degree of privacy will be required for the proposed uses, screened views will be provided toward and from this double height amenity space to contribute to improve the quality of the public realm.

The following comments, issues identified by staff and design development recommendations, in addition to the notes provided and points raised by the Advisory Design Panel, are provided for further consideration at the Development Permit phase:

- Design development to increase the separation between public sidewalk and planters in front of townhouses raised decks along the Firbridge Way and Ackroyd Road frontages.
- Further design development required at the interface area between townhouses and public street along Ackroyd Road to achieve a gradual transition from public to semi-private spaces and reflect the desirable streetscape and urban environment of this pedestrian oriented street as envisioned in the City Centre Area Plan.
- Consideration should be given to incorporating Public Art in Phase I, at the public plaza area on No. 3 Road. In Phase II, Public Art is especially desirable as part of the architecture of the City Centre South Community Centre and Trinity Western University College building at the corner of Minoru Boulevard and Firbridge Way.
- Design development to the lane building(s) frontage to avoid the service character of this lane and retain the richness and interest of the rest of the street fronting facades.
- Design development to the mass treatment and elevation of townhouses above the level of the courtyard to achieve their architectural integration and express a common vocabulary with the tower components of the proposal
- Design development to the commercial frontage, including canopies and projections, to provide interest, reinforce the type of retail business character and better reflect the articulation of the building above.
- Further development of green roofs.

#### **Public Realm Beautification**

- The proposal is expected to enhance the public realm with provision of quality materials and careful treatment of the interface area between buildings and the street, minimizing parkade walls exposed to views, and providing raised planters and private patio areas alongside most of the public sidewalk on Ackroyd Road and a portion of Firbridge Way.
- Formal planting, pavement texture and pattern and the provision of street furniture proposed along the wide frontage area along No. 3 Road will contribute to enhance the public realm and pedestrian character intended for this Main Street.

#### **Liveability Aspects and Community Amenities**

- In addition to requiring a high standard of development within the City Centre, the provision of an integrated social infrastructure to serve the residents and the Richmond community at large is an important objective of the City Centre Plan. The development proposal responds well to a series of objectives of well-being and liveability articulated in the City Centre Development Permit Guidelines in general, and the Lansdowne Village Character Guidelines in particular, by incorporating community amenity space and institutional uses as important components of this comprehensive development proposal.

#### **Building Sustainability Guidelines**

- The development proposal is required to respond to the City's commitment to long-term environmental, financial and social sustainability.
- The proposal is in close proximity to essential services and main transportation corridors, therefore minimizing its regional environmental footprint.



- The proposal intends to apply several sustainable strategies aiming to minimize water consumption, control heat gain using orientation and façade design features, recycle and reuse storm water, adopt green roof solutions for the Community Centre/University, etc.
- Leadership on Education and Energy Design (LEED) is an accepted industry standard for developing high performance, sustainable buildings and the proposed development intends to seek a LEED Silver rating (LEED Silver certification requires 33-38 points).

### **Crime Prevention Through Environmental Design (CPTED)**

CPTED principles, and lighting and signage details will be required and reviewed as part of the Development Permit design review process. General recommendations on this matter include, among others:

- Using reflective white paint and minimizing amount of solid walls in parking levels.
- Incorporating glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Consideration to providing raised curbs to separate vehicles from pedestrian circulation areas around elevator core and improve sight angles and surveillance in parking levels.
- Providing fenestrations on exterior walls of parkade to facilitate penetration of natural light
- Identifying a clear path from visitor parking area to the elevator core of the community centre and university.
- Avoiding hidden corners and increased visibility toward building lobby, mailrooms and elevator core.
- Indoor amenity space to be sited to facilitate passive surveillance over the outdoor amenity central courtyard.
- Low-level lighting to be considered in the central open areas and courtyard to minimize effect of light pollution on adjacent dwelling units.
- Individual unit entries along the streets should contribute to establish a strong street presence and facilitates passive surveillance.

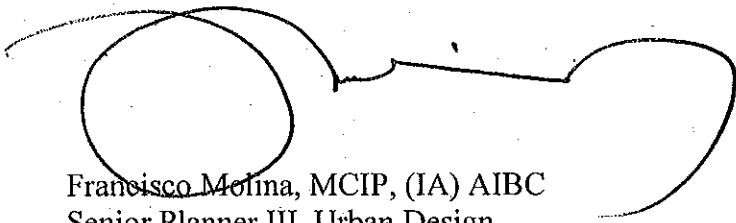
### **Financial Impact or Economic Impact**

- There is no immediate financial impact to the City that will result from the proposed development.
- Financial commitments resulting from the expected delivery of the community centre facility in Phase II, in 2013, will require identification of a source of City funding in order to proceed with the tenant improvements, furnishings, fixtures and equipment. Future City budgets will need to reflect the capital and operating financial commitments. A Capital Submission for 2012/13 has been made.
- Cost of leasing the additional approx. 1,239 m<sup>2</sup> (13,336 sq.ft) of community centre space provided over and above the base 1,858 m<sup>2</sup> (20,000 sq.ft); which has been offered by the developer for lease at a nominal amount (\$1.0/year for 25 years), and operating costs will have to be available in 2013 and beyond. The rate of the lease for this additional community centre space will be negotiated and brought back to Council by Real Estate Services prior to the final adoption of the rezoning by-law.

### **Conclusion**

Staff recommend this application be approved to proceed. The proposed development will help the City to achieve the overall urban design in the City Centre as well as significantly contribute to community objectives envisioned in the City Centre Area Plan by incorporating a community

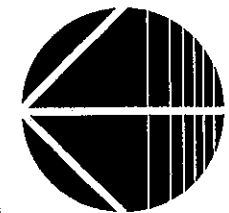
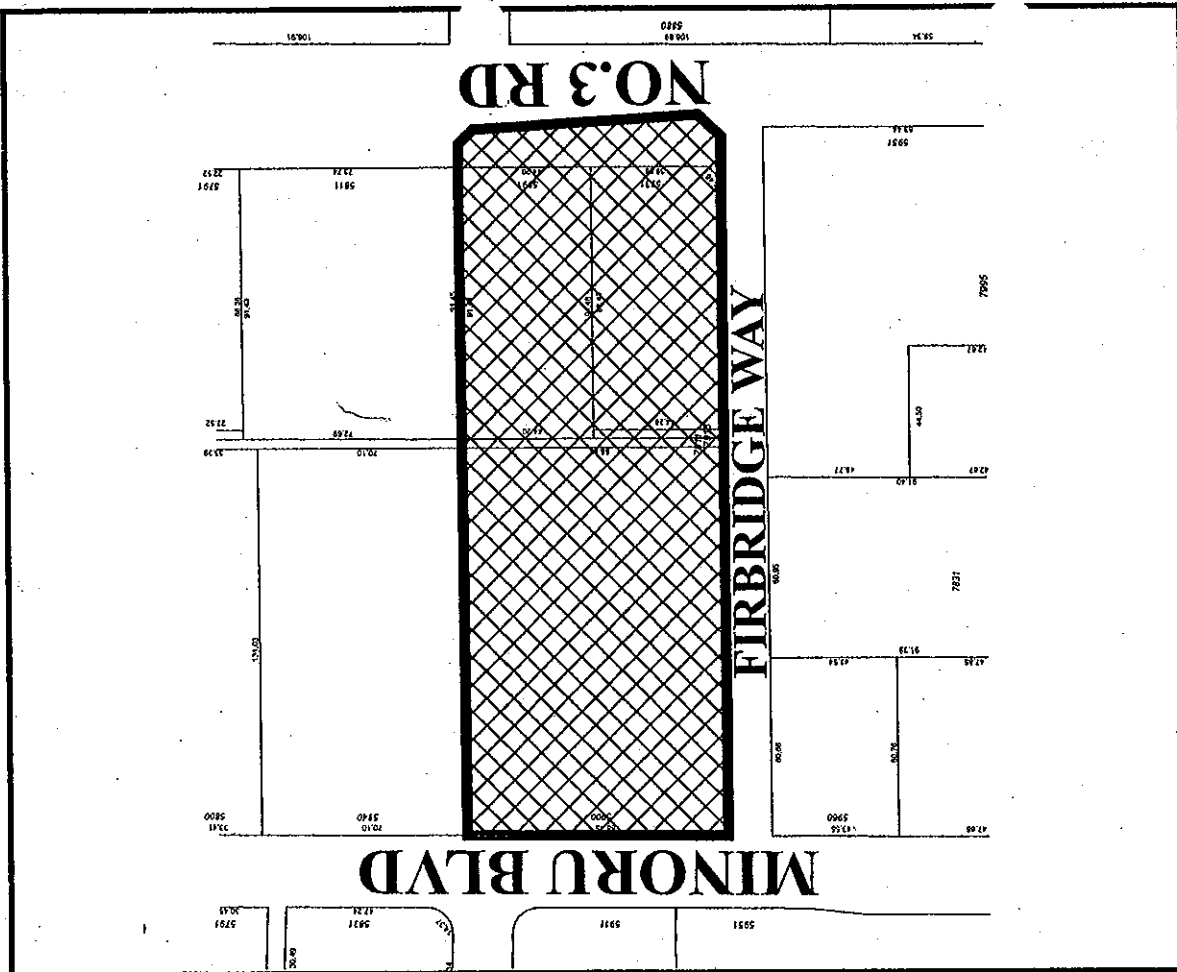
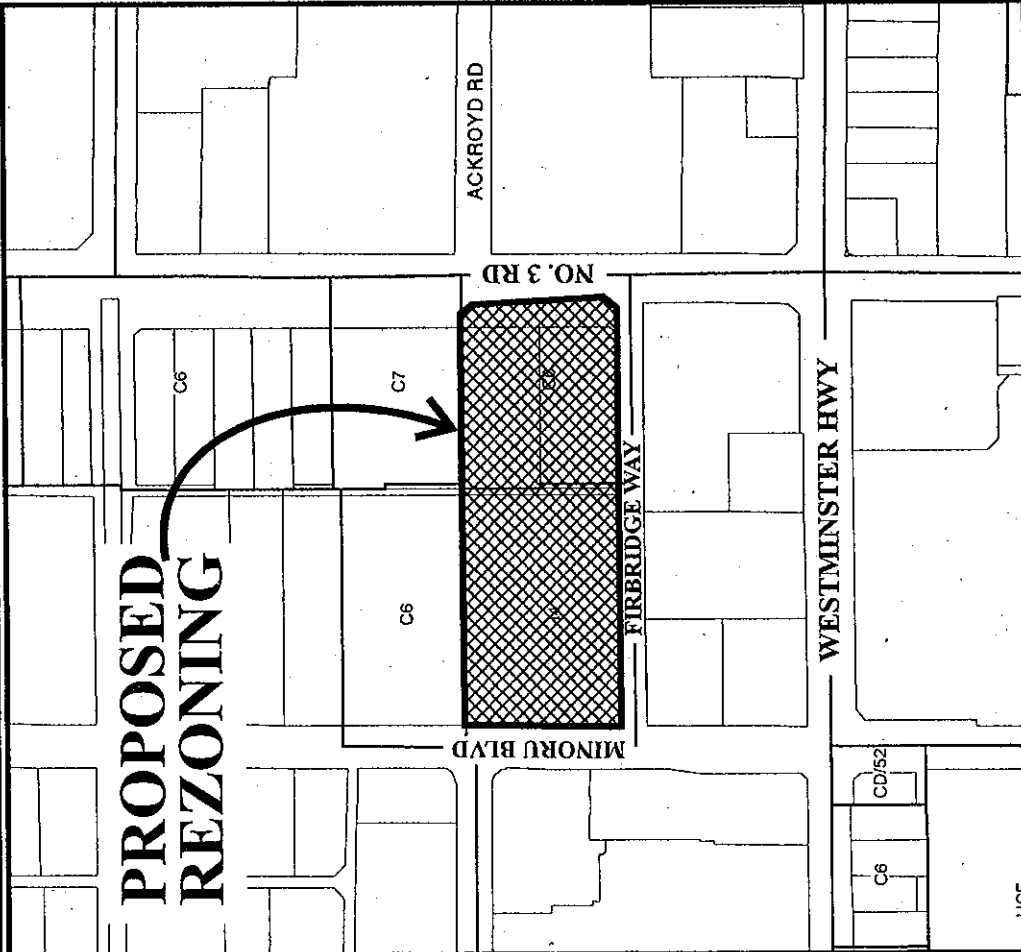
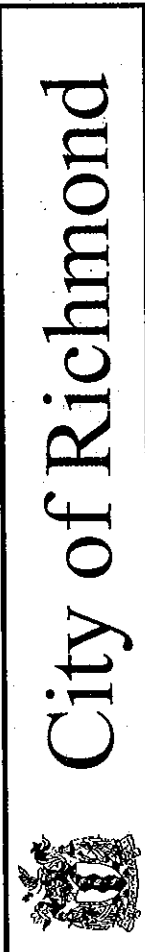
centre and a post-secondary education institution in a comprehensively planned development proposal. The proposed development will contribute to implement the proposed road network for the area and activate redevelopment of a large under-utilized area of the Richmond city centre with an attractive Transit Oriented Development that will take full advantage of its proximity to public transportation.



Francisco Molina, MCIP, (IA) AIBC  
Senior Planner III, Urban Design

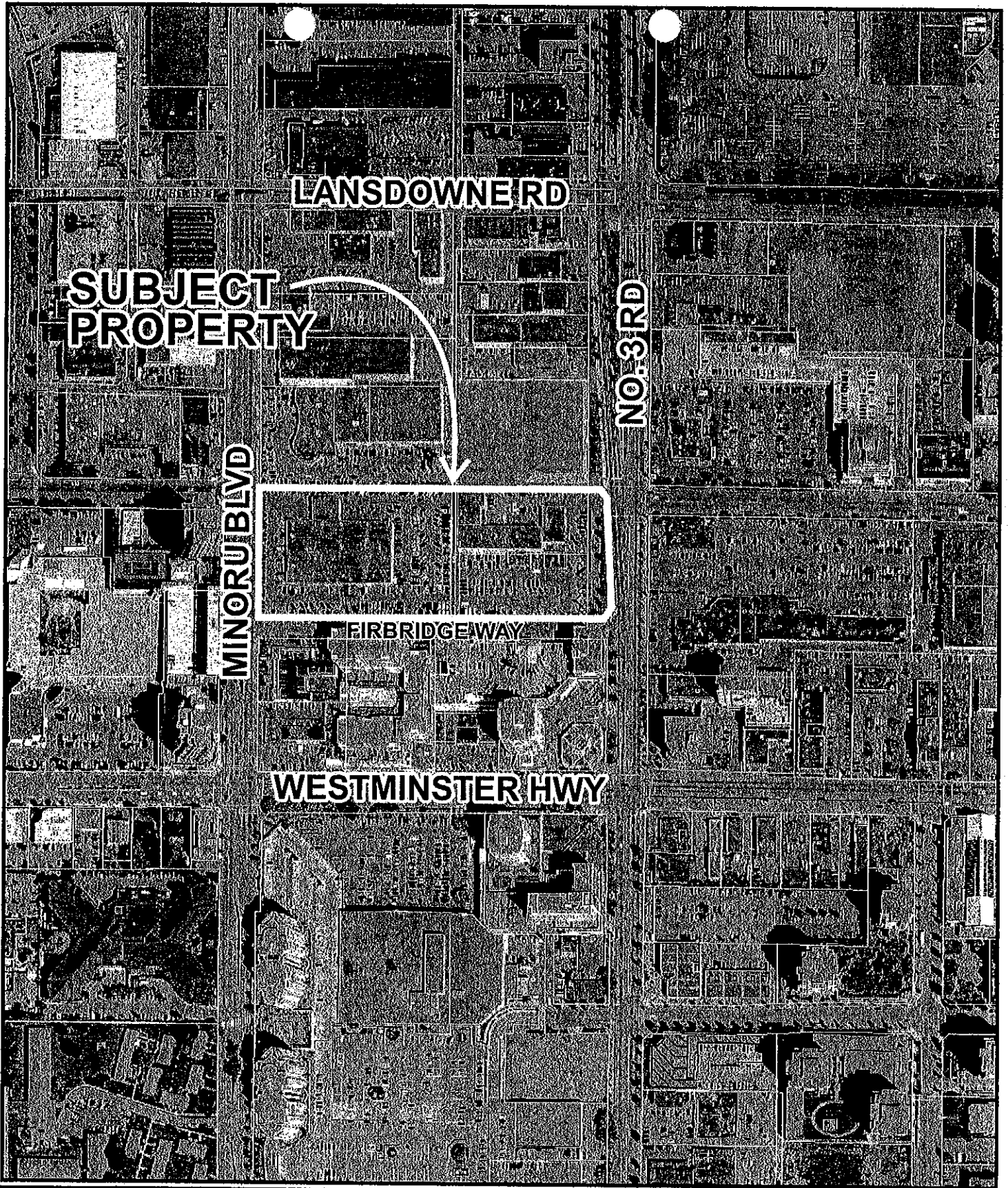
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- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Development Site. Area A (Phase I) and Area B (Phase II)
- Attachment 5: Letter from Strata BCS 251. Residents of Capri Building
- Attachment 6: Rezoning Considerations
- Attachment 7: Engineering Letter on sanitary Analysis Results
- Attachment 8: Excerpts of Advisory Design Panel Discussion Notes
- Attachment 9: Road Dedications



RZ 06-341234

Original Date: 07/20/06  
Revision Date: 09/03/08  
Note: Dimensions are in METRES

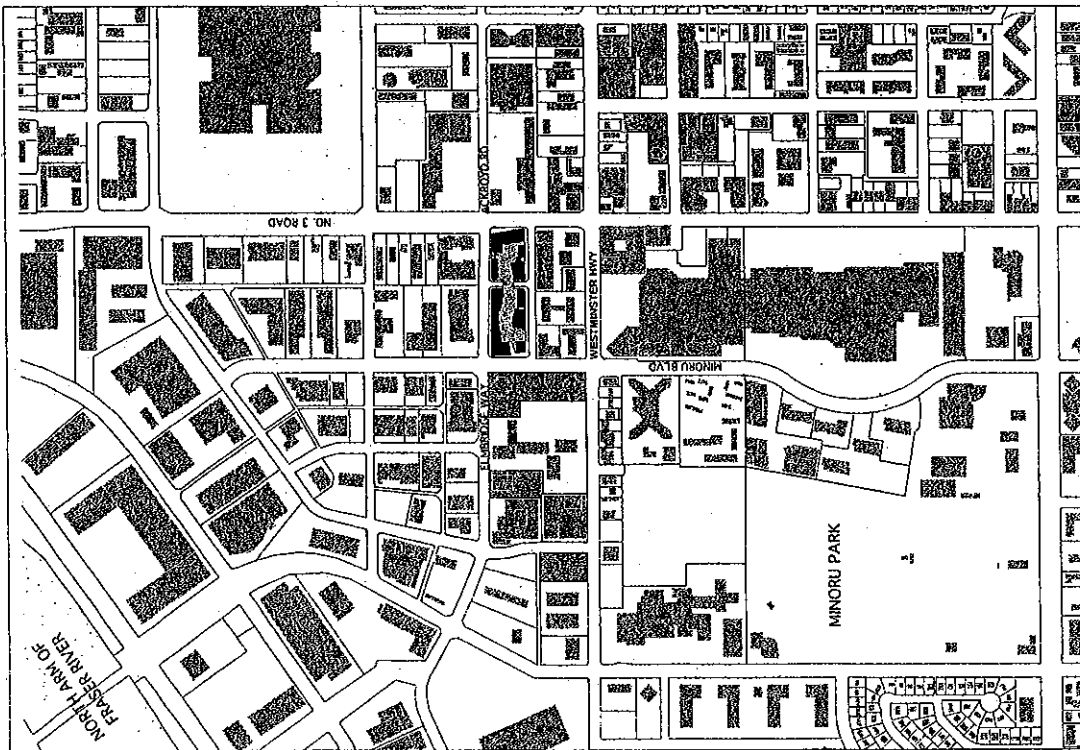
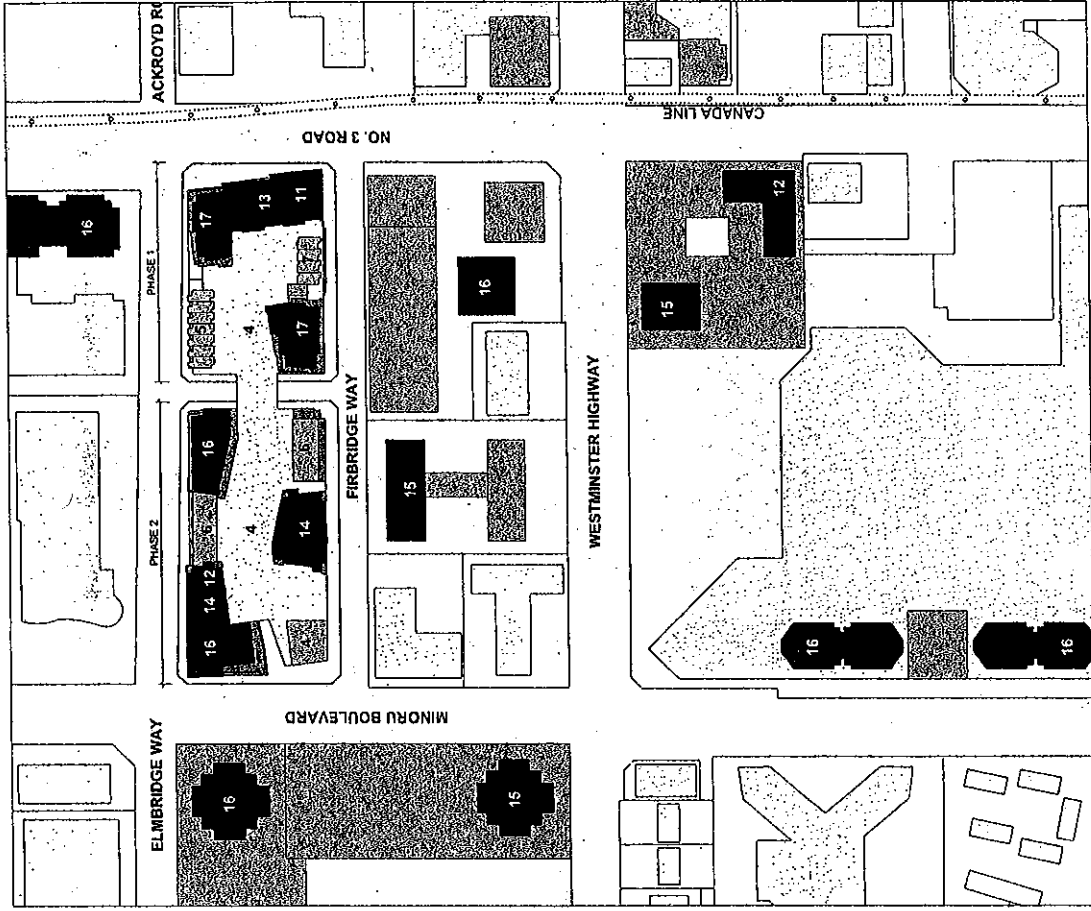


RZ 06-341234

Original Date: 07/21/06

Amended Date: 09/03/08

Note: Dimensions are in METRES



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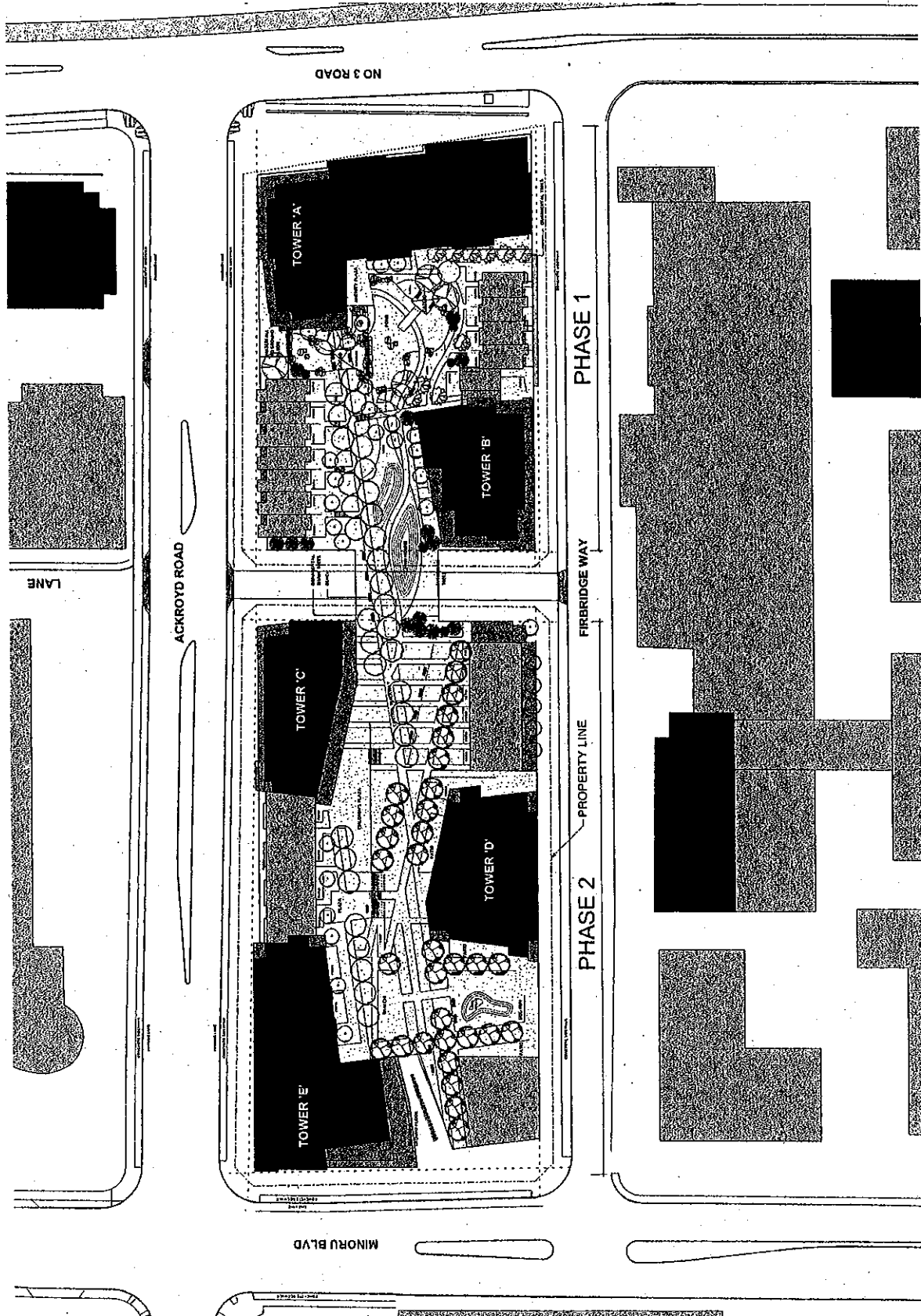
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5965 MINORU BLVD.  
SUITE 100  
RICHMOND, BC  
V6X 4E1

VICINITY &  
CONTEXT PLAN

DATE: 07-04  
BY: GJ/L  
CHECKED: AUGUST 11, 2008  
DATE: AS SHOWN  
BY: MTL

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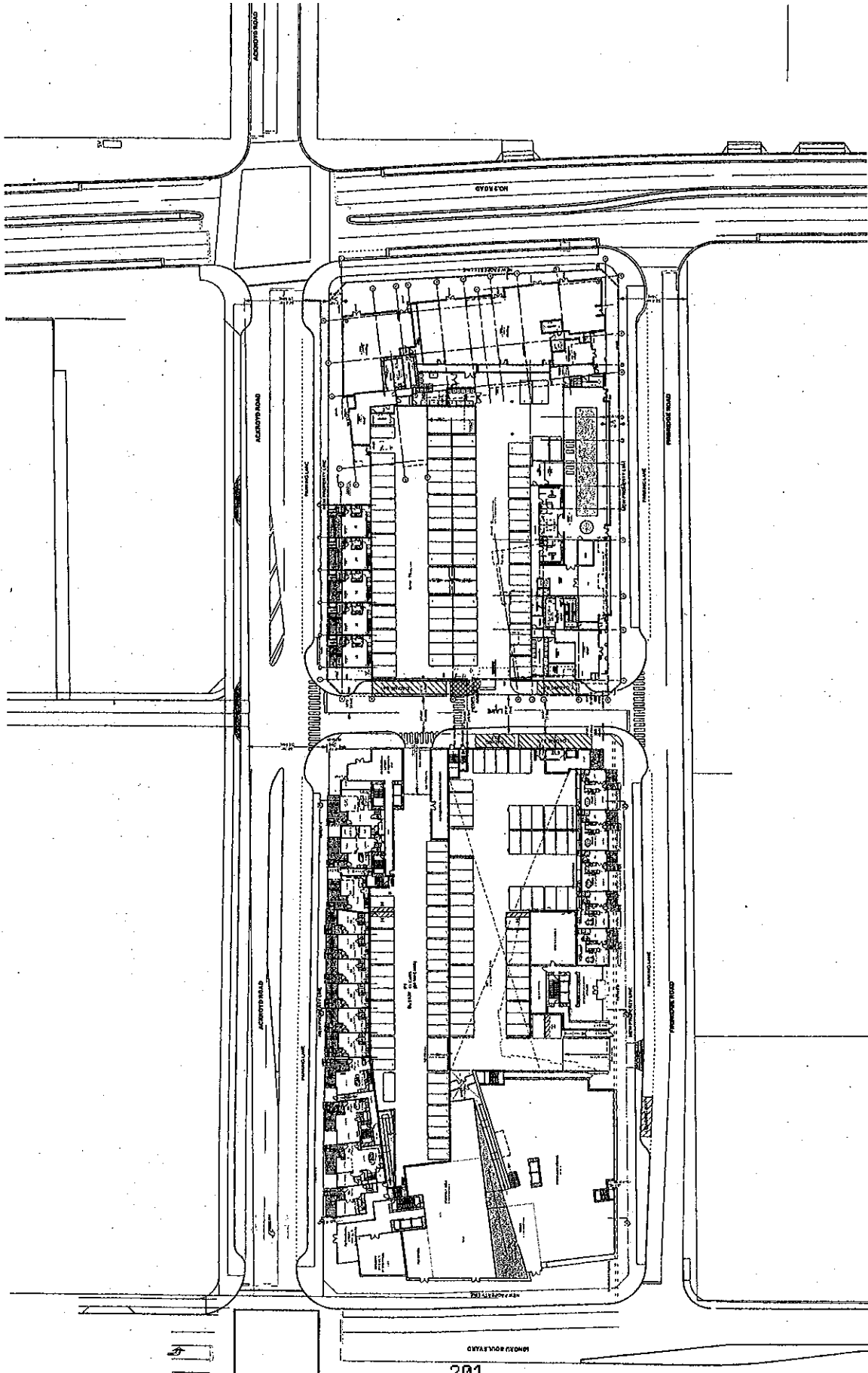
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5940 MINORU BLVD.  
SUITE 100  
RICHMOND, BC  
V6X 2E1

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PLAN

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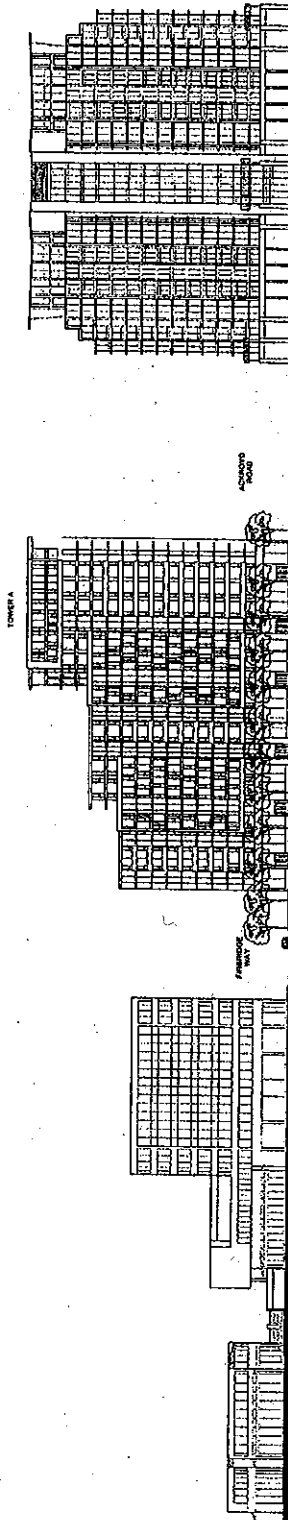
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500 BROADWAY BLV  
SHEPPARD AVE. E.  
RICHMOND, B.C.

SITE PLAN

DATE	07-04
BY	WJL
DATE	AUGUST 11, 2008
SCALE	1/8" = 1'-0"
PROJECT	MTL
CLIENT	MTL
LOCATION	500 BROADWAY BLV SHEPPARD AVE. E. RICHMOND, B.C.

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STREETSCAPE EAST/NO. 3 ROAD

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RICHMOND, VA

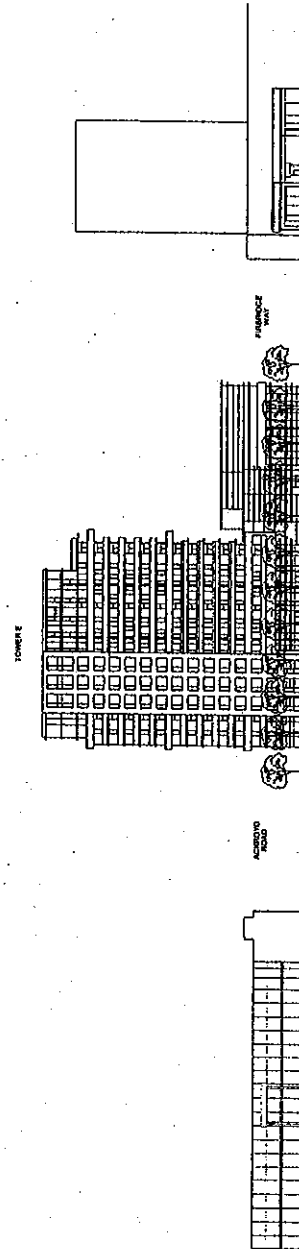
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The Engineer warrants that the design was prepared by a duly licensed Professional Engineer who is duly qualified to prepare such designs and drawings.

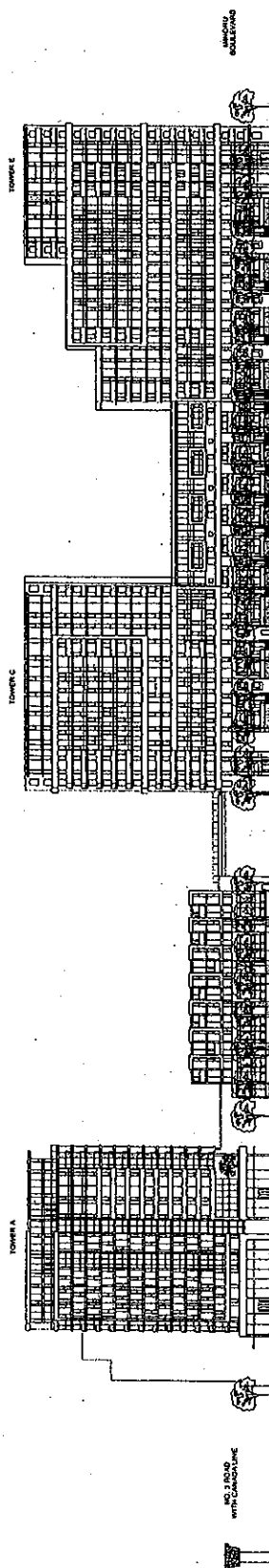
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STREETSCAPE WEST/MINORU BOULEVARD





STREETSCAPE NORTH/ ACKROYD ROAD

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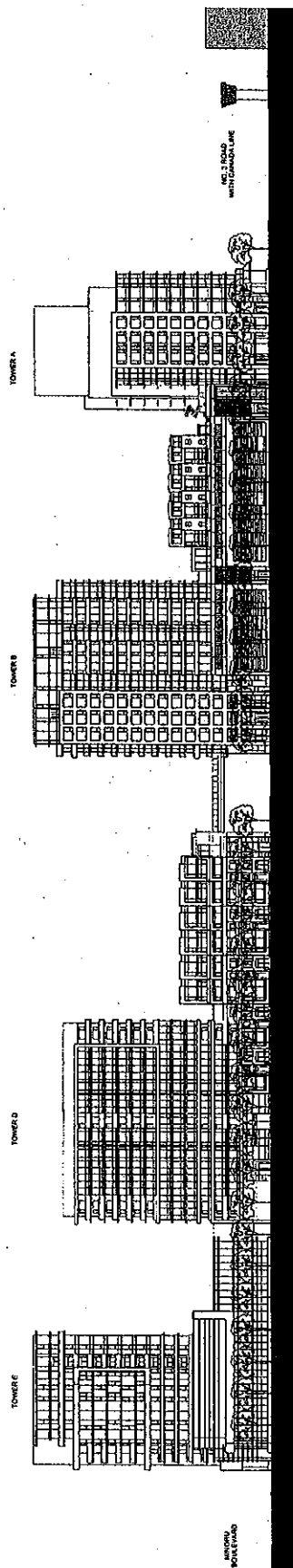
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**STREETSCAPE  
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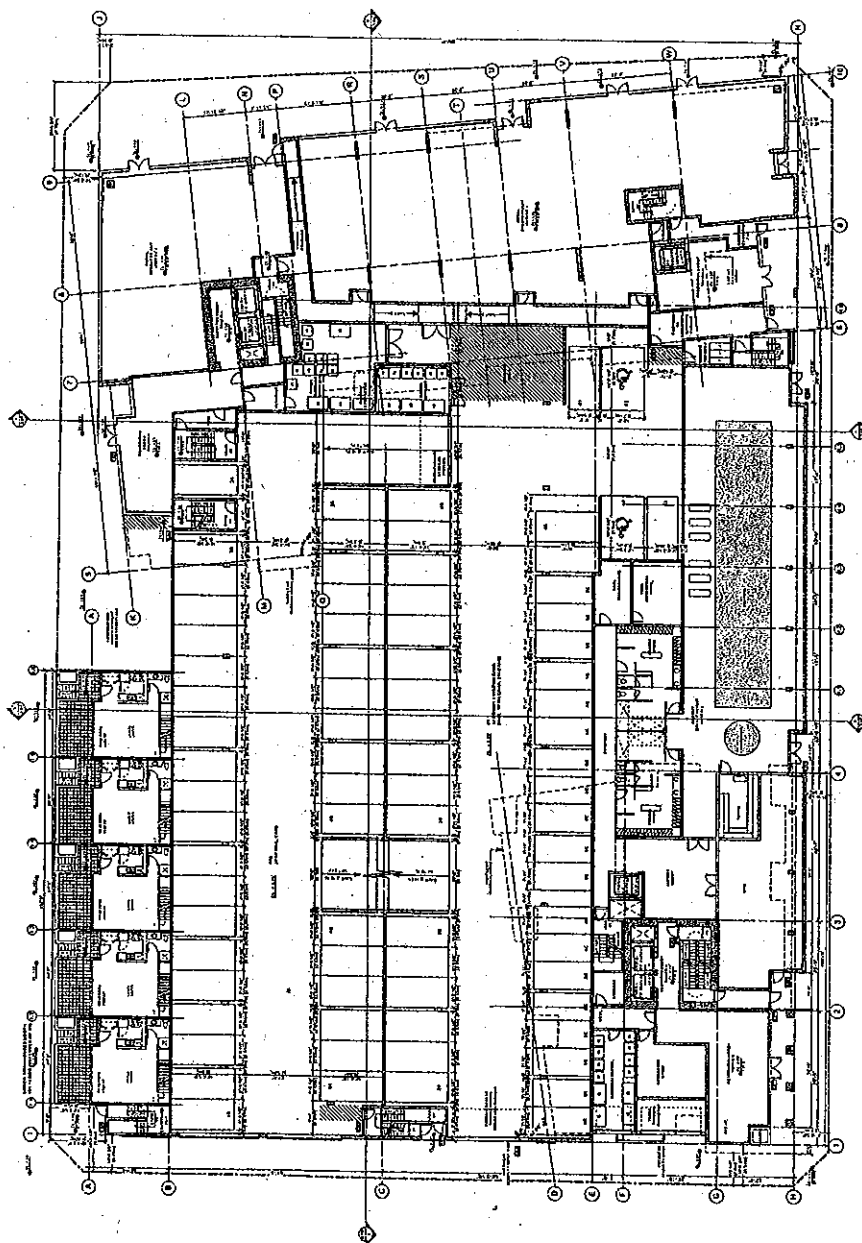
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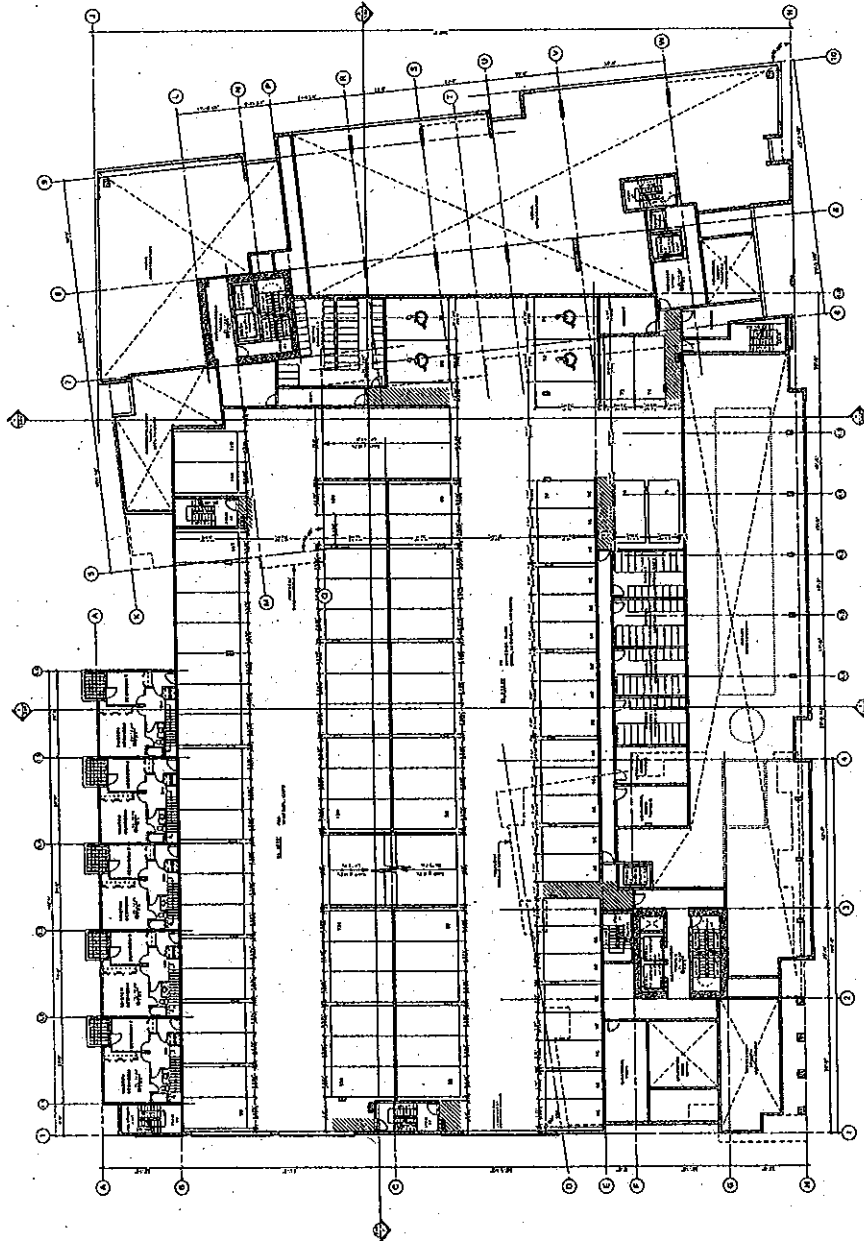
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RICHMOND, B.C.

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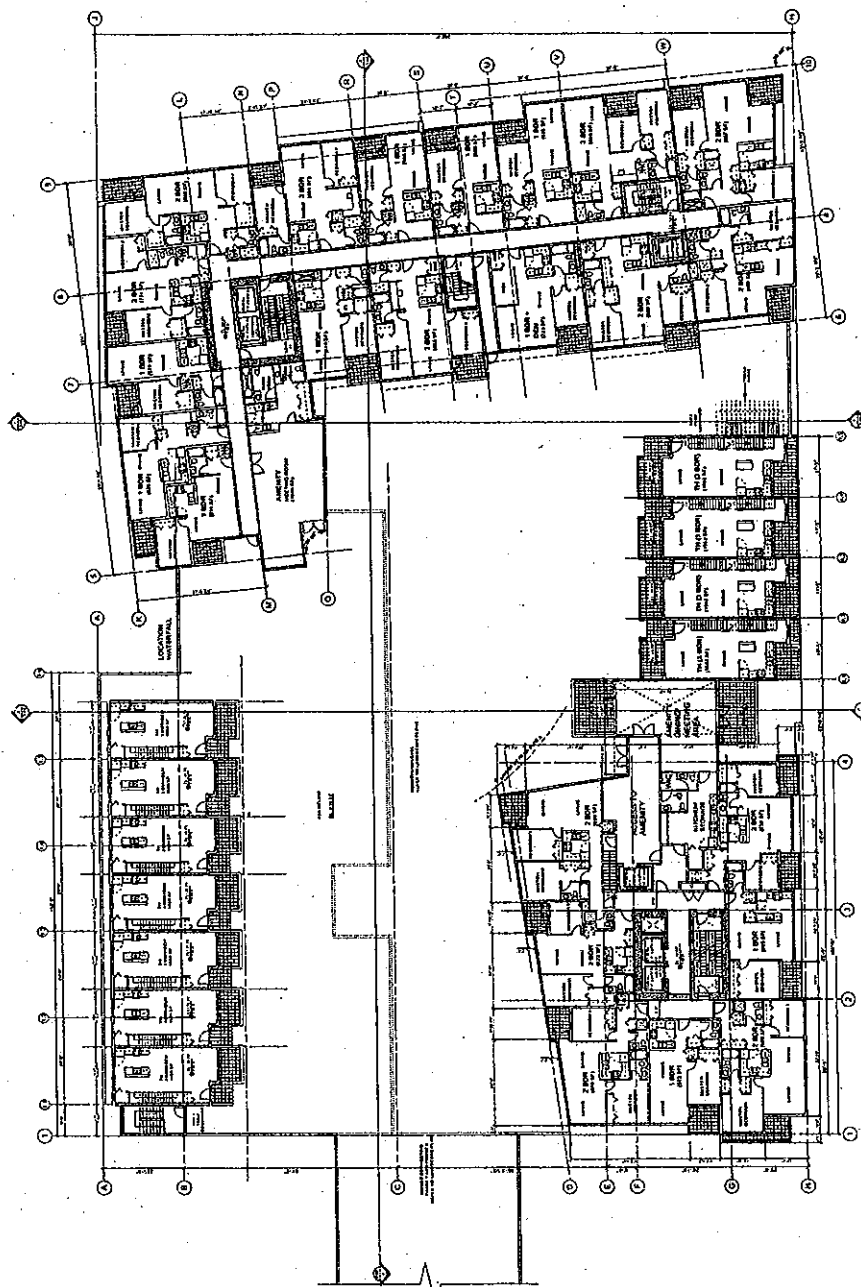
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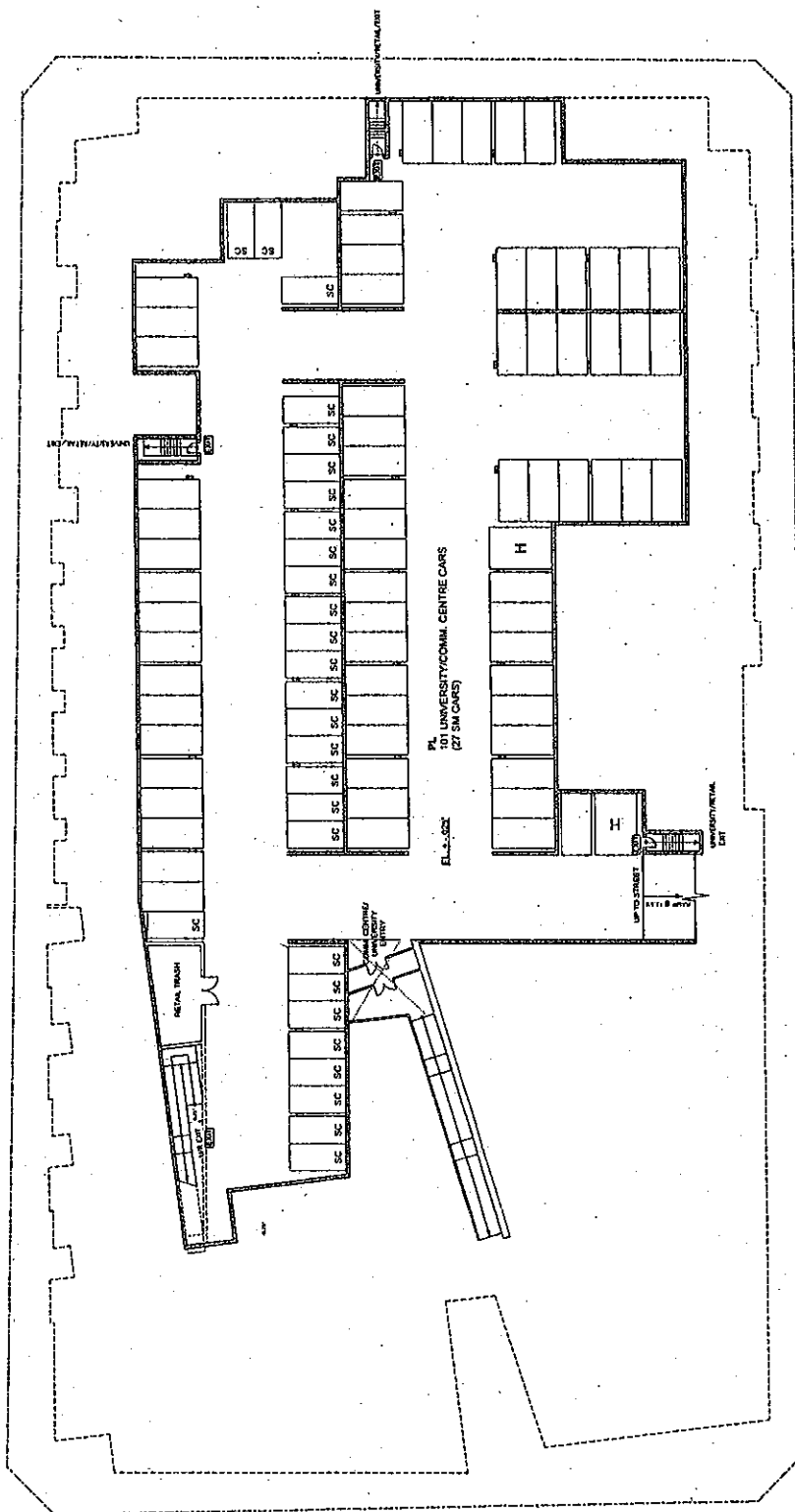
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VA 23211

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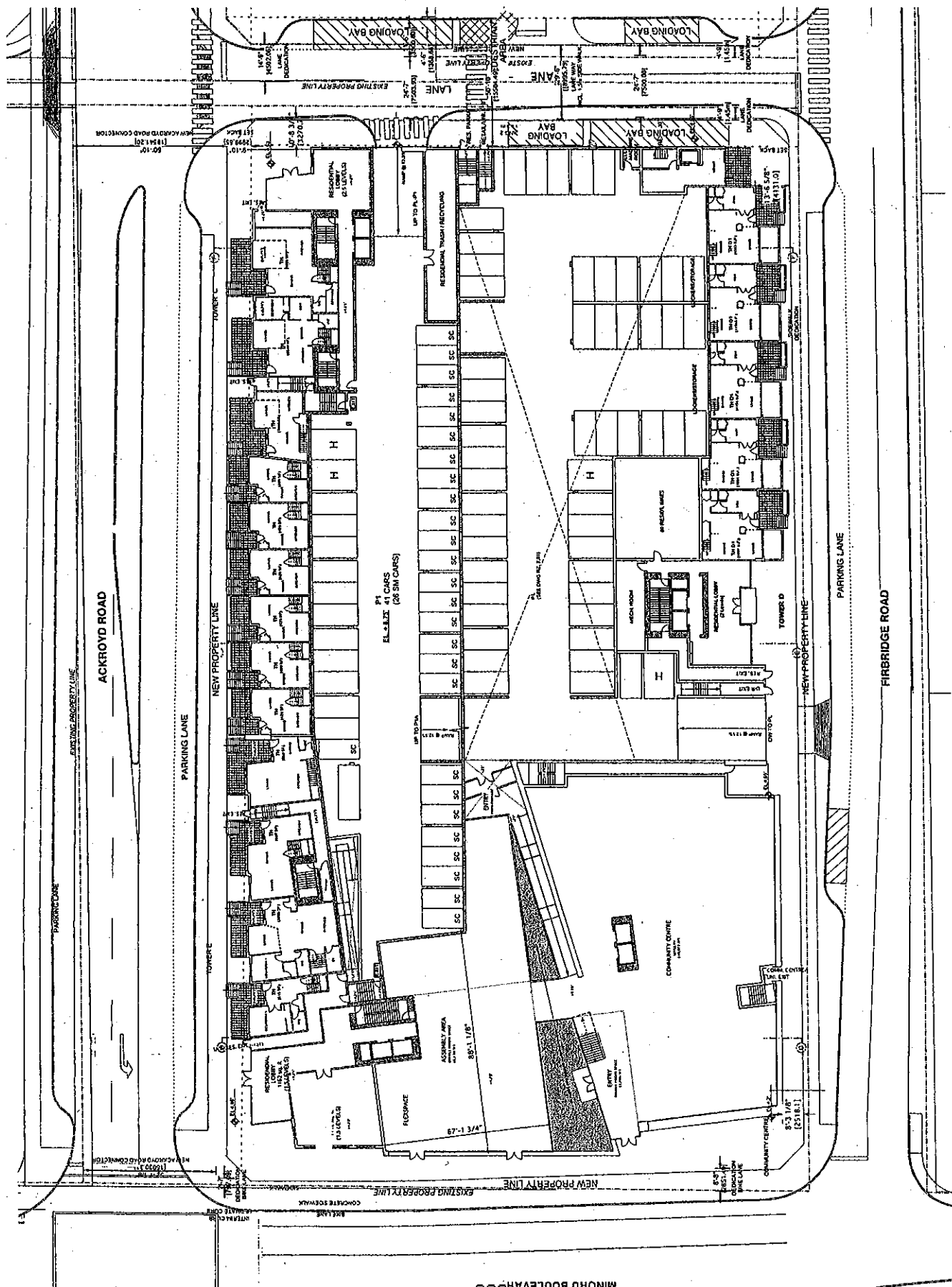
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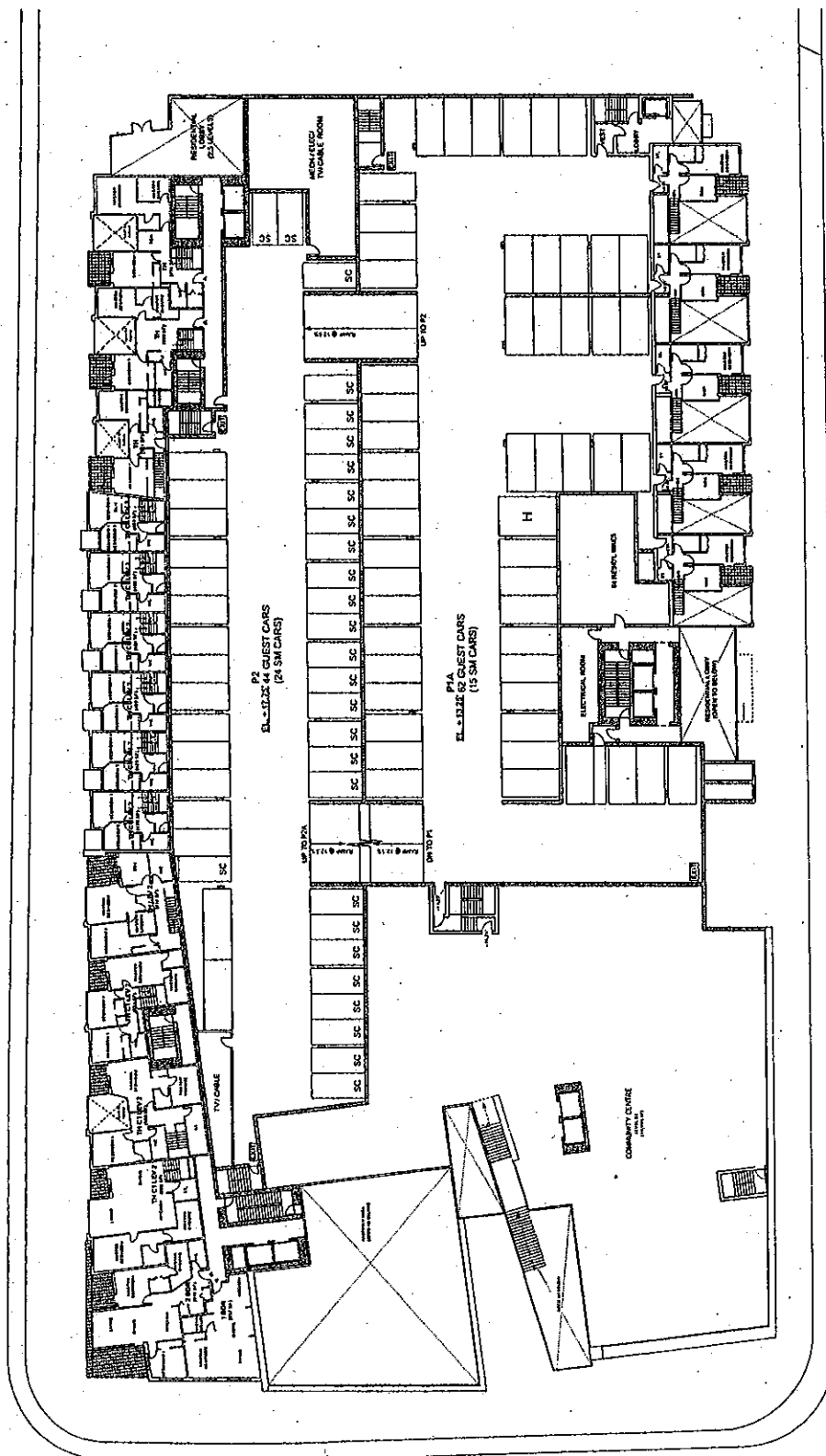
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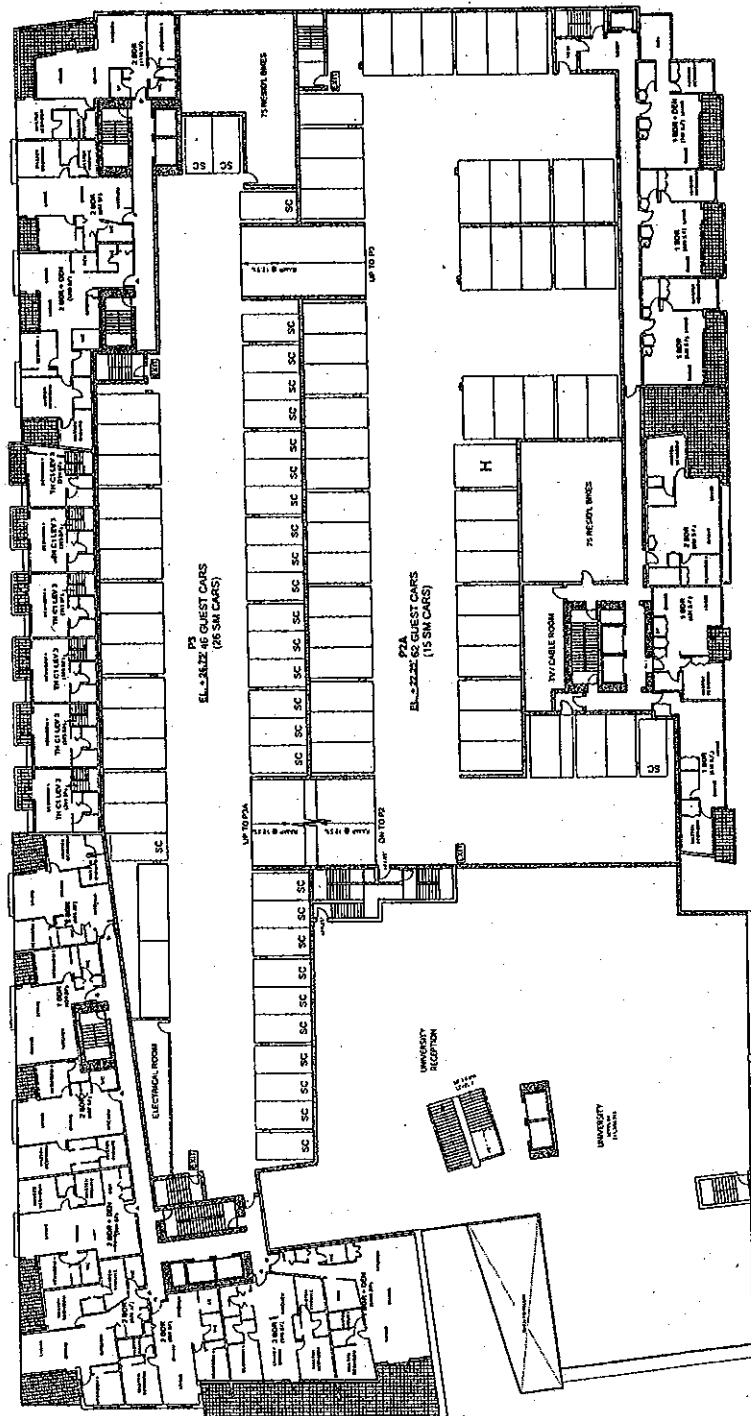


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WTIA





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2	08/17/2011	Final Design	W.A. LEUNG
3	08/17/2011	Final Design	W.A. LEUNG
4	08/17/2011	Final Design	W.A. LEUNG
5	08/17/2011	Final Design	W.A. LEUNG
6	08/17/2011	Final Design	W.A. LEUNG
7	08/17/2011	Final Design	W.A. LEUNG
8	08/17/2011	Final Design	W.A. LEUNG
9	08/17/2011	Final Design	W.A. LEUNG
10	08/17/2011	Final Design	W.A. LEUNG

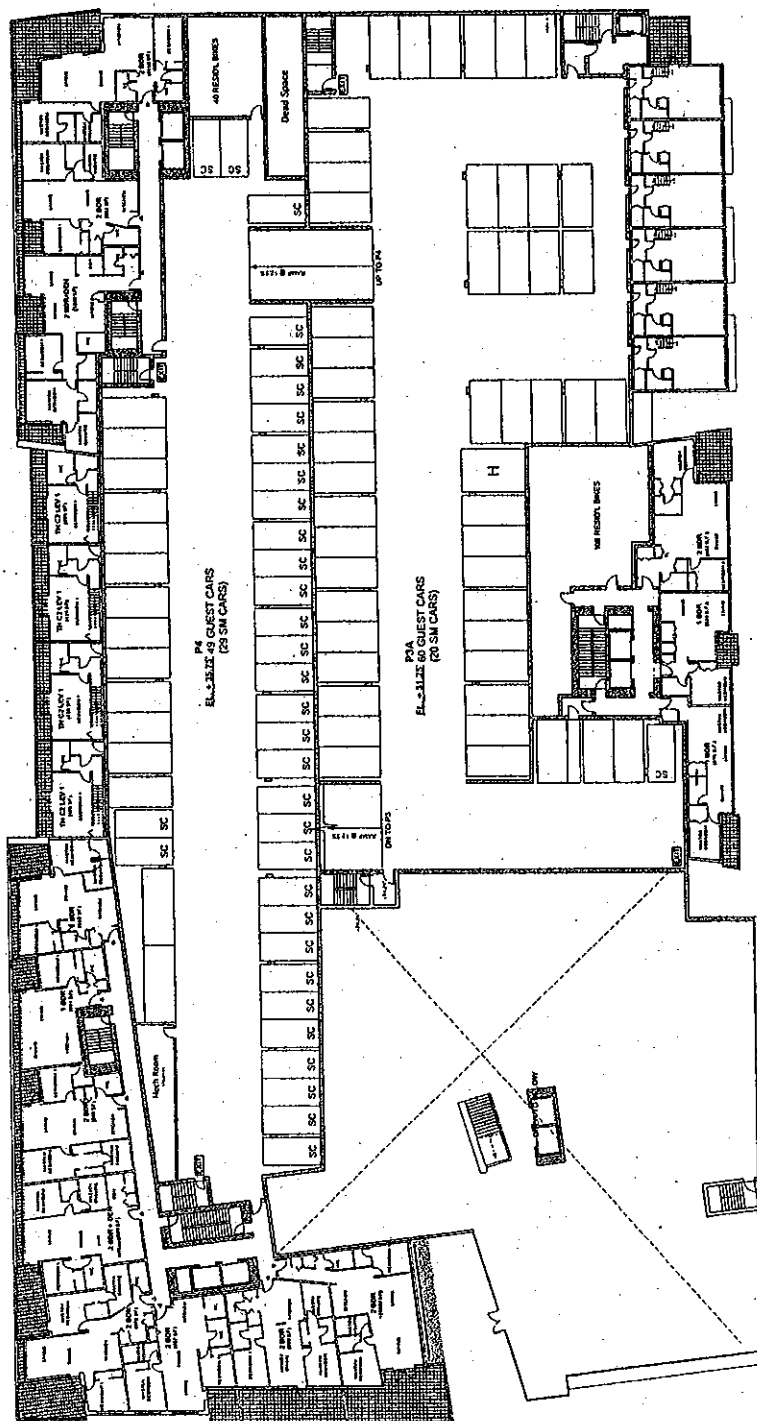
QUNITET  
PHASE 2

3000 LEONARD BLVD.  
SEATTLE, WA 98104  
WASHINGTON, D.C.

3RD  
FLOOR PLAN  
P2A-P3

DATE	07-20-11
PROJECT	WFLA
DATE	AUGUST 11, 2011
PROJECT	3RD FLOOR PLAN
PROJECT	WFLA
PROJECT	WFLA
PROJECT	WFLA
PROJECT	WFLA
PROJECT	WFLA
PROJECT	WFLA
PROJECT	WFLA

RZ-2.23  
39



No.	Date	Revised	Notes	By
1	03/04		Initial Design	WTL
2	03/04		Final Design	WTL
3	03/04		Construction Documents	WTL
4	03/04		As-Built	WTL

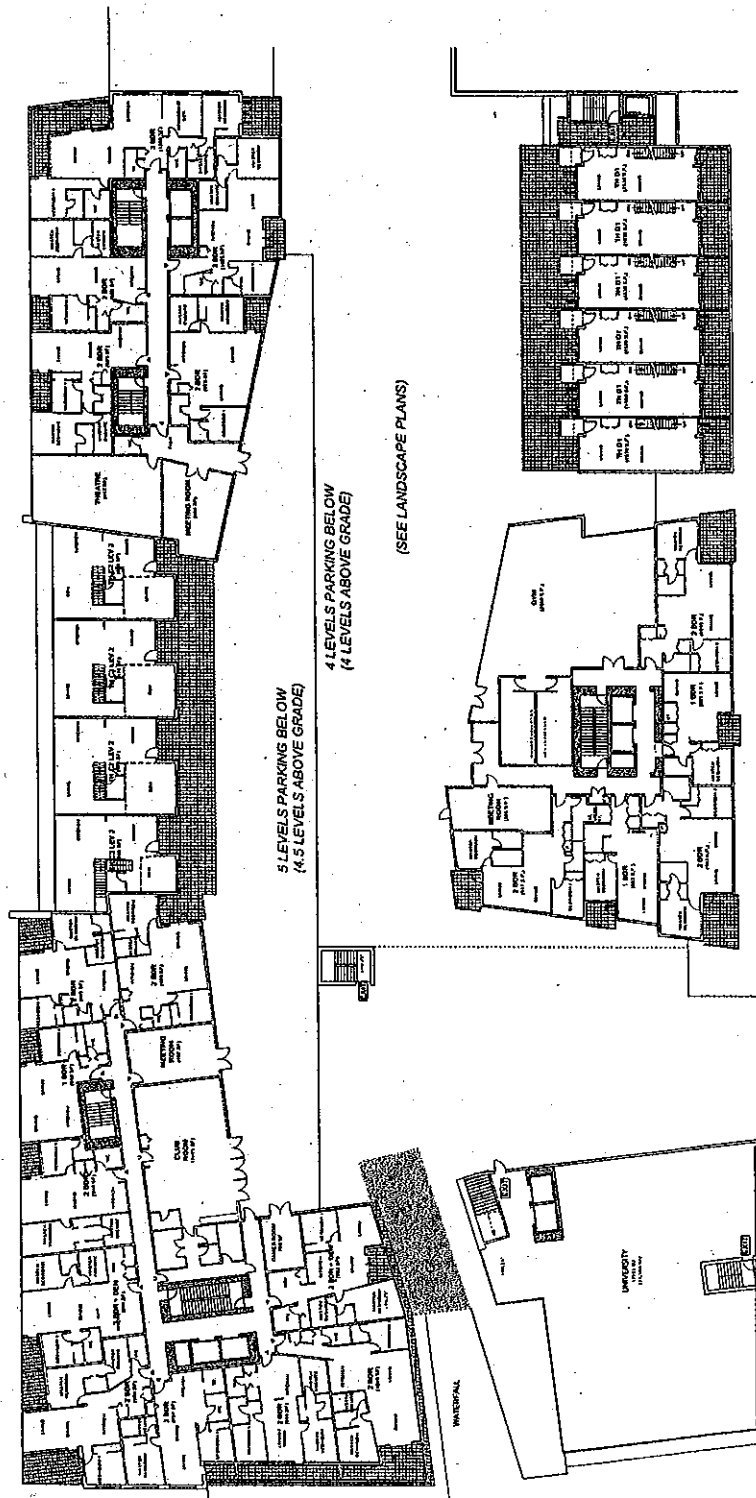
QUNITET  
PHASE 2

5500 N. MICHIGAN BLVD.  
SUITE 2017 N.E. 1000  
MICHIGAN, ILL.

4TH  
FLOOR PLAN  
P3A-P4

No.	Date	Revised	Notes	By
1	03/04		Initial Design	WTL
2	03/04		Final Design	WTL
3	03/04		Construction Documents	WTL
4	03/04		As-Built	WTL

RZ-2.24  
of  
38



No.	Date	Revision	By	Check
1	10/10/00	REVISION 1 (FOR RZ-2.25)	W. I. LEUNG	
2	10/10/00	REVISION 2 (FOR RZ-2.25)	W. I. LEUNG	
3	10/10/00	REVISION 3 (FOR RZ-2.25)	W. I. LEUNG	
4	10/10/00	REVISION 4 (FOR RZ-2.25)	W. I. LEUNG	
5	10/10/00	REVISION 5 (FOR RZ-2.25)	W. I. LEUNG	
6	10/10/00	REVISION 6 (FOR RZ-2.25)	W. I. LEUNG	
7	10/10/00	REVISION 7 (FOR RZ-2.25)	W. I. LEUNG	
8	10/10/00	REVISION 8 (FOR RZ-2.25)	W. I. LEUNG	
9	10/10/00	REVISION 9 (FOR RZ-2.25)	W. I. LEUNG	
10	10/10/00	REVISION 10 (FOR RZ-2.25)	W. I. LEUNG	

QUINTET  
PHASE 2

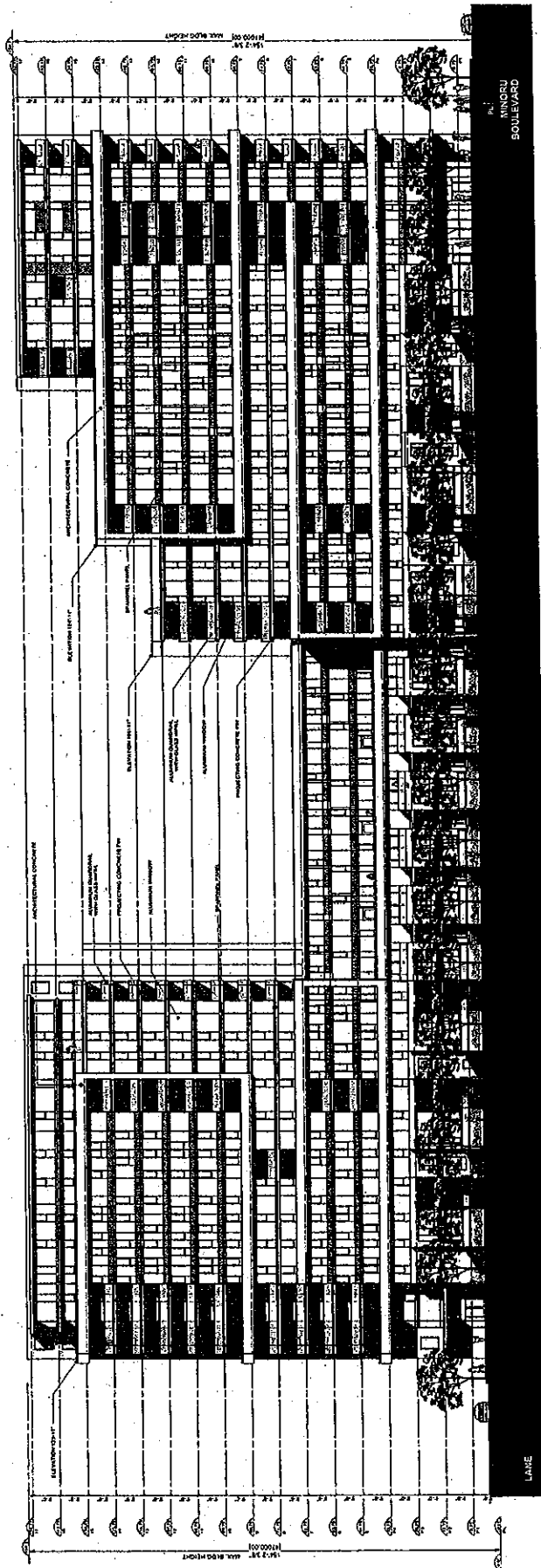
5000 MARQUEE BLVD.  
SUITE 501, VANCOUVER, B.C. V6P 6K6  
TEL: (604) 738-6111

5TH  
FLOOR PLAN  
COURTYARD

DATE	07-04
DESIGNED BY	W. I. LEUNG
CHECKED BY	W. I. LEUNG
DATE	AUGUST 11, 2000
PROJECT	UNIT 501, 475 WEST BEAVER CREEK
CITY	VANCOUVER, B.C.
CLIENT	W. I. LEUNG ARCHITECTS INC.
SCALE	1/8" = 1'-0"
PROJECT NO.	RZ-2.25
DATE	AUGUST 11, 2000

TOWER 'E'

TOWER 'C'



1 NORTH ELEVATION, ACKROYD / TOWER 'C' & TOWER 'E'  
1/8\"/>

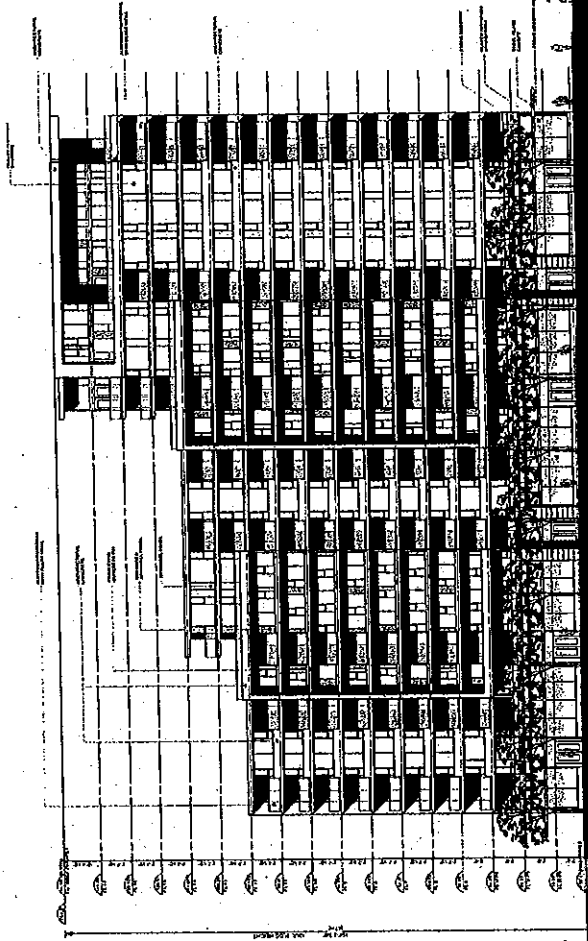
QUNTET  
PHASE 2

5500 BAYVIEW BLVD.  
SCARBOROUGH, ONTARIO  
M1S 5V7

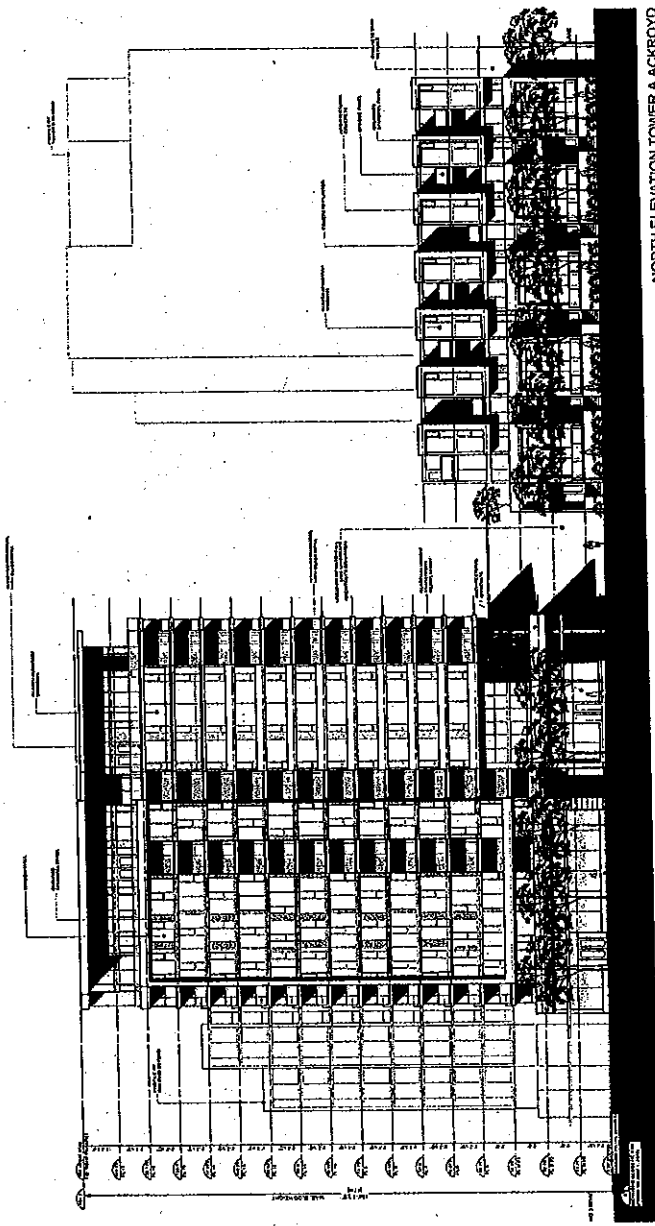
NORTH  
ELEVATION

RZ-3.10  
38





EAST ELEVATION TOWER A NO 3 ROAD



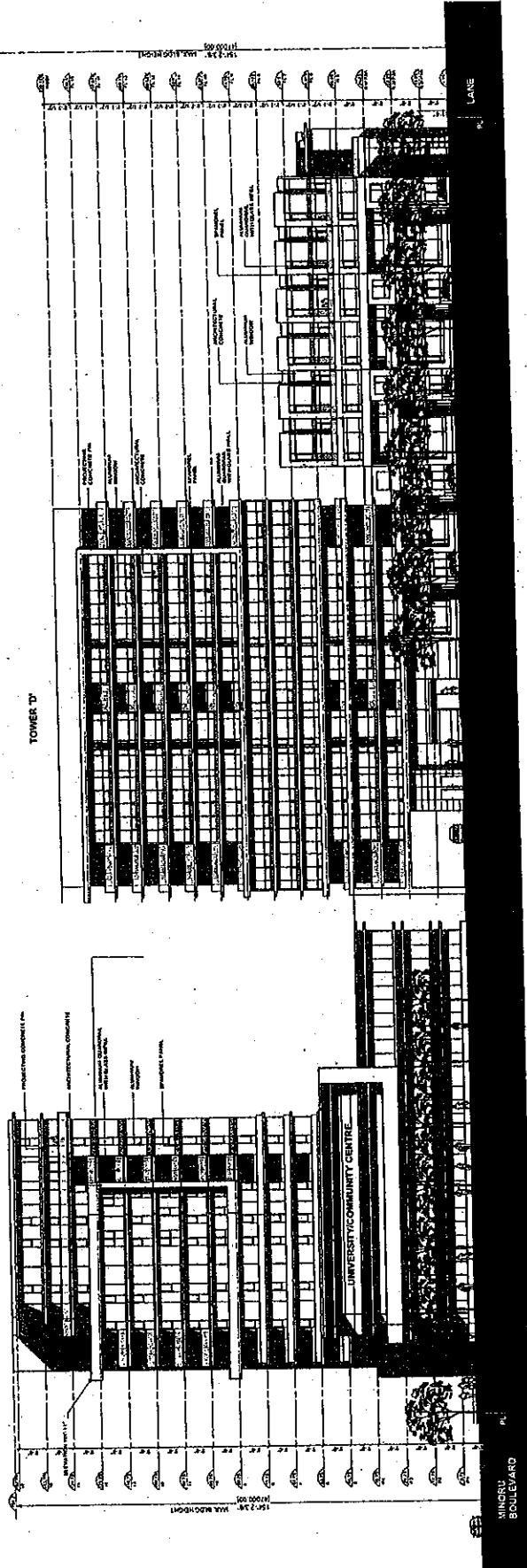
NORTH ELEVATION TOWER A ACKROYD



TOWER 'C'

TOWER 'D'

TOWER 'E'



MINGRU  
BOULEVARD

1 SOUTH ELEVATION, TOWER 'E' & TOWER 'D'  
DWG # 11-0

UNITET  
PHASE 2

2000 BROADWAY BLVD.  
SUITE 1001  
VICTORIA, B.C. V8W 2E1

SOUTH  
ELEVATION

DATE: 03-04

BY: WTLA

DATE: AUGUST 11, 2008

SCALE: 1/8" = 1'-0"

PROJECT: WTLA

RZ-3.12  
of  
28









# City of Richmond

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

## Development Application Data Sheet

**RZ 06 - 341234**

**Attachment 3**

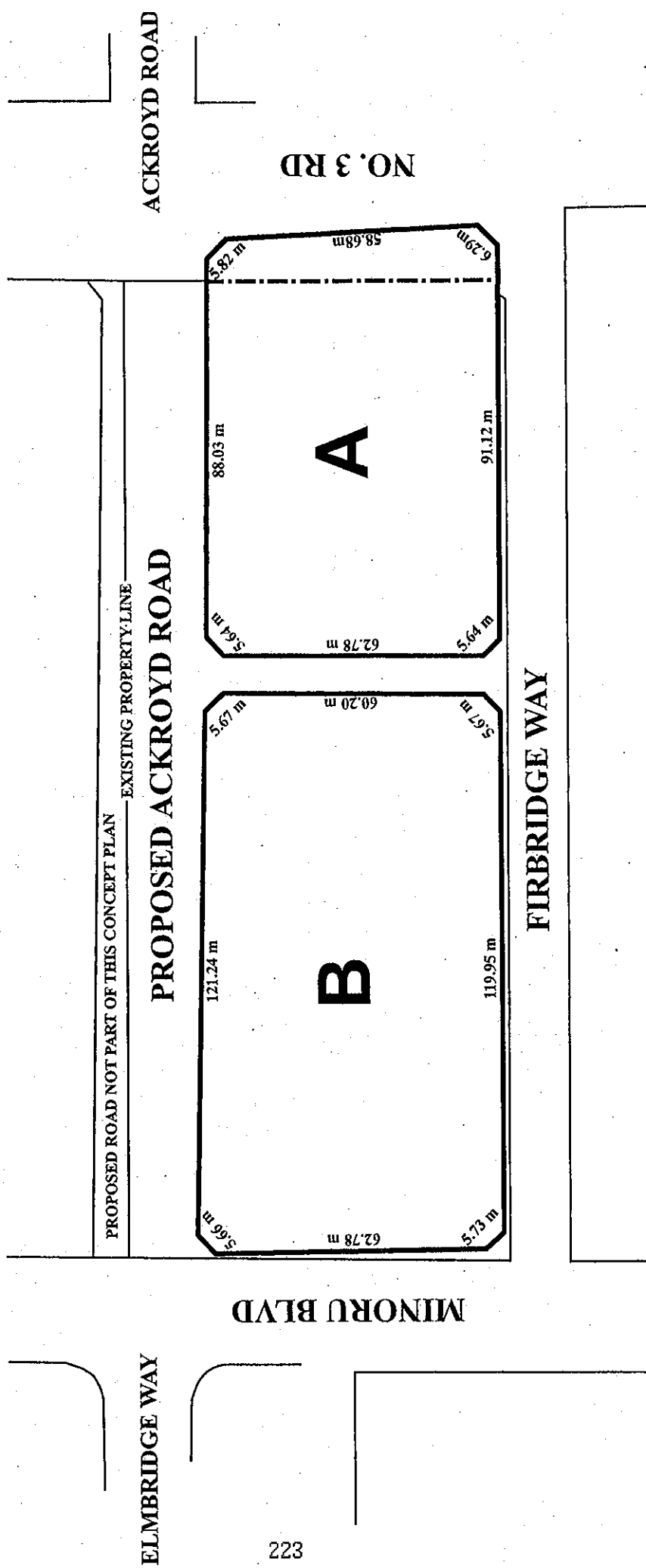
Address: 5891, 5931 No. 3 Road and 5900 Minoru Boulevard

Applicant: W. T. Leung Architects Inc.

Planning Area(s): City Centre Area Plan

	Existing	Proposed
<b>Owner:</b>	Phileo Development Corp.	Phileo Development Corp.
<b>Site Size (m<sup>2</sup>):</b>	19,584.7 m <sup>2</sup>  Phase I : 7,944.7 m <sup>2</sup> Phase II : 11,640.0 m <sup>2</sup>	15,523.5 m <sup>2</sup> (Incl. No.3 Road residual lands)  Phase I : 6,598.4 m <sup>2</sup> . Phase II : 8,925.1 m <sup>2</sup>
<b>Land Uses:</b>	Commercial (Auto Oriented)	Mixed Use (Residential, Commercial, Institutional)
<b>OCP Designation:</b>	Lansdowne Village	Lansdowne Village
<b>Area Plan Designation:</b>	Mixed Use – High Density	Mixed Use – High-Rise Commercial and Mixed Use, Institution
<b>702 Policy Designation:</b>		
<b>Zoning:</b>	Automobile-Oriented Commercial District (C6" and Limited Industrial Retail District (I4)	Comprehensive Development District (CD/198)
<b>Number of Units:</b>	0 residential	630
<b>Other Designations:</b>		

	CD Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 4.30 (Combined Area A and B) Phase I (Area A): 4.15 Phase II (Area B): 4.45	4.29  Phase I (Area A): 4.13 Phase II (Area B): 4.43	none
Lot Coverage – Building:	Max. 80%	approx. 70 %	none
Lot Size (min. dimensions):	2,500 m <sup>2</sup>	19,595.5 m <sup>2</sup>	none
Setback – North (Ackroyd Road) (m):	Min. 3.0 m	3.0 m	none
Setback – South (Firbridge Way) (m):	Min. 3.0 m	2.1 m	variance required
Setback – East (No. 3 Road) (m):	Min. 3.0 m	3.3 m	none
Setback – West (Minoru Blvd.) (m):	Min. 3.0 m	3.0 m	none
Setback – N-S lane	Min. 3.5 m	3.5 m	none
Height (m):	45.0 m	45.0 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.0 space (R) and 0.2 space (V) per unit	1.0 space (R) and 0.2 space (V) per unit	none
Off-street Parking Spaces – Total:	828  (359 Phase I) (469 Phase II)	837  (381 Phase I) (456 Phase II)	none  TDM measures required in Phase II
Tandem Parking Spaces:	permitted	28	none
Amenity Space – Indoor:	1,260 m <sup>2</sup> (2.0 m <sup>2</sup> per 630 units)	1,762.35 m <sup>2</sup>	none
Amenity Space – Outdoor:	1,503 m <sup>2</sup> (10% of net site development site area)	5,212.00 m <sup>2</sup>	none



**STRATA BCS 251**

C/o Mrs. Eva Dolejsi, Unit 303, 7831 WESTMINSTER HWY  
 RICHMOND, BC V6X 4J4

July 15, 2008

**City of Richmond**

Development Application Division  
 911 No. 3 Road  
 Richmond, BC  
 V6Y 2C1

Attention: **Mr. Francisco Molina, MCIP, AIBC(IA)**  
**Senior Planner – Urban Design**

**Re: 7831 Westminster Hwy residences & File No. RZ 06-341234**

Dear Mr. Molina,

Further to your meeting with Mr. Dolejsi, attached but not limited to, or concerns related to property and RZ file in subject. Capri is home to 168 residents and 5 commercial spaces presently occupied by 2 restaurants.

**1. Required signage.**

- As shown on attached picture #1, presently located signs do not clearly show, for lack of a better term, to inexperienced residents living at north side of 7831 Westminister Hwy that buildings shown on signs are for whole length property from No. 3 Rd to Minoru Blvd. rather than East half of property presently being cleared for construction.
- Picture #2 should show previously installed sign on corner of Minoru and Firbridge not shown on picture due to major wind last week, so due to a poor installation the sign blown down. So much for safety of pedestrians and cars.
- On picture #3 the permit application does not clearly identifies what Developer and / or architect are asking for. Is it Community Centre or Post Secondary Institution or both or just open to negotiation? Clearly Developer and / or architect must know what they applied for.

1000  
56

## **2. View Corridors.**

- Based on present RZ drawings which do not include any analysis of present views of existing building in surrounding areas it is clear that the Developer and / or architect did not take to consideration any effect on current residences and potential depreciation in their property values.
- As is shown on Developer and / or architects drawings, proposed 14 story high tower "D" is placed directly across of our existing 15 story high north tower and with the proposed locations of towers "E" and "C" it appears that all view corridors were eliminated and that is NOT ACCEPTABLE.

## **3. Street parking.**

- Firbridge is approximately 32" wide and presently allowing parking on both sides of the road. After parking cars on both side of road (depending on drivers capability to park) and having only max 18' of open road left, passing-by drivers have already difficulty driving around each other and typically they pull to side to open spaces to allow other driver to pass first.
- It is very important that, due to a major increase in density and traffic due to the proposed new towers, community centre, town homes, proposed commercial development and post secondary institution (?) all along Firbridge Way, City of Richmond does a comprehensive study to determine an impact of the proposed development on parking and street parking requirements, increased risk in car accidents and possible fatalities.
- Street widening or one way traffic or no parking allowed at least one side of road should be considered.

## **4. Community and Livability.**

- The only things referring to landscaping on RZ sign indicates "landscape design to be incorporated", there is no evidence of any attempt on Developer and / or architect part to follow the Richmond City beautification plan along the Firbridge Way.
- Landscape plan and street landscape plans should be submitted for public review before any permits should be issued.
- In fact it is our understanding that Developer and / or architect requested relaxation to move all buildings to property line. Street level width between existing and proposed high rises would be an estimated 37 – 38 feet and THAT IS NOT ACCEPTABLE. Firbridge Way would be turned into a concrete jungle.

## **5. Affordable housing.**

- Another issue missed on RZ Signs is requirements for an affordable housing.
- In centre of Richmond including our residences, where we experience continuous break ins into our lockers and cars despite all securities and cameras available, we have ongoing parade of RCMP officers who must be equally frustrated us our residents.

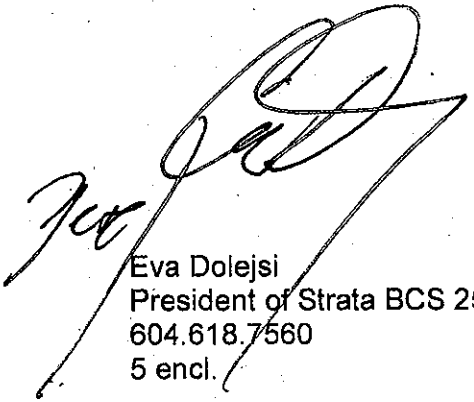
- This is very politically hot issue and residents of area should have an opportunity to find out what exactly "affordable housing" means. It appears that presently it is a "hidden agenda" and THAT IS NOT ACCEPTABLE.

**6. Commercial / retail space.**

- Based on our experience with the commercial / restaurant area in our building with north to south pass through parkade entrances for all residences, two restaurants and cars to use our parkade for short cut just to avoid traffic lights, any new commercial development along Firbridge Way should be greatly discouraged and any additional restaurants strictly prohibited.
- Our building already suffers from lack of visitors parking (only 5 visitors parking , outdoor spaces for 168 residences - typically occupied by patrons of restaurants), no handicap parking, smell of rotting food from restaurants in garbage containers, noise and vibration from added air conditioners and restaurants air intake and exhaust fans. All restaurants were built after residents already purchased their residences, we were told that all commercial space is designated for retails stores; please see original plans filed at City of Richmond by the developer, Onni.

On behalf of Capri residents and BCS 251, I hereby request an opportunity to voice our concerns and to be included in all future discussion regarding all developments along Firbridge Way, since they will directly impact our lifestyles and real estate values.

Thank you very much for your co-operation.  
Sincerely



Eva Dolejsi  
President of Strata BCS 251  
604.618.7560  
5 encl.



#1





#2

PONTIAC  
Cadillac  
BUICK  
GMC  
DUECK

G.M.





#3

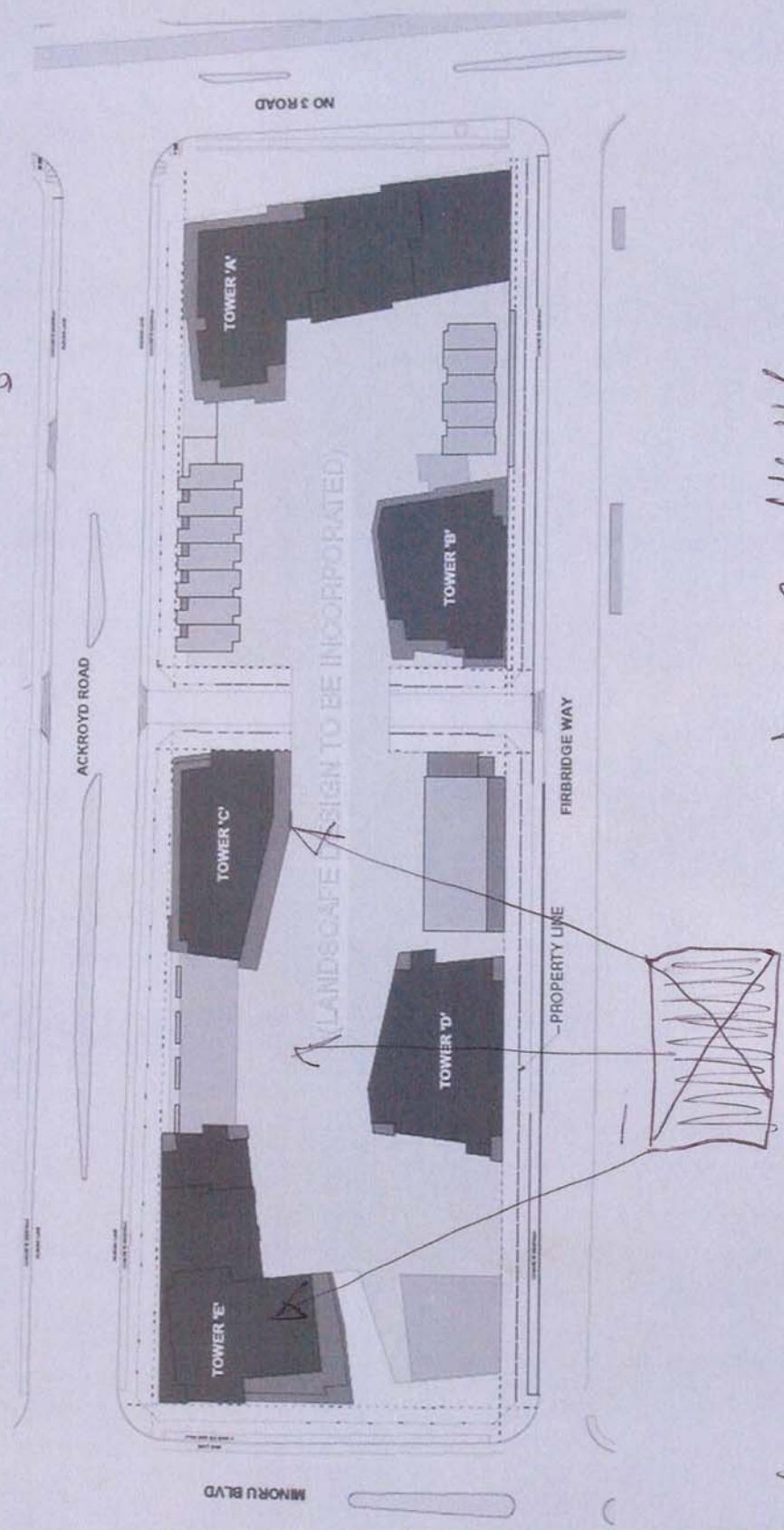
W.T. Leung Architects Inc. has applied to the City of Richmond for permission to rezone 5931, 5891 No. 3 Road from "Automobile-Oriented Commercial District (C6) and 5900 Minoru Boulevard from "Limited Industrial Retail District (14)" to "Comprehensive Development District (CD)" in order to permit a residential/commercial mixed use development consisting of 5 high-rise residential buildings with approximately 590 apartment units, 40 townhouses, 1,417 m<sup>2</sup> (15,253 ft<sup>2</sup>) of commercial retail space and approximately 864 parking stalls. Also included is a approximately a 40,000 ft<sup>2</sup> Community Centre and Post Secondary Institution.?

FURTHER INFORMATION



Visual Corridors  
2.

4



783 WESTERN HWY

N. SIDE

## Rezoning Considerations

### 5931, 5891 No. 3 Road and 5900 Minoru Boulevard RZ 06 – 341234

In addition to the final approval of the City Centre Area Plan taking place prior to final adoption of Zoning Amendment Bylaw No. 8428, the developer is required to complete the following:

1. Consolidation of all the lots included in RZ 06-341234 and subdivision in two development parcels, with all the identified Road and Lane Dedications and PROP ROW's (subject to final functional design and detailed survey to be prepared by the developer and approved by the City), as generally described below:
  - Minoru Boulevard; land dedication of approximately 2.65m wide at Firbridge Way tapering to 0.8m at Ackroyd Road. An additional 0.5m wide PROP is required behind the new property line.
  - Ackroyd Road; land dedication of approximately 19.58m wide at No. 3 Road tapering to approximately 18.57m wide at the north/south lane and 16.03m wide at Minoru Boulevard. An additional 0.5m wide PROP is required behind the new property line
  - Firbridge Way; land dedication of approximately 1.67m wide land dedication the entire frontage
  - North/south lane; land dedication of approximately 1.45 m required west of the existing lane right-of-way, approximately 1.45m wide dedication required east of the existing lane right-of-way at the rear of 5391 No. 3 Road and approximately 4.45m wide dedication at the rear of 5891 No. 3 Road.
  - Corner cut dedications; 4.0 m x 4.0 m corner cuts required (measured from the new property line after required road dedications) at:
    - Southwest corner of the No. 3 Road / Ackroyd Road intersection
    - Northwest corner of the No. 3 Road / Firbridge Way intersection
    - Southeast corner of the Minoru Boulevard / Elmbridge Way intersection
    - Northeast corner of the Minoru Boulevard / Firbridge Way intersection
  - Corner cut dedications; 3.0 m x 3.0 m corner cuts required (measured from the new property line after required road dedications) at:
    - Southeast and southwest corners of the north/south lane and Ackroyd Road intersection
    - Northeast and northwest corners of the north/south lane and Firbridge Way intersection
2. Purchase from the City, the surplus lands from the No 3 Road frontage (approximately 732.9 m<sup>2</sup>), consolidating this surplus land with the new easterly development Parcel.
3. Registration of a Flood Indemnity Covenant on title of both development sites.
4. Process Development Permit\* application for Phase I to a satisfactory level as determined by the Director of Development.
5. Registration of an Aircraft Noise Sensitive Use Covenant on title of both development sites.

6. City acceptance of the developer's offer to voluntarily contribute \$396,756.23 towards Public Art. A Letter of Credit in the equivalent amount, along with a legal agreement regarding the provision of Public Art on site is also acceptable.
7. The developer entering into legal agreements, satisfactory to the Director of Development, to secure the construction, at the developer's sole cost, of approximately 5,176 m<sup>2</sup> (55,714 ft<sup>2</sup>) of building area to a serviced shell finishing level for a City community centre and post-secondary education institution on the development site by December 31, 2013 or alternative date as agreed to by the Director of Development, General Manager Parks & Recreation and the owner/developer.
8. Entering into, in a form and context acceptable to the Director of Development, agreements for:
  - i. An option to lease in favour of Trinity Western University College or alternative certified post secondary institution, for approximately 2,079 m<sup>2</sup> (22,381 ft<sup>2</sup>) of building area and associated parking spaces for a 25-year term.
  - ii. An option to lease in favour the City of Richmond for approximately 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) of community centre space for a 25-year term at a rate of \$1.00 per year; plus an additional 1,239 m<sup>2</sup> (13,340.7 ft<sup>2</sup>) of community centre space and associated parking spaces for a 25-year term at a rate agreed to between the City of Richmond Manager of Real Estate Services and the developer/owner. This lease agreement shall include a tenant's option to renew the lease at terms and conditions agreed to by the City of Richmond and the owner.
  - iii. Should the option to lease identified in 8(i) not entered into by date of Final Building Permit Inspection for a building containing the approximately 2,079 m<sup>2</sup> (22,381 ft<sup>2</sup>) of post-secondary education or be entered into but not exercised to the satisfaction of the Director of Development by the date of Final Building Permit Inspection for a building containing the approximately 2,079 m<sup>2</sup> (22,381 ft<sup>2</sup>) of post-secondary education space the City of Richmond shall have the option to lease this space for a 25-year term at a rate of \$1.00 per year. This lease agreement shall include a tenant's option to renew the lease at terms and conditions agreed to by the City of Richmond and the developer/owner.
9. The developer providing the City of Richmond with a performance security or letter of credit in the amount of \$1,135,136.15 along with a legal agreement indicating that should the developer/owner not be granted Final Building Permit Inspection by December 31, 2013 or alternative date as agreed to by the Director of Development, General Manager Parks & Recreation and the owner/developer, this performance bond may be deposited into the City's Affordable Housing Reserve. Deposition of this performance security in the City's Affordable Housing Reserve does not relieve the developer of the obligation to construct the City community centre and post-secondary education institution space referenced in 7.
10. The developer entering into a legal agreement with the City for the provision of TDM measures in association with Phase II of proposed development under RZ 06-341234. These measures include provision the following TDM measures:

- providing 2 stalls for 2 car co-op vehicles; and
  - providing a subsidy of \$15,500 to the Co-op network for the purchase of one co-op car.
11. Design and construct, via the City's standard Servicing Agreement\* full upgrades across all frontages of this development site; plus storm and sanitary sewer upgrades as agreed to via the Capacity Analysis process. No phasing of the offsite works will be considered as all works are required via the RZ process. Complete and detailed roads and lane cross-section information such as lane widths etc. is subject to final functional design and detailed survey to be prepared by the developer and approved by the City. Works will include, but are not limited to:
- a) **Ackroyd :** From the new PROP edge south of the south PL, a 2m concrete sidewalk with a 2.0m stamped concrete boulevard with street trees in CC tree grates and CC street lights (standard L12.3) complete with irrigation, flowerpot holders and banner arms and CC pedestrian lighting (L12.2) with irrigation and flowerpot holders. Then standard 0.15m wide curb & gutter, asphalt paving for travel/parking lanes (see Transportation for details), with a 1.5m grass and treed boulevard & 2.0m sidewalk from the lane to No 3 Road along the north edge. This will complete the 5811 No 3 Road frontage, with the road only being partially completed up to the south edge of 5840 Minoru Blvd; i.e. no boulevard or sidewalk and a travel surface with what space permits. See Transportation comments for these details. Tree species is to be determined via design process;
  - b) **Lane:** Construct CC laneworks, which is 7.5m top-to-top roll curbs with a 1.5m sidewalk on one side. The street lighting will be CC Laneway lights (standard L12.1 without flower pot holder or duplex receptacle, CC Richmond Blue). The bases can be at the PL with the conduit at 0.6m off PL, but the building must be at least 1m away and not have windows at these points;
  - c) **No 3 Road:** The developer is to complete their frontage of this Canada Line road edge. From the new PL to the east, is a 2m sidewalk and a 2m grass and treed boulevard, then a 0.45m Richmond Urban Curb, then a 1.5m raised bike lane, a roll curb and gutter, then the travel lanes of No 3 Road. Also, BC Hydro had indicated that an existing switchgear kiosk will need to be relocated on this frontage – this work is also at the developers cost;
  - d) **Firbridge:** Works include removing existing curb & gutter along entire north edge of Firbridge, replacing with standard curb and gutter 4m from the new PL. The 2m boulevard is to be grassed & treed, with CC street light L12.3 with no pedestrian lights. The streetlights are to be staggered along Firbridge; i.e. north and south sides. Moderate street furniture should be considered and would be on concrete pads in the boulevard. The sidewalk is to be 2m wide concrete with no special features requested. Tree species to be determined via design process;
  - e) **Minoru Blvd:** A 2m grass & treed boulevard is to be created behind the curb. The trees are to be Little leaf Linden. Street light improvements would probably be a CC pedestrian light L12.2, to supplement the current lights in the centre median. The street lighting at the Minoru/Ackroyd intersection will need to be analysed and upgrades done via the traffic signal poles as necessary. Moderate street furniture with pads as required to be placed in the boulevard. The sidewalk is to be 2m wide concrete with no special features requested;

f) **Traffic Signal Improvements:** Traffic signal modification and upgrades are required at both the Elmbridge Way/Minoru Boulevard and Ackroyd Road/No. 3 Road intersections, including but not limited to:

- Install new/relocate signal pole, controller, base and hardware as deemed necessary.
- Supply and install new base (City Centre decorative pole & street light fixture.)
- Replacement of vehicle detection due to off-site works and installation of new detection as per changes in road geometry.
- As required, installation of new conduits (Electrical & Communications) and new signal indications, relocation and/or replacement of junction boxes, and replacement of communications cable, electrical wiring/cable and new service conductors.
- Installation of APS (Accessible Pedestrian Signals)
- Installation of illuminated street name sign(s).

g) **Storm and sanitary sewer upgrades:** The following is a general summary for the areas where the upgrades are required (and DCC credits based on the proposed 2008 DCC program):

Storm

- No 3 Road and Firbridge frontage to a minimum 600mm;
- Minoru Boulevard frontage south to Westminster Hwy with a 675mm;
- Westminster Highway, from Alderbridge to Gilbert to a 1050mm system (DCC credits to a value of \$147,145)

Sanitary Sewer

- Firbridge frontage to a minimum 200mm (DCC credits to a value of \$84,380);
- The Lane through the development site, north to Lansdowne to 375mm and 450mm (DCC credits to a value of \$385,473);
- Lansdowne Road, from the Lane, west to Cedarbridge to 600mm (DCC credits to a value of \$659,632); and
- Cedarbridge Way, from Lansdowne to the Minoru Pump Station to 675mm (DCC credits to a value of \$318,154)

12. The developer to obtain a Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues

13. Adoption of OCP Amendment Bylaw 8427 if OCP Amendment Bylaw 8383 is adopted by Council

\* Note: This requires a separate application.

Signed Copy on File

Signed \_\_\_\_\_

Date \_\_\_\_\_

Prior to Development Permit\* issuance the following issues need addressing:



- The developer entering into appropriate legal agreements with the City of Richmond for the landscaped pedestrian bridge crossing over the north-south lane, to the satisfaction of the Director of Development and Manager Real Estate Services, should this structure be included in any Development Permit associated with the proposed development.
- The provision of following TDM measures must be incorporated in Phase II of the proposed development:
  - i. 2-Zone transit passes for approximately 12 City Centre South Community Centre Staff;
  - ii. 5 parking spaces for HOV vehicles;
  - iii. 2 per gender (total of 4) on-site end of trip cycling facilities, including showers, toilets, grooming stations, and clothing lockers for the City Centre South Community Centre; and
  - iv. 1 per gender (total of 4) on-site end of trip cycling facilities, including showers, toilets, grooming stations, and clothing lockers for the post secondary institution space; and

Prior to Building Permit\* issuance the following issues need addressing:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- The developer providing technical information and proposed measures related to required hoarding during construction to the satisfaction of the City of Richmond.

August 22, 2008  
File: 10-6060-01/2008-Vol 01

Engineering  
Telephone: 604-276-4289  
Fax: 604-276-4197

MPT Engineering Co. Ltd.  
#210-8171 Cook Road  
Richmond, B.C. V6Y 3T8

**Attention: Ms Maggie Yeung, EIT**

Dear Ms Yeung:

**Re: Sanitary Analysis Results - 5900 Minoru Boulevard / 5891 & 5931 No 3 Rd (RZ 06-341234)**

The City has reviewed your sanitary assessment (letter dated August 11, 2008 and additional email comments dated August 21, 2008) and make the following comments:

1. According to your 'Existing + In Stream + Proposed Development' assessment, the existing sanitary sewer along the lane frontage and downstream from the development to the Minoru Pump Station, with the exception of the 300mm sanitary sewer between MH 4771 and MH S-4, is not adequately sized.
2. According to your assessment with the 'ultimate upgrade under Analysis A, with maximum 50% full pipe size under analysis B' no sewer back-up will occur at the development or downstream from the development to the Minoru pump station.
3. The City requires you to revise your analysis to include your comments as per your August 21, 2008 email. Based on your assessment the City requires that the sanitary sewer be upgraded to your latest OCP calculations for the following:
  - 675mm sanitary sewer between the Minoru Pump Station and MH 4689;
  - 600mm sanitary sewer between MH 4689, MH 7327, MH 7328, and MH 4771;
  - 450mm sanitary sewer between MH S-4 and MH 4775;
  - and 375mm sanitary sewer between MH 4775 and MH 4772.

The City also requires that the analysis be shown on the Servicing Agreement design drawings.

If you have any further questions regarding this issue please call me at 604-247-4915.

Yours truly,

Eric Sparolin, P.Eng.  
*Project Engineer-Development*

ES:es

pc: WT Leung Architects Inc., Vancouver  
Bill Jones, AScT, Supervisor, Infrastructure Planning  
Erland Carlson, Engineering Technician, Development &  
Contract Operations

## Excerpts of the Advisory Design Panel Discussion Notes

**Wednesday, August 20, 2008**

Time: 4:00 p.m.

Place: Room M.1.003  
Richmond City Hall

Present: Simon Ho, Acting Chair  
Gary Fields  
Dean Gregory  
Willa Walsh

Also Present: Diana Nikolic, Planner  
Sara Badyal, Planner  
Francisco Molina, Planner  
Rustico Agawin, Recording Secretary

Absent: Dana Westermarck  
Cst. Derek Cheng  
Mark J. Greatrix  
Thomas Leung  
Tom Parker

The discussion began at 4:00 p.m.

**\* Please note that as a quorum was not present, these notes do not constitute a record of decisions made by the Advisory Panel, rather a record of the discussions held.**

#### **4. REZONING 06-341234 – RESIDENTIAL / COMMERCIAL MIXED USE (PRELIMINARY)**

APPLICANT: W.T. Leung Architects Inc.  
PROPERTY LOCATION: 5891, 5931 No. 3 Road and 5900 Minoru Boulevard

##### **Staff Comments**

Mr. Molina explained that both the rezoning application for the whole comprehensive mixed-use residential, institutional and community amenity - based development and the development permit application for Phase 1 (Agenda Item No. 5 on the agenda) can be reviewed together. He gave an overview of the site context and mentioned the following:

- it is a very large development; located between Minoru Boulevard, No. 3 Road and Firbridge Way; proposal includes the opening and extension of Ackroyd Road along the north property line; the parcel is large and presented as one package for rezoning but will be developed under two development permits for Phases 1 and 2; and
- the proposed development has access to parking only via the north-south lane

which will divide the site into two; the upper portion of the parkade podium provides most of the outdoor amenity space.

Mr. Molina also invited the Panel to comment on the following project concerns:

- the way the townhouse masses are connected, relayed or integrated;
- the manner in which the different buildings are articulated on a narrow site;
- how to achieve a liveable streetscape between No. 3 Road and Minoru Boulevard on the Firbridge elevation; and
- how the shadows will be projected by the building masses on the proposed activity areas.

In closing, Mr. Molina added that staff is generally supportive of the development solution proposed by the applicant.

### **Applicant's Comments**

Referencing a model and artist renderings, Wing Ting Leung of W.T. Leung Architects, Inc. reviewed the site context and highlighted the following:

- site is very long and narrow (5 acre); lane connection between Ackroyd Road and Firbridge Way bisects the site;
- a residual parcel of land for the realignment of No. 3 Road for the construction of the skytrain is proposed to be acquired; a portion of acquired land is to be dedicated back to the city;
- the five buildings to be constructed are intended to be similar but distinct; the south-west corner, considered the best site in the hierarchy of the site, was therefore chosen as the site for the community center and the Trinity Western University downtown campus (which will be constructed in Phase 2);
- buildings are not rectilinear; movement is created through the site and visibility of one end of the site to the other end through the open spaces; in recognition of the impact of Aqua, one tower was stepped down to 14 storeys to minimize the impact; tremendous emphasis on landscaping and effort to reveal landscaping to the public; variety of space and water feature; provides sanctuary to residents from the bustling and vibrant City Centre of Richmond;
- separate entrances for parking areas of the community centre and university are provided along Firbridge Way;
- the university is to be located on levels 3 to 5 (the 4<sup>th</sup> level consists of space open to below); community centre is on the ground and second floors; and
- volume of building stepping back from the street provides architectural expression; glazed panels gives variety in colour and vibrancy; friendly pedestrian realm along Firbridge Way, which includes amenity space on the ground level in Phase 1.

Jane Durante of Durante and Kreuk, Ltd., described the landscape architecture of the

project as follows:

- substantial piece of landscape; diversity of buildings and shapes creates space to animate;
- potential for public art at the corner of Ackroyd and No. 3 Road and Firbridge and Minoru; green wall on the Firbridge elevation; water feature from upper level flowing towards the building; large quantities of water; form of buildings created a variety of spaces: active, passive and quiet spaces;
- changing level of elevation; not flat surface; landscape rolls in places; stairs connect elevation changes;
- bridge provides places for kids to run; lots of public activity that can take place in the landscaped area, i.e., Tai Chi Plaza;
- phase 1 (Agenda Item No. 5) landscaped area features a gazebo, pond, green wall, amenity plaza which can accommodate big social activities such as dinner parties; children's play area; water feature where water will re-circulate; very shallow water and large amounts of water will not be used; water will be used to separate units and to provide privacy; and
- each building has satellite amenity space.

*Comments from the Panel, which likewise apply to Agenda Item No. 5 of the Agenda Re: DEVELOPMENT PERMIT 07-359083 – FIRST PHASE OF DEVELOPMENT UNDER RZ 06-341234 (FORMAL) were as follows:*

- fantastic project and nicely developed;
- good response in terms of building forms and placements; informal interior courtyard space, lively and interesting;
- symmetry, articulation, and stepping of the building and the stepping back of the penthouse level is nicely handled;
- reconsider basalt treatment of commercial frontage on No. 3 Road; treatment should suit the type of business enterprises of expected tenants;
- Firbridge frontage is nicely handled; locating the amenities at the ground level is a good move;
- tree-planting needs to be long-term and sustainable; how it would be managed in the future by strata is important;
- good to see a project that does not have any mechanical equipment on the rooftop; if it will have one, consider its harmony with the geometry of the building;
- the bracket motif works best when not used as a staple in the design and when expressed as a forward plate that is three-dimensional;
- good play of colour between townhouse units;
- appreciation for use of projecting bracket elements on the townhouses;

- consider use of a stone or other textured-material rather than painted concrete for the waterfall element;
- the geometries between buildings and the spaces created are fully utilized by the project's landscape architect which provides opportunities for a variety of uses for people;
- plant selection is impressive and the applicant has taken advantage of the opportunities permitted by our climate;
- phase 2 geometry can be more intentional;
- consider ways of making ground plane look more "panel-like" (and related to the architecture) than "grid-like";
- the concept for both phases is very well done; appreciate the effort of the architect in the stepping down of the buildings and minimizing the impact of parking on the street frontage, which is seldom done;
- both phases of the overall site development respond very well to the immediate area context; the Firbridge Way façade is done well; and
- add more texture to the blank wall facing the lane in both phases to give it a street character rather than a lane character.

In response to the Panel's comments, the applicant advised that he appreciated the comments and will look into them.

The Acting Chair summarized the comments of the Panel pertaining to Agenda Item No. 4 only as follows:

- the proposal sets a high standard for both phases of development;
- placements of the building and its geometry are appreciated;
- consider amendments to geometry of landscaping in Phase 2;
- With regard to ground plane, sidewalk articulation design is recommended to make it more panel-like and similar to the geometry of the building and its "playful" character; and
- rezoning is well received; positively and appropriately responded to the site constraints.

Due to the absence of Quorum, a recommendation could not be considered.

## 5. **DEVELOPMENT PERMIT 07-359083 – FIRST PHASE OF DEVELOPMENT UNDER RZ 06-341234 (FORMAL)**

APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 5891, 5931 No. 3 Road and 5900 Minoru Boulevard

### **Staff Comments**

*Staff comments for the First Phase of Development Under RZ 06-341234 were provided*

*by Mr. Molina in his presentation for Agenda Item No. 4 (See Agenda Item No. 4 Staff Comments)*

### **Applicant's Comments**

Wing Ting Leung of W.T. Leung Architects, Inc. provided the following information with regard to Phase I of the proposed development in addition to his presentation on the whole comprehensive mixed-use residential, institutional and community amenity - development in Agenda Item No. 4:

- the site design was designed to minimize the impact of the garbage compactors, parking garage, holding bays and blank walls by locating these facilities within the north-south lane that bisects the site.

*In addition to the comments from the Panel pertaining to Agenda Item No. 4 which are also applicable to Agenda Item No. 5, the following comments were made pertaining to Agenda Item No. 5 only:*

- phase I sets the standard for the rest of the project; very well resolved; of extremely very high quality; one of the strongest projects seen in ADP;
- overall architecture of the project is appropriate, crisp and clear;
- zigzag treatment is successful on this project; does not appear isolated;
- towers quite restrained in terms of colour and read as glass buildings, consider further development of colour scheme; and
- townhouses appear cramped which is inherent in this type of development; residents may feel as though they are being looked down upon.

In response to the Panel's comments, the applicant advised that he appreciates the comments of the Panel and recognized the efforts of the team that worked on the project.

The Acting Chair summarized the comments of the Panel pertaining to Agenda Item No. 5 only as follows:

- consider refinements to the commercial frontage to acknowledge the likely types of future tenants which may require design development;
- ensure green wall is elegantly designed; avoid landscaping trays;
- if mechanical equipment is located on the rooftop, ensure it is appropriately resolved;
- consider means to reduce the cramped appearance of townhouses; and
- consider treatment of Firbridge elevation to ensure it does not present as a lane elevation.

In closing, the Acting Chair expressed confidence that if a formal vote were taken, the project would have secured the approval of the Panel. He further advised that the applicant could consider the comments as an unofficial endorsement by the Panel.

Due to the absence of Quorum, a recommendation could not be considered.

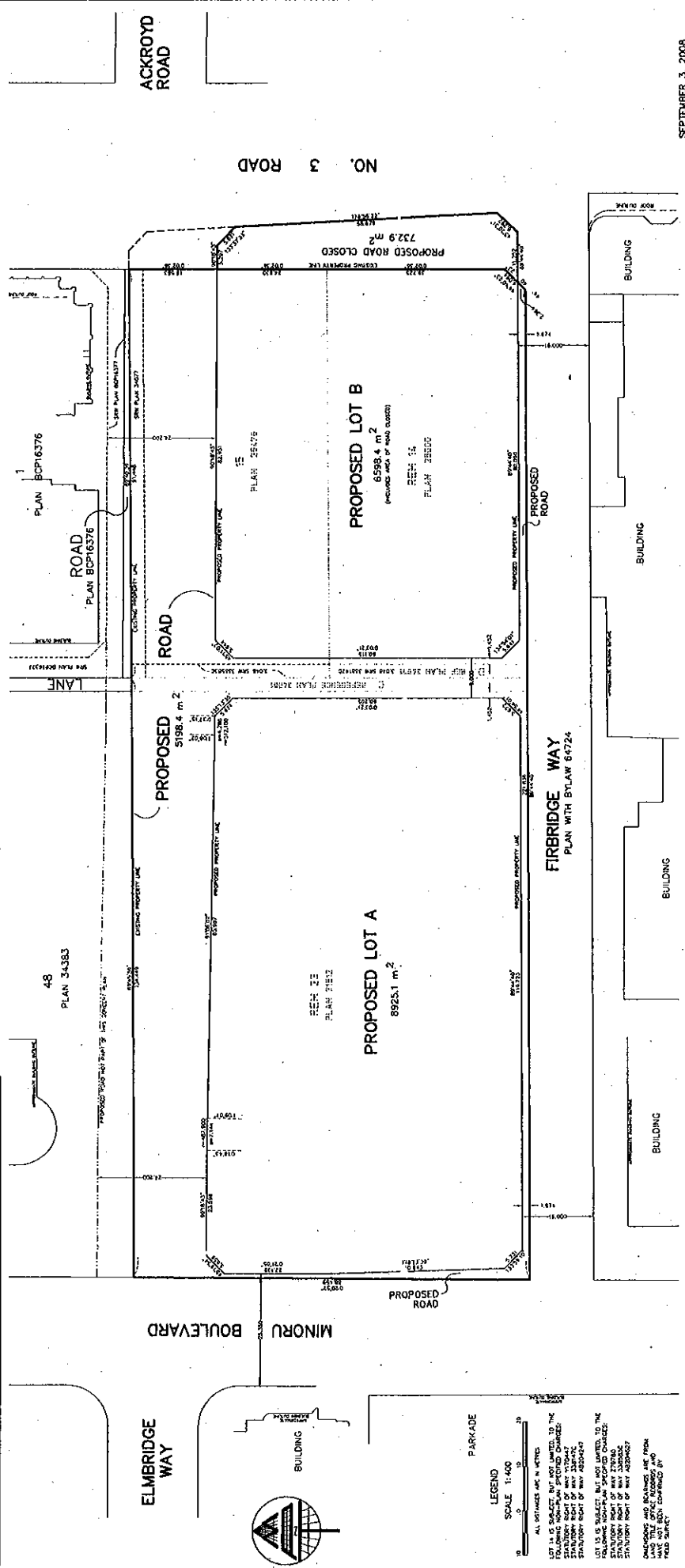
***The discussion concluded at 7:47 p.m.***



PROPOSED COMPOSITE PLAN OF PART OF SECTION 5 BLOCK 4 NORTH  
RANGE 6 WEST NEW WESTMINSTER DISTRICT

LANDS DEALT WITH

CURRENT ADDRESS	LEGAL DESCRIPTION	PARCEL IDENTIFIER	TOTAL LOT AREA
5521 NO. 3 ROAD RICHMOND B.C.	LOT 14 EXCEPT: PARCEL "D" (REF: PLAN 34067); SECTION 5 BLOCK 4 NORTH RANGE 6 WEST WIND PLAN 25000	000-588-329	3092.4 m <sup>2</sup>
5521 NO. 3 ROAD RICHMOND B.C.	LOT 15 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST WIND PLAN 25476	000-044-258	4042.3 m <sup>2</sup>
5500 MINOR BLVD RICHMOND B.C.	LOT 25 EXCEPT: PARCEL "C" (REFERENCE PLAN 34067); SECTION 5 BLOCK 4 NORTH RANGE 6 WEST WIND PLAN 31512	000-910-825	11640.0 m <sup>2</sup>
5521 NO. 3 ROAD RICHMOND B.C.	PARCEL "C" (REFERENCE PLAN 34067) LOT 23 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST WIND PLAN 31512	000-588-821	2681.5 m <sup>2</sup>
5521 NO. 3 ROAD RICHMOND B.C.	PARCEL "D" (REFERENCE PLAN 34067) LOT 14 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST WIND PLAN 25000	000-655-407	134.8 m <sup>2</sup>
5521 NO. 3 ROAD RICHMOND B.C.	ROAD CLOSED (PORTION OF NO. 3 ROAD)		732.9 m <sup>2</sup>



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RICHMOND, B.C.  
V6V 1K9  
TEL: 604.273.0001  
FAX: 604.273.0002  
WWW.MATSONPECK.COM

SEPTEMBER 3, 2008  
4:45 PM LUC LORANGE

AUGUST 28, 2008  
REVISED LUC LORANGE AND ROAD  
CLOSURE

AUGUST 26, 2008  
PLATTED APPROXIMATE BUILDING LINES

AUGUST 19, 2008

AUGUST 12, 2008

AUGUST 7, 2008



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8427 (RZ 06-341234)  
5891, 5931 No. 3 Road & 5900 Minoru Boulevard**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by adding "Institution" as a designation to 5891, 5931 No. 3 Road & 5900 Minoru Boulevard in the Generalized Land Use Map (2031) and Specific Land Use Map: Lansdowne Village (2031) in schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100 as being amended by OCP Amendment Bylaw 8383.

P.I.D. 004-044-258

Lot 15 Section 5 Block 4 North Range 6 West New Westminster District Plan 25476

P.I.D. 002-598-329

Lot 14 Except: Parcel "D" (RP 34061); Section 5 Block 4 North Range 6 West New Westminster District Plan 25000

P.I.D. 004-910-826

Lot 23 Except: Parcel "C" (Reference Plan 34061), Section 5 Block 4 North Range 6 West New Westminster District Plan 31512

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8427".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 22 2008



MAYOR

CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw No. 8428 (RZ 06-341234)  
5891, 5931 No. 3 Road, 5900 Minoru Boulevard and a surplus portion  
of No. 3 Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 291.198 thereof the following:

**"291.198 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/198)"**

The intent of this zoning district is to accommodate high density mixed commercial/residential use, community uses and educational uses in the City Centre.

**291.198.1 PERMITTED USES**

**COMMERCIAL ENTERTAINMENT;  
COMMUNITY USE;  
FOOD CATERING ESTABLISHMENT;  
MIXED COMMERCIAL/RESIDENTIAL USE;  
MULTIPLE-FAMILY DWELLING;  
HOME OCCUPATION;  
OFFICE;  
RECREATION FACILITY;  
RETAIL TRADE & SERVICES, but excluding gas station, and the sales and servicing of automobiles, trailers or motorcycles;  
STUDIO for artist, display, dance, radio, television or recording;  
ACCESSORY USES, BUILDINGS & STRUCTURES, but excluding secondary suites.**

In the area identified as "B" on Diagram 1, Section 291.198.2.06, the following uses are permitted in addition to those listed above:

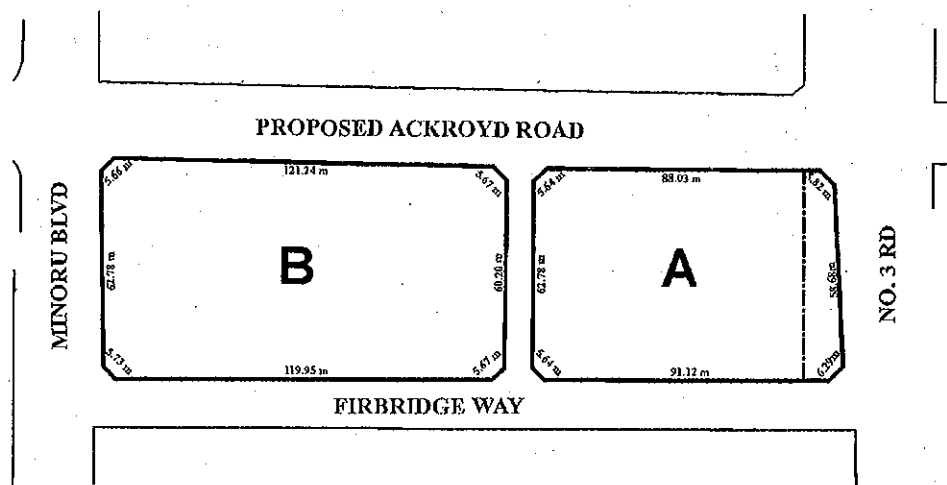
**EDUCATIONAL INSTITUTION;  
PUBLIC EDUCATIONAL INSTITUTION.**

**291.198.2 PERMITTED DENSITY**

- .01. Subject to subsection .05 herein, in the area identified as "A" on Diagram 1, Section 291.198.2.06, the maximum **Floor Area Ratio** shall be "3.00"; plus

- a) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**;
  - b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Public Amenity Space**.
- .02 Despite section 291.198.2.01, the reference to "3.00" in relation to the maximum **Floor Area Ratio** is increased to the higher density of "4.15" if the owner provides:
- a) 5,170 m<sup>2</sup> (55,650 ft<sup>2</sup>) of City community facility space and college/university space or a combination thereof, in a **building** in the area identified as "B" on Diagram 1, Section 291.198.2.06.
- .03 Subject to subsection .05 herein, in the area identified as "B" on Diagram 1, Section 291.198.2.06, the maximum **Floor Area Ratio** shall be "3.00"; plus
- a) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**;
  - b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Public Amenity Space**.
- .04 Despite section 291.198.2.03, the reference to "3.00" in relation to the maximum **Floor Area Ratio** is increased to the higher density of "4.45" if the owner provides:
- a) 5,170 m<sup>2</sup> (55,650 ft<sup>2</sup>) of City community facility space and college/university space or a combination thereof, in a **building** in the area identified as "B" on Diagram 1, Section 291.198.2.06.
- .05 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
- a) portions of a **building** that are **used** for off-street parking and loading purposes; unenclosed balconies; covered walkways; bicycle storage areas or garbage & recycling facilities;
  - b) elevator shafts and common stairwells above ground floor level;
  - c) mechanical and electrical rooms, provided that the total floor area of these facilities does not exceed 400 m<sup>2</sup> (4,230 ft<sup>2</sup>) per lot.

.06 Diagram 1



- .07 The maximum combined **Floor Area Ratio** for the areas identified as "A" and "B" on Diagram 1, Section 291.198.2.06 shall be "4.3".

**291.198.3 MAXIMUM LOT COVERAGE:**

- .01 Maximum **Lot Coverage**: 80%

**291.198.4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Public Road Setbacks**: 3.0 m (10 ft.).

**291.198.5 MAXIMUM HEIGHTS**

- .01 **Buildings**: 45.0 m (147.6 ft.).  
 .02 **Accessory Building & Structures**: 10.0 m (32.8 ft.).

**291.198.6 OFF-STREET PARKING**

- .01 Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw EXCEPT THAT:  
 a) Off-street parking shall be provided at the rate of:

Use	Minimum number of Parking Spaces
College/University	<ul style="list-style-type: none"> <li>0.25 stall/student; and</li> <li>0.5625 stall/staff</li> </ul>
Recreation Facility	<ul style="list-style-type: none"> <li>1.7 stalls per 100m<sup>2</sup> (1,076 ft<sup>2</sup>) of <b>gross leasable floor area</b></li> </ul>

**291.198.7 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)".

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/198)**:

P.I.D. 004-044-258

Lot 15 Section 5 Block 4 North Range 6 West New Westminster District Plan 25476

P.I.D. 002-598-329

Lot 14 Except: Parcel "D" (RP 34061); Section 5 Block 4 North Range 6 West New Westminster District Plan 25000

P.I.D. 004-910-826

Lot 23 Except: Parcel "C" (Reference Plan 34061), Section 5 Block 4 North Range 6 West New Westminster District Plan 31512

That area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 8428

3. This Bylaw is cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw No. 8428"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 22 2008

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

\_\_\_\_\_  
MAYOR

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

## "SCHEDULE A" ATTACHED TO AND FORMING PART OF BYLAW NO. 8428

