



City of Richmond

To Cancel - July 27, 2009  
Report to Committee

To: Planning Committee  
From: Brian J. Jackson, MCIP  
Director of Development

To: PLANNING COMM. July 21/2009  
Date: July 16, 2009

RZ 07-380169

File: 12-8060-20-8521/8522

Re: Application by Oris Development (River Drive) Corporation for Rezoning at 1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive from "Industrial Storage District (I5)" to "Comprehensive Development District (CD/209)"

**Staff Recommendation**

1. That Bylaw No. 8521, to redesignate the area defined by River Drive, No. 4 Road, the North Arm of the Fraser River and Shell Road:
  - a) from "Neighbourhood Residential" to "Mixed Use" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Generalized Land Use Map);
  - b) to redesignate from "Residential (Townhouse)" to "Residential Mixed Use (Maximum six-storey and 1.45 FAR)" and "Potential Park Site" the area bound by River Drive, No. 4 Road, the North Arm of the Fraser River and Shell Road in the Bridgeport Land Use Map in Schedule 2.12 of the Official Community Plan Bylaw No. 7100 (Bridgeport Area Plan) and replace Policy 3.1(b); and
  - c) to redesignate from "Residential (Townhouse)" to "Residential Mixed Use (Maximum six-storey and 1.45 FAR)" and "Potential Park Site" the area bound by River Drive, No. 4 Road, the North Arm of the Fraser River and Shell Road in the Bridgeport Land Use Map in Schedule 2.12 of the Official Community Plan Bylaw No. 7100 (Bridgeport Area Plan) and replace Policy 3.1(b) as being amended by OCP Amendment Bylaw No. 8382,

be introduced and given First Reading;

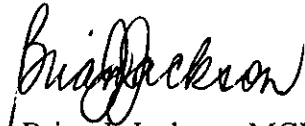
2. That Bylaw No. 8521, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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. 8521, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;

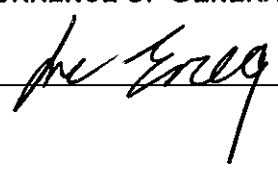
PLN-152

- 4. That Bylaw No. 8522, to create "Comprehensive Development District (CD/209)" and for the rezoning of 1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive from "Industrial Storage District (I5)" to "Comprehensive Development District (CD/209)" and "School & Public Use District (SPU)", be introduced and given First Reading; and
- 5. That staff be directed to take the required steps to redesignate FREMP Management Unit V-17.4 and a portion of Unit V-17.5 under the FREMP-Richmond Area Designation Agreement from "Ilc" to "Rlc".



Brian J. Jackson, MCIP  
 Director of Development

FM:blg  
 Att.

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

## Staff Report

### Origin

Oris Development (River Drive) Corporation has applied to the City of Richmond for permission to rezone 1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive (**Attachment 1**) from "Industrial Storage District (IS)" to "Comprehensive Development District (CD/209)" and "School & Public Use District (SPU)" in order to permit a multi-phase mixed residential development consisting of approximately 1,026 dwelling units including 873 apartment units, 82 townhouses, six (6) live/work units and 65 affordable housing units, 4,109 m<sup>2</sup> (44,230 ft<sup>2</sup>) of commercial space and approximately 1,700 parking stalls. Also included in the proposal is an approximately 511.0 m<sup>2</sup> (5,500 ft<sup>2</sup>) Child Care Centre; two (2) City Parks; West Park of approximately 5,584 m<sup>2</sup> (60,108 ft<sup>2</sup>) and Central Park of approximately 12,174 m<sup>2</sup> (131,036 ft<sup>2</sup>), and approximately 1,890 m<sup>2</sup> (20,344 ft<sup>2</sup>) of land being added to the waterfront trail.

### 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 general urban design, liveability and complete community objectives envisioned in the Official Community Plan (OCP) and the Bridgeport Area Plan for developments along the riverfront in a comprehensive manner (**Attachment 2**).

A Development Application Data Sheet, providing specific details about the proposed development that includes two (2) development parcels and two (2) lots to be created and dedicated to the City for park uses, is attached (**Attachment 3**).

### Proposed Master Plan Description

The subject development includes a total of approximately 1,026 units distributed in two (2) development Parcels; Parcel A with approximately 630 units in two (2) development phases on the west side of the Central Park, and Parcel B with approximately 396 units in two (2) development phases, on the east side (**Attachment 4**).

Development of the site will take place in four (4) phases under separate Development Permits; phases A and B on Parcel A between the West Park lot and the Central Park lot, and phases B and C on Parcel B on the east side of the Central Park (**Attachment 5**).

There are a total of 873 apartment units distributed in nine (9) six-storey mid-rise buildings placed perpendicular to the riverfront and River Drive; the mid-rise buildings step down from six-storey to four-storey along the riverfront and include four-storey and three-storey blocks oriented in an east-west direction at their south end. The proposed development also includes 82 two-storey townhouse units along River Drive, creating a pedestrian friendly, street-oriented frontage that relates to the existing single-family housing units on the south side of the street

A total area of approximately 2,892 m<sup>2</sup> (31,130 ft<sup>2</sup>) is proposed for retail commercial uses at ground floor level of the two (2) buildings adjacent to the West Park, at the west end of the site in Parcel A. In addition, approximately 1,217 m<sup>2</sup> (13,100 ft<sup>2</sup>) of office use is proposed on the second level of the building fronting on to the West Park. A total of six (6) live/work units are proposed fronting the internal courtyard created by the three (3) mixed-use buildings at the west end of the development site, the live-work units back on to the commercial retail units that front on the West Park.

Another very important component of the proposed development is a minimum of 65 affordable housing units which are to be included in Phase A in Parcel A, and a Child Care Centre of approximately 515 m<sup>2</sup> (5,500 ft<sup>2</sup>) that will provide care for up to approximately 65 children; this community facility is proposed in Phase C in Parcel B, in the immediate vicinity of the proposed Central Park.

Parking is provided in one (1) level partially above the level of River Drive. The parkade level is hidden from views from the street by the street-oriented townhouses along River Drive and soft grade transition areas and stepped planters provided at the vehicular entrance points to the site and parkade, and at the separation space between townhouse clusters respectively.

Vehicular access to the site and residential parking/loading areas are provided at four (4) points along River Drive, with one (1) access driveway serving each one of the proposed development phases. There are two (2) vehicular access driveways to the development site between No. 4 Road and McLennan Avenue and two (2) other driveways between McLennan Avenue and Shell Road.

Outdoor amenity areas/landscaped courtyards will be provided in between the apartment buildings alternating private outdoor areas and public use outdoor areas under private ownership. Indoor amenities will open and expand out into outdoor amenity areas within the private courtyards. Courtyards that include public-use outdoor areas have wide pedestrian corridors that open views to the river and link the existing neighbourhood on the south side of River Drive with the riverfront.

### **Surrounding Development**

The 8.1 acre development site is located along the North Arm of the Fraser River waterfront, between No. 4 Road and Shell Road. The proposed development is on the immediate eastern boundary of the City Centre Area at a distance of approximately 1.2 kilometres from the Canada Line Bridgeport Station.

The site, which involves seven (7) existing industrial lots, is presently occupied by a steel fabricator industrial building and an abandoned industrial structure destroyed by fire at the west end of the development site, toward No. 4 Road. The rest of the site is vacant. The development site is bounded by No. 4 Road on the west, two (2) industrial lots on the east, presently occupied by a large mechanical and fleet maintenance shop, including ambulance parking/storage at the Shell Road and River Drive intersection, the North Arm of the Fraser River on the north and River Drive on the south. The immediate context surrounding the development site is as follows:

- To the North: City road/dyke and two (2) narrow lots that extend along the waterfront between the dyke and the North Arm of the Fraser River, from No.4 Road to Shell Road. Across the river, is the western extent of Mitchell/Twigg Island that is zoned "Industrial District (I1);
- To the East: Across No. 4 Road, a large truck parking area under the BC Hydro power transmission lines and supporting towers on a large parcel zoned "Light Industrial District (I2);
- To the South: Across River Drive, single-family houses on lots zoned a combination of "Single-Family Housing District, Subdivision Areas B, C, D" (R1/B, R1/C, R1/D); and
- To the West: Mechanic repair/maintenance shop and ambulance fleet parking on two (2) parcels zoned "Industrial Storage District (I5)".

### **Related Policies & Studies**

Richmond Official Community Plan: The Richmond Official Community Plan (OCP) designates the subject site as "Neighbourhood Residential" which is applicable to those areas of the City where the principal uses are single-family, two-family and multi-family housing, accompanied with complementary uses such as local commercial, childcare facilities, community use, and home occupation. The proposed development includes all the uses under the present designation in the OCP and proposes office uses and a wider typology of residential buildings with the inclusion of six-storey apartment buildings that are not within the range of uses under the current designation.

As the proposed development is on the immediate boundary of the City Centre Area Plan at the eastern end of the Bridgeport Village, and in order to better achieve the objectives of the Bridgeport Area Plan, an amendment to Schedule 1 of the Richmond Official Community Plan is being proposed as part of this rezoning to address the change in scope in uses.

Bridgeport Area Plan: The Bridgeport Area Plan designates this site as "Residential (Townhouse)" which is applicable to areas where the principal use is multi-family housing generally within the range of 0.5 to 0.7 FAR.

The proposed land uses on the site generally meet the OCP residential land use designations and widen the range of housing types and uses available in the neighbourhood to fully achieve the Bridgeport Area Plan overall objectives and guidelines, specifically the Tait Sub-Area Neighbourhood objectives regarding housing, consolidating a complete community through the densification of the existing residential areas, provision of community services and parkland, and improving accessibility to the waterfront.

An OCP amendment is being proposed as part of this rezoning to accommodate residential-commercial mixed-uses and a building typology that includes structures up to six (6) storeys high via a land use overlay, defined as an area where additional density up to 1.45 FAR may be permitted on a development site that provides substantial permeability of development and community amenities (day care, community use space, parkland and affordable housing).

It should be noted that because the Bridgeport Area Plan boundary is being amended as part of the City Centre Area Plan (CCAP) by Bylaw No. 8382, an amendment to the that OCP Amendment Bylaw is also required for consistency purposes.

The lot consolidation and subdivision required as part of this development includes the creation of two (2) mix-use residential development parcels and two (2) lots that will be dedicated to the City for park use.

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Plain Covenant on title referencing the minimum Flood Construction Level (FCL) for this site, which is 2.9 m (GSC). Proposed building grade elevation, at 4.20 m (geodetic) satisfies the required Flood Plain Construction Elevation in the area.

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 2-High Aircraft Noise Area” where “All new Aircraft Noise Sensitive Land Uses may be considered, except single-family”.

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 8522, 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 as part of the Development Permit review process.

The registered professional retained should certify that all required noise insulation measures and mechanical ventilation and central air conditioning system have been installed according to the report’s recommendations to maintain the acoustic integrity of the building envelope before the building may obtain an Occupancy Permit. This is essential to maintain a highly liveable interior environment when windows are shut, particularly during warm summer months.

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 site profile submitted at the time rezoning application was submitted to the City of Richmond indicated a few areas of potential environmental concern that include:

- The current or past existence of underground and above ground fuel or chemical storage tanks; potential current or past storage, or presence of PCB-containing electrical transformer or capacitors at grade, attached above grade to poles; and storage of paints, solvents, mineral spirits or waste pest control products or waste pest control product containers on 1880 No. 4 Road and 10071 River Drive, which form part of this rezoning application; and

- Potential contamination resulting from migration of substances from other properties; existence of deposits of discarded or waste materials such as sand sandblasting grit; and current or past storage, or presence of PCB-containing electrical transformer or capacitors attached above grade to poles on any part of 10091, 10111, 10131, 10151 River Drive, which are part of the proposed development site under the present rezoning application.

Further thorough investigation 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. In this regard, the City requires that prior to approval of the 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.

Rezoning Considerations (**Attachment 6**), as concurred to by the developer, require that any remediation planning and remediation, as required by the Ministry of Environment, has been done and completed in regard to all lands and lots to be dedicated as road and park to the City.

*FREMP Habitat Coding/Environmentally Sensitive Area Designations*

An Environmentally Sensitive Area (ESA) designation applies to all lands within 30 m of the high water mark of the Fraser River in recognition of the sensitive nature of the river and its riparian areas; some encroachments into the ESA setback are allowed when averaging the setback in order to preserve tree stands, special areas, etc. The northern half of the subject parcel lies within the designated ESA, thereby triggering the requirement for a Development Permit and special measures to minimize impacts to the Fraser River and its riparian habitats.

Along the whole length of the site's riverfront, two (2) of FREMP's Habitat Coding Designations (Red and Yellow coded habitat) can be found. This designation reflects the environmental sensitivity along this portion of waterfront. Red designations indicate high productivity and Yellow indicates moderate productivity. Compensation is typically not considered an option in red coded habitats and development near these areas is very restricted or carefully regulated by FREMP and the Dept. of Fisheries and Oceans (DFO).

The proposed development has restricted development activity to the lands behind the City dyke. Activities associated with development of the waterfront for recreation purposes are intended to be placed in the Green coded habitat areas to minimize impacts. Incorporation of foreshore vegetation planting will be explored in developing the landscaping design of the greenway/linear open space in coordination with Parks and Recreation with input from DFO representatives.

Some of the protection measures expected to be implemented in association with the proposed development include purchase and transfer ownership to the City of the waterfront lot at 1720 No. 4 Road (P.I.D. 004-005-147) prior to final adoption of the rezoning, specific placement of pier structures away from "red zoned" areas, possible protection of the marsh/mud flats and enhancement of the foreshore with riparian vegetation, shrub and ground cover landscaping.

The above-noted measures and required landscaping will be specifically determined with input from FREMP and DFO, and secured through Letter of Credit and any necessary legal agreements (Servicing Agreement) for development of the two (2) Parks and Waterfront Trail, including dyke upgrading along the North Arm of the Fraser River (**Attachment 7**).

*FREMP-Richmond Area Designation Agreement – Proposed Amendment*

In 1991, the City of Richmond entered into an agreement with the member agencies of the Fraser River Estuary Management Program (FREMP) on foreshore uses. The intent of this agreement was to establish a common understanding between the various agencies with regulatory mandates over the foreshore areas on what uses could be supported. While the agreement is not binding, it is considered an important agreement by the FREMP members.

Under the existing Area Designation Agreement (last revision June 21, 2006), the entire waterfront along the subject site is designated “I1c” meaning that the primary supported use is “Industry” (I) and the secondary support use is “log storage and conservation” (1c)

Industry is defined in the agreement as: “*Land and water designated for industries that require water-borne transportation, surface use of the water or use of submerged lands in their operation*”.

Conservation is defined in the agreement as: “*Areas of habitat where the primary use is the maintenance and enhancement of continued biological productivity. Conservation areas may be used for activities which do not impair the continued biological productivity of the area.*”

Staff’s recommendations for this application include a direction to staff to take the required steps to redesignate FREMP Management Unit V-17.4 and a portion of Unit V-17.5 under the FREMP-Richmond Area Designation Agreement from “I1c” to “R1c”. The proposed designation suggests that “Recreation/Park” is the primary foreshore use with “log storage and conservation” (1+c) as the secondary use.

Recreation/Park is defined in the agreement as: “*Areas designated for public open space and recreation*”

The proposed designation involves the removal of the “Industrial” component from the foreshore designation for this specific portion of the waterfront in recognition of the fact that this site has not been utilized for water-oriented industrial activities for at least the past 12 years and recognizes the recreational component associated with the greenway/linear park corridor, including minor lookout/pier structures, envisioned by the Parks, Recreation and Culture Department for the North Arm of the Fraser River for the specific portion of the waterfront immediately adjacent to the Tait Neighbourhood, the only residential node in the Bridgeport Planning Area. The proposed designation continues to recognize and permit the off shore log storage activities that presently take place in front of the proposed development site.

*Site’s Archaeological/Heritage Potential.*

The preliminary archaeological assessment of the site undertaken by Archaeologist and Heritage Consultant Leonard C. Ham, Ph.D. assigned the study area a low potential for archaeological site and recommends monitoring geotechnical and other excavations, including site preparation activities (**Attachment 8**).

Three (3) slough branches that flowed through the site have been identified, two (2) of these branches flowed in a southwesterly direction through the site into the Middle Arm of the Fraser River. These channels would have provided a shortcut to the Middle Arm for fish and people.



Although no settlements are expected in the area of the proposed development, the site is located in traditional territory of the Musqueam First Nation who had several settlements on the North Arm of the Fraser River and it is possible that the riverbank was used for drying fish.

#### Affordable Housing Strategy/Density Bonus

Through its Affordable Housing Strategy, the City of Richmond “recognizes the importance of ensuring that all residents have access to suitable and appropriate housing with the necessary community supports to serve the needs of a diverse population.” Delivery of these affordable housing units is expected to take place through new residential developments by the private and public sector.

As the proposed development involves apartment and mixed use with excess of 80 residential units, a density bonus is applicable in this case if at least 5% of the total residential building area (with a minimum of 4 units) is made available for low-end market rental purposes, as defined by the Richmond Affordable Housing Strategy.

The proposal has responded to this policy by including a minimum of 65 affordable housing units (Low-End Market Rental) having a total combined habitable area of at least 5% of the residential FAR permitted on the site (minimum 4,242 m<sup>2</sup> or 45,680 ft<sup>2</sup>) in Phase A of Parcel A. These units will be secured in perpetuity under a Housing Agreement. A Legal Agreement will also be registered on Title of the proposed development site (RZ 07-380169) to ensure no final Building Permit inspection (i.e. Occupancy) on Phase B of Parcel A is granted until these affordable housing units are constructed.

#### **Consultation**

##### Community Consultations.

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. The developer has undertaken a community consultation process that includes a total of four (4) meetings with the residents of the Tait community. Three (3) of these meetings took place before the submission of a rezoning application to the City and one (1) formal neighbourhood meeting after the official application for rezoning and OCP amendment was received by the City on June 27, 2007.

The various meetings with key neighbourhood residents and the larger community prior to making a rezoning application were intended to gather information and understand what the residents envisioned for the development site. Information and suggestions regarding the development scheme being prepared by the architect influenced the proposal that is under review by the City. The fourth meeting took place as part of the development review process and determined various adjustments to the original proposal submitted with rezoning application.

Invitations to attend the various public meetings on the proposed development were made to residents in the area bound by No. 4 Road to the west, Shell Road to the east, Bridgeport Road to the south and the North Arm of the Fraser River to the north.

The dates of the meetings, attendance and objectives of the meetings with the residents in the immediate area regarding the subject proposal are as follows:

- **March 13, 2007.** Meeting held at 228 - 2680 Shell Road. (Dava Developments Ltd.). 14 long-term influential residents invited.  
The intent of the meeting was to meet with community members and develop a community "wish list".
- **April 10, 2007.** Meeting held at Tait Elementary School. Invitations based on a Canada Post generated list.  
Attended by approximately 70 residents. First development concept, based on input received from first meeting with the residents group, presented to the community at large.
- **May 31, 2007.** Meeting held at Tait Elementary School. 450 invitations sent out based on property list confirmed by ORIS.  
Attended by approximately 50 residents. Information boards displayed showing proposal adjusted based on residents input from previous meeting.
- **October 28, 2008.** Meeting held at 223 - 2680 Shell Road (Latin Quarter Dance Studio). Invitation by flyers delivered door-to-door by Tait Parent Advisory Committee.  
Attended by 61 residents. Concept boards showing the original concept and its evolution to the final concept submitted with the rezoning application displayed.  
Oral presentations included summary overview of previous meetings and concept development, and review of changes resulting from City comments. Questions from the public were answered by the applicant and the project architect.

Issues raised by the residents in the existing single-family residential neighbourhood to the south during the various public consultation meetings/open houses held by the developer are summarized, and how they have been addressed, as follows:

- Concerns regarding truck traffic. Want no trucks and only two (2) lanes of traffic along River Drive combined with traffic calming.  
*Proposal has been refined in coordination with City staff to implement the recommendations resulting from the Traffic Impact Study which include parking pockets for on-street parking and curb extensions, traffic calming measures into the existing neighbourhood and upgrading of traffic signals, among others. Also, additional measures will be investigated to restrict truck traffic along River Drive.*
- Waterfront connection to the neighbourhood.  
*Proposed higher density, which permits up to six-storey high buildings, allows a high degree of permeability through the site. Building separations are much more generous than what a townhouse development would have provided, and provide the wide open parks that visually and functionally connect the existing neighbourhood to the waterfront.*
- Concerns with the grade difference between the proposed higher grade of new road and the existing neighbourhood and potential for flooding.  
*Road is expected to be displaced to the north and will introduce swales with drains to capture runoff/overflow. Will continue to work with the City and implement required City standards.*

- Desire for neighbourhood commercial uses. Presently, residents need to drive for services. *Proposal includes retail commercial uses at the west end of the site; uses such as cafes, restaurants and neighbourhood commercial uses will be encouraged (drycleaners, dentist and doctor offices, etc.).*
- Some concerns with the additional number of vehicles introduced into the neighbourhood and density. Concern with traffic on McLennan Avenue. *Traffic circles are being investigated as an option to reduce speed and flow of vehicles on McLennan Avenue. Traffic consultant and City recommendations will be incorporated in revisions to the Master Plan as the rezoning considerations are satisfied and implemented through the next design phases of the project.*
- Concerns with capacity of Tait Elementary School. *The proposal that includes smaller units and a phased development of the site that will not generate excessive number of students that will affect the capacity of the Tait Elementary School. The Board of Education School District No. 38 (Richmond) will continue to be consulted and asked for input at the Development Permit application review process for each phase of development.*
- Would desire provision of community centre or other community amenities. *Proposed development includes a Day Care/After-school facility adjacent to the central park proposed at the northern end of McLennan Road. Also, construction of a community use space is being proposed adjacent to the Tait Elementary School that would possibly provide for both the residents and school need for multi-use space.*
- Provision of parkland and riverwalk. *Proposal includes two (2) park areas and development of the Waterfront Trail. In addition, several pedestrian links are provided through the development to the waterfront.*

The various adjustments made to the development proposal subject of this report are expected to satisfy most of the concerns raised by the residents at the various consultation meetings. A summary of the issues discussed at the public meetings was given to the City by the developer (**Attachment 9**).

In addition, the rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The statutory Public Hearing will provide area residents, businesses and property owners with another opportunity to comment on the application.

The applicant has forwarded confirmation that a development sign has been posted on the site and, to this date, staff have received no objections to the proposed development.

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

This application meets the City's Policy 5043 regarding OCP Amendment Consultation Referrals. The Policy requires that OCP 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 allows.

On this site, the proposed amendment to the OCP assumes a 1.1 FAR (gross density) and a 1.45 FAR net density after dedication of 2.0 Ha (acres) of land for City parks; this density, as shown in the proposal subject of this report, results in a total of approximately 1026 dwelling units. This number is over the expected density previously assigned to the site in the Bridgeport Area Plan, however the proposed units size and mix, and the proposed development of the site in phases that will expand over a number of years has been refined and is not expected to impact on the classroom space that otherwise would have been required to be built at Tait Elementary School.

The Board of Education School District No. 38 (Richmond), at its meeting of June 1, 2009, considered the proposed OCP amendment and rezoning in light of the adjustments introduced to the original development proposal in regard to type and size of units. The Board found the revised proposal acceptable subject to maintaining these factors without major changes over the time that it would take to complete the proposed development (**Attachment 10**).

To ensure that the proposed number of units, mix and size will not substantially change over the course of the years that it will take to complete the proposed development, a legal agreement with the City will ensure that if the percentage of two bedroom units changes from that currently proposed, the School Board will be consulted. The Board of Education School District No. 38 (Richmond) will be informed of the progress and will be requested to provide input during the Development Permit review process for each phase of the proposed development.

Should there be a need to increasing the enrolment capacity of Tait Elementary School and added classroom space were required, the City would facilitate achieving this capacity increase by permitting the location of portable classrooms on the City park site adjacent to the school.

#### Vancouver Airport Authority (YVR)

As the proposal is located within the 25-30 Noise Exposure Forecasts (NEF) contours, within the area designated as "Area 2-High Aircraft Noise Area" where "All new Aircraft Noise Sensitive Land Uses may be considered, except single-family", the subject proposal was referred to the Vancouver Airport Authority (YVR) for review and comments.

As previously expressed in similar type of developments located within the Aircraft Noise Sensitive Development (ANSD) Policy Area, the Vancouver Airport Authority (YVR) would not support the proposed residential and live-work land uses forming part of the subject proposal, in spite of the OCP designation of the site.

The comments from the Vancouver Airport Authority also indicate that the subject site is subject to the obstacle limitation zones for the airport Northern Runway that have been defined to prevent that obstacles emerge around the airport that may render the airport's runways unusable. The proposed development site located within the protected surfaces that define limitations to any structure to be located within 15 km of the airport. The most restrictive surface affecting the development site is the "Outer Surface" that restrict objects (structures) to a maximum height of 47.0 m for a radius of 4.0 km around the airport; this maximum height of obstacles includes both, the final height of the structure and the height of any equipment required during construction (i.e. crane height). The Comprehensive Development District (CD/209) will limit the height of the building on the site to a maximum of 24.0 m (78.7 ft.)

**Staff Comments****Technical Review**Capacity Analysis.

Capacity analysis for the storm and sanitary sewers are under review. Preliminary assessment has identified the need for sanitary storm and sanitary sewer upgrades, including upgrade of the existing Finlayson Sanitary Pump capacity. These upgrades will be determined via a Servicing Agreement prior to the final adoption of the rezoning. All the upgrades determined by the capacity analysis and approved to the satisfaction of the Director of Engineering will be included in the Servicing Agreement. Rezoning Considerations, 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 (**Attachment 6**).

River Drive Road Improvements and Transportation related Aspects:

A Servicing Agreement for frontage improvements along River Drive and No. 4 Road (integrated to the proposed Park) must be entered prior to final adoption of the rezoning (**Attachment 6**).

## Pedestrian Facilities

- In order to reinforce pedestrian circulation to and through the development site, the proposal will include pedestrian friendly mid-block marked crosswalks on River Drive connecting to the internal courtyards and pedestrian corridors to the waterfront through the development, and building entrances. Various traffic calming measures to achieve both, traffic calming and a pedestrian-friendly circulation network in and around the development site will be provided.
- Due to the additional walking trips generated by the proposed development, improvements to the section of the sidewalk along the west side of No. 4 Road, from Bridgeport Road to the development site will be completed through the Servicing Agreement process.

## Bicycle Facilities

- Bike lanes will be provided along both sides of River Drive, as it is expected that the amount of commuter bike traffic will be greatly increased with the opening of the Canada Line Bridge. Bike lanes will include a 2.0 m wide westbound bike lane on the north side and a 1.8 m wide eastbound bike lane on the south side.

## Transit Facilities

- Transit facilities, such as bus pads, bus stops, bus shelters in the area (i.e. bus shelters at the existing bus stops along Bridgeport if there is no new transit service on River Drive) etc. will be provided in association with the proposed development to improve and encourage use of public transportation. Proposed improvements will be reviewed with and approved by TransLink and City staff through the Servicing Agreement stage.

## Traffic Calming

- Proposed traffic calming on McLennan Avenue will help to preserve and enhance liveability of the existing single-family neighbourhood and the new residential areas being proposed in the area. The design of this and other proposed traffic calming measures will be further refined through the Servicing Agreement process to maximize their effectiveness.

- Parking pockets for on-street parking and curb extensions will be provided along River Drive as traffic calming devices, in addition to specific road design details (roundabouts are being considered).
- Other traffic calming measures, such as curb extensions at intersections, mid-block crosswalks, limiting vehicle weight, and providing signage that restrict truck traffic and speeding are also proposed along River Drive. It should be noted that feasibility of the proposed roundabout at River Drive and McLennan Avenue will be further evaluated in view of improving pedestrian friendliness.

#### Signal Improvements

- With the anticipated new development, traffic travelling to/from the south signal intersections along Bridgeport Road will require improvements. On this regard, controller equipment upgrade for a new left-turn phase and intersection efficiency measures at Bridgeport/Shell and modifications to the existing pedestrian signal to full traffic signal at Bridgeport/McLennan will be provided in association with the proposed development.

#### Parking and Circulation

- In general, the proposed total of 1,700 parking spaces meet the parking requirements with the allowable 10% reduction from the total number of parking spaces required because of the Transportation Demand Management (TDM) measures being provided by the proposed development.
- The proposal considers the provision of the following TDM measures:
  - Provision of co-op Car Arrangement
  - Provision of two (2) bus shelters along Bridgeport Road
  - Complete the sidewalk/pathway along the west side of No. 4 Road
  - Provision of bike lanes along River Drive
- All residential access to the parking level(s) that serve the four (4) phases of the proposed development will be provided from River Drive. Access driveways to the parkade will also provide access to small surface parking areas for visitors and commercial land uses and to drop-off areas in between buildings.
- Maintenance and emergency purposes vehicular access to the dike is to be provided at the north end of No. 4 Road.
- As the information and detailing provided for the present rezoning review process in the Development Master Plan is general in nature, precise and detailed resolution of number and spaces and parking layout and circulation, and the location and functionality of loading and unloading areas will be reviewed and evaluated as part of the Development Permit design review process for each of the proposed development phases.
- Each phase of the proposed development is to be self-supporting and would meet the required parking generated by the number of residential units and uses on the specific development phase.
- Parking for the day care centre and public parking for parks and waterfront greenway/linear park users will be defined at the Development Permit phase for Parcel I and Parcel II.
- Prior to the issuance of Building Permit, a Construction Parking and Traffic Management Plan will be provided to the Transportation Division.

### Tree Survey and Site Vegetation

A site review and evaluation of the trees located at the above referenced property was conducted on November 7, 2008 by the Project Arborist. The site review entailed identification and visual assessment of the trees on site based on the tree survey provided by the project owner or representative(s).

A majority of the existing trees on the site are not suitable for retention due to a variety of conditions pertaining to tree health and structure making them poor candidates for retention. The report has identified two (2) trees that are suitable for retention on the site; one (1) of these trees however is located 'off-site' and is part of a future land acquisition. The site plan will be adjusted to retain these trees.

The trees identified in the Arborist tree survey for retention will be protected and incorporated in the site development plan. Tree planting throughout the site and enhancement of the site edges along the Waterfront and River Drive, with street trees and trees on-site, will be implemented through the Development Permit review process of each development phase and as part of the frontage improvements under the Servicing Agreement.

### Development Cost Charges (DCC) Credits

There are DCC program funds for Park acquisition and Park development. The final design of the two (2) parks and Waterfront Trail identified in association with this proposal will be subject to DCC credits to the limits set out in the Development Cost Charge Bylaw.

### Advisory Design Panel Comments

The Advisory Design Panel reviewed the proposed development at its meeting of July 8, 2009. The Panel supported and provided comments on the proposed development, as presented. Design development to incorporate the Advisory Design Panel comments and recommendations, and outstanding interface/massing issues identified by staff will be addressed in refining and completing the Development Master Plan as part of the Development Permit design review process. The project architect has indicated (in bold letters following the specific recommendations) actions to be taken to address the Panel recommendations (**Attachment 11**).

## **Analysis**

### Bridgeport Area Plan

The Bridgeport Area Plan recognizes that the area will continue to be a mixed-use area that includes industrial, commercial, residential and recreational uses that will shift away from traditional industrial activities to more technological and environmentally sensitive industrial activities. It also recognizes the increasing value of the Fraser River as a recreational and scenic resource as improved access to the waterfront is implemented by expansion of the waterfront trail system and the creation of road-end parks while also protecting and enhancing the Environmentally Sensitive Areas along the river.

The Plan focuses on the "liveability" of the area for residents, workers and visitors and seeks the provision of convenient and appropriate local amenities such as social services, commercial services and open space through both, local and public initiatives.

The proposed development meets the general vision and goals of the Bridgeport Area Plan and the specific Tait neighbourhood objectives of “densification of the existing community and the addition of a new residential area along the north side of River Road between No. 4 Road and Shell Road” and enhancing “the liveability of the community through the provision and retention of amenities.

The proposed development, which involves an OCP amendment to the Bridgeport Area Plan in combination with the rezoning of the site, will add to the vibrancy and liveability of the area with the inclusion of retail commercial, office and live/work space, a day care centre, parkland integrated to the Waterfront Trail system and the provision of community use space at the Tait Elementary School.

In addition, the proposed density and resulting housing typology will facilitate achieving a complete community, widen the range of housing typology offering the opportunity for “aging in place” to long term residents in the area, and achieve a high degree of development porosity that will substantially increase visual and functional accessibility to the waterfront from the existing neighbourhood.

### **Parks and Community Facilities.**

#### *Trails/Greenways*

The Tait neighbourhood already has a significant 1.6 km trail that connects Shell Road to Van Horne Way. The waterfront trail forming part of this development will provide local residents with a link to the future City Centre waterfront and will link residents and visitors from the future hotel/entertainment district back to the Tait neighbourhood waterfront. Shell Road has been identified in the 2010 Trails Strategy as one of the City’s major north-south greenway connections between the South Arm of the Fraser and the North Arm of the Fraser River. A staging area at Shell Road and a new destination waterfront trail as proposed in the subject development is considered a vital component of this City-wide greenways network.

#### *Waterfront*

The waterfront is one of Richmond’s most precious assets. The 2009 Waterfront Strategy – Redefining the Edge approved by Council in February 2009 recognizes the need for the City to showcase excellence in sustainability by ensuring that urban development, community wellness, and environmental health is successfully integrated along the waterfront. The proposed development site is one of the last areas for significant residential development along the waterfront in Richmond.

#### **Proposed Master Plan Landscape Concept.**

The proposed Master Plan Concept that includes two (2) lots to be dedicated for Park uses and the Waterfront Trail is, in general, acceptable to Parks Division. The Parks and Open Space concept elements, the design intents and approach provide an excellent descriptive 'framework' for developing a more detailed park and open space plans through the Development Permit design review process.

The following park and waterfront trail development aspects of the proposal will be addressed via a Servicing Agreement as part of the Rezoning Considerations to be met prior to final approval of the rezoning. It should be noted that the cost of construction of the parks and the waterfront trail may exceed the related available DCC credits. Legal agreement(s) will ensure



that park space is available in a reasonable timeframe to meet the needs of both the new and existing residents in the Tait neighbourhood.

Aspects to be addressed are as follows:

- Acquisition of the foreshore property at 1720 No. 4 Road (P.I.D. 004-005-147), the sliver of land between the dyke and the water lot along the waterfront, and transfer to the City to complete the Waterfront Trail between No. 4 Road and Shell Road.
- As the proposed development is being phased over time, the 1.4 acre Western Park and approximately 550.0 m (1,800 ft.) from No. 4 Road of adjacent waterfront trail to be completed as part of Phase A in Parcel A, to the City's satisfaction .
- The 3.01 acre Central Park and the remainder of the waterfront trail, up to Shell Road, to be completed, to the City's satisfaction, in conjunction with completion of any building on Parcel B of the proposed development. Alternative phasing arrangements will be set out at the SA to ensure that completion of the Central Park responds to the growing population in the area.

#### Community Facilities

Currently, Bridgeport's residential housing stock is primarily single-family homes (65% of residential properties are single-family homes). The proposed development would be multi-family units. Given an additional 2,800 + residents and that they will be living in smaller homes than traditional single-family homes (both in terms of indoor and outdoor space), there will be an increased need for community recreation space and services.

Presently, there are no City recreation or cultural facilities within the Bridgeport Planning Area. The closest City-owned facilities are:

- Cambie Community Centre (2.3 km south east)
- Cambie Library (1.7 km south east)

A few private recreational facilities exist to the south and east of the proposed development. In order to address the lack of community facilities in the area, the developer has worked together with Planning and Parks, Recreation and Culture Services and proposes the following community facilities related actions to be in conjunction with the proposal in reference:

- Contributing to a City neighbourhood community use space (3,500 – 4,500 ft<sup>2</sup> up to a construction value of one (1) million dollars) onto a leased space on the Tait Elementary School site. Coordinated planning of the facility and use and activities programming between the City of Richmond and the Board of Education would be beneficial to both and would provide a 'Neighbourhood' level facilities to serve residents of a PRCS Service Area who live within a five to ten minute walk of the facility (i.e. 1 km in distance). Tait Elementary School is only 250 m from the development site. A neighbourhood level facility, as proposed, would serve a population of approximately 5,700 residents. Construction of this community use space to be secured prior to any development taking place beyond Phase A of Parcel A.
- Contributing the amount of \$500,000 toward the construction of new community facilities either in the City Centre or East Cambie or other options to be agreed to between the owner and the City. This contribution to be made prior to any development taking place on Phase D of Parcel B.

- Provision of a Child Care/Out-of-School Care Facility. The proposed turnkey finishing level facility of approximately 511.0 m<sup>2</sup> (5,500 ft<sup>2</sup>), associated parking and outdoor space (**Attachment 12**) to be built in conjunction with any building to be built on Parcel B and ownership to be transferred to the City. This facility will provide care up to approximately 65 children. The 2001-2006 Child Care Needs Assessment<sup>1</sup> identified the need for infant/toddler space as being particularly pressing in the Richmond Centre North area (encompassing Bridgeport and East Cambie).

Planning and Parks, Recreation and Cultural Services endorses the provision of community use space in association with the Tait Elementary School, the creation and dedication of two (2) lots for park uses, the contributions toward construction of a new Community Centre in north Richmond, and the commitments for design and construction of the two (2) parks and the Waterfront Trail (Rezoning Considerations, **Attachment 5**) in support of the proposed higher FAR density associated with this development.

### **Affordable Housing**

- The proposed development addresses the City of Richmond Affordable Housing Strategy by including a minimum of 65 Low-End Market Rental affordable housing units, with a combined habitable area of at least 5% of the total permitted residential floor area on the site (4,243 m<sup>2</sup> or 45,680 ft<sup>2</sup>), in its first development phase (Phase A on Parcel A). These units will be secured under a Housing Agreement in perpetuity.
- The proposed development will provide a mix of housing units that reflect the market housing mix and the size of the units will comply with the minimum floor areas recommended in the Strategy.
- The rest of the dwelling units included in proposed development may also include a number of affordable housing (Entry Level Ownership market housing) because of their size and level of finishing. It is possible that some of these units might be purchased for rental purposes, therefore contributing to increase the rental pool in the area. These market units, however, will not be covered under the Housing Agreement.

### **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 (FAR). The Public Art contribution would therefore be approximately \$574,791, based on a total building area of approximately 88,985 m<sup>2</sup> (957,825 ft<sup>2</sup>). The contribution would be phased over time as development occurs.

### **Barrier-free Access**

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

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<sup>1</sup> An updated Child Care Needs Assessment was undertaken in 2008.

- At least two (2) units in each of the mid-rise residential buildings 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 possible. The number and location of accessible units will be finalized through the Development Permit process.
- Further, the applicant will incorporate of 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 in all units.

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

Each of the four phases of the proposed development will provide indoor and outdoor amenity space on-site, in compliance with the Official Community Plan (OCP).

### **Proposed Comprehensive Development (CD/209) Zone**

The proposed Comprehensive Development (CD/209) zone is based on “Comprehensive Development District (CD/137)” that provide for a range of housing types that include from two to three-storey townhouses to six-storey apartment buildings and also provides for commercial and community uses. The proposed CD zone is tailored to the comprehensive and special characteristics of the proposed development.

- The proposed OCP amendment to the Bridgeport Area Plan that facilitates the subject rezoning that will expand the range of housing types to include Residential Mixed Use (Townhouse, and mid-rise apartment buildings) will be a step forward in achieving the planning objectives of overall densification, consolidation of a more complete community and liveability objectives for the Tait neighbourhood area (**Attachment 13**).
- The increase in density up to a maximum 1.45 FAR being proposed is supported as it will make it financially feasible to provide the various community amenities being added to the neighbourhood that include community use space, a Child Care facility, two (2) parks, linear park along the waterfront and increased accessibility to the waterfront.
- Proposed maximum 1.45 FAR density results in a smaller footprint of buildings and increased permeability than a typical townhouse development would generate, therefore increasing the opportunities for visual corridors and open space linkages to the waterfront extending through this residential area between the existing residential neighbourhood and the river.
- The current Bridgeport Area Plan land use designations and add mixed use residential uses, retail-commercial, office and community facility uses and the density increase being proposed is supported as it allows for the provision of public amenities, enhanced open space and support expansion of public transportation to the area.
- The OCP amendment to the Bridgeport Area Plan proposed in combination with the subject rezoning application is intended to address the City’s, and existing neighbourhood’s desires for renewal of the area and enhancing and improving public access to the waterfront.

- The inclusion of proposed land uses and parkland integrated to the waterfront trail system add to the vibrancy and liveability of the Tait neighbourhood that is presently isolated, in the proximity of the north end of the City Centre area.
- Proposed buildings setbacks will protect the integrity of the river dike and achieve a soft transition to park areas and River Road.
- Setbacks along River Drive recognize the character of the existing residential neighbourhood and the desirable transitions/street building relationship associated with the townhouses being proposed along the street front.

### **Master Site Planning/Urban Design Issues**

The Location of buildings on the site have generally addressed the building mass relationship to the riverfront linear park, toward the park areas, the common open space amongst residential mid-rise buildings and toward the existing single-family residential neighbourhood to the south.

- The proposed development meets the City-wide and Bridgeport Area Plan overall objectives for the area and responds well to its urban context.
- The massing scheme of the proposed development achieves the desirable transition from the single-family residential on the south side of River Drive to townhouses on the north side and to higher buildings toward the waterfront.
- The varying height, setback of buildings and the stepping down toward the river reinforce the articulation of masses and open spaces along the Waterfront Trail.
- The potentially iconic architectural expression and distinguishable mass of the western end of the building at the corner of River Drive and No. 4 Road will establish a landmark/gateway into the West Park and the riverfront beyond.
- Potential for facade articulation and architectural expression of each building to allow each of them some individual identity and provide variety while also providing consistency and achieving unity of design.
- Indoor amenity space of each of the buildings will be located at the courtyard level, having direct access to the central green open spaces.
- Further design development would benefit the interface area between townhouses and public street along River Drive and achieve a gradual transition from public to semi-private spaces and reflect the desirable streetscape and urban environment of this pedestrian-oriented street.
- Location of Public Art is being considered at the public plaza area on No. 4 Road and River Drive in Phase A of Parcel A, and also at the ending of McLennan Road as a gateway/landmark at the entrance to the Central Park.

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

1. Need to reinforce the transition areas and articulation of the various open spaces provided along the riverfront. *Courtyards that include public access open space should naturally be perceived as areas that widen of the linear open space/greenway along the riverfront. Issue of proportion and transition from the waterfront linear park to courtyards to be addressed.*
2. Variation in buildings' setback from the river edge greenway/linear open space. *Increasing the setback of some of the buildings defining the courtyard spaces would reinforce the transition and invite access /use of courtyard spaces and reinforce the role of these spaces as visual/functional public use open space corridors between the waterfront and the existing residential neighbourhood the south.*
3. Buildings' stronger height transition down to the waterfront linear park. *Carving/stepping of the northern end of some of the buildings mass would achieve a gentler/softer transition to a pedestrian scale toward the riverfront greenway/linear open space. In the case of the buildings configuring the public use courtyards these changes in height at the north end of the buildings will accentuate the relationship between the waterfront greenway/linear park and the public use courtyard spaces.*
4. Entrances to the pedestrian corridors/public use open space courtyards from River Drive. *Difference in grade between River Drive and the internal courtyards and massing and separation between townhouse clusters (proportions) should be re-evaluated. These entrance points to be designed as gateways that make more evident the presence of public use corridors from existing neighbourhood to the waterfront through the development. Entrances to these corridors should be widened while the vehicle entrance driveways to the site should be narrowed to achieve the expected objectives. In some cases, the combination of pedestrian and vehicular access to the site may be considered.*
5. Reinforcement of the relationship between the decks of the retail commercial ground floor frontage and the West Park. *Issues of change in grade and rigid edges.*
6. Potential for development of a public urban plaza and visual landmark at the southwest corner of the site (No. 4 Road and River Drive). *Proposal should reinforce the special treatment of this area as the gateway into the park and City-wide public access point to the riverfront. Location of a significant Public Art component at this corner to be considered.*
7. Reinforcement of mass articulation of corner building at the southwest corner of the site. *Architectural design development should take advantage of the proposed hexagonal form of the corner of building to anchor the corner of No. 4 Road and River Drive and contribute to the gateway to the riverfront character of the West Park.*
8. River Drive townhouse frontage character. *Architectural character of the townhouse clusters fronting on the street should achieve a strong relationship and compatibility with the character of the neighbourhood on the opposite side of the street. Landscaping and soft grade transition up from the street level required.*

9. Loading and unloading, day care and public parking areas. *These aspects of the proposal have not been resolved at this site Master Planning stage. Further design development should address these aspects from both a functional and aesthetic point of view.*
10. Landscaping character and treatment of riverfront greenway/linear park and the two (2) public parks. *Further design development in coordination with Parks and Recreation Department and FREMP is required to achieve the environmental and park development objectives of both, the City and the specific development proposal.*

### **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 by providing stepped planters and front door entrances to the townhouses along River Drive. Slightly raised private patio areas combined with landscaping and pedestrian access from the courtyards between buildings and along the waterfront greenway/linear park will activate the public realm and provide opportunities for casual surveillance over common and public access open spaces.

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

In addition to requiring a high standard of development, the development of complete communities is an important objective of the Official Community Plan. The development proposal responds well to a series of objectives of well-being and social liveability articulated in the Plan in providing a mix of uses that include commercial, live/work and residential uses and incorporating community amenity space as important components of this mixed-use development proposal.

### **Sustainability Related Aspects**

The development proposal is required to respond to the City's commitment to long-term environmental, financial and social sustainability. The developer intends to apply several sustainable strategies and will include a series of features aiming to meet the sustainability objectives of the Official Community Plan as follows:

#### Site Planning and Neighbourhood.

- Based on the principles of *SmartGrowth*, the proposed development provides higher density, mixed-use walkable built environment with more greenspace and is located to relatively short distance from major transit corridor.
- Provides a series of linkages throughout the site connecting to the existing Tait neighbourhood.
- Mix of land uses. It includes neighbourhood retail and office services, two (2) waterfront parks, upgraded dyke and dyke trails and a day care facility to facilitate achieving a complete and balanced community where people can live, work and play.
- Potential for implementation of a district Neighbourhood Energy Utility pilot project in conjunction with the City of Richmond.
- Provides a variety of transportation choices. Residents will have improved and safe infrastructure for walking, cycling and easy access to transit, in addition to driving.

- Provides diverse housing opportunities, including a range of unit sizes and types ranging from studios to live/work and two-bedroom condominium and townhouse units. People in different family types, life stages and income levels can afford a home in the neighbourhood that also includes affordable rental units.

#### Landscaping

- Advanced storm water infiltration and remediation measures that include centrally located storm water ponds to divert the majority of the storm water into these naturalized areas.
- Native varieties of landscaping with drought tolerant planting requiring less water.
- Green Roofs over podium areas (parkade) and commercial areas to reduce heat island effect.
- Large greenspace areas provided, including public parks, several Privately Owned Public Areas (POPA's) and an upgraded waterfront Dyke Trail which includes cycling.

#### Transportation

- Community Car Sharing Network (Co-op Cars) for residents and "End of Trip" Facility for bikers provided for commercial tenants as part of TDM measures.
- Bike trail to be an extension of the off-street cycling trail network providing access to Canada Line Bridge linking the City of Vancouver's bike routes.
- Upgrading of walking routes to Bridgeport Canada Line Station.
- Provide location(s) for future bus shelters. Bike racks outside all buildings and possibility of providing bike shelters.

#### Buildings

- Highly sustainable Wood-frame construction (most buildings) over concrete parkades with green roofs above.
- Locally sourced materials reduce exhaust and fuel consumption.
- Geothermal ground source heat pump system that provides energy for heating and cooling.
- Pre-ducting within buildings for future solar energy options.
- Low-flow toilets and showerheads and Low-flow Faucet Aerators.
- Energy and water efficient front loading washers and dryers.
- Energy Star Rated windows with Low-E glazing. Energy Star Rated appliances.
- Energy Efficient Lighting in common areas (i.e. CFL's) and energy saving motion sensors lighting where practical.
- Occupancy sensors at Parkade Lighting Level (Minimum lighting levels will be maintained).
- Low VOC Paints.
- Environmentally friendly Bamboo flooring from renewable sources.

#### **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 level.
- Incorporating glazing into parking level elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).

- Providing raised curbs to separate vehicles from pedestrian circulation areas around elevator core and improve sight angles and surveillance in parking level.
- Where possible, providing fenestrations on exterior parking level walls to facilitate penetration of natural light and allow natural ventilation.
- Identifying a clear path from visitor parking area to the elevator core (s).
- Avoiding hidden corners and increased visibility toward buildings' lobby, mailrooms and elevator core.
- Indoor amenity space to be sited to expand to and facilitate passive surveillance over the outdoor amenity areas.
- Pedestrian scale lighting posts and luminaries to be considered in all outdoor areas and especially along public corridors through the development from River Drive to the riverfront to minimize effect of light pollution on adjacent dwelling units while also identifying the public path.
- Individual entries from courtyards to buildings' lower level units should be considered to establish an animated and pedestrian friendly courtyard character and facilitate passive surveillance.

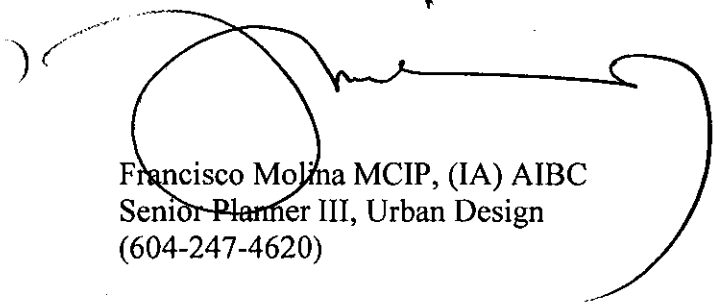
### **Financial Impact**

- There is no immediate financial impact to the City that will result from the proposed development as the day care centre will be delivered to the City as a turn-key facility at no cost to the City.
- Future City budgets will need to reflect the capital and operating financial commitments associated with the community use space to be provided on the site of, and linked to the existing Tait Elementary School building. Use of this City-owned community use space on the Tait Elementary School site would be shared/programmatically coordinated by the City and the School Board. Impact of potential capital and operating financial commitments by the City regarding the community use space will be negotiated and brought back to Council by Real Estate Services prior to the final adoption of the rezoning bylaw.

### **Conclusion**

Staff recommend this application be approved to proceed. The proposed development will help the City to achieve the overall urban design objectives for areas along the waterfront as well as significantly contribute to achieving a complete community in the Tait neighbourhood, within the Bridgeport Planning Area. The proposed development will widen the housing types and sizes, slightly increase the overall density in the area, add parkland areas to the neighbourhood, facilitate development of the riverfront for recreational purposes and will provide day care and community use space in a comprehensively planned type of development. The proposed development will also contribute to implementing the development of the City's riverfront trail and reinforce pedestrian/biking links to public transportation corridors in the proximity of the site.



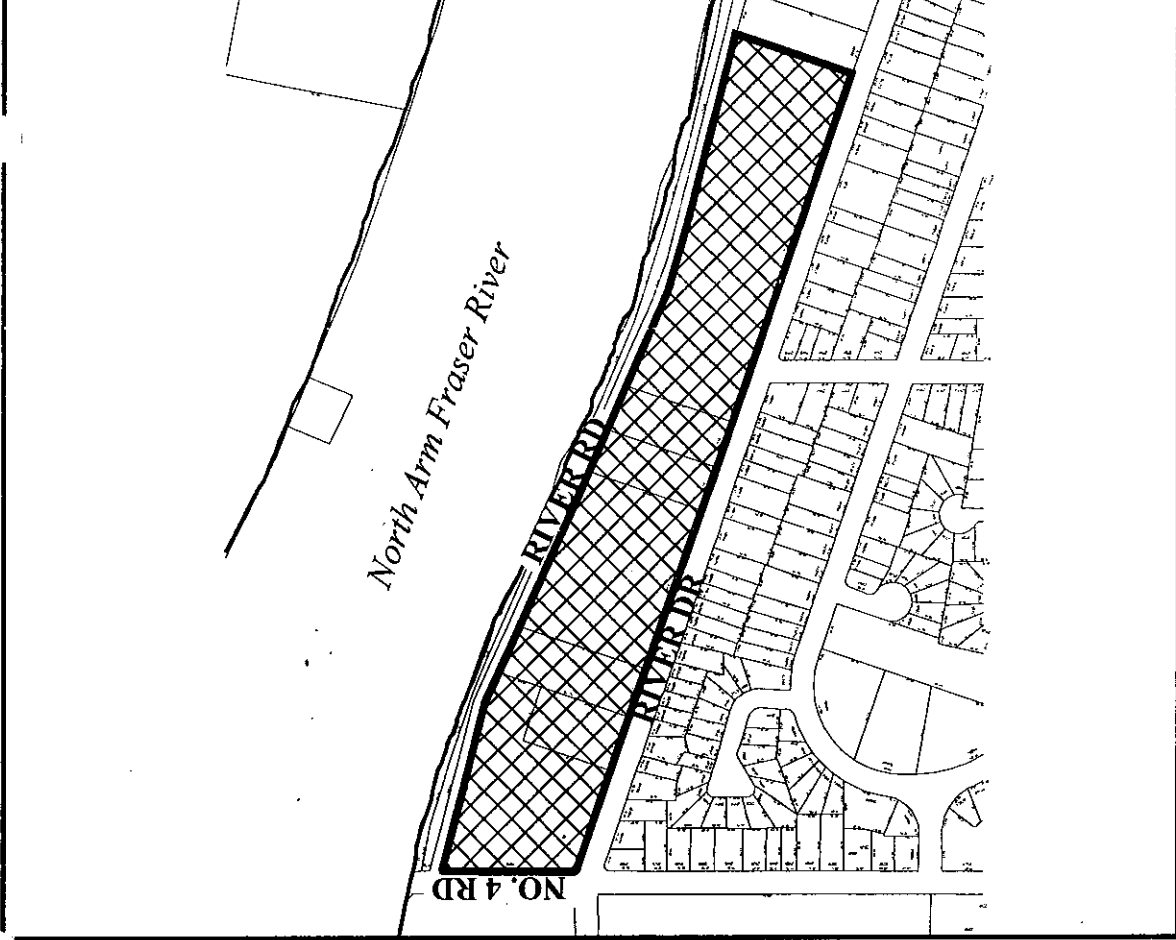


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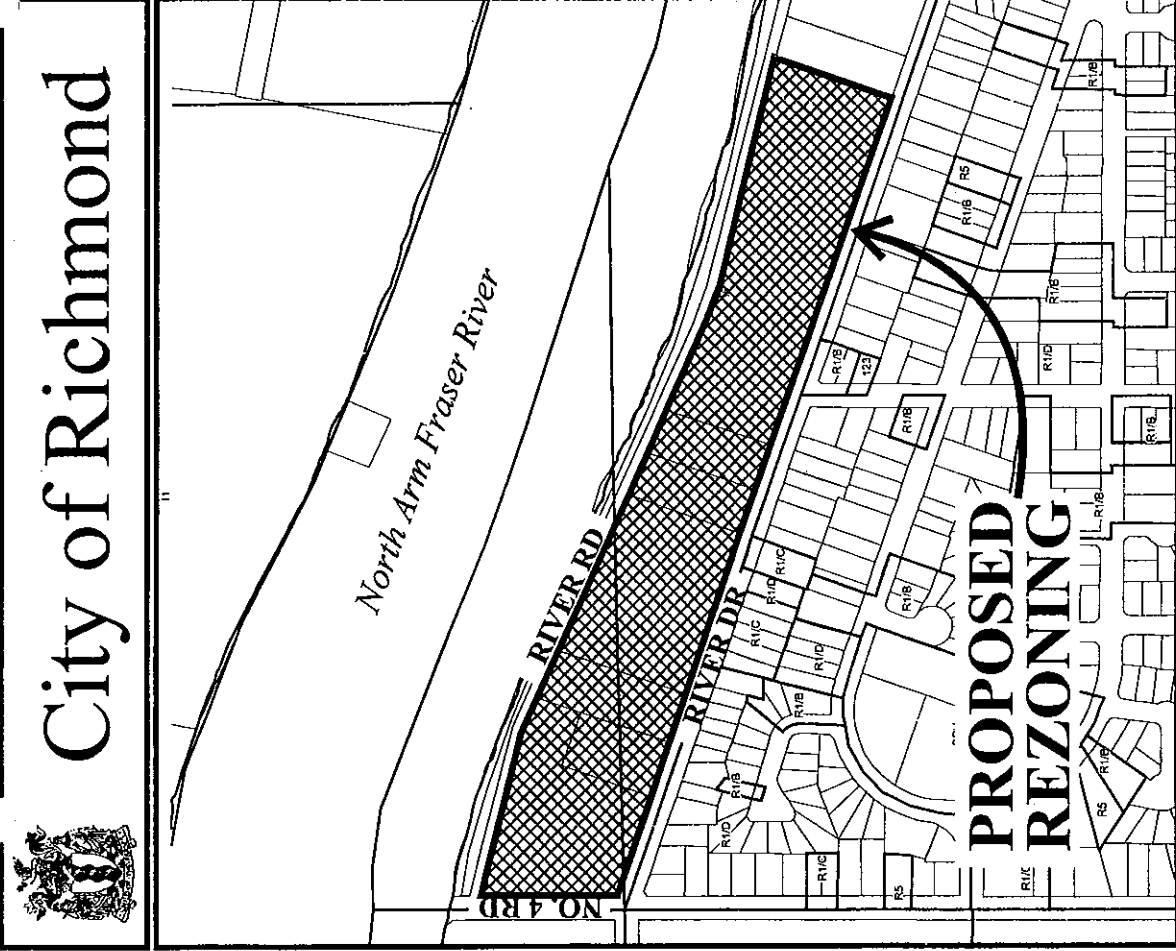
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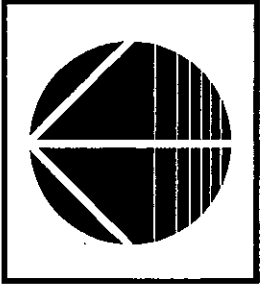
- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Data Sheet
- Attachment 4: Schematic Proposed Site Subdivision
- Attachment 5: Development Phases
- Attachment 6: Rezoning Considerations
- Attachment 7: Typical Cross-Section River Dyke Upgrades
- Attachment 8: Archaeological Assessment
- Attachment 9: Public Consultations Summary
- Attachment 10: Letter from Board of Education School District No. 38 (Richmond)
- Attachment 11: Advisory Design Panel Recommendations and Architect Responses
- Attachment 12: Terms of Reference for Construction of Child Care Facility
- Attachment 13: Amendment to the Bridgeport Area Plan Land Use Map-West Bridgeport



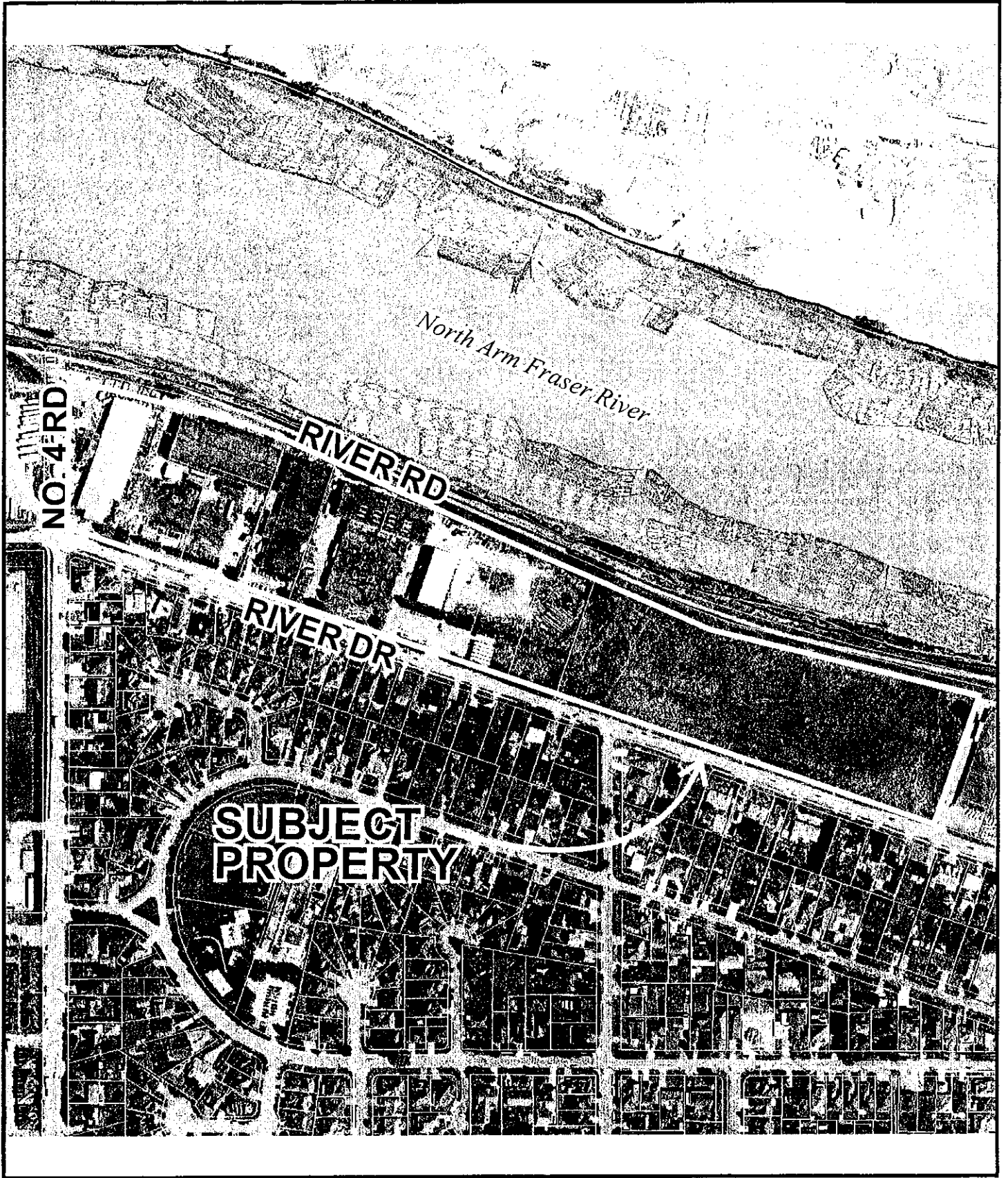
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 Revision Date:  
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City of Richmond



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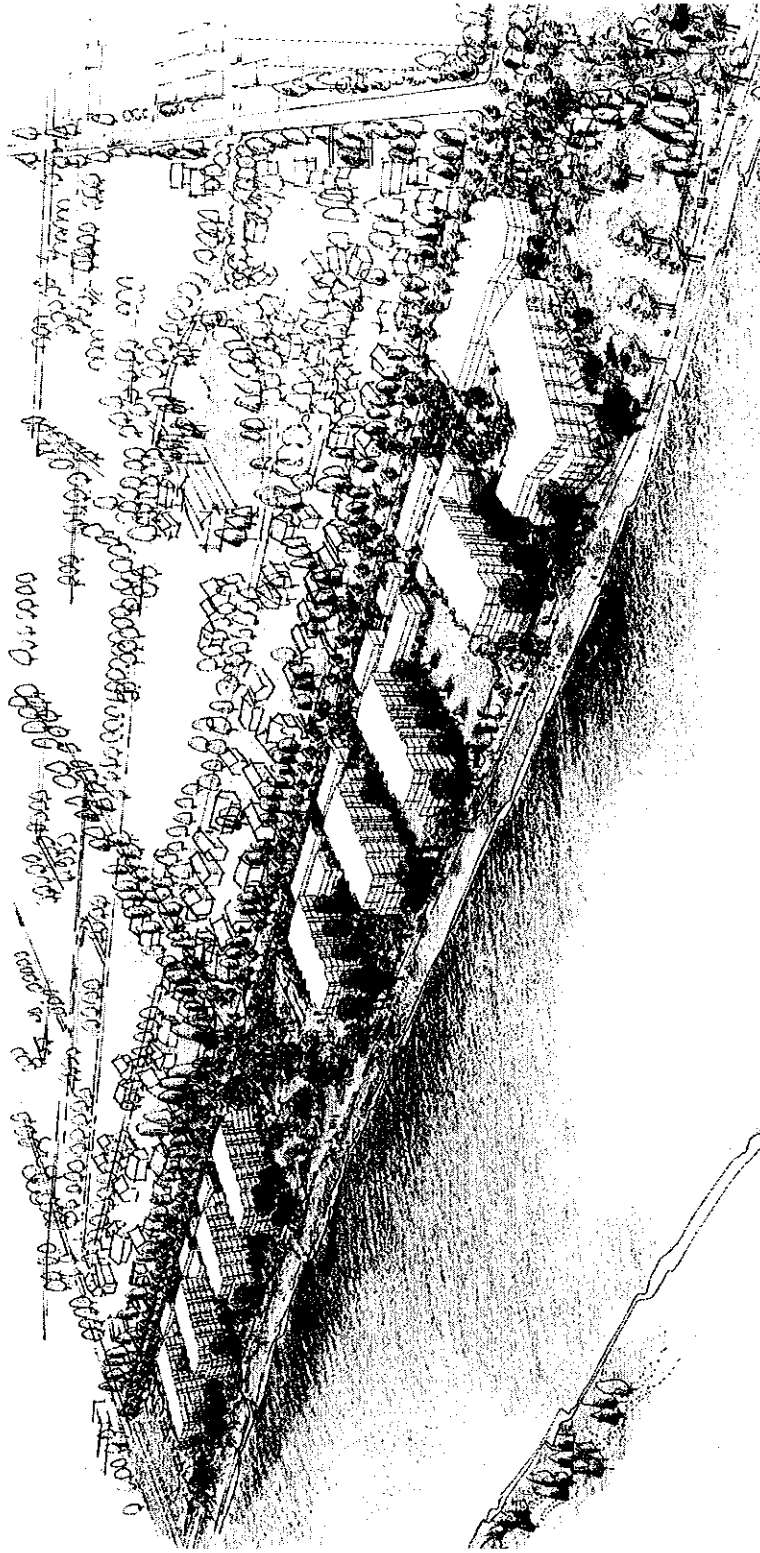
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Amended Date:

Note: Dimensions are in METRES

*River's Edge is a vibrant riverfront community providing a wide range of housing options to complement the existing neighbourhood. It is developed on the principle of providing full public access to an enhanced foreshore area comprised of open parks space, multi-use pathways, view points and lookouts, and generous landscaped open spaces.*

*The project will have two faces: a residential character along River Drive compatible with the existing single-family fabric; and a more industrial multi-family character facing the working river and industrial lands to the north. Small neighbourhood retail shops, a public plaza and village stroll will anchor the western end of the site further complementing the range of services and amenities for the neighbourhood.*



Patrick Cotter  
Architect Inc.

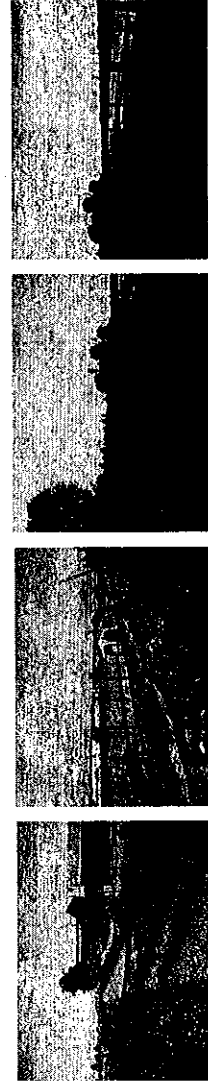
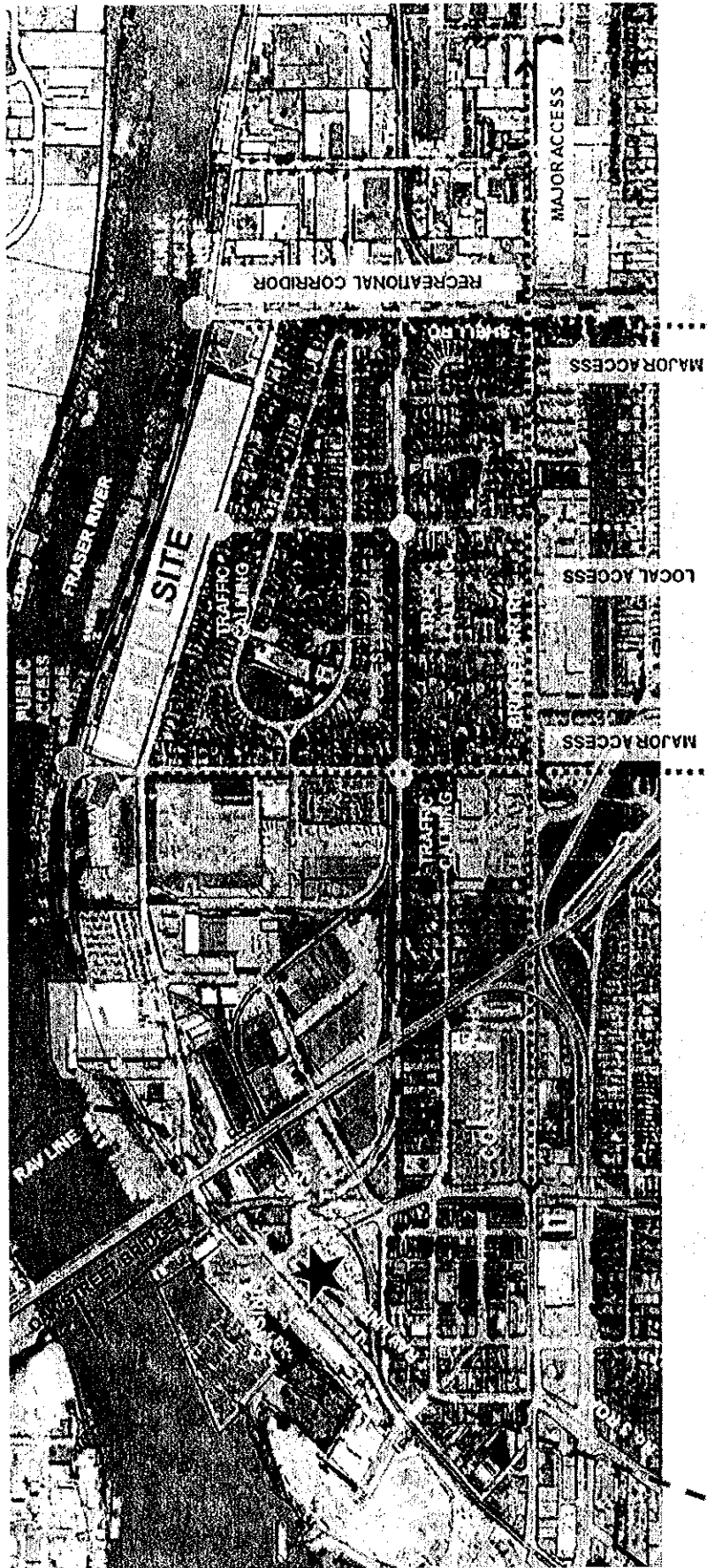
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## River's Edge

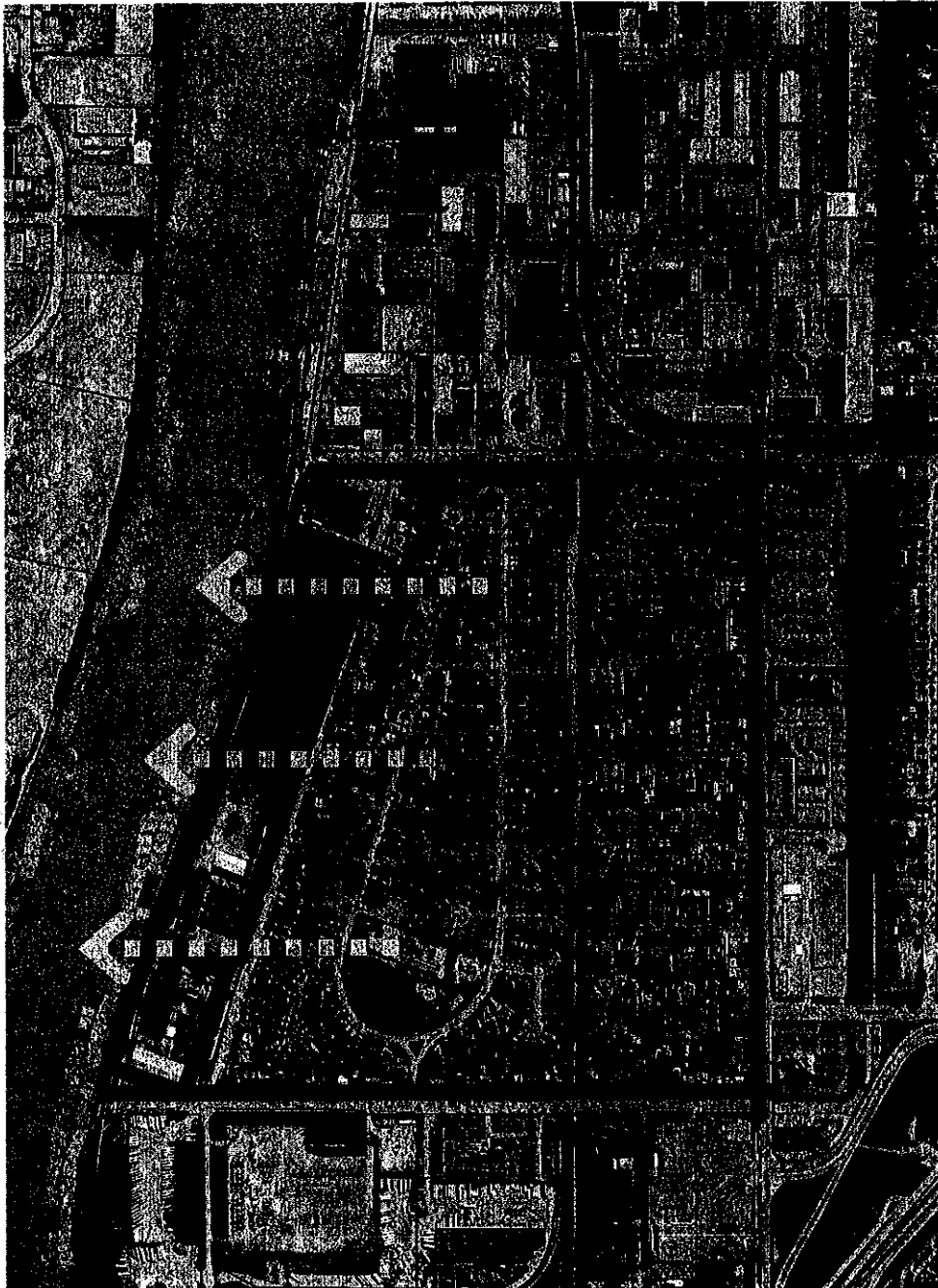
River Drive Mixed Use Development  
RZ : 07 - 380169  
10071- 10311 River Drive & 1880 No. 4 Road

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Riverfront and Dyke Trail



- Re-orient neighbourhood to the river and waterfront to the north.
- Break-down the isolation of the neighbourhood which is surrounded by commercial and industrial land-uses.
- Enhance the viability and strength of the neighbourhood and provide a more complete community.
- Provide full public access to a developed public River's Edge amenity.
- Provide for continuity with major pedestrian corridors and linkages.
- Provide for enhance control of vehicle movement through the neighbourhood .

## Design Rationale

*"Re-connecting a neighbourhood to the riverfront, creating a complete community, and bringing the river's edge back to life"*

River's Edge is a vibrant riverfront community providing a wide range of housing options to complement the existing neighbourhood. It is developed on the principle of providing full public access to an enhanced foreshore area comprised of parks, multi-use pathways, view points and lookouts, and generous landscaped open space.

The project will have two faces: a residential character along River Drive compatible with the existing single-family fabric, and a more industrial building typology of multi-family units facing the working river and industrial lands to the North. Small neighbourhood retail shops, a public plaza and village stroll will anchor the western end of the site further complementing the range of services and amenities for the neighbourhood.

### Context, Transition and Continuity

The River's Edge Development straddles the southern edge of the north arm of the Fraser River occupying the northern fringe of the TAIT neighbourhood in the Bridgeport Area of Richmond.

The site is on the immediate boundary of the City Centre Area Plan and is at the eastern end of the special waterfront district reaching westward toward the city core. This special district is currently planned for a density range of 1.5 to 2.0 FAR. The proposed development is an opportunity to reflect similar planning intent taking existing density to 1.45 FAR, extend the waterfront amenity and provide a transition zone into the single-family fabric to the south and industrial land to the east.

### Complete Community

The proximity of the Canada Line station and the potential for extended transit services into the area rationalized by a more compact community presents an opportunity to establish a pedestrian-oriented neighbourhood with a greater orientation to public transit. A network of sidewalks, pathways and trails ties the development together and invites the community to connect with it and the waterfront with the establishment of view corridors, pedestrian links and the provision and programming of open spaces as public outdoor amenities throughout the site.

Reduced building footprints and increased building heights, combined with ground-oriented building forms create a porous site and optimize the opportunity for open space while introducing a greater variety of housing options, extending the current single-family context to include townhouses, apartments and condominium units of varying sizes. Community services and public amenities including neighbourhood retail, community halls, day care facilities, seniors' and affordable housing also form an integral part of the Development Plan, facilitated significantly by increased density.

## Community Plans

### Richmond and Metro Vancouver

The River's Edge Development aims to deliver on the key Community Plan goals of the City of Richmond towards **balanced development and distinct neighbourhoods**, as well as the Metro Vancouver Regional Growth Strategy of building **complete communities** that offer:

- A broader range of housing options;
- Increased and improved transit services;
- Complete pedestrian and neighbourhood linkages;
- Enhanced public access to the waterfront, parks and open space;
- Adequate community services and public amenities; and
- Protected natural and cultural areas.

### Bridgeport Area and TAIT Neighbourhood

The development also addresses community-specific issues and objectives presented in the Bridgeport Area Plan in support of the community's call for a renewal that:

- Responds to the changing nature of uses due to shifts in the marketplace and environmental concerns;
- Recognizes the value of the Fraser River as a recreational and scenic resource by improving access to and expansion of the waterfront trail system, the creation of road end parks and staging areas, and development of tourist commercial facilities;
- Protects Environmentally Sensitive Areas (ESA) along the river and preserves northern views and heritage features;
- Improves road, transit, bicycle and pedestrian movement systems; and
- Enhances the liveability of Bridgeport through the provision of convenient and appropriate local amenities such as social services, commercial services and open space.

These issues and objectives, particularly in Housing and Neighbourhood Development, relate directly to TAIT as the principal remaining residential neighbourhood in the area. Proposed policies align with the aspirations of the community and include:

- An increase in housing density and options;
- The development of foreshore parks for neighbourhood and city use;
- Reduction or removal of existing deficits and barriers, particularly with respect to public access to the waterfront; and
- The improvement of transportation and transit services.
- The Bridgeport Area Plan specifically identifies the River's Edge site for housing and parks development.



## Design & Planning Principles

### Reinforce Context and the Role of Development

Provide the opportunity for the City Centre to extend and integrate their waterfront strategy into the north arm of the Fraser River while reinforcing the neighbourhood's role as the principle remaining residential community in a predominantly industrial area.

- Establish linkages with the City Centre and the community through the waterfront
- Extend and integrate the waterfront district
- Preserve the neighbourhood's identity as the principle remaining residential community in an active industrial corridor

### Provide an Adequate Range of Housing Options and Complementary Uses

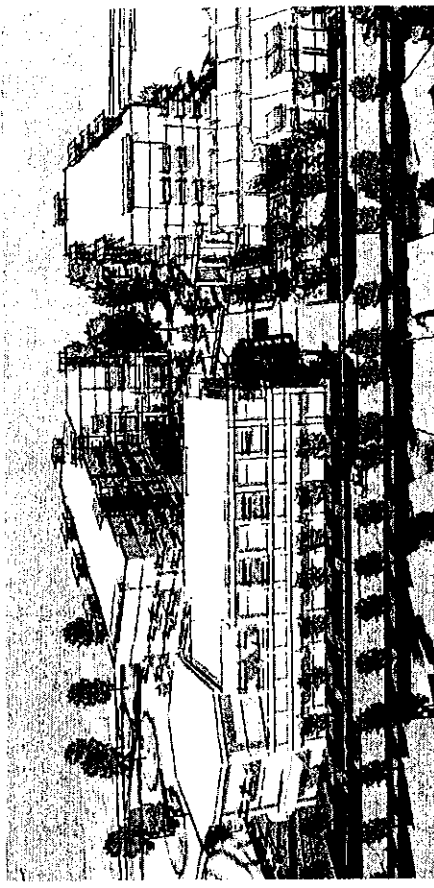
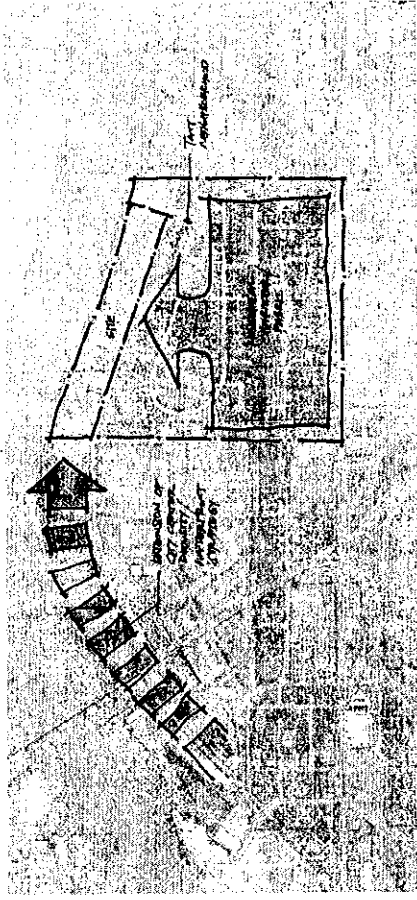
Introduce a variety of housing types and densities to suit changing incomes and life-stages supported by a host of complementary uses towards establishing a complete community.

#### A. Provide a variety of housing options

- Townhouse
- Duplex
- Apartments
- Condominiums

#### B. Consider complementary uses

- Village commercial
- Live-work units
- Affordable housing
- Seniors'/Assisted Living



## Design & Planning Principles

### Optimize the Benefit and Advantages of Densification

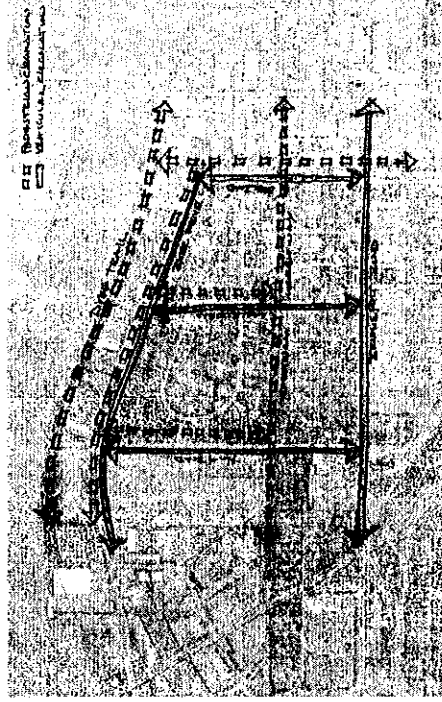
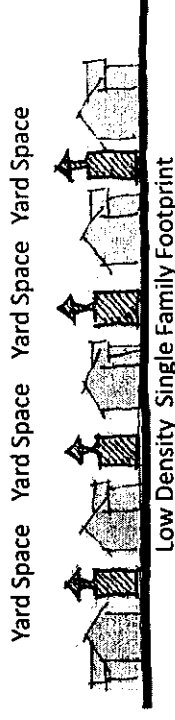
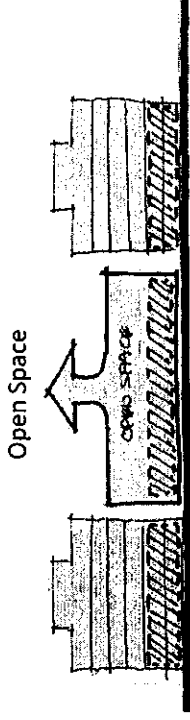
Achieve sufficient density to support the provision of public amenities and open space, and the viability for expanded transit services and neighbourhood enhancements. Increased density will also support the additional cost of structured parking below grade which reduces the extent of paved surfaces and increases landscaped open space at grade. Higher building forms effectively reduce building footprints and complement the strategy to maximize open space.

- Design for less site coverage and more open space for public amenity
- Promote expanded community services and public amenities
- Public transit services
- Child-friendly amenities
- Community space

### Ensure Pedestrian and Community Linkages

Trace sidewalks, pathways and trails to complete continuous loops within the site and connect with pedestrian networks in and around the neighbourhood. Ensure that these linkages are fully accessible and properly separated where necessary to provide safe walking and cycling routes.

- Complete a network of sidewalks, pathways and trails
- Establish connections with the neighbourhood and surrounding communities
- Promote a culture of walking and cycling



## Design & Planning Principles

### Enhance Public Access to the Waterfront, Parks and Open Space

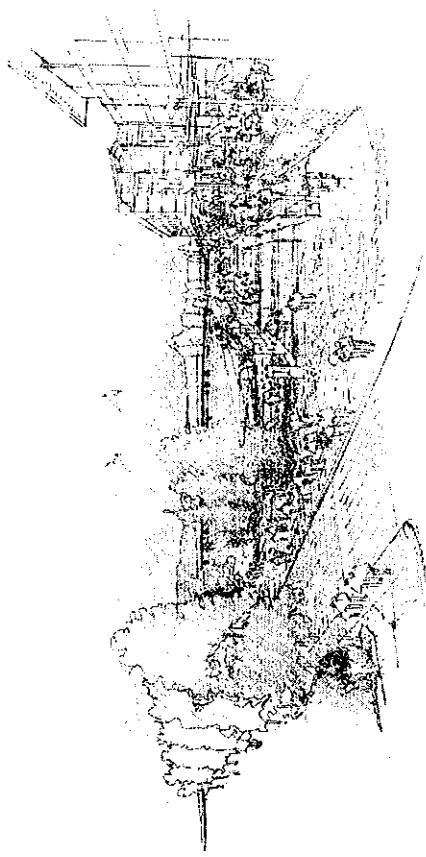
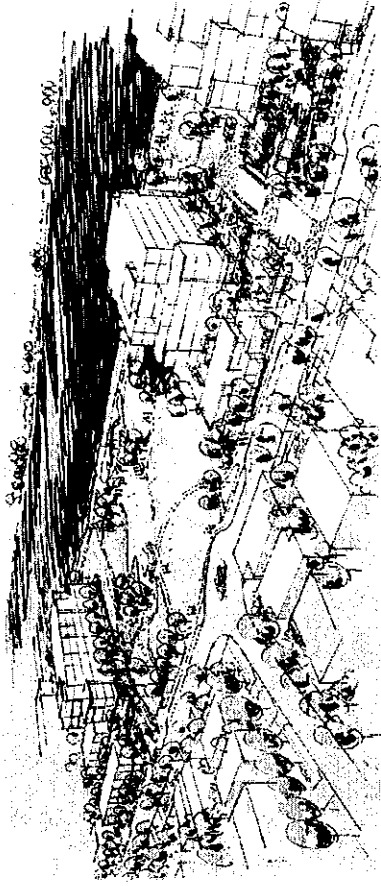
Open multiple gateways that facilitate access to the waterfront from the south connecting the community to the water's edge and to the Dyke trails. Design for physical and visual permeability with reduced building footprints, increased heights and roads to the waterfront. Dedicate park and open space for public use as well as Privately Owned Publicly Accessible (POPA) spaces with provisions for a variety of seating and gathering places that offer opportunities for viewing water-based recreation activities.

- Open gateways
- Preserve and enhance scenic natural views
- Dedicate open space for public use
- Allocate Privately Owned Public Amenity (POPA) space
- Provide seating and gathering places

### Create Vibrant Areas and a Sense of Place

Introduce a 'Main Street' commercial area focused on neighbourhood services and retail that provides inviting spaces that transition between private and public space. Design 'gathering places' along the water's edge, connecting park space, community services, and retail activity to create exciting pedestrian environments and distinctive places.

- Create inviting, animated spaces
- Provide gathering places and connect buildings and people to nature
- Preserve and enhance the pedestrian experience
- Establish distinct architectural character along the waterfront and dedicated park space



## Sustainability Principles & Strategies

### Smartgrowth Principles

- Mix land uses. Each neighbourhood has a mixture of homes, retail, business, and recreational opportunities.
- Build well-designed compact neighbourhoods. Residents can choose to live, work, shop and play in close proximity. People can easily access daily activities, transit is viable, and local businesses are supported.
- Provide a variety of transportation choices. Neighbourhoods are attractive and have safe infrastructure for walking, cycling and transit, in addition to driving.
- Create diverse housing opportunities. People in different family types, life stages and income levels can afford a home in the neighbourhood of their choice.
- Encourage growth in existing communities. Investments in infrastructure (such as roads and schools) are used efficiently, and developments do not take up new land.
- Preserve open spaces, natural beauty, and environmentally sensitive areas. Development respects natural landscape features and has higher aesthetic, environmental, and financial value.
- Utilize smarter, and cheaper infrastructure and green buildings. Green buildings and other systems can save both money and the environment in the long run.
- Foster a unique neighbourhood identity. Each community is unique, vibrant, diverse, and inclusive.
- Nurture engaged citizens. Places belong to those who live, work, and play there. Engaged citizens participate in community life and decision-making.

### Sustainable Neighbourhood Strategies

Following the principles of Smartgrowth and new urbanism, the proposed development aims to:

- Provide higher density, mixed-use, walkable, and transit-oriented communities with optimized green space.
- Introduce housing, employment, retail and recreation all within a compact community.
- Provide a series of linkages throughout the site connecting the existing Tait neighbourhood with the development. Components include neighbourhood retail and office services, waterfront parks, upgraded Dyke and Dyke trails and a daycare facility offering vital spaces towards a complete and balanced community where people can live, work and play.

**The development is also a potential candidate for a district Neighbourhood Energy Utility pilot project in conjunction with the City of Richmond.**

### Sustainable Landscaping Strategies

- Advanced stormwater infiltration and remediation measures to include centrally located stormwater ponds which divert stormwater into these naturalized areas.
- Native varieties of landscaping with drought tolerant planting that require less irrigation.
- Removed trees may be used as habitat logs for storm infiltration swales and seating.
- Green roofs over podium areas to reduce *heat island effect*.
- Preserved green space including dedicated park areas over 4 acres, POPAs, and Dyke/cycling trail upgrades.
- Extensive network of openings throughout the site linking the Tait neighbourhood to the waterfront.

## Sustainability Principles & Strategies

### Transportation

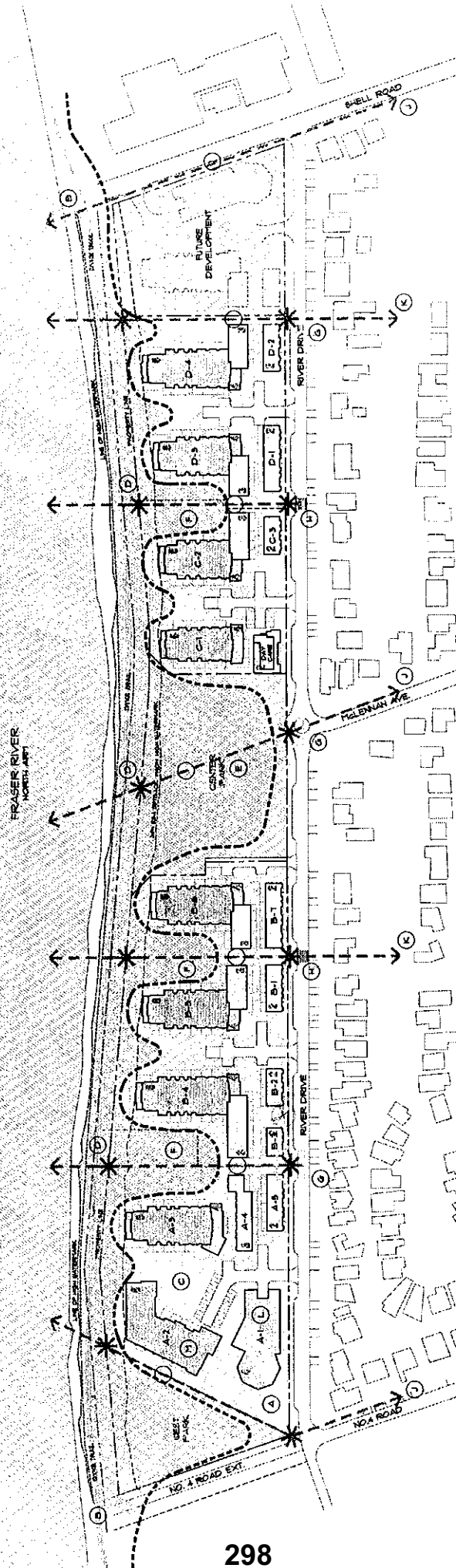
- Community Car Sharing Network (Co-op Cars) for residential and commercial tenants.
- "End of Trip" facility for bikers to be provided for commercial uses.
- New Dyke trail designed to encourage walking, running and cycling.
- Dyke trail to be an extension of the off-street cycling trail network providing access to the pedestrian/bike walkway on the Canada Line Bridge and linking the City of Vancouver's bike routes with the City of Richmond.
- Transit Oriented Development Measures:
  - Node containing mix of uses including residential, office and retail uses
  - Walking distance to Bridgeport Canada Line Station
  - Walking/cycling distance to Canada Line Bridge and access into Vancouver, including access to Richmond's and Vancouver's extensive cycling network
  - Provide locations for future bus shelters

### Exterior

- Energy Star rated windows with Low-E glazing.
- Green roofs over commercial areas.
- Pre-ducting within buildings for future solar energy options.
- 'Capped' bollard and low pathway lighting for reduced light pollution.
- Bike racks installed outside all buildings and explore the possibility of bike shelters.

### Other

- Highly sustainable wood-frame construction (most buildings).
- Common concrete parkades to have green roofs above.
- Locally sourced materials will be used whenever possible.
- Recyclable materials (steel, glass and concrete) reduce maintenance and replacement costs.
- Recycling Program to include education, site signage and recycling bins.
- Additional recyclable products used include brick pavers and drywall.



DESCRIPTION

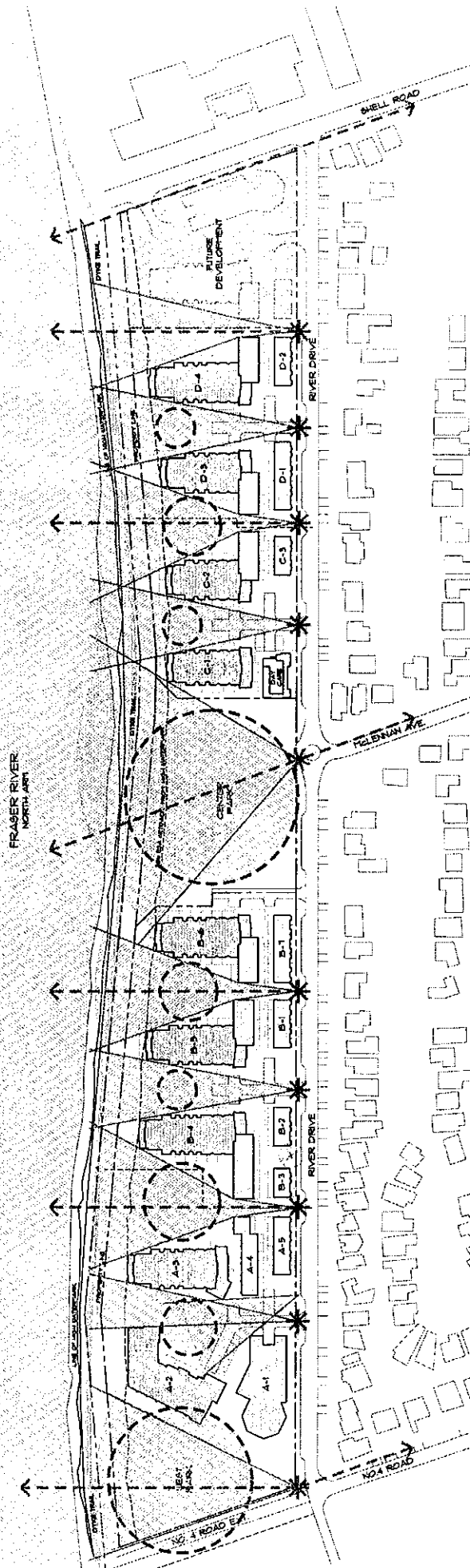
1. LOCATE MIXED-USE AND MIXED-LEVEL AT INTERSECTIONS AT WEST END WITH PEDESTRIAN SCALE PLAZAS, MIXED-LEVEL COMMERCIAL AND UPPER LEVEL OFFICE/RESIDENTIAL.
2. DEVELOP LINEAR PARK ELEMENT ALONG NORTH EDGE OF SITE. PUBLIC AMENITY INTEGRATED WITH DYKE E&A AND OPEN SPACE. INTRODUCE NODES ALONG THE DYKE WITH VARIOUS TYPES OF PLAY AREAS, ETC.
3. SITE IS THOROUGH ALLOWING FOR VIEW CORRIDORS, DAYLIGHT AND PEDESTRIAN LINKS THAT RUN NORTH-SOUTH THROUGH THE SITE AT REGULAR INTERVALS.
4. ARRANGE BUILDINGS ON NORTH-SOUTH AXIS TO PERMIT WATER VIEWS. OPTIMIZE SOUTH FACING COURTYARDS THAT ALLOW DAYLIGHT TO PENETRATE OPEN SPACES.
5. MODULATE E&A BOUNDARY TO FORT WAYS' ALONG THE RIVERFRONT AND EXTEND THROUGHOUT OPEN SPACES DEEP INTO THE SITE.

6. EXPLORE POSSIBILITY OF EXTENDING LINKS AND CONNECTING PUBLIC ACCESS AND PEDESTRIAN AMENITY TO EXISTING NEIGHBOURHOOD.
7. INTRODUCE LOWER BUILDINGS ALONG THE SOUTH EDGE TO ALLOW FOR MAXIMUM DAYLIGHT INTO THE SITE. PRESENT MASSING COMPLEMENTARY TO EXISTING SINGLE-FAMILY NEIGHBOURHOOD ACROSS THE SITE. PRESERVE VIEWS OVER AND THROUGH THE SITE.
8. MODIFY ALIGNMENT AT MID-BLOCK VEHICULAR CORRIDORS AND PROVIDE TRAFFIC CALLING HEADAREA.

- A. GATEWAY PLAZA
- B. DYKE ACCESS
- C. MIXED-LEVEL COMMERCIAL PLAZA
- D. LAND-MARK ELEMENT
- E. DEDICATED PARK SPACE (MAJOR OPEN SPACE & WATER FEATURE AREA)
- F. MODULATED & EXTENDED E&A

- LEGEND:
- \* MAJOR NODES
  - MAJOR VIEWS/AGES
  - U E&A & PUBLIC AMENITY SPACE
  - OUTDOOR AMENITY SPACE
  - ▭ BUILDINGS AND NO. OF STOREYS
  - TRAFFIC CALLING MEASURES

- G. TRAFFIC CALLING HEADAREA
- H. PEDESTRIAN CROSSING CORRIDORS
- I. PEDESTRIAN & PUBLIC CORRIDORS
- J. EXISTING LINK
- K. POSSIBLE LINK
- L. PROBABLE HOUSING/ COMMERCIAL
- M. OFFICE/RESIDENTIAL UNITS



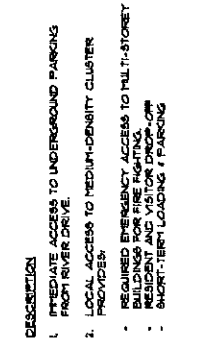
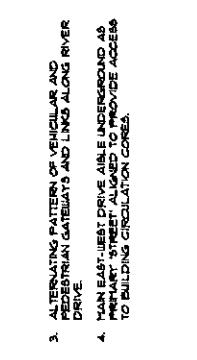
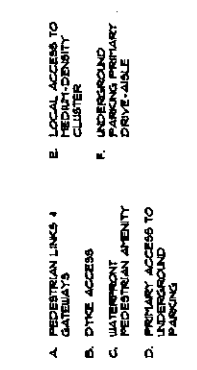
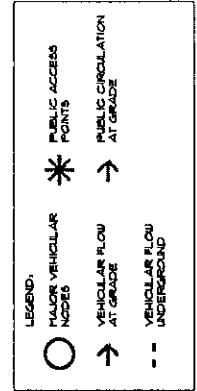
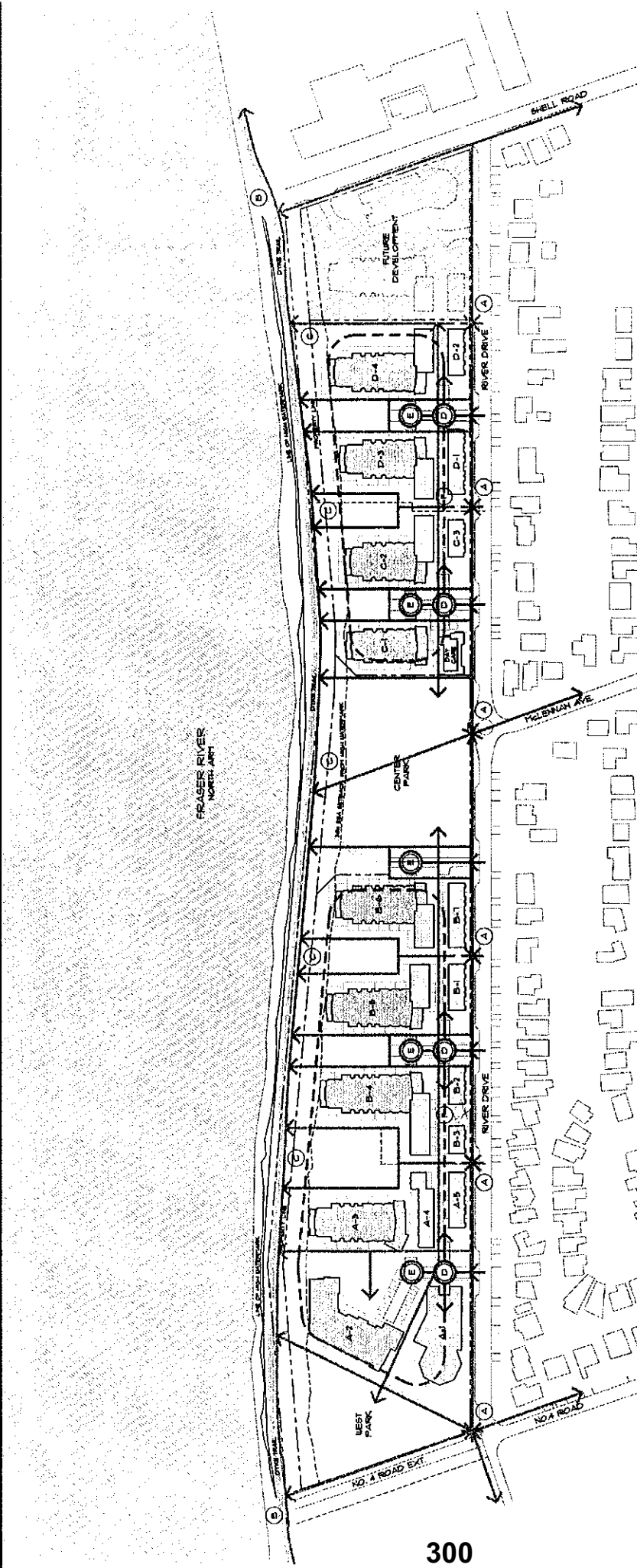
**LEGEND:**

- MAJOR VIEW AXIS AND CORRIDOR
- △ VIEW CONE THROUGH SITE
- \* KEY NODES
- MAJOR OPEN SPACE ELEMENT
- ▭ BUILDING MASS

**DESCRIPTION:**

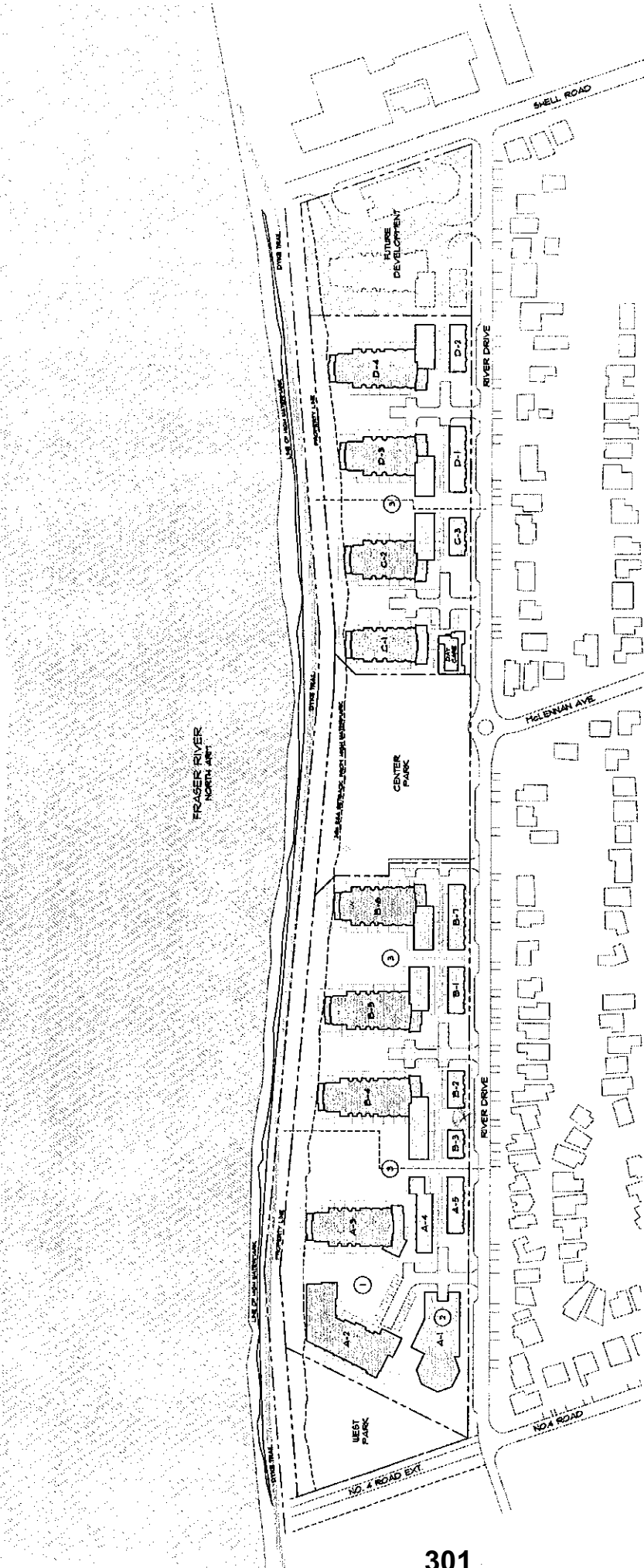
1. ALLOW FOR VIEW CORRIDORS AND CONES TO PENETRATE THE SITE FROM THE SOUTHERN EDGE OF THE PROPERTY.
2. VIEW CORRIDORS TO EVANATE FROM KEY NODES ALONG THE PROPERTY AT REGULAR INTERVALS, PENETRATING ALONG THE STREET FRONTAGE ON RIVER DRIVE.
3. BUILD A HIGH LEVEL OF INTEGRATION OF ALL BUILDING AND SITE ELEMENTS ALONG VIEW CORRIDORS AND CONES TO REINFORCE DESIGN CONNECTIVE.

Open Space Concept



Access & Circulation Concept





**DESCRIPTION**

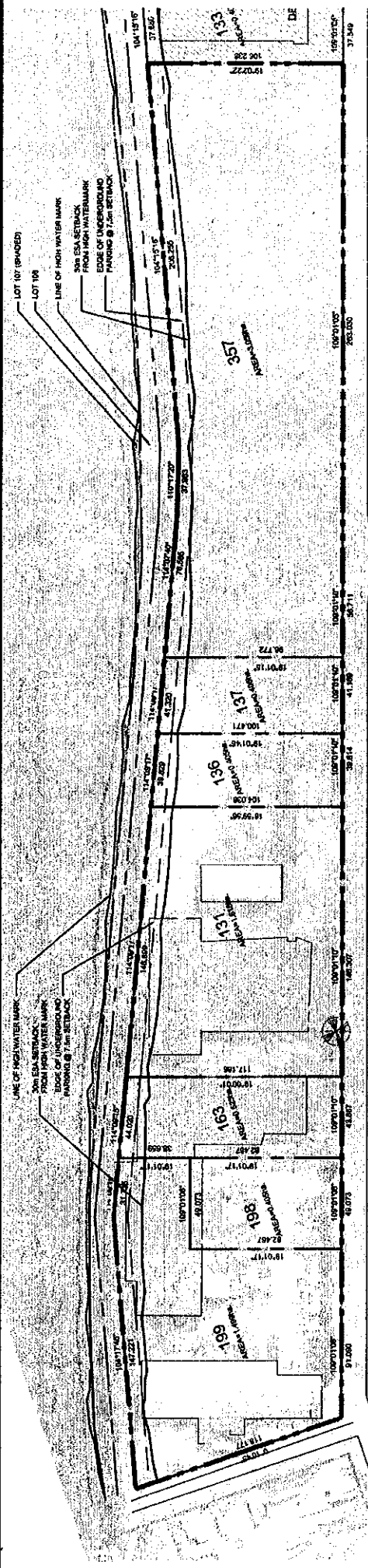
1. ESTABLISH COMMERCIAL AND MIXED-USE CHARACTER ALONG THE WEST END OF THE SITE AS AN EXTENSION OF CITY CENTRE URBAN CHARACTER.
2. LOCATE HIGHER DENSITY BUILDING WITH AFFORDABLE UNITS AS A TRANSITION FROM WEST TO LOWER DENSITY AND RESIDENTIAL USE TO THE EAST.
3. CLUSTER OR PAIR HIGHER DENSITY BUILDINGS AROUND ENTRY NODES.

4. LOCATE HIGHER DENSITY AND TALLER FORMS ALONG NORTH EDGE OF THE SITE AWAY FROM WEST END AND TO ORIGINALLY UNDEVELOPED WATERFRONT EXPOSURE FOR MAJORITY OF UNITS.
5. CLUSTER GRASSLAND ORIENTED TOWNHOUSE UNITS ALONG THE STREET FRONTAGE ADJACENT TO PUBLIC CORRIDORS AND CREATING A RHYTHM OF BUILDING FORMS ALONG RIVER DRIVE.
6. DESIGN INTERFACE BETWEEN BUILDINGS AND DEDICATED PARK SPACE.

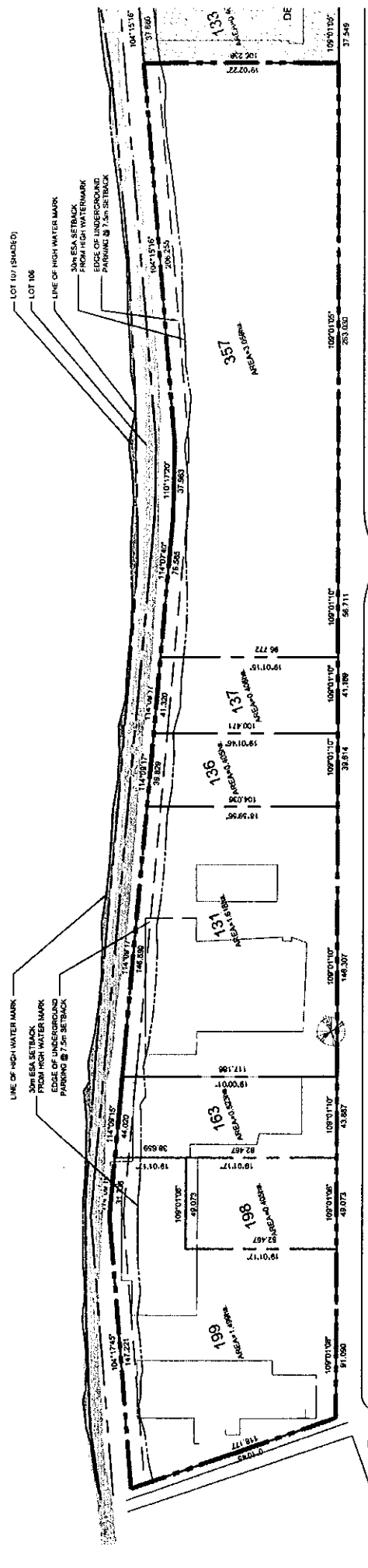
**LEGEND**

- TOWNHOUSE CLUSTERS UP TO 3 STORES
- MEDIUM-DENSITY MULTI-FAMILY UNITS (4 STORES)
- MEDIUM-DENSITY MULTI-FAMILY UNITS (UP TO 6 STORES)

River's Edge 10071- 10311 River Drive & 1880 No. 4 Road



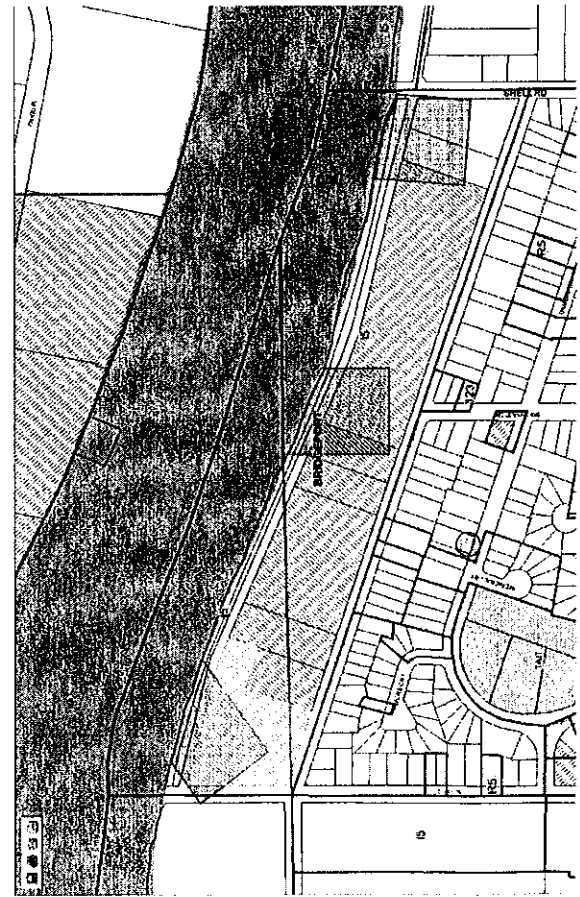
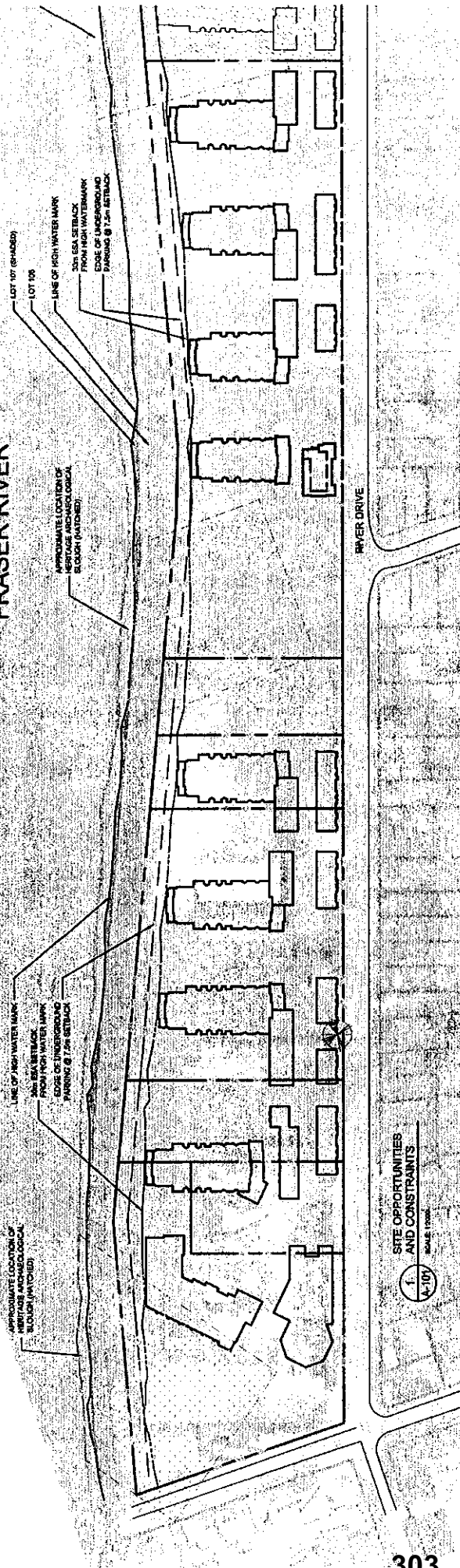
EXISTING LOT PLAN W/ AERIAL MAP  
SCALE: 1:100



EXISTING LOT PLAN  
SCALE: 1:200

Existing Lot Plan

FRASER RIVER



**LEGEND:**

Heritage Buildings	Selected Features
Heritage Landscapes	<b>PROPERTY</b>
Heritage Trees	Air Parcel
Heritage Archeological Slough	Parks
Heritage Archeological Sites	Storm
Heritage Areas	Property Links
Heritage Artifacts	City Hall
Active Development Applications	Parks and Open Spaces
GP	Zoning
DV	Zoning Text
RZ	
AS	
AC	
TU	
Planning Area Boundaries	

**2 RICHMOND GIS MAP**  
SCALE: 1:100

**ZONING LEGEND**

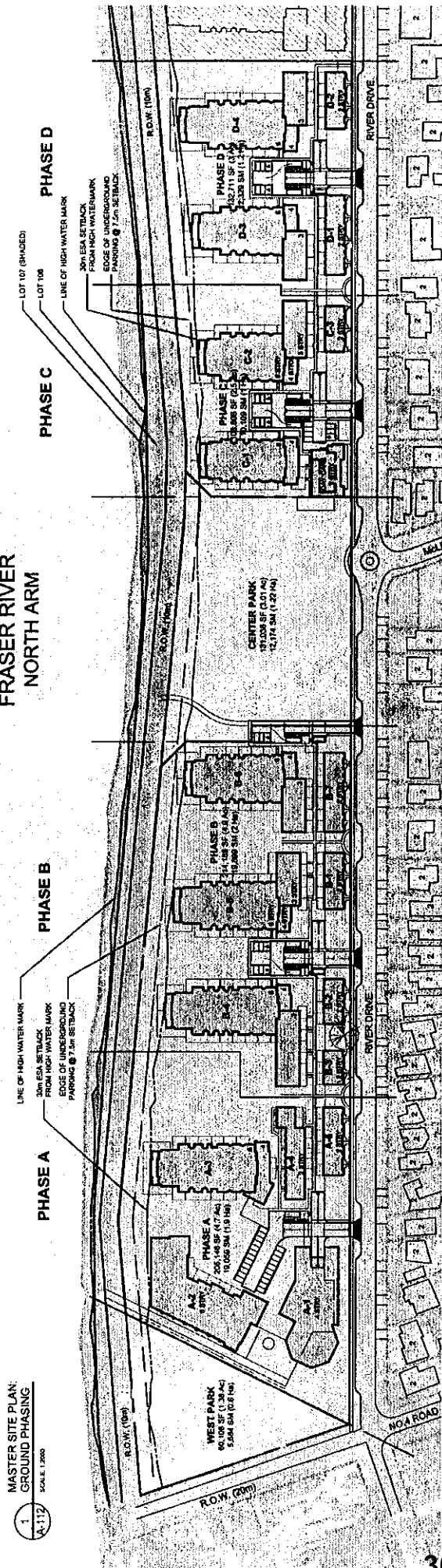
- R1 - Single-Family Housing District
- I1 - Industrial District
- I2 - Light Industrial District
- I3 - Business Park Industrial District
- I5 - Industrial Storage District
- SPU - School & Public Use District
- CD - Comprehensive Development District



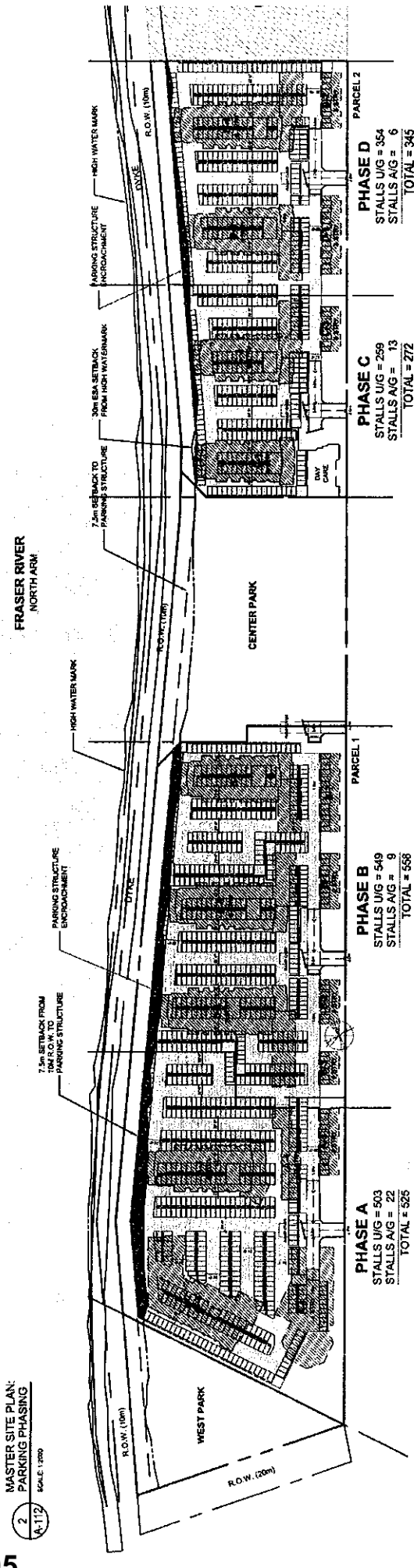
River's Edge 10071- 10311 River Drive & 1880 No. 4 Road

FRASER RIVER  
NORTH ARM

1 MASTER SITE PLAN:  
GROUND PHASING  
A-112  
SCALE: 1:200



2 MASTER SITE PLAN:  
PARKING PHASING  
A-112  
SCALE: 1:200



Phasing Plan & Parking Layout

River's Edge 10071- 10311 River Drive & 1880 No. 4 Road

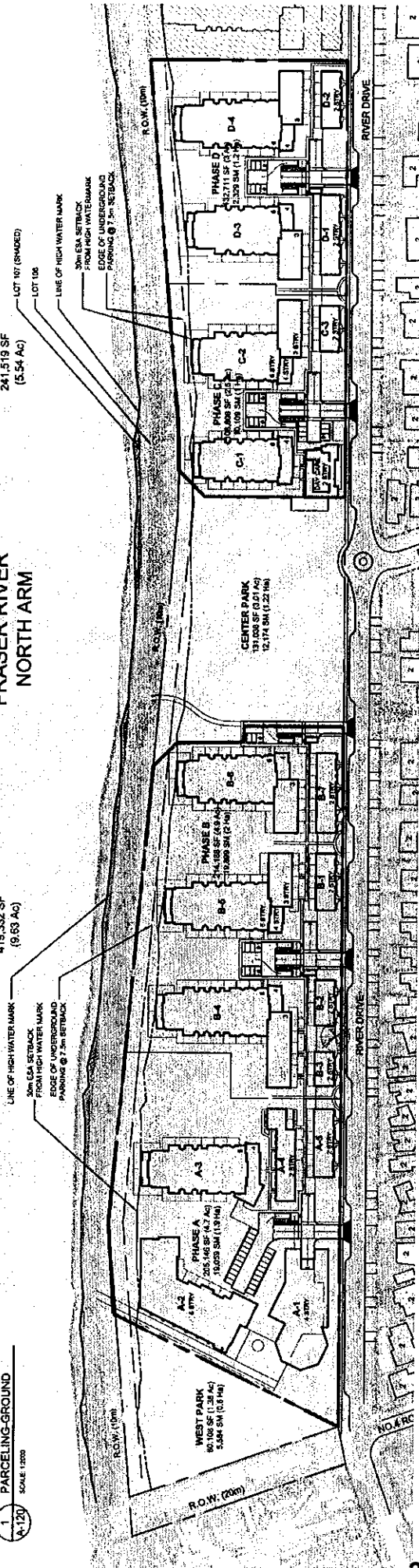
FRASER RIVER  
NORTH ARM

PARCEL A  
419,332 SF  
(9.63 Ac)

PARCEL B  
241,519 SF  
(5.54 Ac)

OVERALL DEVELOPMENT:  
PARCELING-GROUND  
SCALE: 1/200

1  
1/20

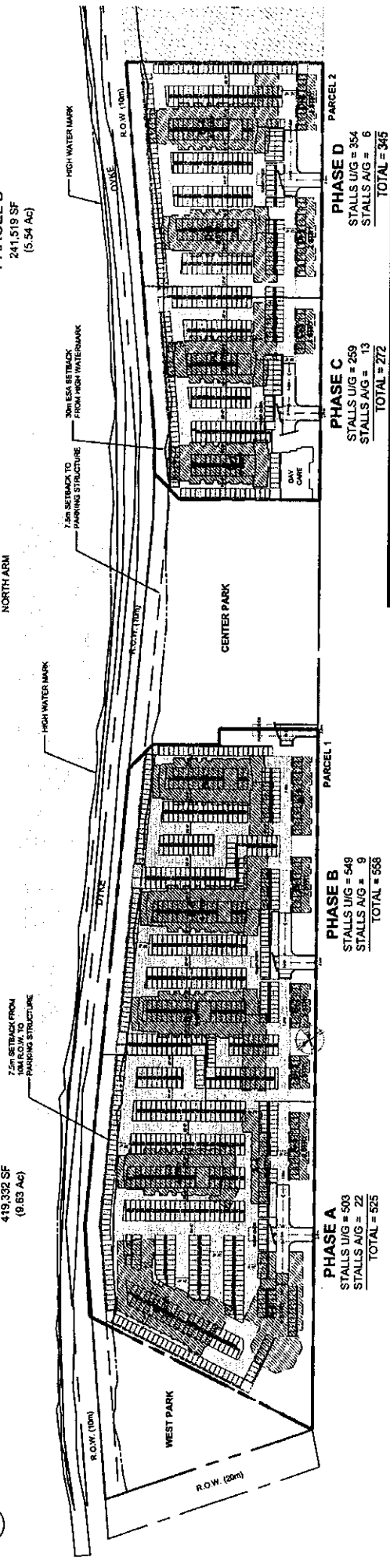


PARCEL A  
419,332 SF  
(9.63 Ac)

PARCEL B  
241,519 SF  
(5.54 Ac)

OVERALL DEVELOPMENT:  
PARCELING-PARKING AREA  
SCALE: 1/200

2  
1/200



PARCEL A  
STALLS U/G = 503  
STALLS A/G = 22  
TOTAL = 525

PARCEL B  
STALLS U/G = 548  
STALLS A/G = 9  
TOTAL = 558

PARCEL C  
STALLS U/G = 259  
STALLS A/G = 13  
TOTAL = 272

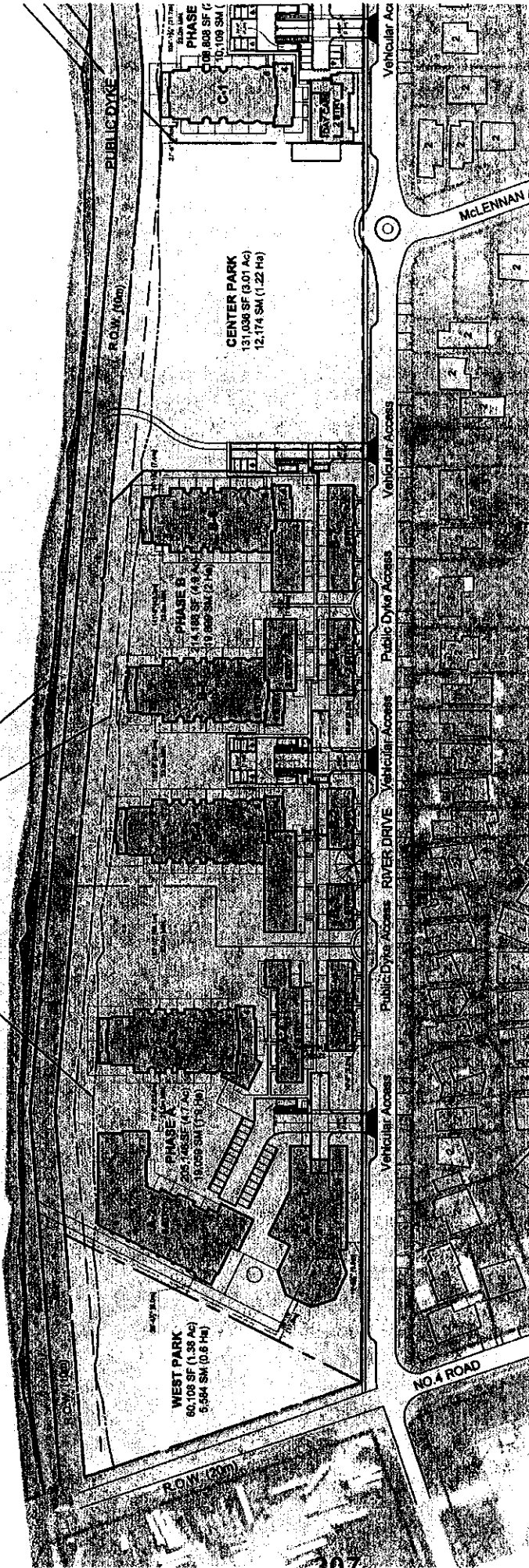
PARCEL D  
STALLS U/G = 354  
STALLS A/G = 6  
TOTAL = 360

Development Parceling

# FRASER RIVER NORTH ARM

WEST PARCEL  
SITE PLAN  
DATE: 11/08

LINE OF HIGH WATER MARK  
30m ESA SETBACK  
FROM HIGH WATER MARK  
EDGE OF UNDERGROUND  
PARKING @ 7.5m SETBACK



**WEST PARK**  
60,108 SF (1.38 Ac)  
5,594 SM (0.6 Ha)

**PHASE A**  
205,108 SF (4.7 Ac)  
18,058 SM (2.1 Ha)

**PHASE B**  
14,188 SF (0.3 Ac)  
12,889 SM (1.5 Ha)

**PHASE C**  
10,071 SF (0.23 Ac)  
8,849 SM (1.0 Ha)

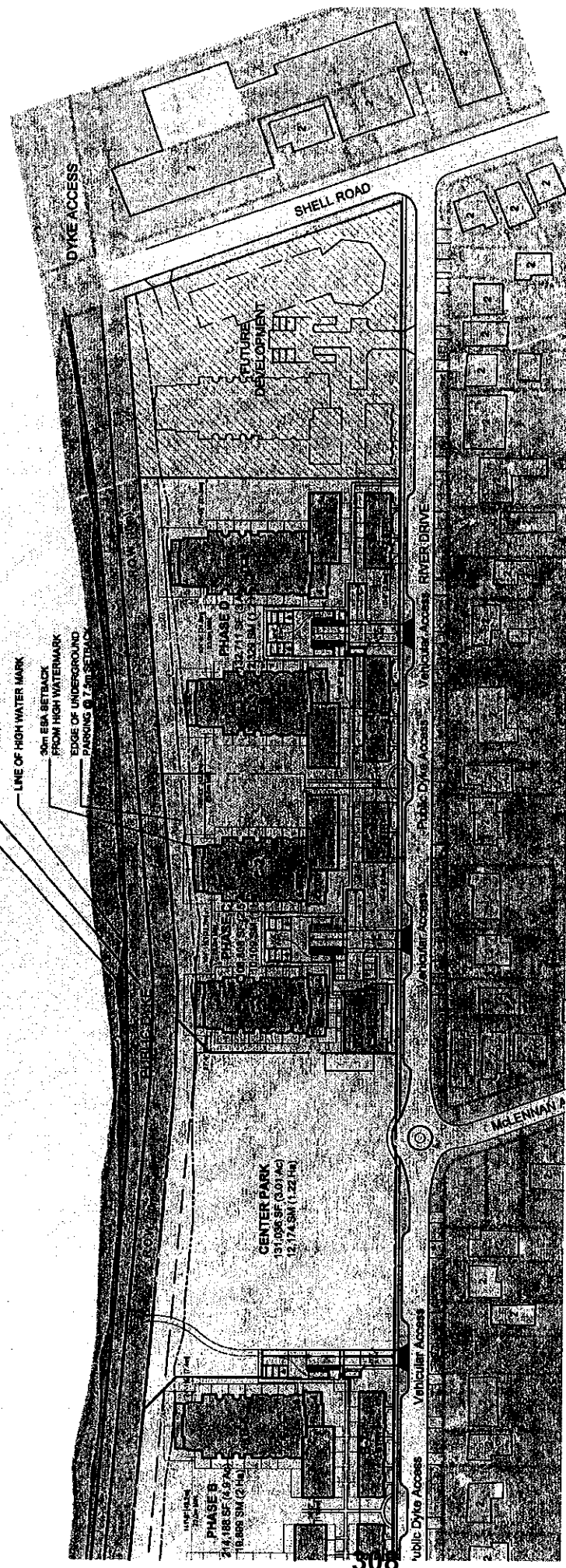
**PHASE D**  
12,367 SF (0.28 Ac)  
10,849 SM (1.2 Ha)

**CENTER PARK**  
131,036 SF (3.01 Ac)  
12,174 SM (1.22 Ha)

ZONING	CD	Sq.M.	Hectares	TOTAL DENSITY (FAR)	1.10 Gross	1,448 Net
<b>SITE AREA (GROSS)</b>		81,043	8.1			
		872,335	20.0			
<b>Consolidated Site:</b>		851,991	19.56			
Lot 107:		20,344	0.47			
<b>DENSIFICATIONS</b>		18,648	2.0			
		211,487	4.9			
<b>West Park:</b>		60,108	1.4			
<b>Center Park:</b>		131,036	3.0			
Lot 107:		20,344	0.5			
<b>SITE AREA (NET)</b>		41,395	6.1			
		660,648	15.1			
<b>TOTAL COVERAGE</b>				37%		
<b>PHASES</b>						
		Net Site Area (m <sup>2</sup> )	Building Area (m <sup>2</sup> )	FAR (Net)	Required	Provided
Phase A		18,058	26,628	1.397	511	525
Phase B		19,859	29,849	1.500	549	558
Phase C		10,071	13,921	1.382	269	272
Phase D		12,367	16,587	1.503	344	345
<b>Total</b>					1,673	1,700
<b>UNIT COUNT SUMMARY</b>						
LW Live/Work Units						6
TH Townhouses						62
AH Affordable Housing						65
MF Multi-Family Condo/Apartments						873
<b>Total</b>						1,026

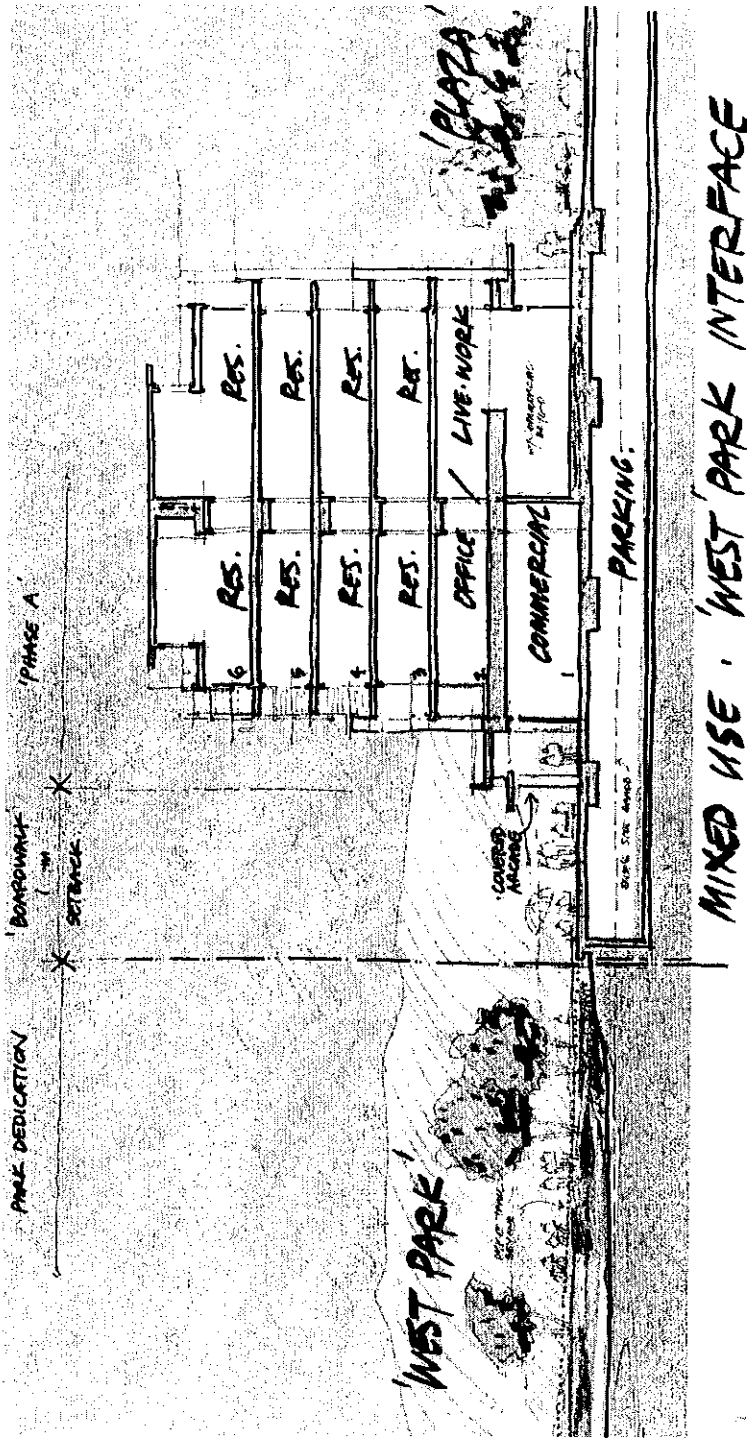
**FRASER RIVER  
NORTH ARM**

EAST PARCEL  
SITE PLAN  
SCALE 1/8" = 1'-0"

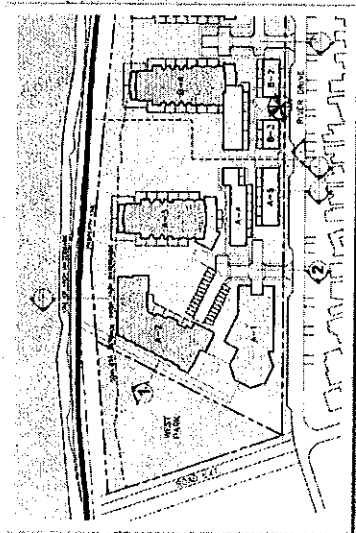


ZONING		CD	TOTAL DENSITY (FAR)	110 Gross	149 Net
SITE AREA (GROSS)		81,043 Sq.M 872,335 Sq.Ft.	20.0 Acres		
Consolidated Site:		851,891 Sq.Ft. Lot 107: 20,344 Sq.Ft.	19.58 Acres 0.47 Acres		
DEDICATIONS		19,648 Sq.M 211,487 Sq.Ft.	2.0 Acres 4.9 Acres		
West Park:		60,108 Sq.Ft.	1.4 Acres		
Center Park:		131,036 Sq.Ft. Lot 107: 20,344 Sq.Ft.	3.0 Acres 0.5 Acres		
SITE AREA (NET)		807,336 Sq.M 869,848 Sq.Ft.	15.1 Acres		
TOTAL COVERAGE				110 Gross	149 Net
PHASES		Area (m <sup>2</sup> )	Area (m <sup>2</sup> ) (Net)	Required	Provided
Phase A	Parcel 1	19,058	26,529	1,397	511
Phase B	Parcel 1	19,859	29,848	1,600	549
Phase C	Parcel 2	10,071	13,921	1,382	269
Phase D	Parcel 2	12,367	18,587	1,503	344
			Total	1,673	1,700
UNIT COUNT SUMMARY				Units	Count
LW	LiverWork Units				6
TH	Townhouses			62	
AH	Affordable Housing			65	
MF	Multi-Family Condos/Apartments			873	
			Total	1,026	

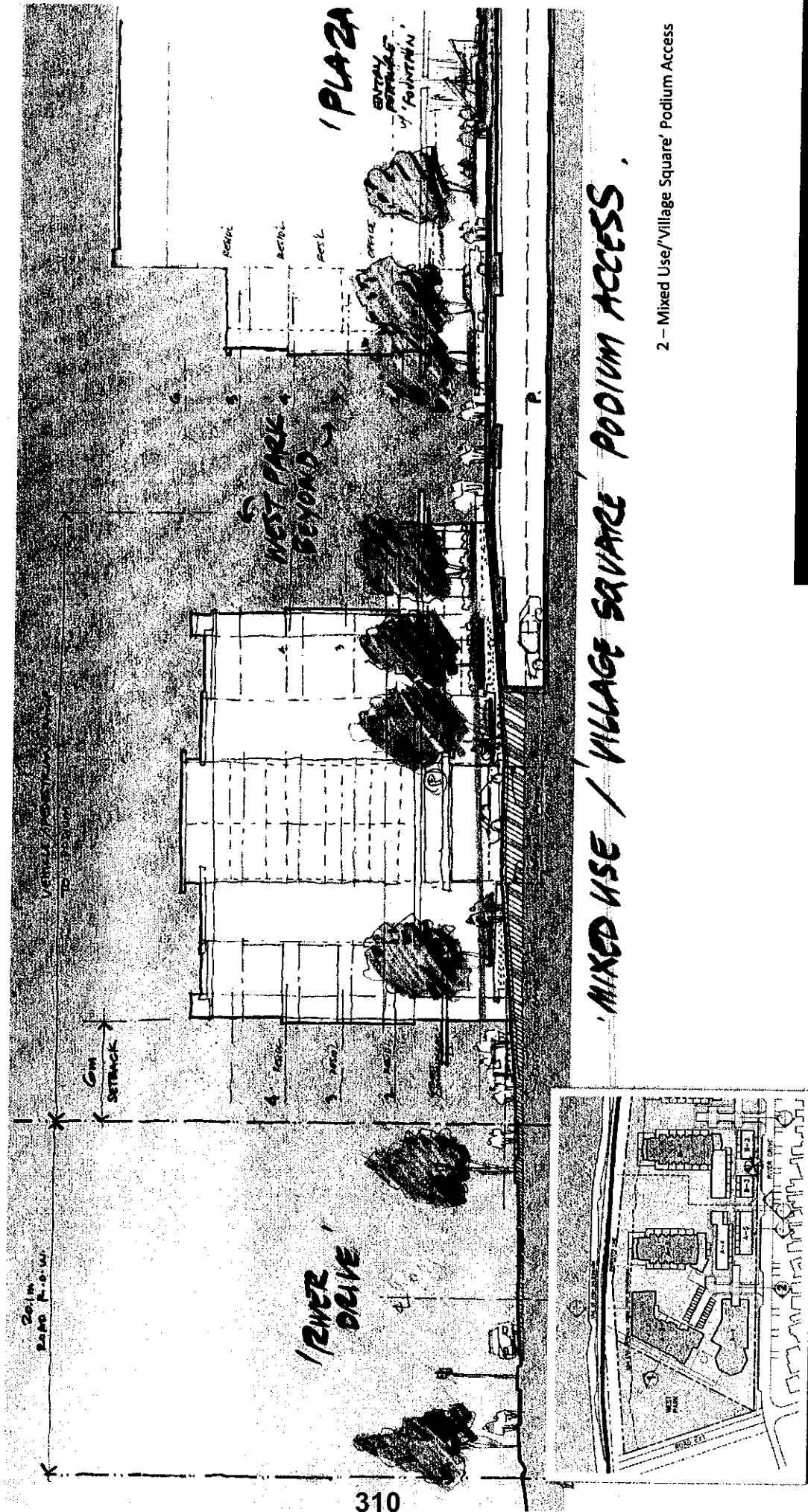




1 - Mixed Use/'West Park' Interface



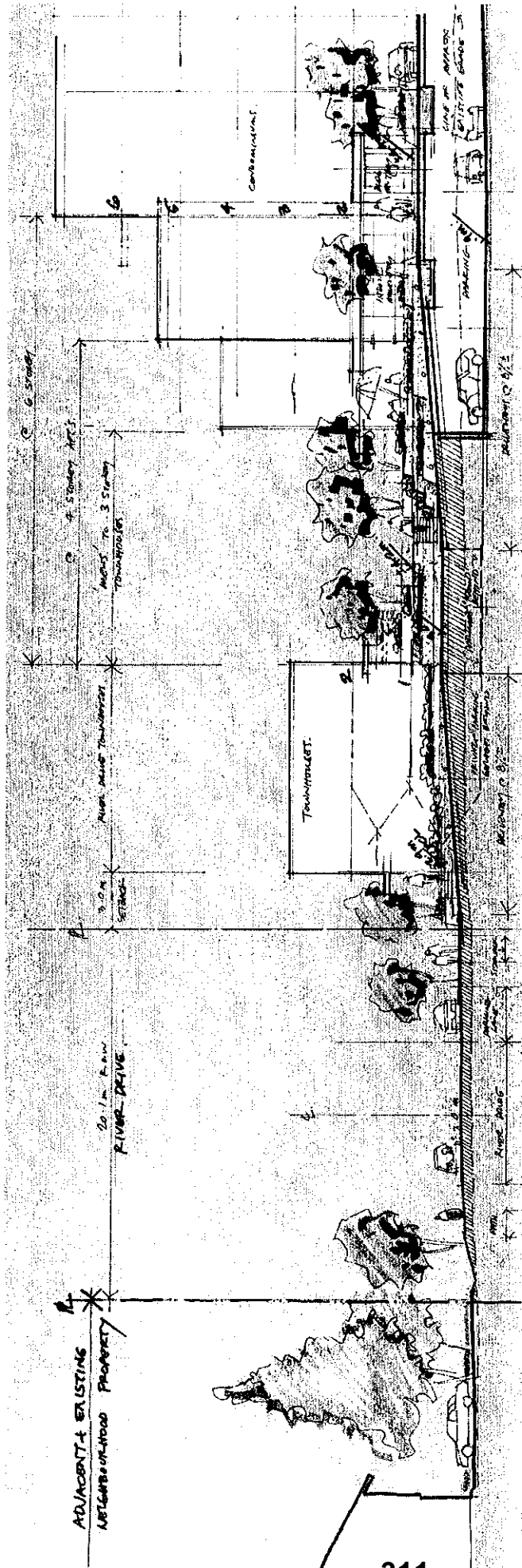
Key Plan



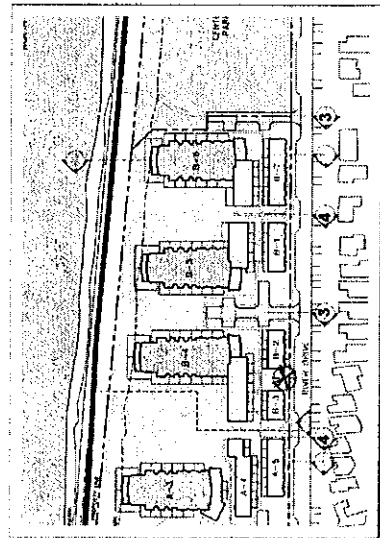
2 - Mixed Use / Village Square / Podium Access

Edge Conditions

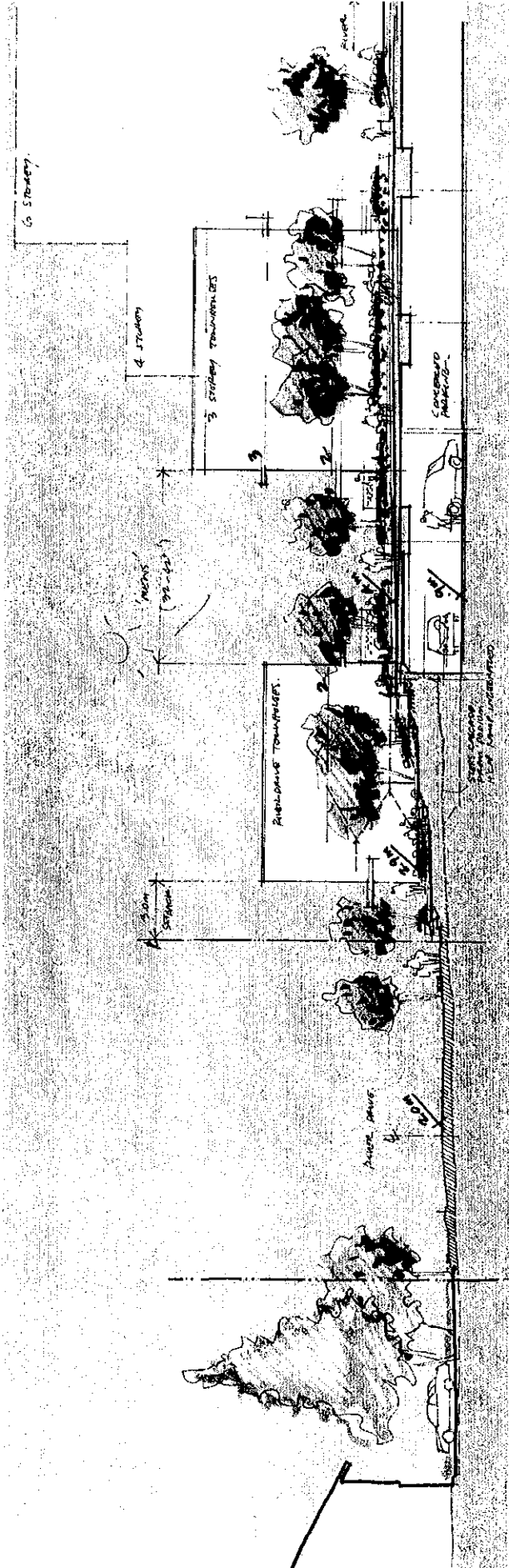
Key Plan



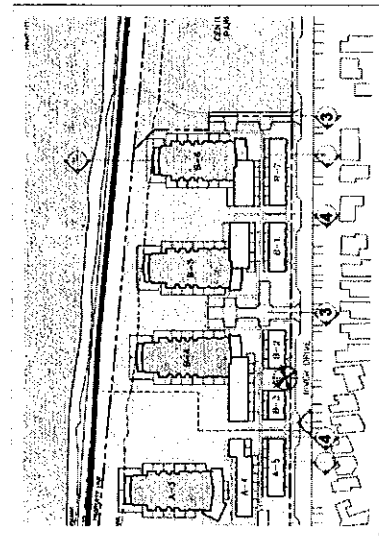
3 - River Drive Podium Driveway Access - Typical



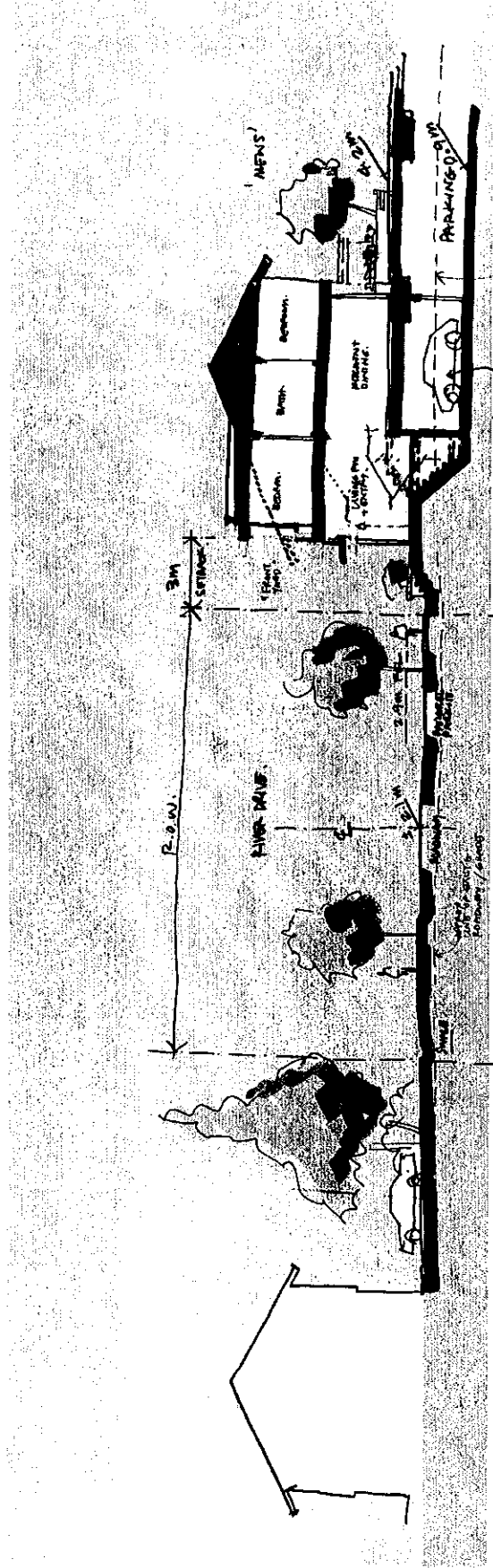
Key Plan



4 - River Drive POPA Pedestrian Access to River's Edge

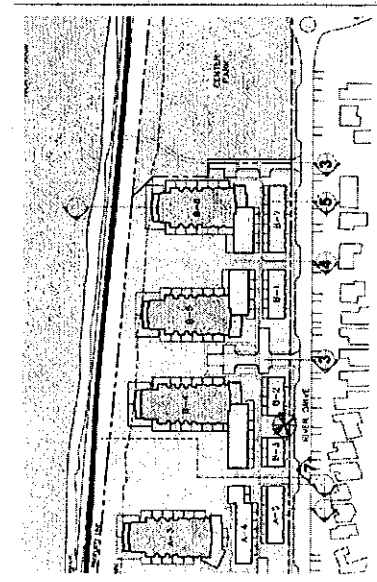


Key Plan

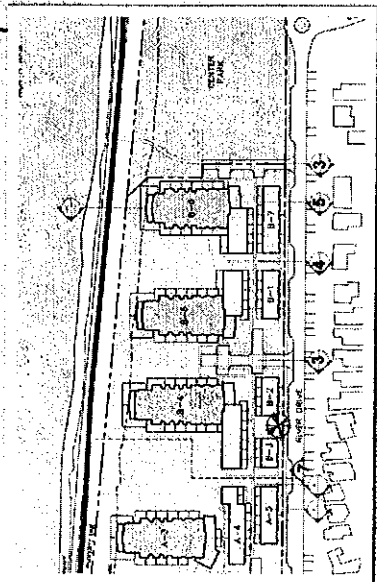
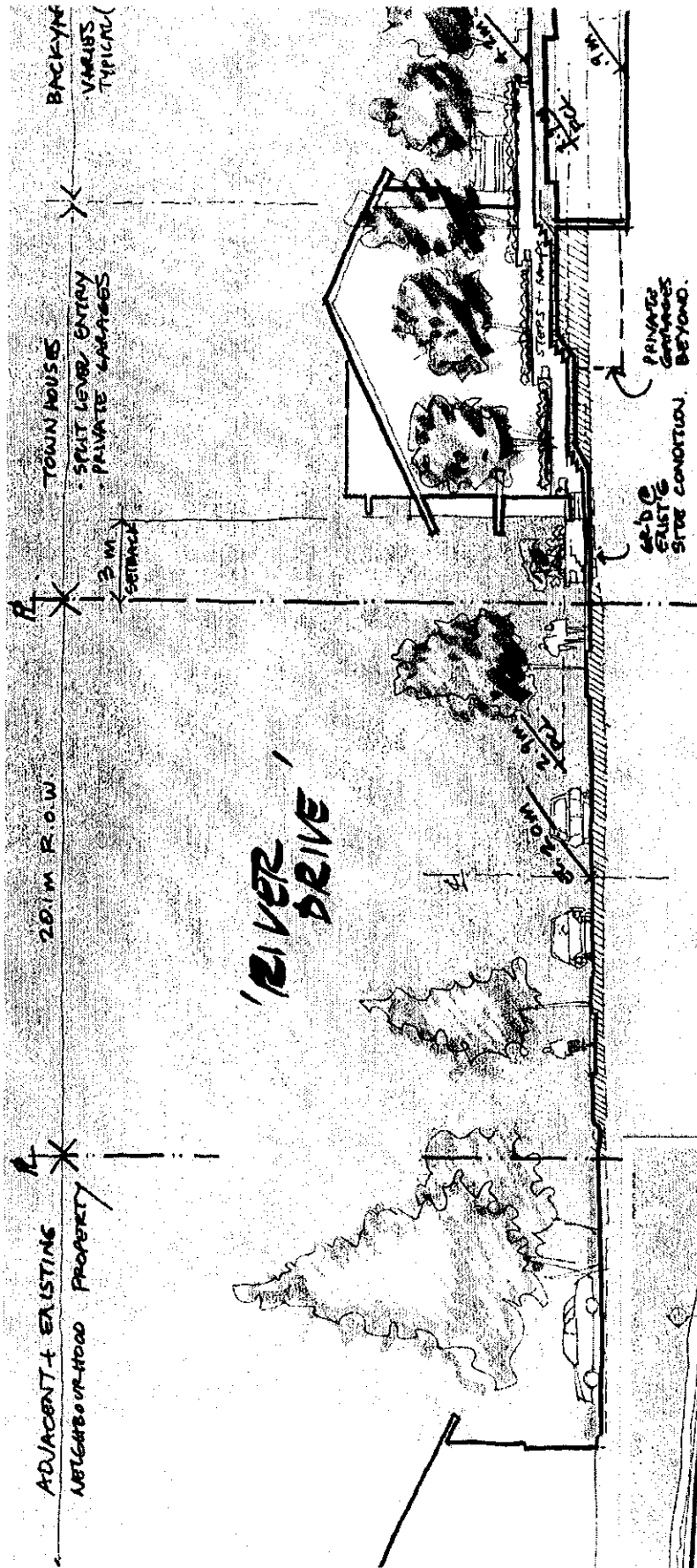


**TOWNHOUSE.  
EDGE CONDITION @  
RIVER DRIVE.**

5 - River Drive Townhouse Access

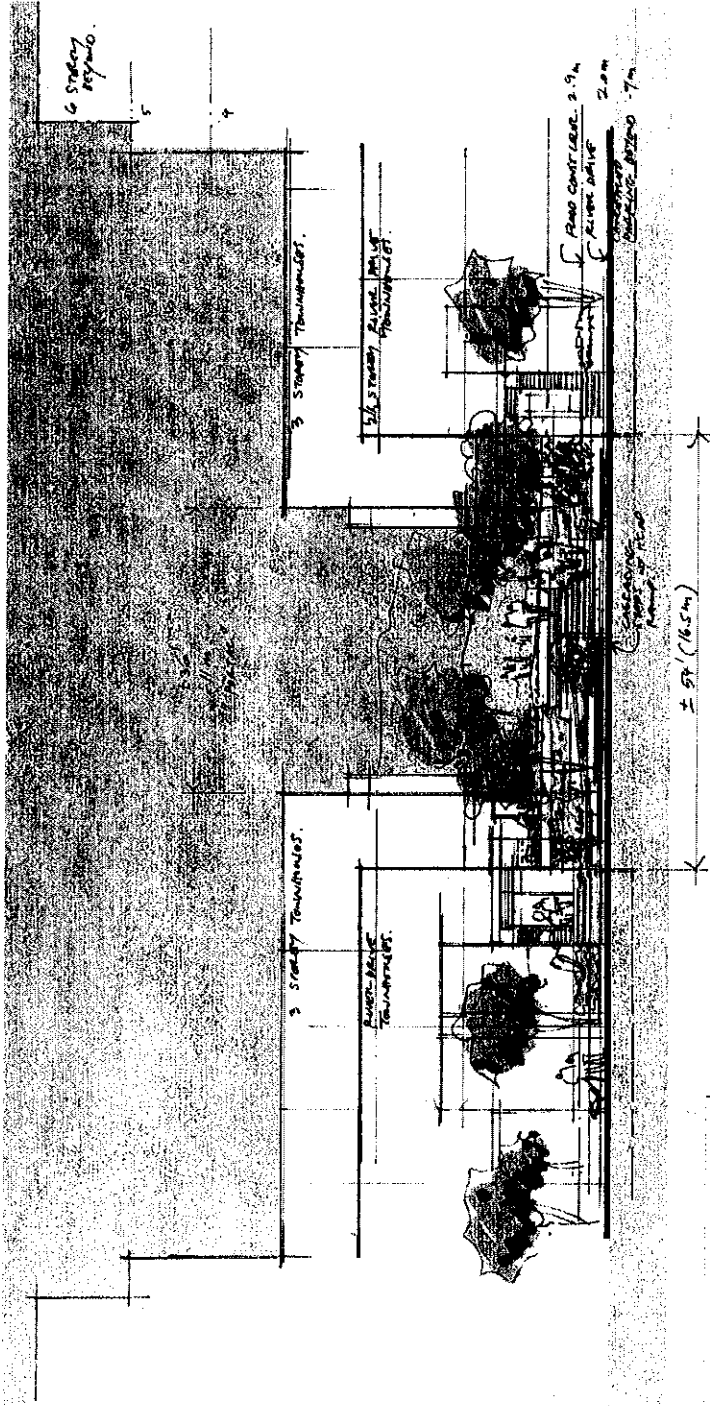


Key Plan

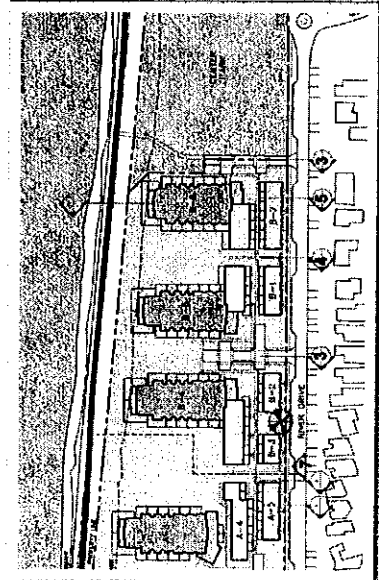


6 - River Drive Option

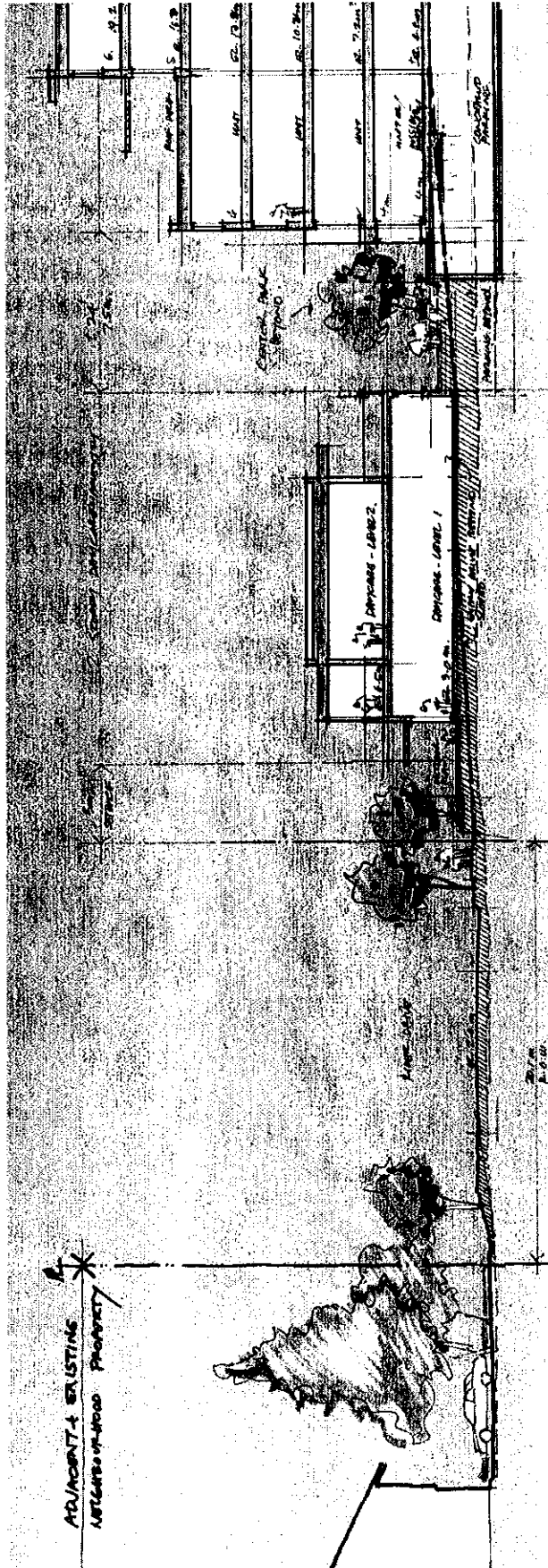
Edge Conditions



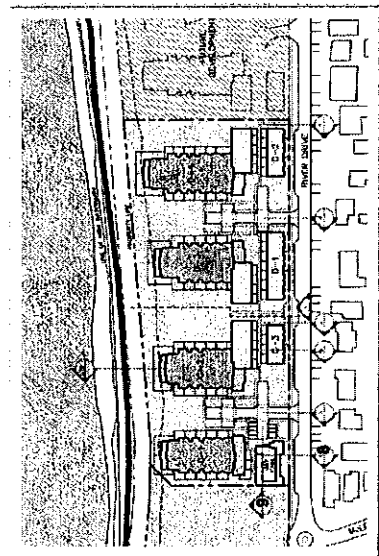
7 - Pedestrian Access Portal from River Drive to River Edge



Key Plan

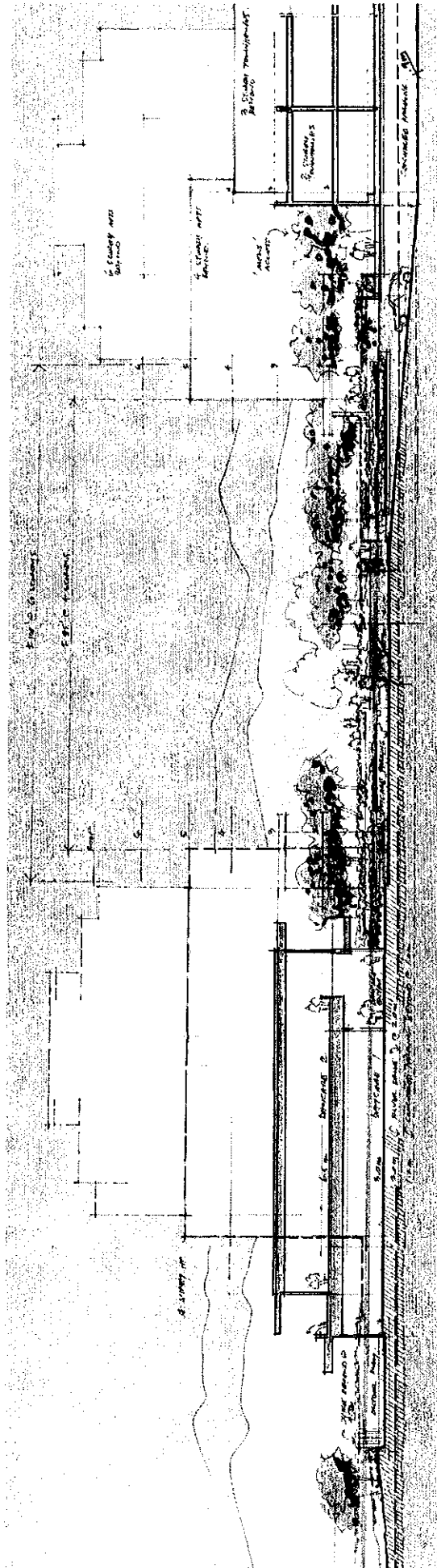


8 - River Drive at Daycare Building

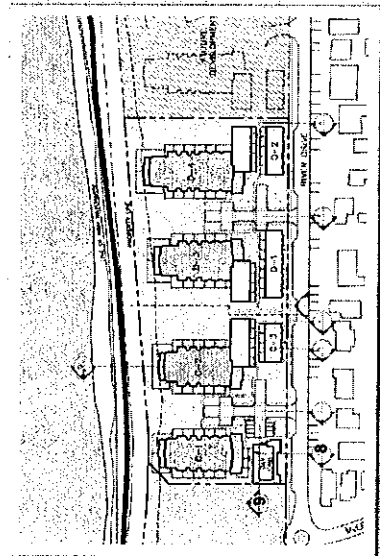


Key Plan

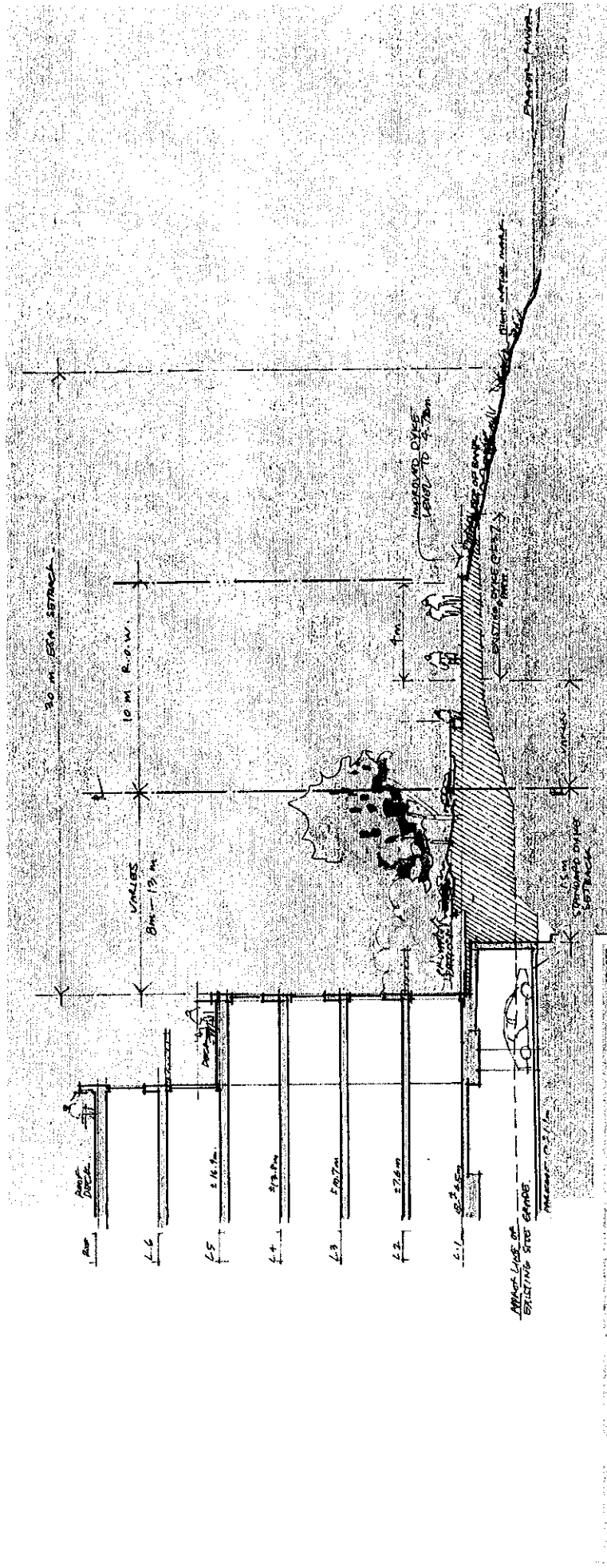




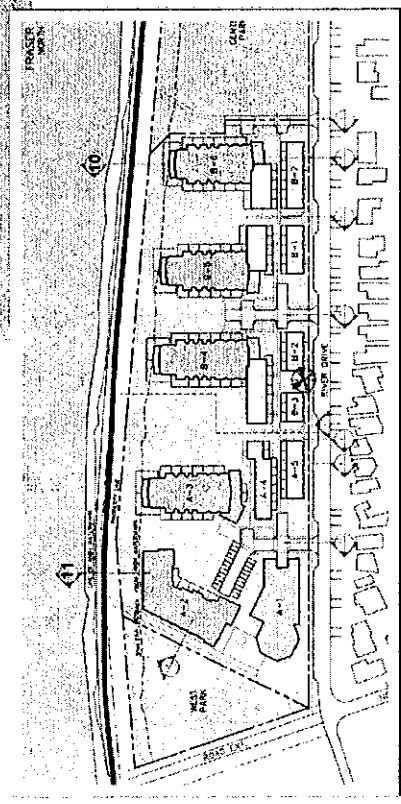
9 - East-West Section at Daycare and Parkade Access Ramp



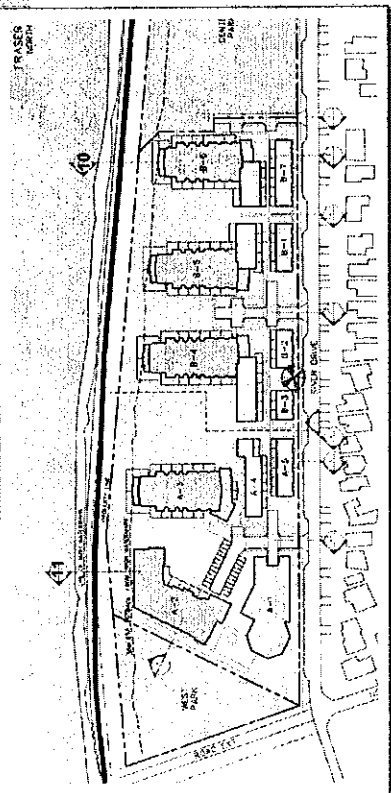
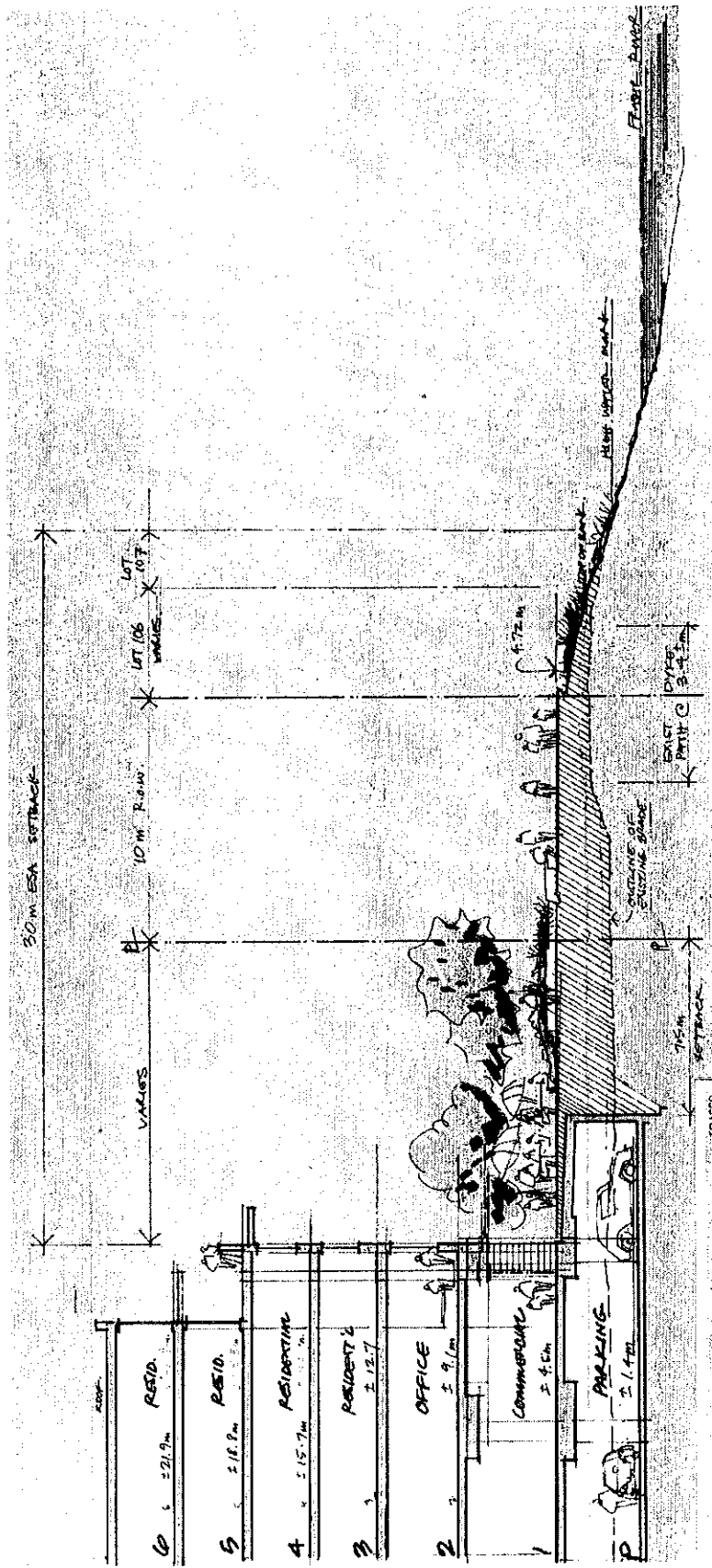
Key Plan



10 - Dyke at River's Edge



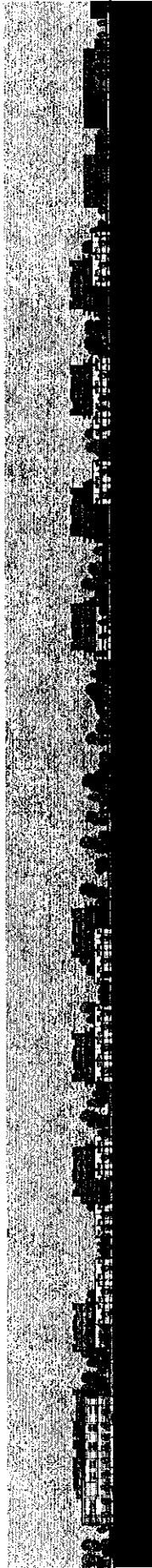
Key Plan



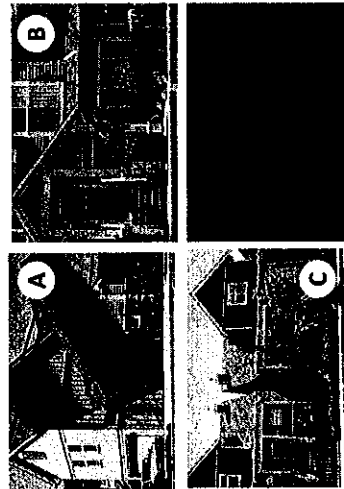
Key Plan

11 – Mixed Use at River's Edge

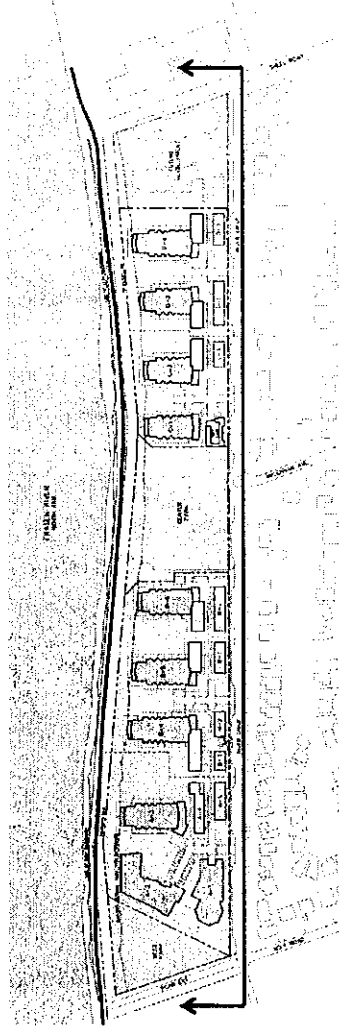
Edge Conditions

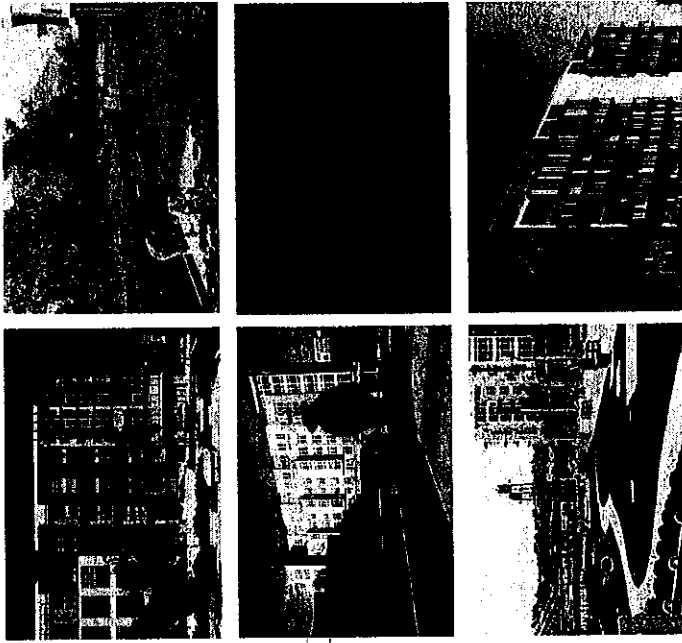


1  
STREETSCAPE ELEVATION:  
ALONG RIVER ROAD  
SCALE: 1:100

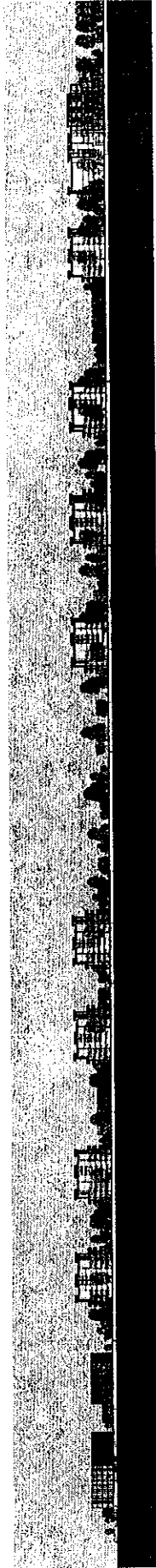
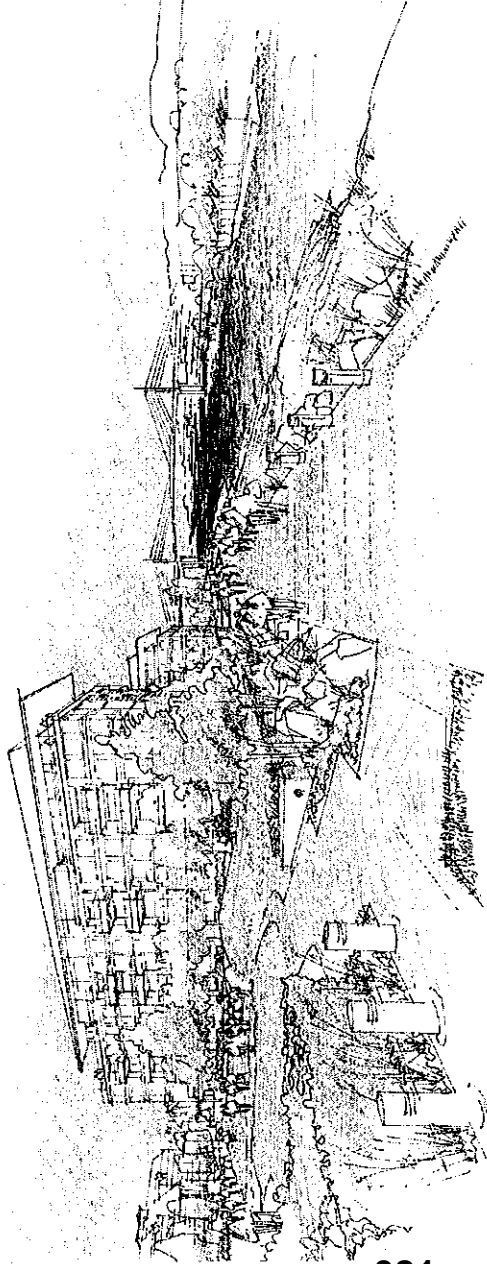


- A** Maritime, industrial character for housing forms, relates to working river context, but still residential in character to integrate with the existing single family neighbourhood
- B** Prominent front doors and entrances relate directly to the street. Grade difference delineates private and public space.
- C** Duplex housing forms with strong street character, gates, pathways, and porches, maritime colours and materials. No vehicle access from River Drive results in pedestrian oriented street character.



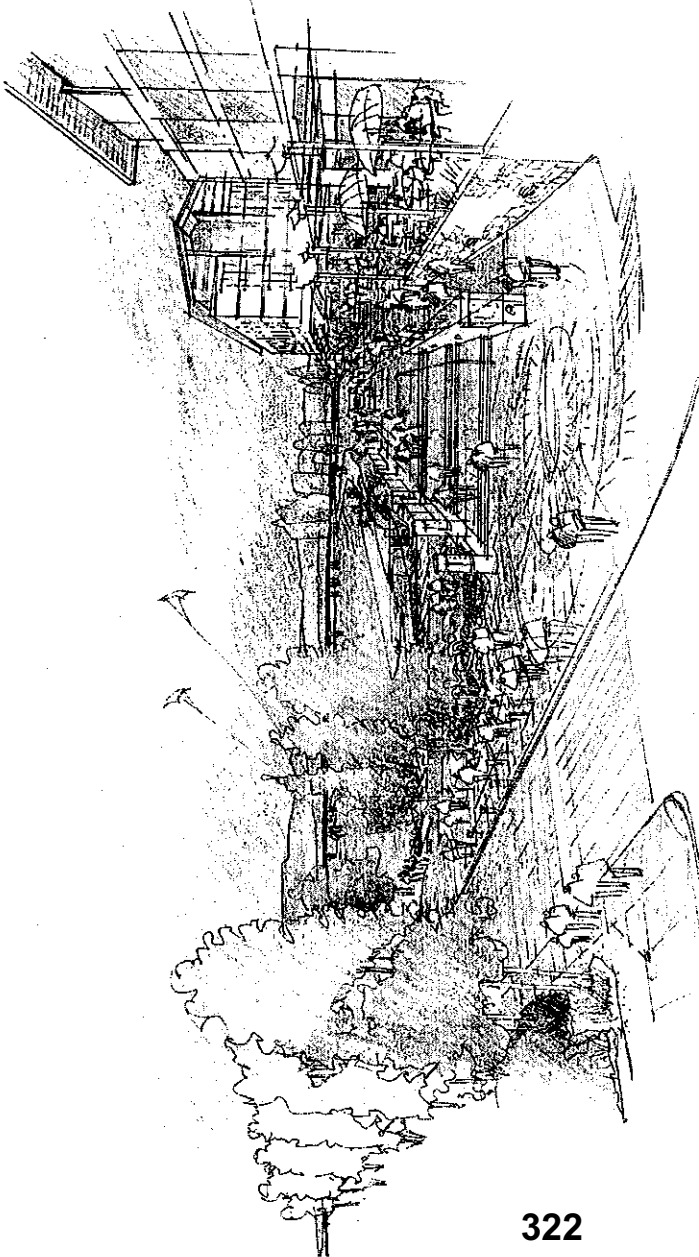


Buildings along the river are placed to act as glazed lanterns oriented to maximize views and wrapped by landscape to become significant elements from the river experience.



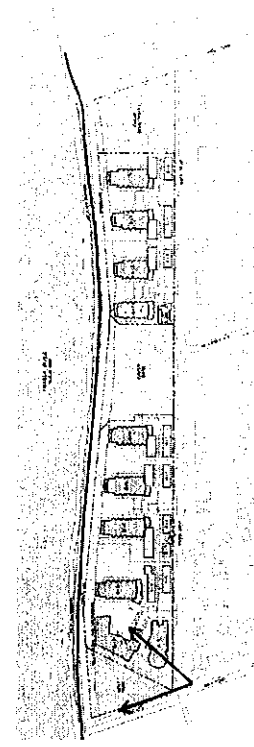
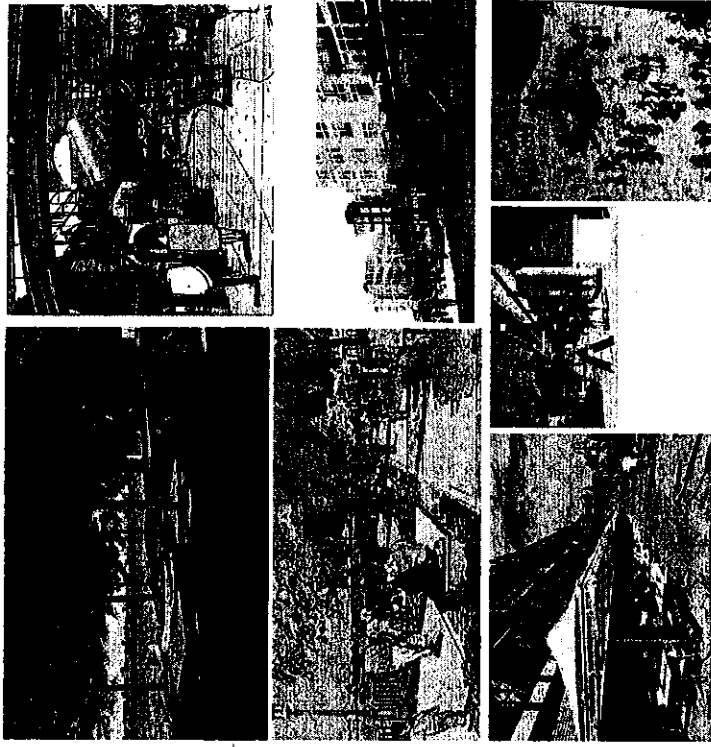
RIVERSIDE ELEVATION:  
2 ALONG DYKE  
A.301 MAP 1.110F

# Character Along Riverfront



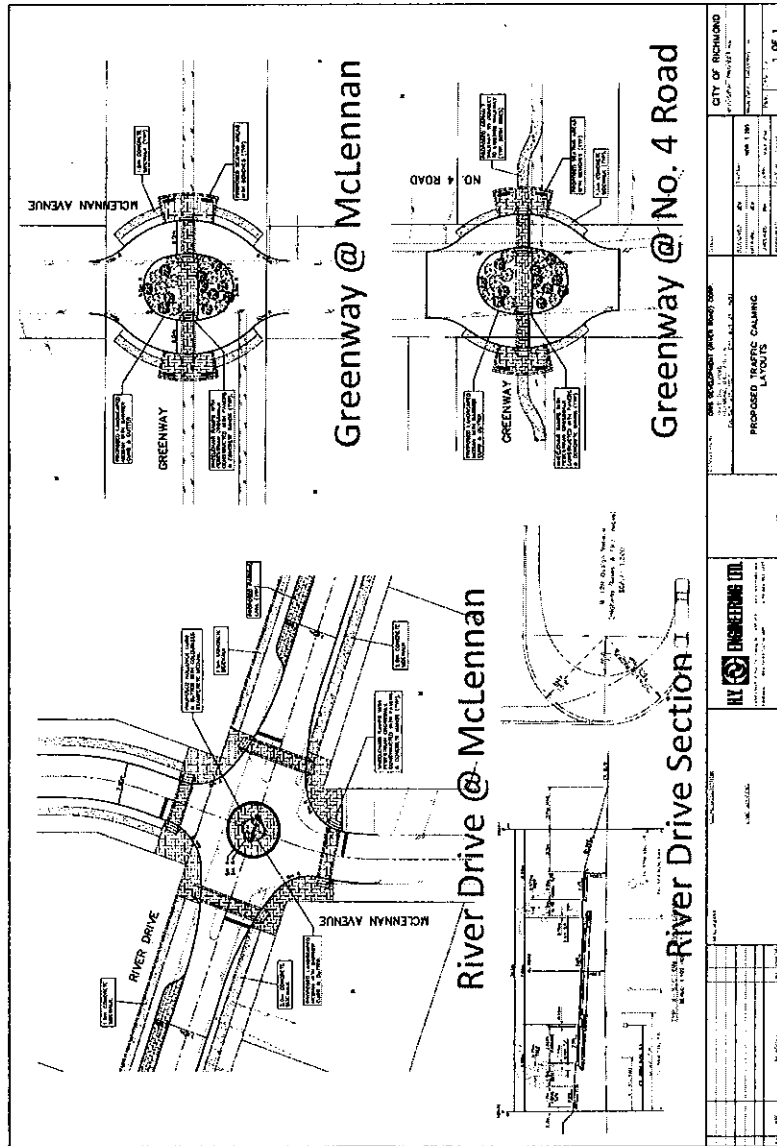
View of Plaza and Village from No.4 Road @ River Drive

A Park-oriented village stroll helps activate the commercial edge with a focus on a maritime architectural character where 4 and 6 storey mixed use buildings are organized to create a natural gateway to the River's Edge experience.

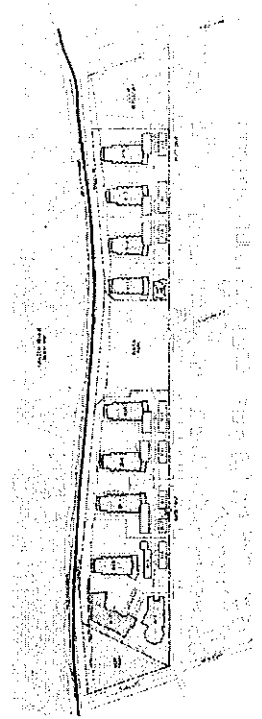


## Character at West Park

# Road Design Details



- A** On-street parking set apart from roadway with roll-over curb, contrasting paving pattern, and protected from sidewalk by bollards and protected tree plantings.
- B** Turn-abouts are an effective means of calming traffic and restricting access and movement of larger vehicles. Streets are safer and more pedestrian friendly.



**New Houses**

Parking accessed from rear, no driveways or garages on street, duplex housing form similar in scale to existing single family, 2 storey over parking, lowest floor not visible from street, elevated and landscaped front yards, sidewalk, grass boulevard and street trees

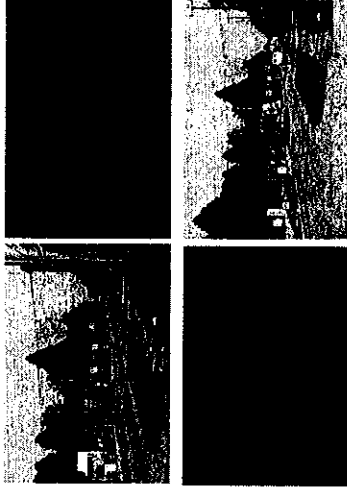
**New Road**

New road will be elevated approximately 1m above existing grade, defined travel lanes and parking lanes.

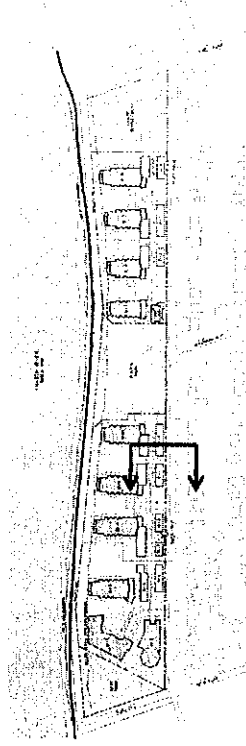
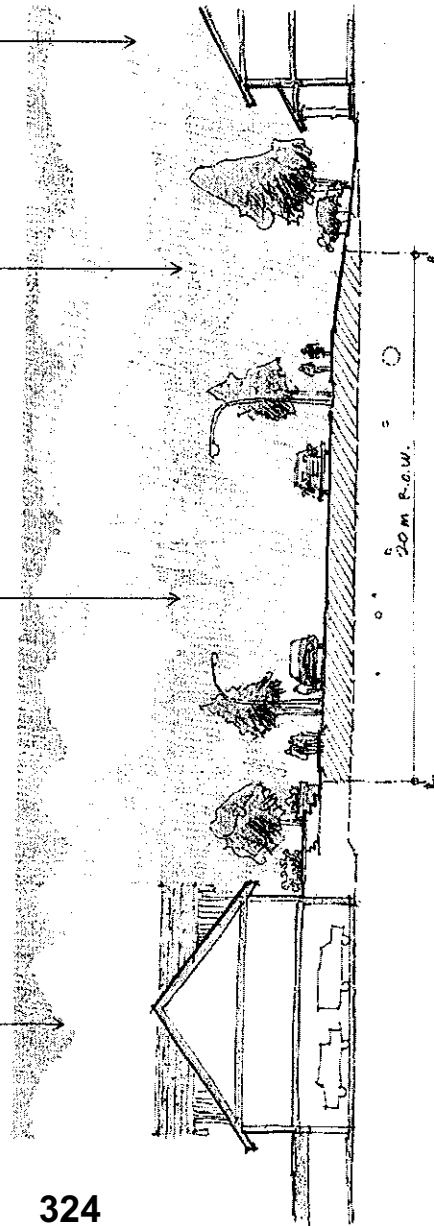
**New Street Edge**

Road will be shifted to the north to allow for more open space along the south with flatter driveway connections to existing houses.

**Existing Single Family**



Existing Views of River Drive



River Drive Improvements



# River Drive Mixed Use Development Landscape Master Plan

## Landscape Master Plan Concept

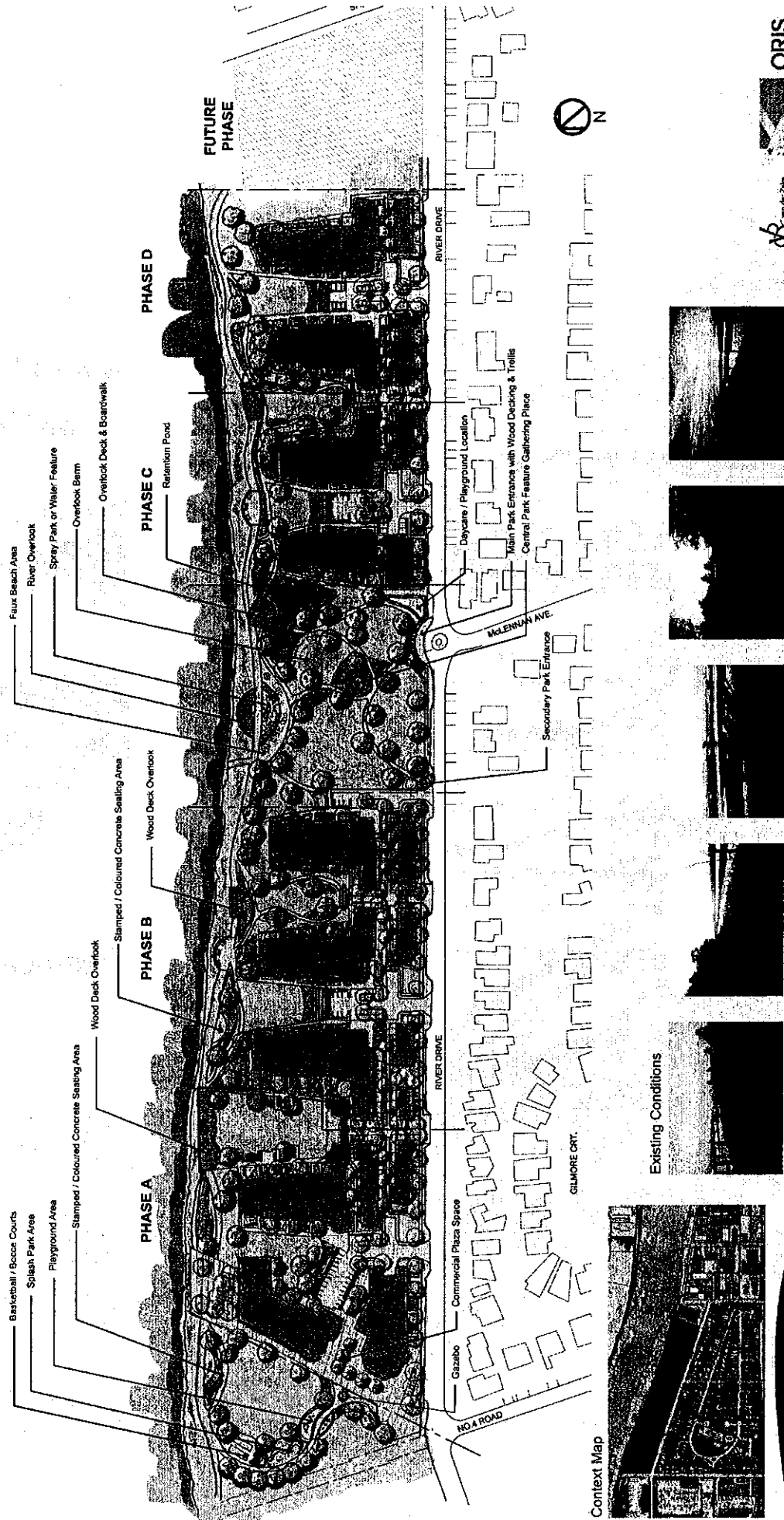
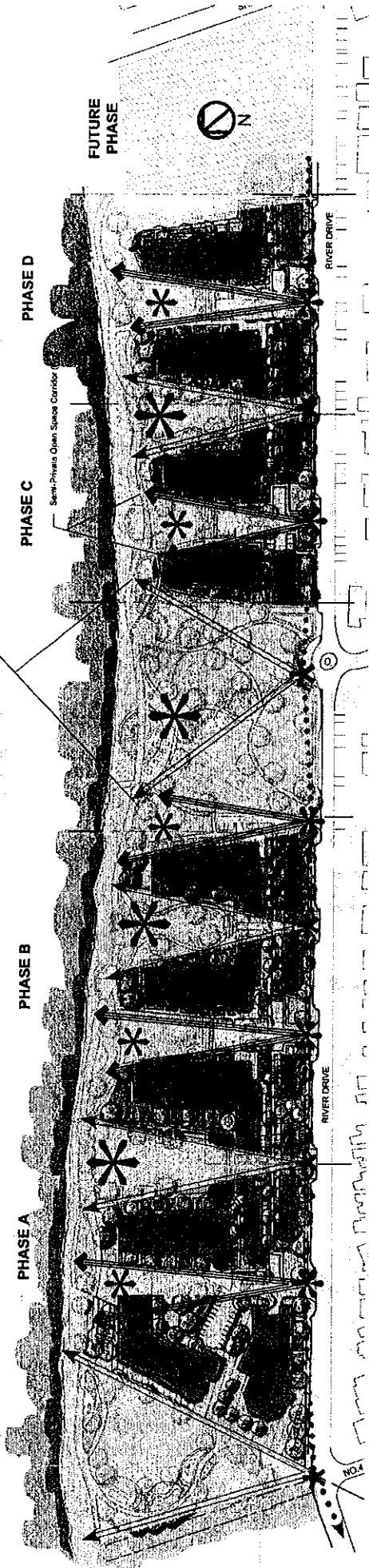


Figure 1.0  
Landscape Master Plan Concept

# River Drive Mixed Use Development Landscape Master Plan

## Pedestrian Movement In The Landscape Concept



### Concept Element

<p><b>wave</b> Waves are characterized by crests (high) and troughs (low), and may travel in either longitudinal or transverse directions. Transverse waves are those with vibrations perpendicular to the direction of the wave, examples include waves on a string and electromagnetic waves. Longitudinal waves are those with vibrations parallel to the direction of the propagation of the wave; examples include most sound waves.</p>		<p><b>Design Intent</b> Use the concept of the wave as a metaphor for the main boardwalk, and flowing the view corridors and open into highly developed active areas and create the "wave trough" between the passive contemplative areas.</p>
<p><b>current</b> A current is a flow of water influenced by gravity as the water flows downhill to reduce its potential energy. The current velocity usually is well as temporary within the stream, dependent upon the flow volume of water.</p>		<p><b>Design Intent</b> Use the concept of the wave as a metaphor for the main boardwalk, and flowing the view corridors and open into highly developed active areas and create the "wave trough" between the passive contemplative areas.</p>
<p><b>eddy</b> An eddy is the swirling of a fluid and the reverse current created when the fluid flows past an obstacle. The moving fluid creates a space devoid of downstream flowing fluid on the downstream side of the object.</p>		<p><b>Design Intent</b> Use the concept of eddies to identify locations for key features within the site, large groups of people function like a current; they travel through the path of least resistance and stop when there is a feature or an obstacle within a path that forces them to stop. Use obstacles and features provided in the design concept are placed to function like eddies, intended to allow people to move past them within the current or stop and observe a feature, object, or the entire scene.</p>
<p><b>jetty</b> A jetty is any of a variety of structures used in river, dock, and maritime works which are generally carried out in pairs from river banks, or in continuation of river channels at their outlets into deep water, or out into bays, and outside their mouths, or for forming basins along the sea-coast for ports or harbors. The forms and construction of these jetties varies widely, for though they invariably extend out into water, and serve either for directing a current or for accommodating vessels.</p>		<p><b>Design Intent</b> Use the concept of jetties as islands and breaks within the design concept, directing both private and public jetties to collect along the edges of parks to relate while overlooking mass open spaces of urban and recreational environments.</p>
<p><b>sandbar</b> A shoal or sandbar (also called sandbank) is a somewhat linear formation within or extending into a body of water, typically composed of sand, silt or small pebbles. A bar is characteristically long and narrow (linear) and develops where a stream or ocean current promotes deposition of granular material, resulting in localized shallowing (narrowing) of the water.</p>		<p><b>Design Intent</b> Use the concept of sandbars to create a series of vegetation and buffering along the pathways to provide privacy to residents of the area and 2) develop the hierarchy of spaces within areas of active recreation</p>
<p><b>lift / drag</b> In the context of a fluid flow relative to a body, the lift force is the component of the aerodynamic force that is perpendicular to the flow direction. It contrasts with the drag force, which is the parallel component of the aerodynamic force.</p>		<p><b>Design Intent</b> Use the lift and drag concept to create offshoots or trails that divert from the central movement of people</p>

### Design Intent

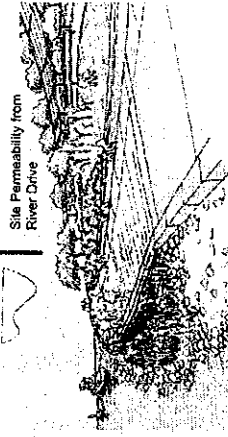
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<p><b>Design Intent</b> Use the lift and drag concept to create offshoots or trails that divert from the central movement of people</p>	

### Pedestrian Movement Key



Pedestrian Access to Development  
Semi-Private Open Space  
Public Access Development & Waterfront  
Public Open Space

Site Permeability from River Drive



PHASE A PHASE B PHASE C PHASE D RIVER DRIVE



THE DESIGN FIRM

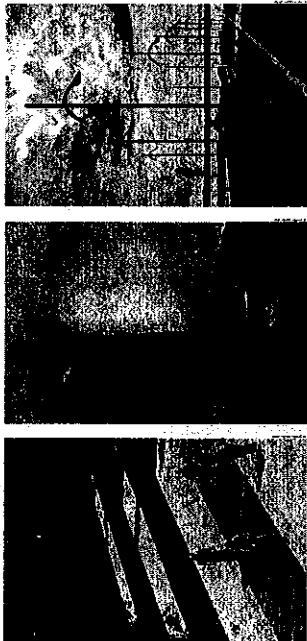


ORIS

Figure 2.0  
Pedestrian Movement In The Landscape Concept

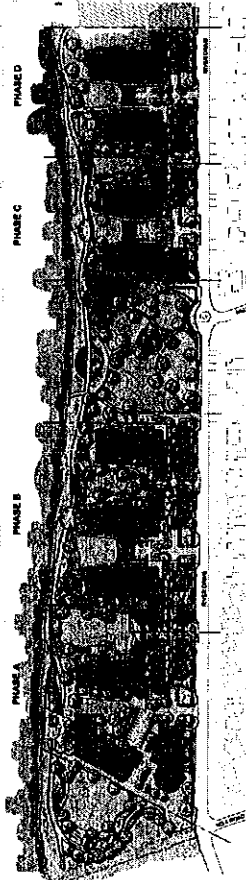
# River Drive Mixed Use Development Landscape Master Plan

## Precedent Images & Goals / Objectives



**Precedent Images: Hard Materials**

- Hardscape materials should change in key interventions and become porous to encourage a hierarchy of spaces
- Hardscape materials can be used to their natural forms for art features
- Hardscape materials can be used repeatedly to distinguish zones from within the horizontal plane
- \* Images of Promenade Samuels-Champain in Quebec City, Quebec & English Bay Beach in Vancouver, British Columbia



**Goals - What will be achieved in the River Drive Development**

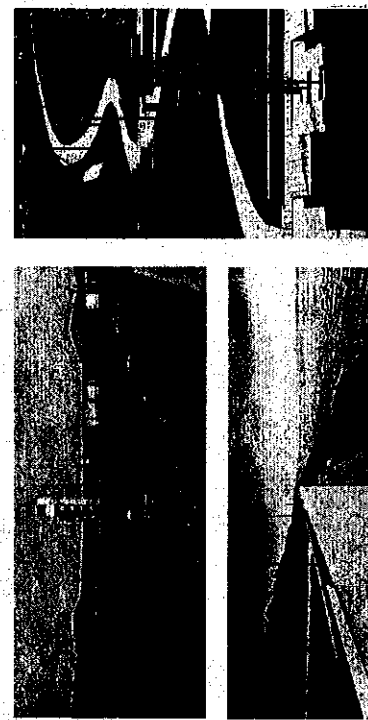
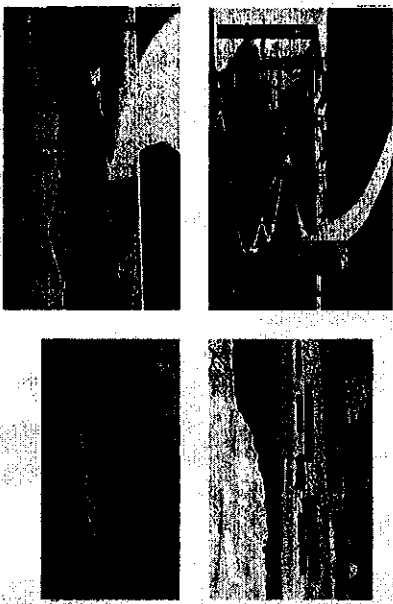
- Create a walkable community that unites its surrounding neighborhoods in the walkway
- Provide a variety of publicly accessible and inviting amenities along the walkway
- Connect all public amenities with a multi-purpose recreational trail connecting to the pedestrian network in Richmond
- Show respect towards local heritage by using forms and architectural references in the area
- Use best management practices for managing developments of both natural and naturalized forms
- Provide opportunity for community activation: the public art exhibits and venue space

**Objectives - How goals will be achieved**

- Establish a hierarchy of walk systems that bring people from areas of high activation to passive space
- Use the hierarchy of walk systems to distinguish between public and semi-private zones
- Extend public amenities across a variety of spaces, each with a unique feature or focal point
- Provide public with passive and active recreation opportunities in every amenity space
- Design the multi-purpose trail to be built through distinguished zones (i.e. active, passive)
- Use signage, lighting, furniture and pattern to distinguish between zones
- Use materials reflective of local investigations and select materials with respect to local architecture
- Integrate sustainable landscape into processes within the area (storm water management, infiltration, public protection)
- Design sustainable landscapes using spectrum native species requiring low levels of maintenance and irrigation
- Strategically place and design landscape forms and plantings with respect to CPED protocols
- Provide meaningful opportunities for public art
- Establish key visual transition points appropriate for context, vegetation and community related activities

**Precedent Images: Soft Materials**

- Softscape materials can be used in mass forms to contribute to a hierarchy of spaces
- Softscape materials should have seasonal interest
- Softscape materials can be recycled into new uses (habitat, food, boulevard, etc.)
- \* Images of Promenade Samuels-Champain in Quebec City, Quebec & English Bay Beach in Vancouver, British Columbia



**Precedent Images: Trails**

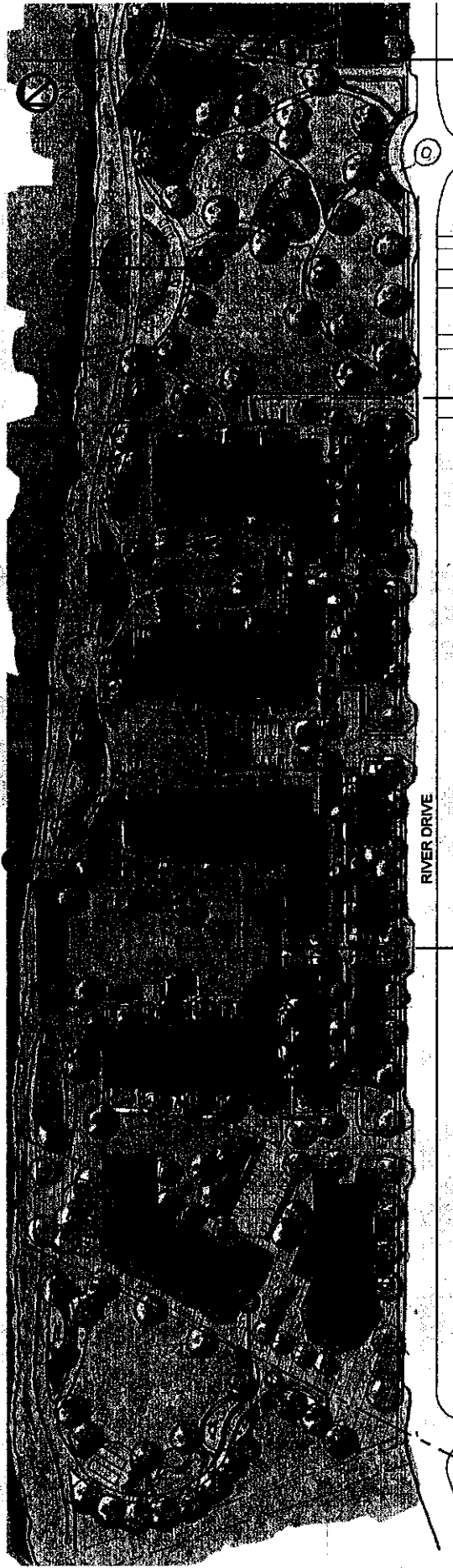
- Trails can be composed of a variety of hard and soft materials
- Borrowing and learning can be used along trail networks to create a diversity of space where desired
- Trails should intersect with key areas of interest
- \* Images of Promenade Samuels-Champain in Quebec City, Quebec, Doublet Green in Victoria, British Columbia & English Bay Beach in Vancouver, British Columbia



Figure 3.0  
Precedent Images & Goals / Objectives

# River Drive Mixed Use Development Landscape Master Plan

## Parks & Open Space Sections

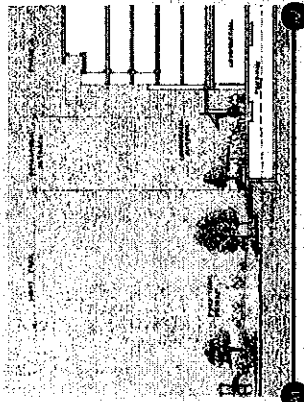


### Enlargement A park for passive recreation

The passive park designed for the River Drive will provide both residents and visitors an opportunity to recreate and relax along the Richmond Waterfront. The entrance and rear of the park will be composed of ornamental planted pots will welcome people onto the site. The use of bright vegetation in a repetitive pattern will further attract people from the street and roadside. The central area of the park will be a large open space for passive recreation and leisurely enjoyment. The second break-up lines within the park area, connecting the public to the boardwalk, street, and buildings.

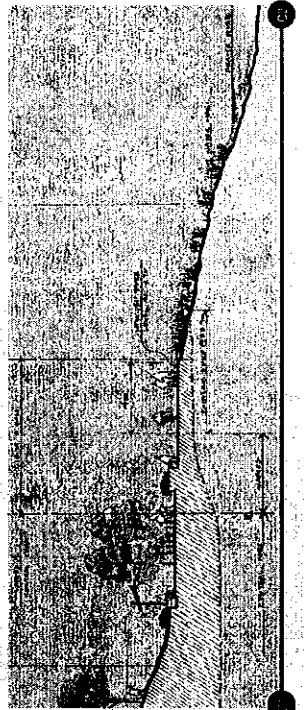
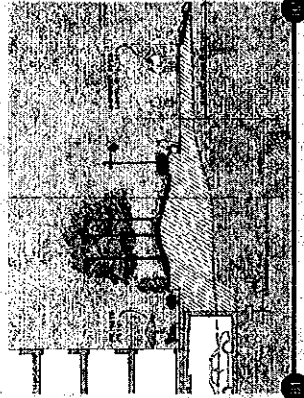
An expanse of open space in this park provides the opportunity for a wide range of activities for young children or adults (i.e., walking, reading, games, community meetings). The close proximity to commercial development in building bordering the wood decked area will provide people with access to food/beverage and recreation, making the park a convenient destination.

In addition to these elements, open courts will also be provided in the park to increase the number of activities available to recreational users. The court area is positioned in a central location where visibility remains high and parents have the opportunity to watch their children play while they relax. The hardtop space used to connect the park to the commercial wood decked area will be a wide, open space with a variety of seating features, along with potential bar/cafe look-up.



### Enlargement B interface of residential areas and recreational trail

The River Drive Mixed Use Development that occurs between major park spaces includes a hierarchy of spaces to allow residents a sense of privacy, yet not detract visitors from using the recreational trail. The use of birthing and natural plantings in the approach taken for designing these interfaces along the waterfront. The use of natural materials will contribute to the biotope within the area and will also aid in storm water infiltration and remediation.



### Enlargement C park for active recreation

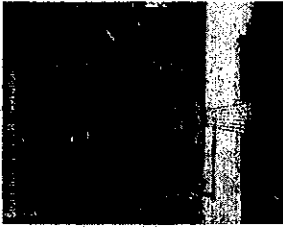
The active park for River Drive is located in the local point of the mixed use development, where accessibility and visibility from roads is at its highest. The intention of this space is to be a local point for the development and surrounding community. The park includes a wide range of amenities and open space opportunities. Guests are greeted by a focal plaza and shelter at the entrance of the site. Connections to the river boardwalk are defined by a clear hierarchy of pathways which links people through a passive fence through an environment or through a direct open space trail. The open pond area, public art locations, interactive ground spray splash park, and lush beach all provide additional leisurely options for guests who visit the park. The central open space field also provides ample seating and recreational opportunities. Key views to the water are established and the junction of the boardwalk to future amenities will create a higher volume destination along the river front and provide guests with the chance to meet and interact with one another.



Figure 4.0  
Parks & Open Space Sections

# River Drive Mixed Use Development Landscape Master Plan

## Sustainable Approaches



### RESOURCES AND MATERIALS:

By working with locally sourced suppliers and manufacturers, the environmental footprint of developing the site will be reduced. This could apply to major materials selections (i.e. topsoil or concrete) through small detailing or choices. Example: trees removed from the site could be reused as habitat logs for storm infiltration swales and ponds or be used as seating logs (English Bay beach style) in major parks and passive areas. Site furnishings and some landscape materials can also be either 1) largely recyclable or 2) composed of recycled materials.

### STORM WATER INFILTRATION AND REMEDIATION:

The adjacent river offers a high level of bio-habitat to a wide range of plants and animals. Therefore there is interest to provide naturalized spaces within the site to enhance the bio-diversity within the site. Through innovative storm water tactics, storm water can be infiltrated and remediated on the site, while offering many indigenous species of wildlife an opportunity to thrive in a naturalized environment. Through centrally located storm water ponds or basins, storm water can be diverted into these naturalized areas, such that they will also provide the community a visual feature to interact with and observe nature. Some aeration or deaeration ponds will add to the visual interest of the spaces and help maintain their bio-function. The majority of plantings in these areas can be of native varieties and offer an educational component to the community should adequate signage be provided. Educational value within these spaces will also be enhanced through the integration of a secondary program of monitoring and reporting on the site. The environmental goals at the start of the site also offers good opportunity to provide additional naturalized bio-swale basins and ponds to support the goals of the site. This complex integrated network, using an integrated network for storm management and detention also provides wildlife with an environmental to-be to follow to additional natural zones. This will also help protect the wildlife and prevent them from becoming lost and travelling into roads and urban spaces.

### ALTERNATIVE TRANSPORTATION SUPPORT:

An appropriate amount of centrally located bike racks or bike shelters can be provided in front of each building to promote alternative transportation. Small car stalls and electric fuel stalls can also be considered in the civil design of the site. Consideration should also be given to existing, future bus routes and appropriate spaces/shelter should be provided if possible.

### SHADE AND MICROCLIMATE:

Providing residents with an adequate amount of shade within the site will help maintain good thermal quality within the site and also help reduce the amount of heat islands within the property. Trees can also function as windbreaks within the property and can also contribute to the heating/cooling of buildings when positioned appropriately. The use of "capped" bollards and pedestrian scale lights will also reduce the amount of light pollution the site emits at night.

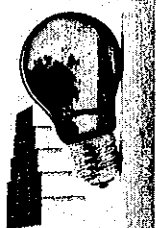
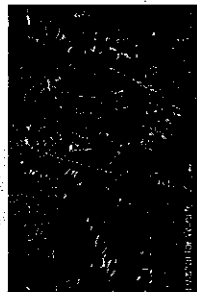
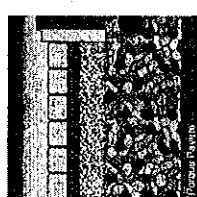
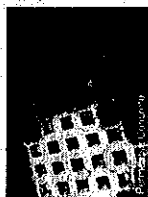


Figure 5.0 Sustainable Approaches



**City of Richmond**

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

**Development Application  
 Data Sheet**

**RZ** **Attachment 3**

Address: 1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive

Applicant: Oris Developments (River Drive) Corporation

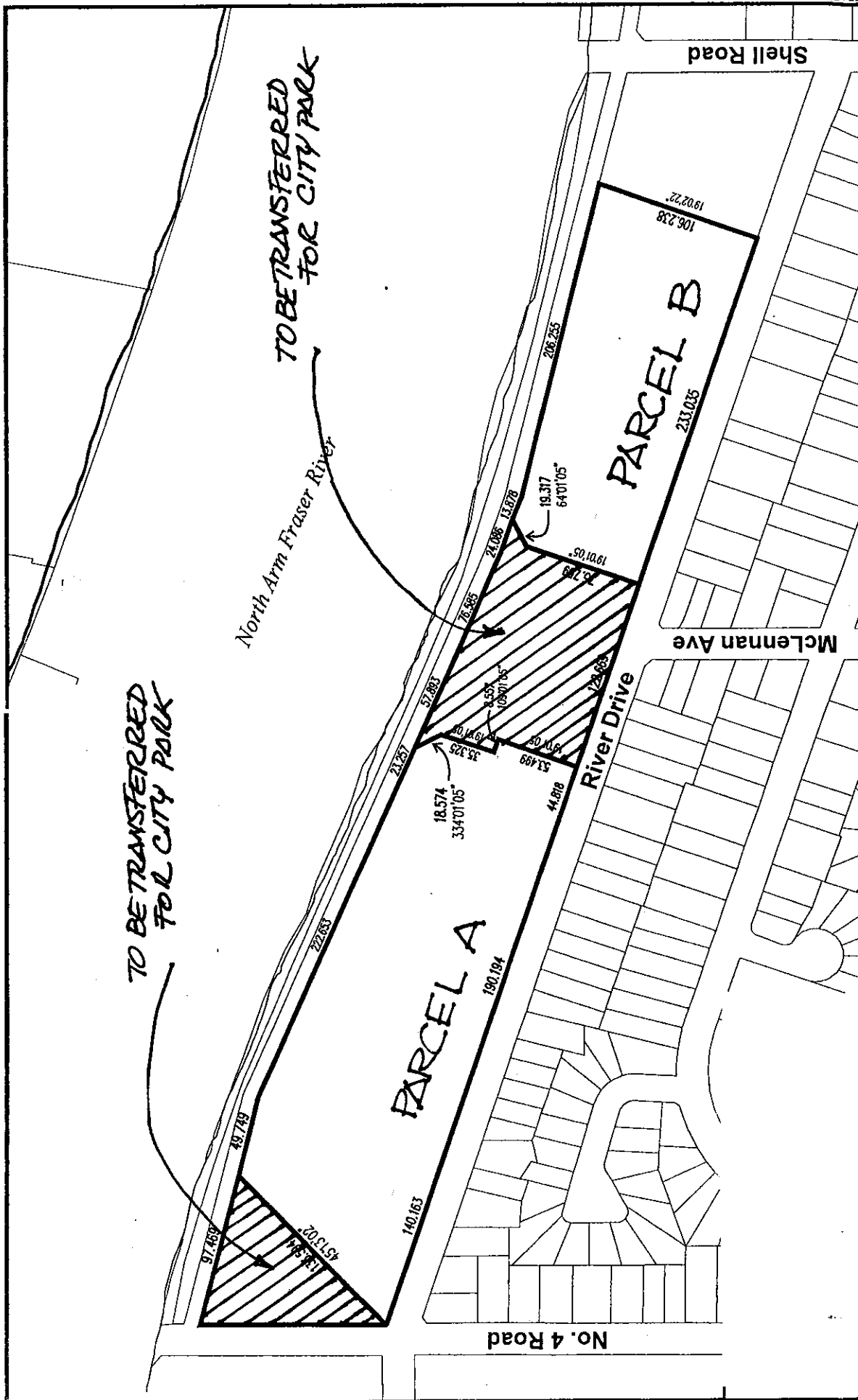
Planning Area(s): Bridgeport Area Plan

	Existing	Proposed
<b>Owner:</b>		Oris Development (River Drive) Corporation
<b>Site Size (m<sup>2</sup>):</b>	81,043 m <sup>2</sup> (gross)	61,395 m <sup>2</sup> (net)
<b>Land Uses:</b>	Light Industrial and Storage uses	Multi-family residential, Commercial and Community Uses
<b>OCP Designation:</b>	Neighbourhood Residential	Mix-Use
<b>Area Plan Designation:</b>	Residential (Townhouse)	"Residential Mix-use" and "Potential Park Site"
<b>Zoning:</b>	"Industrial Storage District (I5)"	"Comprehensive Development District (CD/209)" and "School & Public Use District (SPU)"
<b>Number of Units:</b>	N/A	1,026

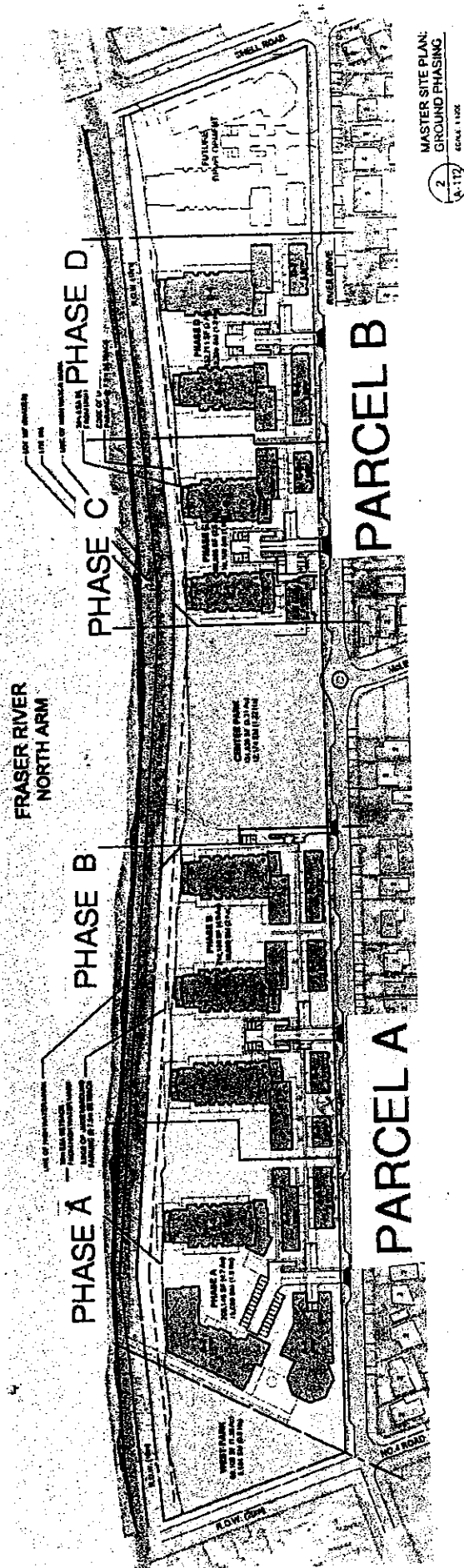
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A		none permitted
Floor Area Ratio:	Max. 1.45	1.449	none permitted
Lot Coverage – Building:	Max. 40%	32%	none
Lot Size (min. dimensions):	N/A	Parcel A: 38,957 m <sup>2</sup> (3.9 Ha) Parcel B: 22,438 m <sup>2</sup> (2.24 Ha)	
Setback – River Drive (m):	Min. 3.0 m	Min. 3.0 m	none
Setback – River Road/Dike ROW (m):	Min. 7.5 m	Min. 7.5 m	none
Setback – Side & Rear Yards (m):	Min. 6.0 m	Min. 6.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	24.0 m	23.0 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V)	1.5 per d/u (R) 0.2 per d/u (V) Required: 1,624		
Off-street Parking Spaces – Affordable Housing (AH)	1.0 per d/u (R) 0.2 per d/u (V) Required: 78		
Off-street Parking Spaces – Commercial	3.0 per 100 m <sup>2</sup> Required: 123		
Off-street Parking Spaces – Live/Work	1.9 per d/u Required: 12		
Off-street Parking Spaces – Day Care	Shared with visitors parking	Minimum of 10	
Off-street Parking Spaces – Total:	1,837 (1,634 if TDM measures provided)	1,700 and TDM measures	none (TDM measures provided)
Tandem Parking Spaces:	permitted	up to 30 %	none
Amenity Space – Indoor:	100 m <sup>2</sup> per any building containing more than 40 du.	as per requirements	none
Amenity Space – Outdoor:	6.0 m <sup>2</sup> /unit	as per requirements	none

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







## Rezoning Considerations

**1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive  
RZ 07-380169**

Prior to final adoption of Zoning Amendment Bylaw No. 8522, the developer is required to complete the following:

1. Subdivision of all the lots included in RZ 07-380169 into two development parcels and two parcels to be transferred to the City as fee simple lots, as generally shown in Attachment 4 and described below:
  - a) West Park Lot – 5,584 m<sup>2</sup> (60,108 ft<sup>2</sup>);
  - b) Central Park Lot – 12,174 m<sup>2</sup> (131,036 ft<sup>2</sup>);
  - c) West Development Lot (Parcel A) – 38,957 m<sup>2</sup> (3.9 Ha);
  - d) East Development Lot (Parcel B) – 22,438 m<sup>2</sup> (2.24 Ha).

The West Park Lot and Central Park Lot are to be transferred to the City at the developer's cost. Additional legal agreement(s) and/or security to ensure all potential site contamination issues are resolved to the satisfaction of the Director of Development may be required as part of the transfer agreement.

2. Purchase and transfer of the lot at 1720 No. 4 Road (PID: 004-005-147) to the City at the developer's cost.
3. Registration of a Flood Plain Covenant on title of both development parcels specifying a minimum Flood Plain Construction Level (FCL) of 2.9 m GSC.
4. Registration of an Aircraft Noise Sensitive Use Covenant on title of both development sites.
5. Registration of a City Housing Agreement(s) to secure a minimum of a 65 affordable housing units, having a combined total habitable area of at least 5% of the residential FAR permitted (minimum 4,243 m<sup>2</sup> or 45,680 ft<sup>2</sup> combined habitable area) to be provided in the first development phase. The terms of the Housing Agreement(s) will include:
  - a) The number of unit type & size to be determined by the Director of Development and Manager of Real Estate Services as part of the Development Permit for Phase A of Parcel A. The unit sizes will be in accordance with the City's Affordable Housing Strategy, unless otherwise agreed to by the Director of Development and Manager of Real Estate Services;
  - b) Bachelor unit(s) must be rented at rate of \$580/month to an eligible tenant having an annual income of \$26,000 or less;
  - c) One-bedroom unit(s) must be rented at a rate of \$650/month to an eligible tenant having an annual income of \$30,500 or less;
  - d) Two-bedroom unit(s) must be rented at a rate of \$770/month to an eligible tenant having an annual income of \$36,000 or less;
  - e) Three-bedroom unit(s) must be rented at a rate of \$930/month to an eligible tenant having an annual income of \$42,000 or less;
  - f) The rents and incomes provided are the initial values;
  - g) The Housing Agreement term is in perpetuity; and
  - h) "Final Building Permit Inspection" and occupancy shall not be permitted on any buildings outside of the Phase A of Parcel A (as shown on the phasing plan) until these units are constructed.
6. City acceptance of the developer's offer to voluntarily contribute \$574,695 (based on a rate of \$0.60/ft<sup>2</sup> established by the maximum FAR) towards Public Art. A legal agreement acknowledging the developer's commitment to provide Public Art in keeping with these terms as part of each phase of development may be required by the Director of Development.
7. The owner entering into legal agreement(s), satisfactory to the Director of Development, Manager of Parks, Recreation and Culture Services and Director of Engineering, securing the following:

- a) "No Development" on the Phase D area of Parcel B (as shown on phasing plan) until the City has received the developer's voluntarily contribution of \$500,000 towards a City Amenity Reserve to be determined by the Manager of Parks, Recreation and Culture Services.
8. The owner entering into legal agreement(s), satisfactory to the Director of Development, Manager of Parks, Recreation and Culture Services and Director of Engineering, securing the following:
    - a) "No Development" will be permitted beyond Phase A of Parcel A (as shown on phasing plan) until the owner has entered into a Servicing Agreement with the City for the construction, at the developer's cost, of the Central Park and 75% of the length (approx 550.0 m or 1,800 ft. from No. 4 Road extending east) of the Waterfront Trail, including dike upgrading along the North Arm of the Fraser River;
    - b) "Final Building Permit Inspection" and occupancy shall not be permitted on any building on Parcel B until the developer has completed the construction of the Central Park and Waterfront Trail in front of the development site and up to Shell Road along the North Arm of the Fraser River, including dike upgrading in accordance with the above referenced Servicing Agreement, to the satisfaction of the Manager of Parks, Recreation and Culture Services.
  9. The owner entering into legal agreement(s), satisfactory to the Director of Development and Director of Engineering, securing the following:
    - a) "No Development" will be permitted on Parcel B until the owner has entered into a Servicing Agreement with the City for the construction, at the developer's cost, of the riverfront dike in front of the development site and up to Shell Road in accordance with City standards to a minimum elevation of 4.2 m geodetic, as shown in Attachment 7 .
  10. The owner entering into legal agreement(s), satisfactory to the Director of Development and Manager of Parks, Recreation and Culture Services, securing the following:
    - a) "No Development" will be permitted beyond Phase A of Parcel A (as shown on phasing plan) until the owner has entered into a legal agreement, satisfactory to the Director of Development and Director of Parks, Recreation and Culture to secure the construction, at the developer's cost (up to a maximum construction value of \$1,000,000), of an approximately 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>) City neighbourhood community use space on the Tait Elementary School site. A Letter of Credit in the amount of \$1,000,000 is required to accompany this agreement.
  11. The owner entering into legal agreement(s), satisfactory to the Director of Development, securing the following:
    - a) "No Development" will be permitted on any portion of Parcel B until the owner has entered into an agreement acceptable to the Director of Development and Manager of Real Estate Services for the construction, at the developer's cost, of an approximately 511 m<sup>2</sup> (5,500 ft<sup>2</sup>) turnkey finishing level building, as per Terms of Reference in Attachment 12, for a City Child Care facility including outdoor play area and required parking. Ownership of this facility to be transferred to the City as an Air Space Parcel at the developer's cost;
    - b) "Final Building Permit Inspection" and occupancy shall not be permitted on any building on Parcel B of the proposed development under RZ 07-380169 until construction of the child care facility is constructed to the satisfaction of the Director of Development and Manager, Real Estate Services and title to the Air Space Parcel containing the child care facility is transferred to the City. Legal agreements for any required accessory areas, including parking, may be required by the Director of Development.
  12. The owner entering into legal agreement(s), satisfactory to the Director of Development, to secure the following:
    - a) That should the number of 2 bedroom or larger units proposed on the site exceed approximately 32% of the total number of dwellings units proposed the developer and the City will consult with the School Board as part of the Development Permit review process.

13. Ministry of Environment (MOE) Certificate of Compliance or alternative approval granted from MOE regarding potential site contamination issues. This approval is required prior to the dedication of any required road and/or transfer of lots to the City. Additional legal agreement(s) and/or security to ensure all potential site contamination issues are resolved to the satisfaction of the Director of Development may be required as part of land dedication or transfer agreements.
14. Adoption of OCP Amendment Bylaw No. 8521.
15. Process a Development Permit application to a satisfactory level as determined by the Director of Development for Phase A of Parcel A (as shown on the Phasing Plan), which includes substantiating tree replacement at a 2:1 ratio or otherwise complying with the requirements of tree replacement as required by the Official Community Plan (OCP).
16. The developer entering into a Servicing Agreement(s)\* for the design and construction, at the developer's cost, full upgrades across all frontages of this development site, plus storm and sanitary sewer upgrades as agreed to via the Capacity Analysis process approved to the satisfaction of the Director of Engineering. No phasing of the offsite works beyond the development site frontage will be considered as all works are required via this RZ 07-380169 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) No 4 Road: Full half road frontage upgrades from River Drive to the Fraser River including creation of a 2m sidewalk, a grass and treed boulevard, curb and cutter and road widening as determined via the City's Transportation Division unless otherwise determined by the West Park Design as determined by the Manager of Parks, Recreation and Culture Services;
  - b) River Drive: Full improvements to River Drive between No. 4 Road and the East Property line of the site, as required by the City's Transportation Division. The total improvements should be within the existing 20m road right-of-way along River Drive. The frontage improvements along River Drive between No. 4 Road and the east property line are required as follows (from north Property Line (PL) to south PL). The ultimate road design is subject to agreement with the Director of Transportation:

- 0.3m landscaped buffer area
- 1.5m concrete sidewalk
- 1.5m grassed boulevard (can be sloped)
- 2.0m dedicated bike lane (including road curb)
- 3.0m parking lane
- 3.3m travel lane
- 3.3m travel lane
- 1.8m dedicated bike lane
- 1.5m grassed boulevard
- 1.5m walkway
- 0.3m landscaped buffer area

River Drive (continued): As part of Phase A on Parcel A (as shown on the phasing plan) development, the above frontage improvements are to be completed up to the east property line of the Central Park and tie into the existing cross-section. As part of the first phase of development on Parcel B, the above frontage improvements shall be completed along the entire River Drive frontage. Also, traffic calming measures shall be implemented, to the satisfaction of the Director of Transportation, at River Drive/No. 4 Road and River Drive/Shell Road intersections to restrict truck movements. Traffic calming measures along McLennan Avenue shall be provided to reduce the shortcutting traffic volumes. There is a 300mm diameter AC watermain along the entire length of River Drive. This must be renewed to PVC. Also see the storm and sanitary sewer categories for other works on River Drive.

- c) Storm Sewer Upgrades: Per the capacity analysis significant works are required. See Engineering Dept response (REDMS #2667646, dated July 10, 2009) to the capacity analysis report submitted by H.Y. Engineering for preliminary list of upgrades required. The final extent of upgrades required are to be determined by Director of Engineering. Upgrades include, but are not limited to, a 1050mm diameter system from the manhole (MH) at east PL of # 10700 River Drive, east to the MH on the east side of Shell Road at River Drive. Additional upgrades are required for a 1050mm diameter system MH to MH across No 4 Road at the south edge of River Drive. A complete new system of 600mm and 675mm diameter storm sewer is to be installed in a proposed City Utility Right of Way (ROW) along the entire fronting edge of River Drive, connecting to the new upgraded systems at either end. See the analysis results for complete details.
- d) Sanitary Sewer Upgrades: Per the capacity analysis significant works are required. See Engineering Dept response (REDMS #2667760, dated July 13, 2009) to the capacity analysis report submitted by H.Y. Engineering for preliminary list of upgrades required. The final extent of upgrades required are to be determined by the Director of Engineering. Upgrades include, but are not limited to, a new 300mm diameter system from the MH at the west edge of 10111 River Drive, east to the MH at McLennan Avenue. From there upgrades continue south on McLennan all the way to the Pump Station with a 375mm diameter system, with the Pump Station and potential forcemain upgrades. See the analysis results for complete details.
- e) Park Development: The West Park and the Waterfront Trail in front of the development site along the North Arm of the Fraser River up to the western edge of the Central Park are to be designed and constructed via a separate Servicing Agreement entered into prior to adoption of this RZ bylaw. The Central Park and the remainder of Waterfront Trail in front of the development site along the North Arm of the Fraser River all way to Shell Road is to be designed and constructed via a separate servicing agreement in conjunction with a future phase of development.
- f) Dike Improvements: The Dike improvements and upgrades are to be done in two Phases. Phase I from No 4 Road to the western edge of the Central Park are to be done via a separate Servicing Agreement entered into prior to adoption of this RZ bylaw. Phase II of the dike improvements from the Central Park, east to Shell Road are to be designed and constructed via a separate servicing agreement in conjunction with a future phase of development.
- g) Traffic signals:
  - i. Modification of existing pedestrian signal to full traffic signal at Bridgeport/McLennan; and
  - ii. Controller equipment upgrade for a new left-turn phase and intersection improvement measures at Bridgeport/Shell.
- h) Service Connections: Service connections for the development site are to be included in the Servicing Agreement design drawings set.
- i) Water, Storm and Sanitary Sewer Upgrades: Any water, storm and sanitary sewer upgrades which have been determined via the Capacity Analysis process are to be included via this Servicing Agreement process. The results of the all three analyses must also be presented as part of the Servicing Agreement design set.

**Notes:**

- \* This requires a separate application.
  - Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in

the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date

**Prior to Development Permit\* issuance the following issues shall be addressed:**

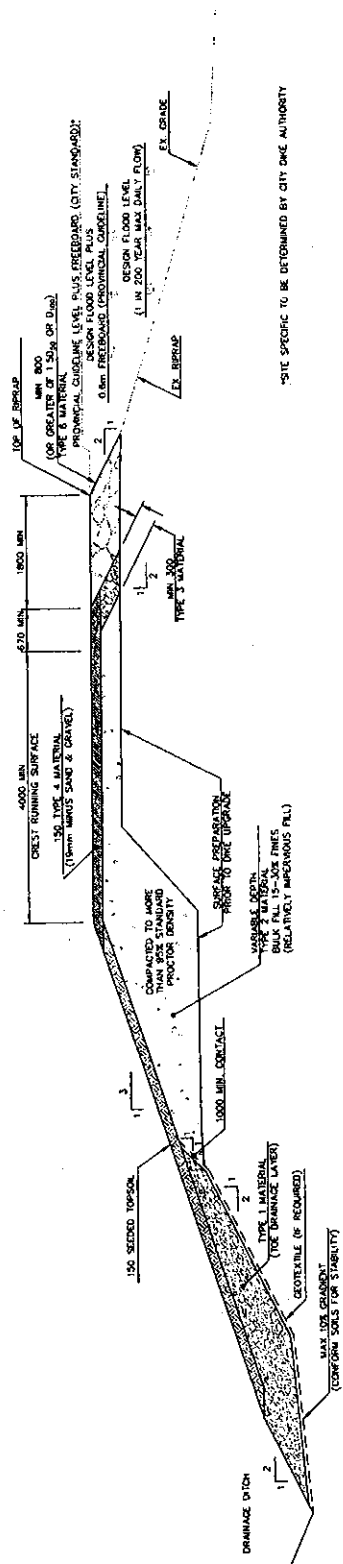
- The provision of following TDM measures must be incorporated in Phase A of Parcel A and each one of the development phases of the proposed development:
  - Provision of co-op Car Arrangement
  - Provision of two bus shelters along Bridgeport Road at completion of Phase A of Parcel A
  - Complete the sidewalk/pathway along the west side of No. 4 Road between Bridgeport Road and River Drive at completion of Phase A of Parcel A
  - Provision of bike lanes along River Drive in conjunction with frontage improvements required

**Prior to Building Permit\* issuance the following issues shall be addressed:**

- 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.

WATERSIDE

LANDSIDE



\*SITE SPECIFIC TO BE DETERMINED BY CITY DIKE AUTHORITY

MATERIAL SPECIFICATIONS

- TYPE 1 MATERIAL (DRAINAGE LAYER)**  
Type 1 material shall consist of 75mm minus well-graded sand and gravel meeting the following gradation limits:

US STANDARD SIEVE SIZE	PERCENTAGE BY WEIGHT PASSING
3"	100
1 1/2"	60 to 100
3/4"	35 to 80
3/8"	25 to 80
#4	20 to 40
#8	15 to 30
#16	10 to 20
#30	5 to 15
#60	3 to 10
#200	0 to 5

- TYPE 2 MATERIAL (BULK FILL)**  
Type 2 material shall consist of well-graded sand with 15 to 30 percent fines passing the U.S. Standard No. 200 sieve meeting the following gradation limits:

US STANDARD SIEVE SIZE	PERCENTAGE BY WEIGHT PASSING
3/4"	100
#4	80 to 100
#40	25 to 90
#100	18 to 50
#200	15 to 30

- TYPE 3 MATERIAL (RIPRAP FILTER)**  
Type 3 material shall consist of well-graded pit-run or processed sand, gravel and cobbles, or quarried stone meeting the following gradation limits:

US STANDARD SIEVE SIZE	PERCENTAGE BY WEIGHT PASSING
8"	100
3"	60 to 90
3/8"	30 to 65
#20	5 to 30
#100	0 to 5

- TYPE 4 MATERIAL (RUNNING SURFACE)**  
Type 4 material shall consist of a clean, well-graded, 19mm minus sand and gravel or road mulch meeting the following gradation limits:

US STANDARD SIEVE SIZE	PERCENTAGE BY WEIGHT PASSING
3/4"	100
1/2"	75 to 100
3/8"	60 to 90
#4	40 to 70
#8	27 to 55
#16	16 to 42
#30	8 to 30
#60	5 to 20
#200	2 to 8

- TYPE 6 MATERIAL (RIPRAP)**  
Type 6 material shall be blocky and angular or sub-angular, with sharp clear edges and relatively flat faces, well-graded with the following gradation limits. Average ratio of long axis (L - maximum length of stone) to short axis (S - thickness of the stone) perpendicular to the plane of the a and b axes, where b is the intermediate axis - maximum width perpendicular to the long axis for an individual rock should be less than 2. The rocks shall be clean, hard, durable, abrasion resistant granite or limestone pieces.

ROCK PARTICLE WEIGHT (POUNDS)	ROCK NOMINAL SIZE (b-AXIS), max**	PERCENT PASSING
1000	650	100
600	550	70 to 80
300	400	45 to 55
70	250	20 to 30
20	200	Not exceeding 10

THE CITY OF RICHMOND IS NOT RESPONSIBLE FOR ERRORS NOR OMISSIONS

NOTES

- Crest width shall be 4.0m minimum.
- Crest running surface shall be minimum 150mm thick. If the running surface is to be utilized as a higher class road, design is established by the responsible agency.
- The drainage layer shall be 0.5m to 1.0m in thickness and extend across the entire landside slope of the existing dike.
- Landside slope without drainage layer shall be no steeper than 3H:1V and shall be no steeper than 2.5H:1V with drainage layer.
- Drainage ditch should be outside of the 3:1 projection of landside slope without drainage layer, and 2.5:1 projection of landside slope with drainage layer.
- Waterside slope with riprap protection shall not exceed 2H:1V.
- All materials and construction shall conform to the following:
  - current edition of the city of Richmond supplementary specifications and detail drawings and associated edition of the master municipal construction documents.
  - Province of British Columbia Ministry of Environment, Lands and Parks "Environmental guidelines for vegetation management on flood protection works to protect public safety and the environment" and "Riprap design and construction guide" and "Dike design and construction guide: Best management practices for British Columbia"
  - 8. Elevations refer to Geodetic Survey of Canada.
  - 9. Newly placed compacted material should be suitably keyed into the existing dike to provide a proper bond between the existing and the new dike portions.
- Riprap filter (Type 3 material) to be min. 300mm thick and Riprap (Type 6 material) to be min. 800mm thick provided that care should be taken to distribute individual rock pieces to fill voids with smaller fragments and form a compact mass.
- Standard Design Flood Level shall be determined by the proponent, in consultation with the Flood Hazard Management section of Ministry of Water, Land, and Air Protection, B.C.
- All existing unsuitable material to be removed and disposed offsite and new material to be installed as shown on drawings.
- Compatibility of the material should be checked before and during construction to confirm whether geotextile fabric is needed.

CITY OF RICHMOND  
RICHMOND, B.C.

**TYPICAL CROSS SECTION RIVER DIKE UPGRADE**

PROJECT: No. 07-1411-2200 SCALE: 1:50  
 DESIGN: SP DATE: 08/03/2007  
 CHECK: [Signature] DATE: 08/03/2007  
 REVISION: [Signature] DATE: 08/03/2007

PROJECT NO. 07-1411-2200  
 SHEET NO. 01 OF 01  
 CITY DRAWING NO. Mb-98

Golder Associates

Leonard C. Ham, Ph.D.  
*Archaeologist & Heritage Consultant*  
 1141 Walalee Drive,  
 Delta, B.C. V4M 2L9  
 (tel/fax 604-948-9857)

March 11, 2009

**Mr. Paul Dmytriw**  
 Development Manager, ORIS Consulting Ltd.  
 #100 - 12235 No.1 Road,  
 Richmond, B.C. V7E 1T6

**Re: Archaeological Site Potential Proposed River's Edge Development.**

Dear Sir;

The cited development in Richmond, B.C., is on the left bank of the North Arm distributary of the Fraser River, between No.4 Road and Shell Road (Figure 1). A series of 12 condominium buildings separated by open green space are proposed for the property (Figure 2). This preliminary archaeological assessment assigned the study area a low potential for archaeological sites and recommends an archaeologist monitor geotechnical and other excavations, as well as of site preparation activities following demolition and removal of the derelict building on the property, as warranted.

At present, part of the proposed development lands are covered with 2-3 m of fill while the balance is occupied by an abandoned industrial building. Historically this riverbank area was a wet forest community with cedar, hemlock, spruce and alder, and with a dense growth of shrubs (willow, yew, crab apple) along the river's edge (Canada 1898; Lands & Works 1872; North *et al.*, 1979; North & Teversham 1984; Trutch 1859). Immediately to the south were shrubland and grassland communities, and about 1200 m south, the Greater Lulu Island Bog (North *et al.*, 1979). Three slough branches flowed through the subject property, including two branches of Wild Slough and one of Scratchley Slough (Figure 1), both flowing southwesterly into the Middle Arm of the Fraser River. These channels would have provided a short cut to the Middle Arm for fish and humans, as well as access to the resources of the plant communities to the south. In Richmond and other parts of the Fraser Delta there is a clear association of archaeological sites with slough channels (Ham 1987:98), however, until after the Hudsons Bay Company arrived on the river, settlements were seldom located near a slough mouth.

The study area is within the traditional territory of the Musqueam First Nation who formerly had several settlements on the North Arm, at the foot of Victoria Drive, Marpole, Sea Island and Musqueam (Suttles 1990:454). Isolated artifact finds in this part of Richmond and other bog areas attest to the use of these plant communities. Only minutes away from Musqueam villages on the North Arm, trips into this area would have been day trips and thus the remains of encampments are not anticipated, although there are small sites elsewhere on northern Lulu Island and thus they may be present near the study area as well (*e.g.*, DhRs-083, DhRt-036). Although settlements are not expected in this area, it is possible the river bank was used for drying fish, although this short piece of the river does not appear to be a

... 2



L.C. Ham to Paul Dmytriw, ORIS Consulting Ltd.  
Re: Archaeological Site Potential Proposed River's Edge Development.

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particularly good fishing location. It is likely that fishing gear such as traps and weirs would be located near the western end of these sloughs near their confluences with the Middle Arm.

Isolated finds from Lulu Island include stone tools and organic (wood, plant fibres) objects. Immediately west of the study area a ground slate spear point attached to a wooden shaft (Smith 1903:144). South of the study area 1,350 m, another artifact (DhRs-080), a flaked basalt biface knife was recovered from the northern part of the Greater Lulu Island Bog (Ham 1987:50). Also recovered from the Greater Lulu Island Bog, about 5.4 km southeast of the study area, are the remains of a basket (DgRs-015) which was radiocarbon dated at 2,180 years ago (before 1950) (Ham 1987:54). About 2,100 m due east of the study area, from the northwestern portion of the Lesser Lulu Island Bog is another isolated find site (DhRs-t86-6), the Coast Salish Mask site where a carved wooden wand was found, possibly from a *sxwayxwey* (*x'ayx'I*) mask (Ham 1987:53-54). It is similar to *sxwayxwey* mask wands illustrated by Suttles (1987:118). Other sites which may be present could include scatters of heat damaged cobbles as well as isolated find sites such as hand mauls, adze blades and ground slate knives or other artifacts.

Normally a series of test excavations would be carried out to test the validity of the site potential of a development property. As the original surface of the study area is not easily accessible, it is not possible to economically test the area in the normal fashion. Thus it is recommended an archaeologist should monitor any excavations at the subject property such as those for geotechnical assessment or other purposes, and to inspect the property once the remains of the industrial building are removed. In the event evidence of archaeological remains are discovered, it will necessary to obtain a permit from the Archaeology Branch (Victoria) which can take up to 90 days.

I trust this letter provides the information you require at this time. Unfortunately I cannot provide a more precise statement concerning the archaeological site potential of your development area until the derelict building has been removed. Please give me a call should you have any questions or need any additional information. Thank you.

Sincerely;

*Leonard C. Ham*

L.C. Ham to Paul Dmytriw, ORIS Consulting Ltd.  
Re: Archaeological Site Potential Proposed River's Edge Development.

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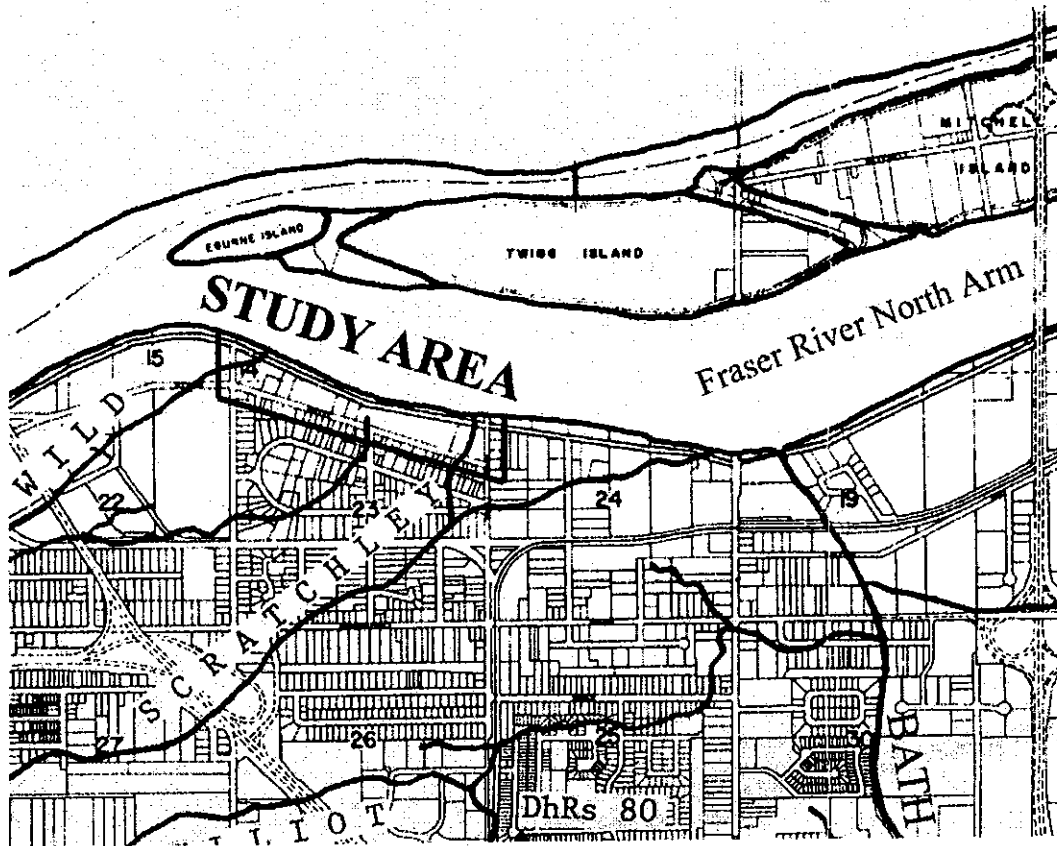
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L.C. Ham to Paul Dmytriw, ORIS Consulting Ltd.  
Re: Archaeological Site Potential Proposed River's Edge Development.

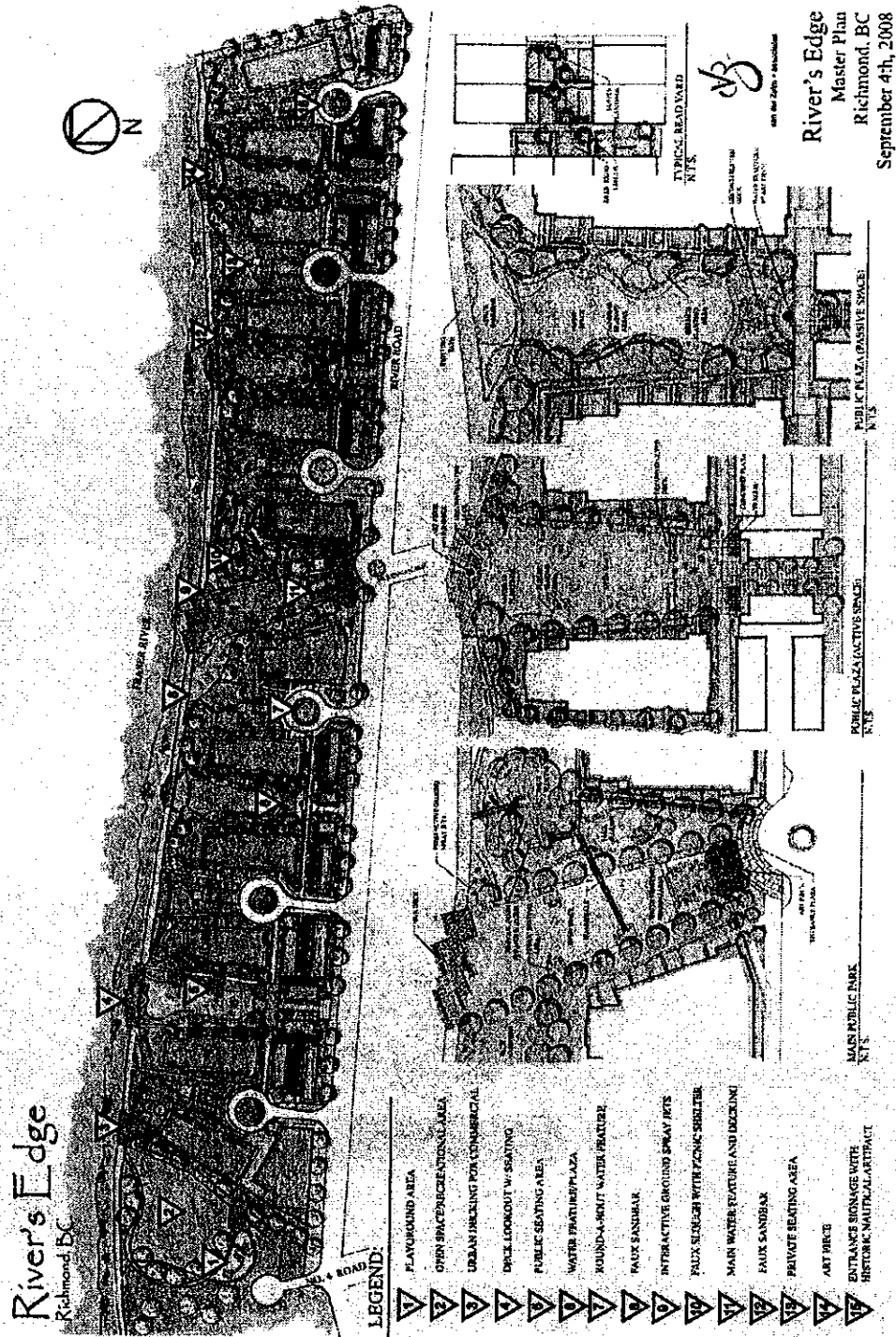
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Figure 1 Location of River's Edge Development



(Ham 1987)

Figure 2 Proposed River's Edge Development



June 19, 2009

**City of Richmond**  
**Planning & Development Department**  
6911 No.3 Road  
Richmond, B.C.  
V6Y 2C1

**Attention: Francisco Molina, Senior Planner**

Dear Sir:

**Re: River Drive Rezoning RZ 07-380169 (Summary of neighbourhood meetings)**

I have provided a brief summary of our neighbourhood consultation process below and have attached a summary of questions and concerns from the neighbourhood meetings as a separate attachment. To date, we have had 4 formal meetings with residents of the Tait community. Two meetings were held at Tait Elementary school and two were held at an industrial park across the street from the Tait subdivision because the school was not available.

Prior to making a rezoning application, we approached the community to assess the appetite for development in this area. Our approach was to first meet with key influential members of the community, then the broader community to understand what they envisioned for this site. We wanted to record the major issues and concerns and develop a "wish list" of requirements. The following is a list of dates, locations and residents involved:

**March 13, 2007**

- **Location: 228-2680 Shell Road, Richmond, BC (Dava Development s Ltd.)**
- 14 long-term / influential residents were invited
- Our approach was to meet the community members and build a "wish list" for the community

**April 10, 2007**

- **Location: Tait Elementary School**
- Approximately 70 residents attended
- Invitations based from a Canada Post generated list (not all residents received invitations)
- We presented our first concept, based on the first meeting with the residents group.

**May 31, 2007**

- **Location: Tait Elementary School**
- Approximately 50 residents attended. (450 invitations sent and property list confirmed by Oris)
- Information Boards based on responses from the previous meeting were introduced

# ORIS

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October 28, 2008

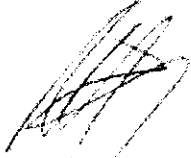
- Location: 223-2680 Shell Road, Richmond, BC (Latin Quarter Dance Studio)
- 61 residents attended (Flyers delivered door-to door by Tait Parent Advisory Committee)
- All concept boards from the original concept to the current proposal was presented
- Dana presented a summary overview of the past meetings and original concepts
- Patrick Cotter presented a review of the changes based on City comments to date

I have attached a summary of comments from the 4 meetings and a general response to questions from the community from our last meeting.

We are happy to provide you with a mailing list and a list of attendees for your records. The neighbourhood boundaries used are No.4 road to the west, Shell Road to the east, Bridgeport Road to the south and the River to the North.

If you require any additional information at this time, please feel free to contact me at your convenience. I can be reached at 604 241-4657 or by e-mail at [Paul@orisconsulting.ca](mailto:Paul@orisconsulting.ca). Dana can be reached at [Dana@orisconsulting.ca](mailto:Dana@orisconsulting.ca).

Sincerely,



Paul Dmytriw  
Development Manager  
Oris Development (River Drive) Corp.

Cc: Dana Westermark, Oris Development (River Drive) Corp.

## **Summary of River Drive Preliminary Meetings**

**March 13, 2007**

14 long-term / influential residents were invited

Our approach was to meet the community members and get a "wish list" for the community

### **Summary of Comments:**

- Truck traffic along River Drive No.1 issue- Community is lobbying the City
- Want a waterfront connection to the neighbourhood
- Maximum of 2 lanes of traffic along River Drive and no trucks
- Raising Dyke by 1.1m will flood existing neighbourhood
- Concerned with the new road grade to the existing neighbourhood
- Would like some neighbourhood specific commercial uses
- Currently, need to drive for all services
- Concerned with the number of additional vehicles introduced to the n'hood
- Traffic calming needed throughout the neighbourhood
- Concern with density & traffic
- Don't want to see the Tait school overwhelmed with students
- Community Centre or other amenities would be nice
- A Park, Play area, and riverwalk would be nice
- Concerned with increased traffic on McLennan
- Prefer compact density with open space to Townhouse "sprawl"

**April 10, 2007**

Approximately 70 residents attended

We presented our first concept, based on the first meeting with the community. 6 Boards were provided: Site Planning, Phasing Analysis & Building Statistics, Access & Circulation, Open Space & View-Scape, Building Scale & Type, and a Parking Analysis.

We can provide a copy of this information at your request.

### **Summary of Comments:**

- Trucks on River Drive primary concern
  - We introduced traffic calming measures
- Not convinced Traffic Calming will keep trucks out of the N'hood
  - 3 traffic calming circles are proposed and we will work with the Engineering Department to help rectify this issue
- School is at capacity
  - There is currently room for 30 additional students

- Out-of-district students are currently encouraged to keep school open. Reducing the number of out-of-catchment students can increase the capacity to 74 students for new development
- Mix of housing types will reduce family type housing
- Phasing will slowly introduce new students as current students graduate and not overwhelm school
- Flooding is a major concern
  - Revised road location and introduced swales with drains to capture overflow
- How will raising the Road affect Southern buildings
  - Moved road north to reduce slope to southern lots
- Neighbourhood needs some localized commercial uses
  - Proposing commercial at west end of site, uses such as café's, restaurant, and neighbourhood uses will be encouraged (drycleaner, dentist, doctor, etc)
- Bike Lane on River Road is wanted
  - Proposed a bike lane on River Drive on the south side of the new road
- Where are the "slums"? (Affordable housing component)
  - Affordable housing will be spread throughout the site, not concentrated
- Would like some "first timer" housing
  - Variety of housing types proposed including studios and 1BR
- Would like some "aging in place" dwelling units
  - Some disabled units will be provided. All units will address the new accessibility guidelines.

Truck traffic and raising grades came up at both meetings. The community is generally concerned with these 2 issues the most. The community is generally acceptable of our proposal of 800-1200 dwelling units with some commercial component.

### **May 31, 2007**

Approximately 50 residents attended. (450 invitations sent)

Information Boards based on responses from the previous meeting were introduced

### **Summary of Comments:**

- Large open view corridors were well received, especially the No4 Rd & McLennan Ave. view nodes
- Plaza at No4 Road and the 1.5 Acre park were well received
- Good access to the waterfront Dyke trail



- Neighbourhood liked the Commercial component, and the ability to have services nearby (café, restaurant, etc)
- Supportive of the many access points (and open spaces) onto the site, allowing good access to the Dyke.

Overall, the combination of waterfront access, paths, green-space and commercial were well received. They see this project as a huge amenity to the area and see their property values increasing. Most people also asked how long it will take to complete this project.

### Concerns

- Truck traffic on River Drive (the overwhelming major issue)
  - We will continue to work on this issue both with the community and City Hall
- Flooding concern for River Drive residents by raising the road & Dyke (also a major concern)
  - We are confident that the new infrastructure, along with moving River Drive toward our site (away from the existing neighbourhood), introducing swales and reducing the slope of the driveways from River Drive to the existing Tait Neighbourhood will mitigate their concerns
- Need additional traffic calming / restrictions for trucks to prohibit access onto River Drive at No4 Rd & Shell Road
  - We will work with the City on this issue, but No4 Road and Shell Road are arterials
- More infrastructure work should be done through the neighbourhood (2 responses)
  - We are introducing 3 traffic calming measures into the existing neighbourhood
- Some single family housing should be built along River Drive (2 responses)
  - Duplexes proposed along River Drive to be designed to appear as single family dwellings

Truck Traffic (by far) is the major complaint, followed by flooding concerns.

### **October 28, 2008**

61 residents attended

Dana did a summary overview of the past meetings and original concepts  
Patrick did a review of the changes the City were suggesting

- Highlights reviewed
  - Traffic calming
  - All parking below grade (no "exposed" parking areas)

- Overview of the open spaces
- Relationship between the existing neighbourhood and the proposed development
- Overview of the landscaping & landscape plan
- Dana reviewed the additional features that are added
  - Proposed Daycare Facility and location
  - Proposed Library branch and location
  - Neighbourhood commercial location and neighbourhood uses (no change)
  - The big changes are:
    - Larger open spaces at the McLennan Road end and No. 4 Road end
    - More green space owned by the strata corporations but accessible by the public

### Questions from the Public

(a general response given in red, more detail was given to the neighbours at the meeting)

What is happening with the "end piece" (the 2 lots at the east end)?

- We do not own the 2 easternmost lots

How high is the Road being raised?

- new city standard approx 2m, which raises the road approx 1-2 ft
- the road will be shifted north to minimize the slopes to the existing driveways

What discussion have we had with the City regarding traffic management of the area?

- we hired a traffic consultant to review the traffic management for the area
- we know the neighbourhood wants truck traffic prohibited on River Drive, we agree with this

What is the amount of people proposed?

- 1200 dwelling units x 2.2/du (average) makes approximately 2500

people when built out

At the highest point, how many storeys will it be?

- 6 storeys is the proposed maximum (height)

How many phases are proposed?

- currently proposing 6 phases
- Phase 1 is the park & buildings at the north end. Phase 2 is the McLennan Park & either the east or west buildings

How is the site being accessed?

- original concept (the 2 ends) not supported by the City. Access to all

sites from River Drive

Will you be covering ditches west of No4 Road on River Road?

- we will raise the issue with the City

What or is there a master plan for the larger area linking this neighbourhood to the larger area and waterfront? (paraphrased)

- there is a long-term plan linking the Dyke to the trail system

Can you buy Fraser Wharves so the Dyke trail can be linked?

- we would like to

What is your timeline due to market conditions?

- our timeframe is uncertain due to market conditions

Do you have a timeline?

- we need to get City Approval and would hope to have the Rezoning completed next spring

Do you get development permits for each phase?

- yes, we are looking for a blanket rezoning for the site and individual Development permits for each phase

How obligated are you to the proposed locations for things (uses)?

- this is a proposal that is not approved, so there may be further changes

Do we have a website?

- not for this development at this time. Once we get closer to approval, we will launch a website, likely next spring

How accessible is the Dyke during construction?

- the Dyke will be accessible during construction

What kind of surfaces will there be throughout the development?

- there will be varying surfaces from crushed limestone, asphalt paving, pavers and stamped concrete

Will the new sidewalks, bike path, etc be on private property (River Road sidewalk, etc)?

- no, the sidewalks & bike paths on River Road will be on City property

Who will be responsible for the maintenance of grounds (open spaces)?

- the strata will be responsible for private open spaces, and the City for Public spaces (ie: Park & Dyke)

Will you see the warehouses on the other side? They are an eyesore.

- warehouses on Mitchell Island are a reality. More design & landscaping is being done over there.

- where possible, we will attempt to screen out warehouses with landscaping

- from River Drive, you likely won't see them because of the rising grade & landscaping in the foreground

3 questions regarding the Road Height:

How will you deal with drainage?

- City has strict standards on road design & likely create swales o capture runoff

Will you replace driveways that are damaged or removed with the same material?

- on city property, we have no control, where we damage driveways, we will repair with same material

With a 1.5ft height increase (in worst locations), how will you deal with slopes?

- mitigate slope by moving the road north and other measures

Will there be better transit once this is completed?

- we have no control but will push to have transit improved for the area

We need a connection to the new Skytrain station (comment)

Are there more schools proposed

- no, Tait has room for 60 students (40 are currently out of district + 1 classroom unused)
- this is a phased development and will not overload the school

Questions directed to us in small groups:

2 separate questions asking if there will be a grocery store in this development.

There is a lack of grocery stores in this neighbourhood

Concerned with lighting. Will the pathways be lit to a level that makes me feel safe to walk at night?

Where will visitors to the development park?

- on-site visitor parking will be provided for visitors to the development
- street parking will be on the north side of River Drive, and will not be continuous but in "pockets"

How high will the buildings nearest to the road be?

- they will be 2.5 storeys with the ½ storey in a roof. Similar to the houses across the street

The neighbours looked at the presentation boards (over 40 in total) and asked general questions to a group of us consisting of Patrick, Greg, Kevin, 2 landscape architects, Dana & Paul

The meeting ended just after 9pm.



**Board of Education**  
**School District No. 38 (Richmond)**  
 7811 Granville Avenue, Richmond, B.C. V6Y 3E3

Tel: 604-668-6000 Fax: 604-668-6161

June 16, 2009

Mayor Malcolm Brodie and City Council  
 City of Richmond  
 6911 No. 3 Road  
 Richmond, BC  
 V6Y 2C1

Dear Mayor Brodie and City Council:

**Mixed Residential/Commercial Proposal: River's Edge Project**

On behalf of the Board, I would like to thank Terry Crowe and Brian Jackson for attending the June 1, 2009 meeting of the Board and for their presentation with regard to Official Community Plan (OCP) and Rezoning (RZ07-380169) Amendment around the Tait Elementary School area.

The Board considered the information presented on this proposal at that meeting i.e. the lessening scope of the newer proposal by Mr. Westermark [smaller dwelling unit size, long build out time] and the information later provided by Mr. Jackson (attached) with regard to the densification in this area. I would advise that in combination with the anticipated reduced number of students from the development, it appears that no additional classrooms require to be built at Tait Elementary School.

I would however point out that should further changes be made to the proposal that may again include larger dwelling units, then the same comments and concerns expressed by the Board in its January 10, 2008 and May 20, 2009 letters (attached) would remain. This will be a topic for discussion at the July 7, 2009 Council/Board Liaison Committee Meeting.

Yours sincerely,

Mrs. Linda McPhail, Chairperson  
 On Behalf of the Board of Education (Richmond)

cc Trustees  
 B. Beairsto, Superintendent of Schools  
 K. Morris, Secretary Treasurer  
 E. Thorleifson, Manager of Facilities  
 B. Juhasz, Principal, Tait Elementary School

D. Weber, Director, City Clerk's Office  
 J. Erceg, General Manager, Urban Development  
 B.J. Jackson, MCIP, Director of Development ✓  
 T. Crowe, Manager, Policy Planning

**BOARD OF EDUCATION**

Chak Kwong Au Rod Belleza Carol Day  
 Linda McPhail Donna Sargent Debbie Tablotney Grace Tsang

**Bruce Beairsto**  
 Superintendent of Schools

"OUR FOCUS IS ON THE LEARNER"

www.sd38.bc.ca

**Ken Morris**  
 Secretary-Treasurer

## Advisory Design Panel Wednesday, July 8, 2009

1. **RZ 07-380169 - COMPREHENSIVE DEVELOPMENT INCLUDING 1026 RESIDENTIAL UNITS IN 9 4-6 STOREY BUILDINGS, 82 TOWNHOUSES, 6 L/W UNITS, COMMERCIAL RETAIL AND OFFICE SPACE, A DAY CARE CENTRE, & PARKING FOR APPROXIMATELY 1700 CARS**

**APPLICANT:** D. Westermarck & P. Dmytriv, ORIS DEVELOPMENTS  
(River Drive) Corp.

**PROPERTY LOCATION:** 1880 No. 4 Road, 10071, 10091, 10111, 10131, 10151,  
10311 River Drive

Planner Francisco Molina presented the site context and provided background information.

### **Panel Discussion**

*Comments from the Panel were as follows:*

- this project will bring much needed vibrancy to the area; there are multiple opportunities for public art throughout the site, such as at the west park and passive park; there is also a gateway opportunity; various spots along the dike could also have public art; the City Centre Public Art plan calls for big bold pieces of art, such as iconic pieces that could serve as meeting places; as this site is along the north arm of the Fraser river, a working river, marine related pieces of art would be appropriate; other themes for potential public art could be related to the history of the neighbourhood, archaeological value and the adjacent industrial area;
- this is a great use of the property and support for the densification proposed; in favour of the change in elevation from the dike to the site, as it takes away from the flatness of the site and provides interest from the waterfront; the degree of openness to the river is commendable; the landscape areas are presented as high quality, well defined spaces at this stage of the application, which are features to be retained and fully expressed and implemented when the project is completed; the central park and the look-out area has a lot of green space, this could be a good opportunity to make this a walk through area; overall, very supportive of the project;
- commend the applicant for the various types of housing offered and the opportunities for those with various mobility concerns to utilize much of the site; be cautious with the grade of the slope in the change in elevation and retain opportunities to access the river front regardless of an individual's level of mobility;

- the site planning is well resolved; good permeability to the river front; concerned with the separation between the three-storey component and the pedestrian portals; an increase in separation could make the area more inviting; agree with a Panel member's comment regarding the change in elevation as it does create interest; commend the various uses and housing types proposed; the articulation of the building form on the north edge is acceptable but uniform transition from 4 to 6 storeys may make the project repetitive; the sustainability features are a good touch to the overall project and encouraged to hear about energy discussions with the City and hope that the applicant further explores this aspect; noise abatement is something to be pursued as the site is in close proximity to the flight path and a working river's edge; the applicant and/or the City could further investigate the liveability of the project;
- this is a great project; agree with the concern regarding the frontage along the river and the building setbacks; the block at the extreme left end has a small set back; agree with the City's comment that the building massing should set back from the riverfront as it is a good outcome from an urban design aspect; the River Road frontage attempts to maximize the view and pedestrian corridors; the numerous breaks may reduce usage as they may not be perceived as public areas vs. a few larger breaks; develop town house blocks to encourage pedestrian access; consider opportunities to invert the scale of the vehicular access and the narrower pedestrian access, or even combine the pedestrian and vehicular accesses; consider further increasing the variety of land uses to increase village vibrancy;
- the restoration of public access to the river front is very well done; happy to see all the open space that will allow such access to occur; look forward to commenting on how these spaces get resolved aesthetically; and
- this is a great attempt to make the site accessible to the river front; encourage the applicant to focus a more diminutive and superlative approach related to the open space hierarchy; combine the parking and consider the experience; enjoy the spaces on the north side as they are smaller and more intimate; the hierarchy could be ameliorated; the streetscape on River Road can be an opportunity for sustainability in regards to how the road is constructed and it could pick up on the dike language to become more a part of the neighbourhood; along the river's edge, consider how you could preserve one or two trees; the pilings on the water provide creative narrative opportunities for public art; the active park spaces between Block A1 and A2 could utilize sustainable initiatives such as a water feature as it would be a bold way to distinguish the two parks.

**Applicants comments noted below : 15 July 2009**

## Panel Decision

It was moved and seconded

*That RZ 07-380169 move forward to the Planning Committee for consideration, taking into consideration the following comments of the Advisory Design Panel:*

1. *consider multiple public art opportunities, in particular at the west and central park areas, and along the waterfront trail given some apparent themes such as marine, working river, historic and archaeological qualities of the neighbourhood;*

We are certainly excited about all the opportunities to help organize and delineate public art integration within and around the development – Particularly public art that is consistent with and respects the inherent qualities and character of the site, the scale of the neighbourhood and the nature of the rivers edge. We will work with the Public Art planner to develop a public art plan.

2. *consider the degrees of openness and the relationship of the elevation of River Road and the pedestrian access to the development;*

We will continue to work to find ways to help animate the porosity of the site with respect to the scale of the spaces between the buildings as well as thoughtful manipulation of the ground elevation from River Drive to help invite pedestrian movement throughout the site.

4. *consider further utilizing the elevation change to maximize interest and highlight viewpoints;*

We are aware of the special opportunities that the creation of topography allows, especially to gain views along the river and will be continuing to explore ways to create interest in the landscape.

6. *consider stronger elements at the look-out area vs. a series of smaller ones;*

Agreed. We look forward to further discussions and discoveries along the way.

8. *consider the change in grade from the dike to the site and ensure the slope remains accessible and universal throughout the entire site;*

Noted. We will continue through design development and ensure, in general, and where required, the slope remains accessible and universal throughout the site.

10. *consider pedestrian access throughout the site in relation to the hierarchy of access points along the street;*

Yes. We will continue with design development of the pedestrian access and movement through the site.



12. *consider articulating the building forms on the north side of the site in relation to views and setbacks from the water, investigate transfer of density to three-storey town homes;*

Agreed.

14. *continue to explore and develop sustainable principles;*

Agreed. We will continue to explore and investigate further sustainability principles as we develop the site and building design.

16. *consider noise abatement in relation to the proximity of the flight path and the working river;*

We are currently working with an acoustical consultant and will endeavour to meet or exceed all noise abatement requirements.

18. *consider the site planning of the riverfront setback, in particular the north west corner of the site;*

Agreed.

20. *consider increasing the variety of building types and land uses to encourage more live/work and commercial units, and flexible zoning in some residential components;*

Noted. A broad range of uses are currently proposed and will continue to be explored. The variety of mixed uses will certainly help to create a more integrated and complete riverside community.

22. *encourage the design team to study ways to handle the storm drainage water along River Road;*

We currently have our Landscape architects and our Civil engineers working on a stormwater management plan for River Drive

24. *consider opportunities for preservation of existing mature trees;*

We will continue to review the options with our landscape architect and arborist and will make every attempt to preserve suitable and mature trees where possible.

and

26. *continue dialogue and work together with Parks Division in regards to the programming and design of the west park to alternative designs, including opportunities to integrate water and storm water features.*

Noted.

**CARRIED**

**Oris Development (River Drive) Corp.  
RZ 07-380169**

**Terms of Reference. Childcare Facility**

Intent

The Child Care facility must:

1. have an total indoor floor area that can accommodate up to approximately 65 children under care. (Approximately 511-600 m2 or 5,500-6,500 ft2)
2. provide a program for children between the ages of birth and 6 years (Note that the age range may be reduced as determined through consultation with the City and operator);
3. satisfy Richmond Child Care Design Guidelines (or the applicable City policy in effect at the time the facility is to be developed);
4. be capable of being licensed by Community Care Facilities and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial Child Care Regulations; and
5. be designed, developed and operated within the spirit of the City's Child Care Development Policy (#4017)

Development Processes/Considerations

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

Facility Description

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

2. Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of a child care facility. As the facility may be located above existing grade to satisfy the City of Richmond Flood Construction level bylaw requirements and the outdoor play area might be provided on the adjacent proposed park site, special attention will be required regarding access to the facility is (e.g., by foot, by car, in an emergency), the distance travelled, convenience, security and related considerations. Where determined necessary, the City may require that the facility is equipped with special features designed to address the challenges of locating a child care facility in a medium-density development including, but not limited to:
  - over-sized elevator and/or other handicapped access (e.g., ramps) capable of accommodating 3-child strollers and large groups of people;
  - private/secured elevator and/or stair for the exclusive use of the child care;
  - designated drop-off/pick-up parking spaces situated immediately adjacent to a child care entry for the exclusive use of the child care; and
  - private/secured entry from the fronting public street.
3. Outdoor Space - The outdoor play space must be:
  - fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and City of Richmond;
  - landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access (taking into account the challenges of locating a facility on a rooftop) to provide for a wide variety of activities including, but not limited to, the use of wheeled toys, ball play, and gardening;
  - located where it is protected from noise pollution (e.g., from traffic, transit, construction) and ensures good air quality (e.g., protect from vehicle exhaust, restaurant and other ventilation exhausts, noxious fumes);
  - situated where it is immediately adjacent to and directly accessible (visually and physically) to the indoor child care space;
  - safe and secure from interference by strangers and others;
  - situated to avoid conflict with nearby uses (e.g., residential);
  - mutually complementary to the design and uses in the proposed Central Park area of the subject development;
  - safe and secure from interference by strangers and others;
  - demised with fencing and be tailored to meet the various developmental needs of the ages of children being served.
4. Noise Mitigation – Special measures should be incorporated to minimize ambient and aircraft noise levels both indoors and outdoors (e.g., incorporating a roof over part of the outdoor play space to help create an area of reduced aircraft noise, etc.).
5. Height Above Grade – The facility is not to be located above the third floor of the project, except where this is determined to be to the satisfaction of the City.
6. Parking (including bicycles) and loading - As per applicable zoning and related bylaws, unless determined otherwise by the City
7. Natural light & ventilation – The facility’s indoor spaces (with the exception of washrooms, storage, and service areas) must have operable, exterior windows offering attractive views (near or far) and reasonable privacy/overlook, as determined through Richmond’s standard development review process.

### Level of Finish

1. The child care must be turnkey and ready for immediate occupancy upon completion (with the exception of loose furnishings and related items). This includes, but is not limited to, the following requirements:
  - finished floors installed (vinyl and/or carpet);
  - walls and ceiling painted;
  - window coverings installed (curtains or blinds);
  - kitchen fully fitted out, including major appliances (e.g., stove/oven, refrigerator, microwave) and cabinets;
  - washrooms fully fitted out, including sink, toilet, and cabinets;
  - wired for cablevision, internet, phone, and security;
  - non-movable indoor cabinets, including cubbies;
  - all outdoor landscaping, including all permanently mounted play equipment and furnishings;
  - operable, exterior windows; and
  - noise attenuation to the satisfaction of the City.
2. The operator will provide all loose equipment and furnishings necessary to operate the facility (e.g., toys, kitchen wares)
3. Outdoor play areas must be finished to permit the potential future installation of additional equipment and furnishings by the operator (i.e. in addition to that provided by the developer).
4. The child care may be situated near the project's affordable housing component (but not if it is be "subsidized housing" unless this is specifically approved in advance by the City).

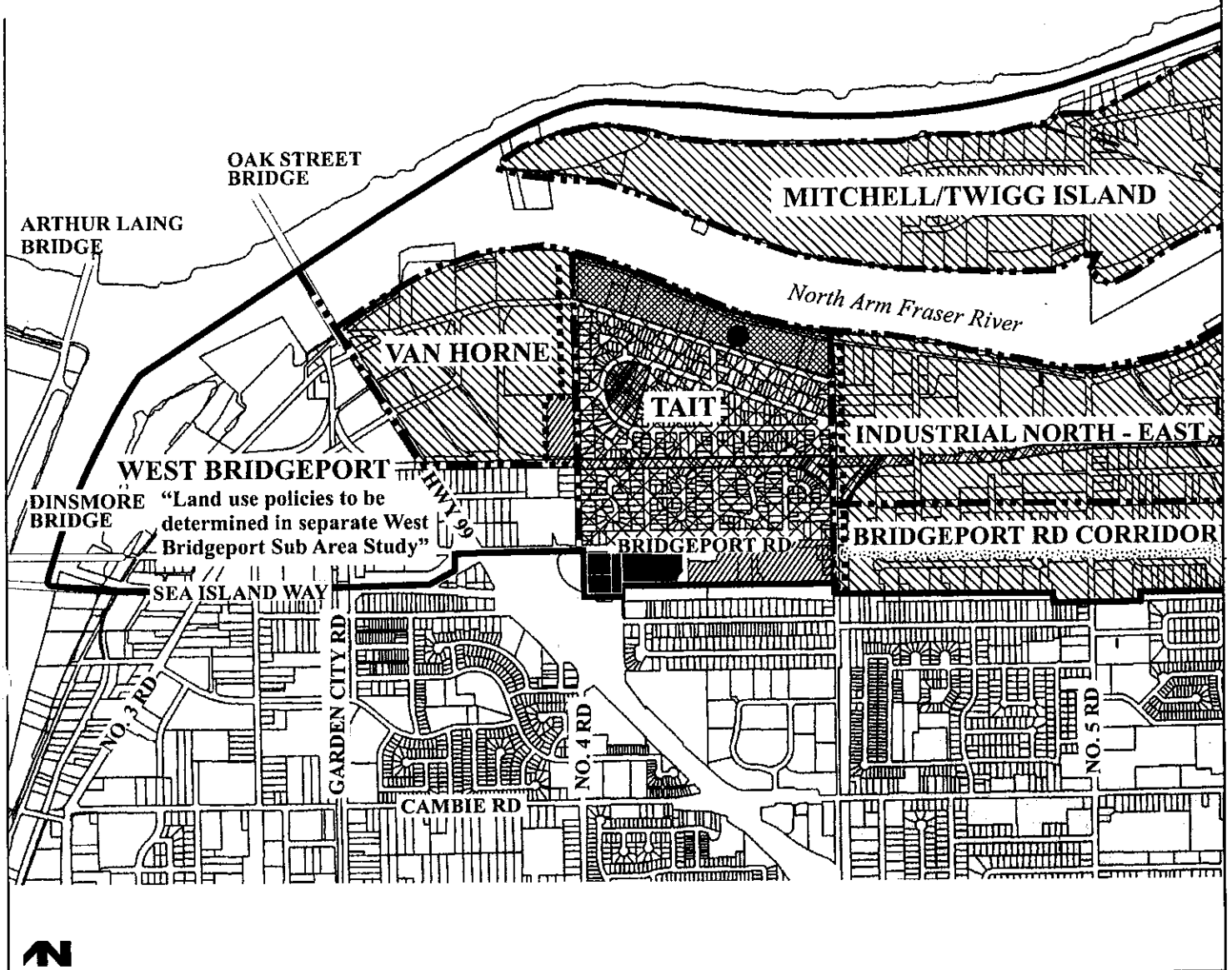
### Tenure











- Preference: Air space parcel  
Alternative: Strata lot  
Ownership: Developer transfers ownership to the City.

### Legal

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

# CITY OF VANCOUVER



	Residential (Single-Family)		Commercial/Industrial
	Residential Mixed-Use (Max. 6 Storey, 1.45 FAR)		Industrial
	Commercial		Screening
	Residential (Townhouse)		Potential Park Site
	Public, Institutional & Open Space		Area Boundary



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8521 (RZ 07-380169)**

**1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311, 10611, 10751 River Drive**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:
  - a) repealing the existing land use designation in Attachment 1 to Schedule 1 thereof the following area and by designating it "Mixed Use":
    - P.I.D. 003-634-884  
Lot 199 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 36022
    - P.I.D. 003-634-957  
Lot 198 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 36022
    - P.I.D. 003-880-192  
Lot 163 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 34052
    - P.I.D. 003-878-236  
Lot 131 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 28299
    - P.I.D. 003-879-500  
Lot 136 Section 23 Block 5 North Range 6 West New Westminster District Plan 28696
    - P.I.D. 003-879-780  
Lot 137 Section 23 Block 5 North Range 6 West New Westminster District Plan 28696
    - P.I.D. 003-604-861  
Lot 357 Section 23 Block 5 North Range 6 West New Westminster District Plan 53670
    - P.I.D. 008-930-601  
Lot 133 Fractional Section 23 Block 5 North Range 6 West New Westminster District Plan 28254
    - P.I.D. 003-715-868  
Lot 132 Section 23 Block 5 North Range 6 West New Westminster District Plan 28394

- b) ~~repealing the existing land-use designation in the West Bridgeport Land-Use Map to Schedule 2.12 of the Official Community Plan Bylaw No. 7100 (Bridgeport Area Plan), therefore of the following area and by designating it “Residential Mixed-Use (Max. 6-storey, 1.45 FAR)” and “Potential Park Site”.~~

P.I.D. 003-634-884

Lot 199 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 36022

P.I.D. 003-634-957

Lot 198 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 36022

P.I.D. 003-880-192

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P.I.D. 008-930-601

Lot 133 Fractional Section 23 Block 5 North Range 6 West New Westminster District Plan 28254

P.I.D. 003-715-868

Lot 132 Section 23 Block 5 North Range 6 West New Westminster District Plan 28394

- c) replacing Policy 3.1 (b) on page 17 in Schedule 2.12 of the Official Community Plan Bylaw No. 7100 (Bridgeport Area Plan) with the following:

“3.1(b) Permit residential mixed-use development along the north side of River Drive between No. 4 Road and Shell Road. Land uses may include townhouses, apartments, community uses, public parks and limited commercial uses.”

- d) repealing the existing land-use designation in the Bridgeport Land-Use-Map to Schedule 2.12 of the Official Community Plan Bylaw No. 7100 (Bridgeport Area Plan), **as being amended by OCP Amendment Bylaw 8382**, therefore of the following area and by designating it “Residential Mixed-Use (Max. 6-storey, 1.45 FAR)” and “Potential Park Site”
- P.I.D. 003-634-884  
Lot 199 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 36022
- P.I.D. 003-634-957  
Lot 198 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan 36022
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- P.I.D. 003-715-868  
Lot 132 Section 23 Block 5 North Range 6 West New Westminster District Plan 28394
- e) replacing Policy 3.1 (b) on page 15 in Schedule 2.12 of the Official Community Plan Bylaw No. 7100 (Bridgeport Area Plan) , **as being amended by OCP Amendment Bylaw 8382**, with the following:
- “3.1(b) Permit residential mixed-use development along the north side of River Drive between No. 4 Road and Shell Road. Land uses may include townhouses, apartments, community uses, public parks and limited commercial uses.”



2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8521".

FIRST READING

A PUBLIC HEARING WAS HELD ON

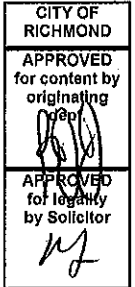
SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JUL 27 2009



\_\_\_\_\_  
MAYOR

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



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw No. 8522 (RZ 07-380169)  
1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River  
Drive**

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

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 291.209 thereof the following:

**"291.209 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/209)**

The intent of this zoning district is to accommodate medium density multiple-family residential, community uses and commercial uses in the Bridgeport Area Plan.

**291.209.1 PERMITTED USES**

**RESIDENTIAL**; limited to **Townhouses** and **Multi-Family Dwellings**;  
**LIVE/WORK UNITS**, as defined in Section 291.209.7;  
**CONGREGATE CARE FACILITY**;  
**CARE FACILITY**;  
**MIXED COMMERCIAL/RESIDENTIAL USE**;  
**COMMUNITY USE**;  
**HOME OCCUPATION**;  
**ACCESSORY USES, BUILDINGS & STRUCTURES**, but excluding  
secondary suites.

The following additional uses are permitted provided that they are located on the 1<sup>st</sup> or 2<sup>nd</sup> storey of a building:

**CUSTOM WORKSHOPS, TRADES & SERVICES**;  
**FOOD CATERING ESTABLISHMENT**;  
**RECREATION FACILITY**;  
**RETAIL TRADE & SERVICES**;  
**EDUCATIONAL INSTITUTION**;  
**OFFICE**;  
**STUDIO** for artists, display, dance, radio, television or recording.

**291.209.2 PERMITTED DENSITY**

.01 Subject to subsection .03 herein, the maximum **Floor Area Ratio** shall be "1.25"; 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 291.209.2.01, the reference to "1.25" in relation to the maximum **Floor Area Ratio** is increased to the higher density of "1.45" if the owner provides not less than:
- a) 65 **affordable housing units** having the combined **habitable space** of at least 5% of the total **Residential Floor Area Ratio** and the owner has entered into a **housing agreement** with the City and registered the **housing agreement** against the title of the **lot**, and filed a notice in the **Land Title Office**.
- .03 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 accessed from a parking level or 1<sup>st</sup> **storey** and 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 200 m<sup>2</sup> (2,153 ft<sup>2</sup>) per **building**.

### 291.209.3 MAXIMUM LOT COVERAGE:

- .01 Maximum **Lot Coverage**: 40%

### 291.209.4 MINIMUM SETBACKS FROM PROPERTY LINES

#### .01 Public Roads Setbacks:

- a) River Drive: 3.0 m (9.8 ft.);
- b) River Road (Dike R.O.W.): 7.5 m (24.6 ft.);

#### .02 Side & Rear Yards: 6.0 m (19.7 ft.) EXCEPT THAT:

- a) A parking **structure** may project into the **side yard** or **rear yard** setback up to the property line. Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the City.

### 291.209.5 MAXIMUM HEIGHTS

- .01 **Buildings**: Six **storeys** but not to exceed 26.0 m (85.3 ft.) EXCEPT THAT:

- a) **Maximum height of buildings** located between 20.0 m (65.6 ft) of the property line abutting River Drive and beyond 100.0 m (328.0 ft) from No. 4 Road is 10.0 m (32.8 ft);
- b) **Maximum height of buildings** located between 20.0 m (65.6 ft) and 36 m (118.1 ft) of the property line abutting River Drive is 15.0 m (49.2 ft);
- c) **Maximum height of buildings** located within 40 m (131.2 ft) of the property line abutting River Drive and within 100.0 m (328.0 ft) of No. 4 Road shall be 15.0 m (49.2 ft).

.02 **Accessory Building & Structures:** 10.0 m. (32.8 ft.).

## 291.209.6 OFF-STREET PARKING

- .01 Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw EXCEPT THAT:
  - a) Required parking spaces for **residential** use visitors and **child care** facilities may be shared;
  - b) Off-street parking shall be provided at the following rate for LIVE/WORK UNITS, as defined in section 291.209.7: 1.9 stalls per LIVE/WORK UNIT (1.2 for residents, 0.2 for **residential** visitors, 0.5 for employees).
- .02 Where two parking spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle.

## 291.209.7 LIVE/WORK UNITS

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

## 291.209.8 ACOUSTICS

- .01 A development permit application shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the aircraft noise levels in those portions of the **dwelling units** listed below shall not exceed the noise levels expressed in decibels set opposite such

portions of the dwelling units. For the purposes of this section, noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

<b>Portions of the Dwelling Units</b>	<b>Noise Level (decibels)</b>
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways, and utility rooms	45

**291.209.9 SIGNAGE**

.01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "Steveston Commercial (Three -Storey) District (C5)".

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/209)**:

That area shown as 'A' on "Schedule A attached to and forming Part of Bylaw No. 8522"

3. 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 **School & Public Use District (SPU)**:

That area shown as 'B' on "Schedule A attached to and forming Part of Bylaw No. 8522"

4. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw No. 8522**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JUL 27 2009

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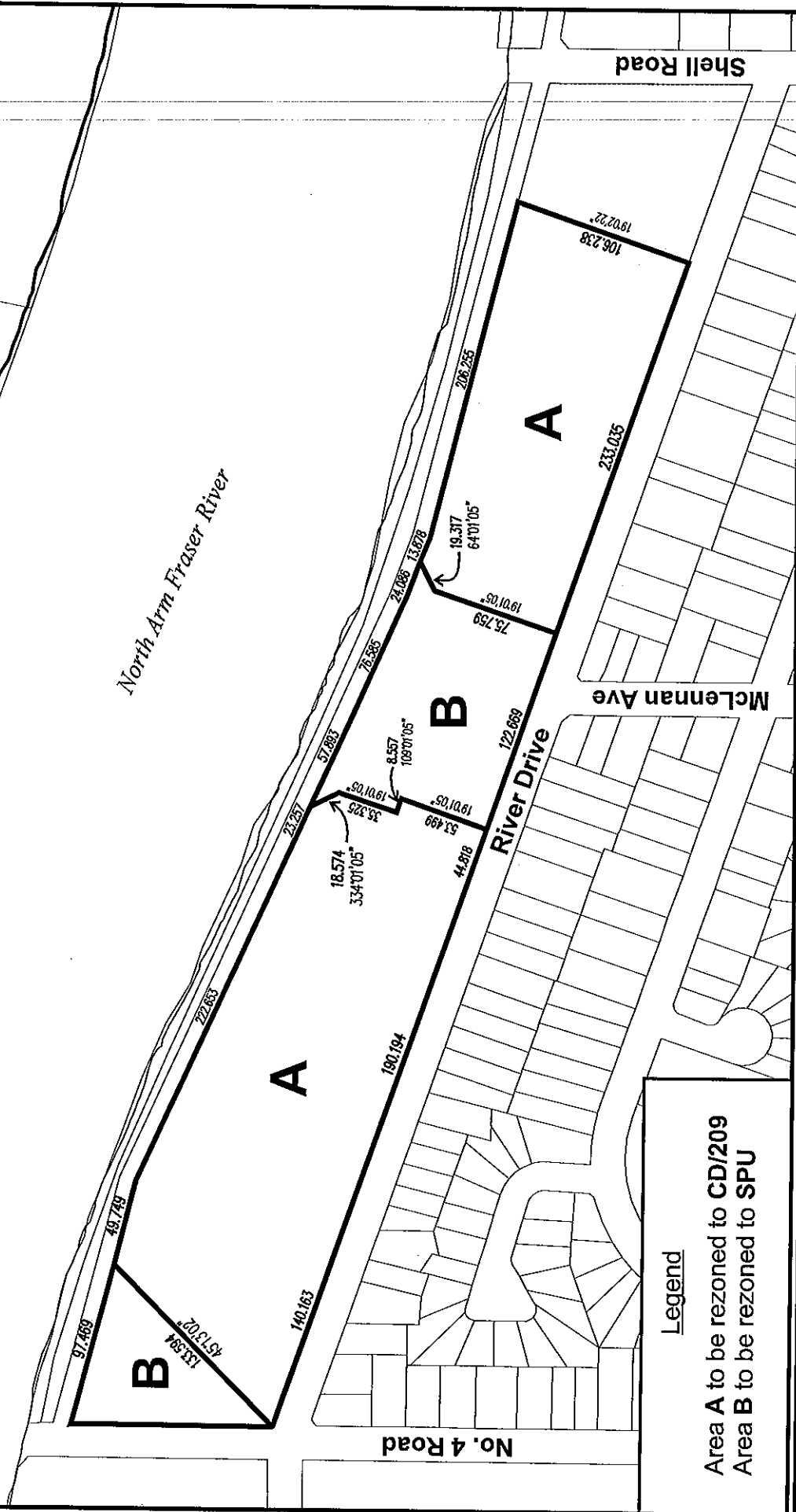
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MAYOR

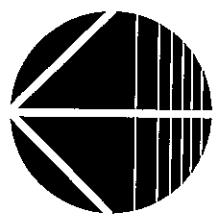
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CORPORATE OFFICER

# City of Richmond



### Legend

- Area A to be rezoned to CD/209
- Area B to be rezoned to SPU



## RZ 07-380169

Original Date: 08/03/07

Revision Date: 07/13/09

Note: Dimensions are in METRES