



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** May 27, 2009
From: Brian Jackson
Director of Development **File:** RZ 07-397063
Re: Application by Ledingham McAllister Communities Limited for Rezoning at
6760, 6780, 6800 Eckersley Road, 8500, 8520, 8540 Park Road, 6751, 6760,
6771, 6780, 6791, 6800, 6831 Park Place from Single-Family Housing District,
Subdivision Area R1/E (R1/R1/E) to Comprehensive Development District
(CD/200)

Staff Recommendation

That Bylaw No. 8439 to create CD/200, and to rezone 6760, 6780, 6800 Eckersley Road, 8500, 8520, 8540 Park Road, 6751, 6760, 6771, 6780, 6791, 6800, 6831 Park Place and the surplus portion of the Park Place road allowance from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/200)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

DN: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"/> | |

Staff Report

Origin

Ledingham McAllister Communities Limited, has applied to the City of Richmond to rezone 6760, 6780, 6800 Eckersley Road, 8500, 8520, 8540 Park Road, 6751, 6760, 6771, 6780, 6791, 6800, 6831 Park Place and the surplus portion of the Park Place road allowance (**Attachment 1**) from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/200)" to permit development of approximately 296 dwelling units in four-storey apartment buildings over a parking level (**Attachment 2**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

- To the North: Park Road and Cook Elementary School zoned "School and Public Use District (SPU)" and designated "Park" and "School" in the Brighthouse Village Specific Land Use Map;
- To the East: Existing two-storey multi-family dwelling units regulated by "Land Use Contract (LUC) 25" and designated "General Urban T4" in the Brighthouse Village Specific Land Use Map;
- To the South: 16 three-storey townhouse units connected by a common outdoor courtyard located at the second level (RZ 06-342074/DP 06-3528760), zoned "Comprehensive Development District (CD/188)", and a hydro substation zoned "School and Public Use District (SPU)". The parcels are designated "Urban Centre T5" and "General Urban T4/Institution" respectively in the Brighthouse Village Specific Land Use Map; and
- To the West: Eckersley Road and future development of a multi-family residential complex consisting of 211 units (170 market apartment units, 35 rental apartment units, and six (6) townhouse units) and associated amenity space over two (2) levels of parking (RZ 06-322803/DP 07-374744). The associated rezoning bylaw (CD/195) has been adopted and the Development Permit has been successfully reviewed by the Development Permit Panel. The site is designated "Urban Centre T5" in the Brighthouse Village Specific Land Use Map.

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated "Neighbourhood Residential" in the Official Community Plan (OCP). The proposed land use is consistent with the use permitted by the designation.

City Centre Area Plan (CCAP)

The Brighthouse Village Specific Land Use Map in the City Centre Area Plan (CCAP), which was granted third reading on July 21, 2008, designates the site as "Urban Centre T5", which permits mixed multiple-family residential/commercial and multiple-family residential use (**Attachment 4**). The proposed four-storey apartment units above a level of parking are a land use and building typology that is supported within the subject neighbourhood.

The subject development complies with both the use and the density designated in the CCAP, which was approved by Council on July 21, 2008 but has not yet been adopted.

Affordable Housing Strategy

The Richmond Affordable Housing Strategy was adopted at the time the development proposal was received by the City; therefore, in accordance with the policy, which requires developments consisting of more than 80 dwelling units to allocate at least 5% of the total residential building area as affordable housing units, the applicant proposes affordable housing units on-site.

The site's "Urban Centre T5" designation in the CCAP creates an opportunity to increase on-site density from 1.2 FAR to 2.0 FAR provided affordable housing units are secured in accordance with the Richmond Affordable Housing Strategy. Of the 296 units proposed on-site, 21 (20 one-bedroom units, 1 three-bedroom unit) will be affordable housing units. Fourteen (14) affordable housing units (consisting of 1 three-bedroom unit and 13 one-bedroom units) will be located within Building 1, the remaining seven (7) units (consisting of one-bedroom units) will be within Building 2. **Attachment 5** indicates the location of affordable housing units within the proposed development.

To secure affordable housing units within the proposed development, the applicant is required to enter into a Housing Agreement prior to final adoption of the rezoning bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. A report will be drafted by Real Estate Services, with a bylaw and associated Housing Agreement attached. To secure the affordable housing units, the following terms, among others, will be articulated in the Housing Agreement.

Housing Agreement Terms

| | | | | |
|--|--|---------------|-----------|---------------------|
| rental rate | <p>\$650 for one-bedroom units for an eligible tenant having an annual income of \$30,500 or less</p> <p>\$770 for two-bedroom units for an eligible tenant having an annual income of \$36,000 or less</p> <p>Including provision for income adjustment at the date of adoption</p> | | | |
| ownership | The Housing Agreement is to establish terms for block ownership of the affordable housing units. | | | |
| duration of agreement | Perpetuity | | | |
| construction timing and allocation of floor area | 7 units in Building 1 | | | |
| | # of units | # of bedrooms | unit type | unit floor area |
| | 5 | 1 | A | 592 ft ² |
| | 2 | 1 | A/Bay | 607 ft ² |

| 14 units in Building 2 | | | |
|------------------------|---------------|-----------|---------------------|
| # of units | # of bedrooms | unit type | unit floor area |
| 6 | 1 | A | 592 ft ² |
| 1 | 1 | A | 592 ft ² |
| 2 | 1 | A/Bay | 607 ft ² |
| 1 | 1 | B | 568 ft ² |
| 1 | 1 | C | 818 ft ² |
| 2 | 1 + den | D1 | 764 ft ² |
| 1 | 3 | Q | 948 ft ² |

A separate legal agreement is required as a condition of final adoption to ensure the occupants of the rental units enjoy full and unlimited access and use of the indoor amenity space provided on-site.

To ensure that all 21 affordable housing units are constructed despite being located within two buildings, a legal agreement is required to be registered on title that regulates the order in which buildings may be occupied and the precondition that affordable housing units are provided in accordance with the Housing Agreement.

Affordable Housing Review

The developer has advised the City that the Affordable Housing Strategy Implementation Review (an independent review of the Richmond Affordable Housing Strategy being undertaken by the development community for Council consideration) will, among other terms, address the issue of duration (currently perpetuity) of the Affordable Housing Agreement. The developer advises that should Council amend the Affordable Housing Strategy to permit a lesser term, then the developer may apply to the City to amend the Housing Agreement to permit such lesser term. If changes to the terms are deemed to introduce new information to Council, a process in accordance with the Local Government Act would apply.

Flood Plain Designation & Protection Bylaw (No. 8204)

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity restrictive covenant is required prior to rezoning bylaw adoption.

OCP Aircraft Noise Sensitive Development (ANSO) Policy

The subject site is located south of Westminster Highway in an area that permits consideration of all aircraft noise sensitive land use types. However, as the site is affected by Airport Noise Contours, the development is required to register an aircraft noise sensitive development covenant prior to final adoption of the rezoning bylaw.

Consultation

This rezoning application complies with the Official Community Plan (OCP) and the City Centre Area Plan (CCAP), which receive third reading on July 21, 2008. The statutory Public Hearing will provide area residents, businesses and property owners with opportunity to comment on the application.

Public Input

An on-line submission was received by staff referencing redevelopment and densification within the subject neighbourhood (**Attachment 6**). The authors expressed concern regarding the impact of multiple-family development in an area that has, until recently, been characterized by single-family dwellings, the density proposed by the development, the size of the subject site consolidation, and the associated size of the proposed development.

Written acknowledgement of receipt of the on-line submission was sent. Development of the subject site complies with the intention of the Brighthouse Village Specific Land Use Map in the CCAP; the development of which was undertaken according to an extensive public consultation process. The CCAP is committed to achieving a liveable balance within the City Centre of population growth, provision of jobs and employment, infrastructure, diversity of land use, services, amenities and parks.

Staff received two calls from a resident of the adjacent existing two-storey townhouse development expressing concern related to the declining health of the existing hedge located along the east edge of the site.

The concerns were communicated to the applicant who was advised to work co-operatively with the strata to address current concerns and to establish clear understanding of the intended hedge management strategy articulated in the Tree Preservation section of this report.

The applicant's arborist has provided the City with an update of the root pruning that occurred on-site and the condition of the existing hedges (Attachment 9). The City Tree Preservation Coordinator is to be advised of updates to the condition of the hedges. Further, any trees whose health cannot be viably retained are to be replaced with mature trees.

Staff Comments

No significant concerns have been identified through the technical review.

Analysis

Background

- The applicant proposes to develop approximately 296 units, including 21 affordable housing units and associated indoor amenity space over a level of parking providing 382 parking stalls (**Attachment 2**).
- The subject site is a consolidation of thirteen (13) existing single family lots and the existing Park Place cul de sac. In association with the subject rezoning, Real Estate Services has drafted Road Closure and Removal of Road Dedication Bylaw 8437; conditional on Council approval, it authorizes staff to undertake the closure of 1,760 m² (18,944 ft²) of road, which currently comprises the Park Place cul de sac, and its sale to the applicant.
- Road Closure and Removal of Road Dedication Bylaw 8437 must be adopted and the area of Park Place purchased prior to rezoning bylaw adoption.
- The Public Hearing notice will advise of the closure of Park Place and its associated proposed purchase as part of the proposed rezoning.

- An apartment building is proposed on the consolidation, which is a housing typology supported by the Brighthouse Village Specific Land Use Map in the CCAP. The primary design challenges associated with the proposed building typology include appropriate treatment of the exposed portions of the parking level and the building mass resulting from the maximized building density. Effort to establish a relationship between the dwelling units and the street frontage has been undertaken by breaking up the building façade with a series of terraced landscaped walls, providing lobby accesses at street level, and articulating the building massing and roof lines by introducing linking architecture and deliberate use of exterior cladding material.
- The proposed development includes on-site provision of both indoor and outdoor amenity space, which will be shared by all residents of the development.

Proposed Comprehensive Development (CD/200) Bylaw

- The proposed Comprehensive Development (CD/200) bylaw is a tailored version of a high-density residential zone that has been customized in response to the site's designation in the Brighthouse Village Specific Land Use Map.
- Provided design and site constraints are appropriately addressed, the Brighthouse Village Specific Land Use Map permits a base density of 1.2 floor area ratio (FAR), which may be increased to a maximum of 2.0 FAR provided affordable housing units are provided according to City policy.
- The density permitted by CD/200 complies with the density range referenced in the Brighthouse Village Specific Land Use Map and the City's commitment to the provision of affordable housing units within the city. CD/200 permits a maximum density of 1.2 FAR; however, the maximum permitted is increased to 1.9 FAR provided the owner enters into a Housing Agreement with the City to secure 21 affordable housing units according to the terms articulated earlier in this report.
- Additionally, 0.1 FAR may be excluded from the total density calculation provided that the space is used exclusively as indoor amenity by residents.
- The subject application proposes development in accordance with its designation in the CCAP. As a result of the social benefits associated with the affordable housing units, consideration of the size of the site consolidation, as well as the neighbourhood benefit associated with the applicant's contribution toward the acquisition and construction of Park Road between Cooney Road and Eckersley Road, staff support the density proposed.
- The building setbacks consider the adjacent context and setbacks within the area. The Eckersley Road setback is greater than the Park Road setback, which is responsive to the greater vehicle traffic on Eckersley Road compared to Park Road. The side and rear yard setbacks are responsive to their adjacency, which consists of existing two-storey townhouse units, and an existing hydro substation and three-storey townhouse units respectively. The bylaw includes provisions for building projections to articulate the building mass and for a reduced setback for the parking structure provided it is appropriately architecturally designed and suitably landscaped. The average setbacks are greater than the minimum setback requirements referenced in the bylaw (**Attachment 2**).

Future Adjacent Development

- Substantive changes are not anticipated along the southern boundary. A minimum 6.6 m (22 ft.) setback between the parking elevation and the exterior wall of the three-storey units being constructed south of the subject site fronting Eckersley Road will be established, and the separation between the dwelling units is 10.6 m (35 ft.).
- There is no indication that the BC Hydro substation will be relocated. The applicant has provided BC Hydro with project proposal details (**Attachment 7**).
- Redevelopment of the townhouse complex that is located east of the subject site, which consists of two-storey units, is not anticipated in the immediate future. At the time of redevelopment, Park Road would extend to Citation Drive and ultimately Garden City Road.
- A hedge currently exists along both the south and east property lines. In both cases, the feasibility of retaining the hedge has been investigated and is discussed in detail in a subsequent Tree Preservation section of this report.

Tree Preservation

- The applicant has submitted an Arborist Report and associated tree plan (**Attachment 8**).

Tree Review Synopsis

| tree location | # of trees | retention/removal | compensation |
|---------------|------------|--|---|
| City property | 4 | Removal as a result of servicing, and boulevard improvements. Trees have been severely topped in the past to prevent conflict with hydro lines; none of the trees are specimen quality. | Payment to the Parks Department at the required 2:1 ratio. |
| On-site | 53 | Removal as a result of the building form proposed, which is residential units above a level of parking, resulting in trees within the building envelope. Relocation of a mature Japanese Maple (tag #13) is to be further investigated. | Replacement planting at a ratio of 2:1 for the removal of on-site trees in accordance with the Official Community Plan (OCP). |

- A hedge exists along both the south and east property line; in both cases, ownership of trees is shared between the subject site and the adjacent parcel. Retention of the hedge located along the southern property line will reduce the impact of the existing hydro substation on the subject site. Retention of the hedge located along the eastern property line will minimize the impact of the subject development on the existing two-storey townhouse units and maintain an existing interface. Retention of the hedges is challenging due to the building form and parking level setbacks proposed.
- The original arborist submission outlined a strategy to retain the hedges, which was acceptable to the City Tree Preservation Coordinator. The applicant and his arborist, Michael Mills, Michael J Mills Consulting, proposed to undertake the following:
 - Ensure the Construction Manager (Matcon Construction) recognizes and advises on-site workers that construction access is prohibited between the building and the trees located along the south and east property lines, and that an alternative designated route is established;

- Root pruning is to be undertaken prior to construction and during the winter while the trees are in a dormant phase. Roots are to be pruned by hand along the predicted line of disturbance and a fabric barrier is to be installed and re-buried;
 - The hard surface treatment shown on the landscape plans linking the east parking level exit to Park Road is to be replaced with a gravel pathway to minimize the impact on the root system;
 - The existing hedges consist of trees of variable sizes, some clearance pruning will be required and is to be monitored by the arborist; and
 - In the event that some trees do not survive, mature replacement trees will be planted.
- An addendum report, dated May 19, 2009, was recently submitted to the City and has been considered by the City Tree Preservation Coordinator, which includes updated information related to the condition of the hedges (**Attachment 9**).
 - The recommended pre-development root pruning was completed under supervision of the arborist in February 2009. With the exception of a localized area along the east property line where roots were disturbed, the work was generally successful. Three (3) trees have been damaged and it is recommended that new trees be planted in lieu of continuing efforts to retain and repair the damaged trees.
 - The arborist's site review, undertaken in late April 2009, observed that the condition of the hedge along the eastern perimeter of the site is variable and has been affected by recent pruning by the neighbors. During this same inspection, the trees along the south property line were documented as remaining in good condition.
 - The health of the hedges will continue to be monitored and replacement trees are to be planted accordingly subject to discussion with the City Tree Preservation Coordinator.
 - A Japanese Maple (tag #13) is identified in the arborist report as a good quality tree and a candidate for relocation. The building typology and building schedule pre-empts the possibility of relocating the tree on-site. In association with the City Parks Department, the applicant will pursue opportunities to relocate the tree to a City owned site; the outcome of the discussion is to be provided in association with the Development Permit (DP 07-399354).
 - Landscaping details, demonstrating the introduction of a minimum of 106 trees on-site in accordance with the 2:1 replacement requirement, will be further evaluated and a landscaping Letter of Credit will be secured in association with the Development Permit (DP 07-399354).
 - If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or will be required to plant replacement trees on City-owned property in an alternate location.
 - In accordance with recent amendments to the City's Rezoning and/or Development Permit process as it relates to the retention and replacement of trees, the applicant has responded to the terms outlined to facilitate removal of on-site trees in advance of rezoning bylaw adoption and subsequent to successful Public Hearing.
 - The number of on-site trees to be removed has been reviewed and accepted by the City Tree Preservation Officer (see Tree Review Synopsis above), and the associated tree plan is attached to this report (**Attachment 8**);
 - The development site plan is generally acceptable and will be further articulated in association with the Development Permit;
 - An active Development Permit (DP 07-399354) is in process on the subject site;

- A preliminary landscape plan (**Attachment 10**) has been submitted to the City for consideration and will be improved upon in association with DP 07-399354; and
- The fee associated with issuance of the tree removal permit is based on the number of on-site trees identified for removal at a 2 to 1 replacement ratio ($53 \times (2 \times \$500) = \$ 53,000$).
- Removal of trees located on City property is to occur after the rezoning bylaw is adopted or as otherwise agreed to by the City Parks Department.

Parking

- The subject site is located within 800 m (2,625 ft.) or within a 10-minute walk of the downtown core. It is within close proximity of a future Canada Line Station (Richmond-Brighouse Station), existing transit service, and amenities which support increased use of transit, walking and cycling.
- The site is within Parking Zone 2 (Division 400 of the Zoning Bylaw). Parking Zone 2 requires provision of off-street parking at a rate of 1.2 spaces per market unit, 0.9 spaces per affordable housing unit, and 0.2 spaces for visitor parking for all unit types.
- Conditional to Transportation Demand Management (TDM) measures that are to the satisfaction of Engineering Transportation being provided on-site, the bylaw permits a maximum 10% reduction in the total number of required parking stalls.
- Transportation Division supports a TDM strategy that includes the provision of one (1) 2-zone transit pass for 70% of the residential units for a 12-month period. As part of the Servicing Agreement, the applicant is to design and contribute \$15,000 towards the construction of a bike lane located along the west side of Garden City Road from Cook Road to Granville Avenue continuing along the north side of Granville Avenue to Cooney Road.
- The details of the implementation strategy associated with the allocation of transit passes will be outlined in the associated Development Permit report (DP 07-399354). The implementation strategy will include:
 - Criteria used to determine which units will receive a 12-month, 2-zone transit pass;
 - Percentage of passes to be allocated in each phase of development; and
 - A means to ensure the TDM measures are implemented to the satisfaction of Engineering Transportation.
- A total of 322 resident and 60 visitor off-street parking stalls are proposed on-site, which satisfies the bylaw requirement based on consideration of the comprehensive TDM strategy proposed.
- Two (2) SU-9 trucks and garbage and recycling facilities are accommodated on-site.

Road Dedications, Transportation and Upgrades

- Park Road is intended to be connected between Cooney Road and Eckersley Road. Although the connection will not be established as a result of the subject development, the applicant will be accountable for a percentage of the acquisition, design and construction costs associated with road expansion. A catchment area benefiting from the road expansion has been identified by the Transportation Department; the project proponent (Ledingham McAllister Communities Limited) is responsible for 38% of the

costs of road expansion based on the area of the site within the total catchment district (\$1,246,400 during the 2009 calendar year).

- A 4 m x 4 m corner cut is required at the northwest corner of the site at the intersection of Eckersley Road and Park Road.
- Frontage improvements are required along the Eckersley Road and Park Road frontages in accordance with City requirements. A Servicing Agreement for the frontage works must be entered into prior to adoption of the rezoning bylaw.

Servicing Capacity and Upgrades

- Analysis for storm and sanitary is not required. The developer must contribute \$29,891.64 and \$16,895.16 respectively toward storm and sanitary upgrades within the Cook Road and Cooney Road drainage and sanitary area as required by Engineering Planning.
- The existing drainage infrastructure is to be upgraded along both road frontages. The existing 450 mm storm sewer on the north side of Park Road is to be upgraded to a minimum 750 mm storm sewer (or larger as calculated by the Developer's consultant), and a minimum 600 mm storm sewer (or larger as calculated by the Developer's consultant) is required to be installed along the Eckersley Road frontage.
- The applicant is responsible for the introduction of a new 450 mm sanitary sewer along the north side of Park Road from the east property line of 8540 Park Road to the west side of Eckersley Road. Connectivity between the new system and existing sanitary sewers are required.
- The current water pressure is below the minimum requirement and a water analysis is required to be included in the Servicing Agreement design drawings with the upgrades needed to meet minimum required fire flows.
- Existing Right of Way Plan 44271 (REF: J87134E) is to be discharged from the proposed new assembly and a replacement 3 m (9 ft.) wide sanitary right of way is to be registered along the entire east property line and portions of the south property line. Additional sanitary Right of Way width may be required based on development of the sanitary design.

Amenity Space

- The proponent proposes indoor and outdoor amenity space in compliance with the Official Community Plan (OCP).
- 141 m² (1519 ft²) of indoor amenity space is proposed, which includes kitchen and bar facilities and a lounge. A covenant to secure this space for the use of all residents of the development is a requirement of rezoning.
- The centrally located outdoor space, consisting of approximately 1,850 m² (19,913 ft²), is located above the parking level. Landscaping and programming details will be provided in association with the Development Permit (DP 07-399354).

Proposed Development Permit (DP 07-399354)

- The Development Permit review process is in progress. Based on comments from staff and the Advisory Design Panel's review of the preliminary submission, the applicant has undertaken modifications to the development proposal including breaking up the building façade with a series of terraced landscaped walls, providing lobby accesses at street level,

and articulating the building massing and roof lines by introducing linking architecture and deliberate use of exterior cladding material.

- In association with the Development Permit (DP 07-399354), the following design details are to be further addressed:
 - increase the eastern building setback to accommodate the sewer Right of Way servicing the adjacent eastern development;
 - maximize opportunity to drape landscaping elements over the podium and the series of retaining walls;
 - submission of an acceptable landscape plan demonstrating tree replacement at a 2:1 ratio;
 - demonstrate accessible units are provided on-site;
 - continue development of connectivity between the podium level and the street frontage;
 - maximize opportunities to use building material and color to break up the building massing;
 - resubmit for review by the Advisory Design Panel and respond to Panel comments;
 - treat/reduce the paved area along the Park Road frontage to increase focus on the entry and building features;
 - consideration of privacy and overlook impacts;
 - design development of parkade elevations to minimize impacts on adjoining properties;
 - substantiate phases of development;
 - provide details of a transit pass allocation implementation strategy to the satisfaction of Engineering Transportation; and
 - provision of section elevation plans to confirm compliance with the Building Code definition of basement, and to demonstrate that the changes in grade between the existing grade and the parkade floor achieve a desirable design along the property frontages.
- The east (rear) setback of the parking structure is currently located less than 3 m from the property line and conflicts with a sanitary right of way requested by Engineering. CD/200 references a required 3 m (9ft.) setback, which may be varied in association with the Development Permit if an alternate arrangement that responds to Engineering's requirements can be demonstrated.

Sustainability

- Leadership on Education and Energy Design (LEED) is an accepted industry standard for sustainable buildings. The applicant does not propose LEED certification of the building; however, the applicant has indicated that the building will incorporate features associated with the LEED assessment and certification system.
- **Attachment 11** was provided by the applicant and references the sustainability features proposed to be incorporated in the project. The total twenty seven (27) points would result in a LEED equivalency of a "certified" project. The items indicated with a "Y" are LEED prerequisites.

Public Art

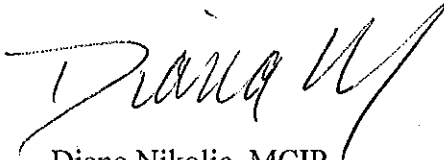
- The applicant will participate in the public art initiative by working with the City's Public Art Planner to develop a program to be introduced on-site. The contribution value based on proposed floor area is \$158,780.00.

Financial Impact or Economic Impact

The existing Park Place cul de sac is included in the proposed site consolidation. Proceeds from the sale of the road, in accordance with Road Closure and Removal of Road Dedication Bylaw 8437, will be credited to the Capital Reserve Fund – Industrial Use. No additional financial or economic impacts are associated with the proposed development.

Conclusion

The land use and density proposed complies with the site's designation in the Brighthouse Village Specific Land Use Map in the recently approved City Centre Area Plan. On this basis, the proposed density and land use is supportable.



Diana Nikolic, MCIP
Planner II (Urban Design)

DN:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Site Designation within City Centre Area Plan/Brighthouse Village Specific Land Use Map

Attachment 5: Location of Affordable Housing Units

Attachment 6: Resident's Comments

Attachment 7: Applicant's Notification Letter to BC Hydro

Attachment 8: Arborist's Tree Plans

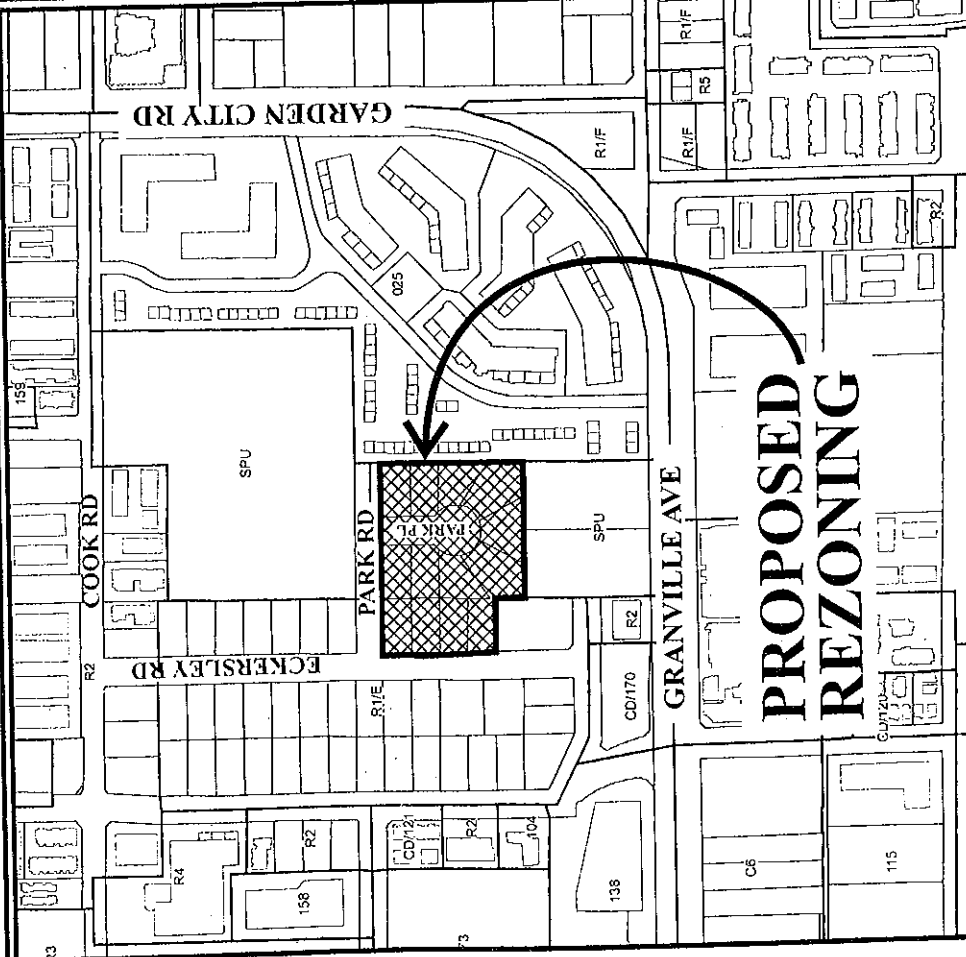
Attachment 9: Arborist's Hedge Update Addendum

Attachment 10: Conceptual Landscape Plan

Attachment 11: Applicant's LEED Equivalency Checklist

Attachment 12: Rezoning Considerations

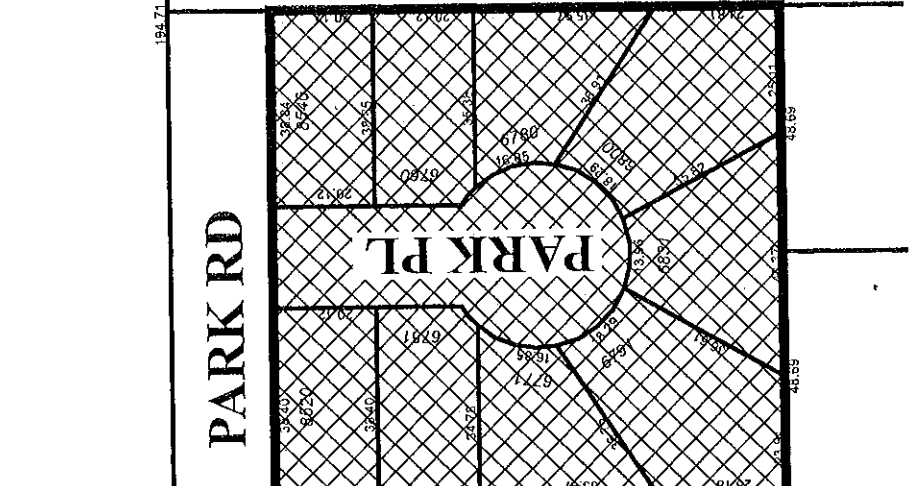
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**PROPOSED
REZONING**

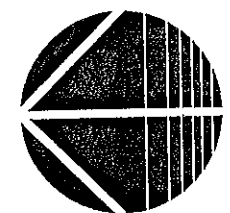
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|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|
| 6831 | 36.58 | 6811 | 28.65 | 6771 | 31.79 | 6751 | 20.12 | 6731 | 20.12 | 6711 | 20.12 | 6691 | 20.12 | 6671 | 20.12 |
|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|

| | | | | | | | | | | | | | | | |
|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 51.74 | 6860 | 55.73 | 25.19 | 35.87 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 | 20.12 |
|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|



PARK RD

ECKERSLEY RD

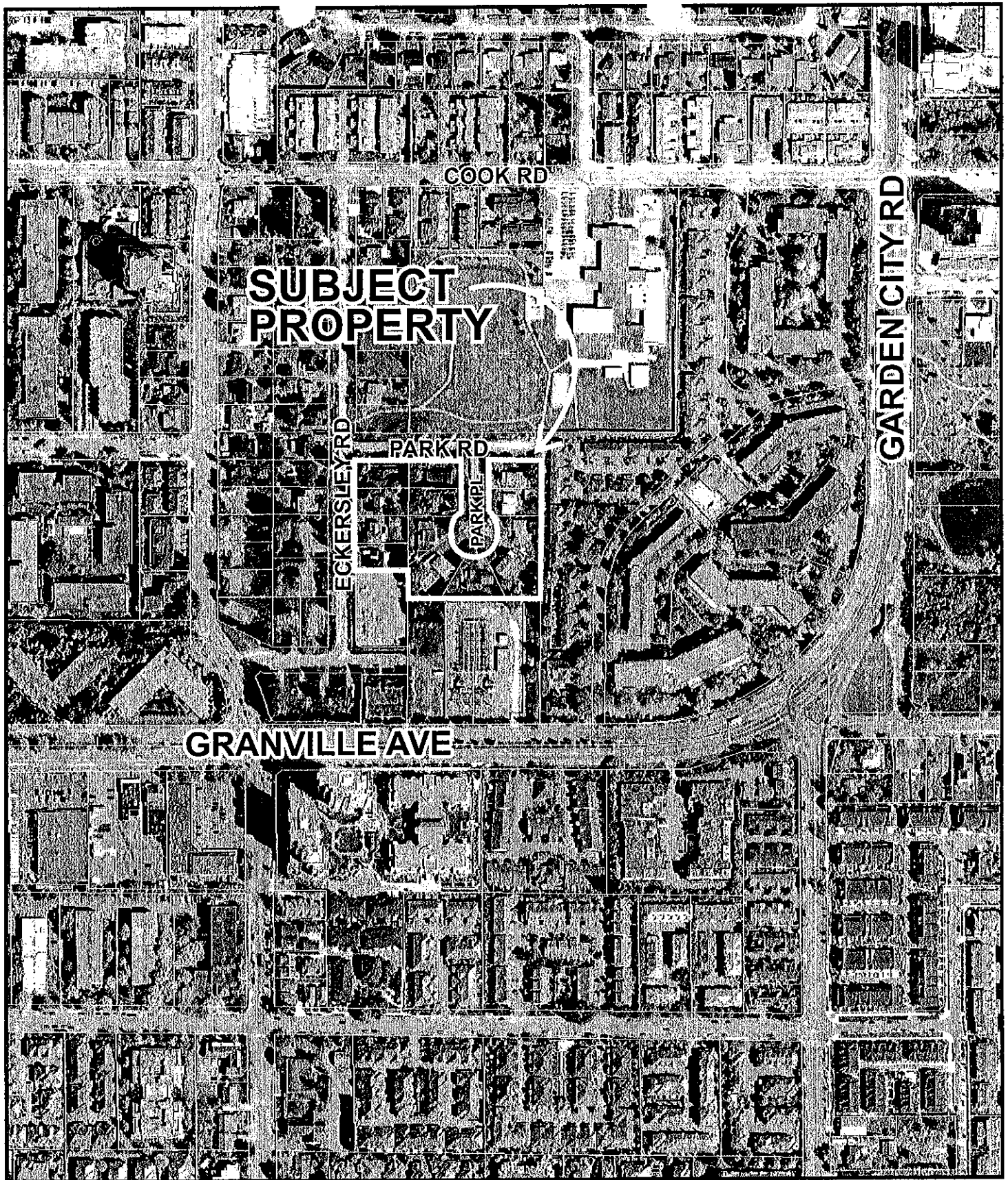


RZ 07-397063

Original Date: 01/09/08

Revision Date: 10/06/08

Note: Dimensions are in METRES

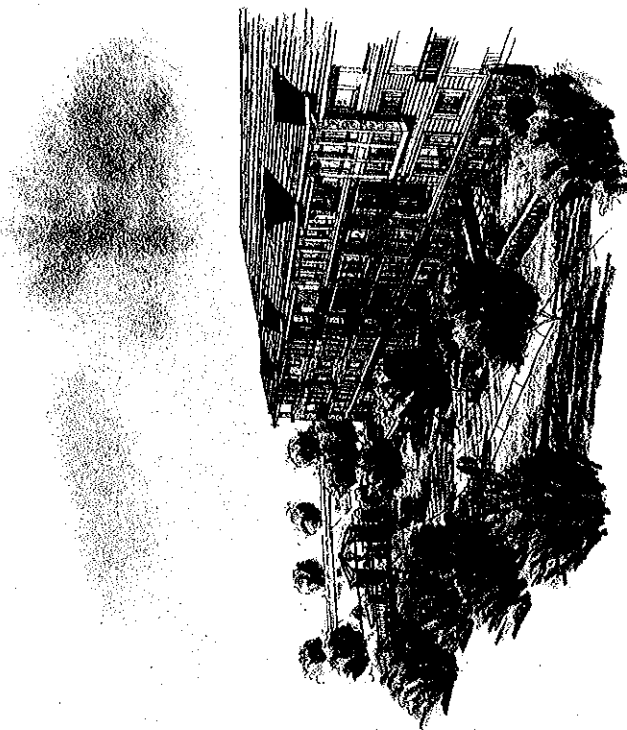


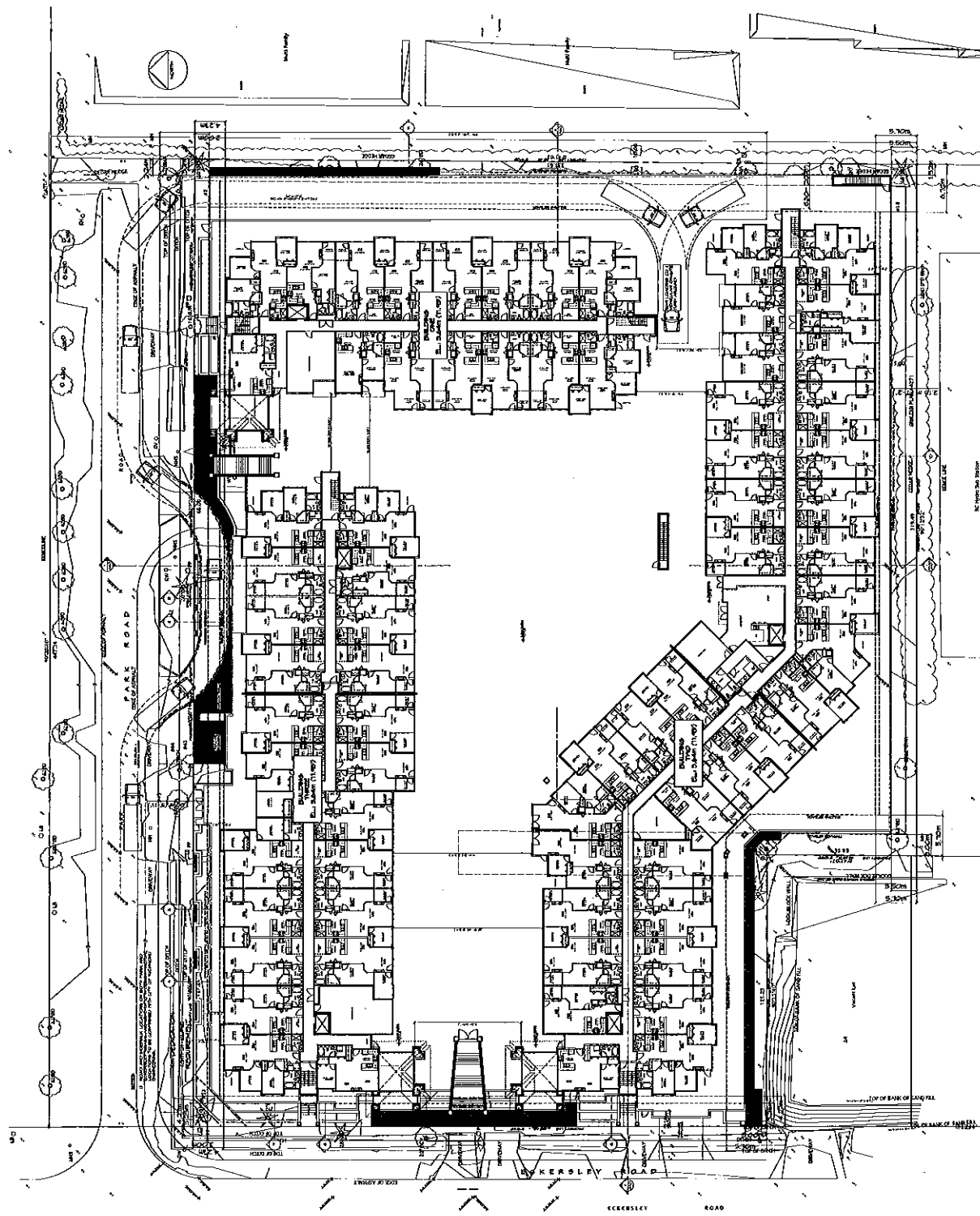
RZ 07-397063

Original Date: 01/09/08

Amended Date:

Note: Dimensions are in METRES

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NOT TO SCALE
 ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED
 ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE AND THE LATEST EDITIONS OF THE CANADIAN NATIONAL PLUMBING AND MECHANICAL CODES
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NOT TO SCALE
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 ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE AND THE LATEST EDITIONS OF THE CANADIAN NATIONAL PLUMBING AND MECHANICAL CODES
 ALL MATERIALS TO BE OF THE BEST QUALITY AVAILABLE
 ALL WORK TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE AND THE LATEST EDITIONS OF THE CANADIAN NATIONAL PLUMBING AND MECHANICAL CODES
 ALL MATERIALS TO BE OF THE BEST QUALITY AVAILABLE

NOT TO SCALE
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 ALL MATERIALS TO BE OF THE BEST QUALITY AVAILABLE
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 ALL MATERIALS TO BE OF THE BEST QUALITY AVAILABLE

LEWIS & CLARK
 1000 CHURCH STREET
 VANCOUVER, B.C. V6C 3K4
 TEL: 604-681-1111
 FAX: 604-681-1112
 WWW.LEWISCLARK.COM

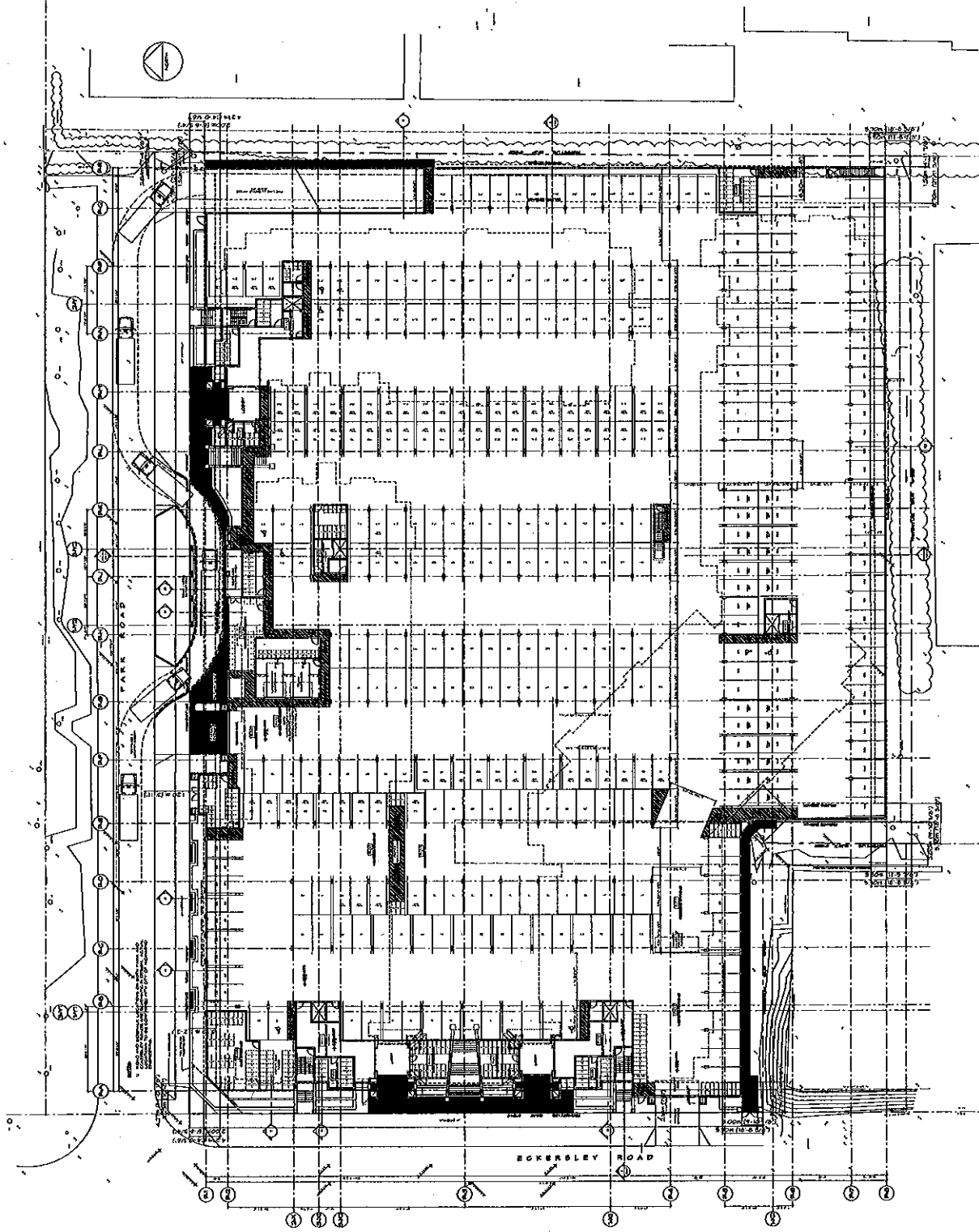


RCA
 ROYAL CANADIAN ARCHITECTS
 1000 CHURCH STREET
 VANCOUVER, B.C. V6C 3K4
 TEL: 604-681-1111
 FAX: 604-681-1112
 WWW.RCA-CANADA.COM

SAFFRON
 1000 CHURCH STREET
 VANCOUVER, B.C. V6C 3K4
 TEL: 604-681-1111
 FAX: 604-681-1112
 WWW.SAFFRON-CANADA.COM

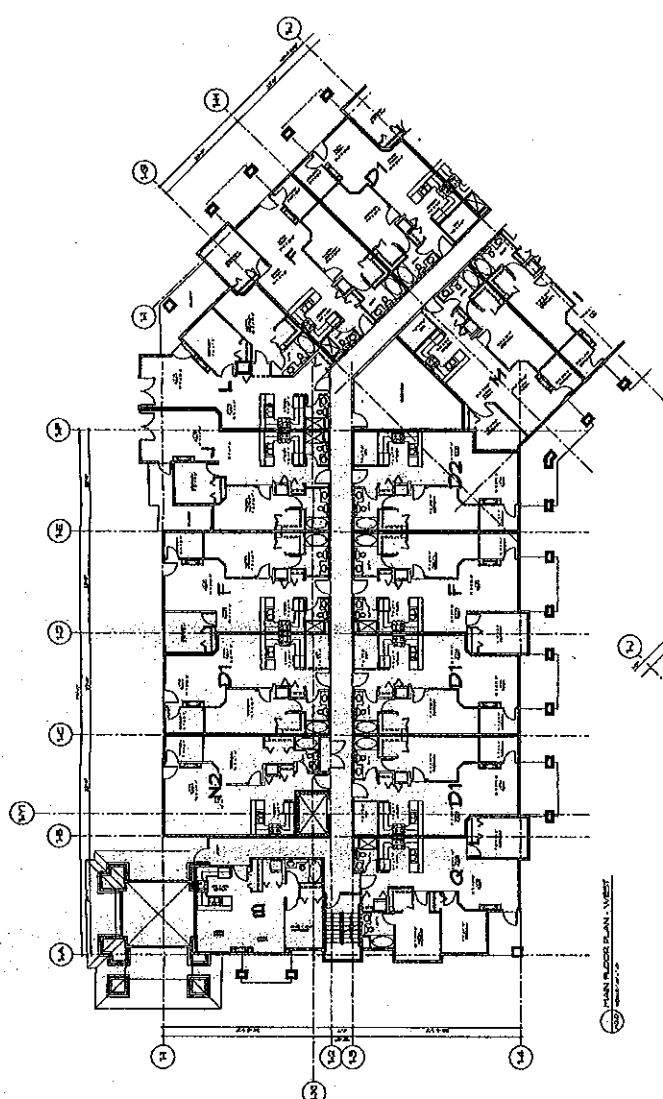
PARKADE PLAN
 1000 CHURCH STREET
 VANCOUVER, B.C. V6C 3K4
 TEL: 604-681-1111
 FAX: 604-681-1112
 WWW.PARKADE-CANADA.COM

1 A11

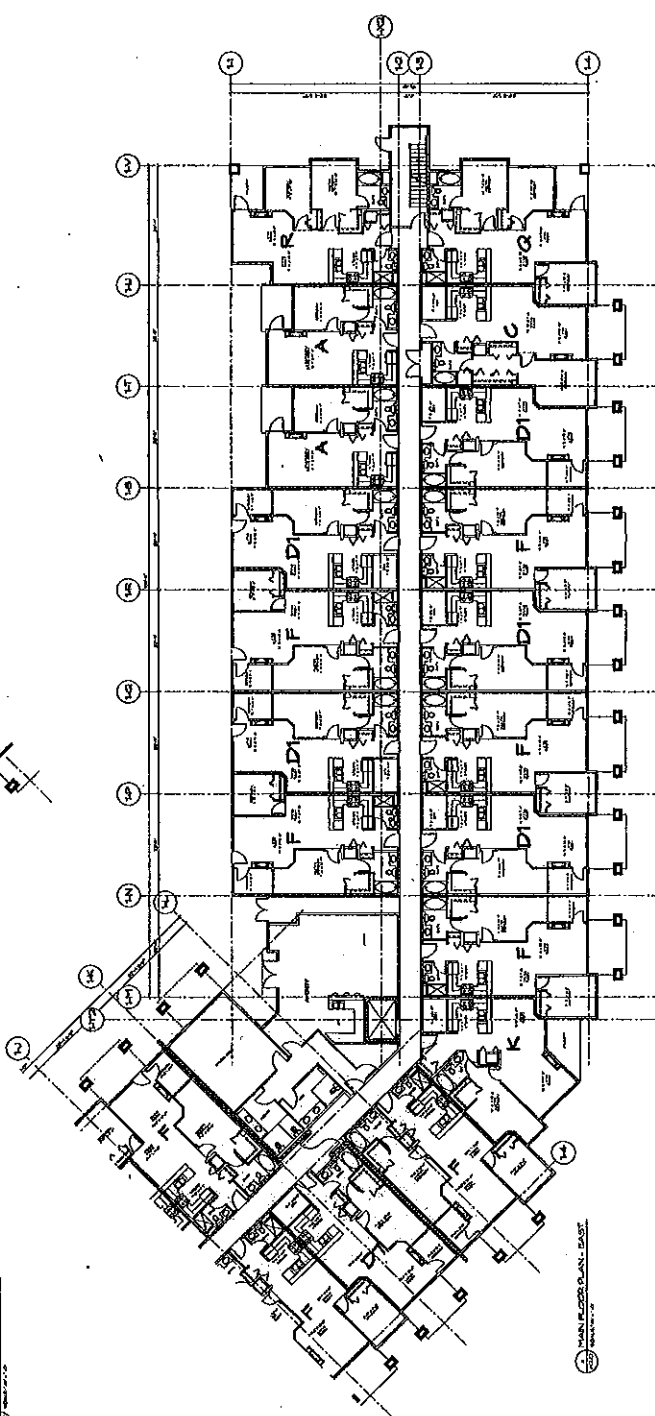




| | | | |
|---------|--------------|---|------|
| SAFFRON | BUILDING 015 | 1 | A3.0 |
| SAFFRON | BUILDING 015 | 1 | A3.0 |



MAIN FLOOR PLAN - WEST



MAIN FLOOR PLAN - EAST

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

2

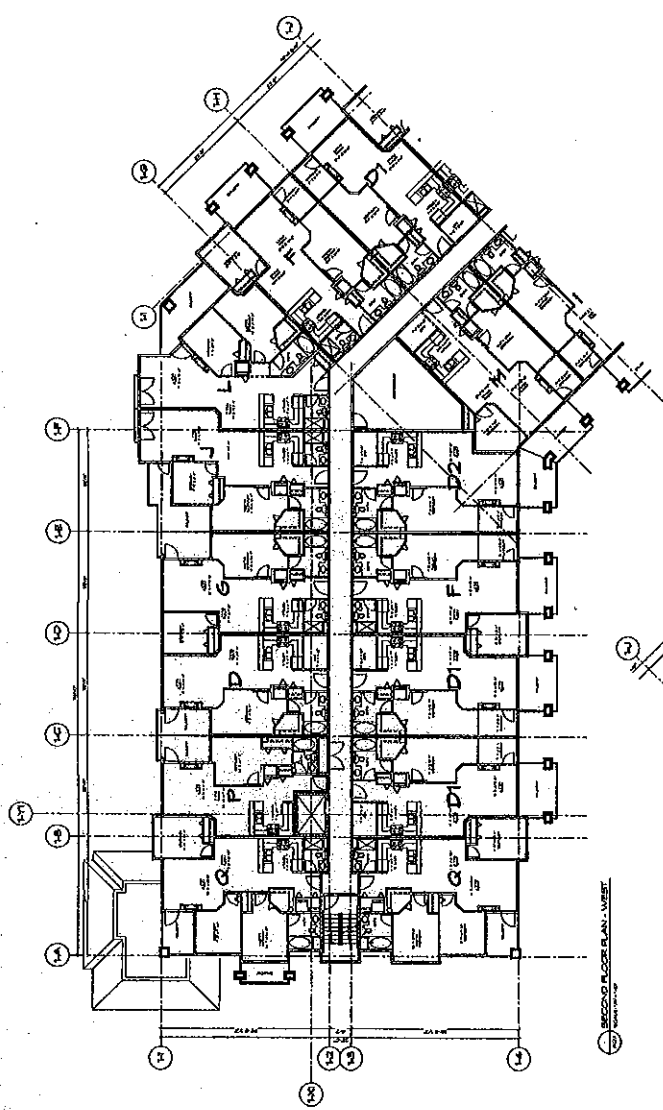


RCA

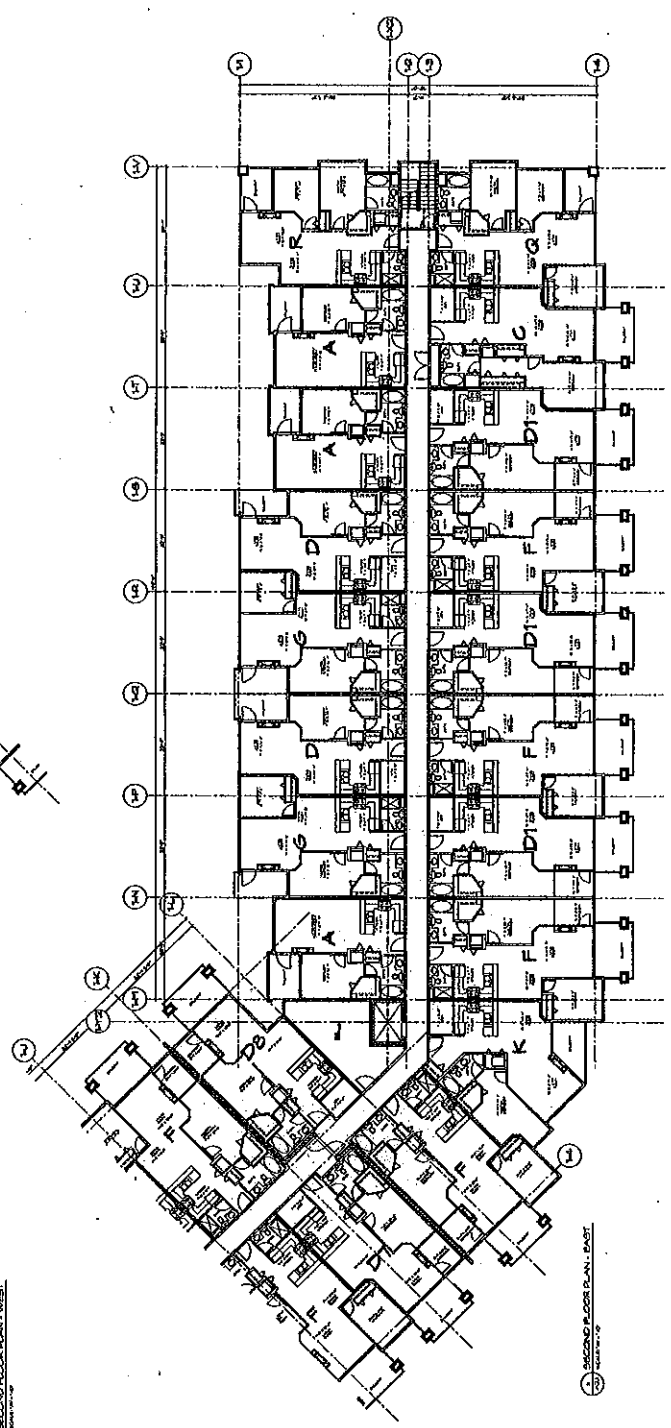
SAFFRON

SAFFRON ONE
FLOOR PLANS
SECOND FLOOR PLAN

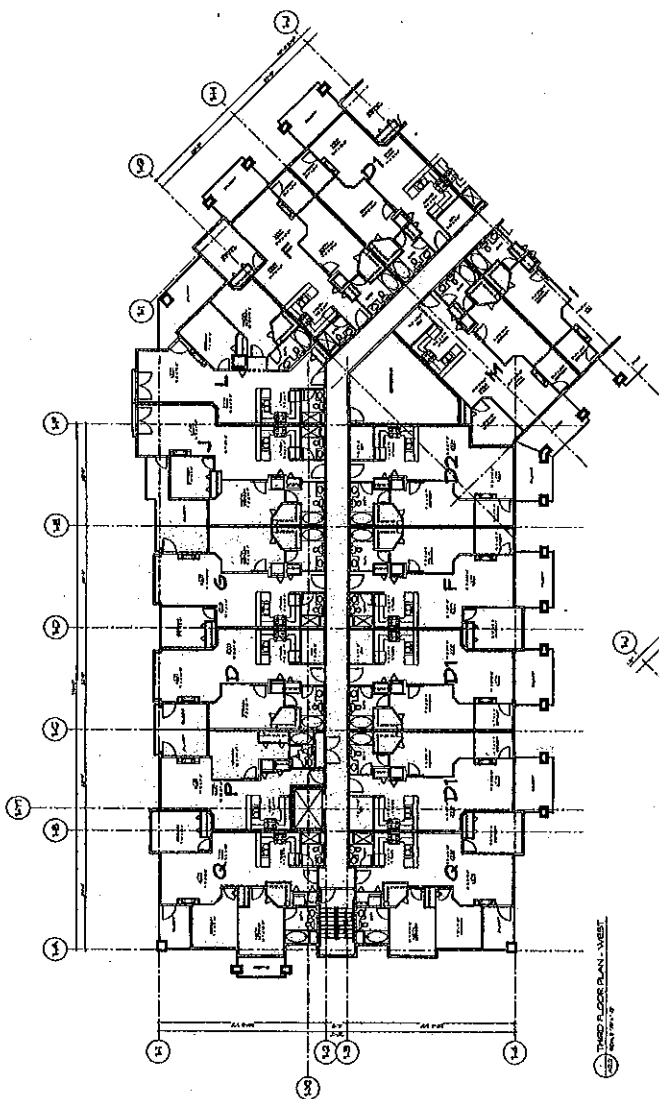
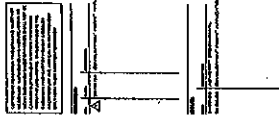
1 A21



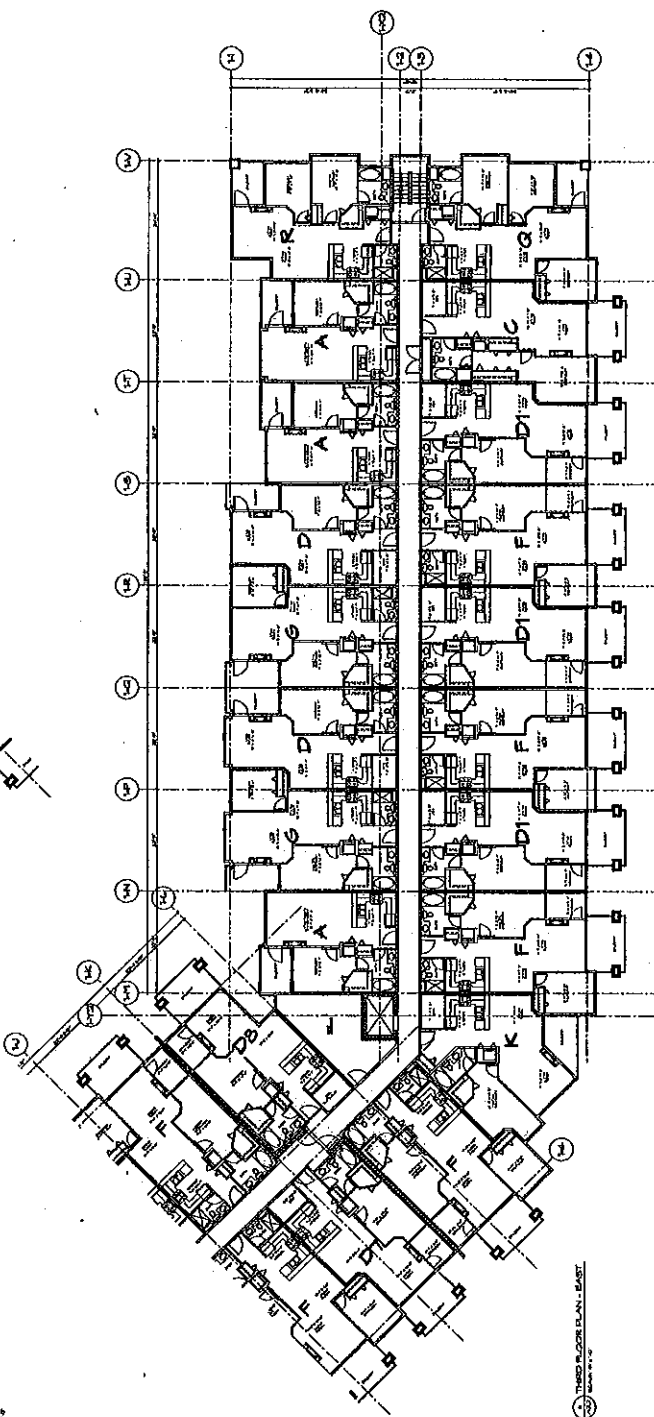
SECOND FLOOR PLAN - WEST



SECOND FLOOR PLAN - EAST



THIRD FLOOR PLAN - WEST



THIRD FLOOR PLAN - EAST

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

LEGEND

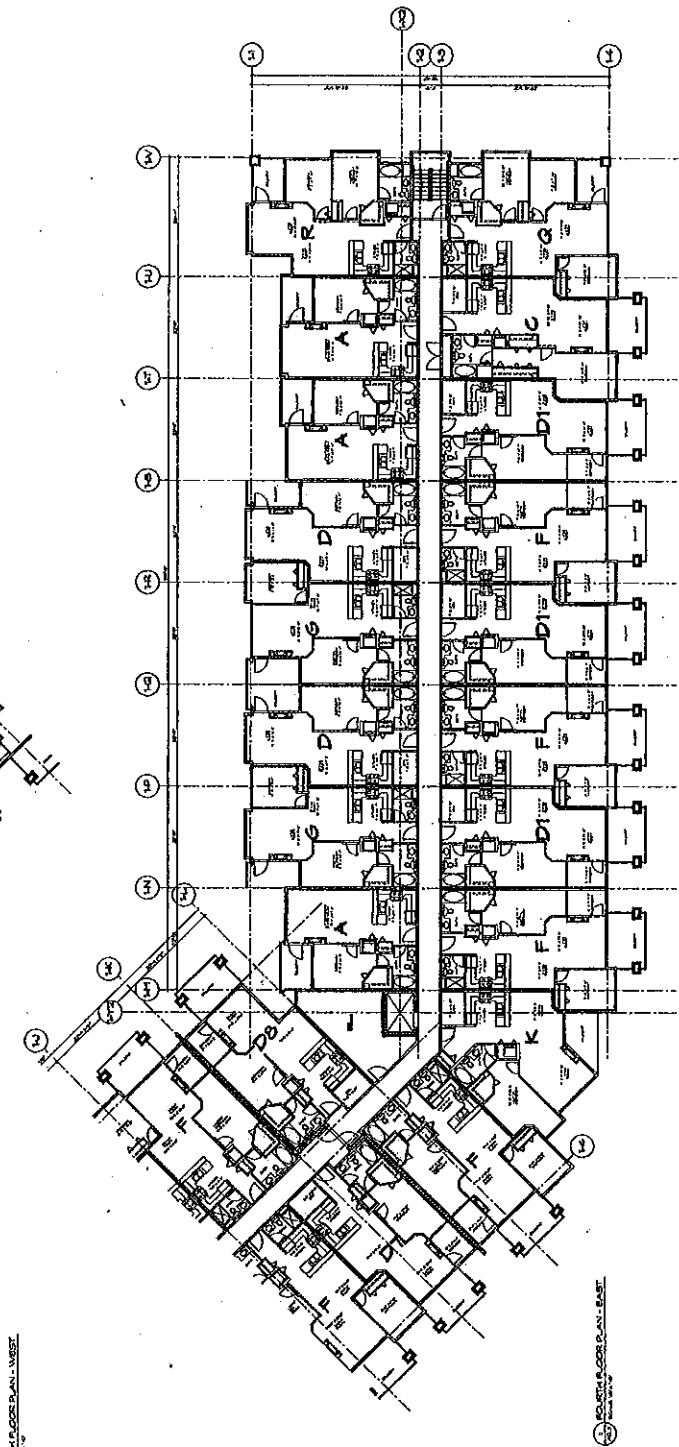
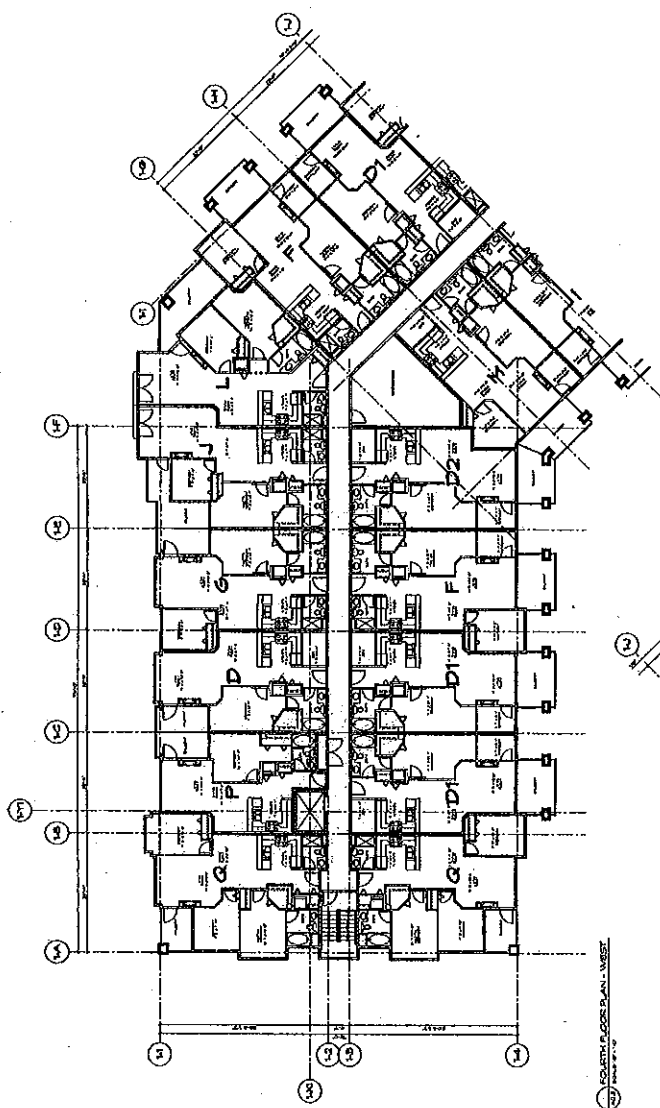


RCA

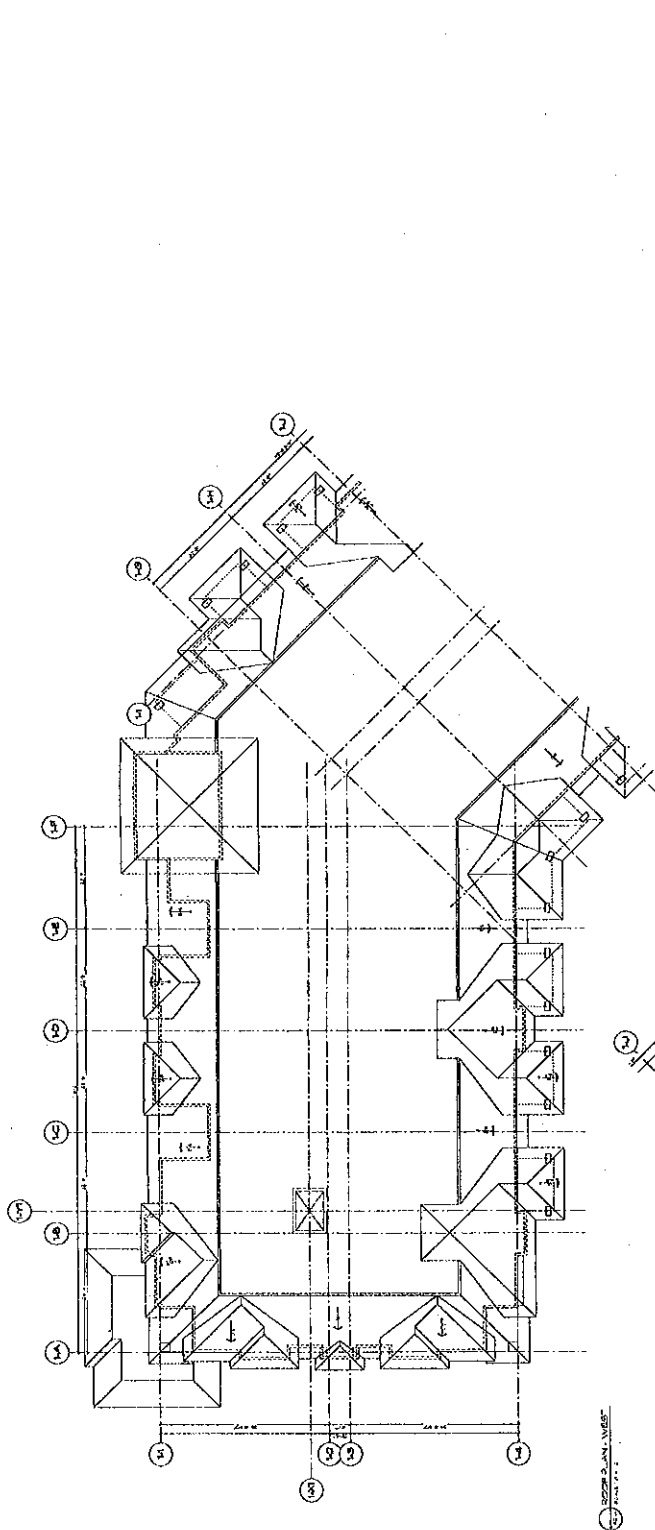
SAFFRON

BUILDING ONE

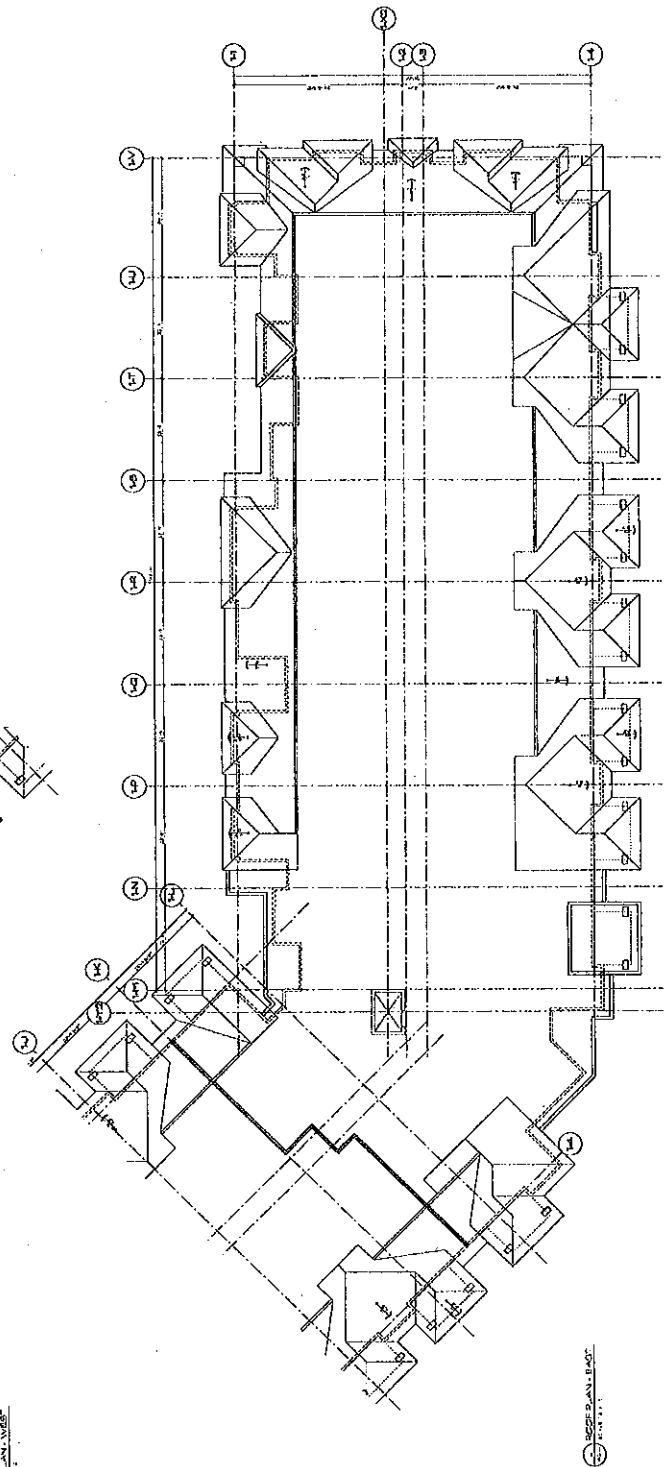
1 A23



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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|



PROJEKTOWAŁ:
 DATA: 19.12.2011



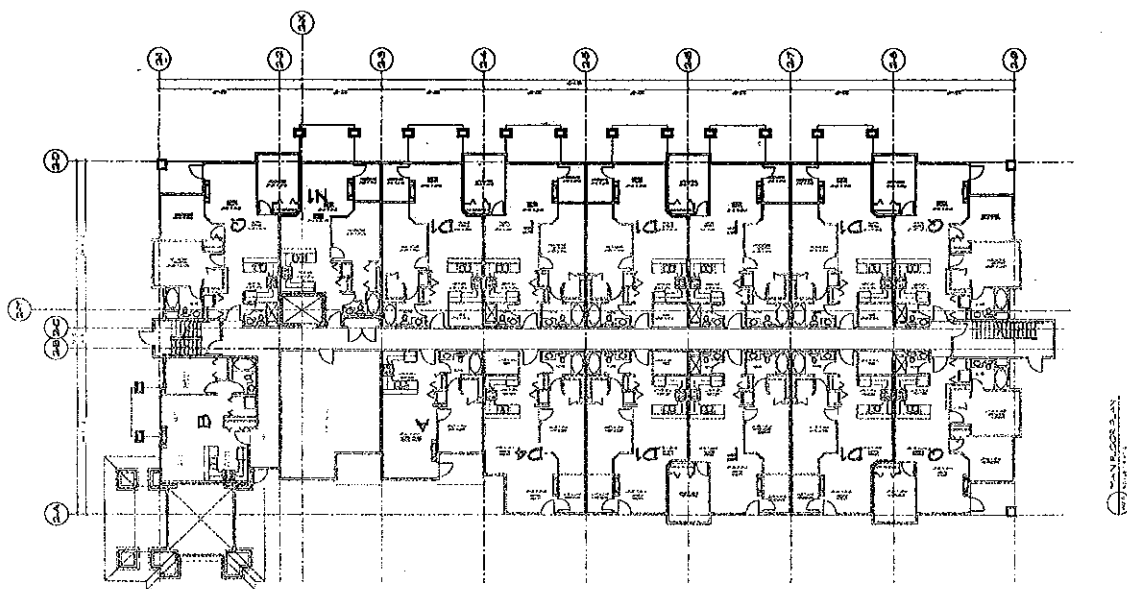
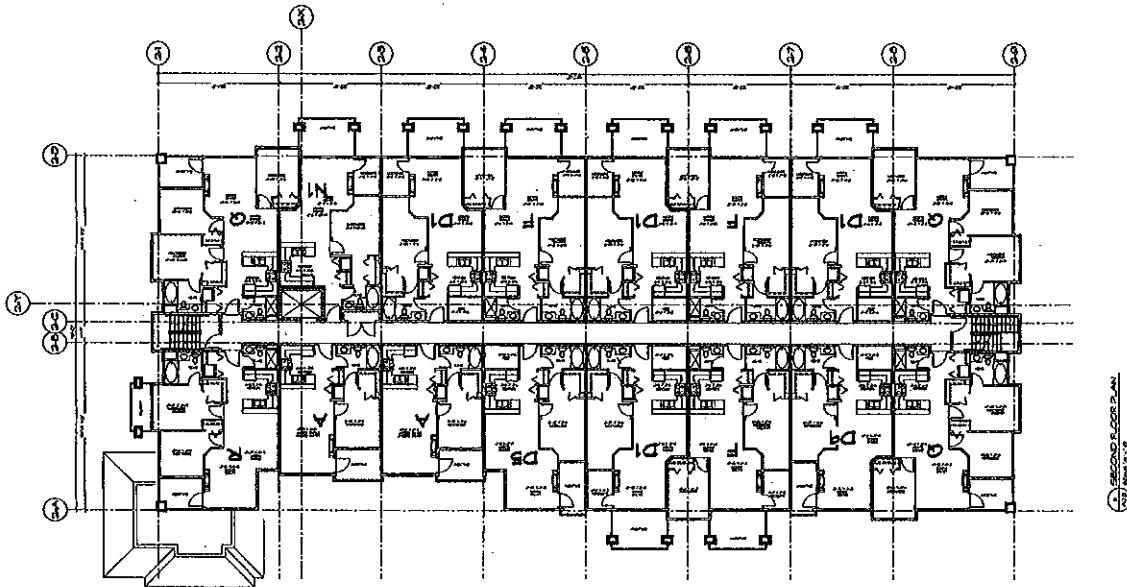
PROJEKTOWAŁ:
 DATA: 19.12.2011

[illegible]**PCA**[illegible]

SAFFRON
4800 Peach Place
Baltimore, MD, Canada

| | | |
|---|----------|----------|
| DATE | TIME | LOCATION |
| 10-1-87 | 12:30 PM | 100-1-87 |
| BUILDING TWO FLOOR PLANS HALL & SECOND FLOOR PLANS | | |

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| | A25 | ? |
|--|-----|---|



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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

LEGEND

REAR WALL

REAR WALL

RCA

REAR WALL

SAFFRON

REAR WALL

REAR WALL

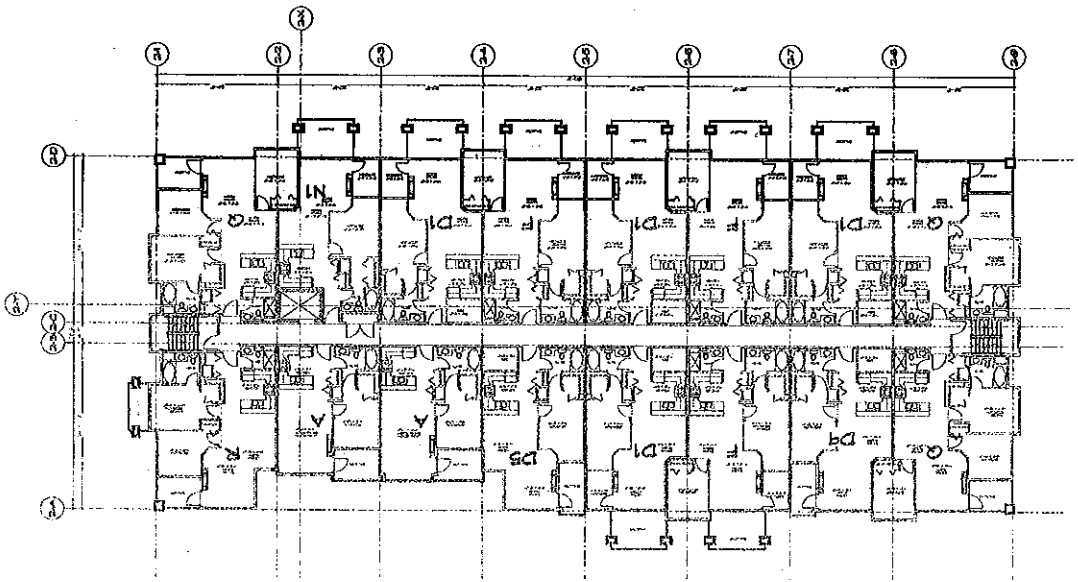
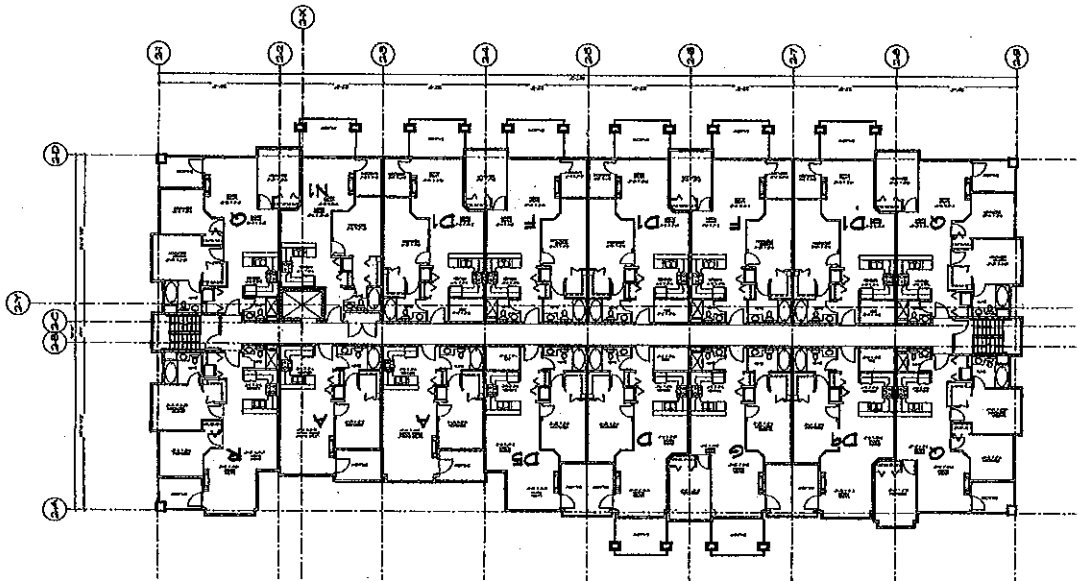
BUILDING TWO

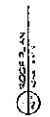
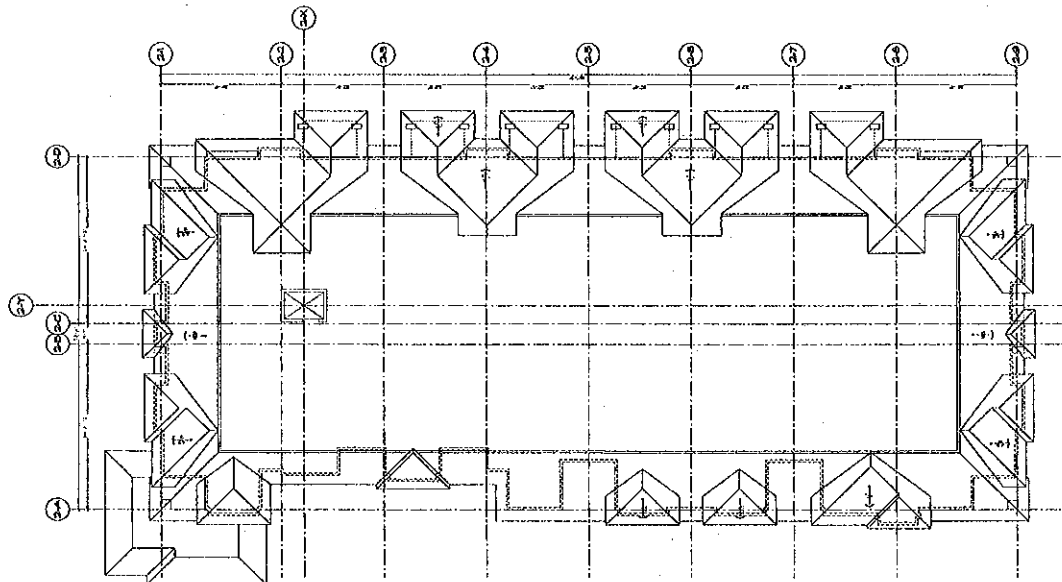
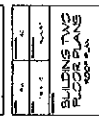
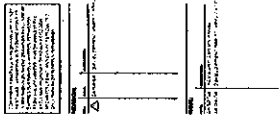
REAR WALL

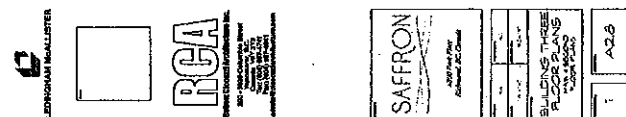
REAR WALL

1

A2.6







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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

LEGEND OF SYMBOLS

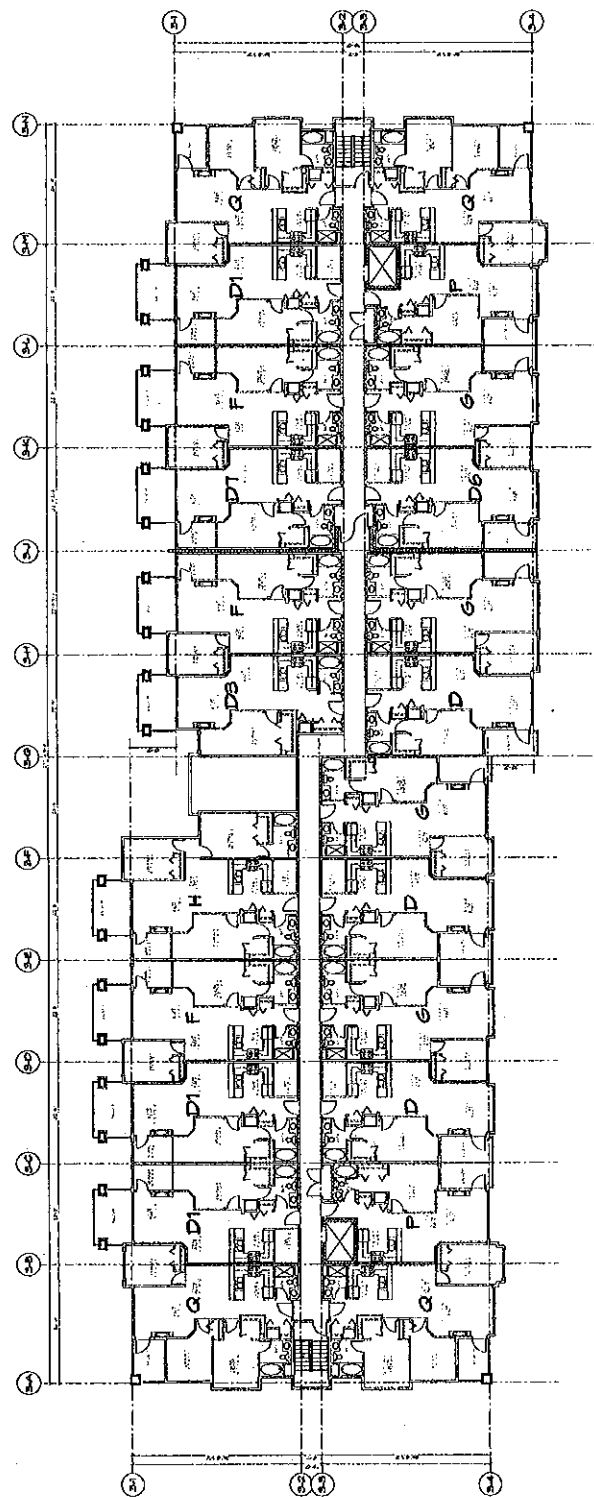
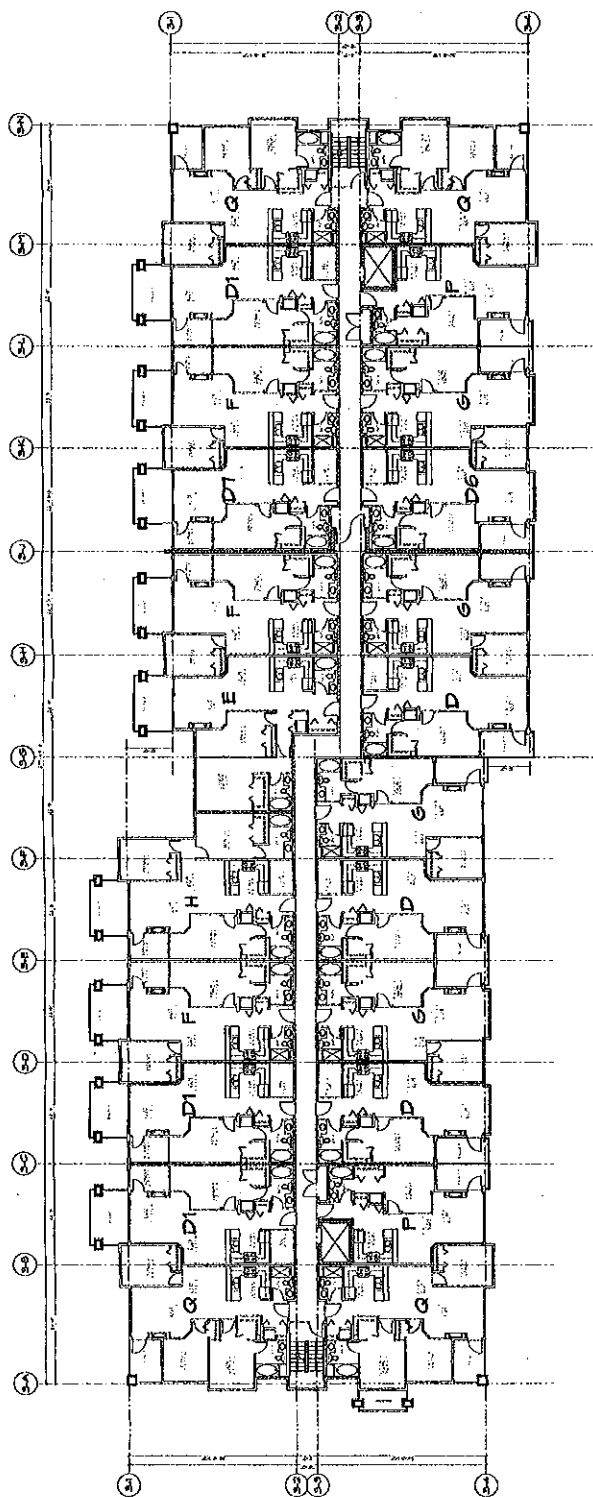


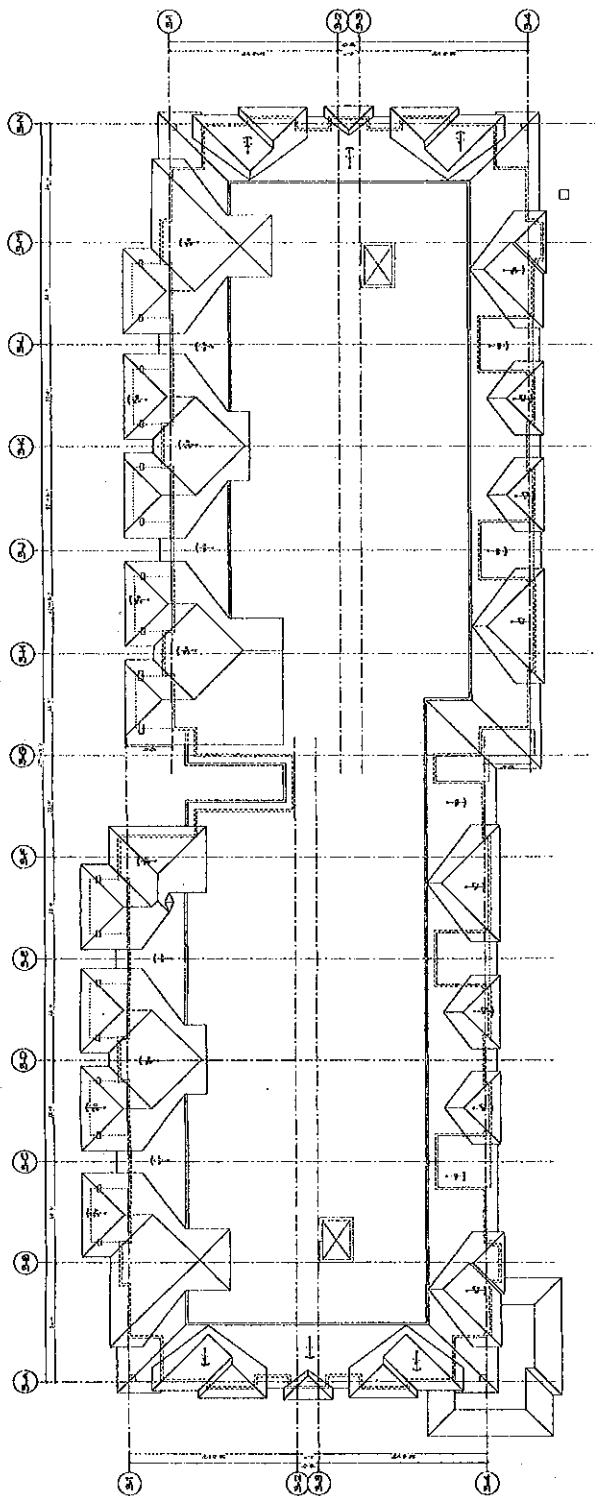
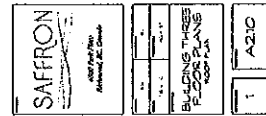
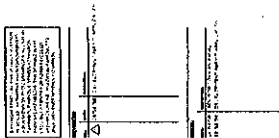
RCA
 RADIO CORPORATION OF AMERICA
 1230 AVENUE OF THE STARS
 WASHINGTON, D.C. 20004

SAFFRON
 1230 AVENUE OF THE STARS
 WASHINGTON, D.C. 20004

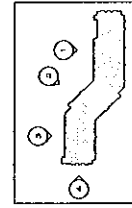
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|



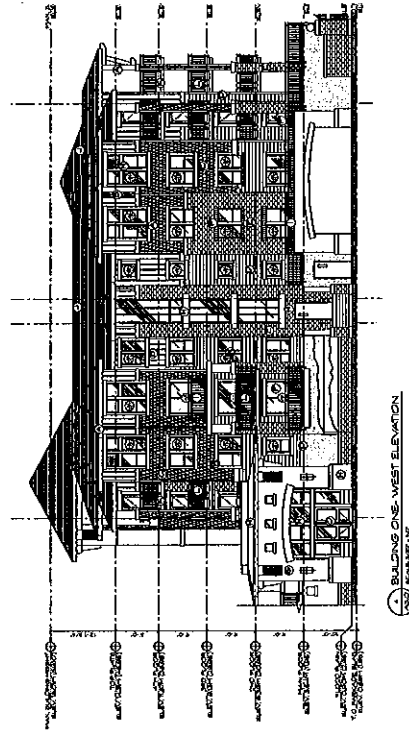
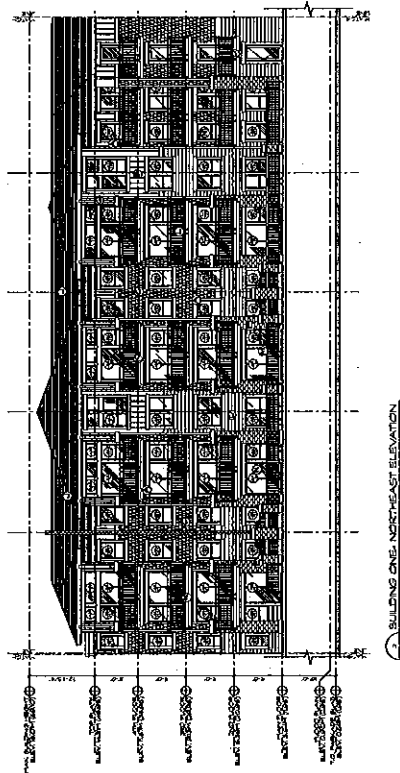
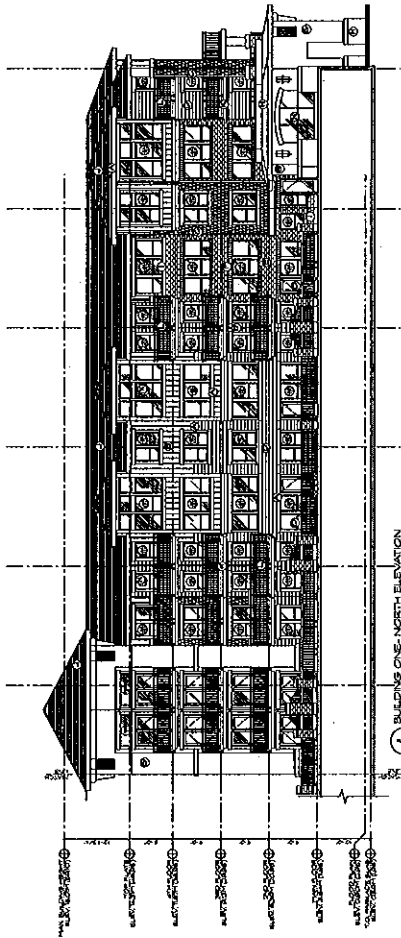
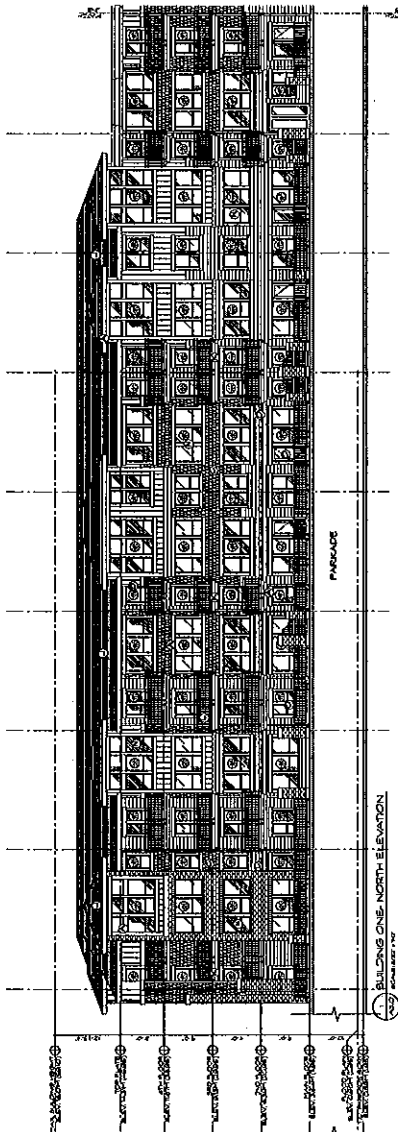


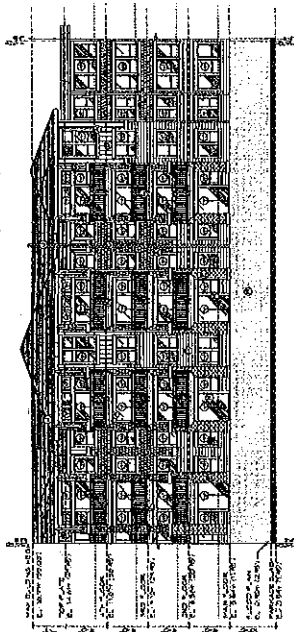
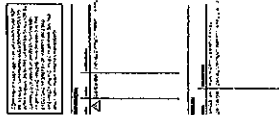
SECTION PLAN



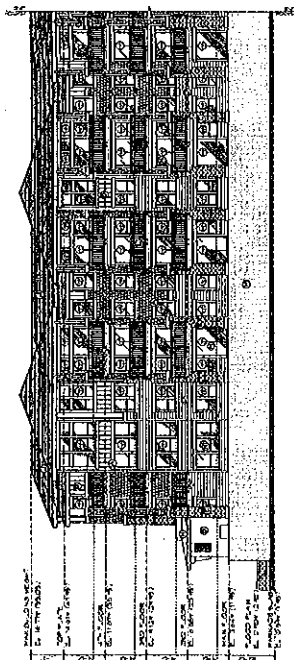
FINISH MATERIAL LEGEND:

- (A) WOOD TRIM - PAINTED
- (B) VINYL BOARD & PARTITION
- (C) VINYL SHINGLES WITH 6" EXPOSURE
- (D) BRICK - GLAZED VINYL SLIDING
- (E) SOLID COLOR CERAMIC BRICK
- (F) HEAVY STUCCO
- (G) CONCRETE
- (H) RECAST CONCRETE SILL
- (I) MASONRY
- (J) WOOD DECKS IN WATERPROOF MEMBRANE
- (K) PRE-FABRIC ALUMINUM RAILING
- (L) DEL. GLAZED VINYL SLIDING DOORS
- (M) DEL. GLAZED VINYL WINDOW
- (N) VINYL FLOOR
- (O) WOOD FLOOR
- (P) WOOD BRACKETS

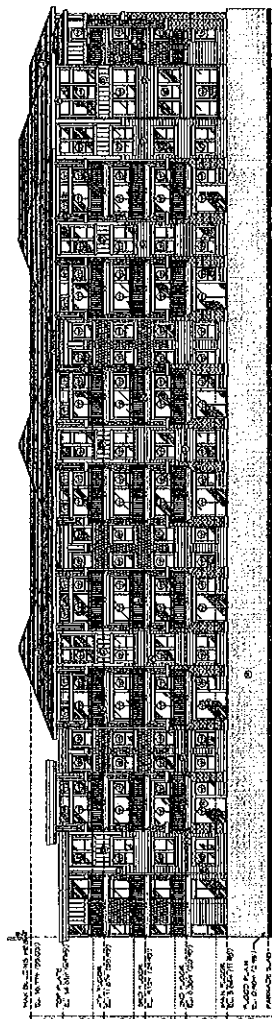




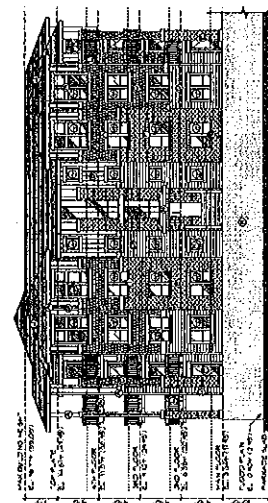
④ BUILDING SOUTH-WEST ELEVATION
Scale 1/8" = 1'-0"



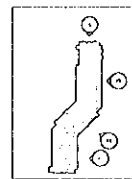
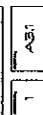
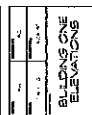
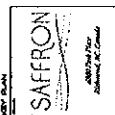
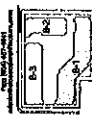
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Scale 1/8" = 1'-0"



④ BUILDING SOUTH ELEVATION
Scale 1/8" = 1'-0"



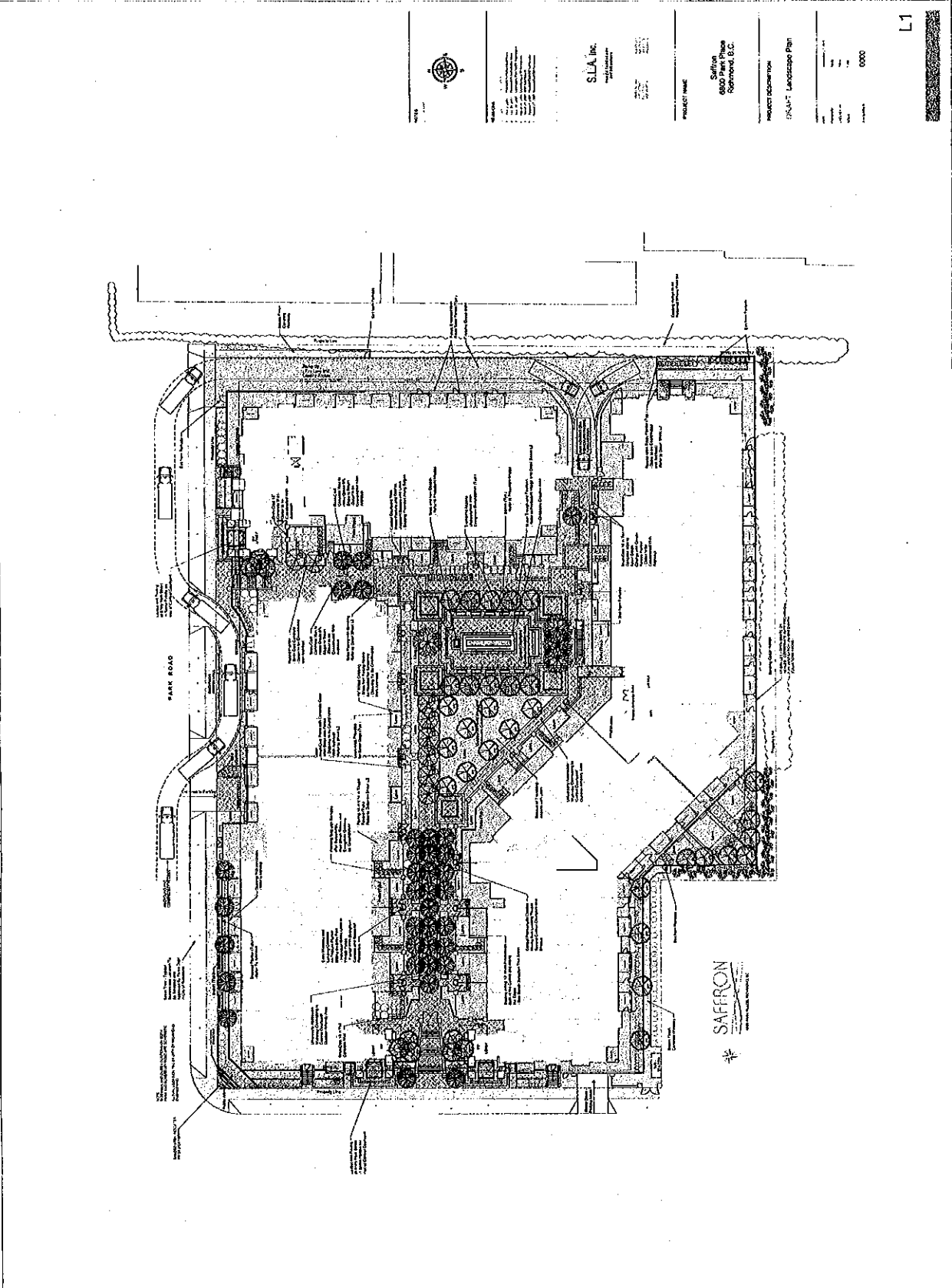
④ BUILDING EAST ELEVATION
Scale 1/8" = 1'-0"



INSULATION LAYERS
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City of Richmond

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

Development Application Data Sheet

RZ 07-397063

Attachment 3

Address: 6760, 6780, 6800 Eckersley Road, 8500, 8520, 8540 Park Road, 6751, 6760, 6771, 6780, 6791, 6800, 6831 Park Place

Applicant: Ledingham McAllister Communities Limited

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

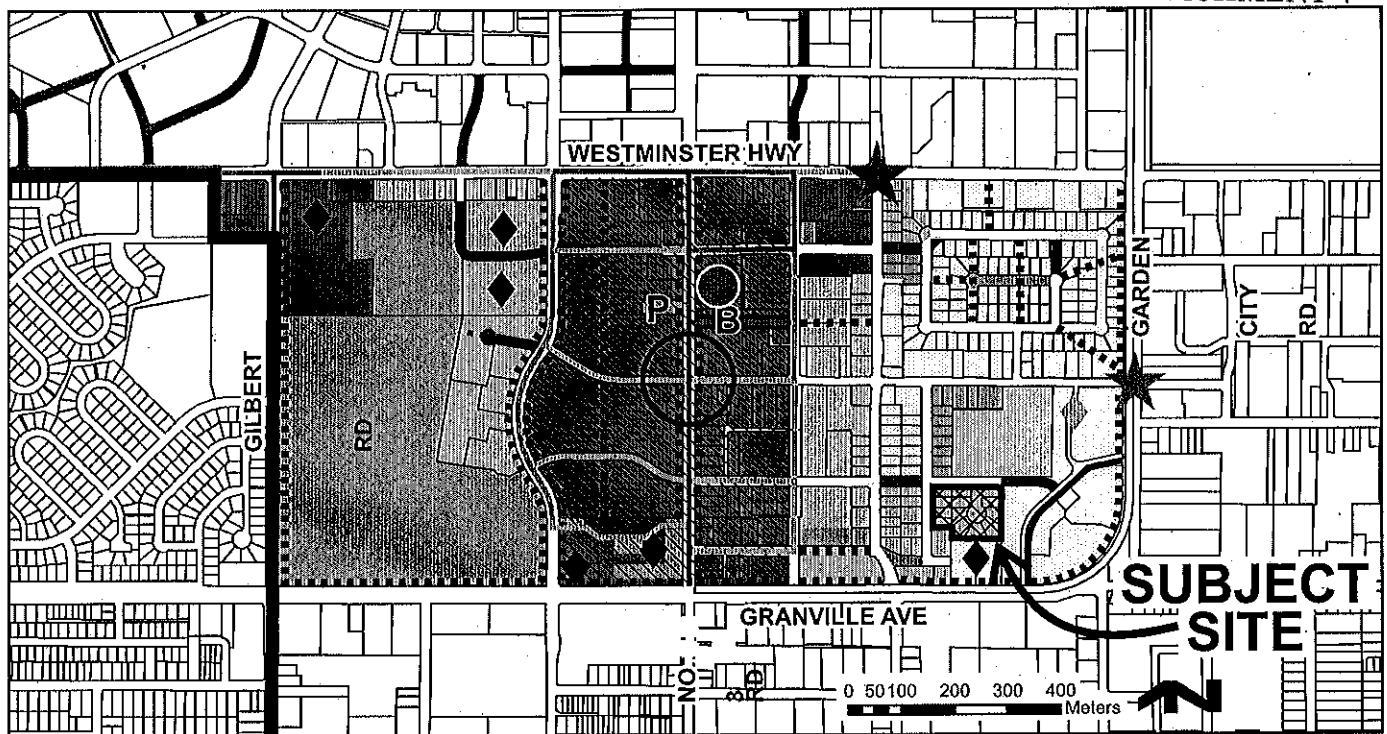
| | Existing | Proposed |
|-----------------------------------|---|---|
| Owner: | Ledingham McAllister Communities Limited | Ledingham McAllister Communities Limited |
| Site Size (m²): | ~1.1 ha (2.76 acre) | 1.294 ha (3.19 acre) |
| Land Uses: | Single Family | Multiple Family |
| OCP Designation: | Neighbourhood Residential | no change |
| Area Plan Designation: | Urban Centre T5 | Urban Centre T5 |
| Zoning: | Single-Family Housing District, Subdivision Area R1/E | Comprehensive Development District (CD/200) |
| Number of Units: | 13 | 296 |

| On Future Subdivided Lots | Bylaw 200 Requirement | Proposed | Variance |
|-----------------------------|--|-----------|----------------|
| Floor Area Ratio: | Max. 1.2 FAR, which may be increased to a maximum of 1.9 FAR provided 21 affordable housing units are secured by a housing agreement | 1.885 FAR | none permitted |
| Lot Coverage – Building: | Max. 50% | 48.5% | none |
| Lot Size (min. dimensions): | n/a | 1.2 ha | none |

| On Future Subdivided Lots | Bylaw 200 Requirement | Proposed | Variance |
|---|--|--|----------|
| Setback – Public Road Eckersley Road | <p>Eckersley Road: 4.2 m (13 ft.)</p> <p>common entry features and unenclosed balconies may project into the public road setback for a maximum distance of 1.2 m (4 ft.); and</p> <p>a parking structure may project into the public road setback, but shall be no closer to a public road than 2 m (6 ft.). 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.</p> | <p>Eckersley Road: 4.2 m (13 ft.)</p> <p>common entry features and unenclosed balconies may project into the public road setback for a maximum distance of 1.2 m (4 ft.); and</p> <p>a parking structure may project into the public road setback, but shall be no closer to a public road than 2 m (6 ft.). 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.</p> | none |
| Setback – Public Road Park Road | <p>Park Road: 3.5 m (11 ft.)</p> <p>common entry features and unenclosed balconies may project into the public road setback for a maximum distance of 2.1 m (7 ft.); and</p> <p>a parking structure may project into the public road setback, but shall be no closer to a public road than 1.2 m (4 ft.). 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.</p> | <p>Park Road: 3.5 m (11 ft.)</p> <p>common entry features and unenclosed balconies may project into the public road setback for a maximum distance of 2.1 m (7 ft.); and</p> <p>a parking structure may project into the public road setback, but shall be no closer to a public road than 1.2 m (4 ft.). 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.</p> | none |

| On Future Subdivided Lots | Bylaw 200 Requirement | Proposed | Variance |
|--|---|--|---|
| Setback – Side Yards: | <p>Side Yards: 5 m (16 ft.)</p> <p>unenclosed balconies may project into the side yard setback for a maximum distance of 2 m (6.5 ft.); and</p> <p>the parking structure may project into the side yard setback but shall be no closer to a side yard than 3 m (9 ft.). 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.</p> | <p>Side Yards: 5 m (16 ft.)</p> <p>unenclosed balconies may project into the side yard setback for a maximum distance of 2. m (6.5 ft.); and</p> <p>the parking structure may project into the side yard setback but shall be no closer to a side yard than 3 m (9 ft.). 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.</p> | none |
| Setback – Rear Yard: | <p>Rear Yard Setback: 6 m (19 ft.)</p> <p>the parking structure may project into the rear yard setback but shall be no closer to a rear yard than 3 m (10 ft.). 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.</p> | <p>Rear Yard Setback: 6 m (19 ft.)</p> <p>the parking structure may project into the rear yard setback but shall be no closer to a rear yard than 1.5 m (5 ft.). 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.</p> | conflict with the sanitary sewer is to be resolved by increasing the parking level setback or an alternate approach |
| Height (m): | 20 m | 18.2 m | none |
| Off-street Parking Spaces – Regular (R) / Visitor (V): | <p>Residential: 349 (330 market, 19 affordable housing units)</p> <p>Visitor: 60</p> <p>(10% relaxation permitted provided a comprehensive TDM strategy is proposed and implemented)</p> | <p>Residential: 322</p> <p>Visitor: 60</p> <p>Comprehensive TDM strategy proposed. Details of implementation to be provided in association with DP 07-399354)</p> | none |
| Tandem Parking Spaces: | permitted | n/a | none |
| Amenity Space – Indoor: | 100 m ² | 141 m ² | none |
| Amenity Space – Outdoor: | 1,776 m ² | 1850 m ² | none |

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



- | | | |
|---|--|--|
| General Urban T4 (15m) | School | Proposed Streets |
| Urban Centre T5 (25m) | Village Centre Bonus | Pedestrian-Oriented Retail Precincts-High Street & Linkages |
| Urban Core T6 (45m) | Institution | Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages |
| Park | Pedestrian Linkages | Canada Line Station |
| Park-Configuration & location to be determined | Enhanced Pedestrian & Cyclist Crossing | Transit Plaza |
| Village Centre: No. 3 Road & Cook Road Intersection | Bus Exchange | |



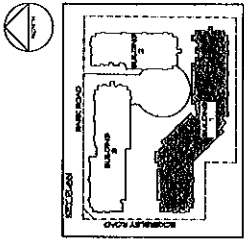
Brighthouse Village Specific Land Use Map RZ 07-397063

Original Date: 10/02/08

Amended Date:

Note: Dimensions are in METRES

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| 1. GENERAL NOTES | 2. LEGEND |
| 3. MATERIALS | 4. FINISHES |
| 5. EQUIPMENT | 6. MECHANICAL |
| 7. ELECTRICAL | 8. PLUMBING |
| 9. HVAC | 10. FIRE PROTECTION |
| 11. SECURITY | 12. ACCESSIBILITY |
| 13. SCHEDULING | 14. APPENDICES |



LEONARD MALLISTER



RCA
1000 Columbia Avenue
New York, NY 10002
Tel: 212 692 1000
Fax: 212 692 1001
www.rca.com

SAFFRON

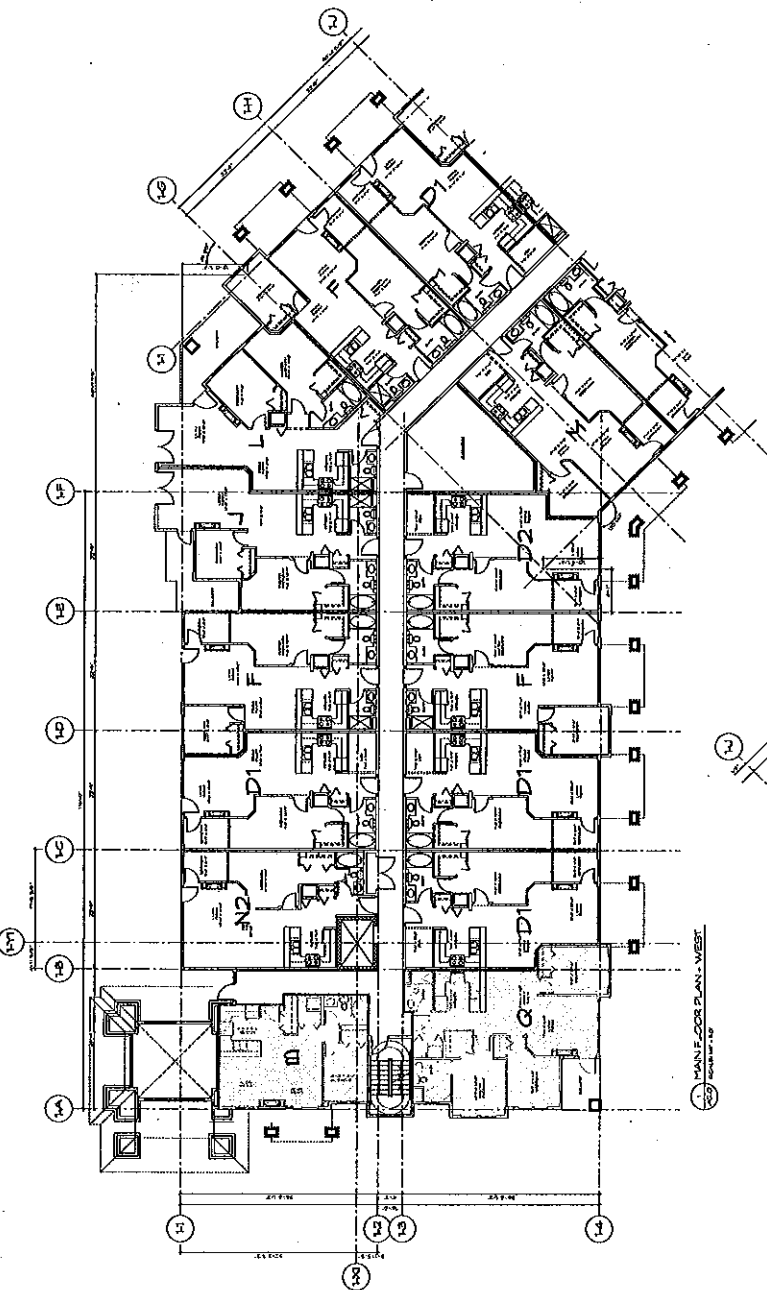
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New York, NY 10022

BUILDING ONE

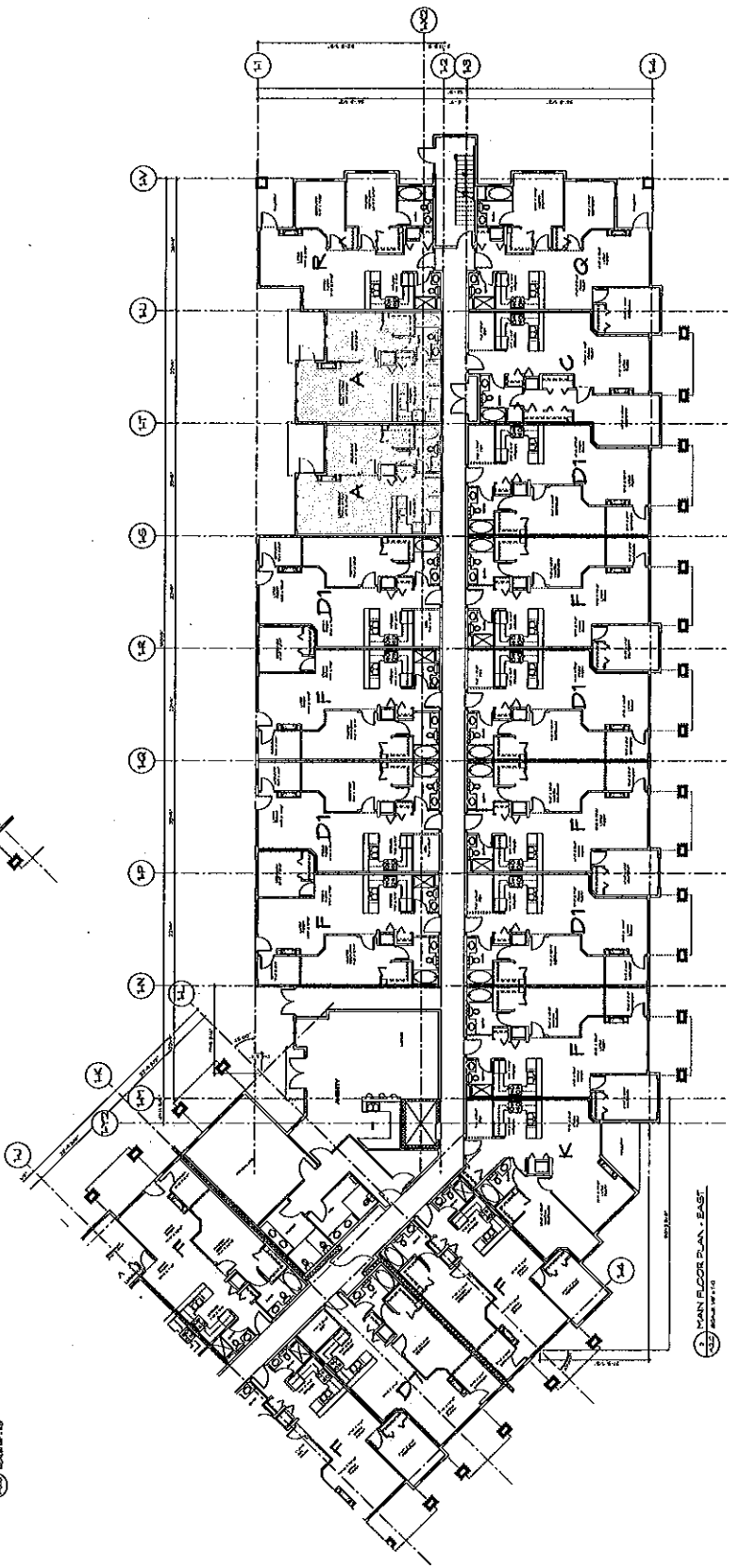
MAN FLOOR PLAN

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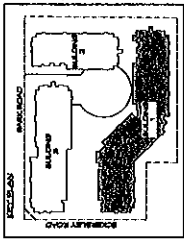


MAN FLOOR PLAN - WEST

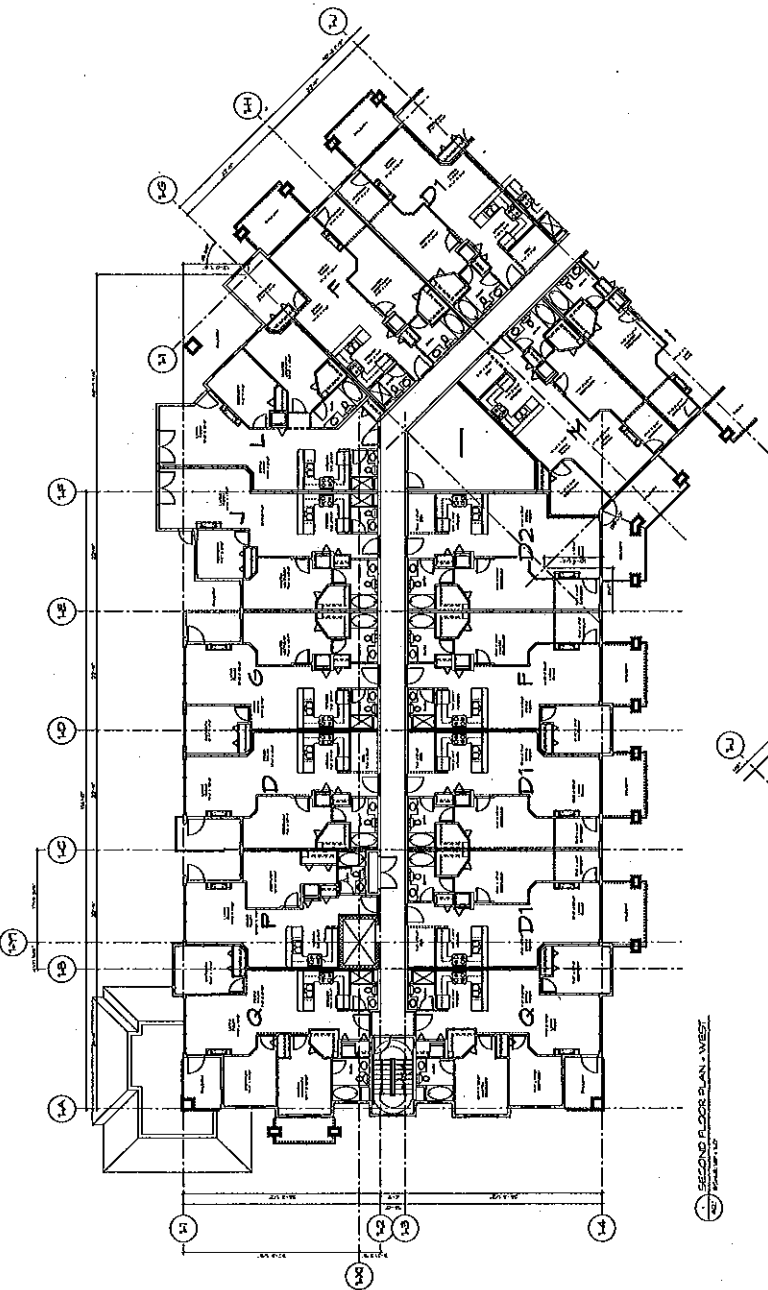


MAN FLOOR PLAN - EAST

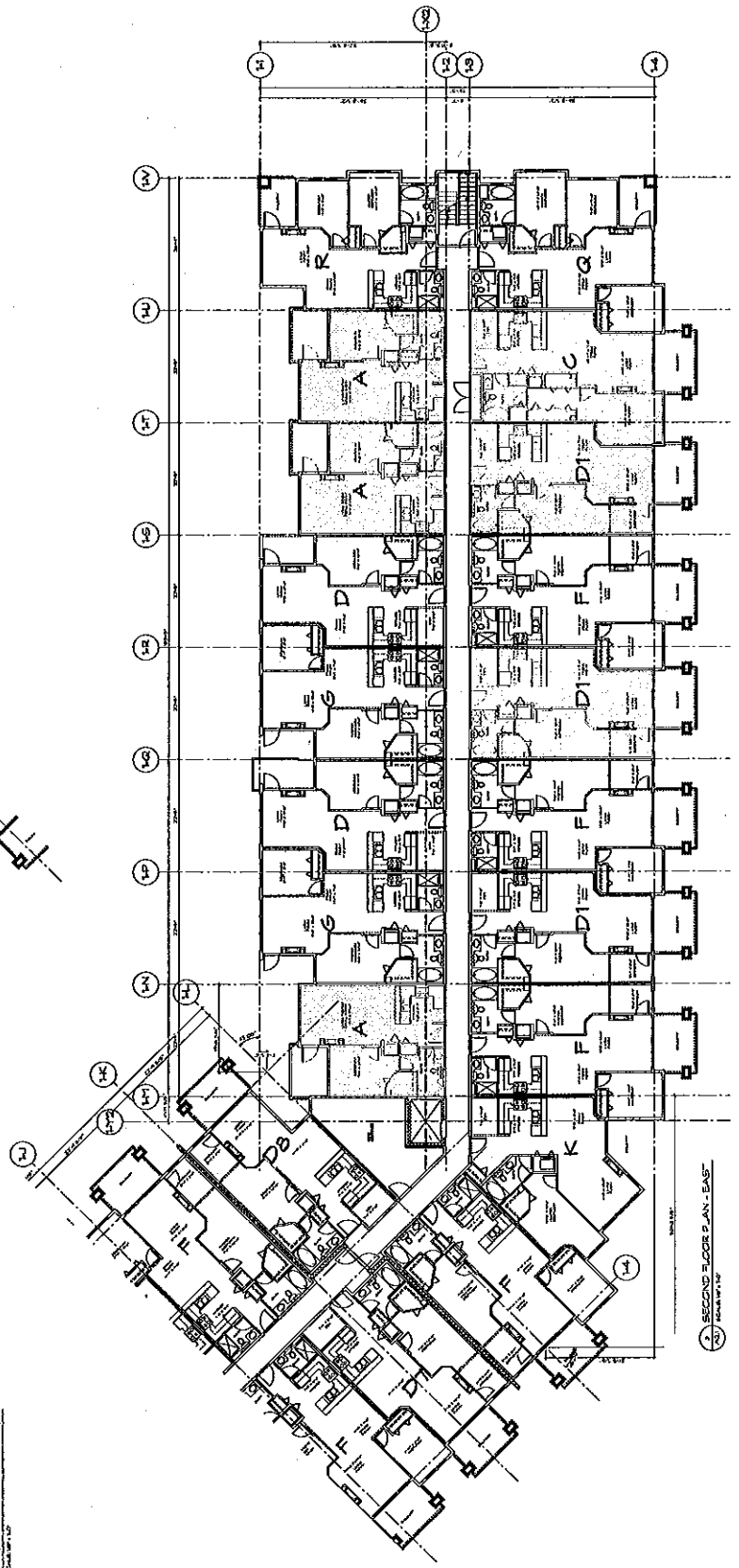
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 ENGINEER: [illegible]
 DATE: [illegible]



HYDRO AND GEOTECH ANALYSIS



SECOND FLOOR PLAN - WEST



SECOND FLOOR PLAN - EAST

ENGINEERING

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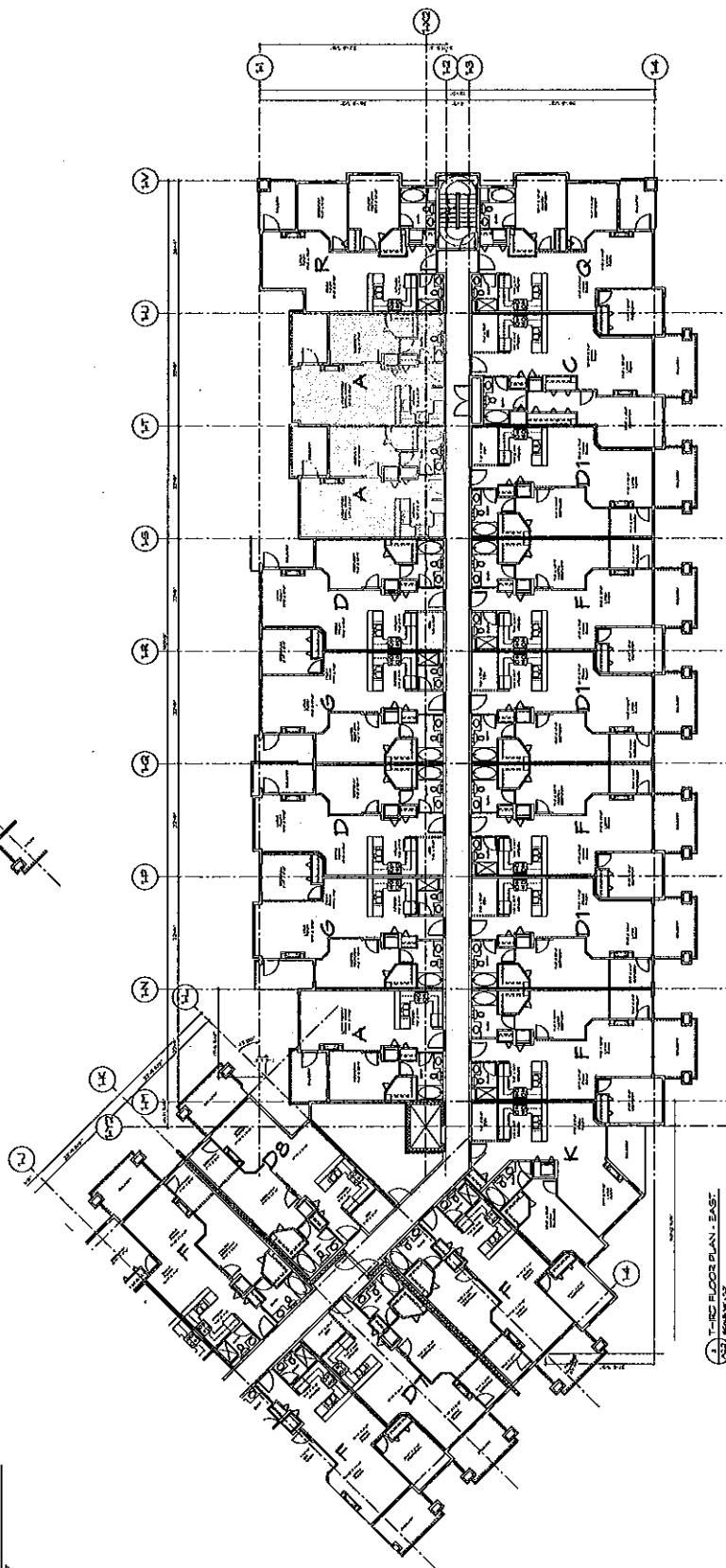
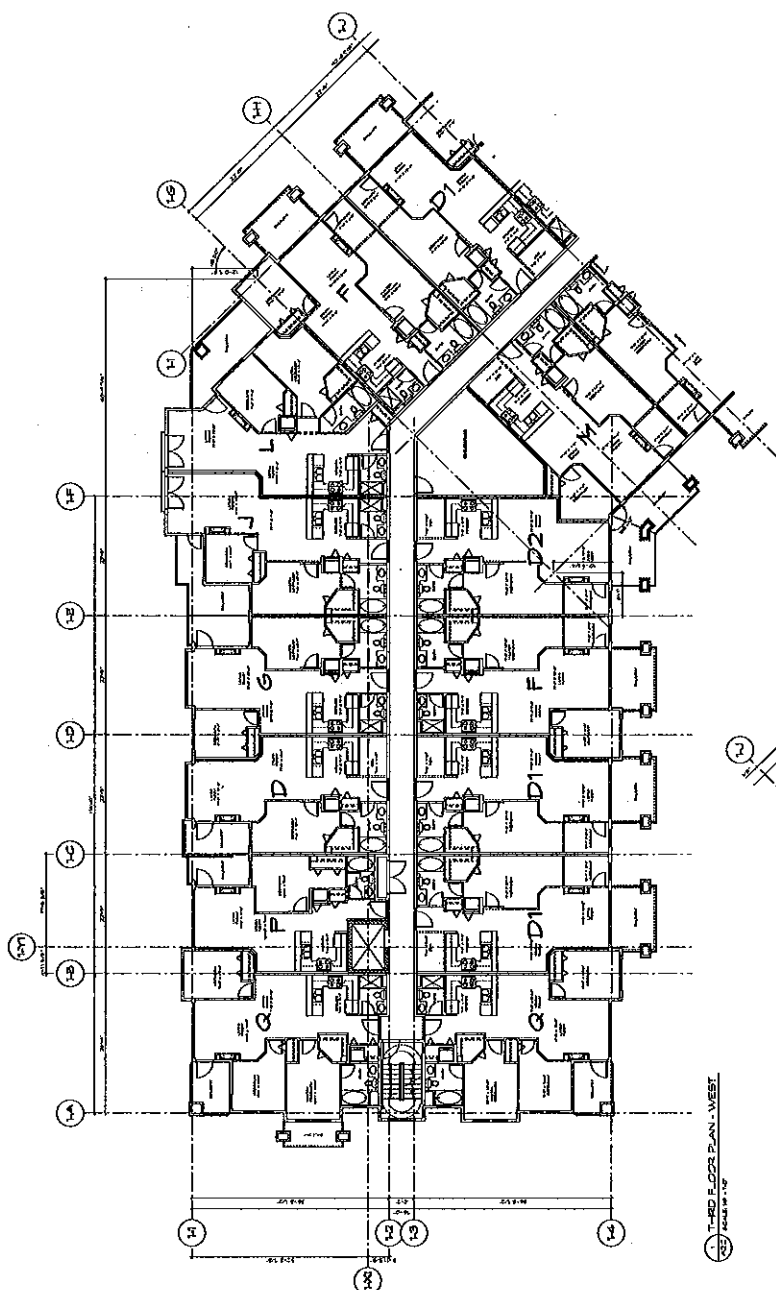
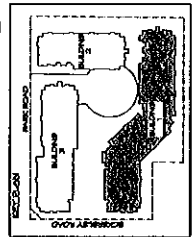
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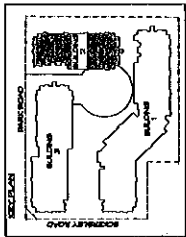
BUILDING ONE

FLOOR PLANS

SECOND FLOOR PLAN



NOTES:
1. ALL DIMENSIONS ARE IN METERS.
2. ALL ROOMS ARE TO BE FINISHED TO THE FINISH LINE.
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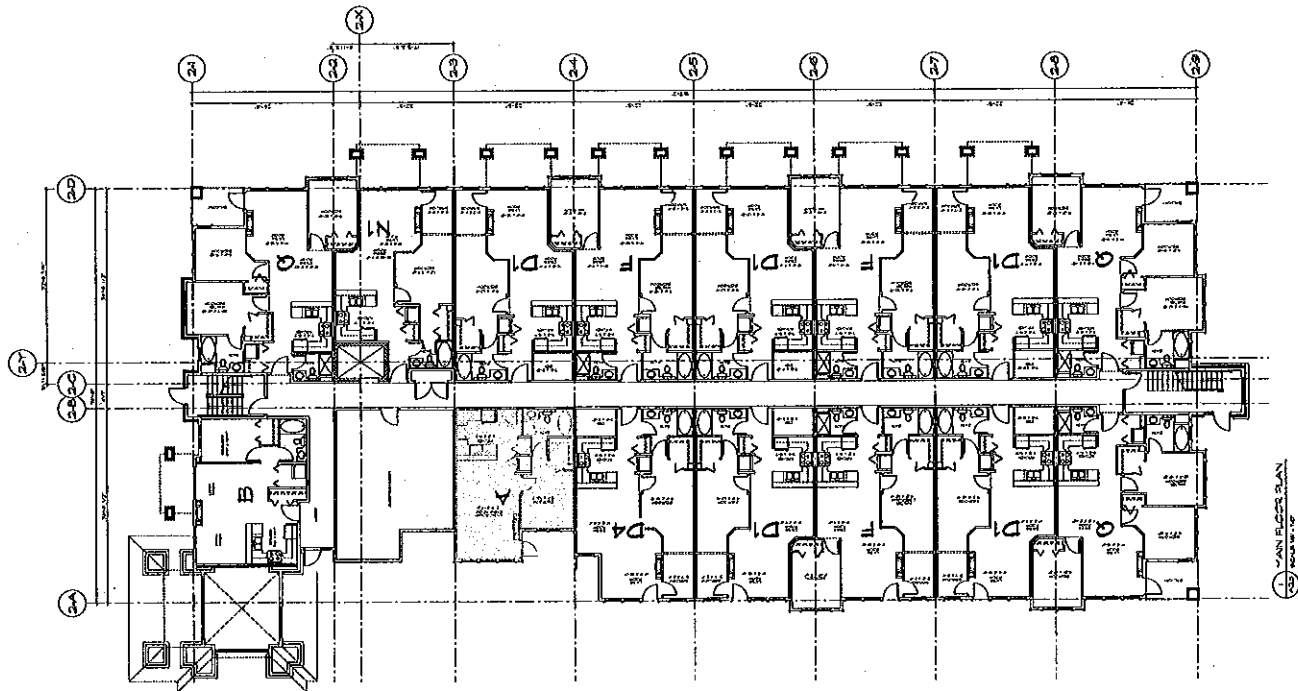
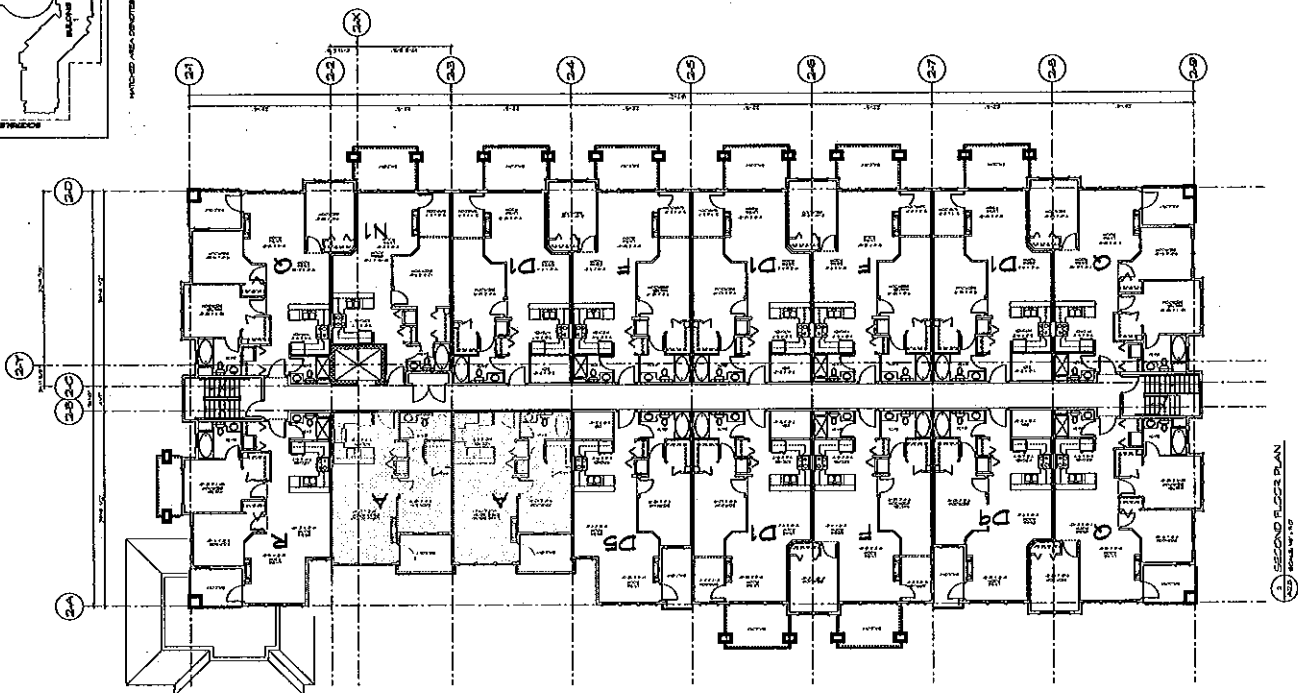


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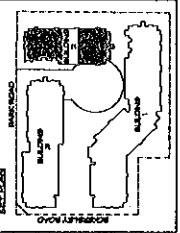
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**BUILDING TWO
FLOOR PLANS**
HALL ELEVATOR
FLOOR PLANS

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NOTES:
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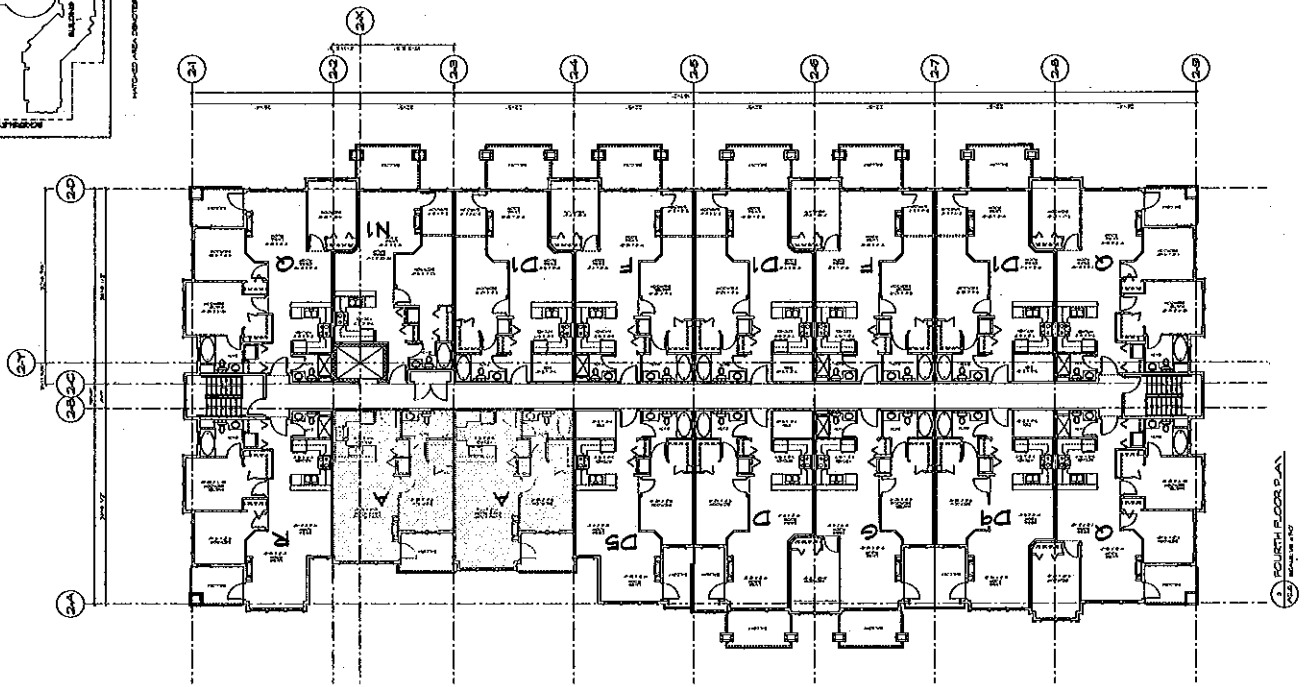


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RESEARCH CORPORATION
10000 RIVERCHASE DRIVE
SUITE 100
DALLAS, TEXAS 75244
PHONE: (214) 343-7000
FAX: (214) 343-7001

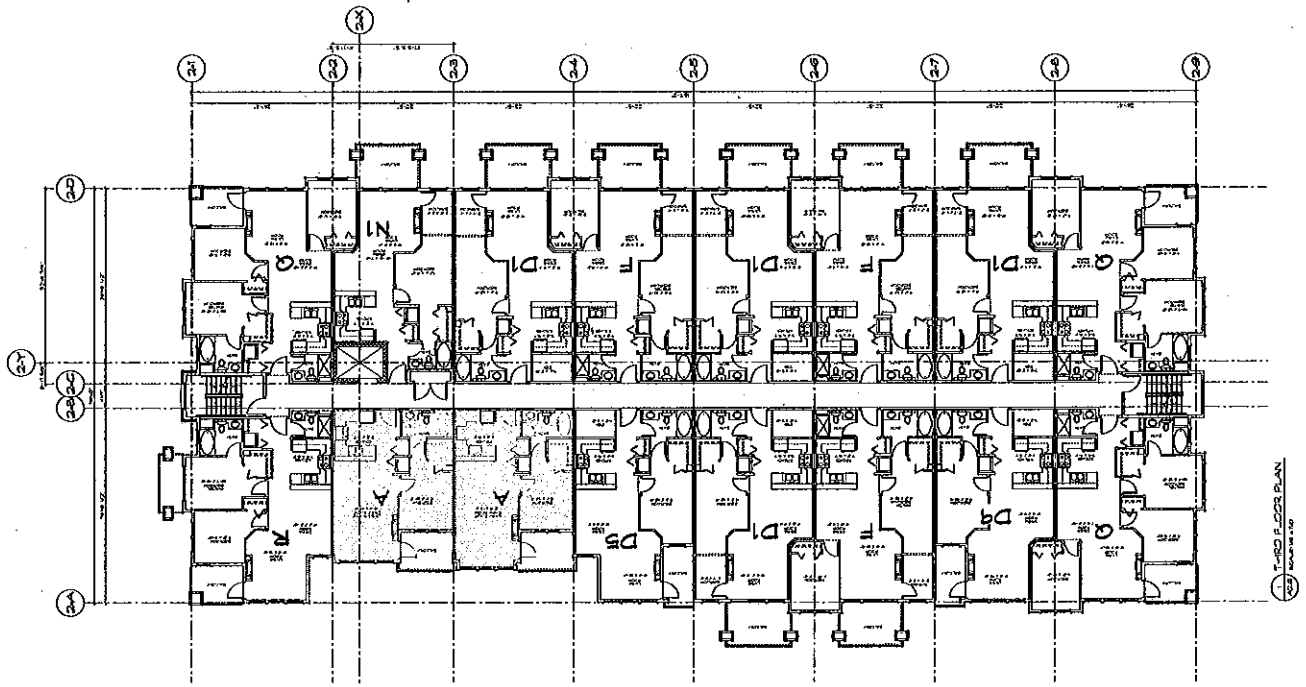
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10000 RIVERCHASE DRIVE
SUITE 100
DALLAS, TEXAS 75244

**BUILDING TWO
PLANS
FLOOR PLAN**

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FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"



THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

Nikolic, Diana

From: MayorandCouncillors
Sent: Friday, 2 May 2008 10:34 AM
To: Nikolic, Diana
Subject: FW: Send a Submission Online (response #387)

Diana - the following corrected submission has been received from Ms. Biasutti. Could you please ensure a copy of this email is given to the planner handling the referenced rezoning application for attaching to the staff report.

Thank you. Gail

From: Webgraphics [mailto:webgraphics@richmond.ca]
Sent: Friday, 2 May 2008 08:58
To: MayorandCouncillors
Subject: Send a Submission Online (response #387)

Send a Submission Online (response #387)

Survey Information

| | |
|-----------------------|---|
| Site: | City Website |
| Page Title: | Send a Submission Online |
| URL: | http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&pagemode=Hybrid |
| Submission Time/Date: | 2008-05-02 8:56:48 AM |

Survey Response

| | |
|--|--|
| Your Name: | LIANA BIASUTTI- ANNE BIASUTT (OWNER) |
| Your Address: | 6631 ECKERSLEY ROAD |
| Subject Property Address OR Bylaw Number: | RZ-07-397063 |
| Comments: | Once again I am compelled to send a submission AGAINST the latest rezoning application on the block in which I reside. Eckersley Road and it's cross streets are already inundated with high density rezoning. The latest one is a ridiculous amount of suites on 13 properties. There seems to be no limit to which applications are passed any longer. This is great revenue for the city, but a nightmare for anyone who doesn't wish to be literally |

resp

forced from their single family home. There seems to be no consideration for the negative impact from the mass development that Richmond is undergoing. There is such a thing as too much.....



LEDINGHAM McALLISTER

#800 - 1199 West Hastings Street, Vancouver, B.C., Canada V6E 3T5 / (604) 662-3700-FAX: (604) 684-9004

October 18, 2007

BC Hydro
16th Floor - 333 Dunsmuir Street
Vancouver, BC
V6B 5R3

Attention: Arlene Shwetz, Community Relations Department

Dear Arlene:

Re: Re-development of properties at Park Place, Richmond

This letter is a follow up to our telephone discussion on August 27, 2007 concerning our intent to redevelop existing single-family properties located at Park Place and portions of Park and Eckersley roads in Richmond. We are proposing to redevelop the area from single family to multi-family residential which is consistent with the recently City approved "City Centre Area Plan Concept". Please see the attached map outlining the area proposed for redevelopment.

As noted in our conversation, BC Hydro was contacted as there is a substation located to the south of the area slated for redevelopment. As illustrated in the attached photo, the substation is set back from the property line and a large hedge straddles the property line separating BC Hydro's property from our properties to north. It is in our collective interest that this hedge remains in place and we have designed our parkade to accommodate the hedge.

In our conversation you indicated that you would follow up with two senior BC Hydro designers, 'Ned' and 'Jake' and they would be in contact me if there were any comments or questions. To date I have not heard from anyone at BC Hydro. Another redevelopment site located adjacent to the BC Hydro substation was referred to Richmond's Planning Committee in June 2007; in the staff report it was noted that BC Hydro requested substantiation that development within the area would not block access to the substation. We can provide such assurance in the case of our proposed project.

A title search indicates that BC Hydro has a 10 ft. wide statutory right-of-way on one of the properties, 6800 Park Place (PID: 001-818-295) dating from 1961 to "install and

maintain guy wires, anchors and their several attachments..." As our parkade structure will be setback slightly more than 10 feet from property line we would like to discuss with BC Hydro if there is a continued need for the right-of-way.

We would appreciate hearing back from BC Hydro with any comments or questions prior to our submission of a rezoning/development permit application to the City at the end of October 2007.

Again, my contact information is:

Cameron Thorn
Suite 800 – 1199 Hastings Street
Vancouver, BC V6E 3T5
Email: cthorn@ledmac.com
Phone: (604) 662-3700

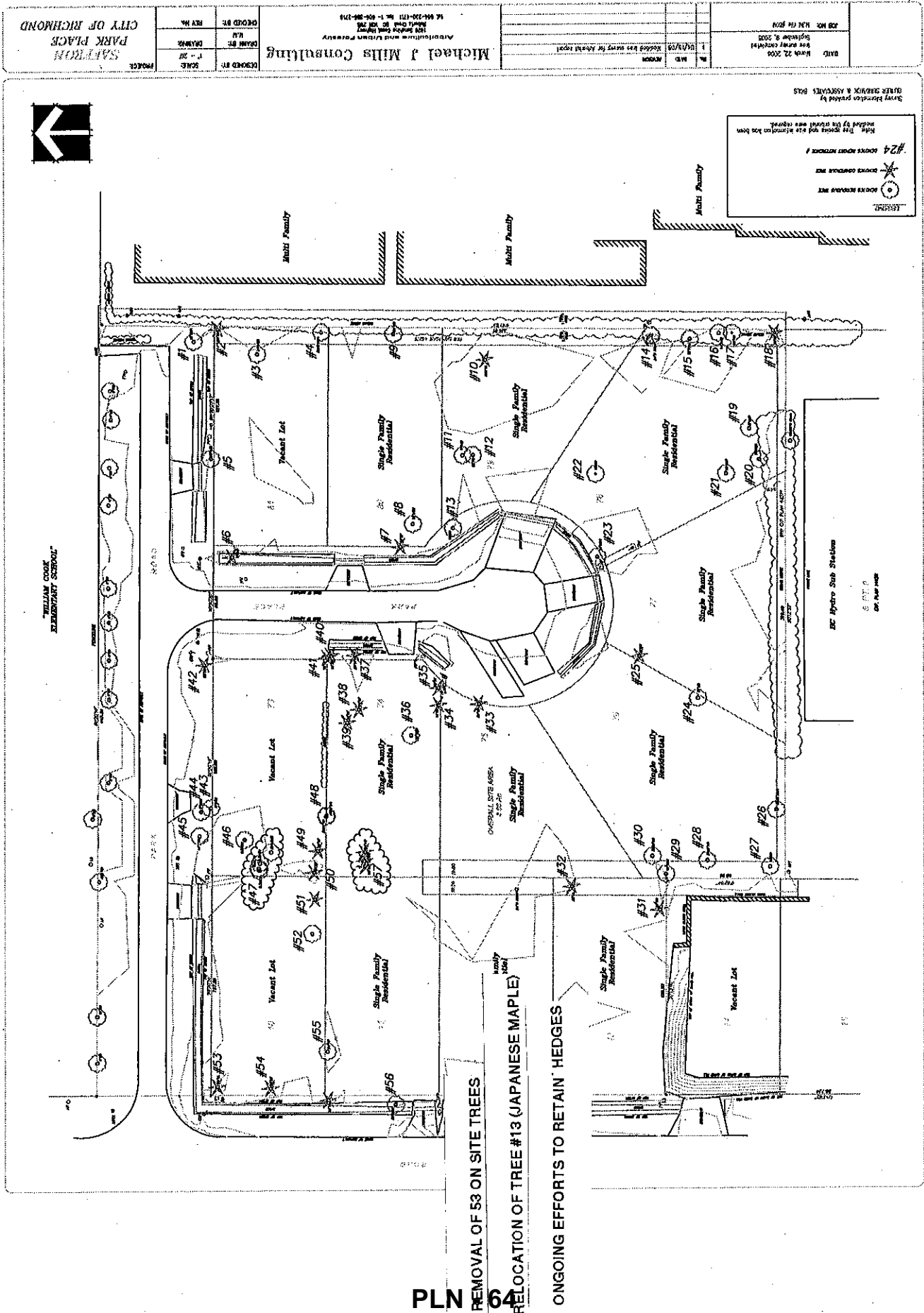
We look forward to hearing back from you.

Yours truly,

A handwritten signature in black ink, appearing to read "Cameron Thorn", written over a horizontal line.

Cameron Thorn
Development Manager
LM Park Place Homes LP

cc: Diana Nickolic, Planner, City of Richmond



Michael J Mills Consulting

Memo

| | | | |
|----------------|------------------|-------------------|-------------------------------|
| Date: | May 19, 2009 | Project File No.: | 809 |
| Attention: | Cameron Thorn | Project Name: | Saffron Park Ave, Richmond |
| Firm Name: | Saffron Homes LP | | |
| Address / Fax: | Via e mail | From: | Michael Mills |

Re: Perimeter Hedge Issues:

Cameron:

In response to the e mail memo from Diana Nikolic, planner for the City of Richmond, I re visited the site to observe the current condition of the perimeter hedge.

The recommended pre development root pruning work that was recommended to help ensure the hedges located around the east and south perimeter of your site on Park Ave was completed under my supervision in February of this year. For the most part this work went well however there was one small area where we encountered a bit of a problem.

Approximately half way along the east property line, it was necessary to remove an oak tree from your site (with approved tree removal permit) to allow us to root prune the full length of the hedge. The roots from this tree were firmly entrenched and during the initial attempt to remove the stump, the section of hedge immediately adjacent to the oak tree was disturbed. As soon as the disturbance was noticed, the machine was stopped and the roots were cut off by hand prior to proceeding. Even though, this one small section of the hedge was indeed disturbed. Using the machine, we adjusted the hedge back into position as best we could and continued to move down the property line. When we encountered trees further down the property line we took appropriate means to ensure no further disturbance to the hedge occurred.

We revisited the site on April 30th to review the extent of the reported problem and found that the issue of hedges falling over was limited to the section of hedge adjacent to the Oak tree only. The damage appeared to be limited to no more than 3 plants.



Section of the hedge that is partially up rooted.

1826 Sunshine Coast Highway Roberts Creek BC V0N 2W5
Phone 604-230-4711 Fax 604-886-2718 mills@dccnet.com

The three plants that are leaning over are still alive but it may prove difficult at this time to successfully restore them to a vertical position. It may be best to consider planting several new replacement trees in this location rather than trying to repair the existing plants.



View looking south along the east property line. Note the hedging in good order and undisturbed. The disturbed soil in the foreground is related to the controlled root pruning work.

It needs to be noted that the condition of the hedge along the eastern perimeter of the Saffron site is quite variable. In some locations the hedge is in good health and in others it is in very poor condition. Apparently the hedge was pruned by the neighbours early this year and in many areas the plants were pruned so heavily as to remove almost all of the live foliage. As a result, many of the trees in the hedge are now in poor health and suffering. For the record, the pruning and associated health issues were noted and recorded by photos prior to any root pruning work on the site.

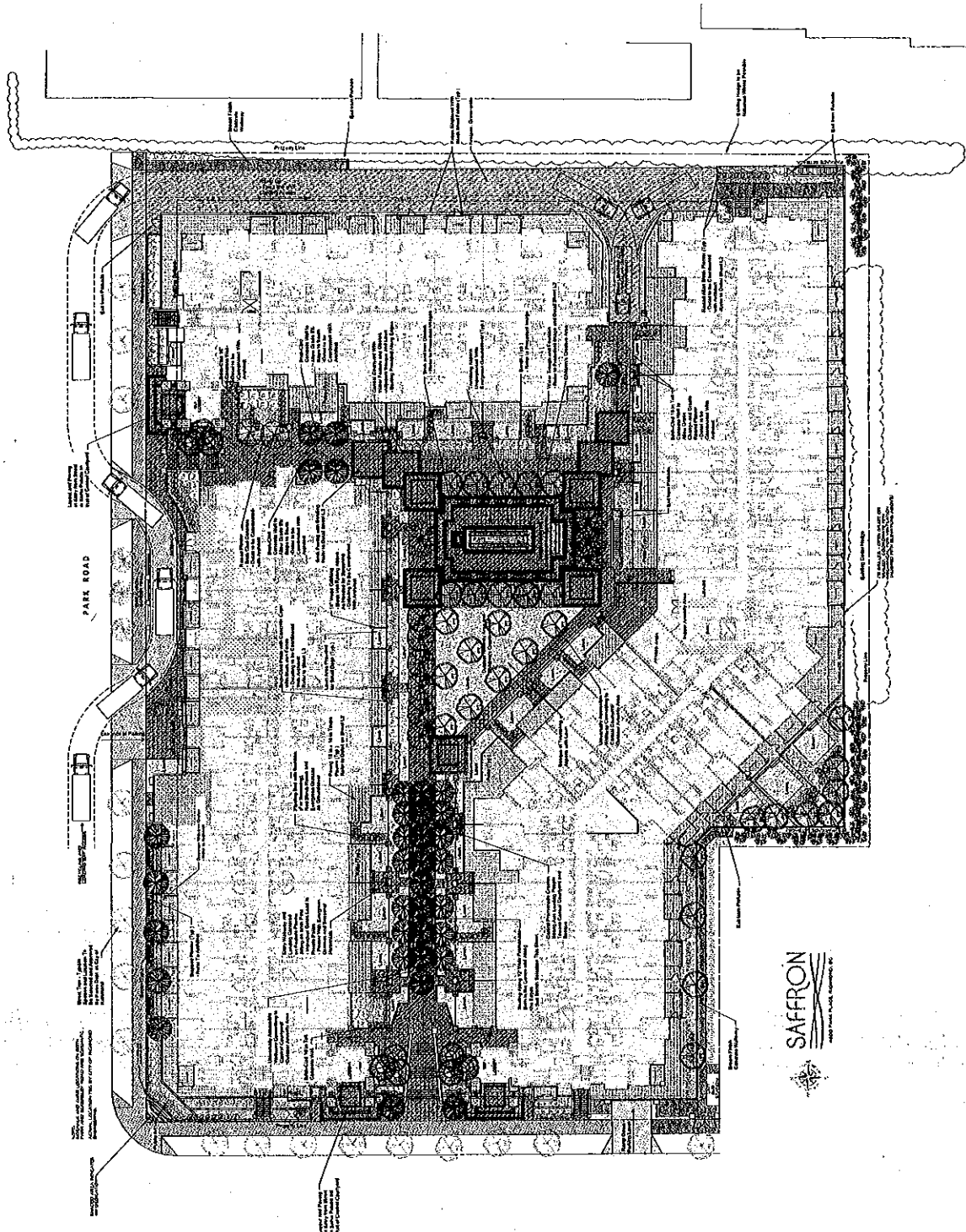
All of the trees along the south property line remain in good condition at this time.



Hedge along the south property line

Regards
Michael Mills

L1

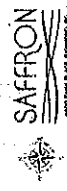


PLN - 67



S.L.A. inc.
LANDSCAPE ARCHITECTS

PROJECT NAME
6800 Park Place
Richmond, S.C.



PROJECT DESCRIPTION
DRAFT Landscape Plan

| | |
|-------------|------------|
| DATE | 10/10/2018 |
| SCALE | 1" = 20' |
| PROJECT NO. | 0000 |

Saffron (Park Place)
LEED Equivalent Scorecard

| Credit | Category | Avail Pts | Likely | Possible | Unlikely |
|--------------------------------|--|-----------|--------|----------|----------|
| SUSTAINABLE SITES | | | | | |
| PR 1 | Erosion & Sedimentation Control | | | | |
| Credit 1 | Site Selection | Y | Y | | |
| Credit 2 | Development Density | 1 | 1 | | |
| Credit 3 | Redevelopment of Contaminated Site | 1 | 1 | | 1 |
| Credit 4.1 | Alternative Transportation: Public Transportation Access | 1 | 1 | | |
| Credit 4.2 | Alternative Transportation: Bike Storage & Changing Rooms | 1 | 1 | | |
| Credit 4.3 | Alternative Transportation: Alternative Fuel Vehicles | 1 | | | 1 |
| Credit 4.4 | Alternative Transportation: Parking Capacity | 1 | 1 | | |
| Credit 5.1 | Reduced Site Disturbance: Protect or Restore Open Space | 1 | | | 1 |
| Credit 5.2 | Reduced Site Disturbance: Development Footprint | 1 | | | 1 |
| Credit 6.1 | Stormwater Management: Rate & Quantity | 1 | 1 | | 1 |
| Credit 6.2 | Stormwater Management: Treatment | 1 | 1 | | |
| Credit 7.1 | Heat Island Effect: Non-Roof | 1 | 1 | | |
| Credit 7.2 | Heat Island Effect: Roof | 1 | | | 1 |
| Credit 8 | Light Pollution Reduction | 1 | 1 | | |
| Subtotal | | 14 | 8 | | 6 |
| WATER EFFICIENCY | | | | | |
| Credit 1.1 | Water Efficient Landscaping: Reduce by 50% | 1 | 1 | | |
| Credit 1.2 | Water Efficient Landscaping: No Potable Use or No Irrigation | 1 | | | 1 |
| Credit 2 | Innovative Wastewater Technologies | 1 | | | 1 |
| Credit 3.1 | Water Use Reduction: 20% Reduction | 1 | | | 1 |
| Credit 3.2 | Water Use Reduction: 30% Reduction | 1 | 1 | | |
| Subtotal | | 5 | 2 | | 3 |
| ENERGY & ATMOSPHERE | | | | | |
| PR 1 | Fundamental Building Systems Commissioning | Y | Y | | |
| PR 2 | Minimum Energy Performance | Y | Y | | |
| PR 3 | CFC Reduction in HVAC&R Equipment | Y | Y | | |
| Credit 1 | Optimize Energy Performance | 10 | | 1 | 9 |
| Credit 2.1 | Renewable Energy: 5% | 1 | | | 1 |
| Credit 2.2 | Renewable Energy: 10% | 1 | | | 1 |
| Credit 2.3 | Renewable Energy: 20% | 1 | | | 1 |
| Credit 3 | Best Practice Commissioning | 1 | | | 1 |
| Credit 4 | Ozone Protection | 1 | | | 1 |
| Credit 5 | Measurement & Verification | 1 | | 1 | |
| Credit 6 | Green Power | 1 | | | 1 |
| Subtotal | | 17 | 0 | 2 | 15 |

Saffron (Park Place)
LEED Equivalent Scorecard

| MATERIALS & RESOURCES | | | | | | | | | |
|------------------------------|---|----|----|--|----|--|--|--|----|
| PR 1 | Storage & Collection of Recyclables | Y | Y | | | | | | |
| Credit 1.1 | Building Reuse - Maintain 75% of Existing Walls, Floors & Roof | 1 | | | | | | | 1 |
| Credit 1.2 | Building Reuse - Maintain 95% of Existing Walls, Floors & Roof | 1 | | | | | | | 1 |
| Credit 1.3 | Building Reuse - Maintain 50% of Interior Non-Structural Elements | 1 | | | | | | | 1 |
| Credit 2.1 | Construction Waste Management - Divert 50% from Landfill | 1 | 1 | | | | | | 1 |
| Credit 2.2 | Construction Waste Management - Divert 75% from Landfill | 1 | | | | | | | 1 |
| Credit 3.1 | Resource Reuse - 5% | 1 | | | | | | | 1 |
| Credit 3.2 | Resource Reuse - 10% | 1 | | | | | | | 1 |
| Credit 4.1 | Recycled Content - 7.5% (post-consumer + 1/2 post-industrial) | 1 | 1 | | | | | | 1 |
| Credit 4.2 | Recycled Content - 15% (post-consumer + 1/2 post-industrial) | 1 | | | | | | | |
| Credit 5.1 | Regional Materials - 10% Extracted and Manufactured Regionally | 1 | 1 | | | | | | 1 |
| Credit 5.2 | Regional Materials - 20% Extracted and Manufactured Regionally | 1 | | | | | | | 1 |
| Credit 6 | Rapidly Renewable Materials | 1 | | | | | | | |
| Credit 7 | Certified Wood | 1 | | | | | | | |
| Credit 8 | Durable Wood | 1 | 1 | | | | | | 1 |
| Subtotal | | 14 | 4 | | 3 | | | | 7 |
| INDOOR ENVIRONMENTAL QUALITY | | | | | | | | | |
| PR 1 | Minimum IAQ Performance | Y | Y | | | | | | |
| PR 2 | Environmental Tobacco Smoke (ETS) Control | Y | Y | | | | | | |
| Credit 1 | Carbon Dioxide (CO2) Monitoring | 1 | 1 | | | | | | |
| Credit 2 | Ventilation Effectiveness | 1 | | | | | | | 1 |
| Credit 3.1 | Construction IAQ Management Plan - During Construction | 1 | | | | | | | |
| Credit 3.2 | Construction IAQ Management Plan - Testing Before Occupancy | 1 | | | 1 | | | | |
| Credit 4.1 | Low-Emitting Materials - Adhesives & Sealants | 1 | 1 | | | | | | |
| Credit 4.2 | Low-Emitting Materials - Paints & Coating | 1 | 1 | | | | | | |
| Credit 4.3 | Low-Emitting Materials - Carpet | 1 | 1 | | | | | | |
| Credit 4.4 | Low-Emitting Materials - Composite Wood & Laminate Adhesives | 1 | | | | | | | 1 |
| Credit 5 | Indoor Chemical & Pollutant Source Control | 1 | 1 | | | | | | |
| Credit 6.1 | Controllability of Systems - Perimeter Spaces | 1 | 1 | | | | | | |
| Credit 6.2 | Controllability of Systems - Non-Perimeter Spaces | 1 | 1 | | | | | | |
| Credit 7.1 | Thermal Comfort - Compliance | 1 | 1 | | | | | | |
| Credit 7.2 | Thermal Comfort - Monitoring | 1 | 1 | | | | | | |
| Credit 8.1 | Daylight & Views - Daylight 75% of Spaces | 1 | 1 | | | | | | |
| Credit 8.2 | Daylight & Views - Views 90% of Spaces | 1 | 1 | | | | | | |
| Subtotal | | 15 | 12 | | 1 | | | | 2 |
| INNOVATION & DESIGN PROCESS | | | | | | | | | |
| Credit 1.1 | Innovation in Design - Product for Solar Panels on Flat Roof | 1 | 1 | | | | | | |
| Credit 1.2 | Innovation in Design | 1 | | | | | | | |
| Credit 1.3 | Innovation in Design | 1 | | | | | | | |
| Credit 1.4 | Innovation in Design | 1 | | | | | | | |
| Credit 2 | LEED Accredited Professional | 1 | | | | | | | |
| Subtotal | | 5 | 1 | | 4 | | | | |
| TOTALS | | 70 | 27 | | 10 | | | | 33 |

Rezoning Considerations

**6760, 6780, 6800 Eckersley Road, 8500, 8520, 8540 Park Road, 6751, 6760, 6771,
RZ 07-397063**

Prior to final adoption of Zoning Amendment Bylaw 8439, the developer is required to complete the following:

1. Adoption of Road Closure and Removal of Road Dedication Bylaw 8437, which permits closure of 1,760 m² (18,944 ft²) of road and its sale to Ledingham McAllister Communities Limited;
2. Consolidation of the subject properties, including Park Place. Further, the consolidation plan is to include a 4 m x 4m corner cut road dedication at the intersection of Park Road and Eckersley Road;
3. Registration of an Aircraft Noise Sensitive Use Covenant on title;
4. Registration of a Flood Plain Covenant on title referencing the minimum habitable elevation for the area, which is 2.9 m (geodetic);
5. Registration of the City's standard Housing Agreement(s) to secure 21 affordable housing units (consisting of 13 one-bedroom units and 1 three-bedroom unit in Building 1, and 7 one-bedroom units in Building 2). The terms of the Housing Agreement(s) will include:
 - one-bedroom unit(s) must have a minimum area of 52 m² (568 ft²) and may be rented at a rate of \$650/month to an eligible tenant having an annual income of \$30,500 or less;
 - three-bedroom unit(s) must have a minimum area of 88 m² (948 ft²) and may be rented at a rate of \$930/month to an eligible tenant having an annual income of \$42,000 or less;
 - the agreement's term is in perpetuity;
6. Registration of a legal agreement on title to ensure the occupants in the affordable housing units, subject to the Housing Agreement referenced in #5, enjoy full and unlimited access and use of the indoor amenity space provided on-site;
7. Registration of a legal agreement preventing:
 - occupancy of Building 1 until 14 affordable housing units (13 one-bedroom units and 1 three-bedroom unit) are constructed within Building 1;
 - occupancy of Building 2 until the 7 affordable housing units (7 one-bedroom units) are constructed in Building 2 and Building 1 has been constructed; and
 - occupancy of Building 3 until Building 1 and 2 have been constructed;
8. City acceptance of a voluntary contribution by the applicant of \$158,780.00 to Public Art and execution of a legal agreement confirming the terms of the contribution and provision of the Public Art;
9. City acceptance of a voluntary contribution by the applicant of \$ 1,246,400.00 during the 2009 calendar year, or 38% of the total cost of acquisition of 6720 Cooney Road and 6711 Eckersley Road, including dedication of these two lots as "Park Road" and its

construction between Cooney Road and Eckersley Road at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation;

10. Contribution of \$4,000 paid to the Parks Department tree compensation fund for the removal of 4 City trees at the current rate of \$500 per tree and compliance with the 2:1 replacement ratio;
11. Process a Development Permit application to a satisfactory level as determined by the Director of Development, 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);
12. Public utilities Right of Way (Plan 44271 - REF: J87134E) is to be discharged. A replacement 3 m (9 ft.) wide right of way is to be registered along the entire east property line and portions of the south property line to ensure continued service to existing properties. Additional sanitary right of way width may be required based on the outcome of the sanitary design via the Servicing Agreement.
13. A sanitary design from MacLean Homes via SA07-370783 has been approved by staff and consists of a new 450 mm and 525mm diameter line running by this development site on Eckersley Road, connecting at SMH865 at Anderson Road. MacLean Homes have entered into a Servicing Agreement with the City. Should MacLean's works be constructed, then a cost sharing arrangement of \$163,649 would be payable to the City to compensate MacLean Homes. The applicant and MacLean Homes have the option of making their own private cost sharing arrangement for the sanitary upgrade;
14. Contribution of \$15,000 towards the construction of a bike lane to be located along the west side of Garden City Road from Cook Road to Granville Avenue continuing along the north side of Granville Avenue to Cooney Road to the satisfaction of Engineering Transportation. The applicant is to design the bike lane via the Servicing Agreement drawings approval process;
15. Contribution towards Downstream Consortium Upgrades of the following amounts:
 - a. \$29,891.64 for storm sewer; and
 - b. \$16,895.16 for sanitary sewer

Total: \$46,786.80

16. Enter into the City's standard Servicing Agreement to design and construct full Park Road (to the north property line) and Eckersley Road frontage upgrades. Works are at the developer's sole cost; DCC credits may apply for watermain upgrades along Park Road. Works include, but are not limited to:

For both Park Road and Eckersley Road: A Benkelman beam test or other method approved by our Engineering Department is required to determine the strength of the existing roads. Should either existing road "fail", then full road construction is required. Otherwise, only road widening is required with appropriate overlays as determined by the developer's engineer. Watermain upgrading is required on Eckersley Road from Anderson Road to Park Road, and on Park Road from Eckersley Road as far east as determined by the developer's engineer;

Watermains: Watermain upgrading is required on Eckersley Road from Anderson Road to Park Road (unless SA08-439280 is entered into by KKBL No. 430 Ventures Ltd. to build this same watermain), and on Park Road from Eckersley Road, as far east as determined necessary by the developer's engineer, and concurred with by the City Engineering Department.

Bike Lane: Contribution of \$15,000 towards the construction of a bike lane to be located along the west side of Garden City Road from Cook Road to Granville Avenue continuing along the north side of Granville Avenue to Cooney Road to the satisfaction of Engineering Transportation. The applicant is to design the bike lane via the Servicing Agreement drawings approval process.

Park Road: *Full* road reconstruction is required. The north side of Park Road is a school/park site with no funding source for upgrading of their half of Park Road. The ultimate width of this portion of Park Road is 11.2 m, cub face to curb face, which is to be completely constructed via this process. There is a total of 8.6 m to be accommodated both boulevards and 2m wide sidewalks.

The developer is responsible to upgrade the existing 450 mm storm sewer on the north side of Park Road to a minimum 750 mm, (or larger as calculated by the Developer's consultant), directly across the site frontage, east to west. Also, the developer is responsible to build a new 450 mm sanitary sewer, along the north side of Park Road, from the east property line of 8540 Park Road to the west side of Eckersley Road tying into the works to be undertaken by MacLean Homes via SA07-370783.

The tree species is to be determined; the street lighting is to be Type I Decorative Luminaire Poles (L12.5), painted black. Each sidewalk is to be located along its respective property line. 4.6m remains for the two boulevards. Undergrounding will result in a wider boulevard for the affected corridor; the *minimum* boulevard width is 1.5m;

Eckersley Road: The ultimate width of Eckersley Road is to be 11.2m. Behind the new curb and gutter is a 2.75m wide grass and treed boulevard (trees to be Honey Locust) with Type I Decorative Luminaire Poles (L12.5), painted black with a 2m wide concrete sidewalk at the property line.

The developer is responsible to install a minimum 600 mm (or larger as calculated by the Developer's consultant) storm sewer along the frontage on Eckersley Road. The corner of Eckersley and Anderson is a high point for the storm system design. The developer is also responsible to tie-in the new sanitary sewer on the west side of Eckersley Road at Park Road.

Traffic calming is required at the intersection of Park Road and Eckersley Road and is to be achieved through the introduction of bulges; design details (curb to curb widths, length of the bulges etc) are to be determined in by the Transportation Department.

Undergrounding: In accordance with City Centre Policy, the developer is responsible for fully undergrounding the existing pole line utilities that front this development site;

Service Connections: Service connections for the development site are to be included in the Servicing Agreement design drawings; and

Water, Storm and Sanitary Sewer Upgrades: The result of the analysis must be presented as part of the Servicing Agreement design drawings. Any upgrades that may be determined via those calculations that have not already been identified above will need to be included in the Servicing Agreement design drawings set. The City requires the water analysis to be included on the Servicing Agreement design drawings with the upgrades needed to meet Fire Underwriter Survey calculations or the minimum required fire flows listed in the City of Richmond Engineering Design Specifications.

Prior to a Development Permit, being forward to the Development Permit Panel for consideration, the developer is required to:

1. Provide details of the implementation strategy associated with the allocation of transit passes to the satisfaction of Engineering Transportation. The implementation strategy will include:
 - Criteria used to determine which units will receive a 12-month, 2-zone transit pass;
 - Percentage of passes to be allocated in each phase of development; and
 - A means to ensure the TDM measures are implemented to the satisfaction of Engineering Transportation;
2. Confirmation from the City Parks Department that the applicant has worked cooperatively to relocate a Japanese Maple (tag #13) off-site. Relocation works are to be undertaken by the applicant under the direction of the City;
3. Continued monitoring of the hedges and provision of updates regarding the health of the hedge. In the event that some trees do not survive, mature replacement trees are to be planted.;
4. Confirmation of the ultimate width required for the replacement sanitary right of way along the east property line and portions of the south property line, and amendment to the site plan as required to resolve conflict between the required right of way width and the proposed parking level setback;
5. Demonstrate compliance with the Building Code definition of basement.

Prior to issuance of a Building Permit, the developer is required to complete the following:

1. A construction parking and traffic management plan to be provided to the satisfaction of the Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>);

2. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including level handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails;
3. The applicant is to provide an acoustical report by a registered professional, qualified in acoustics, that the building design includes sufficient noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond Official Community Plan (OCP); and
4. The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. Contact Building Approvals Division at 604-276-4285.

Note:

- denotes that a separate application to the City is required
- 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, and/or such other security 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 original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8439 (RZ 07-397063)
6760, 6780, 6800 ECKERSLEY ROAD, 8500, 8520, 8540 PARK ROAD,
6751, 6760, 6771, 6780, 6791, 6800, 6831 PARK PLACE**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.200 thereof the following:

"COMPREHENSIVE DEVELOPMENT DISTRICT (CD/200)"

The intent of this zoning district is to accommodate multiple family dwellings with the City Centre.

291.200.1 PERMITTED USES

RESIDENTIAL, limited to **multiple-family dwellings**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE; and
ACCESSORY USES, BUILDINGS & STRUCTURES, but excluding **secondary suites**.

291.200.2 PERMITTED DENSITY

- .01 Subject to subsection .03, herein, the maximum **Floor Area Ratio** shall be: 1.2 plus an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**.
- .02 Despite section 291.200.2.01, the reference to "1.2" in relation to the maximum **Floor Area Ratio** is increased to a higher density of "1.9" if prior to first occupancy of the **building**, the owner:
 - a) provides on the **lot** not less than four **affordable housing units** having the combined **habitable space** of at least 0.09 of the total maximum **Floor Area Ratio**; and
 - b) has entered into a **housing agreement** for the **affordable housing units** with the City and registered the **housing agreement** against title to the **lot**, and filed a notice, in the **Land Title Office**.
- .03 For the purpose of this subsection, **Floor Area Ratio** excludes the following:
 - a) **buildings** or portions of a **building** that are **used** exclusively for off-street parking & loading, bicycle storage located within the parking level, unenclosed balconies, or garbage & recycling facilities;
 - b) common stairwells and elevator shafts above the ground floor level; and
 - c) common mechanical and electrical storage rooms, provided that the total floor area of these facilities does not exceed 252 m² (2,708 ft²).

291.200.3 **MAXIMUM LOT COVERAGE**

- .01 **Maximum Lot Coverage:** 50%

291.200.4 **MINIMUM SETBACKS FROM PROPERTY LINES**

.01 **Public Road Setback:**

- a) **Eckersley Road:** 4.2 m (13 ft.)
- i. common entry features and unenclosed balconies may project into the **public road** setback for a maximum distance of 1.2 m (4 ft.); and
 - ii. a parking **structure** may project into the **public road** setback, but shall be no closer to a **public road** than 2 m (6 ft.). 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.
- b) **Park Road:** 3.5 m (11 ft.)
- i. common entry features and unenclosed balconies may project into the **public road** setback for a maximum distance of 2.1 m (7 ft.);
 - ii. a parking **structure** may project into the **public road** setback, but shall be no closer to a **public road** than 1.2 m (4 ft.). 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.

.02 **Side Yard Setback:** 5 m (16 ft.)

- a) unenclosed balconies may project into the **side yard** setback for a maximum distance of 2 m (6.5 ft.); and
- b) the parking **structure** may project into the **side yard** setback but shall be no closer to a **side yard** than 3 m (9 ft.). 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.

.03 **Rear Yard Setback:** 6 m (19 ft.)

- a) the parking **structure** may project into the **rear yard** setback but shall be no closer to a **rear yard** than 3 m (9 ft.). 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.

291.200.5 **MAXIMUM HEIGHTS**

- .01 **Buildings:** 20 m (66 ft.).
- .02 **Accessory Buildings & Structures:** 5 m (16 ft.).

291.200.6 **OFF-STREET PARKING AND LOADING**

- .01 Off-street parking shall be provided in accordance with Division 400 of the Richmond Zoning and Development Bylaw 5300.

291.200.7 **SIGNAGE**

- .01 Signage must comply with the city of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "High-Density Residential District (R4)".

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 areas and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/200)**.

P.I.D. 004-058-933

Lot 11 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 003-554-945

Lot 12 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 010-181-334

Lot 13 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 010-181-229

Lot 10 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-898-940

Lot 73 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 004-119-304

Lot 81 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 008-712-875

Lot 74 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 003-712-249

Lot 80 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 008-712-891

Lot 75 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 003-853-896

Lot 79 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 003-781-828

Lot 76 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 001-818-295

Lot 78 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

P.I.D. 003-579-549

Lot 77 Section 9 Block 4 North Range 6 West New Westminster District Plan 20272

The area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw 8439

3. The Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8439"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

| |
|--|
| CITY OF RICHMOND |
| APPROVED by  |
| APPROVED by Director or Solicitor  |

MAYOR_____
CORPORATE OFFICER

PLAN BCP

REFERENCE PLAN TO ACCOMPANY CITY OF RICHMOND ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BYLAW NO. 8437

OF ROAD DEDICATED BY PLAN 20272 SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

PURSUANT TO SECTION 120 OF THE LAND TITLE ACT AND SECTION 40 OF THE COMMUNITY CHARTER B.C.C.S. SEC.015

SCALE 1" = 400' DISTANCES ARE IN METERS

INTEGRATED SURVEY AREA NO.18 (RICHMOND)

NAAD(CSRS)

THIS PLAN SHOWS ORIGINAL DISTANCES, CALCULATED DISTANCES, CORRECTIONS, AND ADJUSTMENTS. IT IS THE PROPERTY OF THE CITY OF RICHMOND AND IS NOT TO BE REPRODUCED OR COPIED WITHOUT THE WRITTEN PERMISSION OF THE CITY ENGINEER.

LEGEND

ROADS AND DRIVEWAYS

ROADS

DRIVEWAYS

POINTS

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PLN - 79

| BOOK OF REFERENCE | | | |
|-------------------|---------|------|----------|
| LOCAL | SECTION | PAGE | AREA |
| BY PLAN 20272 | 7 | 1 | 0.174 ha |

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City of Richmond

SCALE

