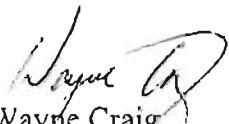


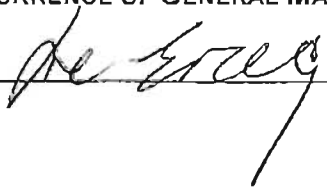


To: Planning Committee **Date:** November 29, 2012
From: Wayne Craig **File:** RZ 11-591985
 Director of Development
Re: **Application by Polygon Development 192 Ltd. for Rezoning at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road from Single Detached (RS1/F) and Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR12) Capstan Village (City Centre) and School & Institutional Use (SI)**

Staff Recommendation

1. That Richmond Zoning 8500 Amendment Bylaw No. 8903, to amend the Richmond Zoning Bylaw No. 8500 to create "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road from "Single Detached (RS1/F)" and "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and "School & Institutional Use (SI)", be introduced and given first reading.
2. That the affordable housing contribution for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road (RZ 11-591985) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812.


 Wayne Craig
 Director of Development
 WC:spc
 Attc

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Real Estate	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Polygon Development 192 Ltd. has applied to the City of Richmond for permission to rezone lands at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road, from Single Detached (RS1/F) and Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR12) Capstan Village (City Centre) and School & Institutional Use (SI), to permit the construction of a high-rise, high-density, multi-family project and new City-owned park in the City Centre's Capstan Village area. (**Attachments 1 & 2**) The subject rezoning proposes:

- 44,408 m² (478,019 ft²) of residential floor area in three towers containing 528 dwellings;
- The establishment of new streets, pedestrian linkages, and public art;
- Funding towards the future construction of the Capstan Canada Line station, as per recently adopted density bonus provisions in City Centre Area Plan (CCAP) and Zoning Bylaw;
- Funding towards the to the City's Affordable Housing Reserve in lieu of building affordable housing units on site, which funds may, at the sole discretion of the City, be used to facilitate the construction of affordable housing units elsewhere within Richmond; and
- The replacement of an existing City-owned playing field at 3651 Sexsmith Road (Cambie Field) with a larger park designed and located to better meet the needs of Capstan Village's emerging residential community and nearby commercial activity in Aberdeen Village. (**Attachment 8 / Schedule A**)

The proposed park relocation and expansion, which are consistent with City Centre Area Plan (CCAP) policy (**Attachment 4**), require that the City undertakes an Alternate Approval Process to permit the disposition of the existing City park. The park disposition and related processes shall be the subject of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.

Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

Surrounding Development

The subject rezoning is proposed for a large L-shaped site, the south leg of which is proposed for park use, while the north leg is proposed for residential use. Adjacent existing uses include the following:

- To the North: The proposed residential portion of the site backs onto "Union Square", a low-density (0.5 floor area ratio / FAR), low-rise, strip mall. Redevelopment of this site to permit increased density and residential uses is supported under the CCAP, but not imminent, as the buildings are strata-titled and less than 15 years old.
- To the East: The proposed residential portion of the site abuts several single-family lots designated under the CCAP for future high/mid-rise residential uses and the eastward extension of Brown Road to Sexsmith Road. There is currently no application for the rezoning or consolidation of these lots, but there is no apparent barrier to their redevelopment.

Also to the east, across the existing leg of Brown Road from the proposed park, is "Continental Shopping Centre". Like "Union Square", this is a low-density (0.5 FAR)

strip mall designated for higher density, but it is not expected to redevelop in the short term due to its age and strata ownership.

To the West: Across Hazelbridge Way from the subject rezoning's proposed residential and park uses are existing low/medium-density, low/mid-rise commercial and hotel uses (e.g., Yaohan Centre, President Plaza, Radison Hotel). Within this area, one rezoning application for high-density, mixed-use development is under review (RZ 11-590659) and others are expected, as the large sizes of several lots could make them good candidates for high-density, mixed-use infill.

To the South: Across Cambie Road and kitty-corner from the proposed park, the commercial uses west of Hazelbridge Way extend south to include the Aberdeen Canada Line station, Aberdeen Centre, and other prominent auto-oriented commercial developments. East of the busy commercial area, directly south of the proposed park, there currently exists a mix of older single-family that the CCAP designates for future redevelopment with office and light industrial uses. Aircraft noise sensitive uses (e.g., residential) are restricted throughout this area.

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and various other City policies (e.g., affordable housing). An overview of these considerations, together with the developer's proposed response, is provided in the "Staff Comments" and "Analysis" sections.

Advisory Design Panel (ADP)

The subject rezoning was considered on a preliminary basis at the ADP meeting on May 24, 2012. (**Attachment 6**) The Panel members commended the developer's team on a well-considered, well-presented project and were supportive of the application moving forward to Planning Committee. Some issues identified by ADP members for attention at Development Permit stage included:

a) Architectural Form and Character:

- The building design should provide for a more engaging streetscape at grade.
- Greater refinement in the use of colour and architectural elements is encouraged.
- The multi-storey, indoor amenity building, which is prominently located at the west end of the residential site, requires design development to better address its important "gateway" location.
- The project must demonstrate how it effectively addresses accessibility, adaptability, aging in place, and affordability.

b) Adjacency:

- As redevelopment may not occur north of the subject site for many years, steps must be taken to enhance the appearance of the subject development's (currently blank) parking podium wall.
- A more mutually complementary interface between the proposed residential building, adjacent park, and intervening local street must be clearly demonstrated.

c) Landscape and Open Space Design:

- More information is required regarding public art and the proposed park design.
(NOTE: The park concept will be presented to the Parks, Recreation, and Cultural Services Committee of Council for consideration prior to rezoning adoption.)

- The project's outdoor amenity space is proposed for the roof of the parking podium, which will be very shady. This, together with the development's proximity to the proposed park, raises questions in respect to the desirability of the proposed rooftop space and how best to ensure that the project's on-site open space will be a valued, well-used residential amenity.

Consultation

- a) Official Community Plan (OCP): The subject rezoning is consistent with the OCP and CCAP. City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport do not apply to the subject application as no OCP/CCAP amendment is proposed. (Note that the subject application will be provided to the School District as a courtesy, for information purposes only.)
- b) Ministry of Transportation and Infrastructure (MOTI): As the subject site is within 800 m of a Provincial highway (i.e. Sea Island Way), the rezoning application has been referred to MOTI. Preliminary approval was granted for one year as of January 2012. Final approval will be sought via the Servicing Agreement design and approval process, as indicated in the attached Rezoning Considerations. (**Attachment 8**)
- c) Park Disposition: Alternative Approval Process: As noted at the outset of this report, the subject development proposes to relocate and expand an existing City-owned park. (**Attachment 8 / Schedule A**) As a result of this relocation, which is consistent with the CCAP, the existing park is to be sold to the developer for consolidation with adjacent lands to create the subject development's residential building site. Under the requirements of the Community Charter (Section 27), the City may sell parkland with the passage of a bylaw that is subject to the Alternative Approval Process. Prior to adoption of the required bylaw, the City must seek the approval of the electors through the Alternative Approval Process, and Council must establish, through resolution, key parameters for the Alternative Approval Process including deadlines, elector response forms, and the number of electors to which the process will apply. The terms of the park disposition, Alternative Approval Process, and related procedures shall be the subjects of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.
- d) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the application had been received. The statutory Public Hearing will provide local property owners and other interested parties with opportunity to comment on the application.

Staff Comments

Based on staff's review of the subject application, including the developer's engineering capacity analysis, preliminary Transportation Impact Analysis (TIA), and conceptual park design and preliminary costing, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 8**. In addition, staff note the following:

- a) Sanitary Pump Station: The City has determined that a new sanitary pump station is required to service new development on the east side of No. 3 Road in the existing Skyline sanitary catchment area; and, that the new pump station will be located within a City right-of-way on the north side of Capstan Way, between Hazelbridge Way and Sexsmith Road. It is the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent

possible using available tools, such as latecomer or developer cost sharing agreements. To facilitate this, until such time as construction of the pump station is complete, all rezonings in the catchment area shall be made responsible for the design and construction of the new pump station, to the satisfaction of the Director of Engineering; and, as further determined to the satisfaction of the Director of Engineering, the subject developer and others may be responsible for contributing towards the cost of the new pump station.

Analysis

Polygon Development 192 Ltd. has made application to rezone a 34,480 m² (8.52 ac) L-shaped site in Capstan Village, comprised of an existing parking lot, former tree farm, and a 1.21 ha (2.98 ac) City-owned park (Cambie Field), to permit the construction of three residential towers containing 510 dwelling units, together with various community amenities. The CCAP designates Capstan Village for pedestrian/transit-oriented, medium/high-density, residential and mixed-use development, with an emphasis on projects that support City objectives for funding the construction of the future Capstan Canada Line station and the area's growth as the residential hub of a new "arts district". The subject rezoning is notable for being the third application proposing to contribute funding towards station construction, and for facilitating the establishment of a new 1.64 ha (4.06 ac) park intended as a neighbourhood amenity and arts/entertainment venue. This, together with the subject development's large size and "gateway" location near Aberdeen Village's busy commercial precinct and Canada Line station, will make it a benchmark for future development. Moreover, staff's review of the proposed development shows it to be consistent with City policy and supportive of CCAP objectives for Capstan Village, as per the following.

- a) Capstan Canada Line Station: The CCAP's Capstan station (density bonus) funding strategy seeks to raise approximately \$25 million (September 2010 estimate) for the construction of the Capstan Canada Line station by providing for the developers of the first +/-3,250 dwellings in Capstan Village to voluntarily contribute towards the Capstan Station Reserve at a rate of \$7,800 per dwelling unit (September 2010 rate, to be adjusted annually as per the Consumer Price Index). Based on a City agreement with TransLink, construction of the station is expected to begin within 15 years if adequate funding can be secured. The subject development is consistent with Richmond's station funding strategy in regard to voluntary developer contributions to the Capstan Station Reserve, together with requirements for the developer's provision of additional public open space and a transit-oriented transitional parking strategy, as follows:

- **Estimated Capstan Station Reserve Contribution**: As per City policy, the developer proposes to voluntarily contribute approximately \$4,118,400 towards station construction (secured via "no build" covenants on title), to be paid on a phase-by-phase basis to the Capstan Reserve prior to Building Permit issuance, as follows:

Phase	No. of Dwellings <i>Estimate to be confirmed at Building Permit stage</i>	Capstan Station Reserve Contribution <i>*Estimate based on \$7,800/unit</i>
1	164	\$1,279,200
2	114	\$889,200
3	250	\$1,950,000
TOTAL	528	\$4,118,400

* September 2010 rate. The actual applicable rates shall be determined on a phase-by-phase basis as per the Zoning Bylaw in effect at the time of Building Permit* approval.

- **Public Open Space Contribution:** As per the Capstan Station (density) Bonus and at no cost to the City, the developer proposes to transfer 0.27 ha (0.66 ac) of land to the City for park use (i.e. at least 5 m²/ dwelling unit), over and above the subject development's required on-site residential outdoor amenity space. The land will be consolidated with other lands being transferred to the City for park use. And, as per CCAP policy, as the land to be transferred is not identified on the DCC program (i.e. DCC credits will not apply), the development's proposed site specific zone will allow for the developer to retain the development's permitted "pre-park" residential buildable floor area, resulting in a higher net site density.
 - **Transit-Adaptive Parking Strategy:** The Zoning Bylaw requires that prior to the Capstan Canada Line station being operational, Capstan Village developments must include parking strategies that satisfy higher "Zone 2" parking requirements at their initial phases (i.e. 1.2 spaces/unit plus visitors) and provide for a transition to lower "Zone 1" requirements at build-out (i.e. 1.0 spaces/unit plus visitors). The subject development complies with this Bylaw requirement by over-building parking in its first phases and utilizing the surplus parking (i.e. parking constructed in the first phases in excess of Zone 1 standards) in its final phase.
- b) **Park Development:** The CCAP proposes that the neighbourhood park needs of Capstan Village's emerging resident, worker, and visitor populations are served via the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. The park proposed by Polygon as part of the subject rezoning is, at 1.69 ha (4.187 ac) in size, the largest of Capstan Village's proposed neighbourhood parks. In addition, being located at Hazelbridge Way and Cambie Road – an important "gateway" to Aberdeen Village's busy commercial precinct and only one block from the Aberdeen Canada Line station – the proposed park will be one of Capstan Village's most prominent and an important venue for local and larger community events and celebrations.
- **Park Vision:** The park is envisioned as the "living room" for the Capstan Village area of Richmond, serving as the home ground for the social, recreational, and business life of the local community – and, as a destination attracting visitors from across the city, the surrounding region, and from even more distant places. The park will function both as a quiet sanctuary of neighbourhood green space and a vibrant, urban, public square, complemented by a variety of landscapes, programs, activities, ecological features, and amenities. And, importantly, the park will be an inclusive place, offering something for everyone and welcoming people to visit at all times of the day and throughout the seasons.
 - **Park Planning:** Via the rezoning review process, the developer, in collaboration with Parks, Planning, Transportation, Engineering, Environmental Sustainability, and Arts, Culture, and Heritage staff, has prepared terms of reference for the park, together with a conceptual park plan, preliminary costing, and a construction phasing strategy. (**Attachment 8/Schedule H**) Some key features of the proposed park may include, but are not limited to, the following:
 - i) A "great lawn", for informal play and sunning, that is large enough to host a multitude of outdoor activities simultaneously and sited adjacent the square to extend that space's range of activities and events;

- ii) An “urban square”, at the heart of a lively, exciting, and cosmopolitan city space, that provides a common ground for community celebration, expression, announcement and performance, and is design/constructed of attractive and high quality, yet practical and durable materials;
 - iii) A sheltered stage, co-located with the square and various public amenities, including washrooms, mechanical and storage space, and a food concession;
 - iv) Landscape features designed to provide for a diversity of both urban and more natural park experiences, such as earthworks and landforms, specimen trees, planting beds and grassy meadows, and urban and naturalistic water features; and
 - v) Public art, children’s play, lit pathways and bike paths, seating, and other amenities.
- **Eco-Amenity:** The CCAP encourages the creation of “eco-amenities”: community resources that facilitate environmentally responsible living, while contributing to community identity and placemaking. Furthermore, CCAP engineering policies encourage opportunities for pilot projects that integrate infrastructure with natural systems to reduce costs and environmental impacts. In light of this, the park will incorporate an eco-amenity in the form of a “rain garden”. The garden (i.e. enhanced bio-swale) will be an important landscape feature of the park and will take the place of some conventional on-site stormwater management features while providing for a variety of benefits (e.g., enhanced habitat opportunities, green infrastructure services, slowing of infiltration, recharging of the water table, filtering of run-off) without any increase in the overall cost to the project. Moreover, being located in a prominent City Centre park, the garden will enhance public enjoyment of the open space, the diversity of it’s landscape, Richmond’s “garden city” image, and public awareness and enjoyment of natural systems in the urban environment.
 - **Park Acquisition:** The establishment of the proposed park involves three voluntary developer contributions (**Attachment 8 / Schedule A**), all of which shall be completed prior to rezoning adoption, to the satisfaction of and at no cost to the City, as follows:

Voluntary Developer Contribution Prior to Rezoning Adoption		Key Terms of Proposal
Cambie Field “exchange”	12,228.0 m ² (3.02 ac)	Fee simple transfer @ no cost to the City. Equal area transferred to Polygon for residential use.
Capstan Station (density) Bonus	2,661.8 m ² (0.66 ac)	Fee simple transfer @ no cost to the City. Developer retains buildable residential floor area. (DCC credits NOT applicable.)
8311 Cambie Road	2,021.7 m ² (0.50 ac)	Fee simple transfer @ no cost to the City. DCC credits applicable. (Developer does NOT retain buildable floors area.)
TOTAL	16,911.5 m ² (4.18 ac)	The consolidation of the three contributions to create one fee simple lot for use as City park.

- **Park Implementation:** As per the attached Rezoning Consideration document, prior to rezoning adoption the developer must enter into a Servicing Agreement (SA) for the detailed design and construction of the park’s first phase, to the satisfaction of the City. Phase one of park construction, which must be complete prior to the occupancy of any dwellings within the subject development, is proposed to include grading, lighting, landscape, infrastructure, and related features as require to ensure that the park will be

immediately attractive to and usable by local residents, workers, and visitors for general park activities, as determined to the satisfaction of the City. Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community. (**Attachment 8 / Schedule H**)

The total cost of the park is estimated at \$4.2 million, plus +/- \$200,000 for frontage works and +/- \$358,000 for public art (including art installed within the park and coordinated works on/around the proposed residential building). The preliminary scope of work and related costing for the park's first phase of construction assumes the following:

- i) +/- \$1.2 million for park construction, based on the subject development's total "park construction" DCCs payable;
 - ii) +/- \$200,000 for frontage works (e.g., sidewalks, boulevards, street trees), to be constructed at the developer's sole cost; and
 - iii) 100% of the proposed public art budget (+/- \$358,000).
- **Temporary Sales Centre:** Via the detailed design process for the first phase of the park, opportunities will be explored to locate the developer's temporary sales centre on the designated park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park's proposed amenities (e.g., concession, storage, covered stage). Construction and maintenance of the sales centre and related areas/uses shall be at the sole cost of the developer. Removal and/or repurposing of the sales centre shall be to the satisfaction of the City and shall not compromise City objectives for the completion of the first phase of park construction prior to occupancy of the first phase of the subject residential development. As required, business terms in respect to the sales centre shall be determined to the satisfaction of the Manager, Real Estate Services, the Director of Development, and Senior Manager, Parks and endorsed by Council.
 - **Council Direction:** Prior to rezoning adoption, the park concept will be presented to Council and the public. The input received will be used to confirm the park's ultimate and phase-by-phase scope of work, programming, budget, and implementation strategy (taking into consideration potential future voluntary developer contributions, grants, sponsorships, and related factors). Key dates are proposed as follows:
 - i) Early 2013: Parks, Recreation, and Cultural Services Committee (PRCS) review of the preliminary park concept, proposed public consultation process, and related information;
 - ii) Early 2013 (after Public Hearing): Public Open House (preliminary park concept feedback), followed by PRCS review (approval of the final park concept and implementation strategy); and
 - iii) Mid 2013: Rezoning adoption, predicated on the developer entering into a Servicing Agreement, secured via a Letter of Credit, for the first phase of park construction.
- b) **CCAP Arts District:** The subject rezoning application is situated in the CCAP's designated "arts district", the intent of which is to foster the growth of the arts in Richmond and its City Centre by encouraging the establishment of a focus for arts facilities, events, support services,

studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city's rapidly growing downtown and public amenities. The subject development is consistent with the CCAP's "arts district" policy, as follows:

- ***Outdoor Community Venue:*** The proposed park is envisioned as an important performance and celebration venue for Capstan Village, the neighbouring Aberdeen commercial area, and the broader community. Park features proposed in regard to this objective may include, but are not be limited to, a stage, performance/gathering plaza, large lawn, public art, food service, special lighting, and audio/visual capabilities.
 - ***Public Art:*** As per City policy, Polygon proposes a voluntary developer contribution of approximately \$358,500 towards public art in and around the park, based on \$0.75 per buildable square foot of residential uses. Prior to rezoning adoption, the developer shall prepare a Public Art Plan for the park and its surroundings to the satisfaction of the City, including themes, costs, and, as appropriate, opportunities to coordinate public art projects within funding contributions from other sources (e.g., future developer contributions). As per the subject development's Rezoning Considerations (**Attachment 8**), "no development" covenant(s) shall be registered on title to restrict Development Permit issuance until the developer enters into legal agreements and posts security to facilitate the implementation of the Plan to the satisfaction of the City.
 - ***"Art Loft" Units:*** Five of the development's street-oriented townhouses are designed as loft-style units overlooking the proposed park. While the design of these units makes them well suited to artists (i.e., high ceilings, large overhead doors), unlike live/work dwellings that require a residential/business mix or Capstan Village's recently approved Artist Residential Tenancy Studio (ARTS) affordable housing units, which will be income-tested and restrict occupancy to artists (Concord Pacific, RZ 06-349722), there will be no restrictions on who occupies these units. Rather, as per CCAP policy, the developer's objective is to introduce a new dwelling type to Capstan Village in order to help establish an inventory of arts-friendly residential units and a distinctive image that will contribute towards the community's emerging identity and role as an "arts district". (NOTE: At Development Permit stage, staff encourage the developer to increase the number of loft-style ground floor units in order to make a more significant contribution to the area's inventory of arts-friendly housing and provide for a more interesting, distinctive streetscape character.)
- c) **Affordable Housing:** Polygon has identified the subject development as a possible affordable housing "donor site" for which the developer proposes to make a contribution to the City's capital Affordable Housing Reserve Fund in lieu of building affordable housing units on site. This contribution is based on a recently proposed "Affordable Housing Value Transfer" approach, as per the report from the General Manager, Community Services dated May 30, 2012, which allows for a developer to make a cash contribution towards affordable housing in lieu of constructing affordable housing units in special development circumstances pre-approved by Council.

The subject application proposes a site specific zone, "High Rise Apartment (ZHR12) Capstan Village (City Centre)", that provides for a voluntary cash-in-lieu developer contribution of \$5,660,550 to the City's Affordable Housing (capital fund) Reserve. The value of this affordable housing "transfer" contribution is derived from:

- A floor area of 25,158 ft² (i.e. 5% of the subject development's maximum buildable floor area under the CCAP, as per the CCAP's affordable housing density bonus policy); and
- An AHVT rate of \$225/ft² (i.e. as per the report from the General Manager, Community Services dated May 30, 2012, this rate assumes (i) concrete construction and (ii) the developer building only 95% of the CCAP's maximum permitted floor area as a result of providing a cash contribution in lieu of constructing 5% of the CCAP's maximum permitted floor area as affordable housing units on the subject site).

Staff are supportive of the developer's proposed voluntary AHVT cash-in-lieu contribution of \$5,660,550 to the City's capital Affordable Housing Reserve, which contribution shall be secured prior to adoption of the subject rezoning and in the form of:

- A cash sum of \$1,886,850; and
- Letters of Credit totalling \$3,773,700 plus CPI.

If Council approves the recommendations contained within this staff report, Polygon's proposed cash-in-lieu contribution will be allocated 100% to the City's capital Affordable Housing Reserve Fund and may, at the sole discretion of the City, be used to help facilitate a proposal by the Richmond Kiwanis Senior Citizens Housing Society (Kiwanis) to construct 296 seniors' affordable housing units, in cooperation with Polygon, at 6251 Minoru Boulevard. **It is important to note, however, that the Kiwanis development is the subject of a separate rezoning application (RZ 11-591685) and Council may freely decide on whether to approve or reject the subject application independently of its decision regarding the Kiwanis application.**

NOTE: Subsequent to Council's consideration of the report from the General Manager, Community Services, dated May 30, 2012, and the Kiwanis rezoning (RZ 11-591685), it was determined that the size of the subject site for density calculation purposes was larger than originally estimated and, therefore, the project's buildable floor area and related affordable housing cash-in-lieu contribution are greater than previously estimated.

- d) Infrastructure Improvements: The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend, and the developer has agreed to, the following:
- **Road Network Improvements:** As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways (e.g., eastward extension of Brown Road, a new "minor street" linking Brown Road with Hazelbridge Way), the extension of bike routes and pedestrian walkways, the installation of amenities (e.g., special crosswalk), and the design and construction of required improvements via the City's standard Servicing Agreement processes (secured via Letter(s) of Credit prior to rezoning adoption). All required improvements shall be constructed prior to occupancy of any portion of the subject development, except for the extension of Brown Road, which shall be complete prior to occupancy of the development's final phase.
 - **Engineering Improvements:** As per the developer's completed capacity analyses and related studies, the City accepts the developer's recommendations in respect to storm sewer, and sanitary sewer upgrades and related improvements, including requirements for

the design and construction of a new sanitary pump station to service the Capstan Way catchment area. The developer is responsible to construct watermain along the site frontage, as per city requirements. The design and construction of required improvements shall be via the City's standard Servicing Agreement processes (secured via Letter(s) of Credit prior to rezoning adoption). All required improvements, including the sanitary pump station, shall be complete prior to occupancy of any portion of the subject development, except for works within the proposed extension of Brown Road, which shall be complete prior to occupancy of the development's final phase. Note that, in respect to the sanitary pump station, it is the City's objective to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools (e.g., latecomer or developer cost sharing agreements) and that, as determined to the satisfaction of the Director of Engineering, the subject developer and others shall be responsible for contributing towards the cost of the new pump station.

- e) Other Sustainable Development Measures: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend and the developer has agreed to the following:
- **District Energy Utility (DEU)**: The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
 - **Leadership in Energy and Environmental Design (LEED)**: The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage and via the Servicing Agreement for the developer's design and construction of the park. Features under consideration include, among others, innovative storm water management measures integrated into street boulevards and the park and rooftop garden plots with direct vehicle access for equipment and supplies (e.g., soil) via the development's multi-storey parking structure.
 - **Flood Management Strategy**: The CCAP encourages measures that will enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. The developer has agreed to comply and proposes that all habitable spaces will have a minimum elevation of 2.9 m geodetic, except for entry lobbies, which will have a minimum elevation of 0.3 m above the crown of the fronting street (as permitted under City bylaw).
 - **Aircraft Noise Sensitive Development (ANSD)**: The subject site is situated within two ANSD areas, such that ANSD (e.g., residential) are prohibited on the south half of the proposed park, while the remainder of the park and proposed residential site are designated as ANSD "Area 2", which permits ANSD (except single-family houses), provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development

- Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required. (**Attachment 3**)
- **Tree Protection:** Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy. Moreover:
 - i) **On-Site:** There are currently no bylaw-size trees within the proposed residential portion of the subject site. All the trees identified for retention and protection in respect to the residential portion of the site are located on abutting properties. The installation of appropriate tree protection fencing is required around all trees identified for retention prior to any construction activities occurring on-site, including site preparation and pre-loading. A Certified Arborist will be required to supervise any works conducted within the tree protection zone of the trees to be retained, together with a post-construction assessment report if so required by the City.
 - ii) **Off-Site:** A number of bylaw-sized trees are located within the proposed City-owned park and along its Brown Road frontage. The protection and/or removal/replacement of those trees (together with any requirements for protective fencing and security) will be addressed, to the satisfaction of the Senior Manager, Parks, via the Servicing Agreement approval process for the design and construction of the park.
 - f) **Development Phasing:** Covenant(s) will be registered on the developer's residential site and density bonusing is written into the subject site's proposed site specific zone (ZHR12) to ensure that the phasing of public works and amenities (e.g., construction of roads, park, affordable housing contributions) are appropriately coordinated with the developer's market housing, as set out in the proposed "Phasing Plan". (**Attachment 8 / Schedule E**)
 - g) **Form of Development:** As described above, the subject development is important for the growth of Capstan Village as a vibrant, livable, urban community and the residential focus of the CCAP's proposed "arts district". Compliance with City policy requires that the developer contributes park and road, some of which is considered "net development site" for the purpose of calculating buildable floor area (as per the CCAP). This serves to maximize the size of the proposed park and minimize related developer and City costs, but it also reduces the building footprint, which effectively increases the residential density on the buildable portion of the site. As a result, the developer proposes no variation in tower height (i.e. all three towers are 47 m geodetic) and the tower floorplates exceed the CCAP's recommended maximum of 650 m². Based on staff's review of the developer's proposal, and taking into account the comments of the Advisory Design Panel (ADP), staff have concluded that, while it would be preferable to vary tower heights and have smaller floorplates, the development's strong massing is well suited to its prominent location as a backdrop/landmark for the park, the triangular geometry of the site contributes variety in the form (i.e. flat-iron) and orientation of the towers, and the proposed siting of the towers minimizes the potential impacts that the project's larger floorplates might have on neighbours or views.

Prior to rezoning adoption, a Development Permit must be completed to a level deemed acceptable by the Director of Development (including all proposed phases of the subject development). Via this process, in addition to addressing the preliminary comments of the ADP (**Attachment 6**), staff recommend that attention is paid to the following:

- ***Adjacency:***

- i) The subject residential development presents few adjacency concerns, as the proposed park is located to its south, car-oriented commercial is located to its west, north, and south, and the few single-family lots located to its east are designated for future redevelopment. The project further lessens possible single-family adjacency issues by (i) providing for a townhouse-lined public walkway along its east edge (to be extended east and north by others), and (ii) the phasing of project construction from west to east.
- ii) Attention is required along the development's north edge, where its blank parking podium wall (which backs onto the rear service area of the adjacent strip mall) is taller than the adjacent retail buildings and, thus, requires screening and/or other view mitigation.

- ***Architectural Form and Character:***

- i) The location and large size of the residential development at the north end of the proposed park will make it a signature feature of the CCAP's proposed "arts district". This will be enhanced by the west tower's distinctive "flat iron" shape and public art, which may take the form of a light sculpture running along the west side of the park and up the face of the project's west tower. In addition, steps have been taken to break-up the project's large mass to create a composition of smaller, distinct mid- and high-rise building forms complemented by variations in materials, colour, fin walls, and other architectural features. In general, staff are supportive of the proposed approach, but encourage a less "project-like" design that seeks to visually enhance the landmark quality of the park portion of the development by making that portion (phases 1 and 2) more architecturally distinct from the portion to its east (phase 3).
- ii) Along the project's frontages, the developer proposes a pedestrian-friendly, visually interesting streetscape designed to contribute towards Capstan Village's emerging "arts district" via a combination of "art loft" type townhouse units, landscaped areas, and, at the site's prominent "flat iron" corner (at Hazelbridge Way), an indoor amenity space screened by a "private art gallery" visible to passers-by. In general, the proposed combination of landscape and ground floor uses is successful and requires only refinements to enhance residential livability, better screen parking entrances, and enhance visual interest (e.g., more "art loft" type units are encouraged). Design development is needed in respect to the amenity space/gallery to better understand this innovative use and ensure that the treatment of this important corner will contribute to the vitality and amenity of the public realm.

- ***Landscape and Open Space:***

- i) Siting of the project's towers and mid-rise mass along the south edge of the building site frees up a large portion of the podium roof deck for landscape, including agricultural plots, play space, and amenity areas. Furthermore, vehicle access is provided to the level of the podium roof via the parking structure, thus, providing for easy access to the space

for garden equipment and supplies. Unfortunately, the parking podium roof is very shady and the sunnier roofs of the mid-rise buildings (which enjoy unobstructed views of the park) are inaccessible “green roofs”. Attention should be paid to take better advantage of the opportunity presented by the mid-rise roofs for outdoor amenity space.

- h) Site Specific Zone: Under the CCAP, the subject site is designated for a maximum density of 2 FAR plus a 0.5 FAR density bonus in respect to the funding of Capstan station. Sites such as this would typically be rezoned to a standard zone that incorporates Capstan Station (density) Bonus provisions (i.e. RCL4 and RCL5 zones), but a site specific zone, High Rise Apartment (ZHR12) Capstan Village (City Centre), is instead proposed because it is better suited to the unique aspects of the project, including the subject development’s proposed:
- Cash-in-lieu affordable housing contribution, which effectively transfers affordable housing off-site and by doing so, reduces the maximum permitted density by 5% (i.e. from 2.5 FAR to 2.375 FAR); and
 - Transfer/dedication of “non-DCC” park and road (i.e. not eligible for DCC credits), which, as per CCAP policy, effectively increases the permitted density on the residential portion of the subject site (i.e., from 2.375 FAR to 3.233 FAR).
- i) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$119,500, based on \$0.25 per buildable square foot, to the City’s community planning reserve fund.

Financial Impact or Economic Impact

- a) Developer’s Acquisition of City Lands: As indicated elsewhere in this report, the subject rezoning involves Polygon’s proposed acquisition of 1.22 ha (3.02 ac) of existing park (Cambie Field) from the City for residential use in “exchange” for transferring an equal area of land to the City for park use. This proposal is consistent with the CCAP and will be undertaken at no cost to the City. The terms of the proposed purchase/sale and related Alternative Approval Process requirements for the disposition of parkland will be the subject of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk’s Office.
- b) Sanitary Pump Station: The developer must provide for the design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement Requirements forming part of the Rezoning Considerations for the subject site. (**Attachment 8**) The sanitary pump station will service a significant area of development. While the City will require that the design and construction of the pump station is secured prior to the approval of any development within the Capstan Way sanitary pump station catchment area, it is the City’s intent to have an equitable distribution of costs across the benefitting properties to the extent possible using available tools, such as developer cost sharing or latecomer agreements.

Conclusion

The subject development is consistent with Richmond’s objectives for the subject property and Capstan Village, as set out in the CCAP, the funding strategy for the construction of Capstan Station, and recent City affordable housing funding initiatives. In addition, the proposed project’s

distinctive form and character, pedestrian-oriented streetscapes, public art, and large neighbourhood park will enhance the establishment of Capstan Village as a high-amenity, transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaw.

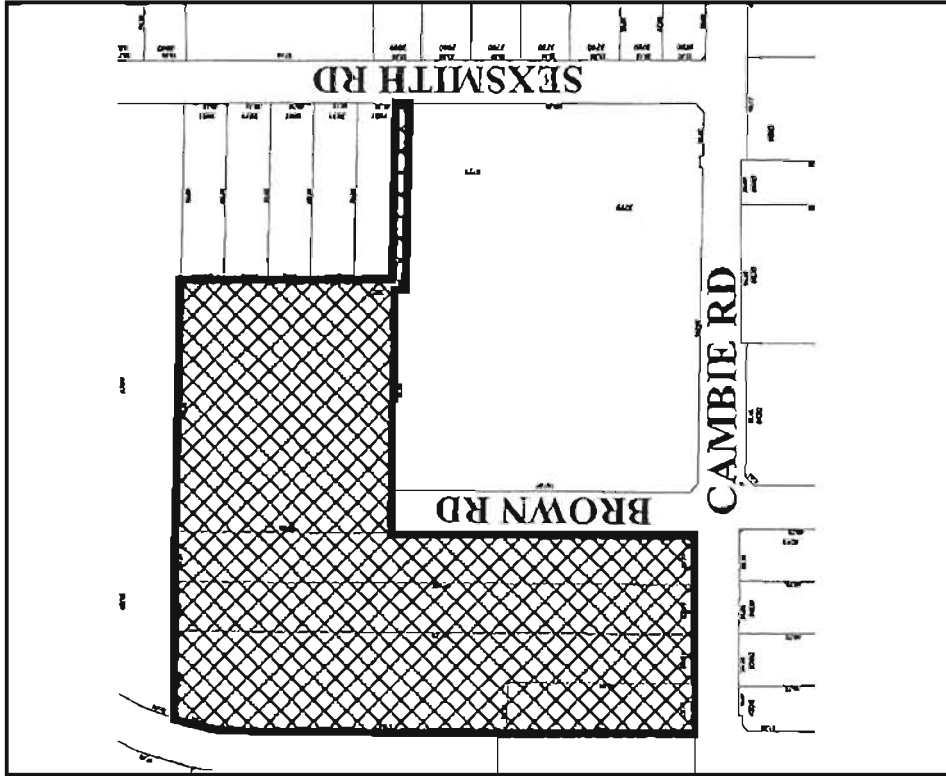


Suzanne Carter-Huffman
Senior Planner/Urban Design

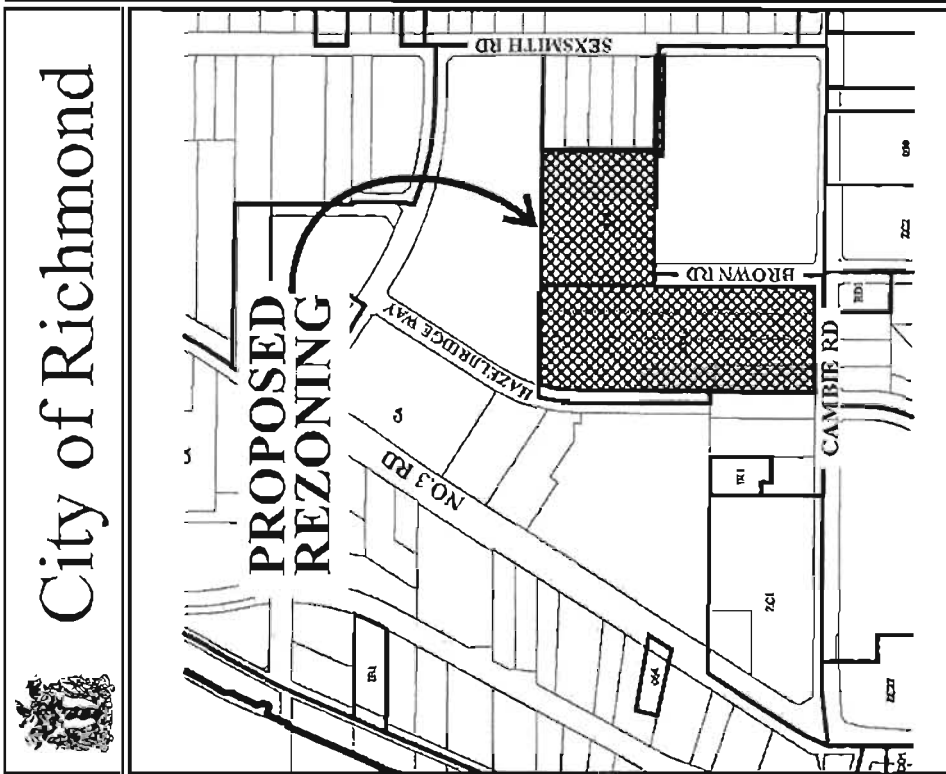
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Attachments:

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSD) Map
4. City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
5. Development Application Data Sheet
6. Advisory Design Panel Minutes (Excerpt), May 24, 2012
7. Conceptual Development Plans
8. Rezoning Considerations Concurrence, including the following schedules:
 - A. Preliminary Park Acquisition/Disposition Plan
 - B. Preliminary Road Dedication Plan
 - C. Preliminary Subdivision Plan
 - D. Preliminary Statutory Right-of-Way (SRW) Plan
 - E. Phasing Plan
 - F. Preliminary Functional Roads Plan – Interim
 - G. Preliminary Functional Roads Plan – Ultimate
 - H. Park Terms of Reference & Preliminary Conceptual Park Plan



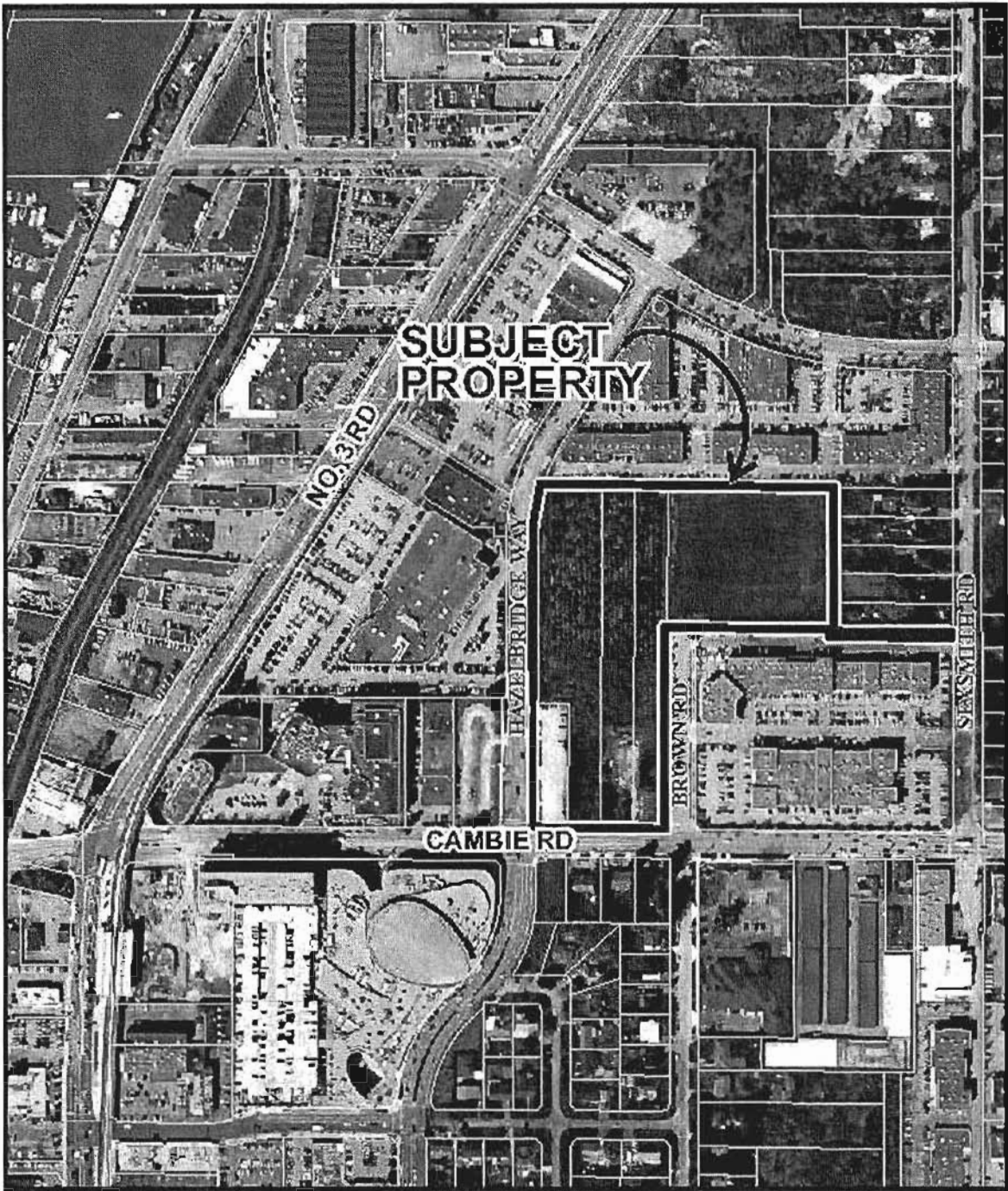
Original Date: 11/01/11
Revision Date: 09/17/12
Note: Dimensions are in METRES



RZ 11-591985



City of Richmond



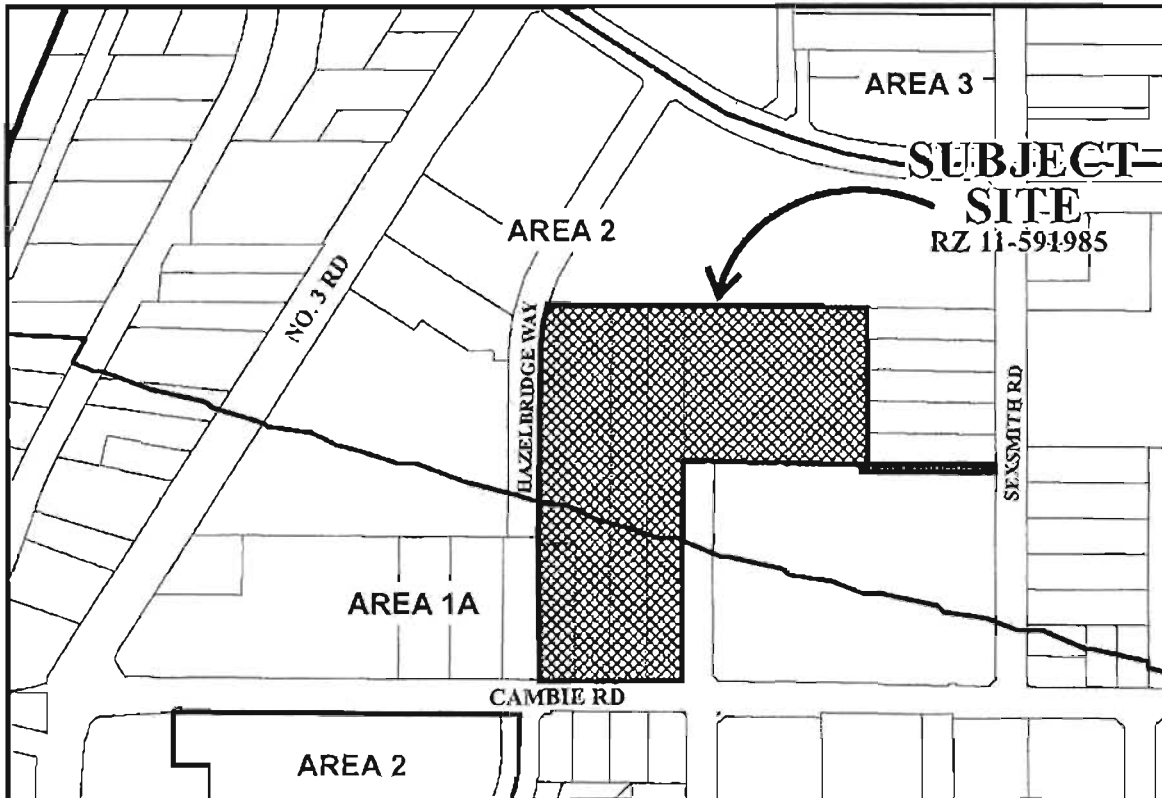
RZ 11-591985

Original Date: 11/01/11

Amended Date: 09/17/12

Note: Dimensions are in METRES

SCHEDULE B



LEGEND

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

No New Aircraft Noise Sensitive Land Uses:

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

AREA 1B - New Residential Land Uses Prohibited.

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

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

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

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

No Aircraft Noise Mitigation Requirements:

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

■■■■■■ Objective: To support the 2010 Olympic Speed Skating Oval

- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



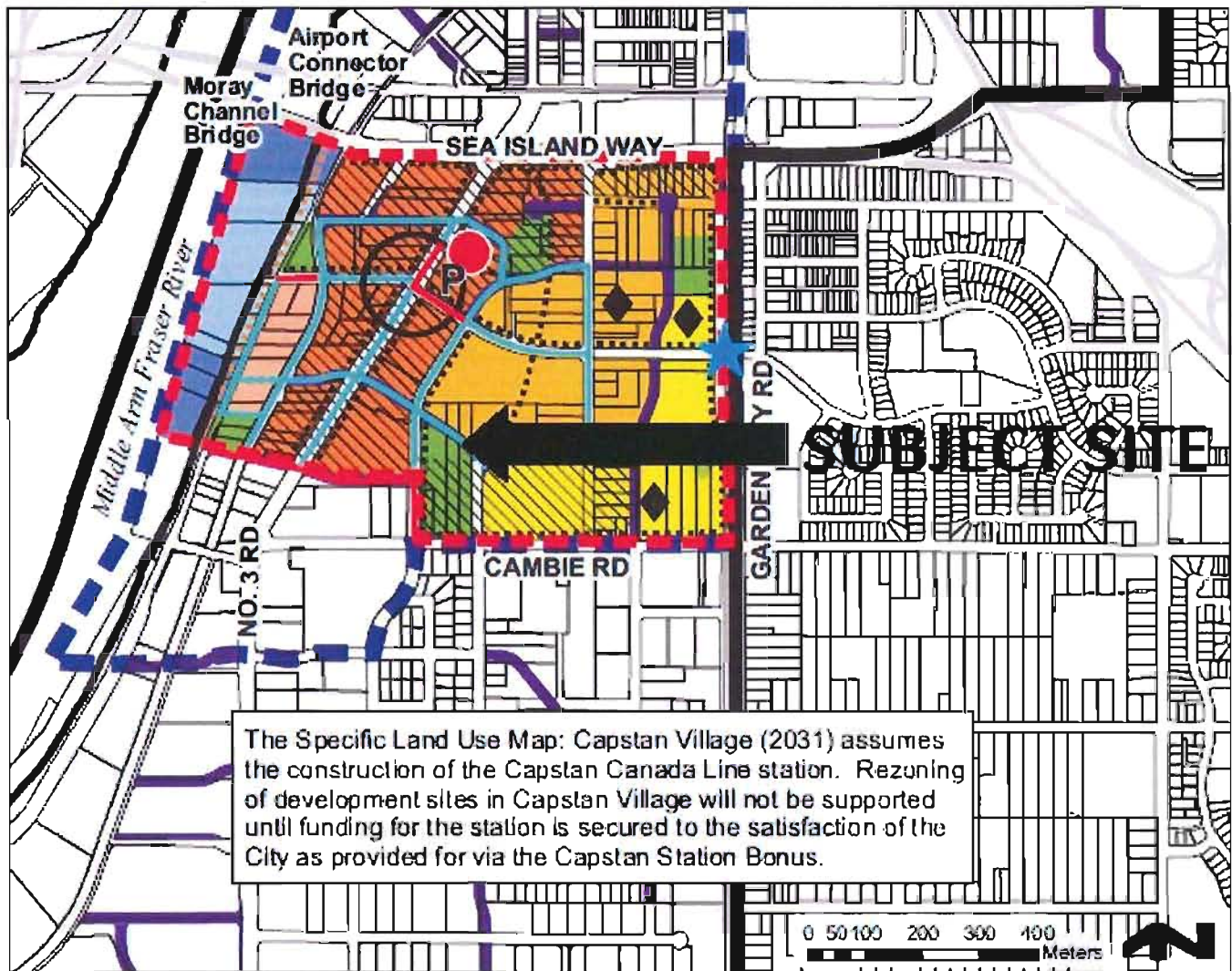
**Aircraft Noise Sensitive
Development Location Map**

Original Date: 11/01/11

Amended Date: 06/19/12

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031) Bylaw 8837
2012/03/12



The Specific Land Use Map: Capstan Village (2031) assumes the construction of the Capstan Canada Line station. Rezoning of development sites in Capstan Village will not be supported until funding for the station is secured to the satisfaction of the City as provided for via the Capstan Station Bonus.

	General Urban T4 (25m)		Marina (Residential Prohibited)		Proposed Streets
	Urban Centre T5 (45m)		Marina (Waterborne Residential Permitted)		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Centre T5 (35m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Urban Centre T5 (25m)		Institution		Richmond Arts District
	Park		Pedestrian Linkages		Capstan Station Bonus
	Park-Configuration & location to be determined		Waterfront Dyke Trail		Canada Line Station
	Village Centre: No. 3 Road & Capstan Way Intersection		Enhanced Pedestrian & Cyclist Crossing		Transit Plaza



RZ 11-591985

Address: 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road

Applicant: Polygon Development 192 Ltd.

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

	Existing	Proposed
Owner	<ul style="list-style-type: none"> ▪ Polygon Development 192 Ltd. (i.e. former tree farm) ▪ City of Richmond (i.e. existing park) ▪ 0786842 BC Ltd. (i.e. existing parking lot) 	<ul style="list-style-type: none"> ▪ Polygon (i.e. residential site) ▪ City of Richmond (i.e. proposed park)
Site Size (m²)	<ul style="list-style-type: none"> ▪ Former tree farm: 20,398.2 m² (5.04 ac) ▪ City-owned park: 12,060.0 m² (2.98 ac) ▪ Parking lot: 2,021.8 m² (0.50 ac) ▪ TOTAL: 34,480.0 m² (8.52 ac) 	<ul style="list-style-type: none"> ▪ Park: 16,911.5 m² (4.18 ac) ▪ Road: 3,834.5 m² (0.95 ac) ▪ Building Site: 13,734.0 m² (3.39 ac); <i>EXCEPT</i> <p>As per the CCAP, "net development site" for the purpose of calculating buildable floor area is 18,698.1 m² (4.62 ac), including the "building site" <i>PLUS</i> lands transferred to the City that are not on the Development Cost Charge (DCC) program (i.e. no DCC credits apply):</p> <ul style="list-style-type: none"> ▪ Dedicated "minor street": 2,302.3 m² (0.57 ac) ▪ Fee simple park: 2,661.8 m² (0.66 ac)
Land Uses	<ul style="list-style-type: none"> ▪ Park, parking lot & former tree farm 	<ul style="list-style-type: none"> ▪ High-rise residential: 44,408 m² (478,019 ft²) max ▪ City-owned park: 1.69 ha (4.18 ac)
OCP Designation	<ul style="list-style-type: none"> ▪ Mixed Use ▪ Public & Open Space 	<ul style="list-style-type: none"> ▪ No change
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> ▪ Urban Centre T5 (35 m): 2 FAR ▪ Capstan Station Bonus: 0.5 FAR ▪ Park ▪ Arts District ▪ Secondary Pedestrian-Oriented Retail (along street frontages) ▪ Pedestrian Linkages (i.e. trails) ▪ Bike Route (along Brown Road) 	<ul style="list-style-type: none"> ▪ No change
Zoning	<ul style="list-style-type: none"> ▪ Existing Park: "Auto-Oriented Commercial (CA)" ▪ Elsewhere: "Single Detached (RS1/F)" 	<ul style="list-style-type: none"> ▪ For residential: Site-Specific "High Rise Apartment (ZHR12) Capstan Village (City Centre)" ▪ For park: "School & Institutional Use (SI)"
Number of Units	<ul style="list-style-type: none"> ▪ Nil 	<ul style="list-style-type: none"> ▪ Market residential: 528 units ▪ Affordable housing: Nil* * Cash-in-lieu proposed based an Affordable Housing Value Transfer rate of \$225/ft² of transferred affordable housing.
OCP Aircraft Noise Sensitive Development Policy (ANSD)	<ul style="list-style-type: none"> ▪ South part of proposed park: "Area 1A", ANSD uses (e.g., residential) are prohibited ▪ Elsewhere: "Area 2", ANSD uses are permitted, provided that a covenant, noise mitigation, and air conditioning or equivalent are provided to the City's satisfaction 	<ul style="list-style-type: none"> ▪ No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> 2.5 FAR max (including 5% affordable housing on-site); <u>HOWEVER</u>, net site density may be increased if "non-DCC" road or park is dedicated or transferred to the City 	<ul style="list-style-type: none"> 2.375 FAR (i.e. 2.5 FAR less 5% Affordable Housing Value Transfer); <u>HOWEVER</u>, 3.233 FAR is permitted on the basis that "non-DCC" road is dedicated and park is transferred to the City 	none
Lot Coverage: Buildings & roof over parking	<ul style="list-style-type: none"> 90% max, exclusive of areas secured for park 	<ul style="list-style-type: none"> 82% 	none
Lot Size	<ul style="list-style-type: none"> 4,000 m2 min 	<ul style="list-style-type: none"> Greater than 4,000 m2 (Actual size to be confirmed at DP stage) 	none
Setback @ Street & Public Walkway (east)	<ul style="list-style-type: none"> 6 m min, but this may be reduced to 3 m based on City-approved design 	<ul style="list-style-type: none"> 3 m min @ streets & walkway 	none
Setback @ Rear (north)	<ul style="list-style-type: none"> 3 m min, but may be reduced to nil based on City-approved design 	<ul style="list-style-type: none"> Nil 	none
Height	<ul style="list-style-type: none"> 35 m max, but may be increased to 47 m geodetic based on City-approved design 	<ul style="list-style-type: none"> 47 m geodetic 	none
CCAP DP Guideline: Tower Height Variation	<ul style="list-style-type: none"> Tower heights should be varied to contribute to a visually interesting skyline & enhance views 	<ul style="list-style-type: none"> All 3 towers measure 47 m geodetic 	The guideline is varied to minimize the building footprint and maximize the size of the park.
CCAP DP Guideline: Tower Floorplate Size	<ul style="list-style-type: none"> Above 25 m: 650 m2 max 	<ul style="list-style-type: none"> West tower: +/- 800 m2 Middle tower: +/- 700 m2 East tower: +/-1,200 m2 	The guideline is varied to limit the total number of towers, which increases tower separations and usable rooftop spaces, with negligible impact on neighbouring development.
CCAP DP Guideline: Tower Separation	<ul style="list-style-type: none"> Above 25 m: 35 m min 	<ul style="list-style-type: none"> Greater than 35 m 	none
Flood Construction Level	<ul style="list-style-type: none"> 2.9 m geodetic min for habitable spaces, but may be reduced to 0.3 m above the fronting street 	<ul style="list-style-type: none"> 2.9 m geodetic min for all dwelling units & 0.3 m min above the fronting street for entry lobbies 	none
Off-street Parking <ul style="list-style-type: none"> Residents @ 1.0/unit Visitors @ 0.2/unit 10% reduction for TDM measures 	<ul style="list-style-type: none"> Residents: 528 spaces Visitors: 106 spaces Total: 634 spaces With TDMs: 571 spaces 	<ul style="list-style-type: none"> 571 spaces TDM measures include sidewalk construction & electric vehicle plug-ins 	none
Indoor Amenity Space <ul style="list-style-type: none"> For more than 200 units: 2 m2/unit 	<ul style="list-style-type: none"> 1,056 m2 min (based on 528 units) 	<ul style="list-style-type: none"> 1,056 m2 min (Actual size to be confirmed at DP stage) 	none
Outdoor Amenity Space <ul style="list-style-type: none"> 6 m2/unit usable space (e.g., play) 10% of net site area for landscaping 	<ul style="list-style-type: none"> 4,541 m2 min, including: 3,168 m2, based on 528 units, <u>plus</u> 1,373 m2 based on 10% of the net building site 	<ul style="list-style-type: none"> 4,541 m2 min (Actual size to be confirmed at DP stage) 	none
Green Roofs	<ul style="list-style-type: none"> CCAP encourages "green roofs" on all lower level roofs that are not required as outdoor amenity space 	<ul style="list-style-type: none"> 57% amenity space 7% inaccessible green roof 36% other 	NOTE: The developer is encouraged to increase the area of usable and/or inaccessible green roof

Advisory Design Panel
Thursday, May 24, 2012

RZ 11-591985; HIGH-RISE (3 TOWER) RESIDENTIAL DEVELOPMENT (+/-538 UNITS) & 4-ACRE PARK

APPLICANT: Polygon Development 192 Ltd.

PROPERTY LOCATION: 3651 Sexsmith & 8311, 8331, 8351 & 8371 Cambie Road

Applicant's Presentation

Chris Ho, Vice-President, Polygon, Architect Jim Hancock, Director Design, IBI/HB Architects, and Landscape Architect Peter Kreuk, Principal, Durante Kreuk Landscape Architects, presented the project on behalf of the applicant.

Panel Discussion

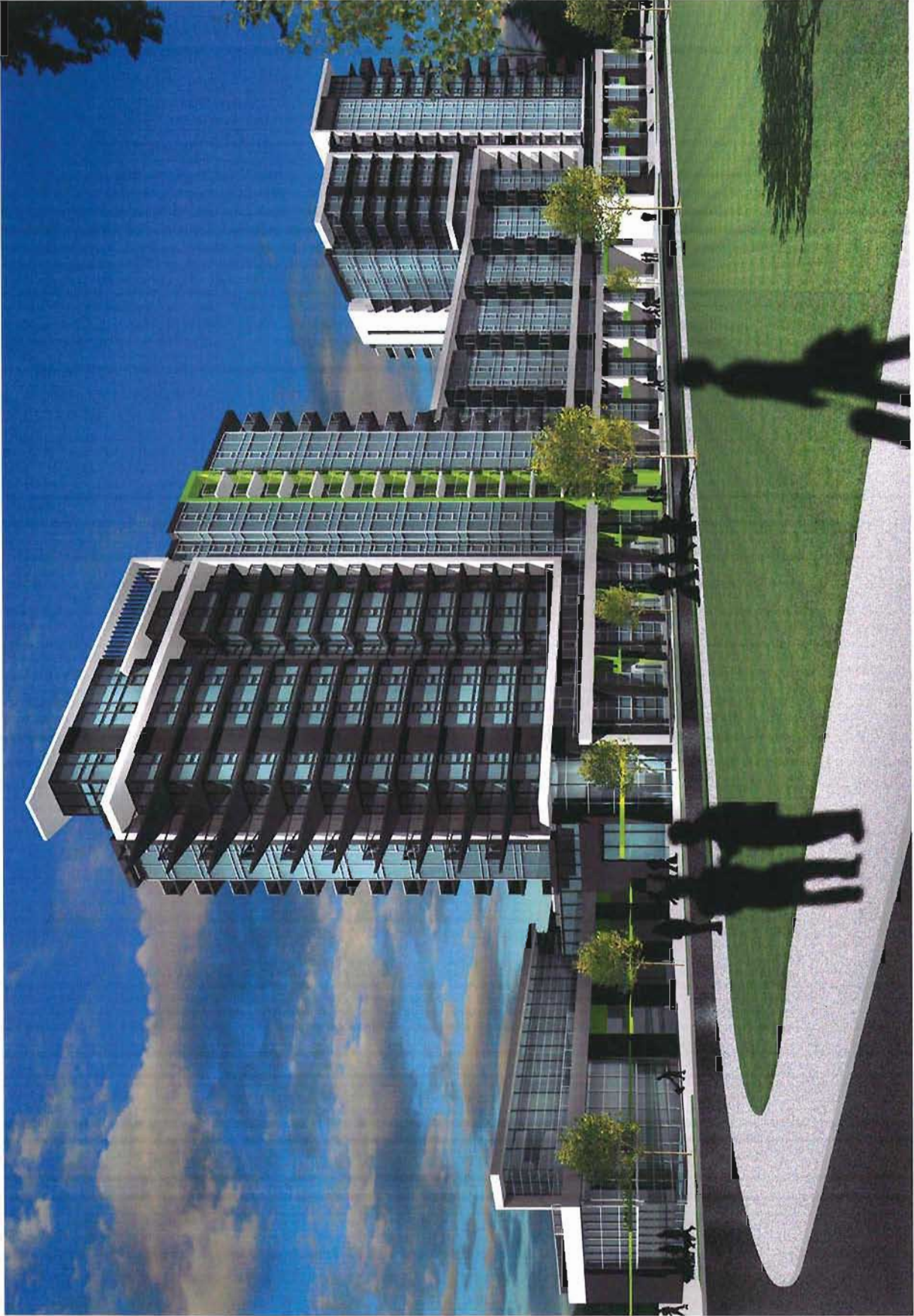
Comments from the Panel were as follows:

- overall, a well-designed project; a nice addition to the area;
- street level low-rise units are somewhat sterile; encourage a little more detail on the facade and hard and soft landscape separation between street/sidewalk public venue and private realm;
- include some indication of vision or direction of public art;
- develop better pedestrian connection to the future park;
- how was the location of the new Diagonal Road determined?
- interesting street edge considering awkward angles and site proportions; like the variety of townhouses;
- live-work art studio is interesting; showcases human activities inside the studio;
- site development to the north will happen in the future; north wall needs development; could the wall be opened up as aperture in the interim?
- good description of the park; how will it engage the residential edge across the street? would like to see townhouses jump across the new street into the park; might help to layer mass and define residential street;
- very nice project; site plan is sensitive to the existing road grade;
- buildings are different but appear part of one complex; language is vibrant; would be a nice addition to the area;
- park is a nice feature and a welcome addition to the area;
- tremendous level of detail at rezoning level;
- roof garden will be under the shade most of the time; children's play area is located on the north side adjacent to the high towers; concern on the usability of these areas in view of the presence of a nearby park;
- north wall appears brutal; if property across redevelops in the future and puts up a similar facade, a channel of concrete walls will result;
- design of the amenity space is not well developed at present; design is very important as the amenity space is located at a crucial point, i.e. the gateway to the whole complex;
- look at access to the live-work entryways from the corner of the "flatiron" building so that commercial activities can occur at the ground entry;

- consider pedestrian access to the landscaped parking podium parallel to the vehicle access provided to the level of the podium roof via the parking structure; may alleviate concern for narrow podium exit out to the east; ensure that pedestrian access is ramped to accommodate families with strollers, wheelchairs or walkers moving from the upper area to the sidewalks on the east side of the street;
- width of walkways on the podium is only 6 feet; consider increasing their width to around 9 feet; also consider possible opportunities for seating benches in view of the length of the walkways;
- increase the number of step up stones leading to the children's play area to decrease the height between steps and permit easier access;
- would be interesting to see how the project will address the 4As (i.e., accessibility, adaptability, aging in place and affordability) as the project moves forward;
- no issues from CPTED perspective;
- project fits the area well;
- project is extremely well resolved at rezoning stage;
- appreciate the arrangement and articulation of buildings and how they are straddling the park;
- appreciate the presentation on landscaping;
- project is successful; a modern project; very Richmond-like;
- concern on the usefulness of the children's play area on the podium due to the presence of a nearby park;
- vibrant green on the stripes on the buildings are very distracting as they take away from the design of the building;
- blank wall at the north needs more development;
- sharp point at interface between Buildings 2 and 3; could appear like a knife; may need to soften it a bit;
- need to look at interface between all buildings; try to minimize blank walls; there appears to be blank wall in Building 3;
- base definition and modern horseshoe eyebrow things are competing with each other; how base meets the ground needs review; and
- in general, the streetscape is very good.

NO.	DESCRIPTION	DATE	BY	CHKD.
1	PRELIMINARY CONCEPTS			
2	CONCEPT DEVELOPMENT			
3	PRELIMINARY DESIGN			
4	FINAL DESIGN			
5	CONSTRUCTION DOCUMENTS			

Project Name	AVANUELLER ZONEN
Project No.	PLN 11-091805
Client	
Architect	
Scale	
Date	
Sheet No.	
Sheet Title	



TOWER A & B - LOOKING NORTH-EAST

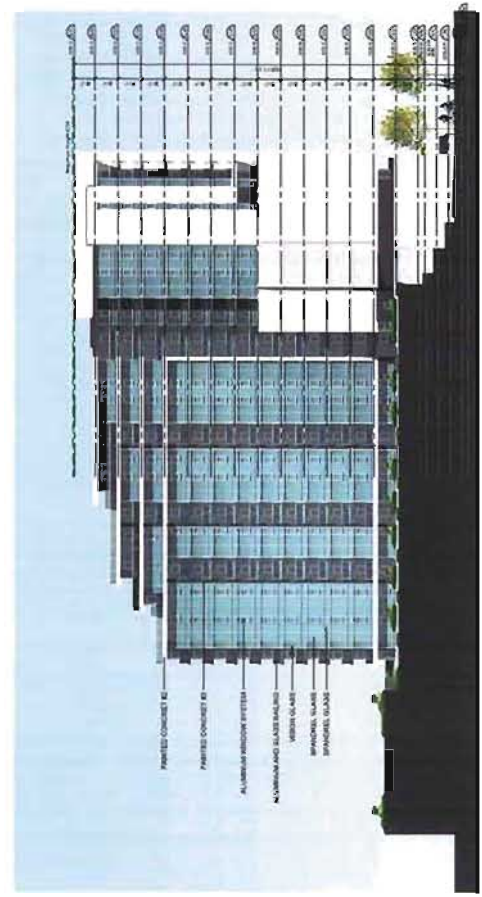
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2	Client Name	
3	Project Address	
4	Project Location	
5	Project Start Date	
6	Project End Date	
7	Project Manager	
8	Project Engineer	
9	Project Designer	
10	Project Architect	
11	Project Contractor	
12	Project Consultant	
13	Project Supervisor	
14	Project Inspector	
15	Project Approver	
16	Project Status	
17	Project Budget	
18	Project Cost	
19	Project Revenue	
20	Project Profit	

Project Name	WAVELLET TOWERS
Project No.	RZ 114011005
Project Address	
Project Location	
Project Start Date	
Project End Date	
Project Manager	
Project Engineer	
Project Designer	
Project Architect	
Project Contractor	
Project Consultant	
Project Supervisor	
Project Inspector	
Project Approver	
Project Status	
Project Budget	
Project Cost	
Project Revenue	
Project Profit	



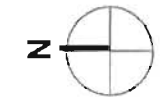
- PAINTED CONCRETE #2
- PAINTED CONCRETE #1
- ALUMINUM WINDOW SYSTEM
- ALUMINUM AND GLASS BALCONY
- VIEWER GLASS
- SPANDREL GLASS
- SPANDREL GLASS

① North Elevation
1 : 200



- PAINTED CONCRETE #2
- PAINTED CONCRETE #1
- ALUMINUM WINDOW SYSTEM
- ALUMINUM AND GLASS BALCONY
- VIEWER GLASS
- SPANDREL GLASS
- SPANDREL GLASS

② Tower C West Elevation
1 : 200



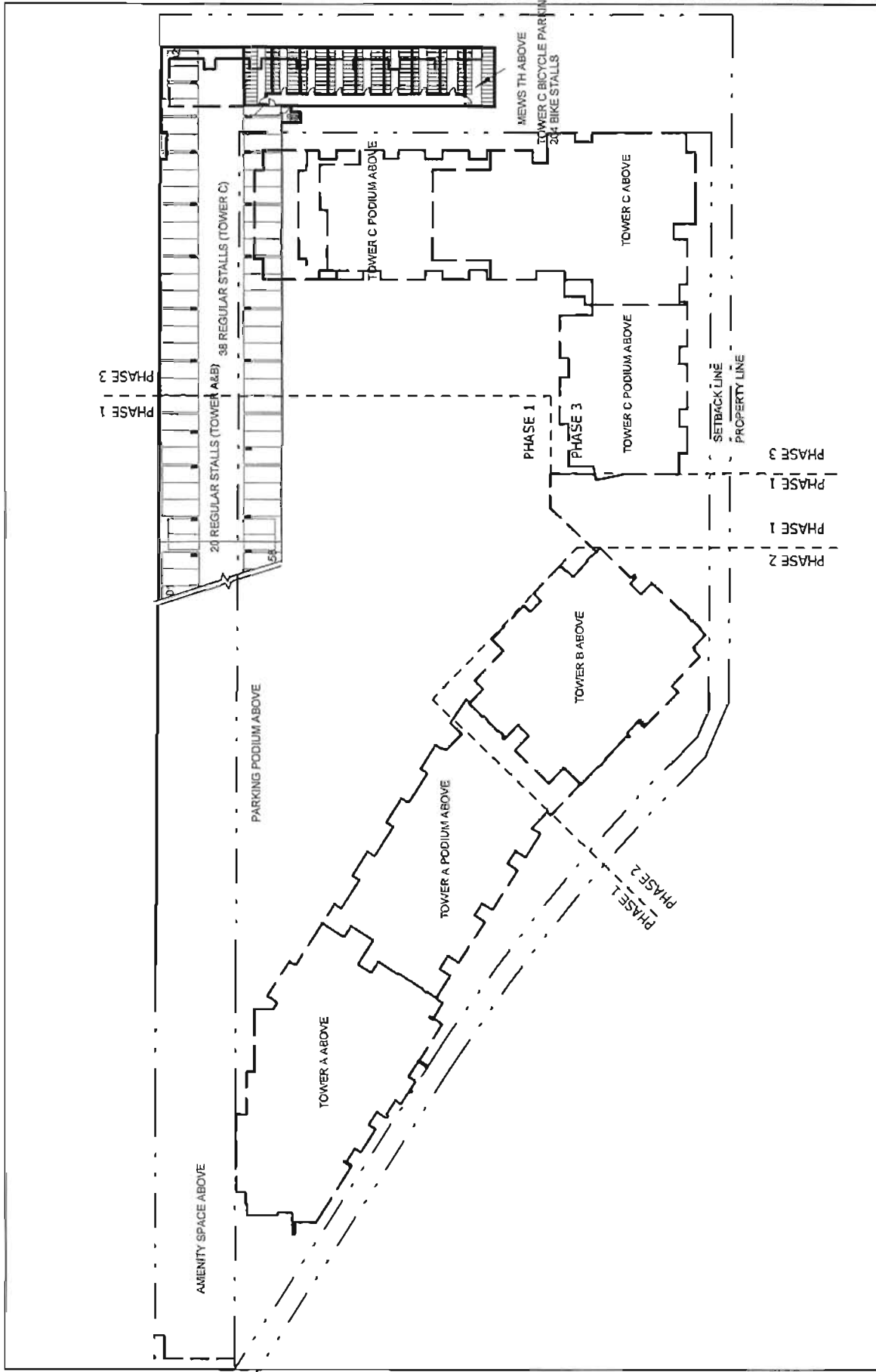
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 SHEET DATE: 06/21/12

SHEET NO: A-7.0
 DP Submission

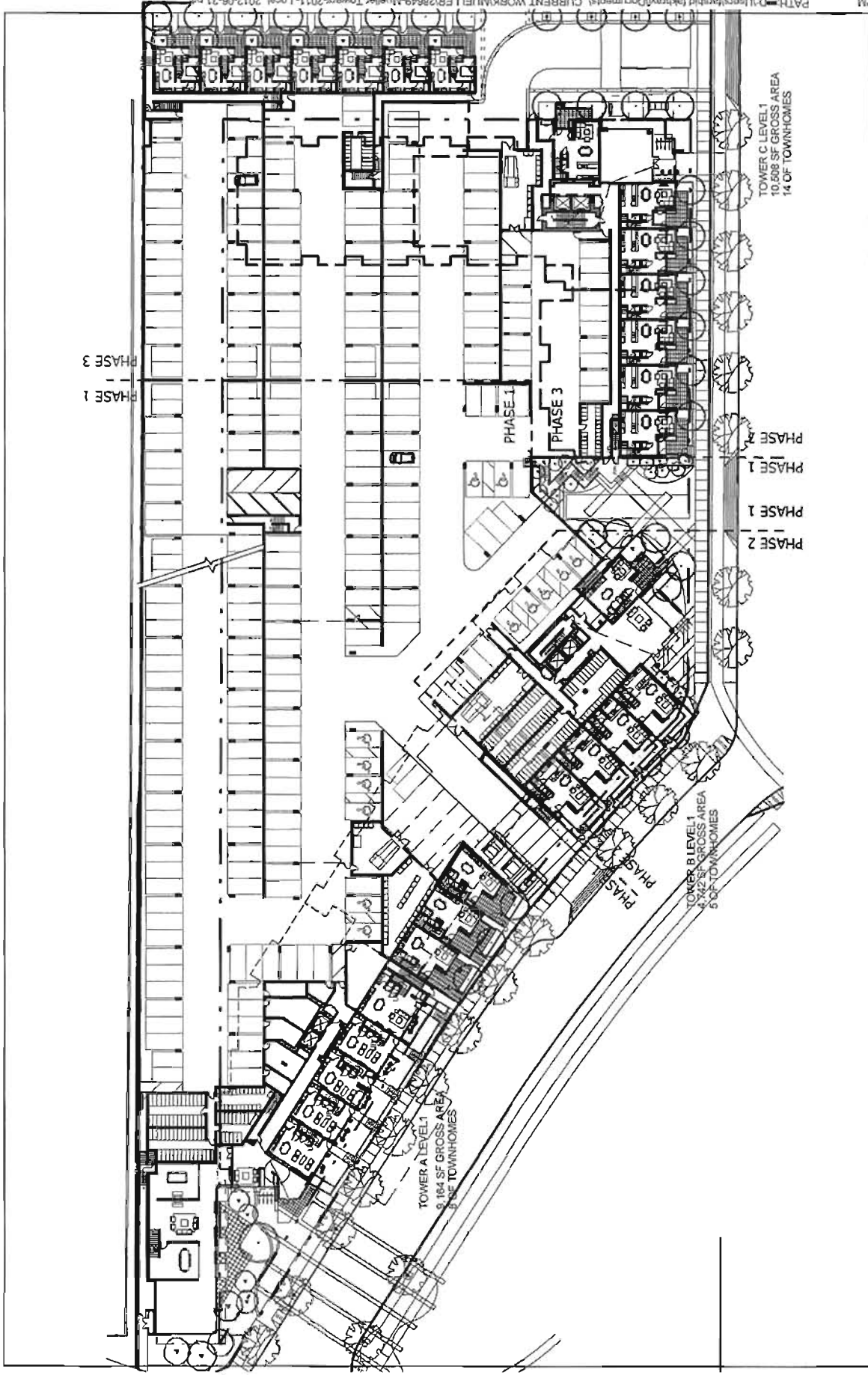
SHEET NAME: PARKING LEVEL 0
 PROJECT NAME: Mueller Towers

ISSUER:	STATUS:
DATE:	DATE:

CLIENT: IBI GROUP
 PRIME CONSULTANT: POLYGON
 8818 Architects
 701 - 1205 West Pender Street
 Vancouver BC V6E 4R1 Canada
 Tel: 604 683 8387
 Fax: 604 683 0482



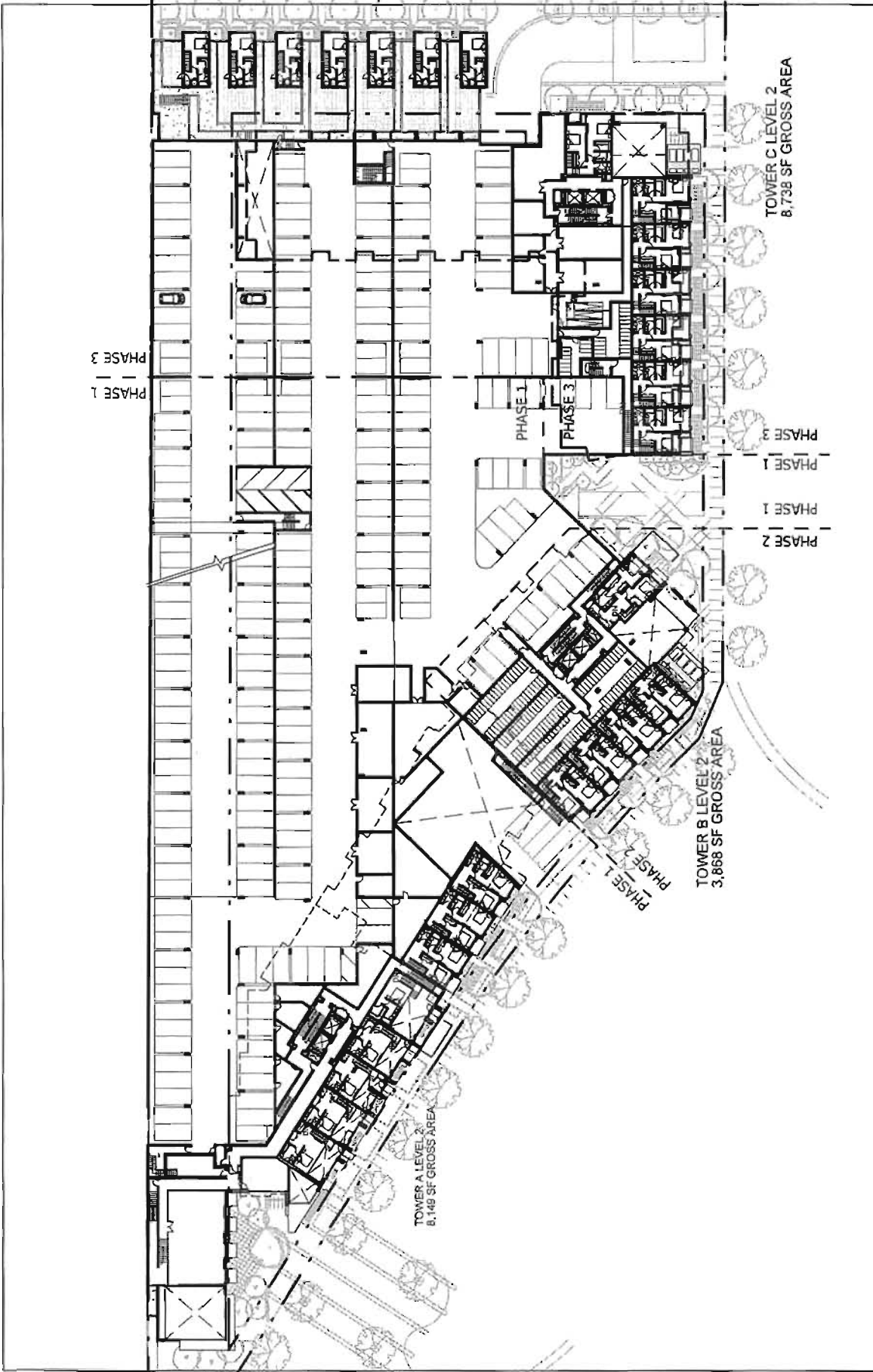
PLN - 89



	PRIME CONSULTANT IBI Group 1000-1200 West Pender Street Vancouver BC V6E 4R1 Canada Tel: 604 683 8787 Fax: 604 683 0492		PROJECT NAME BROWN ROAD Mueller Towers	SCALE 1 : 800	SKETCHER NO. A-7.1	
				PROJECT NO. 28649	SKETCHER DATE 06/21/12	
CLIENT	ISSUES	STATUS	LEVEL 01	DATE 06/21/12	DATE 06/21/12	DATE 06/21/12

PLN - 90

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PHASE 3
PHASE 1

TOWER A LEVEL 2
8,148 SF GROSS AREA

TOWER B LEVEL 2
3,868 SF GROSS AREA

TOWER C LEVEL 2
8,738 SF GROSS AREA



SKETCHMAN
A-7.2
DP Submission

SCALE
1 : 800
PROJECT NO.
28649
SKETCH DATE
06/21/12

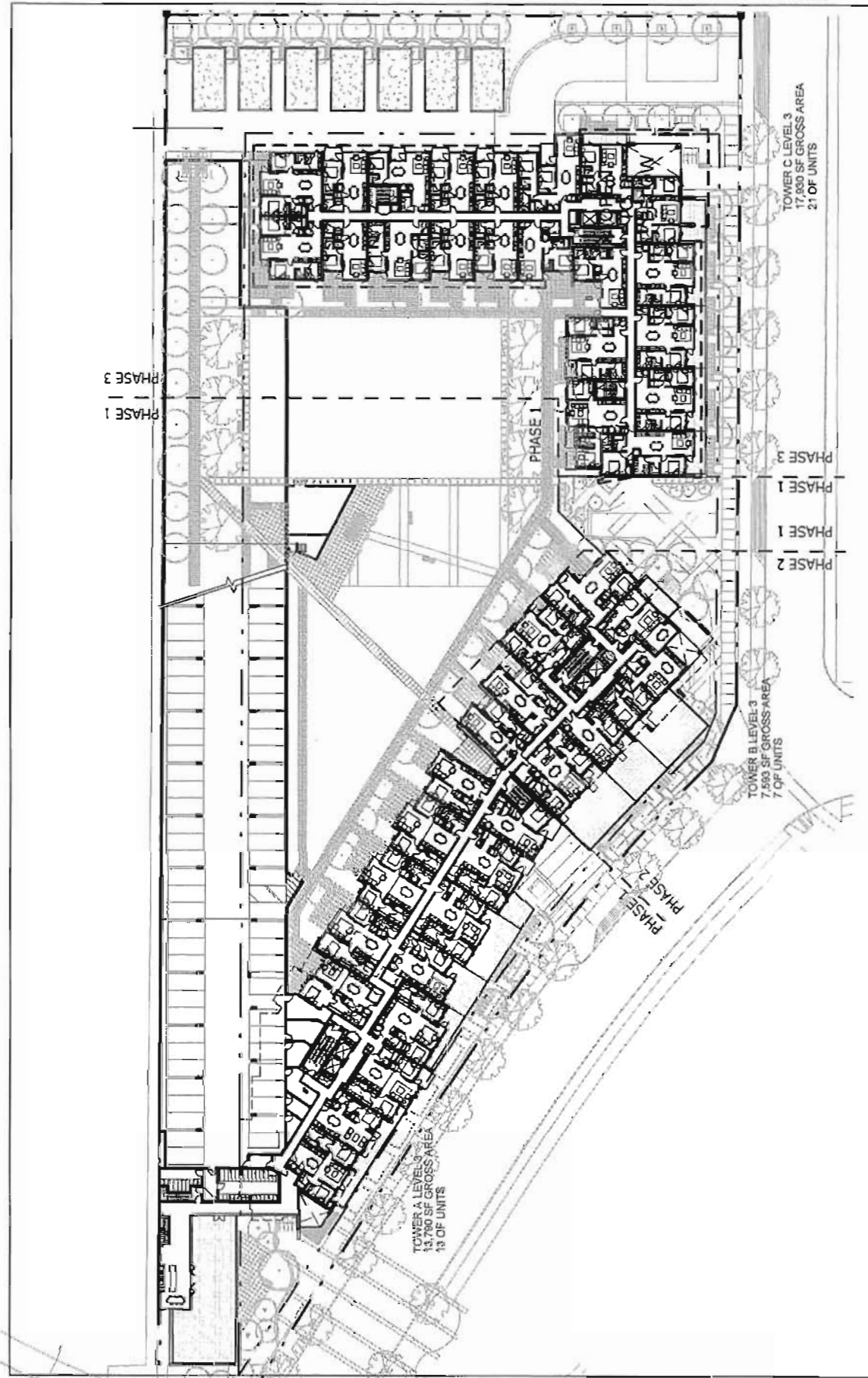
SHEET NAME
LEVEL 02
PROJECT NAME
Mueller Towers

NO.	REVISION	STATUS

CLIENT
PRIME CONSULTANTS

POLYGON
38100 Archibute
290 • 1250 West Pender Street
Vancouver BC V6E 4B1 Canada
Tel: 604 683 8787
Fax: 604 683 5892

IBI GROUP

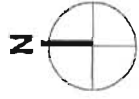


SHEET NAME	SCALE	SKETCH NO.
	PROJECT NO.	DP Submission

LEVEL 03	1 : 800	A-7.3
Mueller Towers	28649	
	06/21/12	

CLIENT	ISSUES
PRIME CONSULTANT	STATUS
	ISSUANCE
	DATE

	8845 Ardmore 700 - 125 West Parker Street Vancouver BC V6E 4R1 Canada Tel: 604-683-8797 Fax: 604-683-0887



SKETCH NO.	A-7.4	
	SCALE	1 : 800
PROJECT NO.	28649	
	SKETCH DATE	06/21/12
DP Submission		

SHEET NAME	LEVEL 05
PROJECT NAME	Mueller Towers

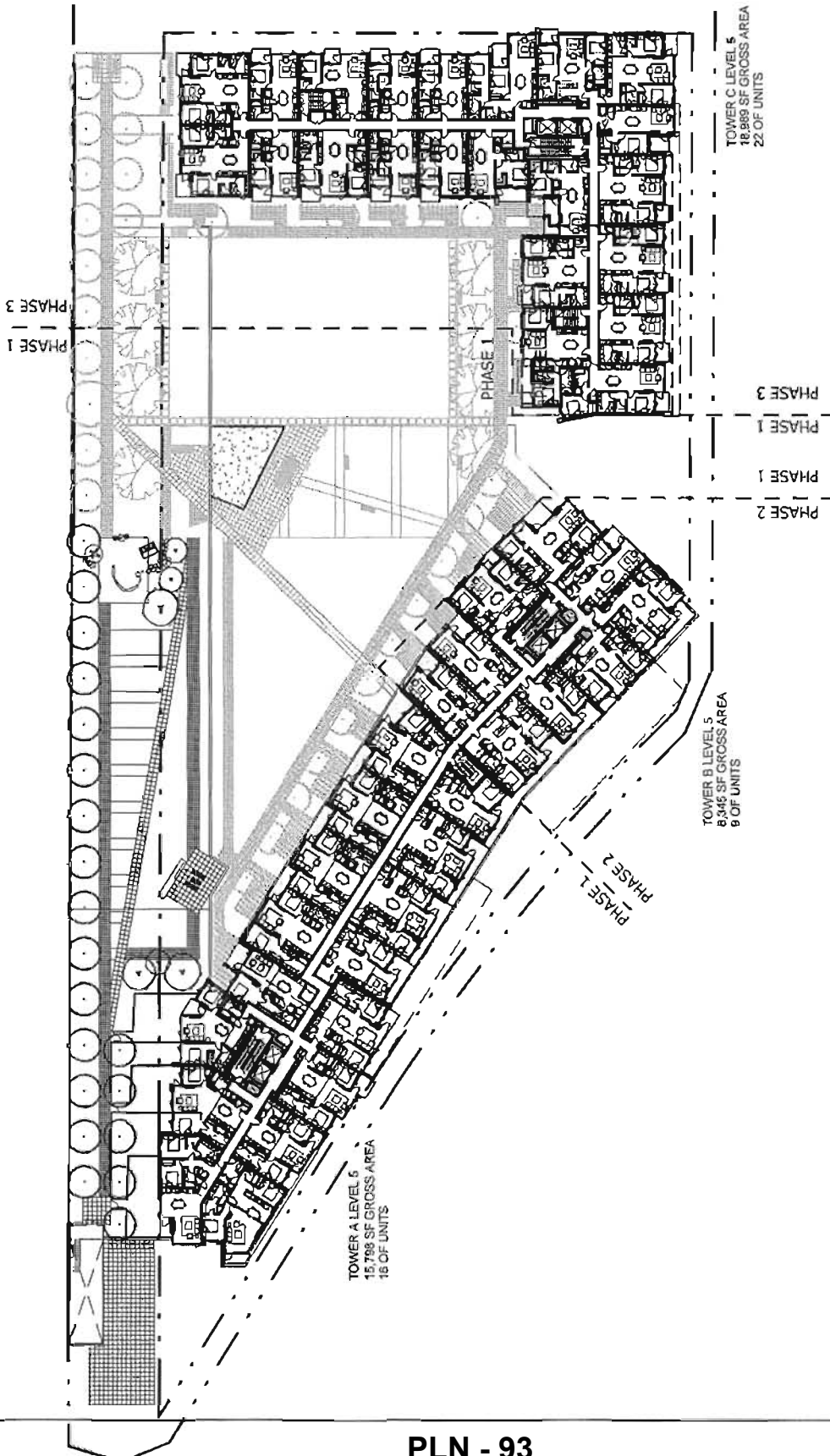
NO.	STATUS
REVISES	

CLIENT


IBI GROUP


POLYGON

888-888-ARCHITECT
 200 - 1205 West Pender Street
 Vancouver BC V6E 4R1 Canada
 Tel: 604 683 8797
 Fax: 604 683 0462



PLN - 93



SHEET NO. A-7.5
 PROJECT NO. 28649
 SHEET DATE 06/21/12
 DP Submission

SCALE 1 : 800

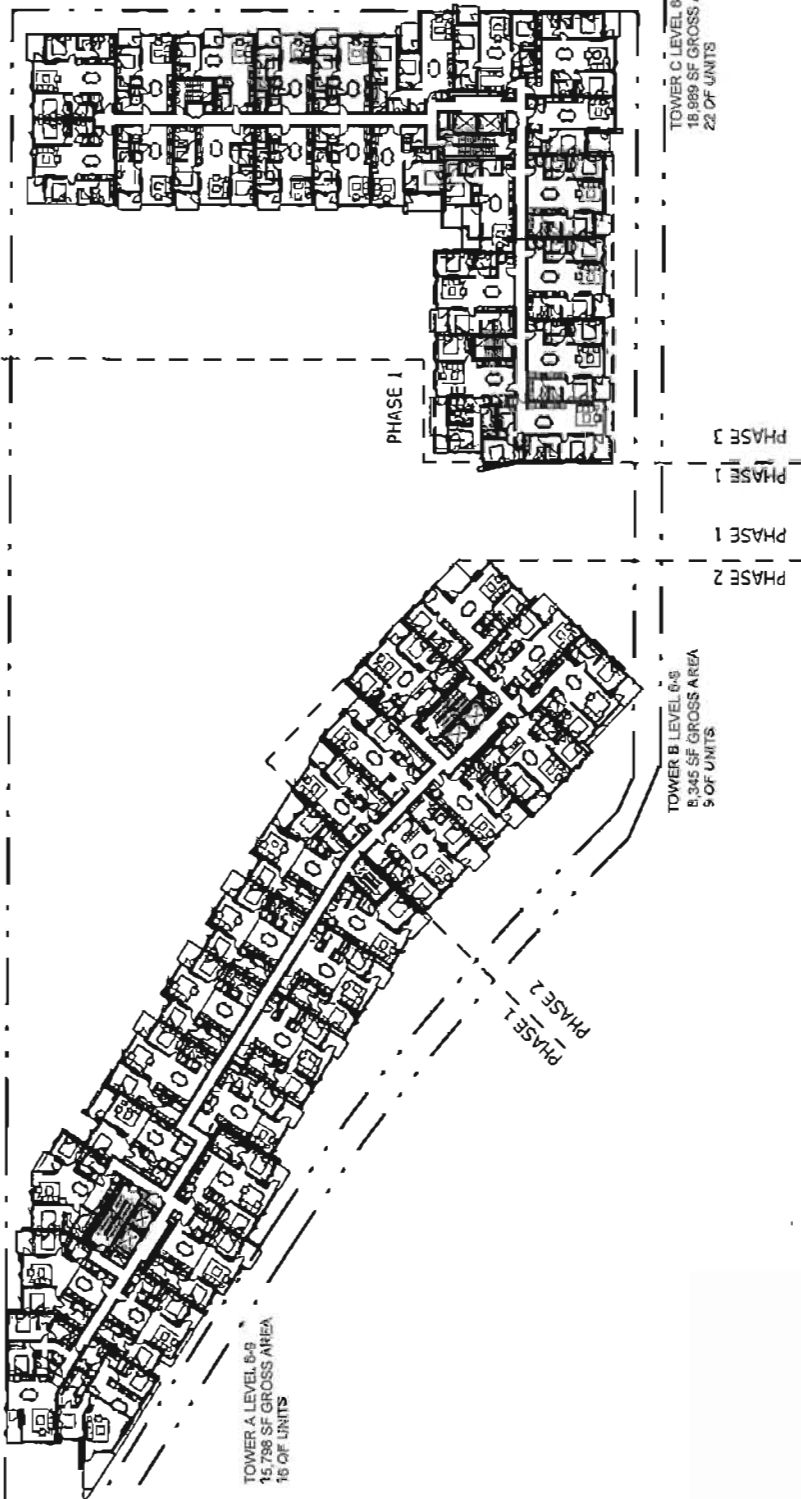
SHEET NAME LEVEL 06-09
 PROJECT NAME Mueller Towers

NO.	ISSUANCE	STATUS

CLIENT
 POLYGON
 18800 Ardenway
 750 - 1285 West Parker Street
 Vancouver BC V6E 0S1 Canada
 Tel: 604 683 8757
 Fax: 604 683 0822

DESIGN CONSULTANT

 JBI GROUP



PLN - 94

5" x 11" Sheets



SWITCH NO. A-7.6
DP Submission

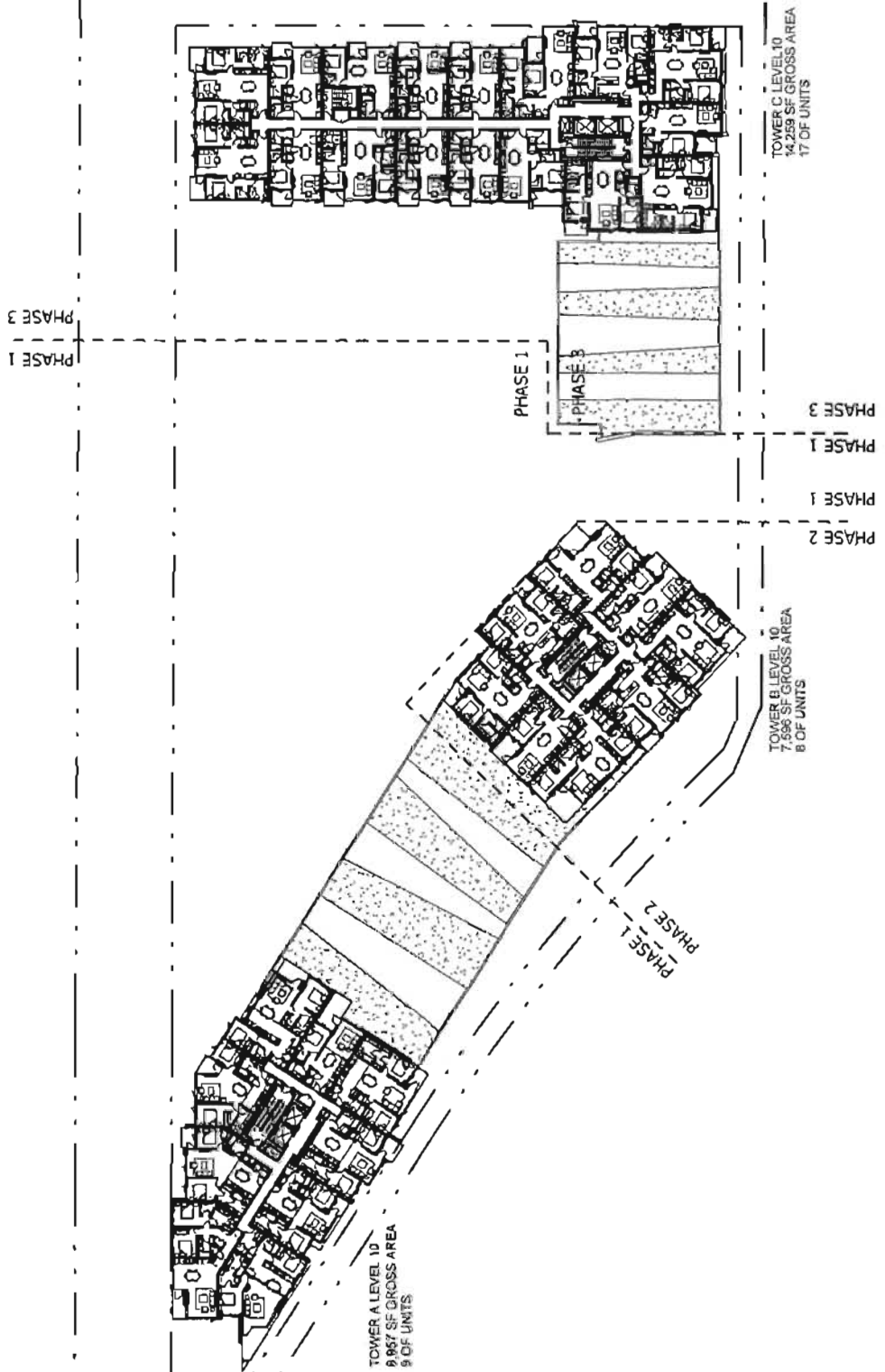
SCALE 1 : 800
PROJECT NO. 28649
SWITCH DATE 06/21/12

SHEET NAME LEVEL 10
PROJECT NAME Mueller Towers

NO.	ISSUANCE	STATUS

CLIENT
POLYGON
1818 Archibank
101 - 120 West Pender Street
Vancouver BC V6E 4R1 Canada
Tel: 604 683 2397
Fax: 604 683 0928

PLEASE CONSULTANT
IBI GROUP





SKETCH NO. A-7.7
 DP Submission

SCALE 1 : 800
 PROJECT NO. 28649
 SKETCH DATE 06/21/12

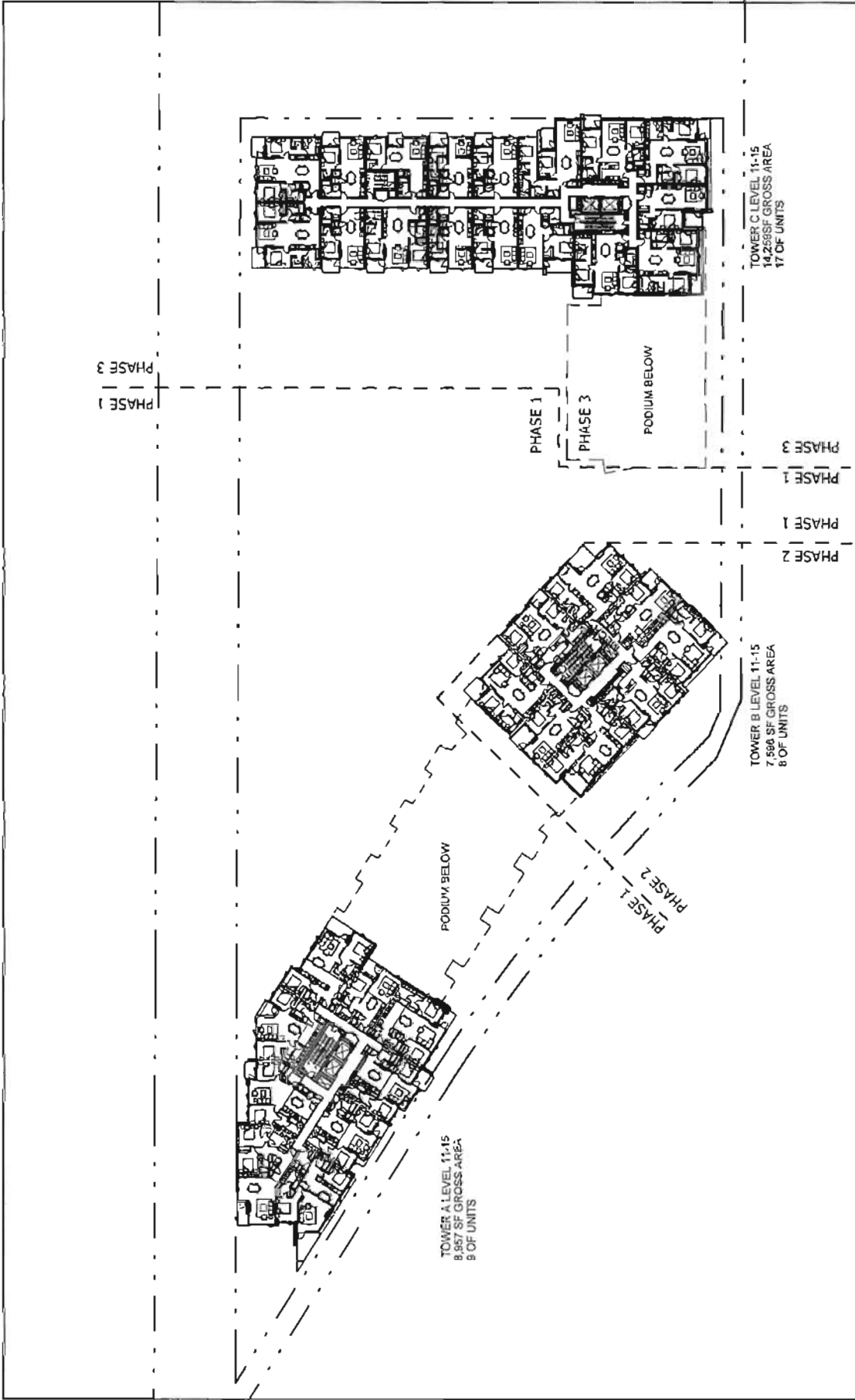
SHEET NAME LEVEL 11-15
 PROJECT NAME Mueller Towers

ISSUES	REVISED	STATUS

CLIENT
 PRIME CONSULTANT

 IBI GROUP

POLYGON
 8888 Architects
 200 - 125 West Pender Street
 Vancouver BC V6E 4R1 Canada
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 Fax: 604.683.0422



PLN - 96



SKETCH NO. A-7.8
DP Submission

SCALE 1 : 800
PROJECT NO. 28649
SKETCH DATE 06/21/12

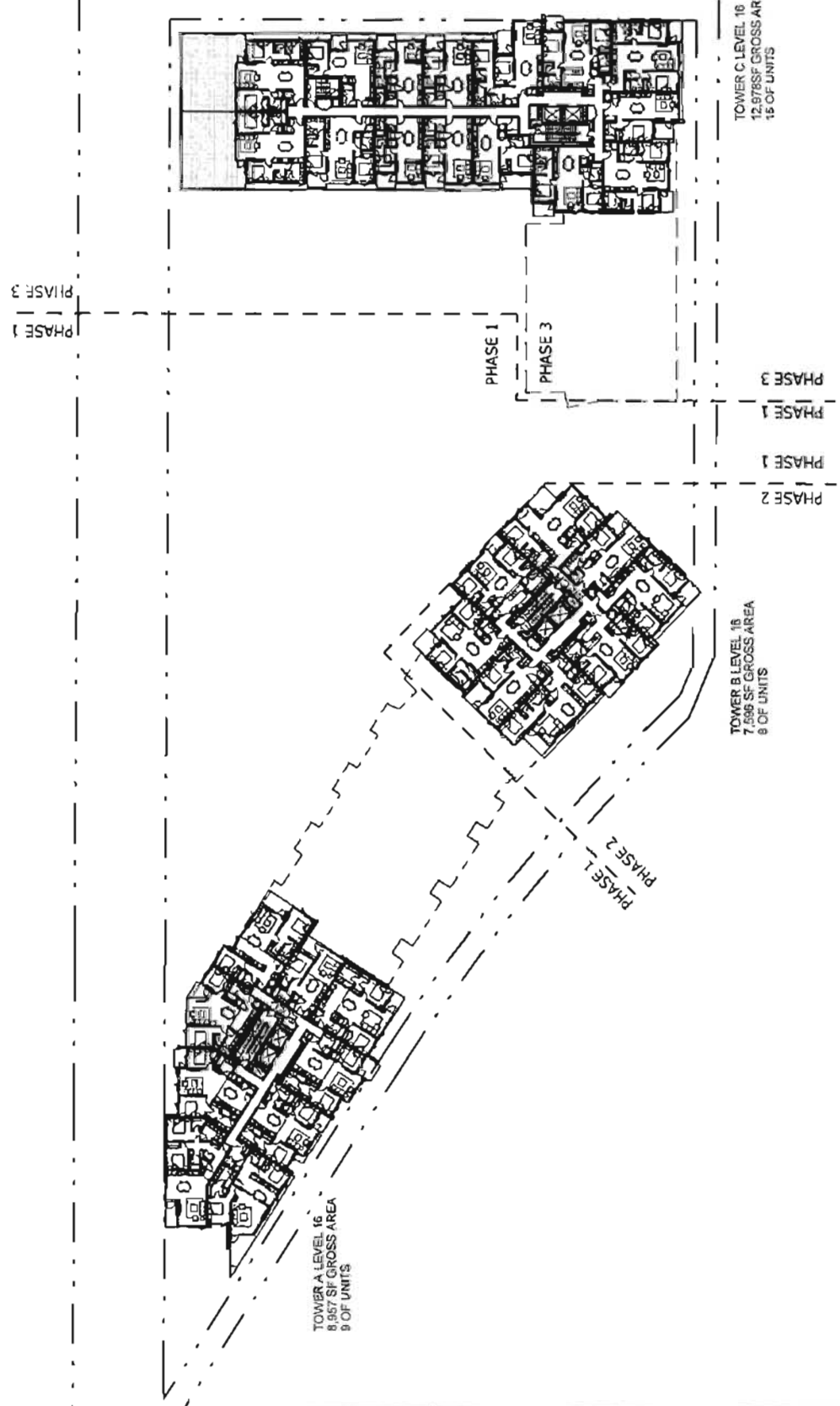
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PROJECT NAME Mueller Towers

NO.	ISSUANCE	STATUS

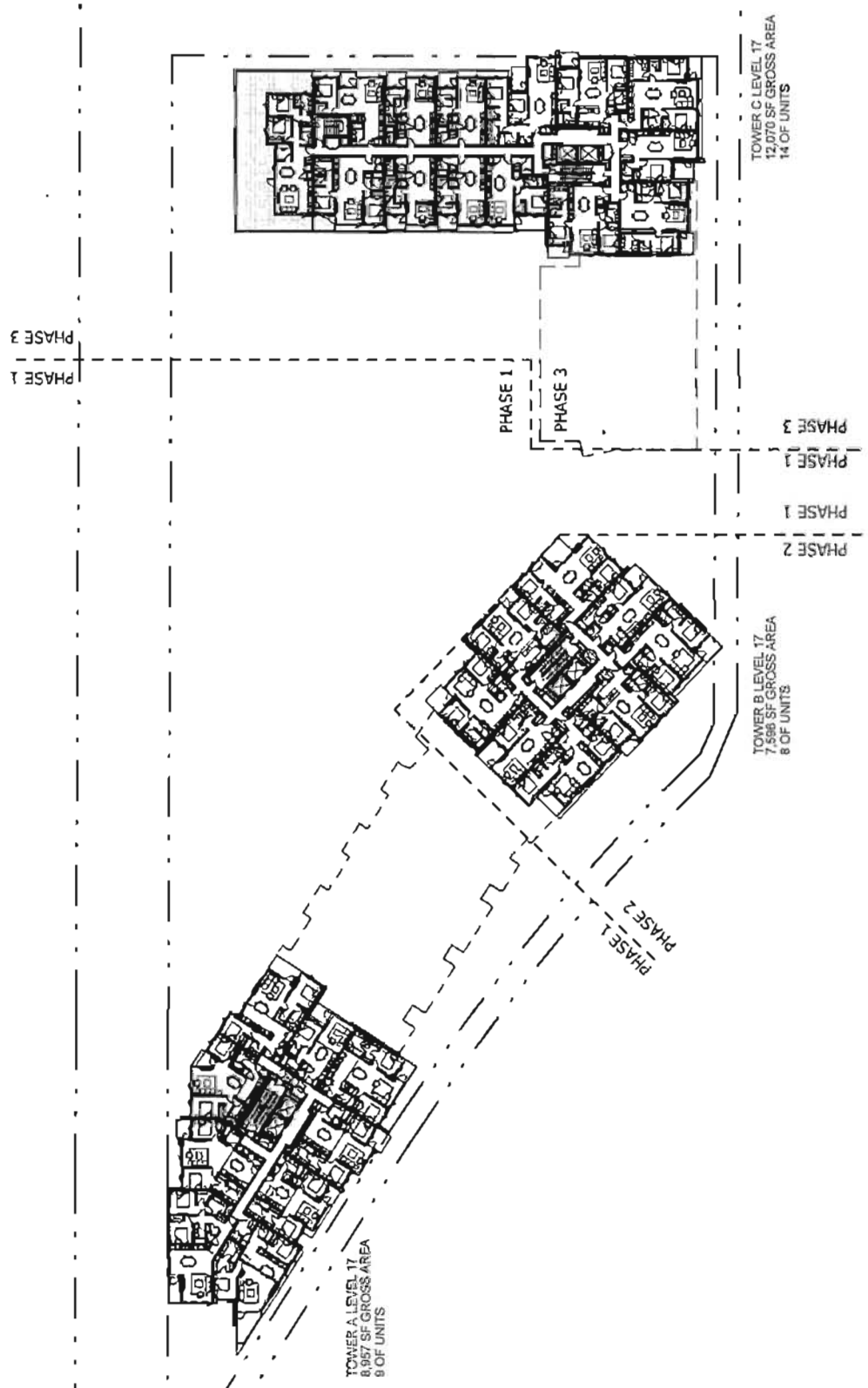
CLIENT
ARISE CONSULTANTS

POLYGON
18100 Avebank
200 - 1200 West Pender Street
Vancouver BC V6E 4B1 Canada
tel: 604.683.5177
www.604.683.5177

IBI GROUP



PLN - 97



SECTOR NO.
A-7.9

DP Submission

SCALE
1 : 800

PROJECT NO.
286649

PROJECT DATE
06/21/12

SHEET NAME
LEVEL 17

PROJECT NAME
Mueller Towers

NO.	ISSUANCE	STATUS

CITY

POLYGON

PRIME CONSULTANT

IBI GROUP

8810 ArdenBark
 1100 - 1200 West Peachtree Street
 Vancouver BC V7E 4B1 Canada
 Tel: 604 893 8787
 Fax: 604 893 0482



A-7.11

DP Submission

SCALE
1 : 800

PROJECT NO.
28649

SKETCH DATE
06/21/12

LEVEL 1B

Mueller Towers

SKETCH NAME

PROJECT NAME

STATUS

ISSUANCE

NO.

RESULTS

C:\BENT

PRIME CONSULTANT

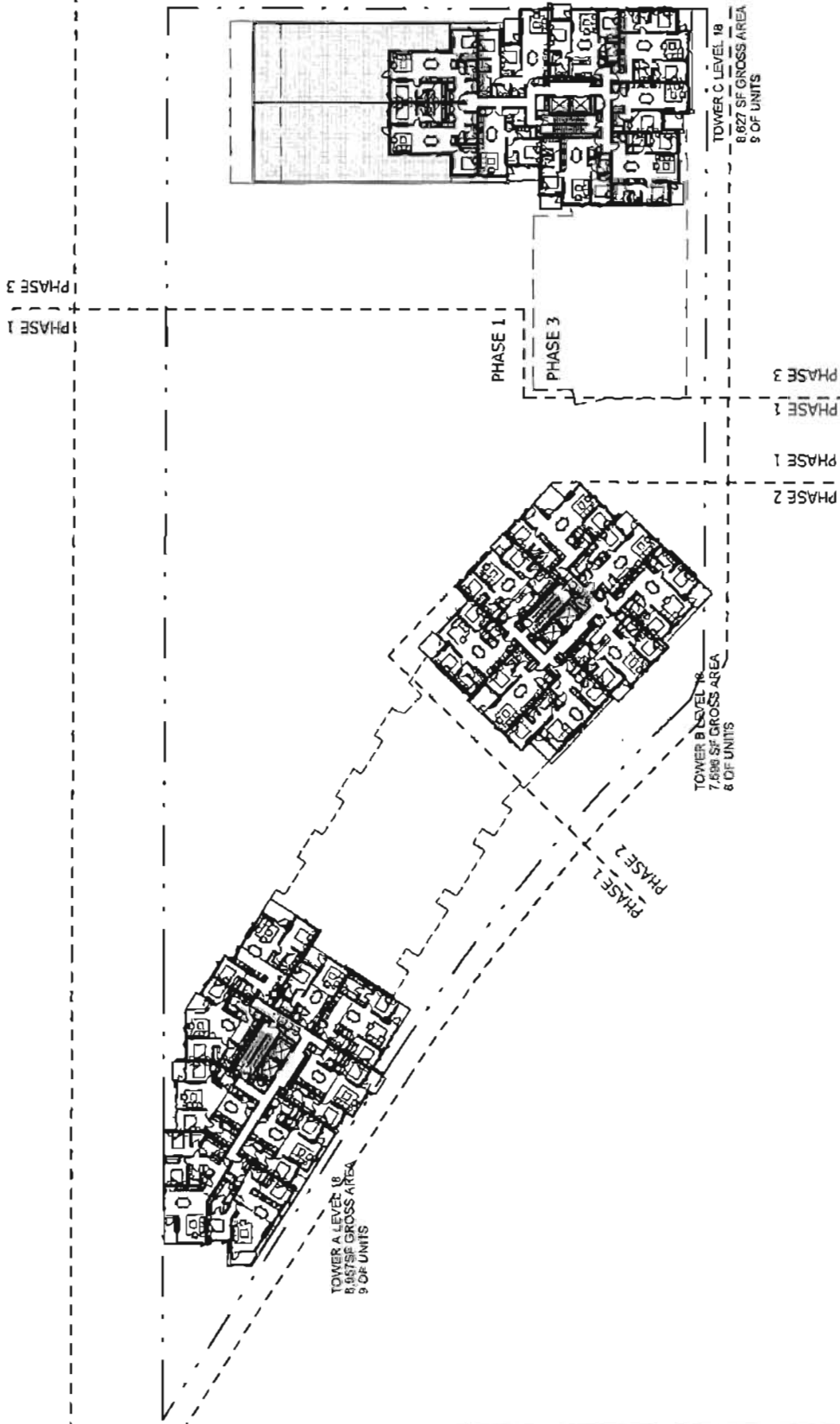


POLYGON

8818B Architects
101 - 235 West Peachtree Street
Nashville, TN 37203
Tel: 615 483 8707
Fax: 615 483 0492



PLN - 99





SKETCH NO.
A-7.12

OP Submission

SCALE
1 : 800

PROJECT NO.
28649

SKETCH DATE
06/21/12

SHEET NAME
LEVEL 19 MECH

PROJECT NAME
Mueller Towers

NO.	REVISION	STATUS

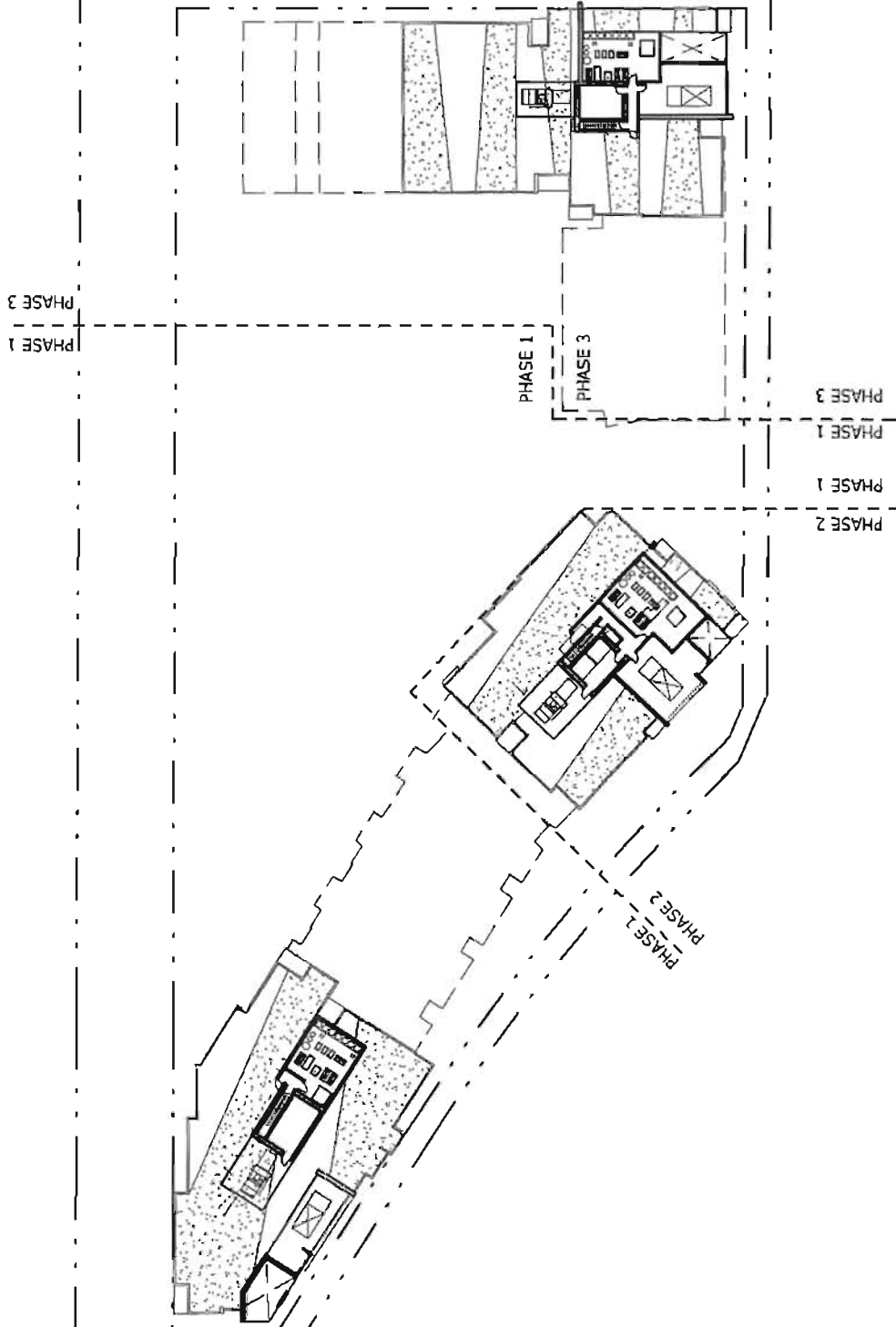
CLIENT

PREPARE CONSULTANT

POLYGON

1800 Archibank
 100 - 12th Street
 Vancouver BC V6E 4S1 Canada
 Tel: 604 683 8107
 Fax: 604 683 3497

IBI GROUP



PLN - 100



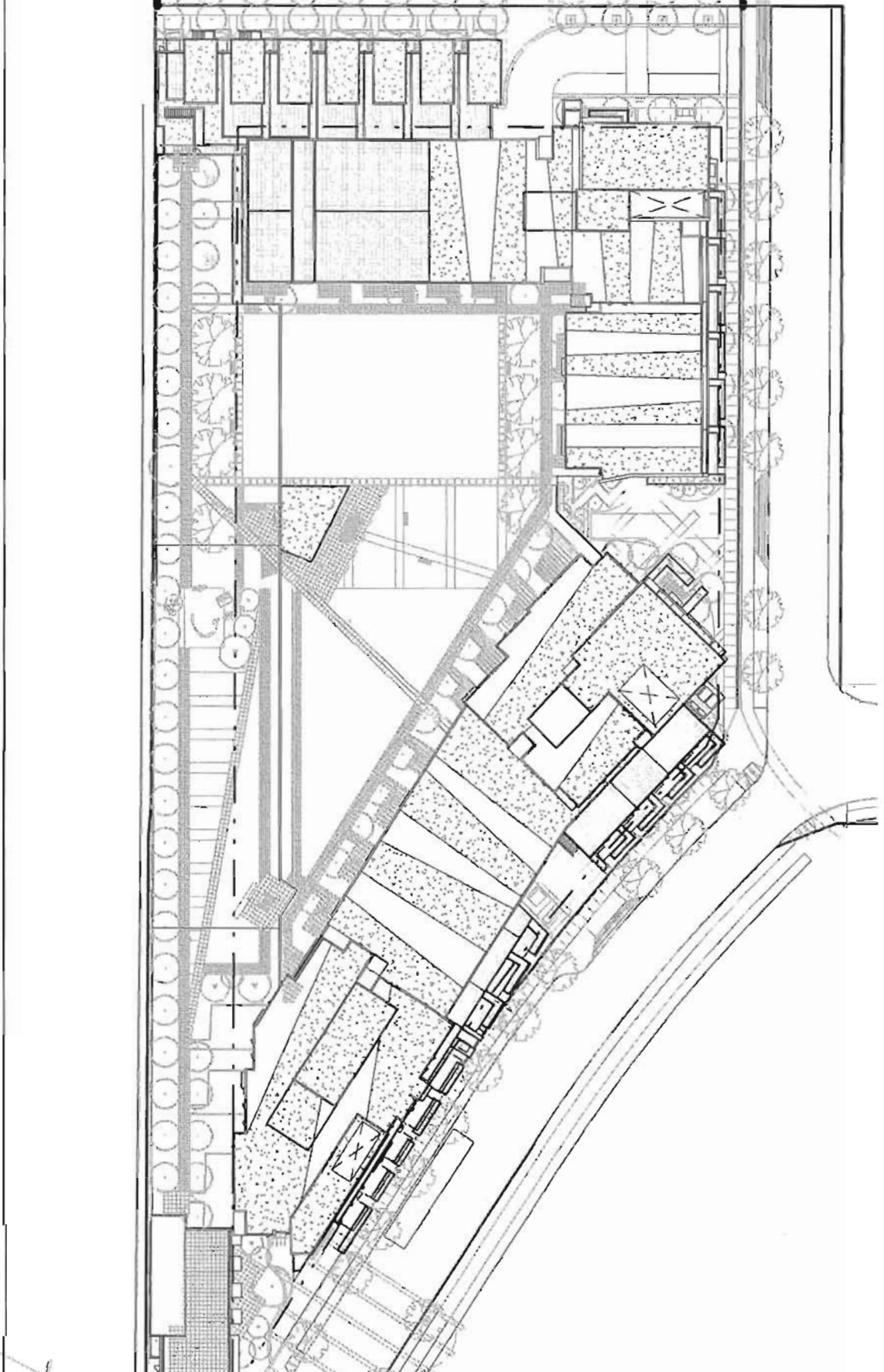
DATE: 6/21/12
 PROJECT NO: 28649
 SCALE: 1:800
 SHEET NAME: Mueller Towers
 PROJECT NAME: Mueller Towers
 SHEET NO: A-7.13
 SHEET DATE: 06/21/12
 SHEET TYPE: DP Submission

SCALE: 1:800
 PROJECT NO: 28649
 SHEET DATE: 06/21/12
 SHEET NAME: Mueller Towers
 PROJECT NAME: Mueller Towers

LEVEL	NO.	DESCRIPTION	STATUS

POLYGON
 PRINCIPAL CONSULTANT
 1880B Archibank
 700 - 1305 West Pender Street
 Vancouver BC V6E 4R1 Canada
 Tel: 604 683 8797
 Fax: 604 683 0887

IBI GROUP
 CIVIL
 PRINCIPAL CONSULTANT



PLN - 101



City of Richmond

Rezoning Considerations Development Applications Division 6911 No. 3 Road, Richmond, BC V6Y 2C1

8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road

RZ 11-591985

Rezoning Considerations in respect to RZ 11-591985 include the following schedules:

- A. Preliminary Park Acquisition/Disposition Plan
- B. Preliminary Road Dedication Plan
- C. Preliminary Subdivision Plan
- D. Preliminary Statutory Right-of-Way (SRW) Plan
- E. Phasing Plan
- F. Preliminary Functional Roads Plan – Interim
- G. Preliminary Functional Roads Plan – Ultimate
- H. Park Terms of Reference & Preliminary Conceptual Park Plan

Prior to final adoption of Zoning Amendment Bylaw 8903, the developer is required to complete the following:

1. MoTI Approval: Ministry of Transportation & Infrastructure (MoTI) approval.

NOTE: MoTI has provided a letter to the City, dated January 23, 2012, granting preliminary approval for one year. (REDMS #3460070)

2. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to the registration of a Subdivision Plan*, the following conditions must be satisfied:

- 2.1. Park Relocation: Facilitate, at no cost to the City, the disposition of existing City-owned park at 3651 Sexsmith Road and its replacement with an equal area of land for park use on a portion of 8331, 8351, and 8371 Cambie Road, as per the Preliminary Park Acquisition/Disposition Plan (**Schedule A**), including:
 - 2.1.1. Approval of electors via an Alternative Approval Process in respect to the existing City-owned park at 3651 Sexsmith Road, as required to permit the City's sale of that park property in order to facilitate the establishment of a larger park on a nearby site at 8331, 8351, and 8371 Cambie Road;
 - 2.1.2. Council approval of the sale of the City-owned, 12,228.0 m² (3.02 ac) lot at 3651 Sexsmith Road ("Area A", as shown on **Schedule A**);
 - 2.1.3. Council approval of the purchase of a 12,228.0 m² (3.02 ac) portion of 8331, 8351, and 8371 Cambie Road ("Area B", as shown on **Schedule A**); and
 - 2.1.4. In respect to 2.1.2 and 2.1.3 above, the developer shall be required to enter into purchase and sales agreements with the City, which agreements are to be based on business terms approved by Council. The primary business terms of the agreements, as determined to the satisfaction of the Manager, Real Estate Services and City Solicitor, will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the agreements shall be borne by the developer.

2.2. Land Transfer: Transfer of 4,683.5 m² (1.16 ac) to the City as fee simple for park and related purposes. The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfers shall be borne by the developer including, but not limited to, HST payable by the City in respect to the land transfers. The lands to be transferred, as indicated on the Preliminary Park Acquisition/Disposition Plan (**Schedule A**), include a:

2.2.1. 2,021.7 m² (0.50 ac) lot at 8311 Cambie Road (“Area C”, as shown on **Schedule A**).

Prior to the transfer of 8311 Cambie Road to the City, the developer shall discharge Covenant BB691591, Covenant BB691592, and SRW BB691593.

NOTE: The subject development shall be eligible for Development Cost Charge (DCC) credits in respect to the transfer of “Area C” to the City. (“Area C” may NOT be used for the purpose of calculating the subject development’s buildable floor area.) The maximum DCC credits available shall be the lesser of the development’s DCCs payable for park land acquisition, a City-approved appraisal, and the value identified in the DCC program for park acquisition at 8311, 8331, 8351, and 8371 Cambie Road.

2.2.2. 2,661.8 m² (0.66 ac) portion of 8331, 8351, and 8371 Cambie Road (“Area D”, as shown on **Schedule A**).

NOTE: The subject development shall NOT be eligible for DCC credits in respect to the transfer of “Area D” to the City. The development’s transfer of “Area D” to the City is required to satisfy the park and open space provisions of the City Centre Area Plan (CCAP) and Zoning Bylaw in respect to the Capstan Station (density) Bonus. Based on this, as determined to the satisfaction of the Senior Manager, Parks and provided for via the subject development’s proposed site specific zone, the transferred area may be used for the purpose of calculating the subject development’s buildable floor area.

2.3. Road Dedication: Dedication of 3,834.5 m² (0.95 ac) for road purposes as per the Preliminary Road Dedication Plan (**Schedule B**), including:

2.3.1. 1,532.1 m² (0.38 ac) for the eastward extension of Brown Road (+/-14.9 m wide).

NOTE: The required dedication is a portion of a CCAP “major street” and is eligible for DCC credits based on the lesser of the development’s DCCs payable for road acquisition, a City-approved appraisal, and the value identified on the DCC program.

2.3.2. 2,302.3 m² (0.57 ac) for the establishment of a new “minor street” linking Brown Road and Hazelbridge Way (+/-15.0 m wide), as identified in the CCAP, together with corner cuts at Hazelbridge Way and Brown Road.

NOTE: As the required dedication is a portion of a CCAP “minor street” that is ineligible for DCC credits and, as determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for the purpose of calculating the maximum permitted floor area on the net residential portion of the subject site (as specifically provided for via the subject development’s proposed site specific zone).

2.4. Lot Consolidation: Consolidation of the remnant lots and transferred lands to provide for two fee simple lots (one to each side of the proposed CCAP “minor street” dedication), as per the Preliminary Subdivision Plan (**Schedule C**), such that the approximate areas of the lots are:

2.4.1. City-owned lot for park purposes (south of the “minor street”): 16,911.5 m² (4.18 ac); and

2.4.2. Developer-owned lot (north of the “minor street”): 13,734 m² (3.39 ac).

2.5. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Statutory Right-of-Way (SRW) Plan (**Schedule D**), to facilitate public access and related landscaping and infrastructure, which may include, but is not limited to, street furnishings, street lighting, decorative paving, bike paths, trees and plant material, innovative stormwater management measures, and utilities to the satisfaction of the City. The specific location, configuration, and design of the SRWs shall be confirmed via the subject site's Development Permit* and Servicing Agreement* approval processes, to the satisfaction of the City, taking into account the following:

2.5.1. The SRWs shall include the following, as identified on the Preliminary Statutory Right-of-Way (SRW) Plan (**Schedule D**):

- “Area A”: 2.0 m wide strip of land along the north side of the proposed Brown Road extension for the full frontage of the subject site to provide for sidewalk widening;
- Two areas along the subject site's east property line that are to be shared by the subject site and future development to its east and north (which future development shall be by others and may, as determined via the City's rezoning and development approval processes, include widening and/or extending the length of the right-of-way and associated improvements at the future developer's sole cost), including:
 - a. “Area B”: 3.0 m wide strip of land (or as otherwise determined via an approved Development Permit*) along the north part of the subject site's east property line, which area is only intended for public walkway and related purposes; and
 - b. “Area C”: 13.46 m wide strip of land (or as otherwise determined via an approved Development Permit*) along the south part of the subject site's east property line, which area is intended for public walkway and related purposes, together with vehicle access, loading, manoeuvring, and related activities including interim use as a vehicle turn-around until such time as Brown Road is extended to Sexsmith Road, by others, to the satisfaction of the City.

2.5.2. The right-of-ways shall provide for the following, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:

- 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, City and private utilities, and City bylaw enforcement.
- At Area “A”, as determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes:
 - a. Encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 1.0 m into the SRW and do not compromise City objectives with regard to the intended public use and enjoyment of the public realm, high-quality streetscape design, street tree planting or landscaping, or City access (i.e. for maintenance, bylaw enforcement, etc.) in or around the SRW; and
 - b. Driveway crossings, limited to:

- One permanent location at “Area C” to facilitate vehicle access to/from Brown Road (and interim use of the area as a vehicle turn-around until such time as Brown Road is extended to Sexsmith Road, by others, to the satisfaction of the City); and
- One interim mid-block location to facilitate vehicle access to a temporary on-site loading area until provisions are made by others (e.g., Brown Road extension to Sexsmith Road) to facilitate access by large vehicles to a permanent on-site loading area via the driveway crossing at “Area C”.

NOTE: The interim driveway crossing must be closed at the sole cost of the owner upon the provision by others of measures facilitating the on-site loading of large vehicles via the permanent crossing at “Area C”, as determined to the satisfaction of the City.

- At “Area B”, as determined to the satisfaction of the City via future Development Permit * and Servicing Agreement* processes by others, possible future additional SRW on one or more abutting properties to facilitate widening of the public walkway proposed for the subject site and/or complementary uses and spaces.
- At “Area C”, as determined to the satisfaction of the City via future Development Permit * and Servicing Agreement* processes by others, possible future additional SRW on one or more abutting properties to facilitate widening of the public walkway and vehicle circulation/manoeuvring area proposed for the subject site and/or complementary uses and spaces including driveway access.
- The owner shall be solely responsible for the design, construction, and maintenance of all SRWs, with the exception of the maintenance of any paved sidewalk and street trees along the subject site’s Brown Road frontage (i.e. “Area A”), which shall be the responsibility of the City or as otherwise determined to the satisfaction of the City via the City’s standard Development Permit * and Servicing Agreement* processes.

2.5.3. The SRW shall prohibit:

- At “Area B”: Driveway crossings or other vehicle access, except as required for emergency services and maintenance of the SRW and fronting uses.

2.6. Driveway Crossing: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, as follows:

2.6.1. Prohibiting driveway crossings along the site’s Hazelbridge Way frontage; and

2.6.2. Allowing a maximum of one driveway crossing along the site’s CCAP “minor street” frontage (i.e. linking Brown Road with Hazelbridge Way), the location and configuration of which crossing shall be determined via an approved Development Permit*.

3. Affordable Housing Contribution: City acceptance of the developer’s offer to voluntarily contribute \$5,660,550 to the City’s capital Affordable Housing Reserve Fund (derived based on 5% of total gross buildable area of 503,160 ft² for the subject site (25,158 ft²) multiplied by \$225/ ft²), such contribution to be in the form of the developer providing, prior to rezoning adoption, a cash contribution of \$1,886,850 together with a Letter of Credit, satisfactory to the City, for \$3,773,700 plus:

- 3.1. An amount equal to \$1,886,850 multiplied by the estimated consumer price index (CPI) for the period between issuance of the Letter of Credit and June 30, 2014 or an alternate later date, as determined at the sole discretion of the City; and
- 3.2. A further amount equal to \$1,886,850 multiplied by the estimated consumer price index (CPI) for the period between issuance of the Letter of Credit and June 30, 2017 or an alternate later date, as determined at the sole discretion of the City.

Final Letter of Credit amount are to be determined by City in its sole discretion.

100% of the contribution under this Rezoning Consideration #3 will be allocated to the City's capital Affordable Housing Reserve Fund.

4. Affordable Housing Agreement: Registration of a legal agreement, to the satisfaction of the City, on title of the subject site, specifying that in respect to:

Phase 2 of the Subject Development (as generally shown on **Schedule E**):

- 4.1. No Building Permit for Phase 2 of the subject development will be issued until the developer provides to the City a cash contribution of a further \$1,886,850 (beyond the initial cash contribution set-out in Rezoning Consideration #3) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration #3 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- 4.2. If the cash contribution of \$1,886,850 payable under Rezoning Consideration #4.1 is not made prior to June 30, 2014 or an alternate later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration #3, including, at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for Phase 2 of the subject development);

Phase 3 of the Subject Development (as generally shown on **Schedule E**):

- 4.3. No Building Permit for Phase 3 of the subject development will be issued until the developer provides to the City a cash contribution of another \$1,886,850 (beyond the initial contribution referred to in Rezoning Consideration #3 and the further contribution referred to in Rezoning Contribution #4.1) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration #3 to be reduced by this amount and the portion of the CPI attributable to this amount; and
 - 4.4. If the cash contribution of \$1,886,850 payable under Rezoning Consideration #4.3 is not made prior to June 30, 2017 or an alternate later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration #3, including, at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not building permits have been applied for Phase 2 or Phase 3 of the subject development).
5. Capstan Station Bonus: Registration of a restrictive covenant(s) and/or legal agreement(s) on title, to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit* issuance, unless prior to Building Permit issuance for each phase of the subject development the developer contributes to the Capstan station reserve or as otherwise provided for via the Richmond Zoning Bylaw (i.e. \$7,800 per dwelling unit, adjusted annually beginning at the end of September 2011 by any increase in the All Items Consumer Price Index for Vancouver published by Statistics Canada over that Index as at the end of September 2010). Preliminary

estimated developer contributions are as indicated in the following table; however, the actual value of developer contributions will vary and shall be confirmed, on a Building Permit*-by-Building Permit* basis, as per the Zoning Bylaw in effect at the date of Building Permit* approval.

Phase	No. of Dwellings <i>Estimate (to be confirmed at Building Permit stage)</i>	Capstan Station Reserve Contribution <i>*Preliminary estimate based on \$7,800/unit</i>
1	164	\$1,279,200
2	114	\$889,200
3	250	\$1,950,000
Total	528	\$4,118,400

* September 2010 rate. The actual applicable rates shall be determined on a phase-by-phase basis as per the Zoning Bylaw in effect at the time of Building Permit* approval.

6. Flood Construction Level: Registration of flood indemnity covenant(s) on title.
7. Aircraft Noise Sensitive Use: Registration of aircraft noise sensitive use covenant(s) on title.
8. View Blockage: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, identifying that distant views from the subject site's private dwellings and common residential spaces (i.e. to the North Shore mountains, Mt. Baker, Fraser River, Georgia Straight, and elsewhere) may be obstructed in whole or in part by the future development of surrounding properties, and the subject development should be designed and constructed in a manner that anticipates this and seeks to mitigate possible impacts.
9. No Development: Registration of restrictive covenants and/or alternative legal agreements on title securing that "no development" will be permitted on the subject site, in whole or in part, and restricting Development Permit* issuance until the developer satisfies the following to the satisfaction of the City:
 - 9.1. Phasing: Development must proceed on the following basis:
 - 9.1.1. The subject development shall include a maximum of three phases, all of which must be addressed via a single comprehensive Development Permit* review and approval process, and the construction of which shall proceed in order from west to east as generally illustrated in the Phasing Plan (**Schedule E**).
 - 9.1.2. The construction of sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance, in whole or in part, to Final Building Permit* Inspection granting occupancy ahead of an earlier phase.
 - 9.1.3. Prior to any portion of any phase of the subject development receiving Final Building Permit* Inspection granting occupancy:
 - All indoor residential amenity space required in respect to the entirety of the subject development's three phases (as determined via an issued Development Permit*) must receive Final Building Permit* Inspection granting occupancy; and
 - All road, engineering, and park improvements for which the developer is required to enter into a Servicing Agreement* prior to rezoning adoption must be complete to the satisfaction of the City (i.e. Certificate of Completion issued), EXCEPT that:

The construction of the eastward extension of Brown Road (i.e. east of the existing portion of Brown Road) may be delayed, but must be complete to the satisfaction of the City (i.e. Certificate of Completion issued) prior to Final Building Permit* Inspection granting occupancy, in whole or in part, for the subject development's

third phase or as otherwise determined to the satisfaction of the City via the SA* approval process.

9.2. Sanitary Pump Station: Prior to Development Permit* issuance for the subject site, in whole or in part, the owner must enter into legal agreement(s) in respect to the owner's commitment to the design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement (SA)* requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While the design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan sanitary pump station, it is the City's objective to equitably distribute the pump station's costs across the benefitting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

9.3. Public Art: Prior to Development Permit* issuance for the subject site, in whole or in part, the owner must enter into legal agreement(s) and provide Letter(s) of Credit for implementation of a City-approved Public Art Plan for the subject site, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage. The Plan shall be prepared by an appropriate professional to the satisfaction of the Director, Arts, Culture, and Heritage (and the Public Art Advisory Committee, if so required by the Director, Arts, Culture, and Heritage) prior to adoption of the subject rezoning. The terms of the Plan shall include, but are not limited to, the following:

9.3.1. A voluntary developer contribution of \$358,500 or \$0.75 per buildable square foot, whichever is greater;

9.3.2. A Plan concept including, but not limited to:

- Two coordinated public art sites, including a location within the proposed park (i.e. currently proposed along the length of the park's Hazelbridge Way frontage) and a location within the developer's lot that, if so determined to the satisfaction of the Director, Arts, Culture, and Heritage, may include public art integrated with the subject development's building (i.e. possibly extending up the face of the west tower);
- Themes for the two public art sites, taking into account:
 - The role of the park as a "gateway" to the Aberdeen and Capstan Village areas;
 - The role of the park and Capstan Village as part of the CCAP's designated "arts district"; and
 - Objectives for the park, together with fronting development, as a community landmark and focus for public events; and
- Strategies for coordinating the proposed artworks (e.g., selection, development, implementation, funding) with future public art projects, by others, including potential opportunities for the City to augment the developer's voluntary contribution with public art funds from other sources.

1.1.1. Budget allocations for the artworks, taking into account:

- As per City policy, 85% of total funds shall be directed to the creation and installation of the artwork(s) and 15% shall be directed to administration. Note that if the Plan, to the satisfaction of the City, directs that the developer shall undertake the administration of one or both artworks, the 15% administration budget in respect

to the affected artwork(s) shall be split such that 10% is allocated to the developer and 5% is allocated to the City.

10. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to DEU, which covenant and/or legal agreement(s) will include, at a minimum, the following terms and conditions:
 - 10.1. No Building Permit* will be issued for a building, in whole or in part, on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - 10.2. If a DEU is available for connection, no Final Building Permit* Inspection granting occupancy of a building, in whole or in part, will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
 - 10.3. If a DEU is not available for connection, no Final Building Permit* Inspection granting occupancy of a building, in whole or in part, will be granted until the:
 - 10.3.1. City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 10.3.2. Owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation ;
 - 10.3.3. Owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 10.3.4. Owner provides to the City a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
11. Community Planning: Voluntary developer contribution of \$119,500 or as otherwise determined based on \$0.25 per buildable square foot, whichever is greater, to the City's community planning reserve fund, as set out in the City Centre Area Plan.
12. Cross Access: Registration of a Statutory Right-of-Way (SRW) and/or alternative legal agreement(s) on title, to the satisfaction of the City, to permit cross access for vehicles and pedestrians, including service vehicles (e.g., garbage/recycling) to facilitate the shared use of the development's two permitted driveway locations.
13. Parking Strategy: City acceptance of voluntary developer contributions as follows:

NOTE: The following voluntary developer contributions shall be considered by the City in determining the subject development's eligible parking relaxations (to be calculated on a phase-by-phase basis) in respect to Transportation Demand Management (TDM) measures as set out in the Zoning Bylaw (i.e. up to 10%). Additional TDM provisions are identified via the proposed Development Permit "parking strategy" described in this Rezoning Considerations document.

 - 13.1. Special Crosswalk: Installation of a special crosswalk, including downward lighting and associated equipment, on Cambie Road at Brown Road.
 - 13.2. Park Frontage Improvements: The design and construction of improvements, at the developer's sole cost (DCC credits shall not apply), along the Hazelbridge Way, Brown Road,

and Cambie Road frontages of the proposed park, as determined to the satisfaction of the City and implemented via the subject development's Servicing Agreement (SA)* for its first phase of development (i.e. improvements must be complete to the satisfaction of the City prior to Final Building Permit* Inspection granting occupancy for any portion of the subject development).

14. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but it not limited to:
 - 14.1. Additional SRWs, as determined via the subject development's Servicing Agreement* and/or Development Permit* approval processes to the satisfaction of the Director of Transportation, to provide for corner cuts for traffic signal equipments and related public rights of passage.
 - 14.2. Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, Director of Development , and Director of Transportation, including, but not limited to site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
15. Servicing Agreement (SA)*: Enter into a SA* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with the constructions of a sanitary pump station and various other transportation, engineering, and park-related works.
 - Prior to rezoning adoption, all works identified via the SA* must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability.
 - No phasing of off-site works will be permitted. All works shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of the subject development's first phase of construction, EXCEPT as otherwise specifically provided for, to the satisfaction of the City and at its sole discretion, via "no development" covenant(s) and/or other legal agreement(s) registered on title.
 - Development Cost Charge (DCC) credits may apply.

SA* works will include, but may not be limited to, the following:

- 15.1. Engineering SA* Requirements:
 - All water, storm, sanitary upgrades determined via the Capacity Analysis processes are to be addressed via this SA* process.
 - Any permitted phasing of off-site works will be confirmed during the SA* stage. The scope of phasing shall be to the satisfaction of the City and at its sole discretion. The first phase off-site works shall be completed prior to Final Building Permit* Inspection granting occupancy for Phase 1 of the subject development, in whole or in part.
 - The City requires that the proposed design and related calculations are included on the SA* design drawing set.
 - As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

15.1.1. Sanitary Sewer Upgrades:

- **Gravity Sewer:** According to the developer's assessment, the existing gravity sanitary sewer system does not have sufficient capacity under "Existing + In-stream + Proposed Development" condition. The City accepts the developer's recommendations as follows:
 - i) Hazelbridge Way: Upgrade approximately 171m of existing gravity sanitary sewer to 450mm Ø at 0.35% from 3600 No 3 Rd to Capstan Way;
 - ii) Capstan Way: Reconfigure approximately 110m of existing gravity sanitary sewer to 450mm Ø at 0.35% and 600mm Ø at 0.50% from Capstan Way to new Capstan pump station; and
 - iii) CCAP "Minor Street": Install approximately 151m of 375mmØ at 0.35% sanitary sewer from Brown Rd to Hazelbridge Way.

The design details will be reviewed once SA* design drawings are submitted; the size and slope of the works described above may need to be revised, due to design parameters and site constraints.

The developer is required to abandon the existing gravity sanitary sewer system (remove pipes) that is being replaced by the propose gravity sanitary sewer system.

- **New Pump Station:** The developer is responsible for the design and construction of the new Capstan sanitary pump station, if it has not already been built by others. The pump station shall be located approximately 125 m west of the Capstan Way and Sexsmith Road intersection. The new sanitary pump station is intended to service all the developments on the east side of No. 3 Road within the existing Skyline sanitary catchment. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road, and Sea Island Way. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements. If the new pump station is built by others, the developer may be responsible for contributing towards the new pump station.

15.1.2. Storm Sewer Upgrades:

- The City has reviewed the developer's analysis and letter dated May 2, 2012 and accepts the developer's recommendations as follows:
 - i) Existing Brown Rd: Upgrade approximately 150 m of existing storm sewer to 1200 mm Ø from the north end of Brown Road to Cambie Road at existing manhole STMH3089;
 - ii) Brown Road Extension (i.e. new east/west road extending from existing Brown Road to the eastern limit of the development site): Install approximately 106 m of 1200 mm Ø storm sewer from the eastern limit of the development site to the existing portion of Brown Road; and
 - iii) CCAP "Minor Street" (i.e. new diagonal road linking Hazelbridge Way with Brown Road): Install approximately 134 m of 600 mm Ø storm sewer from Hazelbridge Way to the existing portion of Brown Road.

- The design details will be reviewed once SA* design drawings are submitted; the size and slope of the works described above may need to be revised, due to design parameters and site constraints.

15.1.3. Water Upgrade:

- Using the OCP Model, there is 341 L/s available at 20 psi residual on Hazelbridge Way and 241 L/s available at 20 psi residual on Brown Rd. Based on the proposed rezoning, the subject residential development requires a minimum fire flow of 220 L/s. Water analysis is not required; however, once the building design is confirmed at the Building Permit* stage, the developer must submit fire flow calculations, signed and sealed by a professional engineer and based on the Fire Underwriter Survey, to confirm that there is adequate available flow.
- The developer is responsible for the design and construction of a 200 mm diameter watermain along the frontage of the subject site, as described below. The new watermain is to connect to the existing systems on Hazelbridge Way and the existing portion of Brown Road. The detail design of the watermain is to be included in the Servicing Agreement design drawings.
 - i) **Brown Road Extension:** Install approximately 106 m from the eastern limit of the development site to the existing portion of Brown Road; and
 - ii) **CCAP “Minor Street”:** Install approximately 134 m from Hazelbridge Way to the existing portion of Brown Road.

15.1.4. Encroachments: Registration of right-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA* review and approval process to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.

15.2. Transportation SA* Requirements:

- A final Traffic Impact Analysis (TIA), including a comprehensive, detailed road and traffic management design for all phases of the subject development, subject to final functional design approval by the Director of Transportation, must be completed prior to SA* approval for any transportation-related SA* works. Works described within such a comprehensive TIA and plan will include, but may not be limited to, the following:

15.2.1. Frontage Works: The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIA, as determined at the sole discretion of the City.

- **Brown Road Extension** (i.e. new east/west road extending from existing Brown Road to the eastern limit of the development site):
 - i) Interim Cross-Section: The developer is required to design and construct road widening to accommodate the following (described from north to south):
 - 2.0 m wide sidewalk;
 - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings;
 - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge);
 - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and

furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system);

- 0.15 m wide concrete barrier curb;
- 2.5 m wide westbound parking lane;
- 6.2 m wide vehicle travel area (i.e. 2 lanes @ 3.1 m wide);
- 0.15 m wide interim asphalt curb; and
- 1.6 m wide interim asphalt walkway/shoulder.

NOTE: In addition, the design and construction of the Brown Road Extension must include a vehicle turn-around (e.g., cul-de-sac or hammer head) at the eastern limit of the new road for use by the general public, to the satisfaction of the City. (Note that the developer is required to provide a temporary WB-17 off-street loading area mid-block along the Brown Road Extension in order to limit the need for the turn-around to accommodate trucks larger than SU-9.) The turn-around may incorporate the dedicated road, together with a portion of the SRW to be registered on title for combined walkway and vehicle access/loading purposes, as per “Area C” on the Preliminary Statutory Right-of-Way (SRW) Plan (**Schedule D**). The required turn-around is expected to remain in place until such time as Brown Road is extended to Sexsmith Road by others.

- ii) **Ultimate Cross-Section:** The developer is required to take into consideration the following “ultimate” configuration (referenced from the 2.5 m wide westbound parking lane to south) in the design and construction of “interim” road works:
- 9.9 m wide vehicle travel area (i.e. 3 lanes @ 3.3m wide);
 - 2.5 m wide eastbound parking lane;
 - 0.15 m wide concrete barrier curb;
 - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system);
 - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge);
 - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings; and
 - 2.0 m wide sidewalk.
- **CCAP “Minor Street”** (i.e. new diagonal road linking Hazelbridge Way with Brown Road): The developer is required to design and construct road widening, at the developer’s sole cost (DCC credits shall not apply), to accommodate the following (described from north to south).

NOTE #1: The driving and parking portions of the street, including the pedestrian/bike crossing at Brown Road and pedestrian crossing at Hazelbridge Road are to be raised generally to the grade of the pedestrian sidewalk/boulevard.

NOTE #2: Via the SA* design approval processes, special attention must be given to coordinating the design of the subject street with that of the abutting proposed park. As a result of such coordination, the City may, at its sole discretion, require changes to the following list of works to enhance the functionality, safety, and/or appearance of the street, park, and/or related spaces/uses.

- Sidewalk of varying width (2.0 m – 3.15 m), the wider portion of which shall include street trees (in grates) @ 6.0 m on centre or as otherwise directed by the City;
 - landscaped boulevard of varying width, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover, decorative paving, and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, bollards, and a minimum 1.5 m wide continuous trench for tree planting;
 - 2.5 m wide parking lane incorporating decorative paving;
 - roll-over curb;
 - 6.2 m wide general purpose travel area providing for 2-way traffic;
 - roll-over curb;
 - 2.5 m wide parking lane incorporating decorative paving;
 - landscaped boulevard of varying width, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover, decorative paving, and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, bollards, and a minimum 1.5 m wide continuous trench for tree planting; and
 - 2.0 m wide sidewalk.
- **Hazelbridge Way:** The developer is required to design and construct improvements, at the developer's sole cost (DCC credits shall not apply), to accommodate the following along the Hazelbridge Way frontage of the residential building site (i.e. north of the CCAP "minor street") (described from west to east).
 - 2.0 m wide sidewalk; and
 - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system).
 - **Park Frontages:** The developer is required to design and construct improvements, at the developer's sole cost (DCC credits shall not apply), to accommodate the following along the Hazelbridge Way, Brown Road, and Cambie Road frontages of the proposed park (described from the back of curb in towards the park).

NOTE #1: The park frontages shall be considered by the City in determining the subject development's eligible parking relaxations (to be calculated on a phase-by-phase basis) in respect to Transportation Demand Management (TDM) measures as set out in the Zoning Bylaw (i.e. up to 10%). Additional measures for considerations in respect to possible TDM-related parking relaxations are identified via the "parking strategy" identified as a "prior to rezoning" and "prior to Development Permit* issuance" considerations, as described in this Rezoning Considerations document.

NOTE #2: Via the SA* design approval processes, special attention must be given to coordinating the design of the subject streets with that of the abutting proposed

park. The City may, at its sole discretion, require changes to the following list of works to enhance the functionality, safety, and/or appearance of the street, park, and/or related spaces/uses.

- 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system); and
- 2.0 m wide sidewalk;
 In addition, along the Brown Road frontage of the park only:
 - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings; and
 - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge).

15.2.2. **Traffic Signals:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIS, as determined at the sole discretion of the City.

- **CCAP “Minor Street”:** Installation of a new pedestrian signal at the intersection of the CCAP “minor street” and Hazelbridge Way including, but not limited to, the following:
 - Signal pole, controller, base, and hardware;
 - Pole base, street light luminaire, and fittings (i.e. to match City Centre standards for Capstan Village);
 - Detection, conduits (i.e. electrical and communications) and signal indications, and communications cable, electrical wiring and service conductors;
 - Accessible Pedestrian Signals (APS) and illuminated street name sign(s); and
 - Pre-ducting for the intersection’s future full traffic signalization.

15.2.3. **Special Crosswalk:** Installation of a special crosswalk, including downward lighting and associated equipment, on Cambie Road at Brown Road.

15.2.4. **Streetlights:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the SA design process, as determined at the sole discretion of the City.

A. City Streets	
1.	Hazelbridge Way (East side of street) <ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb (Existing lighting to be replaced): Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and duplex receptacles, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
2.	(Existing) Brown Road (West side of street) <ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb (Existing lighting to be replaced): Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation. • Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and duplex receptacles, but EXCLUDING any flower basket holders or irrigation.

A. City Streets	
3.	(New) Brown Road (North side of street) <ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation. • Pedestrian lighting between sidewalk & bike path: <u>Type 8</u> (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and duplex receptacles, but EXCLUDING any flower basket holders or irrigation.
4.	New diagonal street (Both sides of street) <ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.
B. Off-Street Publicly-Accessible Walkways & Open Spaces	
1.	Park (City owned & maintained) <i>(TO BE CONFIRMED VIA PARK SERVICING AGREEMENT PROCESS)</i> <ul style="list-style-type: none"> • Pole colour: Grey • Pedestrian lighting: <u>Type 8</u> (LED) INCLUDING 1 or 2 pedestrian luminaires, duplex receptacles, and additional features, if so determined to the satisfaction of the City, (e.g., banner arms, flower basket holders, irrigation).
2.	On-Site (SRW) Walkway @ East side of site (Developer owned & maintained) <i>(TO BE CONFIRMED VIA SERVICING AGREEMENT & DP PROCESSES)</i> <ul style="list-style-type: none"> • Pole colour: Grey • Pedestrian lighting: <u>Type 8</u> (LED) INCLUDING 1 or 2 pedestrian luminaires (as determined via the Servicing Agreement & DP processes), but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.

15.3. Parks SA* Requirements:

- A final park plan, including a City-approved phasing and budget strategy, together with the detailed design and construction of the first phase of the park, to the satisfaction of the Senior Manager, Parks, Director of Development, Director of Transportation, Director of Engineering, and Manager, Environmental Sustainability.
- Street frontages are outside the scope of the park (and the park construction DCC program) and, therefore, are described under this document’s Transportation SA* Requirements. Note, however, that the street frontages must be designed and constructed in coordination with the park and, as determined to the satisfaction of the City, elements identified along those frontages under the Transportation SA* Requirements may be varied via the SA* detailed design processes to better achieve the inter-related objectives of the City’s parks, transportation, engineering, and related interests.
- Works required in the park plan may include, but may not be limited to, those illustrated and described in the attached Park Terms of Reference & Preliminary Conceptual Park Plan (**Schedule H**).

16. Development Permit*: The submission and processing of a Development Permit* (including all proposed phases of the subject development) completed to a level deemed acceptable by the Director of Development.

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

1. Capstan Station Bonus Supplementary Public Open Space: Register SRW(s) on title as required to satisfy the density bonus provisions of the Capstan Station Bonus in respect to the subject development’s proposed site specific zone (i.e. at least 5 m² per dwelling must be provided as suitably landscaped public open space over and above required CCAP outdoor amenity spaces). The size, terms of use, design, construction, maintenance, and related considerations in respect to any such SRW(s) shall be determined to the satisfaction of the City via an approved Development Permit* and/or Servicing Agreement*.

NOTE: Eligible public open space areas provided prior to rezoning by the developer in respect to the density bonus provisions of the Capstan Station Bonus shall include the following:

- “Area D”, as shown on **Schedule A**, which area shall be transferred to the City as fee simple); and
- “Area B”, as shown on **Schedule D**, which area shall be secured via a SRW for use as a public walkway and related purposes.

2. Aircraft Noise Sensitive Use: Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

3. Landscape & Tree Protection: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should, among other things, identify protected trees, together with tree protection fencing requirements.

NOTE:

- On-Site: There are currently no bylaw-size trees within the proposed residential portion of the subject trees. All the trees identified for retention and protection in respect to the residential portion of the site are located on abutting properties. The installation of appropriate tree protection fencing is required around all trees identified for retention prior to any construction activities occurring on-site, including site preparation and pre-loading. The developer may be required to submit proof of a Contract entered into between the developer and a Certified Arborist for the supervision of any works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.

- Off-Site: A number of bylaw-sized trees are located within the proposed City-owned park and along its Brown Road frontage. The protection and/or removal/replacement of those trees (together with any requirements for protective fencing and security) will be addressed, to the satisfaction of the Senior Manager, Parks, via the Servicing Agreement (SA)* approval process for the design and construction of the park.
4. Accessible Housing: Incorporation of accessibility measures in Development Permit* plans including, but not necessarily limited to, those determined via the Rezoning review process as follows:
 - 4.1. Richmond’s “convertible housing” standards (i.e. for ready conversion to facilitate wheelchair access): 5% of units.
 5. Parking Strategy: Submission of a parking strategy demonstrating the subject development’s compliance with Zoning Bylaw requirements, on a phase-by-phase basis, including, but not limited to:
 - 5.1. Capstan Village, such that:
 - 5.1.1. The combined total minimum parking space requirement for the subject development’s three phases shall be as per Zone 1;
 - 5.1.2. Notwithstanding the above, the minimum number of parking spaces provided for Phase 1 shall be as identified for Zone 2, of which those parking spaces provided in excess of Zone 1 requirements shall be secured for the temporary use of uses occurring in Phase 1 and may be used to satisfy the parking space requirements of subsequent phases of the development; and
 - 5.1.3. The developer shall confirm that on-site vehicle parking meets Zoning Bylaw requirements, including, but not limited parking space sizes, their allocation for use as handicapped, standard, and small-car spaces, aisle widths, and related standards (e.g., no columns within parking spaces). (NOTE: The minimum permitted internal drive aisle width shall be 6.7 m.)
 - 5.2. Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number of required spaces), as determined to the satisfaction of the City, including:
 - 5.2.1. For residential: Electric plug-in service (120V and/or 240V, as determined by the developer) shall be provided for 20% of parking stalls; and
 - 5.2.2. For bikes: Electric plug-in service (120V) shall be provided for 5% of bike racks or one per bike storage compound, whichever is greater.

NOTE: Additional measures for considerations in respect to possible TDM-related parking relaxations are identified via the “parking strategy” identified as a “prior to rezoning” consideration, as described in this Rezoning Considerations document.
 - 5.3. A bicycle parking plan must be submitted confirming that on-site bicycle parking meets all Zoning Bylaw requirements, including:
 - 5.3.1. For Class 1: 1.25 stalls per dwelling unit; and
 - 5.3.2. For Class 2: 0.2 stalls per dwelling unit.
 6. Residential Tandem Parking: Registration of a legal agreement(s) on title in respect to parking spaces arranged in tandem requiring that both spaces forming a tandem pair of spaces must be assigned to the same dwelling.

7. Loading Strategy: Submission of a loading strategy demonstrating how loading can be accommodated on-site (i.e. not on-street) with SU-9 and/or WB-17 being the design vehicles, as appropriate based on Zoning Bylaw requirements. Adequate loading must be provided for the ultimate build-out of the subject site and on a phase-by-phase basis. Based on the estimated size of the development, four SU-9 and two WB-17 loading spaces are required. As per the Zoning Bylaw, sharing of medium (SU-9) and large (WB-17) loading spaces may be permitted if two medium loading spaces are placed front-to-back. In such a case, the requirement for one large loading space is waived as the large loading vehicle can be accommodated within the two front-to-back medium loading spaces. Schematic illustration(s) must be provided to demonstrate, to the satisfaction of the City, that loading vehicles can safely manoeuvre into the loading space from the fronting street, and vice versa.
8. Garbage & Recycling Requirements: The developer's preliminary design of individual garbage and recycling room serving each phase/building and the proposed use of garbage and cardboard compactors are acceptable. Submission of a garbage/recycling strategy demonstrating the subject development's phase-by-phase compliance with Zoning Bylaw and related City requirements is required, including, but not limited to, the following.
 - 8.1. Service provider input in respect to the proposed garbage and cardboard recycling compactors (e.g., width, height, and turning radius for the servicing trucks to remove the rolling containers).
 - 8.2. The City will provide blue cart and food scraps collection. Phase-by-phase requirements include:
 - 8.2.1. Phase 1 (166 units): 17 recycling carts and 8 food scraps carts
 - 8.2.2. Phase 2 (109 units): 11 recycling carts and 5 food scraps carts
 - 8.2.3. Phase 3 (248 units): 25 recycling carts and 12 food scraps carts
 - 8.3. All carts must be emptied on site. To accommodate recycling truck operations, recycling pickup areas must satisfy the following minimum dimensions:
 - 8.3.1. Height clearance: 5.79 m (19 ft)
 - 8.3.2. Width clearance: 4.26 m (14 ft)
 - 8.3.3. Depth clearance: 10.67 m (35 ft)
9. Additional Servicing Agreement (SA)* Requirements: As determined via the Development Permit* approval process, enter into a SA(s)* for the design and construction, at the developer's sole cost, of works in addition to those for which the developer must enter into SAs* prior to rezoning adoption. Such works may include, but may not be limited to, the design and construction of a public walkway, driveway, and related improvements within SRWs identified along the east side of the subject site (i.e. "Areas B" and "C", as shown in **Schedule D**).

NOTE: This item does not refer to the eastward extension of Brown Road (i.e. east of the existing portion of Brown Road). The developer must enter into a SA* for the extension of Brown Road, secured via a Letter of Credit, prior to rezoning adoption. However, as per restrictive covenants and/or alternative legal agreements to be registered on title (prior to rezoning adoption) in respect to "phasing", the construction of the Brown Road extension may be delayed until the development's third phase (i.e. a Certificate of Completion must be issued prior to Final Building Permit* Inspection granting occupancy for any portion of the subject development's third phase).
10. Additional Requirements: Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, and Director of Engineering.

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

1. Capstan Station Bonus: Submit the voluntary developer contribution to the Capstan station reserve or as otherwise provided for in the Zoning Bylaw, as per the restrictive covenant(s) and/or legal agreement(s) registered on title and the Richmond Zoning Bylaw in effect at the date of the Building Permit*.
2. Construction Parking and Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Accessible Housing: Incorporation of accessibility measures in Building Permit* plans as determined via the Rezoning and/or Development Permit* processes (e.g., Basic Universal Housing, convertible housing).
4. Aircraft Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit* approval processes have been incorporated satisfactorily in the Building Permit* drawings and specifications.
5. Sanitary Pump Station: If applicable, payment of latecomer agreement charges associated with eligible latecomer works in respect to the design and construction of a new sanitary pump station on the north side of Capstan Way, between Sexsmith Road and Hazelbridge Way.
6. Construction Hoarding: Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

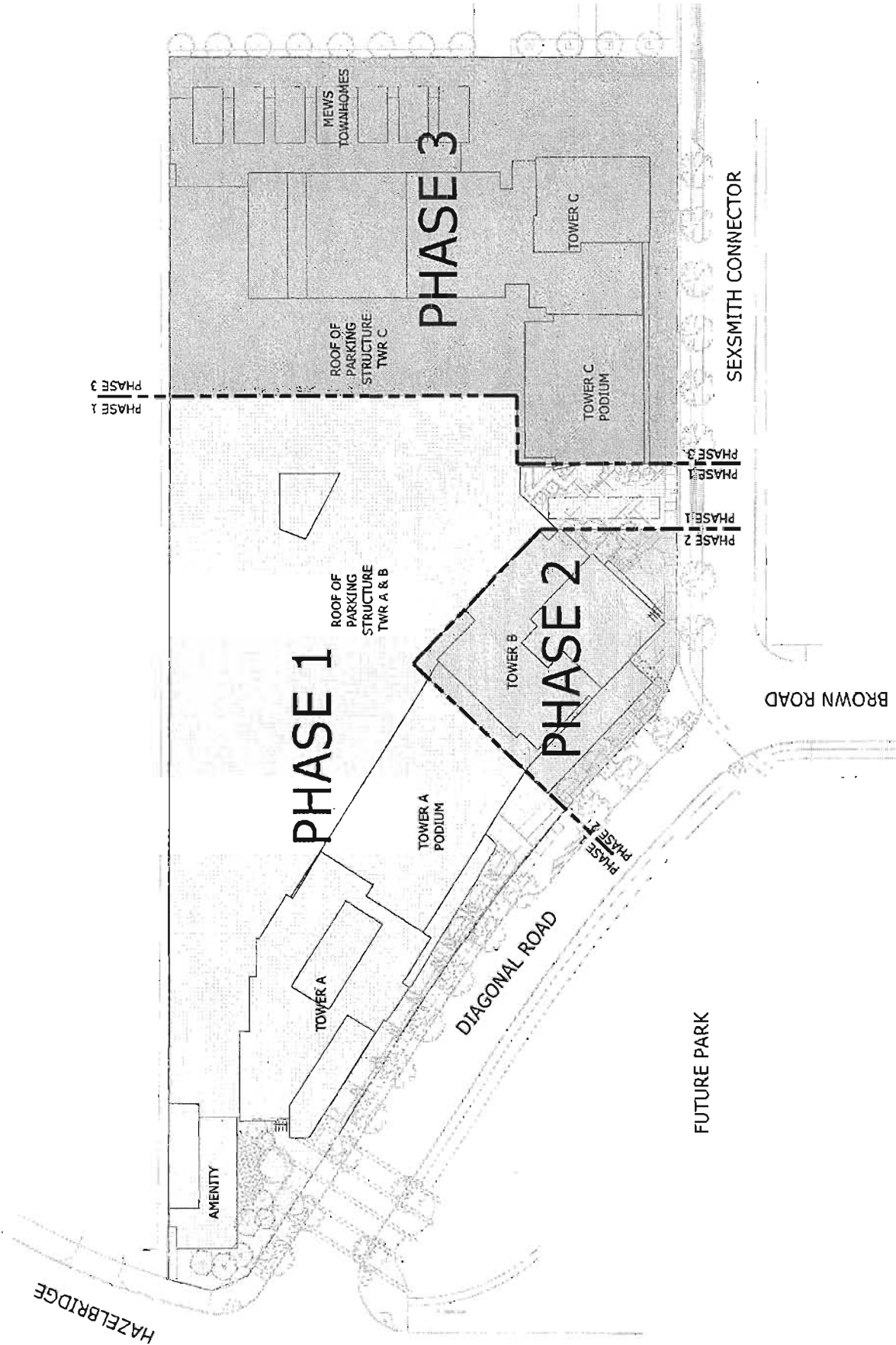
NOTE:

- a) *Items marked with an asterisk (*) require a separate application.*
- b) *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.*
- c) *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.*
- d) *The preceding agreements shall provide security to the City, including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.*

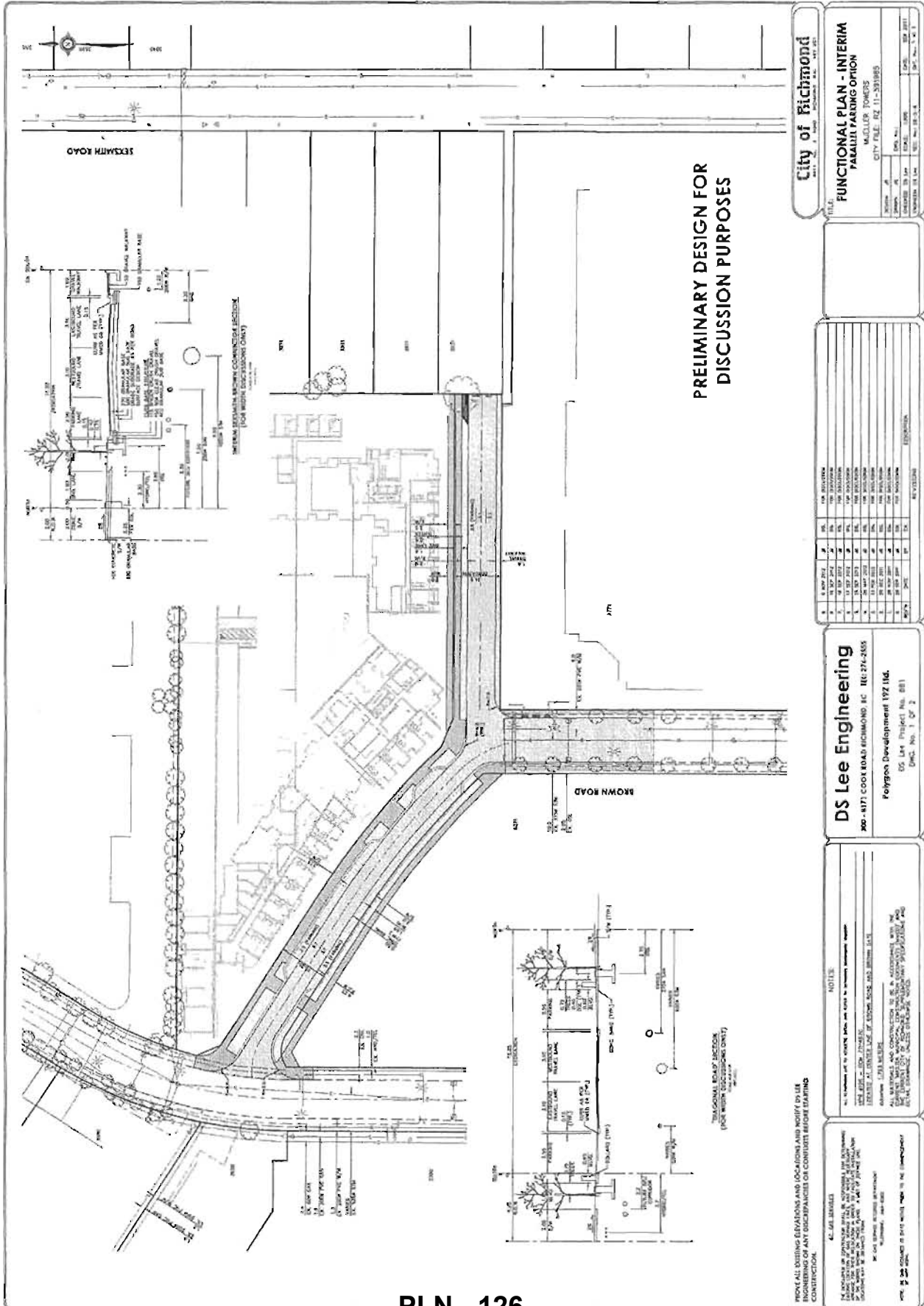
SIGNED COPY ON FILE

Signed _____

Date _____



PLN - 125



PRELIMINARY DESIGN FOR DISCUSSION PURPOSES

City of Richmond
 1000 N. 1st Street, Richmond, VA 23219

FUNCTIONAL PLAN - INTERIM PARALLEL PARKING OPTION
 MULLER TOWERS
 CITY FILE: RZ 11-59185

DATE: 08/20/2011
 DRAWN BY: [Name]
 CHECKED BY: [Name]

NO.	DATE	DESCRIPTION
1	08/20/2011	ISSUED FOR DISCUSSION
2	08/20/2011	REVISED PER COMMENTS
3	08/20/2011	REVISED PER COMMENTS
4	08/20/2011	REVISED PER COMMENTS
5	08/20/2011	REVISED PER COMMENTS
6	08/20/2011	REVISED PER COMMENTS
7	08/20/2011	REVISED PER COMMENTS
8	08/20/2011	REVISED PER COMMENTS
9	08/20/2011	REVISED PER COMMENTS
10	08/20/2011	REVISED PER COMMENTS
11	08/20/2011	REVISED PER COMMENTS
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13	08/20/2011	REVISED PER COMMENTS
14	08/20/2011	REVISED PER COMMENTS
15	08/20/2011	REVISED PER COMMENTS
16	08/20/2011	REVISED PER COMMENTS
17	08/20/2011	REVISED PER COMMENTS
18	08/20/2011	REVISED PER COMMENTS
19	08/20/2011	REVISED PER COMMENTS
20	08/20/2011	REVISED PER COMMENTS

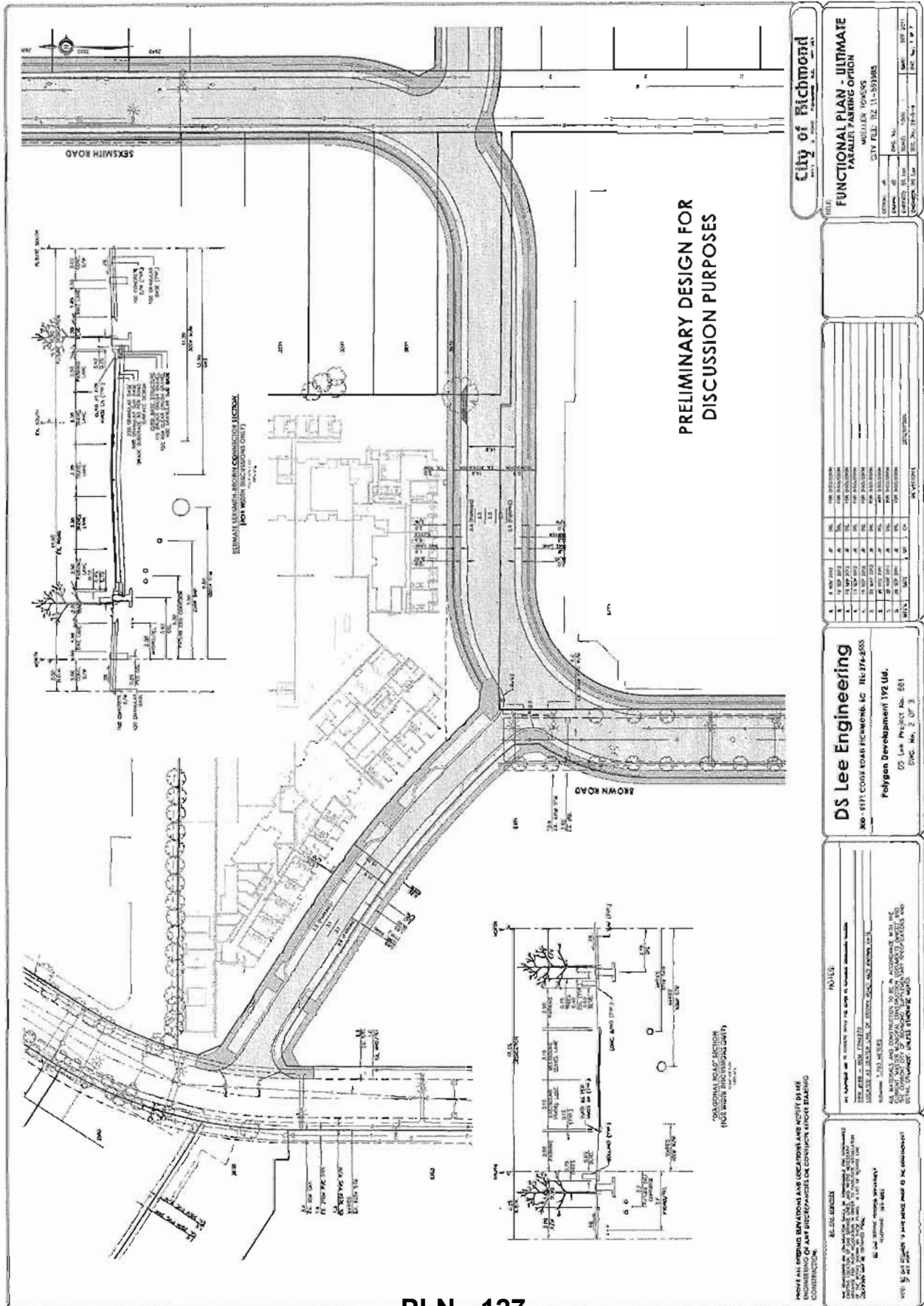
DS Lee Engineering
 400 - 8177 COCKE ROAD RICHMOND, VA 23126-2005
 Polypos Development 1921d
 DS Lee Project No. 081
 Encl. No. 1 of 2

NOTES:

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

2. ALL MATERIALS AND CONSTRUCTION SHALL BE ACCORDING TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, 2009 EDITION, PUBLISHED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND CONSTRUCTION.

PLN - 126



Park Terms of Reference

RZ 11-591985

Purpose

To provide guidance for the design and construction of the City-owned park proposed for the block bounded by Hazelbridge Way, Cambie Road, Brown Road, and a new street linking Brown Road with Hazelbridge Way that is designated under the City Centre Area Plan (CCAP) as a “minor street”.

Park Planning & Development

The CCAP proposes that the neighbourhood park needs of Capstan Village’s emerging resident, worker, and visitor populations are served via the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. The park proposed by Polygon as part of the subject rezoning is, at 1.69 ha (4.18 ac) in size, the largest of Capstan Village’s proposed neighbourhood parks. In addition, being located at Hazelbridge Way and Cambie Road – an important “gateway” to Aberdeen Village’s busy commercial precinct and only one block from the Aberdeen Canada Line station – the proposed park will be one of Capstan Village’s most prominent and an important venue for local and larger community events and celebrations.

Park Vision

The park is envisioned as the “living room” for the Capstan Village area of Richmond, serving as the home ground for the social, recreational, and business life of the local community. It will function both as a quiet sanctuary of neighbourhood green, and a public urban square, and will offer a diverse mixture of landscapes, programs, activities and amenities for all to experience and enjoy in a shared place. The park will provide something for everyone, and people will be welcome to visit at all times of the day and throughout the seasons. It will also become a destination, attracting visitors from across the city, the surrounding region, and from even more distant places.

Park Objectives

1. **See the future; respect the past:** The Capstan Village area is rapidly changing from its original suburban/agricultural setting into a vibrant urban place. This story of transformation is to be reflected in design of the park.
2. **Build on its surroundings:** The park must build on the activity on the adjacent streets in order to be drawn into the city fabric. A carefully considered blending of the park and its surroundings will help ensure a steady flow of users to both. Multiple entrances to the park will allow for easy access.
3. **Celebrate diversity:** A great diversity of people of different backgrounds and cultures will live, play, and work within this area of Richmond. The park will support and add to this rich, interesting and colourful mix.
4. **Create identity:** Parks that are attractive to users, that have strong images, the encourage people to visit time and again, often become important centres of life for the communities they serve. There is great potential here for the park to assume this significant role within Capstan Village, and to foster a feeling of ownership and connectedness among the residents.
5. **Make connections:** Residents of Capstan Village will look beyond their neighbourhood for other recreational, social, and business opportunities. The Park must therefore be well integrated into the overall parks and open space system, and the street network for Richmond’s City Centre. It will connect with the Middle Arm waterfront to the west, and link together with the adjacent Aberdeen and Bridgeport Villages via various streets, greenways and greenlinks. The result will be a prosperous, healthy and livable urban scene.

6. **Provide for everyone and for every season:** Spaces within The Park are to be designed to accommodate a great variety of activities at all times of the year. Activities may range from the quiet and passive, to highly active and energetic uses, from the spontaneous act with only a few people involved, to the highly organized, detailed and programmed public events that will draw very large crowds from throughout the district.
7. **Build in flexibility:** Flexibility of design of the spaces and features within The Park will ensure programming opportunities at The Park are maximized.
8. **Provide amenities and attractions:** A generous range of features will establish a friendly, welcoming, and neighbourly atmosphere at The Park. It will become a place of great sociability, comfort, access, and activity.
9. **Introduce the natural landscape/environment:** The park design will incorporate aspects of the natural environment within its plan, allowing The Park to act, in part, as a much needed oasis within the City Centre. This approach may be applied to landscape and play features, and will allow for efficient management and maintenance practices to occur.
10. **Demonstrate green technology:** Innovative ways to control storm drainage run-off within The Park, and possibly from adjacent development, are to be incorporated with the design plan.
11. **Ensure public safety:** A safe environment will add to The Park's positive image with the community. Therefore, design of The Park must satisfy Crime Prevention through Environmental Design (CPTED) principles and related public safety considerations

Key Park Features

- a) **Lawn:** a Great Lawn for informal play and sunning; large enough so that it may host a multitude of outdoor activities simultaneously; sited adjacent the plaza to extend the range of activities and events.
- b) **Trees:** deciduous and coniferous trees; native species and introduced varieties, to provide shade, colour, seasonal interest; sited to act as focal points; located to create and contribute towards park character.
- c) **Landscape features:** including earthworks and landforms, specimen trees, planting beds and grassy meadows, and urban water features and naturalistic intermittent streams to add to the diversity of possible park experiences, and to enhance those parts of the park with a more natural and green character.
- d) **Pedestrian pathways and Bicycle paths:** a hierarchy and network of pathways for walkers, joggers and cyclists to bring people in to, out from, and through the park.
- e) **Lighting:** lighting to ensure public safety within the park; to support programming opportunities within the plaza and throughout the site; and to create effects in the evening. Hardware to be durable and attractive, suitable for an urban setting.
- f) **Urban plaza/square:** a space that forms the core of a lively, exciting and cosmopolitan city space, a common ground for community celebration, expression, announcement and performance; of attractive and high quality yet practical and durable materials. Associated with a sheltered Stage, both of which are supported by public washrooms, mechanical room and storage space, and a Concession.
- g) **Site furniture:** a variety of benches and seating edges; tables, and trash receptacles to support life within the park
- h) **Play features:** equipment ranging from traditional play to those freer, more natural and informal in character, to create play environments of interest and fun.
- i) **Public art:** to enliven the park and contribute towards a sense of place, ownership, cultural identity and lasting memory for local residents and visitors.
- j) **Off-leash dog area:** an area of the park, enclosed by a fence and providing for suitable furnishings (e.g., benches, water fountain), where responsible dog owners can exercise/socialize their dogs off-leash.

- k) **Eco-amenity:** a “rain garden” (i.e. enhanced bio-swale) designed to take the place of some conventional on-site stormwater management features while providing for a variety of benefits (e.g., enhanced habitat opportunities, green infrastructure services, slowing of infiltration, recharging of the water table, filtering of run-off, enhanced public awareness and enjoyment of natural systems in the urban environment) without any increase in the overall cost to the project.
- l) **Infrastructure:** all infrastructure necessary for the efficient and effective operation and maintenance of the park including, but not limited to, irrigation, storm drainage, power, and water.

Park Implementation

Prior to rezoning adoption, the developer must enter into a Servicing Agreement (SA) for the detailed design and construction of the park’s first phase, to the satisfaction of the City. Phase one of park construction, which must be complete prior to the occupancy of any dwellings within the subject development, is proposed to include grading, lighting, landscape, infrastructure, and related features as require to ensure that the park will be immediately attractive to and usable by local residents, workers, and visitors for general park activities, as determined to the satisfaction of the City. Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community.

The total cost of the park is estimated at \$4.2 million, plus approximately \$200,000 for frontage works and an additional +/- \$358,000 for public art (including art installed within the park and coordinated works on/around the proposed residential building). The preliminary scope of work and related costing for the park’s first phase of construction assumes the following:

- +/- \$1.2 million for park construction, based on the subject development’s total “park construction” DCCs payable;
- +/- \$200,000 for frontage works (e.g., sidewalks, boulevards, street trees), to be constructed at the developer’s sole cost; and
- 100% of the proposed public art budget (+/- \$358,000).

Temporary Sales Centre

Via the detailed design process for the first phase of the park, opportunities will be explored to locate the developer’s temporary sales centre on the designated park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park’s proposed amenities (e.g., concession, storage, covered stage). Construction and maintenance of the sales centre and related areas/uses shall be at the sole cost of the developer. Removal and/or repurposing of the sales centre shall be to the satisfaction of the City and shall not compromise City objectives for the completion of the first phase of park construction prior to occupancy of the first phase of the subject residential development. As required, business terms in respect to the sales centre shall be determined to the satisfaction of the Manager, Real Estate Services, the Director of Development, and Senior Manager, Parks.

Council Direction

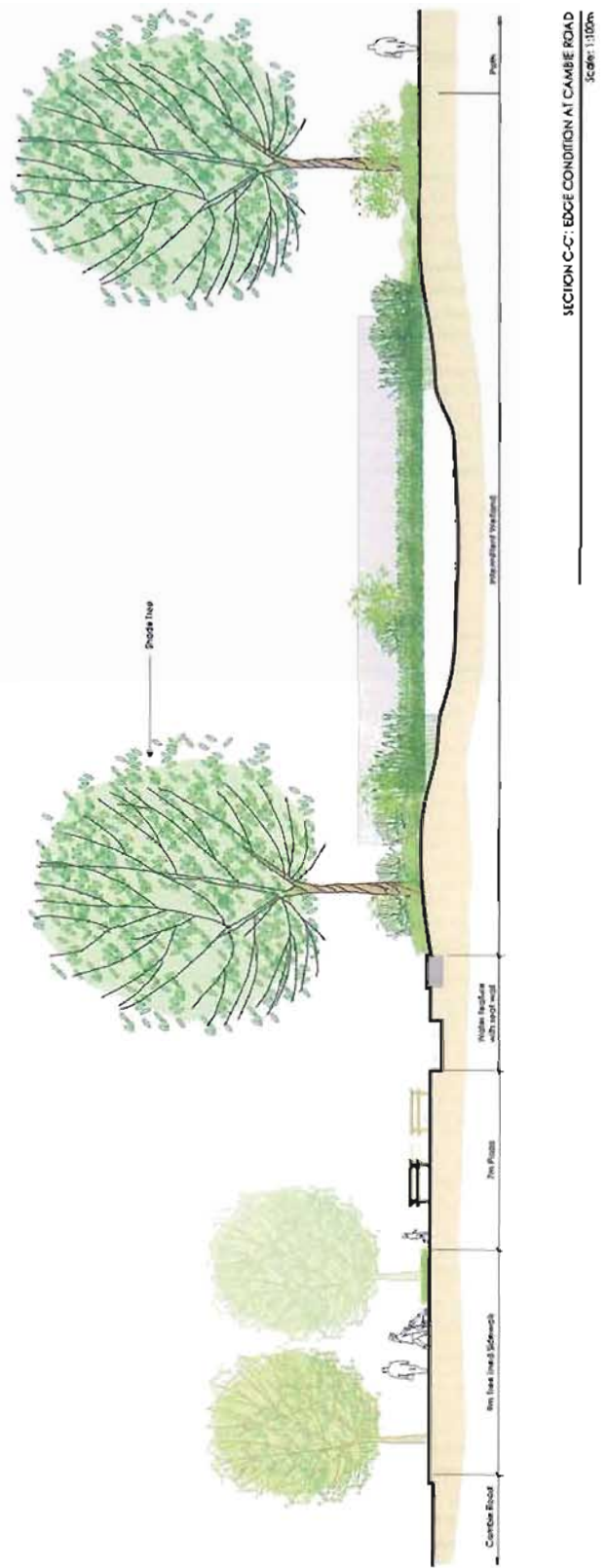
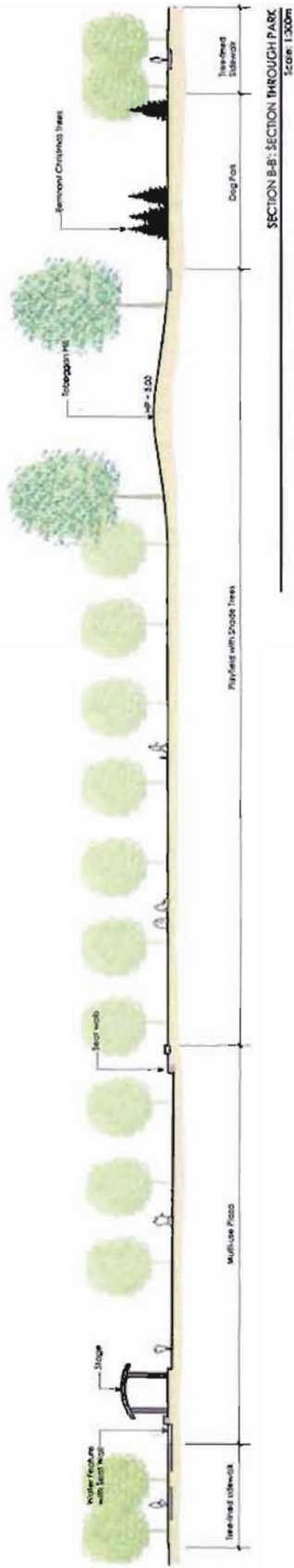
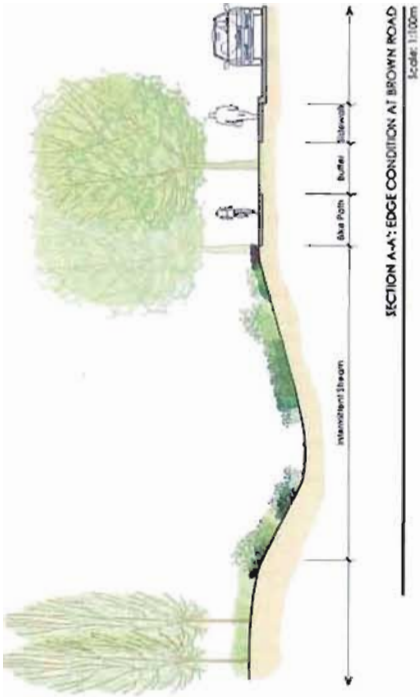
Prior to rezoning adoption, the conceptual park plan, phasing, costing, and related information will be presented for consideration by the Parks, Recreation, and Cultural Services Committee of Council. Direction from the Committee will be used to, among other things, confirm the scope of work and budget for build-out of the park and its first phase, together with a strategy for how the funding of park construction should be managed at the park’s first and subsequent phases (i.e. taking into account future rezoning applications, grants, sponsorships, the DCC program, and other opportunities).

Overall Concept @ Build-Out



PLN - 131

Schedule H
 Park Terms of Reference & Preliminary Conceptual Park Plan



PLN - 132

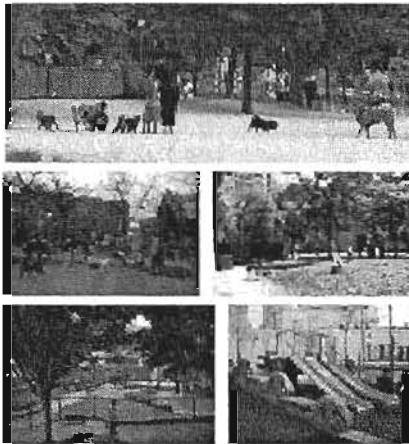
Phase 1 - Overall



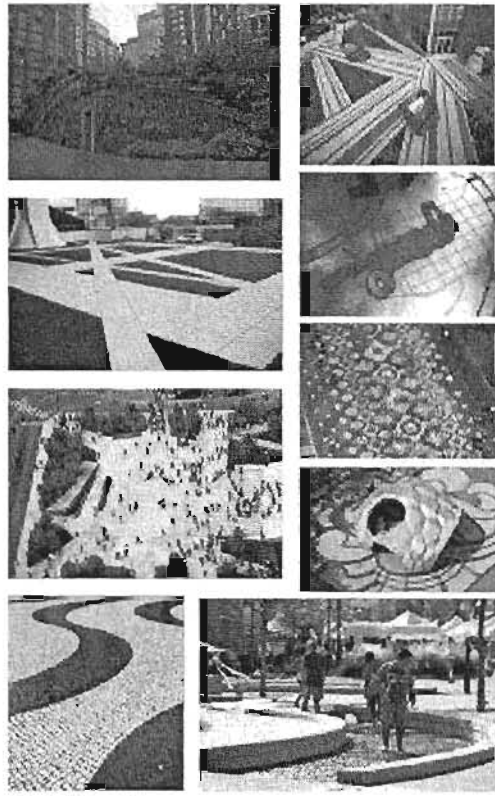
PLN - 133



Winter Play Toboggan Hill



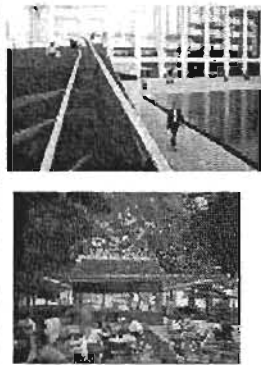
Dog Park Amenity



Public Plaza



Concession Pavillion



Project:
Mueller Park

Title:
Image Board

Project No.:
11057

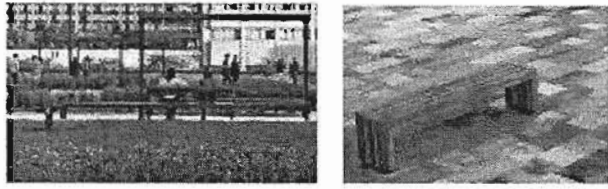
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Durante Krauk Ltd.
102 - 1697 West 5th Ave.
Vancouver BC V6J 1N5
t: 604 684 4611
f: 604 684 0577
www.dkl.bc.ca

LSK 4

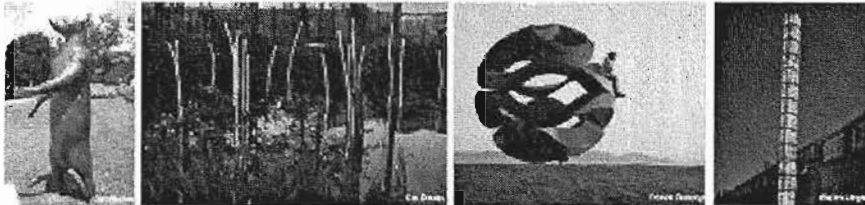
PLN - 136



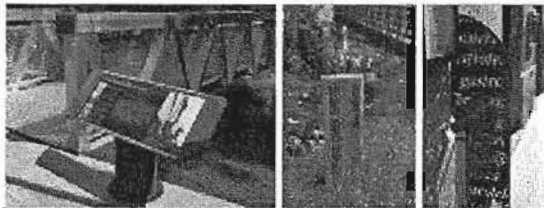
Places to Sit



Surface Stormwater Management



Art in the Park



Interpretive Signage

Project:
Mueller Park

Title:
Image Board

Project No.:
11057

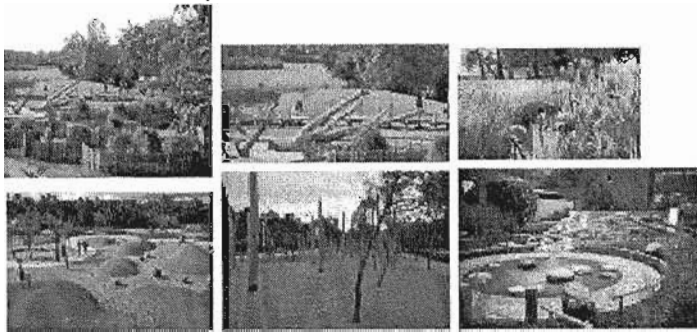
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LSK 5

PLN - 137



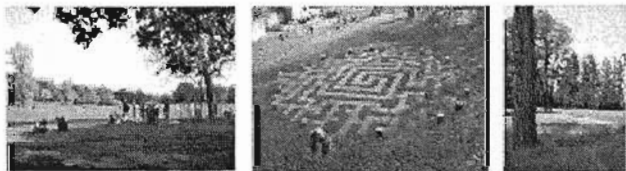
Durante Kreuk Ltd.
102 - 1637 West 8th Ave.
Vancouver BC V6J 1N5
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f: 604 684 0577
www.dkl.bc.ca



Adventure Play



Public space



Open Spaces & Paths



Art for Play

Project:
Mueller Park

Title:
Image Board

Project No.: 11057

Scale: NTS

Date: Jun21-12

Drawn: EN

Sheet No.:



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PLN - 138 LSK 6



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8903 (11-591985)
8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road
(Capstan Village)**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.12 as follows:

“19.12 High Rise Apartment (ZHR12) Capstan Village (City Centre)

19.12.1 Purpose

The **zone** accommodates mid- to high-rise apartments within the **City Centre**, plus compatible **secondary uses**. Additional **density** is provided to achieve **City** objectives in respect to **road, park**, affordable housing, and the Capstan Canada Line station.

19.12.2 Permitted Uses

- **child care**
- **congregate housing**
- **housing, apartment**
- **housing, town**

19.12.3 Secondary Uses

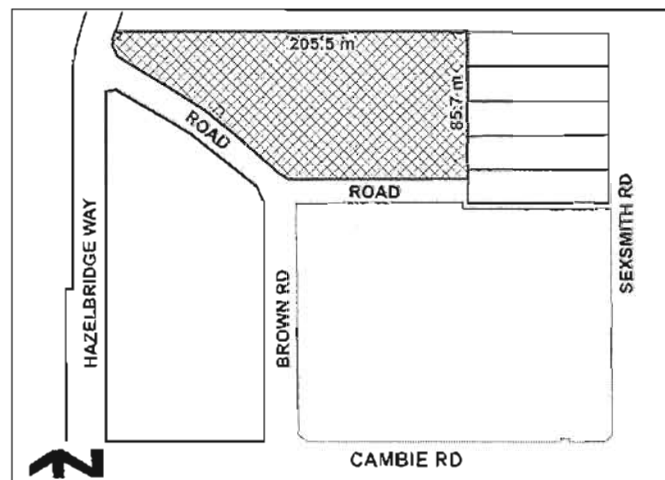
- **boarding and lodging**
- **community care facility, minor**
- **health service, minor**
- **home-based business**
- **home business**
- **library and exhibit**
- **park**
- **studio**

19.12.4 Permitted Density

1. The maximum **floor area ratio** (FAR) shall be 0.55, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 19.12.4.1, the reference to “0.55” is increased to a higher **floor area ratio** of “2.375” if:
 - a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan**;
 - b) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19;
 - c) the **owner** grants to the City, via statutory **right-of-way, air space parcel**, and/or fee simple **lot**, rights of public use over a suitably landscaped area

- of the **site** for **park** and related purposes at a rate of 5.0 m^2 per **dwelling unit**, based on the number of **dwelling units** authorized on the **site** by the Development Permit for the **site**, or $2,159.3 \text{ m}^2$, whichever is greater; and
- d) the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$5,660,550 to the **City's** capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812.
3. Notwithstanding Section 19.12.4.2, the maximum **floor area ratio** for the net **site** area of the area located within the **City Centre** shown cross-hatched on Figure 1 shall be 3.233, provided that the **owner**:
- complies with the conditions set out in paragraphs 19.12.4.2(a), (b), (c), and (d);
 - dedicates not less than $2,159.3 \text{ m}^2$ of land to the **City** as **road**; and
 - transfers not less than $2,804.8 \text{ m}^2$ of land as fee simple lot to the **City** for **park** purposes (including the area referred to in Section 19.12.4.2(c), provided that such area is transferred to the **City** as a fee simple lot).

Figure 1



19.12.5 Permitted Lot Coverage

- The maximum **lot coverage** for **buildings** and landscaped roofs over **parking spaces** is 90%, exclusive of portions of the **site** the **owner** dedicated or transferred as a fee simple lot to the **City** for **park** or **road** purposes.

19.12.6 Yards & Setbacks

- Minimum **setbacks** shall be:
 - for **road** and **park**: 6.0 m measured to a **lot line** (or the boundary of an area granted to the **City** for **road** or **park** purposes, via a statutory **right-of-way**, **air space parcel**, dedication, or as a fee simple lot), but may be

reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**; and

- b) for **interior side yard** or **rear yard**: 3.0 m, but may be reduced to nil if a proper interface is provided as specified in a Development Permit approved by the **City**.
2. Notwithstanding Section 19.12.6.1, **structures** located entirely below the finished **grade** may project into the **road**, **park**, **interior side yard**, or **rear yard setbacks**, provided that such encroachments do not result in a finished **grade** inconsistent with that of **abutting lots** and the **structures** are screened by a combination of trees, shrubs, native and ornamental plants, or other landscape material specified in a Development Permit approved by the **City**.

19.12.7 Permitted Heights

1. Maximum **building height** shall be 35.0 m, but may be increased to 47.0 m geodetic if a proper interface is provided with adjacent **buildings** and areas secured by the **City**, via a statutory **right-of-way**, **air space parcel**, dedication, or as a fee simple **lot**, for **park** purposes, as specified in a Development Permit approved by the **City**.
2. The maximum height for **accessory buildings** is 5.0 m.
3. The maximum height for **accessory structures** is 12.0 m.

19.12.8 Subdivision Provisions

1. The minimum **lot area** is 4,000.0 m², exclusive of portions of the **site** the **owner** dedicates or transfers to the **City** in fee simple for **park** or **road** purposes.

19.12.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

19.12.10 On-Site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

19.12.11 Other Regulations

1. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on the roof of a **building**).

2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it:

2.1. **HIGH RISE APARTMENT (ZHR12) CAPSTAN VILLAGE (CITY CENTRE).**

That area shown cross-hatched and indicated as “A” on "Schedule A attached to and forming part of Bylaw No. 8903”.

2.2. **SCHOOL & INSTITUTIONAL USE (SI).**

That area shown cross-hatched and indicated as “B” on "Schedule A attached to and forming part of Bylaw No. 8903”.

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8903**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER

