



To: Planning Committee

Date: May 28, 2018

From: Wayne Craig
Director, Development

File: RZ 17-779229

Re: **Application by W.T. Leung Architects, Inc. on behalf of Park Village Investments Ltd. & Grand Long Holdings Canada Ltd. for Rezoning at 8071 and 8091 Park Road from “Downtown Commercial (CDT1)” to “High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)”**


Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9878, to create the “High Density Mixed Use (ZMU39) - Brighthouse Village (City Centre)” zone, and to rezone 8071 and 8091 Park Road from “Downtown Commercial (CDT1)” zone to “High Density Mixed Use (ZMU39) -Brighthouse Village (City Centre)” zone, be introduced and given first reading; and
2. Staff be directed to prepare a service area bylaw to provide district energy services to the development at 8071 and 8091 Park Road.



Wayne Craig
Director, Development

WC:nd
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Child Care	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

W.T. Leung Architects, Inc. on behalf of Park Village Investments Ltd. & Grand Long Holdings Canada Ltd. has applied to create the “High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)” zone and to rezone 8071 and 8091 Park Road from the “Downtown Commercial (CDT1)” zone to “High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)” zone to permit the development of a high-density, mixed commercial, office and residential development that includes three towers and is located in the Brighthouse Village (Attachment 1).

The proposed development includes:

- Two residential towers and one office/residential tower on a commercial podium with street-oriented commercial and retail uses fronting Park Road and Buswell Street at ground level;
- Approximately 39,483 m² (425,012 ft²) of proposed development comprised of approximately:
 - 5,444 m² (58,605 ft²) of office space within proposed Tower A (4th-7th storey of the building);
 - 29,971 m² (322,615 ft²) of residential space within proposed Tower A, B, and C, including twenty one (21) Low End Market Rental (LEMR) Affordable Housing (AH) units that will be secured with a legal agreement; and
 - 4,068 m² (43,791 ft²) of retail/restaurant space.
- Five percent of the residential floor area allocated to twenty one (21) Affordable Housing (AH) units in accordance with the provisions for in-stream applications;
- Public spaces that will be secured with a right of way, including:
 - A proposed north/south oriented public pedestrian connection through the site, which features lightwells in the podium building volume to introduce natural light and to encourage use of the north/south public pedestrian connection through the site; and
 - A public plaza on the south side of the property;
- Community amenity contributions consistent with City Centre Area Plan (CCAP) density bonusing provisions, as well as transportation and infrastructure improvements, and public amenity contributions that apply within the City Centre; and
- The proposed transfer of an on-site low carbon energy plant to the City, which will enable immediate service by Lulu Island Energy Company (LIEC) and connection to the City’s District Energy Utility (DEU) system in the future. A Service Area Bylaw for the subject site will be brought forward in a subsequent report from Engineering, for Council consideration before adoption of the rezoning bylaw.

Concept plans are attached (Attachment 2).

Required road and engineering improvements would be undertaken through the City’s standard Servicing Agreement processes and are detailed in the attached Rezoning Considerations (Attachment 8).

Findings of Fact

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

Subject Site Existing Housing Profile

There are currently no residential uses on the site.

Surrounding Development

The subject site is located at the intersection of Park Road and Buswell Street and bound by existing north/south and east/west lanes. The site is currently developed with one and two storey commercial buildings and associated surface parking.

The subject site is in the Brighthouse Village in the City Centre Area Plan (CCAP) and is in an area that is designated “Urban Core T6 (45m)” and “Village Centre Bonus (VCB)” (Attachment 4). Rezoning is proposed by the applicant to maximize the CCAP supported density for the site, which includes provisions to permit up to 1.0 Floor Area Ratio (FAR) of additional non-residential density.

Development surrounding the subject site includes:

- To the North: An existing lane that will be widened as a condition of rezoning bylaw adoption, existing commercial buildings and a new fifteen storey mixed use (residential/commercial) tower at 6511 Buswell Street, at the intersection of Buswell Road and Cook Road, that is currently under construction (DP 13-634111). The properties are zoned “Downtown Commercial (CDT1)” and designated “Urban Core T6 (45 m)” and “Village Centre Bonus” in the Brighthouse Village in the CCAP.
- To the South: Park Road and existing single storey commercial buildings with surface parking within the building’s front yard setback and a fourteen storey mixed use (residential/commercial) tower at 6733 Buswell Street, at the intersection of Park Road and Buswell Street. The properties are zoned “Downtown Commercial (CDT1)” and designated “Urban Core T6 (45 m)” and “Village Centre Bonus” in the Brighthouse Village in the CCAP.
- To the East: Buswell Street and an existing low rise apartment building zoned “Medium Density Low Rise Apartments (RAM1)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.
- To the West: An existing lane that will be widened as a condition of rezoning bylaw adoption and existing one and two storey commercial buildings that front No. 3 Road and provide vehicle parking within the front yard setback. 6560, 6600, 6640 and 6700 No. 3 Road are under application (RZ 15-694855) to rezone to a site specific zone to permit development of a mixed-use building (residential/commercial/office). This development proposal has First Reading and Public Hearing is scheduled for June 18, 2018. The site is zoned “Downtown Commercial (CDT1)” and designated “Urban Core T6 (45 m)” and “Village Centre Bonus” in the Brighthouse Village in the CCAP.

CNCL - 330

Related Policies & Studies

Official Community Plan/City Centre Area Plan

Official Community Plan: The site is designated “Downtown Mixed Use” in the Official Community Plan (OCP). The proposed rezoning is consistent with this designation.

City Centre Area Plan: The site is located within the Brighthouse Village and is designated “Urban Core T6 (45m)” and “Village Centre Bonus” in the City Centre Area Plan (CCAP). The proposed rezoning is consistent with these designations.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy:

The site is affected by OCP Airport Noise Contours and is required to register a covenant on Title prior to rezoning bylaw adoption to ensure that the building is designed and constructed to comply with the Aircraft Noise Policy. Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to demonstrate that the interior noise levels and noise mitigation standards comply with the City’s OCP for aircraft noise.

View, Mixed Use and Other Development Impacts

The proposed development is required to register a covenant on Title prior to rezoning bylaw adoption that identifies the development as a mixed use building and that notifies residents that they may be affected by on-site, as well as off-site, impacts that are typical in high density, mixed-use neighbourhoods (e.g. loss of view, shading, overlook, privacy, ambient noise and nighttime ambient light, etc.). The covenant will also require commercial and other non-residential uses to mitigate unwanted noise and to demonstrate that the building envelope is designed to comply with the City’s Noise Bylaw. As part of the Development Permit review process, the applicant will provide an acoustic report from a qualified professional regarding sound attenuation measures.

Affordable Housing (AH) Strategy

The subject application was received prior to July 24, 2017 and is proceeding in accordance with in-stream provisions for applications that were in process at the time Council adopted amendments to the Affordable Housing (AH) Strategy in July 2017.

The applicant proposes to secure 5% of the permitted residential floor area as Low End Market Rental (LEMR) AH units on the third and fourth storey of building B and C. The applicant proposes to provide 21 AH units, with a combined unit floor area of 1,536 m² (16,534 ft²) Notably, 57% of the total AH units are family-friendly units, units meet or exceed the minimum unit areas referenced in the recently amended strategy, and units are secured at a lower monthly rate by way of complying with the superceded strategy terms.

Community Services staff support the applicant’s response to the AH Strategy, including the proposal to cluster the units on two building levels. The applicant has demonstrated an intention to arrange for the AH to be managed by a non-profit housing provider, which is supported by

staff. The following units have been identified as future AH units and will be secured with a legal agreement.

Unit Type	Number of Units	Proposed Unit Area	% of Unit Mix	Unit Location
1 bedroom	9	49 m ² to 61.5 m ² (535 to 662 ft ²)	43%	3 rd floor: 7 units 4 th floor: 2 units
2 bedroom	7	79.8 to 102.6 m ² (860 -1,105ft ²)	33%	3 rd floor: 5 units 4 th floor: 2 unit
3 bedroom	5	92.8 to 102.7 m ² (999 - 1,106 ft ²)	24%	3 rd floor: 3 units 4 th floor: 2 units
Total	21			

Accessible Housing

The OCP includes provisions to meet the needs of the City’s aging population and people facing mobility challenges by encouraging the development of accessible housing. As part of the future Development Permit review process, the applicant would confirm:

- That all lobbies, common areas, and amenity spaces will be barrier-free;
- The inclusion of aging-in-place features (e.g., blocking in walls for grab bars, lever handles, etc.) in all units; and
- The inclusion of Richmond’s Basic Universal Housing (BUH) standards in AH units. Through the Development Permit review process, the applicant would also confirm whether and how many market residential units will include BUH provisions.

Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support the provision of community amenities. The proposed rezoning includes contributions to community amenities as outlined below and in the Rezoning Considerations. Contributions are based on rates that apply at this time and would be subject to indexing adjustments as referenced in the proposed site specific zone.

Child Care (T6 designation)

The subject site is located in the Brighthouse Village Specific Land Use Map “T6” area and is subject to the T6 Child Care density bonus provision, which requires that 1% of the residential floor area is provided to the City as a turnkey child care facility or an equivalent cash-in-lieu contribution is provided to the Childcare Development Reserve Fund and Childcare Operating Reserve Fund accounts (90% and 10% respectively).

Community services staff have reviewed the location of the development and the potential to secure 290 m² (3,130 ft²) for child care in the available floor area and recommend that the City accept a cash-in-lieu contribution based on a construction value contribution rate of \$6,997/m² (\$650/ft²). (\$2,036,915.00 using the residential floor, excluding AH floor area [0.01 x {30,647 m²- 1,536 m²} x \$6,997/m²]).

Community Facility (Village Centre Bonus (VCB) designation)

The site’s existing Village Centre Bonus (VCB) designation supports a 1.0 FAR non-residential density bonus for designated sites that construct 5% of the bonus density as on-site community amenity space, or, if the City determines that a community amenity space should be located off-site, the applicant provides a construction value cash contribution to facilitate off-site construction by another developer. Community Services staff have reviewed the location of the

development and the potential to secure 510 m² (5,498 ft²) of community amenity space and recommend that the City accept a cash-in-lieu contribution based on a construction value contribution rate of \$6,997/m² (\$650/ft²). (\$3,573,717.00 using the non-residential floor area [0.05 x 10,215 m² x \$6,997/m²]).

Community Planning

The development proposal is subject to a community planning implementation contribution to be used for future community planning initiatives (a minimum of \$114,220.00 calculated using the proposed permitted floor area excluding AH floor area [(39,483 m² – 1,536 m²) x \$3.01/m²]).

Public Art

In accordance with the City's Public Art Program (Policy 8703), the applicant will either provide public art on-site or make a voluntary contribution to the City's Public Art Reserve fund calculated on both the non-residential and residential floor area excluding AH floor area (approximately \$308,380.00 as referenced in the Rezoning Considerations).

Official Community Plan Sustainability

District Energy Utility (DEU): Under typical rezoning considerations, developments are required to be ready for connection to the City's District Energy Utility (DEU) system. In this case, the applicant is proposing to construct and transfer the low carbon energy plant to the City at no cost so that the Lulu Island Energy Company (LIEC) can provide immediate service to the customers and the equipment can be integrated into the future DEU system for this neighbourhood.

This servicing opportunity is consistent with the City Centre DEU due diligence analysis, which will be brought forward to Council in early 2019. While the City Centre due diligence analysis is being completed, this interim servicing strategy will secure the customer base for the immediate implementation of green house gas emissions reduction. LIEC staff have completed the business plan whereby LIEC can service new customers from the on-site low carbon energy plants at competitive cost to customers for the same level of service.

The applicant is working with LIEC staff to encourage the design of the system and equipment will be compatible with the future system. Mirroring the process of implementing the Affordable Housing Strategy, the transfer of the energy plant to the City will proceed only if Council adopts a new Service Area Bylaw, which will be provided for Council consideration in a separate report. If Council does not adopt the Service Area Bylaw, the development will be built as "DEU-Ready". A legal agreement securing these details is required to be registered on Title as a condition of rezoning bylaw adoption and details are provided in the attached Rezoning Considerations (Attachment 8).

Leadership in Energy and Environmental Design (LEED) Silver: In accordance with the CCAP, the proposed development will be constructed to achieve LEED Silver equivalency. Prior to the Development Permit application being considered by the Development Permit Panel, the applicant will provide a list of sustainability features that may be incorporated into the development to ensure LEED Silver equivalency is achieved. The applicant's proposed sustainability strategy, including a draft checklist of anticipated provisions, is attached (Attachment 5).

Public Consultation

Rezoning signs have been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning signs on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Proposed “High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)” Zone

Within the City Centre, the greatest building density is supported by a combination of the “Urban Core T6 (45m)” and “Village Centre Bonus (VCB)” designations. Conditional to compliance with the provision of community amenities in accordance with CCAP density bonusing provisions, the site’s designations may support bonus density to permit up to 1.0 FAR of non-residential density and a maximum 3.0 FAR of residential density on the property.

The proposed “High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)” zone would secure community amenities in accordance with CCAP density bonusing provisions at current rates and include provisions for indexing adjustments if the rezoning bylaw is not adopted within time periods specified in the proposed site specific zone. In addition, the proposed site specific zone includes site specific provisions to permit:

- Reducing the street fronting building setback from 3.0 m (9.8 ft.) to 2.2 m (7.2 ft.) for a portion of the proposed building’s Buswell Street frontage, subject to a supported interface at the sidewalk level and a Development Permit approved by the City.
- Below grade parking to encroach into required building setbacks;
- Shared on-site loading to maximize function and utility of designated loading spaces and to reduce the standard zoning Bylaw requirement based on the findings of a staff supported Traffic Impact Study; and
- A site specific Class 2 bicycle parking rate.

Built Form and Architectural Character

The applicant proposes to construct a high-rise, high density, mixed use development that is generally consistent with policies and design guidelines that apply within the City Centre, and specifically within the Brighthouse Village and applicable Sub-Area B.4.

Site Planning

The subject site is surrounded by City streets and lanes and does not abut a private property. All service and access functions are provided from the lane. As a result, the pedestrian realm along the site’s Park Road and Buswell Street frontages is uninterrupted. The public realm is characterized by active uses along the road frontages and connectivity between uses.

- Street-fronting uses, including a series of commercial retail units and lobbies to on-site residences and offices, are oriented to support pedestrian access from the sidewalk or from an approximately 368 m² (3,960 ft²) public plaza located along the property’s Park Road frontage.

- The proposed Park Road plaza would interrupt and animate the development's long Park Road frontage and support pedestrian connectivity between Park Road, commercial uses (including a proposed grocery store), on-site enclosed parking, a proposed at grade north/south public pedestrian connection through the building, and a proposed new mid-block Park Road push button pedestrian crossing. The proposed plaza would attract a variety of users throughout the day. As a condition of rezoning bylaw adoption, the proposed plaza would be secured by a right of way as described in Attachment 8.
- A north/south pedestrian connection through the building that connects Park Road, the proposed Park Road public plaza, and the east/west lane is proposed. Inclusion of a pedestrian connection is consistent with the CCAP's objective to introduce smaller block pedestrian connections (less than 100 m) to provide more access options and linkages for pedestrians. Public access through the building will be secured by a right of way as described in Attachment 8. To encourage its use by pedestrians and to maximize both the pedestrian experience and safety, the proposed building podium design includes lightwells to facilitate natural light penetration to the north/south pedestrian connection and inclusion of vertical landscaping.
- Towers are sited in accordance with CCAP tower separation guidelines to minimize overlook and shadow impacts on neighbouring properties and public spaces.

Massing

The proposed building massing is consistent with CCAP guidelines that encourage varied and distinctive building forms:

- The podium streetwall base includes porosity (Park Road plaza and north/south pedestrian connection through the podium), varied building setbacks along road frontages (from 2.2 m to 5 m from the new property lines), and a "human-scaled streetscape" (concealed parking and servicing, articulated building façades, and weather protection).
- The development proposal is characterized by its proposed stepped mid-rise building design, which would vary streetwall heights and floorplate shapes with consideration of overlook and shadow impacts on the public realm and adjacent properties.
- Proposed tower floorplates are generally consistent with CCAP design guidelines. The development's proposed stepped tower design is characterized by incrementally reduced tower floorplate sizes.
 - Tower A's podium includes office uses (4th to 7th storey), and proposes larger floorplates, with residential uses above.
 - Tower B has a slim profile and tower floorplates that are less than a 650m² (6,996 ft²).
 - Tower C similarly proposes a slim profile tower with floorplates that are less than 650 m² (6,996 ft²) for the upper 6 storeys of the tower.

Amenity Space

The proposed indoor and outdoor amenity spaces satisfy OCP and CCAP Development Permit (DP) guideline rates (Attachment 3). Programming and design details will be provided as part of the DP review process.

Transportation

Transportation Improvements and Related Features

The CCAP requires road, pedestrian and public realm improvements around the subject site as shown in the preliminary road functional plan (Attachment 6). The associated required land

dedications are listed in Attachment 8. In addition, the proposed development includes a variety of transportation related features including the following:

Vehicle Access: To minimize the impact of development on the City's roadways, all access to the site will be via the existing east/west and north/south laneways, which will be widened. Three parkade accesses are proposed. Two way access for both residential and non-residential uses would be located at the west laneway. Two way access would be provided for residential use from the north lane that is located adjacent to the proposed north/south pedestrian connection. Exit only use for both residential and non-residential uses would be provided at a second access at the north lane. In addition, the intersection at Buswell Street and Park Road will be upgraded from the current four way stop configuration into a signalized intersection and the applicant will undertake upgrades on the north side of Park Road along the subject property's frontage, with desired transitions as outlined in Attachment 8.

Loading and Collection: Six on-site medium size (SU-9) loading spaces are proposed. All spaces will be secured as shared spaces as a condition of rezoning bylaw adoption and a covenant will be registered on Title to prohibit access/service by large (WB-17) vehicles. A draft waste management plan has been provided and will be finalized through the Development Permit review process.

Vehicle and Bike Parking: Zone 1 City Centre parking rates apply to the subject site. The development proposal exceeds the required number of on-site vehicle parking spaces and complies with required bicycle parking requirements (Attachment 3).

Electric Charging: In accordance with the Zoning Bylaw, all residential parking spaces feature an energized outlet. Although not required by the Zoning Bylaw, the proposal includes electric vehicle charging provisions for the shared commercial and visitor parking spaces (20% of stalls with 120 V electric vehicle charging receptacle, 25% electric vehicle charging capable stalls with roughed in conduit for future installation of charging receptacle).

Voluntary On-Site Car Share: Although the development proposal meets the Zoning Bylaw on-site parking requirements outright, to encourage less reliance on personal automobiles by future residents, the applicant is facilitating the introduction of car share vehicles on the site for public use as a Transportation Demand Management (TDM) amenity. The applicant voluntarily proposes to:

- Provide two car share stalls on-site (accessible from the north/south lane, on-site maneuvering);
- Enter into a voluntary agreement with a car share provider (Attachment 7); and
- Provide a one-time contribution to the car share provider towards the purchase of a new vehicle(s).

The car share provider will initially introduce one car share vehicle on-site. A second vehicle will be introduced when there is public demand for the service. The applicant is required to register a legal agreement on Title to secure the car share space (Attachment 8).

Site Servicing and Frontage Improvements

The applicant is responsible for the design and construction of required water, storm sewer, sanitary sewer, lighting and road and frontage upgrades, as well as related public and private utility improvements, to the satisfaction of the City. These works will be implemented through the standard Servicing Agreement (SA) process in accordance with the terms outlined in the attached Rezoning Considerations (Attachment 8).

Existing Legal Encumbrances

The proposed development of the subject site is not encumbered by existing legal agreements on Title that affect redevelopment. The proposed rezoning will change the current property boundaries. Supplementary Statutory Right of Way(s) (SRW) related to City and/or private utilities may be required. If required, these changes would be facilitated through the SA process.

Development Phasing

The proposal is a single phase development. The applicant intends to create four airspace parcels and a remainder (three residential air space parcels, one office air space parcel, one commercial and parking remainder). An associated draft plan will be provided as part of the Development Permit review process.

Tree Retention and Replacement

There are no existing bylaw trees on or adjacent to the subject site. No tree replacement or protection is required. Draft landscape plans are attached (Attachment 2) and will be reviewed in detail as part of the Development Permit review process.

Development Permit

The Rezoning Considerations attached to this report (Attachment 8) include a requirement for the substantive completion of a Development Permit (DP) for the subject site prior to adoption of the rezoning bylaw. The DP review process includes evaluation of the architecture and landscape plans by both staff and the Advisory Design Panel (ADP) and will include, but is not limited to review and/or resolution of the following:

- Provide material and color details, and detailed elevation plans for staff and ADP review;
- Confirm proposed balcony dimensions and total area for compliance with design guideline objectives, and proposed weather protection details (awnings);
- Provide design details for the proposed stairway to the second storey restaurant space, including information regarding how the stairs would be secured outside of business hours;
- Include signage references on the DP plans to identify public spaces, including the north/south public connection and Park Road plaza;
- Confirm that landscaping proposed within the lightwells will survive and thrive;
- Submit design and distribution details related to accessible units and general accessibility provisions;
- Articulate Crime Prevention Through Environmental Design (CPTED) measures and their inclusion on the plans to demonstrate natural surveillance, defensible space and maintenance measures;
- Confirm whether rooftop solar panels will be integrated into the final design;
- Reference provisions for electric bicycle receptacles;
- Confirm the location of above ground utilities and undertake any resulting required building design changes to facilitate placement of the equipment on-site and outside required building setbacks;
- Confirm that a minimum 7.5 m clearance is provided in designated garbage/recycling collection areas; and
- Include bike repair/maintenance station(s) for residents.

Financial Impact or Economic Impact

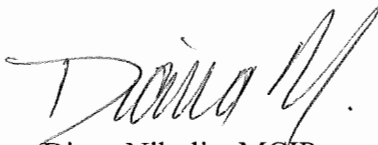
The rezoning application results in approximately \$6,000.00 of Operational Budget Impact (OBI) related to the traffic signal upgrades. All other off-site City infrastructure including roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals results in an insignificant OBI impact.

Conclusion

W.T. Leung Architects, Inc. on behalf of Park Village Investments Ltd. & Grand Long Holdings Canada Ltd. has applied to the City to create the “High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)” zone and to rezone 8071 and 8091 Park Road from the “Downtown Commercial (CDT1)” zone to the proposed site specific zone.

The applicant proposes a high-density development that includes mixed commercial, office and residential development in a building design that is characterized by three stepped towers above a mixed use building podium. The proposed on-site uses and features to support an animated public realm (proposed Park Road Plaza and north/south pedestrian connection, ground level commercial uses, varied building setbacks) and the proposed building massing (varied building setbacks, slim tower floorplates) are consistent with CCAP objectives and design guidelines. The site’s existing designations in the CCAP identify it as eligible for consideration of supplementary non-residential density. Through the development review process, the applicant has demonstrated that the development proposal qualifies for bonus non-residential density and will contribute to child care and community facilities funds in accordance with the terms of the CCAP Implementation Strategy.

Based on staff’s analysis of the development proposal, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9878, be introduced and given first reading.



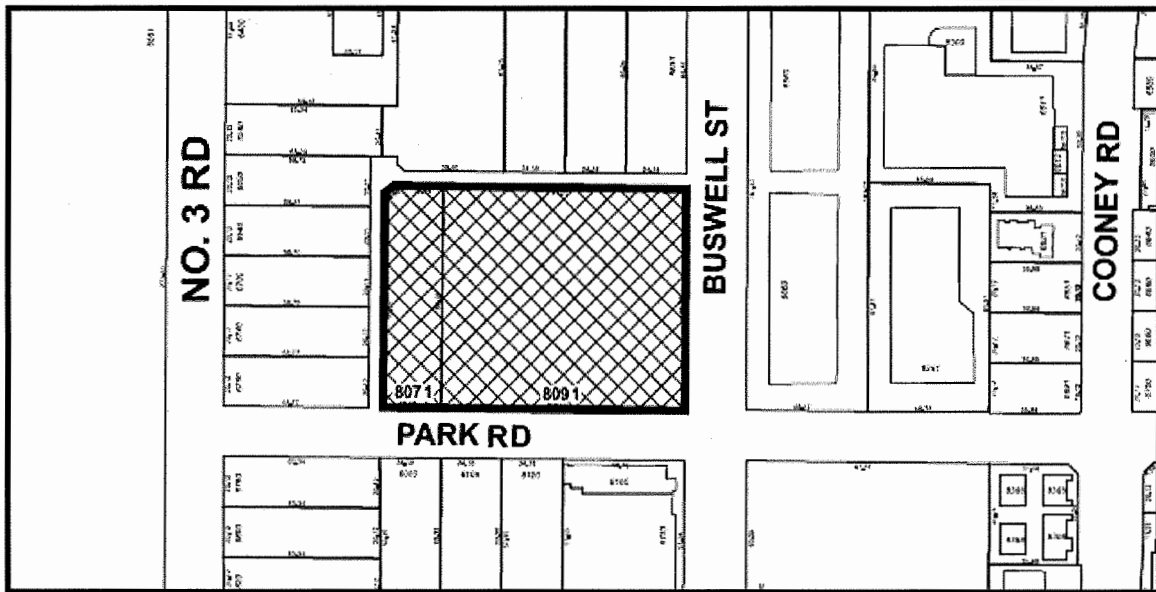
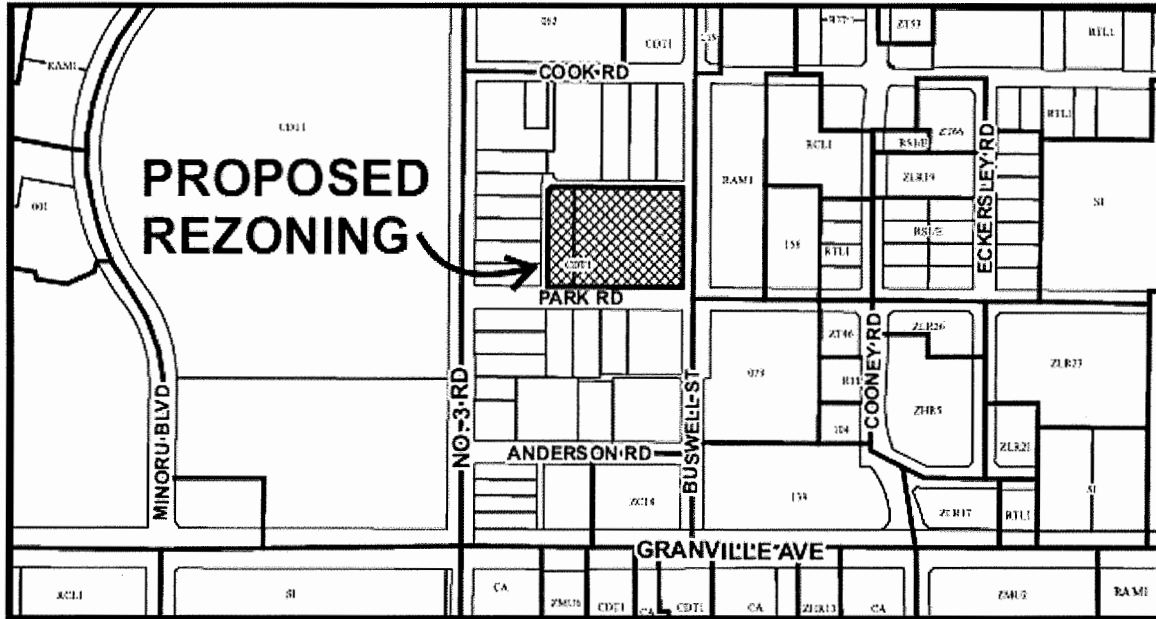
Diana Nikolic, MCIP
Senior Planner/Urban Design

DN:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Brighthouse Village Specific Land Use Map
- Attachment 5: Preliminary Sustainability Checklist
- Attachment 6: Preliminary Road Functional Plan
- Attachment 7: Car Share Letter of Undertaking
- Attachment 8: Rezoning Considerations



City of
Richmond



	<h1>RZ 17-779229</h1>	Original Date: 08/08/17
		Revision Date:
		Note: Dimensions are in METRES

**W. T. LEUNG
ARCHITECTS
INC.**

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Vancouver, BC V6H 3G9
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Fax: 604.681.1112

PROJECT DATA

Project Name: 450 PARK ROAD, PHASE 2, 15-STOREY COMMERCIAL & RESIDENTIAL DEVELOPMENT
Site: 450 PARK ROAD, PHASE 2, 15-STOREY COMMERCIAL & RESIDENTIAL DEVELOPMENT
Client: W. T. LEUNG ARCHITECTS INC.
Architect: W. T. LEUNG ARCHITECTS INC.
Date: 15/05/2018

AREA SUMMARY

Category	Area (sqm)	Area (sqft)
Commercial Area	15,000.00	162,870.97
Residential Area	10,000.00	107,639.10
Public Area	500.00	5,381.35
Other	100.00	1,076.39
Total	25,500.00	276,867.71

RESIDENTIAL UNIT SUMMARY

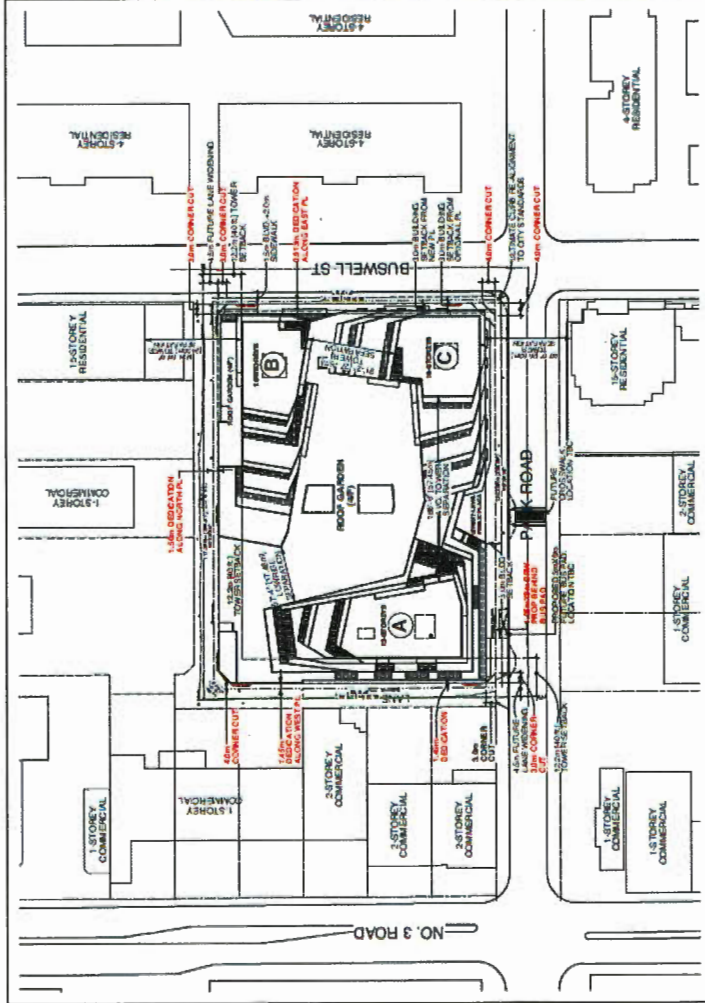
Unit Type	Count	Area (sqm)	Area (sqft)
1-Bedroom	10	45.00	483.84
2-Bedroom	20	90.00	967.68
3-Bedroom	30	135.00	1451.52
4-Bedroom	10	45.00	483.84
Total	70	315.00	3386.88

PARKING ANALYSIS

Category	Count
Commercial	15
Residential	70
Public	5
Other	10
Total	100

AREA BREAK DOWN

Area	Area (sqm)	Area (sqft)
Commercial	15,000.00	162,870.97
Residential	10,000.00	107,639.10
Public	500.00	5,381.35
Other	100.00	1,076.39
Total	25,500.00	276,867.71



ARCHITECTURAL CHANGING LIST

1. SEE ALSO SHEET A218 ROOF PLANS FOR ADDITIONAL SITE INFORMATION



PARK ROAD & BUSWELL STREET

15-STOREY COMMERCIAL & RESIDENTIAL DEVELOPMENT

PROJECT DATA, SITE PLAN

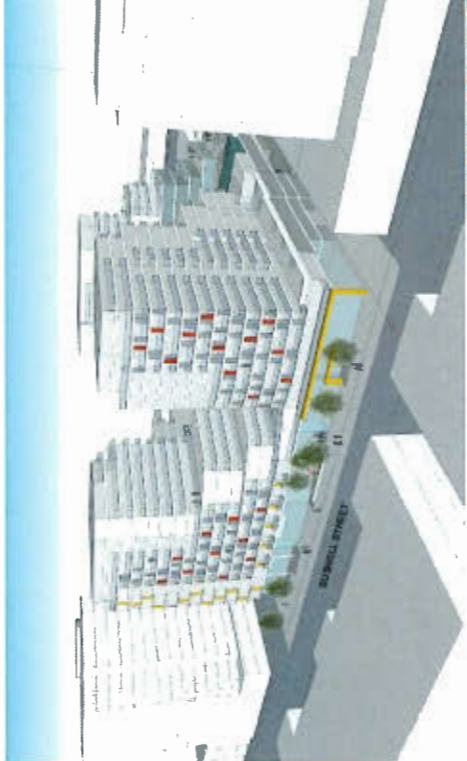
REVISIONS

No.	Date	Description
01	15/05/2018	Issue for Review
02	22/05/2018	Issue for Approval
03	29/05/2018	Issue for Construction

A101

1000 Mt. Airy Road,
Riverside, California 92507
Tel: 951-514-1000
www.wtleung.com

- LEGEND:**
- EXISTING BUILDING
 - EXISTING LAND
 - EXISTING PARKING
 - EXISTING STREET
 - EXISTING SIDEWALK
 - EXISTING DRIVEWAY



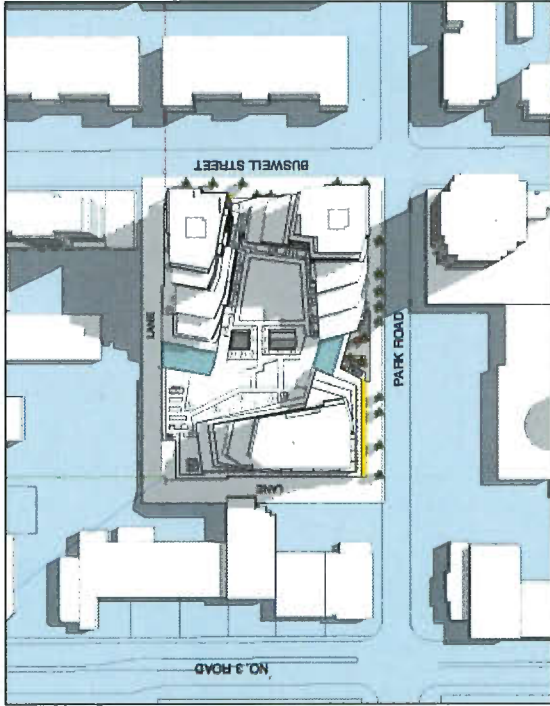
PROJECT

**PARK ROAD &
BUSWELL STREET**

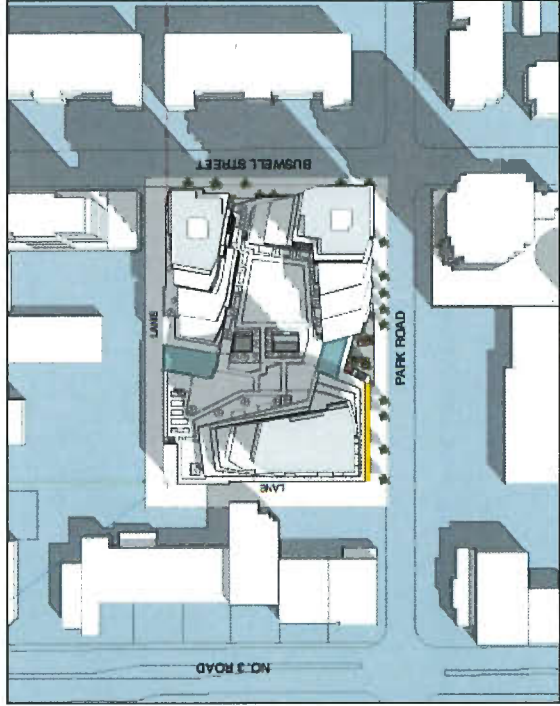
1000 MT. AIRY ROAD
RIVERSIDE, CA

**PROJECT
RENDERINGS**

DATE:	10-23
SCALE:	1/8"
BY:	W. T. LEUNG ARCHITECTS
FOR:	RD SCALE
DESIGNED BY:	W. T. LEUNG
RENDERING BY:	W. T. LEUNG



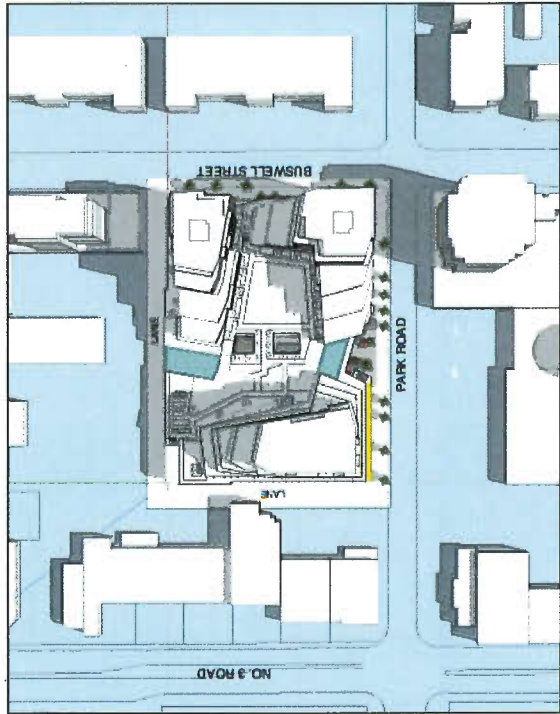
MARCH 21 / SEPTEMBER 21 @ 12:00



MARCH 21 / SEPTEMBER 21 @ 4PM



MARCH 21 / SEPTEMBER 21 @ 10AM



MARCH 21 / SEPTEMBER 21 @ 2PM

DATE:	10/23
SCALE:	1/8" = 1'-0"
DATE:	03/21/21
SCALE:	AS SHOWN
DATE:	03/21/21
SCALE:	AS SHOWN
DATE:	03/21/21
SCALE:	AS SHOWN
DATE:	03/21/21
SCALE:	AS SHOWN
DATE:	03/21/21
SCALE:	AS SHOWN

- REVISIONS**
- 1. INITIAL
 - 2. REVISED
 - 3. REVISED
 - 4. REVISED

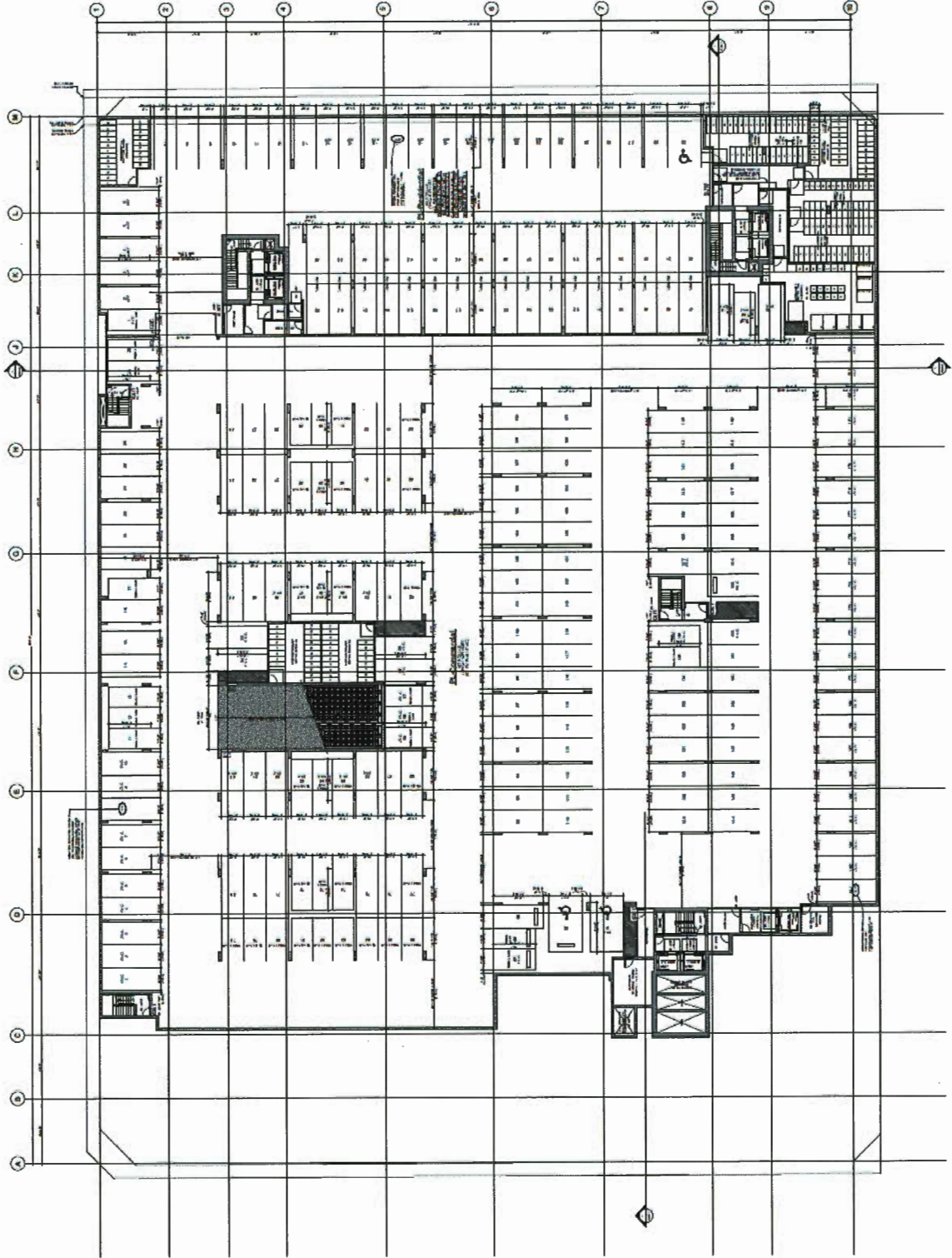
PARK ROAD & BUSWELL STREET

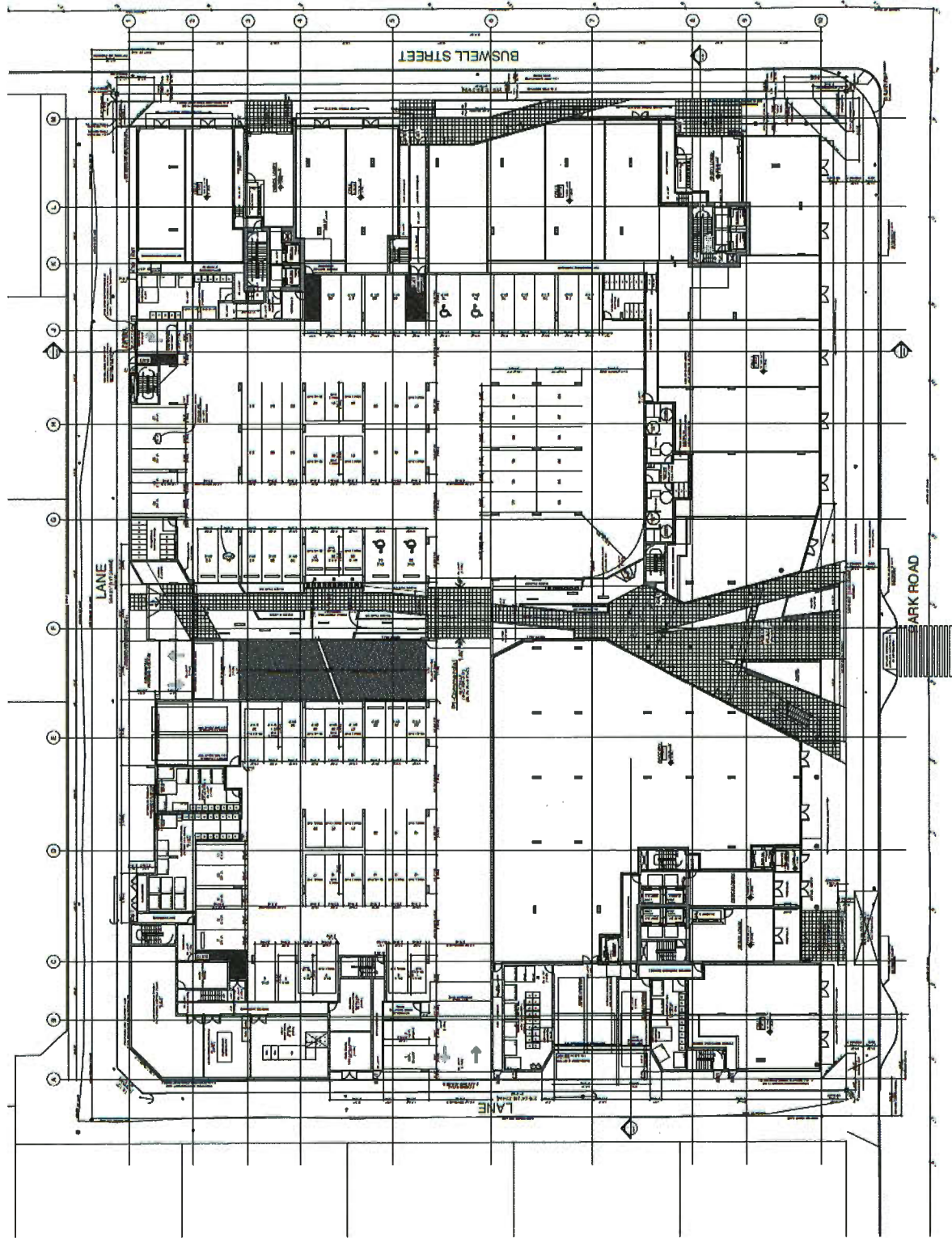
807-809 PARK ROAD
 BIRMINGHAM, AL

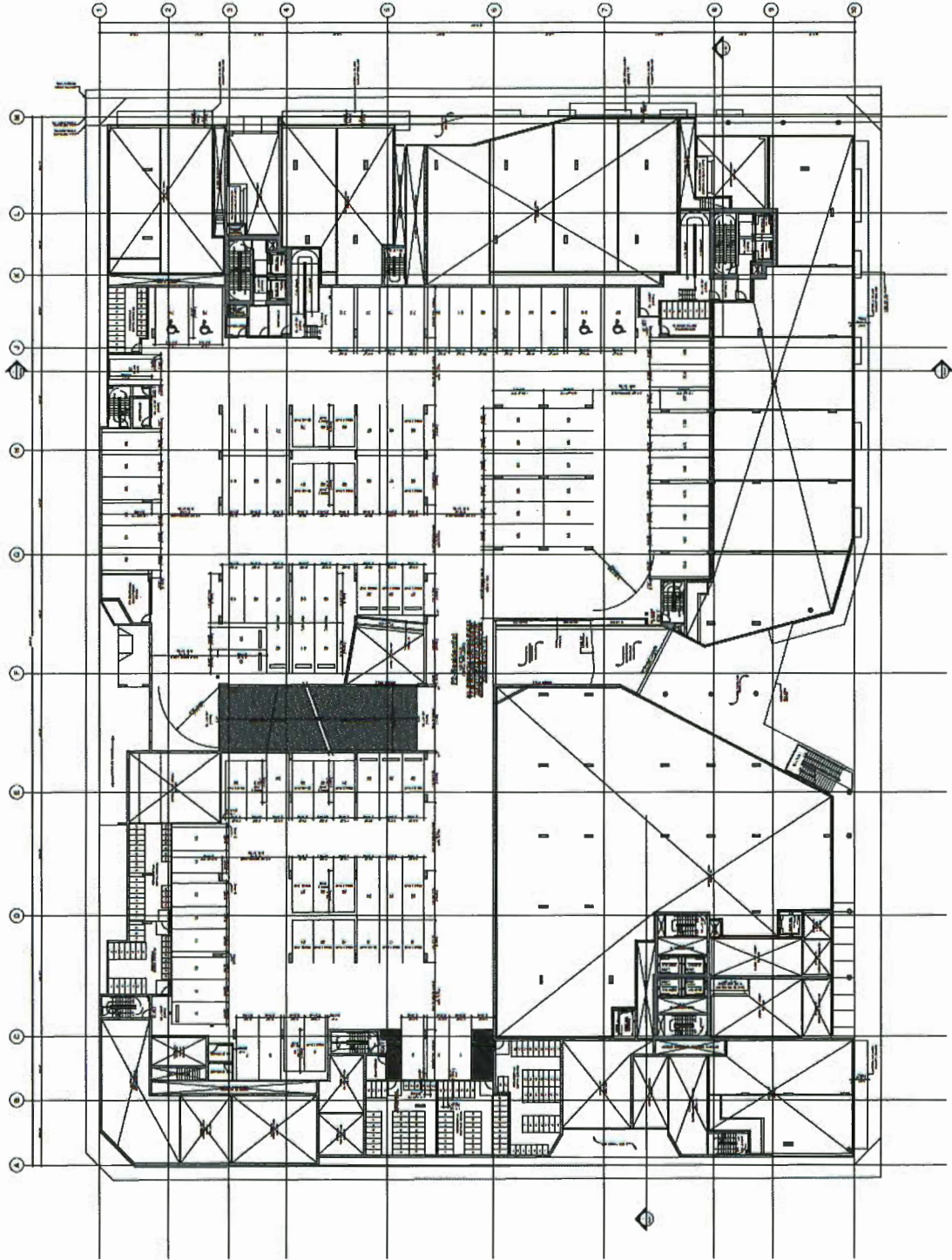
PARKING PL FLOOR PLAN

DATE	10-10-10
SCALE	AS SHOWN
PROJECT	807-809 PARK ROAD
CLIENT	WELLS FARGO BANK
DESIGNER	W. I. LEUNG ARCHITECTS INC.

A201







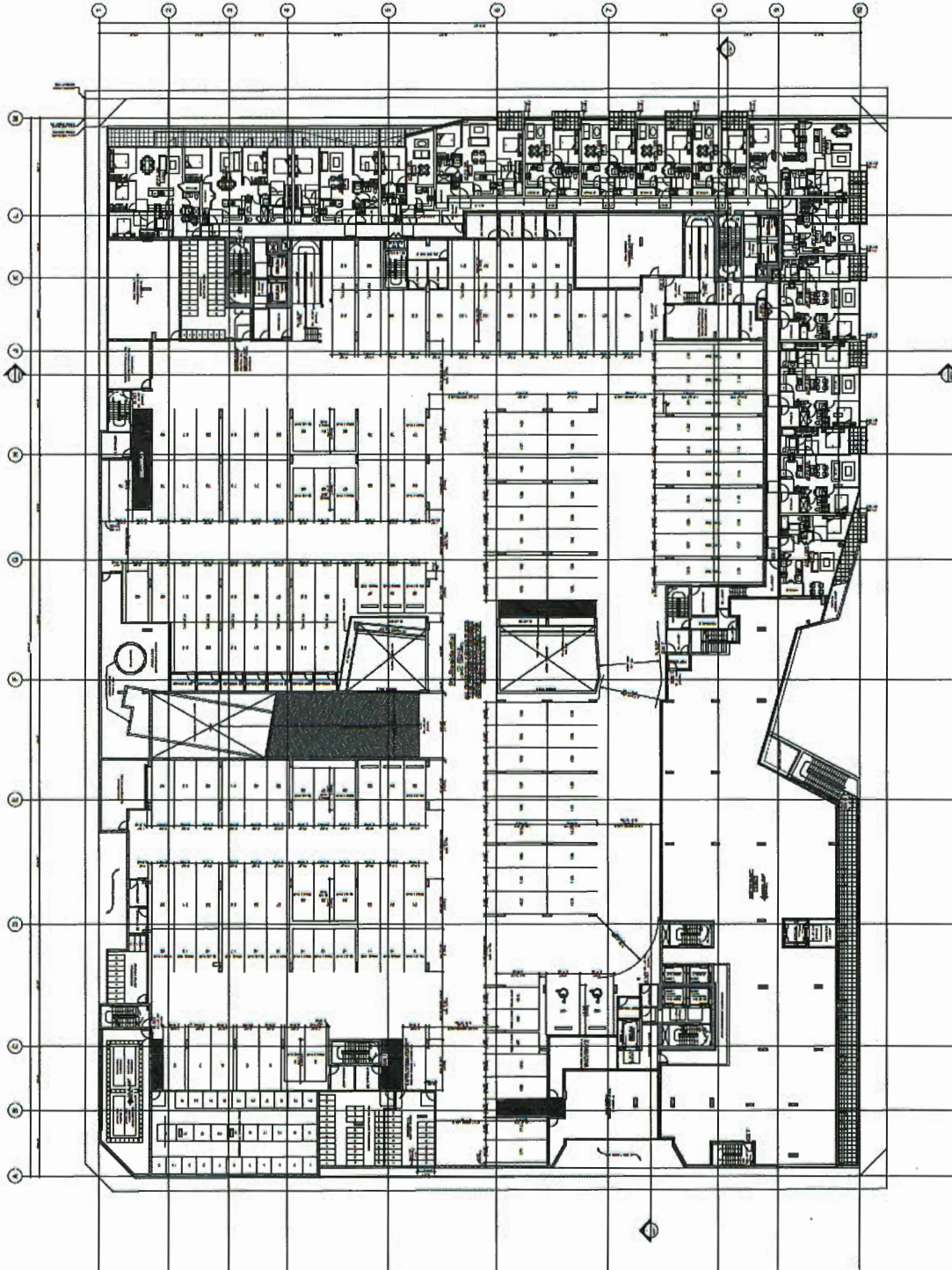
- 1. GENERAL NOTES
- 2. FINISHES
- 3. MECHANICAL
- 4. ELECTRICAL
- 5. PLUMBING
- 6. STRUCTURE
- 7. ELEVATIONS
- 8. EXTERIOR
- 9. INTERIOR
- 10. FURNITURE
- 11. EQUIPMENT
- 12. MATERIALS
- 13. PAINTS
- 14. GLASS
- 15. METALS
- 16. WOOD
- 17. CERAMIC
- 18. CONCRETE
- 19. GROUNDWORK
- 20. LANDSCAPE
- 21. SITEWORK
- 22. UTILITIES
- 23. SPECIALTIES
- 24. OTHER

**PARK ROAD &
BUSWELL STREET**
607-4801 PARK ROAD
BETHESDA, MD

**3rd / PARKING P3
FLOOR PLAN**

DATE	10-03
PROJECT	ACT
NO.	09-0007-2010
SCALE	1/8" = 1'-0"
DESIGNED BY	WTL
CHECKED BY	
APPROVED BY	
DATE	

A204



- 1. EXISTING
- 2. NEW
- 3. DEMOLITION
- 4. FINISH

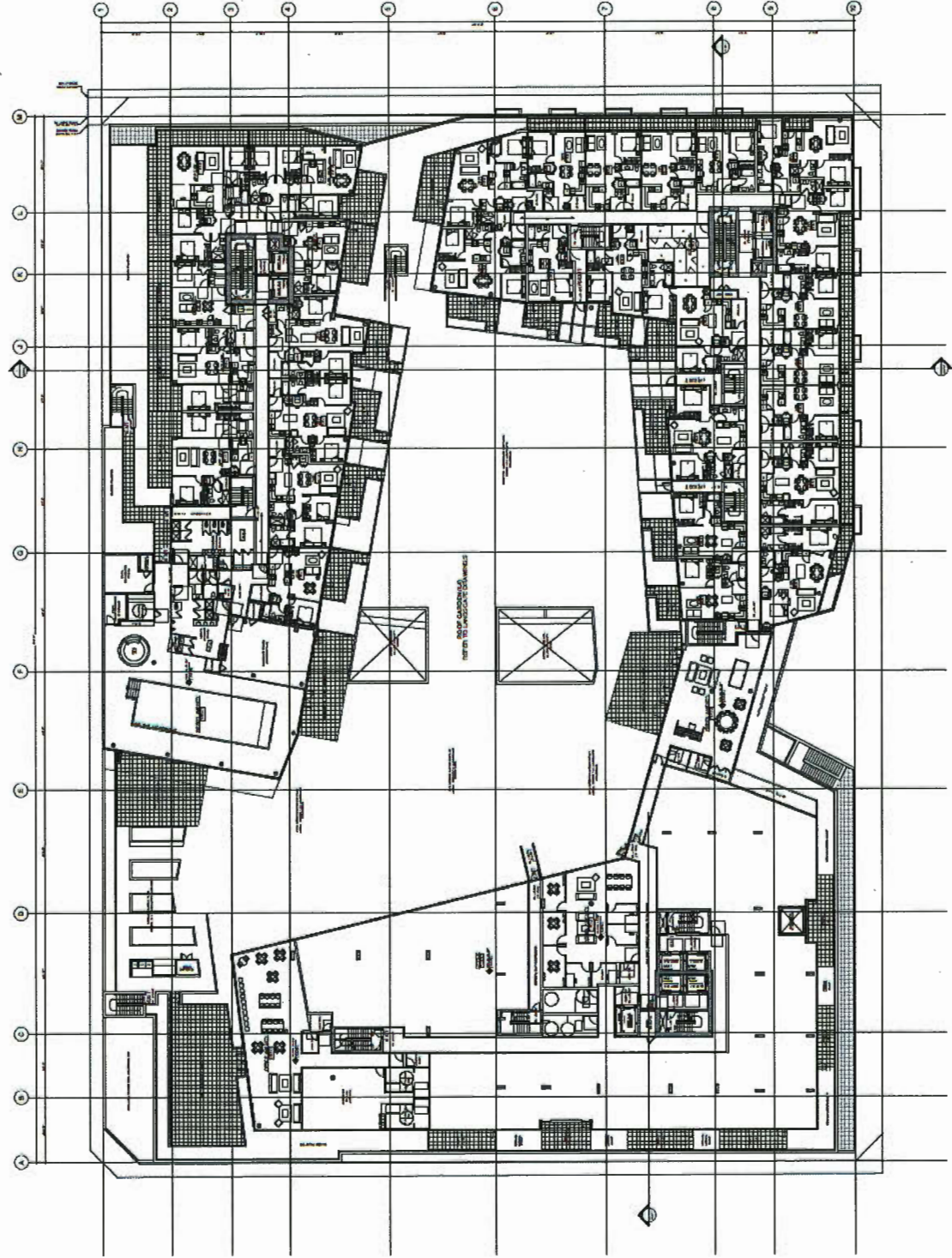
**PARK ROAD &
BUSWELL STREET**

607-6087 PARK ROAD
INDIANAPOLIS, IN

**4th FLOOR PLAN
(TOWERS A-B-C)**

DATE	10.03
PROJECT	MARKET
NO.	04-0007-2008
SCALE	1/8" = 1'-0"
DESIGNER	WFL
<small>THIS DRAWING IS THE PROPERTY OF W. I. LEUNG ARCHITECTS, INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF W. I. LEUNG ARCHITECTS, INC.</small>	

A205



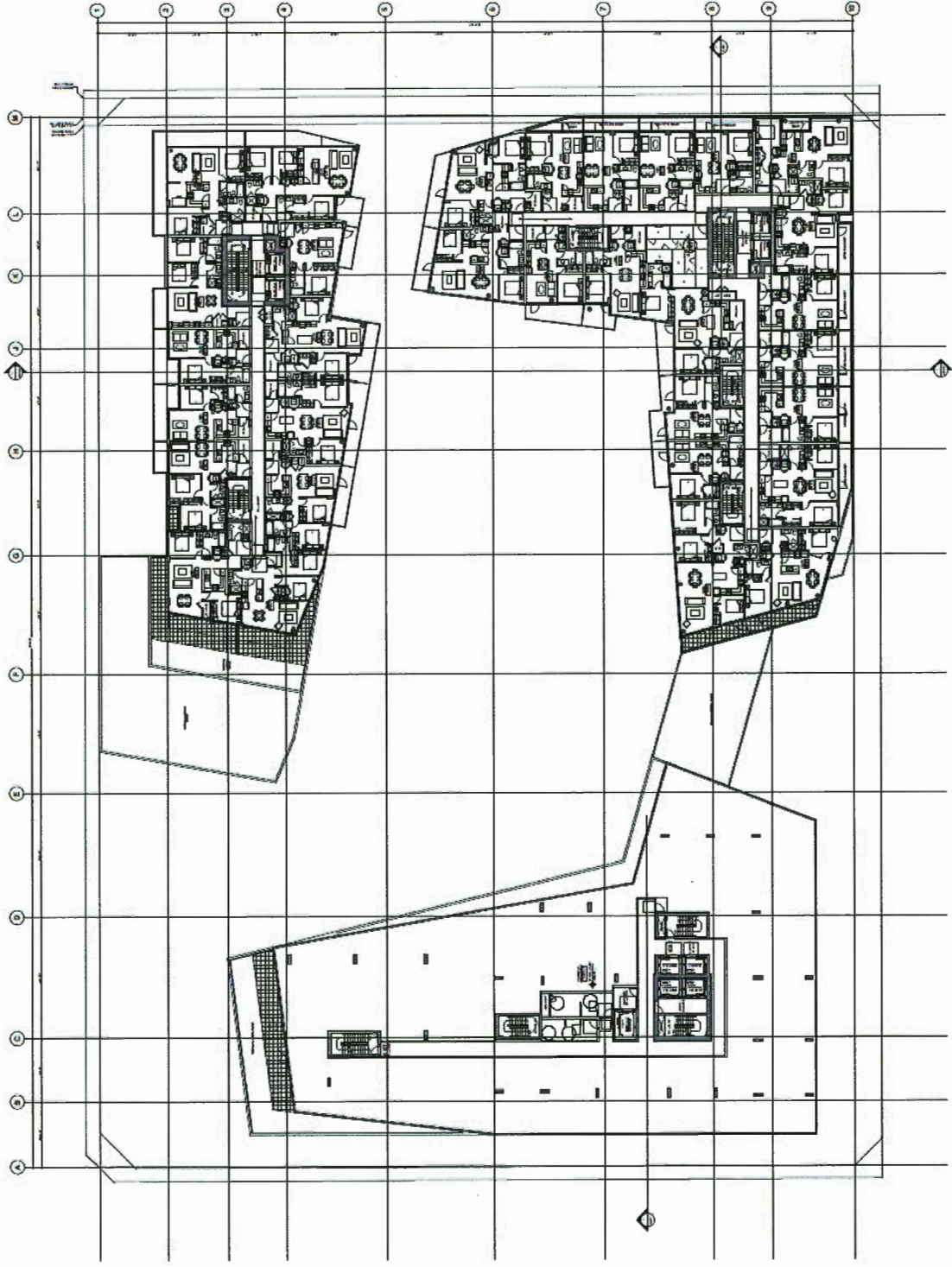
- PROJECT: 5th FLOOR PLAN
 1. 09/15/06 ARCHITECTURE
 2. 09/15/06 ARCHITECTURE
 3. 09/15/06 ARCHITECTURE
 4. 09/15/06 ARCHITECTURE

**PARK ROAD &
BUSWELL STREET**
807-4897 PARK ROAD
RICHMOND, CA

**5th FLOOR PLAN
(TOWERS A-B-C)**

DATE: 09/15/06	SCALE: AS SHOWN
BY: W. T. LEUNG	CHECKED: W. T. LEUNG
PROJECT: 5th FLOOR PLAN	CLIENT: W. T. LEUNG
NOTES: 1. THIS PLAN IS TO BE USED FOR THE 5th FLOOR PLAN ONLY.	

A206



- LEGEND**
- 1. OFFICE
 - 2. CONFERENCE
 - 3. MEETING
 - 4. RECEPTION
 - 5. STORAGE
 - 6. RESTROOM
 - 7. BREAK ROOM
 - 8. ELEVATOR
 - 9. STAIR
 - 10. MECHANICAL
 - 11. ELECTRICAL
 - 12. PLUMBING
 - 13. TELEPHONE
 - 14. SECURITY
 - 15. FIRE
 - 16. SIGNAGE
 - 17. FURNITURE
 - 18. LIGHTING
 - 19. AC
 - 20. HEATING
 - 21. VENTILATION
 - 22. EXTERIOR
 - 23. INTERIOR
 - 24. GLASS
 - 25. METAL
 - 26. WOOD
 - 27. CARPET
 - 28. TILE
 - 29. PAINT
 - 30. OTHER

**PARK ROAD &
BUSWELL STREET**

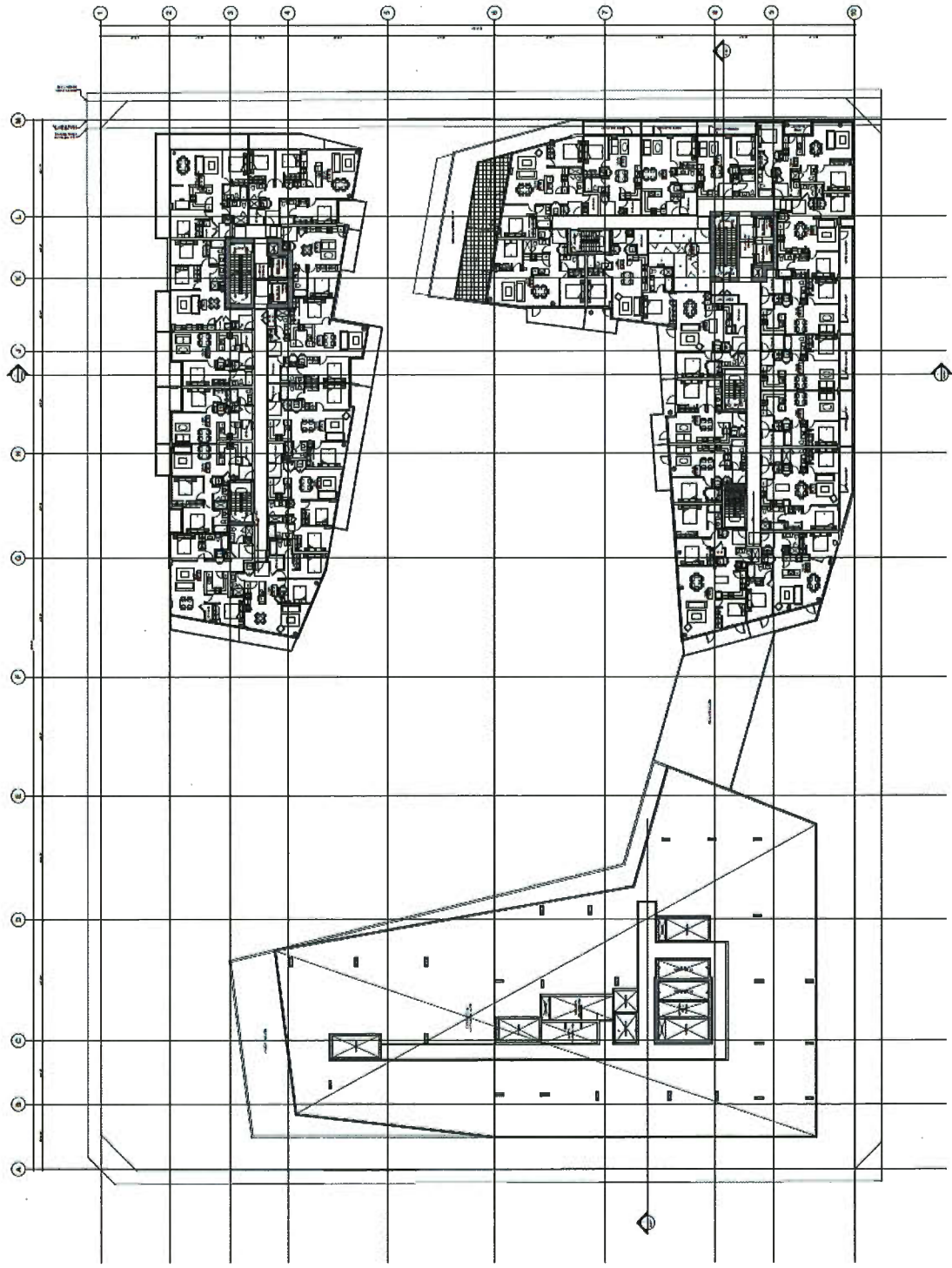
877-838 PARK ROAD
RICHMOND, BC

**6th FLOOR PLAN
(TOWERS B-C)**

NO. DATE

1	18-03	REVISION
2	18-03	REVISION
3	18-03	REVISION
4	18-03	REVISION
5	18-03	REVISION
6	18-03	REVISION
7	18-03	REVISION
8	18-03	REVISION
9	18-03	REVISION
10	18-03	REVISION
11	18-03	REVISION
12	18-03	REVISION
13	18-03	REVISION
14	18-03	REVISION
15	18-03	REVISION
16	18-03	REVISION
17	18-03	REVISION
18	18-03	REVISION
19	18-03	REVISION
20	18-03	REVISION
21	18-03	REVISION
22	18-03	REVISION
23	18-03	REVISION
24	18-03	REVISION
25	18-03	REVISION
26	18-03	REVISION
27	18-03	REVISION
28	18-03	REVISION
29	18-03	REVISION
30	18-03	REVISION

A207



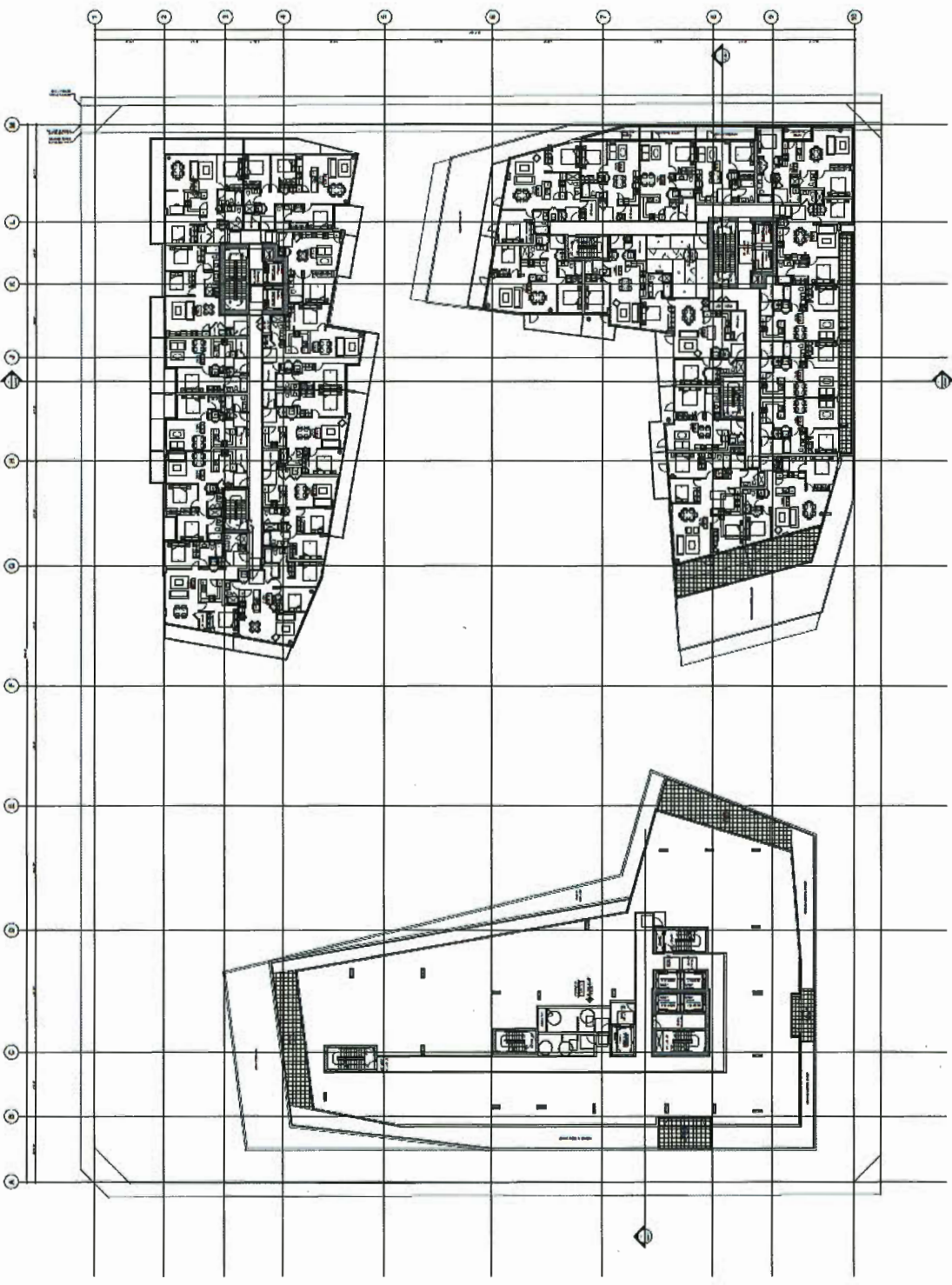
- REVISIONS**
- 1. 09/07/2010
 - 2. 09/07/2010
 - 3. 09/07/2010
 - 4. 09/07/2010

**PARK ROAD &
BUSWELL STREET**
637-688 PARK ROAD
RICHMOND, BC

**TOWER A 6/F
TOWERS B-C 7/F
PLANS**

DATE	16/03
BY	WTL
CHK	WTL
DATE	09 MAY 2010
BY	WTL
CHK	WTL

A208



- 1. EXISTING
- 2. NEW
- 3. DEMOLITION
- 4. FINISH

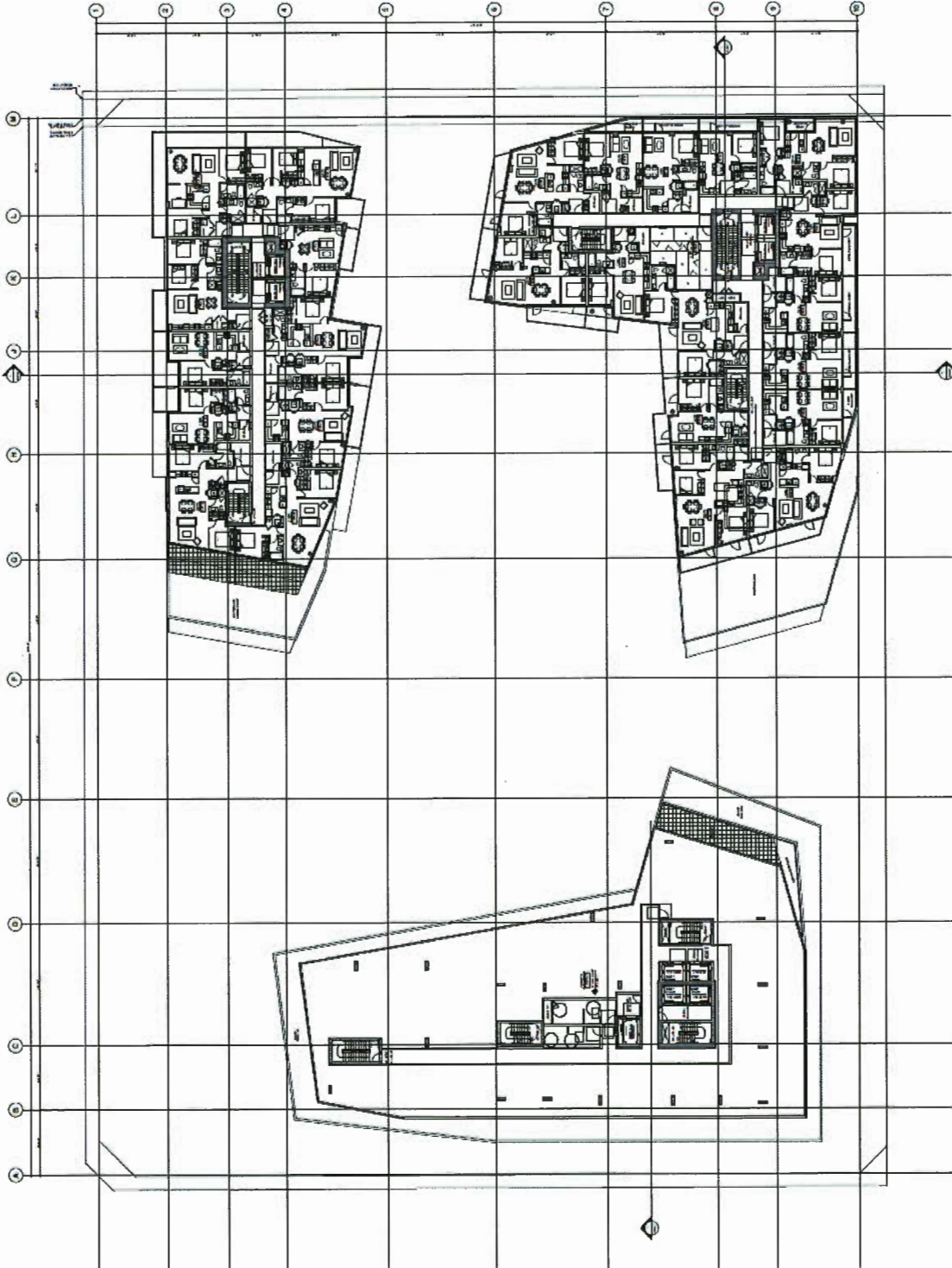
**PARK ROAD &
BUSWELL STREET**

8001 80th PARK ROAD
REDMOND, WA

**TOWER A 7/F,
TOWERS B-C 8/F
PLANS**

DATE	10-14-03
NO.	000001
BY	W. T. LEUNG
SCALE	1/8" = 1'-0"
PROJECT	8001 80th PARK ROAD REDMOND, WA

A209



- LEGEND**
- 1. FINISHES
 - 2. STRUCTURE
 - 3. MECHANICAL
 - 4. ELECTRICAL
 - 5. PLUMBING
 - 6. FURNITURE
 - 7. EQUIPMENT
 - 8. PARTITION
 - 9. GLASS CURTAIN WALL
 - 10. GLASS WALL
 - 11. GLASS DOOR
 - 12. GLASS WINDOW
 - 13. GLASS SKYLIGHT
 - 14. GLASS BALCONY
 - 15. GLASS RAMP
 - 16. GLASS STAIR
 - 17. GLASS ELEVATOR
 - 18. GLASS LIFT
 - 19. GLASS PLATFORM
 - 20. GLASS RAILING
 - 21. GLASS BALUSTRADE
 - 22. GLASS FILING CABINET
 - 23. GLASS STORAGE CABINET
 - 24. GLASS DISPLAY CABINET
 - 25. GLASS RECEPTION DESK
 - 26. GLASS CONFERENCE TABLE
 - 27. GLASS OFFICE DESK
 - 28. GLASS BREAK ROOM TABLE
 - 29. GLASS RESTROOM TABLE
 - 30. GLASS STORAGE TABLE
 - 31. GLASS RECEPTION SEAT
 - 32. GLASS OFFICE SEAT
 - 33. GLASS BREAK ROOM SEAT
 - 34. GLASS RESTROOM SEAT
 - 35. GLASS STORAGE SEAT
 - 36. GLASS RECEPTION COUNTER
 - 37. GLASS OFFICE COUNTER
 - 38. GLASS BREAK ROOM COUNTER
 - 39. GLASS RESTROOM COUNTER
 - 40. GLASS STORAGE COUNTER
 - 41. GLASS RECEPTION ISLAND
 - 42. GLASS OFFICE ISLAND
 - 43. GLASS BREAK ROOM ISLAND
 - 44. GLASS RESTROOM ISLAND
 - 45. GLASS STORAGE ISLAND
 - 46. GLASS RECEPTION ISLAND
 - 47. GLASS OFFICE ISLAND
 - 48. GLASS BREAK ROOM ISLAND
 - 49. GLASS RESTROOM ISLAND
 - 50. GLASS STORAGE ISLAND

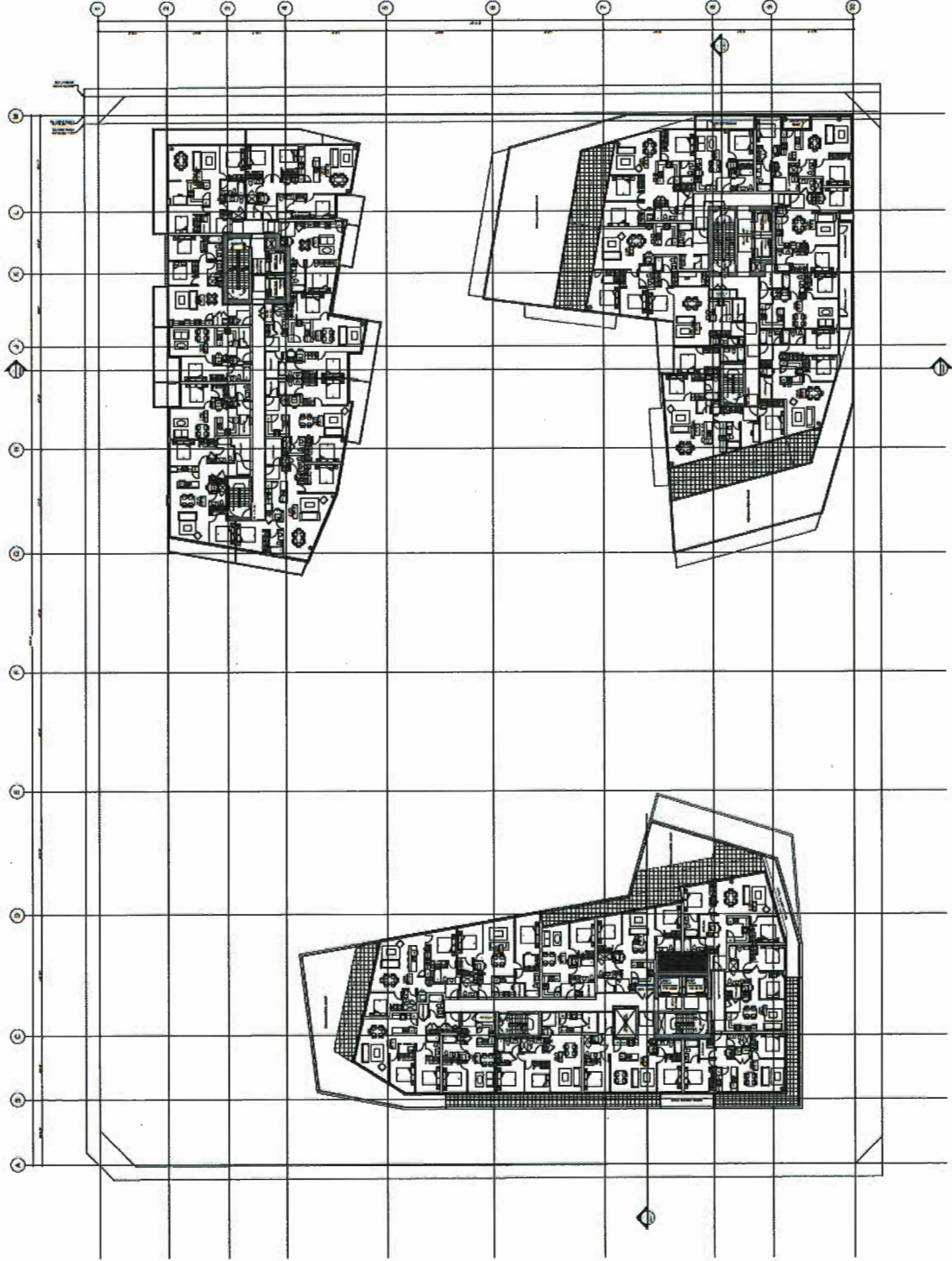
PARK ROAD &
BUSWELL STREET

507 EAST PARK ROAD
RICHMOND, BC

**TOWER A 8/F,
TOWERS B-C 9/F
PLANS**

DATE	15-03
PROJECT	REBID
NO.	03-0007-2318
SCALE	1/8" = 1'-0"
DESIGNER	W.T.L.
ARCHITECT	W.T.L.
ENGINEER	
MECHANICAL	
ELECTRICAL	
PLUMBING	
STRUCTURE	
INTERIOR	
LANDSCAPE	
EXTERIOR	
MECHANICAL	
ELECTRICAL	
PLUMBING	
STRUCTURE	
INTERIOR	
LANDSCAPE	
EXTERIOR	

A210



- LEGEND**
- 1. FLOOR FINISHES
 - 2. WALLS
 - 3. CEILING
 - 4. FLOORING
 - 5. PARTITION
 - 6. STAIRS
 - 7. ELEVATORS
 - 8. MECHANICAL
 - 9. ELECTRICAL
 - 10. PIPING
 - 11. STRUCTURE
 - 12. EXTERIOR FINISHES

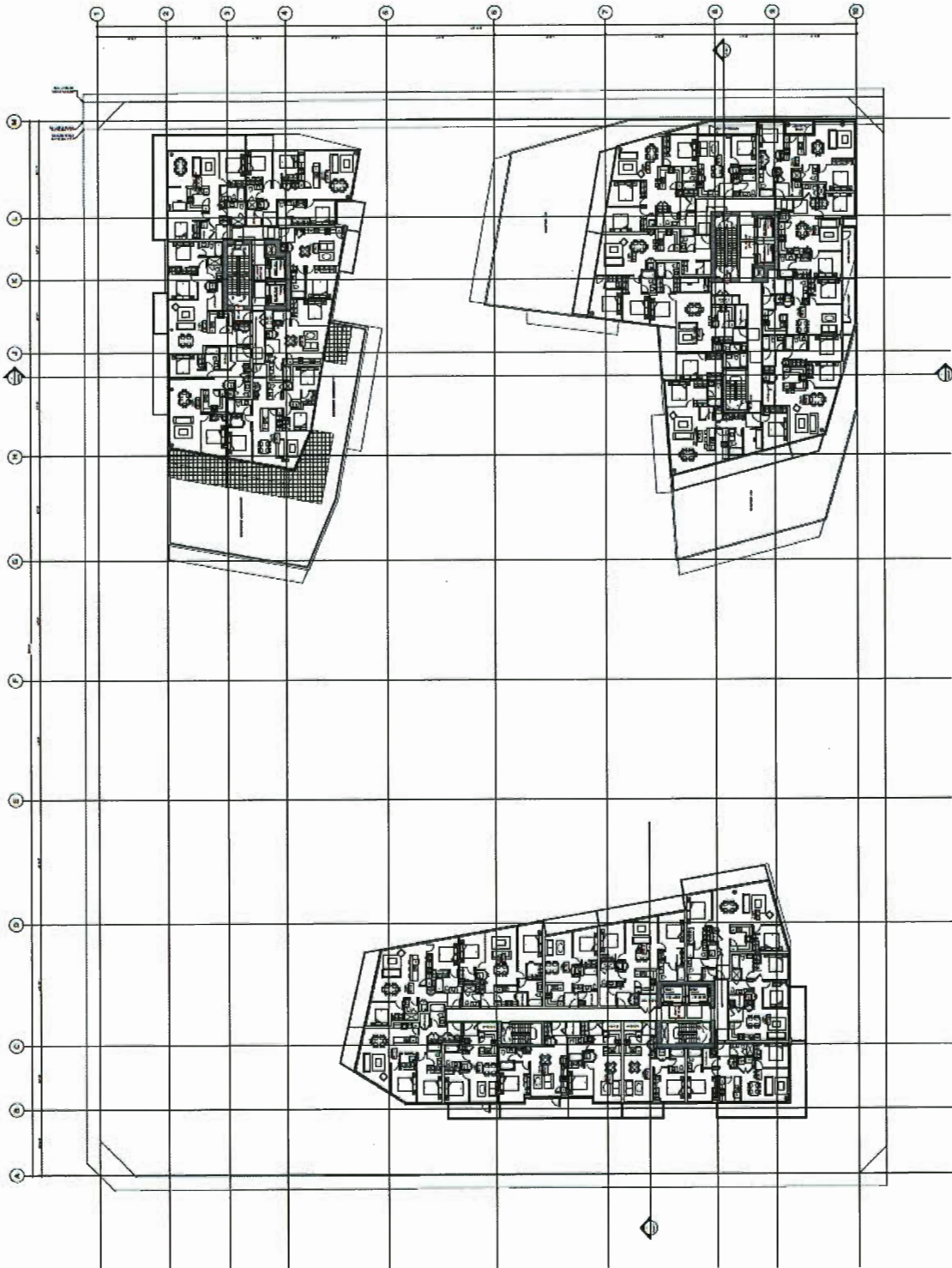
PARK ROAD & BUSWELL STREET

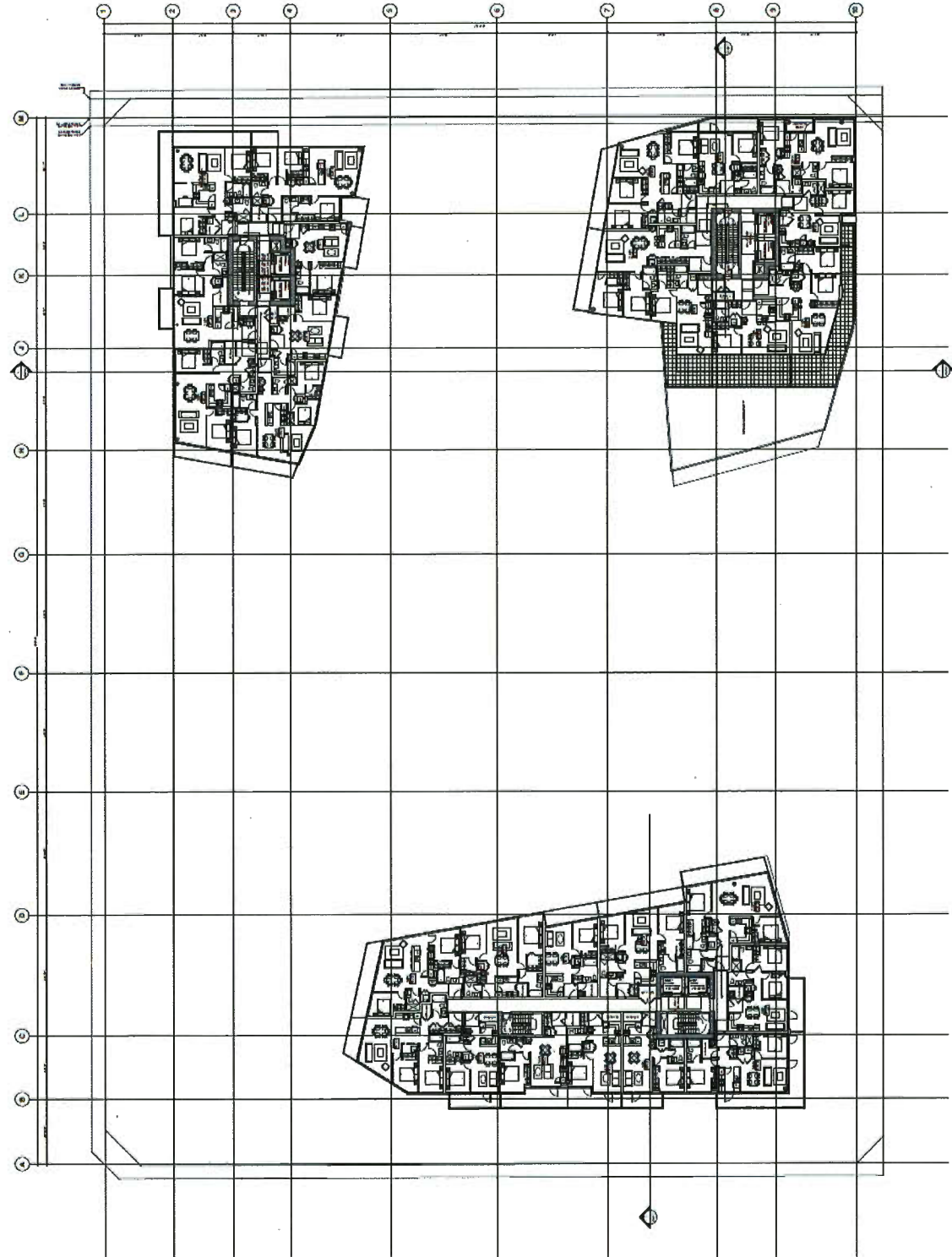
475 WEST PARK ROAD
 BIRMINGHAM, AL

**TOWER A 9/F,
 TOWERS B-C 10/F
 PLANS**

DATE	10.10.03
PROJECT	475 WEST PARK ROAD
CLIENT	W. T. LEUNG ARCHITECTS INC.
DESIGNER	W. T. LEUNG ARCHITECTS INC.
SCALE	AS SHOWN
STATUS	CONCEPT

A211





- REVISIONS
- 1. 08/01/03 - 08/01/03
 - 2. 08/01/03 - 08/01/03
 - 3. 08/01/03 - 08/01/03
 - 4. 08/01/03 - 08/01/03

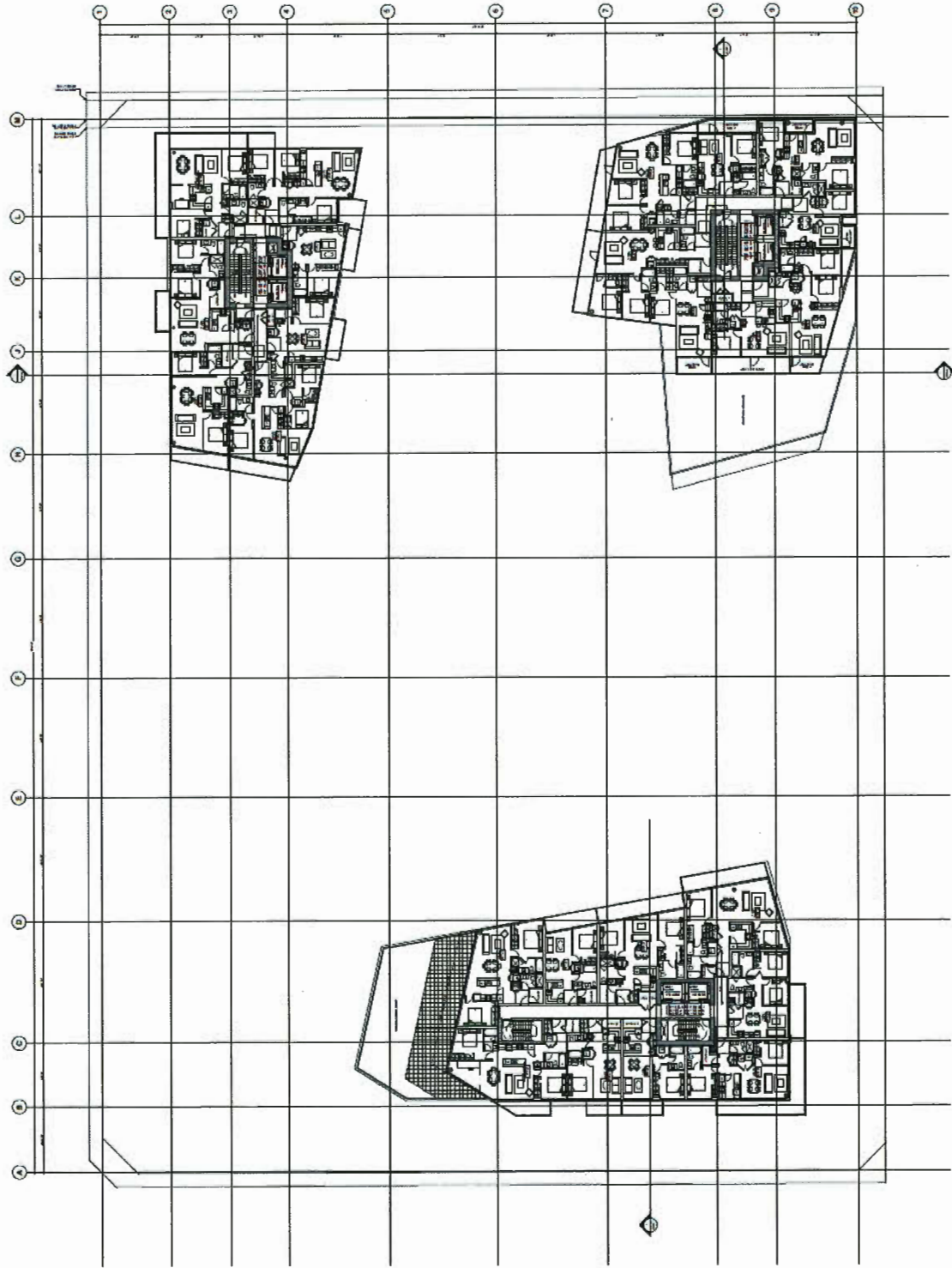
**PARK ROAD &
BUSWELL STREET**

6071-6081 PARK ROAD
VICTORIA, BC

**TOWER A 11/F,
TOWERS B-C 12/F
PLANS**

DATE	18-03
BY	MB/MT
DATE	09-08-2008
SCALE	1/8" = 1'-0"
DESIGNED BY	WTL
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A213



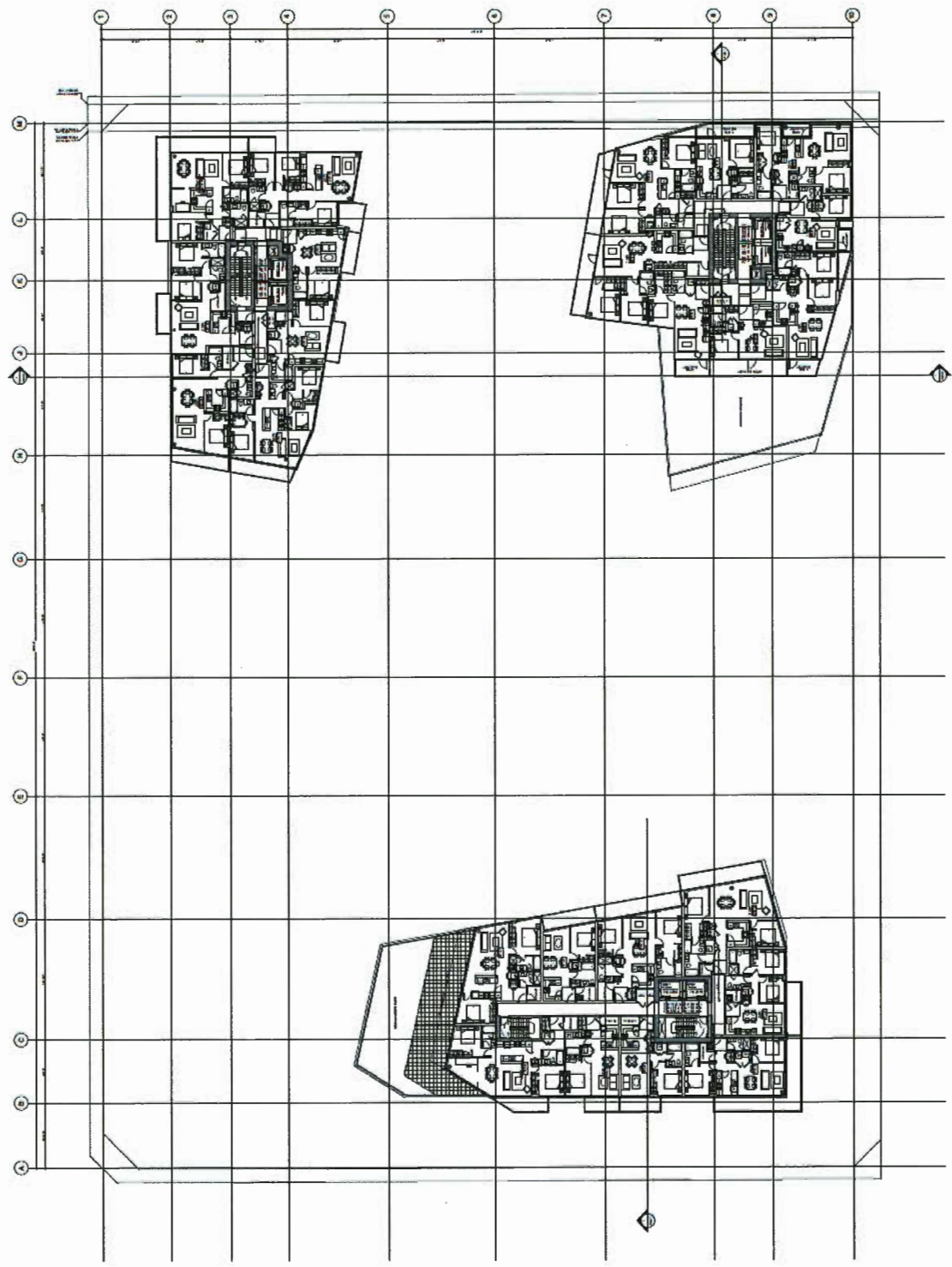
- LEGEND**
- 1. OFFICE
 - 2. RECEPTION
 - 3. CONFERENCE
 - 4. STORAGE
 - 5. RESTROOM
 - 6. BREAK ROOM
 - 7. MEETING ROOM
 - 8. ELEVATOR
 - 9. STAIR
 - 10. CORE
 - 11. MECHANICAL
 - 12. ELECTRICAL
 - 13. PLUMBING
 - 14. TELEPHONE
 - 15. SECURITY
 - 16. SIGNAGE
 - 17. FURNITURE
 - 18. LIGHTING
 - 19. PAINT
 - 20. GLASS
 - 21. METAL
 - 22. WOOD
 - 23. CERAMIC
 - 24. CARPET
 - 25. CONCRETE
 - 26. GYPSUM BOARD
 - 27. INSULATION
 - 28. ROOFING
 - 29. EXTERIOR FINISH
 - 30. INTERIOR FINISH

**PARK ROAD &
BUSWELL STREET**
407-408 PARK ROAD
RICHMOND, BC

**TOWER A 12/F,
TOWERS B-C 13/F
PLANS**

DATE	16.03
SCALE	AS SHOWN
PROJECT	MARKET
NO.	00-000-0000
CLIENT	W. T. LEUNG ARCHITECTS
DESIGNER	W. T. LEUNG ARCHITECTS
CONTRACTOR	W. T. LEUNG ARCHITECTS

AZ14



- 1. PROJECT NO. 1000 WEST 10TH AVENUE
- 2. PROJECT NAME. 1000 WEST 10TH AVENUE
- 3. PROJECT TYPE. OFFICE BUILDING
- 4. PROJECT LOCATION. DENVER, COLORADO

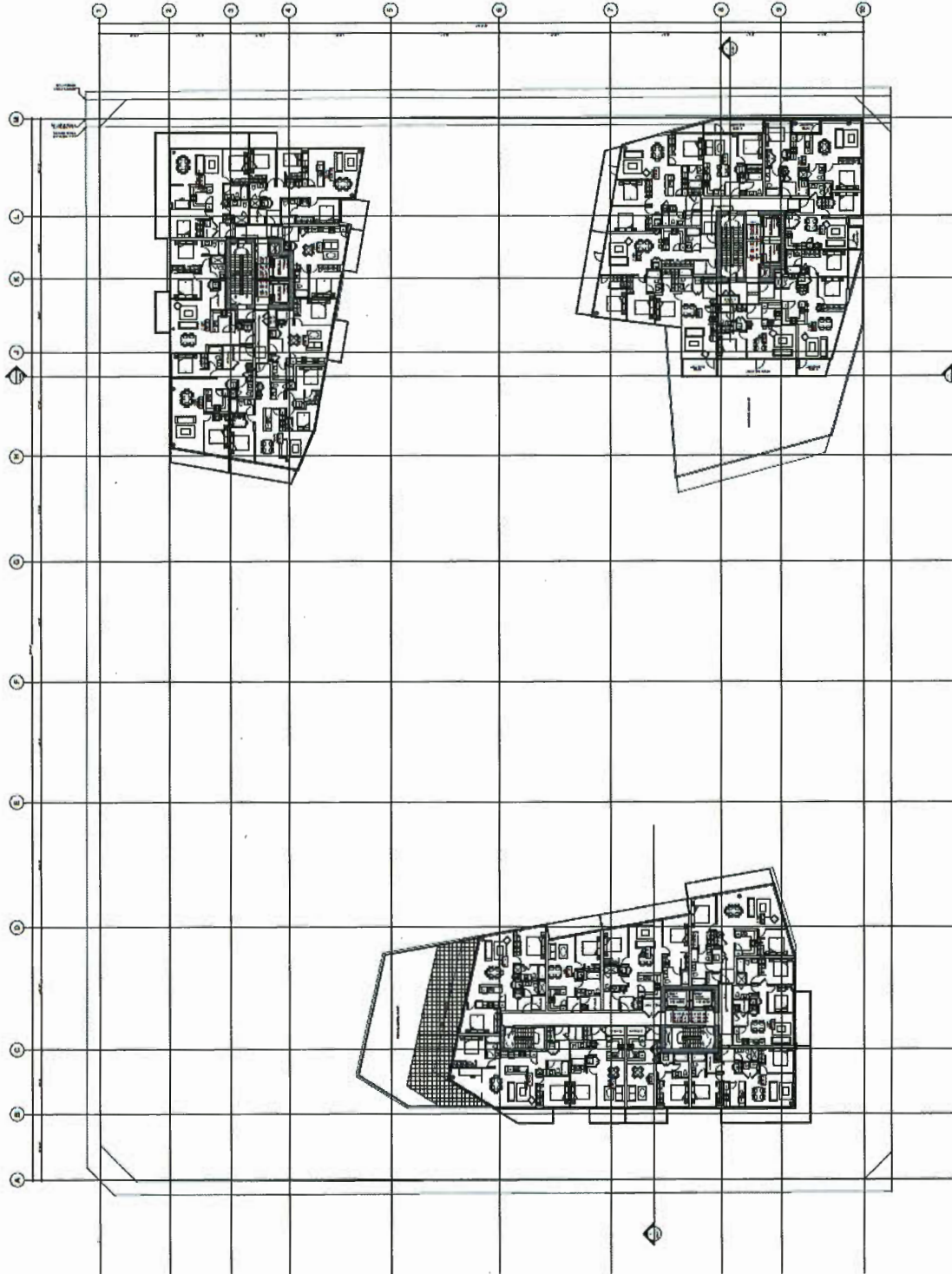
PARK ROAD &
BUSWELL STREET

1000 WEST 10TH AVENUE
DENVER, CO

**TOWER A 13/F,
TOWERS B-C 14/F
PLANS**

DATE	10/20
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0"
PROJECT	1000 WEST 10TH AVENUE
ARCHITECT	W. T. LEUNG ARCHITECTS INC.

A215



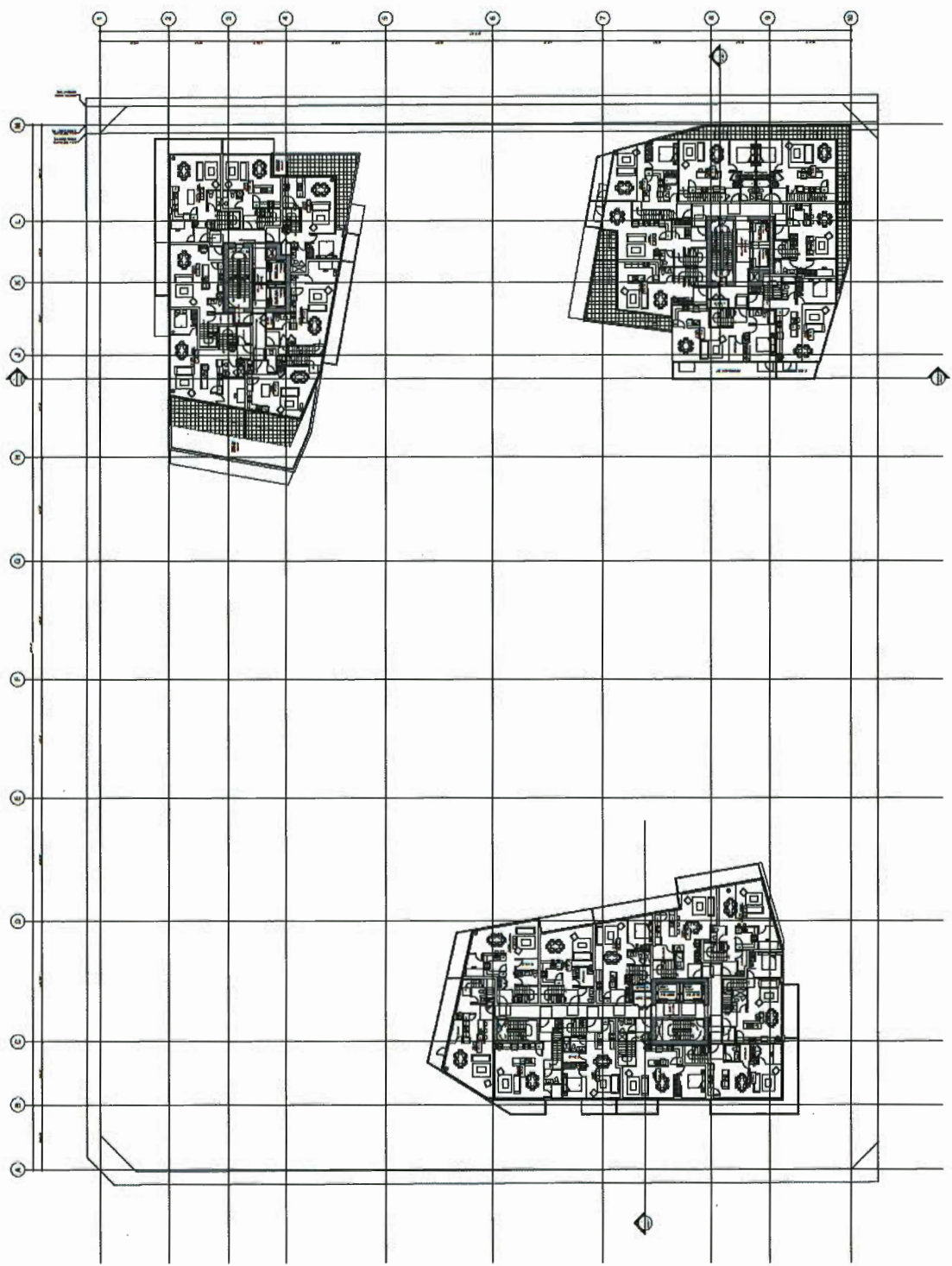
- LEGEND**
- 1. FINISHES
 - 2. STRUCTURE
 - 3. MECHANICAL
 - 4. ELECTRICAL
 - 5. PLUMBING
 - 6. INTERIORS
 - 7. EXTERIORS

**PARK ROAD &
BUSWELL STREET**
1877-1891 PARK ROAD
ROCKFORD, IL

**TOWER A 14/F,
TOWERS B-C 15/F
PLANS**

DATE	10/03
BY	MMB
CHECKED	MMB
SCALE	1/8" = 1'-0"
PROJECT NO.	100000000
CLIENT	W. T. LEUNG ARCHITECTS INC.

A216



- REVISIONS**
- 1. 05/10/10: 15F/16F INTERIM
 - 2. 05/10/10: 15F/16F INTERIM
 - 3. 05/10/10: 15F/16F INTERIM
 - 4. 05/10/10: 15F/16F INTERIM

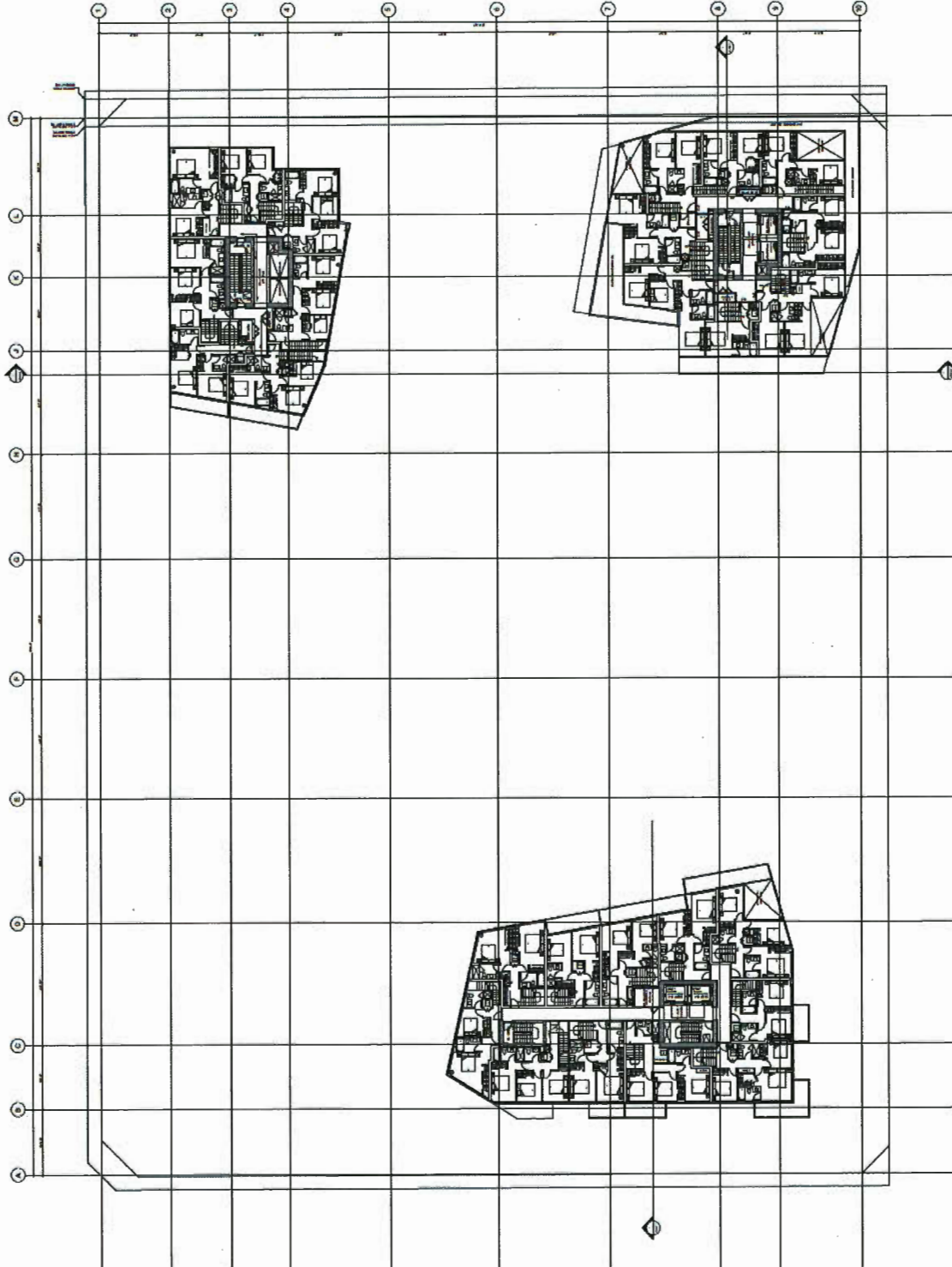
**PARK ROAD &
BUSWELL STREET**

8075-4500 PARK ROAD
RICHMOND, BC

**TOWER A 15F,
TOWERS B-C 16/F
PLANS**

DATE:	05-10-10
BY:	WTL
CHECKED BY:	WTL
DATE:	05-10-10
SCALE:	1/16" = 1'-0"
PROJECT:	WTL
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A217



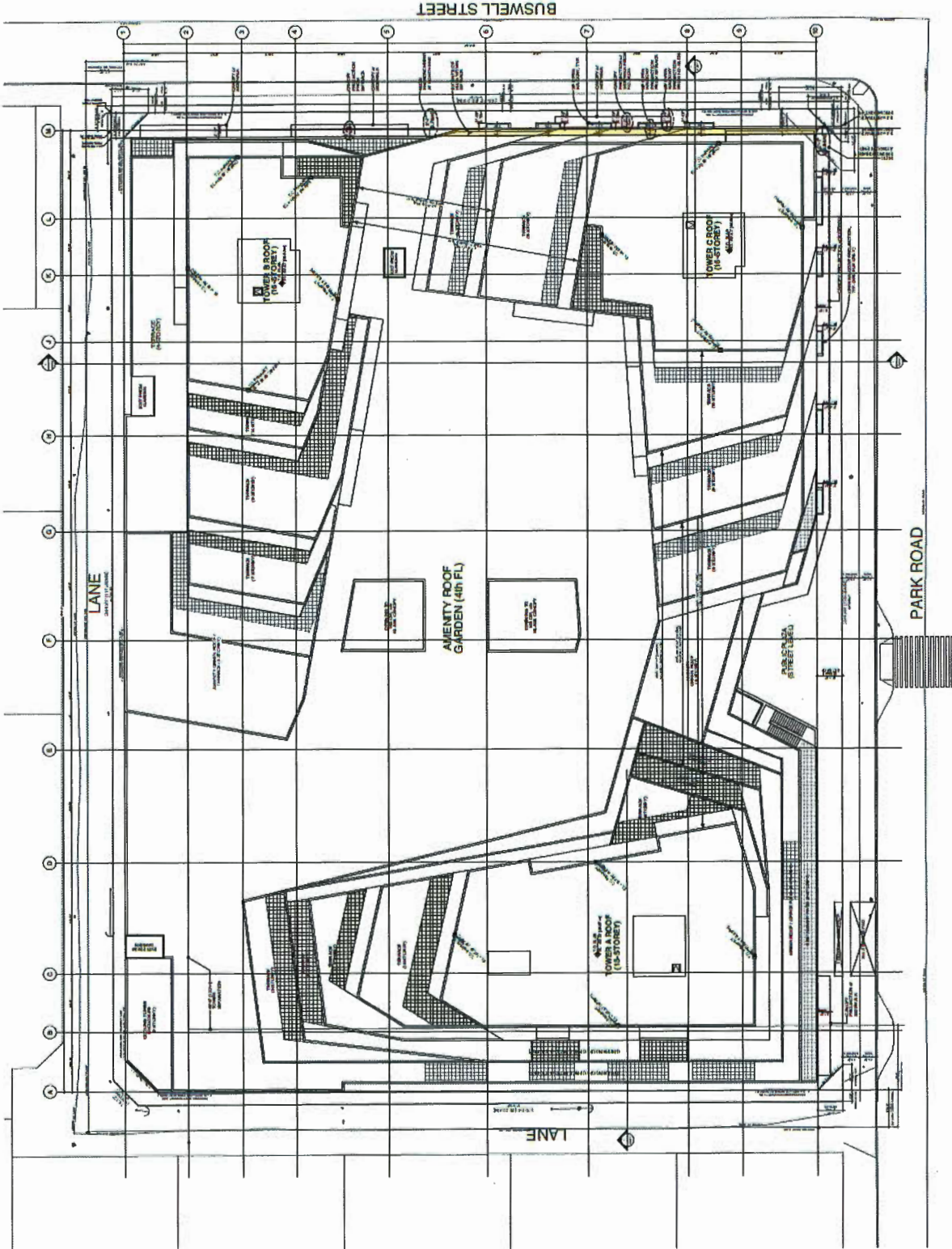
- 1. ROOF PLAN
- 2. ROOF PLAN
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- 99. ROOF PLAN
- 100. ROOF PLAN

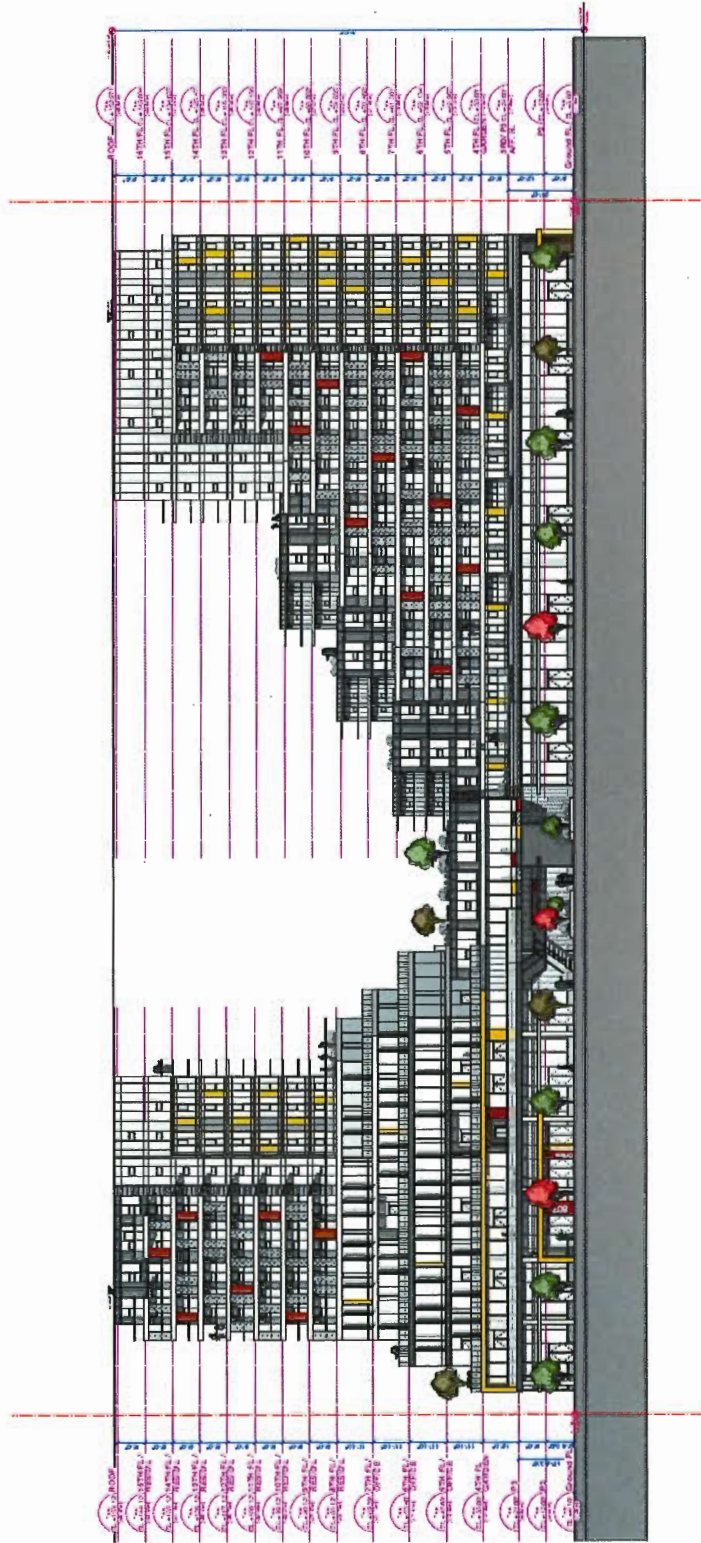
**PARK ROAD &
BUSWELL STREET**
875 PARK ROAD
ROCKVILLE, MD

ROOF PLANS

DATE	10/12/11
BY	WTL
CHECKED BY	WTL
SCALE	1/8" = 1'-0"
PROJECT	875 PARK ROAD
OWNER	WTL
DESIGNER	WTL
DATE	10/12/11
BY	WTL
CHECKED BY	WTL
SCALE	1/8" = 1'-0"
PROJECT	875 PARK ROAD
OWNER	WTL
DESIGNER	WTL

A218





CNCL - 361

W. T. LEUNG
ARCHITECTS
INC.

400-663-8888
1077-489 Park Road
Burnaby BC V5A 3P9
Tel: (604) 663-8888 Fax: (604) 663-8889

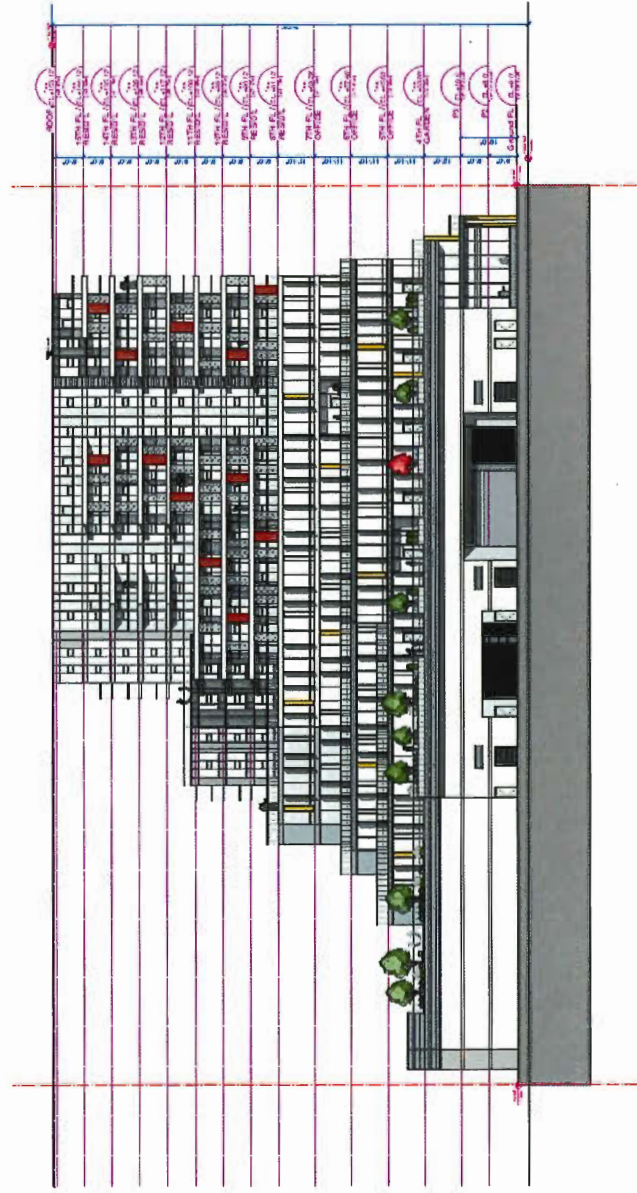
DATE: 2018.03.28
SCALE: 1/8" = 1'-0"
PROJECT: 18-0000 - 18-0000

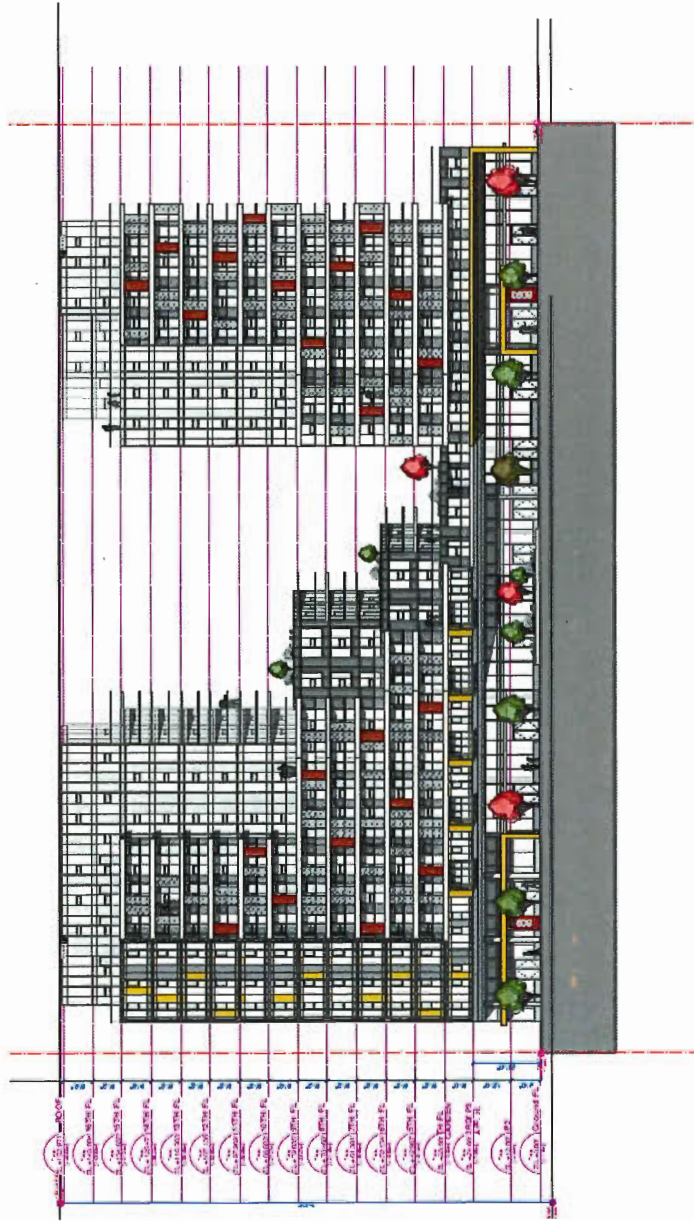
PARK ROAD &
BUSWELL STREET
1077-489 PARK ROAD
BURNABY, BC

WEST
ELEVATION
(WEST LANE)

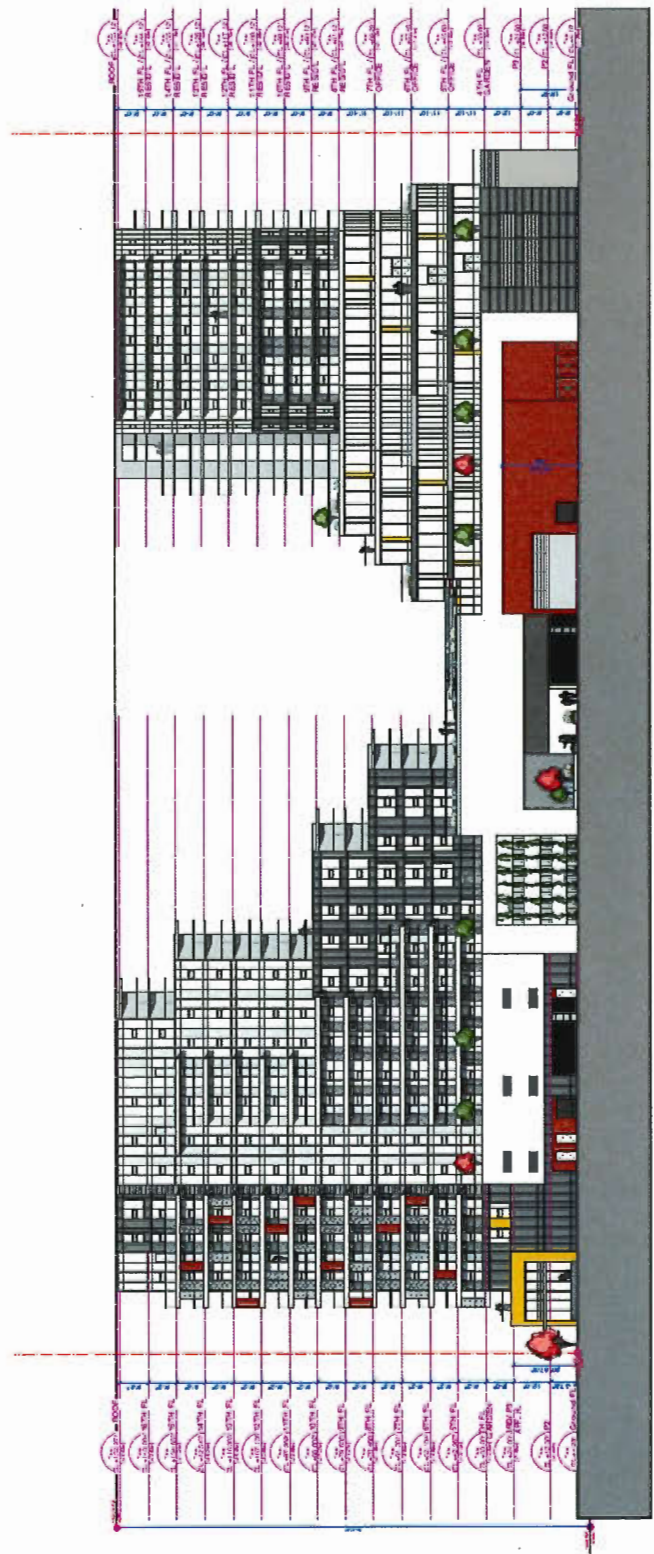
DATE: 18-03
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 27 APR 2018
SCALE: 1/8" = 1'-0"
PROJECT: 18-0000

A.302



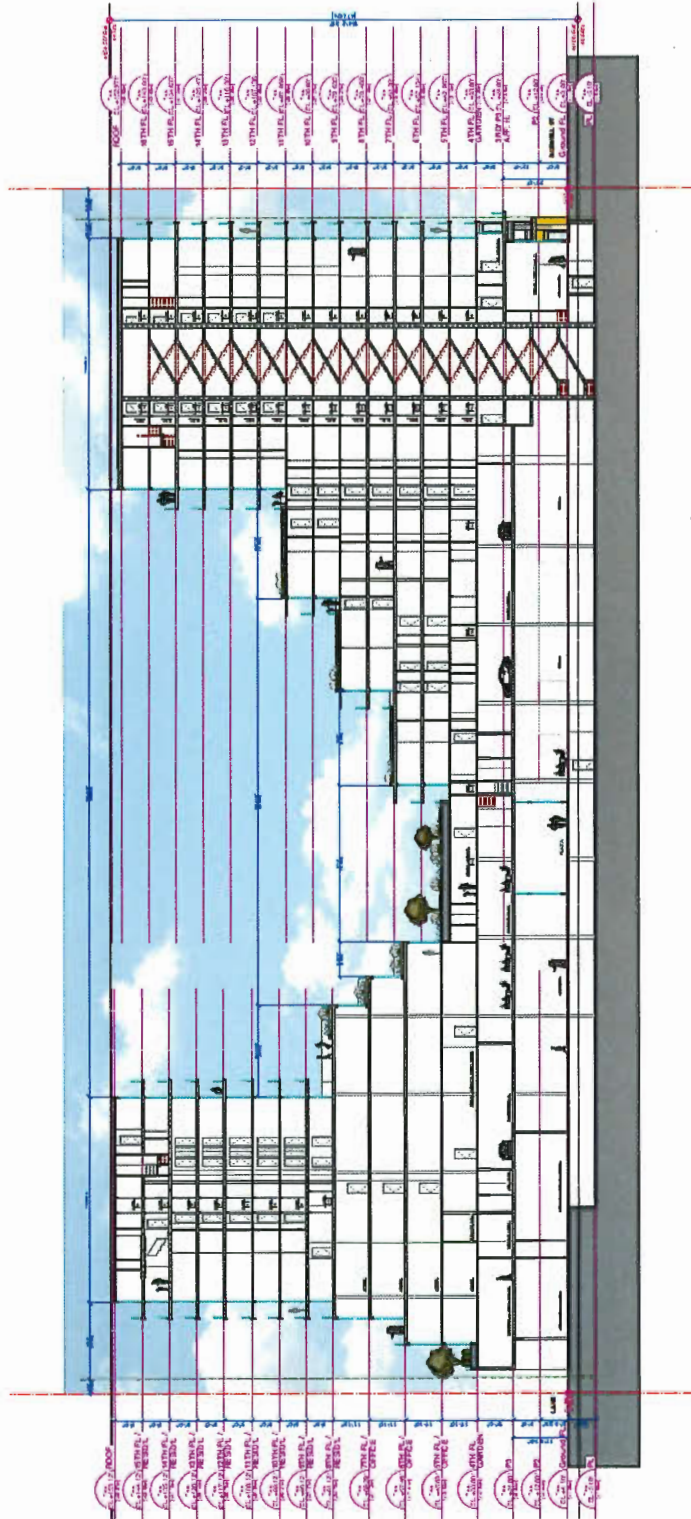


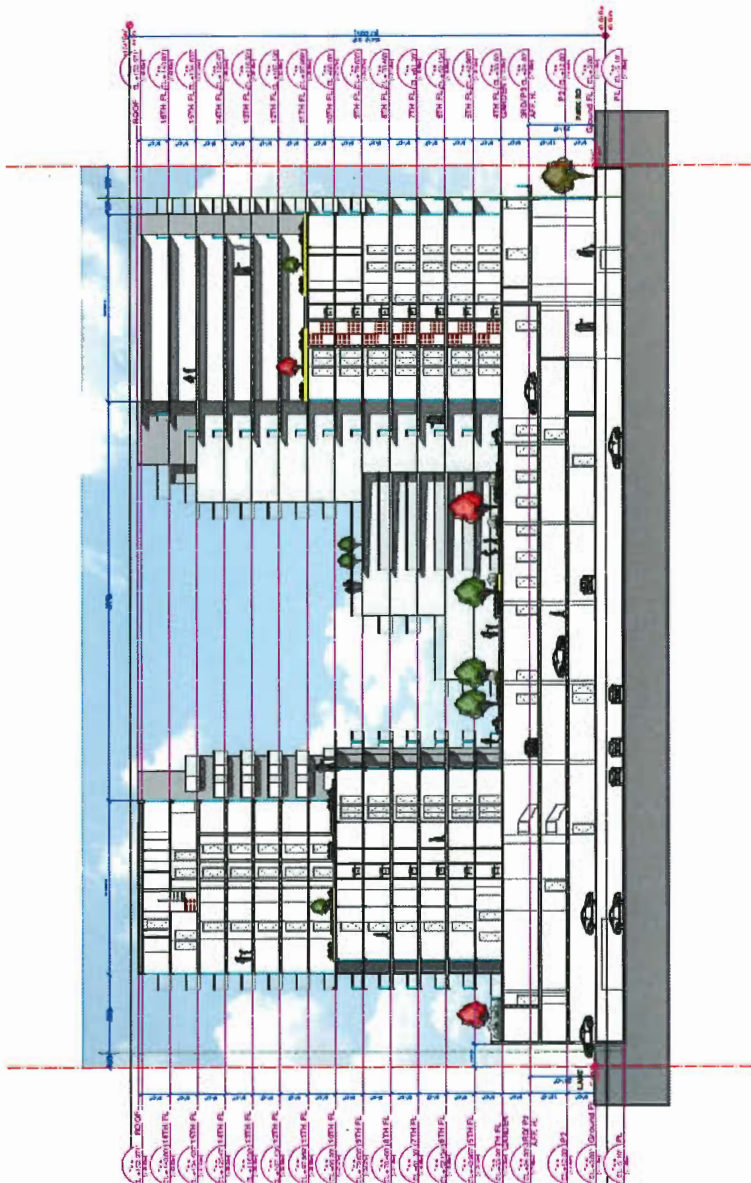
DATE	18.03
SCALE	1/8" = 1'-0"
DATE	17.09.2018
SCALE	1/8" = 1'-0"
DATE	17.09.2018
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DATE	17.09.2018
SCALE	1/8" = 1'-0"



CNCL - 364

DATE	REVISION
08/11/10	1. INITIAL
08/11/10	2. REVISED
08/11/10	3. REVISED
08/11/10	4. REVISED
08/11/10	5. REVISED
08/11/10	6. REVISED
08/11/10	7. REVISED
08/11/10	8. REVISED
08/11/10	9. REVISED
08/11/10	10. REVISED







7 Jan 2018
 11 Dec 2017
 11 Dec 2017
 Project No. 17054
 Sheet No. 11.1

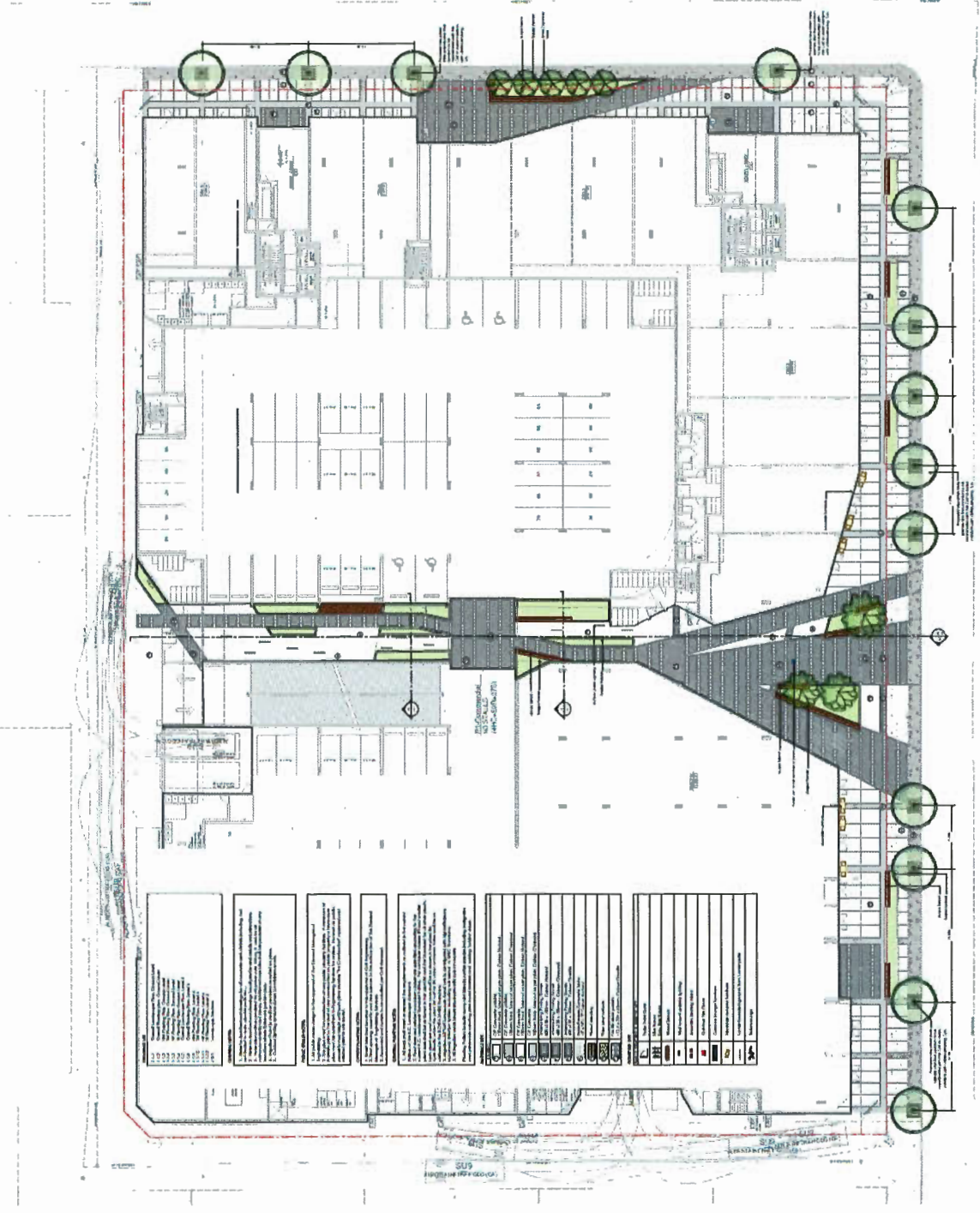


Project:
 8071 - 8091 Fork Road,
 Richmond

Author:	DS
Checked By:	TV
Date:	February 2018
Scale:	1/8" = 1'-0"
Drawing Title:	

Overall landscape plan
 Ground level

Project No.:	17054
Sheet No.:	11.1



	Planting: ...
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2 2013-03-05
1 2012-11-17
0 2012-08-17



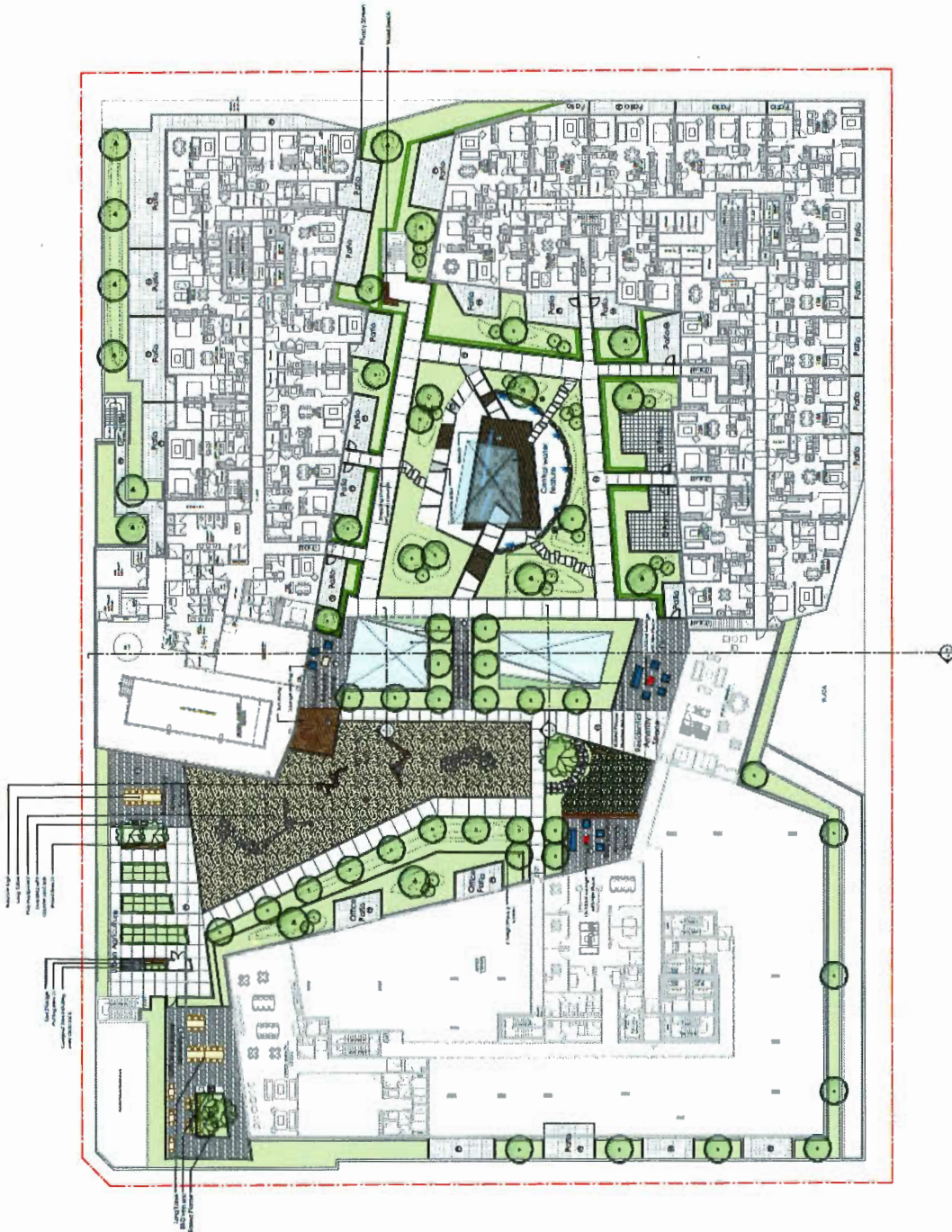
DR
1001 10th Street, N.E.
Richmond, VA 23131
703.351.1000
www.drva.com

Project: 8071 - 8091 Park Road,
Richmond

Scale: 1/8" = 1'-0"
Drawing No.:
Date: February 2010
Checked by: EV
Drawn by: SD

Overall Landscape plan
level 4

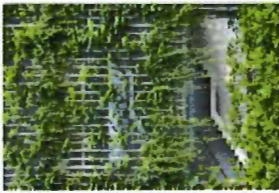
Project No.: 17054
Sheet No.: 13.7



Green walls, climbing plants



Use 20-year structures with climbing plants to provide shade and improve air quality. Use plants for parking lot and plaza landscaping.



Use a horizontal green wall for a modern look.

Reflective material increasing the amount of light in pedestrian walkway



Reflective material used to allow light to be seen.



Colorful material to increase interest and safety in the walkway.

Use cantilevered planters if possible at different parking levels



Cantilevered planters with the edge raised to protect light poles.



2. Jan 2018
1. Dec 2017
Program VIC
Project



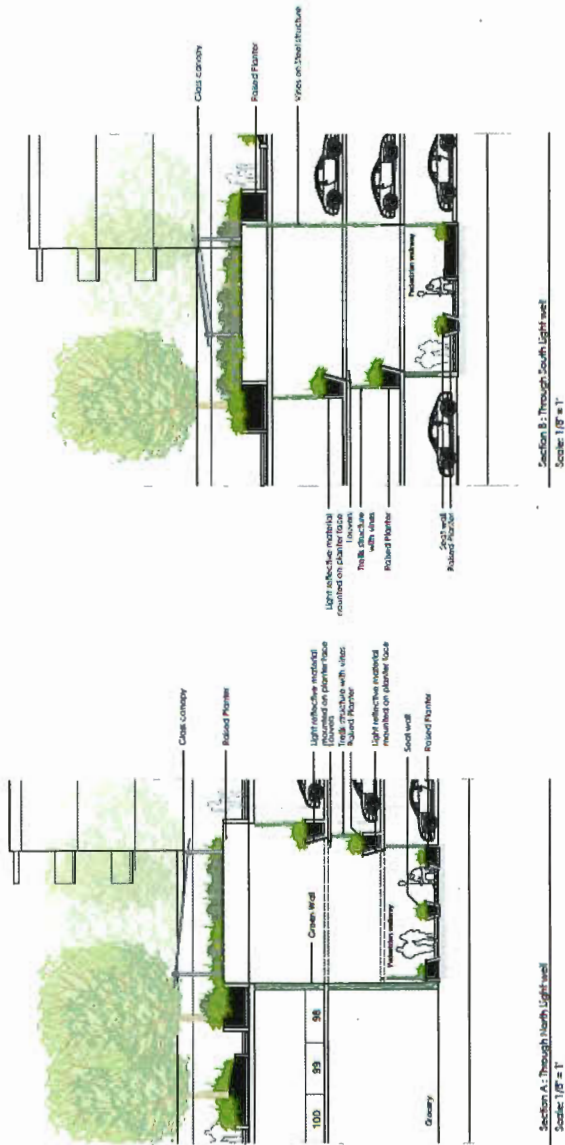
Richmond
8071 - 8091 Park Road,
Richmond

Project:
8071 - 8091 Park Road,
Richmond

Client:	CD
Contractor:	2M
Start:	February 2018
End:	
Project Name:	

Image board

Project No:	17054
Sheet No:	
Scale:	
Date:	01.13

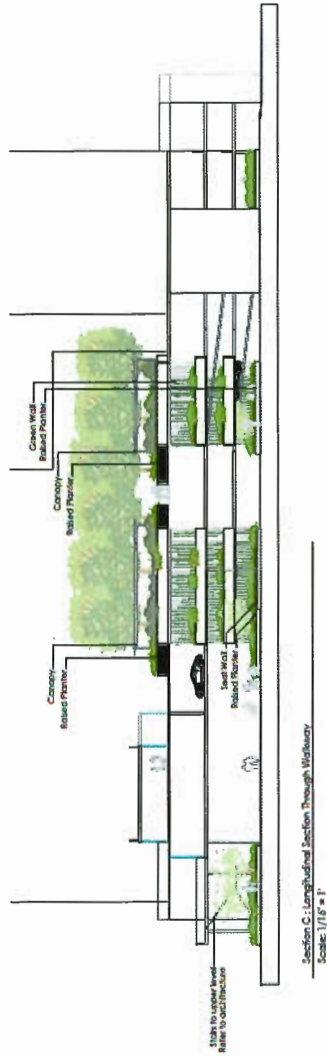


Section A.: Through North Light well
Scale: 1/8" = 1'

Section B.: Through South Light well
Scale: 1/8" = 1'

1. Date: 2/15/18
 2. Drawn by: J. J. Jones
 3. Check by: J. J. Jones
 4. Date: 2/17/18
 5. Project No.: 17054
 6. Revision:

Design Group LLC
 127 N. 107th Street, Suite 100
 Minneapolis, MN 55431
 Phone: 612.437.4444
 Fax: 612.437.4444



Section C.: Longitudinal Section Through Walkway
Scale: 1/16" = 1'

Project:
**8071 - 8071 Park Road,
 Richmond**

Design No.: 150
 Checked by: JF
 Date: February 2018
 Scale: As Shown
 Drawing Title:
Landscaping Sections

Project No.:
17054
 Drawing No.:
L21



RZ 17-779229

Attachment 3

Address: 8071 and 8091 Park Road

Applicant: W.T. Leung Architects, Inc. on behalf of Grand Long Holdings Canada Ltd. & Park Village Investments Ltd.

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

	Existing	Proposed
Owner:	Grand Long Holdings Canada Ltd. & Park Village Investments Ltd., Inc. No. BC1091629	Grand Long Holdings Canada Ltd. & Park Village Investments Ltd., Inc. No. BC1091629
Site Size (m²):	10,621.61 m ² (114,333 ft ²)	10,216 m ² (109,969 ft ²)
Land Uses:	Commercial, restaurant	Office, commercial, restaurant, residential
OCP Designation:	Downtown Mixed Use	Downtown Mixed Use
Area Plan Designation:	Urban Core T6 (45 m), Village Centre Bonus	Urban Core T6 (45 m), Village Centre Bonus
Zoning:	Downtown Commercial (CDT1)	High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)
Number of Residential Units:	0	Market housing: 318 residential units AH:21 Total: 339

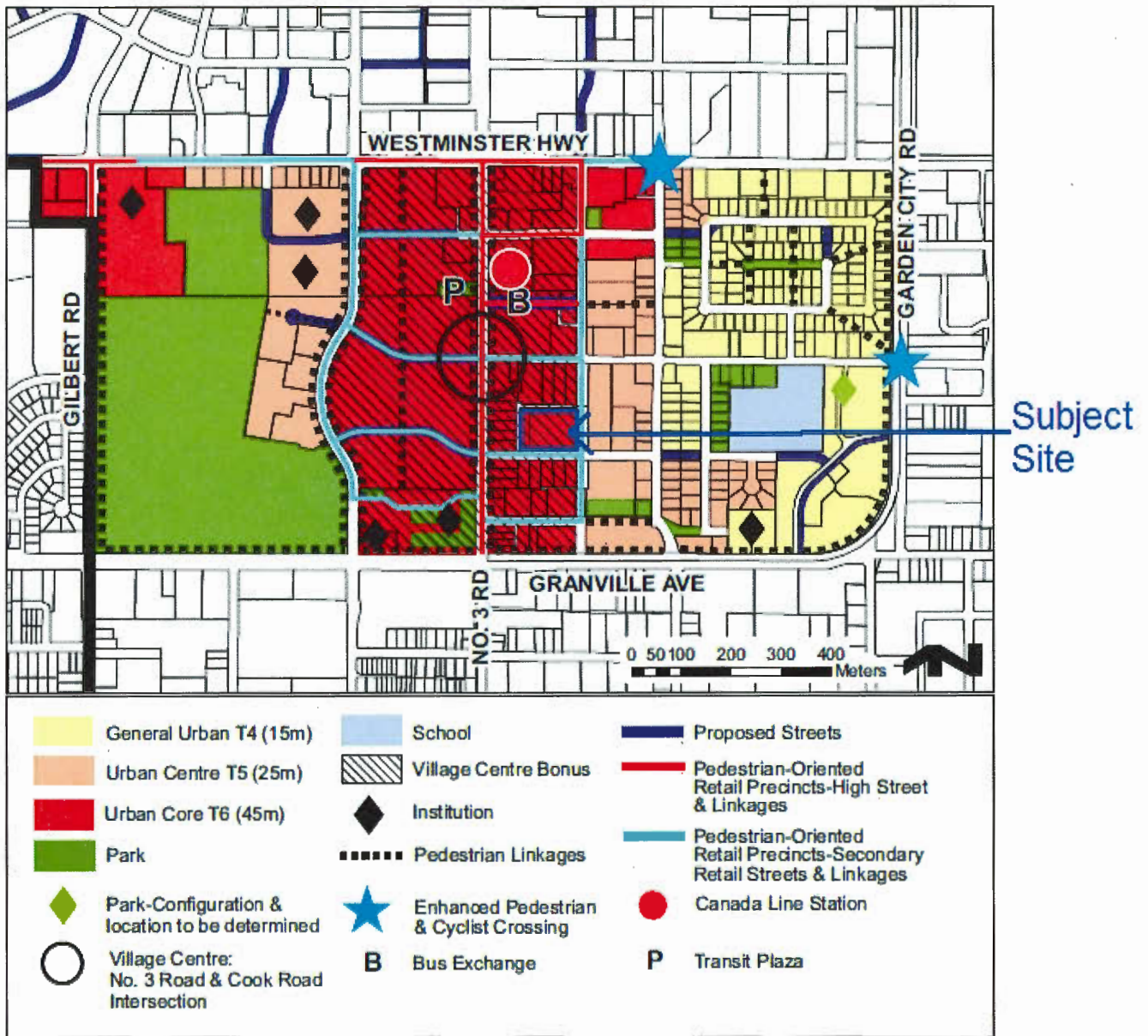
On Future Subdivided Lots	Proposed ZMU39 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0 FAR increased to a higher density of 3.0 FAR conditional to complying with the City's affordable housing objectives 3.0 FAR increased to a higher density of 4.0 FAR conditional to the lot being located within a VCB designated area and complying with VCB terms	Net: 3.86 FAR Residential: 2.93 FAR Non-residential: 0.93	none permitted
Buildable Floor Area (m ²):*	40,863 m ² (439,846 ft ²)	Total: 39,482 m ² (424,980 ft ²) Residential: 29,970 m ² (322,615 ft ²) Non-residential: 9,512 m ² (102,397 ft ²)	none permitted
Lot Coverage (% of lot area):	90% for buildings	62.7%	none

On Future Subdivided Lots	Proposed ZMU39 Bylaw Requirement	Proposed	Variance
Lot Size:	CCAP minimum: 4,000 m ²	10,215 m ² (109,969 ft ²)	none
Lot Dimensions (m):	Width: 45 m Depth: 40 m	Width: 88 m Depth: 120 m	none
Setbacks (m):	<ul style="list-style-type: none"> ▪ Park Road and Buswell Street: 3m minimum that may be reduced to 2.2m subject to conditions ▪ Rear: Min. 0 m ▪ Side: Min. 0 m 	<ul style="list-style-type: none"> ▪ Park Road: Min. 3 m ▪ Buswell Street: Min. 2.2 to 3.0 m ▪ Rear (west): Min. 1.45 m ▪ Side (north): Min. 1.5 m 	none
Permitted setback projections:	<ul style="list-style-type: none"> ▪ Balconies: 1/3 of required setback (0.73 m to 1.0 m) ▪ Architectural features: 0.6 m ▪ Awnings: to the property line (as approved through the DP) ▪ Cantilevered roofs: 1.2 m ▪ Above ground utilities: 0.6 m 	<p>Balconies: Park Road: 0.72 m Buswell Street: 0.73 m</p> <p>Awnings: Park Road: 1.5 m Buswell Street: 1.52 m</p>	none
Height (m):	47 m geodetic	Tower A: 46.93 m Tower B & C: 46.88 m	none
Parking Spaces – Total (Zone 1)	<p>Total: 565</p> <p>Residential: 337</p> <p>Non-residential: -Commercial/restaurant: 153 (shared with residential visitors) -Office: 75</p>	<p>Total: 618</p> <p>Residential: 343</p> <p>Non-residential: -Commercial/restaurant: 191 (of which <u>153 are to be shared with residential visitors</u>) -Office: 84</p>	none
<p>Parking Spaces – Residential (City Centre Zone 1)</p> <p>Applied rates: Residential: 1/unit AH: 0.9/unit Shared visitor/commercial parking (no exclusive use)</p>	<p>Total: 337</p> <p>Residential: 318 AH: 19 Visitor: 64 spaces shared with commercial</p>	<p>343</p> <p>(no TDM relaxation requested or required)</p>	none
<p>Parking Spaces – Non-Residential</p> <p>Applied rates: 3.75/100m² (on 1st 2 floors) + [1.5/100m² (above 1st 2 floors) – 15%]</p>	<p>Total: 228</p> <p>Commercial/restaurant: 153 (shared with residential visitors) Office: 75</p>	<p>Total: 275</p> <p>Commercial/restaurant: 191 (shared with residential visitors) Office: 84 (no TDM relaxation requested or required)</p>	no TDM relaxation requested or required
Tandem Parking	50% max for market residential spaces (maximum permitted: 159)	88 parking stalls in tandem arrangement (44 tandem stalls)	none

On Future Subdivided Lots	Proposed ZMU39 Bylaw Requirement	Proposed	Variance
Accessible Parking	2% of required parking spaces (12 stalls)	13 Commercial: 6 Residential: 7	none
Loading	6 shared medium truck loading spaces No large on-site truck (WB17) parking	6 shared medium truck loading spaces	none
Class 1 Bike Storage (Secure) Applied rates: Residential: (1.25/unit) Commercial: (0.27/100m ² gross leasable area greater than 100 m ²)	Total:449 Residential: 424 Commercial: 25	Total:491 Residential: 425 Commercial: 66	none
Class 2 Bike Storage (Unsecure) Applied rates: Residential: (0.1/unit) Commercial:(0.1/100m ² gross leasable area greater than 100m ²)	Total: 44 Residential: 34 Commercial: 10	The location of 44 spaces to be determined through the DP review process.	none
Electric Vehicle (EV) Charging Equipment	All residential parking spaces (excluding) visitor parking spaces to feature energized outlet (minimum Level 2 charging)	Residential: 100% EV ready Commercial/visitor parking spaces: ▪ 20% of stalls with 120 V electric vehicle charging receptacle ▪ 25% of stalls with roughed in conduit for future installation of charging receptacle	none
Amenity Space – Indoor:	2 m ² /unit: 678 m ² (ZMU39 permits 0.1 FAR additional floor area provided it is used entirely to accommodate indoor amenity space [1,078 m ²])	Total: 1,078 m ² (Residential: 804 m ² , Office: 274 m ²) Tower A: Residential: 145 m ² , Office: 804 m ² Tower B: Residential: 519 m ² Tower C: Residential: 139 m ² Amenity area exceeds Bylaw permitted exemption; therefore, 57 m ² of indoor amenity is included in the proposed FAR)	none
Amenity Space – Outdoor:	OCP: Min. 6.0 m ² /unit, including 600 m ² for children's play space: 2,034 m ² based on 339 units CCAP: Min. 10% of net site: (1,021 m ² based on 10,215 m ²)	Total: 3,558 m ² Office: 605 m ² Residential: 2,953 m ² , including 604 m ² children's play area	none

* Preliminary estimate, exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Specific Land Use Map: Brighthouse Village (2031)



Preliminary Sustainability Checklist



KANE CONSULTING

May 1, 2018

Project: Park Road & Buswell Street

Re: Green Building Components

The following list highlights the prominent sustainable features of the Park Road & Buswell Street project. Many of these features are a passive response to energy conservation, thermal comfort and protection or restoration of a more natural environment.

We have also provided a draft Sustainability Scorecard. The Scorecard shows the project is incorporating numerous sustainable strategies currently targeting 53 LEED points (50 points are required for Silver). Several more points are potentially available and will be confirmed, as the design is refined. These strategies are consistent with the City of Richmond requirements.

- o **SSp1 - Construction Activity:** An erosion and sedimentation control plan will be implemented to minimize erosion and sedimentation during demolition, site preparation and throughout construction.
- o **SSc2 - Development Density & Community Connectivity:** The project is located in downtown area with high density and close proximity to a variety of community services.
- o **SSc4.1 - Access to Transit:** The project location is situated in close proximity to the Canada Line station and numerous bus lines surround the site.
- o **SSc4.2 & 4.3 - Alternative Transportation:** The project will incorporate bicycle storage, changing rooms with showers and provide electric vehicle charging stations to further strengthen the use of alternative methods of transportations.
- o **SSc5.2 - Open Space:** The project will incorporate a significant amount of plantings and public open space.

#408-535 Thurlow St. Vancouver, BC, V6E 3L2

604-924-0094



KANE CONSULTING

- **SSc7.1 - Heat Island Effect:** Strategies such as minimizing asphalt roadway and placing 100% of parking under the building will help reduce Urban Heat Island Effect.
- **WEc1 - Water Efficient Landscaping:** Landscaping will utilize drought tolerant plant material (tree shrubs, groundcover and ornamental grasses), and adaptive plants to reduce the reliance on irrigation.
- **WEc1 - Irrigation Efficiency:** High efficiency irrigation system will include a central controller and soil/rain sensors. The irrigation system will include pressure-reducing nozzles to reduce and equalize water pressure at the nozzle locations to reduce misting. The optimized positioning of spray nozzles, appropriate selection of spray heads for precise coverage and water delivery, and elimination of turf grass will all enhance irrigation efficiency.
- **WEc3 - Water Efficiency:** Low flow/flush plumbing fixtures, including toilets, showerheads, lavatory faucets and kitchen faucets will be provided. They will not only reduce water consumption but also reduce the amount of energy required to produce hot water.
- **EAc1 - Energy Efficiency:** Energy efficiency measures are evaluated via a full building energy simulation.
- **EAc1 - Energy Efficiency:** the HVAC and domestic hot water systems will be compatible with the future planned City of Richmond DES.
- **EAc4 - Refrigerant Management:** Refrigerant with low ozone depletion and global warming potential will be selected for HVAC&R system to protect the environment.
- **MRC2 - Construction Waste Management:** A construction waste management plan will be developed and implemented throughout construction with a goal of diverting over 75% of waste generated.
- **MRC4 & 5 - Building Materials:** Many of the building materials will be selected based on recycled content and/or regional manufacturing.
- **MRC4 - GHG Reduction:** Use of cement substitutes such as flyash will reduce the developments CO2 footprint.

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604-924-0094



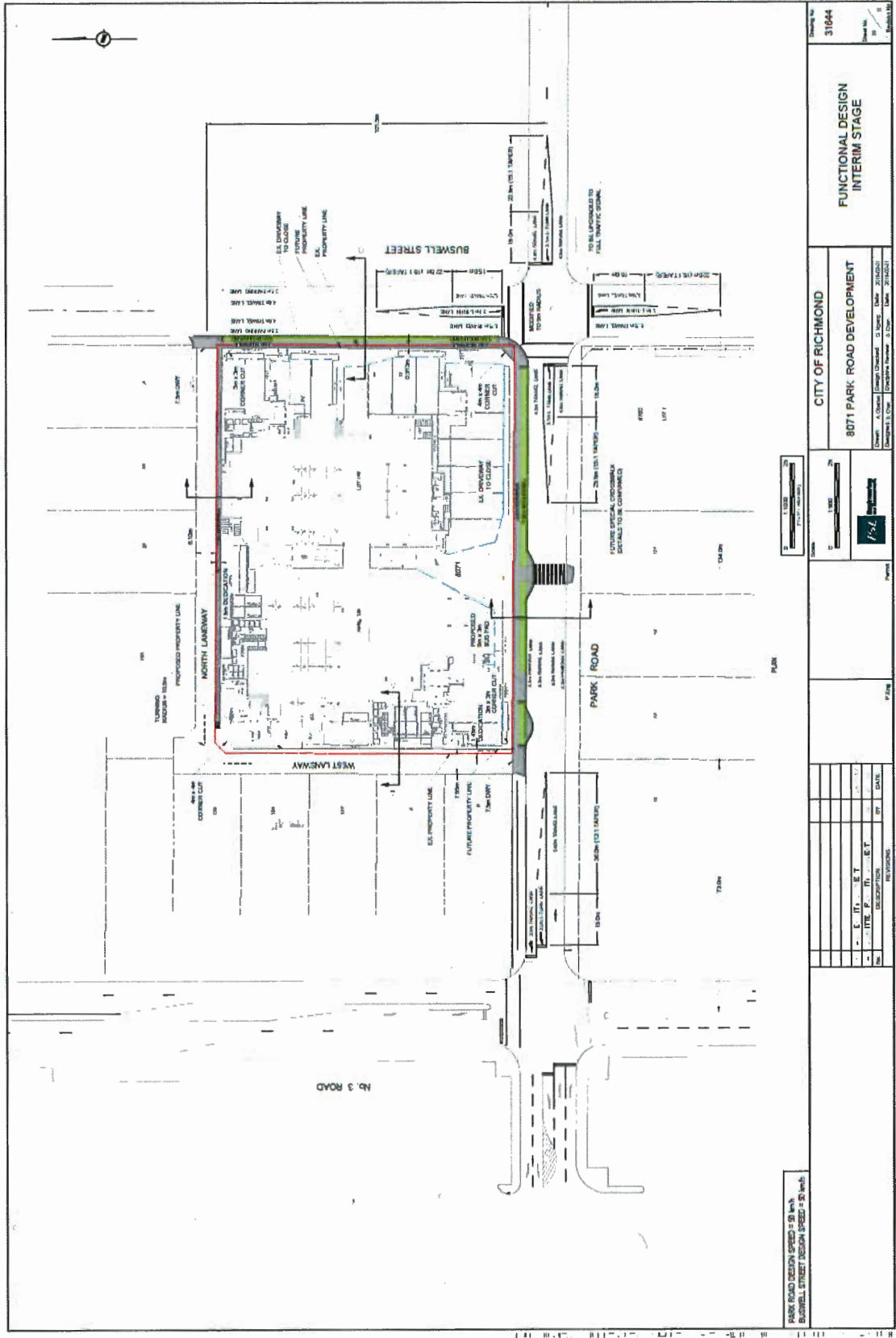
KANE CONSULTING

- o **EQc3.1 - Indoor Air Quality:** Best practices will be implemented during construction to optimize air quality and provide a clean and healthy building for the future residents.
- o **EQc4.1 & 4.2 Indoor Air Quality:** Low VOC finishes including adhesives, sealants and paints.
- o **EQc4.3 - Indoor Air Quality:** Low emitting carpet and flooring systems will be sourced.

End of Document

SILVER											110										
Total Project Score & Rating											Possible Points										
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 or more points											Possible Points										
53	7	50	Sustainable Sites								26	5	1	8	Materials and Resources						14
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Construction Activity Pollution Prevention																					
Site Selection																					
Development Density and Community Connectivity																					
Brownfield Redevelopment																					
Alternative Transportation, Public Transportation Access																					
Alternative Transportation, Bicycle Storage & Changing Rooms																					
Alternative Transportation, Low-Emitting and Fuel-Efficient Vehicles																					
Alternative Transportation, Parking Capacity																					
Alternative Transportation, Protect and Restore Habitat																					
Site Development, Maximize Open Space																					
Stormwater Design, Quantity Control																					
Stormwater Design, Quality Control																					
Heat Island Effect, Non-Roof																					
Heat Island Effect, Roof																					
Light Pollution Reduction																					
Water Efficiency																					
Water Use Reduction																					
Water Efficient Landscaping, Reduce by 50%, No Reusable Water Use																					
Innovative Wastewater Technologies																					
Water Use Reduction, 30%, 35%, 40% Reduction																					
Energy and Atmosphere																					
Fundamental Commissioning of Building Energy Systems																					
Minimum Energy Performance																					
Fundamental Refrigerant Management																					
Optimize Energy Performance																					
On-site Renewable Energy																					
Enhanced Commissioning																					
Enhanced Refrigerant Management																					
Measurement & Verification																					
Green Power																					
Indoor Environmental Quality																					
Minimum IAQ Performance																					
Environmental Tobacco Smoke (ETS) Control																					
Outdoor Air Delivery Monitoring																					
Increased Ventilation																					
Construction IAQ Management Plan, During Construction																					
Construction IAQ Management Plan, Before Occupancy																					
Low-Emitting Materials, Adhesives & Sealants																					
Low-Emitting Materials, Paints and Coatings																					
Low-Emitting Materials, Flooring Systems																					
Low-Emitting Materials, Composite Wood and Agrifiber																					
Indoor Chemical & Pollutant Source Control																					
Controllability of Systems, Lighting																					
Controllability of Systems, Thermal Comfort																					
Thermal Comfort, Design																					
Thermal Comfort, Verification																					
Daylight & Views, Daylight 75% of Spaces																					
Daylight & Views, Views for 90% of Spaces																					
Innovation & Design Process																					
Innovation in Design: Exempt SSC7.1 - 100% U/G Part																					
Innovation in Design: Exempt SSC4.1 - Public Transport																					
Innovation in Design: Exempt EAc6 - Green Power																					
Innovation in Design: Low Mercury Lighting																					
Innovation in Design: IPMP or other																					
LEED™ Accredited Professional																					
Regional Priority																					
Durable Building																					
Regional Priority: SSC2																					
Regional Priority: MRc2																					
Regional Priority: RPc1																					

Legend
 Credit Complete
 Credit Incomplete
 Not Attempting
 Prerequisite (Must Achieve)



Drawing No. **31644**

FUNCTIONAL DESIGN INTERIM STAGE

CITY OF RICHMOND

8071 PARK ROAD DEVELOPMENT

Client: A. O'Connell Group Limited, 15 York St, Richmond, BC V6V 2G2
 Designer: J. Chan, Designer Number: J. Chan, 201-022-1111

Scale: 1" = 100'

Date: 2014-02-27

NO.	DESCRIPTION	DATE
1	PRELIMINARY	07
2	REVISED	07
3	REVISED	07
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100	REVISED	07

PLAN

Scale: 1" = 100'

Date: 2014-02-27

Drawing No. 31644

City of Richmond

8071 Park Road Development

Client: A. O'Connell Group Limited, 15 York St, Richmond, BC V6V 2G2
 Designer: J. Chan, Designer Number: J. Chan, 201-022-1111

Car Share Letter of Undertaking



May 29, 2018

Mr. Pally Zhong / Ms. Emily Yang
 Grand Long Holdings Canada Ltd.
 #100 - 1525 West Blh Avenue
 Vancouver BC
 V6J 1T5

Attn: Mr. Pally Zhong and Ms. Emily Yang

Dear Emily and Pally:

Re: Carshare arrangements at 8071 Park Road, Richmond

This letter will confirm that Modo sees the location of the proposed development at 8071 Park Road, Richmond as having good potential for carsharing. Under the following arrangements, Modo would be willing to enter into a renewable three year agreement with Grand Long Holdings Canada Ltd. to provide carsharing services:

1. Grand long Holdings Canada Ltd. will provide, at no cost to Modo, two designated parking stalls at 8071 Park Road to be accessible to all Modo members on a 24/7/365 basis;
2. When final parking plan become available, Modo will review them to ensure that the stalls to be provided will be suitable for carsharing and consistent with the plan enclosed;
3. Modo will provide two new carshare vehicles of makes and modo's mutually agreed between Grand Long Holdings Canada Ltd. and Modo to be located at 8071 Park Road, Modo recommend to budget \$25,000 plus GST per vehicle to ensure vehicle diversity and complementarity necessary to maximize service utilization;
4. Grand Long Holdings Canada Ltd. will provide to Modo a one-time Project Fee equivalent to the purchase price (including GST) of the carshare vehicles to be located at 8071 Park Road;
5. Modo will provide \$100 of driving credits to each occupant of the building joining Modo with an individual account;
6. Modo will allow each commercial tenant of the building to open a Modo business and register their employees at no charge in order to gain access to Modo vehicles for their business needs;
7. Grand long Holdings Canada Ltd. will communicate the benefits of the carsharing services to prospective tenants and tenants of the building. This will be done through Grand Long Holdings Canada Ltd. communications channels, representatives and leasing agents with



support as needed by Modo, with the intent to raise awareness and usage of the carsharing services;

8. Modo will share data with the City of Richmond on the utilization of the onsite vehicles, including the ratio of hours booked by building occupants vs non occupants.

As part of our commitment to provide more fuel efficient electric and plugin hybrid vehicles, the provision of parking stalls equipped with electrical wiring for eventual installation of Level 2 EV charging station will be seen as a plus.

Modo's purpose is to transform communities by connecting people with places in a way that's affordable, convenient, inclusive and sustainable. We advocate for walking, cycling, using transit and, when the trip requires a vehicle, use of a shared one.

To maximize the impact of a carsharing TDM measure aimed at reducing personal vehicle ownership and use and parking demand from future occupants of the building at 8071 Park Road, Modo encourage Grand Long Holdings Canada Ltd. and the municipality to integrate Modo in a comprehensive sustainable commuting program incentivizing active transportation, public transit and carpooling and disincentivizing personal vehicle use and single occupancy vehicle trips.

Modo is interested in working with Grand Long Holdings Canada Ltd., and be part of the development located at 8071 Park Road whose occupants and nearby neighbours may no longer need to own a car (or a second one) of their own for their personal and business needs.

Thank you for your support of carsharing in the City of Richmond.

Regards,

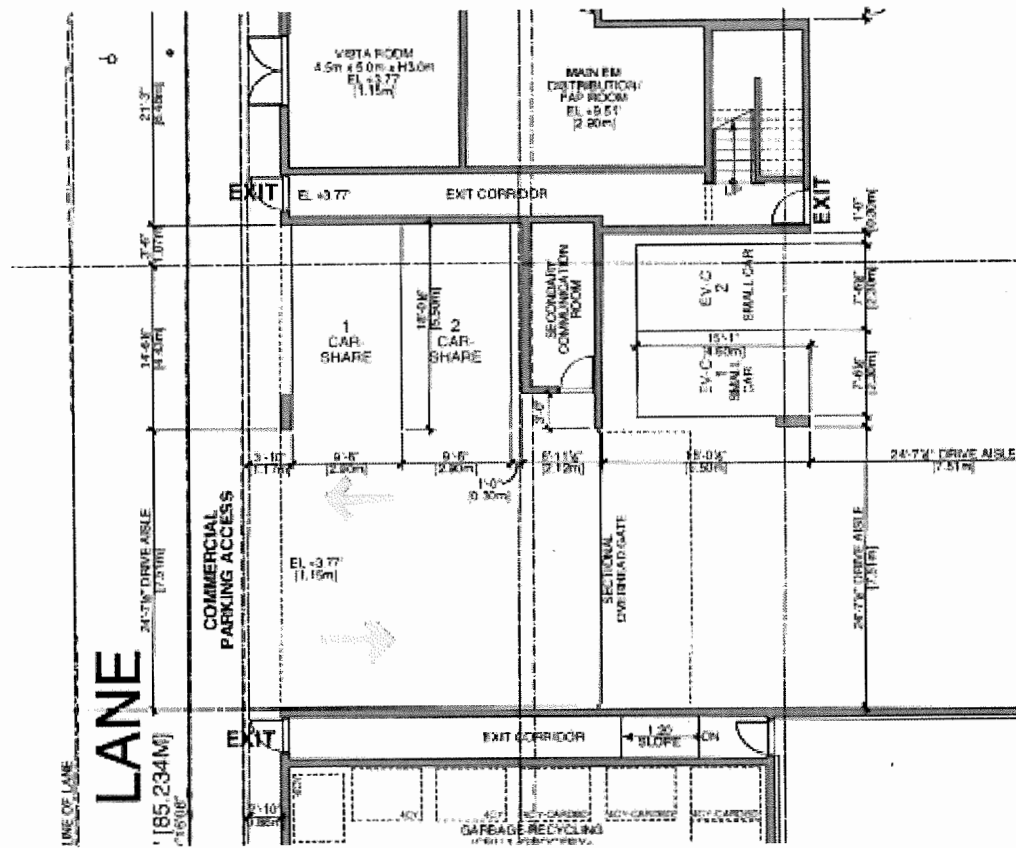
A blue ink handwritten signature, appearing to read "Sylvain Cellaire", written over a light blue circular stamp.

Sylvain Cellaire
Business Development Manager

Enclosed:

Plan carshare parking spaces at parking P1 of development project located at 8071-8091 Park Road, Richmond, B.C.

Parking spaces for carshare vehicles at 8071-8091 Park Road, Richmond, B.C.
GROUND FLOOR/PARKING P1 FLR PLAN, Dated: 9 May 2018





City of Richmond

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

Address: 8071 and 8091 Park Road

File No.: RZ 17-779229

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9878, the developer is required to complete the following:

1. Lot Consolidation: Consolidation of all the lots into one development parcel.
2. Road Dedications: Generally as indicated on the proposed road functional plan subject to final dimensions established by the surveyor on the basis of functional road plans for all frontage and off-site works completed to the satisfaction of the Director of Transportation through the Servicing Agreement:
 - Buswell Street: 0.913 m
 - East/West Lane: 1.5 m along the north property line
 - North/South Lane: 1.45 m along the west property line
 - Corner cuts:
 - 4 m x 4 m at the southeast corner of the new intersection of the new east property line and the south property line
 - 4 m x 4 m at the northwest corner of the new intersection of the new west property line and the north property line
 - 3 m x 3 m at the northeast corner of the new intersection of the new north property line and the east property line
 - 3 m x 3 m at the southwest corner of the new intersection of the new west property line and the south property line
3. Statutory Right of Way(s)*: Provide publicly accessible open space to the City, generally as shown on the Sketch Plan A (attached). The ultimate configuration of the spaces is to be confirmed to the satisfaction of the City through the Development Permit* review and approval process.
 - 3.1 Park Road Plaza: Approximately 368 m² located along the Park Road frontage and identified as Area 1 in Sketch Plan A, for the purpose of facilitating seamless linkages and public access to the building, the north/south pedestrian connection, and on-site commercial and residential uses. The statutory right of way (SRW) area will provide for:
 - 24 hour a day, universally accessible, public access and related landscape features for the use and enjoyment of pedestrians and cyclists, which may include, but may not be limited to, walkways, and plaza, lighting, furnishings, trees, planting, decorative paving, public art, and innovative storm water management measures, to the satisfaction of the City;
 - City utilities, traffic control (e.g. signals), and/or related equipment;
 - Emergency and service vehicle access, City Bylaw enforcement, and any related or similar City authorized activities;

- The owner's ability to close a portion of the right of way to public access to facilitate maintenance or repairs to the right of way provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
- Maintenance at the sole cost of the owner except as may be determined to the City's sole satisfaction via the Servicing Agreement (SA) review and approval processes (City infrastructure including by not limited to sidewalks, utilities, streetlights, furnishings and/or City trees);
- Building encroachment below finished grade (e.g. below grade parking structure)

The SRW will provide for the following, provided that public access is not impeded and the features enhance the intended public amenity and operation of the right of way area as specified in the DP. Building encroachments, provided any such encroachments are:

- For awnings, sunshades, and canopies, any such feature shall be located a minimum of 2.5 m clear above the right of way area and a minimum of 2.0 m from a property line abutting a public street;
- For a structural column, any such feature shall be located a minimum of 3.0 m from a property line abutting a public street;
- For habitable portions of the building, balconies, cantilevered roofs, eaves, and similar architectural appurtenances, any such feature shall be located a minimum of 5.5 m clear above the right of way area and a minimum of 3.0 m from a property line abutting a public street;
- Movable furnishing and planters;
- Retail display and sale of items sold on the premises;
- Limited complimentary temporary uses, signage and related features; and
- Private utilities approved through a Servicing Agreement

3.2 North/South Pedestrian Connection: Approximately 455 m² through the building and identified as Area 2 in Sketch Plan A, for the purpose of providing a pedestrian connection between the Park Road Plaza and the east/west lane and access to the on-site parking. The SRW area will provide for:

- Access during standard business hours, universally accessible, public access in the form of a combined walkway/off-street dismounted bike path and related landscape features, which may include, but not be limited to, lighting, furnishings, and landscape features for the use and enjoyment of pedestrians, to the satisfaction of the City;
- Clearly visible signage that identifies the area as accessible to the public (i.e. not private space);
- The owner's ability to close a portion of the right of way to public access to facilitate maintenance or repairs to the right of way provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
- Maintenance at the sole cost of the owner;
- Building encroachment below finished grade (e.g. below grade parking structure)

The SRW will provide for the following, provided that public access is not impeded and the features enhance the intended public amenity and operation of the right of way area as specified in the DP. Building encroachments, provided any such encroachments are:

- For habitable portions of the building and similar architectural appurtenances, any such feature shall be located a minimum of 5.5 m clear above the right of way area;
- Planters and related landscaping features and lighting;
- City and private utilities approved through a Servicing Agreement.

*Any works essential for public access within the required statutory right of way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance and liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications and standards and the construction of the works will be inspected by

the city concurrently with all other SA related works. Works to be secured via SA and secured with a Letter of Credit, prior to final adoption of the Rezoning Bylaw.

4. **Car Share:** Registration of a restrictive covenant and statutory right of way on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner’s commitment to provide car share space to a car share operator or the City, the terms of which shall be generally as follows:
 - A minimum of two car share parking spaces, along with pedestrian and vehicular access, designed, constructed, equipped and maintained by the owner, at the owner’s cost. The car share space is:
 - Located on-site and provision of space to maneuver on-site;
 - Designed to increase the minimum stall width to 2.9 m;
 - Designated to be safe, convenient and universally accessible;
 - Provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit process; and
 - Accessible to all intended users (e.g. general public, car share operator personnel and car share operator members) at no added cost 365 days a year for a time period equalling the lengthiest combination of standard business hours and standard operating hours of local rapid transit.
 - Registration of a public right of passage statutory right of way, in favour of the City, to secure the car share spaces and the vehicular and pedestrian accesses, subject to the final dimensions established by the surveyor and to the satisfaction of the Director of Transportation, including provisions for:
 - The owner’s ability to close a portion of the right of way to public access to facilitate maintenance or repairs to the right of way provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Maintenance at the sole cost of the owner except as may be negotiated through a private agreement with the car share provider; and
 - Building encroachment below finished grade (e.g. below grade parking structure)
 - In the event that the car share parking spaces are not operated for car share purposes as intended (e.g. operator’s contract is terminated or expires), control is transferred to the City, at no cost to the City, with the understanding that the City, at its sole discretion, without penalty or cost, shall determine how the parking spaces shall be used going forward.
 - Submission of the following to the satisfaction of the Transportation Department:
 - A copy of the draft contract between the owners and the car share operator describing the terms of the provision of car sharing services (e.g. minimum contractual period for the provision of car share services from the first date of building occupancy, additional provisions as negotiated by the owners and car share operator including. maintenance, repair and replacement by car share vehicles by the car share operator), confirmation that a sum of \$25,000.00/stall (total \$50,000.00) has been provided to the car share operator for the provision of car share cars. Prior to Final Building Permit issuance, provision of a copy of the purchase receipt for the car share cars to the attention of the Transportation Department.
5. **Air Craft Noise:** Registration of the City’s standard “mixed use” aircraft noise sensitive use covenant on title to the subject site, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, prior to Development Permit* and Building Permit* issuance the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City’s Official Community Plan and Noise Bylaw requirements. 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 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

6. View and Other Development Impacts: Registration of a legal agreement on title that identifies the building as a mixed use building and stipulates that:
- Residents may be impacted by nuisances related to commercial uses permitted within the building which may include but are not limited to noise, smells, etc.
 - Commercial and other non-residential uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s Noise Bylaw and noise generated from rooftop HUAC units will comply with the City’s Noise Bylaw.
 - The development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light.

The owner is required to provide written notification of these potential impacts through the disclosure statement to all initial purchasers, and to erect signage in the initial sales centre advising purchasers of the potential for these impacts.

7. Flood Construction: Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3 (a) of the Flood Plain Designation and Protection Bylaw No. 8204 for Area “A”.
8. Tandem Parking: Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit. (Parking spaces provided to satisfy Zoning Bylaw parking requirements for affordable housing and residential visitors cannot be provided in a tandem arrangement).
9. Shared Parking: Registration of a shared parking agreement on Title, subject to the final approval of the Director of Transportation, to ensure that 153 parking spaces are:
- Shared between retail/restaurant uses and residential visitor uses;
 - Shared parking remains unassigned;
 - Shared parking spaces are identified with signage regarding the shared use; and
 - Shared parking spaces are fully accessible to all users during standard business operating hours (e.g. entry gates open) and are accessible to residential visitor users (e.g. buzz entry) during non-standard business hours
10. Shared Commercial and Residential Truck Loading: Registration of a shared commercial and residential truck loading agreement on Title, subject to final approval of the Director of Transportation, to ensure that all shared loading spaces:
- Are shared between commercial and residential uses;
 - Remain unassigned and identified with signage and accessible to all users during standard business hours (e.g. entry gates open) and are accessible to all users (e.g. buss entry) during non-standard business hours.
11. Truck Size: Registration of a restrictive covenant on Title, subject to the final approval of the Director of Transportation, to secure the owner’s commitment to ensure that the maximum truck size for any truck servicing the site is a medium size truck (e.g. SU9) (No WB-17 size trucks are permitted to service the site).
12. Non-Conversion of Bicycle Parking: Registration of a legal agreement on Title, subject to final approval of the Director of Transportation, to prohibit conversion of bicycle parking areas into habitable or general storage space and to secure all bicycle parking areas for shared common use for the sole purpose of bicycle parking.
13. Bicycle End of Trip Facilities: Registration of a restrictive covenant on Title, or alternative legal agreement, subject to the final approval of the Director of Transportation, to secure the owner's commitment to provide bicycle end-of-trip facilities within the development for the shared use of all non-residential users (e.g. commercial and office) including a minimum of one male facility and one female facility, designed, constructed, equipped and maintained by the owner, each of which shall:
- Be fully accessible to all intended users;

- Be easily accessible from commercial Class 1 bicycle parking areas;
- Be accessible by those with mobility impairments;
- Accommodate two or more people at one time; and
- Include, at minimum, a change room and lockers, showers, a toilet, a wash basin and a grooming station (i.e. mirror, counter and electrical outlets).

14. **Bicycle Maintenance and Repair Facilities:** Registration of a restrictive covenant on Title, or alternative legal agreement, subject to the final approval of the Director of Transportation, to secure the owner's commitment to provide bicycle maintenance and repair facilities within the development for the shared use of all residential users (e.g. owners, renters and their guests) including a minimum of one bicycle repair and maintenance station for each residential tower, designed, constructed, equipped and maintained by the owner, each of which shall:

- Be fully accessible to all intended users;
- Be easily accessible from residential Class 1 bicycle parking areas;
- Be accessible by those with mobility impairments; and
- Include, at minimum, a bicycle repair stand with tools, a foot pump and a faucet, hose and drain for bicycle washing.

15. **Affordable Housing:** Registration of the City's standard Housing Agreement to secure twenty one affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area (in-stream AH criteria)	Maximum Monthly Unit Rent** (in-stream AH criteria)	Total Maximum Household Income** (in-stream AH criteria)
1 bedroom	9	49 m ² (535 ft ²)	\$950	\$38,000 or less
2 bedroom	7	80 m ² (860 ft ²)	\$1,162	\$46,500 or less
3 bedroom	5	91 m ² (980 ft ²)	\$1,437	\$57,500 or less

** May be adjusted periodically as provided for under adopted City policy.

16. **Public Art:** City acceptance of the developer's offer to make a voluntary contribution towards public art, with terms that include the following:

- a) The value of the developer's voluntary public art contribution shall be at least \$308,380.00 based on the minimum Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed site specific zone, excluding affordable housing, as indicated in the table below.

Table 1

Use	Permitted Floor Area Under Proposed ZMU39 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	Maximum 30,647 m ² (329,885 ft ²)	1,536 m ² (16,533 ft ²)	\$8.93/m ² (\$0.83/ft ²)	\$ 259,961.00
Non-Residential	10,215 m ² (109,953 ft ²)	Nil	\$4.74 m ² (\$0.44/ft ²)	\$ 48,419.00
TOTAL	40,862 m ² (439,834 ft ²)	1,532 m ² (16,494 ft ²)	Varies	\$ 308,380.00

- b) Where the developer elects to provide public art on site as part of the subject development, prior to rezoning bylaw adoption, the developer shall submit a Public Art Plan for the subject site, which shall be:

- Prepared by an appropriate professional;
- Based on a contribution value of at least \$308,380.00;
- Consistent with applicable City policy and objectives (e.g. the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage planning undertaken by the City for Brighthouse Village), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services;

- Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as requested by the Director, Arts, Culture, and Heritage Services; and
 - Implemented by the developer, as required by legal agreement(s) registered on Title prior to rezoning adoption.
- c) “No development” shall be permitted on the lot, restricting Development Permit issuance for any building on the lot, in whole or in part (excluding parking), until the developer to the City’s satisfaction:
- Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the lot and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption); and
 - Submit a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the Plan’s implementation, the value of which contribution shall be at least \$308,380.00.
- d) “No occupancy” shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the lot until:
- The developer, at his expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City and pre-approved by Council, or within a statutory right-of-way on the developer’s lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan);
 - The developer, at his/her expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer’s rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and
- NOTE: It is the understanding of the City that the artist’s rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.
- The developer, at his/her expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:
 - Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
 - A statutory declaration, satisfactory to the City Solicitor, confirming that the developer’s financial obligation(s) to the artist(s) have been fully satisfied;
 - The maintenance plan for the public art prepared by the artist(s); and
 - Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.
- e) Alternatively, the developer may offer to make a voluntary cash contribution of \$308,380.00 (to the Public Art Reserve 7600-80-000-90173-0000) in lieu of providing public art as part of the subject development, the value of the developer’s voluntary public art contribution shall be consistent with Table 1 above. In this case, requirements b) to d) will not apply.

17. Community Planning: City acceptance of the developer's voluntary contribution in the amount of \$114,220.00 (i.e. \$3.01/ m² (\$0.28/ft²) of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan. (City Centre Community Planning and Engineering Account #3132-10-520-00000-0000).
18. Child Care and Community Facility: City acceptance of the developer's voluntary contribution of at least:
- \$3,573,717.00 (5% of the Village Centre Bonus floor area calculated using the proposed floor area e.g. 0.05 x 10,215 m² x \$6,997/m²) towards the development of community facilities (Leisure Statutory Reserve Account #7600-80-000-90169-0000); and
 - \$2,036,915.00 (1% of the residential floor area, excluding affordable housing floor area, calculated using the maximum permitted floor area e.g. 0.01 x (30,647 m² - 1,536 m²) x \$6,997/m²) towards the development and operation of child care (90% to Childcare Development Reserve Fund - Account #7600-80-000-90157-0000 and 10% to Childcare Operating Reserve Account # 7600-80-000-90159-0000).
19. District Energy Utility (DEU): Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and /or legal agreements(s) will include, at a minimum, the following terms and conditions:
- a) No building permit will be issued for a building on the subject site unless the building is designated 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.
 - b) If a Low Carbon Energy Plant District Energy Utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the Development Permit for the subject site, no Building Permit will be issued for a building on the subject site unless:
 - i. The owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii. The owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site;
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i. The building is connected to the DEU;
 - ii. The owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right of Way(s) and/or easements necessary for supplying the DEU services to the building.
 - e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the Development Permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;

- ii. The building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the city and the City's service provider, LIEC;
 - iii. The owner transfers ownership of the low carbon energy plant on the site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv. Prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional covenants, statutory right of way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and the LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the Development Permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
- i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii. The owner grants or acquires any additional statutory right of way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).
20. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
21. Enter into a Servicing Agreement* for the design and construction of works that include, but may not be limited to the following, all to the satisfaction of the City.

Water Works

- a. Using the Official Community Plan (OCP) Model, there is 161 L/s of water available at a 20 psi residual at the Park Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. The developer is required to, at the developer's cost:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - As the available flows are not adequate to service the proposed development, the Developer is required to provide the following:
 - Provide approximately 190 m of 200 mm diameter watermain along Buswell Street from Park Road to Cook Road, tied-in to the existing watermains along Park Road and Cook Road.
 - Provide fire hydrants at Park Road and Buswell Street frontages to achieve maximum 75 m spacing.
 - Provide a cash-in-lieu contribution for the construction of a new 200 mm watermain via the capital project works that will front the development. Through its 2015 Capital Plan and subject to funding approval, the City is planning to replace the existing watermain along Park Road from No. 3 Road to Cooney Road. A voluntary cash in-lieu of construction contribution amounting to \$163,537.92 is required to pay for the cost of the watermain upgrade from the proposed site's west property line to the tie-in point at the required watermain along Buswell Street. The length of the watermain upgrade being charged to the developer is approximately 128 meters. Note, the \$163,537.92 cost stated above is the cost required for the construction of the watermain fronting the development and not the total cost of the system from No. 3 Road to Cooney Road. The cash in lieu contribution shall be deposited into the water utility account. Alternatively, if servicing is required prior to completion of the City's capital project

works, the Developer is required to provide approximately 128 m of 200 mm diameter watermain complete with fire hydrants (spaced as per City standards) along the Park Road frontage in place of the cash-in-lieu contribution specified above. The proposed watermain shall tie-in to the existing watermain at the proposed site's west property line and the proposed watermain along Buswell Street.

- Coordinate with the Fire department to confirm whether hydrants are required at the lane frontages. If required, provide 200 mm diameter watermains and hydrants that are spaced as per City standards at the proposed site's lane frontages.

c. At the Developer's cost, the City is to:

- Cut and cap all existing water service connections at the watermain along Park Road frontage.
- Install a new water service connection along the Park Road frontage.

Storm Sewer Works

a. The Developer is required to, at the developer's cost:

- Upgrade the existing drainage sewers, Inspection Chamber(s) (IC) and manholes along the lane frontages, to meet current City standards. Tie-ins shall be to the storm sewers at Park Road and Buswell Street frontages and shall be via the use of manholes. Removal of the existing storm sewers in the lane frontages is required.
 - Provide a cash-in-lieu contribution for the portion of the new storm sewer (which will be constructed via the capital project works) that will extend approximately 42 meters past the development's west property line at Park Road frontage. Through its 2016 Capital Plan and subject to funding approval, the City is planning to replace the existing twin storm sewer system along Park Road from No. 3 Road to 105 m east. A voluntary cash in-lieu of construction contribution amounting to \$114,982.56 is required for the 42 meters of upgrade that will overlap the development's Park Road frontage, which the developer would be required to construct otherwise. Note that the \$114,982.56 cost stated above is the cost required for the construction of the portion of the storm sewer fronting the development and not the total cost of the system from No. 3 Road to 105 meters eastward. The cash in lieu contribution shall be deposited into the drainage utility account. Alternatively, if servicing is required prior to completion of the City's capital project works, the developer is required to upgrade the existing twin storm sewer at the Park Road frontage, approximately 42 metres in length, into a single storm sewer system in the middle of the street from the west property line to 42 metres east of the west property line in place of the cash-in-lieu contribution specified above. Tie-ins shall be via the use of manholes. Pipe sizing shall be determined via the SA review.
- Upgrade the existing twin storm sewers at Park Road frontage, approximately 80 meters in length, into a single storm sewer system in the middle of the street from 42 meters east of the west property line to the existing storm sewer at Buswell Street. Tie-ins shall be via the use of manholes. Pipe sizing shall be determined via the SA review.
- Remove the existing storm sewers along the north side of Park Road (at development's frontage only).
- Upgrade the existing 375 mm diameter storm sewer to 600 mm diameter along Buswell Street from Park Road to the lane along the north property line. Tie-ins shall be via the use of manholes. A high point shall be created at the north end of the upgrade so flows will be directed to No. 3 Road via the new storm sewers at Park Road frontage.

b. At the Developer's cost, the City is to:

- Cut and cap all existing storm sewer service connections at all frontages of the proposed site.
- Install a new storm service connection complete with an IC at Park Road frontage; right of way(s) may be required to accommodate IC.

Sanitary Sewer Works:

a. The Developer is required to, at the developer's cost:

- Redirect sanitary flows on the west side of the development to the new Buswell Street sewer (that the City is constructing via the Capital project works) by installing approximately 212 m of 200 mm sanitary sewer running south within the lane and east along Park Road to Buswell Street.
 - Tie the new 200 mm sanitary sewer into the existing sanitary sewer within Park Road and reconnect the existing service connections to 6640, 6700, 6740 and 6760 No. 3 Road.
 - Install a new sanitary service connection complete with IC at the middle of the frontage at Park Road.
 - Abandon the existing sanitary sewer between Park Road and SMH839 by filling with low strength flowable concrete as per Master Municipal Construction Document (MMCD).
 - Provide, if necessary, additional statutory right of way(s) (SRW), to be defined through the SA drawings.
- b. At the Developer's cost, the City is to:
- Cut and cap all existing sanitary service connections and remove the existing ICs located along the lane frontage of the development site.
 - Complete the two proposed sewer tie-ins to the existing sanitary sewer on Park Road and the proposed sanitary sewer on Buswell Street.

Frontage Improvements:

- a. The developer is required to, at the developer's cost:
- Coordinate with private utility companies to underground existing pole lines along the site's lane frontage, frontage along Park Road and frontage along Buswell Street.
 - If the development site requires soil densification and/or preload, coordinate with BC Hydro, Telus and Shaw to confirm clearance requirements between the preload and their pole lines along the frontages and identify and mitigate any impact.
 - Coordinate with BC Hydro to remove or relocate (inside the proposed development) the LPT on the east side of the property at Buswell Street.
 - To locate all above ground utility cabinets and kiosks required to service the proposed development within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Traffic signal kiosk – 2mW X 1.5m (deep)
 - Traffic signal UPS – 1mW X 1m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - Pre-duct for future hydro, telephone and cable utilities along the Park Road and Buswell Street frontages.
 - Upgrade the site's entire lane frontage as required to meet City lane standards, to include new asphalt, roll over curb, drainage and lighting.
 - Provide dedication for any proposed lane widening.
- b. Other frontage improvements as per Transportation's requirements.

Streetlights

City Streets

a. Buswell Street (West side of street)

- Pole colour: Blue
- Roadway lighting at back of curb: City Centre Type Roadway/Pedestrian Luminaire Pole (LED) – Drawing L12.3 including 1 street luminaire, banner arms, 1 flower basket holder, and 1 duplex receptacle, but excluding pedestrian luminaires and irrigation.
- Pedestrian lighting: Not applicable (i.e. no stand-alone pedestrian poles)

b. Park Road (North side of street)

- Pole colour: Blue
- Roadway lighting at back of curb: City Centre Type Roadway/Pedestrian Luminaire Pole (LED) – Drawing L12.3 including 1 street luminaire, banner arms, 1 flower basket holder, and 1 duplex receptacle, but excluding pedestrian luminaires and irrigation.
- Pedestrian lighting: Not applicable (i.e. no stand-alone pedestrian poles)

c. Lane

- Pole colour: Blue
- Roadway lighting at back of curb: City Centre Type Laneway Luminaire Pole (LED) – Drawing L12.1, excluding duplex receptacle, flower basket holders, and irrigation.

Off-street Publicly-Accessible Walkways and Open Spaces

Not applicable

Traffic Signals

- Pole colour: Blue
- Style: To match City Centre Type Roadway/Pedestrian Luminaire Pole (LED) – Drawing L12.3

General Items:

The Developer is required to, at the developer's cost:

- Provide, within the first SA submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site and provide mitigation recommendations.
- The site plan dated July 20, 2017 indicates the proposed building to be in close proximity to existing sanitary mains along the lane frontages and to the existing AC watermain and storm sewers at Park Road frontage. The required on-site works (e.g., soil densification, preloading, foundation works, building construction, etc.) for the proposed building may impact the existing sanitary mains, watermain and storm sewers. Prior to the rezoning bylaw adoption or prior to the start of site preparation works, whichever comes first, the developer is required to:
 - Obtain the services of a Geotechnical Engineer to provide a report indicating the following:
 - 1) Projected settlements to the existing sanitary lines along the lanes and the watermain and storm sewers along Park Road.
 - 2) Assess the settlement at the utilities identified with consideration of the size, age, and material of the utility, and the impact of differential settlement across the utility.
 - 3) Provide a plan on how settlement impact to the utilities will be mitigated. This may include performing mitigation measures prior to pre-load to ensure that the utilities operate normally during site preparation and building construction, monitoring of the utilities during pre-loading, and replacement of any utilities damaged by the pre-load after site preparation is finished. For example, if the pipes will settle uniformly with the building, how will the differential settlement at each end of the pipe be managed so that the pipes don't break and services are not disrupted?
 - Provide a pre-preload condition assessment of the surrounding utilities, including sanitary sewers, watermains, storm sewers, etc. A follow-up post-preload condition assessment of the utilities will be required

after site preparation is complete. Any utilities impacted by the site preparation shall be replaced at the Developer's cost.

- Enter into, if required, 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, 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.

Transportation: The developer is required to enter into a Servicing Agreement (SA) for the design and construction of road widening and behind the curb frontage improvement works, including but not limited to the items listed below. The details of the SA works are subject to submission of a final functional road plan showing all frontage and off-site works completed to the satisfaction of the Director of Transportation through the Servicing Agreement.

All road and frontage improvement works are to be completed to the satisfaction of the City before the issuance of Final Building Permit. The overall road and frontage improvements have the following main components. The off-site frontage works will be based on the minimum works shown in the function road plan dated May 7, 2018 (Attachment 8) and will be confirmed through the detailed design of the Servicing Agreement.

The SA drawings will be required to detail all streetscape elements, including, but not limited to, a decorative pavement treatment and bollards required at the crosswalks at the Park Road and Buswell Street intersection and the Park Road and No. 3 Road intersection and at the midblock special crosswalk.

Park Road

Design and construction of the section of Park Road along the site's frontage between the lane and Buswell Street, including appropriate transitions to the existing frontage works west of the subject property. As well as intersection upgrades that include the intersection of Park Road and No. 3 Road, Park Road and Buswell Street, and a mid-block pedestrian actuated signalized crossing. Works to accommodate the cross section based on the function road plan dated May 7, 2018 include:

- Behind the existing north curb of Park Road:
 - 1.95 m boulevard (boulevard treatment to be determined through SA with Parks and Planning staff for decorative concrete and tree/landscaping details);
 - New 2.0 m wide concrete sidewalk at property line; and
 - Curb extensions along north side of curb.
- A pedestrian push button special crosswalk is required on Park Road aligned with the proposed north/south pedestrian connection.

Buswell Street

Road dedication: 0.913 m

Frontage upgrades behind existing west curb of road to include 1.5 m wide boulevard and 2.0 m wide sidewalk. Through the detailed functional road plan required as part of the SA, curb extensions may be required on Buswell Street.

East/West Lane

Road dedication: 1.5 m along north property line

Upgrade the existing east/west lane to City Centre standard with sidewalk and lighting. The sidewalk will extend to connect to the north/south lane. A raised crosswalk may be required to align with the proposed north/south pedestrian connection. Special design features for the lane are to be determined.

North/South Lane

Road dedication: 1.45 m along the west property line.

Upgrade the existing north/south lane to City Centre standard. All curb ramps to include tactile warning strips.

Traffic Signals

The developer is required to design and construct off-site traffic signal works including, but not limited to:

- Modify, relocate and/or replace traffic signal poles/bases, conduits, junction boxes, street light fixtures, cable and conductors;
- Modify, relocate and/or replace traffic signal equipment such as controller cabinet/base, Uninterrupted Power Supply (UPS) and service panel;
- Modify vehicle/pedestrian detection and vehicle phasing including left turn arrows; and
- Modify, relocate and/or replace communications conduit, cable and junction boxes.

In addition to the general description of works listed above, the specific traffic signal related works include:

- **No. 3 Road/Park Road Intersection:** Signal improvements including new traffic signal poles, UPS battery backup system, LED street name signs, new standard APS push buttons, new standard traffic cabinet, traffic cameras with new conduit. Additional north bound and south bound travel lane arrows are required at the intersection.
- **Park Road/Buswell Street Intersection:** New traffic signal at the Park Road/Buswell Street intersection. The City has collected \$50,000.00 towards the upgrade of this intersection, which is the City’s contribution towards the intersection upgrades. The developer is responsible for the design and construction of this traffic signal. Works shall include, but are not limited to the installation of conduits, junction boxes, traffic pole bases, traffic signal heads, illuminated street name signs, video detection, Accessible Pedestrian Signals (APS), UPS base and controller cabinet base. New communications conduit/cable are also required to tie in this traffic signal with the City owned communication network. A full set of traffic signal design drawings will be required. The developer may have to assign a statutory right of way for the placement of some of this equipment, which is to be identified through the SA phase of the project.
- **Mid-block Overhead Pedestrian Actuated Special Crosswalk:** to be installed.

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

1. Complete an acoustical and mechanical a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City’s Official Community Plan and Noise Bylaw requirements. 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

2. Submit a letter of confirmation from a surveyor confirming that the proposed building heights are in compliance with Transport Canada regulations.
3. Submission of a final LEED strategy report/summary confirming that the proposed development will achieve LEED Silver equivalency, to the satisfaction of the City.

4. As part of the permit drawings, submit a plan (drawings and related specifications) to the City's satisfaction, indicating waste management related facilities proposed on the subject site and compliance with City bylaws and policies, including but not limited to carts/bins (uses, types, numbers), waste/holding rooms (uses, location, sizes, clear heights), loading facilities (locations, sizes, clear heights), pedestrian/vehicle access (routes and vehicle turning templates) and related features as required (signage, janitor sinks, floor drains, ventilation, door/gate operations, etc.)

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division for approval. The plan shall identify (if applicable, for each development phase): construction vehicle access, emergency response vehicle access, parking facilities for construction works, staging areas for construction vehicles, areas for deliveries and loading, and application for any lane closures. The plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for works on roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) 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 Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

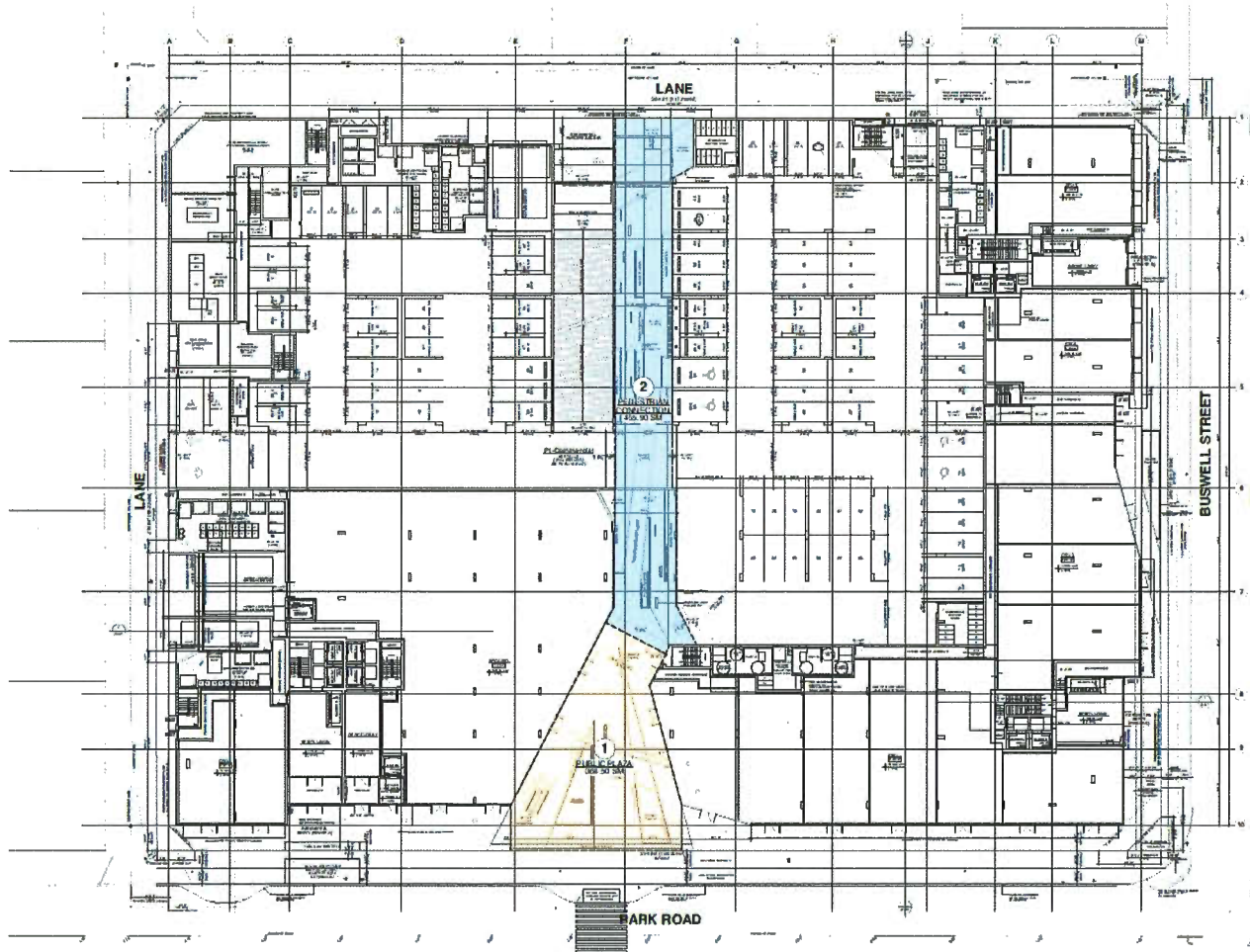
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

- 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 may be required 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed (signed copy on file)

Date



W. T. LEUNG
ARCHITECTS
INC.

Site No. 413 West Road,
Toronto, Ont. Canada M5S 1A5
Telephone: 914-7711, Telex: 50317 WTL

PROJECT
PARK ROAD & BUSWELL STREET

DATE



**PARK ROAD &
BUSWELL STREET**

5471 PARK ROAD
RICHMOND BC

**PUBLIC OPEN
SPACES [SRW]
(GRD FLR)**

DATE	1992
PROJECT	NY
NO.	24 NOV 92
SCALE	1/16" = 1'-0"
ARCHITECT	WTL
BY	
CHECKED	
DATE	

A106



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9878 (RZ 17-779229)
8071/8091 Park Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.39 High Density Mixed Use (ZMU39) – Brighthouse Village (City Centre)

20.39.1 Purpose

The **zone** provides for a broad range of **commercial, office, service, entertainment and residential uses** typical of a **City Centre**. Additional **density** is provided to achieve, amongst other things, **City objectives** related to the **development of affordable housing units, office uses and community amenities**.

20.39.2 Permitted Uses

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- community care facility, major
- community care facility, minor
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- health service, major
- health service, minor
- housing, apartment
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio

20.39.3 Secondary Uses

- **boarding and lodging**
- **home-based business**
- **home business**

20.39.4 Additional Uses

- **district energy utility**

20.39.5 Permitted Density

1. The maximum **floor area ratio** is 2.0 together with an additional:
 - a) 0.1 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
2. Notwithstanding Section 20.39.5.1, the reference to "2.0" is increased to a higher **floor area ratio** of "3.0" if, at the time **Council** adopts a zoning amendment bylaw to create the ZMU39 **zone** and include the **lot** in the **zone**, the **owner**:
 - a) agrees to provide not less than twenty one (21) **affordable housing units** on the **site** and the combined **habitable space** for the **affordable housing units** is not less than 5% of the total residential **floor area**;
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office; and
 - c) pays a sum to the **City (Child Care Reserve Fund)** based on 1% of the value of the total residential **floor area ratio** less the value of the **affordable housing unit floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997/sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997/ m² adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.
3. Notwithstanding Section 20.39.5.1 and Section 20.39.5.2, the **density** is increased by an additional **floor area ratio** of "1.0" if, at the time **Council** adopts a zoning amendment bylaw to create the ZMU39 **zone** and include the **lot** in the **zone**, the **owner**:
 - a) agrees to use the "1.0" additional **floor area ratio** for non-residential **uses** only; and
 - b) pays a sum to the **City (City Centre Facility Development Fund)** based on 5% of the "1.0" additional **floor area ratio**, calculated using the "equivalent to construction value" rate of \$6,997/ sq. m., if the payment is made within one year of third reading of the zoning

amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,997/ m² adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive.

20.39.6 Permitted Lot Coverage

1. The maximum **lot coverage** is 90% for **buildings**.

20.39.7 Yards & Setbacks

1. The minimum **setbacks** shall be:
 - a) for public **road setbacks**: 3.0 m, but this may be reduced to 2.2 m if:
 - i. a proper interface is provided at the sidewalk level as approved by the **City**;
 - ii. no driveways or loading areas are located along the public **road**.
 - b) for **side** and **rear yard**: 0 m.
 - c) for parts of a **building** situated below finished **grade**: 0 m.

20.39.8 Permitted Heights

1. The maximum **building height** for **principal buildings** is 47.0 m. geodetic.
2. The maximum **building height** for **accessory buildings** is 12.0 m.

20.39.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 45.0 m.
2. The minimum **lot depth** is 40.0 m.
3. The minimum **lot area** is 4,000 m².

20.39.10 Landscaping & Screening

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

20.39.11 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, including the **City Centre Parking Zone 1** standards set out in Section 7.9.
2. Notwithstanding Section 20.39.11.1:
 - a) the minimum number of truck loading spaces is 6.0 medium size truck spaces shared between non-residential and residential **uses**;
 - b) no large size truck spaces for residential **uses** and non-residential **uses** are permitted in this **zone**; and
 - c) the Class 2 bicycle parking requirement is:
 - i. Residential: 0.1/unit
 - ii. **General and Convenience Retail, Restaurant, Office**: 0.1 spaces per each 100.0 m² of gross leasable floor area greater than 100.0 m²

20.39.12 Other Regulations

1. Signage must comply with the City of Richmond's *Sign Bylaw 5560*, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
 2. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 3. 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 parcels and by designating them **HIGH DENSITY MIXED USE (ZMU39) – BRIGHOUSE VILLAGE (CITY CENTRE)**:
- P.I.D. 004-899-075
 LOT 125 EXCEPT: PART ON PLAN WITH BYLAW FILED A3889, SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 25523
- P.I.D. 003-680-398
 LOT 189 SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 55701
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9878**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>DN</i>
APPROVED by Director or Solicitor <i>JA</i>

MAYOR

CORPORATE OFFICER