



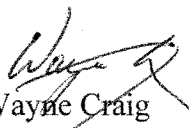
City of Richmond

Report to Committee Planning and Development Division

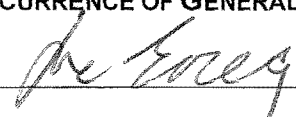
To: Planning Committee
From: Wayne Craig
Director, Development
Date: June 27, 2016
File: RZ 14-676714
Re: Application by GBL Architects, on behalf of Trans-Pacific Business Corporation, Inc. No. 33797 for Rezoning at 7260 Westminster Highway from Auto-Oriented Commercial (CA) to Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9547 to create the “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)” zone, and to rezone 7260 Westminster Highway from “Auto-Oriented Commercial (CA)” to “Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)”, be introduced and given first reading.


Wayne Craig
Director, Development

WC:dn
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

GBL Architects, on behalf of Trans-Pacific Business Corporation, Inc. No. 33797, has applied to the City of Richmond to rezone 7260 Westminster Highway (Attachment 1) from "Auto-Oriented Commercial (CA)" to a new site specific zone, the "Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)" zone to permit development of a six storey building that includes 33 congregate care units, a single residential unit (534 m² (5,745 ft²), approximately 305 m² (3,280 ft²) of commercial space, and enclosed parking (Attachment 3).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). Conceptual design drawings are provided in Attachment 3.

Surrounding Development

The subject site is in the Brighthouse Village in an area designated for medium-density, mid-rise housing under the City Centre Area Plan (CCAP) (Attachment 4). The site is currently developed as two (2), two-storey buildings separated by a drive aisle and associated on-site surface parking, and offer commercial services.

Development surrounding the subject site is as follows:

- | | |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| To the North: | Westminster Highway, an existing residential development that includes three (3) residential towers zoned "Downtown Commercial (CDT1)" and designated Urban Core T6 (45 m) in the Lansdowne Village Sub Area in the CCAP. |
| To the South: | a lane and Minoru Park zoned "School & Institutional Use (SI)" and designated Park in the Brighthouse Village Sub Area in the CCAP. |
| To the East: | a commercial use within a single family home zoned "Personal Services Commercial (ZC5) – Brighthouse Village (City Centre)" and designated Urban Centre T5 (25 m) in the Brighthouse Village Sub Area in the CCAP. |
| To the West: | a hotel zoned "Auto-Oriented Commercial (CA)" and designated Urban Centre T5 (25 m) in the Brighthouse Village Sub Area in the CCAP. |

Related Policies & StudiesOfficial Community Plan/Brighthouse Village in the CCAP

The site is designated “Mixed Use” in the Official Community Plan (OCP), which supports the proposed commercial and residential uses. The site is located within the Brighthouse Village Sub Area in the CCAP in an area where medium-density, mid-rise residential and non-residential uses are supported. The proposed uses and building form are consistent with the CCAP (Attachment 4).

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.

Affordable Housing Strategy

The Richmond Affordable Housing Strategy applies only to the development of market housing. Therefore, in accordance with provisions in the Affordable Housing Strategy for smaller apartment developments, the applicant will make a cash contribution to the affordable housing reserve fund based on the residential apartment floor area proposed at the penthouse level (i.e. \$22,992.00). Congregate housing and commercial uses are not subject to affordable housing contributions under the Strategy.

OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to rezoning bylaw adoption.

OCP Sustainability Policy

- As a condition of rezoning bylaw adoption, the applicant will commit to connect the subject development to a future City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate future connection to a DEU, entering into a Servicing Provision Agreement(s), and statutory rights of way and/or alternative agreement.
- In accordance with the CCAP, the proposed development would be constructed to achieve a minimum LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 5). Notably, the proposed concrete building includes a rooftop outdoor amenity area that includes garden plots.

OCP Accessibility Policy

- All of the proposed units would incorporate aging in place features to accommodate mobility constraints associated with aging. These features include stairwell hand rails; lever-type handles for plumbing fixtures and door handles; and solid blocking in

washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

- Basic Universal Housing (BUH) provisions, as outlined in the Zoning Bylaw, include bathtub clearance specifications. The congregate housing units would include a stand-up shower, which is easier to use for individuals with mobility restrictions, rather than a bathtub.
- The proposed development would provide barrier-free access to both the commercial units and the residential lobby, as well as barrier-free access to the indoor and outdoor amenity space.

OCP Crime Prevention Through Environmental Design (CPTED)

Through the Development Permit review process, CPTED features will be finalized and would include but are not limited to the following:

- Reviewing the design of the corridor connecting the parking area and Westminster Highway;
- Designing the parking structure and the residential lobby to minimize alcoves and hidden corners;
- Painting the parking structure white and creating well-illuminated spaces;
- Incorporating appropriate glazing into the design of elevator lobbies and vestibules; and
- Using transparent building material at the ground level and between the indoor amenity and the outdoor amenity areas to establish opportunities for passive surveillance.

Public Art

The development proposal is exempt from participation in the public art program. Congregate housing is exempt from the program and the total proposed residential and commercial floor area is below the threshold for participation in the public art program.

Public Consultation

A rezoning sign has 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 sign on the property.

Should the Planning Committee endorse this application and Council grant 1st 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.

Analysis

Project Description

The proposed mid-rise development is characterized as a seniors-oriented congregate housing project with limited secondary uses. In addition to seniors-oriented congregate housing, the development proposal includes commercial retail space and a residential lobby at the ground level fronting Westminster Highway, and a single residential penthouse unit. The proposed

uses are consistent with the site's designation in the Brighthouse Village Sub Area in the CCAP. The proposed congregate housing is within close proximity of the Richmond Hospital, medical offices, and community amenities including the Minoru older adults' centre and the new City Centre Community Centre. The proposed commercial uses along the Westminster Highway frontage would support the establishment of pedestrian-oriented retail uses along this portion of Westminster Highway in accordance with CCAP objectives.

The building's third floor would be allocated for the provision of amenity services and spaces for the proposed 33 congregate housing units. The amenities and services proposed in association with the congregate housing units are consistent with those provided by existing congregate housing in the city and include a concierge service, which would provide 24 hour non-medical assistance, the option of shared dining and meal service, laundry and housekeeping service, and amenity space (including a library, fitness room, multi-function rooms, and commercial kitchen space).

The outdoor amenity area, which is located on the third floor terrace, adjacent to the indoor amenity space, would include lounging and outdoor recreation opportunities. In addition to the large common outdoor amenity area, each congregate unit has a private balcony. A range of balcony sizes are proposed and each balcony is at least 6 m^2 (64.5 ft^2) and complies with minimum size guidelines in the OCP. Both north and south oriented outdoor patio space would provide the single penthouse residential unit with more than 245 m^2 ($2,635 \text{ ft}^2$) of private outdoor space. A rooftop deck, intended to accommodate garden plots, is also proposed. This area would be shared by the congregate housing residents and the single residential penthouse suite. Registration of a legal agreement on title to secure the area as shared space is a requirement of the rezoning approval.

To ensure the units are not converted into regular residential housing in the future, as a condition of rezoning, the applicant would be required to register a covenant on title preventing stratification of the congregate units and associated amenity space.

Site Access

The site is currently accessible from both Westminster Highway and an existing rear lane that extends westward to the southern extension of Alderbridge Way. As a condition of redevelopment, the site's existing Westminster Highway access would be closed and all vehicle traffic redirected to the lane. The CCAP designates this section of Westminster Highway as a pedestrian-oriented retail linkage. By redirecting all vehicle traffic to the lane, continuous, active ground level uses would be established along the frontage, which is consistent with the site's designation in the CCAP.

The existing lane network does not extend east of the subject site; however, future development will extend the lane east to connect to Bowling Green Road. The existing lane has been secured through a series of individual right-of-ways that are registered on private

property and would accommodate traffic to and from the site. To maximize the function of the existing lane the following would be undertaken:

- Existing hydro kiosks and associated bollards are located close to the southeast intersection of Westminster Highway and Alderbridge Way extension. The kiosks restrict the width of the lane in this location. Prior to finalizing the associated Development Permit plans and as a condition of rezoning bylaw adoption, the applicant would work with the city and BC Hydro to identify a relocation site for the kiosks in accordance with the terms articulated in Attachment 6. The applicant is aware that if the hydro kiosks must be relocated to the subject site, changes to the building design would be required.
- Hotel operators on either side of the Alderbridge Way extension have posted signage restricting truck access. Signage that is not authorized by the city would be removed.
- Signage would be installed to remind hotel operators that no stopping is permitted along the east side of the Alderbridge Way extension.
- An existing covenant on title (BH074271) registers the City's intention to restrict all vehicle traffic to the lane at the time the lane is established. As a condition of redevelopment, the site's Westminster Highway access would be closed; therefore, this document would be discharged.
- Registration of a lane use acknowledgement and indemnity agreement would be required to recognize the City's recommendation that the applicant obtain legal advice in respect to the terms and conditions of the right-of-ways comprising the lane.

Until the lane is extended to Bowling Green Road, delivery and collection trucks will turn around on-site. The loading space has been designed to accommodate on-site truck turning. To accommodate a rare condition when the loading space is in use, through the Development Permit review process, the applicant will confirm that the location of the parking access gate and building structure are designed to accommodate a hammerhead turn around.

Vehicle & Bike Parking and Loading

Transportation staff supports the findings of a Traffic Impact Assessment (TIA) and Parking Feasibility Study that was provided by the applicant, which proposes a site specific parking rate for the congregate housing component of the development. The report also includes a Transportation Demand Management (TDM) strategy to support the congregate housing parking rate. Parking for congregate housing is proposed to be provided at a rate of 0.2 parking stalls per sleeping unit, plus 1 stall for an employee/support service worker, as well as implementation of the TDM package. The TDM requirements include:

- Contribution of \$25,000 towards a bus shelter that is located within proximity of the site;
- Provision of a minimum 33 indoor, secured scooter parking stalls that are equipped with electrical charging outlets;
- Two (2) benches located along the site's Westminster Highway building façade; and

- Provision of electric vehicle charging outlets for three (3) commercial parking stalls.

Parking would be enclosed and screened from view. A total of 23 parking stalls would be provided. Eight (8) parking stalls would be provided for the congregate housing facility, thirteen (13) parking stalls would be provided for use by the commercial retail space, and two (2) parking spaces would be provided for the single residential unit in accordance with the Bylaw. Transportation staff support shared visitor and commercial parking conditional to an agreement being registered on title as a condition of rezoning bylaw adoption that secures unassigned access to the stalls, access to commercial stalls during regular business hours, and access to visitor parking stalls at all times.

The OCP includes policy related to the provision of electric charging facilities for residential building area; however, the subject application is limited to a single residential unit. Taking the proposed congregate housing use into consideration, electric outlets would be provided for the scooter parking areas and the development would provide three (3) commercial parking spaces equipped with vehicle charging outlets.

Rather than require provision of bike parking for the congregate housing units, a minimum of one (1) scooter parking per congregate housing unit would be provided within the development. Seventeen (17) secured bike parking spaces are currently proposed at the mezzanine level. Through the Development Permit review process the proposed location and number of secured bike parking stalls would be reviewed. The location of outdoor bike racks would be determined through the associated Development Permit review process.

One medium loading space would be provided on-site. Both the loading space and the associated garbage/recycling room would be secured for use by all tenants/residents of the building as a condition of rezoning bylaw adoption. Collection would take place in the lane in order to accommodate the overhead clearance required by the truck's collection arm. Through the Development Permit review process, the applicant will finalize on-site truck circulation to the satisfaction of the City.

Proposed Rezoning Bylaw

The applicant's proposal to include seniors-oriented congregate housing as the primary use would be supported by nearby services and would maximize the redevelopment potential of the site while responding to CCAP objectives. Within the City Centre, the subject site is relatively small and the applicant has been unable to consolidate with adjacent properties at this time. The site's designation in the CCAP supports up to 2.0 FAR. Maintaining the target density is desirable in this location in order to achieve the intended streetwall building typology and to support pedestrian activity along this prominent but underutilized section of Westminster Highway, which is designated as a pedestrian-oriented retail linkage. The proposed zone reflects the unique requirements of seniors-oriented congregate housing, which is characterized by smaller individual units, a high requirement for common indoor amenity space/common area, and a low parking requirement.

Floor Area Ratio (FAR): Congregate housing is associated with generous common amenities and services. To accommodate the expanded floor area required to provide these amenities and services for residents, the indoor amenity exemption has been increased to 0.35 FAR.

Parking: The parking rate for the congregate housing component of the development is reduced to 0.2 parking stalls per sleeping unit plus a stall for an employee/service provider in recognition of the property's location within the City Centre, nearby amenities and transportation options, and low rate of vehicle use typical of congregate care residents.

Height: Although the height to the building parapet would be less than 25 m (82 ft.), in order to access the proposed rooftop deck area and to accommodate the elevator overrun, the maximum building height would include a provision to permit an additional 2.5 m (8 ft.) of building height that accommodates an elevator/stair structure. Through the Development Permit review process, the applicant would be required to demonstrate that the elevator overrun is designed as an extension of the building rather than a mechanical rooftop appendage.

Dedications & Improvements and Servicing Capacity & Upgrades

The applicant is required to provide dedications and undertake frontage improvements as discussed in detail in the Rezoning Considerations (Attachment 6). These works include but are not limited to:

- Dedication of a 7.5 m wide lane along the southern property line and upgrades that include installation of a sidewalk and lighting along the southern edge of the site abutting Minoru Park;
- Discharge of the existing lane right of way (Statutory Right of Way BH074270);
- An approximately 1.3 m wide dedication along the site's Westminster Highway frontage;
- Upgrading the Alderbridge Way and Westminster Highway intersection to include traffic signals for the south approach and any other associated improvements required by the intersection changes; and
- Design and construction of a raised decorative concrete median with landscaping on Westminster Highway to replace the existing pavement markings.

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in the attached Rezoning Considerations. The scope of the SA includes but is not limited to installing a new water service connection along the site's Westminster Highway frontage, extending the existing storm sewer located within the right-of-way located on the southern portion of the site, upgrading the existing storm sewer along the Westminster Highway frontage and installing a new service connection, upgrading the existing sanitary service connection at the site's sanitary service connection, and relocation of off-site hydro kiosks.

Tree Retention and Replacement

The applicant has provided confirmation that there are no bylaw sized trees on the site. There are three (3) trees located off-site along the property's Westminster Highway frontage. The applicant is required to install tree protection fencing and to arrange inspection by the Tree Protection Department prior to undertaking any work on the site. A detailed landscaping plan would be developed as part of the associated Development Permit application review process.

Development Permit

The Rezoning Considerations attached to this report (Attachment 6) include a requirement for the substantive completion of a Development Permit for the subject site prior to adoption of the rezoning bylaw. The Development Permit review process includes review of the architecture and landscape plans by both staff and the Advisory Design Panel (ADP) and will include, but is not limited, to resolution of the following:

- Design development of the pedestrian corridor that connects the enclosed parking area to Westminster Highway fronting commercial retail units and the residential lobby.
- Demonstrate that the enclosed vehicle, bike and scooter parking maximizes efficiency and function, and review the number of proposed enclosed bike parking spaces.
- Demonstrate to the satisfaction of the Transportation Department that hammerhead turnaround is accommodated.
- Confirm the relocation site for the off-site hydro kiosks and undertake any resulting required building design changes, which may substantially affect the building's design at the northwest corner of the site if the kiosks are required to be accommodated on the subject site.
- Provision of landscape plans.
- Design development of the elevator overrun and stairwell that provides access to the rooftop amenity area.
- Confirmation that any proposed rooftop mechanical equipment complies with the permitted building height and is appropriately screened.
- As the building would be higher than existing adjacent buildings, the applicant is required to demonstrate that the building's exposed east and west elevations are suitably treated.

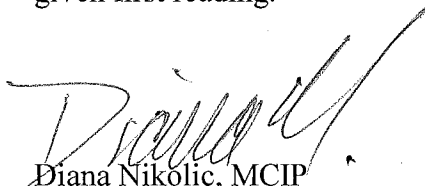
Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The applicant has demonstrated the feasibility of accommodating the proposed density on the subject site. The proposed uses, including ground level commercial retail units, seniors-oriented congregate housing, and a single residential unit are supported by the site's designation in the CCAP. Although the subject site is small relative to typical redevelopment sites within the City Centre, by proposing uses that are uniquely suited to the context and providing site specific responses, the applicant has demonstrated that the proposal is well suited to the subject site and surrounding context.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9547 be introduced and given first reading.



Diana Nikolic, MCIP
Senior Planner/Urban Design

DN:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Conceptual Development Plans

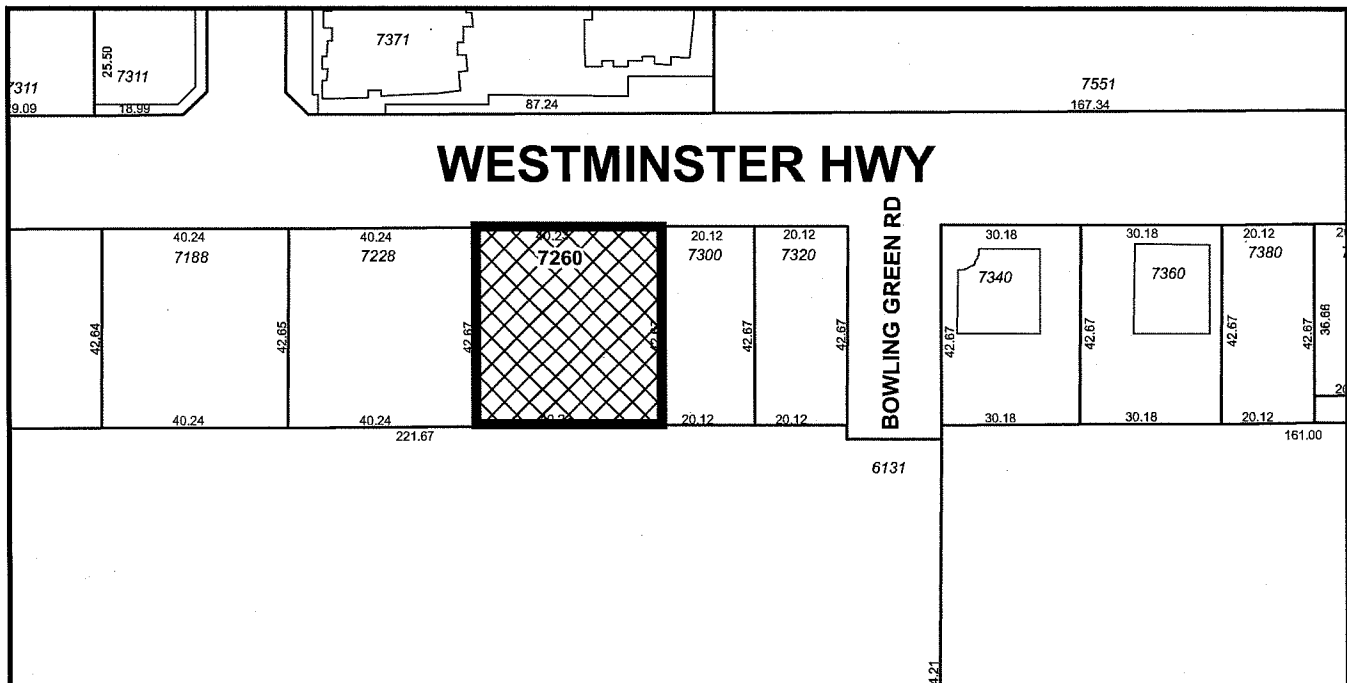
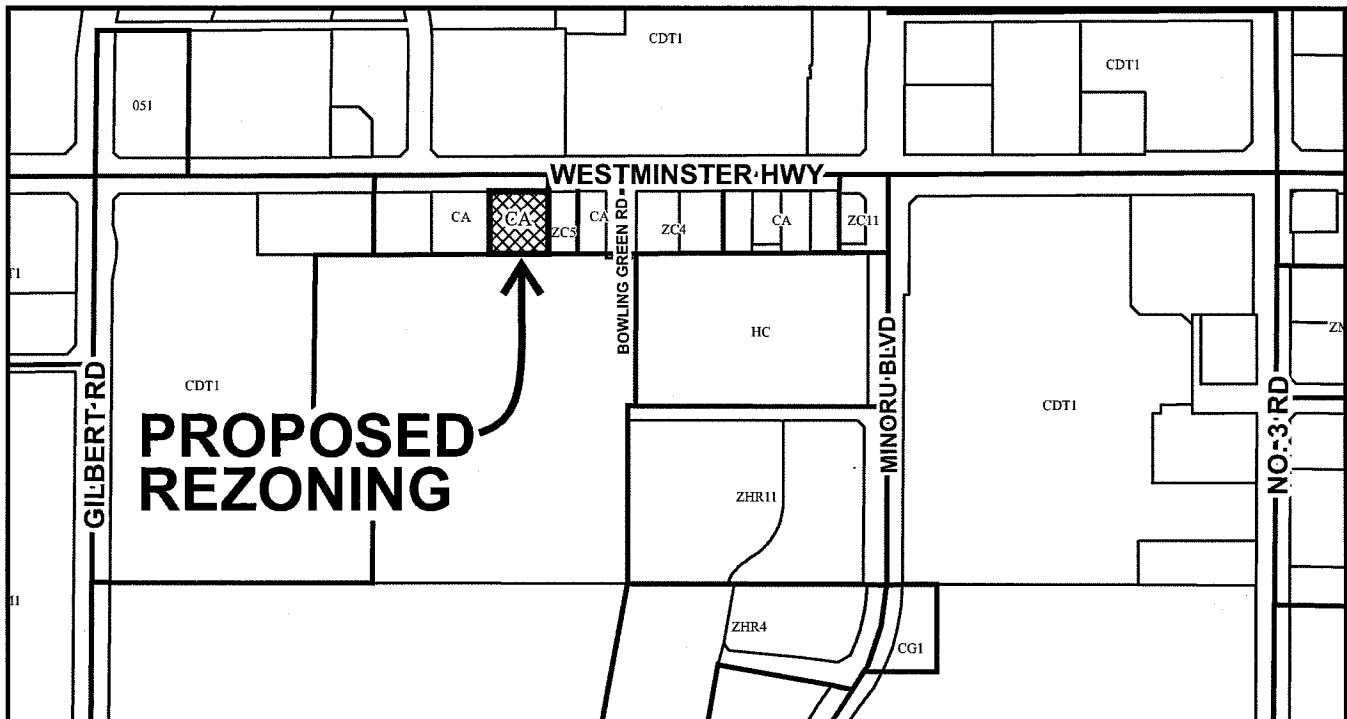
Attachment 4: Brighthouse Village Plan

Attachment 5: Sustainability Checklist (provided by applicant)

Attachment 6: Rezoning Considerations



City of Richmond



RZ 14-676714

Original Date: 11/25/14

Revision Date: 05/10/16

Note: Dimensions are in METRES



City of
Richmond



RZ 14-676714

Original Date: 11/25/14

Revision Date

Note: Dimensions are in METRES



RZ 14-676714

Attachment 2

Address: 7260 Westminster Highway

Applicant: GBL on behalf of Trans-Pacific Business Corporation, Inc. No. 33797

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

	Existing	Proposed
Owner:	Trans-Pacific Business Corporation, Inc. No. 33797	Trans-Pacific Business Corporation, Inc. No. 33797
Site Size (m²):	1,718 m ² (18,474 ft ²)	1,654 m ² (17,808 ft ²) (includes lane dedication area, excludes dedication along Westminster Highway)
Land Uses:	Two-storey commercial	Ground level commercial, congregate care, 1 residential unit
OCP Designation:	Mixed Use	Mixed Use
Area Plan Designation:	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
Zoning:	Auto Oriented Commercial (CA)	Mid-rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)
Number of Units:	2 commercial buildings	4 commercial CRUs, 33 congregate care units with associated secured amenity space, 1 residential penthouse unit

	Proposed Bylaw 9547 Requirement	Proposed	Variance
Floor Area Ratio:	2.0 FAR provided that not less than 300 m ² of the site is dedicated to the City as road. An additional 0.35 FAR provided that it is entirely used to accommodate amenity space.	2.0 FAR provided that not less than 300 m ² of the site is dedicated to the City as road. An additional 0.35 FAR provided that it is entirely used to accommodate amenity space.	none permitted
Lot Coverage – Building:	Max. 96%	95.43%	none
Lot Size (min. dimensions):	1,350 m ² (14,560 ft ²)	1,352.7 m ² (14,560 ft ²)	none
Setback – Westminster Highway (m): Lane (existing or new): Interior side yard:	Westminster Highway (m): 1.75 m Lane (existing or new): 0 m Interior side yard: 0 m	Westminster Highway (m): 1.75 m Lane (existing or new): 0 m Interior side yard: 0 m	none

	Proposed Bylaw 9547 Requirement	Proposed	Variance
Height (m):	Height: 25 m, provision for additional 2.5 m to accommodate elevator overrun that provides access to rooftop amenity space.	Height to building parapet: 24.5 m Building height including elevator overrun: 27.28 m	none
Off-street Parking Spaces	Congregate Housing: 0.2/sleeping unit + 1 = 8 PLUS TDM package Commercial/Retail: City Centre Zone 2 rate 4.2/100 m ² = 13 Residential (R)/Visitor (V): 1.2/unit = 2 (R)/1(V) (shared visitor/commercial parking permitted)	Congregate Housing: 8 Commercial/Retail: 13 Residential (R)/Visitor (V): 2/1 Shared visitor/commercial parking	none
Off-street Parking Spaces – Total:	23	23	none
Bicycle Parking	Commercial Class 1: 0.27/100m ² : 1 Class 2: 0.4/100 m ² : 1 Residential Class 1: 1.25/unit: 2 Class 2: 0.2/unit: 1 Total: Class 1: 3 Class 2: 2	Class 1: 17 Class 2: 3 location to be established through DP process	none
Scooter Parking	33	33	
HC parking	2	2	
OCP Electric Vehicle Charging Provisions	-3 commercial parking stalls equipped with 120 volt receptacle -Scooter parking with electrical charging outlets -Minimum 1 120 volt receptacle for every 10 Class 1 bicycle parking spaces: to be indicated on DP plans	#120 volt receptacles: 3 stalls #120 volt receptacles for bike and scooter spaces	none
Loading	Medium stall (SU9): 1 Shared between commercial, congregate, residential uses Collection from the lane	Medium stall (SU9): 1	
Amenity Space – Indoor:	Congregate housing: 70 m ² (754 ft ²) 1 Residential unit: 0 m ²	Congregate housing exclusive use: 798 m ² (8,595 ft ²)	none

	Proposed Bylaw 9547 Requirement	Proposed	Variance
Amenity Space – Outdoor:	Congregate housing exclusive use: 198 m ² (2,130 ft ²) 1 Residential unit: 0 m ²	Congregate housing exclusive use: 325 m ² (3,498 ft ²) Roof top outdoor amenity shared between congregate and residential uses: 174.2 m ² (1,876 ft ²) Residential private use: 249 m ² (2,682 ft ²)	none

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



7260 Westminster Highway Richmond - Mixed Use Development

OWNER: Trans - Pacific Business Corporation, Inc. No. 33797

LEGAL DESCRIPTION:

PARCEL ONE, SECTION 8, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, REFERENCE PLAN LMP 15308

PARCEL IDENTIFICATION NUMBER 018-896-040

CIVIC ADDRESS: EXISTING ZONING CA PROPOSED ZONING ZR11

7260 Westminster Highway PROPOSED DEVELOPMENT IN COMPLIANCE WITH CCAP SUB-AREA B.2

MAX HEIGHT 25 M (82 FT) SETBACKS FRONT 1.75 M (5.74')

SITE AREA (GROSS):	18,474.00 SF	1,716.30 M2				
ROAD DEDICATION	4.27 FT	1.30 M		61.82 M2		665.44 SF
LANE DEDICATION	24.91 FT	7.50 M		301.78 M2		3,248.33 SF
SITE AREA (NET):	14,560.23 SF	1,352.70 M2				
SITE AREA (FAR CALCULATION)	17,808.56 SF	1,654.48 M2				*
LOT COVERAGE	13,894.51 SF	1,290.84 M2		95.43%		**

*FAR CALCULATION IS BASED ON GROSS SITE AREA DEDUCTED BY ROAD DEDICATION

**LOT COVERAGE IS CALCULATED BASED ON NET SITE AREA

FAR CALCULATION BASED ON NET AREA + LANE DEDICATION

FAR (imperial)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA	GROSS BUILDING AREA	FAR (metric)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA
FAR ALLOWED				35,617.12		FAR ALLOWED				3,308.96
				2.00						2.00
FAR PROPOSED	32,326	3,291	8,595	35,617	46,700	FAR PROPOSED	3,003.15	305.74	798.50	3,308.89
FAR	1.82	0.18	0.48	2.00		FAR	1.82	0.18	0.48	2.00

FAR CALCULATION BASED ON NET SITE AREA

FAR (imperial)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA	FAR (metric)	RESIDENTIAL	COMMERCIAL	AMENITY	FAR AREA
FAR ALLOWED				29,120.46		FAR ALLOWED			2,705.40
				2.00					2.00
FAR PROPOSED	32,326	3,291	8,595	35,617		FAR PROPOSED	3,003.15	305.74	798.50
FAR	2.22	0.23	0.59	2.45		FAR	2.22	0.23	0.59

DATE: 10/10/2014
DRAWN BY: J. L. BROWN
CHECKED BY: J. L. BROWN
DATE: 10/10/2014

1. NOV 10 2014
2. JAN 14 2015
3. APRIL 14 2015
4. APRIL 14 2015
5. APRIL 14 2015
6. APRIL 14 2015
7. APRIL 14 2015

7260 WESTMINSTER
HIGHWAY
RICHMOND, BC
MIXED USE DEVELOPMENT

PROJECT STATISTICS

DATE: 10/10/2014
DRAWN BY: J. L. BROWN
CHECKED BY: J. L. BROWN
DATE: 10/10/2014

A-0.01

ATTACHMENT 3

15

OSBL ARCHITECTS
139 EAST 8TH AVENUE
VANCOUVER, CANADA V5T 1R6
T 604.734.1164 F 604.731.9279
OSBLARCHITECTS.COM

OSBL ARCHITECTS
139 EAST 8TH AVENUE
VANCOUVER, CANADA V5T 1R6
T 604.734.1164 F 604.731.9279
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T 604.734.1164 F 604.731.9279
OSBLARCHITECTS.COM

****15.35% of allowed FAR area (0.35 FAR) is excluded from FAR calculation as amenity space - the rest is included (6.256SF = 581.20m²)

DATE	REASON FOR REZONING
1. NOV. 19 2014	RE-REQUEST FOR REZONING
2. DEC. 22 2015	RE-REQUEST FOR REZONING
3. APRIL 28 2016	RE-REQUEST FOR REZONING
4. APRIL 12 2016	RE-REQUEST FOR REZONING
5. APRIL 20 2016	RE-REQUEST FOR REZONING
6. MAY 20 2016	RE-REQUEST FOR REZONING
7. JUNE 29 2016	RE-REQUEST FOR REZONING

MIXED-USE DEVELOPMENT

PROJECT STATISTICS

PROJECT STATISTICS



7260 WESTMINSTER
HIGHWAY
RICHMOND, BC
V6X 3A7
778-771-1070

PARKING CALCULATION:		REQUIRED	PROVIDED	TYPE
COMMERCIAL		13	13	
DISABLED		1	1	
TTL COMMERCIAL		13	13	
EMPLOYEES		1	1	
RESIDENTS (CONG)		10	7	
RESIDENTS		2	2	
VISITORS		0	0	
DISABLED		1	1	
TTL RESIDENTIAL		13	10	
TOTAL PARKING		26	23	
		-2.6		
TOTAL PARKING		24	23	
BICYCLE SPACE CALCULATION:				
0.27/100 m ² LEASABLE SPACE		1	1	CLASS A
0.27/100 m ² LEASABLE SPACE		1	1	CLASS B
1.25/RESIDENTIAL UNIT		2	2	CLASS A
0.5/RESIDENTIAL UNIT		1	1	CLASS B
0.5 SPACES PER CONGREGATE UNIT		17	18	CLASS A
TOTAL BICYCLE		22	23	
LOADING SPACE CALCULATION:				
TOTAL LOADING SPACES:				
COMMERCIAL:		1	1	
RESIDENTIAL:		1	0	
TOTAL LOADING		2	1	

4.2 FOR EACH 100 SM 7.9.4.1. Blended City Centre Parking Requirements

2% OF TOTAL NUMBER OF PARKING 7.5.14

0.3 PER UNIT 7.7.2.1 Residential Use Parking Requirements

2% OF TOTAL NUMBER OF PARKING 7.5.15

RELAXATION REQUESTED

DEDUCTION OF 10% (TDA)

7.14.9.1

REDUCED BICYCLE SPACES DUE TO SCOOTER PARKING AND STORAGE AVAILABLE

7.13.6.2 - Medium on site

7.13.6.1 - Medium on site

RELAXATION REQUESTED

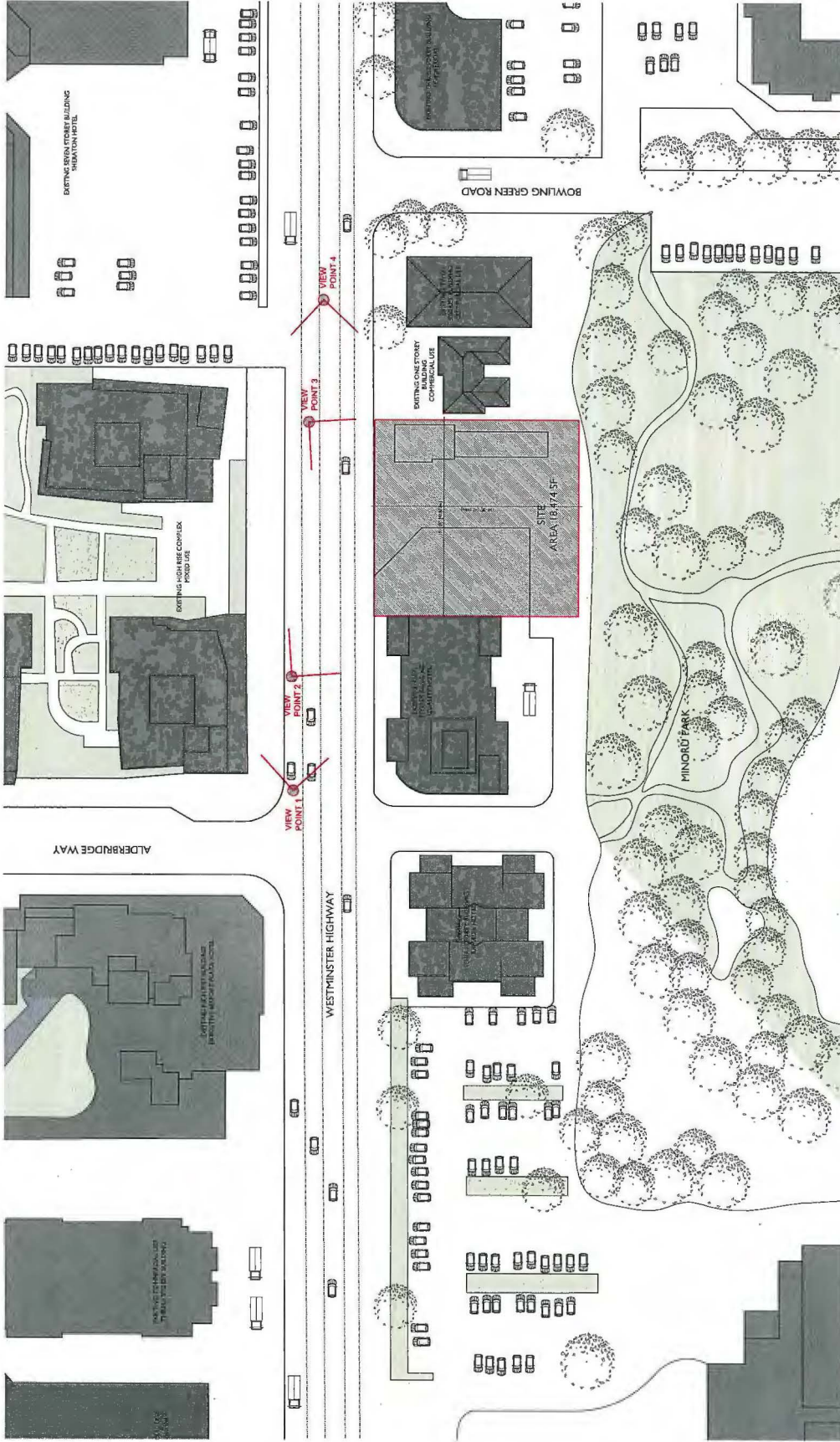
1. NOV 19 2014 DATED FOR REVISION
2. APRIL 15 2015 REVISION FOR REVISION
3. APRIL 15 2015 REVISION FOR REVISION
4. APRIL 15 2015 REVISION FOR REVISION
5. APRIL 15 2015 REVISION FOR REVISION
6. APRIL 15 2015 REVISION FOR REVISION
7. APRIL 15 2015 REVISION FOR REVISION

7260 WESTMINSTER
HIGHWAY
RICHMOND, BC
V6X 3A7
778-771-1070

PROJECT STATISTICS

DATE NOVEMBER 2014
DRAWN BY AK
CHECKED BY AK
PROJECT 1443
JOB NUMBER

A-0.01-3



7260 WESTMINSTER
 HIGHWAY
 RICHMOND, BC

MIXED USE DEVELOPMENT
 CONTEXT PLAN

DATE	NOVEMBER 2011
DRAWN BY	AL
CHECKED BY	AL
SCALE	1/4" = 1' - 0"
JOB NUMBER	1443

A-0.02



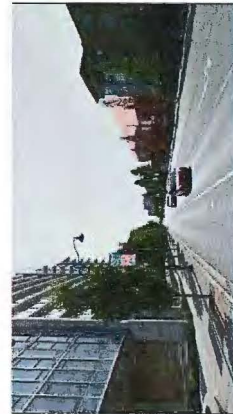
VIEW 1 - LOOKING EAST TOWARDS SITE



VIEW 2 - LOOKING SOUTH-EAST TOWARDS SITE



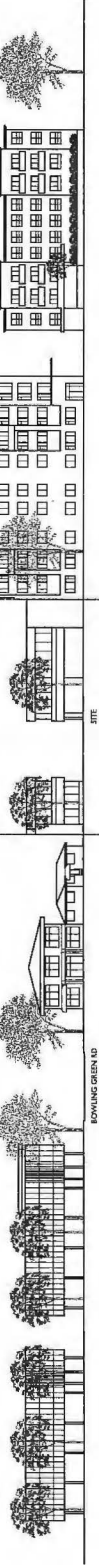
VIEW 3 - LOOKING SOUTH-WEST TOWARDS SITE



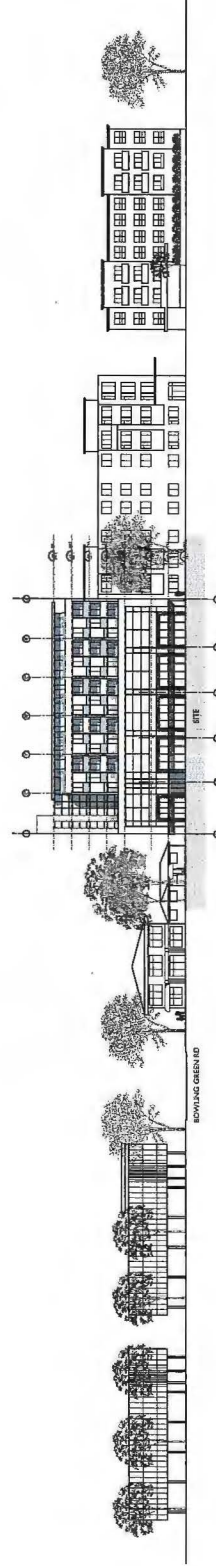
VIEW 4 - LOOKING WEST TOWARDS SITE



WESTMINSTER HWY PHOTO MONTAGE



WESTMINSTER HWY STREETScape ELEVATION - EXISTING



WESTMINSTER HWY STREETScape ELEVATION - DESIGNED BUILDING

REVISIONS

NO.	DATE	DESCRIPTION
1.	JAN 15 2014	ISSUED FOR PERMITTING
2.	DEC 13 2013	REDESIGNED FOR PERMITTING
3.	APRIL 18 2014	REDESIGNED FOR PERMITTING
4.	APRIL 18 2014	REDESIGNED FOR PERMITTING
5.	MAY 18 2014	REDESIGNED FOR PERMITTING
6.	MAY 18 2014	REDESIGNED FOR PERMITTING
7.	JUNE 13 2014	REDESIGNED FOR PERMITTING

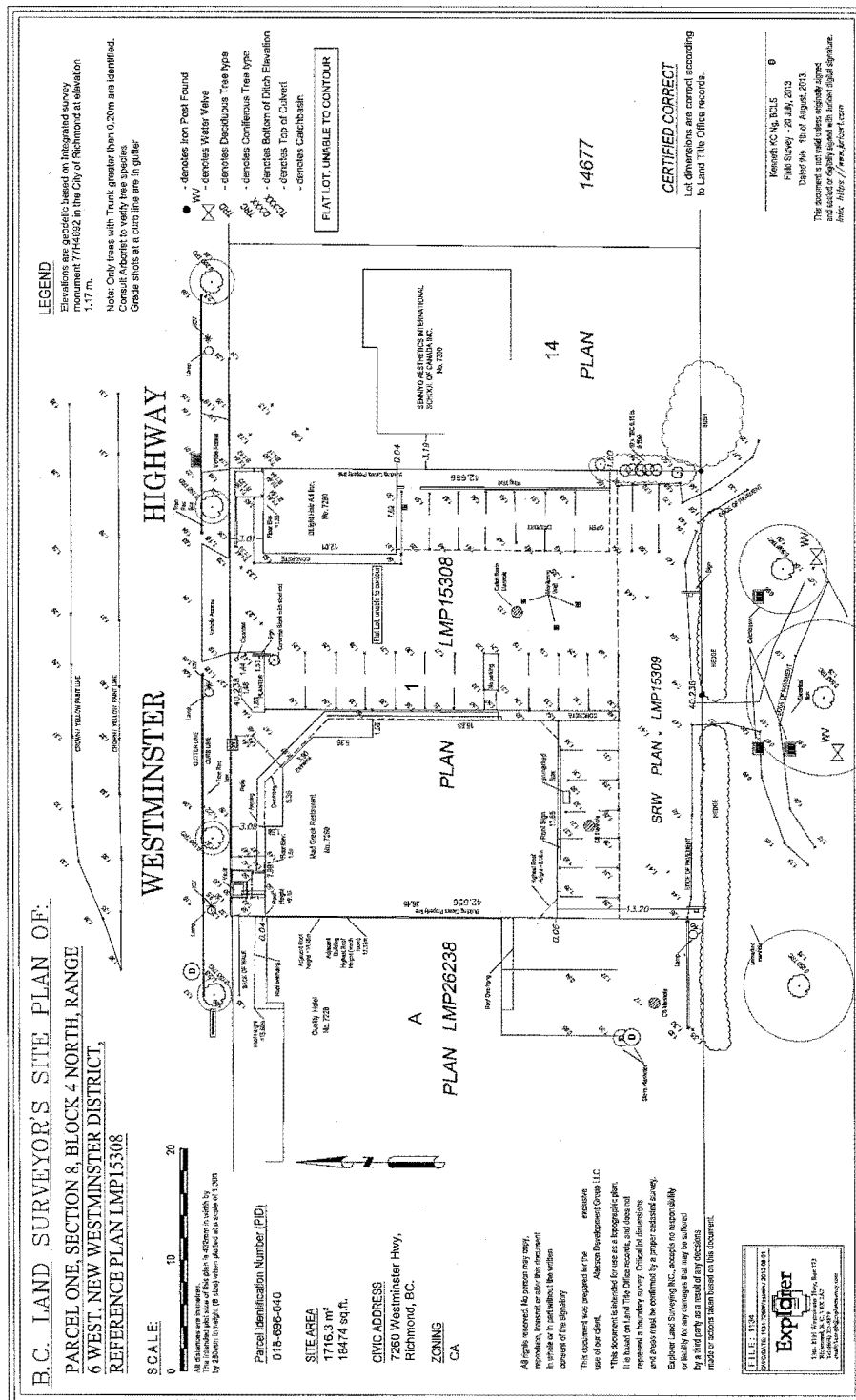
7260 WESTMINSTER
HIGHWAY
RICHMOND, BC

MIXED USE DEVELOPMENT

PHOTOMONTAGE &
STREETSCAPES

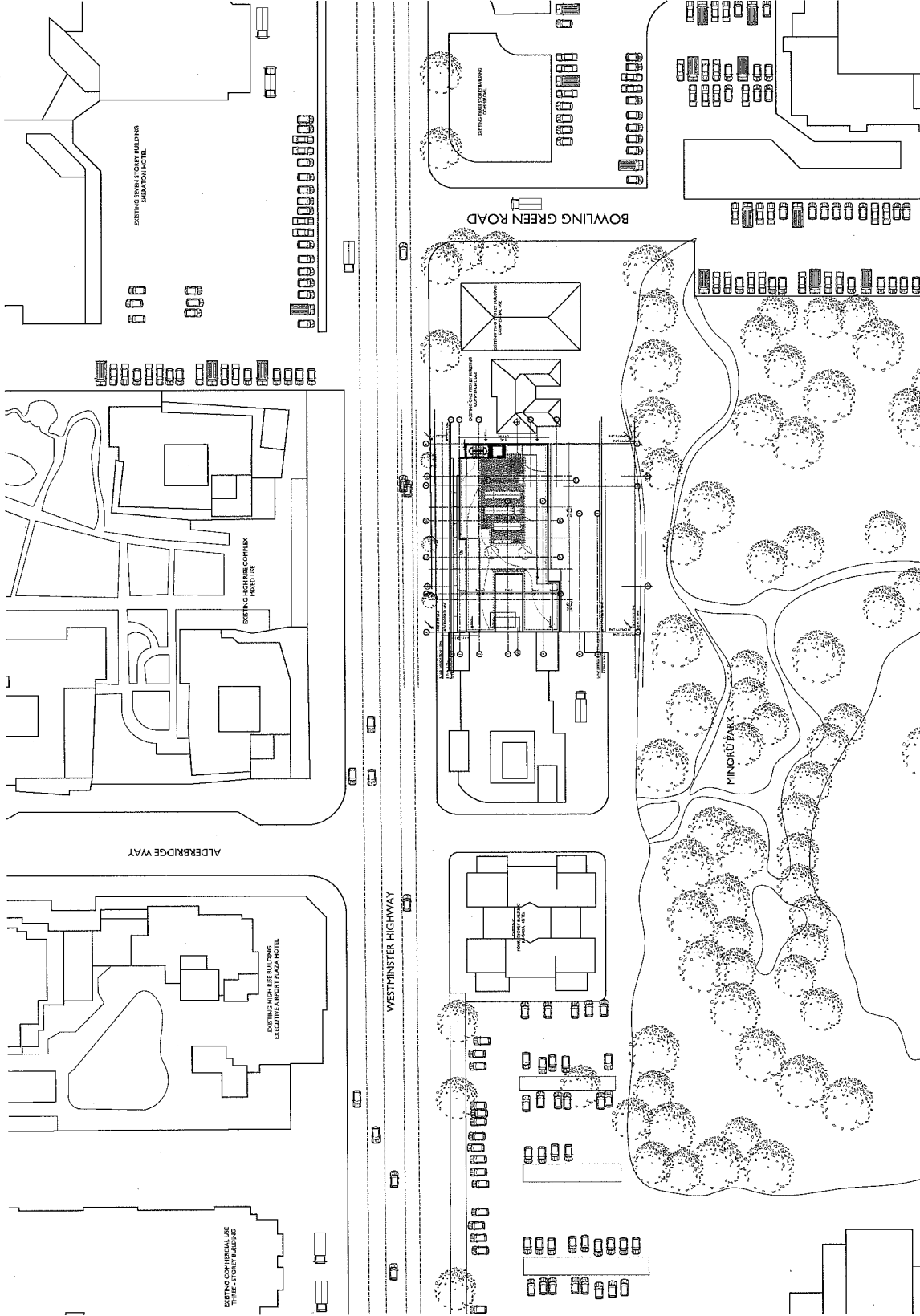
DATE	REVISION	BY
JAN 15 2014	1	AK
DEC 13 2013	2	AK
APR 18 2014	3	AK
MAY 18 2014	4	AK
JUNE 13 2014	5	AK

A-0.03



gbl

7260 WESTMINSTER HIGHWAY
RICHMOND, BC
V6X 3A7
TEL: 604.271.1776
FAX: 604.271.1777
WWW.GBLARCHITECTS.COM



- REVISIONS
1. NOV 19 2014 REVISIONS FOR RECORDS
 2. DEC 22 2014 REVISIONS FOR RECORDS
 3. JAN 13 2015 REVISIONS FOR RECORDS
 4. APRIL 22 2015 REVISIONS FOR RECORDS
 5. APRIL 22 2015 REVISIONS FOR RECORDS
 6. MAY 08 2015 REVISIONS FOR RECORDS
 7. JUNE 17 2015 REVISIONS FOR RECORDS

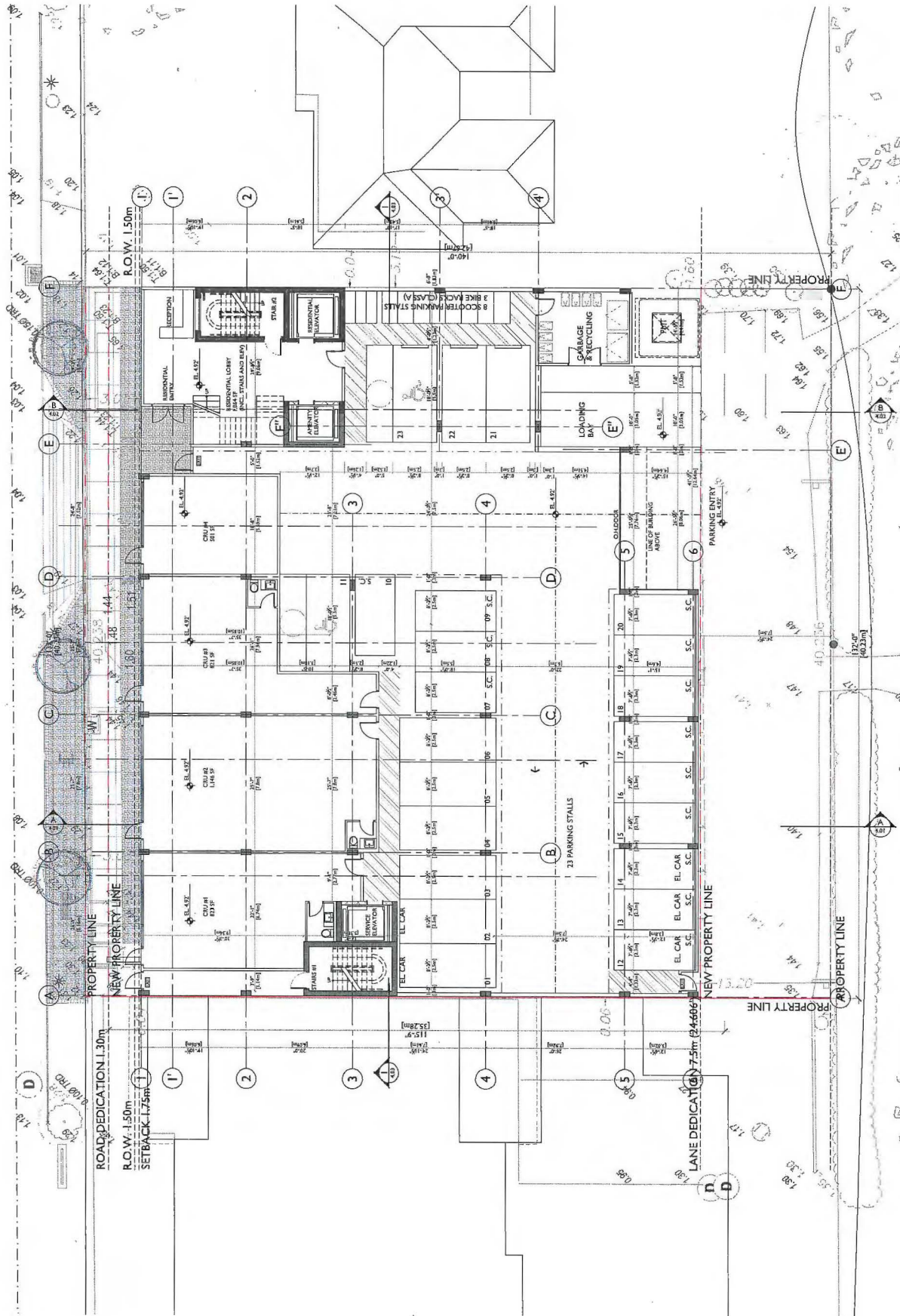


7260 WESTMINSTER
HIGHWAY
RICHMOND, BC

MIXED USE DEVELOPMENT
CONTEXT PLAN

DATE: 10/11/2014
DRAWN BY: JAS
CHECKED BY: JAS
SCALE: 1/8"=1'-0"
JOB NUMBER:

A-1.01



ON A-3.02
 1. 2017.03.14
 2. 2017.03.14
 3. 2017.03.14
 4. 2017.03.14
 5. 2017.03.14
 6. 2017.03.14
 7. 2017.03.14

REVISIONS
 1. 2017.03.14
 2. 2017.03.14
 3. 2017.03.14
 4. 2017.03.14
 5. 2017.03.14
 6. 2017.03.14
 7. 2017.03.14

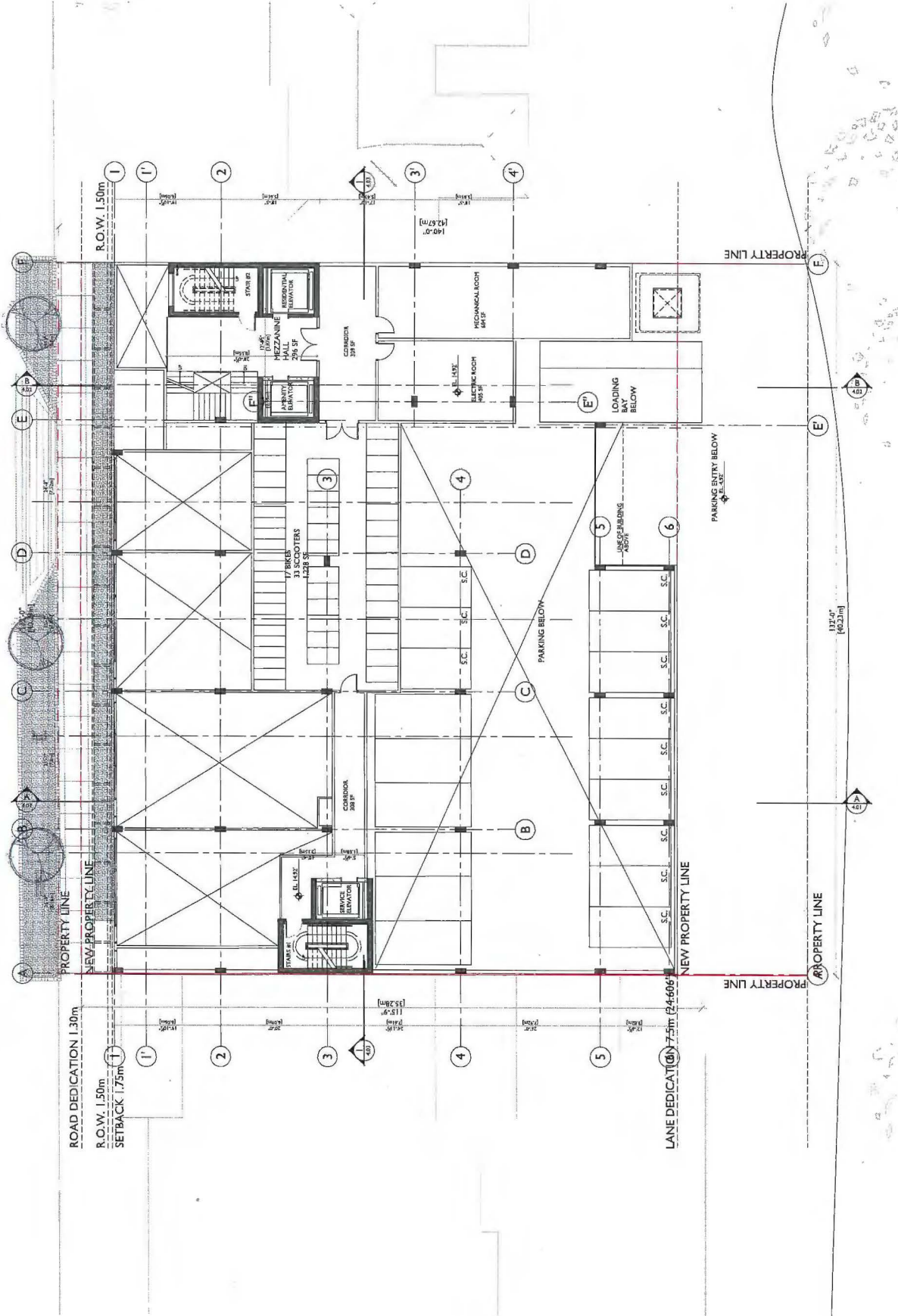


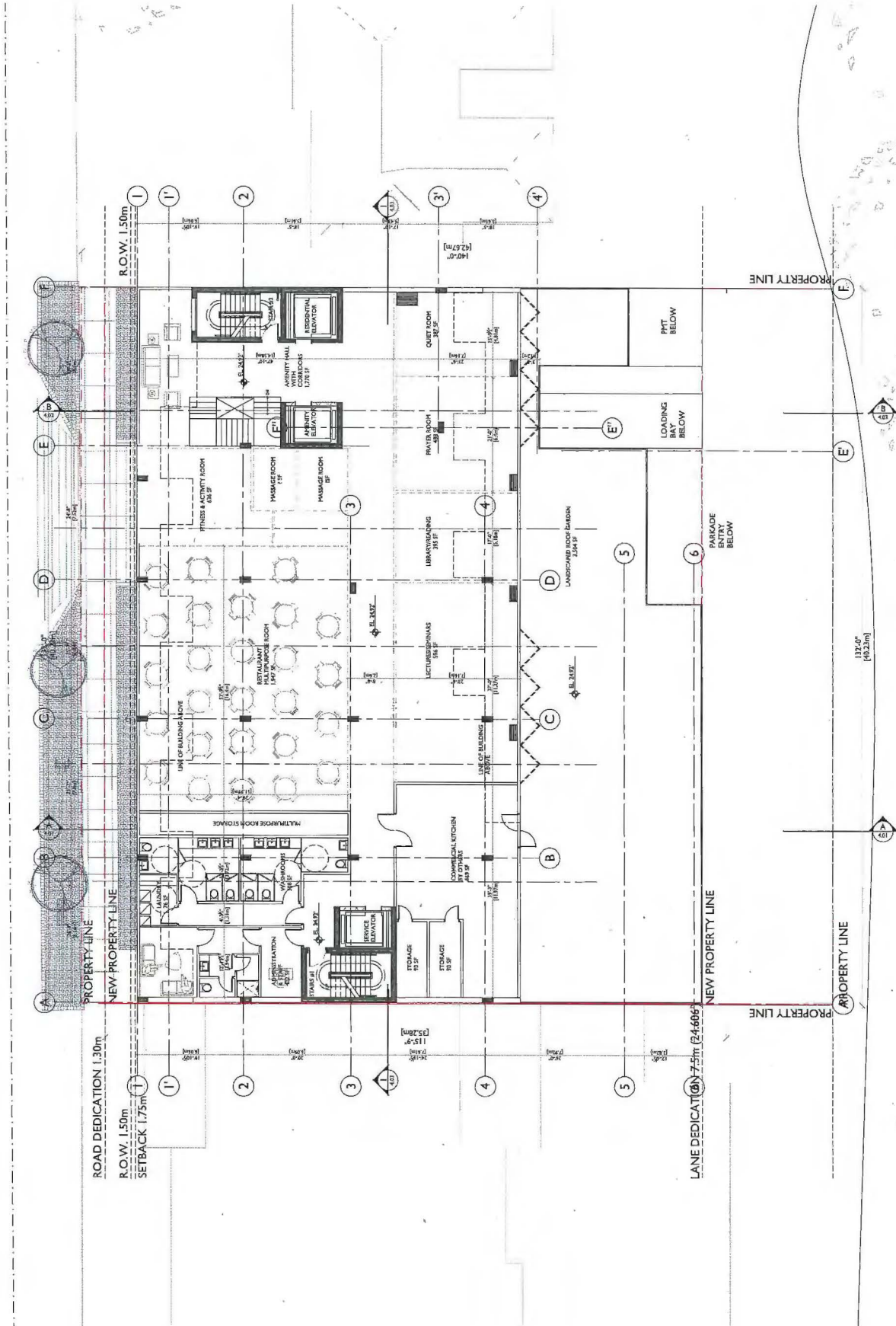
7260 WESTMINSTER
 HIGHWAY
 RICHMOND, BC
 MIXED USE DEVELOPMENT

LEVEL 2

DATE: NOVEMBER 2016
 DRAWN BY: AC
 CHECKED BY: AC
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1443

A-3.02





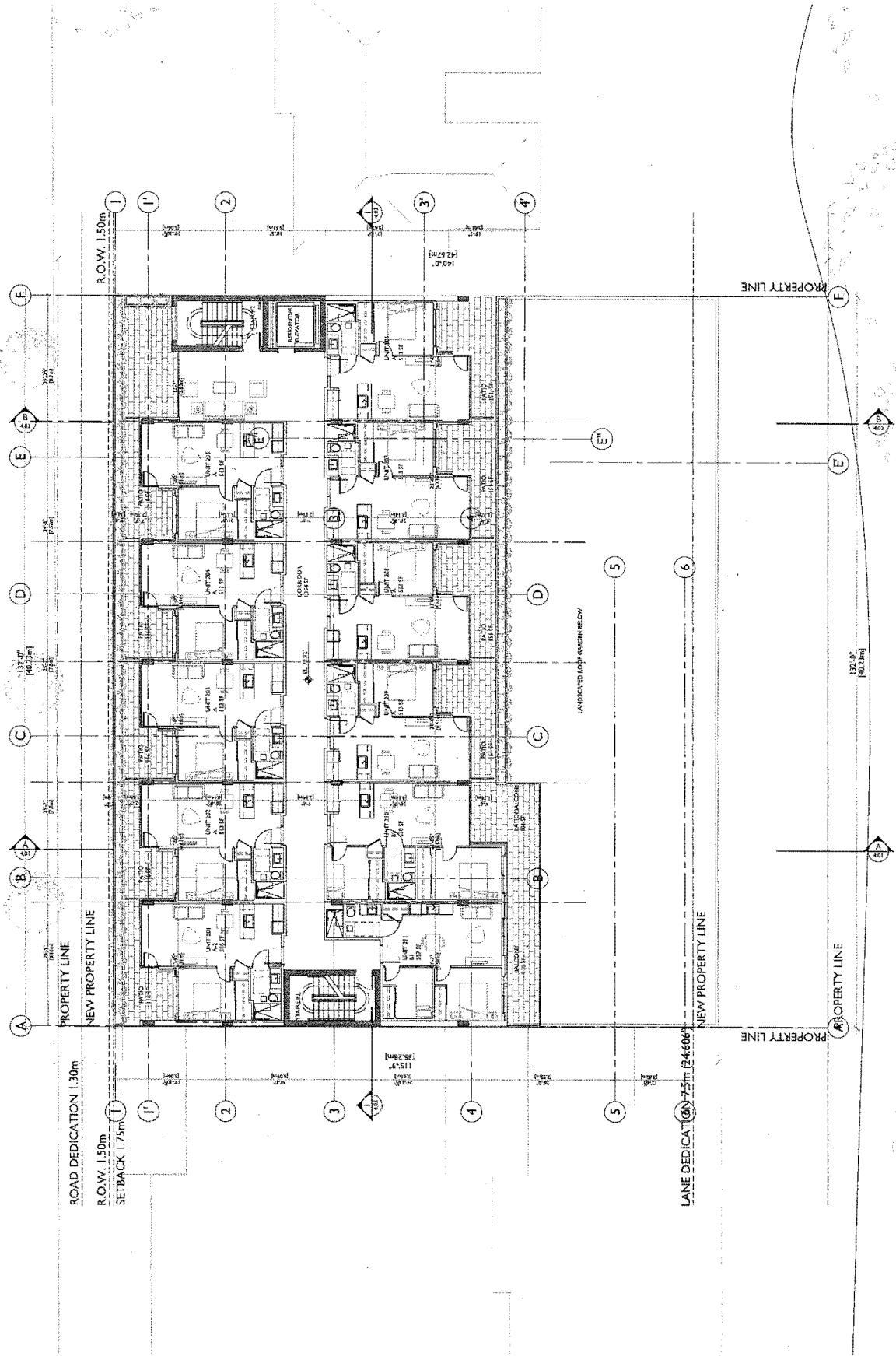
1000 WESTMINSTER
 TRAILER PARKWAY
 RICHMOND, BC V6X 3E9
 TEL: 604.271.1111
 FAX: 604.271.1111

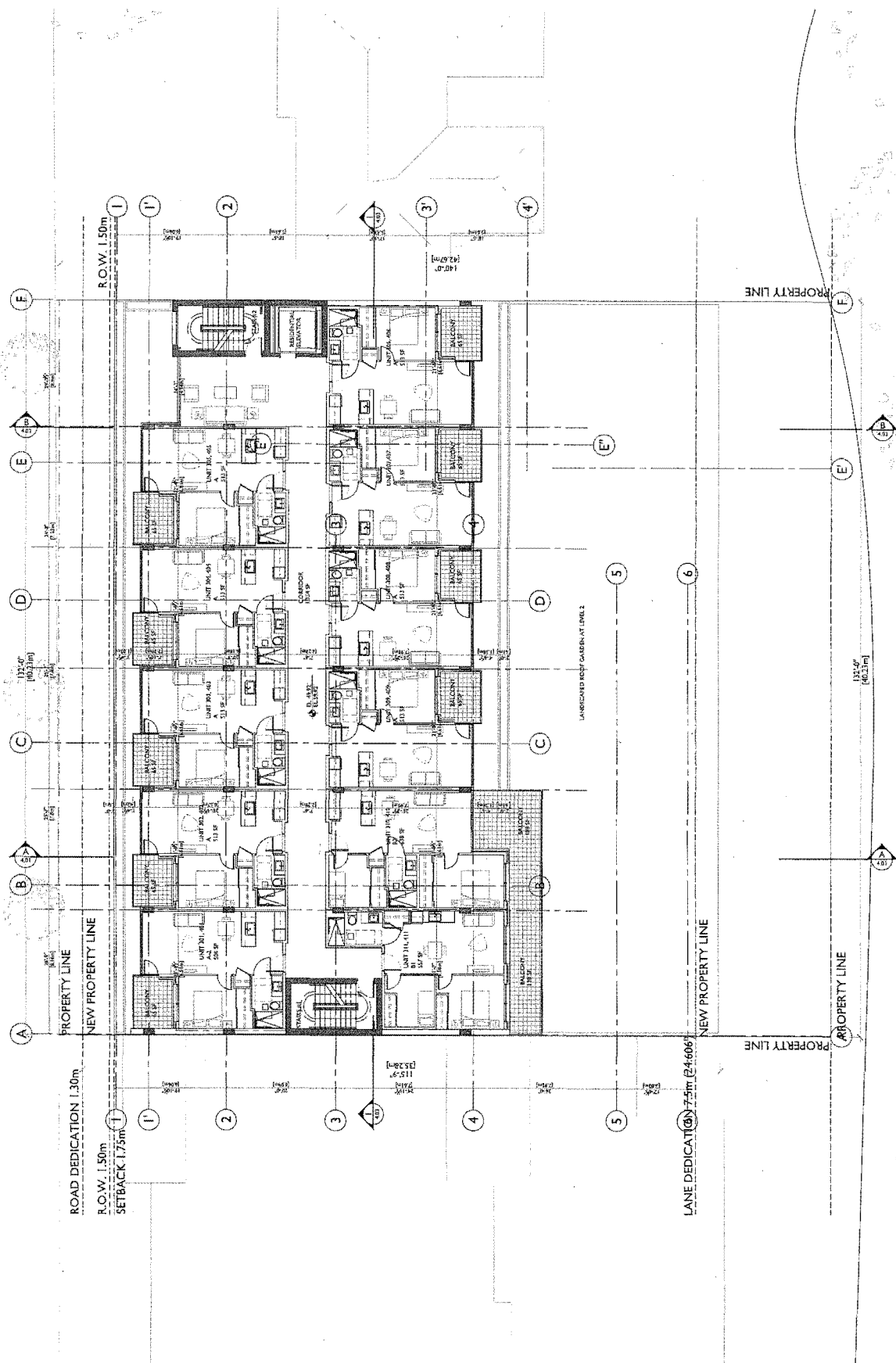
PREPARED FOR: WESTMINSTER
 PROJECT NO.: 1443
 DATE: 1443
 PREPARED BY: GBL
 CHECKED BY: GBL
 DATE: 1443

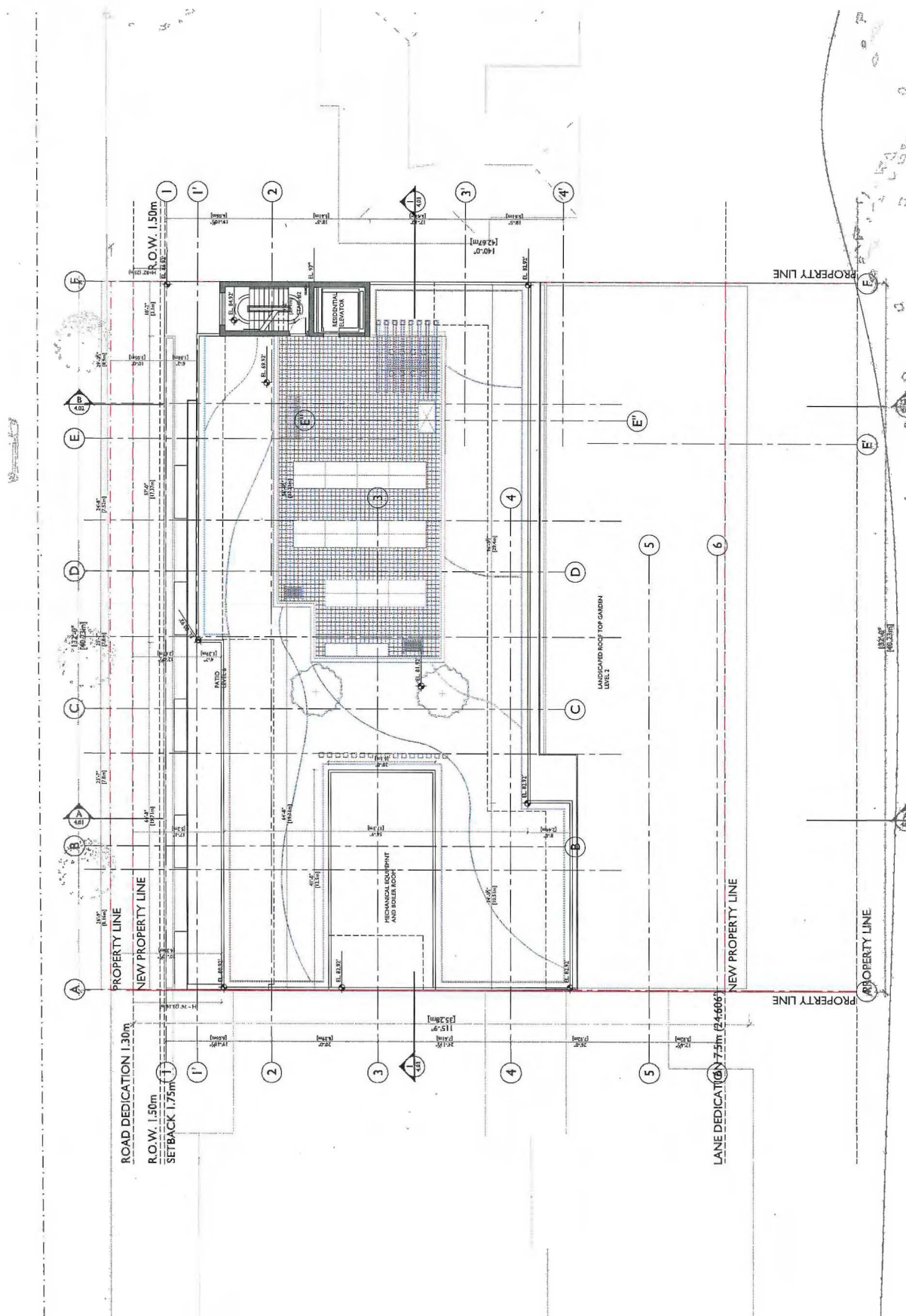


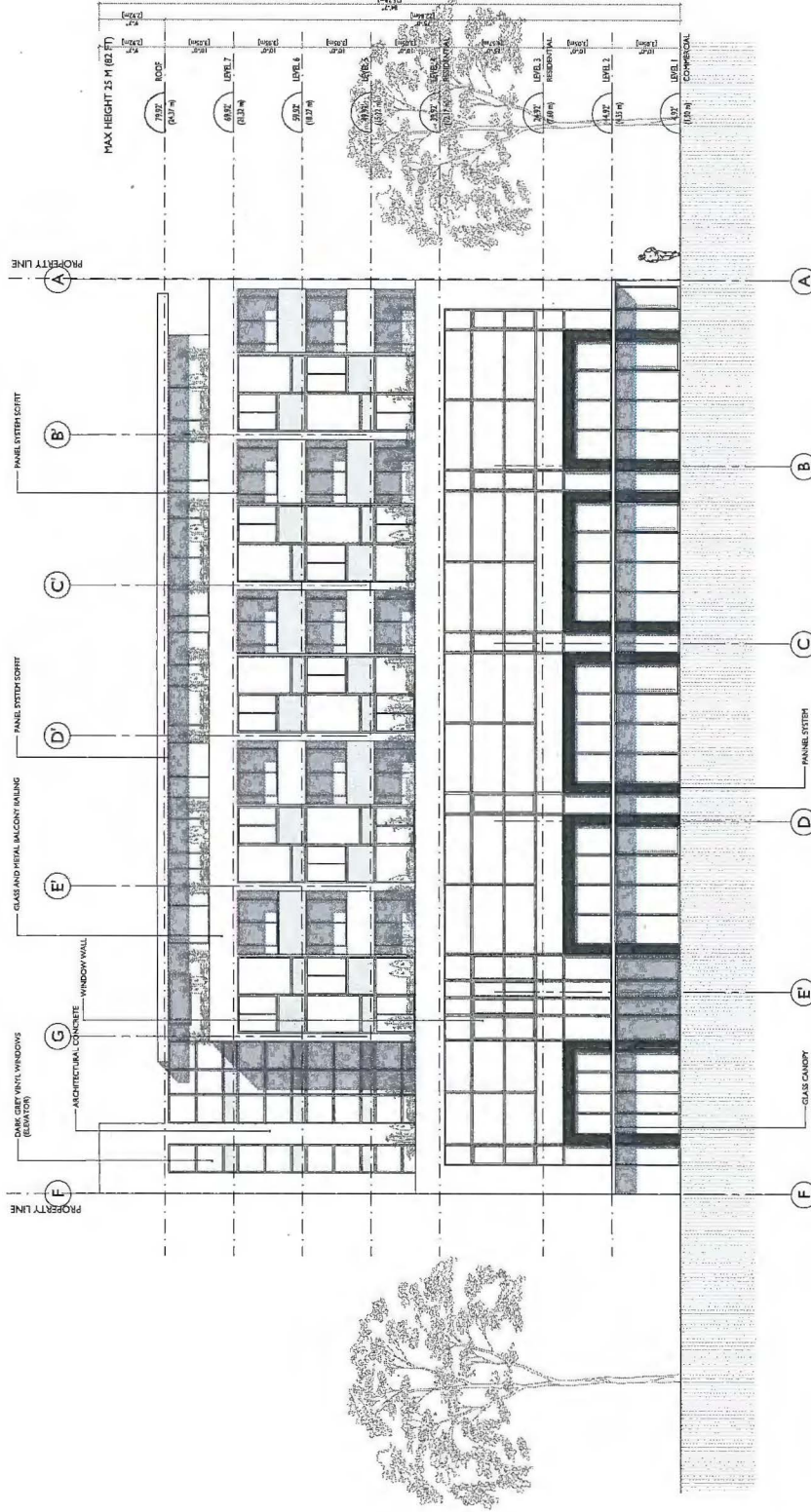
7360 WESTMINSTER
 HIGHWAY
 RICHMOND, BC
 PROJECT NO.: 1443
 PREPARED BY: GBL
 CHECKED BY: GBL
 DATE: 1443

LEVEL 4









- REVISIONS
1. NOV 18 2014 ISSUED FOR PERMITS
 2. APRIL 12 2015 REVISIONS FOR PERMITS
 3. APRIL 12 2015 REVISIONS FOR PERMITS
 4. APRIL 12 2015 REVISIONS FOR PERMITS
 5. APRIL 12 2015 REVISIONS FOR PERMITS
 6. APRIL 12 2015 REVISIONS FOR PERMITS
 7. JUNE 23 2015 REVISIONS FOR PERMITS

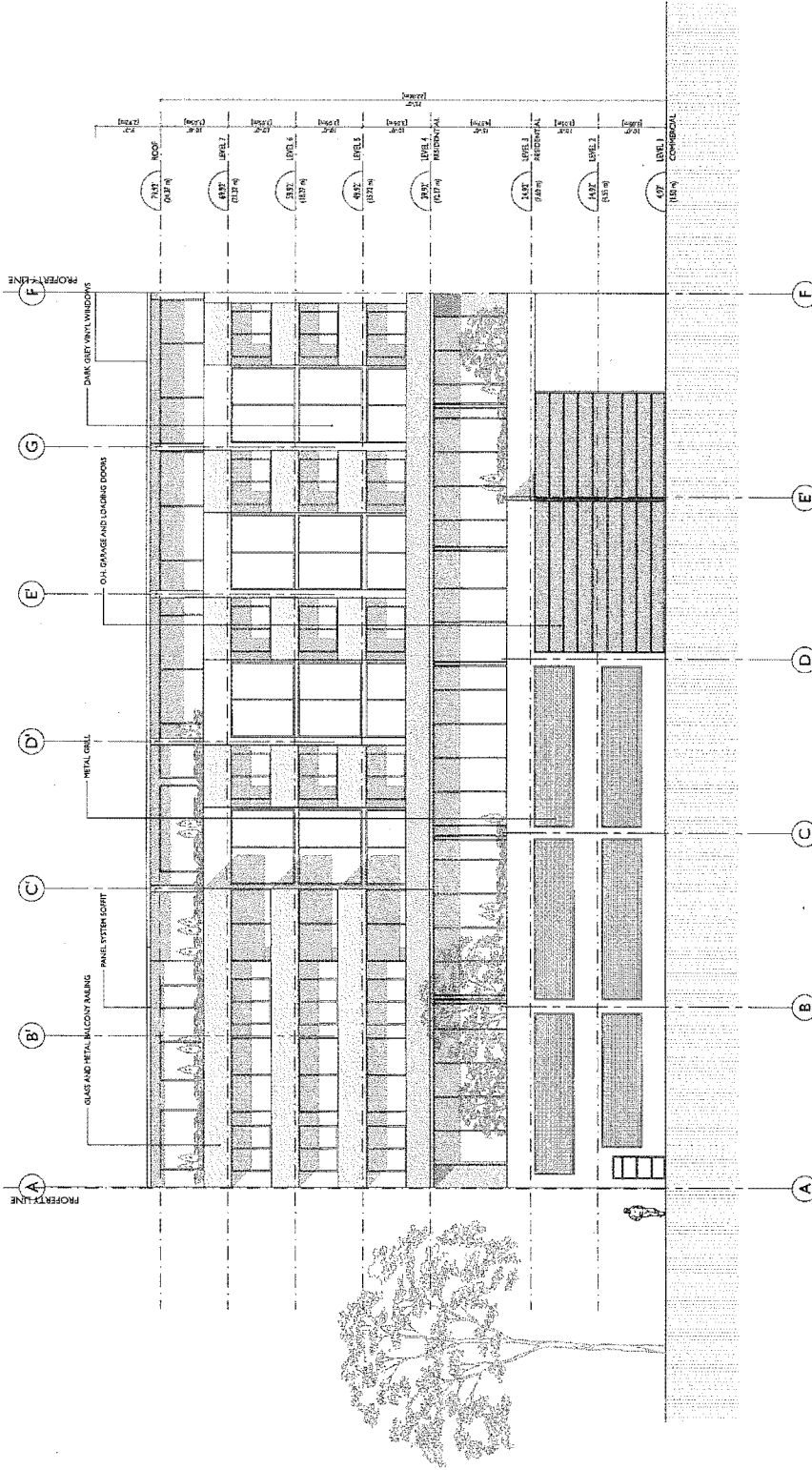
7260 WESTMINSTER
HIGHWAY
RICHMOND, BC

MIXED USE DEVELOPMENT

NORTH ELEVATION
(WESTMINSTER HWY)

DATE: NOVEMBER 2014
DRAWN BY: AK
CHECKED BY: AK
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1443

A-5.01



REVISIONS

NO.	DATE	DESCRIPTION
1.	NOV 18 2014	ISSUED FOR PERMITTING
2.	NOV 18 2014	ISSUED FOR PERMITTING
3.	NOV 18 2014	ISSUED FOR PERMITTING
4.	APRIL 8 2015	REVISED FOR PERMITTING
5.	APRIL 13 2015	REVISED FOR PERMITTING
6.	APRIL 20 2015	REVISED FOR PERMITTING
7.	APRIL 20 2015	REVISED FOR PERMITTING

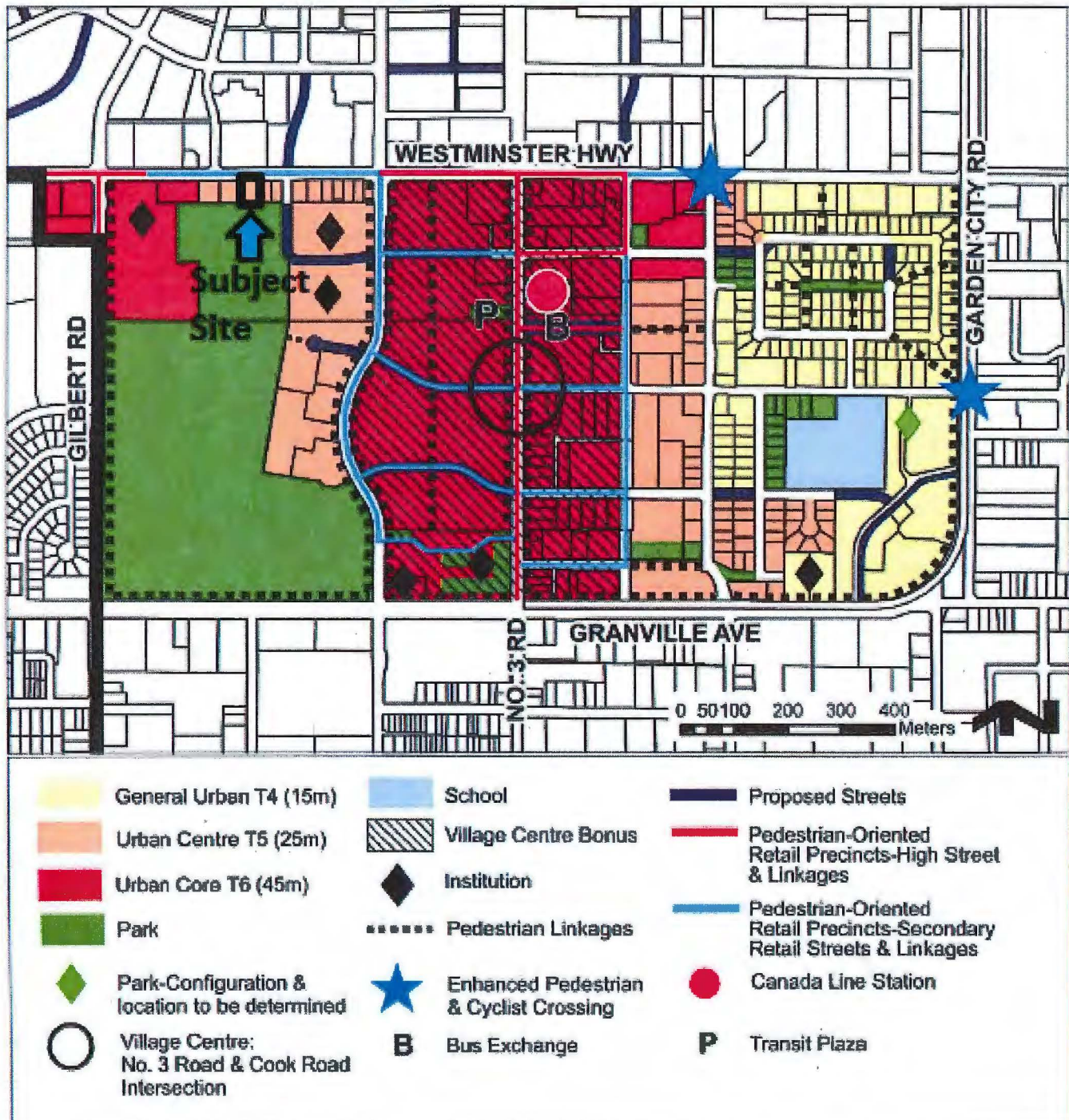
7260 WESTMINSTER
HIGHWAY
RICHMOND, BC

FIXED USE DEVELOPMENT

SOUTH ELEVATION
(LANE)

NOTES	
DATE	APR 14 2015
DRAWN BY	AP
CHECKED BY	AP
DATE	APR 14 2015
JOB NUMBER	1443

Specific Land Use Map: Brighthouse Village (2031)



LEED Canada-NC 2009 Project Checklist

7260 Westminster Highway, Richmond

Yes	No	Score	Points
59	12	41	110 Possible Points
Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above			

Yes	No	Score	Points
19	2	5	26 Points

Yes	No	Score	Points
19	2	5	26 Points
Sustainable Sites			
Construction Activity Pollution Prevention			
Prereq 1			Required
Credit 1	1		1
Credit 2	5	0	3, 5
Credit 3	1		1
Credit 4.1	6		3, 6 Project is located in close proximity of Canada Line and multiple bus stops.
Credit 4.2	1		1 There are bike (19) and scooter (37) storages in the building for residents
Credit 4.3	3		3 22.7% of parking will contain electrical charging stations.
Credit 4.4	2		2 The Study has been done for parking capacity
Credit 5.1	1		1 Case 2 50% of site area; roofs to contribute to calculation.
Credit 5.2	1		1 Accessible green roofs, large open patios as amenity space, proximity to Minoru park
Credit 6.1	1		1 Vegetation is more than 50% of the site
Credit 6.2	1		1
Credit 7.1	1		1 Green roofs combined with high albedo roofing
Credit 7.2	1		1 Interior and exterior light trespass will be minimized and photometric plan will be reviewed.
Credit 8	1		1

Yes	No	Score	Points
6	2	2	10 Points

Yes	No	Score	Points
6	2	2	10 Points
Water Efficiency			
Water Use Reduction			
Prereq 1			Required
Credit 1	2	2	2, 4 90% reduction targeted through high efficiency irrigation, moisture sensors and drought tolerant plants; 4 grade water features will be used for temporary rain water storage
Credit 2	2		2
Credit 3	4		2 - 4 Low-flow fixtures will be specified

Yes	No	Score	Points
8	3	24	35 Points

Yes	No	Score	Points
8	3	24	35 Points
Energy & Atmosphere			
Fundamental Commissioning of Building Energy Systems			
Prereq 1			Required
Prereq 2			Required
Prereq 3			Required
Credit 1	6	1	1 - 19 A whole building energy model will be completed to confirm the design energy efficiency
Credit 2	7		1 - 7
Credit 3	2		2
Credit 4	2		2 Life cycle calculations will guide equipment selection to achieve this credit.
Credit 5	3		3
Credit 6	3		2 2-year confirmed for 35% of electricity supplied from renewable sources if required.

[illegible]

	✓	✗	NA	Required
Preq 1				Minimum Indoor Air Quality Performance
Preq 2				Environmental Tobacco Smoke (ETS) Control
Credit 1	1			Outdoor Air Delivery Monitoring
Credit 2		1		Increased Ventilation
Credit 3.1		1		Construction IAQ Management Plan; During Construction
Credit 3.2		1		Construction IAQ Management Plan; Before Occupancy
Credit 4.1		1		Low-Emitting Materials: Adhesives and Sealants
Credit 4.2		1		Low-Emitting Materials: Paints and Coatings
Credit 4.3		1		Low-Emitting Materials: Flooring Systems
Credit 4.4		1		Low-Emitting Materials: Composite Wood and Agrifibre Products
Credit 5		1		Indoor Chemical and Pollutant Source Control
Credit 6.1		1		Controllability of System: Lighting
Credit 6.2		1		Controllability of System: Thermal Comfort
Credit 7.1		1		Thermal Comfort: Design
Credit 7.2		1		Thermal Comfort: Verification
Credit 8.1		1		Daylight and Views: Daylight
Credit 8.2		1		Daylight and Views: Daylight
Credit 9.1		1		Daylight and Views: Views
Credit 9.2		1		Daylight and Views: Views

Credit 1.1	Innovation in Design	1	1
Credit 1.2	Innovation in Design		
Credit 1.3	Innovation in Design	1	1
Credit 1.4	Innovation in Design	1	1
Credit 1.5	Innovation in Design	1	1
Credit 2	LEED® Accredited Professional	1	1

Credit 1		1	Durable Building		1	1 C
Credit 2.1	1		Regional Priority Credit			1 W
Credit 2.2	1		Regional Priority Credit			1 D
Credit 2.3	1		Regional Priority Credit			



Address: 7260 Westminster Highway

File No.: RZ 14-676714

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9547, the developer is required to complete the following:

1. 7.5 m wide lane dedication along the entire south property line and discharge of the existing statutory right-of-way BH074270.
2. Approximately 1.3 m wide dedication along the entire Westminster Highway frontage to facilitate road and frontage upgrades. A functional plan, to the satisfaction of the Director of Transportation, is required to confirm the ultimate required dedication and includes intersection reconfiguration at Westminster Highway and Alderbridge Way.
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a covenant on title that identifies the building as a mixed use building.
5. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft and traffic noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
6. Registration of a lane use acknowledgement and indemnity agreement, which includes the following:
 - a) The owner acknowledges that the owner's use of the lane is subject to the terms and conditions of statutory right-of-way BR265051 and BL346532 (the right-of-ways with provisions for public access/use registered on the two adjacent westerly properties 7228 and 7188 Westminster Highway respectively);
 - b) The agreement is to acknowledge that the City has recommended that the owner obtain legal advice in respect to the terms and conditions of the statutory right-of-ways;
 - c) The agreement would also contain a release of the City and indemnity in favour of the City; and
 - d) Other terms and conditions that are acceptable/required by the City.
 7. Registration of a legal agreement on title ensuring that the congregate housing units located on building levels 4-6 and associated indoor amenity space comprising all of building level 3 must remain a single strata unit in perpetuity.
 8. 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.

9. Registration of a legal agreement on title stipulating that all commercial and visitor parking stalls are shared. The agreement must specify the parking spaces remain unassigned, visitor parking is accessible 24 hours a day and commercial parking is available during standard business operating hours. This legal agreement is subject to the approval of the Director of Transportation.
10. Registration of a legal agreement on title ensuring that the on-site loading space and the garbage/recycling room is available for use by all building owners/tenants.
11. Registration of a legal agreement on title securing access and use of the rooftop outdoor amenity area for the congregate housing and residential owners/tenants.
12. Registration of a legal agreement on title stipulating that 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, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
13. Discharge of existing covenant BH074271, which registers the City's intention to restrict all vehicle traffic to the lane at the time the lane is established.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development, including provision of a functional vehicular and truck circulation and turnaround plan to the satisfaction of the Director of Transportation.
15. City acceptance of the developer's voluntary contribution in the amount of \$8,904.00 (i.e. \$0.25/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
16. Voluntary contribution of \$25,000 to go towards a bus shelter in the vicinity of the subject site in accordance with the supported TDM package.
17. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot applied to the residential floor area, located on Level 7 (e.g. \$22,992.00) to the City's affordable housing fund.
18. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
 - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - 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 owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii) the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building;
 - iv) if required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

19. Enter into a Servicing Agreement* for the design and construction of the following works, which include but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 527.9 L/s of water available at a 20 psi residual at the Westminster Highway frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- b. The Developer is required to:
 - 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 and Building designs.
- c. At the Developer's cost, the City is to:
 - Cut and cap the existing water service connection at the watermain, along the Westminster Highway frontage.
 - Install a new 50mm water service connection complete with meter and meter box along the Westminster Highway frontage. A new Statutory Right of Way (SRW) is required.

Storm Sewer Works:

- a. The Developer is required to:
 - Extend the existing 200mm storm sewer located within the right of way along the property's south property line (approximately 38m east) complete with manholes and drainage upgrades.
 - Upgrade the existing 450mm storm sewer along the Westminster Highway frontage to a 750mm diameter storm sewer approximately 87m from STMH3905 located approximately 4m west of the site's west property line, up to the site's east property line complete with manholes and catch basins as required.
 - Cut and cap the existing storm service connection and remove the existing Inspection Chamber (IC) along the Westminster Highway frontage.
 - Install a new storm sewer service connection and IC at the Westminster Highway frontage. A new SRW is required.

Sanitary Sewer Works:

- a. At the Developer's cost, the City is to:
 - Upgrade the existing sanitary service connection and IC at the site's south property line approximately 10m west of the site's east property line to City of Richmond standards.
 - Cut and cap the existing service connection at the south west corner of the development site.

Frontage Improvements:

- a. Lane:
 - The full functional width of the east-west lane is to be dedicated.
 - The lane requires a rollover curb, drainage and lighting. Lighting should be free standing (not supported by buildings) and have an independent power supply.
 - As the lane will provide access for the site, the south leg (lane) of the Alderbridge Way/Westminster Highway intersection is to be upgraded, which includes: traffic signals and associated equipment, including detector loops for the south approach and any other associated improvements required by the intersection changes, removal of the driveway letdown, additional curb returns, curb ramps, pavement markings, etc..

- b. Westminster Highway:
- Frontage dedication of approximately 1.3 m width along the Westminster Highway frontage. The dedication amount is to be confirmed by the provision of a functional plan to the satisfaction of staff.
 - Frontage upgrades include from the Westminster Highway curb, a minimum 1.5 m wide treed boulevard, and a 2.0 m wide sidewalk (at the new property line).
 - To restrict turning movements, design and construction of a centre raised decorative concrete median with landscaping on Westminster Highway to replace the existing pavement markings. A functional plan would be required for the design of the raised concrete median.
 - Any work that encroaches into the tree protection zone of trees located on City property must be overseen by a project Arborist and a report submitted to Parks prior to work commencing.
- c. BC Hydro Kiosk Relocation and Associated Lane Upgrades:
Existing hydro kiosks and associated bollards located at 7228 Westminster Highway are to be relocated.
- The applicant will:
- Work with the City and BC Hydro to identify a relocation site for the kiosks; and
 - Accept 1/3 of the cost associated with relocation of the hydro kiosks to a maximum cost of \$43,300.00.
- The City will:
- Accept 2/3 of the cost associated with relocation of the hydro kiosks based on an estimated cost of \$130,000.00;
 - Remove unauthorized signage at 7188 and 7228 Westminster Highway that restricts truck access; and
 - Install no stopping signage along the east edge of the Alderbridge Way extension.
- d. The Developer is required to:
- Coordinate with BC Hydro, Telus and other private communication service providers.
 - To underground proposed Hydro service lines.
 - Coordinate as required when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items:

- a. 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.
- b. Provide a 1.5m right-of-way along the property's Westminster Highway frontage to accommodate the new IC and public rights of passage.

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 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

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 Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
4. 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 (original on file)

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9547 (RZ 14-676714)
7260 Westminster Highway**

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 21 (Site Specific Residential (Other) Zones, in numerical order:

"21.11 Mid-Rise Congregate Housing and Commercial Use (ZR11) – Brighthouse Village (City Centre)

21.11.1 Purpose

The **zone** provides for **congregate housing**, compatible secondary uses, and limited residential use.

21.11.2 Permitted Uses

- **congregate housing**

21.11.3 Secondary Uses

- **housing, apartment**
- **office**
- **retail, general**

21.11.4 Permitted Density

1. The maximum **floor area ratio** for the net **site** area shall be 2.0 provided that not less than 300 m² of the **site** is dedicated to the City as **road**.
2. Notwithstanding Section 21.11.4.1, an additional 0.35 **floor area ratio** is permitted provided that it is entirely used to accommodate **amenity space**.

21.11.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 96% for **buildings**.

21.11.6 Yards & Setbacks

1. The minimum public **road setback** is:
 - a) 1.75 m from Westminster Highway; and
 - b) 0.0 m from a **lane**.
2. There is no minimum **interior side yard**.

21.11.7 Permitted Heights

1. The maximum **height** for **buildings** is 25 m.

2. Notwithstanding Section 21.11.7, an additional 2.5 m of additional **building height** is permitted provided it is used only to accommodate an elevator/stair **structure** that is designed to the satisfaction of the City and is associated with rooftop **amenity space**.
3. The maximum height for **accessory buildings** and **accessory structures** is 5.0 m.

21.11.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** requirement is 1,350 m².

21.11.9 Landscaping & Screening

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

21.11.10 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, except that for **congregate housing**:
 - a) the parking requirement is 0.2 **parking spaces** for each **sleeping unit** plus 1 **parking space** for employee/support service worker;
 - b) 1 scooter **parking space** is required for each **sleeping unit**; and
 - c) there is no bicycle parking requirement.

21.11.11 Other Regulations

1. One (1) **apartment, housing** unit is permitted provided the maximum **floor area** is limited to 535 m² and the unit is located on the top floor of the **building**.
 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
-
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcel and by designating it **MID-RISE CONGREGATE HOUSING AND COMMERCIAL USE (ZR11) – BRIGHOUSE VILLAGE (CITY CENTRE)**:

P.I.D.: 018-696-040

Parcel One Section 8 Block 4 North Range 6 West New Westminster District Reference Plan LMP 15308

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9547”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUL 25 2016

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER