



To: Planning Committee

Date: March 31, 2023

From: Wayne Craig
Director, Development

File: RZ 17-782750

Re: Referral Response – Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High-Density Mixed Use (ZMU52) – Oval Village (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)”, be forwarded to the May 15, 2023 Public Hearing.

Wayne Craig
Director, Development

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REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area. First reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, was granted on November 14, 2022 and was referred to a Public Hearing.

At the December 19, 2022 Public Hearing, Council made the following referral:

That the staff report titled “Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre)”, dated October 24, 2022, from the Director, Development, be referred back to staff for further review.

Items discussed at the Public Hearing, were generally related to traffic impacts and concerns raised by residents of the neighbouring development to the east (Ora).

The purpose of this report is to respond to the Public Hearing referral and present changes to the proposed development along with related information in response to the traffic concerns raised. Revised rezoning considerations are included to facilitate these changes should they be supported by Council.

Findings of Fact

The original staff report and accompanying attachments providing information about the proposed development is contained in Schedule A and remains applicable, except where noted in this report. A summary of the proposed project is as follows:

- 13,826 m² (148,822 ft²) of commercial floor area consisting of 189 room hotel and supporting uses in the podium and tower, located in the north east quadrant of the development site fronting River Road, with remaining at-grade commercial space along the new road (herein called the new west road) and Elmbridge Way.
- 27,652 m² (297,644 ft²) of residential floor area consisting of 321 market residential units and 35 affordable Low End Market Rental (LEMR) housing units. The market residential units will be situated in the project podium and two residential towers located at the north west and south west corners of the development site. The LEMR housing units will be dispersed throughout the project podium.
- Transportation related infrastructure and works includes:
 - Dedication and construction of the new west road along the subject site’s entire west frontage with one primary vehicle access from the new west road;
 - Lane widening and upgrades along the subject site’s entire east frontage with one vehicle access (restricted) from the lane; and
 - Frontage upgrades along the River Road and Elmbridge Way consistent with current City standards and existing improvements completed in the surrounding area.

Analysis

The following sections provide information on the outreach to the Ora residents to the east, follow-up action to address concerns about current lane operations and changes to the project that are proposed as a result of the traffic concerns raised at the December 19, 2022 Public Hearing.

Developer Led Outreach and Additional Public Correspondence

The developer's project team undertook the following outreach before and after the December 19, 2022 Public Hearing (Schedule B contains a written summary report submitted by the applicant):

- December 6, 2022 – Initial outreach with Ora strata council members (via Zoom).
- December 8, 2022 – Canvassing of surrounding businesses to provide information about the development and information about the upcoming Public Hearing.
- February 22, 2023 – Follow-up engagement with Ora strata Council members (via Zoom) to present information about proposed changes to the project, lane design and measures to address traffic concerns.
- February 24, 2023 – Meeting with T&T Supermarket representatives (commercial tenant within the Ora development) (Via Zoom) to receive comments about existing lane operations and loading activities associated with T&T operations.
- March 20, 2023 – Canvassed existing Ora commercial tenants about the proposed project and lane operations.
- March 29, 2023 – Written letter provided to Ora strata council summarizing project revisions and responses to traffic and lane concerns.

Since the December 19, 2022 Public Hearing and developer outreach undertaken in 2023, additional correspondence has been received from a resident of the Ora Development and Ora strata council. The correspondence identifies their continued concerns about traffic in the lane, access to the subject site and lane upgrades. The public correspondence and the City staff responses are included in Schedule C.

A summary of the subject development's proposed revisions to the project in response to the traffic concerns about access and impacts to the lane are provided below:

- Hotel pick-up and drop-off functions have been relocated from the lane to on-site within the subject development's parkade. No pick-up and drop-off functions from passenger guest vehicles will occur from the lane.
- A gate with access control measures (i.e., intercom and electronic security device/FOB) will be installed for the lane access to the subject development's parkade. This restriction will limit lane access to hotel guests and on-site employees only and reduce the introduction of additional traffic into the lane.
- The new west road access will serve as the primary vehicle entrance/exit to the subject development's parkade and will be required to be utilized by residents, residential visitors, commercial uses and vehicles accessing the oval parking.
- Loading, servicing functions and a hotel shuttle parking with passenger loading area have been provided in dedicated areas on-site with direct access off the lane and designed to accommodate commercial trucks (i.e., maximum medium-sized SU-9 trucks). These

areas will enable loading activities to occur on-site and have been designed to allow vehicles to maneuver to and from the lane. A legal agreement will be registered on title as part of the rezoning considerations to inform all commercial tenants of the maximum truck size restriction for this project.

- The proposed upgrades to the lane will widen the drive-aisle from 6 m (existing) to 7.5 m (proposed) and provide for a 1.5 m wide concrete transition apron between the edge of the lane drive-aisle and proposed building that will allow for separation between vehicles travelling in the lane and overall development. This transition will also be designed with appropriate roll curbs and driveway letdowns to allow for vehicles to travel over at designated areas to access loading/service areas and/or parkade entrances. This lane standard will be able to accommodate the traffic and service functions of the proposed development in the lane and complies with the lane design applicable for redevelopment in the City Centre.

The following sections of the report provide additional details around action being undertaken now to address activities impacting current lane operations and the subject development's revisions in response to concerns identified by residents of Ora.

Action to Address Current Activities Impacting Lane Operations

Current activities occurring in the lane that are impacting operations and traffic movement has been various vehicles (including commercial delivery and service trucks and smaller delivery/service vehicles) that undertake temporary stopping on either side of the lane. These activities negatively impact lane operations and conflict with traffic utilizing the lane to get access to and from the Ora commercial or residential parkades.

In response, City staff have revised regulatory signage posted in the lane to "No Stopping", which would prohibit any vehicles (except emergency service vehicles) from stopping or parking in the lane and would require usage of existing on-site loading and service areas in the Ora development to accommodate these vehicles.

Community Bylaws will also be monitoring this area and taking the necessary action for vehicles observed to be parked and/or stopped in the lane. This may include education for vehicle operators and ticketing/towing as necessary. No stopping regulations will also apply to the proposed upgraded lane (works to be completed by the subject development) and vehicles that are servicing the proposed project by Landa. The actions summarized in this section will restrict vehicles from stopping in the lane and reduce the traffic conflicts noted by Ora residents.

Revisions to Hotel Component to Minimize Impact to Lane

The subject development's hotel component is located at the north east portion of the development site fronting River Road adjacent to the lane. Previous concerns were noted about the impacts of having any hotel vehicle pick-up and drop off functions occurring off the lane. As a result, the development has been revised to relocate all hotel vehicle pick-up and drop off functions on-site solely within the parkade (Level 1) (See Schedule D for a site plan). The site plan has been revised to enable hotel vehicle circulation in the subject development's parkade, including pick-up and drop-off functions, and direct internal access from the parkade to the hotel

lobby. No vehicle pick-up and drop off functions will occur from the lane. The main entrance to the hotel for pedestrians will be fronting River Road at the north east corner of the subject site.

An on-site dedicated hotel shuttle parking and passenger loading area has been incorporated into the subject development and is located adjacent to the loading area of the project. This hotel shuttle area is accessed from the lane. A direct internal connection will be provided between the hotel lobby and hotel shuttle loading area to allow for quick and safe passenger movements. A legal agreement will be secured to limit the maximum size of vehicle that can use the hotel shuttle loading to a medium sized (i.e., SU-9) vehicle.

A site plan contained in Schedule D outlines the above revisions to the proposed development.

Lane Access and Proposed Restrictions

In response to concerns raised about current traffic issues experienced in the lane, the developer is proposing to implement restrictions to the lane access to the parkade to reduce the overall amount of vehicle traffic into the lane as a result of this development. The proposed access restrictions would see a majority of vehicles accessing the subject development's parkade from the new west road access.

Restrictions to the lane access (east side) to the development's parkade is proposed to only allow the following vehicles:

- Enter via lane – hotel guests; on-site employees.
- Exit via lane – on-site employees.

Control measures to ensure implementation of vehicle restrictions identified above will include:

- Installation of a gate at the lane access in conjunction with security intercom/electronic security device (FOB) to ensure vehicle users entering from the lane access are hotel guests or on-site employees.
- A similar electronic security control measure for on-site employee vehicles exiting from the lane.

The above requirements to restrict lane access will be secured through a legal agreement registered on title and be included as a rezoning consideration item for this development. Through the Development Permit process, additional design development will occur in relation to the lane gate design/placement, security infrastructure and on-site signage to direct traffic to the appropriate access location.

Refer to *Table 1* and *Table 2* for a summary of vehicle traffic data provided by the professional transportation consultant in relation to the subject development and existing lane (Note: The weekday PM peak data is provided based on the highest anticipated traffic volumes for the subject development and to present comparable time/day traffic data from Ora. As a result, traffic volumes from other times and days are not shown in the following tables).

Table 1 – Estimated traffic volumes to/from parkade of the subject development (Landa at 6851 and 6871 Elmbridge Way)

	Total Estimated Vehicle Trips (Landa)	New West Road Access (no restrictions)	Lane Access (with restrictions)
Weekday PM Peak Hour	280	217	63
Percentage of Vehicle Trips	100%	77.5%	22.5%

Table 2 – Comparison of lane traffic volumes to/from parkade(s) of Ora development and to/from parkade of proposed Landa development

	Total Estimated Vehicle Trips (Ora and Landa)	Ora Development	Landa Development
Weekday PM Peak Hour	345	282	63
Percentage of Vehicle Trips	100%	82%	18%

The data provided in *Table 1* demonstrates that the proposed access restrictions to the lane will result in 77.5% of traffic accessing the parkade of the subject development from the new west road access, thereby supporting this as the primary access to the development. *Table 2* demonstrates that the total estimated vehicle trips in the lane to the Landa project parkade, when compared to the Ora development, will be relatively minimal (18%) and supports the approach of implementing measures that would introduce the least amount of additional traffic into the lane.

New West Road Access Provisions – Primary Vehicle Entrance and Exit

The new west road access is designed and operated to be the primary vehicle entrance to the subject development intended to accommodate a majority of the traffic and minimize traffic volumes and impacts to the lane. Vehicle access from the new west road would be utilized by residents, visitors to the residential units, commercial uses and vehicles accessing oval parking. In addition, the new west road access could also be utilized by hotel guests and employees should they choose not to use the lane access.

Control measures proposed for the new west road access will be limited to a security gate, which will remain open during typical hours of operation for the hotel and commercial activities in the development. During the late evening and overnight, this gate may be closed for security purposes with appropriate control measures being implemented to enable all users to access during this period (i.e., security intercom/FOB). A legal agreement will be registered on Title as a rezoning consideration item to identify that the security gate located along new west road access must remain open at all times during hours of operation for the non-residential uses in the development and that control measures be implemented to enable access for all residential and non-residential uses when the gate is closed for security purposes.

The previous staff report on the subject rezoning identified the potential for the temporary closure of the new west road during special events. Based on feedback provided about traffic concerns in the lane, this item has been revised to accommodate only a partial closure of the new west road (north of the proposed access to the subject site) that would still allow for the new west road access to be operational for local traffic only during any temporary special event closures. This approach has been reviewed and is supported by Transportation staff.

Proposed Loading and Service Functions from the Lane

The proposed development includes on-site loading spaces that are arranged to allow access from the lane to accommodate the standard loading functions required for this development's non-residential and residential uses, which will share loading facilities. Four medium sized loading bays and an on-site garbage and recycling collection area are located perpendicular to and on the west side of the lane that enables vehicle movements to be made in and out of these spaces during loading/service functions.

Additional review was undertaken to confirm that no large-sized loading space (to accommodate semi-truck and trailer sized vehicles) would be required as none of the proposed uses on the site would require deliveries from these large-sized trucks. As a result, no large-sized loading space is required to be provided in this development. Furthermore, a legal agreement will be secured to ensure that the maximum truck size will be a medium-sized truck (i.e., SU-9) and that large-sized trucks (i.e., WB-17) will not be permitted. Through the forthcoming Development Permit process, a variance request to not require an on-site large loading space will be included in the report to the Development Permit Panel.

Lane – Proposed Widening Works

The current lane is proposed to be widened by 3.0 m that would accommodate 1.5 m of additional pavement widening to the existing lane and 1.5 m wide transition area that would consist of a concrete surface with roll-curb or curb letdowns (associated with loading and service functions). When combined with the existing lane works completed for the Ora development (6 m wide drive-aisle plus 1.5 m concrete sidewalk), the lane improvements to be undertaken by the proposed development would result in a lane with a 7.5 m wide drive-aisle and 1.5 m wide concrete transition area along the subject site's lane frontage. This 1.5 m wide transition area in between the lane drive-aisle and building wall of the development will be designed to allow for vehicles to travel over to access the parkade, loading and service areas. Pedestrians can also utilize this transition area to facilitate safe movements through the lane as needed.

This lane standard outlined above, which would be achieved through the improvements undertaken as part of the proposed development's off-site transportation works, is consistent with the lane standard for high-density mixed use projects in the City Centre and will be able to accommodate all existing and future traffic and service functions necessary in the lane.

Revised Rezoning Considerations

The updated rezoning considerations for the subject development is contained in Schedule E. The rezoning considerations document has been revised (changes and mark-ups noted in the document) to incorporate applicable items and requirements resulting from the subject development's modifications and responses to address traffic concerns as outlined in this report.

Revised Project Timeline to Achieve Final Adoption of Rezoning

Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 was granted first reading on November 14, 2022 and complied with the deadline for the project to be considered an in-stream proposal in regards to the affordable housing requirements in place prior to the approval of the

amendments to the Low End Market Rental (LEMR) Program on November 15, 2021 and introduction of the new Market Rental Housing Policy on June 20, 2022.

To ensure that in-stream applications that applied the LEMR policy in place prior to November 21, 2021, moved forward to adoption in a timely manner, a rezoning consideration item was secured to require adoption by November 15, 2023 (i.e., 1 year from the granting of first reading of Bylaw 10423).

Staff recommend that the rezoning consideration item to require final adoption be amended to April 15, 2024 to take into account the time to address the referral from Public Hearing. In accordance with the previous LEMR policy in-stream provisions, if Bylaw 10423 is not ready for adoption on or before April 15, 2024, a staff report will be brought forward to Council providing an update on the status of the rezoning and to determine whether the rezoning should be revised to comply with current City policy related to affordable housing.

Conclusion

This report responds to the December 19, 2022 Public Hearing referral related to traffic concerns for the high-density mixed use rezoning proposal at 6851 and 6871 Elmbridge Way. The project responses and modifications to the development outlined in this report will limit the introduction of additional traffic volumes into the lane by implementing measures to require a majority of traffic from this development to utilize the new west road access and relocate hotel pick-up and drop off functions to on-site within the parkade to reduce potential traffic conflicts within the lane.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 be forwarded to the May 15, 2023 Public Hearing.



Kevin Eng
Planner 3

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- Schedule A: Previous staff report considered at the December 19, 2022 Public Hearing
- Schedule B: Summary of developer led outreach
- Schedule C: Additional public correspondence received
- Schedule D: Revised site plan
- Schedule E: Revised rezoning considerations



City of
Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 24, 2022
File: RZ 17-782750

Re: Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) - Oval Village (City Centre)”, be introduced and given first reading.

Wayne Craig
Director, Development

WC:ke
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Services Division	<input checked="" type="checkbox"/>	
Richmond Olympic Oval	<input checked="" type="checkbox"/>	

Staff Report

Origin

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area (Attachment 1 and 2) that includes:

- 13,832 m² (148,887 ft²) of commercial floor area consisting of a 189 room hotel and supporting uses in a tower located in the north east quadrant of the development site along with portions of the development podium and at-grade commercial space along River Road, the new road (to the west) and Elmbridge Way road frontages.
- 27,655 m² (297,778 ft²) of residential floor area consisting of 321 market residential units and 35 affordable Low End Market Rental (LEMR) housing units arranged as follows:
 - Market residential units located in the development podium and two towers generally located at the northwest and south west quadrants of the development site.
 - Affordable LEMR units dispersed throughout the podium.
- Dedication and construction of a new road along the subject site’s west frontage (herein called the “new west road”) and widening and completion of the existing lane along the subject site’s east frontage.
- Related off-site works that generally includes road, lane, frontage upgrades and transportation related works to the current applicable City standards, are to be completed through a City Servicing Agreement.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Subject Site Existing Housing Profile

There are no residential dwelling units on the subject site.

Subject Site Existing Uses

The subject site consists of two lots at 6851 and 6871 Elmbridge Way that each contain multi-tenant single storey light industrial buildings. Through the rezoning, both lots will be consolidated into a single development parcel. To support the existing business tenants that may be impacted as a result of this redevelopment, the developer has confirmed that sufficient notice will be provided to all businesses in the event of the need to relocate and that the developer has also offered to provide all business tenants with access to real estate services to assist these tenants in finding similar, appropriately zoned space within the City.

Surrounding Development

To the North: The Richmond Olympic Oval is located across River Road on a site zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”.

To the South: Across Elmbridge Way is an existing building containing Worksafe BC offices on a site zoned “Downtown Commercial (CDT1)”.

To the East: Across an existing lane is the Onni ‘Ora’ high density mixed use development on a site zoned “Residential/Limited Commercial (RCL3)” (RZ 07-380222; DP 10-520511).

To the West: A site zoned “Light Industrial Business Park (IB1)” containing existing light industrial buildings.

Related Policies & Studies

City Centre Area Plan

The subject site is located in the City Centre and subject to the land use policies and provisions of the City Centre Area Plan (CCAP) and “Specific Land Use Map – Oval Village (2031)” (Attachment 4). The “Oval Village (2031)” land use map designates the site as Urban Centre T5, which allows for high-density mixed residential/commercial development. The subject site is also contained within the “Village Centre Bonus Area”. Additional details on how the subject development proposal complies with the CCAP and development policies specific to the “Oval Village (2031)” land use map is contained in the Analysis section of this report.

Official Community Plan Aircraft Noise Sensitive Development (ANSD) Policy:

The subject site is located with ANSD “Area 2”, which permits all aircraft noise sensitive uses (except new single-family) if the building design includes required noise mitigation measures and purchasers are made aware of potential noise conditions. Prior to rezoning adoption, a legal agreement will be registered on title requiring that the developer satisfies all City requirements.

Airport Zoning Regulations (AZR):

Transport Canada regulates maximum permitted building heights in City Centre locations that may affect airport operations. A letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements is a rezoning consideration to be completed for this project.

Floodplain Management Implementation Strategy

City Centre buildings are required to comply with Richmond Flood Protection Bylaw 8204. Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

Rezoning signs have been installed on the subject property. Staff have received email correspondence from a resident in the adjacent Ora development (5511 Hollybridge Way/6951 Elmbridge Way). The resident identifies concerns about the proposed development’s traffic impact to the existing lane to the east of the subject site (Attachment 5). A response is provided below to the resident comments. City staff have also met with the property owner of the site to the immediate east (6791 Elmbridge Way) and provided general information about the development proposal during these discussions.

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.

Correspondence from 5511 Hollybridge Way/6951 Elmbridge Way (Ora Development)

The correspondence makes observations about the current lane servicing the Ora development and provides comments on existing lane operations, lane width and vehicle movements within the lane, questions about hotel functions in the lane and pedestrian infrastructure in the lane.

In response to the comments and concerns noted in the correspondence, the following information is provided:

- This development will undertake improvements to the lane to provide for additional widening for the drive-aisle portions of the lane and a sidewalk along the west edge of the lane to provide for safe pedestrian movements.
- The above referenced widening and improvements to the lane will comply with applicable City standards for lanes located in the City Centre and will be able to accommodate all applicable traffic and vehicle movements through the lane.
- Vehicle access to the proposed development will be from the lane and a driveway access provided on the new west road. These vehicle access provisions were reviewed and supported by a Traffic Impact Assessment (TIA) prepared by a professional consultant for this project.
- Further design development and work will be undertaken through the Development Permit application process to review pick-up and drop-off functions related to the hotel use can accommodate the necessary activities and results in no negative impacts to the surrounding road/lane network.

Analysis

Landa Oval Development Ltd. is proposing a high-density mixed use project containing approximately 356 apartment units in the development podium and 2 towers, a hotel containing 189 rooms and supporting commercial functions and pedestrian oriented at grade commercial retail units along the River Road, new west road and Elmbridge Way frontage.

The proposed development is consistent with current Official Community Plan (OCP) and CCAP policies applicable to the subject site, which encourage high-density mixed use development with vibrant commercial frontages and pedestrian friendly streetscapes and supporting infrastructure. This project also provides for infrastructure improvements through the dedication and construction of a new west road that would provide a connection between Elmbridge Way and River Road, widening of the existing lane along the east of the subject site and frontage upgrades along the Elmbridge Way and River Road frontages consistent with the works in the surrounding area.

CCAP – Oval Village (2031)

The subject site is designated “Urban Centre T5” and the proposed high-density development containing residential uses (market residential and affordable housing), a hotel and commercial uses is consistent with the CCAP. The CCAP also provides direction on base residential

densities (1.2 Floor Area Ratio FAR) and additional affordable housing bonus densities (up to 0.8 FAR). The subject site is also contained in the Village Centre Bonus area where additional density of up to 1.0 FAR can be considered for non-residential uses, which support the development and space for services and commercial activities that are pedestrian friendly and contribute to the viability of the area.

The development on the subject site proposes a maximum overall density of 3.0 FAR (2.0 FAR for residential uses including market residential and affordable housing and 1.0 FAR for non-residential uses), which is consistent with the CCAP and Village Centre Bonus provisions applicable to the site.

The CCAP requires rezoning applications that make use of the Village Centre Bonus density to provide voluntary developer contributions towards City-owned community amenity space, which can be in the form of City owned amenity facilities incorporated into the development or a cash-in-lieu contribution. City staff have reviewed the subject proposal and confirm that no City amenity facility is required to be incorporated into the subject development and that a cash-in-lieu contribution should be accepted. In compliance with the CCAP, prior to rezoning adoption, the developer proposes to make a voluntary cash contribution of \$6,022,453 in lieu of constructing community amenity space on-site. The proposed voluntary contribution amount shall be based on the equivalent construction value rate of \$8,708/m² and calculated at the amenity space area (i.e., 5% of the site's Village Centre Bonus floor area, which would equate to an approximate amenity space area of 692 m² or 7,449 ft²).

The CCAP also identifies a proposed road between Elmbridge Way and River Road that would bisect the subject site into two lots. In accordance with CCAP policy, this new west road is considered a minor street and can be realigned as it maintains the network continuity and road functionality in the surrounding area. The realignment of this new road from the middle to the west side of the subject site complies with the CCAP policy that allows alignment changes for minor streets as outlined above. The proposed development will also be required to dedicate and construct this new west road in its entirety. Transportation staff have reviewed the realignment of this new road to the west portion of the site and confirmed the new alignment complies with the objectives of the CCAP.

Proposed Site Specific Zone (ZMU52)

A site-specific zone has been prepared to facilitate the subject development, "High Density Mixed Use (ZMU52) – Oval Village (City Centre)" (Zoning Amendment Bylaw 10423). An overview of included provisions into this new zone is summarized as follows:

1. Permitted and secondary uses consistent with the provisions of the CCAP and takes into account the surrounding context and existing development and services in the area.
2. A maximum density of 2.0 FAR, which includes additional density for developments that comply the City's applicable affordable LEMR housing policy providing for 35 LEMR units (which will be subject to a Housing Agreement and other legal agreements, as applicable).
3. Additional VCB density of up to 1.0 and conditions. Village Centre Bonus provisions that allow for up to 1.0 FAR for non-residential uses, provided that voluntary developer cash contributions (at the current applicable equivalent construction value rate) are made in lieu of

providing and constructing an on-site community amenity space into the development consistent with the CCAP policy.

- This voluntary contribution amount to be provided and secured through the rezoning considerations for this development will be \$6,022,453.
4. Additional density for indoor amenity space for use of residents consistent with other high-density mixed use zones.
 5. Provisions for calculating density on the road dedication secured for the new west road on the west side of the subject site between Elmbridge Way and River Road, as per CCAP policy regarding the dedication of “minor streets” that are not eligible for Development Cost Charge credits.
 6. A maximum building height of 47 m (154 ft.) geodetic across the subject site that is consistent with CCAP policy and of similar height to other surrounding high density developments in the area.
 7. Setback provisions for the road and lane frontages around the subject site that facilitates providing for a pedestrian friendly streetscape and interface of the development to the public realm and takes into account the various road and lane frontage works and upgrades to be completed as part of this development.

Housing

Total residential floor area for this project is 27,655 m² (297,778 ft²) that contains a total of 356 apartment units of which 321 apartment units are market (strata) units and 35 apartment units are affordable housing LEMR units. The market (strata) apartment units are contained in the project podium and two residential towers (15 levels each) are generally situated in the northwest and southwest portions of the subject site. The affordable housing LEMR units are dispersed in the project podium.

1. Affordable Housing & Market Rental Housing Policy Compliance: Council approved amendments to the Low End Market Rental (LEMR) Program on November 15, 2021 and introduced a new Market Rental Housing Policy on June 20, 2022. Rezoning applications received prior to the adoption of these changes are to be processed in keeping with the LEMR and Market Rental Policies that pre-dated the changes, provided that such applications are brought forward to Council for consideration by November 15, 2022. The proposal as outlined complies with the City’s Affordable Housing Strategy. The proposed development is an in-stream application as it was submitted in 2017 and since then has gone through an ownership change and project redesign. This development is proposing to provide 10% of total residential floor area as affordable housing LEMR units (35 units total) and is consistent with the in-stream provisions granted by Council when the affordable housing LEMR and Market Rental Housing policies were revised and updated.

To ensure rezoning applications proceeding in accordance with the LEMR policy in place prior to November 15, 2021, move forward to adoption in a timely manner, the proposed rezoning is to be adopted no later than November 15, 2023. If the subject rezoning is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the rezoning and recommending whether the rezoning should be revised to comply with current City policy. The above deadline to achieve final

adoption by November 15, 2023 has been included as a rezoning consideration item for this project.

2. Affordable Housing Project Response: In compliance with the City’s affordable housing LEMR policy, the subject development and proposed site-specific ZMU52 zone provide for 35 affordable housing LEMR units, constructed to a turnkey level of finish (at the developer’s sole cost) and secured with a Housing Agreement registered on title, comprising at least 2,767 m² (29,781 ft²) of habitable space, based on 10% of the development’s total maximum residential floor area.

3. Non-Profit Housing Operator: The developer proposes to cluster the affordable housing LEMR units into the project podium (on Levels 3 to 6) and have the units generally dispersed equally along the 4 frontages of the project site. In accordance with the City’s Affordable Housing Strategy, clustering of units can be considered if a partnership with a non-profit housing operator has been established and the non-profit identifies a preference for unit clustering where applicable. As evidence of such a partnership, the developer has entered into a preliminary Memorandum of Understanding (MOU) with an experienced non-profit housing operator (Az Zahraa Housing Society) who is interested in operating the LEMR apartment units. The developer has submitted a copy of the preliminary MOU, together with a letter of intent from the proposed operator (Attachment 6), for the City’s consideration.

Az Zahraa Housing Society currently owns and operates 24 LEMR units in three separate multi-family developments in Richmond. Az Zahraa Housing Society has indicated they prefer clustering of units and limiting their placement over multiple levels. In response, the affordable housing LEMR units are clustered in the project podium but equally dispersed around the four frontages of the site that balances the needs of the non-profit for operational efficiencies and also complies with the City’s Affordable Housing Strategy.

4. Affordable Housing LEMR Units – Legal Agreements: As per the City’s Low End Market Rental (LEMUR) Program, a Housing Agreement will be registered on title to secure full access to on-site amenities and restricting the owner(s), housing operator, or others from charging the affordable housing LEMR units any additional fees for use of any indoor/outdoor amenity spaces, parking, bike storage, or similar features.

5. Overall Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond’s population including, but not limited to, family friendly housing. Staff support the proposed mix of residential dwelling unit types (LEMUR and market residential units) which provides 175 one-bedroom units (includes studio) and 181 family-friendly, two- and three-bedroom units, as indicated in the table below. The unit mix for the development complies with the 40% family friendly unit target identified in the OCP.

Housing Tenure	Studio	1-BR	2-BR & 3-BR
• Market Strata (321)	Nil	162	159
• Affordable (35)	3	10	22
Total (356 units)	3	172	181

6. Affordable Housing Unit Mix: The developer proposes the affordable housing LEMR unit mix as indicated in the table below, which complies with the targets identified in the City’s Affordable Housing Strategy (10% studio; 30% 1 BR; 30% 2-BR and 30% 3-BR) and also exceeds the OCP family friendly unit target outlined in the section above. In compliance with the City’s Affordable Housing Strategy, a minimum of 85% of the affordable housing units will be required to be constructed with Basic Universal Housing (BUH) features through the Development Permit process. The Development Permit process will also ensure that the finishing of the affordable housing LEMR units is equivalent to those of the market residential units.

Housing Tenure	Studio	1-BR	2-BR	3-BR
Affordable (35)	9%(3)	29% (10)	31% (11)	31% (11)

7. Rental of Strata Dwellings: The OCP encourages measures aimed at reducing barriers to accessing rental housing in multi-family residential developments. Prior to rezoning bylaw adoption, the developer will register a restrictive covenant on title prohibiting the imposition of strata bylaws prohibiting market (strata) dwelling units from being rented or imposing age-based restrictions on occupants.

Amenity Space Requirements

The OCP and CCAP requires large residential projects to provide for shared indoor amenity space for socializing, recreation, and children’s play. To satisfy these requirements, the development includes the following shared amenity spaces.

The shared indoor space amenity provided for the residents of all the residential units (market strata and affordable housing units) in this project is situated on the podium (Level 6), sized at 858m² (9,235 ft²) and complies with CCAP indoor amenity space requirements.

The shared outdoor amenity space areas for residents is also located on the podium (Level 6) in the form of an outdoor courtyard area, sized at 2,716 m² (29,235 ft²) and complies with OCP outdoor amenity space requirements.

Prior to rezoning adoption, legal agreements will be registered on title to ensure full access of the indoor and outdoor amenity areas for shared use by all residents (i.e., market strata and affordable housing).

Transportation

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site and encourages the implementation of transportation demand management (TDM) measures aimed at reducing automobile dependence and encouraging walking, cycling, and increased use of transit. Consistent with these objectives, the proposed development provides for a variety of transportation improvements and related features, all at the developer’s sole cost, to be secured through the various rezoning considerations and accompanying legal agreements and Servicing Agreement works associated with this redevelopment.

A supporting Traffic Impact Assessment (TIA), prepared by a professional traffic consultant, has also been submitted in support of this development. The TIA has been reviewed by City staff who support the key findings and recommendations of the report, including but not limited to traffic analysis, site access provisions for the development, parking/loading requirements and the application of specific TDM measures to this project.

1. Transportation Works: Off-site network enhancements include:
 - a) Dedication and construction of the new west road (based on the ultimate finished cross-section) along the west edge of the subject site to the applicable City standards that would provide an additional connection complete with road and pedestrian related works between Elmbridge Way and River Road. Enhanced connectivity is also provided by a pedestrian crossing across River Road aligned with the new west road.
 - b) Works along the site's River Road and Elmbridge Way frontages to provide for applicable upgrades to sidewalks, boulevards and multi-use pathways consistent with off-site improvements in the surrounding area. Appropriate road dedications and/or dedications in combination with statutory right-of-ways will be secured for these works.
 - c) Widening of the existing lane along the east edge of the site, secured through a statutory right-of-way, to widen the lane pavement drive-aisle and implement a sidewalk along the west portion of the lane to the applicable City standard.
2. Vehicle Access Provisions: Vehicle access to the on-site parking areas in the development is to be provided from the lane and a single drive-way access generally situated mid-block along the new west road. In relation to the new west road and vehicle access provided from this road, temporary road closure of the new west road during certain special events and reliance on vehicle access to the development from the lane can be accommodated if and when needed as verified through the TIA for this project. Prior to rezoning adoption, a legal agreement will be registered on title to provide for the temporary closure of the vehicle access along the new west road during special events.
3. Transportation Demand Management Measures: A comprehensive TDM measures package for this development is being secured in support of the proposed off-street parking to be provided in this development in accordance with Zoning Bylaw 8500 provisions and to achieve objectives of reducing automobile dependence and encouraging walking, cycling, and increased use of transit. These TDM measures will be secured through appropriate legal agreements to be registered on title prior to rezoning adoption, Servicing Agreement process and/or confirmed through the forthcoming Development Permit application process.
 - a) Transit pass program available for the residential (market and affordable housing) and non-residential uses to provide monthly transit passes (2 zone) for a specified period (one year).
 - b) Bicycle Amenities – provide for additional (25% above Zoning Bylaw 8500 requirements) Class 1 bicycle storage facilities and additional (5% above Zoning Bylaw 8500 requirements) for Class 2 short-term bicycle parking for the residential and non-residential uses in the project, including supporting bicycle

- repair/maintenance facilities, end-of-trip facilities and battery charging provisions for all class 1 bicycle parking spaces.
- c) Carpool parking spaces – 5 carpool parking spaces are to be provided and solely allocated for this purpose for the non-residential uses.
 - d) Car-share program to provide for two car-share dedicated vehicle parking stalls (equipped with Level 2 EV charging stations) and provision for two car share vehicles through a contract between the owner/developer and car-share service provider.
 - e) EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) will be provided for a minimum of 10% of the non-residential parking spaces.
 - f) Interim sidewalk connection (River Road) – A 2 m (6.6 ft.) wide interim asphalt walkway that extends westward from the subject site’s north frontage along River Road (south side) at the new west road intersection to the signalized intersection at River Road/Oval Way.
4. Secured Parking for Richmond Olympic Oval: The proposed development also provides for an additional 52 parking stalls that are provided for use by the Richmond Olympic Oval during special events. When not being used or reserved for the purposes of a special event, these parking stalls would be available for use by the public. These 52 parking stalls will be secured through a legal agreement to be registered on title prior to final adoption of the rezoning.

Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour. Staff support the developer’s proposal, which is consistent with City policy and includes:

1. District Energy Utility (DEU): A City Centre DEU service area bylaw, including the subject site, will be presented for consideration by Council under a separate report. Prior to rezoning adoption, a standard DEU covenant will be registered on title requiring the developer to:
 - design and construct a low carbon energy plant, at the developer’s sole cost, and transfer it to the City, together with compatible building and mechanical systems, to facilitate the development’s connection to a City District Energy Utility; or
 - if connection to the City Centre District Energy Utility is available, connect to the City Centre District Energy Utility for space and domestic hot water heating services, and to design and construct a low carbon energy plant for cooling services only, at the developer’s sole cost, and transfer it to the City.
2. BC Energy Step Code: City policy requires that new buildings are designed and constructed to satisfy BC Energy Step Code requirements. High-rise residential and mixed use buildings that include a low carbon energy plant (as discussed above) must comply with “Step 2” or better. The developer, through their Coordinating Registered Professional, has confirmed that the applicable “Step 2” performance targets have been considered in the design and the

project is expected to be compliant with these performance targets. Prior to rezoning adoption, through the Development Permit process, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet the applicable Step Code requirements.

3. Electric Vehicle (EV) Measures: In compliance with Zoning Bylaw requirements, the developer proposes to comply with EV infrastructure requirements for all resident parking spaces. Additional EV measures to provide infrastructure for 10% of non-residential parking (Level 2) and all class 1 (long-term secured bicycle storage) is also being proposed as part of the transportation demand management provisions being secured through this development.

Public Art

The CCAP encourages voluntary developer contributions towards public art. For this project, the developer proposes to integrate and install public art with this development and have engaged an independent public art consultant to prepare a public art plan. Based on applicable City-approved developer contribution rates and the maximum buildable floor area permitted under the development’s site-specific ZMU52 zone (excluding affordable housing LEMR units), the value of the developer’s voluntary public art contribution shall be at least \$330,781. Prior to rezoning bylaw adoption, a legal agreement will be registered on title securing the developer’s commitment and requiring submission of a public art plan, including a terms of reference, for consideration by the Richmond Public Art Committee and approval by Council (i.e. as applicable to terms of reference for public art on private property with budgets over \$250,000).

Tree Retention and Replacement

The subject site contains two off-site trees (located within Elmbridge Way) and six on-site trees. The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development (i.e., road/frontage improvements, grade changes). The City’s Tree Preservation Coordinator has reviewed the Arborist’s Report and supports the Arborist’s findings for on-site trees for their removal. Replacement trees will be required to be planted on-site as part of this development in accordance with a 2:1 replacement ratio and minimum sizing requirements. Parks Arborist staff have reviewed and assessed the 2 off-site trees and recommended their removal and a cash in lieu compensation for future planting due to the future new west road construction that would conflict with the trees located on Elmbridge Way. A summary of the recommendations related to on-site and off-site trees is provided in the table below.

Existing Trees	Recommended Action	# Existing	# Replace @ 2:1	Minimum Size of Replacement Trees	Financial Requirement
On-Site (Private)	Removal	6 trees	12 (Planting to be confirmed at DP)	8 cm caliper or 4 m in height in accordance with Tree Protection Bylaw 8057 (\$750/replacement security to be provided)	Replacement security of \$9,000 letter of credit Landscape plan and security required at DP
Off-Site (City)	Removal	2 trees	N/A	Cash-in-lieu for planting trees at/or near the subject site	\$5,250 cash-in-lieu contribution

Built Form and Architectural Character

The proposed high-density mixed use project is located within close proximity to the centre of the Village Centre (intersection of Hollybridge Way and River Road) in the CCAP Oval Village (2031) Specific Land Use Map. The proposed development accommodates all City requirements with respect to transportation improvements and public space enhancements and generally complies with the CCAP Development Permit Guidelines. In summary, the proposed development achieves the following (Attachment 7 – Preliminary and Conceptual Development Plans):

1. Active and vibrant commercial frontages along each of the subject site's road frontages, including River Road as it is designated as a "Pedestrian-Oriented Retail Precincts-High Street & Linkages" in the CCAP, providing for pedestrian friendly and oriented uses that will complement existing at-grade commercial uses incorporated into other high-density mixed use projects in the surrounding area.
2. Provides for a distinct urban form of development in the design and orientation of the at-grade commercial spaces that provide for plazas and additional open spaces, mid-level podium with strong horizontal expression that is carried through in the tower design. Furthermore, tower form and orientation has enabled sculpting of the towers to allow for a high-density distinctive form of development that is unique and different from other developments and consistent with objectives in the CCAP that support varied and sculpted tower forms.
3. General tower spacing and placement has been development referencing applicable CCAP guidelines and the towers in existing developments and future potential high-density development on neighbouring sites. The overall form and orientation of towers has been developed to minimize tower-to-tower view blockages or overlook on-site and to neighbouring developments. In addition, the project design maximizes sunlight exposure to the residential units and the podium courtyard areas containing the residential amenity areas.

Prior to rezoning adoption, the developer will register a legal agreement on title to the subject site requiring that the proposed development is designed and constructed in a manner that mitigates potential development impacts including, among other things, view obstruction, noise or nuisance associated with commercial and non-residential activities, shading, reduced privacy, and related issues that may arise as a result of development on the lands and/or future development on surrounding properties.

Development Permit (DP) approval for the entirety of the proposed development, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, among other things, additional design development is encouraged with respect to the following items:

1. Tower and Podium Form: Additional design development is encouraged to refine the form and character of the project taking into account adjacencies to surrounding development, shadowing and skyline interest.

2. **Common Amenity Spaces:** Confirmation of the design details, programming and landscaping for all indoor and outdoor amenity spaces including compliance with OCP and CCAP minimum sizing requirements. Any provisions for the sharing outdoor hotel amenity areas (i.e., pool) being made available for resident access will also need to be confirmed if applicable.
3. **Accessibility:** Through the Development Permit process, the design and distribution of accessible units and common spaces and uses must be provided and comply with applicable city guidelines.
4. **Plaza and Landscape Plan at Grade:** Additional design development for the plaza and landscape areas situated at grade to ensure the space design, plantings and transitions achieve a pedestrian friendly streetscape and help to provide an animated commercial presence along the development's road frontages.
5. **Sustainability:** The developer must undertake energy modelling to confirm that the proposed design can meet applicable BC Energy Step Code requirements (i.e. Step 2 with an on-site low carbon energy plant) and undertake design development to ensure that enhanced building performance is coordinated with a high standard of architectural quality and expression.
6. **Transportation:** Additional design development for the project's provisions for hotel pick-up and drop-off and on-site loading and garbage and recycling areas will need to be addressed to the satisfaction of Transportation. Confirmation of the inclusion of the applicable transportation demand management measures this development will be implementing will also be undertaken through the DP application.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$129,233 towards future City community planning studies, as required for City Centre rezoning applications, based on the applicable City-approved developer contribution rate and the maximum buildable floor area permitted under the site-specific ZMU52 zone (excluding affordable housing uses).

Site Servicing and Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreements, secured with a Letter of Credit, for the design and construction of required off-site works, as set out in the attached Rezoning Considerations (Attachment 8).

Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

Through the proposed development, the City will take ownership of developer-contributed assets including waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$25,079.09. This will be considered as part of the 2022 Operating Budget.

Conclusion

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area that comprises of 356 residential units (including 35 affordable housing LEMR units), a 189 room/suite hotel with accompanying services and at-grade commercial along the subject site’s River Road, new west road and Elmbridge Way frontages.

The proposed redevelopment on the subject site complies with the CCAP and supporting land use policies related to density and bonus density provisions available to the subject site through the CCAP Village Centre Bonus designation. City objectives of a development that complies with the principles of a pedestrian friendly, transit oriented and sustainable development are achieved through the proposed project.

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 be introduced and given first reading.



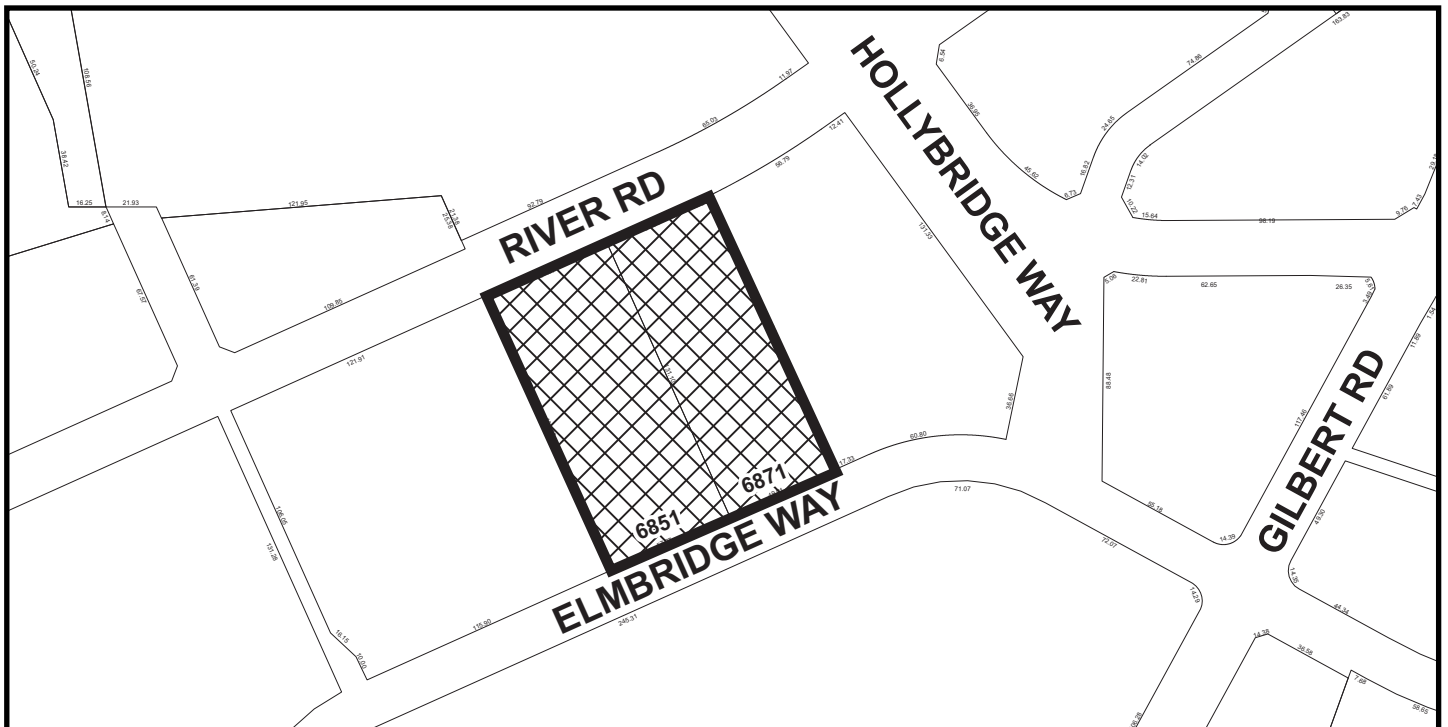
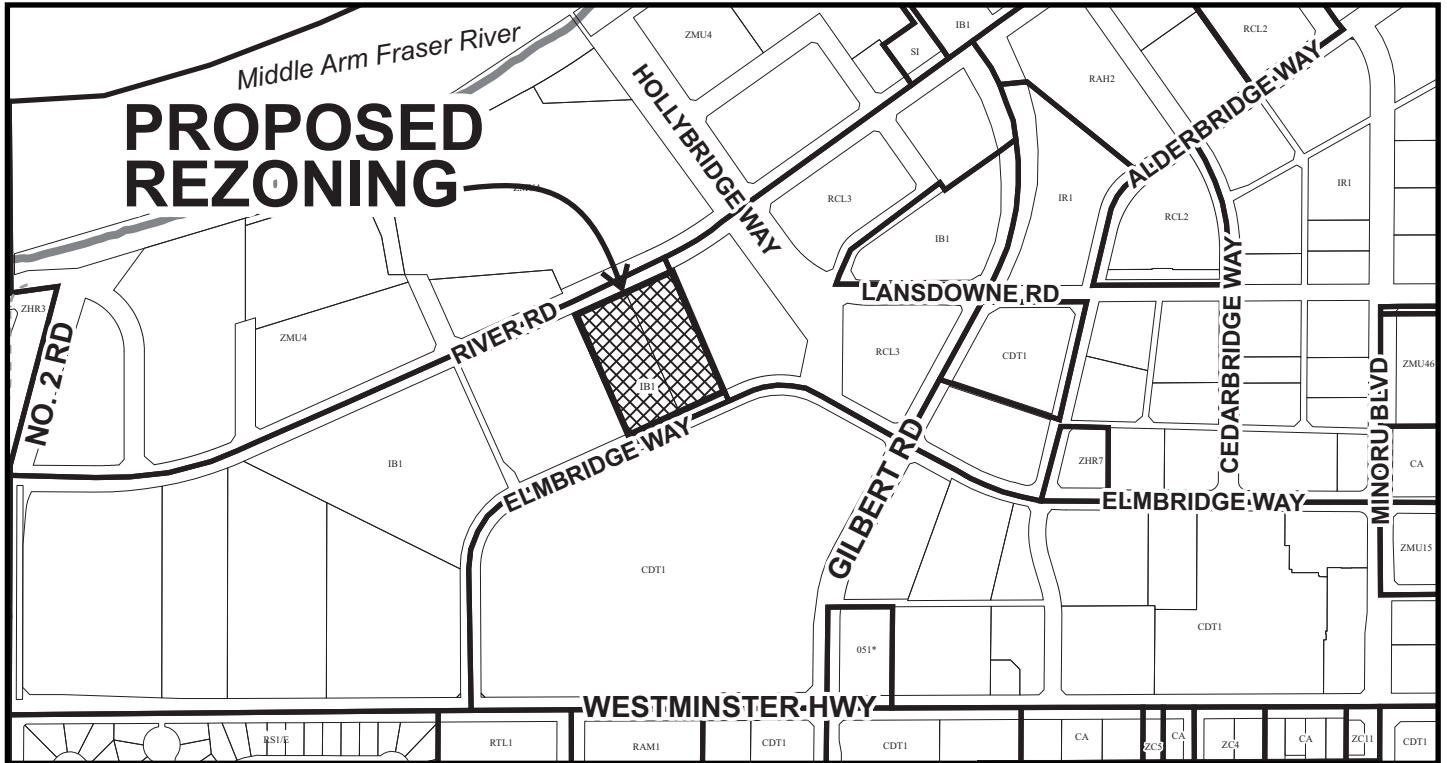
Kevin Eng
Planner 3

KE:cas

- Attachment 1: Location Map
- Attachment 2: Aerial Photograph
- Attachment 3: Development Application Data Sheet
- Attachment 4: City Centre Area Plan – Specific Land Use Map: Oval Village (2031)
- Attachment 5: Public Correspondence
- Attachment 6: Proposed Non-Profit Housing Operator (Letter)
- Attachment 7: Preliminary and Conceptual Development Plans
- Attachment 8: Rezoning Considerations



City of Richmond



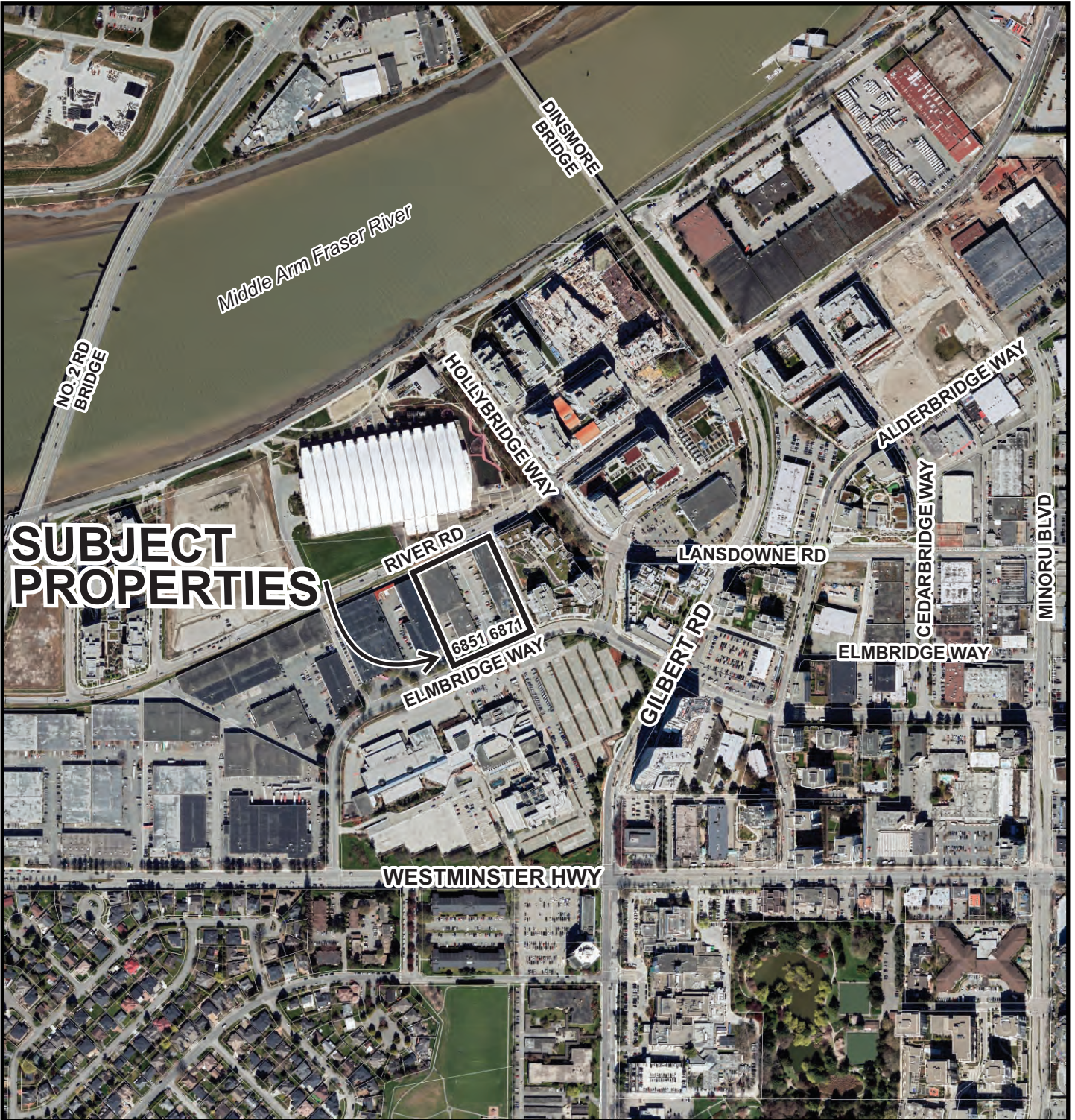
RZ 17-782750

PH - 111

Original Date: 08/28/17

Revision Date: 10/13/22

Note: Dimensions are in METRES



RZ 17-782750

PH - 112

Original Date: 08/30/17

Revision Date: 10/13/22

Note: Dimensions are in METRES



RZ 17-782750

Attachment 3

Address: 6851 and 6871 Elmbridge Way

Applicant: Landa Oval Development Ltd.

Planning Area(s): Oval Village

	Existing	Proposed
Owner:	Landa Oval Development Ltd.	Landa Oval Development Ltd.
Site Size (m²):	6851 Elmbridge Way – 7,483.5 m ² (1.85 ac) 6871 Elmbridge Way – 6,429.2 m ² (1.59 ac) Total – 13,912.7 m ² (3.44 ac)	Net site area (after road dedication): 11,472.06 m ² (2.83 ac) ZMU52 site area for density purposes: 13,832.06 m ² (3.42 ac)
Land Uses:	Light industrial business park uses	Residential (Apartment housing) Hotel and supporting commercial services At grade oriented commercial
OCP Designation:	Mixed-Use	Mixed-Use – No change
City Centre Area Plan (CCAP) Designation:	Urban Centre T5	No change – complies with CCAP
Zoning:	Industrial Business Park (IB1)	High Density Mixed Use (ZMU52) - Oval Village (City Centre)
Number of Units:	None	356 residential dwelling units <ul style="list-style-type: none"> • 35 LEMR units • 321 market residential units
Other Designations:	Aircraft Noise Sensitive Development: “Area 2” (i.e. all uses may be considered except single-family)	No change – Complies with ANSD <ul style="list-style-type: none"> • ANSD covenant to be registered on title

	ZMU 52 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.1 FAR including: <ul style="list-style-type: none"> - Base (including AH): 2.0 FAR - Village Centre Bonus: 1.0 FAR (non-residential use only) - 0.1 FAR – indoor amenity space only 	Max 3.1 FAR including: <ul style="list-style-type: none"> - Base (including AH): 2.0 FAR - Village Centre Bonus: 1.0 FAR (non-residential use only) - 0.06 FAR – indoor amenity space only 	none permitted
Buildable Floor Area (m²):*	Total: 42,879.4 m ² (461,550 ft ²) including: <ul style="list-style-type: none"> - Residential – 27,664.12 m² (297,774 ft²) - Commercial – 13,832.06 m² (148,887 ft²) - Indoor amenity – 1,383.2 m² (14,877 ft²) 	Total: 42,355 m ² (455,905 ft ²) <ul style="list-style-type: none"> - Residential (AH) – 2,767 m² (29,784 ft²) - Residential (Mkt) - 24,898 m² (268,000 ft²) - Commercial – 13,832 m² (148,887 ft²) - Indoor amenity – 898 m² (9,666 ft²) 	none permitted

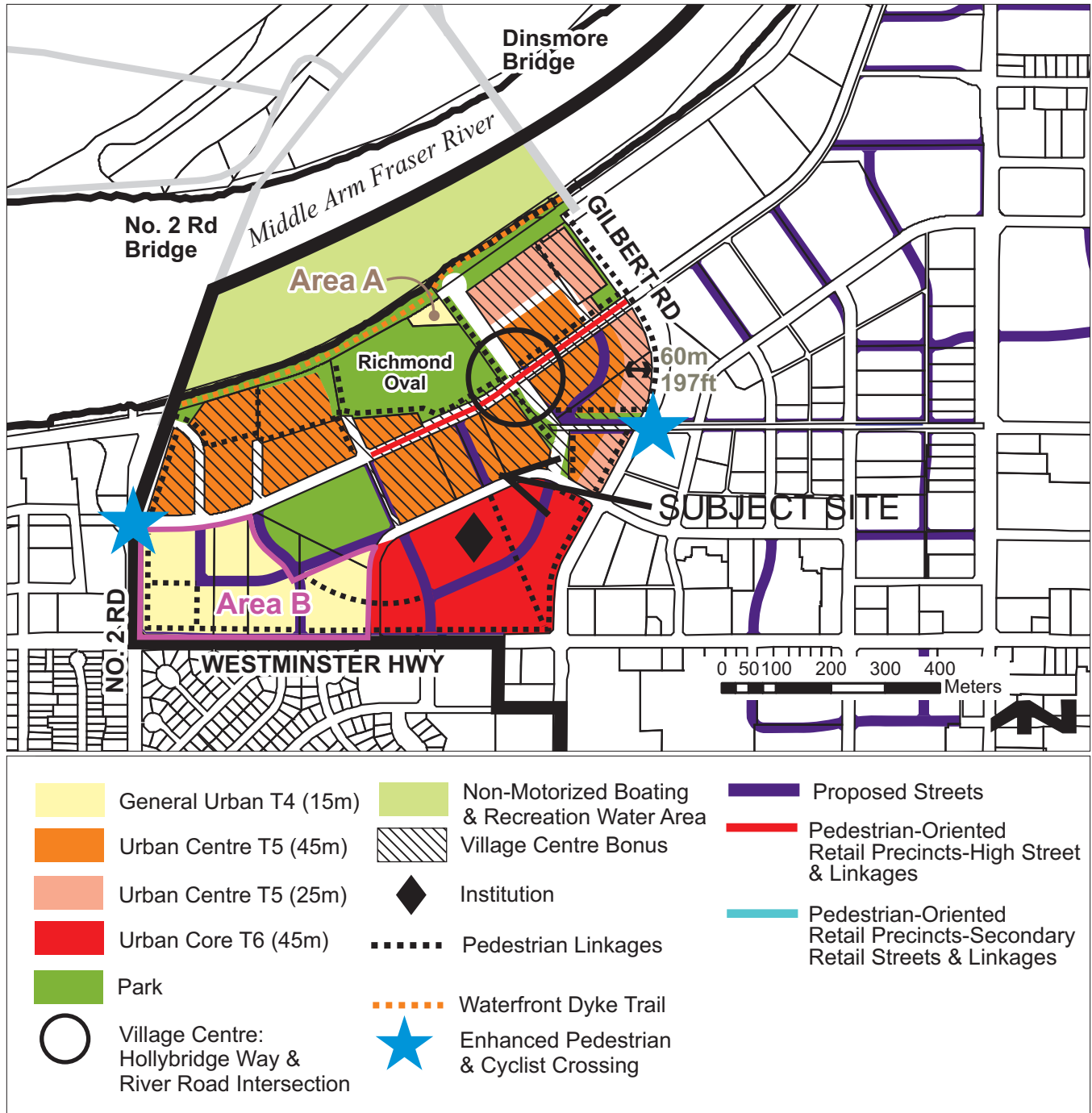
	ZMU 52 Bylaw Requirement	Proposed	Variance
Lot Coverage (% of lot area):	Max. 90% for buildings and landscaped roofs over parking spaces	Max. 90% for buildings and landscaped roofs over parking spaces	none
Lot Size:	10,000 m ² (2.47 ac)	11,472.06 m ² (2.83 ac)	none
Setbacks (m):	Road: 3.0 m (9.84 ft.) Lane: 0.0 m (0.0 ft.)	Road - River Road: 3.0 m (9.84 ft.) - New West Road: 3.0 m (9.84 ft.) - Elmbridge Way: 3.0 m (9.84 ft.) Lane: 3.0 m (9.84 ft.)	Requested variances to podium for minor balcony frame encroachments and architectural elements
Height (m):	47 m (154 ft.) GSC	47 m (154 ft.) GSC	none
Parking	Min. 637 stalls - Residential (AH and Mkt): 331 stalls - Shared pool (commercial/hotel, residential visitor): 252 stalls - Oval: 52 stalls	Min. 641 stalls - Residential (AH and Mkt): 337 stalls - Shared pool (commercial/hotel, residential visitor): 252 stalls - Oval: 52 stalls	none
Bicycle Parking	Class 1 – 483 spaces Class 2 – 112 spaces	Class 1 – 604 spaces Class 2 – 118 spaces Note: Additional bicycle parking provisions based on TDM measures	none
Amenity Space – Indoor:	712m ² (7,664 ft ²)	858m ² (9,235 ft ²)	none
Amenity Space – Outdoor:	2,136 m ² (22,992 ft ²)	2,716 m ² (29,235 ft ²)	none

Other: _____

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Specific Land Use Map: Oval Village (2031)

Bylaws 8685, 8701
2011/10/24



Bylaw 10020
2019/05/21 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Eng, Kevin

From: Eng, Kevin
Sent: July 17, 2021 10:55 AM
To: '
Cc: Lin, Fred
Subject: RE: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

Hi Lam,

Thanks for your email regarding the rezoning application that is being processed at 6851 and 6871 Elmbridge Way (RZ 17-782750).

I am the development planner for this rezoning application. The purpose of this email is to provide information about ways to provide comments on the proposal through the rezoning application process.

Through the rezoning application, public comments can be made and consultation is provided for throughout the process, including:

- Through the staff processing and review of the application (this is the current status of the application).
- Once the staff processing of the rezoning application is complete, it will be forwarded to Council for consideration of the application. Public comments and correspondence can be made through Council's consideration of the application, which will include a Public Hearing.
- Any written correspondence received through the staff processing of the rezoning application or during Council's consideration of the application will be provided to Council.

One item to note is that through the review and processing of this rezoning application, there may be a number of changes and revisions to the proposal.

In relation to the specific concerns and comments provided in your original email below – I will be reviewing these with Transportation staff so that a response can be provided to you where applicable.

My recommendation to you about receiving information and updates on this project is for you to contact myself on a periodic basis.

Thanks and please feel free to contact me should you have any questions.

Kevin Eng
Senior Planner, Policy Planning Department, City of Richmond
604-247-4626; keng@richmond.ca; www.richmond.ca

From:
Sent: June 25, 2021 3:40 PM
To: Lin, Fred <FLin@richmond.ca>
Cc: DevApps <DevApps@richmond.ca>
Subject: Re: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Fred,

Thank you for your email! Please keep me updated.

Can public get involved in the development process? I mean is there any public consultation available?

Thank you!

Regards,
Lam

On Fri, Jun 25, 2021 at 3:25 PM Lin,Fred <FLin@richmond.ca> wrote:

Hi Lam,

As part of the development review process, there will be a traffic impact study to assess the potential traffic impacts associated with the proposed development, as well as transportation improvements necessary to mitigate such impacts. Access location for the development will be confirmed through that process. Your concerns are noted and will be considered as part of the development review process.

Regards,

Fred Lin, P.Eng., PTOE

Senior Transportation Engineer

604-247-4627 | flin@richmond.ca

City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

www.richmond.ca

From:

Sent: June 18, 2021 11:29 AM

To: DevApps <DevApps@richmond.ca>

Subject: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

To Whom It May Concern,

I saw an article at dailyhive.com, saying that there will be 369 homes and 200-room hotel proposed next to Richmond Olympic Oval. This subject development is located at 6851-6871 Elmbridge Way in the Oval Village of Richmond.

Below is the article link:

<https://dailyhive.com/vancouver/6851-6871-elmbridge-way-richmond-landa-global-properties>

According to the article, there are two entrances going to the parking area and one of them is located at East Lane. Along East Lane, there will have a residential lobby, a loading and unloading area, hotel lobby and hotel drop off area. Two featured plazas will be located at the two ends too. I am writing this email to express my concern on the traffic impact caused to the nearby neighborhood.

1. East Lane is currently a back lane for Ora residence. It is where public parking entrance, residence parking entrance and commercial loading and unloading area are located. It is actually a very busy lane.
2. East Lane is narrow that only allows two sedan size cars closely passing by each other at a very low speed limit. Whenever there is a supermarket truck going to the commercial loading and unloading area or garbage truck park at East Lane for garbage collection, no other vehicle can pass by them unless the trucks have drove onto / parked on the pedestrian sidewalk.
3. From the article's provided plans and photos, I don't see that there is a set back at East Lane while the other sides of the subject development have. I mean that the subject development is built very close to the boundary. As there will be residential and hotel lobbies located along East Lane and there will be two plazas located at the two ends of East Lane, I expect that there will be a high amount of pedestrian flow along East Lane too. The subject development should set back to allow adequate space for pedestrian flow.
4. Again, the hotel lobby is located at East Lane. I am not sure where the taxi / hotel shuttle waiting area will be located. They cannot just stop along East Lane to load and unload the luggages or wait for the passengers. If they just stop along East Lane, that will cause a serious traffic jam.
5. Ora has only one residential parking entrance and it is located at East Lane. It seems to me that vehicles going in and out of the subject development will rely on East Lane entrance too. In this case, I believe that East Lane needs to be widened to allow at least three vehicles passing by one another. For security reason, vehicles going in and out of the residential parking, drivers need to wait for the gate to open and close. If there are two vehicles waiting to enter the residential parking. The first driver needs to wait for the gate to close and can't just let the second car go in. Therefore, East Lane must be wide enough to have one lane that allows vehicles to stop and wait for the gate open and close.

6. For your information:

- Ora residential parking entrance is located opposite to the loading area of the subject development.
- Public parking at Ora has only one entrance and it is opposite to the parking entrance of the subject development.
- Ora's commercial loading and unloading area is located opposite to the hotel lobby of the subject development.

Again, I am not writing to oppose this subject development but I have a great concern on the East Lane traffic! I am living in Ora. It seems to me that the subject development has not taken the existing traffic condition into consideration. And the subject development will cause a serious traffic impact to nearby neighborhood. Therefore, I would like to know if the subject development has addressed the traffic issue or not. Hope you understand my concern! Thank you!

Should you have any queries, please do not hesitate to contact me Thank you!

Regards,

Lam

Az Zahraa Housing Society
3103—667 Howe Street
Vancouver, British Columbia, Canada V6C 0B5
Phone: 604-657-1898

25 August 2022

City of Richmond
6911 No. 3 Rd
Richmond, BC V6Y 2C1

Dear City of Richmond

RE: Letter of Intent for Purchase / Management of Affordable Housing Units at 6851 & 6871 Elmbridge Way, Richmond.

Az Zahraa Housing Society is a non-profit organization who has considerable experience as the owners and operators of affordable housing residential units within the City of Richmond. Az Zahraa purchased affordable housing units in developments titled 'Calla' and 'Dahlia', both located at The Gardens project on Number 5 Road and Steveston Highway in Richmond. Az Zahraa Housing Society has also purchased 14 units at the recently completed LANDA project titled 'Cascade City'.

Az Zahraa Housing Society has developed a list of design requirements to assist in the management of affordable housing units. Please see below bullet point items:

- Minimizing the number of levels where units are located.
 - It is difficult to locate affordable units when they are distributed over many floor levels.
- Stacking the location of the units on repeated floor levels provides ease for navigating the development.
- Locate affordable housing units in good proximity to visitor parking stalls and loading bays.
 - Efficient access from parking assists in the maintenance and management of the units.
- A mix of 1 bed, 2 bed and 3 bed units.
 - Az Zahraa support the mix of approximately 30% 1 bed, 30% 2 bed, 30% 3 bed and 10% studio suites.

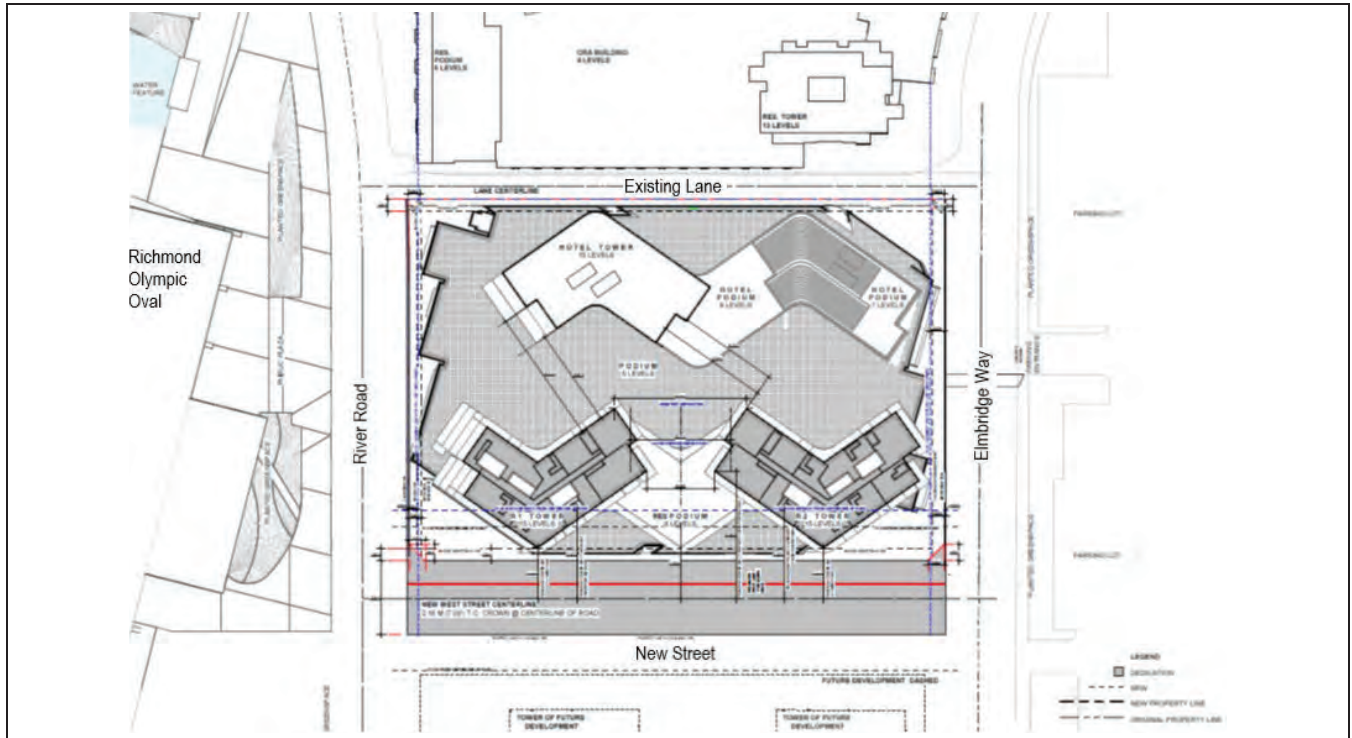
Az Zahraa confirm that they have been contacted by LANDA Oval Development Ltd for the purchase of 35 affordable housing units within the proposed development at 6851 & 6871 Elmbridge Way, Richmond. The proposed development has been reviewed and Az Zhraa support the proposed location of the development and the programme of the development as it will benefit the Richmond demographic for affordable housing. This letter is to express that Az Zahraa has the ability to operate the proposed affordable housing units and are interested in the purchase and management of these units.

Regards



Riyaz R. Devji
Az Zahraa Housing Society

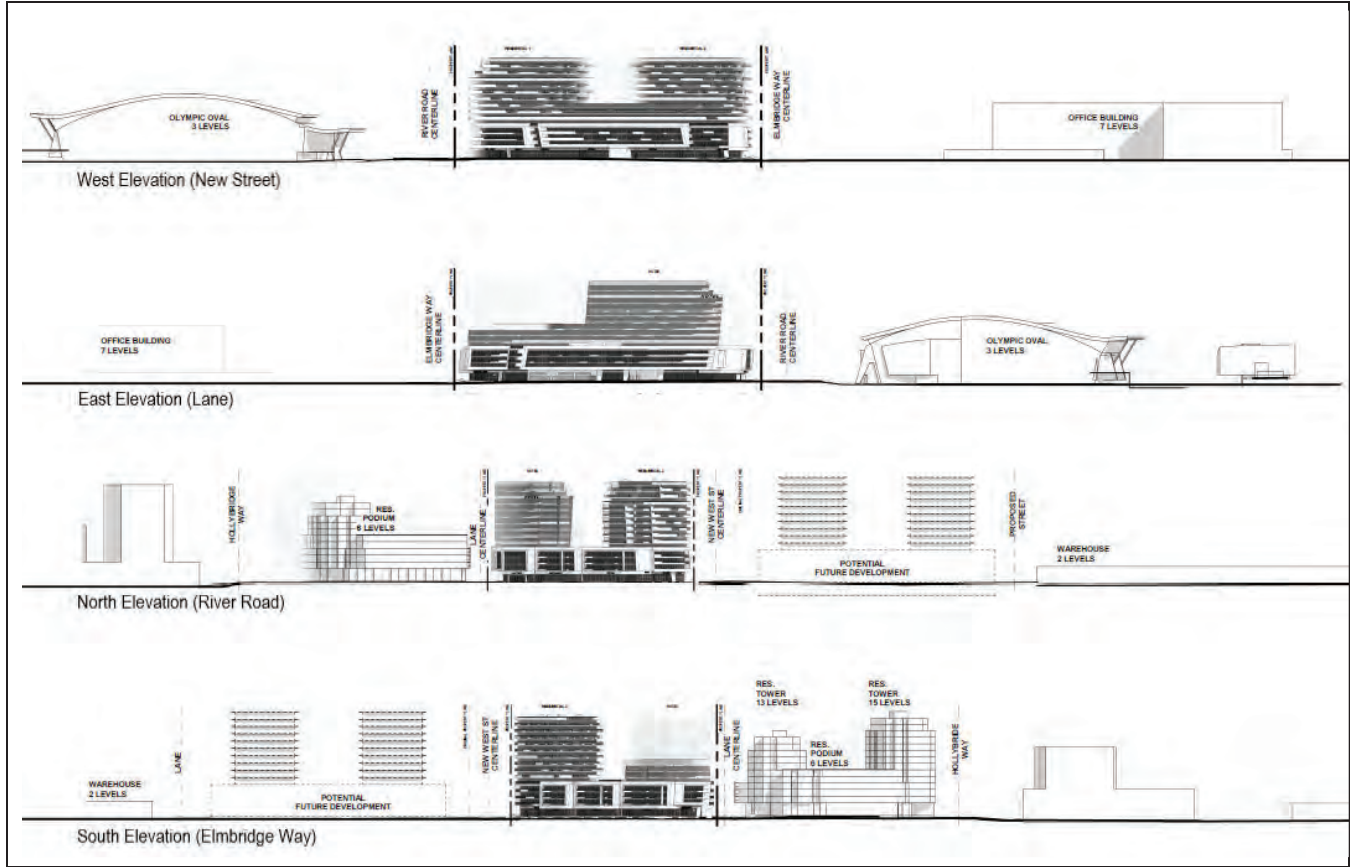
Site Plan



Aerial View Looking Southwest



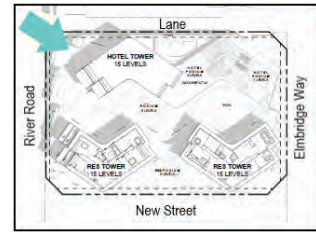
Street Elevations



Aerial View Looking Southeast



Hotel Entry @ River Road & Lane



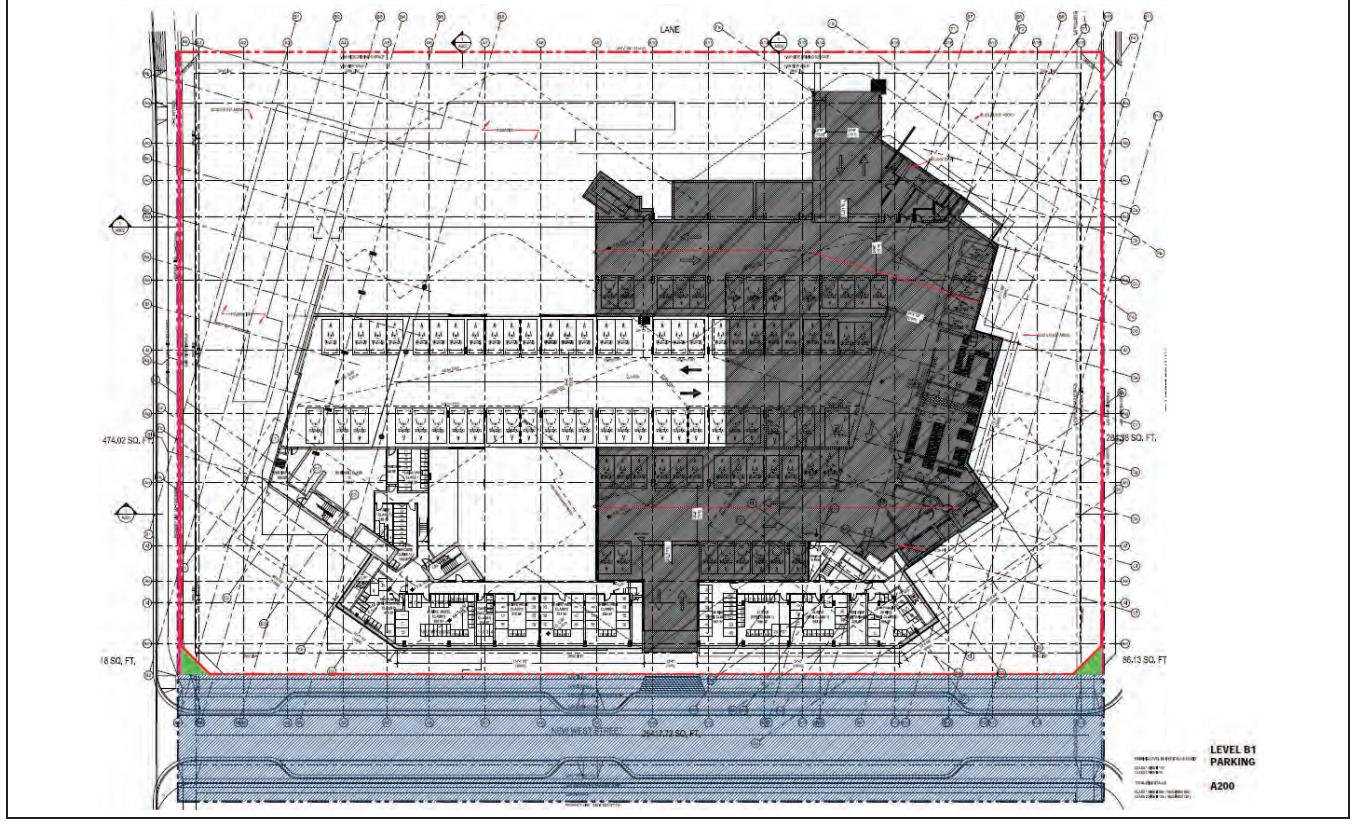
Northwest Corner @ River Road & New Street



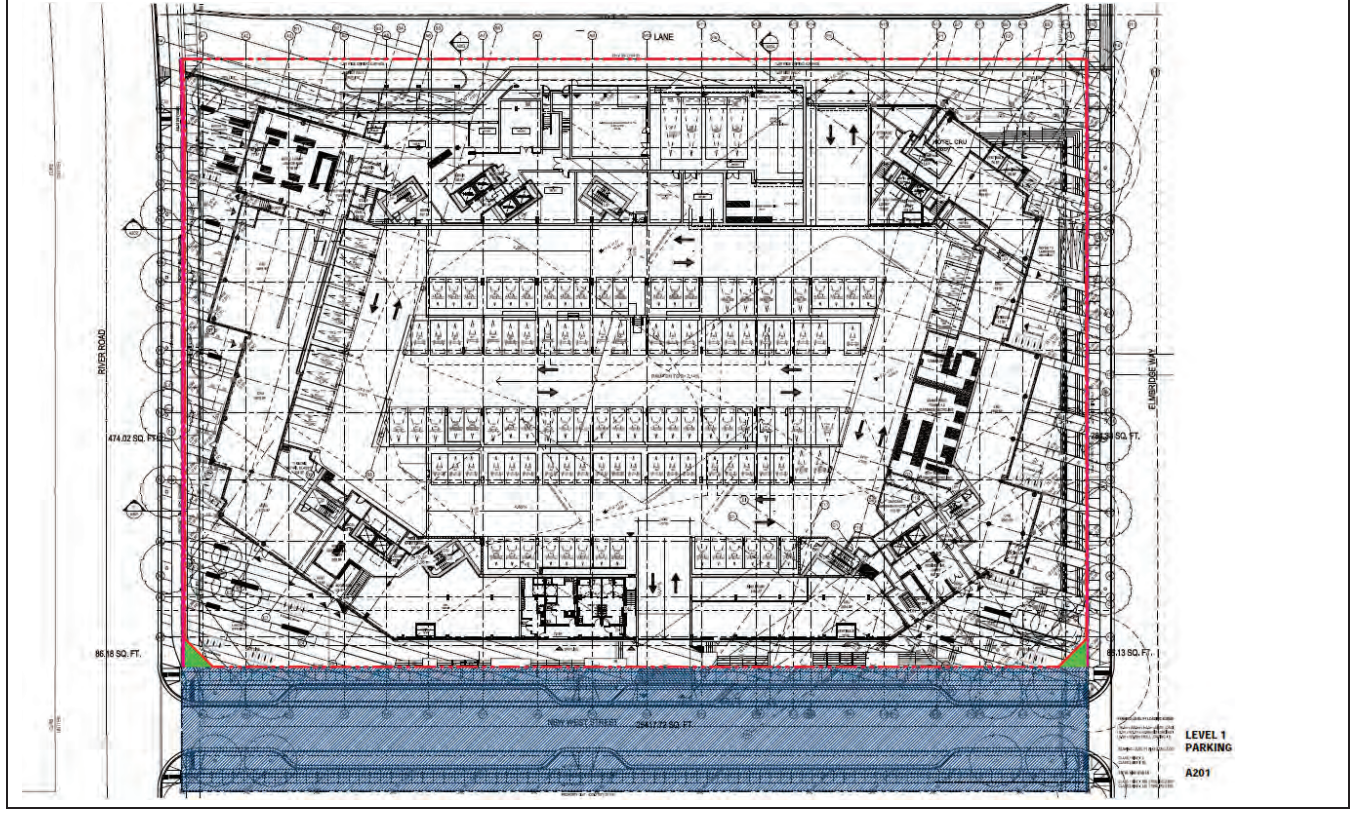
Southwest Corner @ Elmbridge Way & New Street



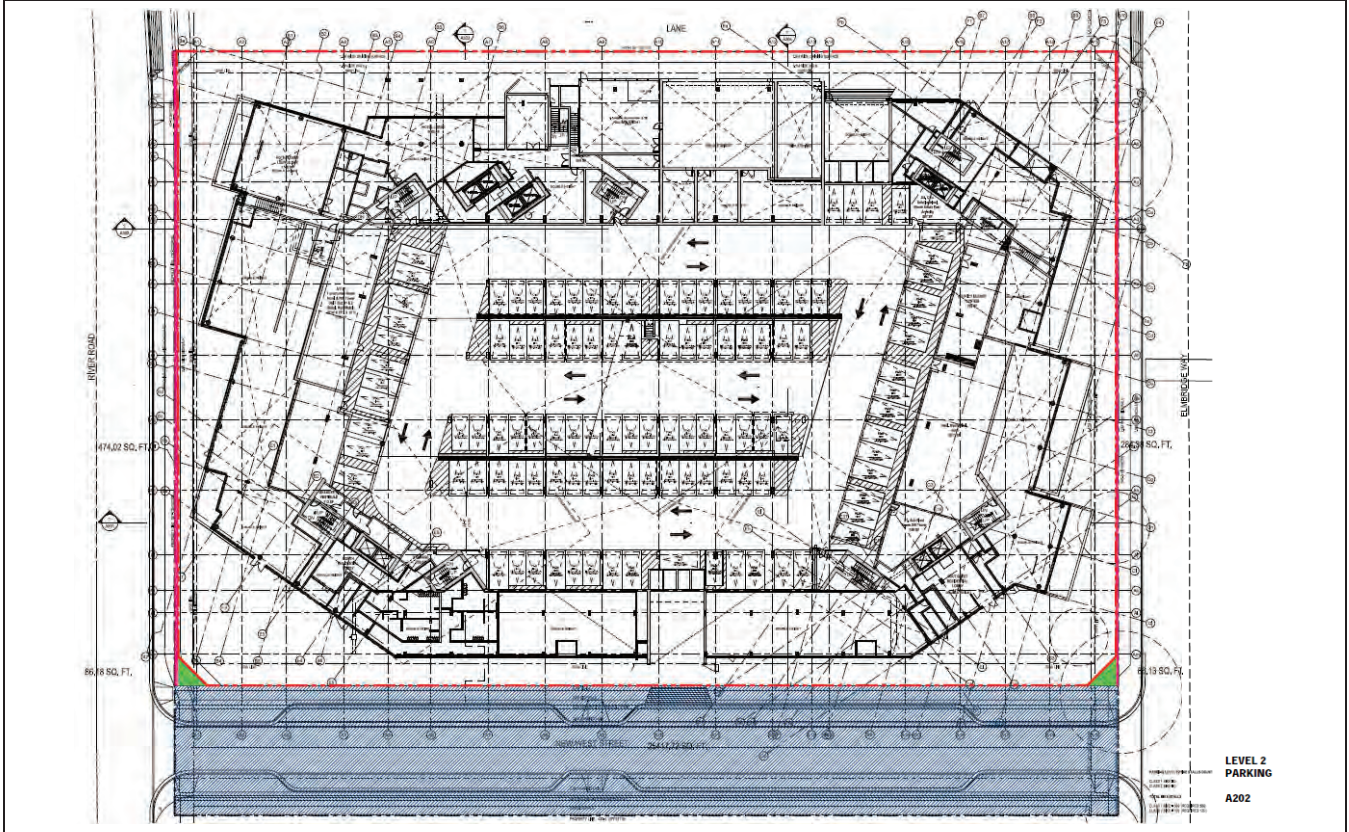
Level B1



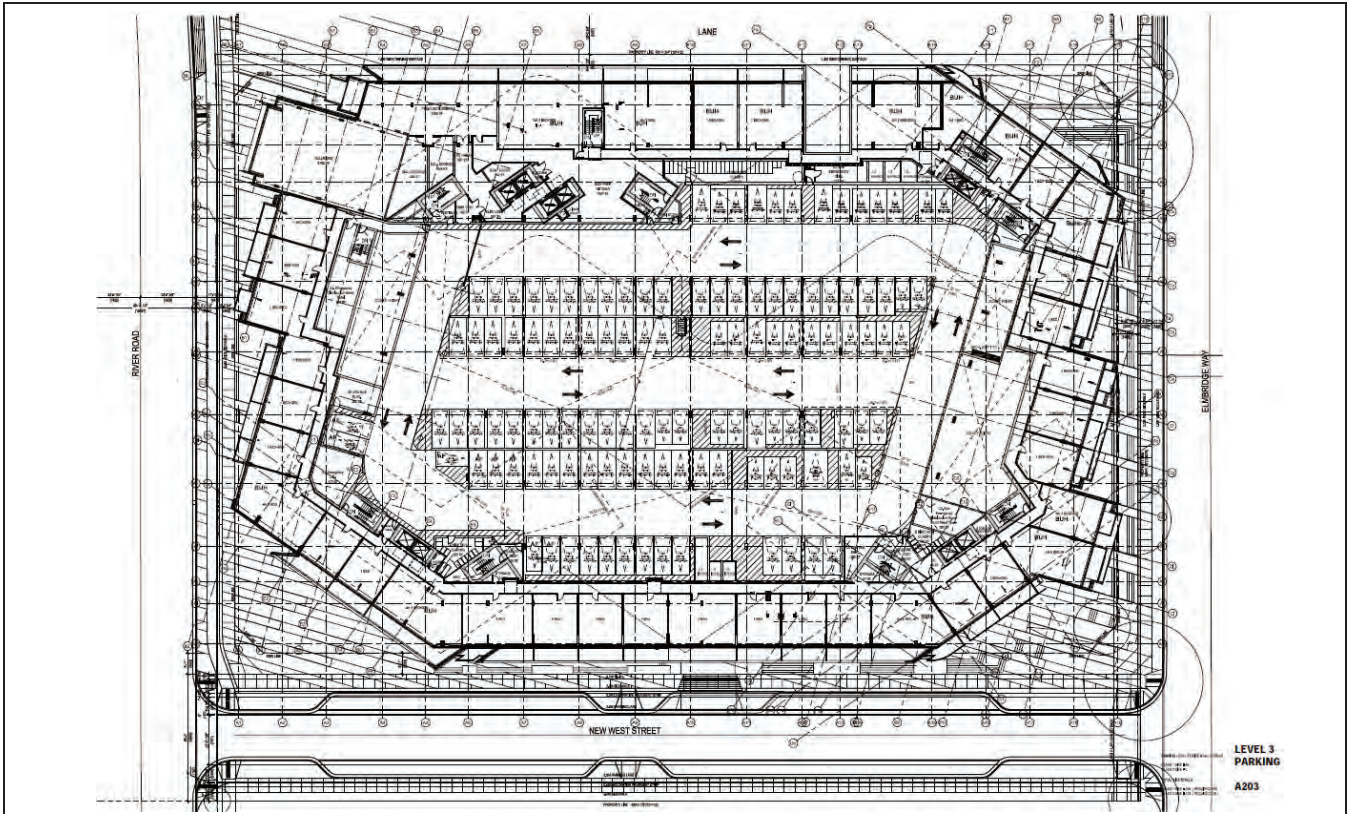
Level 1



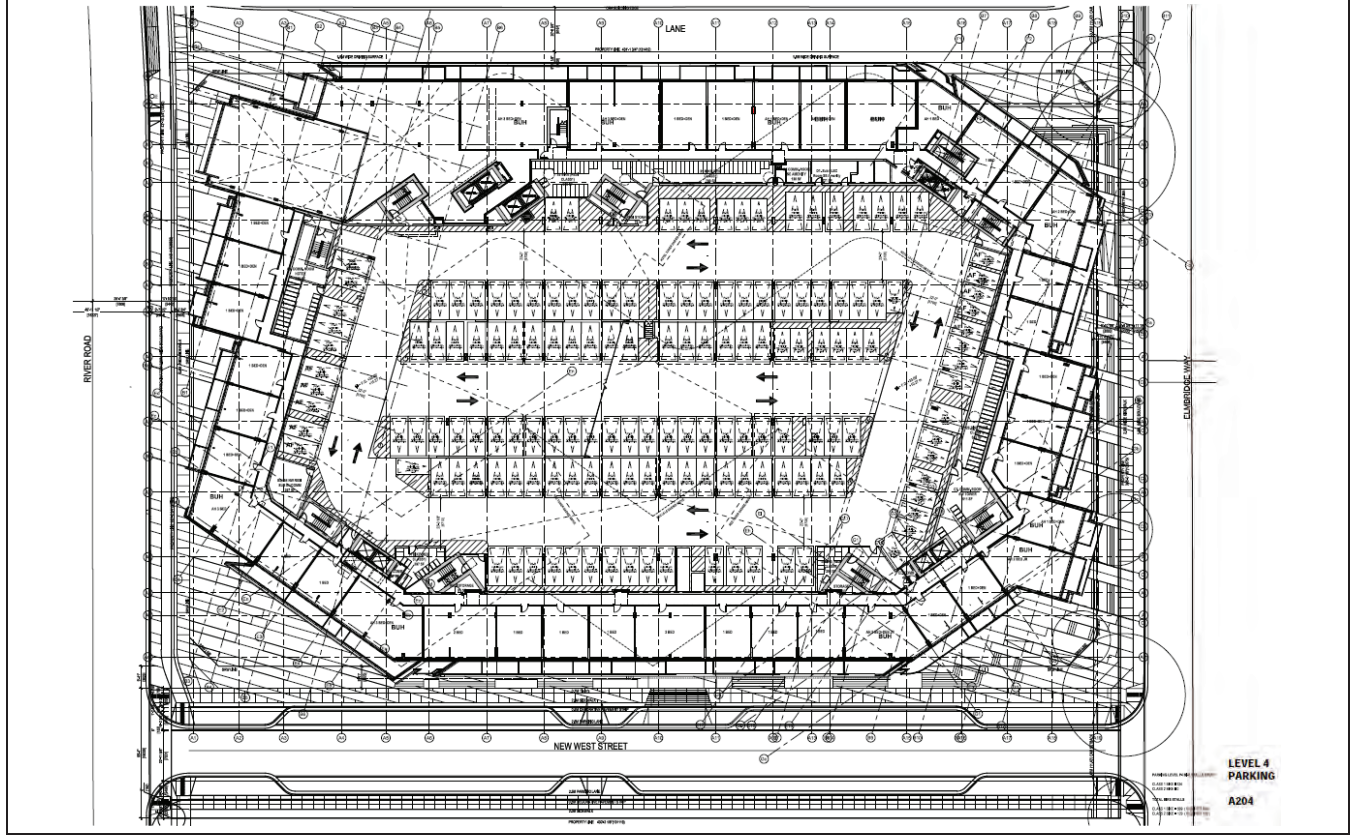
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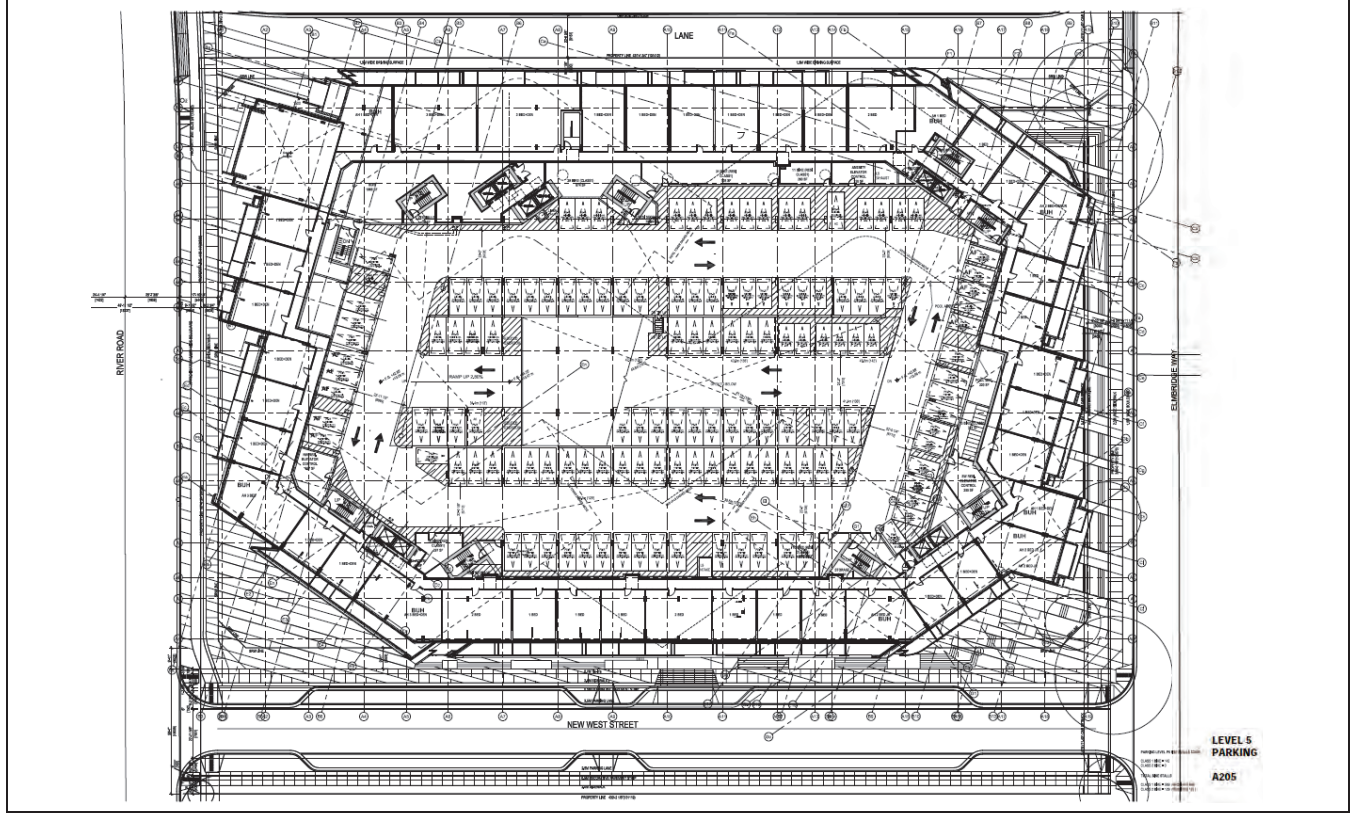
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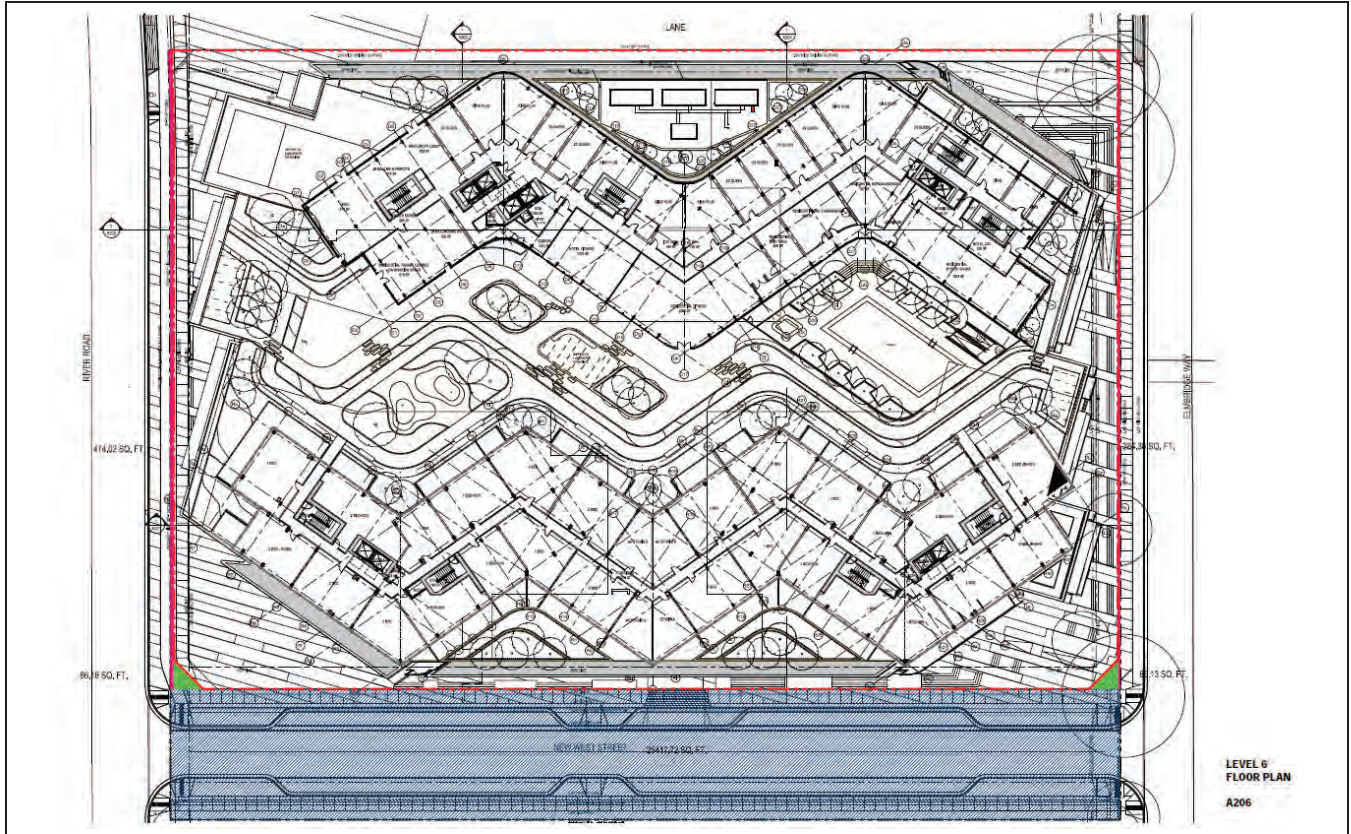
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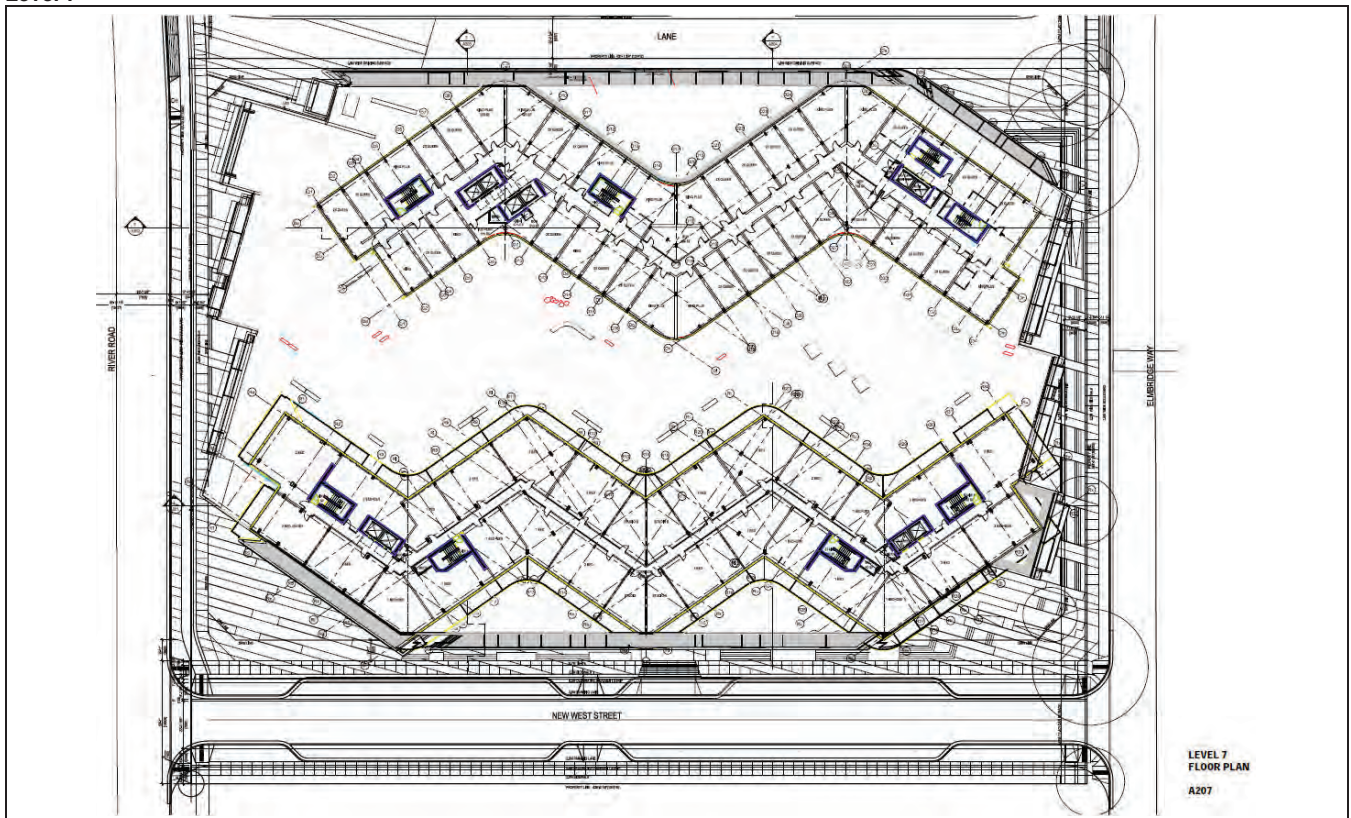
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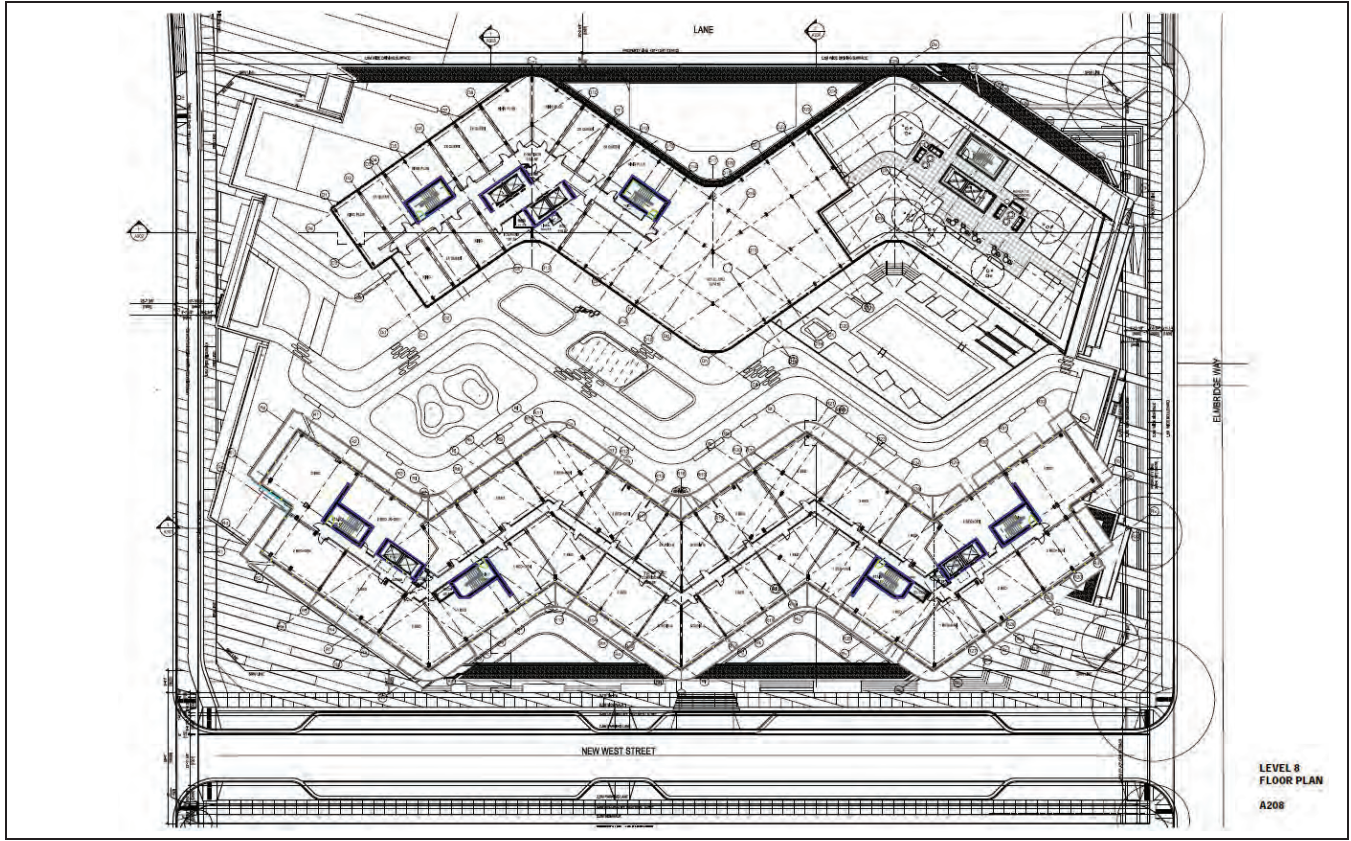
Level 6



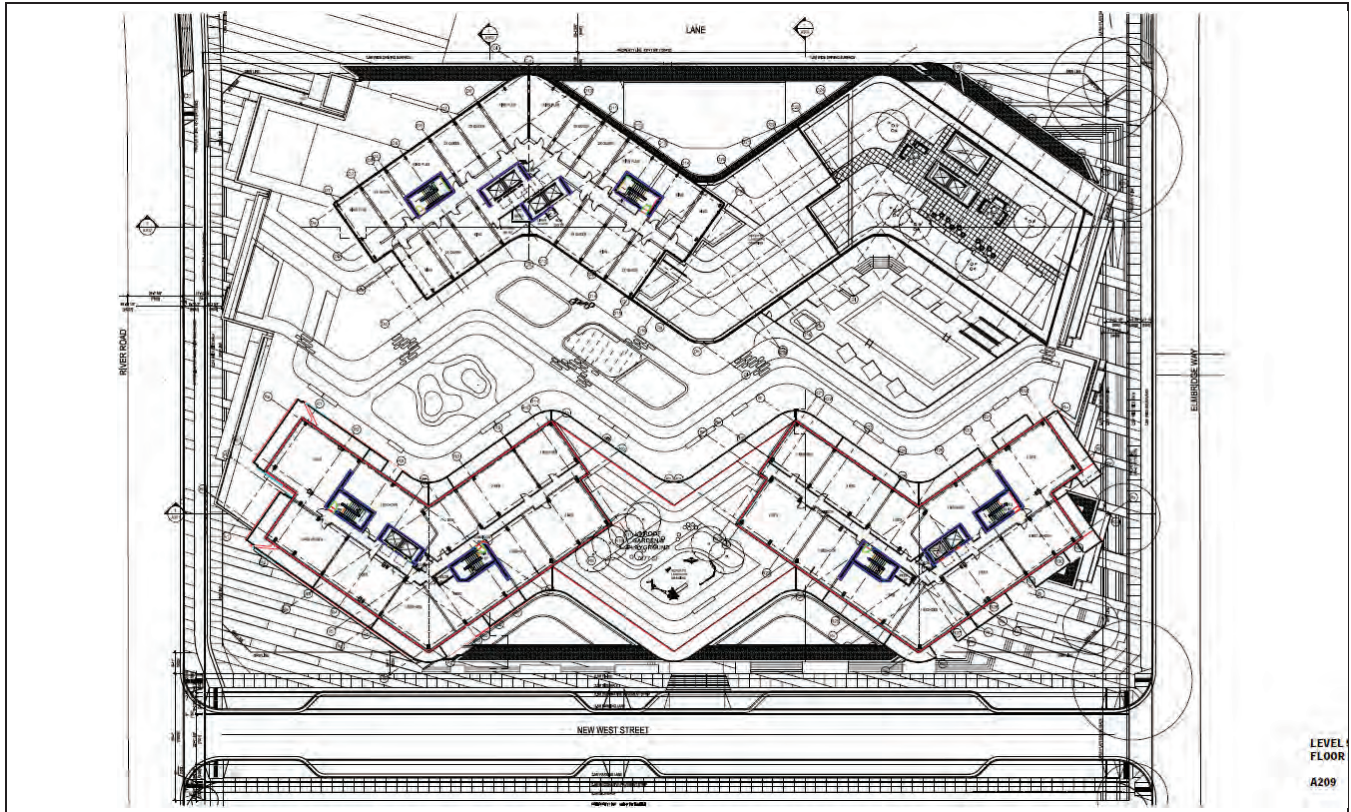
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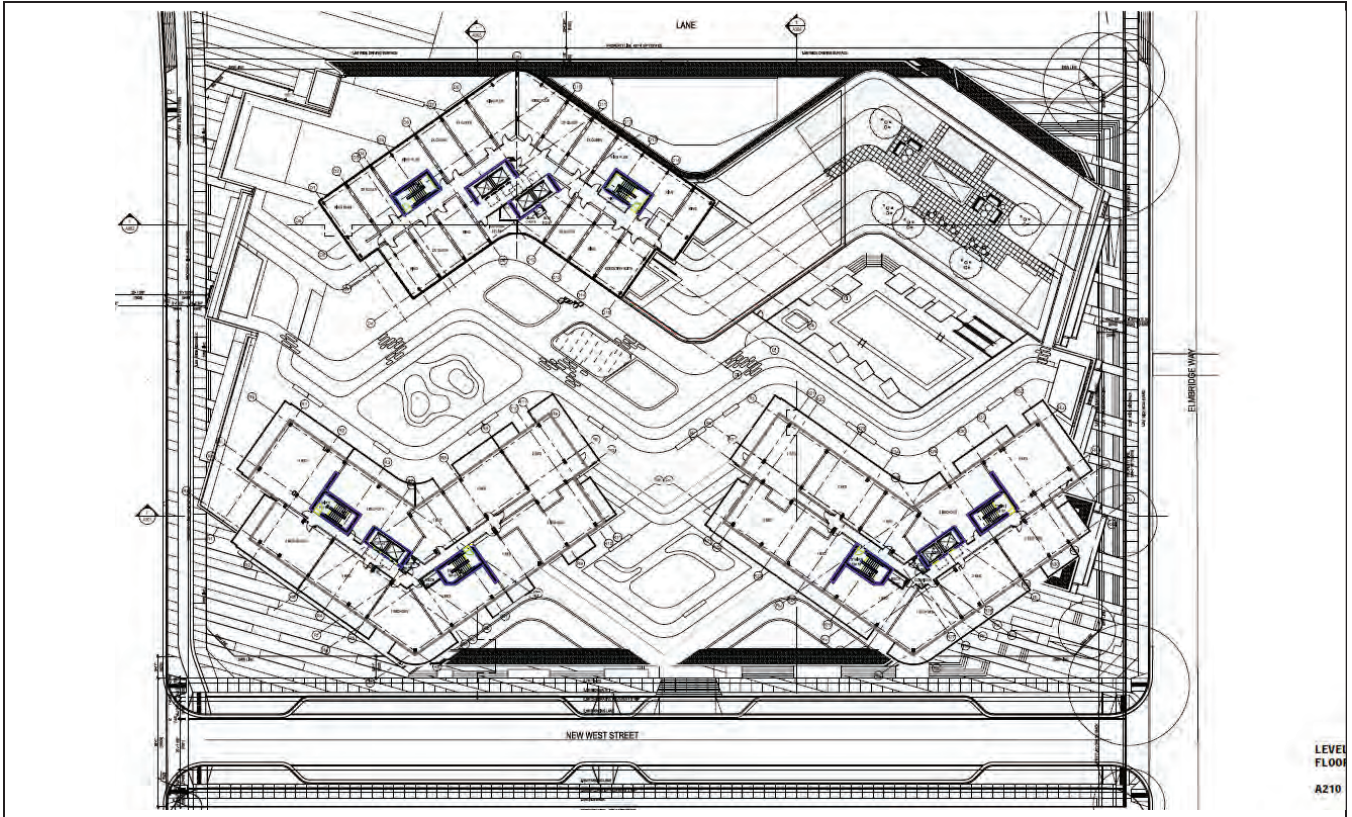
Level 8



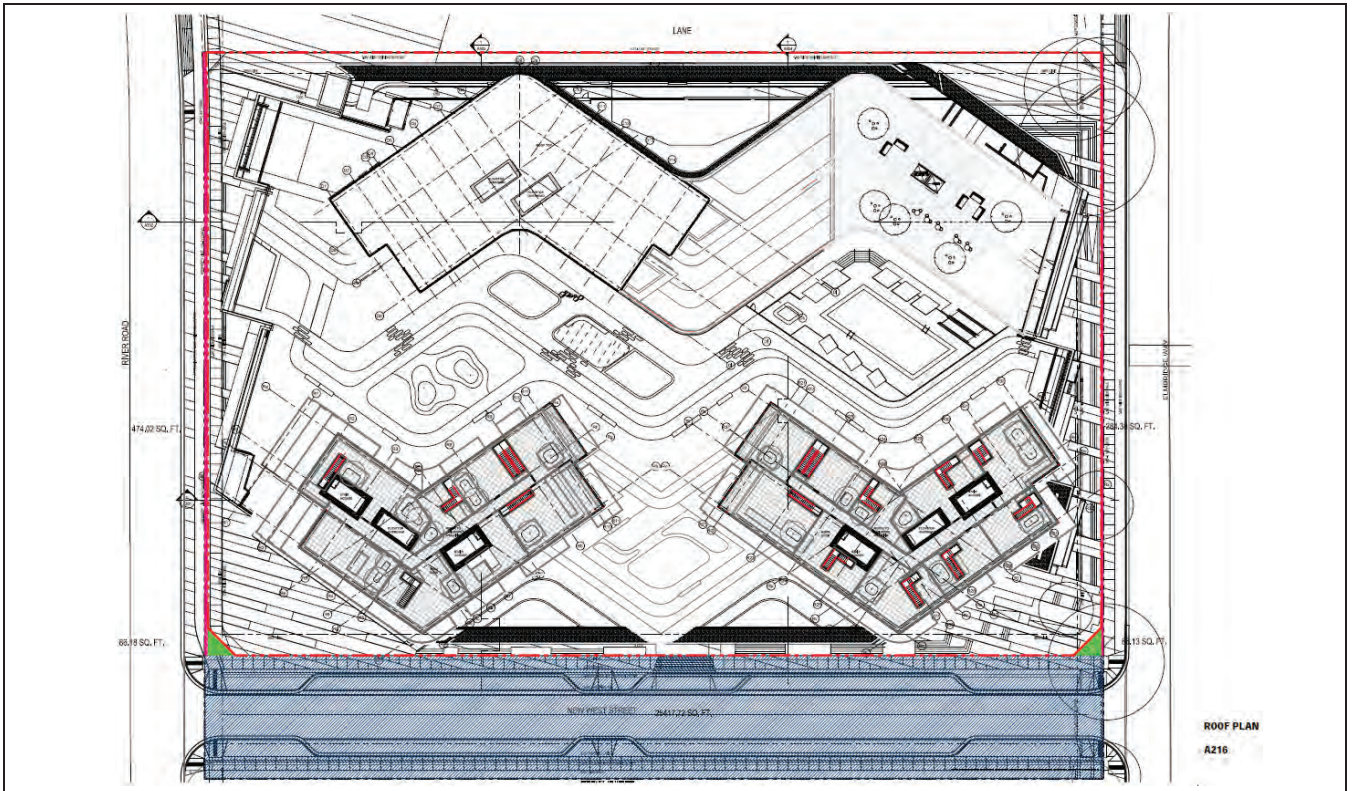
Level 9



Level 10 - 15



Roof





Address: 6851 and 6871 Elmbridge Way

File No.: RZ 17-782750

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, the developer is required to complete the following:

1. (Lot Consolidation) Consolidation of all the lots (6851 and 6871 Elmbridge Way) into one development parcel.
2. (Dedications/SRW/Road Functional Plan) Securing of the following road dedications and Statutory Right-of-Ways (SRW):
 - 2.1. River Road – Road dedication and SRW for applicable frontage works and improvements. Along the subject site’s entire River Road frontage, provide for a minimum 0.5 m wide road dedication and 2.0 m wide SRW.
 - 2.2. New West Road – Road dedication for the construction of a new City road. Along the subject site’s entire west frontage between Elmbridge Way and River Road, provide for a minimum 18 m wide road dedication.
 - 2.3. Elmbridge Way – Road dedication for applicable frontage works and improvements and other road upgrades. Along the subject site’s entire Elmbridge Way frontage, provide for a minimum 0.3 m wide road dedication.
 - 2.4. Lane – SRW for applicable lane works and improvements. Along the subject site’s entire east frontage along the existing lane, provide for a minimum 3.0 m wide SRW.
 - 2.5. Corner cut provisions:
 - 2.5.1. At the subject site’s north west corner (River Road and New West Road intersection) and south west corner (Elmbridge Way and New West Road intersection), provide for a minimum 4 m x 4 m corner cut road dedication.
 - 2.5.2. At the subject site’s north east corner (River Road and lane intersection) and south east corner (Elmbridge Way and lane intersection), provide for a minimum 3 m x 3 m SRW.
 - 2.6. All road dedication and SRW dimensions are preliminary and subject to change. Confirmation of the road dedication and SRW dimensions will be through the submission and approval of the road functional plan for the project. The road dedication and SRW dimensions provided for in Section 2. will be required to be amended to be compliant with the approved road functional plan.
 - 2.7. The SRW’s referenced in Section 2. shall provide for:
 - 2.7.1. 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, storm water management measures and universal accessibility provisions, to the City’s satisfaction;
 - 2.7.2. Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
 - 2.7.3. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and
 - 2.7.4. Permanent building encroachments, provided that any such encroachments do not comprise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as

determined to the satisfaction of the City and specified in the approved Development Permit*, including weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit*.

- 2.7.5. 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 & liability responsibility is to be at the sole cost and responsibility of the owner/developer, unless otherwise determined and approved by City staff. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. After completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
- 2.7.6. The SRW shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures.

- 3. (Road Functional Plan) Submission and approval of the road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
- 4. (Driveway – New West Road) Registration of a legal agreement on title ensuring that the only means of vehicle access is through one driveway crossing to the new west road and one driveway crossing to the lane and that there be no access provided along River Road or Elmbridge Way.
- 5. (Aircraft Noise) Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
- 6. (Flood Protection) Registration on title of a standard City of Richmond (“Area A”) flood indemnity covenant.
- 7. (Mixed Use) Registration of a covenant on title that identifies the building as a mixed use building and includes the following provisions:
 - 7.1. That the design is required to mitigate unwanted noise and avoid noise generated from the internal use from penetrating into residential areas.
 - 7.2. Notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant and other commercial uses and activities.
- 8. (No Rental/Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
- 9. (Adjacencies) 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.
- 10. (Hotel Suite/Room – No dwelling or stratification) Registration of a legal agreement on title identifying that the hotel suites/rooms associated with the hotel component of this project are:

- 10.1 Not permitted to be used as dwelling units and cannot include kitchens and/or other facilities typical of a dwelling unit; and
 - 10.2 Hotel rooms and suites cannot be subdivided into individual strata lots.
11. (Shared parking) Registration of a legal agreement on title related to the sharing of residential visitor parking stalls with non-residential parking stalls (commercial uses) to the satisfaction of the City and specified in the approved Development Permit where applicable and includes the following provisions:
- 11.1. Non-residential (commercial) and residential visitor parking stalls can be shared.
 - 11.2. Shared parking stalls are not permitted to be assigned and/or reserved to a particular use or user.
 - 11.3. Shared parking stalls are not permitted to be arranged in a tandem configuration.
 - 11.4. Implement the applicable signage to clearly identify shared parking stalls.
12. (Transportation Demand Management Measures) Registration of the following legal agreement(s) on title related to this projects transportation demand management measures to the satisfaction of the City and specified in the approved Development Permit where applicable:
- 12.1 Registration of a legal agreement for a transit pass program (residential) that includes the following provisions:
 - 12.1.1 Monthly two zone transit passes are to be provided for 1 year for 40% of the market residential units.
 - 12.1.2 Market residential dwelling units that do not have an assigned parking stall are to be granted first right of refusal pertaining to access to the monthly two zone transit passes. Otherwise, market residential dwelling units shall be distributed transit passes on a first come/first serve basis.
 - 12.1.3 Monthly two zone transit passes are to be provided for 1 year for 100% of the affordable housing Low End Market Rental (LEMR) units.
 - 12.1.4 Monthly two zone transit passes are to be provided for 1 year for 40% of the non-residential parking stalls (1 transit pass for each stall) and are to be provided to the non-residential uses on a first come/first serve basis.
 - 12.1.5 Program duration shall be when all applicable transit passes have been distributed or after a period of not less than 3 years from the date of full occupancy being provided by the City on the applicable building permit application.
 - 12.1.6 Require the submission of letters of credit for each of the residential and non-residential transit pass programs, the amount to be based on the value of the total number of transit passes (at the time of the registration of the legal agreement) plus a 5% contingency.
 - 12.1.7 The owner/developer shall be responsible for keeping all records that documents the distribution of the transit passes in accordance with the provisions of this legal agreement for submission and approval to the City as part of the process to release the submitted letters of credit.
 - 12.2. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:
 - 12.2.1. Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
 - Bicycle maintenance/repair facilities (one for each residential tower) that shall include a minimum of a bike repair stand with tools and manual operated pump with pressure gauge.
 - Battery charging provisions are to be provided for all Class 1 bicycle parking
 - Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking.
 - 12.2.2. Non-Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.

- Provide for end of trip facilities to service non-residential uses that be required to provide for secured rooms with water closets, wash basins, showers and change rooms.
- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking .

12.2.3. General - Prohibits the conversion of any end-of-trip facilities or bicycle maintenance/repair facility to any other use.

12.3. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains not less than 5 parking stalls dedicated for carpooling use to the satisfaction of the City as specified in the approved Development Permit.

12.4 Registration on title of a legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

12.4.1. Two (2) car-share parking spaces located together on the subject site where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;

12.4.2. Operating electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and

12.4.3. Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.

12.4.4. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and non-residential uses on the lot.

12.4.5. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.

12.4.6. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:

12.4.6.1 The developer/owner provides two (2) car-share cars at no cost to the operator;

12.4.6.2 The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and

12.4.6.3 The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility, as determined to the satisfaction of the City

12.5. Registration on title of a legal agreement that would provide for a minimum of 10% of the total parking spaces for non-residential use with EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) to the satisfaction of the City, in an approved Development Permit as specified in the approved Development Permit.

13. (Parking – Richmond Olympic Oval) Registration on title of a legal agreement or SRW that would provide provisions for special event parking for the Richmond Olympic Oval facility on the subject development site to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

13.1. Provides not less than 52 parking stalls that can be reserved by the Richmond Olympic Oval during special events where high parking demands are anticipated. There shall be no fee charged to the Richmond Olympic Oval for reserving the stalls upon advanced notice. Developer/owner retains the ability to charge users of the parking stalls at the applicable rate subject to the limitations specified in 13.3.

- 13.2. The 52 parking stalls are required to be generally located in one consolidated area of the subject development on-site parking structure for ease of use/wayfinding and management.
 - 13.3. Pay parking provisions applicable to the 52 parking stalls cannot exceed the pay parking rates at the Richmond Olympic Oval.
 - 13.4. No barriers or other physical measures blocking or restricting access to these 52 parking stalls is permitted, unless approved by the City, with the exception of signage during special event periods.
 - 13.5. A specified advanced notice period will be provided to allow the Richmond Olympic Oval to reserve these 52 parking spaces during special events.
 - 13.6. Include other terms and conditions to the satisfaction of the City and developer/owner.
14. (Driveway – New West Road) Registration on title of a legal agreement that provides for the temporary closure of the driveway/vehicle access along the subject site’s new west road frontage during special events when operational adjustments to all or a portion of the new west road or other roads in the surrounding area are required to accommodate special events.
15. (Affordable Housing – LEMR) Registration of the City’s standard Housing Agreement to secure 35 affordable housing Low End Market Rental (LEMUR) units, the combined habitable floor area of which shall comprise at least 10% 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	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	3 units	37 m ² (400 ft ²)	\$811	\$34,650
1-Bedroom	10 units	50 m ² (535 ft ²)	\$975	\$38,250
2-Bedroom	11 units	69 m ² (741 ft ²)	\$1,218	\$46,800
3-Bedroom	11 units	91 m ² (980 ft ²)	\$1,480	\$58,050

* Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development’s total residential building area.

** May be adjusted periodically as provided for under adopted City policy and/or in accordance with the Housing Agreement..

- 15.1. Full and unlimited use by the LEMUR unit occupants of the following on-site features (at no charge or additional fee), which may include, but may not be limited to:
 - 15.1.1. Indoor and outdoor amenity spaces intended for the exclusive or shared use of the LEMUR unit occupants;
 - 15.1.2. Waste management and loading facilities intended for the exclusive or shared use of the LEMUR unit occupants; and
 - 15.1.3. On-site parking, “Class 1” bike storage and supporting bicycle repair/maintenance facilities, and related electric vehicle (EV) charging stations intended for the exclusive or shared use of the LEMUR unit occupants.
16. (Indoor and Outdoor Amenity) Registration of a legal agreement on title that would apply to the on-site residential indoor and outdoor amenity areas to ensure they are made fully accessible for shared use by all residents (market strata unit occupants and affordable housing LEMUR unit occupants) to the satisfaction of the City as specified in the approved Development Permit.
17. (District Energy Utility) 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 agreement(s) will include, at minimum, the following terms and conditions:

- 17.1. 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.
- 17.2. 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:
 - 17.2.1. 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 provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - 17.2.2. 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 carbon 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. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 17.3. 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.
- 17.4. 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:
 - 17.4.1. the building is connected to the DEU;
 - 17.4.2. 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
 - 17.4.3. 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.
- 17.5. 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:
 - 17.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 17.5.2. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, 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;
 - 17.5.3. the owner transfers ownership of the low carbon energy plant on the subject 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;
 - 17.5.4. 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
 - 17.5.5. 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.

- 17.6. If a DEU is not available for connection, and a 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:
 - 17.6.1. 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
 - 17.6.2. 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).

- 18. (Cash-in-lieu of Community Amenity Facility) City’s acceptance of the developer’s voluntary contribution of \$6,022,453, to be deposited into either the (1) Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund and/or (2) Richmond’s Child Care Reserve, at the sole discretion of the City, in lieu of constructing community amenity space on-site, as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$809/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed High Density Mixed Use (ZMU52) – Oval Village (City Centre) zone, as indicated in the table below.

Use	Maximum Permitted VCB Bonus Floor Area Under the ZMU52 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	13,832 m ² (148,887 ft ²)	691.6 m ² (7,444 ft ²)	8,708/m ² (\$809/ft ²)	\$6,022,453 (*)

* In the event that the contribution is not provided within one-year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate shall be increased annually thereafter based on the Statistics Canada “non-Residential Building Construction Price Index” yearly quarter-to-quarter change for Vancouver, where the change is positive.

- 19. (Public Art) City acceptance of the developer’s offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
 - 19.1. Prior to rezoning adoption, registration of legal agreement(s) on title to facilitate the implementation of an approved Public Art Plan for the subject site, together with the ongoing management and maintenance of the artwork(s) and related considerations, which Plan shall be prepared by an appropriate professional based on:
 - 19.1.1. The Richmond Public Art Program, City Centre Public Art Plan, and applicable supplementary public art and heritage planning resources (e.g., Richmond’s existing Statements of Significance for Capstan Village and the Herrling Residence), together with review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services; and
 - 19.1.2. A value of at least \$330,781 or the product of the applicable Council-approved contribution rate in effect at the time of Development Permit approval and the maximum buildable floor area permitted under the subject site’s proposed ZMU52 zone (excluding permitted floor area exemptions), whichever is greater, as generally indicated in the table below

Use	Exemptions	Applicable Floor Area	Min. Rate (1)	Min. Contribution (2)
Residential	Affordable Housing 2,767 m ² (29,781 ft ²)	25,755 m ² (277,232 ft ²)	0.93/ft ²	\$257,826
Commercial	N/A	13,832 m ² (148,887 ft ²)	0.49/ft ²	\$72,955
			TOTAL	\$330,781

- (1) Rates (applicable to maximum permitted buildable floor area) in effect at the time of writing these Rezoning Considerations.
- (2) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit*. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.

- 19.2. “No development” shall be permitted on the subject site, restricting Development Permit*, until the developer:
 - 19.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan (e.g., statutory rights-of-way for public access), which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is prepared/submitted by the developer and/or an artist(s) is engaged (as generally set out in the Public Art Plan submitted prior to rezoning adoption), to the City’s satisfaction; and
 - 19.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer’s implementation of the Public Art Plan or Detailed Public Art Plan, as applicable, the value of which shall be at least \$330,781.
- 19.3. “No occupancy” shall be permitted on the subject site, restricting Building Permit* inspection granting occupancy of a building on the subject site, in whole or in part, until:
 - 19.3.1. The developer, at the developer’s sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork(s), and causes the public artwork(s) to be installed on City property, if expressly permitted by the City, 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 or Detailed Public Art Plan, as applicable);
 - 19.3.2. The developer, at the developer’s sole 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 if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.
 - 19.3.3. The developer, at the developer’s sole 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 or Detailed Public Art Plan, as applicable, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include, but may not be limited to:
 - 19.3.3.1. 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;

- 19.3.3.2. A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- 19.3.3.3. The maintenance plan for the public art prepared by the artist(s); and
- 19.3.3.4. 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.

Notwithstanding the afore mentioned statement, if occupancy of the subject site is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot unless the required public art features and related requirements are complete to the City's satisfaction.

- 20. (City Trees – Off-site) The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund (for the removal of 2 City trees) in the amount of \$5,250.
- 21. (Trees – On-site) The submission of a tree replacement security (Letter of Credit) in the amount of \$9,000
NOTE: This tree replacement security shall be returned to the developer upon issuance of a Development Permit* that includes the required replacement trees and the developer's submission of the Development Permit* Landscape Security for the installation of on-site landscaping including the replacement trees.
- 22. (Community Planning) City acceptance of the developer's voluntary contribution in the amount of \$129,233 (i.e. \$0.31/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 23. (AZR Building Height Confirmation) Submission of a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements
- 24. (Development Permit) The submission and processing of a Development Permit*, completed to a level deemed acceptable by the Director of Development.
- 25. (Final Adoption Deadline) Subject to Council consideration of Zoning Amendment Bylaw 10423 and to ensure this application, proceeding in accordance with the LEMR policy in place prior to November 15, 2021, moves forward to adoption in a timely manner, the rezoning is to be adopted no later than November 15, 2023. If the rezoning application is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the application and recommendation(s) on whether the rezoning application should be revised to comply with the current City policy.
- 26. (Servicing Agreement) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering and transportation works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by the City and set out in a City-approved Phasing Agreement registered on title, to the satisfaction of the Director, Engineering, Director, Transportation, and Director, Development.
 - 26.1. Engineering Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering works to the satisfaction of the Director, Engineering, which works shall include, but may not be limited to, those set out in **Schedule A**.
 - 26.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule B**.

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

1. **Rezoning Requirements:** Submit a signed/sealed letter (with an itemized list) from the project architect confirming that the Development Permit* building/landscape design complies with the terms of the development's Rezoning Considerations (RZ 17-782750) and related required legal and Servicing Agreement* requirements.
2. **BC Energy Step Code & District Energy Utility (DEU):** Incorporate measures in the Development Permit* plans and, as applicable, register additional legal agreement(s), to the City's satisfaction, with respect to measures facilitating the development's compliance with applicable BC Energy Step Code requirements and the future connection of the lands to a City DEU system. This may include, but shall not be limited to, providing for the developer's construction and future transfer of an on-site low carbon energy plant to the City, at no cost to the City (on the basis of which, the development's Step Code level may be relaxed as permitted under City bylaw).
3. **Aircraft Noise:** Complete an acoustical and thermal/mechanical report and recommendations, prepared by an appropriate registered professional, which demonstrate that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.
4. **Richmond Fire Department (RFD):** Satisfy design review requirements, which may include, but may not be limited to, addressing (e.g., visible from the street, contrasting colours); fire hydrant measurements (e.g., principle entrance, RFD connection); fire panel (e.g., operation sequence, stages, elevator operation); RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces); fire ratings (e.g., podium); RFD access route measurements (e.g., widths, lengths, dead ends); smoke control measures (e.g., vestibules, stairwells, kitchens); tank permits (e.g., emergency generator); emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights); designated firefighter elevator; firefighter voice communication; fire extinguisher installation areas (e.g., measurements); and alarm-activated front door release.
5. **Transportation Item Approvals:** Additional design development, supporting information and site plan revisions to address the following matters to the satisfaction of the Director of Transportation:
 - Additional design development of on-site loading and garbage/recycling pick-up service areas, including any requested variances to on-site loading requirements.
 - Additional design development and revisions to the hotel pick-up/drop-off provisions for this project.
 - Submission and approval of the Final road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
6. **Additional requirements and legal agreements:** As determined to the satisfaction of the City through the processing of the Development Permit Application.
7. **Landscape Security:** Register a legal agreement on title and submit a Letter(s) of Credit for landscaping, based on a cost estimate provided by a CSLA registered landscape architect (including 10% contingency), excluding landscape works that are subject to a Servicing Agreement* Letter of Credit.

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. 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 COPY ON FILE

Signed

Date

RZ 17-782750

Engineering

Servicing Agreement Requirements*

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model with the water main upgrades proposed below, there will be 493.0 L/s of water available at a 20 psi residual at the River Road frontage, and 425.0 L/s of water available at a 20 psi residual at the Elmbridge Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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 designs.
 - ii) Install approximately 155 m of new 200 mm water main along the new north-south road and tie in to the existing water mains on River Road and Elmbridge Way, complete with fire hydrants per City spacing requirements.
 - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
 - iv) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
 - v) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
- c) At Developer's cost, the City is to:
 - i) Install one new water service connection complete with meter and meter box. Meter to be located onsite in a right of way.
 - ii) Cut and cap all existing water service connections to the development site, and remove meters.
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) The Developer is required to:
 - i) Upgrade approximately 95 m of storm sewer along the Elmbridge Way frontage from manhole STMH127527 to the west property line of the development site, complete with new manholes, and remove existing storm sewer.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within Elmbridge Way, the proposed storm sewer in the new north-south road, and the potential upgrades along River Road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.
 - iii) Install approximately 155 m of new minimum 600 mm storm sewer within the proposed north-south road.
 - iv) Confirm, via the required capacity analysis, whether upgrade of the existing storm sewers along the River Road frontage from the west property line of the development site to the main conveyance on Hollybridge Way is required. If required per the capacity analysis and City of Richmond engineering design specifications, the upgrade of these storm sewers shall be added to the servicing agreement scope.
 - v) Remove the temporary drainage works along the River Road frontage and infill the existing ditch.
 - vi) Install a new headwall and storm sewer at the western edge of the proposed road improvements on River Road to direct drainage from the existing ditch to the west to the proposed storm sewer in the north-south road. A sump manhole will be required at the tie-in point to the proposed storm sewer.
 - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- b) At Developer's cost, the City is to:
 - i) Install one new storm service connection, complete with inspection chamber.
 - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.

- iii) Reconnect all existing catch basins and lawn basins to the proposed storm sewers.
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) The Developer is required to:
 - i) Relocate into the roadway approximately 130 m of existing asbestos cement sanitary sewers along Elmbriage Way from manhole SMH56401 to manhole SMH4575. Reconnect all existing connections to the new main.
 - ii) Upgrade and relocate into the roadway approximately 130 m of existing asbestos cement forcemain along the Elmbriage Way frontage. The actual length of replacement required shall be determined by the predicted settlement amounts from the geotechnical report.
 - iii) Install one new sanitary service connection, complete with inspection chamber, off of the proposed sanitary sewer.
 - iv) After the existing sanitary sewers between manholes SMH56401 and SMH4575 are removed, discharge the existing statutory right-of-way along the south property line of the development site (plan number 47072). Prior to right of way discharge, the developer's consultant is required to submit a signed and sealed letter to the City stating that the AC sanitary main and related appurtenances have been removed and properly and legally disposed offsite. It is the developer's responsibility to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- b) At Developer's cost, the City is to:
 - i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) The Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground the overhead poles and lines along the development's River Road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.
 - (4) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii) Provide street lighting along all road frontages according to the following:

- a. River Road (South side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any flower basket holders or irrigation.
- b. Elmbridge Way (North side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
- c. New North-South "Pedestrian" Street @ west side of site (Both sides of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, flower basket holders, and 1 duplex receptacle, but EXCLUDING any banner arms or irrigation.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)
- d. Lane @ east side of site (West side of lane)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)

5) General Items:

- a) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site (i.e. AC sanitary sewer, FRP forcemain, AC water mains, etc.) and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewers and sanitary sewers along the River Road and Elmbridge Way frontages, and the storm sewer along the public-right-of-passage lane along the east property line, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) 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.
 - v) Enter into, SRW legal agreement that sets out Engineering's conditions associated with permitting the specific structures into the SRW, including but not limited to:
 - (1) Indemnification of City for any necessary maintenance/works the City has to undertake in the SRW.
 - (2) Cost of repair and any modifications would be the responsibility of the owner.
 - (3) Not liable for any damages or impacts to the encroaching structures as a result required maintenance/works.
 - (4) Owner should be responsible (at their cost) for any required modifications (including removal) made at the request of the City.

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Transportation
Servicing Agreement Requirements*

The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in Schedule B

1. Road Works:

The following cross-section descriptions are intended to describe “typical” conditions. The approved design may be required to vary from these “typical” conditions to address site-specific conditions and/or other requirements, as determined to the sole satisfaction of the City through the Servicing Agreement* design/approval processes. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Road Functional Plan**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving, and stormwater management measures. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City’s satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works to the satisfaction of the Director, Transportation.

a) River Road

Frontage Improvements (North Frontage: River Road)

1. Frontage improvements (measured from south to north):

- Site’s new north property line
- 1.75 m wide concrete sidewalk.
- 0.43 m wide decorative bike path edge.
- 1.75 m wide asphalt off-road bike path.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.

(Note: The above frontage elements require a total width of 5.43 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Multi-Use Path

The sidewalk, bike path edging strip and the off-road bike path (total width of 3.93 m measured from the curb) noted above is intended to provide a Multi-Use Path (MUP). Further notes:

- This MUP will be extended to future developments to the west over the whole block.
- The design (although on a smaller scale due to narrower frontage depth) is to follow that used in the building of the MUP on River Road and Hollybridge Way as part of the River Green development in the area. (Note: Refer to SA 11-564833 for design details).
- Further details of the MUP design, including bicycle ramp access from traffic lane, pavement marking, etc. will be defined through the Servicing Agreement detailed design process.

3. Pedestrian amenities

The required frontage improvements are to include the installation of a special crosswalk to accommodate pedestrian passage across River Road or cash equivalent, approx. \$110, 000.

4. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard, concrete sidewalk, and off-road bike path per standards described above.

b) Elmbridge Way

Frontage Improvements (South Frontage: Elmbridge Way)

1. Frontage improvements (measured from north to south):

- Site's new south property line
- 2.0 m wide concrete sidewalk.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.
- Additional cross sectional elements as required to accommodate left-turn lanes at West Road and special crosswalk, and other infrastructure modification works as determined in Final Road Functional Plan.

(Note: The above frontage elements require a total width of 3.5 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard and concrete sidewalk per standards described above.

c) New West Road

Frontage Improvements (West Frontage: New West Street)

1. Frontage improvements (measured from east to west):

- Subject site's new west property line.
- 2.0 m wide sidewalk.
- 0.5 m wide decorative concrete surface strip.
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 7.0 m wide driving lane pavement surface.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.0 m wide concrete sidewalk.
- Appropriate grade transition as determined through the Servicing Agreement detailed design process.
- West property line of road dedication.

(Note 1: The above frontage improvements require a 18.0 m wide dedication across the subject site's entire west frontage. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.)

(Note 2: The grade transition along the west property line of the road dedication is to be confirmed through the SA detailed design process. The 2.0 m wide sidewalk may have to be reduced in width if more space is required for ground support).

(Note 3: The behind-the-curb frontage improvements along the west side of the road noted above are to be considered interim measures. As part of future redevelopment of the site immediately to the west, permanent frontage improvements that echo those built by the subject site, will be installed with additional dedication if necessary).

d) Lane

Frontage Improvements (East Frontage: Lane)

1. Frontage improvements

The existing lane is to be widened by 3.0 m across the subject site's east frontage. The cross-section of the lane widening is as follows (west to east):

- 1.5 m wide concrete sidewalk (with rollover curb) at the site's SRW line.
- 1.5 m wide widened pavement. (Total 7.5 m wide pavement).

(Note: a 3.0 m wide SRW/PROP is required to accommodate the above frontage improvements. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.)

2. Sidewalk connections

- The new sidewalk along the lane is to be connected to the new sidewalks along the Elmbridge Way and River Road development frontages.
- The new sidewalk is to be maintained across the openings to loading bays and mechanical room with rollover curb to delineate the edge of pavement.

1. Existing driveway let-downs

The existing driveway let-downs at both ends of the lane are to be widened to meet the 7.5 m widened pavement. The let-downs are to be reconstructed per Engineering Design Specifications (R-9-DS).

2. Site access via lane

The vehicular access to the site via the lane and the connecting drive aisle is to be designed with a 90 degree orientation to the lane.

e) River Road – Special Crosswalk

Special Crosswalk

1. Special crosswalk requirements

As part of the Servicing Agreement for the subject site, the developer is required to install a special crosswalk at the site's River Road frontage (southeast corner of the new River Road/West Street intersection). The cost of this special crosswalk (including design and construction) is to be borne by the Developer. This crosswalk is intended to provide access to transit services (existing bus stop across the road from site frontage) and to accommodate pedestrian traffic between the subject site and destinations to the north. The following are features that will be included in this special crosswalk: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage.

f) River Road – Interim Sidewalk Connection

Interim Sidewalk Connection – River Road (south side)

As part of the Transportation Demand Management measures for the subject redevelopment, an interim sidewalk connection is required to be provided. As part of the Servicing Agreement for the subject site, the developer is required to provide an interim 2.0 m wide asphalt sidewalk that extends westward from the subject site's north frontage (south side of River Road) to the signalized intersection at Rive Road/Oval Way.

MEMORANDUM

To: Zachary Vermeulen
Client: Landa Global Properties
From: Pooni Group
Re: Public Engagement Summary Report for 6851-6871 Elmbridge Way, Richmond

Date: March 28, 2023
Project: 6851-6871 Elmbridge Way
Project #: 22112

The following memorandum provides a summary of the public engagement and outreach that has been undertaken to date for Landa Global Properties (Landa) proposal at 6851-6871 Elmbridge Way, Richmond (site).

The Proposal

Landa submitted a rezoning application to the City of Richmond for a high density, mixed-use project with:

- Residential including 321 new strata homes and 35 affordable low end of market rental homes;
- Commercial space – approximately 148,000 sq.ft including retail and a 189 room hotel;
- A new west connector road and widening of the existing lane along the east side of the property; and
- Four new public pocket plazas.

The site is adjacent to 6951-6971 Elmbridge Way/5511 Hollybridge Way/6200 River Road (ORA), which is developed with a mixed-use building consisting of residential and commercial uses including a T&T Supermarket (site is outlined in red in Figure 1 below).

Figure 1. Site context



Upon completion, the Landa project will share a lane with ORA along the eastern edge of Landa’s site (lane shaded in blue in Figure 1 above). As part of the redevelopment, Landa will be widening the lane to the City of Richmond’s engineering standard of 7.5 m.

The application received first reading by Council on November 14, 2022 and went to Public Hearing on December 19, 2022. At Public Hearing, Council referred the application back to staff for the applicant to undertake additional consultation with ORA to try to address the lane congestion and traffic conflict issues currently being experienced by residents.

Public Engagement & Outreach

The project team had an initial Zoom meeting with the ORA strata Council members on December 6, 2022:

- Project team attendees: Wayne Pai & Zachary Vermeulen (Landa), Arno Matis & Christie Anderson (AMA), Jeff Christianson & Beth Deckert (IBI), Yulia Liem & Hugo Johnston (Bunt), Chi Chi Cai (Pooni Group)
- ORA attendees: Duncan Deng (property manager, First Service Residential), David Feldstein, Roy Zhang, Edward Li, James, & Chin

- ORA’s main concern is congestion and traffic along the lane and the fear that Landa’s proposal will make the situation worse.
- ORA residents only have one vehicular access point and that is via the lane, which they do not think is wide enough and Landa’s proposal will add too many additional vehicles.
- Delivery trucks, personal vehicles, food and courier drop offs, and garbage trucks are all funneled into the lane, causing congestion and conflicts.
- Concerned with the proposed driveway to Landa’s project being positioned directly opposite ORA’s residential entrance, which will result in congestion.
- An attendee showed a video taken of the lane showing blockages by commercial delivery trucks and a garbage truck parked in the lane – this same video was show at the December 19, 2022 Public Hearing
- ORA strata Council’s preference is for this proposal to not have access off the lane or to widen the lane to three-lanes.

On December 8, 2022, canvassers from the Pooni Group undertook a canvass of the adjacent businesses (canvass area outlined in pink in Figure 2 below).

Figure 2. Business canvass area





The intent of the canvass was to inform surrounding businesses of the proposal, encourage them to participate in the Public Hearing, and provide a one-pager with additional project and contact information (attached as Appendix A). The canvassers connected with 23 businesses and the general sentiment towards the proposal was neutral or supportive. A couple of businesses noted that the project will bring new customers, which is a good thing.

The project team had a second Zoom meeting with the ORA strata Council members on February 22, 2023, where a revised lane design was presented:

- Project team attendees: Wayne Pai & Zachary Vermeulen (Landa), Arno Matis & Amey Kandalgaonkar (AMA), Yulia Liem (Bunt), Chi Chi Cai (Pooni Group)
- ORA attendees: Duncan Deng (property manager, First Service Residential), David Feldstein, Edward Li & James
- Design revisions include:
 - Hotel drop-off moved inside the parkade to reduce traffic on the lane;
 - Bus drop-off accommodated within dedicated loading bays on Landa's site; and
 - New West Road to serve as an additional hotel entrance and primary residential entrance – identified with additional signage.
- The project team confirmed that no large-scale CRUs are anticipated for this site and that we are still exploring gate control options for the parkade entrance at the lane to limit the amount and type of vehicles.
- The project team explained the lane design, including the roll-over curb on the Landa side, which will help facilitate vehicle movements by allowing cars to drive over it if there is a parked vehicle in the lane.
- The project team noted that the New West Road will serve as the main vehicular entrance to the side; however, the City's requirement is for loading to be taken off the lane.
- Feedback and comments received from ORA:
 - Do not see much of a change from what was presented in December.
 - An additional 3m widening is not enough.
 - There are already too many trucks/buses/service vans using the laneway.
 - One attendee referenced a SUV that was parked in the lane for 15 minutes with its hazard lights on, blocking traffic in the lane.
 - Consider the impact of incremental loading on the lane – ORA does not have a designated loading area and they need to use the lane for loading.
 - One attendee acknowledged the project team's efforts to improve the lane design.
- The project team has proposed a follow up meeting to present the data that is being collected by Bunt on actual vehicle movements in the lane and an estimation of the commercial traffic counts (i.e., hotel buses, deliveries, garbage, etc.) that are anticipated to be generated by our proposal. Based on the ORA strata Council's meeting schedule, this follow up meeting will likely occur sometime in March.



The project team had a Zoom meeting with representatives from T&T's management team on February 24, 2023:

- Project team attendees: Wayne Pai & Zachary Vermeulen (Landa), Arno Matis & Amey Kandalgaonkar (AMA), Yulia Liem (Bunt), Chi Chi Cai (Pooni Group)
- T&T attendees: Crystal Zhang & James Wong
- City of Richmond attendee: Kevin Eng
- T&T's feedback & comments:
 - T&T's delivery schedule is 6-days a week, except Sundays, from approximately 9-5pm. Between 9-1pm is the busiest time and each delivery takes about 30 minutes.
 - It is difficult to know exactly when the trucks will come, and it is challenging to clear the back log quickly if there are trucks queued up in the lane waiting for a loading bay.
 - The current lane is too narrow – commercial trucks are hitting the posts and gate. It is good news to hear that Landa's development includes a widening of the lane.
- T&T asked if the lane would be impacted during construction and what the timing for construction is:
 - Landa confirmed that there will be no construction access from the lane, and they will work with a civil engineer and the construction manager to figure out how construction activity could potentially impact the lane. Any off-site work that will happen in the lane will be done closer to the end of construction.
 - In terms of timing – if a successful rezoning is obtained in late spring/early summer, development and building permits will need to be applied for and issued prior to any construction. The earliest ground breaking is anticipated to be at the end of 2024.
- T&T noted that the current lane is one-way in each direction and asked how an additional 1.5m would help:
 - Kevin Eng noted that the proposed widening achieves the City's lane standard and that delineation is not a practice that is implemented in Richmond lanes. Technically there are no "lanes" in the lane.
 - The 1.5m widening will aid with truck maneuvering and allow for two cars to bypass a parked vehicle. A 1.5m sidewalk with roll-over curb will also be installed on the Landa side to allow for additional width if needed.
- T&T acknowledged that limiting the lane to commercial traffic will help ease the number of additional cars using the lane because of this project.
- The project team notes that delivery trucks that line up on the ORA side of the lane should not impact trucks turning into the loading bays on Landa's site.

Pooni Group canvassed the ORA commercial tenants on March 20, 2023, and spoke with 5 out of the 7 tenants – one is closed on Monday and we previously met with T&T via Zoom. We inquired about tenant's experience with the current lane – they noted that:

- They personally have not experienced too many issues with the lane, but they have heard from customers that experienced delays and congestion trying to access the underground parkade.



- The issue seems to be primarily with delivery trucks that block the lane, parkade entrance, and accessing the loading bays due to the narrowness of the lane.
 - When shared with them that as part of Landa's proposal, the lane will be widened and most of the tenants expressed that would help.
- One tenant explicitly stated that he wants the proposal to go through bcs it will bring more customers to the area.

Pooni Group's business card was left with the businesses in case they wanted to subsequently reach out with additional comments or observations.

A follow up letter was sent to the ORA strata Council via the property manager on March 29, 2023 that summarized our proposed design for the lane. A copy of the letter is attached as Appendix B. A follow up email was sent to T&T summarizing the proposed lane design and improvements on March 29, 2023.



APPENDIX A – PROJECT ONE-PAGER

6851 & 6871 Elmbridge Way, Richmond

Landa Oval Development Ltd has submitted an application to rezone 6851 & 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre). The application received first reading by Council on November 14, 2022 and will progress to a Public Hearing on December 19, 2022.



The proposal is for a high density, mixed use project with new commercial spaces, including a hotel, and residential (strata and affordable market rental) homes in close proximity to the YVR Airport and City Centre.

Density: 3.0 FSR

Max Building Height: 15-stories

Commercial Space: 148,000 ft²

Residential Space: 297,000 ft²

Project Benefits



\$6 million contribution for City-Owned Community Amenities



A new 189 room hotel adjacent to the Olympic Oval and YVR Airport



321 new strata homes and 35 affordable low end market rental



4 new public pocket plazas



A new west connector road to aid traffic flow



Transit demand management strategies including additional bike stalls, a transit pass program, and car pool + car-share spaces.

How to Participate

A public hearing is scheduled for 7 pm on December 19, 2022.

1. SUBMIT YOUR CORRESPONDENCE TO COUNCIL

If you wish to submit your comments to Council, you can do so via written correspondence:

- By email: cityclerk@richmond.ca
- By standard mail: 6911 No.3 Road, Richmond, BC, V6Y 2C1, Attention: City Clerk
- By fax: 604-278-5139, Attention: City Clerk

It is encouraged to send written submissions by 4 pm on the date of the Public Hearing, however, submissions received right up to the time of the Public Hearing (7 pm) will be accepted. **All** submissions will form part of the record of the hearing.

2. SPEAK TO COUNCIL

To participate remotely via phone or Zoom, please register through the City Clerk's Office by phone at 604-276-4007 or by email cityclerk@richmond.ca. Registration deadline is 1 pm on the day of the meeting (December 19).

Anyone wishing to attend in-person should arrive at Council Chambers (Richmond City Hall, 6911 No. 3 Rd) at 7 pm.

You will have up to ten minutes to speak to the proposal at Public Hearing.

QUESTIONS?

Please contact Chi Chi by:
email: chichi@poonigroup.com
phone: 604.731.9053 ext 122





APPENDIX B – LETTER TO ORA

March 29, 2023

ORA – The Owners, Strata Plan EPS1236
5th floor – 5511 Hollybridge Way
Richmond, BC

Re: Landa Global Properties (Landa) proposal at 6851-6871 Elmbridge Way – Proposed lane design

Dear ORA strata Council members,

Thank you for taking the time to meet with us and our project team in December 2022 and February 2023. We appreciate the dialogue, and we hear and acknowledge your frustrations with the existing lane conditions. In collaboration with City of Richmond Planning and Transportation staff, we have proposed a lane design that will minimize the traffic impact generated by our project and improve conditions for existing users.

- As part of our proposal, we will be widening the lane by an additional 3m (1.5m of drive aisle plus 1.5m transitional apron) – this is consistent with City of Richmond’s lane standard.
- The lane widening will facilitate smoother more efficient maneuvering for trucks accessing both our site and yours and will also allow cars to go around them.
- Provision of wider loading bays on our site to accommodate deliveries, a hotel shuttle, and garbage collection.
- Provision of a large passenger area beside the dedicated hotel shuttle loading area to allow for loading/unloading and direct access to the hotel lobby.
- Relocation of the hotel pick up/drop off area from the lane to the parkade – this helps to reduce the number of vehicles that need to access the lane.
- Implementation of a gate at the lane access to restrict access to/from the parkade and reduce traffic on the lane. The lane access will be for hotel guests and on-site employees only.
- The new west road will serve as the primary access for all traffic including residential, residential visitors, commercial, and Richmond Oval.
- Bunt has undertaken a Transportation Impact Assessment (TIA) and concluded that all traffic generated by our project can be accommodated by the lane upon widening.

It is important to keep in mind that a lane is intended to serve as an access point for loading, moving, garbage, servicing vans, etc., since these activities are not permitted to occur along city roads. We recognize that the lane is the only access point for ORA, which results in a lot of vehicle activity; however, our proposal will have two access points (via the lane and the new west road), which helps to disperse traffic. We will also be

restricting the type of traffic that can utilize the lane access to hotel guests and on-site employees only, which greatly reduces the number of vehicles accessing the lane. In addition, we will be implementing Transit Demand Management (TDM) strategies to encourage residents and visitors to utilize alternative modes of transportation including the provision of transit passes, additional bike stalls, and carpool and car share spaces. Our proposal complies with Council adopted policies including the Official Community Plan and City Centre Area Plan and will help deliver on the city's vision for the area with a mixed-use project that includes new homes (strata and affordable rentals), a new hotel close to the airport, and a cash contribution that will help fund new community facilities and civic infrastructure.

Sincerely,



Wayne Pai, Vice President of Development
Landa Global Properties

Eng, Kevin

From: Eng, Kevin
Sent: March 27, 2023 3:58 PM
To: Letian Li
Cc: MayorandCouncillors
Subject: RE: Reference - Landa Development permit application for 6851-6871 Elmbridge Way
Attachments: 20230320150154153.pdf

To Letian Li and Ora Strata (EPS 1236),

Thank you for the correspondence submitted to Mayor and Council outlining your concerns and comments in relation to the rezoning application at 6851 and 6871 Elmbridge Way. A copy of your correspondence and this City staff response will be attached to the forthcoming staff report as public correspondence received on this rezoning application.

I would also like to provide the following information back to you in response and reference to the comments made in your letter:

- The lane standard improvements to be undertaken by the subject development will add an additional 1.5 m wide drive-aisle to the existing 6 m wide lane drive-aisle to achieve a 7.5 m wide drive-aisle. Also, a 1.5 m wide transition is proposed between the edge of the lane drive-aisle and building that will be designed to allow for appropriate vehicles to travel over at designated areas (i.e., in front of loading/service areas and lane access driveways). These lane improvements proposed for the subject development are consistent with the works recommended previously by City staff. The applicant's professional traffic consultant has confirmed that the improved lane will be able to accommodate existing traffic and additional traffic from the proposed development in the lane. The ultimate lane drive-aisle width of 7.5 m is consistent with the lane standard applicable for redevelopment in the City Centre Area Plan (CCAP).
- The proposal has been revised to introduce the least amount of additional traffic into the lane to access the subject development's parkade and designating the new west road entrance as the primary access to the subject site. This has been achieved by relocating all hotel pick-up and drop-off functions into the parkade (no longer directly accessed off the lane) and placing restrictions on the usage of the lane access to only hotel guests (entry only) and on-site employees (enter and exit). The new west road access will be open to all vehicles (residential; residential visitors; commercial; Oval), including those vehicles permitted to use the lane access (hotel guests and on-site employees). Restrictions for the lane access and operational measures to ensure full access for the new west road access will be secured through legal agreements required as part of the rezoning considerations for this development. As a result of the lane access restrictions referenced above, it is anticipated that 77.5% of traffic accessing the parkade of the subject development will be from the new west road access and only 22.5% of traffic will utilize the lane access. When comparing the subject development's anticipated vehicle traffic volume in the lane accessing the lane driveway compared to the traffic volumes in the lane from the Ora development, the subject development represents only a small proportion (18%) of this total traffic volume in the lane.
- The subject development provides for sufficient on-site loading provisions to service all residential and non-residential uses proposed in the project. A maximum medium vehicle size that can be accommodated in either the loading bays and hotel shuttle parking area will be secured as part of the rezoning. Vehicle movements to enter and exit these loading, hotel shuttle bus and service areas have been demonstrated by the applicant's professional traffic consultant to ensure minimal impacts to traffic in the lane when vehicle movements into these spaces are being undertaken. No large-sized loading spaces to accommodate large vehicles (i.e., trucks with trailers or large buses) will be required to be provided as the applicant and their professional traffic consultant has confirmed that uses in the project will not require deliveries from large vehicles. Based on this, a restriction will be secured through the rezoning that specifies a maximum medium-sized truck and prohibits any large-sized vehicle.

I would also like to take the opportunity to provide updates on some immediate action being undertaken to address current issues caused by vehicles (commercial, delivery and service) parking/stopping in the lane. City staff will be changing City regulatory signage posted in the lane to “No Stopping”. This will prohibit any vehicles (except emergency service vehicles) from stopping or parking in the lane. These vehicles will be required to use designated on-site spaces and no longer park or stop in the lane, which is negatively impacting traffic utilizing the lane to access the Ora developments parkade. In conjunction with the change to regulatory signage, Community Bylaws (Parking Enforcement) will be patrolling this area to enforce the no stopping regulations in the lane.

Should council decide to forward the revised rezoning proposal on the subject site to a public hearing, you will receive notice from the City Clerks office containing information about any future public hearing and how to participate.

If you have any questions on the above, please feel free to contact me directly (604-247-4626; keng@richmond.ca).

Regards,
Kevin Eng
Senior Planner, Policy Planning Department, City of Richmond
604-247-4626; keng@richmond.ca; www.richmond.ca

From: Letian Li <council@orabc.info>
Sent: March 17, 2023 8:47 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Reference - Landa Development permit application for 6851-6871 Elmbridge Way

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

March 14, 2023

Attention: Dear Councilors

Subject: Reference - Landa Development permit application for 6851-6871 Elmbridge Way

Background: After the most recent City public hearing where this project was reviewed in detail and then voted on (6 to 3) in favor of sending this project back to the developer to re-do the plan to improve laneway use between their project and ORA(Strata plan EPS1236). We were approached by the Landa group and did meet as they mentioned that they had a new plan that “addressed most of our laneway concerns”.

Unfortunately, the meeting did not address our valid concerns.

Main Points

PH → 160

- Total expansion to the current existing laneway is still just 1.5 meters, an increase in total width of 25%.
- This new width is to cover virtually all commercial traffic servicing both the new condo development (350 units) and the hotel (180 suites) IN ADDITION TO CURRENT ORA NEEDS. Such vehicles could be garbage, recycling, busses, vans, service trucks (plumbers, electricians, renovations, painters, food, beverage, move in move out, Shaw, Telus, restorations, etc).
- Landa group mentioned that most trucks would park on their property by backing into spaces provided. This clearly will not work, as to back into those few spaces, the trucks will require to utilize the laneway to maneuver thus stopping ALL traffic just as we do experience today.
- At the same time only 4 total spaces are there for all trucks. Including just one for the bus. Overflow will for sure end up in the LANEWAY blocking traffic.

We, therefore, stress again the Landa plan is not workable neither for us nor for them utilizing this one laneway.

Compared to Burnaby, the traffic planning in Richmond is a little bit out-of-date. The most significant example is the new river road, which soon become another congested road. High-rise apartment areas have a very dense traffic flow that needs to be taken into account during urban planning.

We invite you to visit our strata and get to know the situation in person. We do have some ideas to share with you.

Yours sincerely,

Letian Li

President of Council,

Strata Plan EPS1236

From: Letian Li <council@orabc.info>
Sent: March 17, 2023 8:47 PM
To: MayorandCouncillors
Subject: Reference - Landa Development permit application for 6851-6871 Elmbridge Way
Attachments: Letter to City Councilors re Landa development - EPS1236.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

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We invite you to visit our strata and get to know the situation in person. We do have some ideas to share with you.

Yours sincerely,

Letian Li

President of Council,

Strata Plan EPS1236



The Owners,
Strata Plan EPS1236

March 14, 2023

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The Owners,
Strata Plan EPS1236

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Yours sincerely,

Letian Li

President of Council,

Strata Plan EPS1236



1 604 270 1164 (9am-5pm)
1 855 273 1967 (After Hour)



PH - 165
5th floor, 5511 Hollybridge Way
Richmond, V7C0A3



support@orabc.info
<https://orabc.info>

Eng, Kevin

From: Eng, Kevin
Sent: March 17, 2023 12:36 PM
To: 'Nana Baby'
Cc: Letian Li; Hingorani, Sonali; CityClerk; Gillanders, Laura
Subject: RE: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

Hi Lam,

Thank you for your email providing additional comment and questions. This email will be provided to Mayor and Councillors as public correspondence received for the rezoning application at 6851/6871 Elmbridge Way (note: your contact information will not be disclosed as per your request). The following is a status update as requested:

- At the December 19, 2022 Public Hearing, the rezoning application was referred back to staff for further review.
- City staff and the applicant's project team are reviewing and are looking to bring forward a revised rezoning proposal to Council for consideration, that includes project revisions and responses to the issues raised at Public Hearing.

The project team from Landa did undertake some additional outreach with various representatives from the Ora development earlier in February 2023. If you would like to find out additional information about this outreach, please contact either your strata council/residential property manager. If you wish, you can also directly contact the Landa project lead that coordinated this outreach (Chi Chi Cai with the Pooni Group; chichi@poonigroup.com) to obtain information about the outreach conducted.

In relation to your comments and questions in your email, I am providing the following information and responses:

- For traffic, parking and vehicle stopping concerns noted within the lane, complaints or concerns can be submitted directly to Community Bylaws – Parking (bylawrequest@richmond.ca or via phone at 604-276-4345, Monday-Friday, 8:15-5:00pm) for review and follow-up as necessary.
- The matter of the convex mirrors that have been installed in the lane has been reviewed by City staff and I am providing their comments on this matter:
 - The City of Richmond does not install or permit to be installed, convex mirrors on City land/right-of-ways due to the traffic safety issues around:
 - reverse image will create confusion at higher speeds;
 - maintenance and vandalism;
 - distorted/small image;
 - headlight glare;
 - potential for driver's attention to be taken up and away from the road.
- For the concerns about traffic issues in the lane and impacts as a result of the proposed Landa development, project responses are being reviewed that would potentially remove hotel passenger pick-up and drop-off functions from the lane and relocate these activities to within the development's parkade. Furthermore, options are being explored to bring forward revisions that would minimize the amount of additional traffic in the lane as a result of the Landa development and require a majority of vehicle trips to the site to utilize the new west road access. The staff report on this rezoning, once completed and Planning Committee date confirmed, will be available to the public for review. Please feel free to contact me to receive additional information on the anticipated timing of when the report will be available and considered by Council.
- The City's current classification of River Road (arterial) and Elmbridge Way (City Centre collector road) does not permit direct access for development site's due to traffic operations and safety reasons. As a result, access from either River Road or Elmbridge Way for new developments is not permitted or supported by City regulations.

Regards,
Kevin Eng
Senior Planner, Policy Planning Department, City of Richmond
604-247-4626; keng@richmond.ca; www.richmond.ca

From: Nana Baby [REDACTED]
Sent: March 9, 2023 3:19 PM
To: Eng, Kevin <KEng@richmond.ca>
Cc: Letian Li <council@orabc.info>; Hingorani, Sonali <SHingorani@richmond.ca>; CityClerk <CityClerk@richmond.ca>; Gillanders, Laura <LGillanders@richmond.ca>
Subject: Re: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Kevin,

Hope this email finds you well!

It has been almost 3 months since we last contacted each other. I am not sure if the design consultants of the Landa development have contacted Ora's Strata Council or City of Richmond regarding the traffic issue. I just want to recall why I have serious concerns about the East Lane traffic. Below links are the videos taken today at 8:20am. I almost hit a car when I exited the residential parking entrance because there were two trucks parking next to the entrance and they blocked the view.

Front - <https://youtu.be/B8FAQOF5IeM>

Rear - <https://youtu.be/MBdgl2qoF80>

I always check the mirror when I am in the parking lot area. I saw the recycling pick up worker coming into our building so that I knew that there was at least one truck parking next to the entrance. Today, there were two trucks and one on each side. The trucks blocked the view so I checked the two mirrors which were in front of the entrance. Then, I moved slowly and checked both sides again before turning to the right. But still, I almost hit a car! I guess that driver was not a resident here. If he was, he would know that there was a parking entrance and would slow down the speed. Maybe he didn't see that there was a car coming out because the truck blocked his view too. Anyways, it was dangerous! And I checked the videos and found that he didn't enter the public parking lot either. He was just using this lane as a shortcut.

The Landa development will propose a parking entrance and a loading bay right opposite to Ora's residential and public parking entrances. It will be like having a 4-way traffic intersection. My concerns are:

PH → 167

Will they remove the existing two mirrors?

What measures will be provided to control the traffic, to avoid car accidents and to minimise traffic jams?

Is it possible to relocate the proposed parking entrance to Elmbridge Way or to River Road?

I wish that the design consultants didn't play around with the numbers to fool us or propose measures that could be changed by the future Landa's Strata Council.

Please update me the planning status and provide me the revised traffic arrangement when available. Thank you!

*****I don't want to disclose my personal contact information such as email address and phone number to the public. Please cross out this information if our email correspondences will be included in the Public Hearing.*****

Regards,

Lam



Address: 6851 and 6871 Elmbridge Way

File No.: RZ 17-782750

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, the developer is required to complete the following:

1. (Lot Consolidation) Consolidation of all the lots (6851 and 6871 Elmbridge Way) into one development parcel.
2. (Dedications/SRW/Road Functional Plan) Securing of the following road dedications and Statutory Right-of-Ways (SRW):
 - 2.1. River Road – Road dedication and SRW for applicable frontage works and improvements. Along the subject site’s entire River Road frontage, provide for a minimum 0.5 m wide road dedication and 2.0 m wide SRW.
 - 2.2. New West Road – Road dedication for the construction of a new City road. Along the subject site’s entire west frontage between Elmbridge Way and River Road, provide for a minimum 18 m wide road dedication.
 - 2.3. Elmbridge Way – Road dedication for applicable frontage works and improvements and other road upgrades. Along the subject site’s entire Elmbridge Way frontage, provide for a minimum 0.3 m wide road dedication.
 - 2.4. Lane – SRW for applicable lane works and improvements. Along the subject site’s entire east frontage along the existing lane, provide for a minimum 3.0 m wide SRW.
 - 2.5. Corner cut provisions:
 - 2.5.1. At the subject site’s north west corner (River Road and New West Road intersection) and south west corner (Elmbridge Way and New West Road intersection), provide for a minimum 4 m x 4 m corner cut road dedication.
 - 2.5.2. At the subject site’s north east corner (River Road and lane intersection) and south east corner (Elmbridge Way and lane intersection), provide for a minimum 3 m x 3 m SRW.
 - 2.6. All road dedication and SRW dimensions are preliminary and subject to change. Confirmation of the road dedication and SRW dimensions will be through the submission and approval of the road functional plan for the project. The road dedication and SRW dimensions provided for in Section 2. will be required to be amended to be compliant with the approved road functional plan.
 - 2.7. The SRW’s referenced in Section 2. shall provide for:
 - 2.7.1. 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, storm water management measures and universal accessibility provisions, to the City’s satisfaction;
 - 2.7.2. Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
 - 2.7.3. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and

- 2.7.4. Permanent building encroachments, provided that any such encroachments do not comprise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as determined to the satisfaction of the City and specified in the approved Development Permit*, including weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit*.
 - 2.7.5. 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 & liability responsibility is to be at the sole cost and responsibility of the owner/developer, unless otherwise determined and approved by City staff. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. After completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
 - 2.7.6. The SRW shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures.
3. (Road Functional Plan) Submission and approval of the road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
 4. (Driveway – New West Road and Lane) Registration of a legal agreement on title ensuring that the only means of vehicle access is through one driveway crossing to the new west road and one driveway crossing to the lane and that there be no access provided along River Road or Elmbridge Way. The legal agreement shall also note the following:
 - 4.1 Reference lane access restrictions being secured through other legal agreement (Item 30).
 - 4.2 Reference new west road access operational requirements secured through other legal agreement (Item 31).
 5. (Aircraft Noise) Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
 6. (Flood Protection) Registration on title of a standard City of Richmond (“Area A”) flood indemnity covenant.
 7. (Mixed Use) Registration of a covenant on title that identifies the building as a mixed use building and includes the following provisions:
 - 7.1. That the design is required to mitigate unwanted noise and avoid noise generated from the internal use from penetrating into residential areas.
 - 7.2. Notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant and other commercial uses and activities.
 8. (No Rental/Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
 9. (Adjacencies) 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.

10. (Hotel Suite/Room – No dwelling or stratification) Registration of a legal agreement on title identifying that the hotel suites/rooms associated with the hotel component of this project are:
 - 10.1 Not permitted to be used as dwelling units and cannot include kitchens and/or other facilities typical of a dwelling unit; and
 - 10.2 Hotel rooms and suites cannot be subdivided into individual strata lots.

11. (Shared parking) Registration of a legal agreement on title related to the sharing of residential visitor parking stalls with non-residential parking stalls (commercial uses) to the satisfaction of the City and specified in the approved Development Permit where applicable and includes the following provisions:
 - 11.1. Non-residential (commercial) and residential visitor parking stalls can be shared.
 - 11.2. Shared parking stalls are not permitted to be assigned and/or reserved to a particular use or user.
 - 11.3. Shared parking stalls are not permitted to be arranged in a tandem configuration.
 - 11.4. Implement the applicable signage to clearly identify shared parking stalls.

12. (Transportation Demand Management Measures) Registration of the following legal agreement(s) on title related to this projects transportation demand management measures to the satisfaction of the City and specified in the approved Development Permit where applicable:
 - 12.1 Registration of a legal agreement for a transit pass program (residential) that includes the following provisions:
 - 12.1.1 Monthly two zone transit passes are to be provided for 1 year for 40% of the market residential units.
 - 12.1.2 Market residential dwelling units that do not have an assigned parking stall are to be granted first right of refusal pertaining to access to the monthly two zone transit passes. Otherwise, market residential dwelling units shall be distributed transit passes on a first come/first serve basis.
 - 12.1.3 Monthly two zone transit passes are to be provided for 1 year for 100% of the affordable housing Low End Market Rental (LEMR) units.
 - 12.1.4 Monthly two zone transit passes are to be provided for 1 year for 40% of the non-residential parking stalls (1 transit pass for each stall) and are to be provided to the non-residential uses on a first come/first serve basis.
 - 12.1.5 Program duration shall be when all applicable transit passes have been distributed or after a period of not less than 3 years from the date of full occupancy being provided by the City on the applicable building permit application.
 - 12.1.6 Require the submission of letters of credit for each of the residential and non-residential transit pass programs, the amount to be based on the value of the total number of transit passes (at the time of the registration of the legal agreement) plus a 5% contingency.
 - 12.1.7 The owner/developer shall be responsible for keeping all records that documents the distribution of the transit passes in accordance with the provisions of this legal agreement for submission and approval to the City as part of the process to release the submitted letters of credit.
 - 12.2. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:
 - 12.2.1. Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
 - Bicycle maintenance/repair facilities (one for each residential tower) that shall include a minimum of a bike repair stand with tools and manual operated pump with pressure gauge.

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- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking.

12.2.2. Non-Residential

- Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
- Provide for end of trip facilities to service non-residential uses that be required to provide for secured rooms with water closets, wash basins, showers and change rooms.
- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking .

12.2.3. General - Prohibits the conversion of any end-of-trip facilities or bicycle maintenance/repair facility to any other use.

12.3. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains not less than 5 parking stalls dedicated for carpooling use to the satisfaction of the City as specified in the approved Development Permit.

12.4 Registration on title of a legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

- 12.4.1. Two (2) car-share parking spaces located together on the subject site where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;
- 12.4.2. Operating electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and
- 12.4.3. Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.
- 12.4.4. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and non-residential uses on the lot.
- 12.4.5. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.
- 12.4.6. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:
 - 12.4.6.1 The developer/owner provides two (2) car-share cars at no cost to the operator;
 - 12.4.6.2 The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and
 - 12.4.6.3 The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility, as determined to the satisfaction of the City

12.5. Registration on title of a legal agreement that would provide for a minimum of 10% of the total parking spaces for non-residential use with EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) to the satisfaction of the City, in an approved Development Permit as specified in the approved Development Permit.

13. (Parking – Richmond Olympic Oval) Registration on title of a legal agreement or SRW that would provide provisions for special event parking for the Richmond Olympic Oval facility on the subject development site to

the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

- 13.1. Provides not less than 52 parking stalls that can be reserved by the Richmond Olympic Oval during special events where high parking demands are anticipated. There shall be no fee charged to the Richmond Olympic Oval for reserving the stalls upon advanced notice. Developer/owner retains the ability to charge users of the parking stalls at the applicable rate subject to the limitations specified in 13.3.
- 13.2. The 52 parking stalls are required to be generally located in one consolidated area of the subject development on-site parking structure for ease of use/wayfinding and management.
- 13.3. Pay parking provisions applicable to the 52 parking stalls cannot exceed the pay parking rates at the Richmond Olympic Oval.
- 13.4. No barriers or other physical measures blocking or restricting access to these 52 parking stalls is permitted, unless approved by the City, with the exception of signage during special event periods.
- 13.5. A specified advanced notice period will be provided to allow the Richmond Olympic Oval to reserve these 52 parking spaces during special events.
- 13.6. Include other terms and conditions to the satisfaction of the City and developer/owner.

14. (New West Road – Temporary Partial Closure) Registration of a legal agreement that notifies that the new west road access is required to be maintained and fully operational during temporary partial closures of the new west road during special events. During temporary special event road closures, operational adjustments to the new west road, including but not limited to local traffic only restrictions to ensure access to the new west road driveway access is maintained for the subject development.

~~14. (Driveway – New West Road) Registration on title of a legal agreement that provides for the temporary closure of the driveway/vehicle access along the subject site’s new west road frontage during special events when operational adjustments to all or a portion of the new west road or other roads in the surrounding area are required to accommodate special events.~~

15. (Affordable Housing – LEMR) Registration of the City’s standard Housing Agreement to secure 35 affordable housing Low End Market Rental (LEMUR) units, the combined habitable floor area of which shall comprise at least 10% 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	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	3 units	37 m ² (400 ft ²)	\$811	\$34,650
1-Bedroom	10 units	50 m ² (535 ft ²)	\$975	\$38,250
2-Bedroom	11 units	69 m ² (741 ft ²)	\$1,218	\$46,800
3-Bedroom	11 units	91 m ² (980 ft ²)	\$1,480	\$58,050

* Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development’s total residential building area.

** May be adjusted periodically as provided for under adopted City policy and/or in accordance with the Housing Agreement..

- 15.1. Full and unlimited use by the LEMUR unit occupants of the following on-site features (at no charge or additional fee), which may include, but may not be limited to:
 - 15.1.1. Indoor and outdoor amenity spaces intended for the exclusive or shared use of the LEMUR unit occupants;
 - 15.1.2. Waste management and loading facilities intended for the exclusive or shared use of the LEMUR unit occupants; and

15.1.3. On-site parking, “Class 1” bike storage and supporting bicycle repair/maintenance facilities, and related electric vehicle (EV) charging stations intended for the exclusive or shared use of the LEMR unit occupants.

16. (Indoor and Outdoor Amenity) Registration of a legal agreement on title that would apply to the on-site residential indoor and outdoor amenity areas to ensure they are made fully accessible for shared use by all residents (market strata unit occupants and affordable housing LEMR unit occupants) to the satisfaction of the City as specified in the approved Development Permit.
17. (District Energy Utility) 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 agreement(s) will include, at minimum, the following terms and conditions:
- 17.1. 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.
- 17.2. 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:
- 17.2.1. 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 provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City’s service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
- 17.2.2. 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 carbon 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. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 17.3. 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.
- 17.4. 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:
- 17.4.1. the building is connected to the DEU;
- 17.4.2. 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
- 17.4.3. 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.
- 17.5. 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:
- 17.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;

- 17.5.2. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner’s sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City’s service provider, 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;
 - 17.5.3. the owner transfers ownership of the low carbon energy plant on the subject 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;
 - 17.5.4. 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
 - 17.5.5. 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.
- 17.6. If a DEU is not available for connection, and a 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:
- 17.6.1. 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
 - 17.6.2. 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).

18. (Cash-in-lieu of Community Amenity Facility) City’s acceptance of the developer’s voluntary contribution of \$6,022,453, to be deposited into either the (1) Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund and/or (2) Richmond’s Child Care Reserve, at the sole discretion of the City, in lieu of constructing community amenity space on-site, as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$809/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed High Density Mixed Use (ZMU52) – Oval Village (City Centre) zone, as indicated in the table below.

Use	Maximum Permitted VCB Bonus Floor Area Under the ZMU52 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	13,832 m ² (148,887 ft ²)	691.6 m ² (7,444 ft ²)	8,708/m ² (\$809/ft ²)	\$6,022,453 (*)

* In the event that the contribution is not provided within one-year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate shall be increased annually thereafter based on the Statistics Canada “non-Residential Building Construction Price Index” yearly quarter-to-quarter change for Vancouver, where the change is positive.

19. (Public Art) City acceptance of the developer’s offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
- 19.1. Prior to rezoning adoption, registration of legal agreement(s) on title to facilitate the implementation of an approved Public Art Plan for the subject site, together with the ongoing management and maintenance of the artwork(s) and related considerations, which Plan shall be prepared by an appropriate professional based on:
 - 19.1.1. The Richmond Public Art Program, City Centre Public Art Plan, and applicable supplementary public art and heritage planning resources, together with review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services; and

19.1.2. A value of at least \$330,781 or the product of the applicable Council-approved contribution rate in effect at the time of Development Permit approval and the maximum buildable floor area permitted under the subject site’s proposed ZMU52 zone (excluding permitted floor area exemptions), whichever is greater, as generally indicated in the table below

Use	Exemptions	Applicable Floor Area	Min. Rate (1)	Min. Contribution (2)
Residential	Affordable Housing 2,767 m ² (29,781 ft ²)	25,755 m ² (277,232 ft ²)	0.93/ft ²	\$257,826
Commercial	N/A	13,832 m ² (148,887 ft ²)	0.49/ft ²	\$72,955
			TOTAL	\$330,781

- (1) Rates (applicable to maximum permitted buildable floor area) in effect at the time of writing these Rezoning Considerations.
- (2) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit*. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.

19.2. “No development” shall be permitted on the subject site, restricting Development Permit*, until the developer:

19.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan (e.g., statutory rights-of-way for public access), which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is prepared/submitted by the developer and/or an artist(s) is engaged (as generally set out in the Public Art Plan submitted prior to rezoning adoption), to the City’s satisfaction; and

19.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer’s implementation of the Public Art Plan or Detailed Public Art Plan, as applicable, the value of which shall be at least \$330,781.

19.3. “No occupancy” shall be permitted on the subject site, restricting Building Permit* inspection granting occupancy of a building on the subject site, in whole or in part, until:

19.3.1. The developer, at the developer’s sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork(s), and causes the public artwork(s) to be installed on City property, if expressly permitted by the City, 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 or Detailed Public Art Plan, as applicable);

19.3.2. The developer, at the developer’s sole 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 if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.

19.3.3. The developer, at the developer’s sole 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 or Detailed Public Art Plan, as applicable, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include, but may not be limited to:

- 19.3.3.1. 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;
- 19.3.3.2. A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- 19.3.3.3. The maintenance plan for the public art prepared by the artist(s); and
- 19.3.3.4. 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.

Notwithstanding the afore mentioned statement, if occupancy of the subject site is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot unless the required public art features and related requirements are complete to the City's satisfaction.

- 20. (City Trees – Off-site) The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund (for the removal of 2 City trees) in the amount of \$5,250.
- 21. (Trees – On-site) The submission of a tree replacement security (Letter of Credit) in the amount of \$9,000
NOTE: This tree replacement security shall be returned to the developer upon issuance of a Development Permit* that includes the required replacement trees and the developer's submission of the Development Permit* Landscape Security for the installation of on-site landscaping including the replacement trees.
- 22. (Community Planning) City acceptance of the developer's voluntary contribution in the amount of \$129,233 (i.e. \$0.31/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 23. (AZR Building Height Confirmation) Submission of a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements
- 24. (Development Permit) The submission and processing of a Development Permit*, completed to a level deemed acceptable by the Director of Development.
- 25. (Final Adoption Deadline) Subject to Council consideration of Zoning Amendment Bylaw 10423 and to ensure this application, proceeding in accordance with the LEMR policy in place prior to November 15, 2021, moves forward to adoption in a timely manner, the rezoning is to be adopted no later than ~~November 15, 2023~~ April 15, 2024. If the rezoning application is not ready for adoption by ~~November 15, 2023~~ April 15, 2024, a staff report will be brought forward to Council providing an update on the status of the application and recommendation(s) on whether the rezoning application should be revised to comply with the current City policy.
- 26. (Servicing Agreement) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering and transportation works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by the City and set out in a City-approved Phasing Agreement registered on title, to the satisfaction of the Director, Engineering, Director, Transportation, and Director, Development.
 - 26.1. Engineering Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering

works to the satisfaction of the Director, Engineering, which works shall include, but may not be limited to, those set out in **Schedule A** to the revised rezoning considerations (March 20, 2023).

- 26.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule B** to the revised rezoning considerations (March 20, 2023) and the final road functional plan to be submitted and approved in accordance with Item 3.

27. (Loading Spaces) Registration of a legal agreement on title related to the sharing of all on-site loading spaces between non-residential uses (i.e., commercial) and residential uses and specifies that the loading spaces cannot be assigned to a particular user to the satisfaction of the City.

28. (Hotel Shuttle – Vehicle Size) Registration of a legal agreement on title to identify a maximum vehicle size of a medium-sized truck (i.e., SU-9) that will service the hotel component of the development as a hotel shuttle.

29. (Maximum Truck Size) Registration of a legal agreement on title that ensures a maximum vehicle size of a medium sized truck (i.e., SU-9) for any truck servicing the subject site and/or utilizing on-site loading spaces and prohibits large-sized trucks (i.e., WB-17) from servicing the subject development to the satisfaction of the City.

30. (Lane Access Restrictions) Registration of a legal agreement on title that places access restrictions for the lane access driveway to the subject development’s parkade to the satisfaction of the City and includes the following provisions:
 - 30.1. Restrict lane access to hotel guests (enter only from the lane) and on-site employees (enter and exit from the lane).
 - 30.2. Require installation of a control measure (i.e., gate) to prevent access to and from the lane.
 - 30.3. Implement appropriate electronic security control infrastructure (i.e., intercom system and/or electronic security device – FOB) at the lane access entrance and lane access exit that will be programmed and operated to limit access to only those users identified in this legal agreement (i.e., hotel guests and on-site employees).
 - 30.4. Applicable control measures (i.e., gates) and existing security control measures to be identified and noted on the Development Permit plans and designed to the satisfaction of the City.

31. (New West Road Access – Operational Requirements) Registration of a legal agreement on title that identifies the new west road access as the primary vehicle access to the subject development’s parkade and require the following parameters to ensure full access to the satisfaction of the City and includes the following provisions:
 - 31.1. Any control measures (i.e., gate) installed along the new west road access to the subject development’s parkade is to remain open during the hours of operation of the non-residential uses in the development.
 - 31.2. Implement appropriate electronic security control infrastructure (i.e., intercom system and/or electronic security device – FOB) at the new west road access to allow for full access to all residential, non-residential and other users requiring access to the subject development’s parkade when the control measure (i.e., gate) is closed for security purposes.

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

1. Rezoning Requirements: Submit a signed/sealed letter (with an itemized list) from the project architect confirming that the Development Permit* building/landscape design complies with the terms of the development’s Rezoning Considerations (RZ 17-782750) and related required legal and Servicing Agreement* requirements.

2. BC Energy Step Code & District Energy Utility (DEU): Incorporate measures in the Development Permit* plans and, as applicable, register additional legal agreement(s), to the City's satisfaction, with respect to measures facilitating the development's compliance with applicable BC Energy Step Code requirements and the future connection of the lands to a City DEU system. This may include, but shall not be limited to, providing for the developer's construction and future transfer of an on-site low carbon energy plant to the City, at no cost to the City (on the basis of which, the development's Step Code level may be relaxed as permitted under City bylaw).
3. Aircraft Noise: Complete an acoustical and thermal/mechanical report and recommendations, prepared by an appropriate registered professional, which demonstrate that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.
4. Richmond Fire Department (RFD): Satisfy design review requirements, which may include, but may not be limited to, addressing (e.g., visible from the street, contrasting colours); fire hydrant measurements (e.g., principle entrance, RFD connection); fire panel (e.g., operation sequence, stages, elevator operation); RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces); fire ratings (e.g., podium); RFD access route measurements (e.g., widths, lengths, dead ends); smoke control measures (e.g., vestibules, stairwells, kitchens); tank permits (e.g., emergency generator); emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights); designated firefighter elevator; firefighter voice communication; fire extinguisher installation areas (e.g., measurements); and alarm-activated front door release.
5. Transportation Item Approvals: Additional design development, supporting information and site plan revisions to address the following matters to the satisfaction of the Director of Transportation:
 - Additional design development of on-site loading and garbage/recycling pick-up service areas, including any requested variances to on-site loading requirements ([i.e., no requirement for a large-size loading WB-17 space](#)).
 - ~~Additional design development and revisions to the hotel pick-up/drop-off provisions for this project.~~
 - Submission and approval of the Final road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
6. Additional requirements and legal agreements: As determined to the satisfaction of the City through the processing of the Development Permit Application.
7. Landscape Security: Register a legal agreement on title and submit a Letter(s) of Credit for landscaping, based on a cost estimate provided by a CSLA registered landscape architect (including 10% contingency), excluding landscape works that are subject to a Servicing Agreement* Letter of Credit.

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. 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 COPY ON FILE

Signed

Date

RZ 17-782750

Engineering*Servicing Agreement* Requirements*

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model with the water main upgrades proposed below, there will be 493.0 L/s of water available at a 20 psi residual at the River Road frontage, and 425.0 L/s of water available at a 20 psi residual at the Elmbridge Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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 designs.
 - ii) Install approximately 155 m of new 200 mm water main along the new north-south road and tie in to the existing water mains on River Road and Elmbridge Way, complete with fire hydrants per City spacing requirements.
 - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
 - iv) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
 - v) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
- c) At Developer's cost, the City is to:
 - i) Install one new water service connection complete with meter and meter box. Meter to be located onsite in a right of way.
 - ii) Cut and cap all existing water service connections to the development site, and remove meters.
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) The Developer is required to:
 - i) Upgrade approximately 95 m of storm sewer along the Elmbridge Way frontage from manhole STMH127527 to the west property line of the development site, complete with new manholes, and remove existing storm sewer.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within Elmbridge Way, the proposed storm sewer in the new north-south road, and the potential upgrades along River Road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.
 - iii) Install approximately 155 m of new minimum 600 mm storm sewer within the proposed north-south road.
 - iv) Confirm, via the required capacity analysis, whether upgrade of the existing storm sewers along the River Road frontage from the west property line of the development site to the main conveyance on Hollybridge Way is required. If required per the capacity analysis and City of Richmond engineering design specifications, the upgrade of these storm sewers shall be added to the servicing agreement scope.
 - v) Remove the temporary drainage works along the River Road frontage and infill the existing ditch.
 - vi) Install a new headwall and storm sewer at the western edge of the proposed road improvements on River Road to direct drainage from the existing ditch to the west to the proposed storm sewer in the north-south road. A sump manhole will be required at the tie-in point to the proposed storm sewer.
 - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- b) At Developer's cost, the City is to:
 - i) Install one new storm service connection, complete with inspection chamber.
 - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.

- iii) Reconnect all existing catch basins and lawn basins to the proposed storm sewers.
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) The Developer is required to:
 - i) Relocate into the roadway approximately 130 m of existing asbestos cement sanitary sewers along Elmbriage Way from manhole SMH56401 to manhole SMH4575. Reconnect all existing connections to the new main.
 - ii) Upgrade and relocate into the roadway approximately 130 m of existing asbestos cement forcemain along the Elmbriage Way frontage. The actual length of replacement required shall be determined by the predicted settlement amounts from the geotechnical report.
 - iii) Install one new sanitary service connection, complete with inspection chamber, off of the proposed sanitary sewer.
 - iv) After the existing sanitary sewers between manholes SMH56401 and SMH4575 are removed, discharge the existing statutory right-of-way along the south property line of the development site (plan number 47072). Prior to right of way discharge, the developer's consultant is required to submit a signed and sealed letter to the City stating that the AC sanitary main and related appurtenances have been removed and properly and legally disposed offsite. It is the developer's responsibility to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- b) At Developer's cost, the City is to:
 - i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) The Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground the overhead poles and lines along the development's River Road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.
 - (4) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii) Provide street lighting along all road frontages according to the following:

- a. River Road (South side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any flower basket holders or irrigation.
- b. Elmbridge Way (North side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
- c. New North-South "Pedestrian" Street @ west side of site (Both sides of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, flower basket holders, and 1 duplex receptacle, but EXCLUDING any banner arms or irrigation.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)
- d. Lane @ east side of site (West side of lane)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)

5) General Items:

- a) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site (i.e. AC sanitary sewer, FRP forcemain, AC water mains, etc.) and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewers and sanitary sewers along the River Road and Elmbridge Way frontages, and the storm sewer along the public-right-of-passage lane along the east property line, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) 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.
 - v) Enter into, SRW legal agreement that sets out Engineering's conditions associated with permitting the specific structures into the SRW, including but not limited to:
 - (1) Indemnification of City for any necessary maintenance/works the City has to undertake in the SRW.
 - (2) Cost of repair and any modifications would be the responsibility of the owner.
 - (3) Not liable for any damages or impacts to the encroaching structures as a result required maintenance/works.
 - (4) Owner should be responsible (at their cost) for any required modifications (including removal) made at the request of the City.

RZ 17-782750

Transportation

Servicing Agreement Requirements*

The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in Schedule B

1. Road Works:

The following cross-section descriptions are intended to describe “typical” conditions. The approved design may be required to vary from these “typical” conditions to address site-specific conditions and/or other requirements, as determined to the sole satisfaction of the City through the Servicing Agreement* design/approval processes. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Road Functional Plan**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving, and stormwater management measures. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works to the satisfaction of the Director, Transportation.

a) **River Road**

Frontage Improvements (North Frontage: River Road)

1. Frontage improvements (measured from south to north):

- Site's new north property line and/or SRW
- 1.75 m wide concrete sidewalk.
- 0.43 m wide decorative bike path edge.
- 1.75 m wide asphalt off-road bike path.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.

(Note: The above frontage elements require a total width of 5.43 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

(Note: Final road functional plan to include (for works north of the edge of the 0.15 m wide curb from south to north):

- 4.3 m wide shared travel lane, along with appropriate pavement transition to the west.
- 3.3 m wide travel lane.
- Centreline of the existing River Road.

2. Multi-Use Path

The sidewalk, bike path edging strip and the off-road bike path (total width of 3.93 m measured from the curb) noted above is intended to provide a Multi-Use Path (MUP). Further notes:

- This MUP will be extended to future developments to the west over the whole block.
- The design (although on a smaller scale due to narrower frontage depth) is to follow that used in the building of the MUP on River Road and Hollybridge Way as part of the River Green development in the area. (Note: Refer to SA 11-564833 for design details).
- Further details of the MUP design, including bicycle ramp access from traffic lane, pavement marking, etc. will be defined through the Servicing Agreement detailed design process.

3. Pedestrian amenities

The required frontage improvements are to include the installation of a special crosswalk to accommodate pedestrian passage across River Road or cash equivalent, approx. \$110,000 (refer to Section E).

4. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard, concrete sidewalk, and off-road bike path per standards described above.

b) Elmbridge Way

Frontage Improvements (South Frontage: Elmbridge Way)

1. Frontage improvements (measured from north to south):

- Site's new south property line
- 2.0 m wide concrete sidewalk.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.
- Additional cross sectional elements as required to accommodate left-turn lanes at West Road and special crosswalk, and other infrastructure modification works as determined in Final Road Functional Plan.

(Note: The above frontage elements require a total width of 3.5 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard and concrete sidewalk per standards described above.

3. Existing special crosswalk

The existing special crosswalk located mid-block of the subject site's Elmbridge Way frontage to be relocated to the east leg of the new west road/Elmbridge Way intersection.

4. Left turn and lane configuration

Along Elmbridge Way at the new west road and lane intersections, works to include left-turn provisions at the above intersections and appropriate lane configuration changes to ensure transitions to existing lane configuration and demonstrate lane continuity.

c) New West Road

Frontage Improvements (West Frontage: New West Street)

1. Frontage improvements (measured from east to west):

- Subject site's new west property line.
- 2.0 m wide sidewalk.
- 0.5 m wide decorative concrete surface strip.
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 7.0 m wide driving lane pavement surface.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.0 m wide concrete sidewalk.
- Appropriate grade transition as determined through the Servicing Agreement detailed design process.
- West property line of road dedication.

(Note 1: The above frontage improvements require a 18.0 m wide dedication across the subject site's entire west frontage. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.).

(Note 2: The grade transition along the west property line of the road dedication is to be confirmed through the SA detailed design process. The 2.0 m wide sidewalk may have to be reduced in width if more space is required for ground support).

(Note 3: The behind-the-curb frontage improvements along the west side of the road noted above are to be considered interim measures. As part of future redevelopment of the site immediately to the west, permanent frontage improvements that echo those built by the subject site, will be installed with additional dedication if necessary).

(Note 4: Through the detailed Servicing Agreement design process additional works may be required to implement right-in right-out turn restriction infrastructure at the south leg of the new west road and River Road intersection.

(Note 5: Through the detailed Servicing Agreement design process modifications to the curb extensions may be required to allow for the design and installation of additional travel lanes as determined through the final road functional plan.

d) Lane

Frontage Improvements (East Frontage: Lane)

1. Frontage improvements

The existing lane is to be widened by 3.0 m across the subject site's east frontage. The cross-section of the lane widening is as follows (west to east):

- 1.5 m wide concrete sidewalk (with rollover curb) at the site's SRW line.
- 1.5 m wide widened pavement. (Total 7.5 m wide pavement).

(Note: a 3.0 m wide SRW/PROP is required to accommodate the above frontage improvements. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.)

(Note: design and works to include lane lighting in accordance with the Engineering specifications provided for in Schedule A to the revised rezoning considerations (March 14, 2023).

2. Sidewalk connections

- The new sidewalk along the lane is to be connected to the new sidewalks along the Elmbridge Way and River Road development frontages.
- The new sidewalk is to be maintained across the openings to loading bays and mechanical room with rollover curb and/or driveway letdowns to delineate the edge of pavement.

1. Existing driveway let-downs

The existing driveway let-downs at both ends of the lane are to be widened to meet the 7.5 m widened pavement. The let-downs are to be reconstructed per Engineering Design Specifications (R-9-DS).

2. Site access via lane

The vehicular access to the site via the lane and the connecting drive aisle is to be designed with a 90 degree orientation to the lane.

e) River Road – Special Crosswalk

Special Crosswalk

1. Special crosswalk requirements

As part of the Servicing Agreement for the subject site, the developer is required to install a special crosswalk at the site's River Road frontage (southeast corner of the new River Road/West Street intersection). The cost of this special crosswalk (including design and construction) is to be borne by the Developer. This crosswalk is intended to provide access to transit services (existing bus stop across the road from site frontage) and to accommodate pedestrian traffic between the subject site and destinations to the north. The following are features that will be included in this special crosswalk: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage. Due to considerations of design and implementation timing issues of this special crosswalk, the option exists for the developer to provide a cash-in-lieu contribution in the amount of \$110,000 for these works.

f) River Road – Interim Sidewalk Connection

Interim Sidewalk Connection – River Road (south side)

As part of the Transportation Demand Management measures for the subject redevelopment, an interim sidewalk connection is required to be provided. As part of the Servicing Agreement for the subject site, the developer is required to provide an interim 2.0 m wide asphalt sidewalk that extends westward from the subject site's north frontage (south side of River Road) to the signalized intersection at River Road/Oval Way.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10423 (RZ 17-782750)
6851 and 6871 Elmbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following as Section 20.52 thereof:

“20.52 High Density Mixed Use – Oval Village (City Centre)

20.52.1 Purpose

The **zone** provides for high-density residential and limited commercial **development**, including **hotel** uses typical of the **City Centre**. Additional **density** is provided to achieve the **City** objectives related to the **development** of **affordable housing units** and other **City** amenities consistent with the Village Centre Bonus Area designated by the **City Centre** Area Plan.

20.52.2 Permitted Uses

- **child care**
- **congregate housing**
- **housing, apartment**
- **live-work dwelling**

20.52.3 Secondary Uses

- **animal grooming**
- **boarding and lodging**
- **broadcast studio**
- **community care facility, minor**
- **education, commercial**
- **government service**
- **health service, minor**
- **home-based business**
- **hotel**
- **housing, town**
- **library and exhibit**
- **liquor primary establishment**

- **manufacturing, custom indoor**
- **microbrewery, winery and distillery**
- **neighbourhood public house**
- **office**
- **park**
- **parking, non-accessory**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **retail, second-hand**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**
- **veterinary service**

20.52.4 Permitted Density

1. For the purposes of this **zone**, if the **owner** dedicates not less than 2,360 m² of the gross **site** as **road**, the calculation of the **floor area ratio** shall be based on a net **development site** area of 13,832.06 m².
2. The maximum **floor area ratio** is 1.2 together with an additional:
 - a) 0.1 **floor area ratio** for **indoor amenity** space only.
3. Notwithstanding Section 20.52.4.2, the reference to “1.2” is increased to a higher **density** of “2.0” if prior to first occupancy of the **building**, the **owner**:
 - a) provides in the **building** not less than 35 **affordable housing units** with the combined **habitable space** of the total number of **affordable housing units** comprising at least 10% of the total **building** area; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title of the **lot**, and files a notice in the Land Title Office.
4. Notwithstanding Section 20.52.4.2, if the **owner** has provided **affordable housing units** under Section 20.52.4.3, an additional 1.0 **density bonus floor area ratio** shall be permitted, provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre** Area Plan;

- b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential uses; and
- c) the **owner** pays a sum to the **City** based on 5% of the additional 1.0 **density bonus floor area ratio** multiplied by (i) the “equivalent to construction value” rate of \$8,708 per square metre of **density bonus floor area ratio**, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the “equivalent to construction value” rate of \$8,708 per square metre of **density bonus floor area ratio** adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index”, where such change is positive.

20.52.5 Permitted Lot Coverage

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

20.52.6 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
 - a) for **road setbacks**, measured to a **lot line**: 3.0 m
 - b) for **lane setbacks**, measured to a **lot line** or the boundary of a an area granted to the City, via statutory **right-of-way**, for **lane** purposes: 0.0 m.

20.52.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 47.0 m geodetic.
- 2. The maximum **height** for **accessory buildings** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 12.0 m.

20.52.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** is 10,000.0 m².

20.52.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance to the provisions of Section 6.0.

20.52.10 On-site Parking & Loading

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

20.52.11 Other Regulations

- 1. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on the roof of a **building**).
 - 2. **Congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of interior entries, common stairwells and common elevator shafts.
 - 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 area and by designating it “**HIGH DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**”:

P.I.D. 003-527-964
Lot 126 Section 6 Block 4 North Range 6 West New Westminster District Plan 65093

P.I.D. 003-527-948
Lot 125 Section 6 Block 4 North Range 6 West New Westminster District Plan 65093

- 3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10423**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 14 2022

CITY OF RICHMOND
APPROVED by
<i>[Signature]</i>
APPROVED by Director or Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER



**Regular Council
Monday, April 24, 2023**

11. **REFERRAL RESPONSE – APPLICATION BY LANDA OVAL DEVELOPMENT LTD. FOR REZONING AT 6851 AND 6871 ELMBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO HIGH-DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**

(File Ref. No. 12-8060-20-010423, RZ 17-782750) (REDMS No. 7177484, 7011932, 7022173, 7021156, 7179691, 7010981)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)”, be forwarded to the May 15, 2023 Public Hearing.

ADOPTED ON CONSENT