



To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 10, 2018
File: RZ 14-678448

Re: Revised Rezoning Considerations for the Application by 1004732 B.C. Ltd. for Rezoning at 6840 & 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” to “City Centre High Density Mixed Use with Office (ZMU31) - Brighthouse Village”

Staff Recommendation

That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9510, for the rezoning of 6840 & 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” to “City Centre High Density Mixed Use with Office (ZMU31) - Brighthouse Village”, be revised to remove the rezoning considerations requiring off-site statutory rights of way and modify additional considerations consequential to this change.

Wayne Craig
Director, Development

WC:sds
Att. 5

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

Staff Report

Origin

1004732 B.C. Ltd. has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9510, for the rezoning of 6840 & 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” to “City Centre High Density Mixed Use with Office (ZMU31) - Brighthouse Village”, to remove the consideration requiring off-site statutory rights of way (SRWs) and to modify additional considerations consequential to this change.

On January 23, 2017, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9510, to rezone the subject properties to permit the development of a high-density, mixed commercial and residential use building. Amendment Bylaw 9510 was subsequently granted second and third reading at the Public Hearing on February 20, 2017. The original report to Council, dated January 10, 2017, is provided (Attachment A). The Development Permit application (DP 15-708092) associated with the rezoning application was endorsed by the Development Permit Panel on November 16, 2017.

As a consideration of rezoning, the applicant was required to acquire off-site SRWs to utilize the east-west lane system for movement of trucks accessing and exiting the subject site. However, the owners of the properties on which the SRWs would be located declined to provide them. Staff have worked with the applicant to make minor modifications to the proposed development in order to address the access and egress requirements without the SRWs.

The rezoning application cannot proceed to final adoption unless Council revises the original rezoning considerations. Due to the proposed changes being minor and not impacting land use or density, the revised proposal does not require a new Public Hearing. If Council supports the proposed amendments, staff will forward a new report to the Development Permit Panel seeking endorsement of the revisions.

Findings of Fact

Please refer to the original staff report dated January 10, 2017 (Attachment A) for detailed information regarding the rezoning application.

Analysis

Original Proposal

The original proposal utilized the evolving east-west lane system on the north side of the subject site, as well as a new north-south lane on the subject site, to support truck movement between Anderson Road and Buswell Street. To establish and secure a functional lane width for the east-west portion of this system, the applicant was required to secure statutory rights of way (SRWs) on three off-site properties to the north of the subject site (6820 No. 3 Road, 8080 & 8108 Park Road). A map illustrating the previously required off-site SRWs is provided in Attachment B.

Proposed Changes

As the property owners to the north were unwilling to provide the SRWs, the applicant has made minor modifications to the design to provide for access and egress using Anderson Road only, through the provision of a turnaround area on-site. The revised plans are provided in Attachment C, with clouding showing the proposed changes. A red-lined version of the proposed revised rezoning considerations is provided in Attachment D, which removes the off-site SRW requirement (item #7 of the rezoning considerations) and modifies additional considerations consequential to this change as described below.

The turnaround area is proposed to be located in the northeast corner of the site, and requires that a portion of the building on the ground, mezzanine and second floors be recessed to provide adequate vehicle maneuvering area and clearance. The original rezoning considerations included a requirement for a volumetric public right of passage (PROP) and SRW to secure the north-south lane for access (item #4). This consideration has been revised to include the new area for vehicle turnaround. The applicant has provided a revised preliminary SRW PROP plan to demonstrate this change (Attachment E). The final plan will be confirmed and secured through the Servicing Agreement process, along with the following additional works (item #29):

- Lighting, bollards, curb and gutter, pavement widening and decorative surface treatment for the expanded turnaround area in the interim condition.
- Cash-in-lieu amount to restore the lane to the ultimate design.
- Through the Servicing Agreement design, a temporary loading bay on Anderson Road will be pursued for large vehicles, and additional signage will be required to identify the location. Once the lane network adjacent to the site expands in the future, any temporary on street loading facility will be removed.

The proposed removal of the building area results in a reduction of 11 vehicle parking spaces. The reduction in vehicle parking includes the reduction of shared commercial and residential visitor parking spaces from 41 to 36 (item #13). The revised proposal still complies with the minimum required number of vehicle parking spaces as per Zoning Bylaw 8500, as the original proposal exceeded the minimum bylaw requirement. Transportation demand management (TDM) measures, including end of trip facilities, car share spaces and pedestrian circulation improvements, were secured as part of the original rezoning application. Staff consider these measures adequate to compensate for the marginal loss of vehicle parking by promoting alternative modes of travel to the site.

Staff support the proposed changes and notes that, in the future, when the lane is fully secured through redevelopment of the adjacent properties, through movement between Anderson Road and Buswell Street will be feasible.

In order to move forward with the proposed changes, the applicant has requested to revise the rezoning considerations. An additional Public Hearing is not required as the revised proposal does not impact land use or density and is relatively minor. No additional conditions from the previous rezoning considerations are proposed to change, other than those identified in this report and the revised rezoning considerations provided in Attachment D.

Next Steps

Should Council wish to proceed with the revised rezoning considerations, the applicant would be required to satisfy the remaining rezoning considerations prior to final adoption of the rezoning bylaw.

The Development Permit application (DP 15-708092) associated with the rezoning application was endorsed by the Development Permit Panel on November 16, 2017. A new report will be forwarded to the Development Permit Panel to address the minor changes to the building. Public notification, including direct mail-outs within 50 m of the subject site, will be provided through the DP process to notify surrounding residents of the changes.

Conclusion

1004732 B.C. Ltd. has requested to revise the rezoning considerations associated with the application to rezone the properties at 6840 & 6860 No. 3 Road and 8051 Anderson Road from "Downtown Commercial (CDT1)" to "City Centre High Density Mixed Use with Office (ZMU31) - Brighthouse Village", in order to remove the requirement for off-site statutory rights of way (SRW), and proceed with the development of a high-density, mixed commercial and residential use building in City Centre's Brighthouse Village.

Council granted second and third reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9510, associated with the subject application, at the Public Hearing on February 20, 2017. The applicant has been unable to acquire off-site SRWs identified in the original rezoning considerations, but has worked with staff to make minor modifications so that the development may function without the SRWs.

On this basis, it is recommended the rezoning considerations be amended.



Janet Digby, Architect AIBC
Planner 3



Steven De Sousa
Planner 1

JD:sds

Attachment A: Original Report to Council dated January 10, 2017

Attachment B: Previously Required Off-Site Statutory Rights-of-Way

Attachment C: Revised Submission

Attachment D: Red-lined Version of the Revised Rezoning Considerations

Attachment E: Revised Survey Plan (SRW)



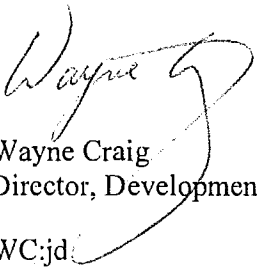
**City of
Richmond**

Report to Committee
Planning and Development Division

To: Planning Committee **Date:** January 10, 2017
From: Wayne Craig
Director, Development **File:** RZ 14-678448
Re: Application by 1004732 BC Ltd. for Rezoning at 6840 & 6860 No. 3 Road and
8051 Anderson Road from "Downtown Commercial (CDT1)" to "City Centre High
Density Mixed Use with Office (ZMU31) – Brighthouse Village"

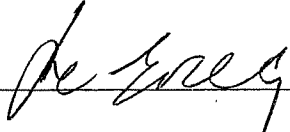
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9510 to create the "City Centre High Density Mixed Use with Office (ZMU31) – Brighthouse Village" zone, and to rezone 6840 & 6860 No. 3 Road and 8051 Anderson Road from "Downtown Commercial (CDT1)" to "City Centre High Density Mixed Use with Office (ZMU31) – Brighthouse Village", be introduced and given first reading.


Wayne Craig
Director, Development

WC:jd

Att.

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

Staff Report

Origin

1004732 BC Ltd. has applied to the City of Richmond for permission to rezone the properties at 6840 & 6860 No. 3 Road and 8051 Anderson Road (Attachments 1&2) from “Downtown Commercial (CDT1)” to a new site-specific zone, “City Centre High Density Mixed Use with Office (ZMU31) – Brighthouse Village”, in order to permit the development of a high-density, mixed commercial and residential use building in City Centre’s Brighthouse Village (Attachment 3). Key components of the proposal include:

- a podium and tower form of development;
- a total floor area of 18,701 m² (201,292 ft²) comprised of approximately:
 - 1,149 m² (12,371 sq.ft.) of retail space on the ground level,
 - 9,794 m² (105,420 sq.ft.) of office space in a twelve-storey tower component facing No. 3 Road, and,
 - 7,757 m² (83,501 sq.ft.) of multi-family residential space in a ten-storey mid-rise component facing Anderson Road;
- a total of seventy-five (75) studio through three-bedroom dwelling units including:
 - sixty-seven (67) one-storey apartment units, and
 - eight (8) two-storey apartment units;
- 5% of the residential floor area allocated to five (5) affordable housing units;
- a variety of utility, transportation and parks improvements and cash contributions along with development of an enhanced public realm along No 3 Road;
- cash-in-lieu contributions of \$515,105.15 for child care, \$1,417,398.31 for community facilities, \$50,304.72 for community planning and \$114,861.64 for public art; and
- a LEED Silver-equivalent building designed and constructed to connect to the future district energy utility (DEU) system.

Conceptual plans of the rezoning proposal are provided (Attachment 5). A list of Rezoning Considerations (Attachment 6) is provided (signed copy on file).

Findings of Fact

A Development Application Data (Attachment 4) is provided for comparison of the proposed development with the proposed site specific zone requirements.

Site and Surrounding Development

The subject site is located on the northeast corner of No. 3 Road and Anderson Road. The site is relatively flat and is currently preloaded in preparation for construction. The previous low scale development has been removed.

Properties in the surrounding area have been or are likely to be redeveloped with higher density commercial, residential and mixed used developments. Please refer to the Brighthouse Village Specific Land Use Map for additional information (Attachment 3). Current and future potential surrounding development includes:

To the North: Three lots fronting No. 3 Road developed with low scale commercial buildings

and surface parking to the rear. Also, to the north, two lots facing Park Road. All lots to the north could be redeveloped under the current Downtown Commercial (CDT1) zoning or could be rezoned under the CCAP, resulting in a commercial or mixed use podium and tower development with an FAR ranging between 3.0 and 4.0 and a maximum height of 47.0 m GSC.

To the South: Across Anderson Road, four lots fronting No. 3 Road developed with low scale commercial buildings and surface parking to the rear, and, at 8080 Anderson Road, an affordable housing development (currently under construction) that was approved with an FAR of 3.48 and a height of 43.5 m GSC (*DP 12-605094*). The properties fronting No. 3 Road could be redeveloped under the current Downtown Commercial (CDT1) zoning or could be rezoned under the CCAP, resulting in a commercial or mixed use podium and tower development with an FAR of between 3.0 and 4.0 and a maximum height of 47 m GSC.

To the East: An existing commercial and residential podium and tower development, with internal parking (*DP 91-000172*). Further to the east, a recently approved mixed use podium and tower development will be constructed (*DP 13-645286*).

To the West: Across No. 3 Road, the Richmond City Hall precinct with an eight-storey civic building, landscaped grounds and a combination of underground and surface parking. Additionally, across No. 3 Road, the Richmond Centre site which is currently developed with a two-storey mall surrounded by surface parking and is also under application to amend the OCP to adjust land use designation boundaries (*CP 16-752923*).

Related Policies

A. Official Community Plan/City Centre Area Plan

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

City Centre Area Plan: The City Centre Area Plan (CCAP) designates the site as “Urban Core T6 (45m)”. The proposed rezoning is consistent with this designation.

B. Other Policies, Strategies and Bylaws

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

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 4 on the Aircraft Noise Sensitive Development Map. The proposed redevelopment must address the requirements of the Aircraft Noise Policy including provision of an acoustic consultant report regarding sound attenuation measures to be incorporated into the development. Registration of aircraft noise covenant is required prior to final adoption of the rezoning bylaw.

Mixed Use Noise and Ambient Noise: The proposed development must address additional OCP Noise Management Policies, specifically Mixed Use Noise and Ambient Noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

Affordable Housing Strategy: The proposed development provides for affordable housing. Registration of an Affordable Housing Agreement is required prior to final adoption of the rezoning bylaw. The specific details of the affordable housing proposal are provided in Analysis, Section B.2 – Affordable Housing.

Richmond Public Art Policy: The proposed development addresses the Richmond Public Art Policy and provides for a financial contribution toward public art in the Brighthouse No. 3 Road Art Walk. The specific details of the affordable housing proposal are provided in Analysis, Section B.3 – Community Amenities.

District Energy Utilities: The proposed development will be designed to utilize energy from a District Energy Utility when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement.

Public Consultation

A rezoning notification sign was installed on the subject property. In response, staff received comments from existing tenants, residents of an adjacent property and owners of nearby commercial properties.

Existing Tenants: Existing tenants were concerned about being displaced by the proposed development. The developer and tenants resolved their issues, the tenants have since relocated their businesses and the previous development removed from the site.

Neighbouring Residential Properties: The occupants of one of the mid-level residential units in the building immediately to the east of the subject site (8111 Anderson Road) expressed concern that the new development would eliminate existing western views and reduce privacy. The site is being developed in accordance with the City Centre Area Plan. The applicant has responded to neighbours' privacy concerns with multiple changes to the eastern end of the development. Changes include:

- increasing the side yard setback by approximately 1.5 m at the relevant building level;
- orienting the main windows of the proposed development to the north and south;
- making most of the east façade solid with a few, carefully placed, small windows;
- eliminating access to two deck areas parallel to the east property line;
- adding hedge and tree screening on a second, larger deck area also parallel to the east property line; and
- changing the programming of the second deck to focus on urban agriculture rather than ongoing socializing.

Neighbouring Commercial Properties: Owners of nearby commercial developments have expressed concerns about the impacts of site preloading on the structure and finishing of their buildings. Staff have referred the property owners to the applicant as this is considered to be a civil matter.

Advisory Design Panel

The design of the proposed development (DP 15-708092) was forwarded to the ADP for comment on November 18, 2015. Feedback from the Panel (Attachment 7) led to elimination of an east-west pedestrian connection between No. 3 Road and the evolving east-west lane system to the east. Otherwise, the proposal was well received by Panel members, who recommended a variety of small changes.

Analysis

Staff have reviewed the proposed rezoning and find that it is generally consistent with City policy objectives described in the Official Community Plan (OCP) and City Centre Area Plan (CCAP) including but not limited to: public and private infrastructure; community benefits and amenities; and, basic development conditions such as land use, density and height. Further, the proposed development contributes to an enhanced public realm and addresses potential impacts on surrounding developments.

The applicant has agreed to undertake the considerations of rezoning related to the foregoing as well as those related to subdivision, indemnification and other legal agreements to be registered on title (Attachment 6).

A. Proposed Zoning

The proposed rezoning is consistent with the Brighthouse Village Specific Land Use Map transect land use designation, Urban Core T6 (45 m), which provides for up to 3.0 FAR of mixed use density and eligibility for an additional 1.0 FAR of Village Centre Bonus (VCB) commercial density.

A new site specific zone, "City Centre High Density Mixed Use with Office (ZMU31) – Brighthouse Village", is proposed that incorporates specific requirements regarding the relative amounts of commercial and residential uses, the provision of affordable housing on-site and various form of development parameters.

B. CCAP Implementation Policies

1. Utility, Transportation and Parks Infrastructure

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement (SA). The infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

City Utilities: The developer is required to undertake a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- a water main upgrade on Anderson Road;
- a storm sewer upgrade on Anderson Road;
- a lane drainage upgrade to the north of the subject site as well as the site to the east; and
- a combination of temporary sanitary sewer work and permanent upgrades on Anderson Road that will connect with a new sanitary sewer to be constructed on Buswell Street under the City's Capital Plan.

The frontage and other infrastructure improvements are detailed in the Servicing Agreement section of the Rezoning Considerations (Attachment 6).

Private Utilities: Undergrounding of Hydro service lines is required.

Transportation Network: The CCAP encourages completion and enhancement of the City street and lane network. Based on the City's road network objectives and the submitted Traffic Impact Analysis (TIA) frontage and off-site street, lane and intersection improvements are as follows.

- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a boulevard, bikeway, greenway and sidewalk, all of which are intended to support an enhanced public realm. A property dedication is required.
- Anderson Road: The Anderson Road vehicle and back-of-curb cross-section widths will remain the same. No dedications are required. The finishing of the back of curb areas will be upgraded, including the frontage of 8111 Anderson Road, to establish a consistent frontage design between No. 3 Road and Buswell Street.
- North-South Lane: Development of a formalized north-south lane system to the east of No. 3 Road will begin with the creation of a new north-south connection through the subject site. Because of the configuration of the site and building, this connection will occur at ground level only and will be secured as a volumetric statutory right of way (SRW). The connection is designed to be used by cars, trucks and pedestrians.
- East-West Lane: There is an evolving east-west lane system running from Buswell Street to the site. The proposed development will contribute to this system with a 3.0 m land dedication from the north east edge of the site along with associated frontage improvements. (Note: Additional contributions to the interim functioning of the evolving east-west lane system are discussed in Analysis, Section C.2 – *Site Access-Off-site*).
- Transportation Impact Analysis Measures (TIA): Based on the findings of the TIA study, various off-site improvements are required as follow.
 - pedestrian upgrades at the No. 3 Road and Anderson Road intersection including:
 - upgrade the crosswalks at the intersection with decorative stamped asphalt treatment and yellow tactile warning pavers at the curb ramps to improve visibility and accessibility of crosswalks;
 - pedestrian upgrades at the Anderson Road and Buswell Road intersection including:
 - installation of two special crosswalk signals (side-mounted) with APS for the north and south legs of the intersection and service panel; pedestrian detection and communications conduit, cable and junction boxes;
 - add new curb ramps on east side per City Engineering Design Specification standards with tactile warning strips; and
 - street sign upgrades at the Granville Avenue and Buswell Street intersection including:
 - upgrade intersection with illuminated street name signs.

Parks and Open Space Network: The CCAP identifies No 3 Road as part of the City's greenway system. The No. 3 Road back-of-curb cross-section accommodates greenway functions.

Public Realm Design – No. 3 Road: Detailed design development of the required frontage improvements will be undertaken through the Development Permit and Servicing Agreement processes. The preliminary public realm plan for the subject development (Attachment 8) shows

the proposed locations and designs for various paths, spaces, hard and soft landscape, street furnishings and finishing. However, as the CCAP envisions an “art walk” along No. 3 Road from the Canada Line Station to Granville Ave., staff are hoping to work with current developers and/or a consultant to develop a comprehensive public realm vision that unifies and celebrates the Brighthouse Village Centre and the Brighthouse section of the No. 3 Road corridor.

Public Realm Design - North-South Lane SRW: The proposed north-south lane runs through the middle of the ground level of the proposed development. To encourage pedestrian use, increase safety and reduce the visual impact of a large opening in the streetwall, the applicant proposes an enhanced design treatment on the ground, walls and ceiling using coloured concrete banding interspersed with embedded lighting. The enhanced design will be implemented through the Development Permit and Servicing Agreement processes.

2. Affordable Housing

The CCAP Implementation Strategy, in conjunction with the Affordable Housing Strategy, provides for density bonusing to achieve low end market rental units in residential and mixed use development of 80 or more units. Where there are fewer than 80 units, cash-in-lieu may be provided.

Low End Market Rental Housing (LEMUR): Although the proposed development is less than 80 units, the developer has chosen to provide the affordable housing on-site. The proposal includes a total of five (5) LEMUR units, with a combined floor area of 395.7 m² (4,259.28 sq.ft.) which is 5% of the residential floor area. The proposed LEMUR unit allocation includes:

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent (1)	Total Maximum Household Income (1)	Unit Mix	# of Units
Bachelor	37 m ² (400 ft ²)	\$850	\$34,000 or less	0%	0
1-Bedroom	50 m ² (535 ft ²)	\$950	\$38,000 or less	40%	2
2- Bedroom	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	60%	3
3-Bedroom	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	0%	0
TOTAL		N/A	N/A	100%	5

- (1) May be adjusted periodically, as provided for under adopted City policy.
- (2) 100% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The units will be secured with a housing agreement which will include terms regarding the integration of the affordable units with the market units; tenant access to the indoor and outdoor common amenity areas; and, provision of affordable parking spaces at no additional charge.

3. Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

Child Care: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map “T6” area and is subject to a density bonus provision requiring that one percent (1%) of the residential floor area (excluding affordable housing floor area) be provided to the City in the

form of child care space or a cash-in-lieu contribution to the Childcare Development Reserve Fund and Childcare Operating Contributions accounts (90% and 10% respectively). Community Services staff have reviewed the location of the development and the potential for child care in the available floor area and recommend that the City accept a total cash-in-lieu contribution based on the finished value of the space (a minimum of \$515,105.15 calculated using the proposed floor area $[0.01 \times 7,361.8 \text{ m}^2 \times \$6,997/\text{m}^2]$).

Community Facilities: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map “Village Centre Bonus (VCB)” area and incorporates a VCB density increase of 0.83 FAR. Five percent (5%) of this area is expected to be provided back to the City in the form of community amenity space or a cash-in-lieu contribution to the City Centre Facility Development Fund (100%). Community Services staff have reviewed the location of the development and the potential for community amenities in the limited floor area (202.6 m²) and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (a minimum of \$1,417,398.31 calculated using the proposed floor area $[0.05 \times .83 \times 4,881.26 \text{ m}^2 \times \$6,997/\text{m}^2]$).

Community Planning: The proposed rezoning is subject to a community planning implementation contribution to the CC-Community Planning and Engineering account contribution for future community planning (a minimum of \$50,304.72 calculated using the proposed floor area $[18,700.64 \text{ m}^2 \times \$2.69/\text{m}^2]$).

Public Art: The CCAP looks to public art to enrich and animate the public realm. The subject site is located on No. 3 Road between Granville Avenue and the Brighthouse Canada Line Station, an area specifically identified for development of an “art walk” in the public and adjacent private realm. Community Services staff have considered public art contribution options for this area and recommend that the City accept a cash-in-lieu contribution to the Public Art Provision account (15%) and the Public Art Reserve account (85%) so that a co-ordinated approach for the full length of the art walk (Granville Avenue to the Canada Line Station) can be pursued. The public art contribution is calculated on both the commercial and residential space (a minimum of \$114,861.64 calculated using the proposed floor areas $[10,943.14 \text{ m}^2 \times \$4.63/\text{m}^2 + 7361.8 \text{ m}^2 \times \$8.72 \text{ m}^2]$).

C. Other CCAP Development Policies

1. Households and Housing

Seniors and Special Needs: The CCAP encourages inclusion of seniors and special needs housing close to shops, services, transit and community amenities. The proposed development is consistent with the policy and includes a variety of independent living unit types to support aging in place and different ability needs.

Type	Affordable	Market	Intent	Standard
Aging in Place	0	66	- support mobility and usability	Per OCP
Adaptable + Basic Universal Housing	4	4	- reno potential for wheelchair plus added floor area for manoeuvring	Per BCBC and RZB
Barrier Free	1	0	- move in with wheelchair - includes basic universal housing	Per BCDH

2. Transportation

Site Access: Pedestrian and vehicular access is provided as follows.

- Site Access - On-site: Pedestrian access is provided to individual shop fronts on the two street frontages, to an office lobby on No. 3 Road and to a residential lobby on Anderson Road. Vehicular access is provided via the new north-south lane SRW, which can be entered from Anderson Road on the south and from the evolving east-west lane system on the north.
- Site Access - Off-site: The applicant is proposing to utilize the evolving east-west lane system on the north side of the site to support truck movement. To establish a functional lane width, the current dedicated portions of the lane must be supplemented with statutory rights of way (SRWs) on various properties to the north of the subject site. Provision of the SRWs as well as interim upgrades such as curbing and paving are a consideration of rezoning.

Parking and Loading: The proposal addresses the City's parking and loading policy objectives as follows.

- Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw including the opportunity to reduce parking in conjunction with transportation demand management (TDM) measures. A 10% TDM reduction is proposed for the commercial (retail) parking and the following TDM measures are offered.
 - On-Site Measures: Proposed on-site measures, to be implemented through the DP, include:
 - end of trip facilities for the commercial uses; and
 - provision of two EV quick-charge car share spaces within the development with cars provided and managed for a minimum of three years by a car share company.
 - Off-Site Measures: Proposed off-site measures, to be implemented through the SA, include:
 - back of curb frontage improvements across the width of 8111 Anderson Road to match those of subject site;
 - lane improvements including installation of a 1.5 m sidewalk along the north side of 8111 Anderson Road; and
 - a contribution of \$50,000 to future upgrading of the traffic signal at Park Road and Buswell Street.
- Loading: The proposed development is consistent with the Richmond Zoning Bylaw loading provisions for medium and large size trucks. An agreement regarding shared commercial/residential use of the medium size truck spaces is required.

Electric Vehicles: The OCP supports integration of new vehicle technologies that reduce use of non-renewable energy. The proposed rezoning will incorporate EV charging into 20% of the residential parking stalls, prepare a further 25% of the residential parking stalls for future installation of EV charging and provide EV charging for 1 per 10 Class 1 bicycle spaces.

3. Ecology and Adaptability

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape

system. The proposed development will contribute to the ecological network through a number of measures including:

- retention of existing street trees along No. 3 Road;
- addition of street trees along Anderson Road;
- provision of soft landscape areas in the back-of-curb public realm areas of No. 3 and Anderson Roads that will be designed as multi-layered habitats complete with trees;
- provision of extensive soft landscape, including trees, in the development's common outdoor amenity areas, which are located on multiple floor levels and the residential roof level; and
- provision of intensive/extensive green roofs on other roof levels.

Further review of the landscape proposal will occur with the Development permit process.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

4. Development Concept Review

The CCAP includes a variety of policies intended to shape development to be livable, functional and complementary to the surrounding public and private realm. Those policies most critical to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is arranged to reflect the allocation of uses on the site and is consistent with the general objectives of the CCAP. Double height retail spaces line both street frontages at the ground level. The office uses are primarily located in a 46.9 m (GSC) high "tower" building that overlooks both No. 3 Road and the interior podium level courtyard. The residential uses are primarily located in a 33.6 m (GSC) high "midrise" building that overlooks Anderson Road and the interior podium-level courtyard. The tower and midrise are set in a lower scale podium base, which is sized, in the case of No. 3 Road, to establish a strong and continuous streetwall on the block face, and, in the case of Anderson Road, to have a more residential scale that will step back in sync with the existing mixed use development to the east. Loading and five levels of parking are located within the podium, along with the north-south lane SRW.

Adjacencies: The relationship of new development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced.

- Public Adjacencies: The overall massing arrangement, which pushes the bulk of the building floor area toward the street edges, helps establish comfortable street cross-section proportions on No.3 Road and Anderson Road, both of which are "wider-than-typical" streets. Street animating uses, with large window areas and opportunities for sunny outdoor patios, are located along both streets and weather protection is provided.
- Private Adjacencies: The proposed development is massed to locate the densest and highest forms away from adjacent sites. For future development to the north, this reduces shadowing and overlook impacts and increases tower location options. For existing development to the east (8111 Anderson Road), this optimizes light access and outlook for most of the residential units in the development.

- Common Property Line Interfaces: Because the design of the proposed development anticipates a similar podium and tower style development on the site to the north, there is a long wall on the shared property line. The applicant proposes to embellish this wall with a combination of architectural concrete, painted concrete and metal mesh panels to provide “interim” visual interest. The property line interface with the property to the east is not visible as the podium of the subject development steps along with the podium of the adjacent development.

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing internal truck manoeuvring has been provided and will be finalized through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be finalized through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Common Amenity Spaces: The proposed indoor and outdoor common amenity space areas slightly exceed the OCP and CCAP DP Guidelines expectations, as tabulated in the Development Application Data and Floor Area Summary (Attachment 4). A legal agreement stipulating that all amenity spaces be available to all tenants is a requirement of rezoning. Review of the proposed amenity space programming and landscaping will occur with the DP process.
- Private Amenity Spaces: The City has adopted guidelines for the provision of private outdoor space for residential uses. Assessment of the proposed private amenity areas will be undertaken within the DP process.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

Form and Character: Within the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the development Permit Guidelines. As a DP Application was submitted shortly after the Rezoning Application, form and character comments have been provided to the applicant by both staff and the Advisory Design Panel. Additional modifications resulting from Council recommendations or further Advisory Design Panel comments will be addressed within the Development Permit approval process.

D. City-wide Policies

1. Tree Retention, Protection and Replacement

Off-site Trees: Three existing street trees located on No. 3 Road are proposed to be retained and a fourth to be removed to accommodate intersection visibility and bike lane integration. The other two trees are located on adjacent frontages and will be protected. A contribution of \$1,300 to the City's Tree Compensation Fund for the removed tree is a consideration of rezoning.

Tree Management Plan: The applicant has submitted a tree management plan which identifies the six off-site trees and related tree protection measures. Further, the applicant has submitted a Certified Arborist Memo concerning the No. 3 Road street trees that includes recommendations for management of upheaval due to the root system.

Tree Protection: Due to concerns about sidewalk buckling, the No. 3 Road sidewalk was recently repaved on the instructions of Engineering staff. This work, which included pruning of the tree roots, may ultimately compromise the viability of the trees. Should the trees require replacement, appropriate contributions will be managed through the Servicing Agreement process. In the meantime, staff recommend proceeding as though the trees will remain viable.

E. Land and Legal Interests

The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones, as summarized below.

Existing Encumbrances: The applicant has provided a Charge Summary and Opinion prepared by a lawyer. The lawyer advises that encumbrances related to various existing Statutory Rights of Way may be removed and that the proposed rezoning does not create other adverse circumstances. There are six SRWs that may be discharged or, where relevant, modified to accommodate new "public right of passage" SRWs to be provided on properties to the north of the subject site (per east-west lane). The SRWs are described in the Rezoning Considerations (Attachment 6).

Subdivision and New Encumbrances: Sketch survey plans showing the preliminary consolidated site dimensions and site area after required dedications, as well as the location, preliminary dimensions and areas of on-site statutory rights of way, easements and encroachments have been provided (Attachment 9).

F. Financial Impact

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

Conclusion

The application by 1004732 BC Ltd to rezone the properties at 6840 & 6860 No. 3 Road and 8051 Anderson Road in order to develop a high-density, mixed commercial and residential use high rise building is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The public realm and built form designs will set a high standard for redevelopment of the Brighthouse Village No. 3 Road "art walk" corridor and the engineering, transportation and parks improvements, along with the in-kind and in-lieu density bonusing contributions provided by the developer, will help to address a variety of community needs. On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9510 be introduced and given first reading.

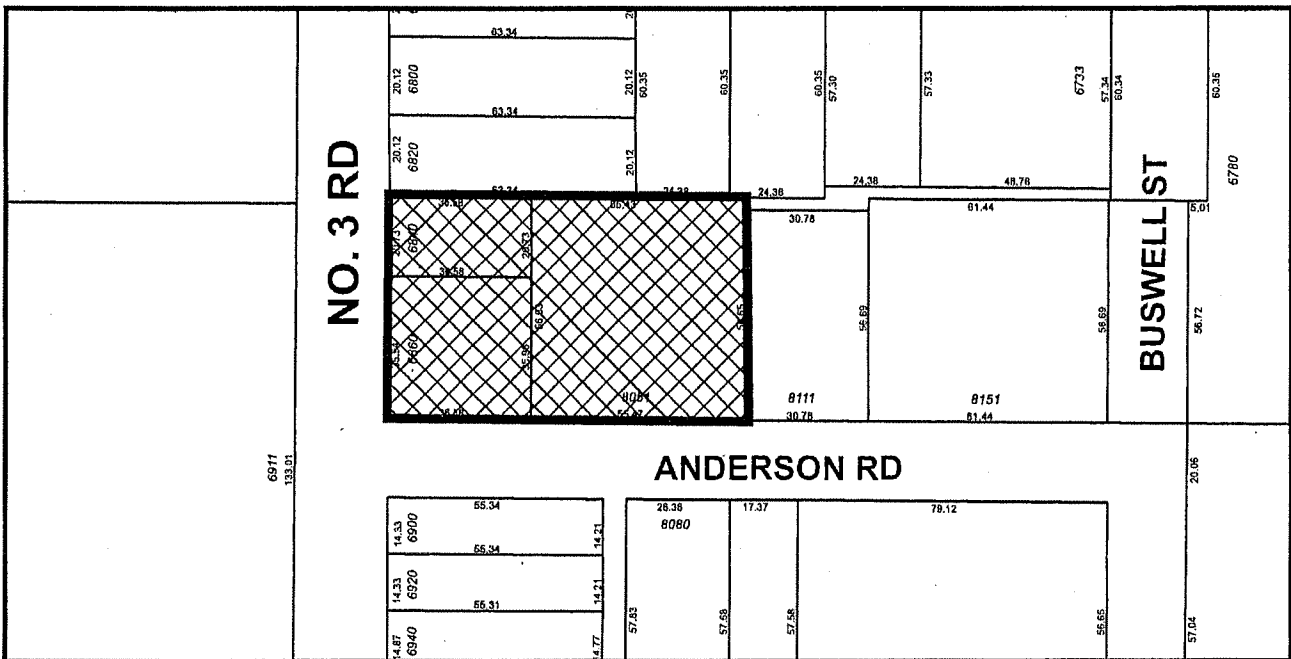
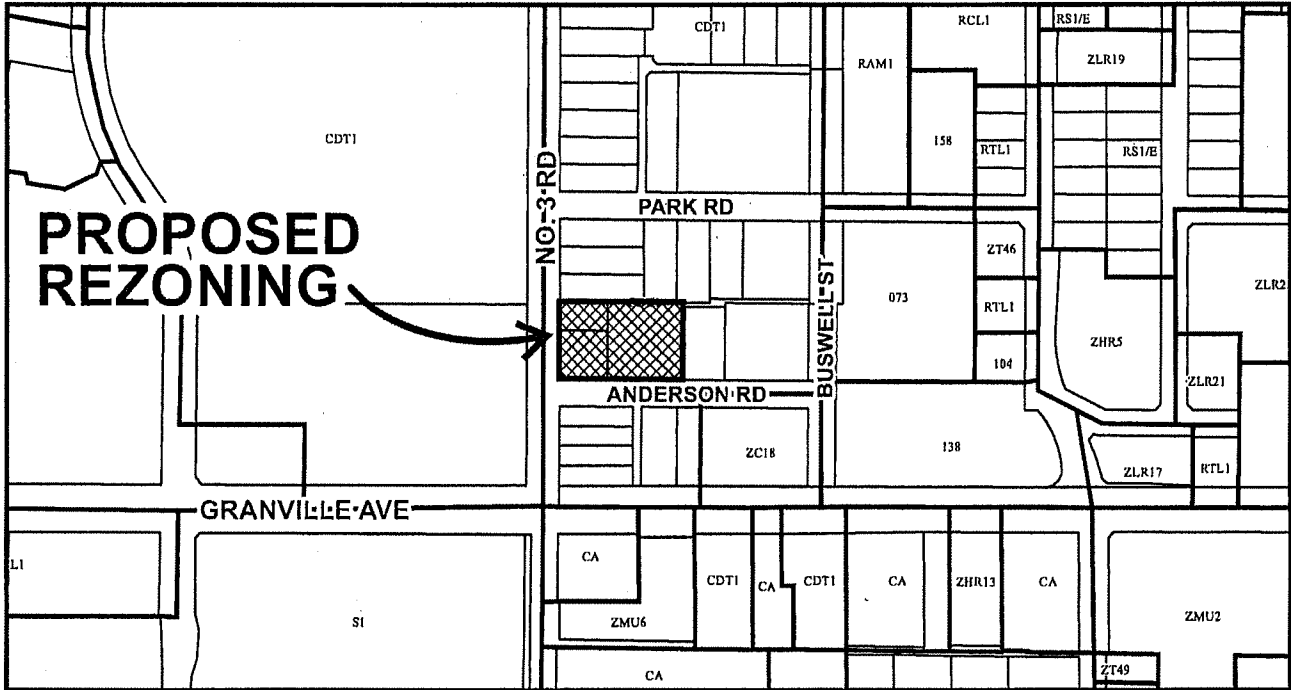


Janet Digby, Architect AIBC
Planner 3

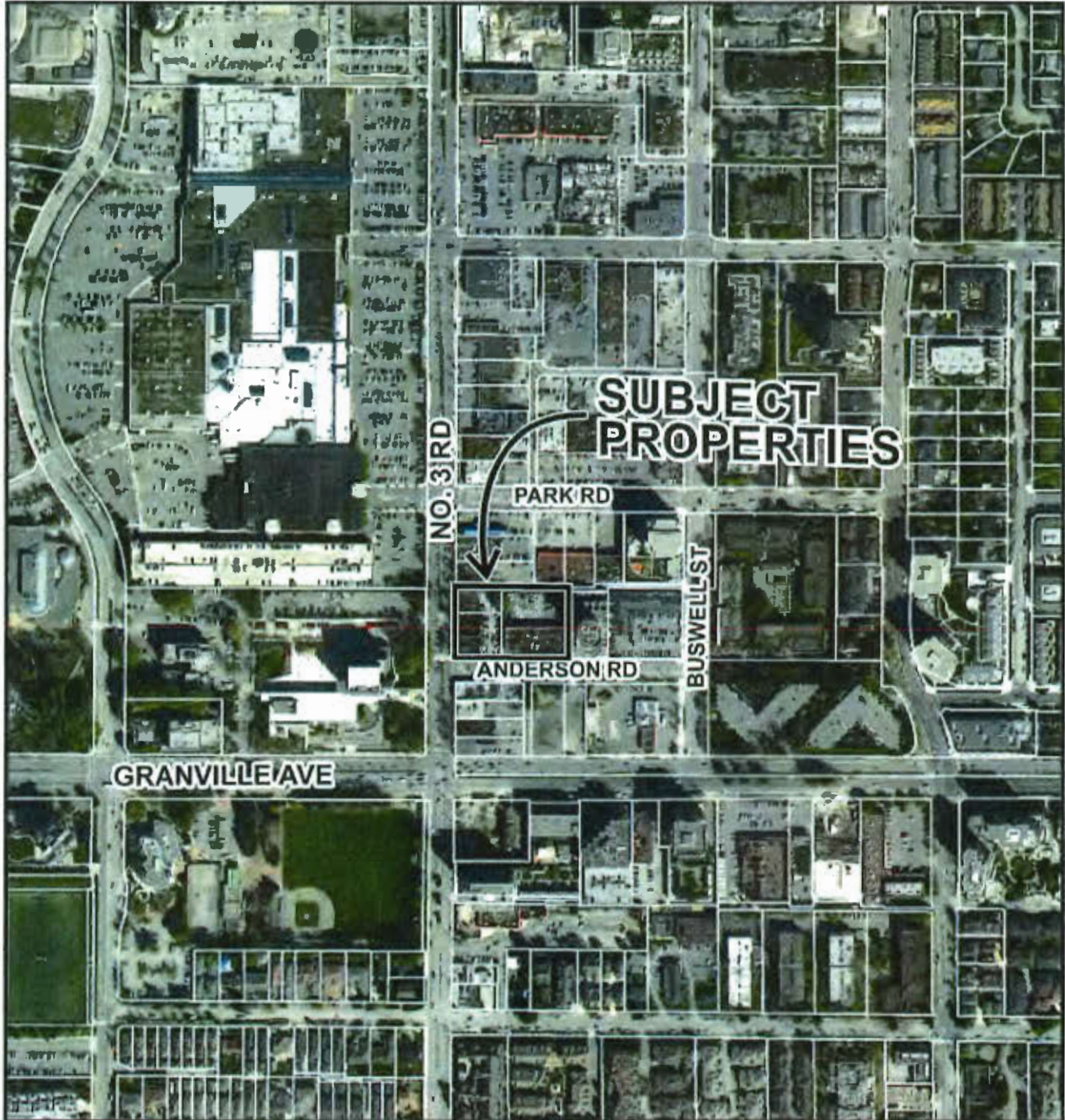
JD:rg

- Attachment 1: Rezoning Map
- Attachment 2: Location Map (Aerial)
- Attachment 3: City Centre Brighthouse Village Specific Land Use Map
- Attachment 4: Development Application Data (per applicant)
- Attachment 5: Rezoning Proposal Conceptual Plans (per applicant)
- Attachment 6: Rezoning Considerations
- Attachment 7: Advisory Design Panel Minutes (per ADP)
- Attachment 8: Subject Site Public Realm Concept Plan (per applicant)
- Attachment 9: Sketch Survey Plans (Subdivision)
Sketch Survey Plans (SRWs)

Enclosure



	RZ 14-678448	Original Date: 01/12/15
		Revision Date:
		Note: Dimensions are in METRES



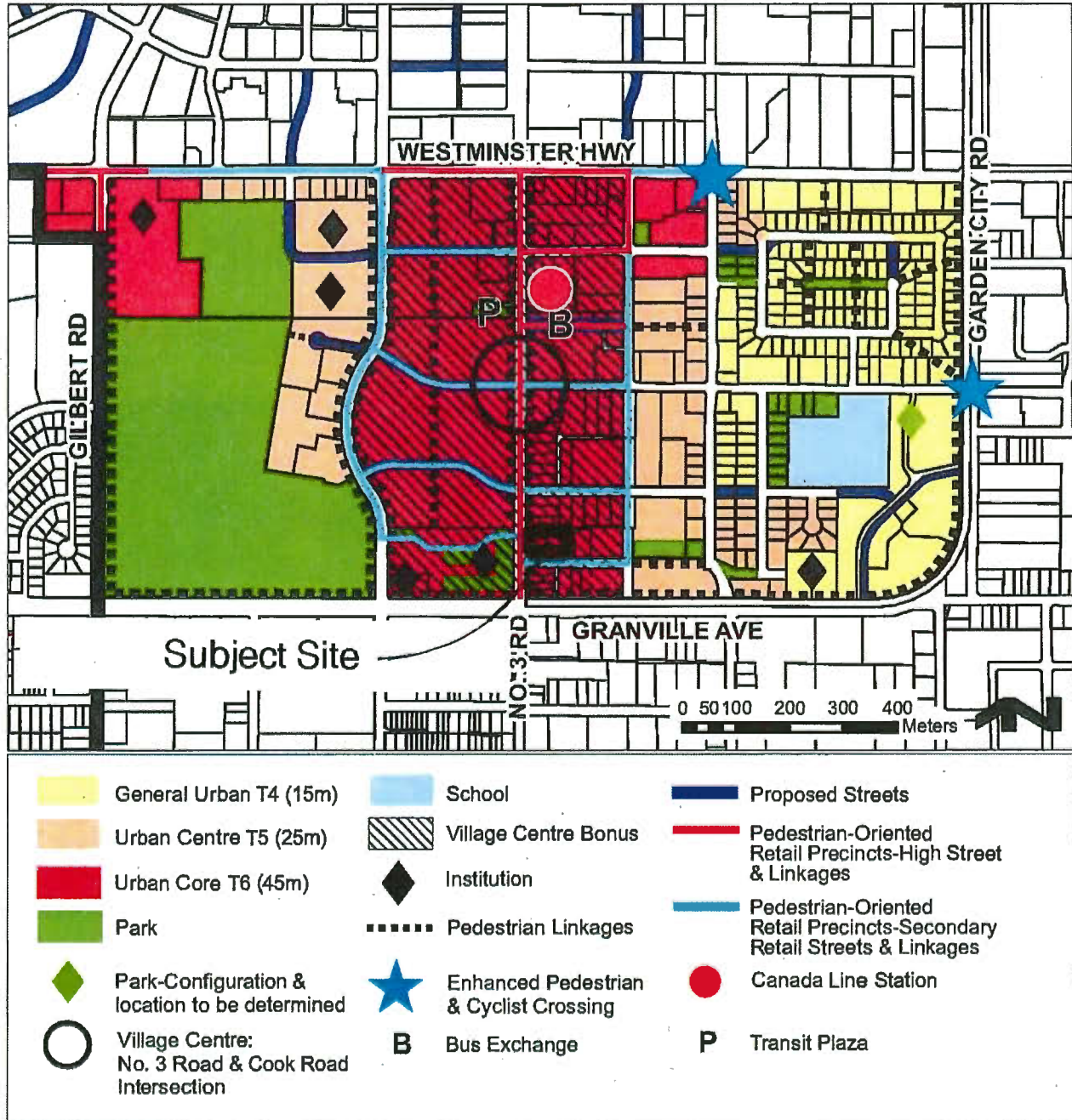
RZ 14-678448

Original Date: 01/12/15

Revision Date

Note: Dimensions are in METRES

Specific Land Use Map: Brighthouse Village (2031)





Development Application (RZ)
Data and Floor Area Summary

RZ 14-678448	
Address:	6840 and 6860 No 3 Road and 8051 Anderson Road
Owner/Applicant:	1004732 BC Ltd / 1004732 BC Ltd
Planning Area(s):	City Centre Area Plan – Brighthouse Village – T6 (45m) – VCB Overlay – Sub-Area B.4
Other Area(s):	Aircraft Noise Sensitive Use Area 4 – Flood Construction Level Area A

RZ 14-678448	Existing	Proposed
OCP Designation:	Downtown Mixed Use	Downtown Mixed Use
Land Uses:	Commercial	Commercial & Residential
Zoning:	CDT1	ZMU31
Site Area (before and after dedications):	5,219.39 m ²	4,778.50 m ²
Net Development Site Area (for floor area calculation):	N/A	4,881.26 m ²
Number of Residential Units:	0	75

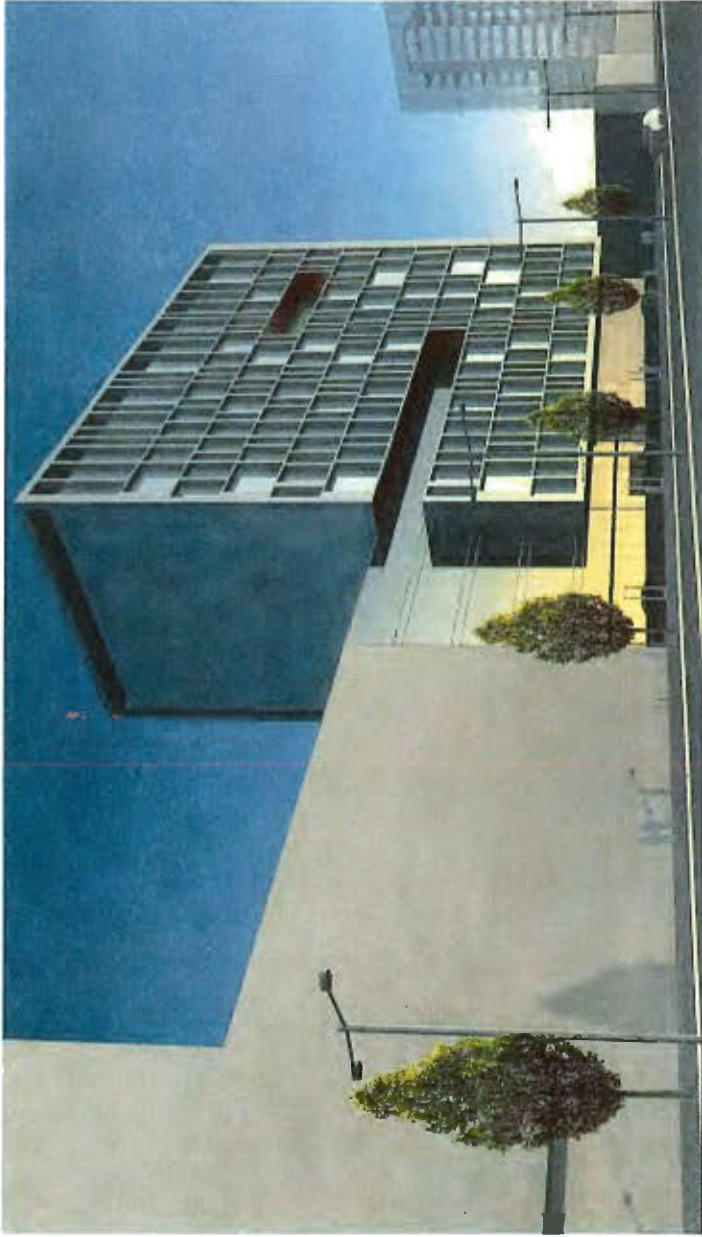
RZ 14-678448	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	3.00	3.00	
Village Centre Bonus (VCB) (max):	0.85	0.83	
Commercial FAR (max):	2.25	2.24	
Residential FAR (max.):	1.60	1.59	
Total FAR (max):	3.85	3.83	
Indoor Amenity Space FAR Increase (max):	0.1	0.03	
Floor Area Gross (not including parking):	n/a	19,037.00 m ²	
Floor Area FAR (max):	19,525.04 m ²	18,700.64 m ²	
Lot Coverage (max.):	90%	64%	
Setback – Front Yard (min):	3.8 m/0.8 m	3.89 m/0.84 m	
Setback – Exterior Side Yard (min):	3.8 m/1.5 m	4.01 m/1.52 m	
Setback – Interior Side Yard (min):	0.0 m	0.0 m	
Setback – Rear Yard (min):	0.0 m	0.0 m	
Height Dimensional (geodetic) (max):	47 m	46.94 m	
Height Accessory (max):	n/a	n/a	
Subdivision/Lot Size (minimum):	4780 m ²	4,778.5 m ²	
Off-street Parking – Commercial (incl. Accessible, EV, CS) (min):	141	155	
Off-street Parking – Residential (incl. Accessible, EV,CS) (min):	75	82	
Off-Street Parking – Visitor Parking (shared) (min):	15	15	
Off-Street Parking – Disabled (Commerc'l + Resident'l) (min):	4	5	
Off-street Parking – Total (incl. Accessible, EV, CS) (min):	216	237	
TDM Reduction (max):	10%	10% (commercial only)	
Tandem Parking Spaces (max):	n/a	n/a	
Class 1 Bicycle Parking – Commercial (min):	24	24	
Class 2 Bicycle Parking – Commercial (min):	35	35	
Class 1 Bicycle Parking – Residential (min):	94	94	
Class 2 Bicycle Parking – Residential (min):	15	15	
Loading – Medium (min):	3	3	
Loading – Large (min):	2	2	
Amenity Space – Common Outdoor (min):	938 m ²	1115 m ²	
Amenity Space – Common Child Play (min):	225 m ²	225 m ²	
Amenity Space – Common Indoor (min):	100 m ²	135 m ²	

gbl

1000 WESTERN AVENUE
 SUITE 200
 VANCOUVER, BC V6C 3R8
 TEL: 604.681.1111
 FAX: 604.681.1112
 WWW.GBLINC.COM

DATE: 10/15/2014
 BY: J. HARRIS

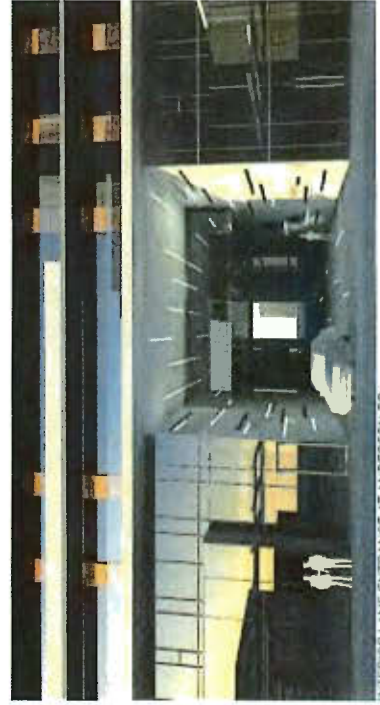
REVISIONS
 NO. DATE DESCRIPTION
 1 10/15/2014 3D RENDERING
 2 10/15/2014 3D RENDERING
 3 10/15/2014 3D RENDERING



NO 3 ROAD PERSPECTIVE



CORNER VIEW



INTERIOR LANE ENTRANCE AT ANDERSON SQ.

FORTUNE Centre Anderson Row
 8051 Anderson Road
 Richmond, BC
 RZ 14-478446 / DP 15-738072
 MIXED USE DEVELOPMENT

3D IMAGES
 DATE: 10/15/2014
 TIME: 14:41
 USER: J. HARRIS
 PROJECT: 1441

A-6.01

ATTACHMENT 5

VIEW FROM ANDERSON STREET



gbl

1000 UNIVERSITY AVENUE
SUITE 1000, RICHMOND, BC
V6X 1A7
TEL: 604.273.8888
WWW.GBLINC.COM

DATE: 11/11/2014
BY: [Signature]

PROJECT: [Signature]
DATE: 11/11/2014
BY: [Signature]

FORTUNE Centre Anderson Rtd
8051 Anderson Road
Richmond, BC
RZ 14-479448 / DP 15-708872
MCD USE DEVELOPMENT

3D IMAGES
DATE: 11/11/2014
BY: [Signature]
SCALE: 1:441

A-6.02

3D VIEW OF BUILDING ADJACENCIES TO THE EAST



ATTACHMENT 5



PROFESSIONAL LANDSCAPE ARCHITECTS INC.
100 UNIVERSITY AVENUE, SUITE 100
TORONTO, ONTARIO M5G 1S7
TEL: 416-593-9100
WWW.PWL.COM

1q3

- 1. DESIGNER: PWL PARTNERSHIP
- 2. DATE: 08/15/18
- 3. DRAWING: LAYOUT FOR CONSTRUCTION
- 4. PROJECT: 100 UNIVERSITY AVENUE
- 5. SHEET: 100 UNIVERSITY AVENUE

100 UNIVERSITY AVENUE
ANDERSON ROAD

RENDER PLAN

Scale: 3/32" = 1'

DATE: 08/15/18

PROJECT: 100 UNIVERSITY AVENUE

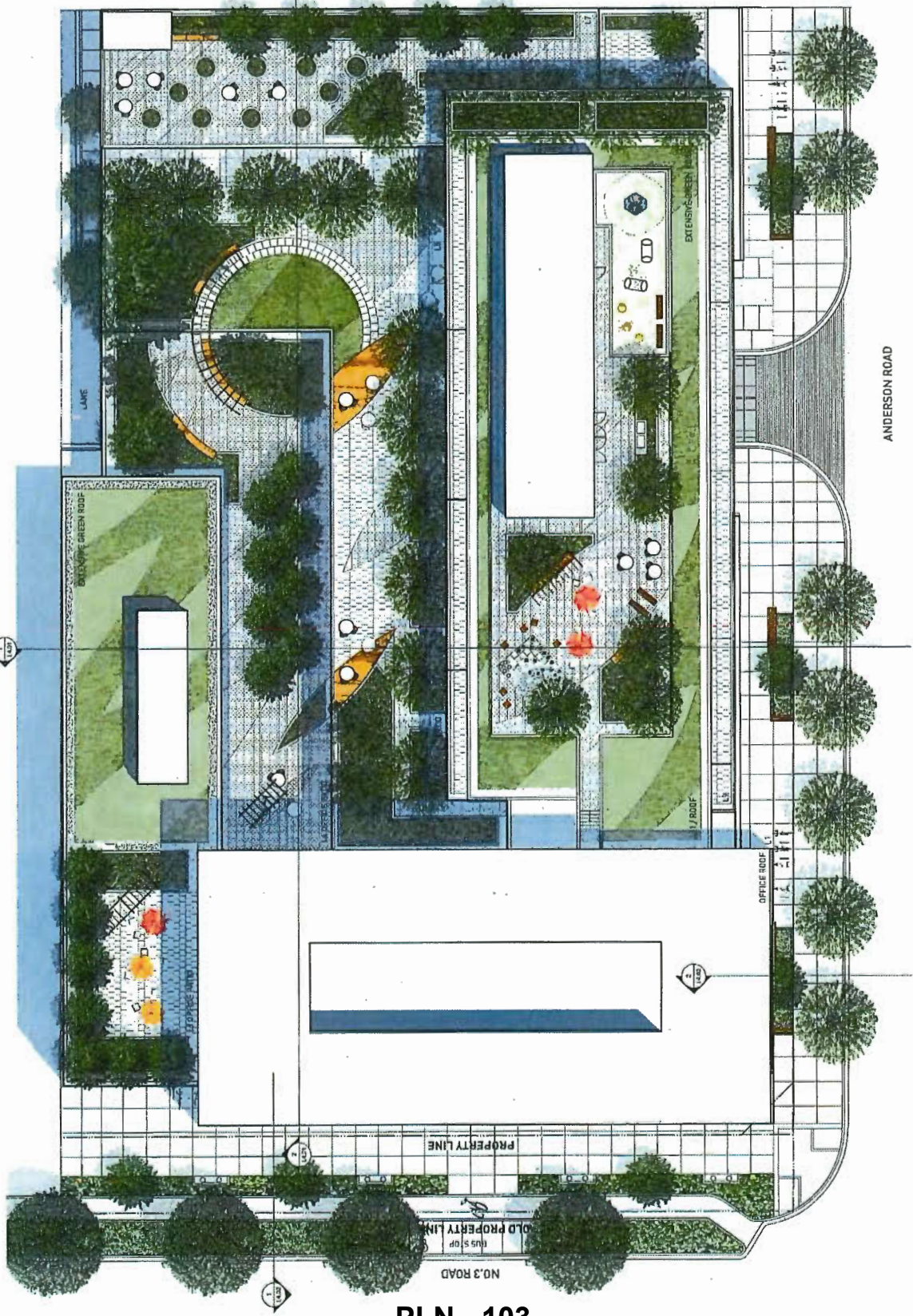
CLIENT: 100 UNIVERSITY AVENUE

DESIGNER: PWL PARTNERSHIP

DATE: 08/15/18

SCALE: 3/32" = 1'

L 1.00



PLN - 103



gbl

DATE	DESCRIPTION
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2	2016.02.01
3	2016.02.01
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6	2016.02.01
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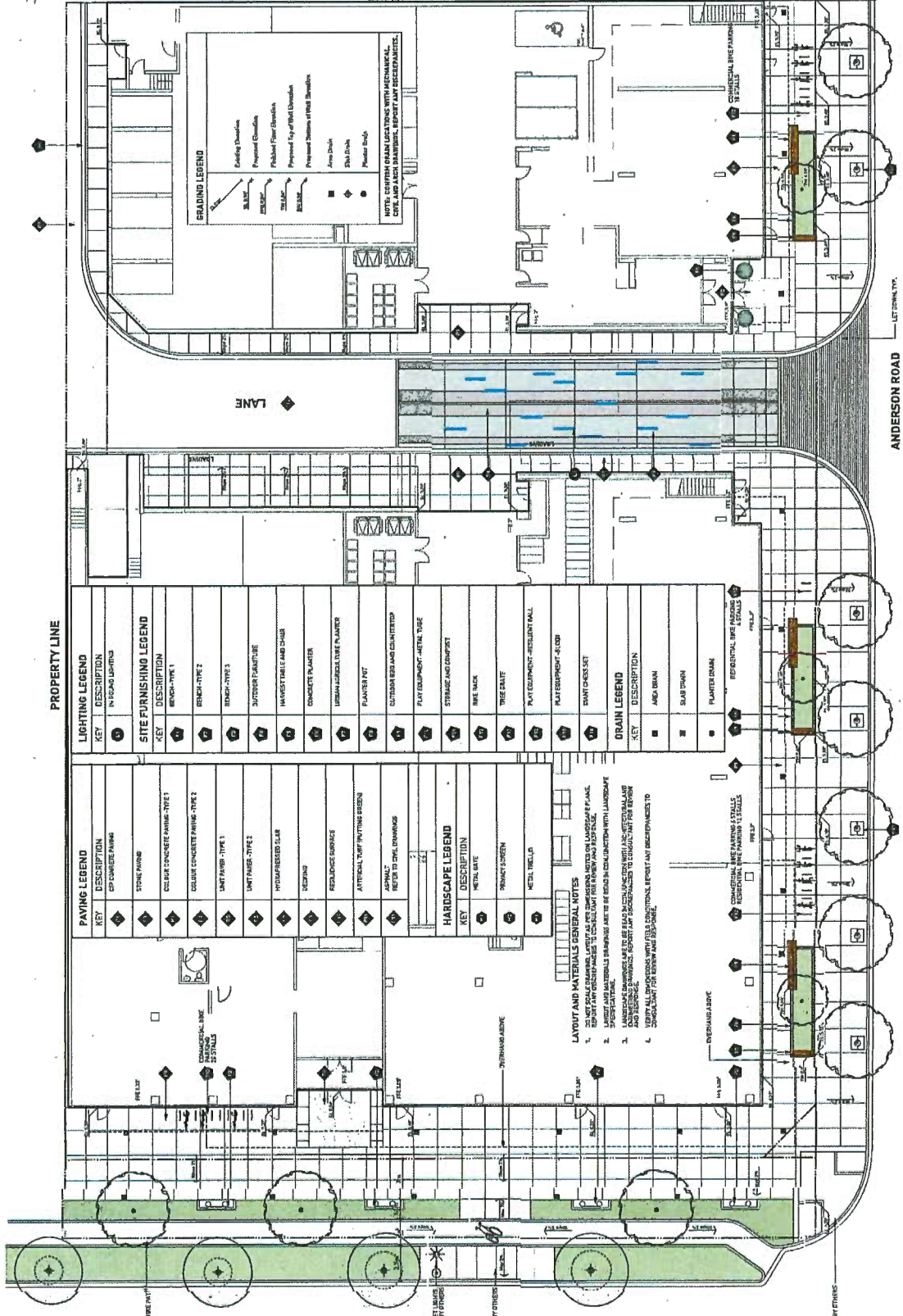
PROPERTY LINE

PORTUNE CENTRE
ANDERSON ROAD

LAYOUT, MATERIAL
AND GRADING
LEVEL 1

SHEET NO.	3122
SHEET TITLE	LAYOUT, MATERIAL AND GRADING LEVEL 1
DATE	14.10.2016
SCALE	1:400
PROJECT NO.	15-02-03 AT CHECK PT
DATE	22.10.16
DESIGNER	
DRAWN	
CHECKED	
SCALE	3/32" = 1'

L1.01



PROPERTY LINE

LIGHTING LEGEND	
KEY	DESCRIPTION
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2	2000MM ISOLA DOWNLIGHT
3	3000MM ISOLA DOWNLIGHT
4	4000MM ISOLA DOWNLIGHT
5	5000MM ISOLA DOWNLIGHT
6	6000MM ISOLA DOWNLIGHT
7	7000MM ISOLA DOWNLIGHT
8	8000MM ISOLA DOWNLIGHT
9	9000MM ISOLA DOWNLIGHT
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148	148000MM ISOLA DOWNLIGHT
149	149000MM ISOLA DOWNLIGHT
150	150000MM ISOLA DOWNLIGHT

LAYOUT AND MATERIALS GENERAL NOTES
 1. DO NOT SCALE DIMENSIONS, VERIFY ALL DIMENSIONS NOTED ON LAYOUT OF PLAN.
 2. CLARIFY ALL DIMENSIONS AND MATERIALS TO BE USED IN CONSTRUCTION WITH LANDSCAPE ARCHITECT.
 3. LANDSCAPE DIMENSIONS OF PLANT ARE TO BE USED IN CONSTRUCTION WITH LANDSCAPE ARCHITECT.
 4. CLARIFY ALL DIMENSIONS AND MATERIALS TO BE USED IN CONSTRUCTION WITH LANDSCAPE ARCHITECT.
 5. VERIFY ALL DIMENSIONS AND MATERIALS TO BE USED IN CONSTRUCTION WITH LANDSCAPE ARCHITECT.

PLN - 104

ATTACHMENT 5



GBL
 1000 WEST 10TH AVENUE
 VANCOUVER, BC V6H 1A5
 TEL: 604-275-1111
 FAX: 604-275-1112
 WWW.GBL.VAN.CA

NOTES:
 1. All work shall be in accordance with the BC Building Code and all applicable regulations.
 2. All work shall be in accordance with the BC Fire Code and all applicable regulations.
 3. All work shall be in accordance with the BC Electrical Code and all applicable regulations.
 4. All work shall be in accordance with the BC Gas Code and all applicable regulations.
 5. All work shall be in accordance with the BC Mechanical Code and all applicable regulations.
 6. All work shall be in accordance with the BC Plumbing Code and all applicable regulations.
 7. All work shall be in accordance with the BC Sanitary Code and all applicable regulations.
 8. All work shall be in accordance with the BC Safety Code and all applicable regulations.
 9. All work shall be in accordance with the BC Fire Protection Code and all applicable regulations.
 10. All work shall be in accordance with the BC Fire Alarm Code and all applicable regulations.
 11. All work shall be in accordance with the BC Fire Sprinkler Code and all applicable regulations.
 12. All work shall be in accordance with the BC Fire Extinguisher Code and all applicable regulations.
 13. All work shall be in accordance with the BC Fire Alarm and Communication Code and all applicable regulations.
 14. All work shall be in accordance with the BC Fire Alarm and Communication Code and all applicable regulations.
 15. All work shall be in accordance with the BC Fire Alarm and Communication Code and all applicable regulations.

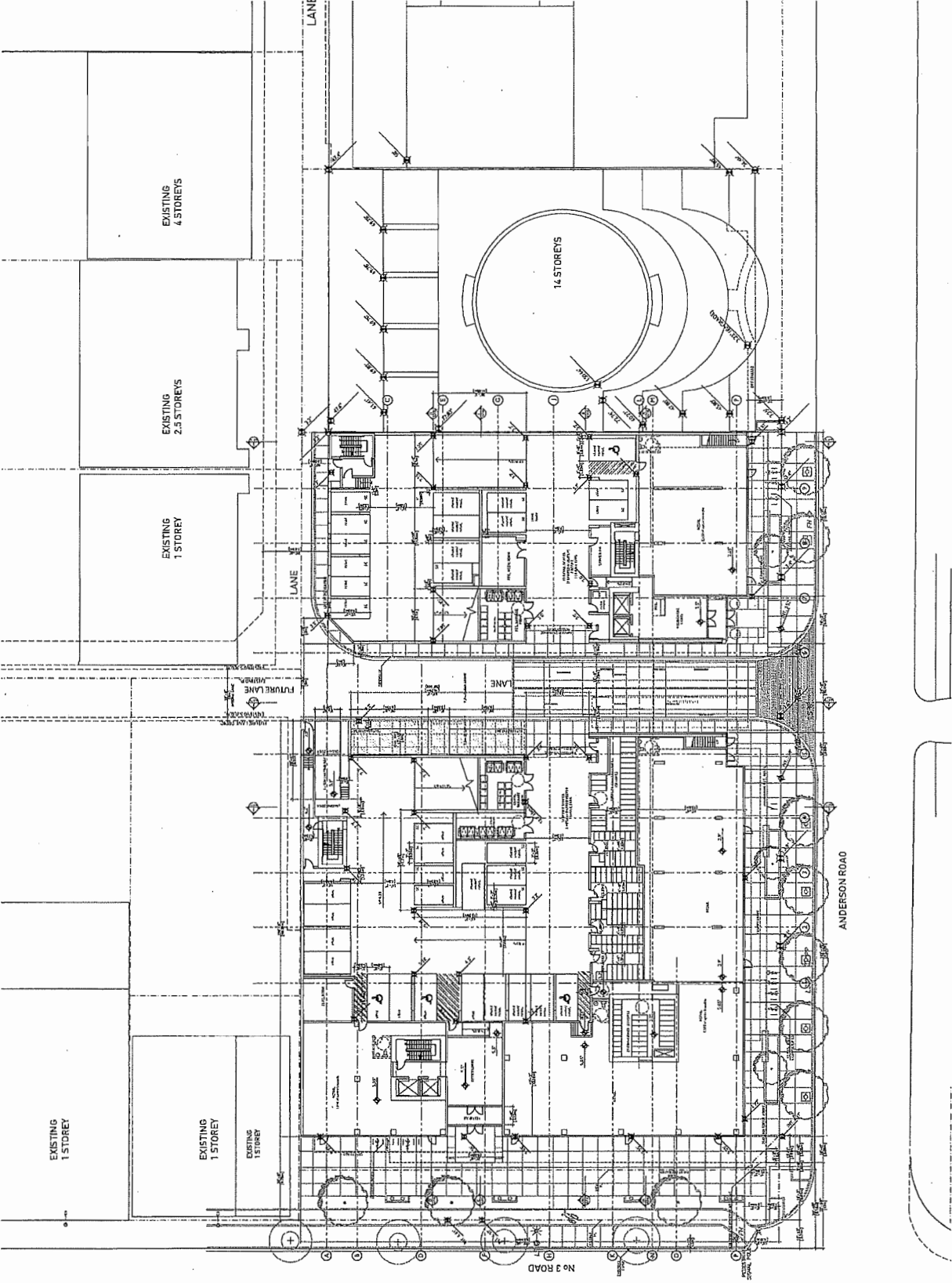
SHEET NO. 105
 DATE: 10/15/2015
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO. 1441



FORTUNE Centre Anderson Rd
 8051 Anderson Road
 Richmond, BC
 R2 14-478448 / DP-15-70092
 MIXED USE DEVELOPMENT

L1
 SITE PLAN

DATE: 10/15/2015
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO. 1441



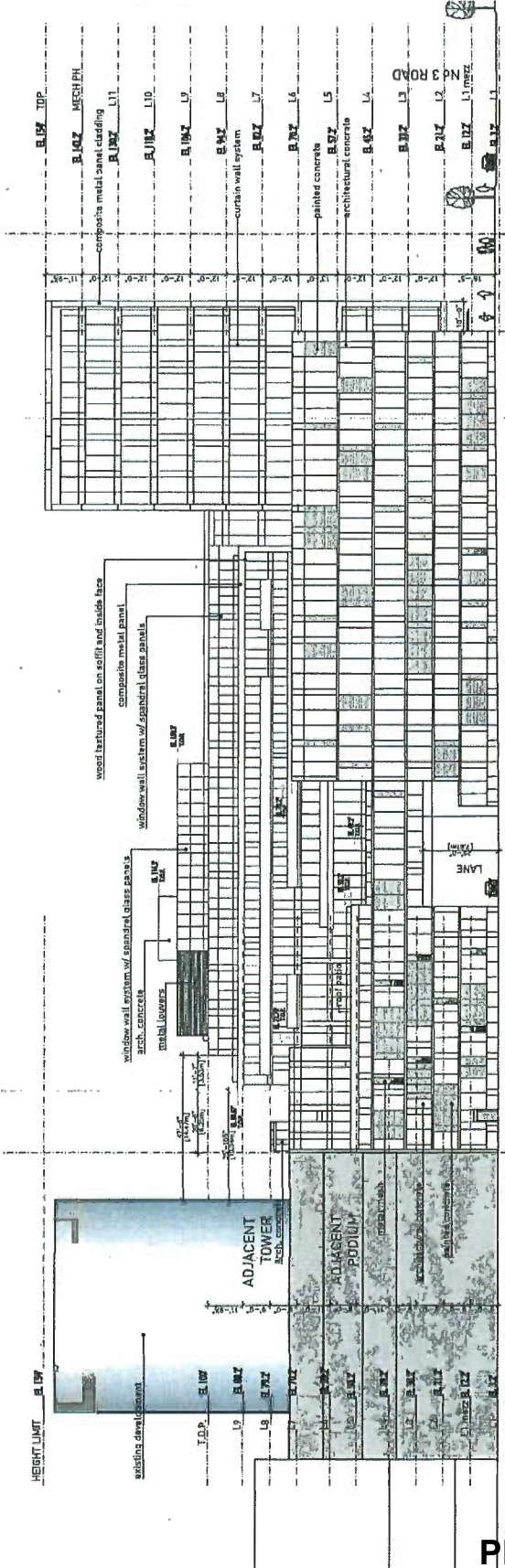
PLN - 105

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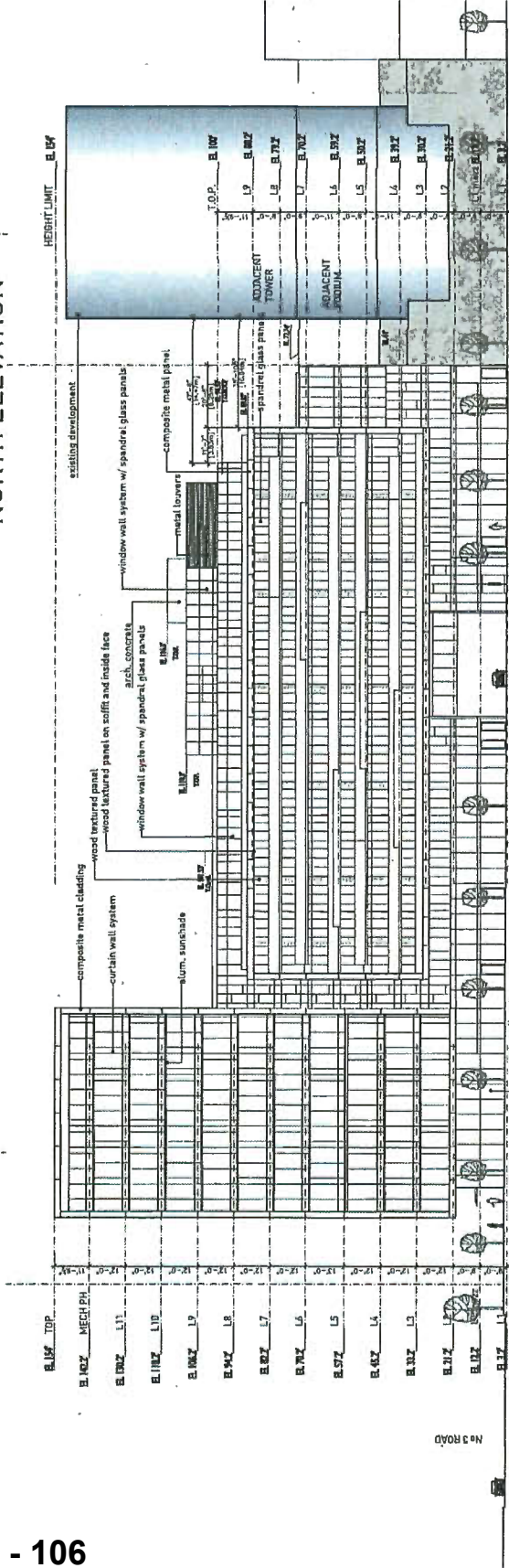
ATTACHMENT 5

gbl

5500
100-111
100-111



NORTH ELEVATION



PLN - 106

A-4.01

ATTACHMENT 5

FORTUNE Centre Anderson Road
8051 Anderson Road
Richmond, BC
R2 14-17848 / DP 15-708092
MAJOR USE DEVELOPMENT

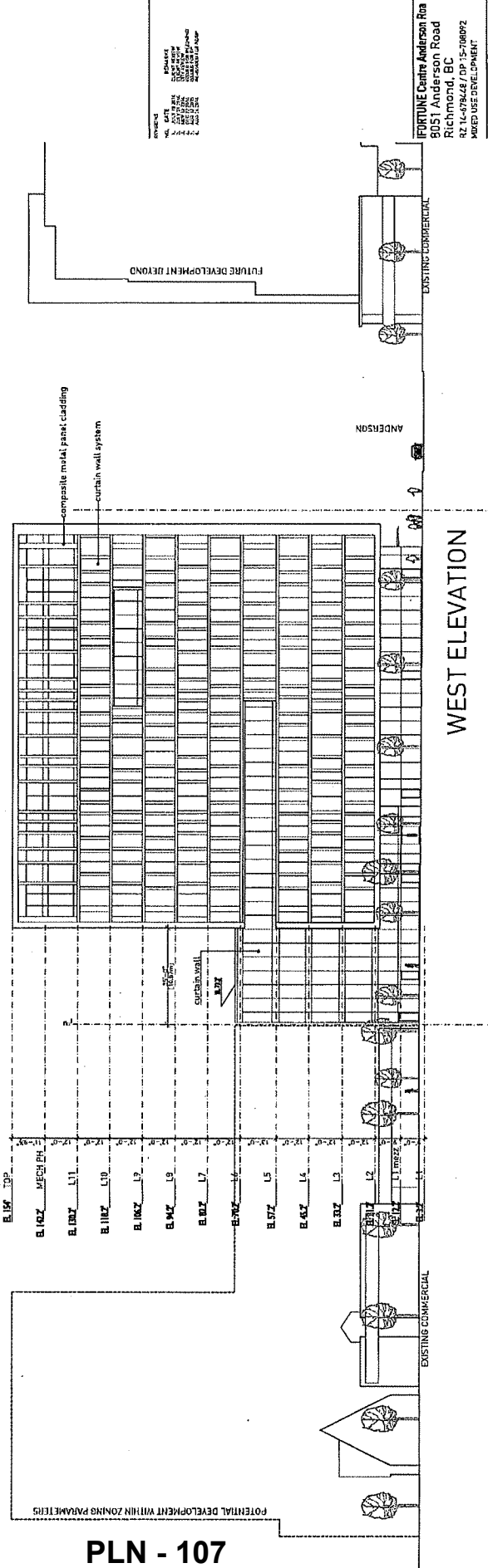
NORTH & SOUTH ELEVATIONS

DATE: 14/11/2015
DRAWN BY: J. HARRIS
CHECKED BY: M. GUNDEL
VPR/PAR: 1441
JOB NUMBER: 1441

igs

1830 E. MAIN ST., SUITE 100
DENVER, CO 80202
TEL: 303.733.1000
WWW.IGSDENVER.COM

DATE: 08/11/2017
BY: J. KLEIN

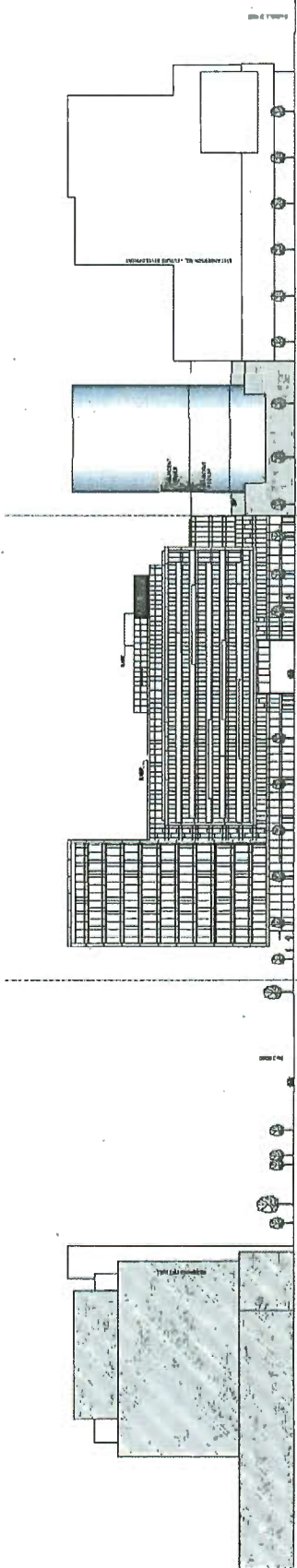


A-4.02

gbl

GBL ARCHITECTS
 10000 W. 10th Avenue, Suite 200
 Greenwood Village, CO 80120
 TEL: 303.751.1000
 WWW.GBLARCHITECTS.COM

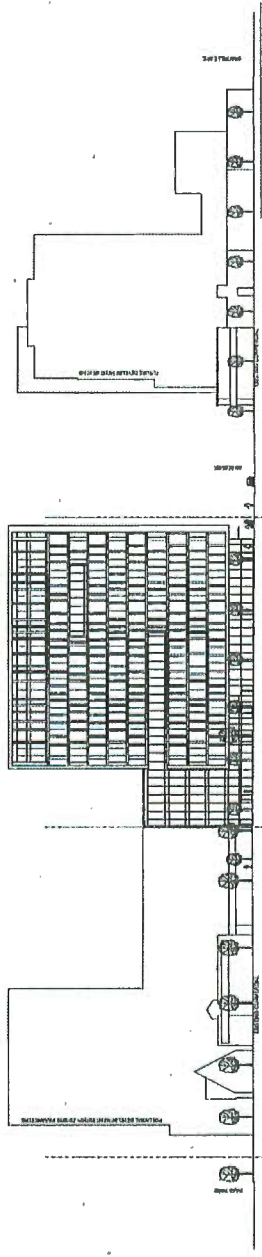
DATE: 10/14/14
 SCALE: AS SHOWN



SOUTH ELEVATION

SOUTH STREETSCAPE (ANDERSON ROAD)

REVISIONS
 NO. DATE DESCRIPTION
 1 10/14/14 INITIAL DESIGN
 2 10/14/14 REVISED PER COMMENTS
 3 10/14/14 REVISED PER COMMENTS

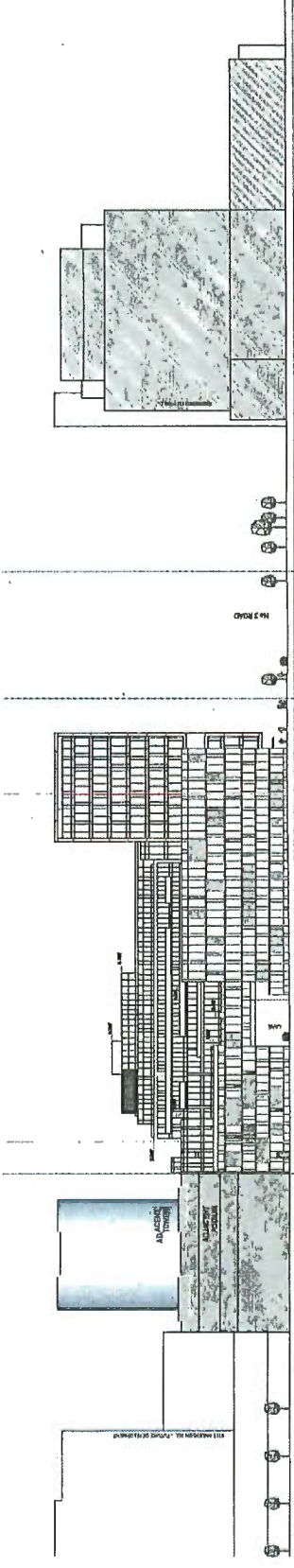


WEST ELEVATION

WEST STREETSCAPE (No 3 ROAD)

FORTUNE Centre Anderson Road
 8051 Anderson Road
 Richmond, BC V6X 3R9
 PROJECT NO. 1441
 WARE USE DEVELOPMENT

DATE: 10/14/14
 SCALE: AS SHOWN



NORTH STREETSCAPE

A-4.03

ATTACHMENT 5

1000 EAST AVENUE
 SUITE 1000
 RICHMOND, VA 23219
 TEL: 804.771.1100
 FAX: 804.771.1101
 WWW.GBLVA.COM

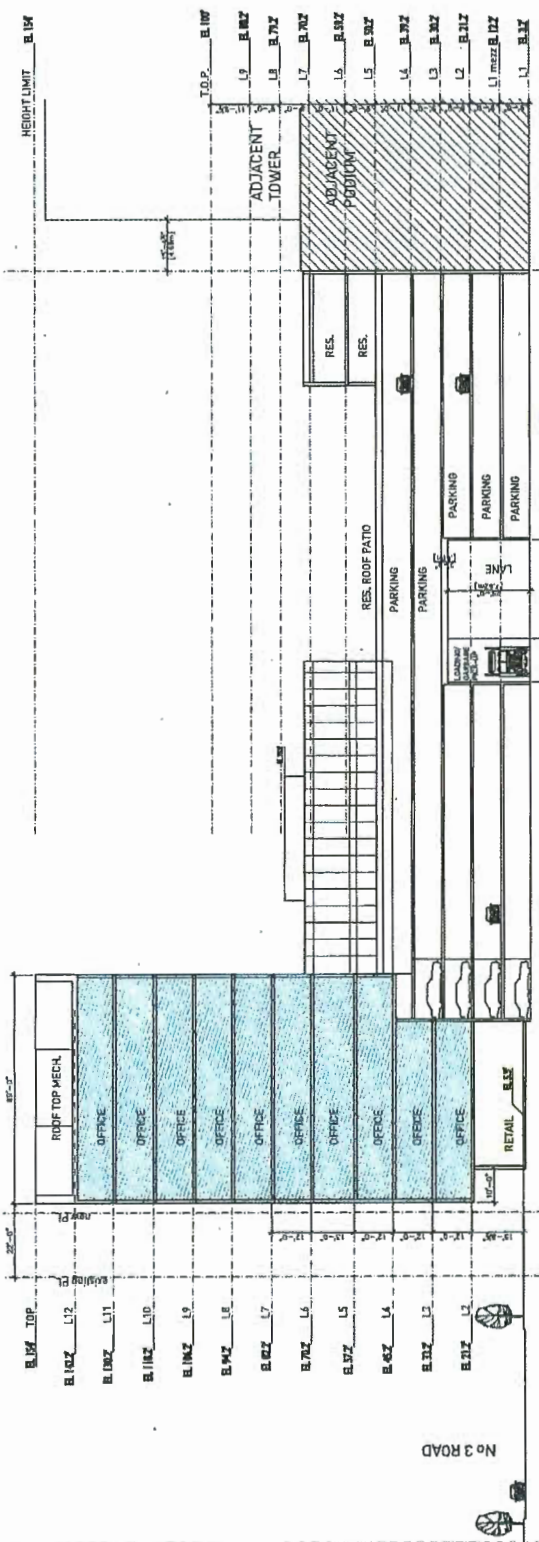
DATE: 11/14/14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]

1000 EAST AVENUE
 SUITE 1000
 RICHMOND, VA 23219
 TEL: 804.771.1100
 FAX: 804.771.1101
 WWW.GBLVA.COM

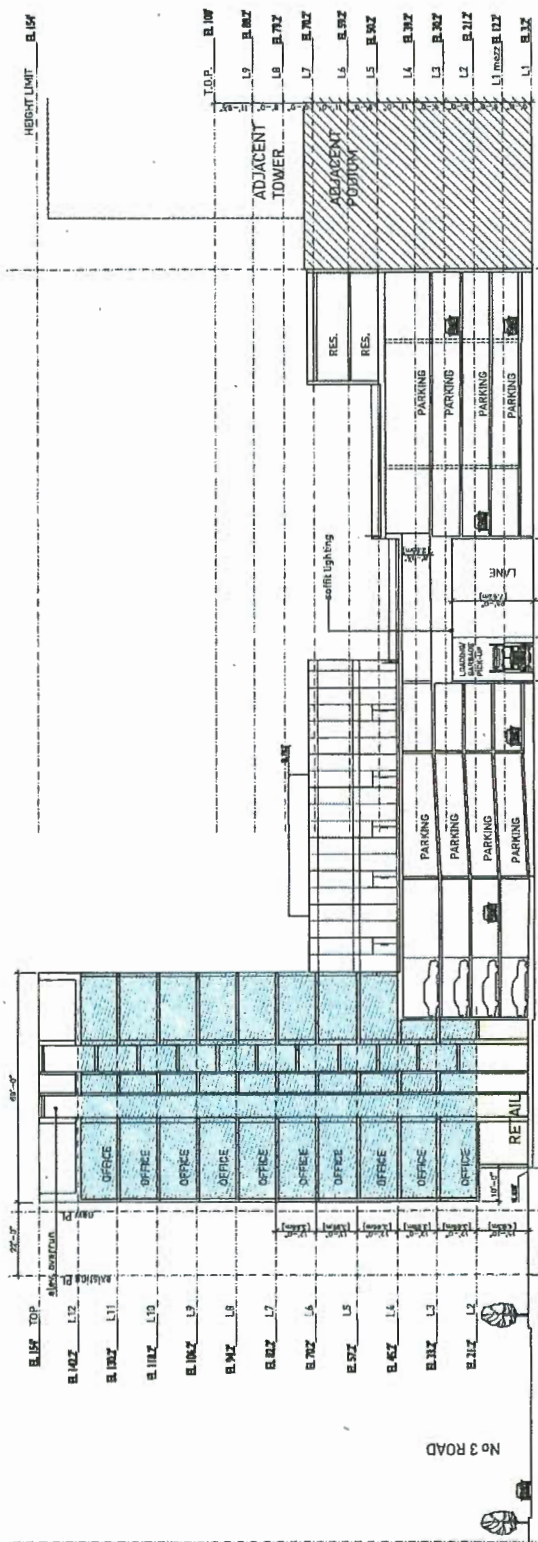


FOUNTAIN CENTRE ANDERSON TOWER
 8051 Anderson Road
 Richmond, VA
 82-14-17646 / DP 15-70697
 MIXED USE DEVELOPMENT

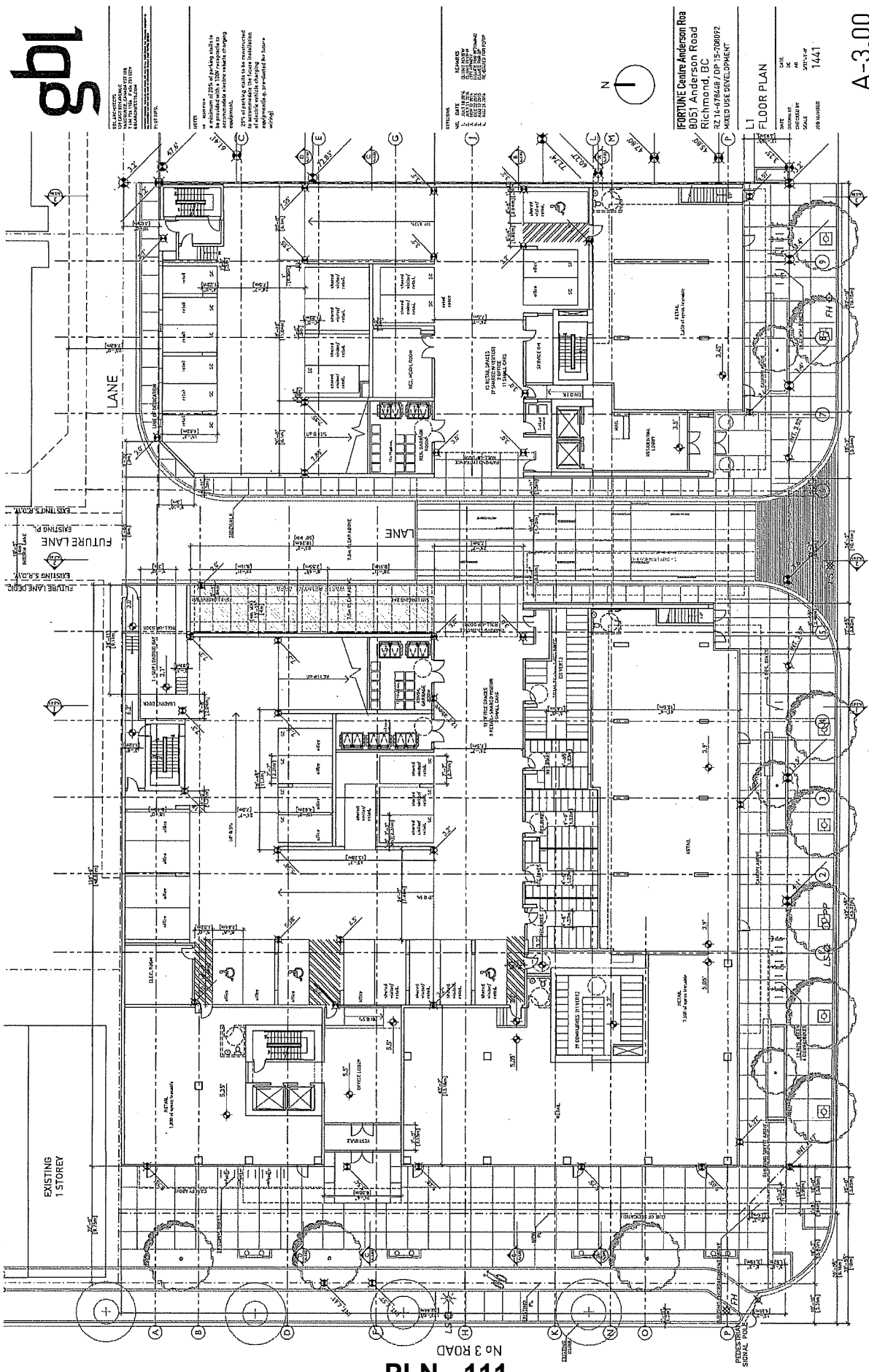
SHEET NO. 1441
 TOTAL SHEETS 1441



SECTION C-C



SECTION D-D



gbl

20% of parking stalls to be provided with a 120' x 20' x 8' minimum stall size to be provided for bicycles.
 25% of parking stalls to be constructed with electric vehicle charging capabilities as provided for future use.

PLN - 111
No 3 ROAD

FORTUNE Centre Anderson Rd
 8051 Anderson Road
 Richmond, BC
 12-1478648 / DP-15-08072
 MIXED USE DEVELOPMENT

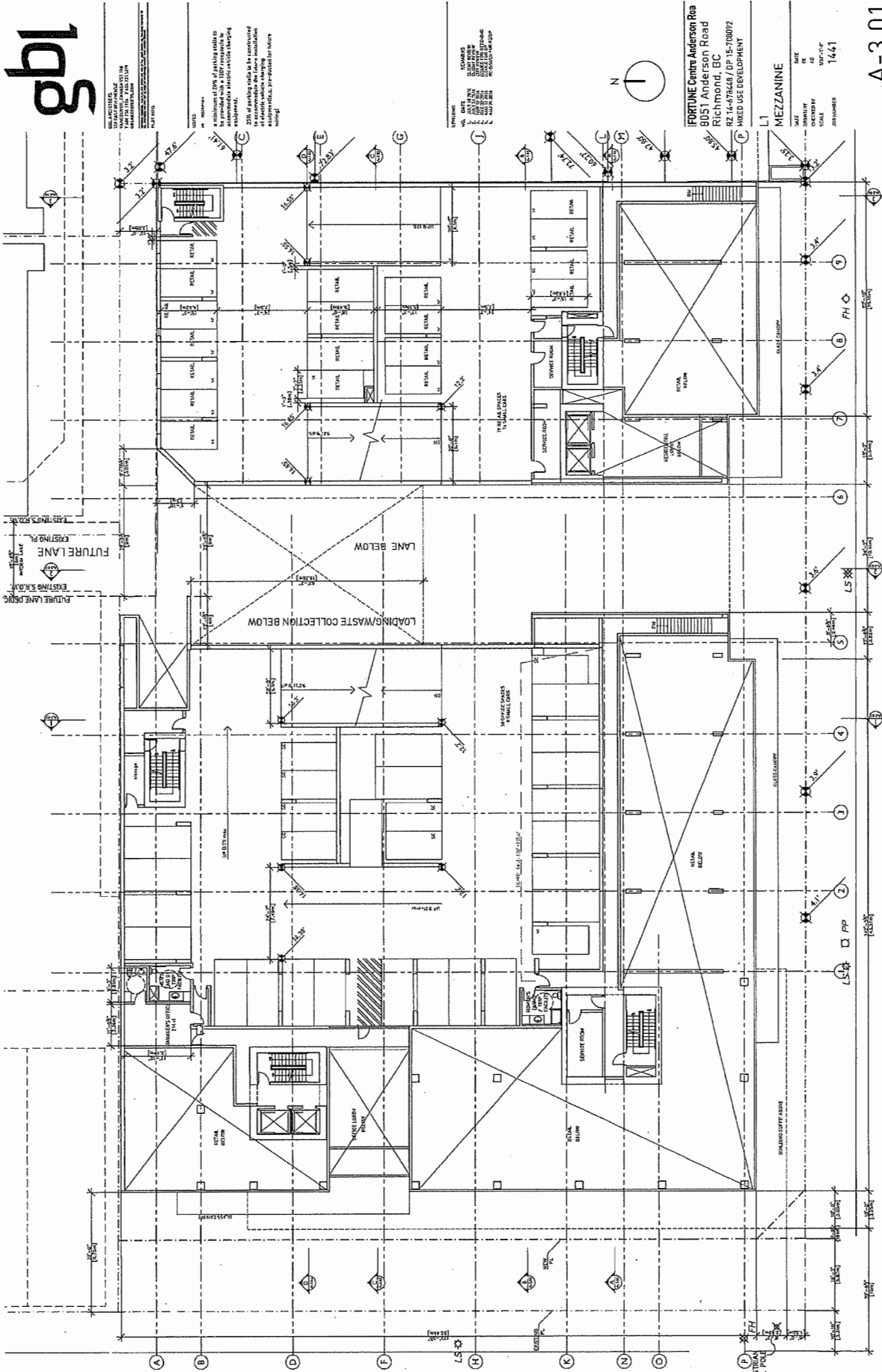
FLOOR PLAN
 DATE: 01/14/2015
 DRAWN BY: [Name]
 SCALE: 3/8" = 1'-0"
 JOB NUMBER: 1441

A-3.00

ATTACHMENT 5

ANDERSON ROAD

gbl



NOTES:
 1. A minimum of 20% of parking shall be provided with a 100% requirement to be provided for electric vehicle charging equipment.
 2. 25% of parking stalls to be constructed as permeable and/or permeable pavement to be provided for future use.

PLN - 112

A-3.01

ANDERSON ROAD
ATTACHMENT 5

gbl

DATE: 15-07-2017
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1:1
PROJECT: [Name]

2% of parking stalls to be wheelchair accessible in accordance with the BC Building Act and the BC Accessibility Act. The remaining 98% of parking stalls are standard for format only.

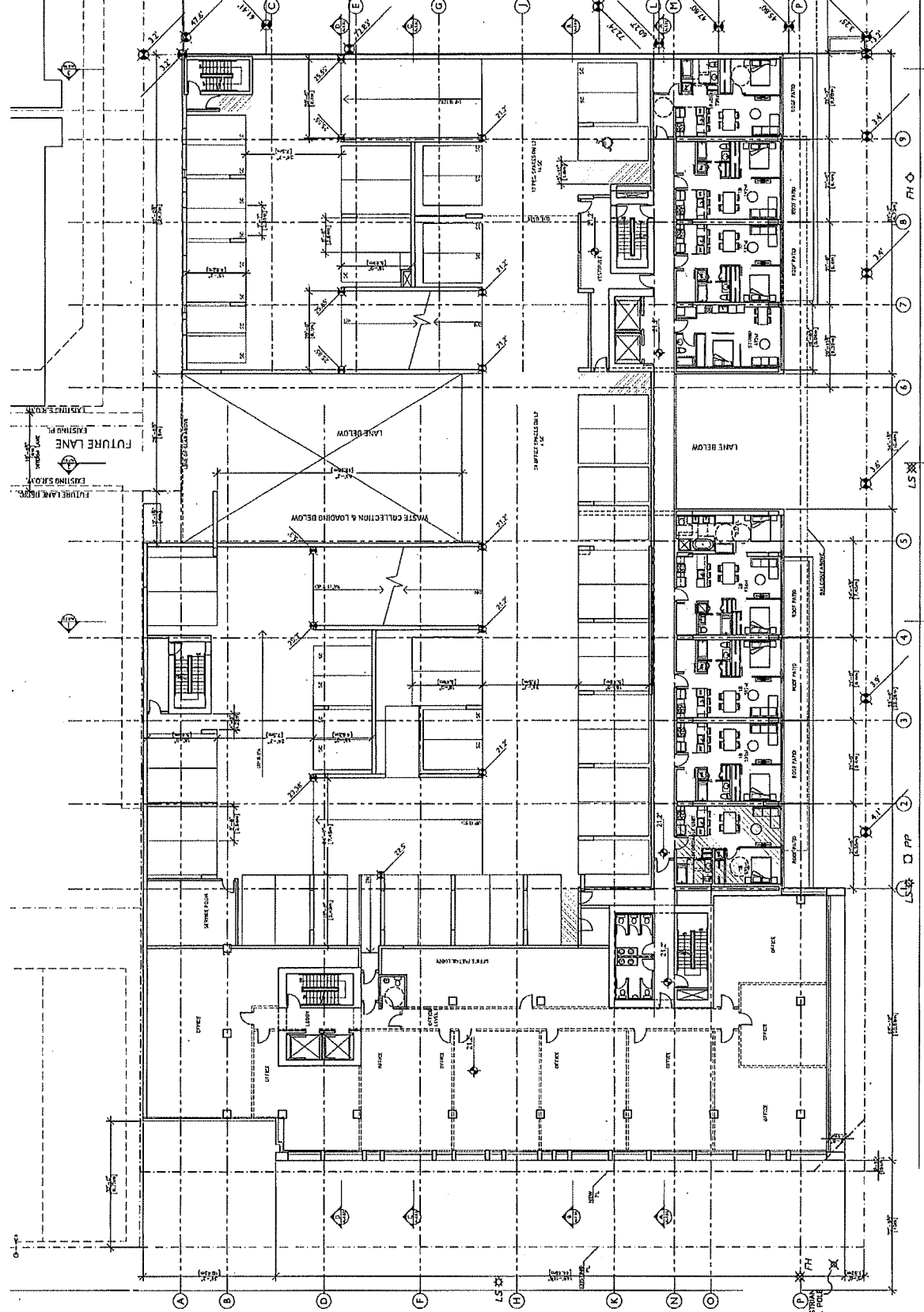
PROVISIONS:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.

FORTUNE Centre Anderson Rca
8051 Anderson Road
Richmond, BC
R2 14-278489 / DP 15-71807Z
MIXED USE DEVELOPMENT

FLOOR PLAN

DATE	15-07-2017
SCALE	1:1
PROJECT	F8
TOTAL	1,441
PERMITS	

A-3.02



ANDERSON ROAD
ATTACHMENT 5

PLN - 113

No 3 ROAD

gbl

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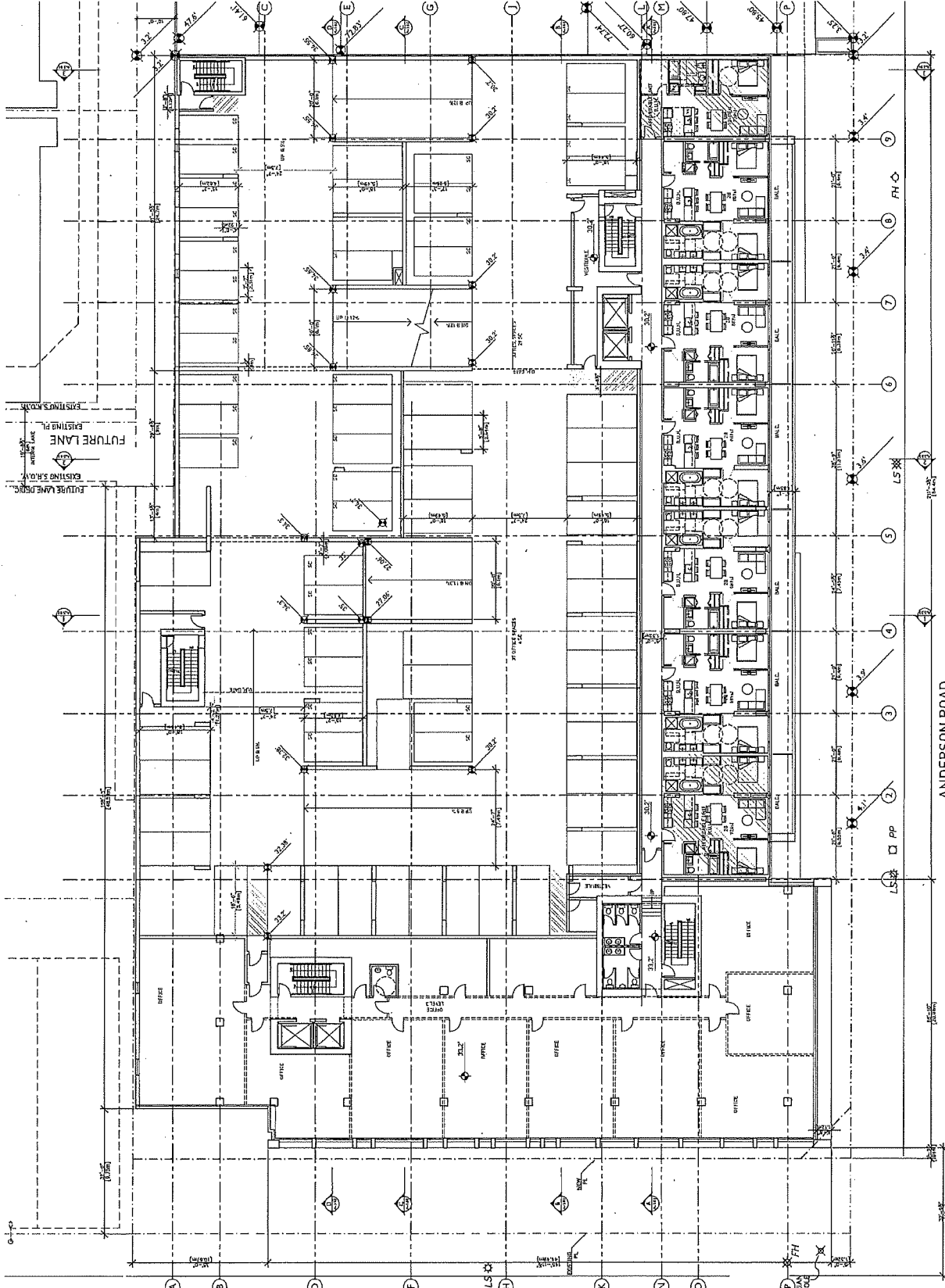
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FORTUNE Centre Anderson Road
 8051 Anderson Road
 Richmond, BC
 V2Y 4R8
 PROJECT NO. 14441
 DATE: 2015-08-10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

FLOOR PLAN
 DATE: 2015-08-10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

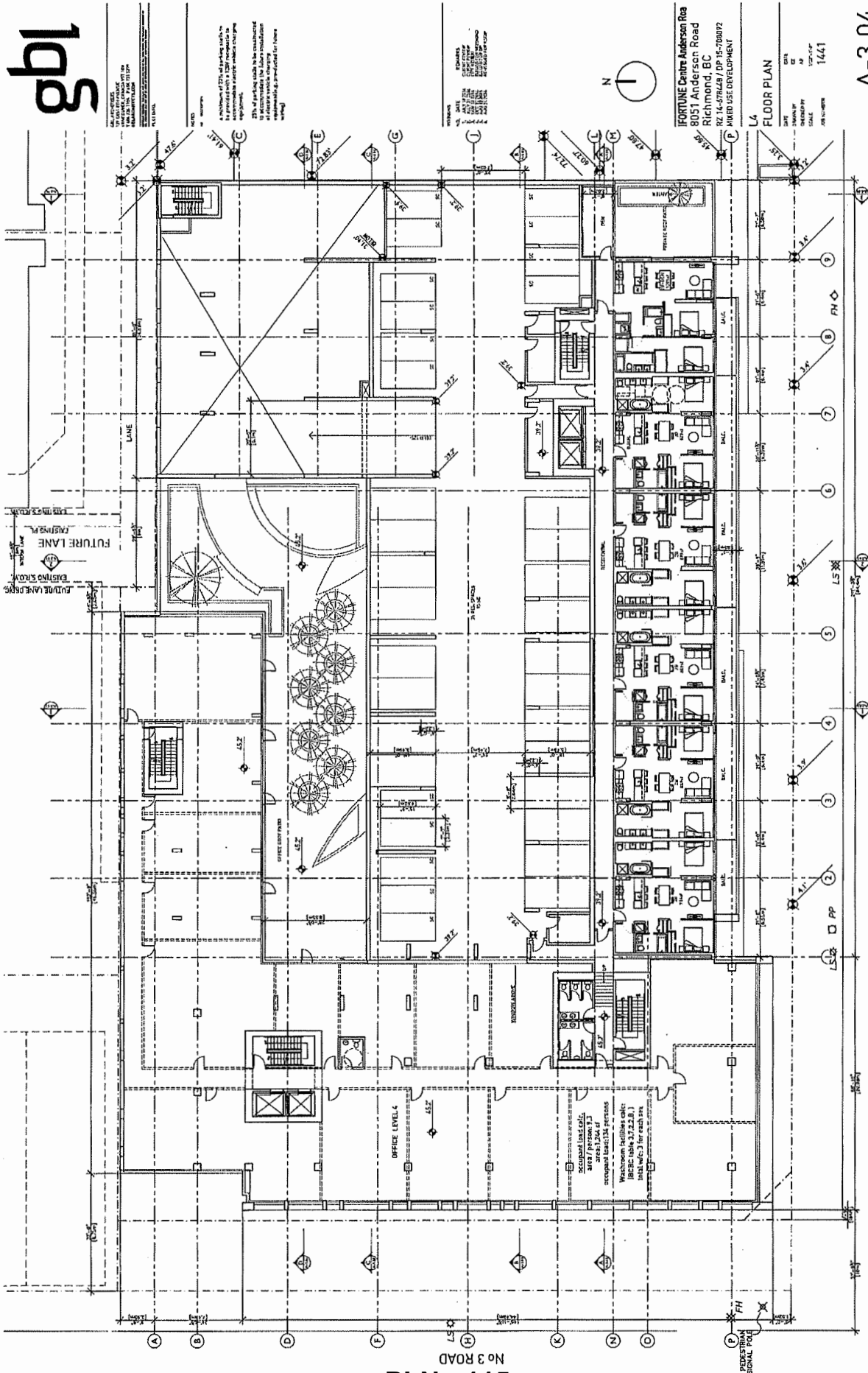
A-3.03

No 3 ROAD
 PLN - 114

ATTACHMENT 5

ANDERSON ROAD

igs



NOTES

1. A minimum of 25% of parking stalls to be provided with a 1200mm accessible space.
2. 25% of parking stalls to be constructed as all-terrain vehicle (ATV) stalls.
3. All wheelchair accessible stalls to be provided with a 1200mm accessible space.
4. All wheelchair accessible stalls to be provided with a 1200mm accessible space.

No 3 ROAD

PLN - 115

Iqortune Centre Anderson Rise
 8051 Anderson Road
 Richmond, BC
 N.Z. & S.E. of 1000
 PROJECT NO. 1441

FLOOR PLAN

DATE	1441
SCALE	1:100
PROJECT NO.	1441

A-3.04

ANDERSON ROAD
 ATTACHMENT 5

gbl

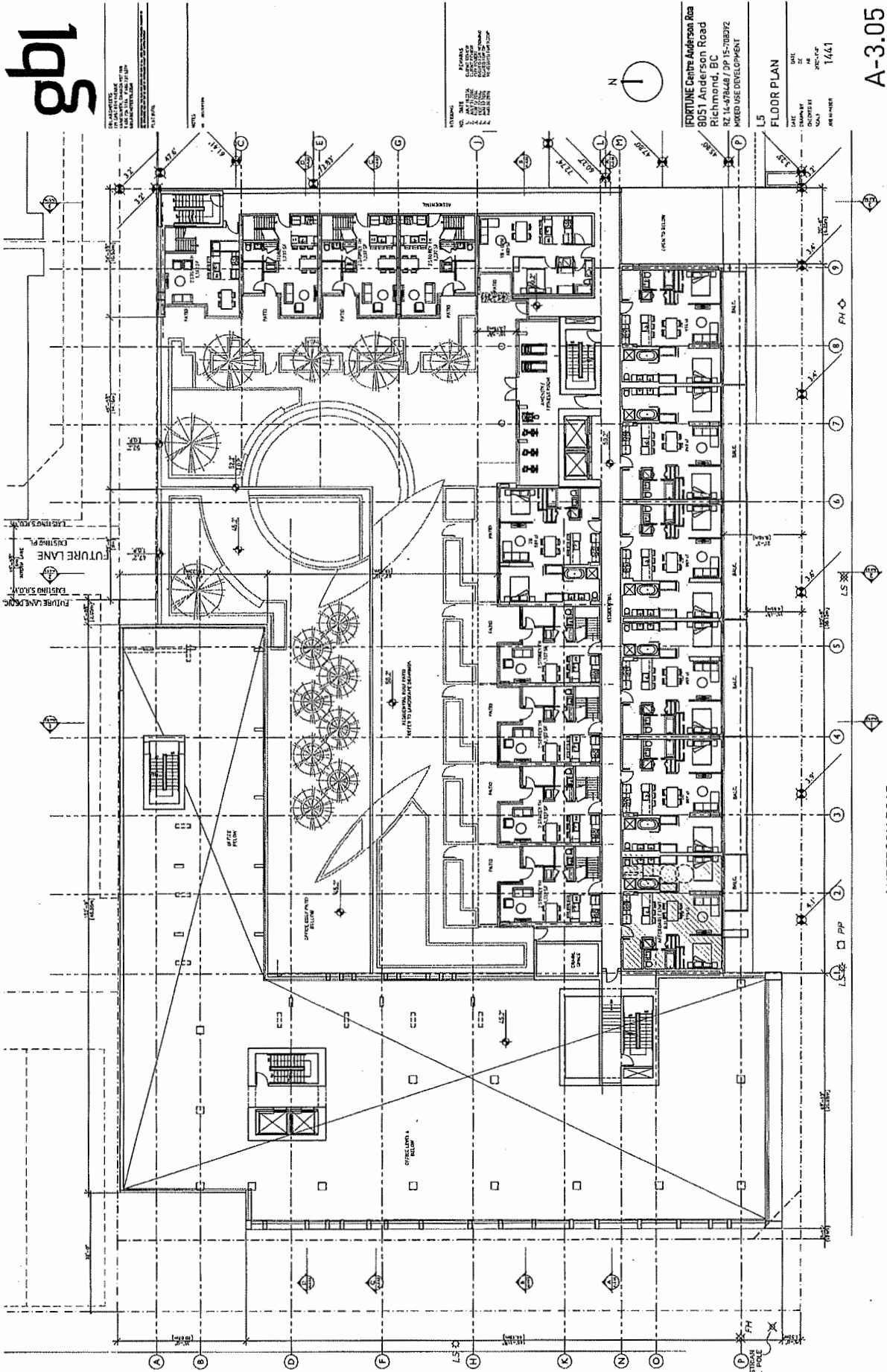
DEVELOPER: GBL ARCHITECTURE
 1000 WEST 10TH AVENUE
 VANCOUVER, BC V6H 2T6
 TEL: 604-681-1111
 WWW.GBLARCHITECTURE.COM

REVISIONS
 NO. DATE DESCRIPTION
 1 15/08/2017 INITIAL DESIGN
 2 15/08/2017 REVISED PER COMMENTS
 3 15/08/2017 REVISED PER COMMENTS
 4 15/08/2017 REVISED PER COMMENTS
 5 15/08/2017 REVISED PER COMMENTS
 6 15/08/2017 REVISED PER COMMENTS
 7 15/08/2017 REVISED PER COMMENTS
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FORTUNE Centre Anderson Rd
 8051 Anderson Road
 Richmond, BC
 RZ 14-07648 / DP 15-70892
 MIXED USE DEVELOPMENT

L5 FLOOR PLAN
 DATE: 15/08/2017
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 QUANTITY: [Value]
 SHEET NO: 1441
 SHEET TOTAL: [Value]

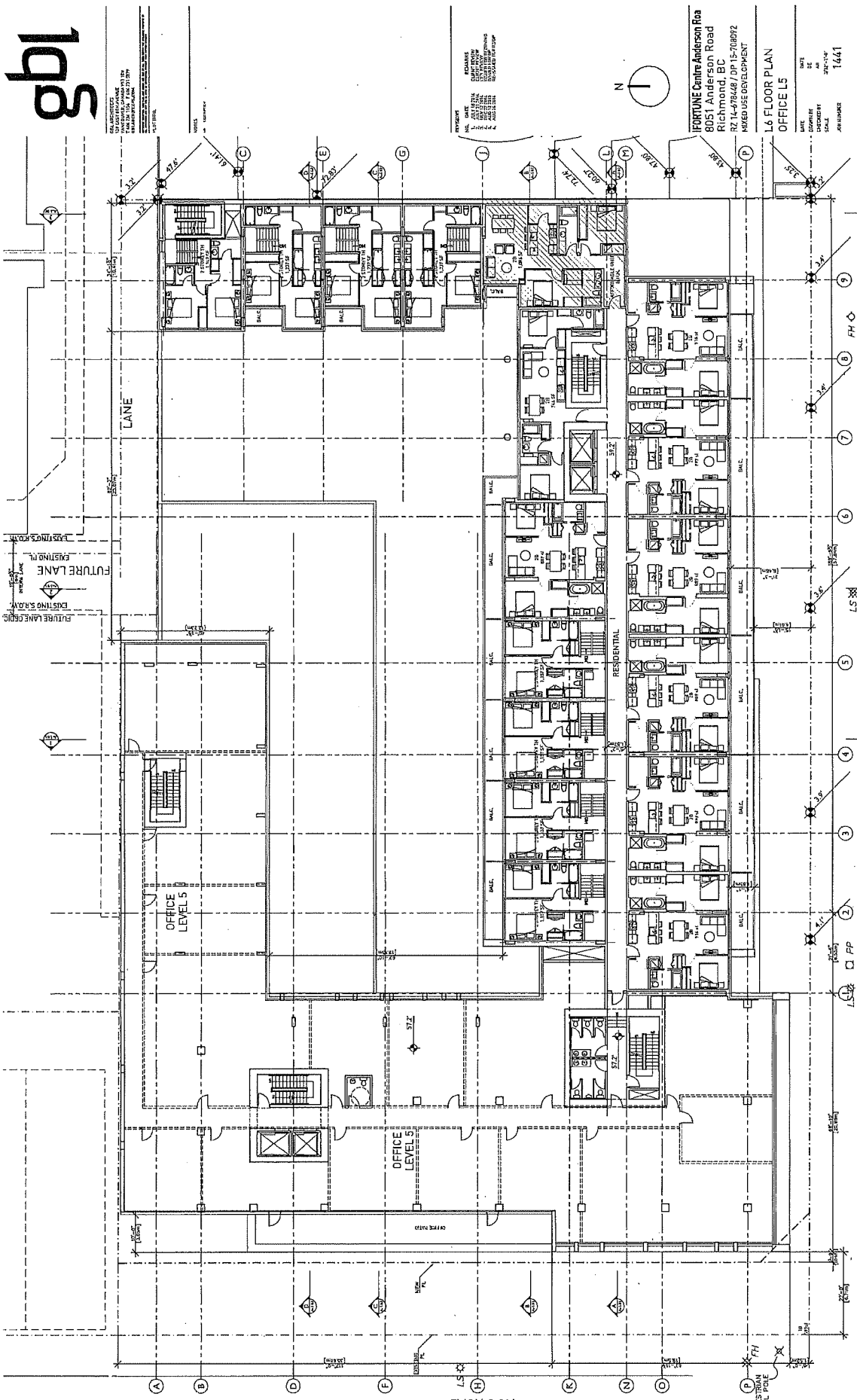
A-3.05



PLN - 116

ANDERSON ROAD
 ATTACHMENT 5

gbl



REVISIONS

NO.	DATE	DESCRIPTION
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2	11/15/11	ISSUED FOR PERMIT
3	11/15/11	ISSUED FOR PERMIT
4	11/15/11	ISSUED FOR PERMIT
5	11/15/11	ISSUED FOR PERMIT
6	11/15/11	ISSUED FOR PERMIT
7	11/15/11	ISSUED FOR PERMIT
8	11/15/11	ISSUED FOR PERMIT
9	11/15/11	ISSUED FOR PERMIT
10	11/15/11	ISSUED FOR PERMIT

FORTUNE Centre Anderson Plaza
 8051 Anderson Road
 Richmond, BC
 82-14-29248 / DP 15-70892
 MIXED USE DEVELOPMENT

L6 FLOOR PLAN
OFFICE L5

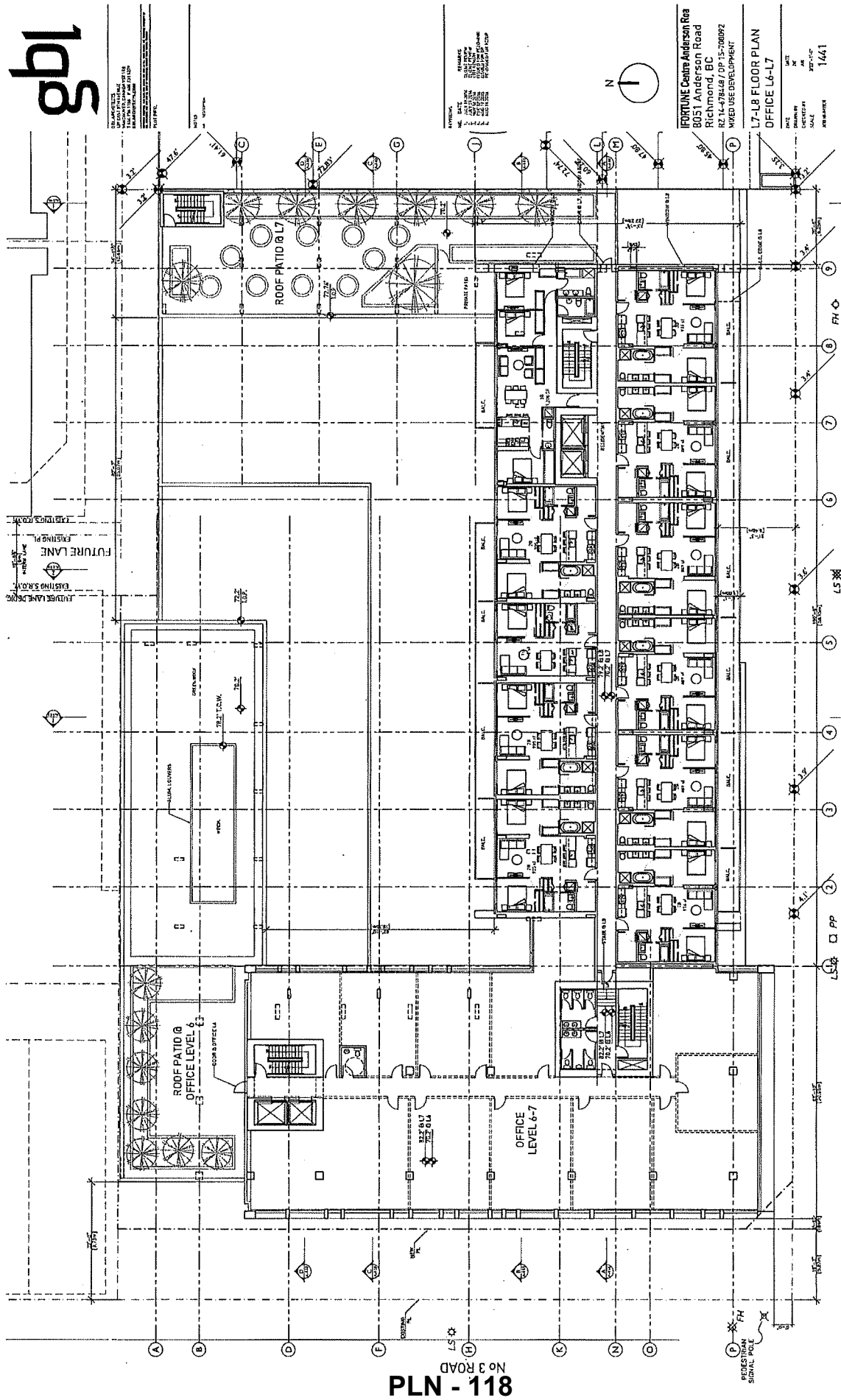
DATE	NO.	REVISION
11/15/11	1	ISSUED FOR PERMIT
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11/15/11	3	ISSUED FOR PERMIT
11/15/11	4	ISSUED FOR PERMIT
11/15/11	5	ISSUED FOR PERMIT
11/15/11	6	ISSUED FOR PERMIT
11/15/11	7	ISSUED FOR PERMIT
11/15/11	8	ISSUED FOR PERMIT
11/15/11	9	ISSUED FOR PERMIT
11/15/11	10	ISSUED FOR PERMIT

A-3.06

PLN - 117

ANDERSON ROAD ATTACHMENT 5

gbl



PLN - 118
No 3 ROAD

FRONTLINE Centre Anderson Reg
 8051 Anderson Road
 BC
 82-11-126-18 / DP 15-70082
 MIXED USE DEVELOPMENT
 L7-L8 FLOOR PLAN
 OFFICE L6-L7

DATE	1/14/11
REVISION	1/14/11
SCALE	1/4" = 1'-0"
PERMIT NO.	1441

A-3.07

ANDERSON ROAD
ATTACHMENT 5

gbl

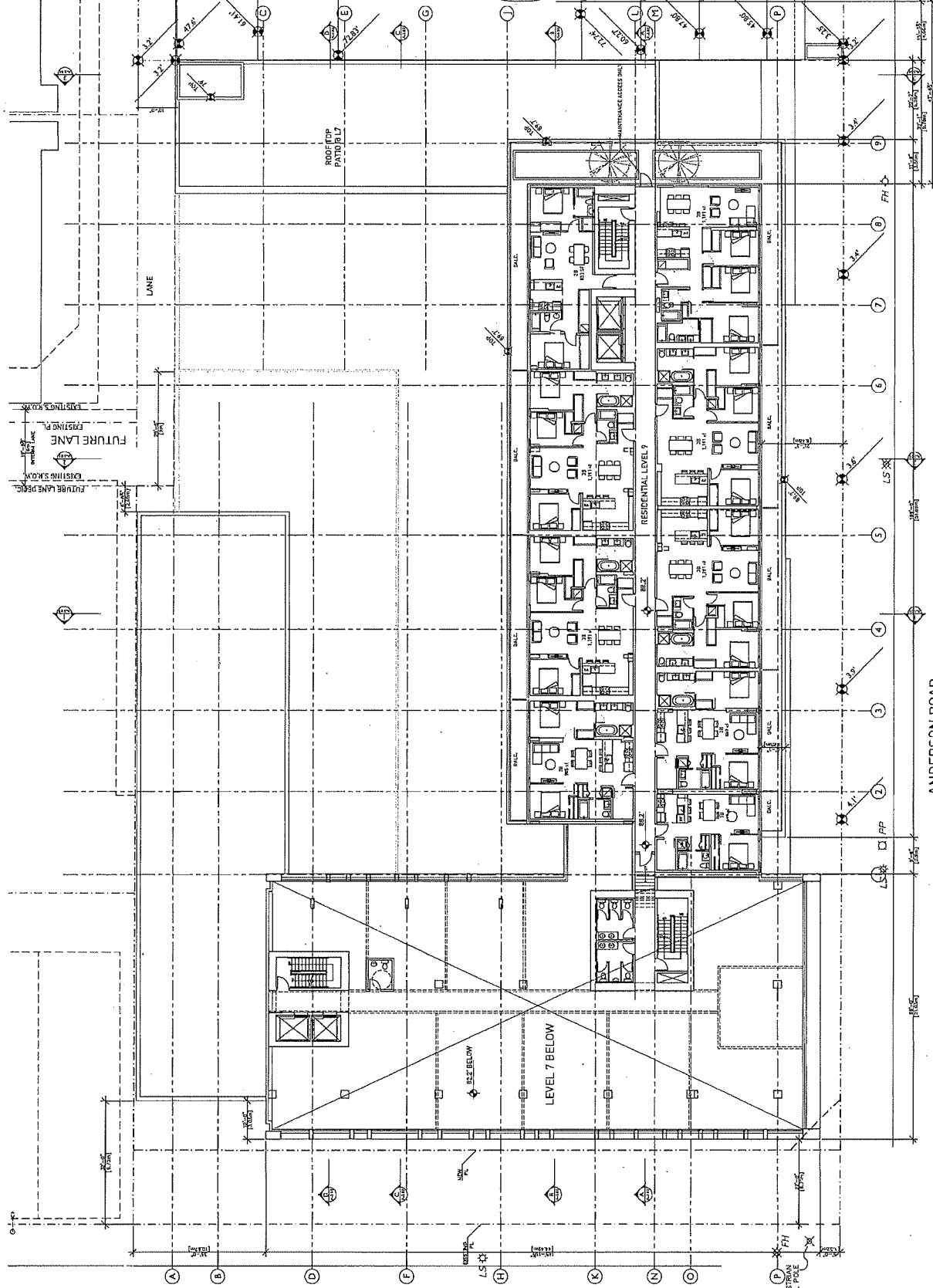
DATE: 01/14/11
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
APPROVED BY: J. HARRIS

REVISIONS
NO. DATE
1 01/14/11
2 01/14/11
3 01/14/11
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FORTUNE Centre Anderson Rta
8051 Anderson Road
Richmond, BC
RZ 14-29-048 / DP 15-70892
WAB 08-25-2011
L9 FLOOR PLAN

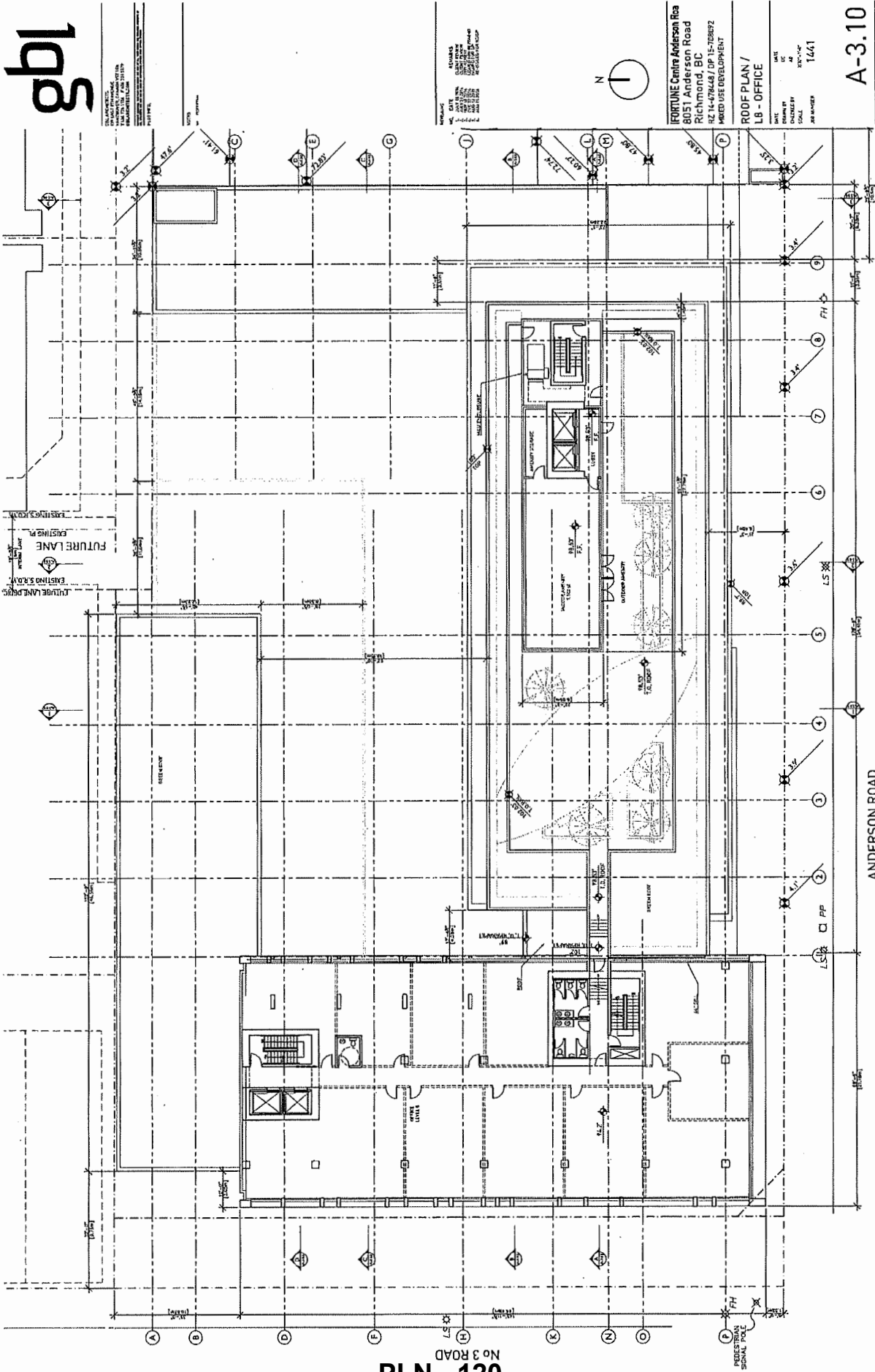
DATE: 01/14/11
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
APPROVED BY: J. HARRIS
PROJECT NO: 1441

A-3.09



PLN - 119
No 3 ROAD

ANDERSON ROAD
ATTACHMENT 5



gbl

250 AVENUE 10
 SUITE 1000
 VANCOUVER, BC V6P 1M7
 TEL: 604-278-1111
 FAX: 604-278-1112
 WWW.GBLINC.COM

ALL WORKS
 TO BE DONE
 IN ACCORDANCE
 WITH THE
 BRITISH COLUMBIA
 BUILDING ACT AND
 REGULATIONS
 THEREUNDER

FORTUNE Centre Anderson Rd
 8051 Anderson Road
 Richmond, BC
 R2 14-078648 / DP 15-108692
 MED USE DEVELOPMENT

ROOF PLAN /
LB - OFFICE
 DATE: 2014.08.14
 DRAWN BY: J. [unreadable]
 CHECKED BY: [unreadable]
 SCALE: 1/4" = 1'-0"
 JOB NO.: 1441

A-3.10

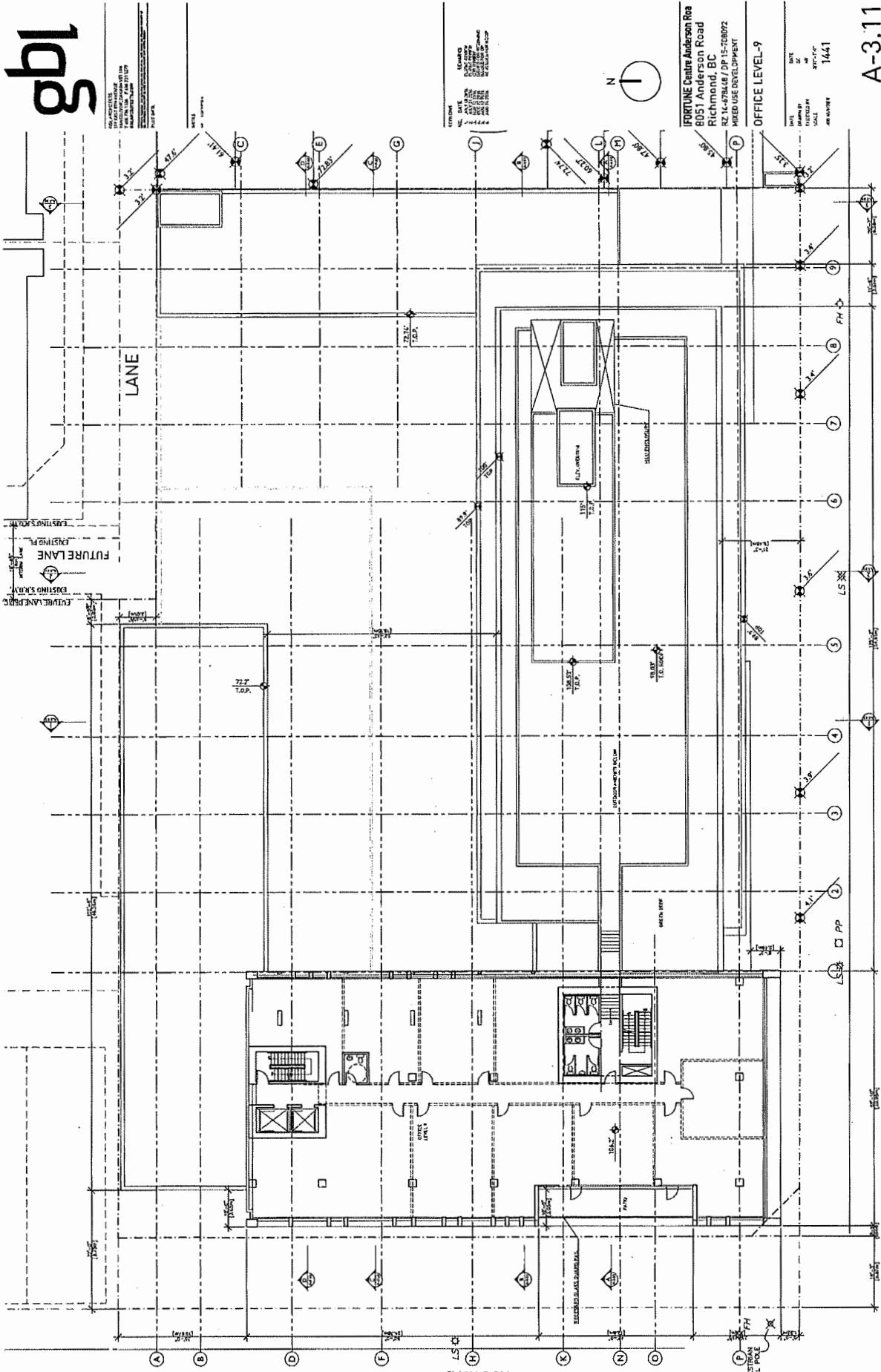
PLN - 120

ATTACHMENT 5

ANDERSON ROAD

NO 3 ROAD

gbl



PLN - 121

No 3 ROAD

VERTUNE Centre Anderson Roa
 8051 Anderson Road
 Richmond, VA 23170
 PROJECT NO. 15-708092
 PROJECT NAME: VERTUNE CENTER
 PROJECT TYPE: OFFICE BUILDING
 PROJECT PHASE: PRELIMINARY

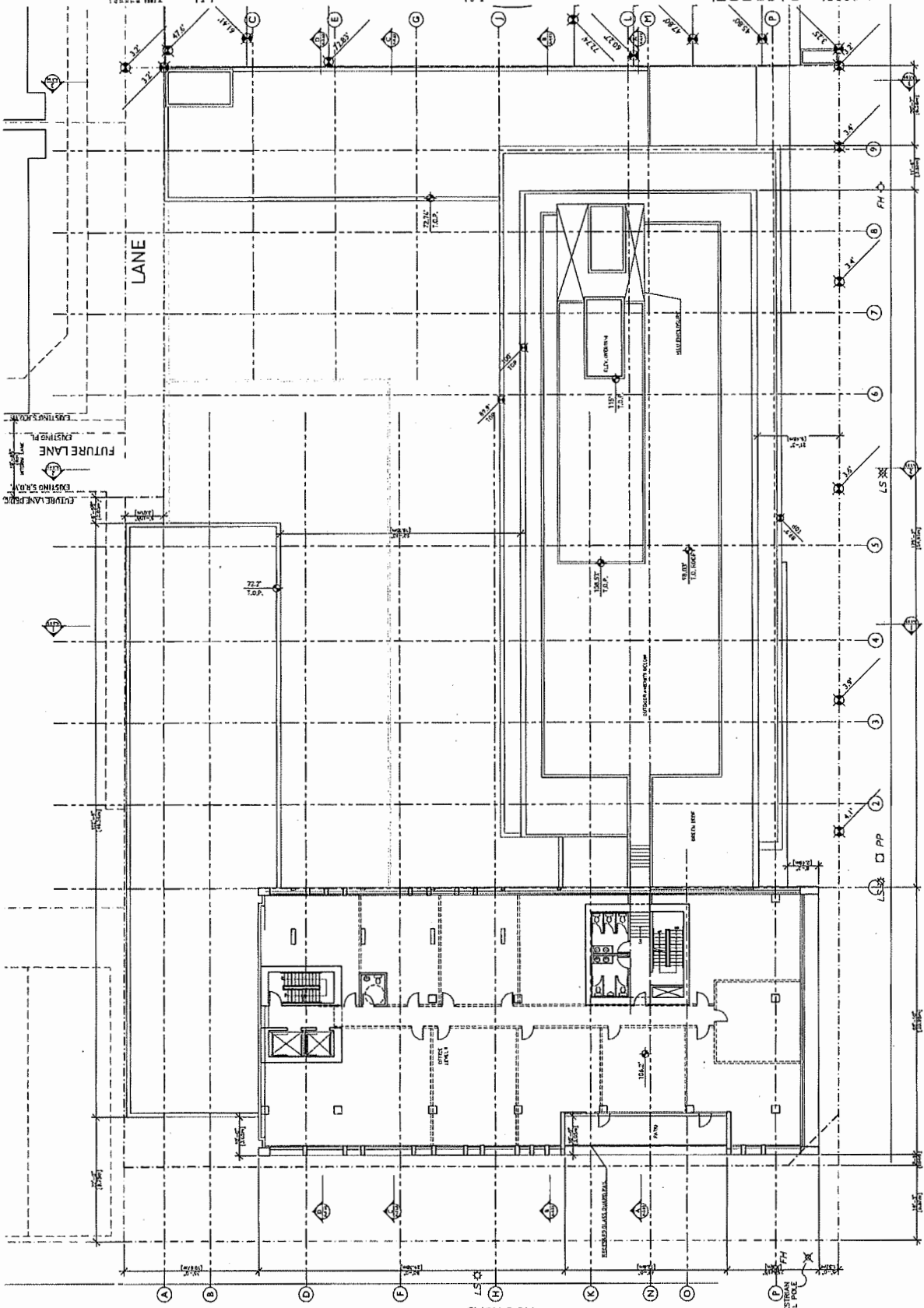
DATE: 08/11/15
 DRAWN BY: J. H. HARRIS
 CHECKED BY: J. H. HARRIS
 SCALE: AS SHOWN
 SHEET NO.: 1444

OFFICE LEVEL-9

A-3.11

ATTACHMENT 5

ANDERSON ROAD



gbl

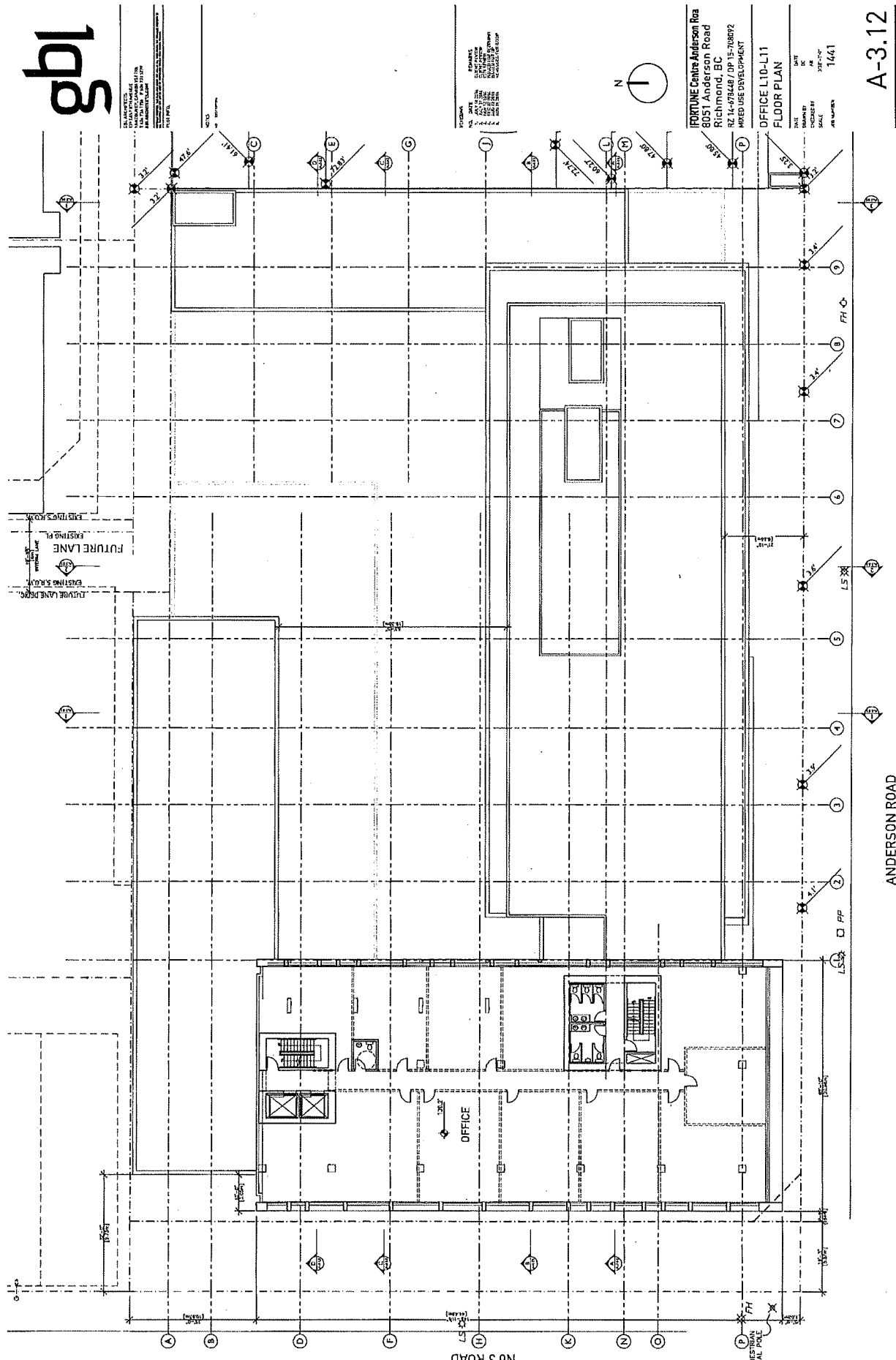
DATE: 10/11/2011
DRAWN BY: [unintelligible]
CHECKED BY: [unintelligible]
SCALE: 1:100
PROJECT: [unintelligible]

PROJECT: [unintelligible]
DATE: [unintelligible]
DRAWN BY: [unintelligible]
CHECKED BY: [unintelligible]
SCALE: 1:100
PROJECT: [unintelligible]

FOOTING Centre Anderson Rd
8051 Anderson Road
Richmond, BC V7B 5P2
ZONING: R2-12-1-1
PROPOSED USE: DEVELOPMENT

OFFICE L10-L11
FLOOR PLAN
DATE: [unintelligible]
DRAWN BY: [unintelligible]
CHECKED BY: [unintelligible]
SCALE: 1:100
PROJECT: [unintelligible]

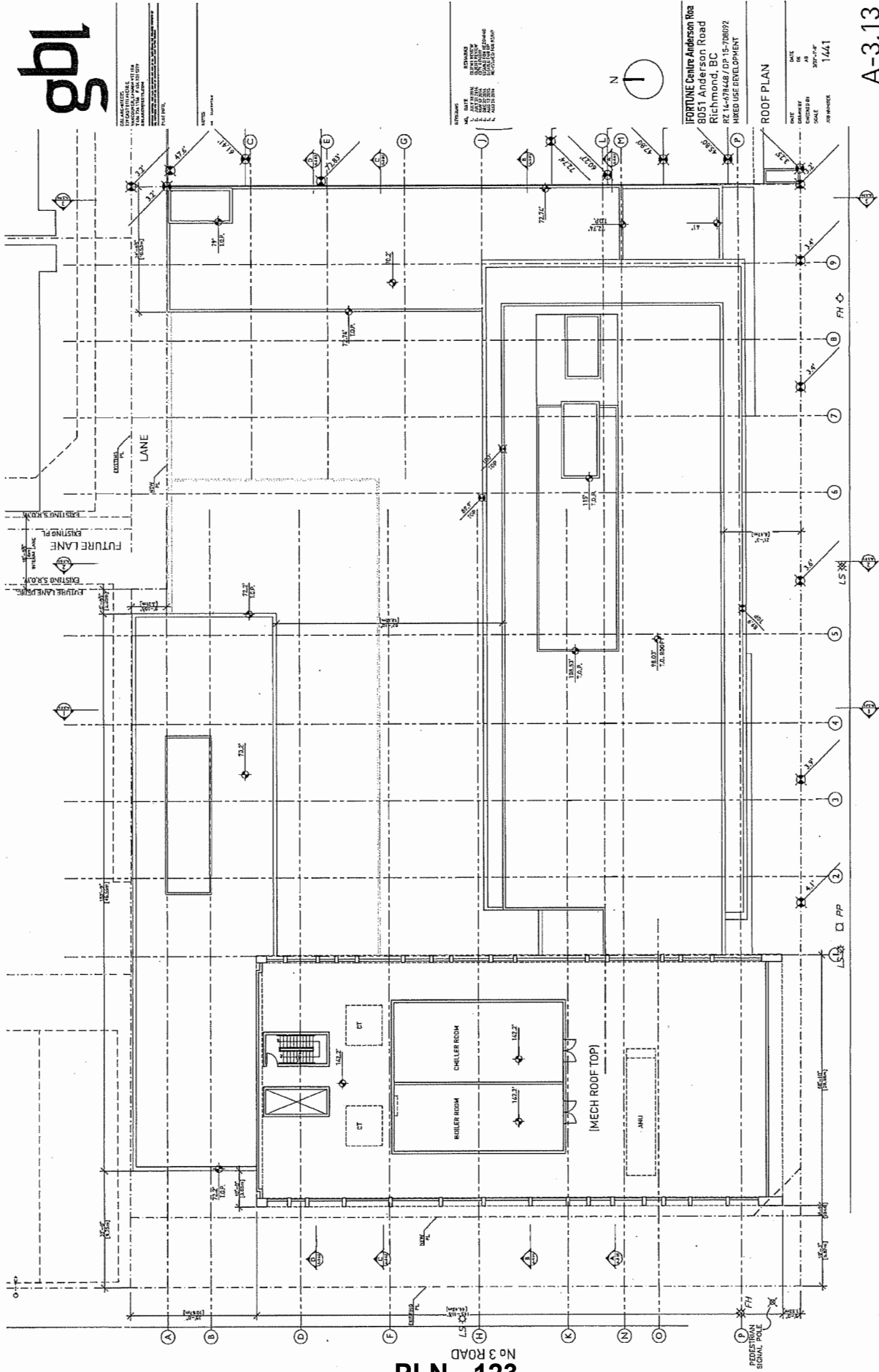
A-3.12



PLN - 122
No 3 ROAD

ANDERSON ROAD
ATTACHMENT 5

gbl



PROJECT: FORTUNE CENTRE ANDERSON RD
 CLIENT: GBL
 DATE: 2017-11-14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/4" = 1'-0"
 SHEET NO: 1441

REVISIONS
 NO. DATE DESCRIPTION
 1 2017-11-14 ISSUED FOR PERMIT
 2 2017-11-14 REVISED PER COMMENTS
 3 2017-11-14 REVISED PER COMMENTS
 4 2017-11-14 REVISED PER COMMENTS

FORTUNE CENTRE ANDERSON RD
 8051 Anderson Road
 RICHMOND, BC
 REF: 170101072
 WEB USE DEVELOPMENT

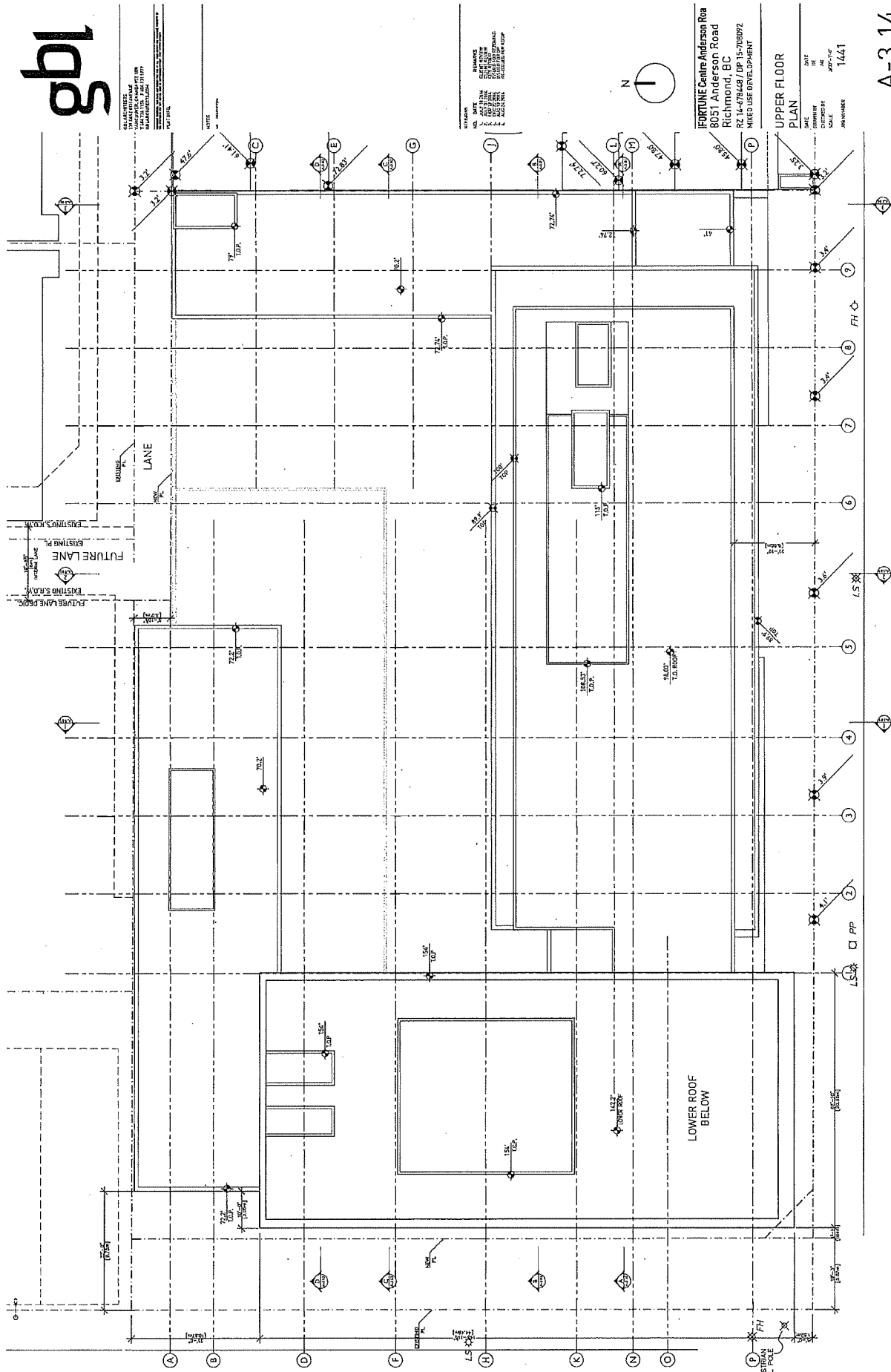
ROOF PLAN
 DATE: 2017-11-14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/4" = 1'-0"
 SHEET NO: 1441

A-3.13

PLN - 123

ANDERSON ROAD ATTACHMENT 5

gbl



PLN - 124

No 3 ROAD

FORTUNE Centre Anderson Road
 8051 Anderson Road
 Richmond, BC
 82-14-4784/3 / DP 15-718987
 MIXED USE DEVELOPMENT

UPPER FLOOR
 PLAN
 DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/4" = 1'-0"
 PROJECT NUMBER: 14441

A-3.14

ANDERSON ROAD
ATTACHMENT 5

1500 W. WASHINGTON AVENUE
 SUITE 200
 RICHMOND, BC V6Y 4V6
 TEL: 604.273.4300
 FAX: 604.273.4301
 WWW.GBLINC.COM

DATE: 10/20/2020
 DRAWN BY: J. HARRIS

PROJECT: 8051 ANDERSON RD
 DRAWING NO: 20-20-1001-01
 SHEET NO: 1.01
 DATE: 10/20/2020
 PROJECT: 8051 ANDERSON RD
 DRAWING NO: 20-20-1001-01
 SHEET NO: 1.01
 DATE: 10/20/2020

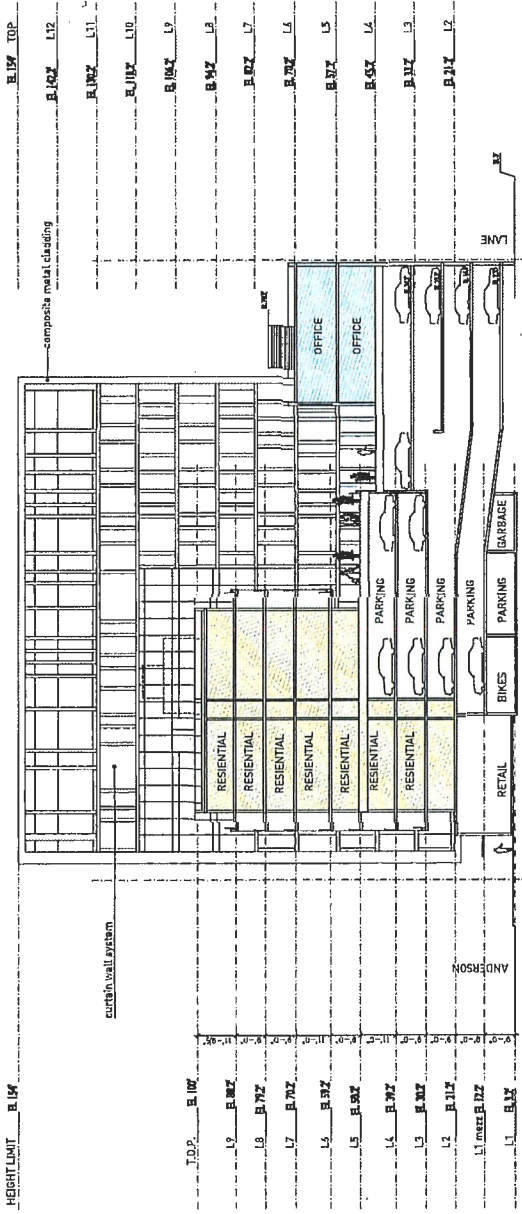


PROJECT: PENTHOUSE Centre Anderson Res
 8051 Anderson Road
 Richmond, BC
 22-11-4786487/DP-15-20892
 MIXED USE DEVELOPMENT

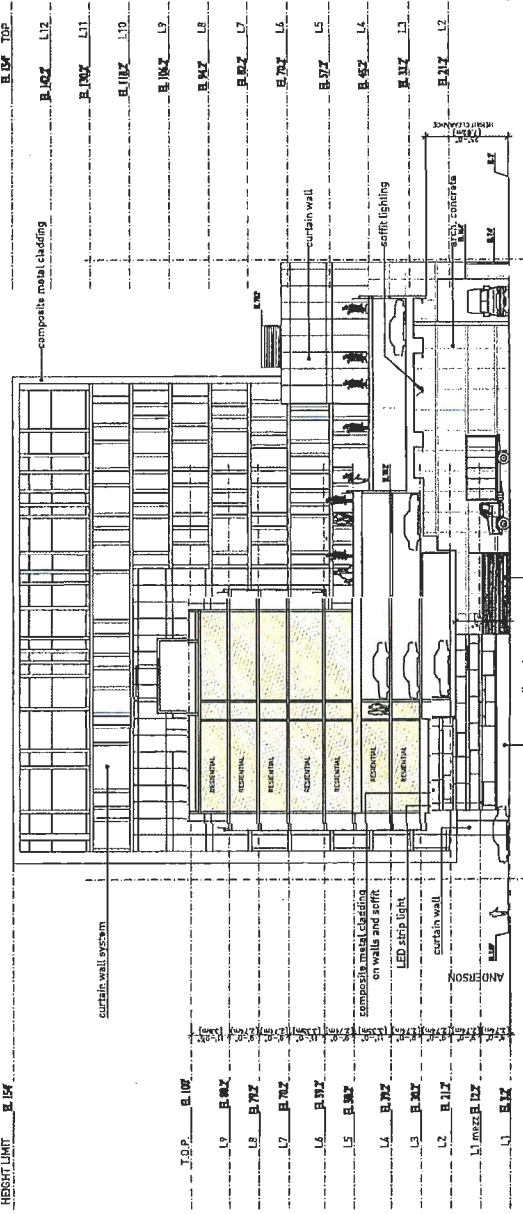
SECTIONS

DATE: 10/20/2020
 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS
 SCALE: 1/4"=1'-0"
 PROJECT NO: 1441

A-5.03



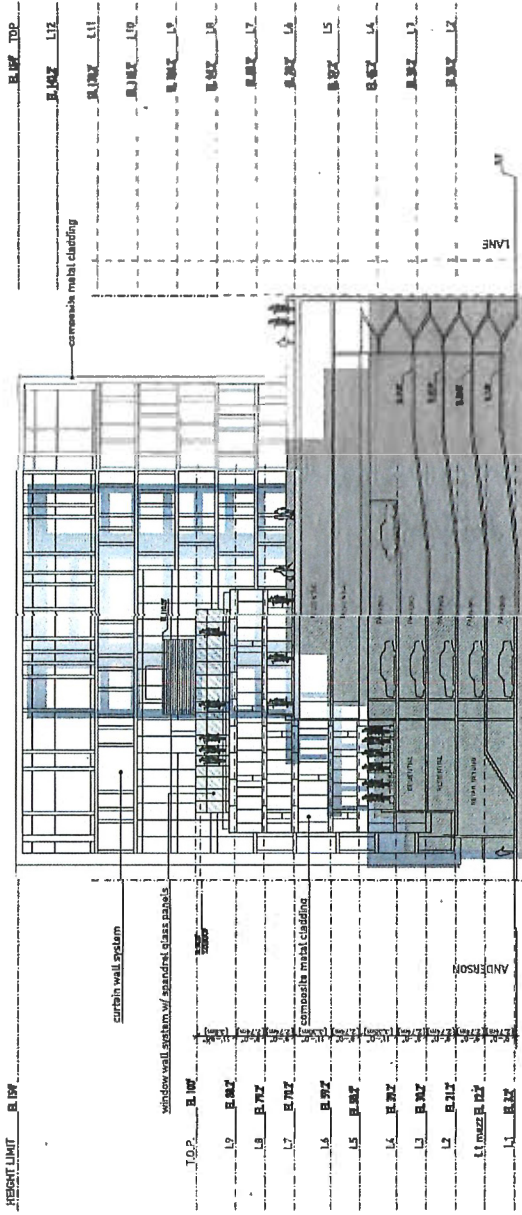
SECTION 1-1



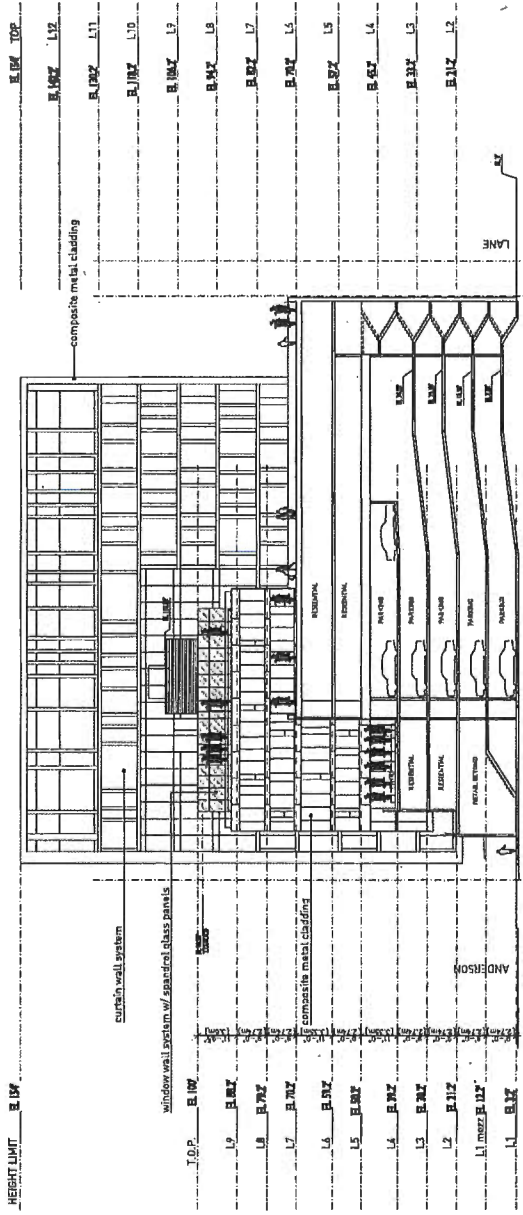
SECTION 2-2

200 WESTERN AVE
 VANCOUVER, BC V6V 1W8
 TEL: 604.681.1111
 FAX: 604.681.1112
 WWW.GBLINC.COM

DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO: 1444



SECTION 3-3 w/ REFLECTED ELEVATION



SECTION 3-3

ATTACHMENT 5

DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO: 1444



FORTUNE Centre Anderson Row
 8051 Anderson Road
 Richmond, BC
 RZ 14-6565 / DP-16-0892
 PER USE REQUIREMENT

SECTION 3-3

DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO: 1444



Address: 6840 and 6860 No. 3 Road and 8051 Anderson Road

File No.: RZ 14-678448

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9510, the owner is required to complete the following.

(Subdivision, Dedications, SRWs and Encroachments)

1. Discharge* of the following Statutory Rights of Way:

- a) with respect to 6840 No. 3 Road,
 - SRW – Township of Richmond – 287391C;
- b) with respect to 6860 No. 3 Road,
 - SRW – Township of Richmond – 285751C;
 - SRW – Township of Richmond – 285759C;
- c) with respect to 8051 Anderson Road,
 - SRW – Township of Richmond – 284721C;
 - SRW – Township of Richmond – 285746C; and
 - SRW – Township of Richmond – 285752C.

* Existing SRWs may be amended where relevant to implementing new SRW requirements, with the agreement of the City Solicitor.

2. Submission of interim and ultimate road functional drawings, showing all dedicated land and statutory rights of way areas pertaining to the subject property and adjacent properties, to the satisfaction of the City.
3. Consolidation of all parcels and registration of a subdivision plan for the subject site that satisfies the following conditions, generally as shown in the sketch survey plan(s) (RTC Attachment 9):
 - a) dedication of approximately 5.8 m along the No. 3 Road frontage for street widening, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
 - b) dedication of an area approximately 33.7 m x 3.0 m in the northeast corner of the site for lane purposes, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation.

(Note: Refer to Servicing Agreement section for information regarding frontage improvements on fronting City and dedicated lands.)

4. Granting of a volumetric public right of passage and utilities statutory right-of-way for an internal lane composed of a minimum of:
 - an approximately 10.3 m wide x 31.7 m long x 5.0 m high south portion (to accommodate vehicular traffic);
 - an approximately 9.0 m wide x 22.1 m long x 7.5 m high north portion (to accommodate vehicular traffic and overflow waste loading);

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ATTACHMENT 6

- a 3.0 m x 3.0 m corner cut on either side of the intersection of the SRW with the Anderson Road property line; and
- a 3.0 x 3.0 m corner cut on the east side of the intersection of the SRW with the east-west lane,

generally as shown in the related sketch survey plan (RTC Attachment 9) and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, providing for:

- a) universal accessibility;
 - b) design and construction requirements, including decorative finishing and lighting for the ground, wall and ceiling surfaces in the south portion, as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost.
5. Granting of an approximately 90 m² public right of passage and utilities statutory right of way to accommodate car share stalls and drive aisle access, generally as shown in the related sketch survey plan (RTC Attachment 9) and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, providing for:
- a) universal accessibility;
 - b) design and construction, including decorative finishing and lighting for the ground, wall and ceiling surfaces to match the decorative finishing in the volumetric SRW (south portion), as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction, at owner's cost; and
 - d) maintenance and repair, at owner's cost.
6. Granting of a volumetric public right of passage and utilities statutory right of way at the corner of No. 3 Road and Anderson Road to satisfy the 4.0 m x 4.0 m transportation corner cut requirement, generally as shown in the related sketch survey plan (RTC Attachment 9). The statutory right-of-way shall provide for:
- a) a clear height of 5.0 m;
 - b) universal accessibility;
 - c) decorative finishing consistent with the finishing on surrounding city and private land, as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost.
7. Granting of a public right of passage and utilities statutory rights of way in favour of the City on the properties at 6820 No. 3 Road, 8080 Park Road, and 8108 Park Road for the purposes of supplementing the existing secured portions of the east-west lane that runs to Buswell Street and composed of:
- for 6820 No. 3 Road, approximately 5.348 m x 5.00 m in the south east corner of the site;
 - for 8080 Park Road, approximately 5.348 m x 24.387 m along the south PL; and
 - for 8108 Park Road, approximately 5.348 m x 24.387 m along the south PL,

generally as shown in the sketch survey plan(s) (RTC Attachment 9), subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation and to provide for:

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- a) each SRW to be free and clear of obstructions except that, in the case of 8080 and 8108 Park Road, loading may occur in the north 3.0 m of the statutory right of way subject to the provisions of the Traffic Regulation By law;
- b) universal accessibility;
- c) interim improvements at the developer's cost, as determined by the Servicing Agreement process; and
- d) maintenance and repair at owner's cost.

Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility connections.

(Covenants and Agreements)

- 8. **(Flood Construction Level)** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 9. **(Aircraft Noise)** Registration of an aircraft noise restrictive covenant on title suitable for residential uses and a SRW in favour of the Airport Authority.
- 10. **(Mixed Use Noise)** Registration of a mixed use noise restrictive covenant on title that identifies the development as being of mixed use (residential and commercial).
- 11. **(Ambient Noise)** Registration of an ambient noise restrictive covenant on title noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 12. **(Affordable Housing)** Registration of a Housing Agreement securing the owner's commitment to:
 - a) provide 5% of the residential floor area to affordable housing dwelling units, in perpetuity;
 - b) provide for affordable housing units, of numbers, types, sizes and associated rent and income levels in accordance with the table below:

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent (1)	Total Maximum Household Income (1)	Unit Mix	# of Units
Bachelor	37 m ² (400 ft ²)	\$850	\$34,000 or less	0%	0
1-Bedroom	50 m ² (535 ft ²)	\$950	\$38,000 or less	40%	2
2- Bedroom	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	60%	3
3-Bedroom	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	0%	0
TOTAL		N/A	N/A	100%	5

(1) May be adjusted periodically, as provided for under adopted City policy.
 (2) 100% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

- c) provide for private outdoor amenity area for each unit consistent with the minimum requirements of the CCAP and OCP Development Permit Guidelines;
 - d) provide for full and unlimited access to, and use of, all on-site indoor and outdoor amenity spaces, at no additional charge;
 - e) provide 5 parking stalls for exclusive use of the occupiers of the Affordable Housing Units at no cost in perpetuity;
 - f) provide for full and unlimited access to, and use of, other building facilities including, but not limited to, casual, shared or assigned bicycle storage, visitor parking, electric vehicle charging and related facilities, at no additional charge;
 - g) provide for all affordable housing units and related uses (e.g. parking) and amenities (e.g. common outdoor amenity space) to be completed to a turnkey level of finish at the sole cost of the developer and to the satisfaction of Director of Development and Manager, Community Services;
 - a) incorporate and identify the affordable housing dwelling units and associated facilities in the Development Permit plans, subject to the advice (e.g. changes to unit circumstances and/or confirmation of unit locations) of the Housing Co-ordinator; and
 - b) incorporate and identify the affordable housing dwelling units and associated facilities in the Building Permit plans, subject to the advice (e.g. changes to unit circumstances and/or confirmation of unit locations) of the Housing Co-ordinator.
13. ***(Shared Commercial and Residential Visitor Parking)*** Registration of a restrictive covenant on title securing the owner's commitment to:
- a) provide a pool of forty-one (41) shared commercial/residential visitor parking stalls;
 - b) locate the shared stalls on the ground level of the parkade, on either side of the north-south lane, using all of the available commercial stalls, and locate any remainder on the next parkade level, subject to the approval of the Director of Transportation;
 - c) ensure the shared stalls will remain unassigned;
 - d) ensure the shared stalls will be fully accessible (e.g. entry gate open) during standard business operating hours;
 - e) ensure the visitor use of the shared stalls will be accessible (e.g. buzz entry) during non-standard business hours;
 - f) identify the shared commercial/visitor parking stalls in the Development Permit plans;
 - g) identify the shared commercial/visitor parking stalls in the Building Permit plans; and
 - h) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the shared commercial/residential visitor stalls, to the satisfaction of the Director of Transportation.
14. ***(Shared Commercial and Residential Truck Loading)*** Registration of a restrictive covenant on title securing the owner's commitment to:
- a) provide a pool of three (3) shared commercial/residential medium size truck loading spaces;
 - b) ensure the shared spaces will remain unassigned;
 - c) identify the shared commercial/visitor medium size truck loading spaces in the Development Permit plans;
 - d) identify the shared commercial/visitor medium size truck loading spaces in the Building Permit plans; and

- e) prior to Building Permit issuance granting occupancy, provide wayfinding and space identification signage for the shared commercial/residential large size truck loading space, to the satisfaction of the Director of Transportation.

Note: Two adjoining medium size truck spaces are also intended to be used for provision of one of the required large size truck loading spaces.

15. **(Electric Vehicle Provisions)** Registration of a restrictive covenant on title securing the owner's commitment to:
- provide a minimum of 20% of residential parking stalls with a 120 volt receptacle to accommodate electric vehicle charging equipment;
 - provide an additional minimum of 25% of residential parking stalls with pre-ducting to support future installation of electric vehicle charging equipment;
 - provide a minimum of one 120 volt receptacle is provided to accommodate electric charging equipment for every 10 Class 1 bike parking stalls;
 - identify the electric vehicle stalls in the Development Permit plans;
 - identify the electric vehicle stalls in the Building Permit plans; and
 - prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle stalls, to the satisfaction of the Director of Transportation.
16. **(End of Trip Facilities)** Registration of a restrictive covenant on title securing the owner's commitment to:
- provide cycling end of trip facilities for the shared use of all commercial uses (e.g. retail and office) generally as follows:
 - one male facility and one female facility, each with a minimum of two showers; and
 - located such that the facilities are easily accessible from bicycle parking areas and all intended users.
 - identify the cycling end of trip facilities in the Development Permit plans;
 - identify the cycling end of trip facilities in the Building Permit plans; and
 - prior to Building Permit issuance granting occupancy, provide wayfinding signage for the end of trip facilities, to the satisfaction of the Director of Transportation.
- (Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.)*
17. **(Car Share Provisions)** Registration of a restrictive covenant on title or alternative legal agreement(s), subject to the final approval of the Director of Transportation, securing the owner's commitment to:
- provide two car-share stalls with drive aisle access, secured with a SRW in favour of the City, on the ground level of the parkade adjacent to the north-south lane SRW;
 - provide the forgoing stalls with 24 hour a day public access;
 - provide each car-share stall with an EV quick-charge (240 volt) charging station for its convenient and exclusive use;
 - identify the location, size, access, EV and CPTED characteristics of the car share stalls on the Development Permit plans;
 - identify the location, size, access, EV and CPTED characteristics of the car share stalls on the Building Permit plans;

- f) prior to Building Permit issuance granting occupancy, provide wayfinding signage for the car share stalls, to the satisfaction of the Director of Transportation;
 - g) provide the car share stalls and associated access at no cost to the car share operator;
 - h) provide the car share stalls and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
 - i) provide two car share cars, of which at least one is an electric vehicle, at no cost to the car share operator;
 - j) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
 - k) submit a Letter of Credit prior to Development Permit for the sum of \$45,000 to secure the developer's commitment to provide the car share cars;
 - l) should the car share cars not be provided at the time of Building Permit issuance granting occupancy, voluntarily contribute the \$45,000 secured by LOC towards alternate transportation demand management modes of transportation;
 - m) prior to Building Permit issuance granting occupancy, enter into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
 - n) in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.
18. **(Common Amenity Space)** Registration of a restrictive covenant on title or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to:
- a) provide for full and unlimited access to and use of all common residential indoor and outdoor recreational and/or social amenity spaces/facilities for all residents including, but not limited to, the podium level deck, the Level 7 urban agriculture deck and the roof level deck, except in the case that individual facilities are reserved for private use by residents on a managed, time-limited and specified purpose basis.
19. **(District Energy Utility)** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;

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- ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
- iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
- iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

(Contributions)

- 20. **(Child Care)** City acceptance of an offer to voluntarily contribute at least \$515,105.15 (one percent of the residential floor area, excluding affordable housing floor area, calculated using the proposed floor area e.g. $0.01 \times 7,361.8 \text{ m}^2 \times \$6,997/\text{m}^2$) towards the development and operation of child care (90% to Childcare Development Reserve Fund - Account # 7600-80-000-90157-0000 and 10% to Childcare Operating Contributions Account # 7600-80-000-90159-0000).
- 21. **(Community Facilities)** City acceptance of an offer to voluntarily contribute at least \$1,417,398.31 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 83 \times 4,881.26 \text{ m}^2 \times \$6,997/\text{m}^2$) towards the development of community facilities (City Centre Facility Development Fund - Account # 7600-80-000-90170-0000).
- 22. **(Community Planning)** City acceptance of an offer to voluntarily contribute at least \$50,304.72 (100% of the total floor area calculated using the proposed floor area e.g. $18,700.64 \text{ m}^2 \times \$2.69/\text{m}^2$) towards City Centre community planning (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000).
- 23. **(Public Art)** City acceptance of an offer to voluntarily contribute at least \$114,861.64 (100% commercial floor area @ \$4.63 per square meter and 100% residential floor area, excluding affordable housing floor area, @ \$8.72 per square meter calculated using the proposed floor area e.g. $10,943.14 \text{ m}^2 \times \$4.63/\text{m}^2 + 7,361.8 \text{ m}^2 \times \$8.72/\text{m}^2$) towards public art (15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000).
- 24. **(Transportation Demand Management)** City acceptance of an offer to voluntarily contribute \$50,000 to upgrading the traffic signal at Park Road/Buswell Street (General Account (Transportation) Account # 5132-10-550-55005-0000) for pedestrian environment enhancement in support of a reduction in parking.
- 25. **(Trees – City Property)** City acceptance of an offer to voluntarily contribute \$1300 (calculated as \$1300 per tree) to the City’s Tree Compensation Fund (Account # 2336-10-000-00000-0000) for the planting of replacement trees within the City.

Per Current Floor Area Estimates:

Total Floor Area m ²	Commercial Floor Area m ²	Residential Floor Area m ²	Calculable Residential Floor Area m ²	Affordable Housing Floor Area m ²
18,700.64	10,943.14	7,757.50	7361.8	395.7

(Miscellaneous Considerations)

- 26. **(LEED)** Design and construction of the development to LEED Silver Equivalent based on advice provided by a LEED AP BD+C.

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27. *(Accessibility)* Design and construction of the development to include accessible housing units consistent with the following table:

<i>Type</i>	<i>Affordable</i>	<i>Market</i>	<i>Intent</i>	<i>Standard</i>
<i>Aging in Place</i>	0	66	- support mobility and usability	Per OCP
<i>Adaptable + Basic Universal Housing</i>	4	4	- reno potential for wheelchair plus added floor area for manoeuvring	Per BCBC and RZB
<i>Barrier Free</i>	1	0	- move in with wheelchair	Per BCDH
<i>Total Units</i>	5	70		

28. *(Common Amenity Area)* Design and construction of the development to include common indoor and outdoor amenity area consistent with the common amenity area provisions of the OCP/CCAP.

(Servicing Agreement)

29. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Water Works)

- a) Using the OCP Model, there is 683.6 L/s of water available at a 20 psi residual at the No 3 Rd frontage and 145.3 L/s at the Anderson Rd 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 the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - ii. Upgrade the existing 150mm AC water main along Anderson Road frontage to a 200mm watermain and install additional hydrants as required to achieve minimum 75m spacing along Anderson Road frontage.
 - iii. Install a new water service connection. Water meter to be located on-site (e.g. in a mechanical room).
 - iv. Confirm the actual settlement of the water main located along the No 3 Road frontage via the settlement test points indicated in the Preload Induced Utility Settlement report prepared by Geopacific dated November 5th, 2015, and report the final results to the City. If unacceptable settlement has occurred, the replacement of the water main along the effected length shall be added into the Servicing Agreement scope of works at the Developer's cost.
- c) At Developers cost, the City is to:
- i. Cut and cap the existing water service connection at the watermain along the No 3 Road frontage.
 - ii. Complete all tie-ins to existing water mains.

(Storm Sewer Works)

- d) The Developer is required to:

- i. Install a new storm sewer within the center of Anderson Road from the existing 600 mm storm sewer to No 3 Road complete with manholes as required. Sizing shall be via the servicing agreement design review.
- ii. Remove the adjacent existing storm sewers along both sides of the Anderson Road frontage, and tie-in the upstream portions and all existing service connections and catch basins to the proposed storm sewer along the centreline of Anderson Road. Removal of the existing storm sewer on the south side of Anderson Road will require curb, gutter, and sidewalk restoration.
- iii. Note that the existing lane drainage to the south of Anderson Road will require extension to tie in to the proposed storm sewer via a new manhole.
- iv. Tie-in existing storm mains, service connections and catch basin leads to the new storm sewer as required.
- v. Install a new storm service connection complete with an inspection chamber located on-site within a proposed 1.5 m-deep, 3.0 m-wide SRW along the Anderson Rd frontage. Exact dimensions to be determined during the servicing agreement design review.
- vi. Cut and cap the existing service connections and remove existing inspection chambers along the No 3 Road and Anderson Road frontages.
- vii. Upgrade and install lane drainage along the east-west lane from 8051 Anderson Road to the east property line of 8111 Anderson Road to City specifications, complete with catch basins and manholes. The pipes shall be sized via a capacity analysis, minimum 200 mm diameter. The design of the lane drainage must be coordinated with the City-funded sanitary sewer to be placed within the east-west lane. Note: no service connections are permitted to connect to lane drainage.
- viii. Remove the existing diagonally-aligned drainage line within the east-west lane along the frontage of 8111 Anderson Road.
- ix. Confirm the actual settlement of the storm sewer located along the No 3 Road frontage via a CCTV inspection and submit to the City. If unacceptable settlement has occurred, the replacement of the storm sewer along the effected length shall be added into the Servicing Agreement scope of works at the Developer's cost.

e) At Developers cost, the City is to:

- i. Complete all tie-ins of the proposed works to existing City infrastructure.

(Sanitary Sewer Works)

f) The Developer is required to:

- i. As the site pre-load and other ground improvements, which will impact the existing sanitary main within the development site, has commenced prior to the City's construction of the sanitary main along Buswell Street, the developer was required to construct a temporary sanitary pump station and forcemain diversion. Following this, the Developer, at his sole costs, is required to:
- ii. Design and construct a 200mm diameter sanitary main along Anderson Road by the completion date set out within the related servicing SA 16-731504 and connect to the future City-funded Buswell Street sanitary sewer when it becomes available. Tie-in to the west shall be to the existing sanitary sewer within the north-south aligned lane south of Anderson Road.
- iii. Prior to start of on-site excavation and foundation works, construct the 200 mm diameter sanitary sewer along Anderson Road, decommission and remove the on-site forcemain and temporary pump station, and connect to the City-funded Buswell Street sanitary sewer.

- iv. Coordinate the construction of the sanitary main along Anderson Road with the construction schedule of the City-funded sanitary main along Buswell Street. The Developer is required to connect to the new sanitary sewer within Buswell Street, as soon as it becomes available.
 - v. Maintain, monitor and repair, to the satisfaction of the City, the temporary sanitary pump station and the piping system, until such time that the new 200mm diameter sanitary main to be built by the developer along Anderson Road and the City funded sanitary main along Buswell Street are constructed and operational.
 - vi. Remove the temporary sanitary pump station and the piping system and restore to original condition or better the affected areas after the connection to the new sanitary sewer within Buswell Street.
 - vii. Perform all other tasks required by the related servicing agreement SA 16-731504.
- g) At Developers cost, the City is to:
- i. Complete all tie-ins of the proposed works to existing City infrastructure.

(Frontage Improvements – Engineering)

- h) The Developer is required to:
- i. Review street lighting levels and street light type along No. 3 Rd and Anderson Rd frontages and upgrade lighting as required to meet City standards.
 - ii. Provide street lighting along the proposed east-west lane along the north property line of 8051 Anderson Road.
 - iii. Design the ultimate road cross-section of Anderson Road to accommodate for future District Energy Utility corridor within the roadway.
 - iv. Coordinate with BC Hydro, Telus and other private communication service providers
 - To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). All such structures are to be located within the subject site's property line.
 - v. Complete other frontage improvements as per Transportation's requirements.

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (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 in the functional plan and registered prior to SA design approval:

- BC Hydro PMT – 4mW X 5m (deep)
- BC Hydro LPT – 3.5mW X 3.5m (deep)
- Street light kiosk – 1.5mW X 1.5m (deep)
- Traffic signal kiosk – 1mW X 1m (deep)
- Traffic signal UPS – 2mW X 1.5m (deep)
- Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
- Telus FDH cabinet-1.1 m W X 1 m (deep – show possible location in functional plan

(Frontage Improvements – Transportation)

(General Note: Servicing Agreement for design and construction to City Centre standards. All requirements subject to final functional design including, but not limited to, the items outlined in this section and any associated required technical changes.)

- j) The Developer is required to:
- i. For No. 3 Rd.:
 - a. Maintain existing curb.
 - b. From existing curb line provide:
 - 0.15m curb;
 - 2.50m boulevard;
 - 2.00m bike lane;
 - 1.50m lighting/street furniture buffer strip; and
 - 3.00m sidewalk.
 - ii. For Anderson Rd.:
 - a. Maintain existing curb.
 - b. From the existing north curb line provide:
 - 0.15 curb;
 - 1.5m hardscaped treed boulevard; and
 - 2.0m scored concrete sidewalk.
 - iii. For the internal north-south lane SRW PROP:
 - a. From east side:
 - 1.50m sidewalk free and clear of all obstructions;
 - 7.50m min. pavement width; and
 - 0.60 m buffer.

Note: Rollover curbs both sides consistent with CC lane design standard.
 - iv. For the east-west lane upgrade - subject site portions:

(Note: Works are required to make the E-W lane operational to the greatest extent possible for two way traffic to and from Buswell Rd, to the satisfaction of the City.)

 - a. From the new subject site north PL (after lane dedication):
 - per forgoing note;
 - 1.50 m concrete sidewalk including rollover curb; and
 - 1.50 m pavement width; and
 - grading, drainage, gutter, lighting and traffic marking, as determined through the Servicing Agreement process.
 - v. For the east-west lane upgrade – off-site portions:

(Note: Works are required to make the E-W lane operational to the greatest extent possible for two way traffic to and from Buswell Rd, to the satisfaction of the City.)

 - a. For 6820 No. 3 Road:

- per forgoing note; and
- grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.
- b. For 8080 and 8108 Park Road:
 - per forgoing note; and
 - grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.
- c. For 8120 Park Road:
 - per forgoing note; and
 - grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.
- d. For 8111 Anderson Road:
 - per forgoing note;
 - 1.50 m concrete sidewalk including lighting and rollover curb along north PL; and
 - grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.

(TIA Improvements – Transportation)

- k) The Developer is required to:
- i. For the No. 3 Rd./Anderson Rd. intersection:
 - a. upgrade the crosswalks at the intersection with decorative stamped asphalt treatment and tactile warning pavers at the curb ramps to improve visibility of crosswalks.
 - ii. For the Anderson Rd./Buswell Rd intersection:
 - a. to install two special crosswalk signals (side-mounted) with APS and service panel; pedestrian detection and communications conduit, cable and junction boxes; and
 - b. add new curb ramps on east side per City Engineering Design Specification standards with tactile warning strips.
 - iii. For the Granville Ave./Buswell St. intersection:
 - a. upgrade intersection with illuminated street name signs.

(Parks - City Trees)

- l) The developer is required to provide for the retention of three existing trees on City property along No. 3 Road, unless otherwise determined by the SA process, in which case replacement terms shall be determined within the SA process. Retention shall be supported with:
- i. installation of appropriate tree protection fencing around all trees to be retained on the No. 3 Road frontage, as well as trees located in adjacent frontages that may be affected by the construction of the proposed development and associated frontage improvements; and
 - ii. submission of a contract entered into by the applicant and a Certified Arborist for the supervision of all works conducted in close proximity to the aforesaid tree protection zones. The contract must include the scope of work to be undertaken, including the proposed number of monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

(Servicing Agreement – Letter of Credit)

- m) Provision of a Letter of Credit to secure the completion of the works in an amount determined by the Director of Development.

(Servicing Agreement – LTO Registration)

- n) Registration of the Servicing Agreement on title.

(Development Permit)

- 30. Submission and processing of a Development Permit* application, completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;
 - iii. form and character objectives described in the OCP and CCAP Development Permit Guidelines;
 - iv. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management including provision of final utility, loading, waste management and signage and wayfinding plans; and
 - v. technical resolution, as necessary, of the landscape plans related to:
 - a. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new ecological network landscape;
 - b. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new trees; and
 - c. the installation and/or maintenance (including automatic irrigation) of additional landscape; and
 - b) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
 - i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
 - ii. flood construction level(s);
 - iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
 - iv. site access and vehicular crossings;
 - v. the required shared commercial/visitor parking stalls;
 - vi. the required EV-charging and EV-ready vehicle parking stalls;
 - vii. the required EV-charging and EV-ready bicycle parking stalls;
 - viii. the required car-share parking stalls;
 - ix. the required end of trip facilities, including their location, number, size, type and use;
 - x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
 - xi. the required affordable housing units, including their size and location;
 - xii. the required aging in place, basic universal, accessible, adaptable and/or convertible dwelling units, including their associated design features;

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Updated: January 10, 2017 3:21 PM

____ Initial

- xiii. a site and building Accessibility checklist and identification of specific recommended measures on the plans, where relevant;
- xiv. a CPTED checklist and identification of specific recommended measures on the plans, where relevant;
- xv. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xvi. an acoustic and mechanical report with recommendations prepared by an appropriate registered professional regarding measures to be incorporated into the Building Permit drawings to achieve the exterior and interior noise levels and other noise mitigation standards articulated in the aircraft and mixed use noise covenants;
- xvii. the required common indoor, common outdoor and private outdoor amenity areas including their location, size, use and finishing;
- xviii. the location and specifications for ecological network landscaping; and
- xix. the dimensions of any tree protection fencing illustrated on the Tree Retention/Management Plan provided with the application.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents) prior to Building Permit issuance.

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The 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.

Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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

ATTACHMENT 6

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 legal 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.

3. 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.
4. 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

Signed

Date

5258185v3

Updated: January 10, 2017 3:21 PM

____ Initial

COPY ADP MINUTES

3. RZ 14-678448/DP 15-708092 – PROPOSED REZONING OF 6840-6860 NO.3 ROAD AND 8051 ANDERSON ROAD TO PROVIDE FOR THE DEVELOPMENT OF A MIXED COMMERCIAL AND MULTI-FAMILY RESIDENTIAL USE DEVELOPMENT WITH A TOTAL FAR OF 3.84 AND A HEIGHT OF 47 M GSC.

APPLICANT: Ifortune Homes

PROPERTY LOCATION: 8051 Anderson Road

Applicant's Presentation

Daniel Eisenberg and Amela Brudar, GBL Architects, and Landscape Architect Grant Brumpton, PWL Partnerships, presented the project on behalf of the applicant and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- the design of the proposed building is unique in Richmond but suitable for its location;
- the building design is new and interesting; however, the south-facing balconies of the residential midrise need further articulation to achieve its architectural objective;
- consider introducing architectural elements and/or lighting in the proposed north-south lane to make it more friendly;
- would like to see the application back to the Panel if substantial changes will be made to the proposed development;
- the west façade of the building almost opposite Richmond City Hall is interesting; appreciate the inversion of the “podium streetwall with tower” and the pedestrian use of the space under the cantilevered rectangular volumes;
- applicant should ensure that the proposed commercial balconies are kept tidy and free from unsightly objects (e.g. barbeque grills, potted plants, etc.) as they are an important piece on the south façade;
- consider continuing the concrete paving treatment on the covered southern portion of the north-south lane up to the exposed northern portion to improve the experience of pedestrians and motorists coming from the north of the subject site;
- consider eliminating the sidewalk on the proposed north-south lane to enable pedestrians and motorists to share the use of the lane;
- lanes should be well lit to ensure pedestrian safety;
- commend the applicant for a clear and thorough presentation on the architecture and landscaping of the proposed development;
- the planting palette is well considered; appreciate the animation and landscaping on the various levels of the building; appreciate the round garden plots and the tables in between;

ATTACHMENT 7

- appreciate the applicant's intent to contrast the landscaping of the different building levels with the rectilinear architecture of the building; overall geometry works in the plan drawings but may not be experienced by the residents at the different floor levels; up close, curves may look fuzzy and accidental; some curves, lines and diagonal trellises create too much geometry; consider design development and refinement of geometry on the landscaped areas in the building;
- curved planting beds fronting Anderson Road is not consistent with the overall architecture of the building and landscaping on the ground level; consider a rectilinear form for the planting beds;
- would like to see the proposal back to the Panel if there will be changes to the proposed landscaping;
- appreciate the proposed building form and massing which is unique in Richmond; appreciate the landscaped rooftop of the office tower;
- overall landscaping is cohesive and works well in aerial view; however, the landscaped areas work independently at each level and will not be experienced as a whole by the residents;
- the common outdoor space at the end of the hallway on level 9 is excessive and may not be used by residents; consider utilizing a portion of the space to create an extended private balcony for the two adjacent residential units;
- consider a more extended overhang to provide 4-5 meters of covered space on the ground level of the office tower along No. 3 Road; will provide better weather protection to future occupants of the office tower; also consider more seating opportunities (e.g. partially covered and partially exposed bench areas) along No. 3 Road and Anderson Road and at the corners to provide meeting places for people; application of Canada Line setback guidelines in this location is not necessary as there is no intention to extend the Canada Line southward;
- attention given to the north-south lane is excessive; should be used only as a vehicle service lane and not for pedestrian circulation; pedestrians should utilize the public realm fronting the streets; an east-west lane is not supported, unless the lane is designed to incorporate commercial and active use at ground level (ex. Fan Tan Alley in Victoria), it will not be well-used by pedestrians; provided service access can be accommodated by the north-south lane, removal of the east-west lane is supported; consider covering the entire lane to screen the exposed parkade and introduce a green roof to provide more visual interest from above;
- applicant can look at appropriate precedents if it wants to animate the lane, e.g. Fan Tan Alley in Victoria, Maiden Lane in San Francisco, and other pedestrian lanes in Europe;
- will support the project if the applicant will incorporate the suggested design changes to the proposed north-south and east-west lanes;
- support the previous comment regarding the needed design changes for the proposed east-west lane especially with regard to eliminating the pedestrian sidewalk;

- the applicant needs to provide adequate setback along No. 3 Road for the possible extension of Canada Line in the future;
- appreciate the provision of affordable units and the incorporation of universal access features in residential units; also appreciate the provision of pocket doors in some residential units;
- project may not return to the Panel unless substantial changes are made to the Canada Line setback and the building overhang;
- the applicant is encouraged to identify public art opportunities for the proposed development;
- appreciate the elevation along No. 3 Road and the overhanging tower; agree with comments that it could be further extended;
- the proposed development is sited in a prominent location; design development is needed to emphasize the importance of the project;
- the proposed north-south lane is highlighted by the applicant; however, it lacks appropriate treatments and amenities which would enhance the pedestrian and motorist experience;
- review the relationship of the subject development with the adjacent development along Anderson Road; the stepping down of the residential mid-rise is a weak move; consider a stronger transition;
- consider a stronger interaction of the north side of the proposed development, e.g. more “eyes on the street”, with the east-west pedestrian mews; and
- would like to see the application again in the Panel.

Panel Decision

It was moved and seconded

That DP 15-708092 return to the Panel with the applicant giving consideration to the comments of the Panel.

CARRIED

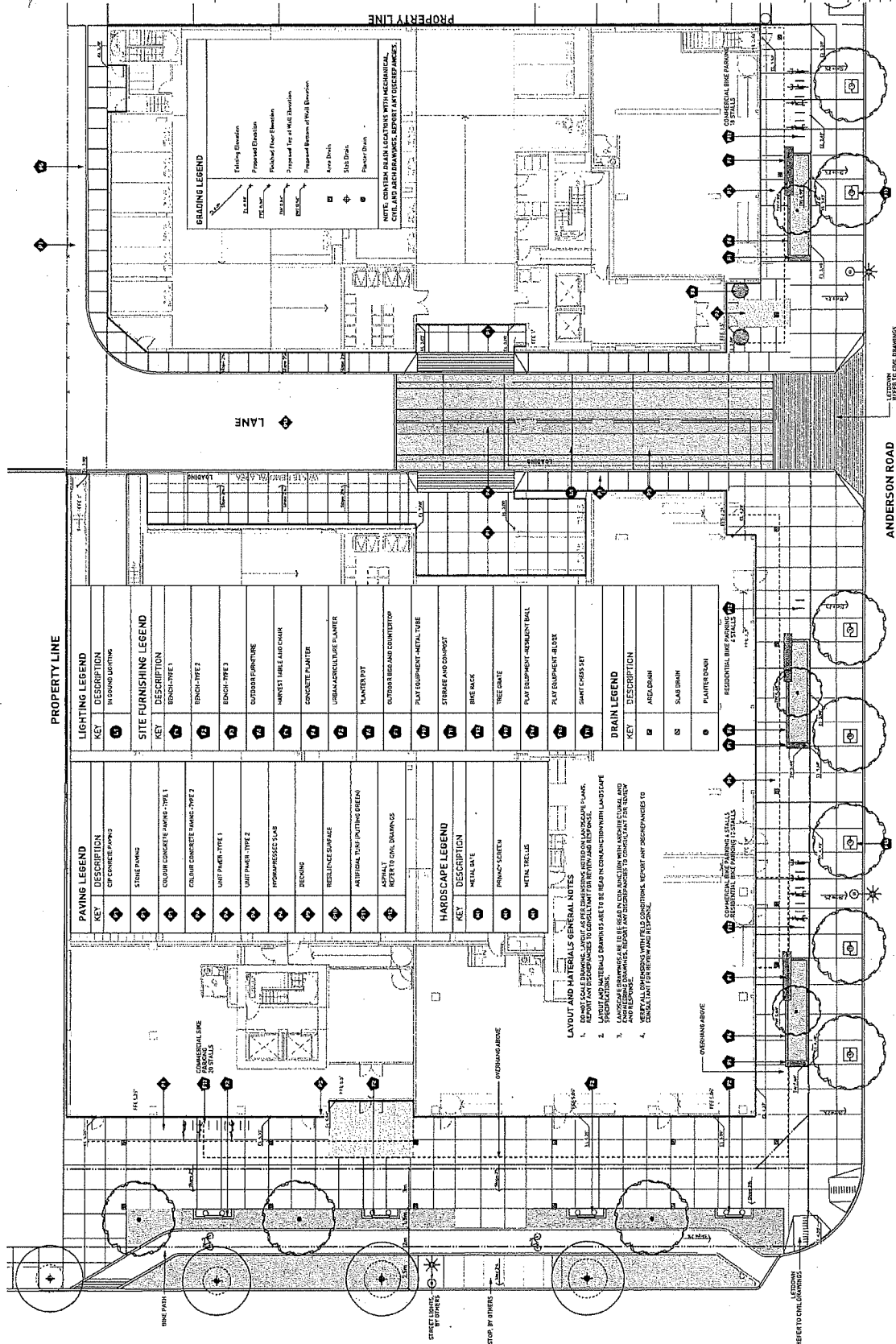
ATTACHMENT 8

IFORTUNE CENTRE
ANDERSON ROAD

LAYOUT, MATERIAL
AND GRADING
LEVEL 1 - INTERIM

3/32" = 1'

L1.01



PROPERTY LINE

LIGHTING LEGEND

KEY	DESCRIPTION
1	IN-GROUND LIGHTING

SITE FURNISHING LEGEND

KEY	DESCRIPTION
1	BENCH - TYPE 1
2	BENCH - TYPE 2
3	BENCH - TYPE 3
4	OUTDOOR FURNITURE
5	HARVEST TABLE AND CHAIR
6	CONCRETE PLANTER
7	URBAN AGRICULTURE - JARVIS
8	PLANTER BOX
9	OUTDOOR REFRIG. COUNTERTOP
10	PLAY EQUIPMENT - METAL TUBE
11	STORAGE AND CLOSET
12	BIKE RACK
13	TREE GRAZE
14	PLAY EQUIPMENT - RESILIENT BALL
15	PLAY EQUIPMENT - SLIDE
16	SMART CHAIRS SET

DRAIN LEGEND

KEY	DESCRIPTION
1	AREA DRAIN
2	SLAB DRAIN
3	PLANTER DRAIN
4	RESIDENTIAL LINE PAVING (SEE LEGEND)
5	COMMERCIAL LINE PAVING (SEE LEGEND)

PAVING LEGEND

KEY	DESCRIPTION
1	CONCRETE PAVING
2	STONE PAVING
3	COLUMBIA CONCRETE PAVING - TYPE 1
4	COLUMBIA CONCRETE PAVING - TYPE 2
5	UNIT PAVEMENT - TYPE 1
6	UNIT PAVEMENT - TYPE 2
7	HYDROCOMPRESSED SLAB
8	TERRAZZO
9	RESILIENCE SURFACE
10	ASPHALT
11	REFER TO CIVIL DRAWINGS

HARDSCAPE LEGEND

KEY	DESCRIPTION
1	METAL GRATE
2	PERMANENT GREEN
3	METAL TRUSS

LAYOUT AND MATERIALS GENERAL NOTES

1. REFER TO ALL DRAWINGS FOR MATERIALS AND FINISHES.
2. LAYOUT AND MATERIALS DRAWINGS ARE TO BE READ IN CONJUNCTION WITH LANDSCAPE SPECIFICATIONS.
3. MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT AND CONSULTANT PRIOR TO CONSTRUCTION.
4. CONSULTANT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND SPECIFICATION OF THE HARDSCAPE.

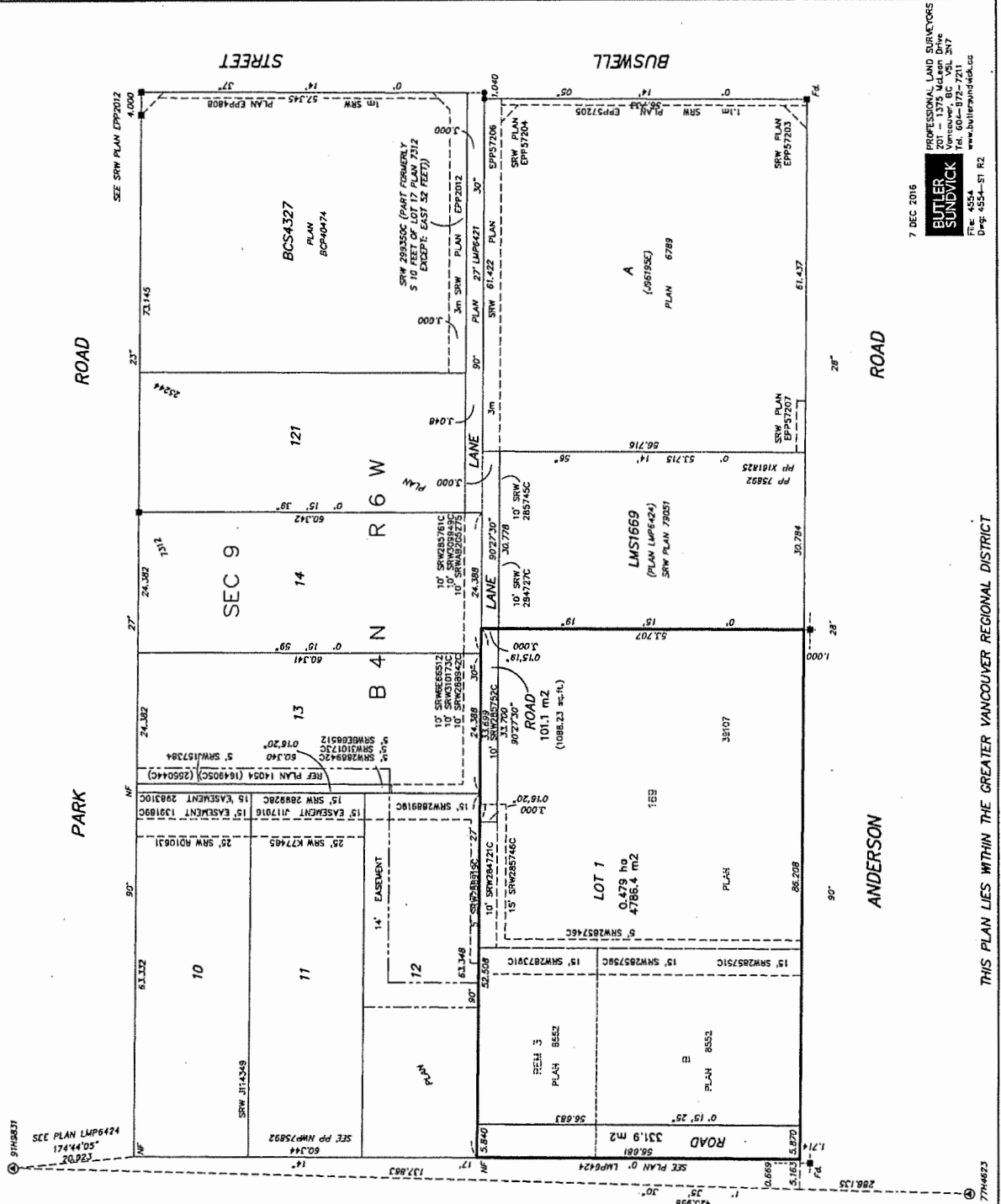
PROPERTY LINE

ANDERSON ROAD

PLAN EPPXXXXXX

SUBDIVISION PLAN OF LOT "B" PLAN 8552 (RD58458E),
 LOT 3 PLAN 8552 EXCEPT: PARCEL "A" (EXPLANATORY PLAN 12388) AND
 LOT 169 PLAN 39107 ALL OF
 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
 PURSUANT TO SECTION 67 OF THE LAND TITLE ACT. BOGS 926.015

SEC 9



SCALE 1 : 500 DISTANCES ARE IN METRES
 THE INTENDED PLOT SCALE OF THIS PLAN IS 560 mm
 IN WIDTH BY 432 mm IN HEIGHT (1:500) WHEN
 PLOTTED AT A SCALE OF 1:500.

INTEGRATED SURVEY AREA No. 18
 (CITY OF RICHMOND) NAD83 (CSRS)

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS
 BETWEEN GEODETIC CONTROL MONUMENTS 77H4823 and
 81H9837 AND ARE REFERRED TO THE CENTRAL MERIDIAN
 OF UTM ZONE 10.

THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL
 DISTANCES UNLESS OTHERWISE SPECIFIED. TO COMPUTE
 DISTANCES, MULTIPLY GROUND-LEVEL DISTANCES BY
 0.999607735. HORIZONTAL DISTANCES WHICH
 HAVE BEEN DERIVED FROM 77H4823 AND 81H9837.

THE UTM COORDINATES AND ESTIMATED HORIZONTAL
 POSITIONAL ACCURACY ADVERTISED ARE DERIVED FROM THE
 NATIONAL GEODETIC CONTROL MONUMENTS 77H4823
 AND 81H9837.

UTM ZONE 10 COORDINATES: 77H4823
 DATUM: NAD83(CSRS) 4.00 BC 1.00 RD
 UTM PROJECTION: UTM
 POINT COMBINED FACTOR: 0.999607735
 ESTIMATED HORIZONTAL POSITIONAL
 ACCURACY: 0.004

UTM ZONE 10 COORDINATES: 81H9837
 DATUM: NAD83(CSRS) 4.00 BC 1.00 RD
 UTM PROJECTION: UTM
 POINT COMBINED FACTOR: 0.999607735
 ESTIMATED HORIZONTAL POSITIONAL
 ACCURACY: 0.010

LEGEND

FOUND PLACED

○ DENOTES CONTROL MONUMENT
 ◻ DENOTES LEAD PILE
 ○ DENOTES IRON POST
 ● DENOTES WITNESS
 #1 DENOTES SQUARE METRES
 #2 DENOTES HECTARES
 ha DENOTES NOTHING FOUND
 NF DENOTES FOUND, NO RECORDS
 FA DENOTES FOUND, NO RECORDS



NOTE: THIS PLAN SHOWS ONE OR MORE POSTS WHICH ARE
 SET ALONG THE PERIMETER OF THE PROPERTY
 BOUNDARY LINE UNLESS OTHERWISE NOTED.

THIS PLAN LIES WITHIN THE JURISDICTION OF THE
 APPROVING OFFICER FOR THE CITY OF RICHMOND

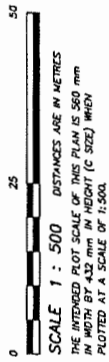
THIS FIELD SURVEY REPRESENTED BY THIS PLAN WAS
 COMPLETED ON THE 27th DAY OF DECEMBER, 2016.
 GRANT BUTLER, BCLS (606) ECP / DRAFT

PLAN EPPXXXXX

**EXPLANATORY PLAN OF VOLUMETRIC STATUTORY RIGHT OF WAY
OF PART OF LOT 1 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP
PURSUANT TO SECTION (99)(1)(e) OF THE LAND TITLE ACT.**

BC6S 92G.015 CITY OF RICHMOND

FOR PUBLIC PASSAGE PURPOSES*



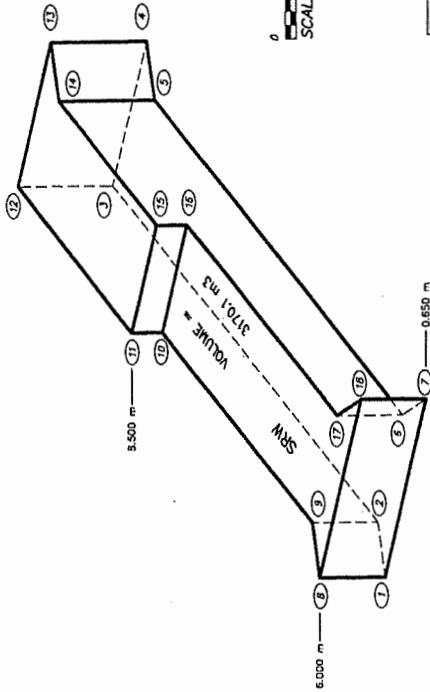
INTEGRATED SURVEY AREA No. 18
(CITY OF RICHMOND) NAD83 (CSRS)

GRID BEARINGS ARE DERIVED FROM PLAN EPPXXXXX

LEGEND

m² DENOTES SQUARE METERS

m³ DENOTES CUBIC METERS



ISOMETRIC VIEW

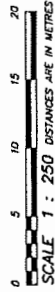
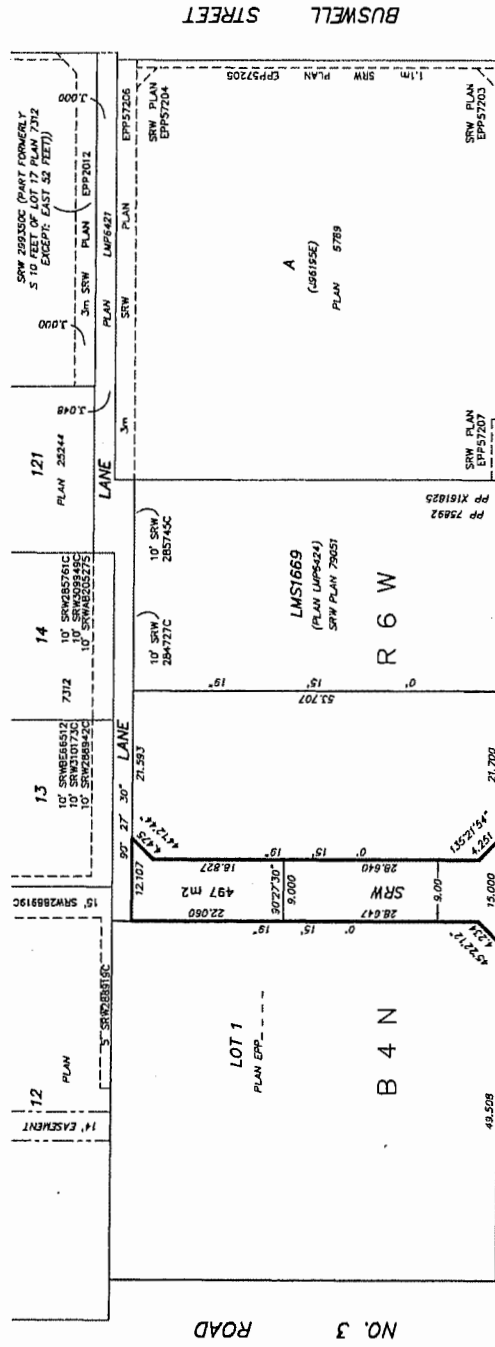


TABLE OF COORDINATES

Pl.No.	Northing	Easting	Elevation
1	10000.000	10000.000	0.660
2	10002.966	10003.013	0.660
3	10053.672	10003.289	0.660
4	10053.575	10015.345	0.660
5	10050.367	10012.275	0.660
6	10002.901	10012.013	0.660
7	9999.876	10015.000	0.660
8	10000.000	10000.000	6.000
9	10002.966	10003.013	6.000
10	10031.612	10003.141	6.000
11	10031.612	10003.141	8.500
12	10053.672	10003.289	8.500
13	10053.575	10015.345	8.500
14	10050.367	10012.275	8.500
15	10031.540	10012.141	8.500
16	10031.540	10012.141	6.000
17	10002.901	10012.013	6.000
18	9999.876	10015.000	6.000



ANDERSON ROAD PLAN VIEW

PLAN VIEW



THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

THIS PLAN IS BASED ON THE FOLLOWING LAND TITLE AND SURVEY AUTHORITY OF BC RECORDS: PLAN EPPXXXXX GRANT BUTLER, BC25 ECP f. ----- DRAFT

7 DEC 2016

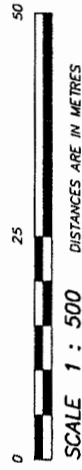
PROFESSIONAL LAND SURVEYORS
BUTLER SUNDRICK
Vancouver, BC V6L 3K7
Tel. 604-872-7211
www.butlersundrick.com
Dsg-4554-SRW 1

PLAN EPPXXXXX

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OF
 PART OF LOT 1 BLOCK 4 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT PLAN EPP _____
 PURSUANT TO SECTION (99)(1)(e) OF THE LAND TITLE ACT.

BCGS 92G.015 CITY OF RICHMOND

"FOR PUBLIC PASSAGE PURPOSES"



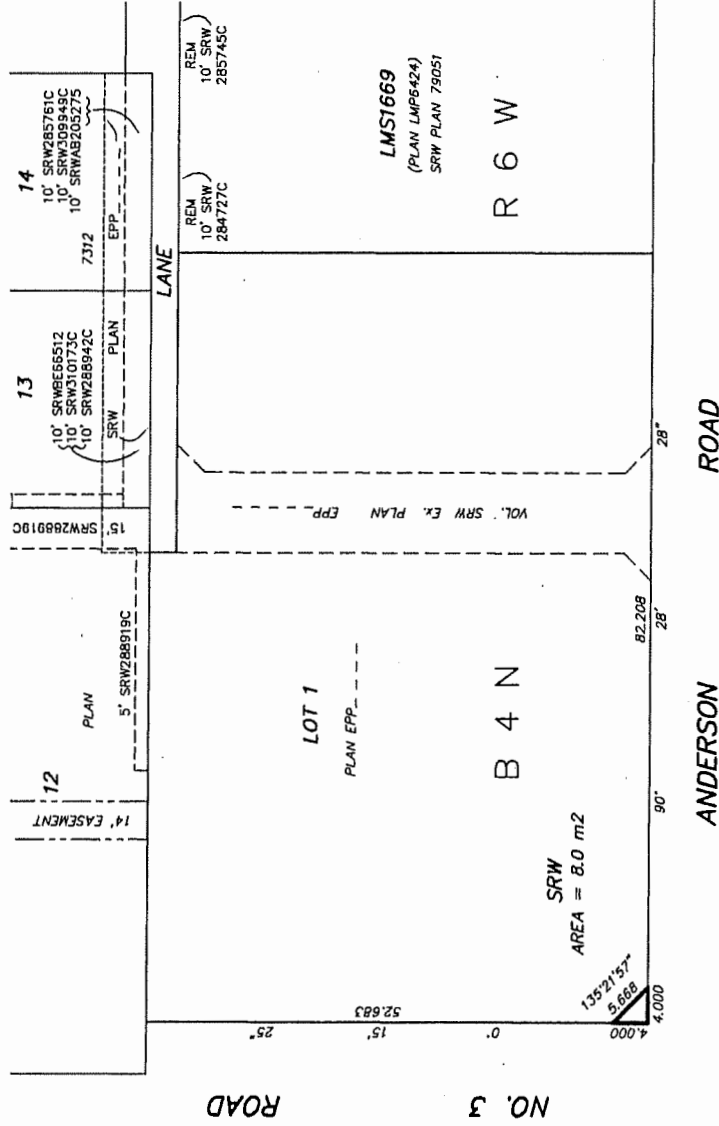
THE INTENDED PLOT SCALE OF THIS PLAN IS 432 mm
 IN WIDTH BY 280 mm IN HEIGHT (B SIZE) WHEN
 PLOTTED AT A SCALE OF 1:500.

INTEGRATED SURVEY AREA No. 18
 (CITY OF RICHMOND) NAD83 (CSRS)

GRID BEARINGS ARE DERIVED FROM PLAN EPP _____

LEGEND

m2 DENOTES SQUARE METRES



THIS PLAN IS BASED ON THE FOLLOWING LAND TITLE AND
 SURVEY AUTHORITY OF BC RECORDS: PLAN EPP _____
 GRANT BUTLER, BCLS ECP # _____ DRAFT

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

7 DEC 2016

**BUTLER
 SUNDVICK**

PROFESSIONAL LAND SURVEYORS
 201 - 1375 McLeen Drive
 Vancouver, BC V6L 3N7
 Tel. 604-872-7211
 www.butlersundvick.co

File: 4554
 Dwg: 4554-SRW 3

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OF PARTS OF LOTS 12, 13 AND 14 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 7312 PURSUANT TO SECTION (99)(1)(e) OF THE LAND TITLE ACT.

PLAN EPPXXXXX

BCGS 926.015 CITY OF RICHMOND

FOR PUBLIC PASSAGE PURPOSES

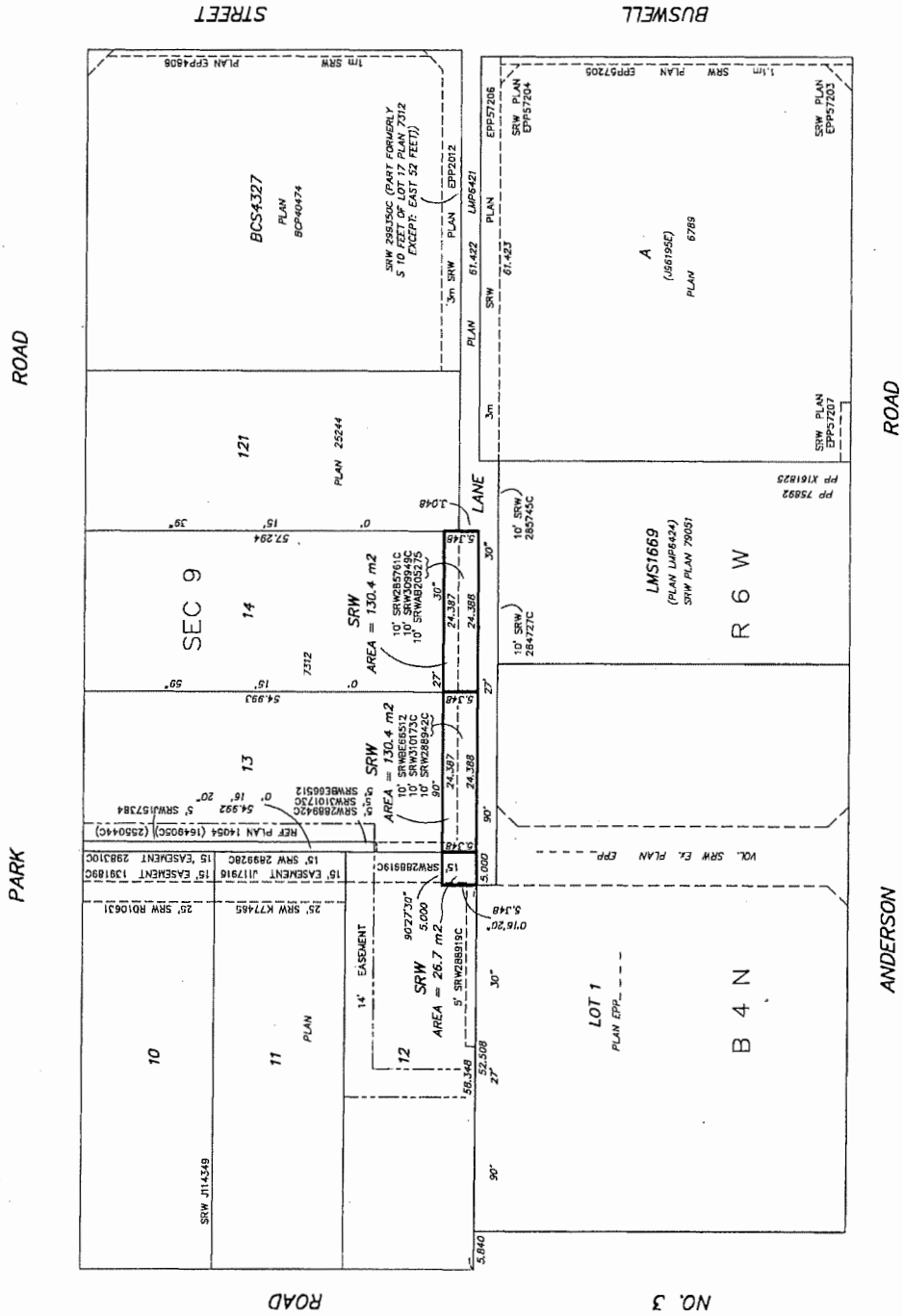


INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND) NAD83 (CSRS)

GRID BEARINGS ARE DERIVED FROM PLAN EPP - - -

LEGEND

m² DENOTES SQUARE METRES



7 DEC 2016

PROFESSIONAL LAND SURVEYORS
Butler Sundwick
Nonconform BC Val SRW
Tel. 604-877-7271
Fax: 4554
www.butlersundwick.com
Dwg: 4554-SRW 2

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

THIS PLAN IS BASED ON THE FOLLOWING LAND TITLE AND SURVEY AUTHORITY OF BC RECORDS: PLAN EPP - - -
GRANT BUTLER, BCLS ECP A - - - DRAFT

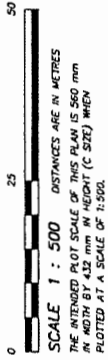
PLAN EPPXXXXXX

DRAFT

EXPLANATORY PLAN OF VOLUMETRIC STATUTORY RIGHT OF WAY
 OF PART OF LOT 1 BLOCK 4 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT PLAN EPP
 PURSUANT TO SECTION (99)(1)(e) OF THE LAND TITLE ACT.

BCCS 926.015 CITY OF RICHMOND

"FOR SHARED PARKING PURPOSES"



INTEGRATED SURVEY AREA No. 18
 (CITY OF RICHMOND) NAD83 (CSRS)

GRID BEARINGS ARE DERIVED FROM PLAN EPP

LEGEND

- m² DENOTES SQUARE METRES
- m³ DENOTES CUBIC METERS

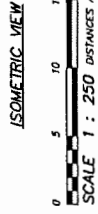
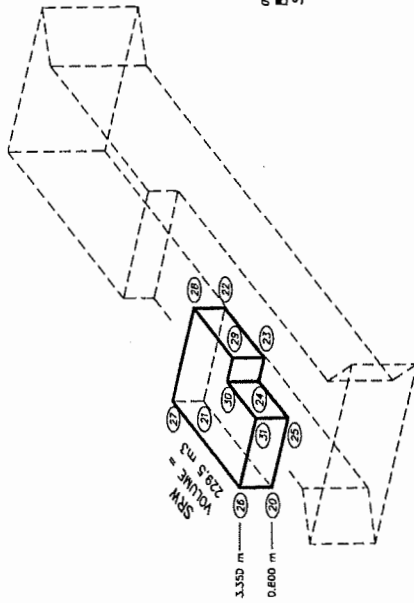
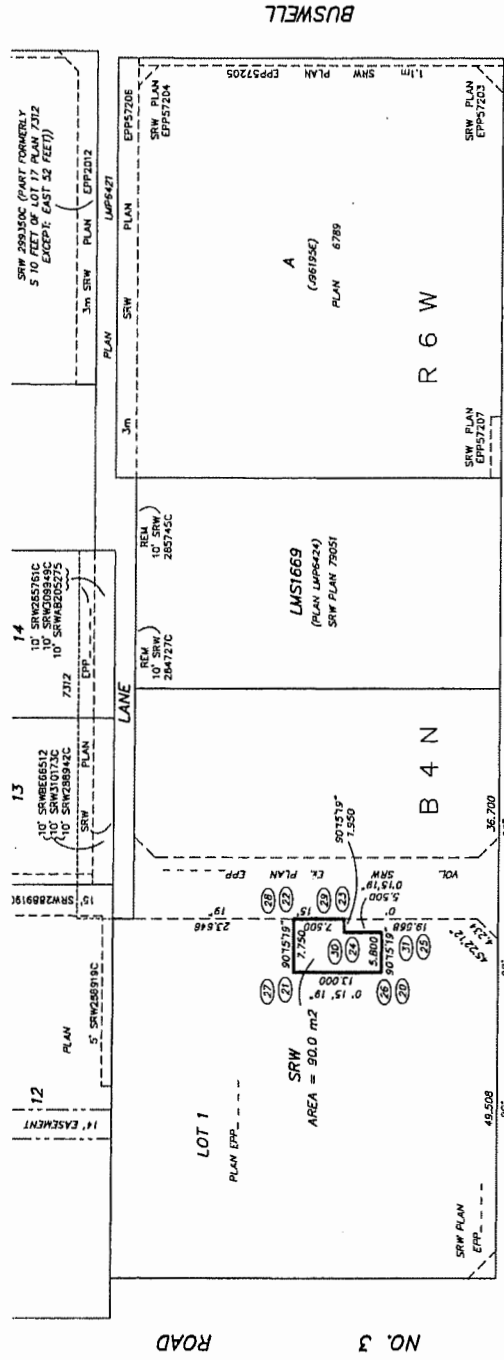
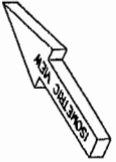


TABLE OF COORDINATES

Pl.No.	Northing	Easting	Elevation
20	10017.061	9995.326	0.800
21	10030.061	9995.384	0.800
22	10090.026	10003.134	0.800
23	10022.533	10003.100	0.800
24	10022.535	10001.150	0.800
25	10017.035	10001.136	0.800
26	10017.061	9995.326	3.350
27	10030.061	9995.384	3.350
28	10090.026	10003.134	3.350
29	10022.533	10003.100	3.350
30	10022.535	10001.150	3.350
31	10017.035	10001.136	3.350



DRAFT



THIS PLAN IS BASED ON THE FOLLOWING LAND TITLE AND SURVEY AUTHORITY OF BC RECORDS: PLAN EPP
 GRANT BUTLER, BOLS ECP
 DRAFT

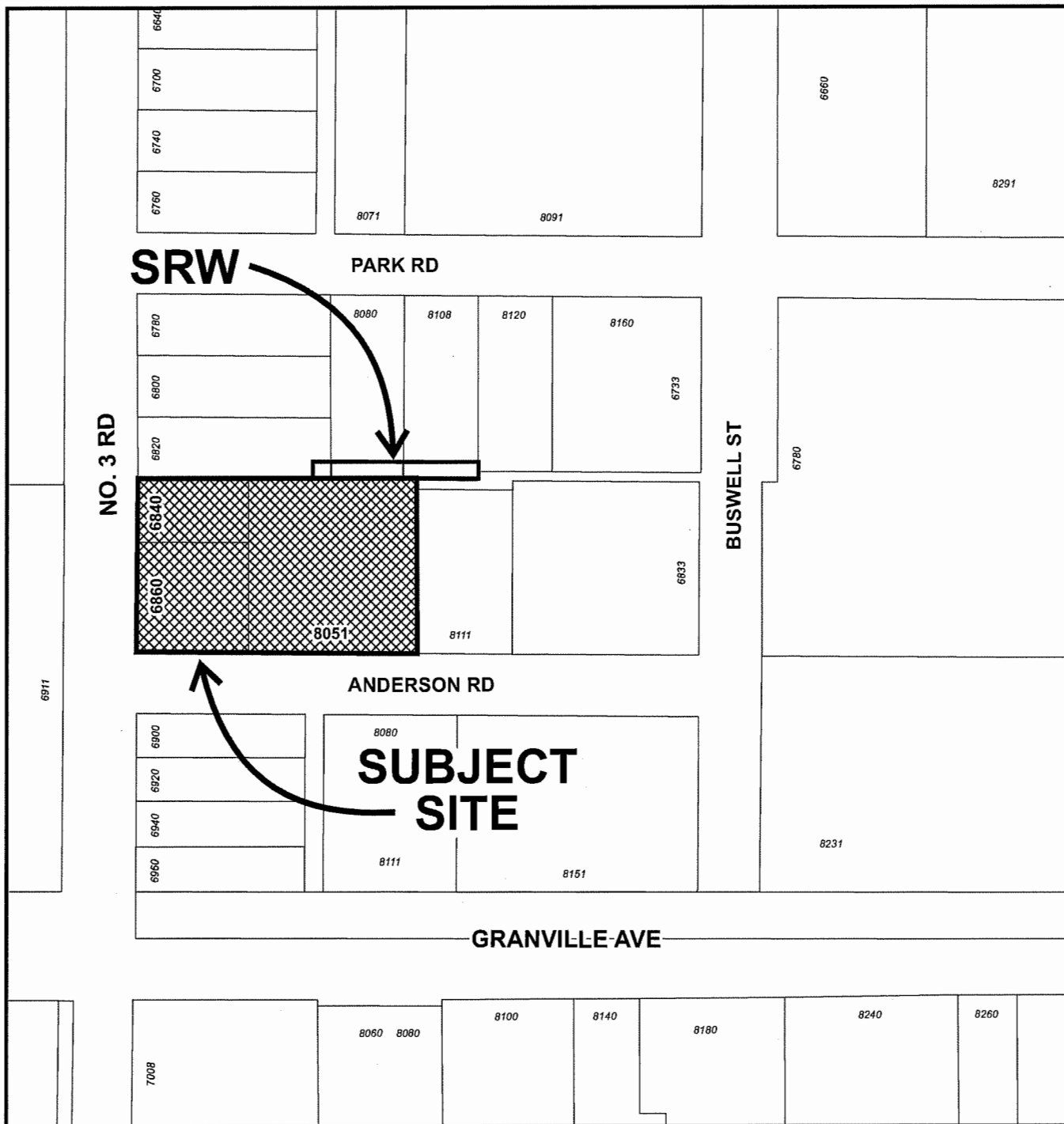
19 DEC 2016

PROFESSIONAL LAND SURVEYORS
BUTLER SUNDRICK
 201 - 1375 McLean Drive
 Vancouver, BC V6L 3K7
 Tel: 604-475-7211
 Fax: 4554
 www.butlersundrick.ca
 Dwg: 4554-SRW 4

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT



City of Richmond

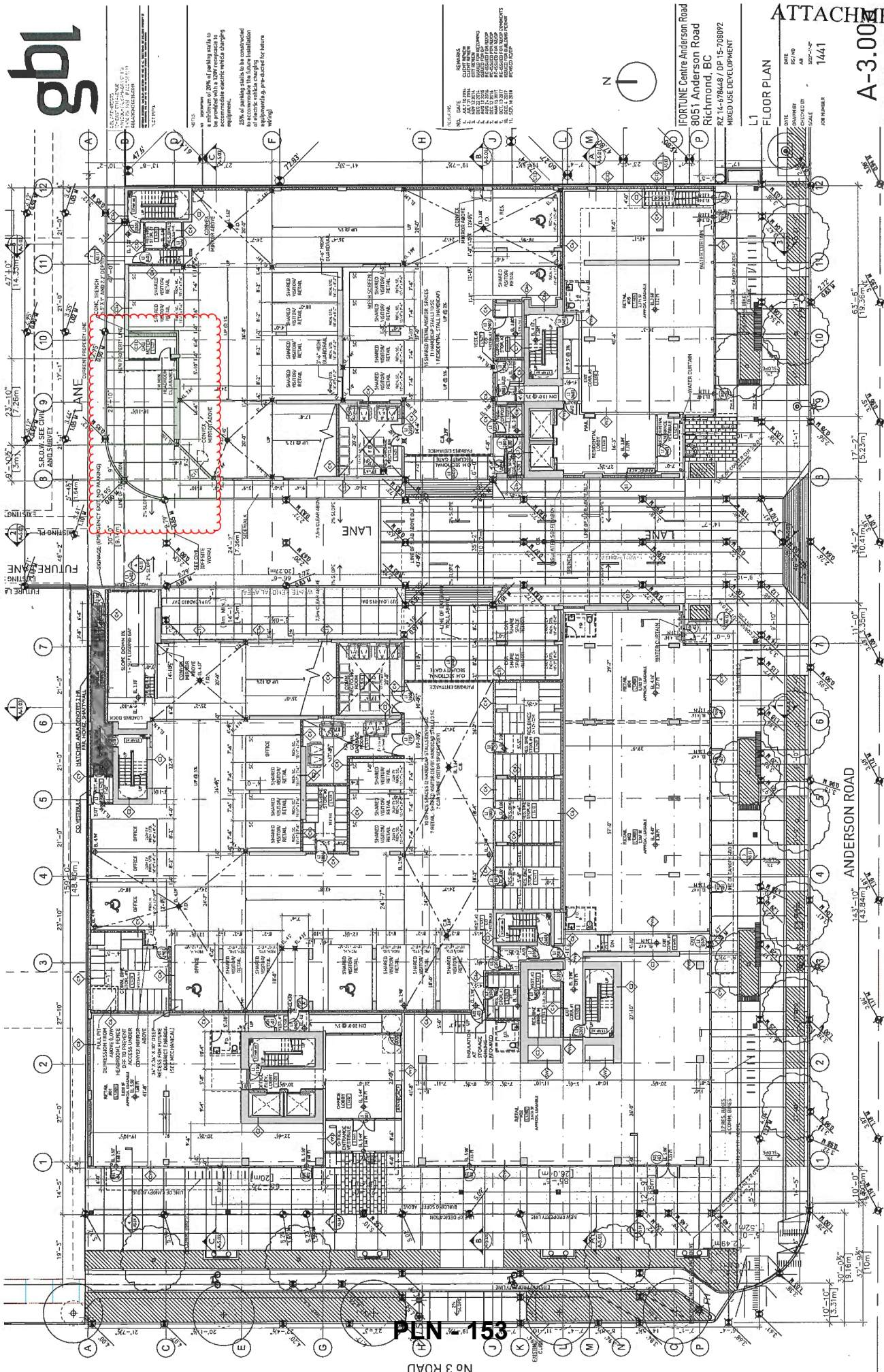


RZ 14-678448
Off-Site Statutory Right-of-Ways

Original Date: 10/10/18

Revision Date:

Note: Dimensions are in METRES



FORTUNE Centre Anderson Road
 8051 Anderson Road
 Richmond, BC
 RZ 14-4/78848 / DP 15-708972
 MIXED USE DEVELOPMENT

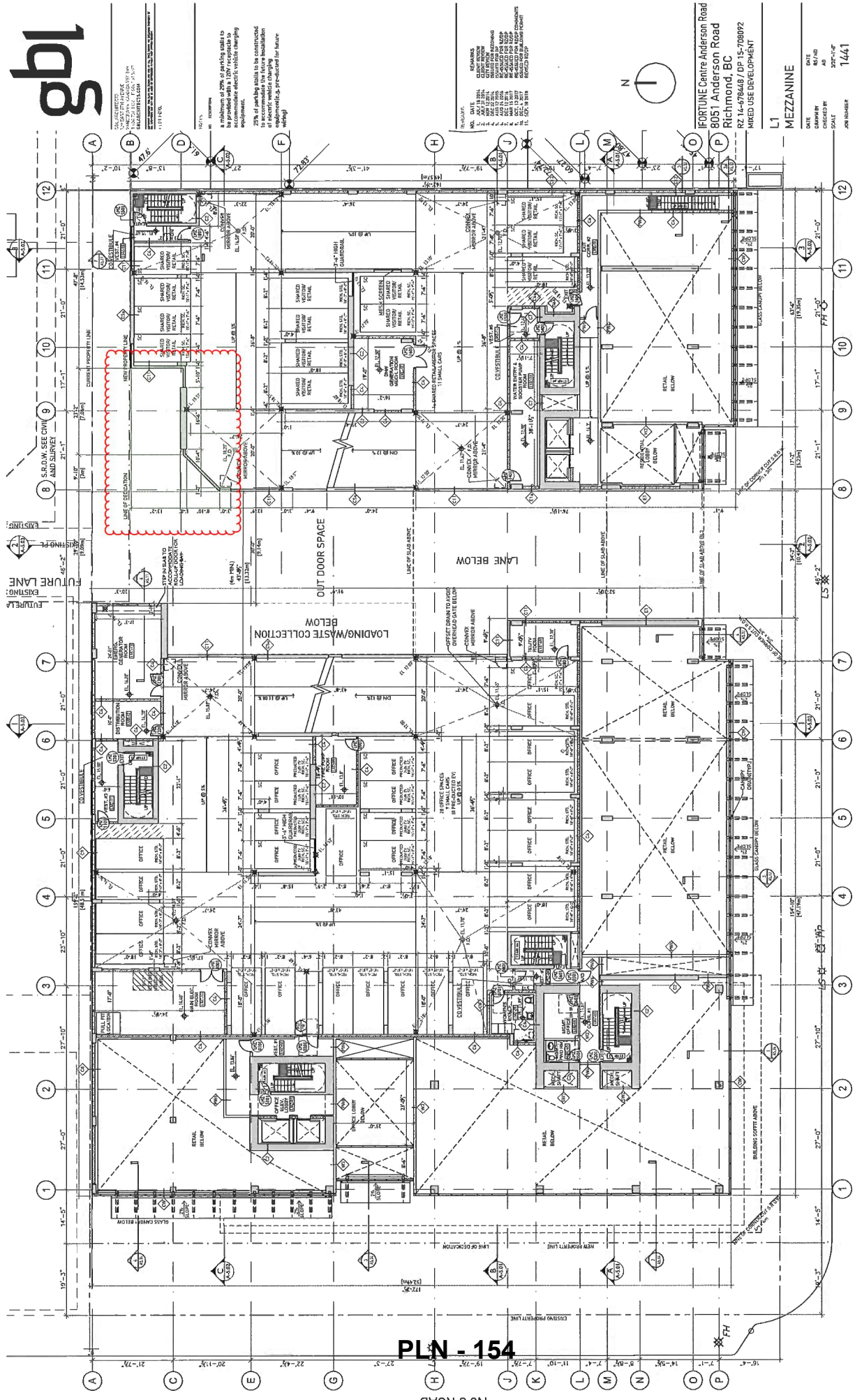
FLOOR PLAN

DATE	1441
REVISED BY	
SCALE	
JOB NUMBER	1441

REMARKS:
 1. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 2. ALL WALLS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 3. ALL FINISHES TO BE AS NOTED.
 4. ALL MATERIALS TO BE APPROVED BY THE ARCHITECT.
 5. ALL WORK TO BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
 6. ALL UTILITIES TO BE LOCATED AND PROTECTED PRIOR TO CONSTRUCTION.
 7. ALL STRUCTURAL ELEMENTS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 8. ALL MECHANICAL AND ELECTRICAL SYSTEMS TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 9. ALL PAINTING TO BE COMPLETED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 10. ALL GLASS TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 11. ALL FLOORING TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 12. ALL CEILING TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 13. ALL LIGHTING TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 14. ALL VENTILATION TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 15. ALL SOUNDING TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 16. ALL SECURITY TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 17. ALL ACCESSIBILITY TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 18. ALL SLOPE TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 19. ALL DRAINAGE TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.
 20. ALL ROOFING TO BE INSTALLED IN ACCORDANCE WITH THE LATEST BUILDING CODE REQUIREMENTS.

PLN 153

No 3 ROAD



ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE CANADIAN ELECTRICAL CODE (CEC) AND THE NATIONAL ELECTRICAL CODE (NEC).
 ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE CANADIAN ELECTRICAL CODE (CEC) AND THE NATIONAL ELECTRICAL CODE (NEC).
 ALL ELECTRICAL WORK TO BE INSTALLED IN ACCORDANCE WITH THE CANADIAN ELECTRICAL CODE (CEC) AND THE NATIONAL ELECTRICAL CODE (NEC).

REMARKS:
 1. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE CANADIAN ELECTRICAL CODE (CEC) AND THE NATIONAL ELECTRICAL CODE (NEC).
 2. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE CANADIAN ELECTRICAL CODE (CEC) AND THE NATIONAL ELECTRICAL CODE (NEC).
 3. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE CANADIAN ELECTRICAL CODE (CEC) AND THE NATIONAL ELECTRICAL CODE (NEC).

DATE: 10/10/2018
 DRAWN BY: J. SMITH
 CHECKED BY: M. JONES
 PROJECT NO: 1441
 SCALE: AS SHOWN
 SHEET NO: 1441

MEZZANINE
 DATE: 10/10/2018
 DRAWN BY: J. SMITH
 CHECKED BY: M. JONES
 PROJECT NO: 1441
 SCALE: AS SHOWN
 SHEET NO: 1441

FORTUNE CENTRE
 8051 Anderson Road
 Richmond, BC
 RZ 16-078448 / DP 15-708972
 MIXED USE DEVELOPMENT

MEZZANINE
 DATE: 10/10/2018
 DRAWN BY: J. SMITH
 CHECKED BY: M. JONES
 PROJECT NO: 1441
 SCALE: AS SHOWN
 SHEET NO: 1441

A-3.01

PLN - 154

No 3 ROAD

ANDERSON ROAD

GBL ARCHITECTURE
 400 WEST 10TH AVENUE
 VANCOUVER, BRITISH COLUMBIA V6C 1K5
 TEL: 604.681.2222
 FAX: 604.681.2223
 WWW.GBLARCHITECTURE.COM

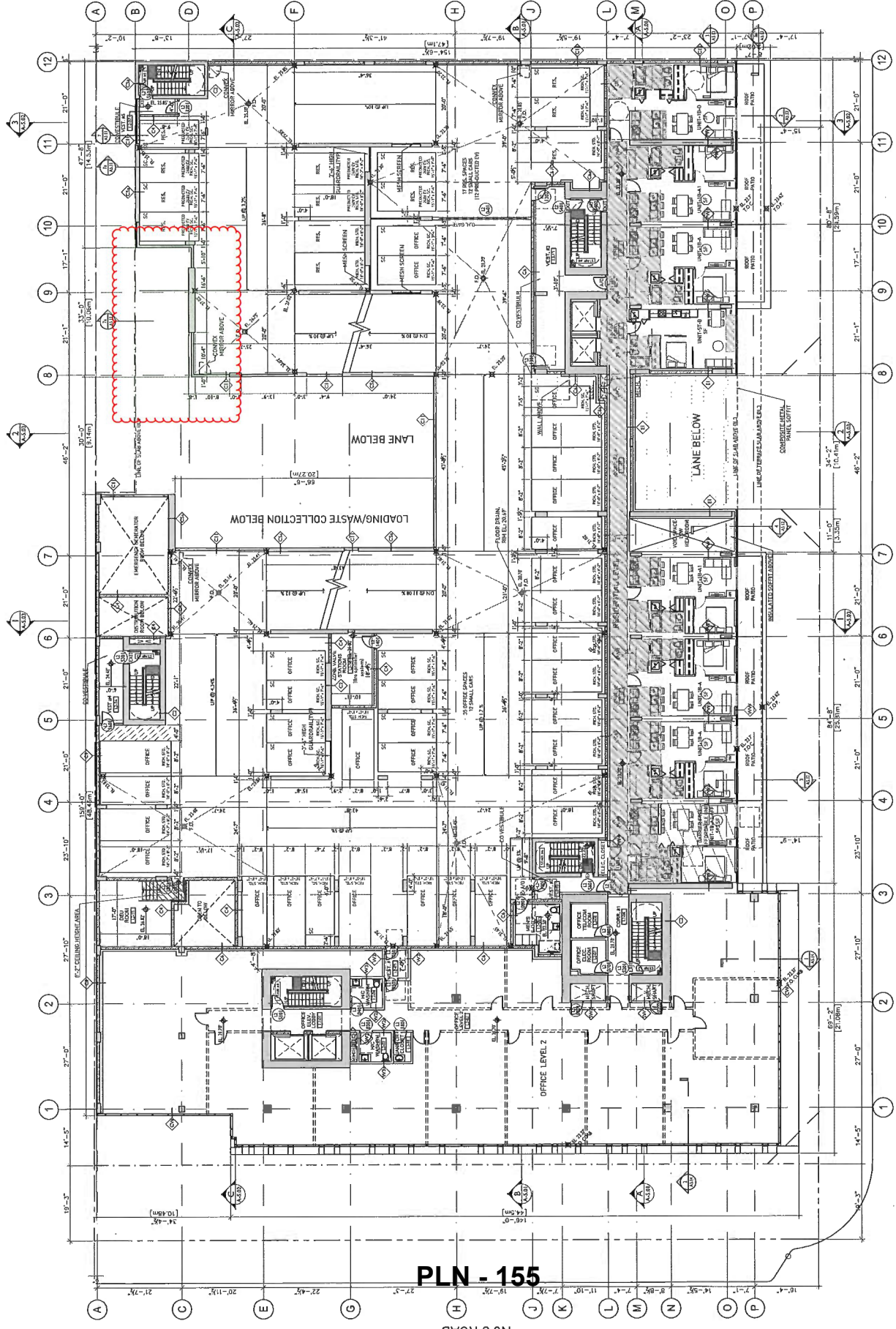
NOTES:
 1. IN ACCORDANCE WITH THE BC BUILDING ACT, A MINIMUM OF 20% OF PARKING STALLS TO BE PROVIDED WITH A 1200W EQUIPPED TO PROVIDE ELECTRICITY TO SUPPORT ELECTRIC VEHICLE CHARGING EQUIPMENT.
 2. 20% OF PARKING STALLS TO BE CONSTRUCTED TO ACCOMMODATE THE FUTURE INSTALLATION OF BIKE RACKS TO BE PROVIDED BY THE DEVELOPER. PRE-DESIGNED FOR FUTURE INSTALLATION.
ABBREVIATIONS:
 BUAH - abuhk Universal Housing Features

REVISIONS:
 NO. DATE DESCRIPTION
 1 10/22/18 ISSUE FOR PERMIT
 2 11/05/18 REVISED PER PERMIT COMMENTS
 3 11/05/18 REVISED PER PERMIT COMMENTS
 4 11/05/18 REVISED PER PERMIT COMMENTS
 5 11/05/18 REVISED PER PERMIT COMMENTS
 6 11/05/18 REVISED PER PERMIT COMMENTS
 7 11/05/18 REVISED PER PERMIT COMMENTS
 8 11/05/18 REVISED PER PERMIT COMMENTS
 9 11/05/18 REVISED PER PERMIT COMMENTS
 10 11/05/18 REVISED PER PERMIT COMMENTS
 11 11/05/18 REVISED PER PERMIT COMMENTS
 12 11/05/18 REVISED PER PERMIT COMMENTS

FORUM Centre Anderson Road
8051 Anderson Road
Richmond, BC
 RZ 14-678448 / DP 15-708892
 MIXED USE DEVELOPMENT

RES. L2 OFFICE, L2
FLOOR PLAN

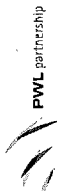
DATE: 11/05/18
 DRAWING NO: 1444
 SCALE: 1/4" = 1'-0"
 JOB NUMBER: 1444



PLN - 155

No 3 ROAD

ANDERSON ROAD



PWL Partnerships Limited
 10000 146th Avenue, Suite 100
 Edmonton, Alberta T5A 1L6
 Tel: (780) 443-1111
 Fax: (780) 443-1112
 www.pwlpartnerships.com

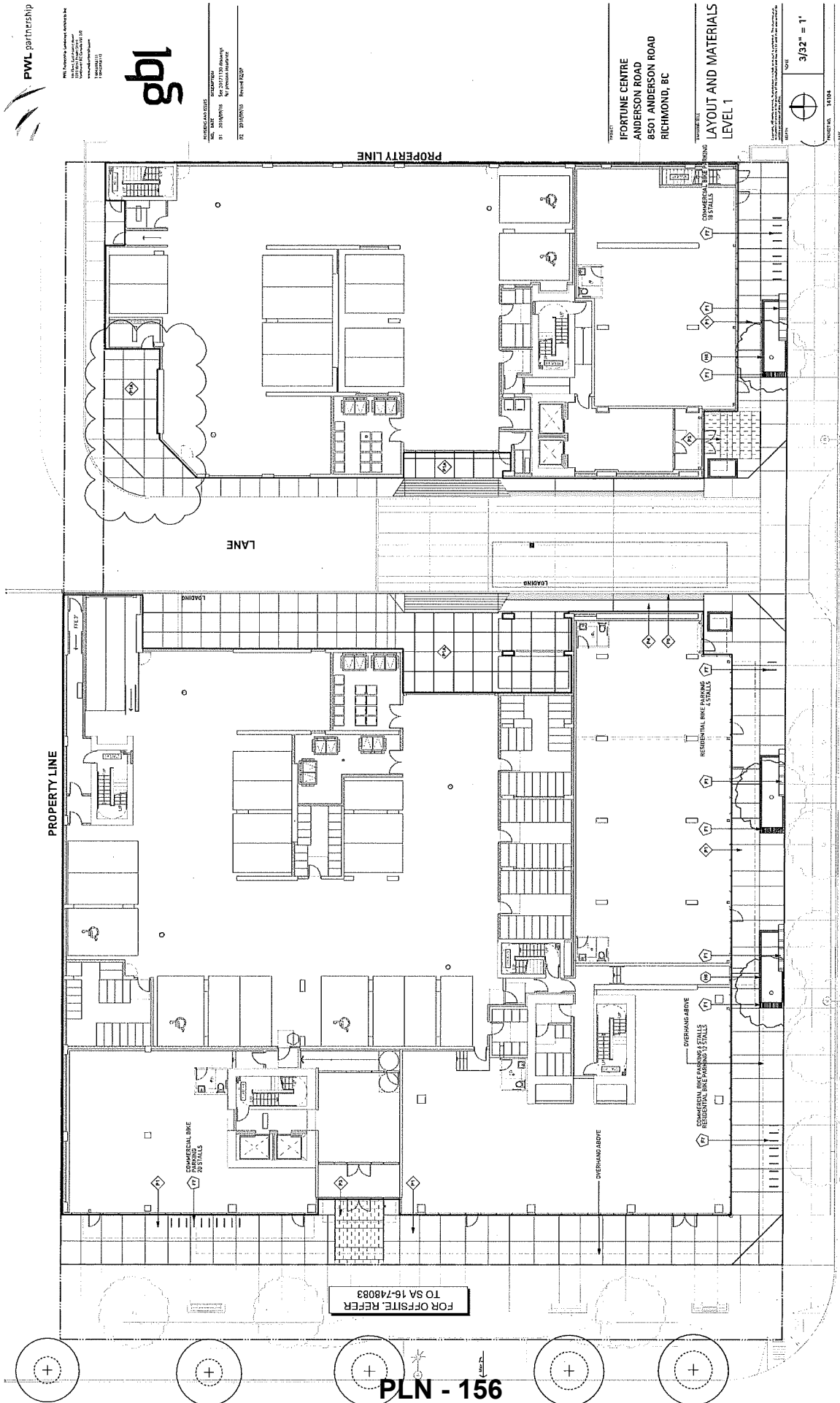
195

PROJECT: IFOOTUNE CENTRE
 8501 ANDERSON ROAD
 RICHMOND, BC
 DRAWING: LAYOUT AND MATERIALS
 LEVEL 1

NO. 3 ROAD

PLN - 156

FOR OFFSITE, REFER TO SA 16-748083



FOR OFFSITE, REFER TO SA 16-748083

ANDERSON ROAD

OFF-SITE NOTES:
 REFER TO EXISTING AGREEMENTS 15-748083 FOR OFF-SITE LANDSCAPE INFORMATION

L 1.01



City of Richmond

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

Address: 6840 and 6860 No. 3 Road and 8051 Anderson Road

File No.: RZ 14-678448

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9510, the owner is required to complete the following.

(Subdivision, Dedications, SRWs and Encroachments)

1. Discharge* of the following Statutory Rights of Way:

- a) with respect to 6840 No. 3 Road,
 - SRW – Township of Richmond – 287391C;
- b) with respect to 6860 No. 3 Road,
 - SRW – Township of Richmond – 285751C;
 - SRW – Township of Richmond – 285759C;
- c) with respect to 8051 Anderson Road,
 - SRW – Township of Richmond – 284721C;
 - SRW – Township of Richmond – 285746C; and
 - SRW – Township of Richmond – 285752C.

* Existing SRWs may be amended where relevant to implementing new SRW requirements, with the agreement of the City Solicitor.

2. Submission of interim and ultimate road functional drawings, showing all dedicated land and statutory rights of way areas pertaining to the subject property and adjacent properties, to the satisfaction of the City.
3. Consolidation of all parcels and registration of a subdivision plan for the subject site that satisfies the following conditions, generally as shown in the sketch survey plan(s) (RTC Attachment 9):
 - a) dedication of approximately 5.8 m along the No. 3 Road frontage for street widening, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
 - b) dedication of an area approximately 33.7 m x 3.0 m in the northeast corner of the site for lane purposes, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation.

(Note: Refer to Servicing Agreement section for information regarding frontage improvements on fronting City and dedicated lands.)

4. Granting of a volumetric public right of passage and utilities statutory right-of-way for an internal lane composed of a minimum of:
 - an approximately 10.3 m wide x 31.7 m long x 5.0 m high south portion (to accommodate vehicular traffic);
 - an approximately 9.0 m wide x 22.1 m long x 7.5 m high north portion (to accommodate vehicular traffic and overflow waste loading);
 - a 3.0 m x 3.0 m corner cut on either side of the intersection of the SRW with the Anderson Road property line; **and**
 - **a 3.0 x 3.0 m corner cut on the east side of the intersection of the SRW with the east-west lane; and**
 - **an approximately 4.1 m wide x 18.9 m long x 8.5 m high northeast portion (to accommodate vehicle turnaround),**

generally as shown in the related sketch survey plan (RTC Attachment 9E) and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, providing for:

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- a) universal accessibility;
 - b) design and construction requirements, including decorative finishing and lighting for the ground, wall and ceiling surfaces in the south portion, as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost.
5. Granting of an approximately 90 m² public right of passage and utilities statutory right of way to accommodate car share stalls and drive aisle access, generally as shown in the related sketch survey plan (RTC Attachment 9) and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, providing for:
- a) universal accessibility;
 - b) design and construction, including decorative finishing and lighting for the ground, wall and ceiling surfaces to match the decorative finishing in the volumetric SRW (south portion), as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction, at owner's cost; and
 - d) maintenance and repair, at owner's cost.
6. Granting of a volumetric public right of passage and utilities statutory right of way at the corner of No. 3 Road and Anderson Road to satisfy the 4.0 m x 4.0 m transportation corner cut requirement, generally as shown in the related sketch survey plan (RTC Attachment 9). The statutory right-of-way shall provide for:
- a) a clear height of 5.0 m;
 - b) universal accessibility;
 - c) decorative finishing consistent with the finishing on surrounding city and private land, as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost.
7. ~~[Removed] Granting of a public right of passage and utilities statutory rights of way in favour of the City on the properties at 6820 No. 3 Road, 8080 Park Road, and 8108 Park Road for the purposes of supplementing the existing secured portions of the east-west lane that runs to Buswell Street and composed of:~~
- ~~— for 6820 No. 3 Road, approximately 5.348 m x 5.00 m in the south east corner of the site;~~
 - ~~— for 8080 Park Road, approximately 5.348 m x 24.387 m along the south PL; and~~
 - ~~— for 8108 Park Road, approximately 5.348 m x 24.387 m along the south PL;~~
- ~~generally as shown in the sketch survey plan(s) (RTC Attachment 9), subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation and to provide for:~~
- ~~a) each SRW to be free and clear of obstructions except that, in the case of 8080 and 8108 Park Road, loading may occur in the north 3.0 m of the statutory right of way subject to the provisions of the Traffic Regulation By-law;~~
 - ~~b) universal accessibility;~~
 - ~~c) interim improvements at the developer's cost, as determined by the Servicing Agreement process; and~~
 - ~~d) maintenance and repair at owner's cost.~~
- ~~Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.~~
- ~~Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility connections.~~

(Covenants and Agreements)

8. **(Flood Construction Level)** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
9. **(Aircraft Noise)** Registration of an aircraft noise restrictive covenant on title suitable for residential uses and a SRW in favour of the Airport Authority.

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10. **(Mixed Use Noise)** Registration of a mixed use noise restrictive covenant on title that identifies the development as being of mixed use (residential and commercial).
11. **(Ambient Noise)** Registration of an ambient noise restrictive covenant on title noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
12. **(Affordable Housing)** Registration of a Housing Agreement securing the owner's commitment to:
 - a) provide 5% of the residential floor area to affordable housing dwelling units, in perpetuity;
 - b) provide for affordable housing units, of numbers, types, sizes and associated rent and income levels in accordance with the table below:

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)	
	Minimum Unit Area	Maximum Monthly Unit Rent (1)	Total Maximum Household Income (1)	Unit Mix	# of Units
Bachelor	37 m ² (400 ft ²)	\$850	\$34,000 or less	0%	0
1-Bedroom	50 m ² (535 ft ²)	\$950	\$38,000 or less	40%	2
2- Bedroom	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	60%	3
3-Bedroom	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	0%	0
TOTAL		N/A	N/A	100%	5

- (1) May be adjusted periodically, as provided for under adopted City policy.
 - (2) 100% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.
- c) provide for private outdoor amenity area for each unit consistent with the minimum requirements of the CCAP and OCP Development Permit Guidelines;
 - d) provide for full and unlimited access to, and use of, all on-site indoor and outdoor amenity spaces, at no additional charge;
 - e) provide 5 parking stalls for exclusive use of the occupiers of the Affordable Housing Units at no cost in perpetuity;
 - f) provide for full and unlimited access to, and use of, other building facilities including, but not limited to, casual, shared or assigned bicycle storage, visitor parking, electric vehicle charging and related facilities, at no additional charge;
 - g) provide for all affordable housing units and related uses (e.g. parking) and amenities (e.g. common outdoor amenity space) to be completed to a turnkey level of finish at the sole cost of the developer and to the satisfaction of Director of Development and Manager, Community Services;
 - a) incorporate and identify the affordable housing dwelling units and associated facilities in the Development Permit plans, subject to the advice (e.g. changes to unit circumstances and/or confirmation of unit locations) of the Housing Co-ordinator; and
 - b) incorporate and identify the affordable housing dwelling units and associated facilities in the Building Permit plans, subject to the advice (e.g. changes to unit circumstances and/or confirmation of unit locations) of the Housing Co-ordinator.
13. **(Shared Commercial and Residential Visitor Parking)** Registration of a restrictive covenant on title securing the owner's commitment to:
 - a) provide a pool of ~~forty-one (41)~~ ~~thirty six (36)~~ shared commercial/residential visitor parking stalls;
 - b) locate the shared stalls on the ground level of the parkade, on either side of the north-south lane, using all of the available commercial stalls, and locate any remainder on the next parkade level, subject to the approval of the Director of Transportation;
 - c) ensure the shared stalls will remain unassigned;
 - d) ensure the shared stalls will be fully accessible (e.g. entry gate open) during standard business operating hours;
 - e) ensure the visitor use of the shared stalls will be accessible (e.g. buzz entry) during non-standard business hours;
 - f) identify the shared commercial/visitor parking stalls in the Development Permit plans;

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- g) identify the shared commercial/visitor parking stalls in the Building Permit plans; and
 - h) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the shared commercial/residential visitor stalls, to the satisfaction of the Director of Transportation.
14. **(Shared Commercial and Residential Truck Loading)** Registration of a restrictive covenant on title securing the owner's commitment to:
- a) provide a pool of three (3) shared commercial/residential medium size truck loading spaces;
 - b) ensure the shared spaces will remain unassigned;
 - c) identify the shared commercial/visitor medium size truck loading spaces in the Development Permit plans;
 - d) identify the shared commercial/visitor medium size truck loading spaces in the Building Permit plans; and
 - e) prior to Building Permit issuance granting occupancy, provide wayfinding and space identification signage for the shared commercial/residential large size truck loading space, to the satisfaction of the Director of Transportation.
- Note: Two adjoining medium size truck spaces are also intended to be used for provision of one of the required large size truck loading spaces.*
15. **(Electric Vehicle Provisions)** Registration of a restrictive covenant on title securing the owner's commitment to:
- a) provide a minimum of 20% of residential parking stalls with a 120 volt receptacle to accommodate electric vehicle charging equipment;
 - b) provide a n additional minimum of 25% of residential parking stalls with pre- ducting to support future installation of electric vehicle charging equipment;
 - c) provide a minimum of one 120 volt receptacle is provided to accommodate electric charging equipment for every 10 Class 1 bike parking stalls;
 - d) identify the electric vehicle stalls in the Development Permit plans;
 - e) identify the electric vehicle stalls in the Building Permit plans; and
 - f) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle stalls, to the satisfaction of the Director of Transportation.
16. **(End of Trip Facilities)** Registration of a restrictive covenant on title securing the owner's commitment to:
- a) provide cycling end of trip facilities for the shared use of all commercial uses (e.g. retail and office) generally as follows:
 - i. one male facility and one female facility, each with a minimum of two showers; and
 - ii. located such that the facilities are easily accessible from bicycle parking areas and all intended users.
 - b) identify the cycling end of trip facilities in the Development Permit plans;
 - c) identify the cycling end of trip facilities in the Building Permit plans; and
 - d) prior to Building Permit issuance granting occupancy, provide wayfinding signage for the end of trip facilities, to the satisfaction of the Director of Transportation.
- (Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.)*
17. **(Car Share Provisions)** Registration of a restrictive covenant on title or alternative legal agreement(s), subject to the final approval of the Director of Transportation, securing the owner's commitment to:
- a) provide two car-share stalls with drive aisle access, secured with a SRW in favour of the City, on the ground level of the parkade adjacent to the north-south lane SRW;
 - b) provide the forgoing stalls with 24 hour a day public access;
 - c) provide each car-share stall with an EV quick-charge (240 volt) charging station for its convenient and exclusive use;
 - d) identify the location, size, access, EV and CPTED characteristics of the car share stalls on the Development Permit plans;
 - e) identify the location, size, access, EV and CPTED characteristics of the car share stalls on the Building Permit plans;

- f) prior to Building Permit issuance granting occupancy, provide wayfinding signage for the car share stalls, to the satisfaction of the Director of Transportation;
 - g) provide the car share stalls and associated access at no cost to the car share operator;
 - h) provide the car share stalls and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
 - i) provide two car share cars, of which at least one is an electric vehicle, at no cost to the car share operator;
 - j) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
 - k) submit a Letter of Credit prior to Development Permit for the sum of \$45,000 to secure the developer's commitment to provide the car share cars;
 - l) should the car share cars not be provided at the time of Building Permit issuance granting occupancy, voluntarily contribute the \$45,000 secured by LOC towards alternate transportation demand management modes of transportation;
 - m) prior to Building Permit issuance granting occupancy, enter into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
 - n) in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.
18. **(Common Amenity Space)** Registration of a restrictive covenant on title or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to:
- a) provide for full and unlimited access to and use of all common residential indoor and outdoor recreational and/or social amenity spaces/facilities for all residents including, but not limited to, the podium level deck, the Level 7 urban agriculture deck and the roof level deck, except in the case that individual facilities are reserved for private use by residents on a managed, time-limited and specified purpose basis.
19. **(District Energy Utility)** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

(Contributions)

20. **(Child Care)** City acceptance of an offer to voluntarily contribute at least \$515,105.15 (one percent of the residential floor area, excluding affordable housing floor area, calculated using the proposed floor area e.g. $0.01 \times 7,361.8 \text{ m}^2 \times \$6,997/\text{m}^2$) towards the development and operation of child care (90% to Childcare Development Reserve Fund - Account # 7600-80-000-90157-0000 and 10% to Childcare Operating Contributions Account # 7600-80-000-90159-0000).
21. **(Community Facilities)** City acceptance of an offer to voluntarily contribute at least \$1,417,398.31 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times .83 \times 4,881.26 \text{ m}^2 \times \$6,997/\text{m}^2$) towards the development of community facilities (City Centre Facility Development Fund - Account # 7600-80-000-90170-0000).
22. **(Community Planning)** City acceptance of an offer to voluntarily contribute at least \$50,304.72 (100% of the total floor area calculated using the proposed floor area e.g. $18,700.64 \text{ m}^2 \times \$2.69/\text{m}^2$) towards City Centre community planning (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000).
23. **(Public Art)** City acceptance of an offer to voluntarily contribute at least \$114,861.64 (100% commercial floor area @ \$4.63 per square meter and 100% residential floor area, excluding affordable housing floor area, @ \$8.72 per square meter calculated using the proposed floor area e.g. $10,943.14 \text{ m}^2 \times \$4.63/\text{m}^2 + 7,361.8 \text{ m}^2 \times \$8.72/\text{m}^2$) towards public art (15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000).
24. **(Transportation Demand Management)** City acceptance of an offer to voluntarily contribute \$50,000 to upgrading the traffic signal at Park Road/Buswell Street (General Account (Transportation) Account # 5132-10-550-55005-0000) for pedestrian environment enhancement in support of a reduction in parking.
25. **(Trees – City Property)** City acceptance of an offer to voluntarily contribute \$1300 (calculated as \$1300 per tree) to the City’s Tree Compensation Fund (Account # 2336-10-000-00000-0000) for the planting of replacement trees within the City.

Per Current Floor Area Estimates:

Total Floor Area m ²	Commercial Floor Area m ²	Residential Floor Area m ²	Calculable Residential Floor Area m ²	Affordable Housing Floor Area m ²
18,700.64	10,943.14	7,757.50	7361.8	395.7

(Miscellaneous Considerations)

26. **(LEED)** Design and construction of the development to LEED Silver Equivalent based on advice provided by a LEED AP BD+C.
27. **(Accessibility)** Design and construction of the development to include accessible housing units consistent with the following table:

Type	Affordable	Market	Intent	Standard
Aging in Place	0	66	- support mobility and usability	Per OCP
Adaptable + Basic Universal Housing	4	4	- reno potential for wheelchair plus added floor area for manoeuvring	Per BCBC and RZB
Barrier Free	1	0	- move in with wheelchair	Per BCDH
Total Units	5	70		

28. **(Common Amenity Area)** Design and construction of the development to include common indoor and outdoor amenity area consistent with the common amenity area provisions of the OCP/CCAP.

(Servicing Agreement)

29. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

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(Water Works)

- a) Using the OCP Model, there is 683.6 L/s of water available at a 20 psi residual at the No 3 Rd frontage and 145.3 L/s at the Anderson Rd 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 the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - ii. Upgrade the existing 150mm AC water main along Anderson Road frontage to a 200mm watermain and install additional hydrants as required to achieve minimum 75m spacing along Anderson Road frontage.
 - iii. Install a new water service connection. Water meter to be located on-site (e.g. in a mechanical room).
 - iv. Confirm the actual settlement of the water main located along the No 3 Road frontage via the settlement test points indicated in the Preload Induced Utility Settlement report prepared by Geopacific dated November 5th, 2015, and report the final results to the City. If unacceptable settlement has occurred, the replacement of the water main along the effected length shall be added into the Servicing Agreement scope of works at the Developer's cost.
- c) At Developers cost, the City is to:
 - i. Cut and cap the existing water service connection at the watermain along the No 3 Road frontage.
 - ii. Complete all tie-ins to existing water mains.

(Storm Sewer Works)

- d) The Developer is required to:
 - i. Install a new storm sewer within the center of Anderson Road from the existing 600 mm storm sewer to No 3 Road complete with manholes as required. Sizing shall be via the servicing agreement design review.
 - ii. Remove the adjacent existing storm sewers along both sides of the Anderson Road frontage, and tie-in the upstream portions and all existing service connections and catch basins to the proposed storm sewer along the centreline of Anderson Road. Removal of the existing storm sewer on the south side of Anderson Road will require curb, gutter, and sidewalk restoration.
 - iii. Note that the existing lane drainage to the south of Anderson Road will require extension to tie in to the proposed storm sewer via a new manhole.
 - iv. Tie-in existing storm mains, service connections and catch basin leads to the new storm sewer as required.
 - v. Install a new storm service connection complete with an inspection chamber located on-site within a proposed 1.5 m-deep, 3.0 m-wide SRW along the Anderson Rd frontage. Exact dimensions to be determined during the servicing agreement design review.
 - vi. Cut and cap the existing service connections and remove existing inspection chambers along the No 3 Road and Anderson Road frontages.
 - vii. Upgrade and install lane drainage along the east-west lane from 8051 Anderson Road to the east property line of 8111 Anderson Road to City specifications, complete with catch basins and manholes. The pipes shall be sized via a capacity analysis, minimum 200 mm diameter. The design of the lane drainage must be coordinated with the City-funded sanitary sewer to be placed within the east-west lane. Note: no service connections are permitted to connect to lane drainage.
 - viii. Remove the existing diagonally-aligned drainage line within the east-west lane along the frontage of 8111 Anderson Road.
 - ix. Confirm the actual settlement of the storm sewer located along the No 3 Road frontage via a CCTV inspection and submit to the City. If unacceptable settlement has occurred, the replacement of the storm sewer along the effected length shall be added into the Servicing Agreement scope of works at the Developer's cost.
- e) At Developers cost, the City is to:
 - i. Complete all tie-ins of the proposed works to existing City infrastructure.

(Sanitary Sewer Works)

- f) The Developer is required to:

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- i. As the site pre-load and other ground improvements, which will impact the existing sanitary main within the development site, has commenced prior to the City's construction of the sanitary main along Buswell Street, the developer was required to construct a temporary sanitary pump station and forcemain diversion. Following this, the Developer, at his sole costs, is required to:
- ii. Design and construct a 200mm diameter sanitary main along Anderson Road by the completion date set out within the related servicing SA 16-731504 and connect to the future City-funded Buswell Street sanitary sewer when it becomes available. Tie-in to the west shall be to the existing sanitary sewer within the north-south aligned lane south of Anderson Road.
- iii. Prior to start of on-site excavation and foundation works, construct the 200 mm diameter sanitary sewer along Anderson Road, decommission and remove the on-site forcemain and temporary pump station, and connect to the City-funded Buswell Street sanitary sewer.
- iv. Coordinate the construction of the sanitary main along Anderson Road with the construction schedule of the City-funded sanitary main along Buswell Street. The Developer is required to connect to the new sanitary sewer within Buswell Street, as soon as it becomes available.
- v. Maintain, monitor and repair, to the satisfaction of the City, the temporary sanitary pump station and the piping system, until such time that the new 200mm diameter sanitary main to be built by the developer along Anderson Road and the City funded sanitary main along Buswell Street are constructed and operational.
- vi. Remove the temporary sanitary pump station and the piping system and restore to original condition or better the affected areas after the connection to the new sanitary sewer within Buswell Street.
- vii. Perform all other tasks required by the related servicing agreement SA 16-731504.

g) At Developers cost, the City is to:

- i. Complete all tie-ins of the proposed works to existing City infrastructure.

(Frontage Improvements – Engineering)

h) The Developer is required to:

- i. Review street lighting levels and street light type along No. 3 Rd and Anderson Rd frontages and upgrade lighting as required to meet City standards.
- ii. Provide street lighting along the proposed east-west lane along the north property line of 8051 Anderson Road.
- iii. Design the ultimate road cross-section of Anderson Road to accommodate for future District Energy Utility corridor within the roadway.
- iv. Coordinate with BC Hydro, Telus and other private communication service providers
 - To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). All such structures are to be located within the subject site's property line.
- v. Complete other frontage improvements as per Transportation's requirements.

(General Items – Engineering)

i) The Developer is required to:

- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
- ii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (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 in the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4mW X 5m (deep)

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Initial: _____

- BC Hydro LPT – 3.5mW X 3.5m (deep)
- Street light kiosk – 1.5mW X 1.5m (deep)
- Traffic signal kiosk – 1mW X 1m (deep)
- Traffic signal UPS – 2mW X 1.5m (deep)
- Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
- Telus FDH cabinet-1.1 m W X 1 m (deep – show possible location in functional plan)

(Frontage Improvements – Transportation)

(General Note: Servicing Agreement for design and construction to City Centre standards. All requirements subject to final functional design including, but not limited to, the items outlined in this section and any associated required technical changes.)

j) The Developer is required to:

i. For No. 3 Rd.:

- a. Maintain existing curb.
- b. From existing curb line provide:
 - 0.15m curb;
 - 2.50m boulevard;
 - 2.00m bike lane;
 - 1.50m lighting/street furniture buffer strip; and
 - 3.00m sidewalk.

ii. For Anderson Rd.:

- a. Maintain existing curb.
- b. From the existing north curb line provide:
 - 0.15 curb;
 - 1.5m hardscaped treed boulevard; and
 - 2.0m scored concrete sidewalk.

- A temporary loading bay on Anderson Road will be pursued, and additional signage will be required to identify the location. Once the lane network adjacent to the site expands in the future, any temporary on street loading facility will be removed.

iii. For the internal north-south lane SRW PROP:

- a. From east side:
 - 1.50m sidewalk free and clear of all obstructions;
 - 7.50m min. pavement width; and
 - 0.60 m buffer.

- Additional works in the expanded turnaround area, including but not limited to, lighting, bollards, curb and gutter, pavement widening, decorative surface treatment.

- A cash-in-lieu amount to restore the lane to the ultimate design will be determined through the Servicing Agreement.

Note: Rollover curbs both sides consistent with CC lane design standard.

iv. For the east-west lane upgrade - subject site portions:

(Note: Works are required to make the E-W lane operational to the greatest extent possible for two way traffic to and from Buswell Rd, to the satisfaction of the City.)

- a. From the new subject site north PL (after lane dedication):
 - per forgoing note;
 - 1.50 m concrete sidewalk including rollover curb; and
 - 1.50 m pavement width; and
 - grading, drainage, gutter, lighting and traffic marking, as determined through the Servicing Agreement process.

v. For the east-west lane upgrade – off-site portions:

(Note: Works are required to make the E-W lane operational to the greatest extent possible for two way traffic to and from Buswell Rd, to the satisfaction of the City.)

- a. For 6820 No. 3 Road:
 - per forgoing note; and

- grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.
- b. For 8080 and 8108 Park Road:
 - per forgoing note; and
 - grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.
- c. For 8120 Park Road:
 - per forgoing note; and
 - grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.
- d. For 8111 Anderson Road:
 - per forgoing note;
 - 1.50 m concrete sidewalk including lighting and rollover curb along north PL; and
 - grading, drainage, curb and gutter, paving, lighting and traffic marking, as determined through the Servicing Agreement process.

(TIA Improvements – Transportation)

- k) The Developer is required to:
 - i. For the No. 3 Rd./Anderson Rd. intersection:
 - a. upgrade the crosswalks at the intersection with decorative stamped asphalt treatment and tactile warning pavers at the curb ramps to improve visibility of crosswalks.
 - ii. For the Anderson Rd./Buswell Rd intersection:
 - a. to install two special crosswalk signals (side-mounted) with APS and service panel; pedestrian detection and communications conduit, cable and junction boxes; and
 - b. add new curb ramps on east side per City Engineering Design Specification standards with tactile warning strips.
 - iii. For the Granville Ave./Buswell St. intersection:
 - a. upgrade intersection with illuminated street name signs.

(Parks - City Trees)

- l) The developer is required to provide for the retention of three existing trees on City property along No. 3 Road, unless otherwise determined by the SA process, in which case replacement terms shall be determined within the SA process. Retention shall be supported with:
 - i. installation of appropriate tree protection fencing around all trees to be retained on the No. 3 Road frontage, as well as trees located in adjacent frontages that may be affected by the construction of the proposed development and associated frontage improvements; and
 - ii. submission of a contract entered into by the applicant and a Certified Arborist for the supervision of all works conducted in close proximity to the aforesaid tree protection zones. The contract must include the scope of work to be undertaken, including the proposed number of monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

(Servicing Agreement – Letter of Credit)

- m) Provision of a Letter of Credit to secure the completion of the works in an amount determined by the Director of Development.

(Servicing Agreement – LTO Registration)

- n) Registration of the Servicing Agreement on title.

(Development Permit)

- 30. Submission and processing of a Development Permit* application, completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address:
 - i. Council directions arising out of Public **PLN - 166** Planning;

Initial: _____

- ii. form and character objectives noted in the associated Report to Planning Committee;
 - iii. form and character objectives described in the OCP and CCAP Development Permit Guidelines;
 - iv. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management including provision of final utility, loading, waste management and signage and wayfinding plans; and
 - v. technical resolution, as necessary, of the landscape plans related to:
 - a. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new ecological network landscape;
 - b. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new trees; and
 - c. the installation and/or maintenance (including automatic irrigation) of additional landscape; and
- b) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
 - ii. flood construction level(s);
 - iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
 - iv. site access and vehicular crossings;
 - v. the required shared commercial/visitor parking stalls;
 - vi. the required EV-charging and EV-ready vehicle parking stalls;
 - vii. the required EV-charging and EV-ready bicycle parking stalls;
 - viii. the required car-share parking stalls;
 - ix. the required end of trip facilities, including their location, number, size, type and use;
 - x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU preducting;
 - xi. the required affordable housing units, including their size and location;
 - xii. the required aging in place, basic universal, accessible, adaptable and/or convertible dwelling units, including their associated design features;
 - xiii. a site and building Accessibility checklist and identification of specific recommended measures on the plans, where relevant;
 - xiv. a CPTED checklist and identification of specific recommended measures on the plans, where relevant;
 - xv. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
 - xvi. an acoustic and mechanical report with recommendations prepared by an appropriate registered professional regarding measures to be incorporated into the Building Permit drawings to achieve the exterior and interior noise levels and other noise mitigation standards articulated in the aircraft and mixed use noise covenants;
 - xvii. the required common indoor, common outdoor and private outdoor amenity areas including their location, size, use and finishing;
 - xviii. the location and specifications for ecological network landscaping; and
 - xix. the dimensions of any tree protection fencing illustrated on the Tree Retention/Management Plan provided with the application.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in "Schedule B: Assurance of Professional Design and Commitment for Field Review", shall be incorporated into the Building Permit plans (drawings and documents) prior to Building Permit issuance.

Note: Prior to Building Permit issuance the developer must submit a "Construction Parking and Traffic Management Plan" to the Transportation Department. The 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.

Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

3. 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.
4. 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

[Signed copy on file]

Signed

Date

PLAN EPP

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY
OF PART OF LOT 1 SECTION 9 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT
FOR PUBLIC PASSAGE PURPOSES
BC66 92G.015



SCALE 1 : 500 DISTANCES ARE IN METRES
THE INTEGRATED PLOT SCALE OF THIS PLAN IS 560 mm
IN WIDTH BY 432 mm IN HEIGHT (C-SIZE) WHEN
PLOTTED AT A SCALE OF 1:500.

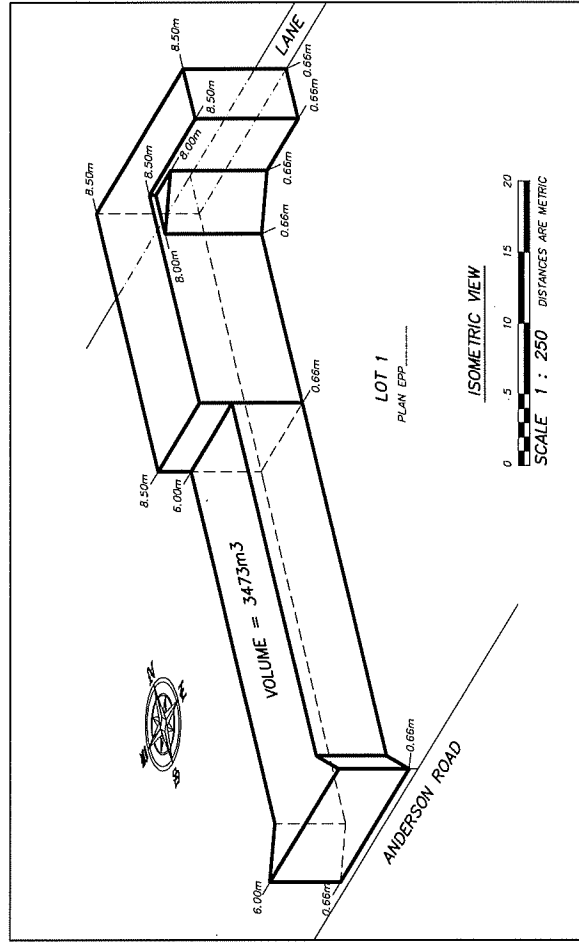
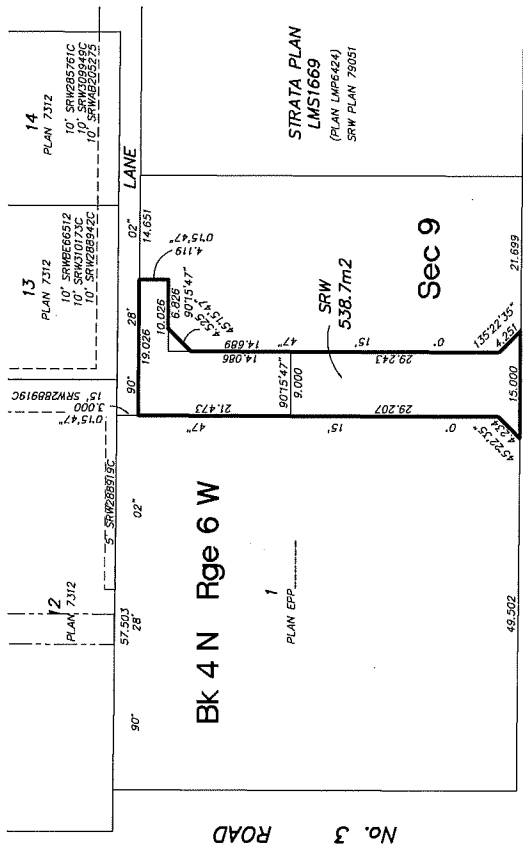
INTEGRATED SURVEY AREA No. 18, RICHMOND, NAD83(CRS) 4.0.0.BC.1.CVRD

GRID BEARINGS ARE DERIVED FROM PLAN EPP
THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES UNLESS
OTHERWISE SPECIFIED. TO COMPUTE GRID DISTANCES, MULTIPLY
GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF
0.99989462.

LEGEND:

- m² DENOTES SQUARE METRES
- m³ DENOTES CUBIC METRES

DESCRIPTION	AREA	VOLUME
PART OF LOT 1 SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN EPP	538.7m ²	3,473m ³



ISOMETRIC VIEW
SCALE 1 : 250 DISTANCES ARE METRIC

ELEVATIONS ARE TO CITY OF RICHMOND
BENCH MARK - MONUMENT 27H+623, HPN #202
TURN LANE NO.3 AND BENNETT ROAD
ELEVATION = 1,422 METRES

THIS PLAN IS BASED ON THE FOLLOWING LAND TITLE
AND SURVEY AUTHORITY OF BC RECORDS:
(PLAN EPP)
GARY SUNDWICK, BILLS (S37)
4th DAY OF SEPTEMBER, 2018.
ECP#

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

DRAFT 2018-09-26
4554-RW1

BUTLER
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Dwg: 4554-RW1