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**Planning Committee**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Tuesday, January 22, 2013  
4:00 p.m.**

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**MINUTES**

**PLN-5**      *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, January 8, 2013.*



**NEXT COMMITTEE MEETING DATE**

Tuesday, February 5, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

**PLANNING & DEVELOPMENT DEPARTMENT**

- 1. REFERRAL REPORT ON DRIVE-THROUGHS IN RICHMOND'S ZONING BYLAW AND APPLICATION BY EVERBE HOLDINGS LTD. FOR AGRICULTURAL LAND RESERVE EXCLUSION, OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING AT 11120 AND 11200 NO. 5 ROAD FROM AGRICULTURE (AG1) TO COMMUNITY COMMERCIAL (CC)**

(File Ref. No. 12-8060-20-8988/8989, RZ 10-556878, AG 10-556901) (REDMS No. 3736284)

**PLN-13**

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See Page **PLN-13** for full report

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*Designated Speaker: Wayne Craig & Kevin Eng*

STAFF RECOMMENDATION

- (1) *That Option 2 (in the report dated January 8, 2013 from the Director of Development), which recommends that no further review of restricting drive-throughs in Richmond’s Zoning Bylaw 8500 for new developments, be approved;*
- (2) *That authorization for Everbe Holdings Ltd. to apply to the Agricultural Land Commission to exclude 11120 and 11200 No. 5 Road from the Agricultural Land Reserve be granted;*
- (3) *That Official Community Plan Amendment Bylaw No. 8988, to re-designate 11120 and 11200 No. 5 Road from “Mixed Employment” to “Commercial” in the 2041 Official Community Plan Land Use Map to Schedule 1 of Official Community Plan Bylaw 9000 and to amend the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) of Official Community Plan Bylaw 7100, be introduced and given first reading;*
- (4) *That Bylaw 8988, having been considered with:*
  - (a) *the City’s Financial Plan and Capital Program;*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) (a) of the Local Government Act;*
- (5) *That Bylaw 8988, having been considered in accordance with the City Policy on Consultation During Official Community Plan development is hereby deemed not to require further consultation; and*
- (6) *That Bylaw 8989, for the rezoning of 11120 and 11200 No. 5 Road from “Agriculture (AG1)” to “Community Commercial (CC)”, be introduced and given first reading.*



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2. **APPLICATION BY CRESSEY (GILBERT) DEVELOPMENT LLP FOR REZONING AT 5640 HOLLYBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL3): FOLLOW-UP ON REVISED AFFORDABLE HOUSING PROVISIONS**

(File Ref. No. 12-8060-20-8957, RZ 12-602449) (REDMS No. 3741616)

PLN-41

See Page PLN-41 for full report

*Designated Speaker: Wayne Craig & John Foster*

STAFF RECOMMENDATION

*That Bylaw 8957 to rezone 5640 Hollybridge Way from “Industrial Business Park (IB1)” to “Residential / Limited Commercial (RCL3)” be introduced and given first reading.*



3. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 4991 NO. 5 ROAD FROM SCHOOL & INSTITUTIONAL USE (SI) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. RZ 11-593406, 12-8060-20-8947/8948/8986) (REDMS No. 3646966)

PLN-136

See Page PLN-136 for full report

*Designated Speaker: Wayne Craig & Sara Badyal*

STAFF RECOMMENDATION

- (1) *that Official Community Plan Amendment Bylaw 8947 to redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map) be introduced and given first reading;*
- (2) *that Official Community Plan Amendment Bylaw 8948 to redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map) be introduced and given first reading;*
- (3) *that Bylaws 8947 and 8948, having been considered in conjunction with:*
  - (a) *the City’s Financial Plan and Capital Program;*
  - (b) *the Greater Vancouver Regional District Solid Waste and*

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*Liquid Waste Management Plans;*

*are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*

- (4) that Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation; and*
- (5) That Zoning Amendment Bylaw 8986 to rezone 4991 No. 5 Road from "School & Institutional Use (SI)" to "Low Density Townhouses (RTL4)" be introduced and given first reading.*

**4.    MANAGER’S REPORT**

**ADJOURNMENT**



## Planning Committee

Date: Tuesday, January 8, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves  
Mayor Malcolm Brodie (arrived at 4:12 p.m.)

Also Present: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, December 18, 2013, be adopted as circulated.*

**CARRIED**

### COUNCILLOR LINDA MCPHAIL

1. **RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE  
FLOW CHART**

(File Ref. No.) (REDMS No.)

Councillor Linda McPhail commented on the Richmond Community Services Advisory Committee flow chart, noting that it is more of a communication tool used by the RCSAC to inform Council on issues that they find important, such as the Richmond Children First's Early Childhood Development Report. Councillor McPhail queried how the City could participate in the upcoming community forum by Richmond Children First.

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Discussion ensued suggesting the matter be forwarded to staff for their recommendation with the understanding there would be no funding from the City as this is not a City initiative. Also, it was noted that staff be directed to look at and advise the RCSAC on other possible sources of funding. As a result of the discussion the following referral was introduced:

It was moved and seconded

- (1) *That the Richmond Community Services Advisory Committee Flow Chart be referred to staff, without funding being provided by the City, to advise how the City can participate in the upcoming community forum by Richmond Children First; and*
- (2) *That staff provide assistance to the Richmond Community Services Advisory Committee in looking for outside sources of funding.*

**CARRIED**

## **COMMUNITY SERVICES DEPARTMENT**

2. **HOUSING AGREEMENT BYLAW NO. 8984 AND 8985 TO PERMIT CITY TO ENTER INTO A HOUSING AGREEMENTS TO SECURE AFFORDABLE RENTAL HOUSING UNITS AT 8800, 8820, 8840, 8880, 8900, 8920, 8940 AND 8960 PATTERSON ROAD AND 3240, 3260, 3280, 3320 AND 3340 SEXSMITH ROAD- 0754999 B.C. LTD. (CONCORD PACIFIC)**

(File Ref. No. 12-8060-20-8984/8985) (REDMS No. 3730165)

It was moved and seconded

- (1) *That Bylaw No. 8984 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8984 has been adopted, to enter into a Housing Agreement substantially in the form attached to Bylaw No. 8984, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 06-349722; and*
- (2) *That Bylaw No. 8985 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8985 has been adopted, to enter into a Housing Agreement substantially in the form attached to Bylaw No. 8985, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Housing Units in the form of artist residential tenancy studio (ARTS) units required by the Rezoning Application 06-349722.*

**CARRIED**

## PLANNING & DEVELOPMENT DEPARTMENT

3. **RICHMOND HERITAGE COMMISSION 2012 ANNUAL REPORT AND 2013 WORK PLAN**

(File Ref. No. 08-4200-01/2012, 01-100-20-HCOM1-01) (REDMS No. 3678365)

The Committee expressed their thanks to all the members of the Richmond Heritage Commission for their work in 2012.

It was noted that the Japanese Nurses' Residence is also referred to as the Japanese Museum. Staff was requested to ensure consistent wording when referring to the building.

It was moved and seconded

*That the Richmond Heritage Commission 2013 Work Plan as outlined in the staff report dated December 5, 2012 from the General Manager, Planning and Development, be endorsed.*

CARRIED

4. **RICHMOND ADVISORY COMMITTEE ON THE ENVIRONMENT 2012 ANNUAL REPORT AND 2013 WORK PLAN**

(File Ref. No. 01-0100-20-ACEN1-01) (REDMS No. 3693836)

The Committee thanked the members of the Richmond Advisory Committee on the Environment for their work in 2012.

Discussion ensued concerning:

- the rationale for investigating the environmental benefits of the dark sky policy in rural areas;
- the publication and distribution of a newsletter to the public; and
- the possibility of the Committee preparing a "State of the Environment" report for Council.

David Johnson, Planner, advised the intent of the dark sky initiative was to examine areas that were not organized and not those areas with existing street lighting. Mr. Johnson believed that the last time the Advisory Committee prepared a State of the Environment Report was in 2005 and that it is something the Committee could consider for the 2013 Work Program.

It was moved and seconded

*(1) That the Richmond Advisory Committee on the Environment's 2012 Annual Report be received for information; and*

*(2) That the Richmond Advisory Committee on the Environment's 2013 Work Plan be endorsed.*

CARRIED

*Mayor Brodie entered the meeting at 4:12 p.m.*

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5. **AGRICULTURAL ADVISORY COMMITTEE 2012 ANNUAL REPORT AND 2013 WORK PROGRAM**

(File Ref. No. 01-0100-20-AADV1-01) (REDMS No. 3713091)

The Committee thanked the Agricultural Advisory Committee (AAC) for their work in 2012 and for organizing and hosting a Farm Tour in September, noting that the tour is something that is both looked forward to and very necessary. It was suggested that staff book this tour earlier in the year so as to prevent conflicts in meeting schedules for Council. It was noted that the AAC continue their review of matters concerning fill in agricultural lands and that they investigate developing policies regarding greenhouses in Richmond.

Todd May, Co-Chair of the AAC, expressed his thanks to Council and staff for all their efforts in addressing agricultural concerns. He stated the City is proactive with respect to environmental and agricultural concerns.

It was moved and seconded

*That the 2013 Agricultural Advisory Committee's work program be approved.*

**CARRIED**

6. **RICHMOND SENIORS ADVISORY COMMITTEE 2012 ANNUAL REPORT AND 2013 WORK PROGRAM**

(File Ref. No. 01-0100-20-SADV1-01) (REDMS No. 3731600)

The Committee thanked the Richmond Seniors Advisory Committee for the good job they are doing with the Seniors in the community.

It was moved and seconded

*That the Richmond Seniors Advisory Committee's 2013 Work Program as outlined in the staff report titled Richmond Seniors Advisory Committee 2012 Annual Report and 2013 Work Program from the General Manager, Community Services dated December 14, 2012 be approved.*

**CARRIED**

7. **DRAFT 2013-2022 SOCIAL DEVELOPMENT STRATEGY**

(File Ref. No. 08-4055-20-SPST1) (REDMS No. 3701303 v. 7, 3731019)

With the aid of a PowerPoint presentation (on file, City Clerk's Office), John Foster, Manager – Community Social Development, provided an overview of the Draft 2013-2022 Social Development Strategy.

Discussion ensued concerning:

- staff including information on the number of affordable housing units within the City (i.e. currently available, what is forthcoming, co-op units) and how people can apply for residency;
- staff including what the City has accomplished regarding childcare;



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- acquisition of a “Campus Of Care” complex for seniors;
- recreational services and the ability for people to apply for residency outside the current subsidy program in place;
- supporting food security for Richmond residents and the feasibility of a City Advisory Committee to Council on this matter;
- analysis of poverty in Richmond to improve understanding of the characteristics and challenges of low income residents and to develop viable solutions;
- services to young people, in particular employment services;
- impact of downloading from other levels of government;
- business component; and
- purpose for public comment.

In response to the discussion Mr. Foster advised that the rationale behind going back to the public was to provide groups and individuals that had previously been consulted, and the public, an opportunity to review and comment on the Draft Strategy. Staff are proposing a two month period for public comment.

It was moved and seconded

*That the draft Social Development Strategy, as outlined in the staff report titled Draft 2013-2022 Social Development Strategy, dated November 28, 2012 from the General Manager, Community Services, be endorsed and distributed for public comment.*

The question on the motion was not called as discussion ensued whether endorsing the Draft Strategy would be perceived as the same as being adopted, therefore deterring the public from providing comment. As a result of the discussion, it was agreed that the motion be **WITHDRAWN**.

The following motion was introduced:

It was moved and seconded

*That the draft Social Development Strategy, as outlined in the staff report titled Draft 2013-2022 Social Development Strategy, dated November 28, 2012 from the General Manager, Community Services, be distributed for public comment.*

**CARRIED**

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7A. **AGRICULTURAL FILL**

(File Ref. No.) (REDMS File No.)

Councillor Harold Steves provided copies of the Council referrals dating back to June 2006 and a summary of items that were brought before the Agricultural Advisory Committee in 2012 (attached to and forming part of these minutes as Schedule 1) regarding fill on farmland. It was noted that illegal dumping, enforcement and jurisdiction matters have been referred to staff on several occasions with no report back from staff. Councillor Steves requested that staff report back to the Committee in February 2013.

Joe Erceg, General Manager – Planning and Development, advised that staff have encountered many enforcement challenges related to this matter as the illegal acts, such as dumping, have often occurred late at night or on weekends. Mr. Erceg undertook to follow-up with the General Manager, Community Safety, to determine how quickly a report can be provided.

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

*That staff bring a report immediately back on the referral matters concerning fill on farmland in the Agricultural Land Reserve.*

**CARRIED**

8. **MANAGER'S REPORT**

Mr. Erceg gave an update on the ONNI development in Steveston Village, noting that the site is nearing completion.

Discussion took place and it was noted that should ONNI proceed with a rezoning application, the amenity package associated with the rezoning should be similar to what was proposed with a previous rezoning.

ONNI is also exploring the possibility of rezoning individual buildings instead of the whole site. ONNI was advised that staff do not support the rezoning of individual buildings as it would be problematic from both a community and technical point of view. The Committee's preference is not to receive multiple rezoning applications for portions of the site.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:14 p.m.).*

**CARRIED**

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Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, January 8, 2013.

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Councillor Bill McNulty  
Chair

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Heather Howey  
Acting Committee Clerk

Richmond AAC concerns about fill on farmland in the ALR – Cllr. H. Steves, AAC Rep

Dec. 2011 – Fill at 21660 River Road

The AAC:

- \*noted that the farm plan was insufficient regarding drainage and irrigation, and
- \*the application is for nurseries and blueberries which require two different types of soils properties and on the City infrastructure,
- \*submission of a final farm plan that includes drainage and irrigation after the filling,
- \*information on the source, type and quality of fill to be utilized.

March. 2012 – Fill at No. 6 Rd. & Westminster Highway

The AAC:

- \*brought to attention of staff fill activities being undertaken,
- \*asked for follow-up by Community By-laws and report back to committee.

April 12, 2012 – Fill at No. 6 Rd. & Westminster Highway and on No. 5 Rd.

The AAC:

- \*noted concerns about fill activities being undertaken on no. 6 Rd site
- \*asked for follow-up by Community By-laws and AAC and report back to committee,
- \*also asked for a report back on works and/or construction staging on No. 5 Rd., and  
*“That soil fill activities on agricultural land has a significant impact on agricultural land and that the AAC requests more timely responses and enforcement measures taken on non-permitted soil fill activities from appropriate stakeholders (City & ALC)*

May 2012 - AAC 2012 Work Plan (April 24)

The AAC:

- \*to review and comment on non-farm use (soil fill) applications forwarded to the AAC by Community By-laws staff. Provide support to prevent unnecessary placement of fill on agricultural land.

June 2012 – Fill at 13160 Westminster Highway

The AAC:

- \*questioned the 5 ft. Deep excavation to remove and replace peat soil,
- \*determined that road construction to the fieldes should be of fill placed directly on top of existing undisturbed peat,
- \*approved a motion recommending no further excavation and further disturbance of peat, &
- \*structural fill to be certified as uncontaminated.

Sept. 2012 – Fill at Steveston Highway & Hwy 99, NE corner

The AAC:

- \*questioned the need for an impervious perimeter road around the site, wider than permitted,
- \*the need for fill on land that is identical in elevation and soil quality as the City owned Gardens across the highway
- \*asked for accurate elevations of the field, and neighbouring drainage ditches

Nov. 2012 – Cllr Steves reported staff to examine jurisdictions and need for fill in the ALR



**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** January 8, 2013  
**File:** RZ 10-556878  
AG 10-556901  
**Re:** **Referral Report on Drive-Throughs in Richmond's Zoning Bylaw and Application by Everbe Holdings Ltd. for Agricultural Land Reserve Exclusion, Official Community Plan Amendment and Rezoning at 11120 and 11200 No. 5 Road from Agriculture (AG1) to Community Commercial (CC)**

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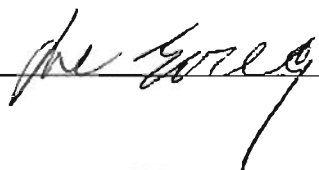
**Staff Recommendation**

1. That Option 2 (in the report dated January 8, 2013 from the Director of Development), which recommends that no further review of restricting drive-throughs in Richmond's Zoning Bylaw 8500 for new developments, be approved.
2. That authorization for Everbe Holdings Ltd. to apply to the Agricultural Land Commission to exclude 11120 and 11200 No. 5 Road from the Agricultural Land Reserve be granted.
3. That Official Community Plan Amendment Bylaw No. 8988, to re-designate 11120 and 11200 No. 5 Road from "Mixed Employment" to "Commercial" in the 2041 Official Community Plan Land Use Map to Schedule 1 of Official Community Plan Bylaw 9000 and to amend the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) of Official Community Plan Bylaw 7100, be introduced and given first reading.
4. That Bylaw 8988, having been considered with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) (a) of the Local Government Act.
5. That Bylaw 8988, having been considered in accordance with the City Policy on Consultation During Official Community Plan development is hereby deemed not to require further consultation.

- 6. That Bylaw 8989, for the rezoning of 11120 and 11200 No. 5 Road from "Agriculture (AG1)" to "Community Commercial (CC)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:ke

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

## Staff Report

### Purpose

At the November 20, 2012 Planning Committee, the following referral was made:

*That staff report back to Committee on removing drive-throughs in the Zoning Bylaw for new applications.*

Processing of a rezoning application and ALR exclusion at 11120 and 11200 No. 5 Road (RZ 10-556878; AG 10-556901) for a commercial development has also been completed by staff. This application was originally submitted in December 2010. The financial institution was secured as the tenant for the development by the proponent in September 2012, which was prior to the November 20, 2012 referral on drive-throughs.

This report is divided into 3 sections and addresses the following:

- 1. Provides information on drive-throughs and the proposed approach to respond to the November 20, 2012 Planning Committee referral to review drive-through developments in Richmond if directed so by Council.*
- 2. Outlines options on how to proceed with the referral on drive-throughs in Richmond, including the processing of "in-stream" development applications involving drive-throughs that were submitted prior to the November 20, 2012 referral.*
- 3. Proposes forwarding an "in-stream" rezoning application at 11120 and 11200 No. 5 Road to Council for review and consideration.*

### 1. Background Information and Approach to Referral on Drive-Throughs in Richmond

#### Background Information to Drive-Through Referral

##### Zoning Bylaw

Currently, there are no provisions in the City's zoning bylaw to prohibit a business with a drive-through component. The only uses in the Zoning Bylaw that specifically references and regulates a drive-through is under the "Restaurant" and "Restaurant, drive-through" use definitions. In order to have a drive-through component associated with a restaurant, a zoning district must include "Restaurant, drive-through" as a permitted use in the zoning.

Asides from restaurants, other businesses are also permitted to have a supporting drive-through component so long as the main use is permitted in the zoning district. As a result, some common businesses that have a supporting drive-through are financial institutions, convenience stores and coffee-shops.

##### Bylaws to Restrict the Unnecessary Idling of Vehicles

On June 25, 2012, Council adopted provisions to address idling on public roads and City owned property in the Traffic Control and Regulation Bylaw (Bylaw 5870) and Parking (Off-street) Regulation (Bylaw 7403). The above referenced Bylaws include restrictions to prevent the idling of vehicles for longer than three minutes, with applicable restrictions on idling only applying to public road-ways and City owned property. To accommodate the operation of

vehicles, where idling is necessary (i.e., emergency service vehicles, public utility service vehicles while conducting required work), the bylaw includes an exemption for these types of vehicles only. Implementation of anti-idling restrictions in the bylaws was done in conjunction with existing educational programs and initiatives in Richmond that play a significant role in reducing unnecessary vehicle idling.

#### Development Application Process

Development of any new commercial building involving a drive-through component or adding a drive-through to an existing business will likely involve a Development Permit at minimum and possibly a rezoning depending on the requested uses. Through the required development application processes, the overall site plan and drive-through component would be reviewed to ensure the following issues are addressed:

- Location and overall siting of the drive-through to ensure screening from adjacent buildings/uses, implementing a compact form of development and adherence with applicable Development Permit guidelines.
- Review drive-through arrangement for adequate storage of queued vehicles to ensure drive-through service is quick and efficient with no disturbance to the operation of the internal parking and drive-aisle areas.
- Maximize addition of landscaping to be incorporated into the drive-through component of the development.

Council does have the ability to deny a development involving a drive-through component only if a rezoning application is required. If only a Development Permit application is required, review of the proposal is limited to general form and character and urban design issues.

#### City's Community Energy and Emissions Plan

The City of Richmond is currently developing the City's first Community Energy and Emissions Plan (CEEP). The City has undertaken a wide range of actions to accelerate the transition towards more sustainable energy systems and reduce greenhouse gas emissions. The City's CEEP builds upon successes achieved to-date and serves to identify a strategic pathway forward to further advance energy system sustainability and achieve greater greenhouse gas emissions reductions. A wide-range of actions are being evaluated in the Plan. Currently, those actions identified as having a high-impact of reducing greenhouse gas emissions and moving towards energy system sustainability across the City are strategic residential/commercial densification, alternative energy systems development, transportation choices, developing sustainable buildings and effective solid waste management strategies. When compared to these high-impact actions, a selective approach of restricting drive-throughs will not have a significant impact on greenhouse gas emissions reduction and advancing the City's sustainability objectives based on the development of the CEEP to date. The Plan is underway and is anticipated to be completed in mid-2013.



## **Proposed Approach to Drive-Through Referral**

This section provides information on a proposed approach to address the November 20, 2012 Planning Committee referral on removing drive-throughs in the Zoning Bylaw, if Council directs staff to undertake the review.

### Background Research

Staff will need to undertake research to compile a list of all existing drive-throughs in the City and what type of business operations they are associated with. This information on drive-throughs is necessary to determine the extent of existing drive-through components with commercial developments and the potential impact of not allowing drive-throughs on future developments.

A survey of other municipalities across the region should also be completed to determine if any municipalities have implemented regulations to ban drive-throughs, including any supporting rationale. Staff are not immediately aware of any other municipalities in the Lower Mainland that have implemented bans on drive-through development.

Other research to be undertaken as part of the review would be to contact a variety of existing drive-through operators in Richmond (i.e., food establishments, coffee shops, banks) to obtain information on average vehicle wait times at various times of the day for the drive-through component of the business.

### Consultation and Review of Economic Implications

An examination of the economic implications of restricting drive-through development in the City is necessary as part of any review. On this basis, consultation is recommended with various representatives of the development community, which includes but may not be limited to the following groups:

- Richmond's Economic Advisory Committee and Advisory Committee on the Environment.
- Urban Development Institute (UDI).
- National Association for Industrial and Office Parks (NAIOP), Commercial Real Estate Development Association.
- Richmond Chamber of Commerce.
- Other stakeholders as deemed necessary by City staff and/or recommended by Council.

Staff anticipate that there will be opposition from the development community in relation to any proposed ban or prohibitive restriction on drive-through development in Richmond.

## **2. "In-Stream" Applications and Options to Address the Drive-Through Referral**

### **"In Stream" Applications Involving a Drive-Through Component**

Staff reviewed all active development applications currently being processed to determine which ones have a drive-through component and were submitted prior to the November 20, 2012 referral. Based on this review, one development application is being processed by staff for a financial/bank institution with an accessory supporting drive-through for an Automated Teller

Machine (ATM) at 11120 and 11200 No. 5 Road (RZ 10-556878). In September 2012, the developer secured a financial/bank institution as the sole proposed tenant for the building, which included an accessory drive-through component. As a result, this proposal is considered an “in-stream” application.

Given that there is only one “in-stream” development application involving a drive-through component at 11120 and 11200 No. 5 Road, staff recommend that this application be permitted to be considered by Council now to avoid any potential delays to the project.

### **Options to Address the Drive-Through Referral**

- Option 1** City staff proceed with examining the removal of drive-throughs in the Zoning Bylaw and review the implications of not allowing new drive-through development in Richmond based on the proposed approach outlined in this report.
- Option 2** **(RECOMMENDED)** Do not proceed with a review of banning or restricting drive-through development in Richmond.

### **Rationale for Recommending Option 2**

Staff recommend Option 2 for the following reasons:

- Businesses with drive-through components play an important role in the viability of small to large scale commercial projects in Richmond.
- There are more effective alternatives for reducing greenhouse gas emissions and advancing overall sustainability within commercial developments. Examples include supporting strategic residential densification in close proximity to commercial development and compact forms of development as supported by the 2041 Official Community Plan and preliminary findings from the City’s Community Energy and Emissions Planning process.
- Not allowing a drive-through component may result in adverse impacts such as increased demand for additional off-street parking, less compact forms of development and higher traffic volumes in existing drive-throughs.

The following is also important to note in the staff support of Option 2:

- Council has the following authority through these development application processes:
  - Rezoning – Council has the ability to approve and/or deny applications involving a drive-through component.
  - Development Permit – Council can review overall form and character of a project involving a drive-through, but cannot prohibit a drive-through use if permitted in the zoning.
  - New drive-through proposals may involve both a rezoning and Development Permit application or just a Development Permit application depending on the existing zoning for the site.
- The recommended Option 2 enables in-stream applications with a drive-through component to proceed forward and not be delayed.

### **3. In Stream Application at 11120 and 11200 No. 5 Road (RZ 10-556878; AG 10-556901)**

Everbe Holdings Ltd. Has applied to the City of Richmond for permission to rezone 11120 and 11200 No. 5 Road (**Attachment 1** – Location Map) from “Agriculture AG1” to “Community Commercial (CC)” zoning in order to permit the development of a new commercial building for a financial institution and supporting off-street parking.

In conjunction with the rezoning proposal, the following supporting Official Community Plan (OCP) amendments and Agricultural Land Reserve (ALR) exclusion application is required.

- Amendment to the 2041 Official Community Plan Land Use Map to re-designate the subject properties from “Mixed Employment” to “Commercial”.
- Amendment to the OCP Ironwood Sub-Area Plan Development Permit Area Map (Schedule 2.8A of OCP Bylaw 7100) to include 11120 and 11200 No. 5 Road into “Area A” of the Development Permit Area Map.
- Application to exclude the subject sites from the ALR.

#### **Project Description**

The proposal is to develop a purpose built financial institution in a one-storey 472 sq. m (5,078 sq. ft.) building with a total of 19 off-street parking spaces on the consolidated site. The financial institution is proposed to be the sole tenant for this development. An accessory drive-through component is proposed as part of the site plan to enable ATM service for drive-through customers.

The building is positioned on the south-west corner of the subject site to maximize building frontage along No. 5 Road, which also enables space for the vehicle access and separation from the existing commercial complex to the north. Off-street parking stalls and landscaping is located on the north portion of the development site. Behind the proposed financial institution (to the east) is the vehicle queuing area for the ATM drive-through and sufficient space for screened garbage and recycling enclosure. Vehicle access to the development site will be from No. 5 Road only. A preliminary site plan and building drawings are contained in **Attachment 2**.

#### **Findings of Fact**

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

#### **Surrounding Development**

To the North: A commercial complex zoned Auto-Oriented Commercial and Pub (ZC26) that includes an existing drive-through component servicing a financial institution.

To the East: A warehousing complex zoned Industrial Business Park (IB1).

To the South: A 3 storey office building with surrounding off-street parking zoned Industrial Business Park (IB1).

To the West: On the west side of No. 5 Road, a commercial complex containing a variety of retailing and office activities and a restaurant on properties zoned Industrial Business Park (IB1). This commercial complex contains a number of drive-throughs that service a food establishment, coffee shop and financial institutions.

### **Related Policies & Studies**

#### Metro Vancouver Regional Growth Strategy

The development site is designated for “Mixed Employment” in the Metro Vancouver Regional Growth Strategy (RGS) Land Use Designation Map. The proposed development of a financial institution building complies with the RGS land use designation.

#### 2041 Official Community Plan Land Use Map Amendment

In the 2041 OCP Land Use Map, the subject properties are currently designated for “Mixed Employment”, which is defined as follows:

*“Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.”*

Based on the financial institution development, an OCP amendment is proposed to designate the subject site for “Commercial”. An OCP amendment for the subject properties is appropriate as all of the surrounding commercial complexes to the north and west of the subject site have a “Commercial” OCP Land Use Map designation. The “Commercial” Land Use Map designation enables a wide range of commercial activities, including financial service, which complies with the proposed Community Commercial (CC) zoning to be implemented. Although these two properties are currently designated for “Mixed-Employment”, the overall small area of the combined sites poses challenges to developing a viable industrial or office complex. Designating the development site to “Commercial” in the 2041 OCP Land Use Map also complies with overall OCP policies of promoting a wide range and diversity of commercial services around identified neighbourhood service centres.

#### Ironwood Sub-Area Plan – Development Permit Area Map Amendment

The Ironwood Sub-Area Plan (Schedule 2.8A of OCP Bylaw 7100) identifies specific Development Permit Areas for residential, mixed use and commercial oriented development in the vicinity of Steveston Highway and No. 5 Road intersection. The intent of identifying these Development Permit Areas in the sub-area plan is to implement specific guidelines aimed at supporting a special character within the Ironwood Sub-Area and to supplement City-wide Development Permit guidelines. Currently, the two subject properties are not included in a Development Permit Area and would not require a Development Permit application if an industrial or office building was developed on the site in accordance with the existing “Mixed Employment” OCP land use designation. The proposed OCP amendment to the Ironwood Sub Area Plan would revise the Development Permit Area Map to include the subject properties into “Area A – Commercial Development along the South Side of Steveston Highway”, thus requiring a Development Permit application for the commercial proposal. This approach of amending the Development Permit Area Map to include properties undergoing redevelopment is

consistent with the previous approach of implementing specific Development Permit guidelines for commercial developments in the Ironwood Sub-Area (i.e., Ironwood Shopping Plaza; Sands Commercial Plaza). Refer to **Attachment 4** for a copy of the proposed amended Development Permit Area Map.

#### ALR Exclusion

The subject properties are contained in the ALR and are the final two properties that remain in the ALR at the south east corner of Steveston Highway and No. 5 Road. Throughout the 1980's, a majority of properties south of Steveston Highway and east of No. 5 Road were excluded from the ALR for industrial development. Since the late 1980's, there are a few properties in this area that have remained in the ALR. The Agricultural Land Commission (ALC), in their review of previous ALR exclusions for areas south of Steveston Highway and east of No. 5 Road, have identified to the City that these remaining properties in the ALR should also be excluded and that the best means to address this would be through one "ALR Block Exclusion" application submitted to the ALC. Given the small size of each of the properties (i.e., less than 2 acres), there is also the possibility that they are exempted from the provisions of the ALC Act. However, even though the sites may meet the criteria to be exempted from the provision of the ALC Act, the only way to remove the ALR designation is through an exclusion application, which is being sought through this proposal.

Coordinating an ALR exclusion for 11120 and 11200 No. 5 Road with a specific redevelopment proposal is consistent with other redevelopments in the surrounding area that also involved an ALR exclusion (i.e., Sands Plaza redevelopment directly to the north). The two subject properties are the final two sites that remain in the ALR at the corner of No. 5 Road and Steveston Highway. There are some remaining pockets of land in the ALR further south along No. 5 Road (refer to **Attachment 5** for a reference map). The City is not processing any active applications for redevelopment for these properties in the ALR. Any future ALR exclusions in this area will be coordinated with submitted redevelopment proposals.

As the ALR exclusion application has been made by the owner of the subject properties, Council authorization (via resolution), allowing the ALR exclusion at 11120 and 11200 No. 5 Road to proceed is required prior to forwarding the application to the ALC. There is no requirement for the ALR exclusion to be forwarded to a Public Hearing unless Council deems it necessary. On this basis, the ALR exclusion can be forwarded to the ALC for consideration in advance of the Public Hearing if approved by Council. Confirmation of ALC approval of the exclusion application is required and secured as a rezoning consideration for the project.

#### Richmond Public Art Program

The Richmond Public Art Program applies to larger commercial development with a total floor area of 2,000 sq. m (21,530 sq. ft.) or greater. The total floor area for the financial institution is 472 sq. m (5,078 sq. ft.) and therefore does not apply to this development.

#### Flood Plain Covenant

Registration of a Flood Plain Covenant on title that requires a minimum flood construction level of 2.9 m is required and will be secured as a rezoning consideration for the subject application.

## **Consultation**

City staff reviewed the overall rezoning and OCP amendment proposal in accordance with OCP Bylaw Preparation Consultation Policy 5043. Based on this review, no further consultation with external agencies or stakeholders is recommended.

### Agricultural Advisory Committee Review of the ALR Exclusion

The ALR exclusion was reviewed and supported by the Agricultural Advisory Committee (AAC) on December 8, 2011 (Please see **Attachment 6** for a copy of minutes).

## **Public Input**

At the time of preparation of this staff report, no public correspondence has been received in relation to either the proposed ALR exclusion or OCP amendment and rezoning to facilitate development of the financial institution. Standard notification will be required in accordance with the statutory rezoning process and staff will provide updates to Council on any correspondence received.

## **Staff Comments**

### Engineering

The subject site has adequate City water service for the proposed development. Through the forthcoming building permitting process, a professional engineer is required to confirm there is adequate flow available from the City system.

A servicing capacity analysis was undertaken by the applicant's engineering consultant for the City storm and sanitary sewer systems. Based on the analysis of the City sanitary and storm system, no upgrades are required. Through the analysis of the City storm system, the developer has committed to implementing on-site storm water management measures with the objective of maintaining and reducing storm flow rates into the City system. Through the forthcoming Development Permit application, inclusion of on-site stormwater management measures (i.e., additional landscaping, permeable pavers) will be required to be included in the site and landscape plan to the satisfaction of Engineering staff.

### Transportation

Transportation staff reviewed the proposed site plan for the financial institution, arrangement for vehicle access/egress and off-street parking provisions for the subject site. Frontage upgrades will be required along the development site's No. 5 Road frontage to undertake works to match the existing standard established to the immediate north and south of the site (i.e., concrete curb, grass & treed boulevard and 1.5 m wide concrete sidewalk). To implement these frontage works (and corresponding road works along No. 5 Road), land dedication is required along the development site's No. 5 Road frontage to align with the property lines along the road to the immediate north and south of the subject site. Staff estimate that a minimum 4.35 m (14.3 ft.) wide land dedication is required along the consolidated site's No. 5 Road frontage. The exact width of land dedication along No. 5 Road will be confirmed by the legal survey to be submitted prior to final adoption of the rezoning.

The driveway access for the development site is proposed to be along No. 5 Road that will allow for full vehicle movements to enter and exit the site (i.e., Right In/Out; Left In/Out). Transportation staff support the implementation of a full movement vehicle driveway as the following related road and frontage upgrades will be completed as part of this development and coordinated with existing transportation infrastructure and driveway accesses servicing surrounding developments:

- Road works along No. 5 Road to provide:
  - North of the development site's vehicular access – implementation of a southbound left-turn lane (minimum 3.1 m width) on No. 5 Road for traffic entering the site. The design is required to include a raised median to separate the southbound left-turn lane from northbound traffic along No. 5 Road.
  - Extension of the existing northbound right-turn lane to the northern edge of the development site.
  - Minimum 4.0 m wide painted median south of the development site's vehicular access to Featherstone Way.
  - Maintain the existing two northbound and two southbound traffic lanes along No. 5 Road.
- Upgrades along the development site's No. 5 Road frontage (i.e., concrete curb & gutter; grass & treed boulevard; concrete sidewalk).
- All road and frontage upgrades are to be completed at the sole cost of the developer.

The proponent's consultant completed a preliminary functional design showing the implementation of the above referenced road and frontage works along No. 5 Road, which was reviewed and supported by Transportation staff. Completion and approval of a Servicing Agreement for all identified frontage and road works based on the approved preliminary functional design is a rezoning consideration to be completed as part of this development (Refer to **Attachment 7** for a copy of the rezoning considerations)

The proposed vehicle access along No. 5 Road will be the permanent driveway servicing this development site. There are no opportunities or requirements for this development site to tie into or share access from any neighbouring properties. A total of 19 off-street parking stalls (including 2 universally accessible stalls) is provided, which meets the zoning bylaw requirements identified for the financial institution building.

#### Proposed Drive-Through Component

The developer has confirmed with the financial institution that the proposed drive-through is a necessary component of the development to provide for safe and secure ATM service, especially outside of regular business hours when the bank is closed. The drive-aisle for the drive-through is not located next to the public road frontage as it is situated at the rear of the proposed building. The drive-aisle has a sufficient vehicle queue length and arrangement to ensure quick and efficient movement of vehicles and that the existing off-street parking area and No. 5 Road site access is not impacted. The drive-through component will also include appropriate Crime Prevention Through Environmental Design (CPTED) measures (i.e., sufficient lighting, video surveillance and appropriate landscaping) to maximize the overall safety of the operation.

### Ministry of Transportation Referral

This rezoning application was referred to Ministry of Transportation staff for review and approval based on distance to the Highway 99/Steveston Highway Interchange. City staff referred the proposed rezoning and received preliminary approval from Ministry of Transportation staff in December 2012. Final approval from the Ministry of Transportation will be completed as a rezoning consideration for the project.

### On-Site Trees

Currently, the development site is vacant with preload materials placed on the southwest portion of the site where the proposed building will be situated. In 2010, the existing buildings on both properties were demolished. Prior to obtaining a demolition permit, a tree removal permit to remove 6 trees on the north property (11120 No. 5 Road) was approved. These 6 trees were the only bylaw sized trees located on the development site. Through the review of the tree removal permit application, City staff identified the trees as either dead or in poor condition and recommended their removal. Through the forthcoming Development Permit application, submission and review of a landscape plan will be completed to confirm that the proposal is able to implement replacement trees in accordance with City OCP Development Permit guidelines for on-site landscaping (i.e., 2:1 on-site replacement).

### Forthcoming Development Permit Application

Submission and processing of a Development Permit application to the satisfaction of the Director of Development is a rezoning consideration for this proposal. The Development Permit application will address the following issues:

- Submission of a landscape plan for the whole development site that takes into account landscape screening and fencing for neighbouring properties and implementation of appropriate landscaping along the streetscape to coordinate with the building design and entrance, driveway and proposed frontage upgrades (concrete sidewalk and grass & treed boulevard).
- Design refinement to maximize the amount of frontage along No. 5 Road, develop a visual focal point along the streetscape.
- Review the proposed variance to the side-yard setback along the south edge of the development site for the building from the required 6 m (20 ft.) to within close proximity of the property line. Additional design refinement will be undertaken to address the proposed reduction to the south side-yard in the context of surrounding development through the Development Permit application.
- Incorporate storm water management provisions to be implemented to maintain and reduce storm flows into the City's storm system (to be reviewed and approved by City engineering staff).
- Review the overall design and layout of the proposed drive-through component and ensure it complies with applicable General and Specific Ironwood Sub-Area Plan Development Permit guidelines.
- Specific comments or concerns identified through the rezoning process that require follow-up in the Development Permit.



## **Analysis of Rezoning and ALR Exclusion Application**

An OCP amendment to revise the 2041 OCP Land Use Map from “Mixed Employment” to “Commercial” is supportable given the surrounding mix of commercial and industrial uses in the area. Given the relatively small total area of the two subject sites, the viability of redeveloping the site for office or industrial activities is unlikely. Furthermore, the proposed development of a banking institution on the site provides for the creation of a business that generates both jobs for the area and provides for financial services to neighbourhood residents and surrounding businesses. On this basis, staff support the proposed redevelopment and corresponding amendments to the 2041 OCP Land Use Map.

Amendments are also proposed to include the two subject properties into the Ironwood Sub-Area Development Permit Area Map to ensure that the specific design guidelines are complied with.

An application to exclude the two lots from the ALR is also being forwarded concurrently with Council’s consideration of the rezoning application. Staff support exclusion of the development site from the ALR as this is consistent with previous approaches of excluding ALR land in this area. If Council endorses the ALR exclusion, it will be forwarded to the ALC for their consideration. ALC approval of the proposed ALR exclusion is a rezoning consideration attached to this development.

Development of a financial/bank institution is considered a supportable use given the context of residential development in the surrounding area and wide range of commercial uses at Ironwood, Sands Plaza and Coppersmith shopping plaza. The site plan has been developed to locate the building along No. 5 Road to maximize street frontage and allow for appropriate separation to surrounding buildings and uses. Further design and site plan refinement will be undertaken through the Development Permit application process.

The applicant has confirmed with the proposed financial institution tenant that the drive-through component of the development is an important part of the overall viability of this project and helps to serve the needs of customers that require use of the ATM outside of regular business hours. There are also a number of existing drive-throughs established on neighbouring commercial sites to the north and across No. 5 Road to the west. The proposed drive-aisle for the drive-through is located away from the public street frontage along No. 5 Road and is designed to ensure quick and efficient movement of vehicles.

### **Financial Impact or Economic Impact**

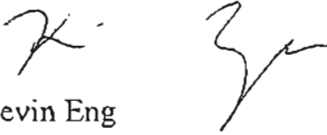
None.

### **Summary of Report and Staff Recommendations**

This report:

1. Provides initial research and background information on drive-throughs in Richmond along with a proposed approach on responding to a Planning Committee referral to remove drive-throughs from the Zoning Bylaw for any new developments in the City, if directed so by Council.

2. Recommends that “in-stream” applications with a drive-through component be allowed to proceed forward and presents Options to address the referral on drive-throughs. Option 2 is supported by staff, which recommends not to proceed with a review of drive-throughs in Richmond.
3. Brings forward a rezoning application at 11120 and 11200 No. 5 Road to develop a financial institution building with an accessory drive-through ATM component for Council consideration.



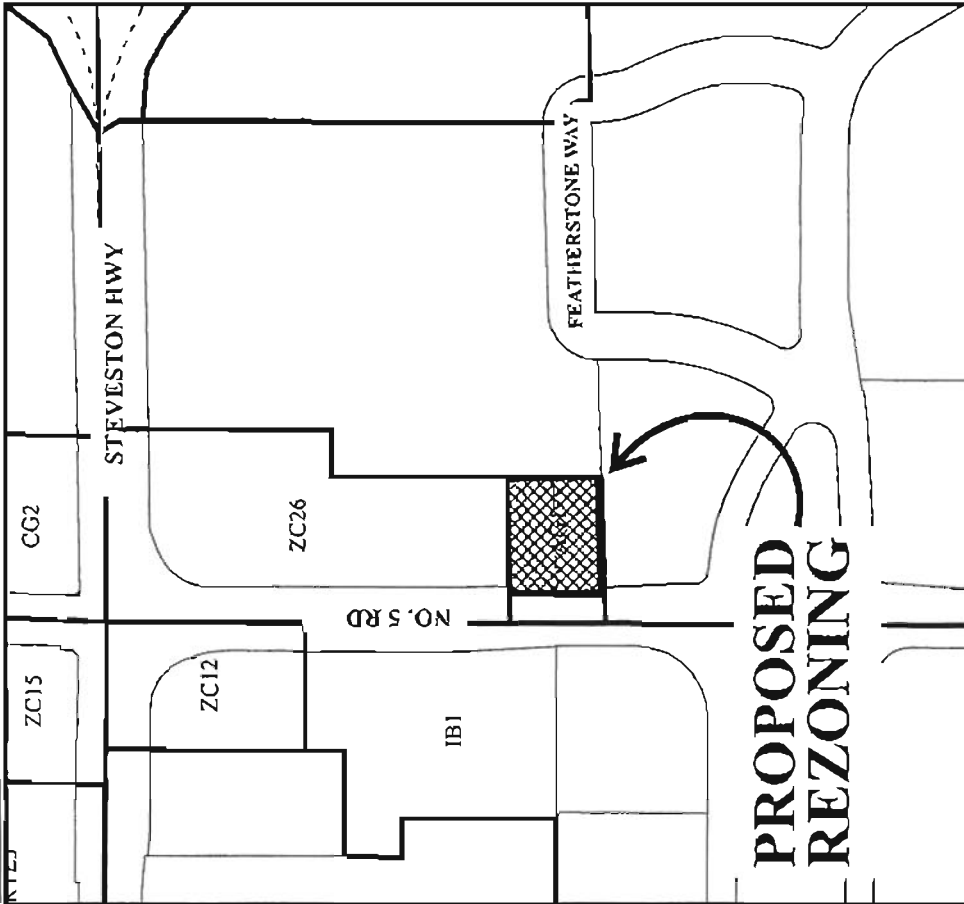
Kevin Eng  
Planner I

KE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Proposed Ironwood Sub-Area Plan Development Permit Area Map
- Attachment 5: ALR Reference Map
- Attachment 6: December 8, 2011 AAC Minutes
- Attachment 7: Rezoning Considerations Concurrence



# City of Richmond

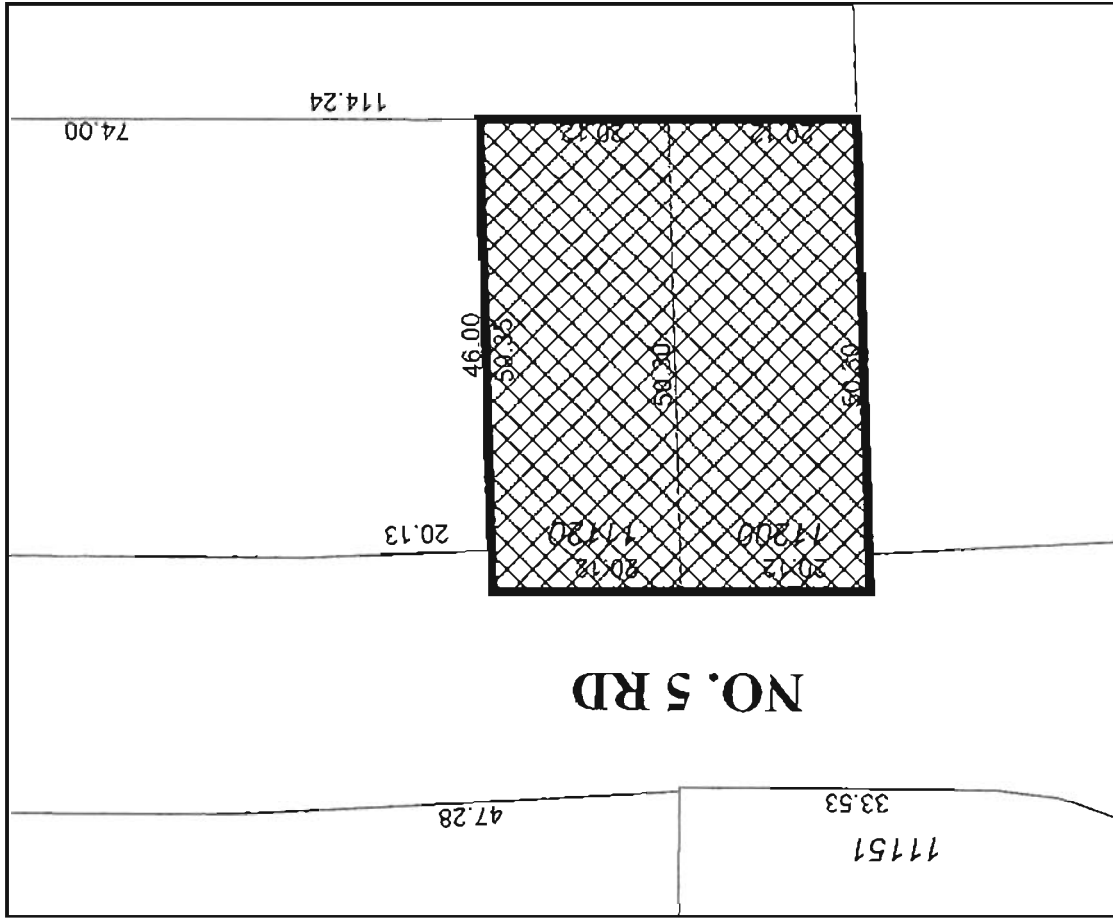


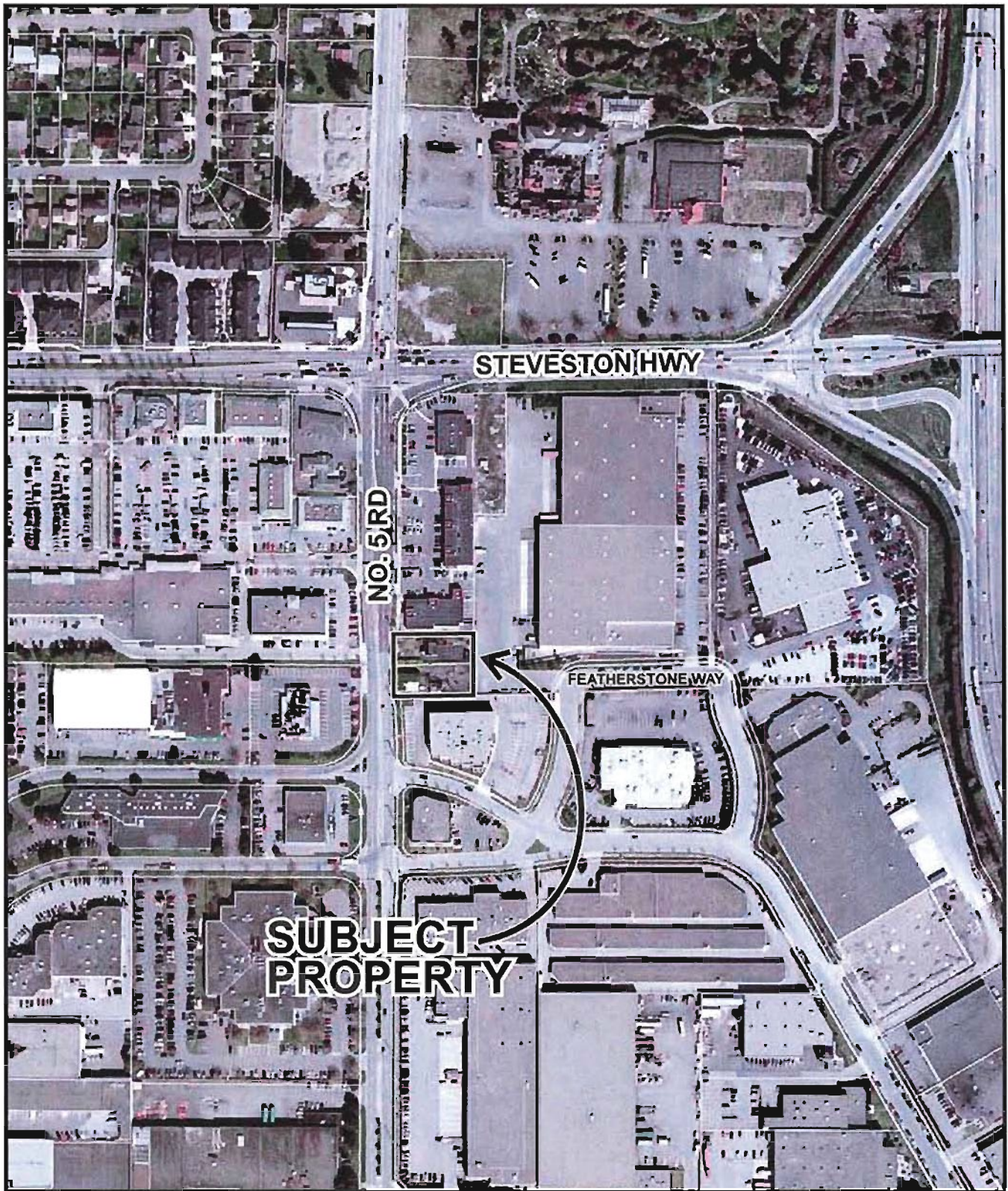
## RZ 10-556878

Original Date: 01/19/11

Revision Date:

Note: Dimensions are in METRES





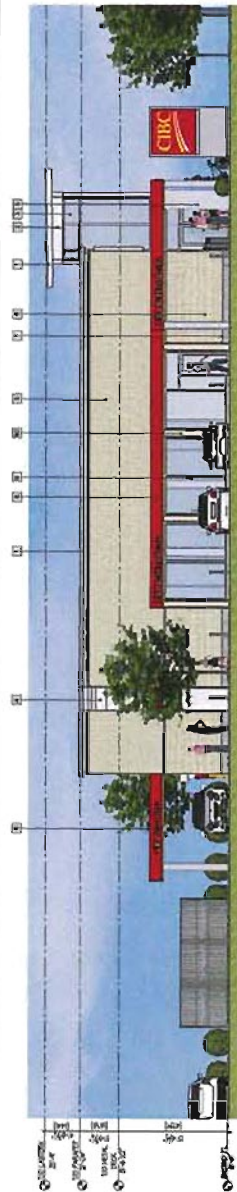
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Original Date: 01/19/11

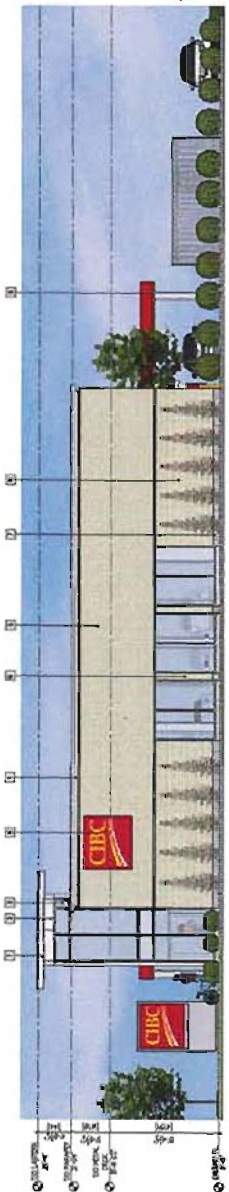
Revision Date:

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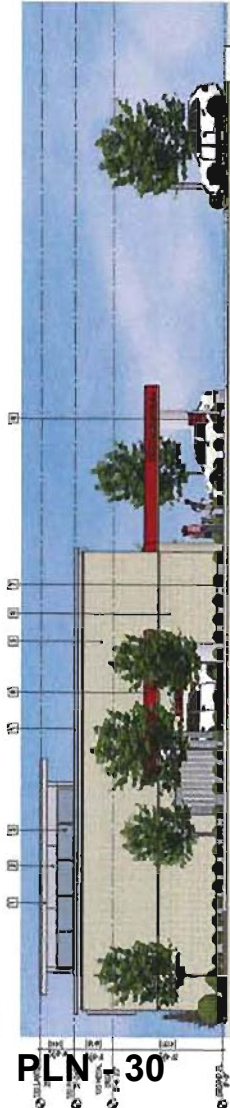




WEST ELEVATION  
SCALE 1/4" = 1'-0"



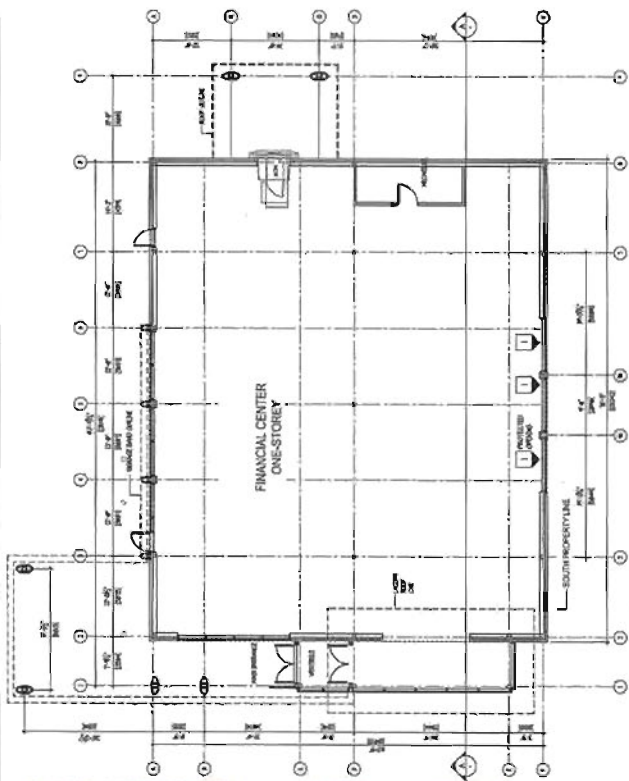
SOUTH ELEVATION  
SCALE 1/4" = 1'-0"



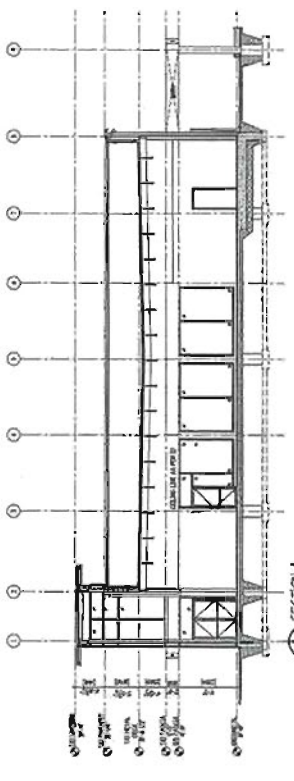
EAST ELEVATION  
SCALE 1/4" = 1'-0"



WEST ELEVATION  
SCALE 1/4" = 1'-0"



MAIN FLOOR PLAN  
SCALE 1/4" = 1'-0"



SECTION A  
SCALE 1/4" = 1'-0"

EXTERNAL MATERIAL		FINISHES		PAINTS		GLASS		METALS	
NO. 1	CONCRETE	NO. 1	CONCRETE	NO. 1	CONCRETE	NO. 1	CONCRETE	NO. 1	CONCRETE
NO. 2	CONCRETE	NO. 2	CONCRETE	NO. 2	CONCRETE	NO. 2	CONCRETE	NO. 2	CONCRETE
NO. 3	CONCRETE	NO. 3	CONCRETE	NO. 3	CONCRETE	NO. 3	CONCRETE	NO. 3	CONCRETE
NO. 4	CONCRETE	NO. 4	CONCRETE	NO. 4	CONCRETE	NO. 4	CONCRETE	NO. 4	CONCRETE
NO. 5	CONCRETE	NO. 5	CONCRETE	NO. 5	CONCRETE	NO. 5	CONCRETE	NO. 5	CONCRETE
NO. 6	CONCRETE	NO. 6	CONCRETE	NO. 6	CONCRETE	NO. 6	CONCRETE	NO. 6	CONCRETE
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NO. 10	CONCRETE	NO. 10	CONCRETE	NO. 10	CONCRETE	NO. 10	CONCRETE	NO. 10	CONCRETE

**FINANCIAL CENTRE**  
11111 ROAD 11111  
MISSISSAUGA, ONTARIO L4W 1A1

**JM Architecture Inc.**  
11111 ROAD 11111  
MISSISSAUGA, ONTARIO L4W 1A1

**ELEVATIONS FLOOR PLAN SECTION**  
Project No. 50 Date 2018 A-101

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**RZ 10-556878**

**Attachment 3**

Address: 11120 and 11200 No. 5 Road

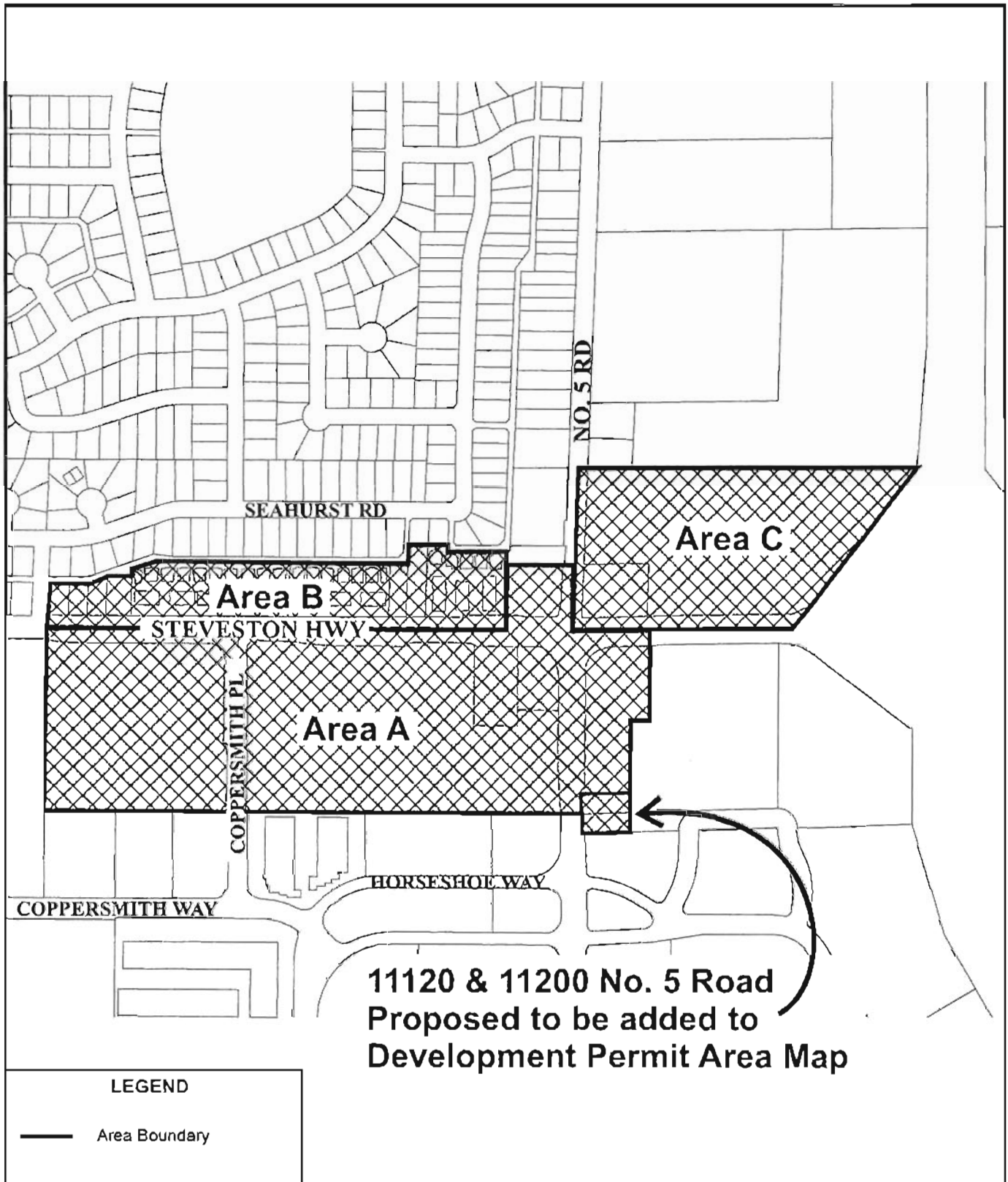
Applicant: Everbe Holdings Ltd.

Planning Area(s): Ironwood Sub Area Plan

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	11120 No. 5 Rd. – 890370 BC Ltd. 11200 No. 5 Rd. – 890370 BC Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	11120 No. 5 Rd. – 1012 m <sup>2</sup> 11200 No. 5 Rd. – 1101 m <sup>2</sup>	Consolidated Lots (Gross) – 2,023 m <sup>2</sup> Consolidated Lots (Net after dedication) – 1,848 m <sup>2</sup> (approximately)
<b>Land Uses:</b>	Vacant	Commercial financial institution with accessory drive-through and supporting off-street parking
<b>2041 OCP Land Use Map Designation:</b>	Mixed Employment	Commercial
<b>Ironwood Sub-Area Plan – Development Permit Area Map</b>	Subject sites are currently not included in Development Permit Area Map	Include development site into “Area A” of the Ironwood Sub-Area Plan Development Permit Area Map
<b>Zoning:</b>	Agriculture (AG1)	Community Commercial (CC)
<b>Other Designations:</b>	Subject sites are contained in the ALR	Proposed exclusion of both properties from the ALR

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	Max. 0.50 FAR	0.25 FAR	none permitted
Lot Coverage – Building:	Max. 35%	29%	none
Setback – Front Yard (m):	Min. 3 m	4 m Min. 5.6 m Max.	none
Setback – Side & Rear Yards (m):	Min. 6 m	Side Yard (North) – 20.7 m Side Yard (South) – 0.18 m Rear Yard (East) – 15 m	Variance requested to reduce side yard (south) from 6 m to 0.18 m
Height (m):	9 m	7.85 m	none
Off-street Parking Spaces – Total:	16 stalls required	19 stalls provided	none



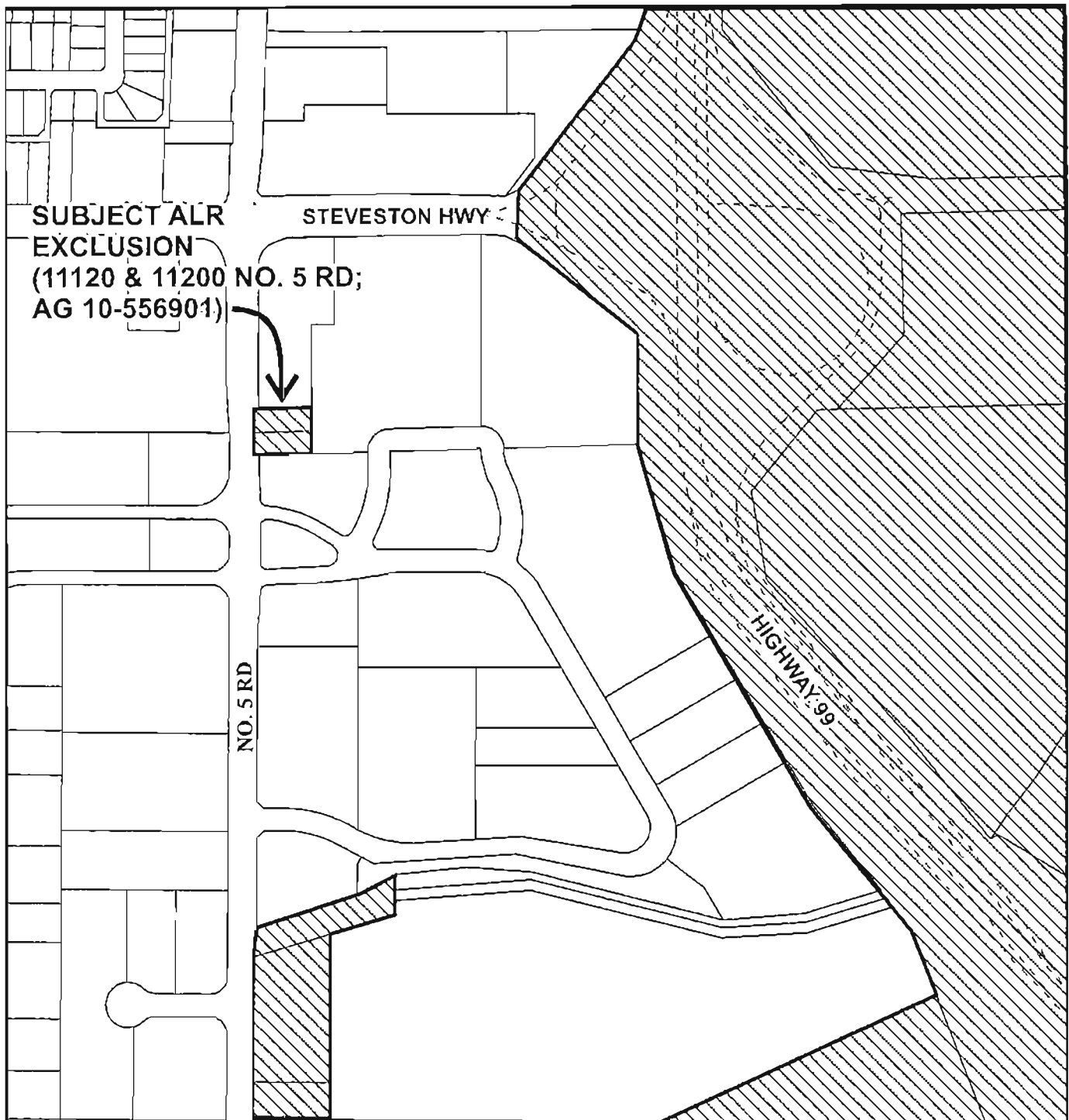


Ironwood Sub-Area Plan -  
Proposed Amendment to  
Development Permit Area Map

Original Date: 01/07/13

Revision Date: 01/08/13

Note: Dimensions are in METRES



LEGEND

 ALR Properties



Agricultural Land Reserve  
Reference Map -  
Area South of Steveston Hwy &  
East of No. 5 Rd.

Original Date: 01/08/13

Revision Date:

Note: Dimensions are in METRES

Excerpt of Agricultural Advisory Committee Minutes  
December 8, 2011

**Development Proposal – 11120/11200 No. 5 Road (ALR Exclusion)**

City staff summarized the proposal that involved an exclusion of ALR land on the east side of No. 5 Road just south of Steveston Highway. This area has been previously identified as an area that should be excluded from the ALR based on previous land use decisions in the 1980's. ALC staff have confirmed that the preferred option is for the City to proceed with a block ALR exclusion application to deal with exclusion of all properties in this area rather than bringing applications forward individually with development proposals. City staff noted that in order to bring forward a block ALR exclusion – consent from property owners is required by the City.

The proposed development currently is for a commercial oriented plaza similar to the existing development to the north, which requires a rezoning and development permit.

One member noted that despite the history of ALR exclusions in the area, exclusion of land from the ALR is not supported on the basis that the property can be utilized for a community garden and/or other intensive agricultural use.

As a result of the discussion, the AAC forwarded the following motion:

*That the AAC support the ALR exclusion at 11120/11200 No. 5 Road*

*Carried (A. Hamir Opposed)*



**Address:** 11120 and 11200 No. 5 Road

**File No.:** RZ10-556878

**Prior to final adoption of Zoning Amendment Bylaw 8989 , the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 8988.
2. ALC approval of the ALR exclusion application for 11120 and 11200 No. 5 Road.
3. Provincial Ministry of Transportation Approval.
4. Approximately 4.35 m wide road dedication along the entire No. 5 Road frontage of the development site. The road dedication is to match the property lines along No. 5 Road for the lots to the immediate north and south of the development site. Exact width and total area of road dedication to be confirmed through the submission of a legal survey to be reviewed and approved by the City.
5. Consolidation of all the lots into one development parcel.
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement\* for the design and construction of frontage and road works along No. 5 Road. Works include, but may not be limited to:
  - Frontage works along the consolidated development site's No. 5 Road frontage to include a new 1.5 m wide concrete sidewalk at the new property line tapered to align with the existing sidewalk established to the north and south of the development site, grass & treed boulevard and concrete curb & gutter.
  - Road works along No. 5 Road to provide:
    - North of the development site's vehicular access – implementation of a southbound left-turn lane (minimum 3.1 m width) on No. 5 Road for traffic entering the site. The design is required to include a raised median to separate the southbound left-turn lane from northbound traffic along No. 5 Road.
    - Extension of the existing northbound right-turn lane to the northern edge of the development site.
    - Maintain a 4.0 m wide painted median south of the development site's vehicular access to Featherstone Way.
    - Maintain the existing two northbound and two southbound traffic lanes along No. 5 Road.
  - Servicing Agreement design submission to include all applicable service connections and driveway crossing design for the proposed development.
  - All works are at the sole cost of the developer.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated

fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Signed Copy on File -

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



**Richmond Official Community Plan Bylaw 9000 and Bylaw 7100  
Amendment Bylaw 8988 (RZ 10-556878)  
11120 and 11200 No. 5 Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in the attached 2041 Official Community Plan Land Use Map to Schedule 1 thereof of the following area and by designating it Commercial.

P.I.D. 001-946-498

Lot 4 Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

P.I.D. 001-946-463

Lot 5 Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

2. Richmond Official Community Plan Bylaw 7100 is amended by replacing the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) with the map shown as "Schedule A attached to and forming part of Bylaw 8988".
3. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8988**".

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER REQUIREMENTS SATISFIED

\_\_\_\_\_

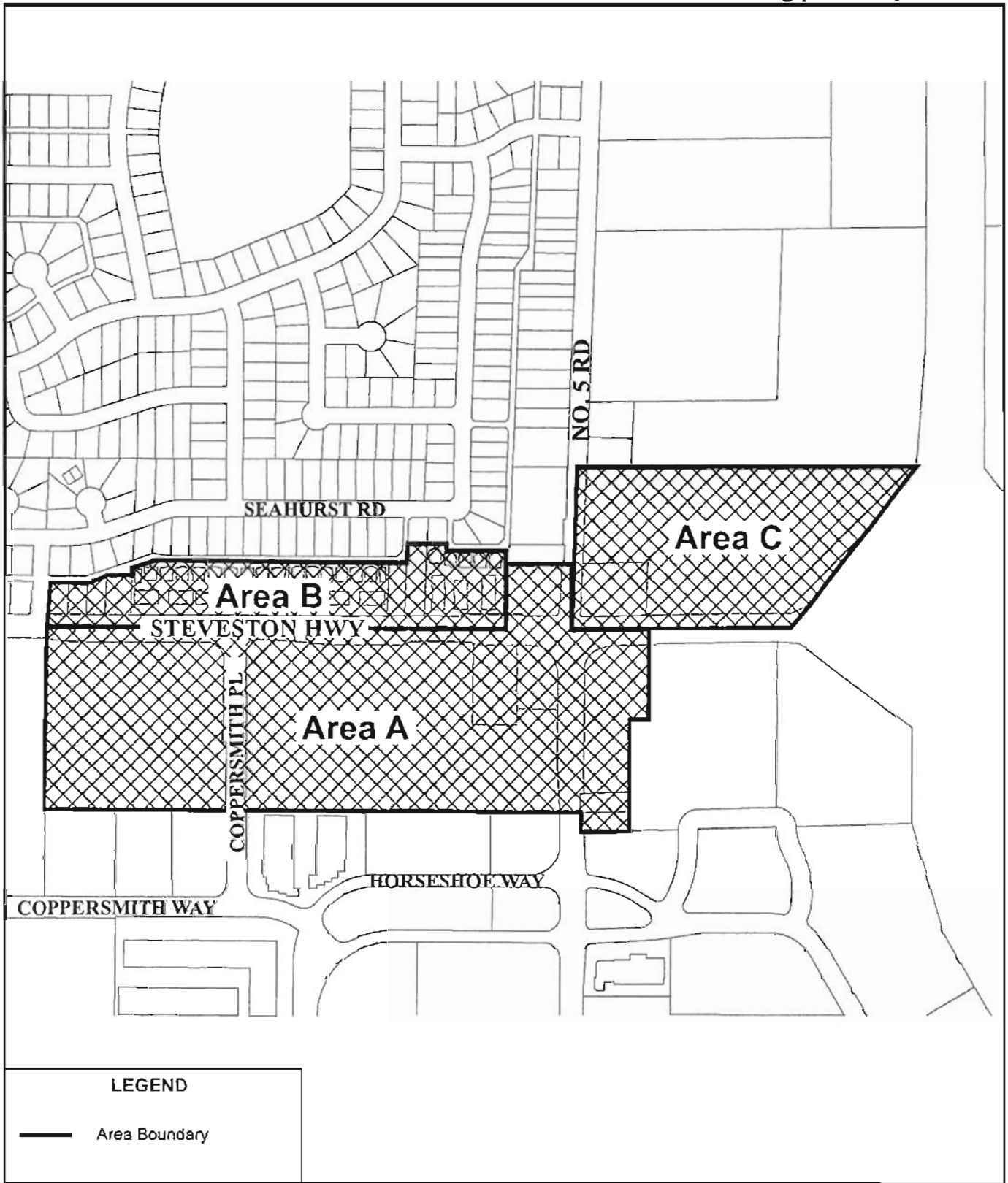
ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by
<i>MB</i>
APPROVED by Manager or Solicitor
<i>il</i>



Ironwood Sub-Area Plan -  
Proposed Amendment to  
Development Permit Area Map

Original Date: 01/07/13

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 8989 (RZ 10-556878)
11120 and 11200 No. 5 Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it COMMUNITY COMMERCIAL (CC).

P.I.D. 001-946-498

Lot 4 Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

P.I.D. 001-946-463

Lot 5 Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8989".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

Approval lines for Mayor and Corporate Officer

CITY OF RICHMOND APPROVED by Director or Solicitor





# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** January 11, 2013  
**File:** RZ 12-602449

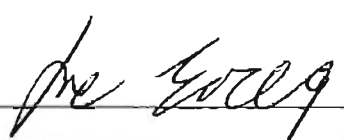
**Re:** Application by Cressey (Gilbert) Development LLP for Rezoning at 5640 Hollybridge Way from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3): Follow-Up on Revised Affordable Housing Provisions

### Staff Recommendation

That Bylaw 8957 to rezone 5640 Hollybridge Way from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)" be introduced and given first reading.

  
Wayne Craig  
Director of Development

MM:blg  
Att.

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

## Staff Report

### Origin

Cressey (Gilbert) Development LLP has applied to the City of Richmond to rezone 5640 Hollybridge Way from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)" to permit the construction of a high-rise, high-density, mixed-use development (**Attachment 1**).

This rezoning application was considered at the November 20, 2012 Planning Committee meeting where the following recommendation was passed and subsequently adopted as the following Council Referral:

*"That the application by Cressey (Gilbert) Development LLP to rezone 5640 Hollybridge Way from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)" be referred back to: (1) integrate affordable housing units with market units throughout the project; (2) maintain the same quality of materials and finishes for the affordable housing units as those utilized for the market units; and (3) provide affordable housing units access to the indoor amenity space."*

### Findings of Fact

The proposed development now consists of 244 residential units in three (3) residential buildings/blocks ranging from five (5) to 15 stories. The number of units has decreased from the previously proposed 245 to 244 units, with the increase in the number of affordable housing units from 14 to 15 and removal of two (2) market units (**Attachment 2**). Generally, the development includes:

- Two (2) market residential buildings with 14 and 15 stories facing Lansdowne Road with a total of 218 apartment units, located above commercial space on the ground and second floors.
- A five (5) storey block facing Elmbridge Way with a 5000 ft<sup>2</sup> (465 m<sup>2</sup>) childcare facility and 15 affordable housing units located above street-oriented commercial space.
- Street-oriented commercial space with two (2) levels of decorative metal screened parkade located above and the 15-storey market residential tower and the five (5) storey affordable housing / child care block located at each corner.
- A block of 13 townhouses and street-oriented commercial space facing Hollybridge Way.

Please refer to the original November 6, 2012 Staff Report to the November 20, 2012 Planning Committee meeting for a full description of the proposed development in **Attachment 6**.

## Staff Comments

### Affordable Housing Strategy

The proposed development is subject to the Strategy which requires that 5% of the total residential building floor area be devoted to affordable housing units, following the Strategy's requirements regarding unit type and target income.

### Revised Affordable Housing Provisions in Response to Council Referral

In response to the above-noted Council Referral, staff have worked with the developer to revise the affordable housing component of the proposed development as outlined below.

After revisions to the affordable housing component, City Affordable Housing staff supports this re-submission as an Affordable Housing Special Development Circumstance with the location of the affordable housing units within one (1) building block as an alternative to dispersing the units throughout the development. The developer has also provided a letter detailing the operational rationale for the stand-alone affordable housing block (**Attachment 3**).

As part of the Special Development Circumstance, the affordable housing units would be programmed to support lone parent families (i.e. men and women) with children. The location of the childcare facility in the same building will provide complementary and necessary services for the residents of the affordable housing units.

In regards to the need for such a project, the 2006 Canada Census reports that there are 775 lone parent families in Richmond paying over 50 percent of their income on rent (i.e. 655 female lone-parent and 120 male lone-parent headed households). The Census also reports that the majority of lone parent families have one (1) child.

*Referral Item 1: Integrate affordable housing units with market units throughout the project.*

*Housing Program Changes:* Staff support for the revised proposal is based on the housing being targeted for lower-income, single-parent families as the intended tenants of the affordable housing units. To facilitate this use, the proposed Housing Agreement under the Rezoning Considerations Letter Addendum (**Attachment 5**) will provide for the following:

- i. The developer, and future owners, agreeing to cover all costs related to building envelop maintenance and upkeep in addition to all maintenance and upkeep of all parts of the affordable housing building, as owners.
- ii. The developer, and future owners, retaining ownership of the affordable housing units and working jointly with the City to select a qualified non-profit affordable housing provider and to enter into a service agreement with a non-profit affordable housing provider to co-manage the affordable housing units with the owner, all to the satisfaction of the City.
- iii. The City working with the selected affordable housing provider and local non-profit community service and health providers to develop a coordinated approach for access and delivery of housing, social programs and supports for the families (e.g. life skills,

self sufficiency, financial literacy, health education, higher education, and employment opportunities).

- iv. The City-owned childcare facility would be operated by a non-profit childcare provider with the expectation that spaces would be provided to accommodate children from the affordable housing units.

*Physical Changes:* The affordable housing units are located on the top three (3) floors of the five-storey block facing Elmbridge Way on the south side of the development in which the 5,000 ft<sup>2</sup> (465 m<sup>2</sup>) to 5,500 ft<sup>2</sup> (511 m<sup>2</sup>) childcare facility is located on the fifth level.

The proposed development has been also revised to increase the total number of affordable housing units from 14 to 15 of which the number of two-bedroom units has been increased from nine (9) to 14 units to accommodate single parents with one (1) or two (2) children. The one (1) studio unit would be suitable for expecting mothers and those with young infants. With these changes, the combined habitable floor area comprising is now slightly more than the minimum 5% of the subject development's total residential building area (i.e. 10,760 ft<sup>2</sup> (1,000 m<sup>2</sup>)).

The location and size of these units within the development is included on the revised preliminary architectural plans (**Attachment 4**) and is to the satisfaction of City Affordable Housing staff. In particular, increasing the number of two-bedroom units from nine (9) to 14 is necessary for the intended lone-parent tenants. To accommodate this increase, the overall floor area of residential units has been increased as noted above, while the units sizes have been decreased from 80 m<sup>2</sup> (860 ft<sup>2</sup>) to 69 m<sup>2</sup> (740 ft<sup>2</sup>), which is slightly larger than the project's main type of market two-bedroom units that have floor areas of 68 m<sup>2</sup> (733 ft<sup>2</sup>).

*Rental Rates:* The terms of a Housing Agreement entered into between the developer and City will apply in perpetuity with terms specifying the types and sizes of units, rent levels, and tenant household incomes which have been changed from those found in Table 1 to those in Table 2 below. In this regard, it is important to note that the maximum monthly rent payable by the tenants, including any assistance from the non-profit housing provider or other agencies to the tenants, has been reduced for this Special Development Circumstance. The 2-bedroom rental monthly amount has been reduced from the previous standard Housing Strategy rent of \$1,137 to \$950 for the revised proposal as outlined in Tables 1 and 2. While there was no studio unit in the original proposal, the studio rent level has been reduced from the regular Strategy monthly rate of \$837 to \$800 in the revised proposal.

**Table 1: Previous Affordable Housing Units and Target Groups**

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	5**	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$925	\$37,000 or less
2-Bedroom	9**	80 m <sup>2</sup> (860 ft <sup>2</sup> )	\$1,137	\$45,500 or less

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

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

**Table 2: Revised Affordable Housing Units and Target Groups**

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent Payable by Tenant *	Total Annual Household Income*
Studio	1**	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$800	\$33,500 or less
2-Bedroom	14**	69 m <sup>2</sup> (740 ft <sup>2</sup> )	\$950	\$45,500 or less

*Referral Item 2: Maintain the same quality of materials and finishes for the affordable housing units as those utilized for the market units.*

The developer has requested providing alternative durable interior finishings which requires less maintenance, but is of similar value and quality to those found in the market units (**Attachment 3**). Affordable Housing staff accepts this proposal. To ensure this quality of materials, the Rezoning Consideration Addendum (**Attachment 5**) requires that the interior finishing and layouts are to be to the satisfaction of Affordable Housing staff.

*Referral Item 3: Indoor Shared Amenity Space*

The developer has agreed to provide permanent access for the affordable unit occupants at no charge to the interior shared amenity spaces provided for the market residential buildings, by way of registered legal agreements (see **Attachment 5**). These spaces include two (2) shared indoor amenity areas totaling 5,333 ft<sup>2</sup> (495 m<sup>2</sup>). This first area includes a gym, squash court, saunas, and change rooms. The second area is comprised of a 1,600 ft<sup>2</sup> (149 m<sup>2</sup>) standalone lounge building.

The affordable housing block will also include a separate indoor amenity room of 470 ft<sup>2</sup> (44m<sup>2</sup>) (which exceeds the base requirement of 22 ft<sup>2</sup>/unit for the 14 affordable housing units). This room will be equipped with a kitchen and will be able to be used for programs and events for the affordable housing tenants. The Housing Agreement and associated housing covenant will also ensure that occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-site outdoor amenity spaces.

### **Financial Impact**

None.

### **Conclusion**

The proposed physical and program revisions to the affordable housing component of the development as an Affordable Housing Special Development Circumstance marks a substantial improvement over the previous developer proposal. In particular, the proposal to focus on a partnership between the owner, City and non-profit housing provider is particularly suitable for the lower-income, single-parent families targeted for this project.

Furthermore, the co-location of these types of affordable housing units within a building with the proposed 5000 ft<sup>2</sup> (465 m<sup>2</sup>) childcare facility provides synergies for a unique opportunity to serve a part of our community that is under-served here and throughout the region.

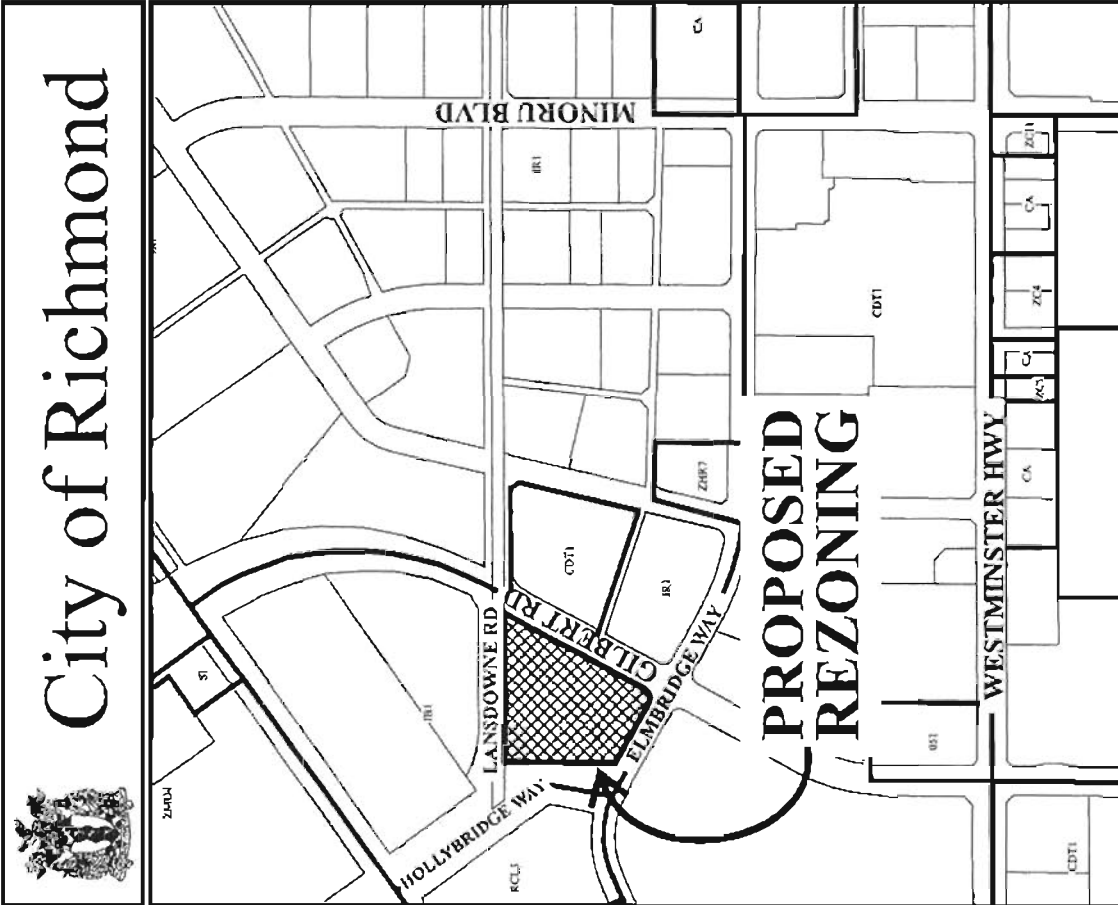


Mark McMullen  
Senior Coordinator-Major Projects  
(604-276-4173)

MM:blg

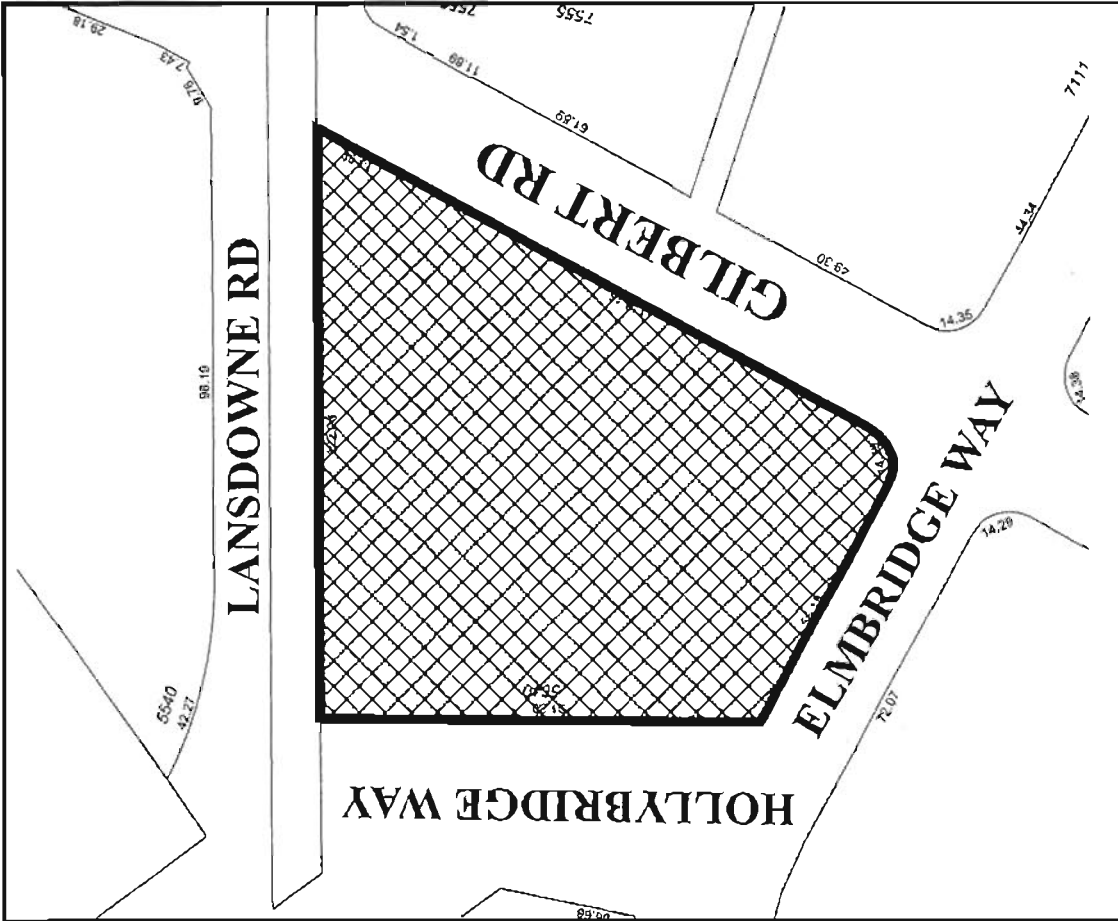
**Attachments**

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Revised Development Application Data Sheet
- Attachment 3: Letter from Cressey Developments, January 11, 2013
- Attachment 4: Revised Affordable Housing Blocks Plans from Cressey Developments
- Attachment 5 Rezoning Considerations Letter: Addendum on Affordable Housing
- Attachment 6: Staff Report dated November 6, 2012 to November 20, 2012 Planning Committee



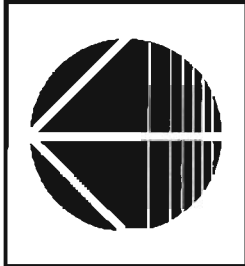
City of Richmond

PROPOSED REZONING



Original Date: 03/15/12  
 Revision Date:  
 Note: Dimensions are in METRES

RZ 12-602449





RZ 12-602449

Original Date: 03/15/12

Amended Date: 11/01/12

Note: Dimensions are in METRES





**Attachment 2**

Address: 5640 Hollybridge Way (With Revised Affordable Housing Units for January 2013)  
 Applicant: Cressey (Gilbert) Development LLP Owner: Cressey Gilbert Holdings Ltd.  
 Planning Area(s): City Centre – Oval Village  
 Floor Area Gross: 293,743 ft<sup>2</sup> (27,290 m<sup>2</sup>) Floor Area Net: 281,370 ft<sup>2</sup> (26,140 m<sup>2</sup>)

	Existing	Proposed
Site Area:	108,543 ft <sup>2</sup> (10,084 m <sup>2</sup> )	105,379 ft <sup>2</sup> (9,790 m <sup>2</sup> ) <sup>*</sup>
Land Uses:	Retail/Office/Light Industrial	Mixed-Use Commercial / Residential
OCP Designation:	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)
Zoning:	Industrial Business Park (IB1)	Residential / Limited Commercial (RCL3)
Number of Units:	None	244

\*NOTE: The Proposed Site Area will be reduced by 25m<sup>2</sup> due to additional road dedication required after the plans for the Planning Committee report were prepared. This will reduce the Net and Gross Floor Areas by 50m<sup>2</sup> as these amounts are at the maximum 2.0 FAR or 2 times the Proposed Site Area.

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0 Residential Max. 1.0 Commercial Max.	2.0 Residential 0.67 Commercial	none permitted
Lot Coverage (Building excluding podium open space):	Max. 90%	35.3%	None
Setback - Front Yard: Hollybridge	Min. 3 m	3 m at grade 0.0 m for below grade parkade	DVP for parkade
Setback – Ext. Side: Gilbert	Min. 3 m	3.96 m	None
Setback – Ext. Side: Elmbridge	Min. 3 m	3 m	None
Setback – Ext. Side: Lansdowne	Min. 3 m	3 m	None
Height (m):	Max. 47 m geodetic	47m for tallest building (east tower)	None
Lot Size:	4000 m <sup>2</sup>	9790 m <sup>2</sup>	None
Off-street Parking Spaces – Regular/Commercial:	289 resident 49 visitor 9 childcare 243 commercial <u>541 Total</u> (with commercial / visitor sharing)	274 resident (50 tandem for 25 units) 47 visitor 8 childcare 219 commercial <u>501 Total</u> (with commercial / visitor sharing)  (With Zoning Bylaw's 10% TDM Reduction for Commercial and 5% Reduction for Residential & Visitor)	None
Off-street Parking Spaces – Accessible:	10	10	None
Amenity Space – Indoor:	5,390 ft <sup>2</sup> (501m <sup>2</sup> ) min.	5,333 ft <sup>2</sup> (495 m <sup>2</sup> ) for all residents plus 470 (44m <sup>2</sup> ) for the affordable units only	None
Amenity Space – Outdoor: 2 m <sup>2</sup> per unit plus 10% of site area	Min. 13,659 ft <sup>2</sup> (1,269 m <sup>2</sup> )	46,569 ft <sup>2</sup> ( 4,326 m <sup>2</sup> )	None



Suite 800  
 925 West Georgia Street  
 Vancouver, BC, V6C 1A1  
 Tel: 604-583-1230  
 Fax: 604-583-2820  
 www.cressey.com

January 11<sup>th</sup>, 2013

**CITY OF RICHMOND**  
 Planning and Development Department  
 6911 No. 3 Road  
 Richmond, British Columbia V6Y 2C1

**Attention** Mr. Mark McMullen  
 Senior Coordinator, Major Projects

Dear Sir:

**Re: Affordable Housing at 5640 Hollybridge Way**  
**Rezoning Application RZ 2012-602449**

With reference to the Planning Committee meeting that took place on November 20, 2012 and the decision to have our application referred back to:

- (i) integrate affordable housing units with market units throughout the project;
- (ii) maintain the same quality of materials and finishes for the affordable housing units as those utilized for the market units; and;
- (iii) provide affordable housing units access to the indoor amenity space.

#### **Discussion**

##### **(I) Integrate affordable housing units with market units throughout the project**

Cressey's motivation for concentrating the affordable housing units within one building was based on the following:

- 1) Air Space Parcel: air space parcels allow for separate ownership and control not afforded by units in a strata, which would allow for the following advantages:
  - a) separate property management with independent operations and maintenance which would afford better cost control;
  - b) full independence from strata corporations which would otherwise be at liberty to pass budgets, bylaws, rules and regulations which may not be in the interest of the affordable housing component of the project;
  - c) ease of management and oversight of units within a self-contained structure;
  - d) the ability to partner with a non-profit social housing service providers to assist in tenant selection and eligibility criteria (such as single mothers seeking stable housing alternatives, per ongoing discussions with Dena Kae Beno -- Affordable Housing Coordinator);

An air space parcel will ensure that the affordable housing component will remain sustainable in the long term and its proximity to the day care parcel will offer unique opportunities for supporting single parents in the Richmond area.

- 2) Limitations of Strata Lots: If the affordable housing units are to be individual strata lots interspersed throughout the market housing component, we foresee some complications including:

- a) no control of maintenance and operating expenses which will likely result in the growth of expenses outpacing the growth in revenue resulting in a depreciating asset;
  - b) the *Strata Property Act* does not permit regulations to be applied differently or inequitably within one phase of a strata (the *Act* does permit sectioning of a strata corporation between commercial and residential sections or by different types of residential strata lots -- specifically apartment-style and townhouse-style -- but would not apply in this application)
- (ii) **maintain the same quality of materials and finishes for the affordable housing units as those utilized for the market units**

While Cressey is committed to quality construction, specifications and material selection for the affordable housing component, Cressey wishes to maintain the flexibility to use alternative durable materials for the affordable housing units that would have a similar appearance and quality as the market units' finishes. These materials would afford greater durability in order to reduce future maintenance and replacement costs in order to support the long-term sustainability and affordability of the affordable housing.

- (iii) **provide affordable housing units access to the Indoor amenity space**

If the affordable housing units were contained in a separate air space parcel, it is feasible to grant access to the indoor amenity space through an easement in favour of the said air space parcel at no costs to the affordable housing units or occupants -- and Cressey is prepared to register such an easement. However, if the air space parcel was not permitted and the affordable housing units were interspersed throughout the project, the *Strata Property Act* does not allow for specific strata lots from being excluded from the equitable share of maintenance and operating expenses.

### Conclusion

We feel strongly that grouping the affordable housing units within one self-contained air space parcel is the "right thing to do" and offers unique opportunities for partnering with non-profit special needs housing providers to address the core needs in the City of Richmond -- Cressey is particularly interested in supporting single-parents through partnerships with groups such as ATIRA with whom we have other ventures at this time.

We trust that the above discussion meets with your satisfaction and would be pleased to meet with all interested parties to debate its merits.

Sincerely,  
**CRESSEY (GILBERT) DEVELOPMENT LLP**



Signed

Hani Lamman  
Vice President, Development & Acquisitions

ADDRESS: 5640 HOLLYBRIDGE WAY  
 LEGAL: Lot: 109 SEC: 5-4-8 PL: 45385  
 AREA PLAN: 10 CITY CENTRE  
 FCL: 2.9m GSC - Area A  
 SITE AREA: 2.67

ZONING (ALLOWABLE)	105379 rate	ALLOWABLE	PROPOSED	# UNITS PROPOSED
ALLOWABLE RESIDENTIAL FAR	2	210758SFT	210758SFT	229
ALLOWABLE COMMERCIAL FAR	1	105378SFT	704928FT	15
REQUIRED AFFORDABLE HOUSING	0	105383SFT	107603FT	244
PUBLIC AMENITY AREA CALCULATION / CHILDCARE	0	3534SFT	6468SFT	
INDOOR AMENITY	22SF/UNIT	5246SFT	6333SFT	
PUBLIC ACCESSIBLE OUTDOOR AMENITY	64SFU	15738SFT	445663FT	
<b>PARKING REQUIREMENTS</b>			<b>218519FT</b>	<b>507</b>

\* positive numbers = surplus  
 diff

MARKET	UNITS	STALL/UNIT	STALLS	% TDM	REDUCTION	RESIDENTIAL BIKES
MARKET	229	1.2	275	5%	5%	CLASS 1 BIKE STALLS
AFFHU	15	0.9	14	5%	5%	CLASS 2 BIKE STALLS
MARKET VISITOR	229	0.2	46	5%	5%	COMMERCIAL BIKES
AFFHU VISITOR	15	0.2	3	5%	5%	CLASS 1 BIKE STALLS
CHILD CARE	5000		0	10%	10%	CLASS 2 BIKE STALLS
GROUND FLOOR COMMERCIAL	55240	4.2/1076sft	216	10%	10%	
RECREATIONAL COMMERCIAL	15442	2/1076sft less 5%	27	10%	10%	

**BIKE STORAGE REQUIREMENTS**

TYPE	UNITS	STALL/UNIT	STALLS	% TDM	REDUCTION	RESIDENTIAL BIKES
MARKET	229	1.2	275	5%	5%	CLASS 1 BIKE STALLS
AFFHU	15	0.9	14	5%	5%	CLASS 2 BIKE STALLS
MARKET VISITOR	229	0.2	46	5%	5%	COMMERCIAL BIKES
AFFHU VISITOR	15	0.2	3	5%	5%	CLASS 1 BIKE STALLS
CHILD CARE	5000		0	10%	10%	CLASS 2 BIKE STALLS
GROUND FLOOR COMMERCIAL	55240	4.2/1076sft	216	10%	10%	
RECREATIONAL COMMERCIAL	15442	2/1076sft less 5%	27	10%	10%	

**PROPOSED RESIDENTIAL BIKES**

LEVEL	RESIDENTIAL TOWER1	TOWER 2	#	TH	AFFHU	#	CIRCULATION	AFFHU CIRCULATION	CHILD CARE CIRCULATION	COMMERCIAL	PARKING (Stalls Provided)
15	6943	6943	5								
14	7842	7842	14								
13	7842	7842	20								
12	7891	7842	20								
11	7891	7842	20								
10	7842	7842	20								
9	7842	7842	20								
8	7842	7842	20								
7	7842	7842	20								
6	7842	7842	20								
5	7798	7114	19	642	3360	5	870	870			
4	2208	4733	8	6012	3700	5	995	995			
3	3491	4733	8	4476	3700	5	854	854			
2											
1	1818	1707	5	3104			750	750			
P1											
<b>SUB TOTAL</b>	85092	95808	214	19099	10760	15	3469	3469		70692	507

**STATS**

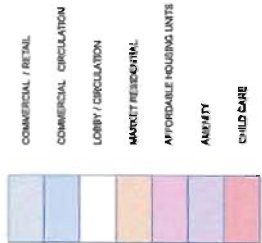
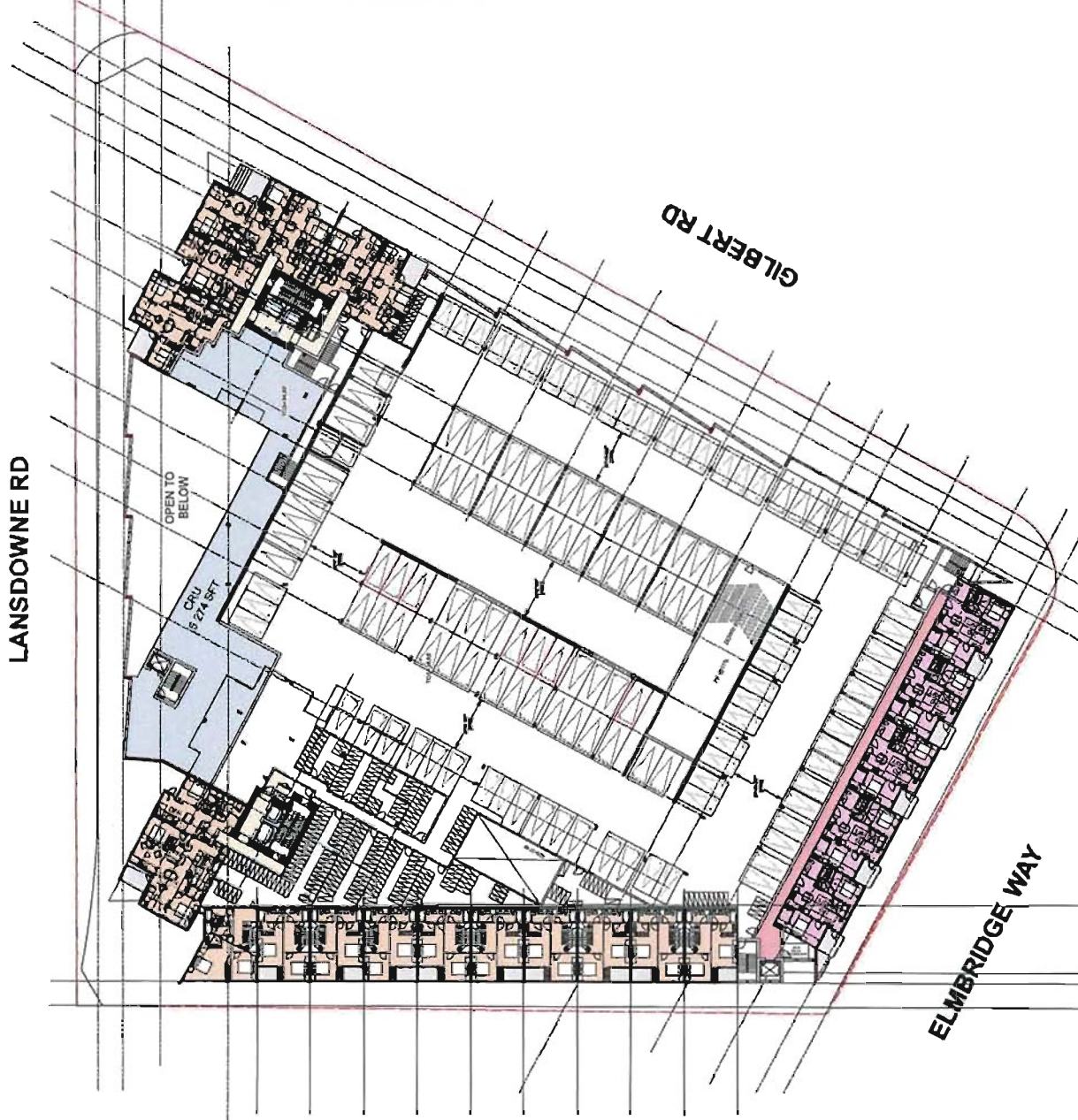
APPROXIMATELY 3 TO 4 UNITS PER 1000 SQ FT

LEVEL	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	TOTAL
MARKET	15	14	13	12	11	10	9	8	7	6	5
AFFHU	15	14	13	12	11	10	9	8	7	6	5
MARKET VISITOR	15	14	13	12	11	10	9	8	7	6	5
AFFHU VISITOR	15	14	13	12	11	10	9	8	7	6	5
CHILD CARE	15	14	13	12	11	10	9	8	7	6	5
GROUND FLOOR COMMERCIAL	15	14	13	12	11	10	9	8	7	6	5
RECREATIONAL COMMERCIAL	15	14	13	12	11	10	9	8	7	6	5

**8640 HOLLYBRIDGE**  
 NZ:2012-60244B  
 Date JAN 8, 2013



LANSDOWNE RD



**GENERAL NOTES**

**PARKING STALL DIMENSIONS**  
 BYLAW REF: 7.4.11.1  
 REGULAR STALLS 3.20 X 2.20 M  
 HANDICAPPED STALLS 3.50 X 3.70 M

**MINIMUM HANDICAPPED ACCESSIBLE WIDTH**  
 BYLAW REF: 7.4.1.1  
 0.7 M FOR RESIDENTIAL USES  
 0.75 M FOR ALL OTHER USES

**BIKE LOCKERS**  
 BYLAW REF: 7.4.1.1  
 MINIMUM DIMENSIONS FOR BIKE LOCKERS  
 HORIZONTAL: 1.80 X 0.60 M  
 VERTICAL: 1.00 X 0.60 M

REG STALLS	8
LEVEL L4	8
REG	3
HC	5
SMALL	7
TANDEM	7
TOTAL	137
# CLASS STALLS	1



LEVEL L4

**5640 HOLLYBRIDGE**  
 RZ: 2012-602449  
 Date: JAN 9, 2013

LANSDOWNE RD

GILBERT RD

ELM BRIDGE WAY

HOLLYBRIDGE WAY



- COMMERCIAL / RETAIL
- COMMERCIAL CIRCULATION
- LOBBY / CIRCULATION
- MARKET RESIDENTIAL
- AFFORDABLE HOUSING UNITS
- AGENCY
- CHILD CARE

0 10 20 30 40 50 FT  
 1" = 20.0' WHEN PRINTED @ 24 X 36

5640 HOLLYBRIDGE  
 RZ-2012-602449  
 Date JAN 9, 2013



LEVEL L5



PLN - 54

LANSDOWNE RD



- COMMERCIAL / RETAIL
- COMMERCIAL CIRCULATION
- LOBBY / CIRCULATION
- MARKET RESIDENTIAL
- AFFORDABLE HOUSING UNITS
- AMENITY
- CHILD CARE

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY

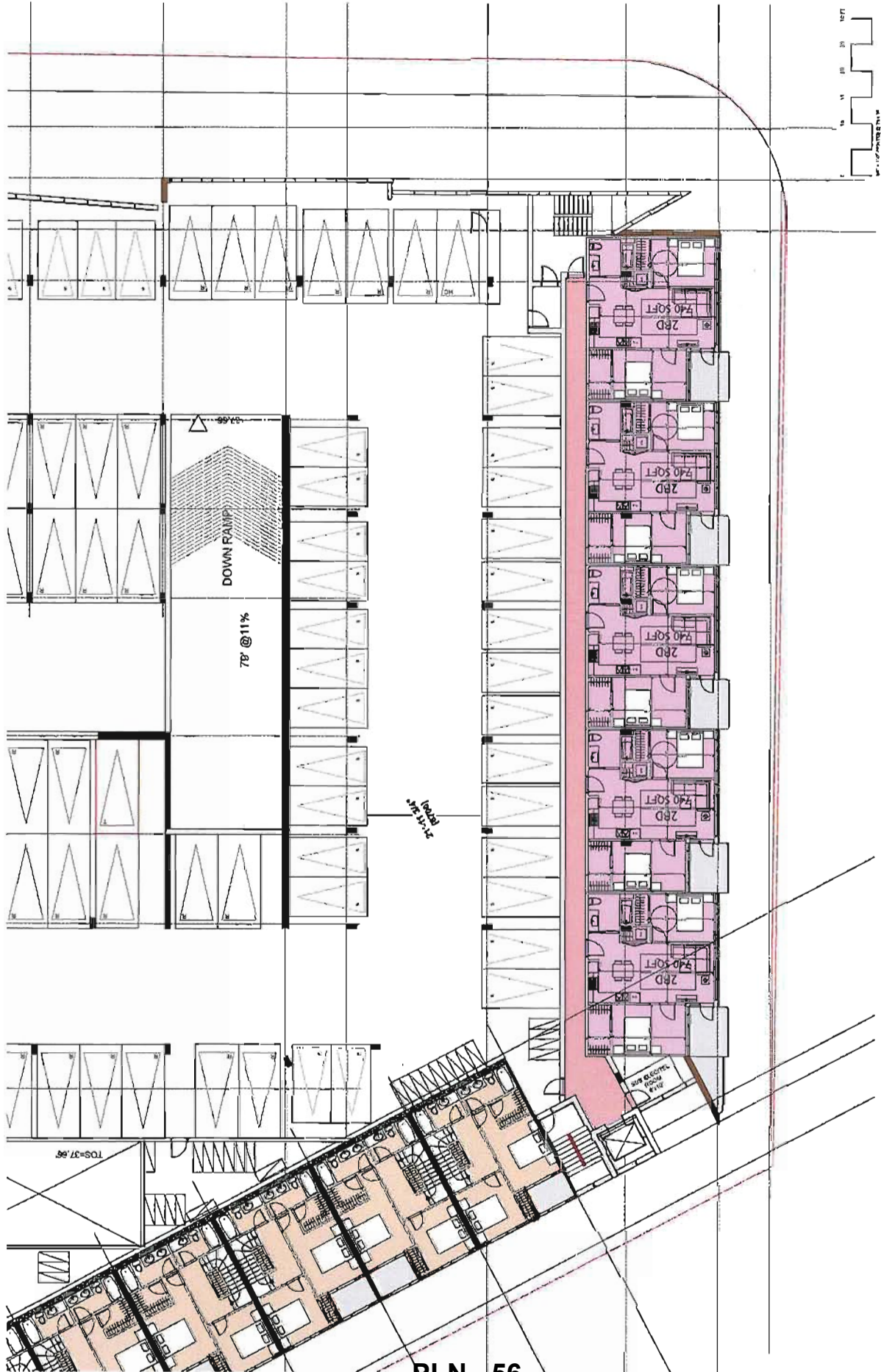
PLN - 55



**5640 HOLLYBRIDGE**  
 RZ:2012-602949  
 Date JAN 9, 2013



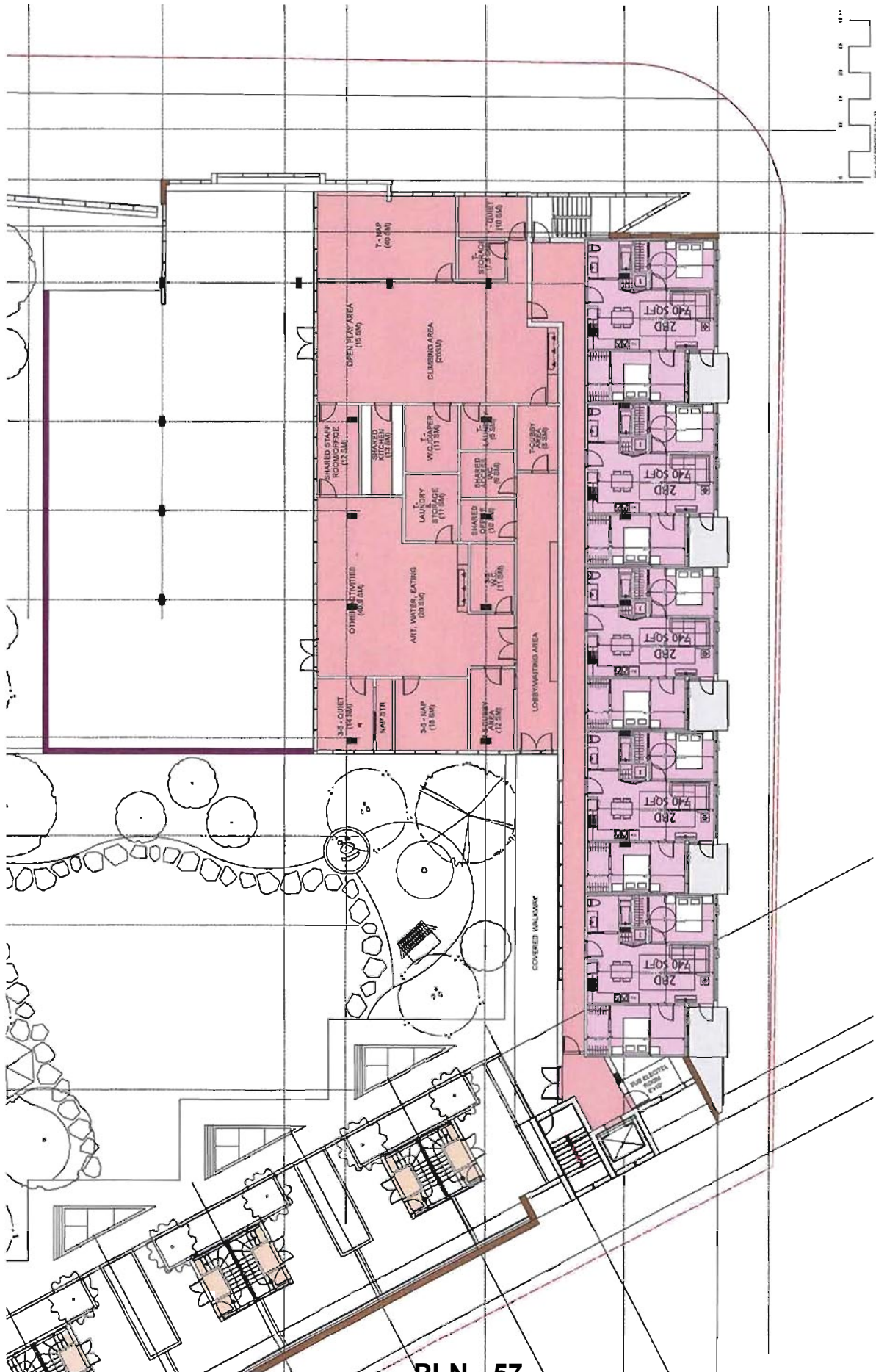
LEVEL L6, L7-13 SIM



PLN - 56

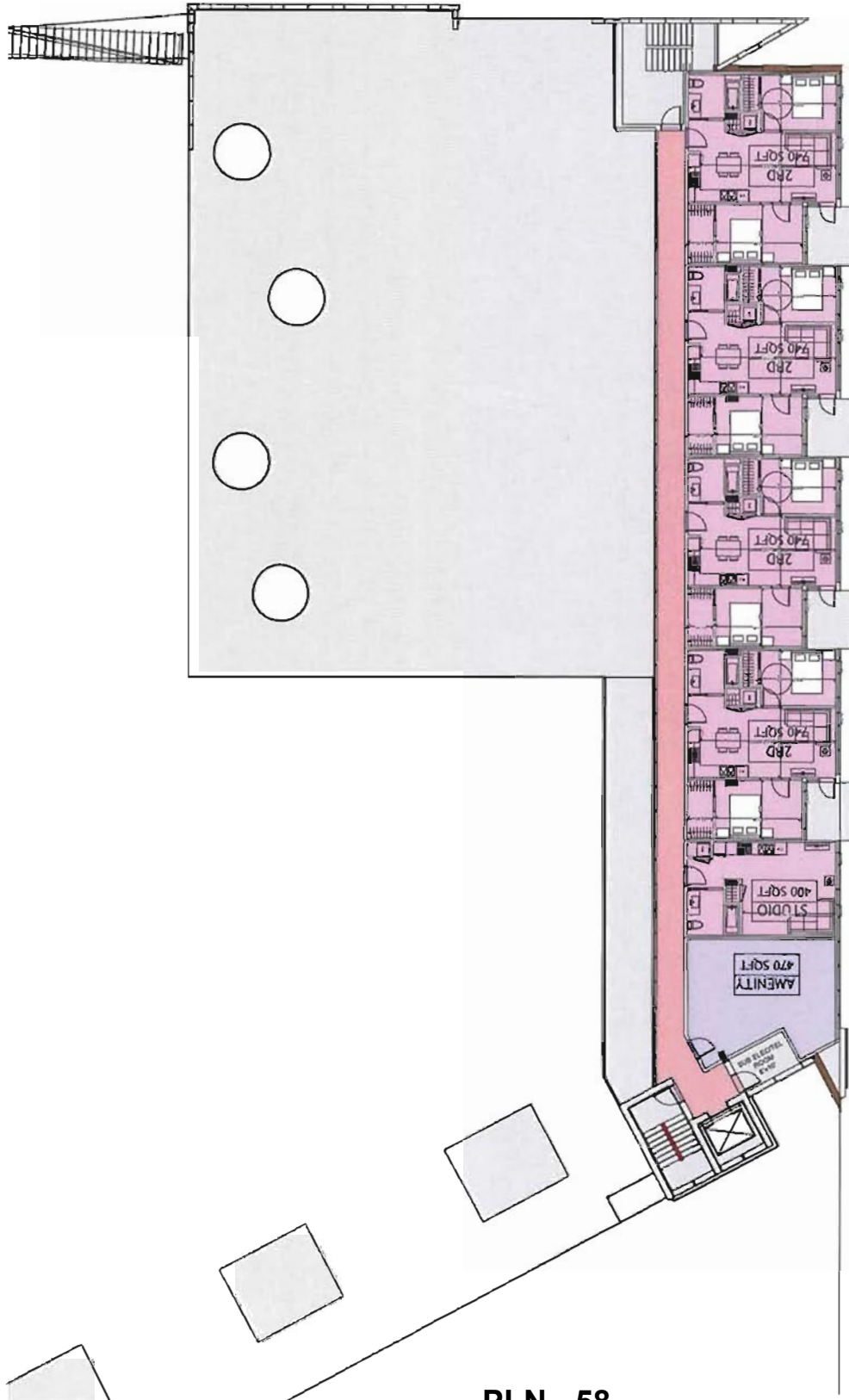






**LEVEL L5 AFFORDABLE HOUSING & CHILDCARE**

**PLN - 57**



PLN - 58



**5640 HOLLYBRIDGE**  
 RZ-2012-602449  
 Date JAN 9, 2013

**LEVEL L6 AFFORDABLE HOUSING**





# City of Richmond

## Rezoning Considerations: Addendum to Affordable Conditions Development Applications Division 6911 No. 3 Road, Richmond, BC V6Y 2C1

To: Cressey (Gilbert) Development LLP (The Developer)

Address: 5640 Hollybridge Way (The Development) File No.: RZ 12-602449

The following sections replace Sections 8 and 9 of the Rezoning Conditions letter signed by the Developer on November 15, 2012 and considered by Planning Committee on November 20, 2012.

**8. Housing Agreement:** Registration of the City's standard Housing Agreement, as modified to meet the other requirements of this letter, to secure 15 affordable housing units (rental units) to the satisfaction of the City located in the affordable housing airspace parcel (the "AHAP") (see item 9(b) below). The Affordable Housing Units must meet the City's Affordable Housing Strategy (AHS) and Zoning Bylaw 8500. The common areas, including the hallways and indoor amenity area, within the AHAP do not constitute part of the 5% (estimated to be slightly more than 5% or 10,555 sq. ft. at 10,760 sq. ft.) of the total Development's residential FAR (estimated at 211,092 sq. ft. ) designated for the affordable housing units themselves.

- a) The Development is considered as a Special Development Circumstance under the City's AHS with low-income, single-parent families as the intended tenants of the affordable housing units. To facilitate this use, the Housing Agreement will provide for the following:
  - i. The Developer, and future owners, agreeing to cover all costs related to building envelop maintenance and upkeep in addition to all maintenance and upkeep of all parts of the AHAP as owners.
  - ii. The Developer, and future owners, retaining ownership of the affordable housing units and working jointly with the City to select a qualified non-profit affordable housing provider and to enter into a service agreement with a non-profit affordable housing provider to co-manage the affordable housing units with the owner, all to the satisfaction of the City.
  - iii. The City and owner working with the selected non-profit affordable housing provider and local non-profit community service and health providers to develop a coordinated approach for access and delivery of housing, social programs and supports for the families (e.g. life skills, self sufficiency, financial literacy, health education, higher education, and employment opportunities).
  - iv. The City-owned Child Care facility would be operated by a non-profit childcare provider with the expectation that spaces would be provided to accommodate children from the affordable housing units.
  - v. Main business terms setting out the parameters of an operating agreement under which the affordable housing units will be rented and the services provided to the tenants.
- b) As part of this Special Development Circumstance, the Housing Agreement will provide for the following rents payable to the Developer and payable by affordable housing units tenants

by way of a head lease or other agreements. An operating agreement will be entered into between the Developer, City and a non-profit affordable housing provider that it meets the terms of the Housing Agreement:

**2 Bedroom Units**

	TENANT	NON PROFIT
Minimum Monthly Rent	\$0	\$950 <sup>1</sup>
Minimum Monthly Shelter Cost*	\$0	\$994
Potential Additional Rent	N/A	\$187 <sup>2</sup>
Maximum Monthly Rent	\$950	\$1,137
Maximum Monthly Shelter Cost*	\$994	\$1,137

\* Shelter Cost is to be defined as including the above applicable Minimum or Maximum Monthly Rent plus power, and water.

<sup>1</sup> This is the minimum total rent to be received by the Developer from the non-profit housing provider on behalf of the tenants and/or any other assisting agency or body (This rent includes any actual rent paid by the tenants and any assistance that the non-profit housing provider or other agency will pay to or for the tenants).

<sup>2</sup> This Potential Additional Rent cannot impair the non-profit housing provider's ability to provide rental assistance to reduce the actual \$950 monthly rent payable solely by the tenants, nor compromise the quality of program delivery to the tenants.

**Studio Unit**

	TENANT	NON-PROFIT
Minimum Monthly Rent	\$0	\$800 <sup>1</sup>
Minimum Monthly Shelter Cost*	\$0	\$837
Potential Additional Rent	N/A	\$0 <sup>2</sup>
Maximum Monthly Rent	\$800	\$800
Maximum Monthly Shelter Cost*	\$837	\$837

\* Shelter Cost is to be defined as including the above applicable Minimum or Maximum Monthly Rent plus power, and water.

<sup>1</sup> This is the minimum total rent to be received by the Developer from the non-profit housing provider on behalf of the tenants and/or any other assisting agency or body (This rent includes any actual rent paid by the tenants and any assistance that the non-profit housing provider or other agency will pay to or for the tenants).

<sup>2</sup> This Potential Additional Rent cannot impair the non-profit housing provider's ability to provide rental assistance to reduce the actual \$800 monthly rent payable solely by the tenants, nor compromise the quality of program delivery to the tenants.

- c) The Housing Agreement shall be in perpetuity. Based on the forgoing, the terms specify the types and sizes of units (or as adjusted to the satisfaction of the City and the Developer) in Tables 1 and 2, and rent levels and tenant household incomes as set out in Table 2. Changes to Tables 1 and 2 may only be made with the approval of the Director of Development and Manager, Community Social Development.

**Table 1: Affordable Housing Unit Locations**

AFFORDABLE HOUSING UNIT MIX				
	2 BD UNITS	@740SFT	STUDIO	@400SFT
	#	SFT	#	SFT
L6	4	2960	1	400
L5	5	3700	0	
L4	5	3700	0	
<b>TOTAL</b>	<b>14</b>	<b>10360</b>	<b>1</b>	<b>400</b>
TOTAL LIVABLE AREA	10760		1BD	7%
TOTAL UNITS	15		2BD	93%
TARGET	10538			

**Table 2: Affordable Housing Target Groups**

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent Payable by Tenant *	Total Annual Household Income*
Studio	1**	37 m2 (400 ft2)	\$800	\$33,500 or less
2-Bedroom	14**	69 m2 (740 ft2)	\$950	\$45,500 or less

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

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

**9. Affordable Housing Airspace Parcel:**

*a) Affordable Housing Components*

The Developer will be required to construct a block within the Development that includes the 15 affordable housing units themselves with a combined estimated floor area of 10,760 sq. ft. (slightly more than 5% of the Development's total residential FAR), as well as the common halls, common indoor amenity area with a kitchen (with a minimum area of 470 sq. ft.), the elevator core and adjacent landing/lobby areas down to the basement P1 level, and indoor parking within

the Development's parkade (with a minimum of 14 resident and 3 visitor spaces and meeting zoning requirements) in the closest reasonable location to the affordable housing units to the satisfaction of the City. All of the above spaces must be provided and have layouts and finishes acceptable to City Affordable Housing staff.

b) *Legal Requirements*

i. *Construction Covenant*

The *Affordable Housing Airspace Parcel* (AHAP) will include all of the areas and amenities in section 9(a) above. The parking area may be located within the AHAP or be secured by an easement on the parkade parcel with the AHAP being the dominant tenement. This easement and the AHAP configuration described above may be adjusted to the satisfaction of the City.

ii. *Access Easement*

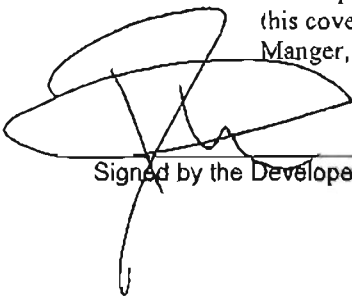
An easement in favour of the *Childcare Airspace Parcel* ("CAP") (see also section 10(b)(ii) below) will be required to provide for access and egress to the elevators and adjacent landing/lobby areas within the AHAP. The costs of maintaining the common areas covered by this easement used by both the CAP and AHAP, including but not limited to the common elevator, elevator core, stairway and lobby/landing areas, will be shared proportionately based on the respective floor areas of the CAP and AHAP.

iii. *Outdoor and Indoor Amenity Easement*

An easement in favour of the AHAP will provide for the affordable housing unit owners and occupiers to have access and egress over and use of all of the Development's common outdoor and indoor amenity areas at the same hours and terms as for the Development's market residential owners/occupiers. The affordable housing unit tenants and non-profit housing provider will not be responsible for any of the costs for maintaining the Development's common outdoor and indoor amenity areas.

iv. *No Occupancy Covenant:*

A "No Occupancy" covenant will be registered against the Development preventing the issuance of final building inspection granting occupancy for any part of the Development until confirmation is provided that the above required components of the AHAP, including the required number of affordable housing units, have been constructed to the satisfaction of the Director of Development and Manager, Community Social Development and are given final building inspection granting occupancy. Changes to this covenant may only be made with the approval of the Director of Development and Manager, Community Social Development.



Signed by the Developer DAVID EVANS

Date JANUARY 16<sup>th</sup> 2013



**City of  
Richmond**

**Report to Committee**  
Planning and Development Department

*TO PLN - NN 202012*

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** November 6, 2012  
**File:** RZ 12-602449  
*12-8060-20-8957*

**Re:** Application by Cressey (Gilbert) Development LLP for Rezoning at  
5640 Hollybridge Way from Industrial Business Park (IB1) to Residential/Limited  
Commercial (RCL3)

**Staff Recommendation**

That Bylaw 8957 to rezone 5640 Hollybridge Way from "Industrial Business Park (IB1)" to  
"Residential / Limited Commercial (RCL3)" be introduced and given first reading.

*Wayne Craig*  
Wayne Craig  
Director of Development  
WC:kt  
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	<i>De Creeg</i>
Affordable Housing	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Capital Buildings & Project Development	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Cressey (Gilbert) Development LLP has applied to the City of Richmond to rezone 5640 Hollybridge Way from “Industrial Business Park (IB1)” to “Residential / Limited Commercial (RCL3)” to permit the construction of a high-rise, high-density, mixed-use development (**Attachment 1**). The site occupies an entire small block bounded by Gilbert Road, Lansdowne Road, Hollybridge Way and Elmbridge Way. The triangular 1.08 ha (2.69 acre) development site, is now occupied by an industrial and an office/retail building that contains Fitness World.

### Findings of Fact

The proposed development consists of 245 residential units in three (3) residential buildings/blocks ranging from five (5) to fifteen (15) stories. More specifically, the development includes:

- Two (2) market residential buildings with 14 and 15 stories facing Lansdowne Road with a total of 218 apartment units, located above commercial space on the ground and second floors.
- A five (5) storey block facing Elmbridge Way with a 5000 ft<sup>2</sup> (465 m<sup>2</sup>) child care facility and 14 affordable housing units located above street-oriented commercial space.
- Street-oriented commercial space with two (2) levels of decorative metal screened parkade located above and the 15 storey market residential tower and the five (5) story affordable housing / child care block located at each corner.
- A block of 13 townhouses and street-oriented commercial space facing Hollybridge Way.

These buildings/blocks sit adjacent to and on top of a four (4) storey podium containing approximately 70,612 ft<sup>2</sup> (6,560 m<sup>2</sup>) of retail space and three (3) levels of parking within a total net floor area of approximately 281,370 ft<sup>2</sup> (26,140 m<sup>2</sup>). Details of the subject development are provided in the attached Development Application Data Sheet (**Attachment 2**).

The subject site is situated in the Oval Village within the City Centre, broadly located between No. 2 Road and Gilbert Road, north of Westminster Highway. Development in the vicinity of the subject site includes:

To the North: Lansdowne Road forms the boundary to the subject site, with the Richmond Winter Club and surface parking lot facing the street and which is now zoned “Industrial Business Park (IB1).”

To the West: Hollybridge Way bounds the subject site with the property across the street being currently redeveloped for Onni's Ora development which includes 324 units within three towers and approximately 6225 m<sup>2</sup> (67,000 ft<sup>2</sup>) of retail space; the site was rezoned to “Residential Limited Commercial (RCL3)” in 2010 to facilitate this development.



To the East: Gilbert Road lies to the east with a high-density development on the east side of the road which includes three residential towers which were constructed in 2005 and which is zoned “Downtown Commercial (CDT 1).”

To the South: Elmbridge Way is to the south with the Work Safe BC complex and its large surface parking lot facing Elmbridge Way and which is zoned “Downtown Commercial (CDT 1).”

### **Related Policies & Studies**

#### Official Community Plan (OCP) & City Centre Area Plan (CCAP)

The proposed development site is designated as “Mixed Use” within the City’s Official Community Plan (OCP). Within the City Centre Area Plan’s (CCAP) “Oval Village Specific Land Use” map, the western portion of site is designated as “Urban Centre T5 (45 m)” and eastern portion of site is designated as “Urban Centre T5 (25 m)” as shown on **Attachment 3**. The CCAP states that building height may exceed the maximum permitted, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, allows sunlight to amenity areas and provides community views (e.g. sunlight to a park or public space). While the proposed development exceeds the 25 m height identified in the CCAP for the east portion of the site, the proposal complies as detailed later in the report.

More specifically, the above-noted CCAP designations provide for:

- Residential land use with a floor area ratio (FAR) of 1.2, which can be increased to a maximum 2.0 FAR with the provision of an affordable housing density bonus with 5% of this 2.0 FAR provided for affordable housing units.
- Commercial land use of up to 1.0 FAR is permitted above the 2.0 residential FAR with the provision of a “Village Centre Bonus” with an area equal to 5% of the actual commercial floor area being provided for community amenities, including child care facilities, being constructed and transferred to the City.

The CCAP also provides for a Greenway along the Gilbert Road frontage and small Pocket Park and Pedestrian Linkage on the extra-wide road dedication within Hollybridge Way.

#### Aircraft Noise Sensitive Development Policy (ANSD) Area 2

All aircraft noise sensitive land uses (including Child care) may be considered subject to the necessary reports being submitted and covenants being registered on Title as required by the Policy.

#### Affordable Housing Policy

Along with the zoning density bonus noted above, the proposed development is subject to the policy which requires that 5% of the total residential building floor area be devoted to affordable housing units, following the Policy’s requirements regarding unit type and target income.

These above policies and other policies, as applied to the proposed development, are discussed below in the Analysis Section below.

## Public Consultation

As the proposed development is consistent with the City's OCP and CCAP, no formal agency consultation associated with OCP amendment bylaws is required.

Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no public comment had been received.

The statutory Public Hearing concerning the zoning amendment bylaw will provide neighbours and other interested parties with an opportunity to provide comment.

## Staff Comments

### Transportation

The development will include transportation works to be constructed for the proposed development as follows:

*Lansdowne Road:* The frontage improvements (behind the south curb) include a minimum 1.5 m wide landscaped boulevard and a minimum 2.0 m (6.6 ft.) wide sidewalk. There will also be small section of widening of the eastbound curb lane approaching the Lansdowne/Gilbert intersection. To accommodate these required frontage improvements and corner-cut at the southwest corner of the intersection of Lansdowne and Gilbert Roads, road dedication of approximately 319 m<sup>2</sup> (3,434 ft<sup>2</sup>) in area as shown on **Attachment 4** is required. The above works are eligible for DCC Credits, as available, in the City's DCC Program. There will be an additional on-site sidewalk adjacent to the fronting commercial units.

As part of the TDM measures (in respect to parking reductions discussed below), the developer shall design and construct a 2.0 m (6.6 ft.) wide interim asphalt sidewalk behind the curb on the north side of Lansdowne Road between Gilbert Road and Alderbridge Way. This work is being coordinated with the City's Lansdowne Corridor process which is providing guidance for interim works such as this sidewalk and the long-term planning of the streetscape and the proposed linear park on the north side of Lansdowne Road.

*Hollybridge Way:* The applicant will design and complete road widening to accommodate a 2 m (6.6 ft.) wide concrete sidewalk and a 1.5 m (5.0 ft.) wide landscaped boulevard. The scope of work includes the widening of Hollybridge Way fronting the development to accommodate the required through lanes and a left-turn lane into the development's main driveway. The road widening works also include the realignment of Hollybridge Way from the south end of the curb returns at the Lansdowne/Hollybridge Way intersection southwards to the points where the works transition into the existing pavement.

*Gilbert Road:* The developer will design and complete road widening to accommodate an additional 1.8 m (6.0 ft.) wide southbound bike lane. The existing lane configuration between the median and the east curb inclusive is to be maintained. The frontage improvements behind the west curb include greenway treatments, street trees, furnishings, a 1.5 m (5.0 ft.) wide landscaped boulevard, a "rain garden" of variable width, and a minimum 3.0 m (9.8 ft.) wide sidewalk. An approximate 6.3 to 8.3 m (21 to 28 ft.) wide statutory right-of-way (SRW) for

public rights-of-passage with owner maintenance is required to accommodate these frontage improvements aside from the street lights and boulevard street trees.

In addition to the above-noted fronting street works, the applicant is required to widen Gilbert Road north of Lansdowne Road (curb-to-curb inclusive) for a distance of approximately 60.0 m (200 ft.). These works are eligible for DCC Credits, as available, in the City's DCC Program.

*Elmbridge Way:* The applicant is to design and complete road widening to accommodate the following: a 1.5 m (5.0 ft.) wide landscaped boulevard and 2 m (6.6 ft.) wide sidewalk. A 0.26 m (1.0 ft.) wide SRW for public rights-of-passage with City maintenance along the development's frontage will be required for this public sidewalk area. There will be an additional on-site sidewalk adjacent to the fronting commercial units.

*Intersections and Traffic Signals:* Modifications to the existing traffic signals at the Gilbert Road/Elmbridge Way, Gilbert Road/Lansdowne Road, and Elmbridge Way/Hollybridge Way intersections are required.

As the existing Hollybridge Way/Lansdowne Road T-intersection will be reconstructed as a 4-legged signalized intersection by an adjacent development, the subject development is required to make modifications to the traffic signals at this future new intersection.

#### Hollybridge Way Pocket Park

A 310 m<sup>2</sup> (3,343 ft<sup>2</sup>) pocket park is planned for the excess Hollybridge Way road allowance. The pocket park will include seating areas and raised elliptical grass berms to provide a soft buffer and visual interest for this small space (this area is shown in the landscape plans within **Attachment 6**).

The applicant will need to complete a park design for the Development Permit and enter into a Servicing Agreement with the City for the design and construction of the pocket park, to the satisfaction of the City.

#### Servicing Capacity Analysis

City Engineering staff have reviewed the application at a preliminary level and require the following to be included within a Servicing Agreement and secured by the developer at time of rezoning.

*Storm Sewer:* While storm analysis is not required, the existing 200 mm diameter storm sewer at the Gilbert Road frontage between two existing manholes with an approximate length of 160 m (525 ft.) must be relocated from a Statutory Right-of-Way (SRW) on the subject site to within the Gilbert Road allowance and upgraded to a minimum 600 mm size by the developer with specific location and sizing requirements to be confirmed by the City in the Servicing Agreement.

*Sanitary Sewer:* There is a requirement to upgrade the existing 150 mm diameter sanitary sewer within the Gilbert Road allowance for a distance of 55 m (180 ft.) northeast from proposed development's southeast corner to a 200 mm diameter sewer.

*Water Works:* Based on the proposed development, water analysis is not required. Fire flow calculations signed and sealed by a professional engineer based on a Fire Underwriter Survey to confirm that there is adequate available flow are required at Building Permit stage. Specific works to be included within the Servicing Agreement at rezoning include:

- A minimum 200 mm diameter water main being provided along Gilbert Road.
- Replacement and relocation of existing 300 mm water main located 1.2 m (4.0 ft.) from the subject site's Hollybridge Way property line from the Lansdowne Road intersection to approximately 100 m (330 ft.) south to be tied into the new water main at Lansdowne Road.
- Replacement and relocation of the existing 300 mm water main located along the proposed site's Elmbridge Way frontage from the Hollybridge Way intersection to approximately 75 m (246 ft.) to the south-east.

*Existing Statutory Rights-of-Way (SRW):* The current SRWs for the above-noted storm main adjacent to Gilbert Road and for the road corner cut at the intersection of Gilbert and Lansdowne Road will be respectively discharged when this main is removed under the Servicing Agreement and the corner cut is dedicated as road.

## Analysis

### Proposed Zoning Amendment

Bylaw No. 8957 proposes to rezone the subject site from "Industrial Business Park (IB1)" to "Residential/Limited Commercial (RCL3)". The project meets the maximum height of 47 m (154 ft.) permitted under this zoning and complies with the density and land use provisions of the zone. Specifically, the development is proposed to include densities which are dependent upon the following density bonus provisions within the zone as follows:

- The maximum permitted Residential Floor Area Ratio (FAR) of 2.0 which is permitted with provision of 5% of this residential FAR being designated for affordable housing units (as discussed below); and
- An additional commercial FAR of 0.67 which is below the maximum commercial FAR of 1.0 permitted with provision of 5% of the actual commercial FAR being provided for a community amenity, in this case the proposed Child care facility (as discussed below).

### Parking and Transportation Demand Management (TDM)

*On-Site Vehicle Parking:* The proposed project includes three (3) levels of parking and loading above grade and one (1) level below street grade. The parking includes a total of 502 parking spaces with 275 resident spaces and 47 visitor spaces which are shared with the 218 commercial parking spaces as permitted under Zoning Bylaw 8500 (Attachment 2).

*Loading Spaces:* The proposed development has accommodated the required two (2) WB 17 (large 17 m trucks) and one (1) SU9 (medium 9 m trucks) loading spaces within Level 1 along with the majority of the commercial space located at street level.

The above parking amounts include reductions of 10% below the commercial parking and 5% below the residential/visitor parking standard requirements set out in the bylaw. In lieu of this reduction, the City accepts the applicant's offer to voluntarily contribute towards the following Transportation Demand Management (TDM) measures:

- Entering into an agreement with the City to ensure that electric vehicle and bicycle plug-ins be provided as a condition of issuance of the City Building Permits with confirmation that such have been provided as a condition of issuance of an Occupancy Permit for each building as follows:
  - 240V electric plug-ins for 20% of all residential parking spaces;
  - 240V electric plug-ins for 10% of all commercial parking spaces;
  - 120V electric plug-ins for 5% of residential bicycle parking spaces, or one (1) for every bicycle storage compound, whichever is greater.
- Construction of an interim 2 m (6.6 ft.) wide asphalt walkway along the north side of Lansdowne Road between Gilbert Road and Alderbridge Way under the Servicing Agreement.

The applicant will also be providing \$25,000 to the City for the installation of a City Centre-style transit shelter and associated transit accessibility requirements.

#### Form & Character of Development

The Development Permit application plans will be brought forward to the Development Permit Panel for consideration after being given formal review by the Advisory Design Panel. The following provides a general overview of building and site design considerations based on the plans included in **Attachments 6 and 7**.

*Urban Design and Site Planning:* This site includes two (2) relatively high towers at the northwest and northeast corners of the site respectively with 14 and 15 floors adjacent to a four (4) level podium. More specifically, the podium includes:

- One (1) commercial parking level below street grade.
- One (1) level at street grade with the loading zones within the centre of the development and retail space facing all of the surrounding streets. (The main driveway is provided at the centre of the Hollybridge Way frontage while a secondary driveway is provided at the centre of the Lansdowne Road frontage).
- On the third and fourth levels, there is residential parking with 13 townhouse units along with a restaurant facing Hollybridge Way, and commercial space and the first residential floor of each of the two (2) towers facing Lansdowne Road.
- On the south elevation facing Elmbridge Way, a five (5) storey block rises one (1) floor above the podium. This building contains the required 14 affordable housing units with their own amenity area and the 5000 ft<sup>2</sup> (465 m<sup>2</sup>) child care space.

- On the fifth level, a large 1.0 acre (0.41 ha.) outdoor amenity area lays between the two (2) residential towers and affordable housing/child care block.

For the most part, active residential and commercial uses envelope the three (3) levels of parkade and loading areas that lay above street grade at the centre of the podium. The main exception is the two (2) levels of parkade fronting onto Gilbert Road. In this elevation, there is an innovative metal frame supporting a perforated metal screen which will include artistic and graphical elements to be refined at the Development Permit stage.

*Building Height:* Also, as discussed above, the site is designated as “Urban Centre T5 (25 m)” and “Urban Centre T5 (45 m)” within the CCAP which respectively specify a typical building height of 25 m on the eastern portion of the site adjacent to Gilbert Road and 45 m typical height on the western portion of the site adjacent to Hollybridge Way. The CCAP further states that building heights may exceed the maximum permitted, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, sunlight to amenity areas and provides community views (e.g. sunlight to a park or open space). Staff are supportive of the proposed height for the east tower that allows the development to meet the 2.0 FAR residential density and yet provide required affordable housing under the RCL3 zoning, yet providing for:

- More common outdoor amenity space on a larger podium garden that occupies approximately 4,131 m<sup>2</sup> (approximately 1.0 acre) or 42% of the net development site.
- A tall 15-storey tower located at the northeast corner of the site, forming a landmark for those vehicles and pedestrians heading south along the gentle bend of Gilbert Road.

*Architectural Form and Character:* The proposed project is composed of varied modern styles on each elevation with:

- Each tower being angled towards the adjacent intersection corner with the northeast tower having angled balconies and large overhangs.
- The two towers being clad in extensive window walls with strong vertical frames to accentuate the height of the buildings which have an overall light look.
- The most prominent east elevation of the project facing Gilbert Road including a varied design vocabulary. The northeast tower and the large retail storefronts include extensive glazing interspaced with darker and painted concrete which has a heavier appearance. The upper two (2) levels of the parkade are clad in a metal frame supporting a perforated metal screen. This innovative approach is to be defined further given the prominence of this section of the facade.
- The west elevation of the project facing Hollybridge Way includes a restaurant and the townhouse units contained within a strong architectural frame as well as the main vehicle entrance to the parkade. The south-west corner of the development also includes a light,

glass clad, seven (7) storey stairway tower adjacent to the affordable housing/child care block that also faces Elmbridge Way.

- The north elevation of the project facing Lansdowne Road includes both towers, and retail storefronts that include glazing interspaced with masonry while the northeast retail unit has a lighter look, using glass curtain wall. The stepped facade of the fifth floor amenity space is setback from the street behind a large tree-covered terrace.
- The south elevation facing Elmbridge Way includes street-level retail with one (1) level of parkade and three (3) levels of affordable housing located above.

*Setback Variance to Hollybridge Way:* The development meets the minimum setback to all property lines, except for a section of the parkade that extends along Hollybridge Way. This section includes five (5) ground-oriented townhouse units on the southern one-third of this frontage adjacent to the proposed pocket park. In this section, the top of the parkade rises above the sidewalk level, appearing as a landscape wall and forming the base and the front patios of these townhouse units. Staff would support a variance for this small section of parkade wall, extending partly above grade, subject to the parking spaces being pulled back or parkade ceiling dropped so that the exposed parkade wall/landscape wall can be split in two (2) terraced sections.

*On-Site Landscape and Open Space Design:* The development includes the following key landscape elements which will be further refined at the Development Permit stage.

*Gilbert Road (East):*

Gilbert Road forms a major entrance into Richmond and is also designated as a Greenway and thus the following are provided:

- There is a linear landscape buffer with a rain garden feature that will receive stormwater from the site and provides a separation between Gilbert Road and the large sidewalk/walkway of up to approximately to 6 m (20 ft.) in width adjacent to the grade-level retail.
- This walkway also includes alcoves which provide for seating and bike racks.
- There is a small water feature located at the base of the northeast tower which visually connects to the rain garden with the bridge over this water feature.

*Hollybridge Way:*

- The townhouse units have separate front entries leading onto terrace patios of not more than 1.5 m (5.0 ft.) above street level.
- The main driveway access to the development is at the centre of the Hollybridge Way elevation.

*Other Street Frontages – Lansdowne Road (North) and Elmbridge Way (South):* There are large sidewalks ranging from approximately 4.0 (13.5 ft.) to 6.0 (20.0 ft.) lying partly on the road allowance and partly on the development site behind the boulevard with street trees. There is also a secondary driveway access to the project from Lansdowne Road.

*Podium Level Landscape:* The fifth storey outdoor amenity space on the podium level comprises approximately 1.0 acres (0.41 ha.) and includes the child care play area, large patios, an outdoor fireplace, and treed areas along with a very large central common lawn area.

#### Tree Replacement

A survey was submitted that showed 13 on-site trees and eight (8) off-site trees which are located within the footprint of the proposed development. The developer will need to obtain a tree removal permit for the off-site tree removal. Cash compensation in the amount of \$8,000 for the off-site trees removed from City property is to be provided. The 13 on-site trees removed must be replaced with 26 replacement trees included within the Development Permit landscape plans covered by the landscape security.

#### Advisory Design Panel Review and Further Design Review

The proposed development was also forwarded to the City's Advisory Design Panel (ADP) on July 18, 2012, which provided general comments in support of the development, but also included several comments about elements that need to be addressed. A number of these issues raised by ADP, along with issues identified by staff (as identified below in this report) will need to be resolved before formal ADP review of the Development Permit plans and Development Permit Panel consideration (excerpt of ADP minutes in **Attachment 7**).

In this regard, staff will be working with the applicants to address a number of issues including, but not limited to:

- Providing additional articulation to the two main residential towers. Revisions to proportions of architectural frame components in relationship to the mass of the towers and achieving consistency in the architectural vocabulary in all facades.
- Achieving better capping at the top of the towers.
- Improving the colour palette and resolving compatibility between materials and architectural expression among towers, parkade and lower residential blocks.
- Achieving architectural compatibility between the parkade and east end of affordable housing block.
- Undertaking work on the Lansdowne and Hollybridge Way elevations to ensure that the appropriate articulation and architectural vocabulary is carried along these streets and also reflected on the affordable housing block.
- Further developing the large a metal screen and public art elements that clad the two (2) stories of parkade forming the middle section of the Gilbert Road elevation.
- Further developing the podium landscape with particular attention to the outdoor open and covered areas associated with the child care facility and weather protection over the pedestrian route to this facility.
- Further design of the street landscaping concept to reinforce the role and presence of the parkette at the corner of Hollybridge Way and Lansdowne Road.
- Scaling back the underground parkade below the sidewalk along the Gilbert Road frontage by various means (i.e. more efficient layout, increasing the 5% residential parking TDM, considering a minor variance to parking aisle widths) so that part of the SRW (with public access and owner maintenance) is not located above the parkade.



### Other Major Planning Aspects of Development to Address at Rezoning:

Aside from the servicing, transportation, zoning and design elements of the development, the following planning elements are to be addressed at rezoning.

*Affordable Housing:* Following the City's Affordable Housing Policy, the development will be including 14 affordable housing (low-end market rental) to the satisfaction of the City with combined habitable floor area comprising at least 5% of the subject development's total residential building area (i.e. comprising a total of approximately 10,555 ft<sup>2</sup> (981 m<sup>2</sup>)). The terms of a Housing Agreement entered into between the developer and City will apply in perpetuity. The terms specify the following regarding types and sizes of units, rent levels, and tenant household incomes:

#### Affordable Housing Target Groups

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	5**	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$925	\$37,000 or less
2-Bedroom	9**	80 m <sup>2</sup> (860 ft <sup>2</sup> )	\$1,137	\$45,500 or less

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

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

The affordable housing units are located on the top three (3) floors of the five (5) storey block facing Elmbridge Road on the south side of the development which includes commercial on street level and one (1) floor of parking above. The location and size of these units within the development is included within the preliminary architectural plans (**Attachment 5**) and is to the satisfaction of City Affordable Housing staff.

The Housing Agreement and associated housing covenant will ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site outdoor amenity spaces. The building will also include a separate indoor amenity room of 753 ft<sup>2</sup> (70m<sup>2</sup>) (which exceeds the base requirement of 22 ft<sup>2</sup> /unit for the 14 affordable housing units).

*Child Care Facility:* The applicant, Cressey (Gilbert) Developments LLP, will be constructing a large, functional child care facility of 5,000 ft<sup>2</sup> (465 m<sup>2</sup>) to 5,500 ft<sup>2</sup> (511 m<sup>2</sup>) located on the fifth level of affordable housing block facing the landscaped podium. This size is well beyond the approximate 3,530 ft<sup>2</sup> (328 m<sup>2</sup>) area that the applicant is required to provide under the density bonus provisions of the RCL3 zoning and CCAP's Village Centre Bonus. Community Services advised that a larger 5,000 ft<sup>2</sup> (465 m<sup>2</sup>) facility is far preferable to having two (2) smaller child care facilities. With this in mind, staff coordinated the review of the IntraCorp rezoning application at 5440 Hollybridge Way (RZ 09-506904) and this application at 5640 Hollybridge Way.

While the applicant will initially fund the construction of the entire child care, up to \$874,000 will be paid by the City for the area beyond which the applicant is responsible under the RCL3 zoning and CCAP. This \$874,000 amount is based on a contribution that IntraCorp agreed to pay as a rezoning consideration to transfer their Village Centre Bonus 1,942 ft<sup>2</sup> (180 m<sup>2</sup>) child care obligation for its development at 5440 Hollybridge Way to this development.

The IntraCorp application received a favourable recommendation to proceed at the July 17, 2012 Planning Committee with the amendment bylaw receiving Third Reading at the September 5,

2012 Public Hearing. Staff and the applicant expect that this zoning bylaw amendment to be adopted in early 2013, along with the payment of their child care contribution.

The legal agreements entered into prior to adoption of rezoning for this project will provide that the child care facility (contained within an airspace parcel along with parking and access easements) will receive a final inspection granting occupancy and be completed to the satisfaction of the City prior to final inspection granting occupancy for any other part of the subject development. It is anticipated that this development would be completed by mid 2015 at the earliest.

The agreements will also provide that if there is sufficient money available in the Child Care Development Reserve Fund (from the Intracorp development or other developments) at completion of construction of the child care, the City will pay up to \$874,000 for the facility under an agreement for purchase and sale. If these funds are not available at completion, the agreements would allow the City to enter into a long-term, renewable lease at no cost to the City for the child care. This lease and option to purchase will provide the City with the ability to use the child care as it deems appropriate and allow for sub-leasing by the City to child care providers. The agreements would also include an option to purchase the lease area for up to \$874,000 by the City from the Child Care Development Reserve Fund which the City would exercise when funds become available after completion.

*Indoor Shared Amenity Space:* The developer proposes to construct two (2) shared indoor amenity areas totaling 5,333 ft<sup>2</sup> (495 m<sup>2</sup>). The first area joins the two (2) market-residential towers on the fifth level opening out onto an extensive terrace above Lansdowne Road and the development's large podium garden area to the south. This first area includes a gym, squash court, saunas, and change rooms. The second area is comprised of a 1,600 ft<sup>2</sup> (149 m<sup>2</sup>) standalone lounge building.

*Public Art:* The developer has offered to voluntarily provide \$170,513 to Richmond's Public Art Program (this amount may be adjusted if the residential and commercial building areas change). The applicant may also wish to integrate some public art into the development itself, subject to a Public Art Plan, acceptable to the City, being submitted prior to zoning adoption. The value of any such on-site art, as a portion of the above amount, must also to be secured before zoning adoption.

*District Energy:* There will be registration of a restrictive covenant and/or alternative legal agreement(s), securing that no building permit will be permitted to be issued on the subject site until the Developer enters into legal agreement(s) in respect to the developer's commitment to connecting to the proposed City Centre District Energy Utility (DEU), including operation of and use of the DEU and all associated obligations including:

- Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system).
- Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

*Flood Construction Level:* There will be registration of the City's standard flood indemnity covenant on Title.

*Tandem Parking:* There will be registration of a restrictive covenant and/or alternative legal agreement on title ensuring that where two (2) parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

*No Access onto Gilbert Road and Elmbridge Way:* There will be registration of a restrictive covenant and/or alternative legal agreement on title that prohibits driveway crossings along the subject site's Gilbert Road and Elmbridge Way frontages.

*Shared Commercial/Visitor Parking:* There will also be restrictive covenants and/or alternative legal agreements registered on title that will provide that no commercial parking spaces may be provided in a tandem arrangement and not more than 50% of the commercial parking spaces may be designated (i.e. sold, leased, reserved, signed, etc.) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

*Community Planning Program:* The applicant is to contribute \$67,704 towards Richmond's Community Planning Program fund on the basis of \$0.25/ft<sup>2</sup> of total building area, excluding affordable housing units (this amount may be adjusted if the building area changes from 270,815 ft<sup>2</sup>).

Other Elements to be Provided at Development Permit:

The submission of the Development Permit to the Development Permit Panel is anticipated to be undertaken prior to adoption of the rezoning. Aside from building and landscape design elements, the following are being addressed as part of the Development Permit review.

*Airport, Commercial/Residential Interface and Industrial Noise:* The City's OCP aircraft noise and industrial noise policies apply. As well, the development will need to meet the same noise levels to address the co-location of commercial and residential uses within the project. Submission of a report that addresses aircraft noise following these provisions will be required to recommend that buildings are designed in a manner that mitigates potential aircraft, as well as commercial/residential interface and industrial noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

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

- The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent ASHRAE standards.

The developer will also be required to enter into and register the City's standard noise-related covenant(s) on Title for Aircraft Noise Sensitive Use Development (ANSUD) and industrial noise.

*LEED Silver:* The developer has committed to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to meet such LEED criteria. The “architect of record” or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an Occupancy Permit for each building. The LEED criteria to be met must include *Heat Island Effect: Roof Credit* and *Storm Water Management Credit*.

*Future Development Permit Review:* The developer will continue working with staff on the Development Permit application being completed to a level deemed acceptable by the Director of Development for review by the Advisory Design Panel and Development Permit Panel before being brought to Council for consideration of issuance. This will include finalizing of the architectural and landscape plans in more detail as generally discussed above.

### **Financial Impact**

None.

### **Conclusion**

The subject development is consistent with the OCP, CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, Affordable Housing Policy, Child Care Development Policy and related policies. In particular, with the sharing of cash contributions from other developers, the applicant is able to provide a large, functional 5000 ft<sup>2</sup> (465 m<sup>2</sup>) child care facility, that is well beyond the 3,531 ft<sup>2</sup> (328 m<sup>2</sup>) area that usually would be required under the RCL3 zone, and which provides a major public contribution from this development.

Overall, the subject development is a well-planned, attractive addition to the community that will contribute to the retail vitality, liveability and amenity of the Oval Village and broader City Centre area. On this basis, staff recommends support for the subject rezoning and related bylaw.

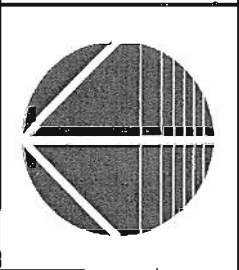
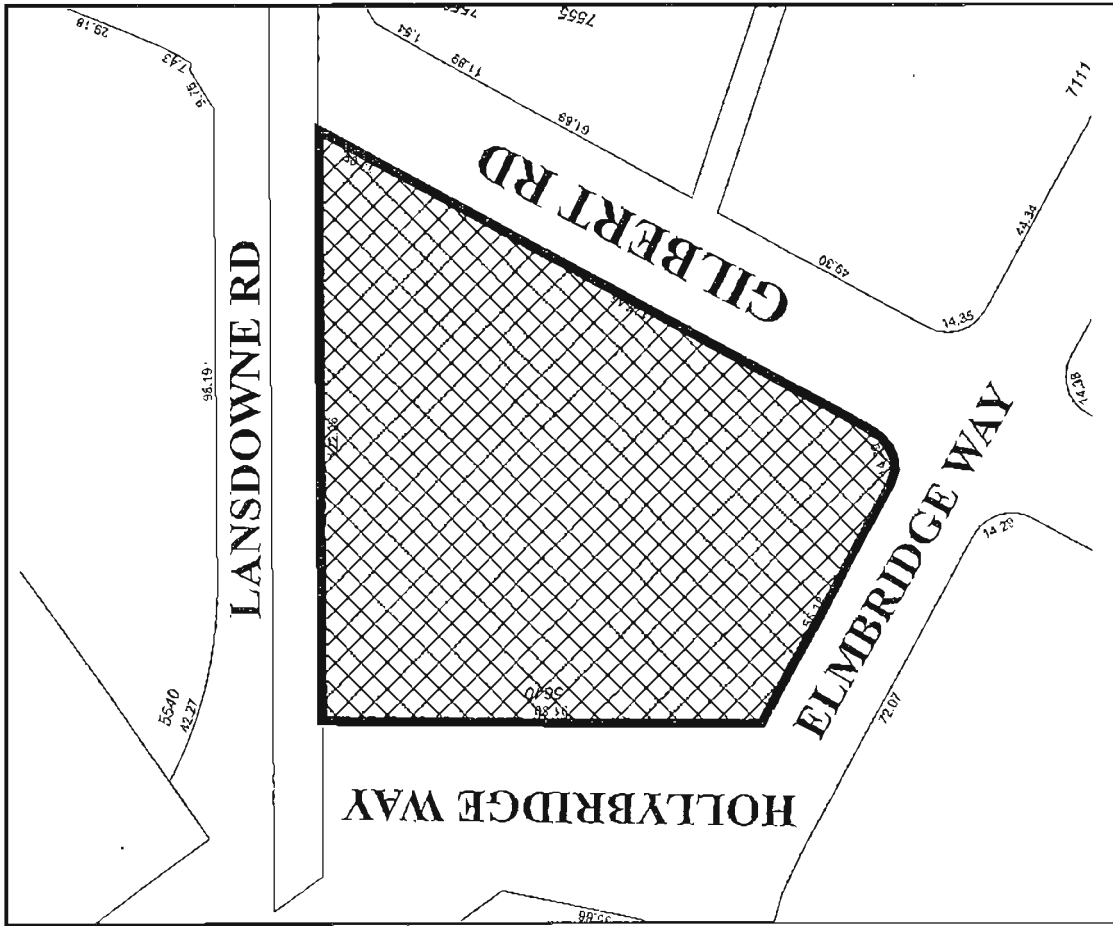
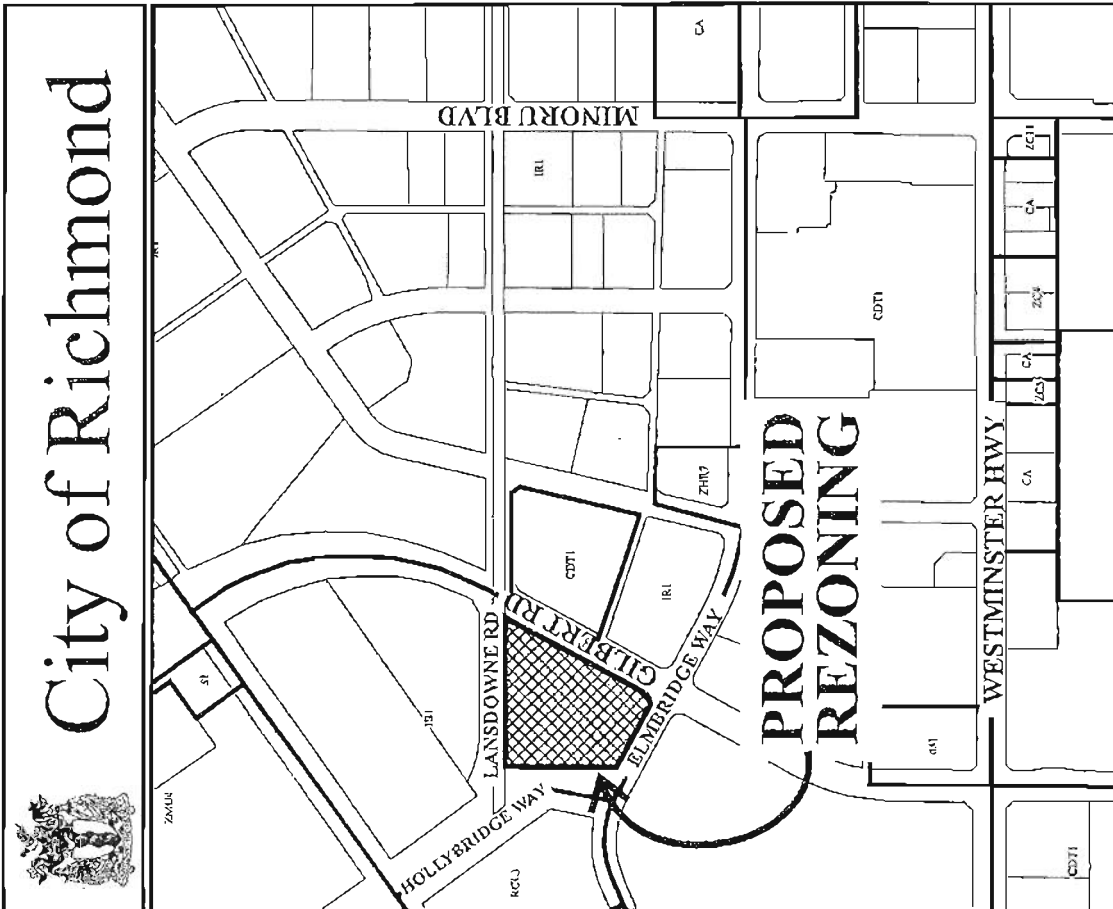


Mark McMullen  
Senior Coordinator-Major Projects  
(604-276-4173)

MM:kt

### **Attachments**

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Development Application Data Sheet
- Attachment 3: CCAP Specific Land Use Map
- Attachment 4: Functional Road Layout Plan
- Attachment 5: Preliminary Architectural and Perspective Drawings
- Attachment 6: Preliminary Landscape Plans
- Attachment 7: Excerpt of Minutes from July 18, 2012 Advisory Design Panel Meeting
- Attachment 8: Rezoning Considerations Letter



RZ 12-602449

Original Date: 03/15/12  
 Revision Date:  
 Note: Dimensions are in METRES



RZ 12-602449

Original Date: 03/15/12

Amended Date: 11/01/12

Note: Dimensions are in METRES



**Attachment 2**

Address: 5640 Hollybridge Way

Applicant: Cressey (Gilbert) Development LLP Owner: Cressey Gilbert Holdings Ltd.

Planning Area(s): City Centre – Oval Village

Floor Area Gross: 293,743 ft<sup>2</sup> (27,290 m<sup>2</sup>) Floor Area Net: 281,370 ft<sup>2</sup> (26,140 m<sup>2</sup>)

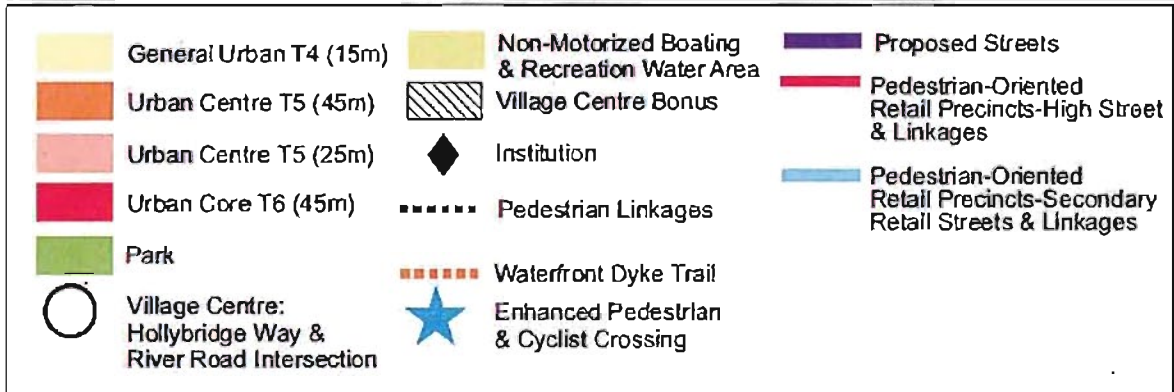
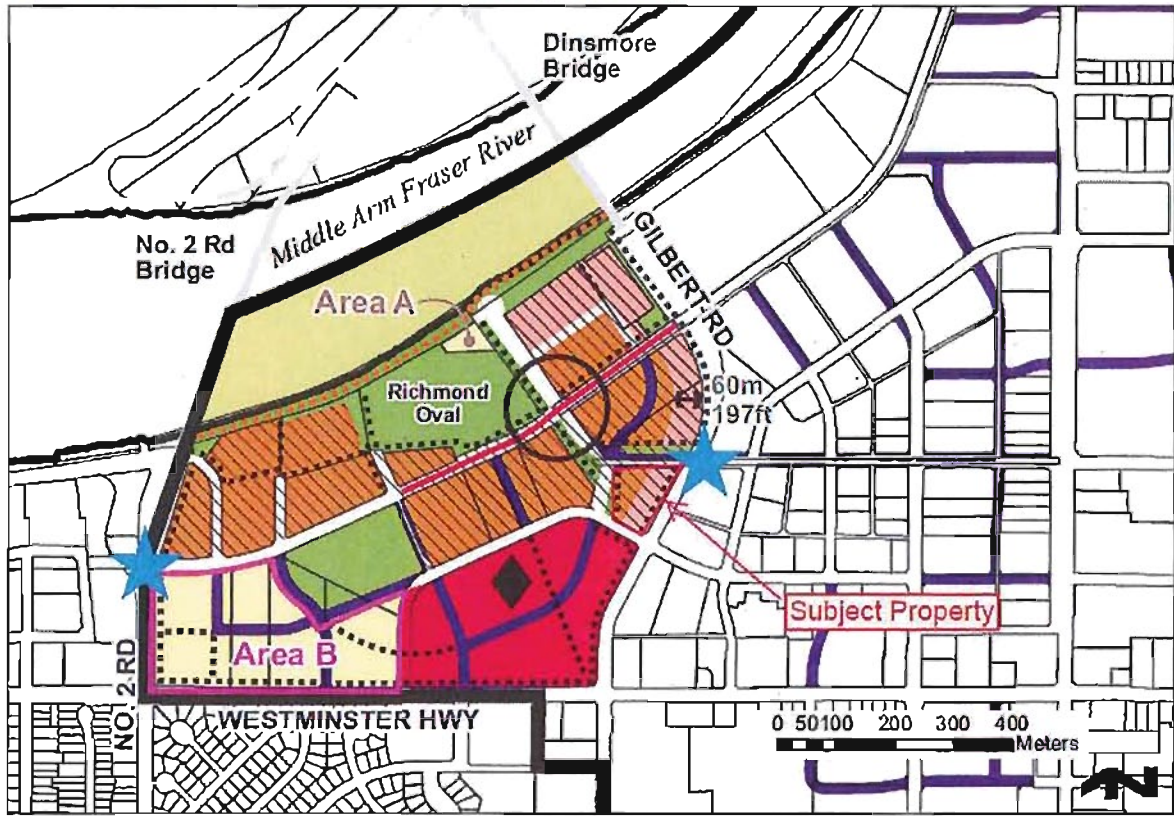
	Existing	Proposed
Site Area:	108,543 ft <sup>2</sup> (10,084 m <sup>2</sup> )	105,379 ft <sup>2</sup> (9,790 m <sup>2</sup> )
Land Uses:	Retail/Office/Light Industrial	Mixed-Use Commercial / Residential
OCP Designation:	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)
Zoning:	Industrial Business Park (IB1)	Residential / Limited Commercial (RCL3)
Number of Units:	None	245

\*NOTE: The Proposed Site Area will be reduced by 25m<sup>2</sup> due to additional road dedication required after the plans for the Planning Committee report were prepared. This will reduce the Net and Gross Floor Areas by 30m<sup>2</sup> as these amounts are at the maximum 2.0 FAR or 2 times the Proposed Site Area.

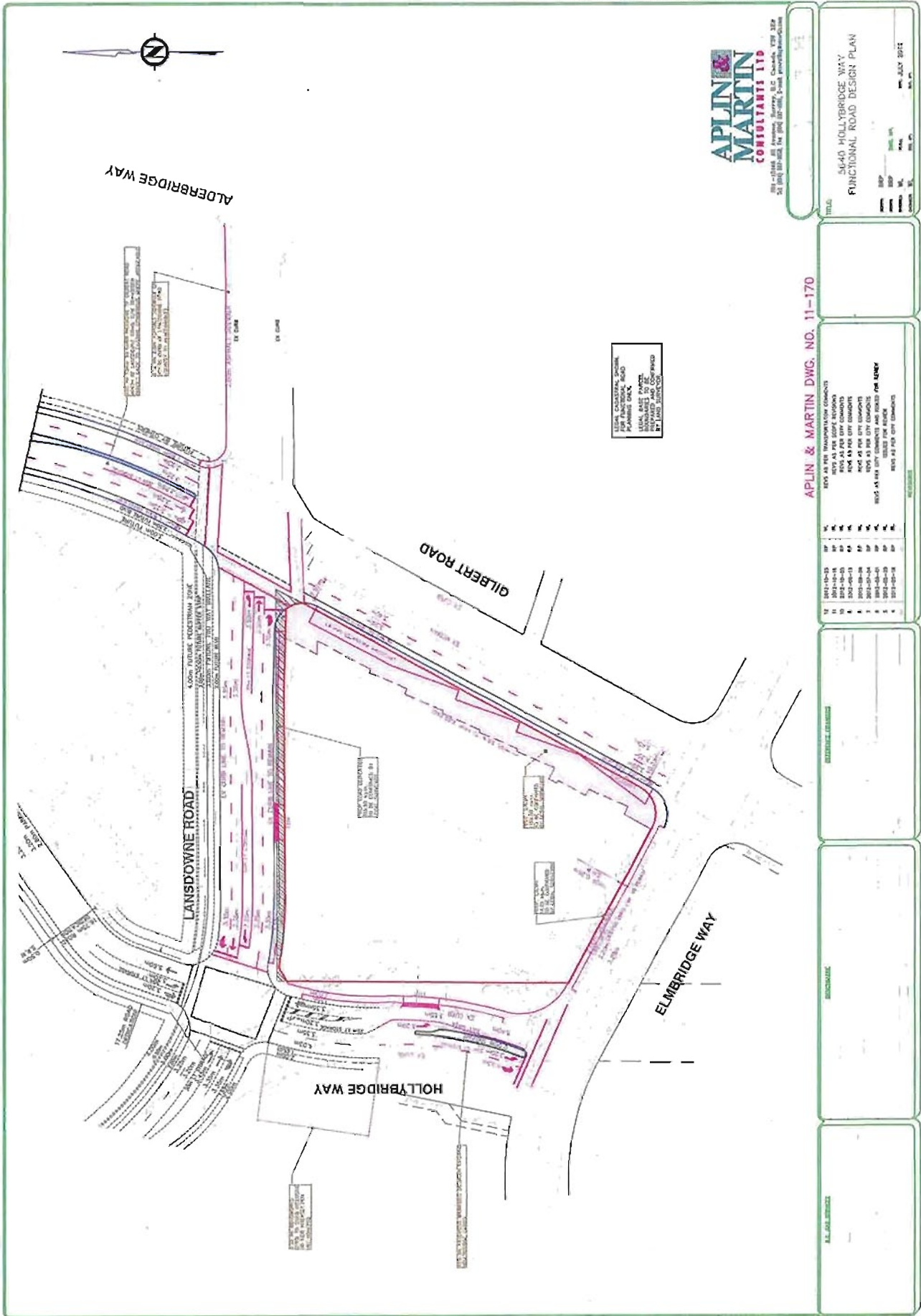
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0 Residential Max. 1.0 Commercial Max.	2.0 Residential 0.67 Commercial	none permitted
Lot Coverage (Building excluding podium open space):	Max. 90%	35.3%	None
Setback - Front Yard: Hollybridge	Min. 3 m	3 m at grade 0.0 m for below grade parkade	DVP for parkade
Setback – Ext. Side: Gilbert	Min. 3 m	3.96 m	None
Setback – Ext. Side: Elmbridge	Min. 3 m	3 m	None
Setback – Ext. Side: Lansdowne	Min. 3 m	3 m	None
Height (m):	Max. 47 m geodetic	47m for tallest building (east tower)	None
Lot Size:	4000 m <sup>2</sup>	9790 m <sup>2</sup>	None
Off-street Parking Spaces – Regular/Commercial:	290 resident 49 visitor 9 childcare 243 commercial <u>542 Total</u> (with commercial / visitor sharing)	275 resident (50 tandem for 25 units) 47 visitor 8 childcare 218 commercial <u>502 Total</u> (with commercial / visitor sharing)  (With Zoning Bylaw's 10% TDM Reduction for Commercial and 5% Reduction for Residential & Visitor)	None
Off-street Parking Spaces – Accessible:	10	10	None
Amenity Space – Indoor:	3,531 ft <sup>2</sup> (328m <sup>2</sup> ) min.	7,040 ft <sup>2</sup> (654 m <sup>2</sup> )	None
Amenity Space – Outdoor: 2 m <sup>2</sup> per unit plus 10% of site area	Min. 13,659 ft <sup>2</sup> (1,269 m <sup>2</sup> )	46,569 ft <sup>2</sup> (4,326 m <sup>2</sup> )	None

Specific Land Use Map: Oval Village (2031)

Bylaws 6685, 6701  
2011/10/24







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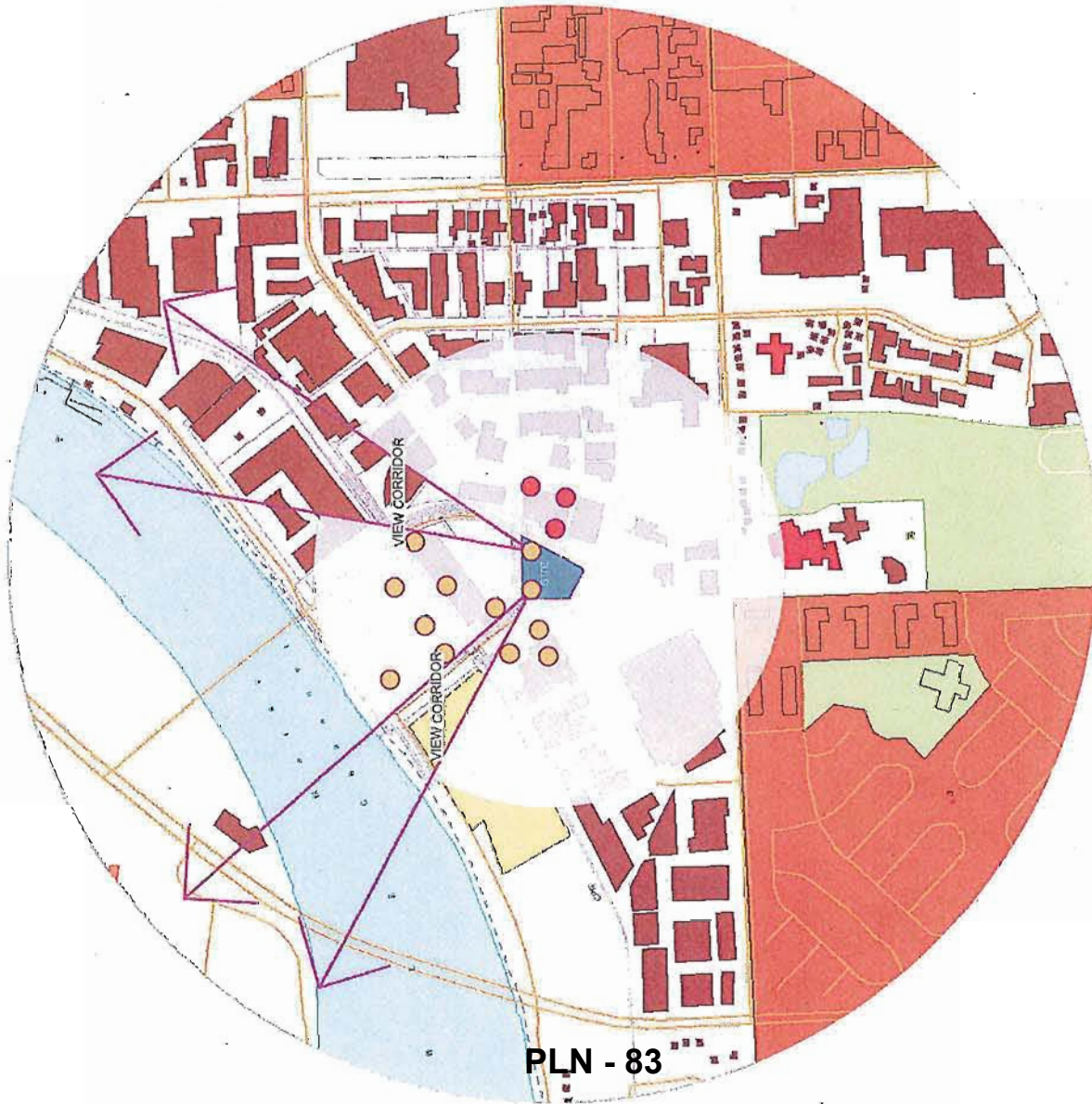
# 5640 HOLLYBRIDGE WAY



PLN - 82



**5640 HOLLYBRIDGE**  
RZ:2012-502449  
Date OCT 18 2012



DRAWING NO.	DRAWING TITLE	SCALE
0	COVER	N/A
1	DRAWING LIST/CONTEXT	N/A
2	PROJECT STATISTICS	N/A
3	CONTEXT	AS NOTED
4	RATIONALE	N/A
5	RATIONALE	N/A
6	RATIONALE	N/A
7	RATIONALE	N/A
8	RATIONALE	N/A
9	RATIONALE	N/A
10	RATIONALE	N/A
11	SHADOW STUDY	AS NOTED
12	SITE PLAN / ROOF PLAN	AS NOTED
13	LEVEL P1	AS NOTED
14	LEVEL 1	AS NOTED
14a	LEVEL 1	AS NOTED
15	LEVEL 2	AS NOTED
16	LEVEL 3	AS NOTED
17	LEVEL 4	AS NOTED
18	LEVEL 5	AS NOTED
19	TYPICAL FLOORS	AS NOTED
20	PENTHOUSE LEVELS	AS NOTED
21	ELEVATIONS	AS NOTED
22	ELEVATIONS	AS NOTED
23	SECTIONS	AS NOTED
L01	LANDSCAPE GROUND FLOOR	AS NOTED
L02	LANDSCAPE PODIUM LEVEL	AS NOTED

ADDRESS 5640 HOLLYBRIDGE WAY  
 LEGAL Lot 109 SEC: 5-4-8 PL: 4838B  
 AREA PLAN 10 CITY CENTRE  
 FCL: 2.5m GSC - Area A  
 SITE AREA

PROPOSED FAR	# UNITS PROPOSED	MARKET UNITS	AFFHU	TOTAL # UNITS	PARKING PROVIDED
105379					
ZONING (ALLOWABLE)					
ALLOWABLE RESIDENTIAL FAR					
ALLOWABLE COMMERCIAL FAR					
TOTAL					
REQUIRED AFFORDABLE HOUSING					
PUBLIC AMENITY AREA CALCULATION (CHILD/CARE)					
INDOOR AMENITY					
OUTDOOR AMENITY					
PUBLIC ACCESSIBLE OUTDOOR AMENITY					

BIKE STORAGE REQUIREMENTS

TYPE	UNITS	STALL/UNIT	STALLS	% TDM	REDUCTION	RESIDENTIAL BIKES
MARKET	231	1	277	5%	263	CLASS 1 BIKE STALLS
AFFHU	14	1	13	5%	12	CLASS 2 BIKE STALLS
MARKET VISITOR	231	0	48	5%	44	COMMERCIAL BIKES
AFFHU VISITOR	14	0	3	5%	3	CLASS 1 BIKE STALLS
CHILD CARE	5000	9	8	10%	8	CLASS 2 BIKE STALLS
GROUND FLOOR COMMERCIAL	55278	4.2/1076sqft	216	10%	194	
RECREATIONAL COMMERCIAL	15333	2/1076sqft less 5%	27	10%	24	

PROPOSED RESIDENTIAL BIKES

CLASS	STALLS	UNITS
CLASS 1 BIKE STALLS	591	549
CLASS 2 BIKE STALLS	542	502
COMMERCIAL BIKES		508
COMMERCIAL VISITOR SHARING		227
PROPOSED STALLS		281
COMMERCIAL STALLS		
RESIDENTIAL STALLS		

LEVEL	RESIDENTIAL	TOWER 1	TOWER 2	#	TH	AFFHU	#	AFFHU	CHILD_CARE CIRCULATION	COMMERCIAL	PARKING
15		7082	7219	5							
14		7787	7787	14							
13		7787	7787	20							
12		7787	7787	20							
11		7787	7787	20							
10		7787	7787	20							
9		7787	7787	20							
8		7787	7787	20							
7		7787	7787	20							
6		7787	7787	20							
5		7850	7221	19	578	3143	4	3143	1010	5143	138
4		3651	4818	10	4657	3708	5	3708	280	10190	144
3		4555	4818	10	3858		5				0
2				10	4326						
1		1930	1702	5	3037				750	53275	228
P1											
SUB TOTAL				87364	95861	16498	218	10555	482	70612	509

PROPOSED RESIDENTIAL BIKES

LEVEL	RESIDENTIAL	TOWER 1	TOWER 2	#	TH	AFFHU	#	AFFHU	CHILD_CARE CIRCULATION	COMMERCIAL	PARKING
15		7082	7219	5							
14		7787	7787	14							
13		7787	7787	20							
12		7787	7787	20							
11		7787	7787	20							
10		7787	7787	20							
9		7787	7787	20							
8		7787	7787	20							
7		7787	7787	20							
6		7787	7787	20							
5		7850	7221	19	578	3143	4	3143	1010	5143	138
4		3651	4818	10	4657	3708	5	3708	280	10190	144
3		4555	4818	10	3858		5				0
2				10	4326						
1		1930	1702	5	3037				750	53275	228
P1											
SUB TOTAL				87364	95861	16498	218	10555	482	70612	509

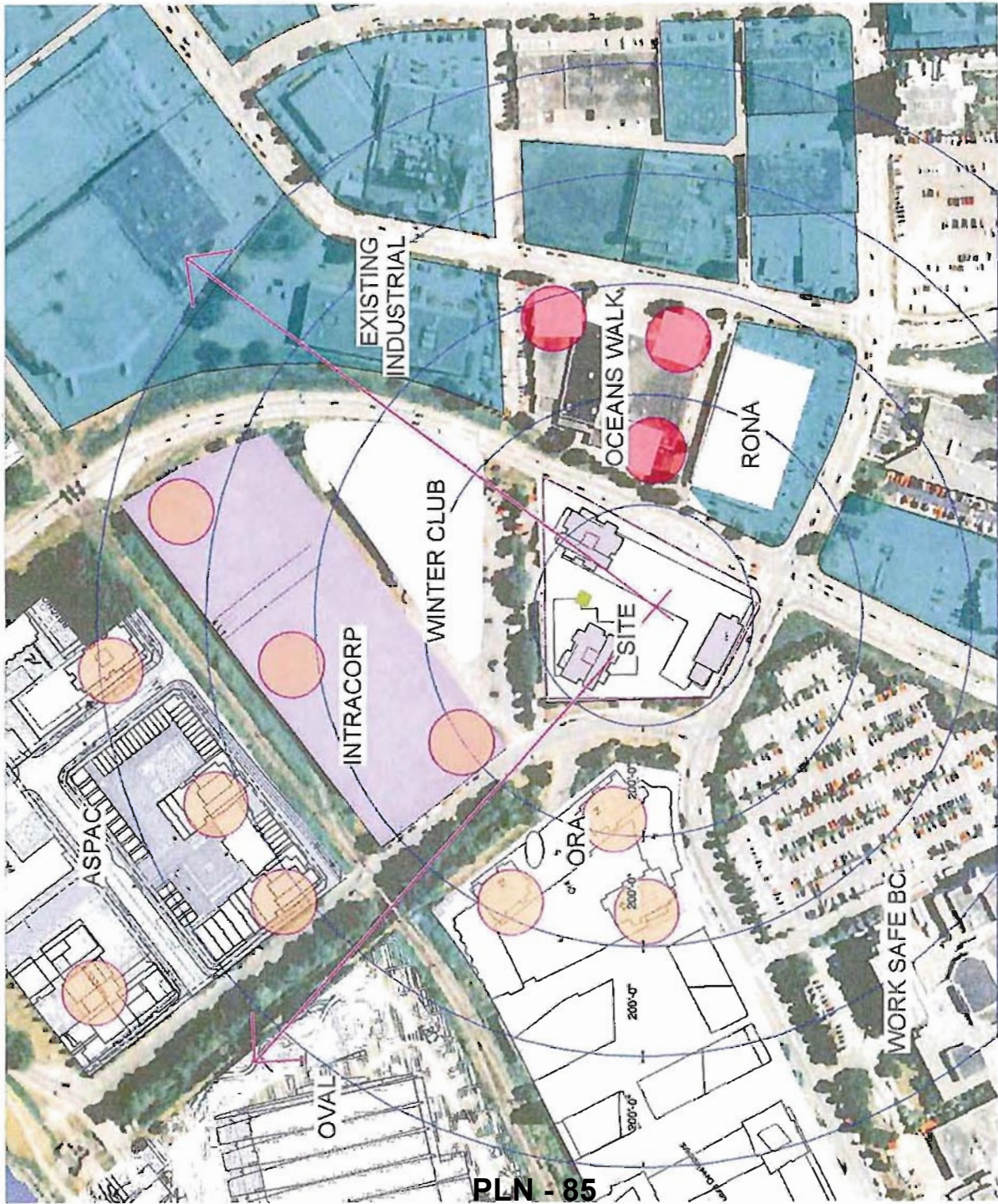
STATS

5640 HOLLYBRIDGE  
 RZ-2012-602449  
 Date OCT 18 2012

IBI GROUP

CRESSEY

02

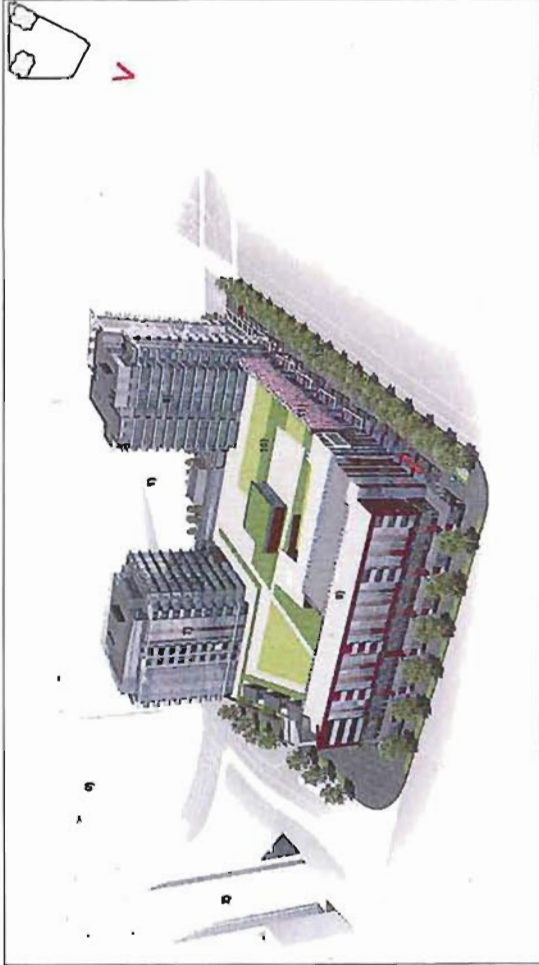
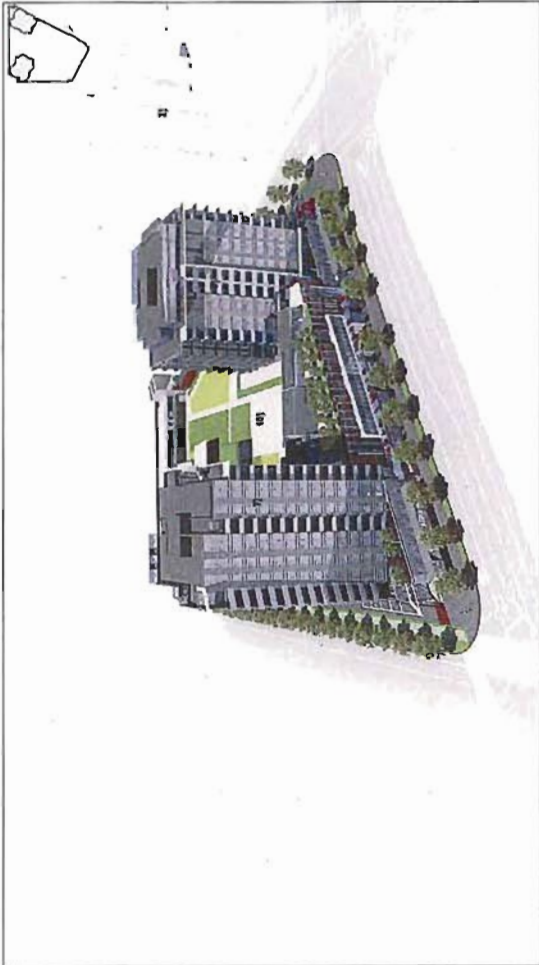


PLN - 85



CONTEXT





**PLN - 1996**

**PROJECT DESCRIPTION**

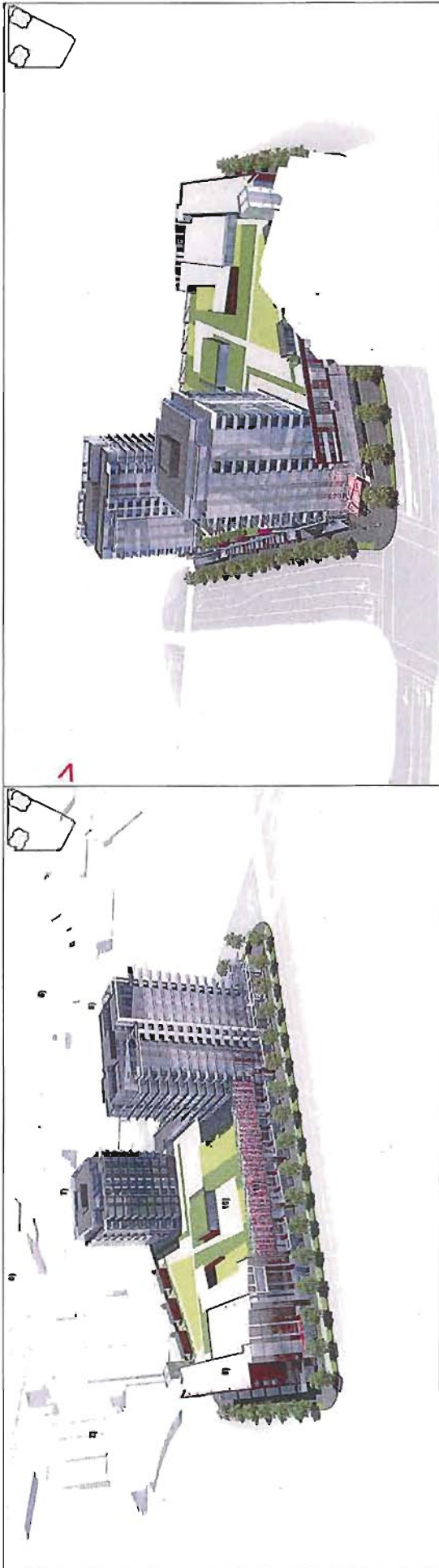
Located in Richmond's emerging Oval Village, the project at 5640 Hollybridge Way proposes 245 residential units and over 70,200 SF of commercial area combined in an attractive mixed-use development. The proposal combines architectural quality and a dynamic reconfiguration of an underutilized site that will contribute to the improvement and liveability of the entire neighbourhood.

The site is flanked by Lansdowne Road to the north where it faces the existing Richmond Winter Club, Hollybridge Way to the west facing Onni's Ora Development, Gilbert Road to the east where it faces the Ocean Walk residential development and Elmbridge Way to the south where the BC workers Compensation is currently located.

The project will consist of two towers, 15 and 14 levels respectively, on a maximum five storey podium containing commercial and residential uses. The base will consist of mainly commercial/retail, with townhouses on the ground floor and an internal parking structure above. The parking structure will be contained with programmed uses on three sides to maintain streetscapes and facade attractiveness.

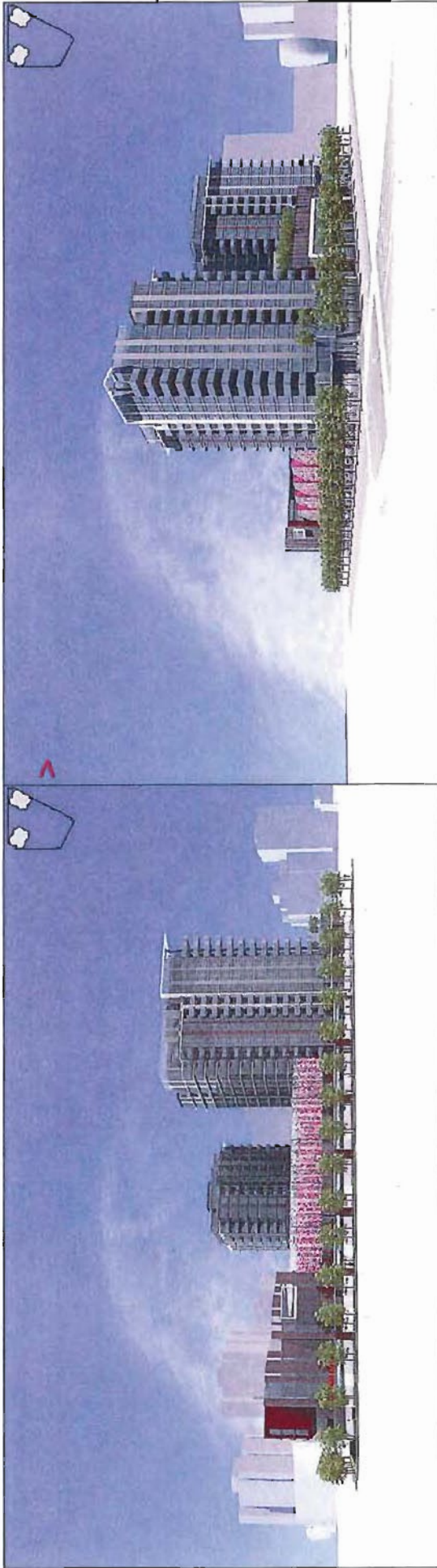
An eye catching screen wall above the retail area facing Gilbert Road is proposed to contain that side of the parking structure. Additional landscaped roofs on top of the podium are envisioned in order to provide semi-private green spaces for residents and attractive views from the tower units above.





**MASSING STRATEGY**

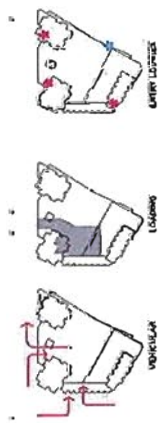
Consistent with Richmond City Centre Area Plan (CCAP), the towers are placed to minimize impact on existing and proposed buildings within the immediate vicinity. They also maximize near and distant views from the development. Commercial and residential uses are oriented towards the street, engaging residents and shoppers within the neighborhood. The proposed towers are staggered from one another and separated by a minimum distance of 26.5 m, whereas separation from existing towers is a minimum of 24 m. The massing to the south is kept relatively low to avoid excessive shadowing into the interior podium courtyard.



**PLN - 08**

**PROJECT ACCESS**

Vehicular access to the site is from Lansdowne Road and Hollybridge Way. Loading, garbage and recycling will occur within the parking structure as well. Recycling areas will have a minimum of 5 m of headroom. All primary pedestrian entrances will occur at the street level with access to the towers on Lansdowne Road, townhouses directly off of Hollybridge and access to the affordable housing units from the south-west corner entrance.



**ARCHITECTURAL CHARACTER**

Consistent with the high-quality architecture of surrounding developments in the neighborhood, 5640 Hollybridge Way will use contemporary glass and concrete construction materials and techniques. The project will emphasize sustainable and performance-based design principles, attaining LEED silver equivalent.

The project will feature an extensive landscaped, accessible roof and a screened wall facing Gilbert Road, which will distinguish the development in views from the south and east. A rain garden is proposed along Gilbert Road as a continuation of the existing greenway. At Hollybridge and Elmbridge, the treatment is more quiet, whilst Lansdowne is considered a more exuberant shopping street terminating in a plaza at the intersection.

Maintaining a suitable pedestrian scale and character at-grade are of highest priority, and the project aims to enliven streetscapes while remaining sensitive to surrounding land uses and developments. The architectural character is sensitive to the pedestrian experience at-grade, with horizontal and vertical facade articulation of the two towers on a podium consisting of visually appealing elements and activity on all four sides of the development.







PLN - 89

SCREEN WALL PRECEDENTS



Falmouth, Winslow - James Cheng



Mountain Dwellings, Copenhagen, Denmark by BIG



Palais National, Institut de Technologie - Bing Thom



INSPIRATION



Gilbert Road

The large retail footprint facing Gilbert Road will possibly be occupied by a grocery store and/or a pharmacy that wraps around the side of the development to maintain a commercial character along the edge. In addition to the commercial uses at this edge, rain gardens are proposed at the street frontage as a continuation of the Gilbert road greenway system.



GILBERT RD RENDERING

5840 HOLLYBRIDGE  
RZ2012-602449  
Date OCT 18 2012



PLN - 90



**Lansdowne Road**

The building edge facing Lansdowne Road consists of the two towers linked with double-level retail at the ground level and a double-level Recreation fitness facility. A single level residential amenity space is stepped back at the podium level.

**Lansdowne Road**

There will be a plaza at the Hollybridge and Lansdowne intersection to create a unique sense of place and enhance the Lansdowne Road termination.



**LANSDOWNE RD RENDERING**

5540 HOLLYBRIDGE  
RZ:2012-002449  
Date OCT 18 2012



PLN - 91

**Hollybridge Way**

Facing Hollybridge Way on the west side of the site, two double-levels of Townhouse units which will give the street an animated mixed-use nature and compliment the frontage of the Ora development on the opposite side of the street.



**HOLLYBRIDGE WAY RENDERING**

**5640 HOLLYBRIDGE**  
 PZ-2012-602449  
 Date OCT-18 2012



PLN - 92

**Elmbridge Way**

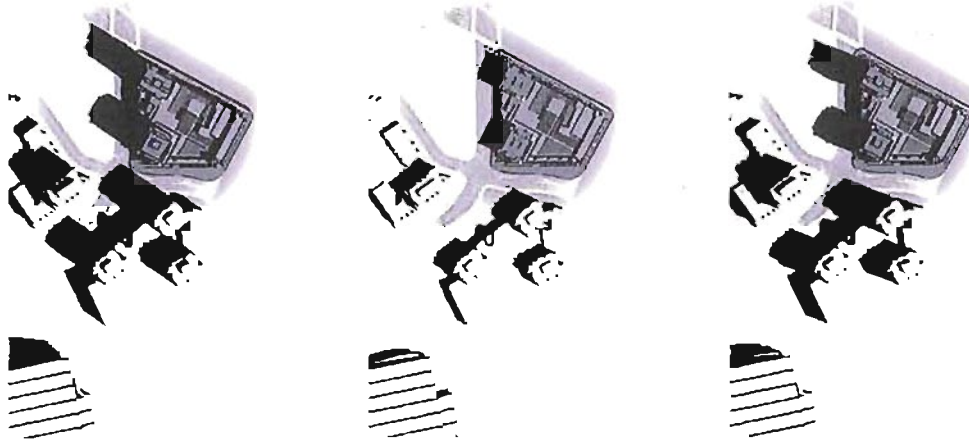
The Elmbridge Way frontage consists of two-level retail with two levels of affordable housing units above as required by City of Richmond regulations. The corner of the southwestern exposure is punctuated with a shared entrance for affordable housing and child care facilities.



**ELMBRIDGE WAY RENDERING**

**5540 HOLLYBRIDGE**  
RZ-2012-60249  
Date OCT 18 2012

2:00PM



NOON



10:00AM



MARCH 21

JUNE 21

SEPTEMBER 21

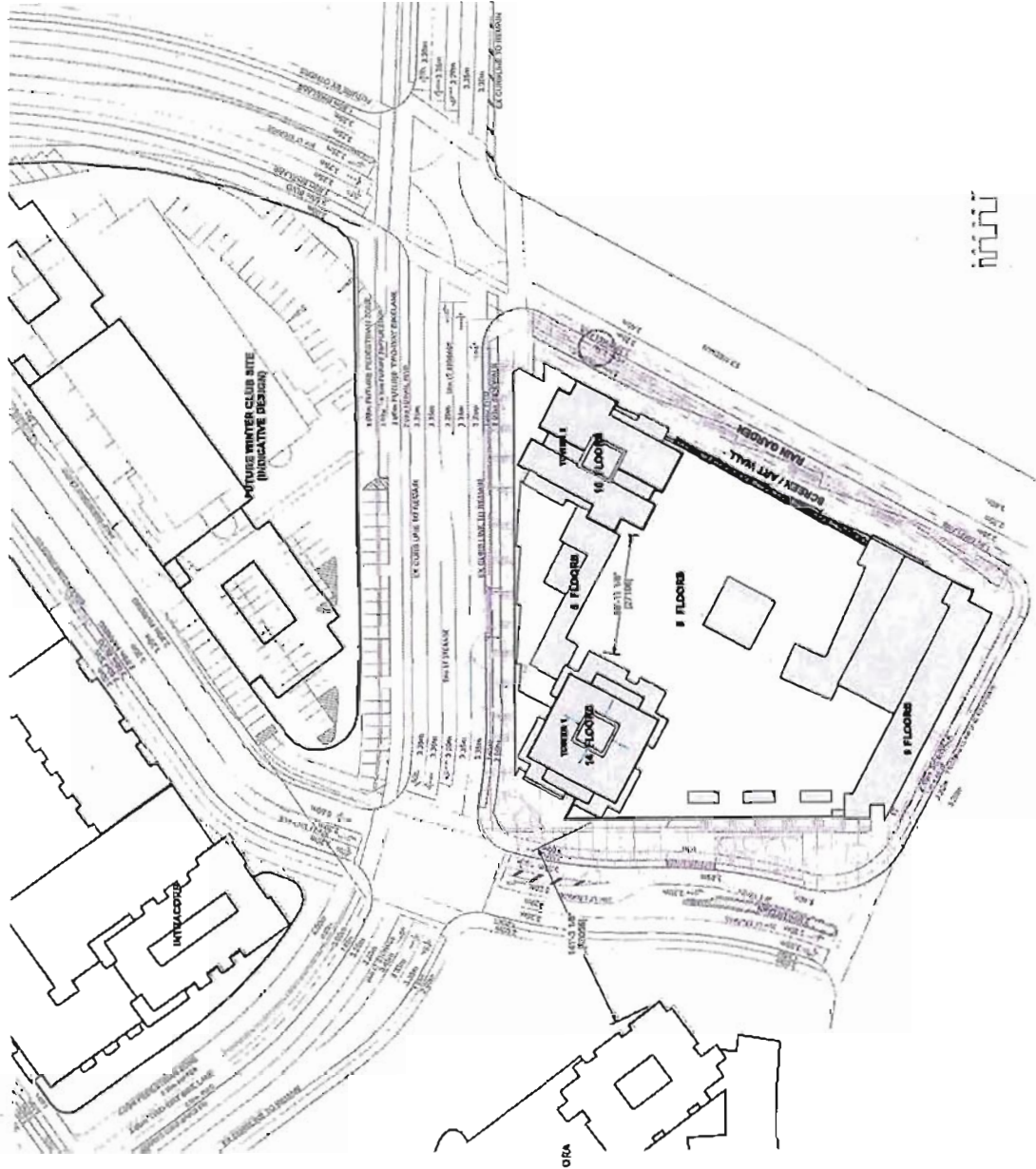
PLN - 93

5640 HOLLYBRIDGE  
RZ-2012-622449  
Date OCT 18 2012



SHADOW STUDY





PLN - 94

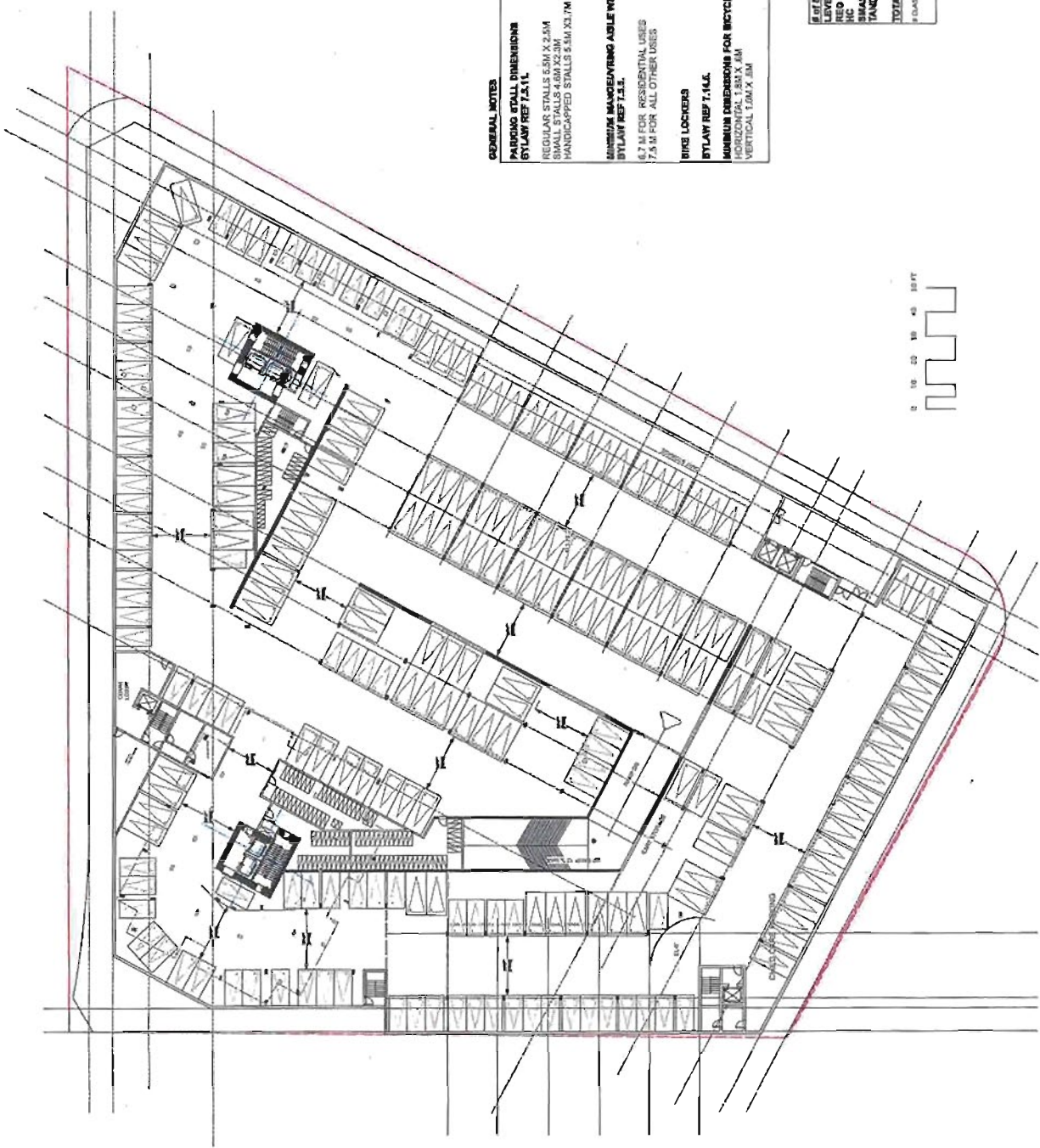


5940 HOLLYBRIDGE  
 PZ: 2012-9-02-03  
 CDR: C.C. 18 2012

SITE / ROOF PLAN



1021  
 STATE OF CALIFORNIA  
 LICENSED PROFESSIONAL ENGINEER



**GENERAL NOTES**

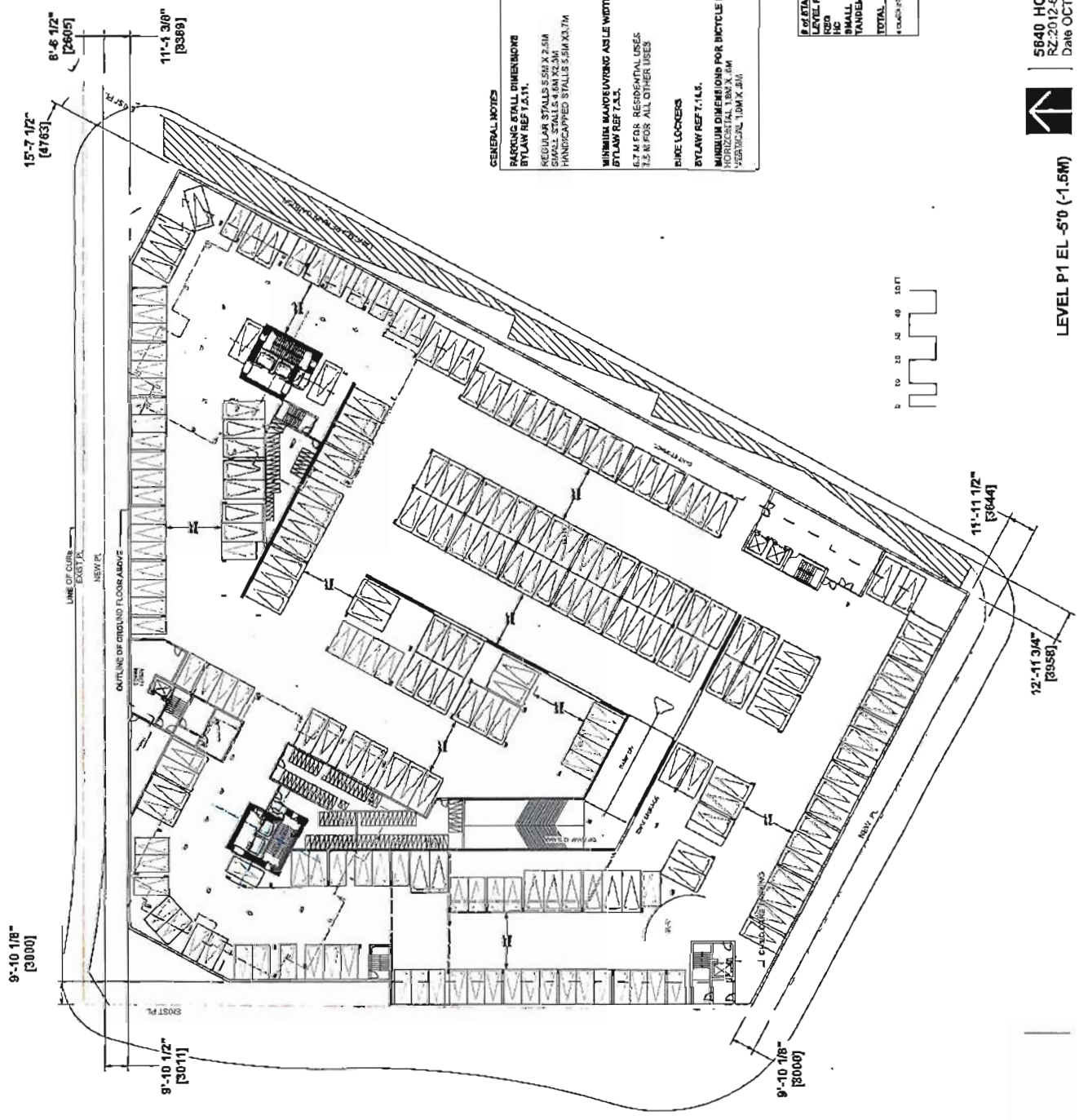
**PARKING STALL DIMENSIONS**  
 BYLAW REF 7.3.1.1  
 REGULAR STALLS 6.5M X 2.5M  
 HANDICAPPED STALLS 3.0M X 3.1M

**MINIMUM HANDICAPPED STALL WIDTH**  
 BYLAW REF 7.3.1.1  
 6.2 M FOR RESIDENTIAL USES  
 7.5 M FOR ALL OTHER USES

**BIKE LOCKERS**  
 BYLAW REF 7.16.1  
 MINIMUM DIMENSIONS FOR BICYCLE LOCKERS  
 HORIZONTAL 1.5M X 0.8M  
 VERTICAL 1.0M X 0.5M

# OF STALLS	
REGULAR	440
HANDICAPPED	0
TOTAL	440
# OF BIKE LOCKERS	220





**GENERAL NOTES**

**RACKING STALL DIMENSIONS**  
BY LAW REF T.A.11.

REGULAR STALLS 5.5M X 2.5M  
SMALL STALLS 4.0M X 2.5M  
HANDICAPPED STALLS 3.5M X 3.7M

**MINIMUM MAINTENANCE CLEARANCE WIDTH**  
BY LAW REF T.A.5.

4.7 M FOR RESIDENTIAL USES  
7.5 M FOR ALL OTHER USES

**BIKE LOCKERS**  
BY LAW REF T.A.6.

**MINIMUM DIMENSIONS FOR BICYCLE LOCKERS**  
HORIZONTAL 1.8M X .8M  
VERTICAL 1.0M X .8M

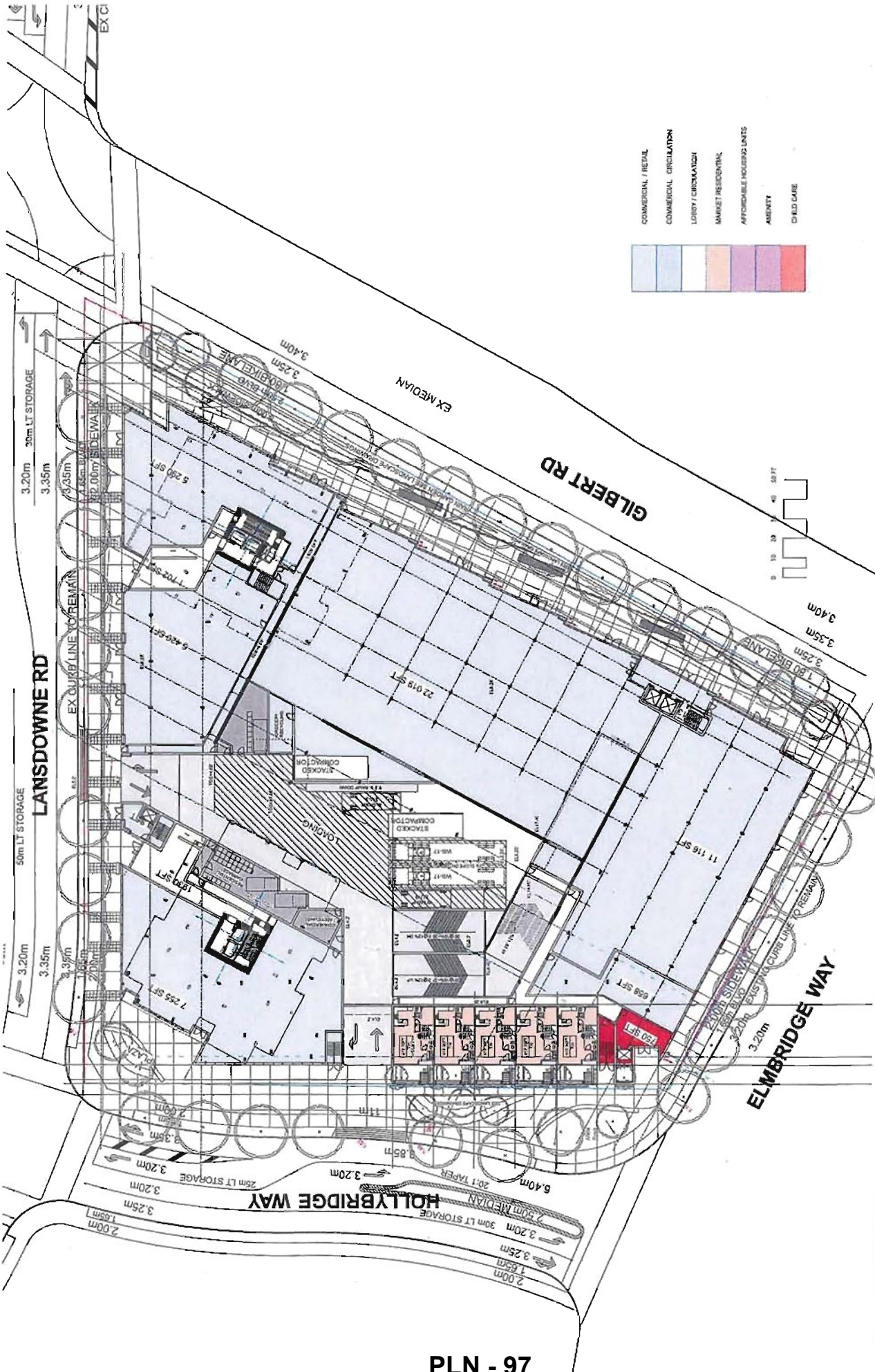
# OF STALLS	LEVEL P1	#
REGULAR	HC	140
SMALL	B	8
TANDEM	B1	0
<b>TOTAL</b>	<b>ZZE</b>	<b>148</b>
# CHAIR STALLS		17



LEVEL P1 EL -5'0 (-1.5M)







COMMERCIAL / RETAIL  
 COMMERCIAL CIRCULATION  
 LOBBY / CIRCULATION  
 MARKET RESIDENTIAL  
 AFFORDABLE HOUSING UNITS  
 AMENITY  
 CHILD CARE

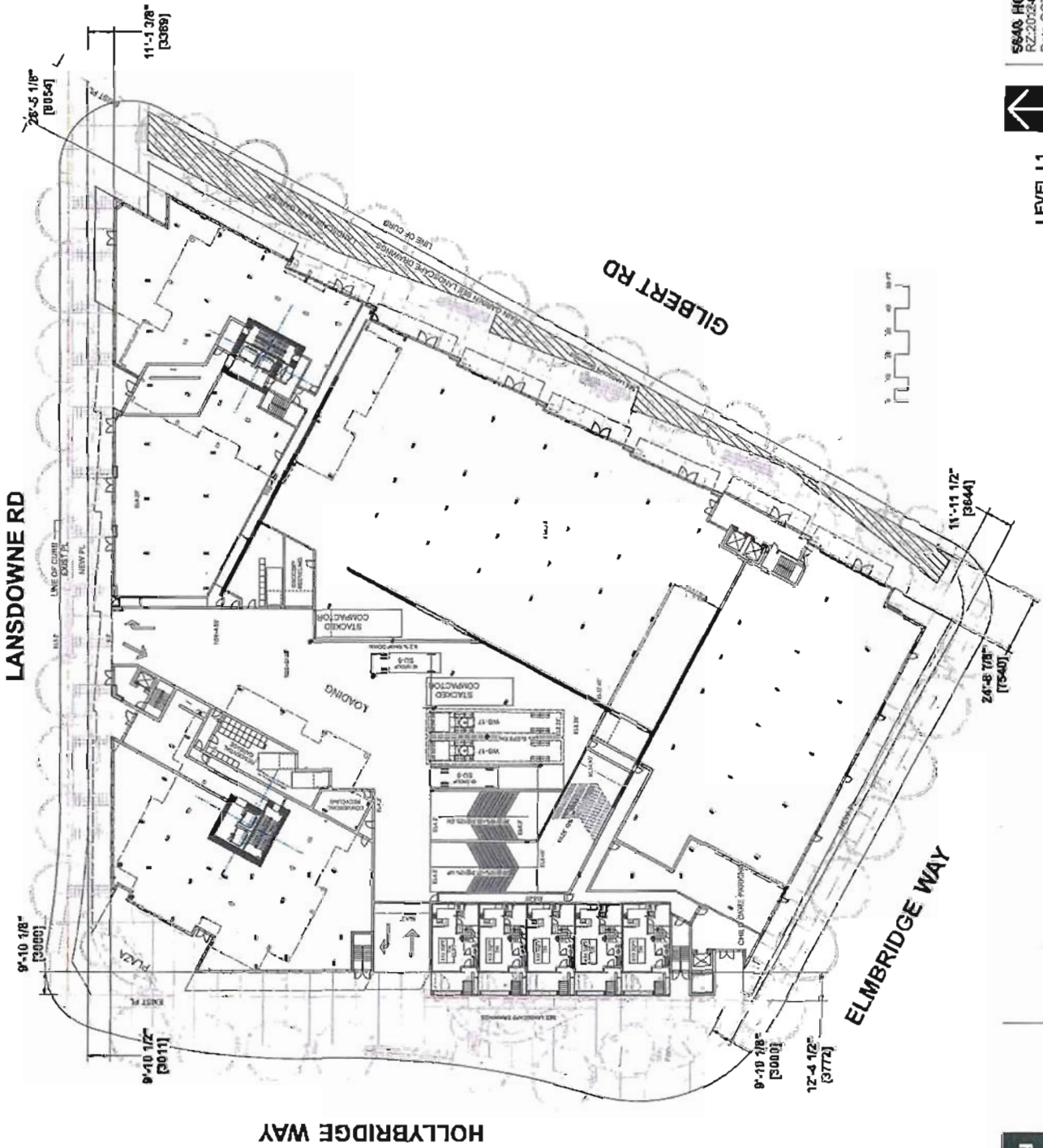
**5840 HOLLYBRIDGE**  
 RZ-2012-602449  
 Date OCT 18 2012

**LEVEL L1**



**PLN - 97**





LEVEL L1



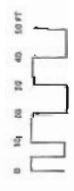
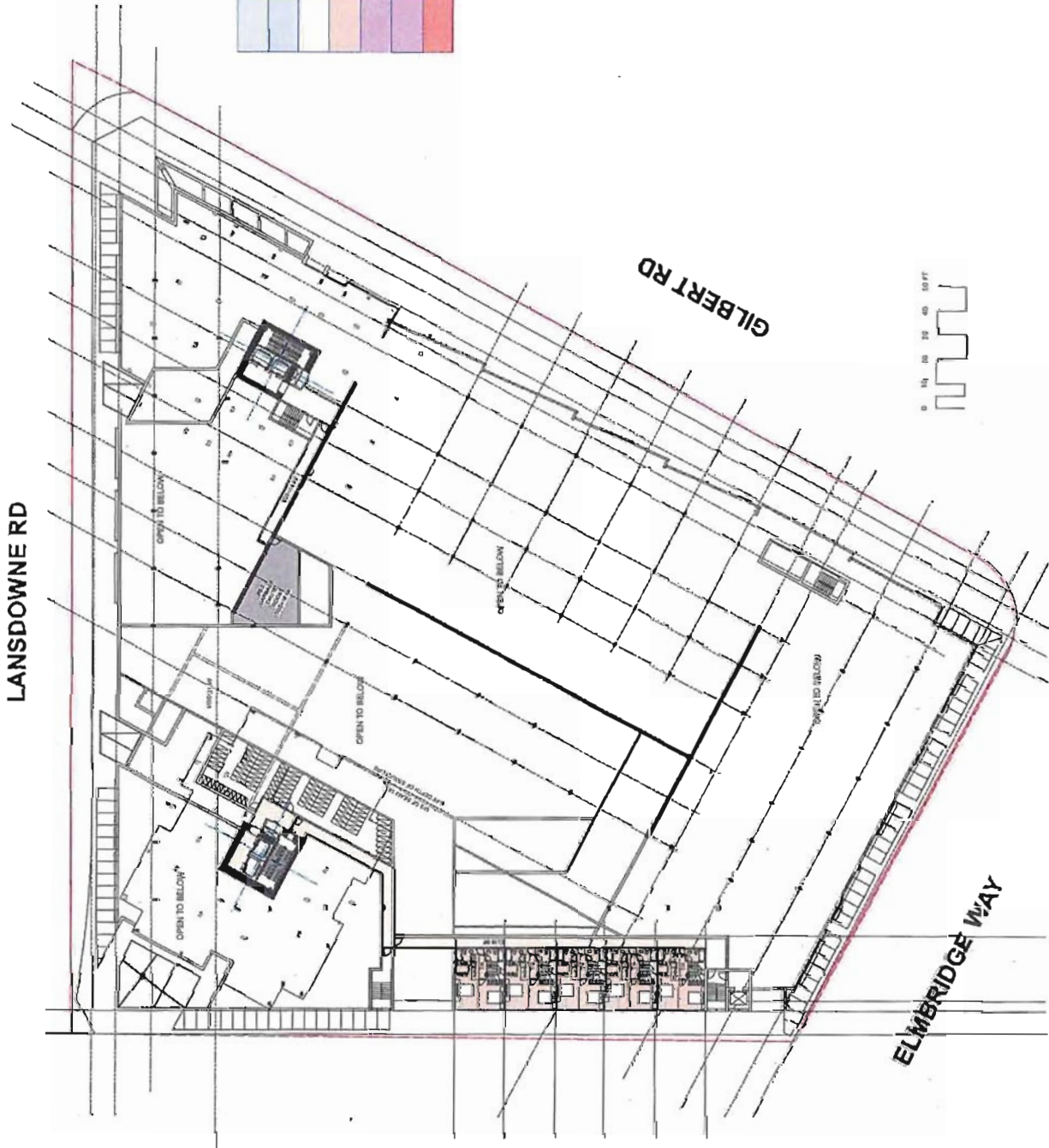
LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY

- COMMERCIAL / RETAIL
- COMMERCIAL CIRCULATION
- LOBBY / CIRCULATION
- MARKET RESIDENTIAL
- AFFORDABLE HOUSING UNITS
- AMENITY
- CHILD CARE



PLN - 99



LEVEL L2

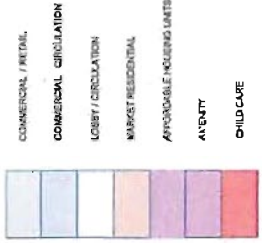
5640 HOLLYBRIDGE  
 RZ-2012-60745R  
 Date OCT 18 2012

LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY



**GENERAL NOTES**

**PARKING STALL DIMENSIONS**  
BYLAW REF T.6.7.1.

REGULAR STALLS 5.5M X 2.5M  
SMALL STALLS 4.8M X 2.3M  
HANDICAPPED STALLS 5.5M X 3.7M

**MINIMUM MANOEUVRING AIRLE WIDTH**  
BYLAW REF T.4.1.

6.7 M FOR RESIDENTIAL USES  
7.5 M FOR ALL OTHER USES

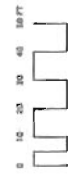
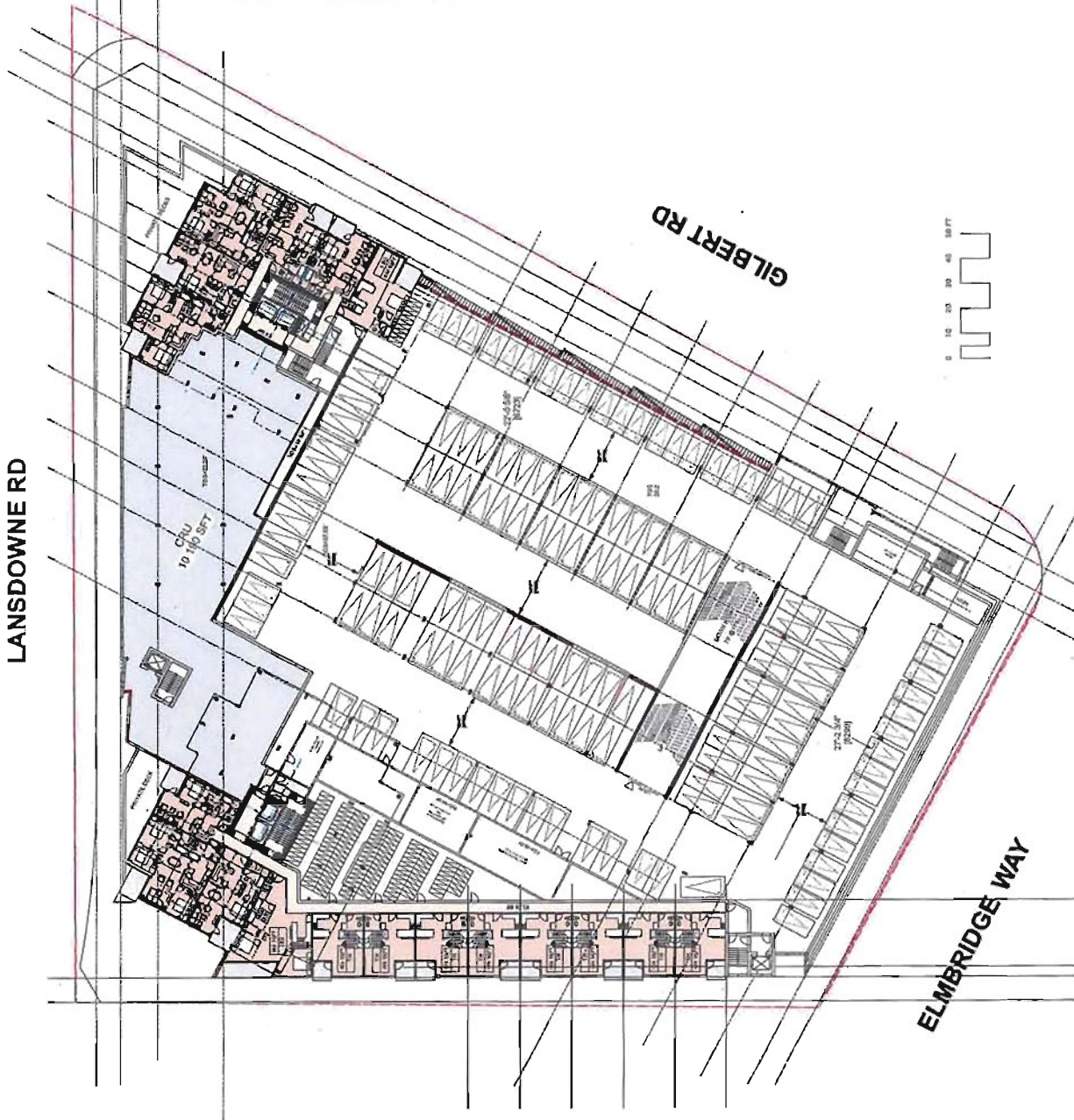
**DINING LOCKER**

BYLAW REF T.4.1.

**MINIMUM DIMENSIONS FOR BICYCLE LOCKERS**  
HORIZONTAL 1.8M X .8M  
VERTICAL 1.0M X .8M

LEVEL L3	#
REGULAR	18
SMALL	2
TANDUM	38
<b>TOTAL</b>	<b>58</b>

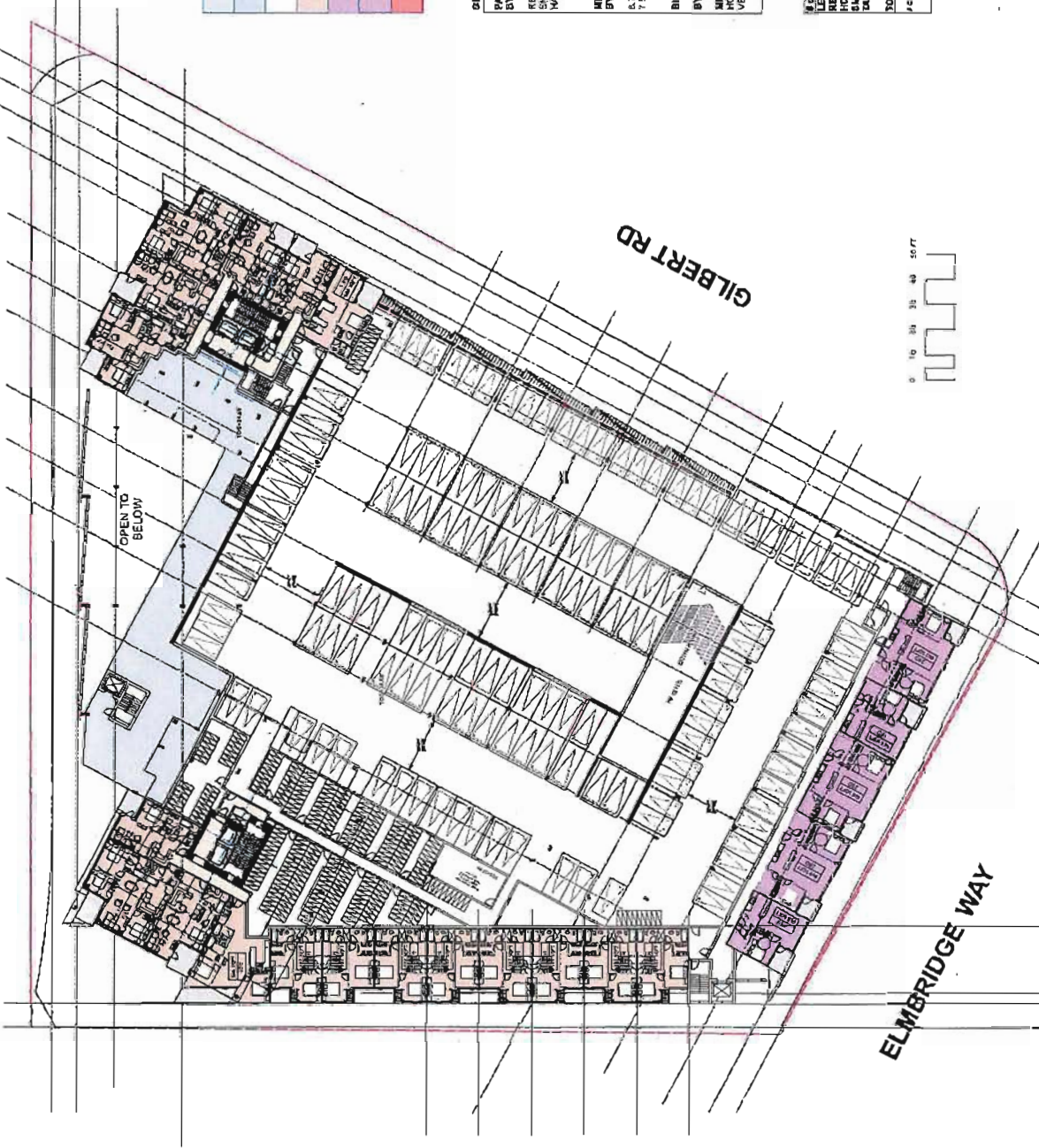
PLANE 2 STALLS



LEVEL L3

5640 HOLLYBRIDGE  
RZ:2012-602449  
Date OCT 18 2012

LANSDOWNE RD



- COMMERCIAL / RETAIL
- COMMERCIAL CIRCULATION
- LOBBY / CIRCULATION
- MARKET / RESIDENTIAL
- APPROPRIATE HOUSING UNITS
- AMENITY
- CHILD CARE

**GENERAL NOTES**

**PARKING STALL DIMENSIONS**  
 BYLAW REF 7.1.11.  
 REGULAR STALLS 5.5M X 2.5M  
 SMALL STALLS 4.8M X 2.3M  
 HANDICAPPED STALLS 5.5M X 3.7M

**MINIMUM MANEUVERING TABLE WIDTH**  
 BYLAW REF 7.1.4.1.  
 6.7 M FOR RESIDENTIAL USES  
 7.5 M FOR ALL OTHER USES

**BIKE LOCKERS**  
 BYLAW REF 7.1.4.6.  
 MINIMUM DIMENSIONS FOR BICYCLE LOCKERS  
 HORIZONTAL 1.8M X 0.6M  
 VERTICAL 1.8M X 0.6M

STALLS	LEVEL L4	#
REG		10
HC		3
SMALL		42
HANDICAP		1
<b>TOTAL</b>		<b>56</b>
ACROSS STALLS		0



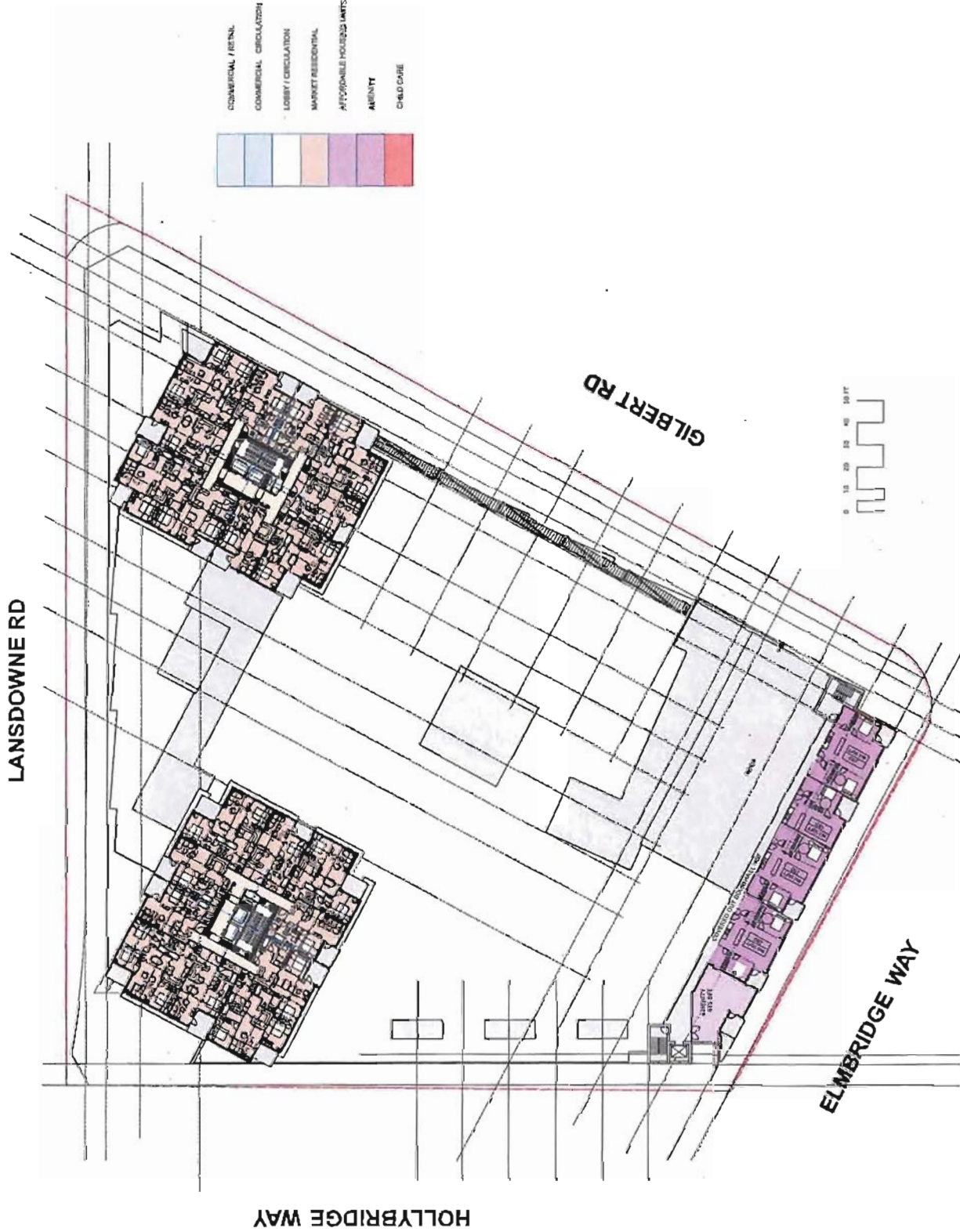
HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY







- COMMERCIAL / RETAIL
- COMMERCIAL / CIRCULATION
- LOBBY / CIRCULATION
- MARKET / RESIDENTIAL
- AFFORDABLE HOUSING UNITS
- AGENCY
- CHILD CARE



LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

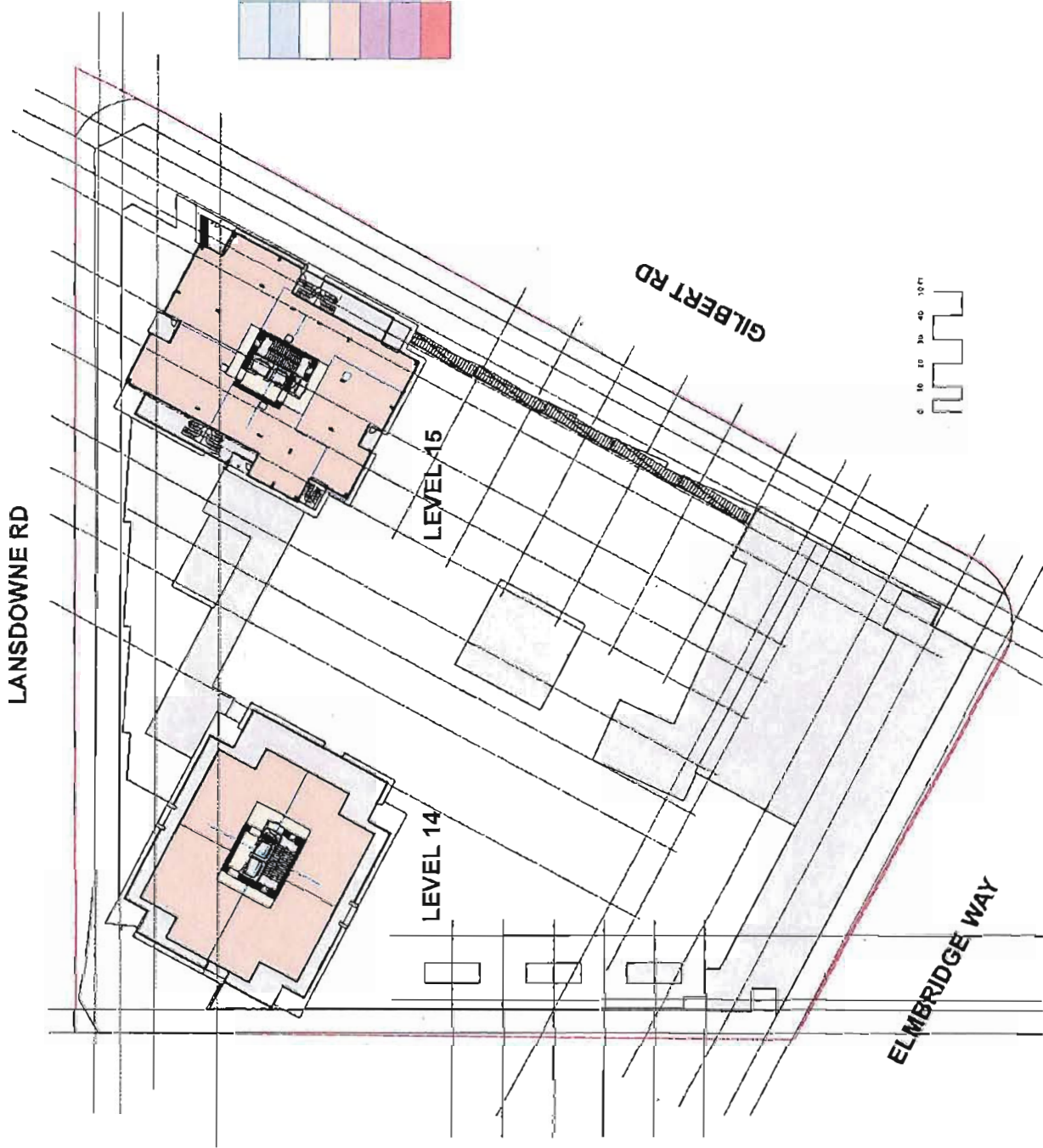
ELMBRIDGE WAY

PLN - 103

5640 HOLLYBRIDGE  
 RZ-2012-602449  
 Date OCT 18 2012

LEVEL L6, L7-13 SIM

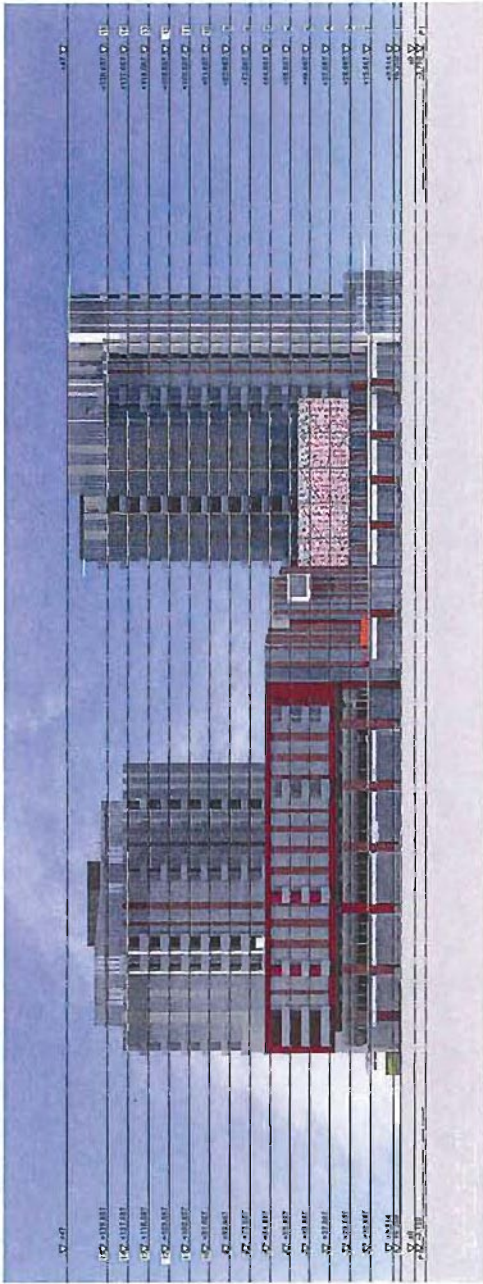




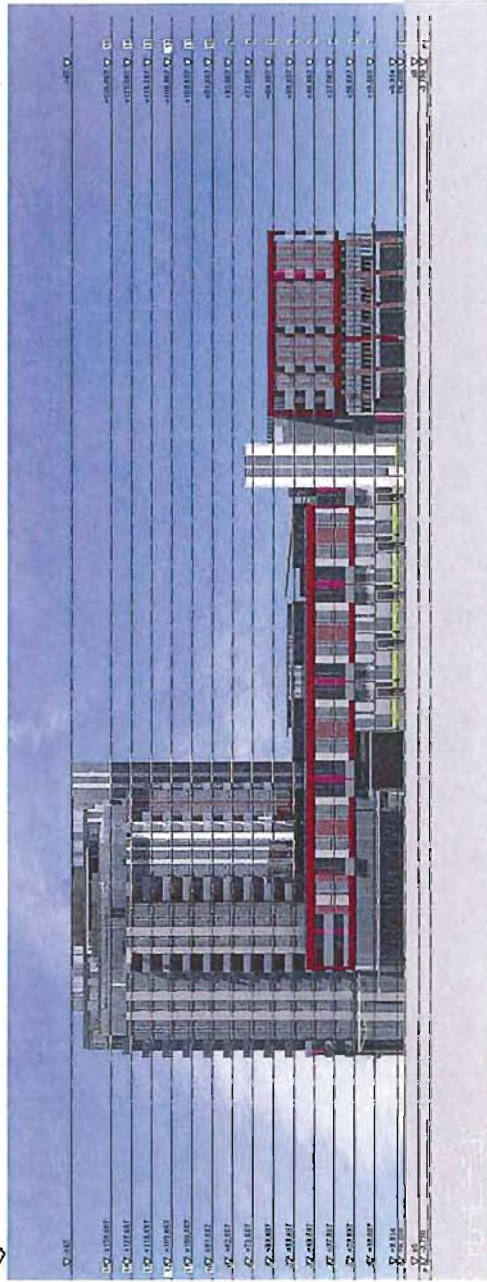


**LIST OF MATERIALS - NOTES**

- 1) BRICK/FULL
- 2) CUSTOMER
- 3) METAL PANELS
- 4) MASONRY / STONE CLADDING
- 5) FORMULATED MET. SCREEN
- 6) ARCHITECTURAL GLASS
- 7) ARCHITECTURAL PAINTED CONCRETE



**SOUTH ELEVATION**



**WEST ELEVATION**



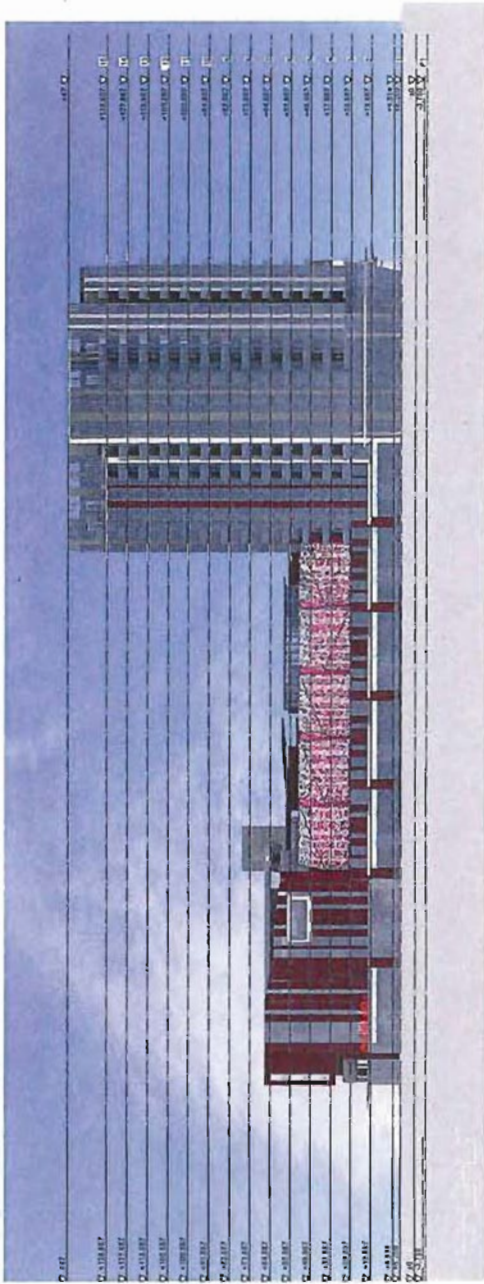
**SOUTH AND WEST ELEVATIONS**

**5640 HOLLYBRIDGE**  
 RZ 2012-302649  
 Date OCT 18 2012



**LIST OF MATERIALS - NOTES**

- 1) VENEZIA
- 2) CANTONALI
- 3) METAL PANELS
- 4) NATURAL STONE CLADDING
- 5) PERFORATED BRICK
- 6) ARCHITECTURAL LEANING
- 7) ARCHITECTURAL FINISHED CONCRETE



**EAST ELEVATION**

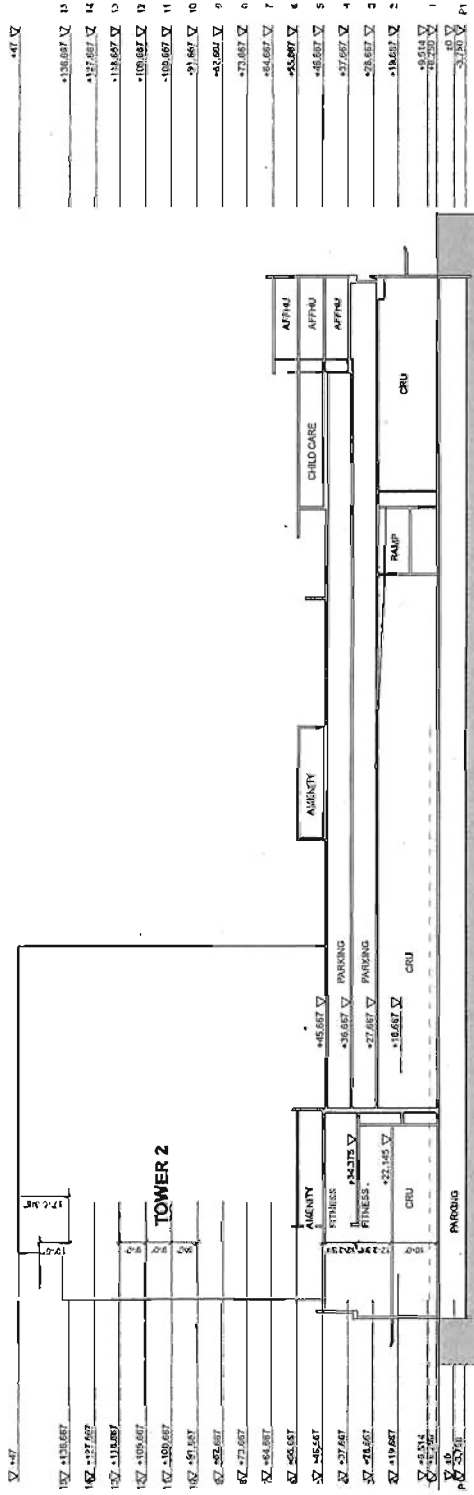


**NORTH ELEVATION**

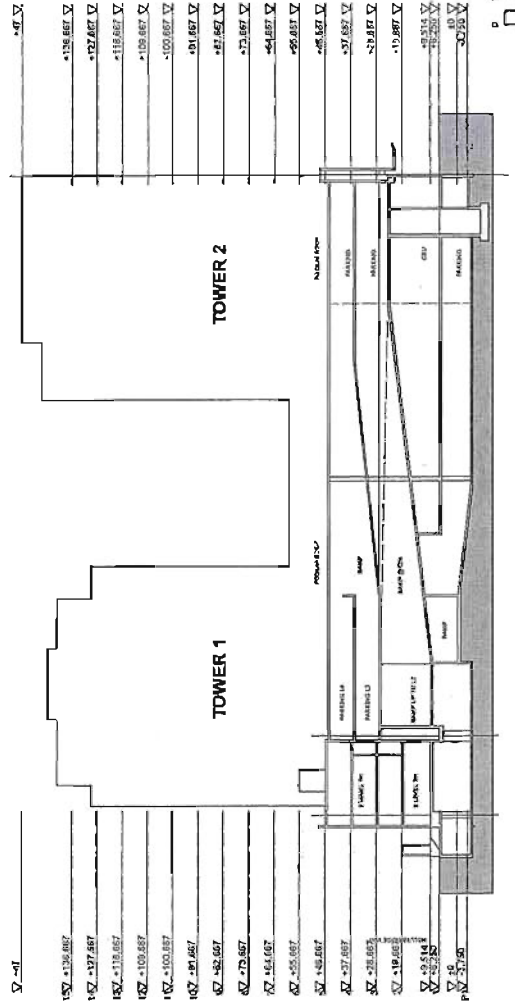
**NORTH AND EAST ELEVATIONS**

**66-40 HOLLYBRIDGE**  
 RZ:2012-602448  
 Date OCT 18 2012



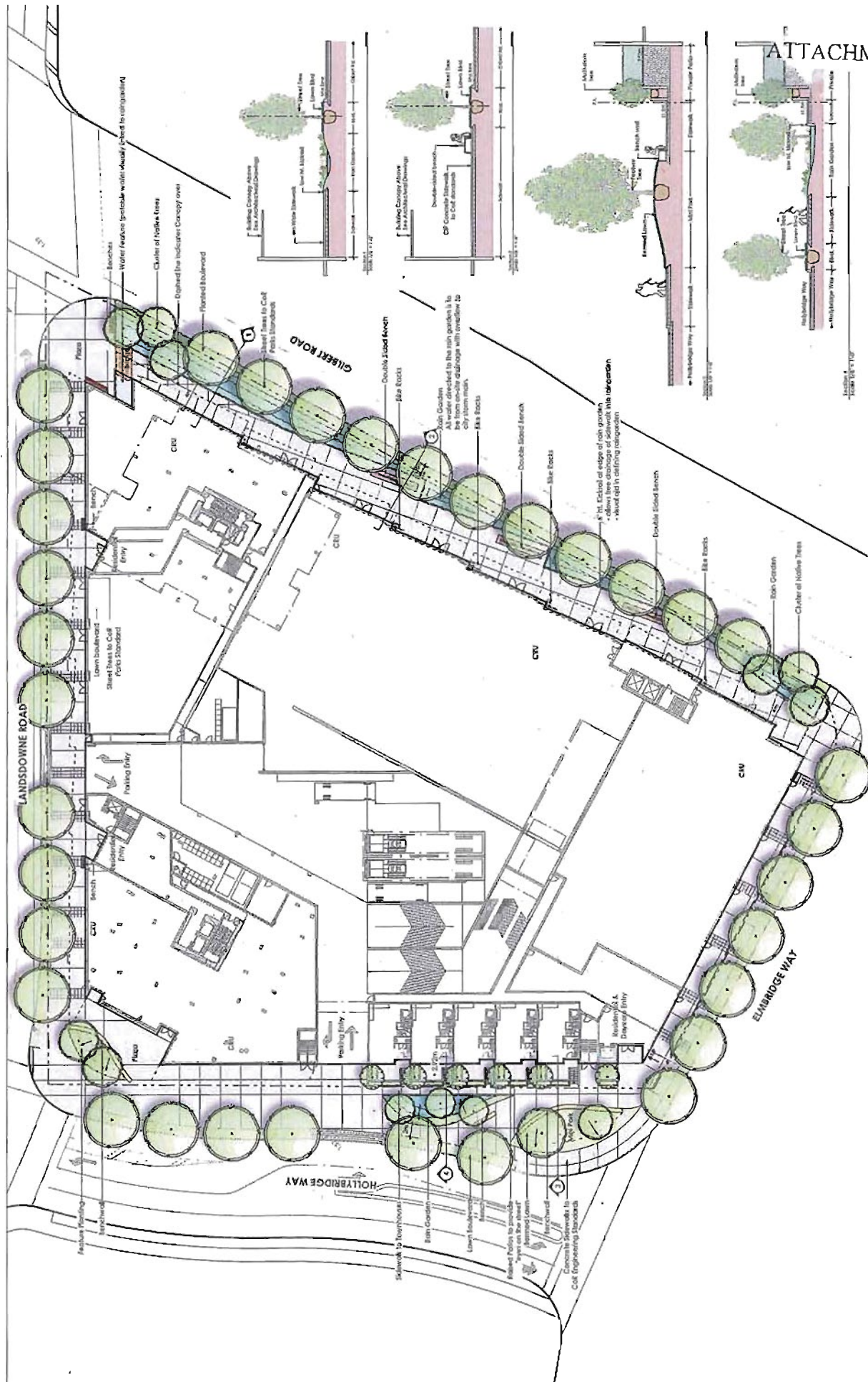


SECTION A-A



SECTION B-B





ATTACHMENT L01  
**5640 HOLLYBRIDGE GROUND FLOOR LANDSCAPE PLAN**

DATE 10 OCTOBER 2012  
 SCALE 1" = 20'-0"  
 DRAWN DVM  
 PROJECT NUMBER 12004



Podium Garden



PLN - 109

5640 HOLLYBRIDGE landscape concept - levels 4 + 5

**durantekreuk**  
 DURANTE KREUK LTD., LANDSCAPE ARCHITECTS  
 100-107 West 5th Avenue Vancouver, B.C. V6U 1A5  
 P 604.684.0511  
 F 604.684.0517  
 www.dkbc.ca

DATE OCTOBER 15, 2012  
 SCALE 1" = 20' - 0"  
 DRAWN JES  
 PROJECT NUMBER 12004

L02

Excerpt from the Minutes from  
**Advisory Design Panel Meeting**

Wednesday, July 18, 2012 – 4:00 p.m.  
Richmond City Hall

Time: 4:00 p.m.

Place: Rm. M.1.003  
City of Richmond

Present: Kush Panatch, Chair  
Simon Ho, Vice-Chair  
Joe Fry  
Cst. Greg Reimer  
Steve Jedreicich (*left the meeting at 6:00 p.m and did not return*)  
Tom Parker  
Hal Owens (*left the meeting at 5:50 p.m. and did not return*)  
Matthew Thomson

Also Present: Sara Badyal, Planner  
Francisco Molina, Senior Planner, Urban Design  
Mark McMullen, Senior Coordinator, Major Projects  
Rustico Agawin, Committee Clerk

Absent: Thomas Leung  
Sherri Han

The meeting was called to order at 4:04 p.m.

1. MINUTES

It was moved and seconded

*That the minutes of the meeting of the Advisory Design Panel held on Wednesday, July 5, 2012 be adopted.*

CARRIED

2. RZ 12-602449 – TWO-TOWER MIXED-USE HIGH RISE DEVELOPMENT WITH 244 APARTMENTS & 5036 SM COMMERCIAL SPACE

APPLICANT: Cressey Gilbert Developments

PROPERTY LOCATION: 5640 Hollybridge Way

## **Applicant's Presentation**

Architect Jeffrey Mok, IBI/HB Group, and Landscape Architect Jennifer Stamp, Durante Kreuk Ltd., presented the project on behalf of the applicant.

## **Panel Discussion**

*Comments from the Panel were as follows:*

- strengthen the public space/corner plazas in terms of size and articulation and consider maximizing solar access;
- screen wall is an interesting treatment; look forward to seeing how its details will develop;
- presentation is well done;
- details for the designated drop off area for children at Level P1 and wayfinding to the child care facility need to be worked out carefully;
- applicant need to discuss with the City regarding public realm maintenance issues, e.g. maintenance of rain garden;
- look forward to seeing the amenity space lay-out, programming and materials board in the project's formal presentation to the Panel;
- overall building design is good; different program elements are well integrated while still retaining different visual identity;
- the resolution of most architectural details is lacking in this presentation and would look for further details in the next presentation showing proper construction resolution of what is shown, i.e. corners, elevations and material details;
- colours are somewhat subdued as the theme seems to be using various materials for their overall look, feel and texture; would like to see details and examples of fritted glass and metal screen and how they fit together;
- landscape concept is good but requires a higher level of detail, i.e. park, plaza, rain garden (e.g. how it works with the circulation) and seating; larger scale perspective renderings are required;
- would like to see how public art can be incorporated and where the applicant would propose to do this;
- like the open design response in terms of the placement of the towers and the way the podium works;

- presentation is unusual; some levels have details while missing in others; base needs resolution; a lot of things are happening at the base of the building; each facade appears to be treated differently in terms of massing and materiality; too much layering and too many different building forms in the base; bring the podium to a certain level of sameness while recognizing that each facade needs to be a little different; need to tie different expressions together;
- like the floating box of the affordable housing; townhouses needs refinement; maybe make them floating boxes?
- entry to the lobby (next to the floating box) looks stuck on and not integrated;
- towers are clean and successful; however, framework is too weak and tentative;
- some building elements could be bolder while others could be diluted; would be beneficial from a cost perspective;
- screen wall could be better integrated into tower;
- consider enclosure/weather protection over the outdoor area of the day care facility, if relocated to top of podium;
- hierarchy of pathways and programming is needed on the podium level;
- project is good and in the right direction but needs more push;
- sound decisions made in landscaping but need more details; design of streetscape and podium level are well resolved and thoughtful;
- design development is needed on Hollybridge Way interface; look at developments in the neighbourhood, e.g. ASPAC and ORA and how they interface with Hollybridge Way; look at unifying/underlying theme of the neighbourhood as a whole; integrate Hollybridge Way design standards on the design of the mini park;
- podium level is well resolved; however, there is a preponderance of garden plots in the overall proportion of open space; consider other elements to define the open space;
- segregation of market and non-market housing is unfortunate; consider gated connection across them;
- would like to see details on aging in place features and the accessibility of the affordable units;
- good level of detail in the presentation;



- building is well done; strong elements are repeated all the way around; what is missing is one element that makes the building iconic; consider opportunity to integrate public art at the corner of Elmbridge Way and Gilbert Road; need to differentiate the building from the rest of the busy neighbourhood;
- consider bringing some of the elements of how the neighbouring developments (i.e. ASPAC and ORA developments) interface with Hollybridge Way to the subject development; and
- consider opportunity to integrate the outdoor amenity space for market and non-market housing.



City of  
Richmond

## Rezoning Considerations

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

To: Cressey (Gilbert) Development LLP (The Developer)

Address: 5640 Hollybridge Way (The Development) File No.: RZ 12-602449

### I) Rezoning

Prior to final adoption of the Zoning Amendment Bylaw 8957 for this Development, the Developer is required to complete the following:

1. **Subdivision Plan for Development Lot:** A subdivision plan must be prepared to the satisfaction of the City and Approving Officer and registered on title that includes dedication of a strip of road along the full Lansdowne Road frontage between approximately 2.48 m and 2.65 m width including the pavement and curb at the southwest corner of Lansdowne and Gilbert Roads (including all of existing SRW BB1219899, Plan BCP42717) (approximately 319 m<sup>2</sup>) as generally shown on the Functional Road Plan and Sections in Attachment 1.
2. **Statutory Rights of Way for Public Rights of Passage (SRW):** The Developer granting the following SRWs as shown on Attachment 1 for public rights of passage and other city works such as street light conduits and standards is required as generally shown on Attachment 1:
  - a. A 0.26 m wide strip along the entire Elmbridge Way frontage for sidewalk with City maintenance; and
  - b. A strip between approximately 6.3 and 8.3 m wide along the entire Gilbert Road frontage from the Gilbert Road property line to the building face (to be confirmed by surveyor) for sidewalk and rain garden with clean stormwater sourced from the development site, all with owner maintenance; and street/sidewalk lighting with the maintenance responsibility (City or owner), location and style to the satisfaction of the City and Developer.
3. **Existing Buildings:** The existing buildings located on the Development site must be removed prior to adoption the Zoning Amendment Bylaw. Should these existing buildings not be able to be demolished and the land dedicated as road as identified in section 1 not be provided to the City prior to rezoning adoption, the following apply:
  - a. The Developer registers a subdivision plan that dedicates as road a sufficient area to include and construct the paved portion of the road and curb at the southwest intersection of Gilbert and Lansdowne Roads as shown on Attachment 1 to the satisfaction of the City (including all of existing SRW BB1219899, Plan BCP42717).
  - b. The Developer registers a No-Development Covenant on the development site which prohibits issuance of a building permit to construct any building until:
    - i. The Developer demolishes all of the existing buildings on the site;
    - ii. All of the proposed road dedication along Lansdowne Road as shown on Attachment 1 is dedicated under a subdivision plan registered at the Land Title Office and is transferred to the City by the Developer; and
    - iii. A Servicing Agreement has been entered into by the Developer for all road and engineering works and secured by the Developer to the satisfaction of the City.

4. **Noise Covenant(s):** Registration of legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise within the proposed dwelling units for:

- a. Aircraft Noise Sensitive Use Development (Residential) covenant based on the City's standard covenant;
- b. Industrial Noise covenant to require that the buildings be constructed to address the maximum noise levels set-out under the *Development Permit Conditions* below; and
- c. Commercial / Residential Interface covenant to require that the buildings be constructed to address the maximum noise levels set-out under the *Development Permit Conditions* below.

These covenants will ensure dwelling units must be designed and constructed to achieve:

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

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

- b. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

5. **Flood Covenant:** Registration of the City's standard flood indemnity covenant on title ensuring that there is no construction of habitable area below the Flood Construction Level of 2.9 m (Area A).

6. **Public Art:** City acceptance of the Developer's offer to voluntarily provide \$181,105 to Richmond's public art program (this amount may be adjusted if such building area changes at time of rezoning adoption from 200,203ft<sup>2</sup> and commercial area changes from 70,612ft<sup>2</sup>). This amount is based on the City Public Art Policy which states that the Developer contribute (based on 2012 rates) at a minimum of \$.76/sq. ft. for residential and \$.41/sq. ft. for commercial floor area. The Developer may develop a Public Art Plan acceptable to the City, prior to zoning adoption, that includes public art to be provided by the Developer valued at a portion of the above amount provided that this art value is secured by a Letter of Credit also received before zoning adoption.

7. **Community Planning Program:** City acceptance of the Developer's offer to voluntarily contribute \$67,704 towards Richmond's community planning program fund on the basis of \$0.25/ft<sup>2</sup> of total building area, excluding affordable housing units (this amount may be adjusted if such building area changes at time of rezoning adoption from 270,815ft<sup>2</sup>).

8. **Housing Agreement:** Registration of the City's standard Housing Agreement to secure 14 affordable housing units (low-end market rental) to the satisfaction of the City located in the affordable housing airspace parcel (the "AHAP") see item 9(b) below). The Affordable Housing Units must meet the City's Affordable Housing Policy (AHP) and Zoning Bylaw 8500. The common areas, including the hallways and indoor amenity area, within the AHAP do not constitute part of the 5% (estimated at 10,555 sq. ft.) of the total Development's residential FAR (estimated at 211,092 sq. ft.) designated for the affordable housing units themselves.

The Housing Agreement shall be in perpetuity. The terms specify the types and sizes of units (or as adjusted to the satisfaction of the City and Developer) in Tables 1 and 2, and rent levels and tenant household incomes as set out in Table 2. Changes to Tables 1 and 2 may only be made with the approval of the Director of Development and Manager, Community Social Development.

**Table 1: Affordable Housing Unit Locations**

AFFORDABLE HOUSING UNIT MIX					
	2 BD UNITS		@860SFT 1BD UNITS		@563SFT
	#	SFT	#	SFT	
L6	3		2580	1	563
L5	3		2580	2	1126
L4	3		2580	2	1126
<b>TOTAL</b>	<b>9</b>		<b>7740</b>	<b>5</b>	<b>2815</b>
<b>TOTAL AREA</b>		<b>10555</b>		<b>1BD</b>	<b>36%</b>
<b>TOTAL UNITS</b>		<b>14</b>		<b>2BD</b>	<b>64%</b>
<b>TARGET</b>		<b>10555</b>			

**Table 2: Affordable Housing Target Groups**

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	5**	50 m2 (535 ft2)	\$925	\$37,000 or less
2-Bedroom	9**	80 m2 (860 ft2)	\$1,137	\$45,500 or less

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

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

**9. Affordable Housing Airspace Parcel:**

*a) Affordable Housing Components*

The Developer will be required to construct a block within the Development that includes the 14 affordable housing units themselves with a combined estimated floor area of 10,555 sq. ft. (5% of the Development's total residential FAR), as well as the common halls, common indoor amenity area (with a minimum area of 753 sq. ft.), the elevator core and adjacent landing/lobby areas down to the basement P1 level, and indoor parking within the Development's parkade (with a minimum of 14 resident and 3 visitor spaces and meeting zoning requirements) in the closest reasonable location to the affordable housing units to the satisfaction of the City. All of the above spaces must be provided and have layouts and finishes acceptable to City Affordable Housing staff.

*b) Legal Requirements*

*i. Construction Covenant*

The *Affordable Housing Airspace Parcel* (AHAP) will include all of the areas amenities in section 9(a) above. The parking area may be located within the AHAP or be secured by an easement on the parkade parcel with the AHAP being the dominant tenement. This easement and the AHAP configuration described above may be adjusted to the satisfaction of the City.

*ii. Access Easement*

An easement in favour of the *Childcare Airspace Parcel* ("CAP") (see also section 10(b)(ii) below) will be required to provide for access and egress to the elevators and adjacent landing/lobby areas within the AHAP. The costs of maintaining the common areas covered by this easement used by both the CAP and AHAP, including but not limited to the common elevator, elevator core, stairway and lobby/landing areas, will be shared proportionately based on the respective floor areas of the CAP and AHAP.

iii. *Outdoor Amenity Easement*

An easement in favour of the AHAP will provide for access and egress over and use of the Development's common outdoor amenity at the same hours and terms as for the Development's market residential owners/occupiers. The affordable housing unit owners and occupiers will not be responsible for any of the costs for maintaining the Development's common outdoor amenity areas.

iv. *No Occupancy Covenant:*

A "No Occupancy" covenant will be registered against the Development preventing the issuance of final building inspection granting occupancy for any part of the Development until confirmation is provided that the above required components of the AHAP, including the required number of affordable housing units, have been constructed to the satisfaction of the Director of Development and Manager, Community Social Development and are given final building inspection granting occupancy. Changes to this covenant may only be made with the approval of the Director of Development and Manger, Community Social Development.

10. Child Care Parcel:

a) *Childcare Components*

The Developer will be required to construct an indoor child care with a floor area of 5000 sq. ft. to 5,500 sq. ft., an adjacent outdoor play area of 5000 sq. ft., stairway and adjacent lobby/landing areas down to the basement P1 level and indoor parking (with a minimum of 8 spaces and meeting zoning requirements) in the closest reasonable location to the childcare space to the satisfaction of the City, which components are collectively called the "CAP Elements". The *Childcare Airspace Parcel (CAP)* will include all of the CAP Elements. The design and construction of the indoor child care space and outdoor play area will comply with the City's *Terms of Reference for Child Care Facilities (Attachment 2)* and associated City, Provincial and VCH policies and regulations.

b) *Access Requirements*

- i. The parking area may be located within the CAP or be secured by an easement in favour of the CAP on the Development's parkade parcel. This easement and the CAP configuration described above may be adjusted to the satisfaction of the City.
- ii. An easement in favour of the AHAP will provide for access through the stairway and adjacent lobby/landing areas within the CAP. The easement and airspace parcel configuration described above may be adjusted to the satisfaction of the City. The costs of maintaining the common areas covered by this easement used by both the CAP and AHAP, including but not limited to the common elevator, elevator core, stairway and lobby/landing areas, will be shared proportionately based on the respective floor areas of the CAP and AHAP.

c) *Purchase & Sale, Option to Purchase and Lease:*

The Developer will enter into an agreement or agreements with the City that will provide for the following:

- i. The Developer will be responsible for designing and constructing 100% of the CAP Elements at its sole cost and expense.
- ii. Subject to the terms and conditions below, the Developer will sell the CAP, including all of the CAP Elements, to the City and the City will purchase the same from the Developer.
- iii. The Purchase Price for the CAP, including any applicable HST/GST, will be the lesser of the following:

A. \$874,000; and

B. the Proportionate Actual Cost of Construction (PACC) of the CAP Elements based on the following formula:

PACC	=	The actual indoor floor area of the childcare as approved by the City (5000 ft <sup>2</sup> to 5500 ft <sup>2</sup> ).	Minus	The actual indoor childcare floor space for which the Developer is responsible under the RCL3 zone density bonus of 5% of up to 1.0 commercial FAR within the issued Development Permit (i.e. this amount is 3,530 ft <sup>2</sup> based on the current 70,612 ft <sup>2</sup> commercial floor area at time of Rezoning Considerations and may be changed at DP issuance.)	Divided by	The actual indoor floor area of the childcare as approved by the City (5000 ft <sup>2</sup> to 5500 ft <sup>2</sup> ).	Times	Actual Cost of Construction (ACC) of all of the CAP Elements as determined below.
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- iv. The Actual Cost of Construction (ACC) of the CAP Elements is to be determined by the Developer's engagement of independent professional and quantity surveyors, satisfactory to the City, at such time that "plans are issued for construction" to the satisfaction of the City as determined by the City's Director of Development and Director of Engineering. The ACC will not include any of the approval costs associated with the CAP Elements, including legal and surveying costs.
- v. The City will receive possession of the CAP, including all CAP Elements, within 30 days after the CAP Elements have been constructed to the satisfaction of the City's Manager, Community Social Development, Director of Development and Director Engineering and the CAP Elements receive a permit granting occupancy and (the "Possession Date").
- vi. No final Building inspection granting occupancy for any part of the Development will be granted until the City receives possession of the CAP, including the CAP Elements.
- vii. An option to purchase or similar instrument, for a term not exceeding 99 years, will be registered in the Land Title Office securing the City's right to purchase the CAP and that the City purchase the CAP as soon as the funds are available subject to the Council approval and Elector Approval requirements respectively within sections 10 (viii) and 10(x), so many days after both have occurred.
- viii. The Purchase Price will be paid by the City on the Completion Date. The Completion Date will be 60 days (or such other date mutually agreed upon by the City and the Developer) after both:
  - A. as soon as the full amount of the Purchase Price has accumulated within the City's Child Care Development Reserve Fund; and
  - B. the required City Council resolutions and bylaws are adopted, including without limitation:
    - i. City Council, in its sole discretion, approving proposed development(s) that will provide sufficient contributions to the City's capital Child Care Development Reserve Fund to pay the Purchase Price; and
    - ii. City Council, in its sole discretion, approving the purchase of the CAP using such contributions.
- ix. If, at or before the Possession Date, it appears to the City that the Completion Date will be more than 60 days after the Possession Date, the City and the Developer will enter into a lease that includes the following terms and conditions:
  - A. Term: period from Possession Date to Completion Date, but not exceeding 99 years
  - B. Basic Rent: none

- C. CAP Operating Costs: as defined to the satisfaction of the City, paid by the City
- D. Property Taxes: if applicable, paid by the City.
- E. Use: any community amenity use permitted under the CCAP and applicable zoning including a childcare
- F. Assignment/Subletting/Licensing : permitted without the Developer's consent
- G. Registration in the Land Title Office: permitted
- H. Other: terms and form of lease to the satisfaction of the City

x. The above agreements may be subject to Elector Approval in accordance with the *Community Charter*.

**11. Tandem Parking:** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

**12. Commercial/Visitor Parking:** Registration of a legal agreement on title ensuring that no commercial parking spaces may be provided in a tandem arrangement; and that not more than 50% of commercial parking spaces as per an approved Development Permit may be designated (i.e. sold, leased, reserved, signed, or otherwise assigned) by the owner or operator for the exclusive use of employees, specific businesses, and/or others with the remaining 50% of commercial parking spaces being made available to visitors to the residential units of this development.

**13. Access:** Registration of a restrictive covenant and/or alternative legal agreement on title is required that prohibits driveway crossings along the subject site's Gilbert Road and Elmbridge Way frontages.

**14. Transit Amenities:** The developer shall provide \$25,000 for a City Centre-style transit shelter with associated transit accessibility requirements. The exact location of this transit shelter shall be determined by the City in consultation with Coast Mountain Bus Company.

**15. Discharge of Existing City of Richmond SRWs:** Discharge of existing SRW BB1219899, Plan BCP42717 when this area is dedicated as road; and discharge of existing SRW K99411, Plan 46914 when the existing storm main in this area is removed and replaced with a main within Gilbert Road under the Servicing Agreement.

**16. Transportation Demand Management:** The Developer requests an overall parking reduction of 10% below the parking requirements for resident, affordable housing, commercial and visitor spaces set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer's offer to voluntarily:

a) Include within the Rezoning Servicing Agreement the requirement for:

i. Temporary Frontage Improvements (in the form of a 2.0 m wide asphalt walkway) along the north side of Lansdowne Road between Gilbert Road and Alderbridge Way (as required prior to rezoning adoption).

b) Enter into an agreement with the City to ensure that the following elements are provided as a condition of issuance of City building permits and confirmation that such elements have been provided as a condition of issuance of occupancy permits:

i. For non-residential uses, one end-of-trip facility for each gender are to be provided. The minimum requirements for each facility are: shower, change room, wash basin (with grooming station, counter, mirror and electrical outlets), handicapped accessible toilets and lockers. The end-of-trip facilities are to be accessible to all commercial tenants of each phase of the development; and

ii. Provision of electric vehicle and bicycle plug-in services including: (i) For residential uses - 240V service shall be provided for 20% of parking stalls; (ii) For commercial uses - 240V service shall be provided for 10% of parking stalls; and (iii) For bicycle users - 120V service shall be provided for 5% of the total Class 1 bicycle racks or one per bicycle storage compound, whichever is greater. The minimum electric vehicle

and bicycle parking service requirements are to include conduits, circuit breakers, and wiring in form acceptable to the City (actual outlets to be provided later by strata owners).

**17. District Energy Utility (DEU):** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing that no building permit will be permitted to be issued on the subject site until the Developer enters into legal agreement(s) in respect to the Developer's commitment to connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:

- a. Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- b. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

**18. Enter into a Servicing Agreement (SA)\*:** for the design and construction, at the Developer's sole cost, of full upgrades across and adjacent to the Development for road works, transportation infrastructure, street frontages, water, sanitary and storm sewer system upgrades, parks works and related works as generally set out below. Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation and Manager, Parks – Planning and Design. All works shall be completed with regards to timing as set out in the SA and above-noted covenants and legal agreements in the Rezoning Requirements.

**A. Transportation Works:**

Transportation works are to be designed and constructed as shown on the Functional Road Plan in Attachment 1 and as described within Attachment 3.

**B. Engineering Works:**

1.) Storm Sewer

Storm sewer capacity analysis is not required, however, the existing 200mm diameter storm sewer at Gilbert Road frontage from existing manhole STMH 104644 (located at the intersection of Elmbridge Way and Gilbert Road) to existing manhole STMH 3868 (located at the intersection of Lansdowne Road and Gilbert Road) with an approximate length of 160 m must be relocated within Gilbert Road and upgraded to a min. 600 mm by the developer, as per City requirements; specific location and sizing requirements to be confirmed by the City in the Servicing Agreement.

Sizing calculation for storm sewer upgrade at Gilbert Road frontage is required at Servicing Agreement stage.

Preference for the site drainage is to use the existing storm sewer connection located on Hollybridge Way.

2.) Sanitary Sewer

Upgrade the existing 150mm diameter sanitary sewer (located within a Right of Way on this site) from proposed site's southeast corner to existing inspection chamber SIC 4920 (located approximately 55m northeast of the southeast corner) with a length of 55m, and 200 mm diameter to be installed within Gilbert Road or the Developer may hire a consultant to complete a sanitary analysis to the Minoru sanitary pump station.



Manholes are required at endpoints of upgrade.

Existing Sanitary service for upstream properties (i.e., 6951 Westminster Hwy, etc.) must be maintained. Details to be finalized in the Servicing Agreement stage.

3.) Water Works

Using the OCP Model, there is 600 L/s available at 20 psi residual at hydrant located at Lansdowne Road frontage, 621 L/s at 20 psi residual at hydrant located at corner of Hollybridge Way and Lansdowne and 554L/s at 20 psi residual at hydrant located at corner of Hollybridge Way and Elmbridge Way. Based on the proposed rezoning, the site requires a minimum fire flow of 180 L/s. Water analysis is not required. However, once the Developer has confirmed the building design at the Building Permit stage, the Developer must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow. Specific works include:

- a. Gilbert Road frontage has no existing watermain. A minimum of 200 mm diameter watermain must be provided along the Gilbert Road frontage by the developer.
- b. Replacement and relocation of existing 300mm AC watermain located 1.2m from the property line along the proposed site's Hollybridge Way frontage from the corner of Lansdowne Road and Hollybridge Way to approximately 100 meters south (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site). The new watermain must be tied-in to the existing watermain at Lansdowne Road.
- c. Replacement and relocation of existing 300mm AC watermain located along the proposed site's Elmbridge Way frontage from the corner of Elmbridge Way and Hollybridge Way to approximately 75 meters south-east (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).

4.) Streetlighting

Street lighting will be provided as generally set out in Attachment 4 along with complementary pedestrian lighting which may be provided within the SRW located on the Gilbert Road frontage of the development site under the Development Permit and/or Servicing Agreement to be approved to the satisfaction of the City.

5.) General

Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

**C. Parks Works:**

The approximate 310 m<sup>2</sup> pocket park on the Hollybridge Road allowance shall include hard and soft landscape elements that will facilitate seating and circulation in addition to the boulevard landscaping and

street trees. The developer is required to prepare a design describing the elements included in the park to the satisfaction of the Senior Manager, Parks. Completion of landscape plans with the Hollybridge Way Pocket Park works and other boulevard landscaping / street trees to the satisfaction of the Manager, Parks – Planning and Design.

**19. Enter into a Development Permit\*:** The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

## II) Development Permit

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

1. **Airport, Commercial / Residential Interface and Industrial Noise Report:** Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development as well as Commercial / Residential Interface and Industrial Noise. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur.

- Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

- the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent applicable ASHRAE standard.
2. **LEED Silver:** Submission of letter from the Architect of Record as a requirement of issuance of building permit confirming that the building phase (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to meet such LEED criteria. The architect of record or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver equivalent criteria prior to issuance of an occupancy permit for each building. The LEED criteria to met must include:
    - a. Heat Island Effect: Roof Credit
    - b. Storm Water Management Credit

3. **Landscape Plan:** Submission of a Landscape Plan showing all on and off-site landscape, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development and the Senior Manager, Parks, and deposit of a Landscaping Security based on 100% of the cost on-site landscape estimate provided by the Landscape Architect, including installation costs. Off-site landscape, including the Hollybridge Way Pocket Park, will be included within and secured under the Servicing Agreement. The developer will need to submit an arborist report with a tree removal permit application for the on-site and off-site tree removal. Cash compensation in the amount of \$8,000 for the off-site trees removed from City property is to be provided. The 13 on-site trees

removed must be replaced with 26 replacement trees included within the Development Permit landscape plans covered by the landscape security.

4. Entering in Final Servicing Agreements for the Hollybridge park area, boulevard works, Transportation and Engineering Works as required under Rezoning Considerations, required by the City's bylaws and to the satisfaction of staff.

### III) Building Permit

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

1. Submission of a Construction Parking and Traffic Management Plan prepared to the satisfaction of the City. This plan is to identify (for each development phase): construction vehicle access and emergency vehicle access; parking facilities for workers, services, deliveries and loading; and staging area for construction vehicles and materials (facilities for staging activities are not available on any of the public roadways peripheral to the subject site). The plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual For Works on Roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will not be interrupted.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.
4. Entering into Final Servicing Agreement for the Hollybridge pocket park, boulevard works, Transportation and Engineering Works as required under Rezoning Considerations, required by the City's bylaws and to the satisfaction of staff.

#### Notes:

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn as covenants pursuant to Section 219 of the Land Title Act.

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

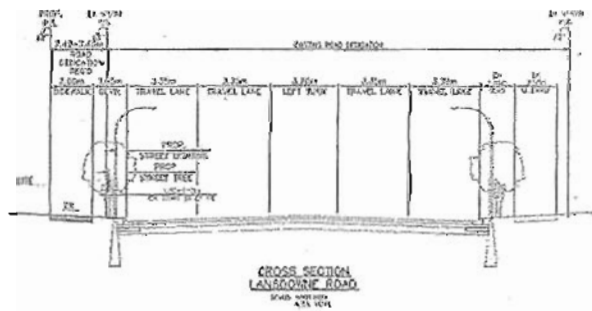
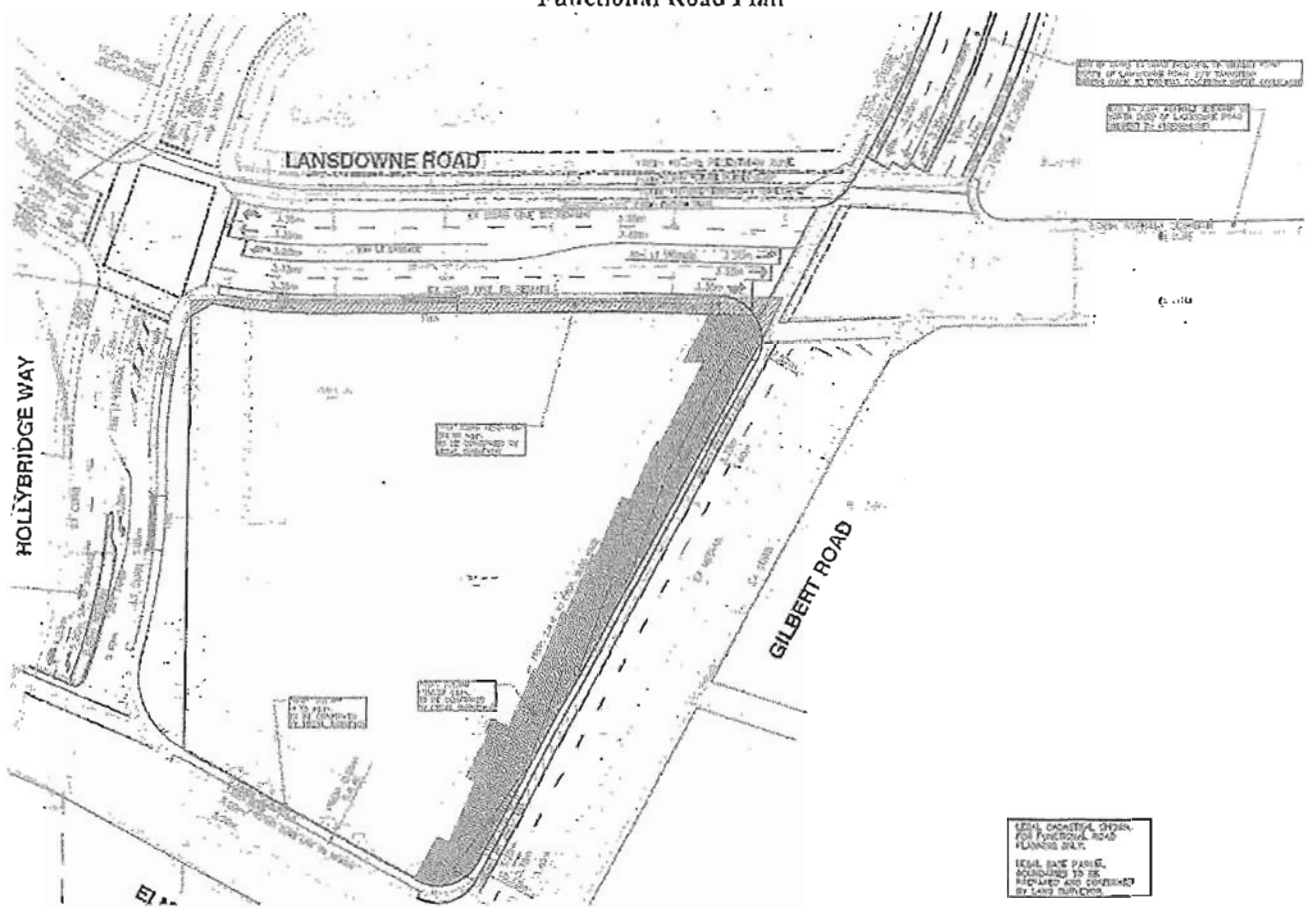
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

  
Signed \_\_\_\_\_

*November 15 / 2012*  
Date

Attachment 1  
Functional Road Plan



**Attachment 2**  
***Child Care Facility Design-Build - Terms of Reference***  
***FOR 5640 Hollybridge Way – Cressey - Prepared by City of Richmond, August 24, 2012***

**1. Intent**

The child care facility must:

- a) Have a total indoor floor area of 5000 sq. ft. to 5,500 sq. ft., and a 5000 sq. ft. outdoor area, to the satisfaction of the City;
- b) Provide a program for children between the ages of birth and 6 years (Note that the age range may be adjusted as determined through consultation with the City and operator);
- c) Satisfy the Vancouver Coastal Health Office, *Design Resource for Child Care Facilities* and any applicable City policy in effect at the time the facility is to be developed;
- d) Be capable of being licensed by Community Care Facilities and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial *Child Care Regulations*;
- e) On an ongoing basis, be both functioning and fully operational, to the satisfaction of the City (see "Performance" under Development Processes/Considerations); and
- f) Be designed, developed and operated within the City's Child Care Development Policy #4017 which states that:
  - The City of Richmond acknowledges that quality and affordable child care is an essential service in the community for residents, employers, and employees.
  - To address child care needs, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care facilities, spaces, programming, equipment, and support resources.
  - To develop City child care policies and guidelines, and use Council's powers and negotiations in the development approval process, to achieve child care targets and objectives.

**2. Development Processes/Considerations**

- a) Operator Involvement:
  - The indoor floor plan and the outside play area for the child care facility should be developed in collaboration with the operator or its representative, as determined by the City.
  - An operator should be secured prior to the detailed design process for the interior floor plan and outdoor play area.
  - To ensure the facility is satisfactory for child care programming and related purposes and will be a viable operation, the operator should have input into:
    - Space needs and design;
    - Operation and functioning of the facility;
    - Maintenance;
    - Fittings and finishes;
    - Equipment;
    - Lighting; and
    - Related considerations.
- b) Child Care Licensing Officer involvement – The application of the *Provincial Child Care Regulations* can vary based on the local Child Care Licensing Officer's interpretation of programs needs; it is therefore essential that the Licensing Officer be involved with the design and development of the facility from the outset.
- c) Performance – To ensure the facility will, on an ongoing basis, be both functioning and operational to the satisfaction of the City, the developer will be required, in consultation with the City, operator, and other affected parties, to define a standard of performance and the measures necessary to safeguard that those standards will be achievable (e.g., responsibility for maintenance). This assurance will be provided at each design stage, including rezoning, development permit, building permit issuance, contractor construction plan and specifications preparation, and occupancy by the written confirmation of the City's Development Applications Division, Capital Buildings and Project Management Division and Community Services Department. This assurance will be provided in part, by the City's engagement of independent professionals and quantity surveyors. The cost of these services will be paid from the Child Care Reserve Fund project budget for this Facility, consisting of contributions from developers of this and other projects.

### 3. Facility Description

- a) General Considerations - As noted above (see Intent), the facility must satisfy all City of Richmond, licensing, and other applicable policies, guidelines, and bylaws as they apply at the time of development.

**For reference purposes** - The minimum space required for a child care facility allowing for a minimum of 50 children of various ages (e.g., infant to school age), exclusive of space peripheral to the primary function of the facility, such as parking, elevators and stairs, etc.:

- Indoor activity space – 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>) to 511m<sup>2</sup> (5,500 ft<sup>2</sup>)
- Outdoor activity space - 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>)

*It is important to note that the above sizes are subject to change based on a number of factors, including policy developments, changes in licensing requirements or the design guidelines, community needs, advice of the child care operator, and/or other considerations.*

- b) Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of a child care facility. As the facility will be located above the ground floor, special attention will be required to how the facility is accessed (e.g., by foot, by car, in an emergency), the distance travelled, convenience, and related considerations. Where determined necessary, the City may require that the facility is equipped with special features designed to address the challenges of locating a child care facility in a high-density, mixed-use development including, but not limited to:
- Over-sized elevator and/or other handicapped access (e.g., ramps) capable of accommodating 3-child strollers and large groups of people;
  - Designated drop-off/pick-up parking spaces situated adjacent to the lobby for the elevator and stairway areas accessing the child care; and
  - Secured entry from the fronting public street.
- c) Outdoor Space - The outdoor play space must be:
- Fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and City of Richmond;
  - Landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access (taking into account the challenges of locating a facility on a rooftop) to provide for a wide variety of activities including, but not limited to, the use of wheeled toys, ball play, and gardening;
  - Located where it is protected from noise pollution (e.g., from traffic, transit, construction) and ensures good air quality (e.g., protect from vehicle exhaust, restaurant and other ventilation exhausts, noxious fumes);
  - Situated where it is immediately adjacent to and directly accessible (visually and physically) to the indoor child care space;
  - Safe and secure from interference by strangers and others;
  - Situated to avoid conflict with nearby uses (e.g., residential);
  - If multiple age groups of children are to be accommodated within the space, demised with fencing and tailored to meet the various developmental needs of the ages of children being served.
- d) Noise Mitigation – Special measures should be incorporated to minimize ambient noise levels both indoors and outdoors (e.g., incorporating a roof over part of the outdoor play space to help create an area of reduced aircraft noise, etc.).
- e) Height Above Grade – The facility is not to be located above the fifth floor above grade of the project, except where this is determined to be to the satisfaction of the City.
- f) Parking (including bicycles) and loading - As per applicable zoning and related bylaws, unless determined otherwise by the City
- g) Natural light & ventilation – The facility's indoor spaces (with the exception of washrooms, storage, and service areas) must have operable, exterior windows offering attractive views (near or far) and reasonable privacy/overlook; as determined through Richmond's standard development review process. Shadow diagrams for the equinox and solstices must be provided for review.
- h) Environmental and Energy Efficiency - The space must be constructed to meet the greater of LEED Silver equivalent as set under the City Centre Area Plan and the City's High Performance Building Policy.

### 4. Level of Finish

- a) The child care must be turnkey and ready for immediate occupancy upon completion (with the exception of loose furnishings and related items). This includes, but is not limited to, the following requirements:
- Finished floors installed (vinyl and/or carpet);

- Walls and ceiling painted;
  - Window coverings installed (curtains or blinds);
  - Kitchen fully fitted out, including major appliances (e.g., stove/oven, refrigerator, microwave) and cabinets;
  - Washrooms fully fitted out, including sink, toilet, and cabinets;
  - Wired for cablevision, internet, phone, and security;
  - Light fixtures installed;
  - Non-movable indoor cabinets, including cubbies;
  - All outdoor landscaping, including all permanently mounted play equipment and furnishings;
  - Operable, exterior windows; and
  - Noise attenuation to the satisfaction of the City.
- b) The operator will provide all loose equipment and furnishings necessary to operate the facility (e.g., toys, kitchen wares)
- c) Outdoor play areas must be finished to permit the potential future installation of additional equipment and furnishings by the operator (i.e. in addition to that provided by the developer).
- d) The child care may be situated near the project's affordable housing component (but not if it is be "subsidized housing" unless this is specifically approved in advance by the City).

#### 5. Tenure

Parcel: Air space parcel for indoor space, outdoor play area and parking  
Ownership: Developer transfers ownership of the above to the City

#### 6. Legal

As a condition of completing the pending rezoning, legal documents will be required to secure the child care facility construction, including a "no-development" covenant, an option to purchase, a Letter of Credit, and/or other measures as determined to the satisfaction of the City to be summarized in the Rezoning Considerations letter and following legal documents and requirements flowing from these considerations to be completed prior to adoption of rezoning for the subject development.

Attachment 3

5640 Hollybridge Way (Cressey) Rezoning Application

Transportation Servicing Agreement Requirements

Transportation Servicing Agreement Requirements : Prior to rezoning adoption, the developer must complete all design work required in respect to the Transportation Servicing Agreement Requirements described below, to the satisfaction of the Director of Transportation, Director of Development, Director of Engineering, and Senior Manager, Parks. More specifically, all transportation improvements identified in the Transportation Impact Assessment (TIA) are to be addressed via the Servicing Agreement process for this development. Complete and detailed road and traffic management design is subject to final functional road design and detailed design approval by the Director of Transportation. DCC credits are available for road and frontage works carried out within existing city right-of-way and dedicated road right-of-way as defined in the City DCC Program. The road and frontage works shall be completed to the satisfaction of the Director of Transportation and the Director of Development. The Transportation-related Servicing Agreement works shall include, but are not limited to the following.

1. Lansdowne Road

- a) The ultimate road cross-section of Lansdowne Road (between Gilbert Road and Hollybridge Way) is to consist of two 3.35 m wide eastbound traffic lanes, two 3.35 m wide westbound traffic lanes, and a 3.2 m wide "back-to-back" left turn lane (with a left turn lane at each of the two end intersections). This cross-section can be accommodated within the existing curb-to-curb pavement width with the exception of the eastbound curb lane at the west approach of the Gilbert/Lansdowne intersection (the eastbound curb lane is to be widened to achieve better lane continuity across the intersection per details shown on Attachment 1). The developer is required to prepare a functional design and pavement marking plan to show the provision of five traffic lanes within the existing pavement width and the ultimate lane configuration. The design is to demonstrate compatibility with the adjacent road network elements and that traffic safety and operational efficiency can be maintained. The frontage improvements (behind the south curb) shall include curb and gutter, a minimum 1.5 m wide landscaped boulevard (exclusive of the 0.15 m wide curb) and a minimum 2.0 m wide sidewalk. Additional frontage improvements beyond the 2.0 m wide sidewalk (including a wider sidewalk, wider boulevard and additional landscaping features) may be required by City Planning and Parks as part of the review process of the building design. The City has a 21.65 m right-of-way over this section of Lansdowne Road. To accommodate the required frontage improvements, a road dedication as generally shown on Attachment 1 is required. Corner cuts (minimum 4 m x 4 m, measured from new property lines, dedicated or via a public-right-of passage) are required at these intersections: Lansdowne Road/Gilbert Road (southwest corner); and Lansdowne Road/Hollybridge Way (southeast corner).
- b) As part of the TDM-related works (in respect to eligible parking reductions), the developer shall design and construct a 2.0 m wide interim asphalt sidewalk behind the curb on the north side of Lansdowne Road between Gilbert Road and Alderbridge Way. (Note: The budget and funding for these TDM measures shall be based on the developer's voluntary contribution, the value of which contribution shall be determined via the design process for the required works, to the satisfaction of the Director of Transportation.)

2. Lansdowne Road/Hollybridge Way Intersection

- a) As part of the City Centre Transportation Plan (CCTP) road network, the existing Lansdowne Road/Hollybridge Way "T-intersection" is to be reconstructed as a four-legged intersection with traffic signalization to provide a direct connection between these two roadways. This new intersection will consist of four approaches: Hollybridge Way North, Hollybridge Way South, Pearson Way, and Lansdowne Road. The lane configurations are: (i) Hollybridge Way north approach - two 3.35 m wide departure lanes, a 3.45 m wide left turn lane, a 3.20 m wide and a 3.25 m wide receiving lanes; (ii) Pearson Way approach - a 5.6 m wide receiving lane, a 3.2 m wide left turn lane and a 3.2 m wide right-turn/through lane; (iii) Hollybridge Way south approach - a 3.25 m wide and a



3.2 m wide receiving lanes, a 3.2 m wide left turn lane, and a 3.35 m wide departure lane; and (iv) Lansdowne Road approach - two 3.35 m wide departure lanes, a 3.2 m wide left turn lane, and two 3.35 m wide receiving lanes. The realignment of Hollybridge Way and Lansdowne Road, traffic signalization and the construction of the Pearson Way approach will be coordinated and undertaken as part of the rezoning process of an adjacent site (5440 Hollybridge Way). DCC credits are available for road and frontage works carried out within the existing Lansdowne city right-of-way and dedicated road right-of-way as defined in the City DCC Program.

- b) The subject development (5640 Hollybridge Way) is responsible for all works on Hollybridge Way south of Lansdowne Road that are required to connect Hollybridge Way to the new Lansdowne/Hollybridge Way intersection. The road widening work extends from the south end of the curb returns on both sides of Hollybridge Way, immediately south of the Lansdowne / Hollybridge Way intersection southwards to the points where the works transition into the existing pavement of Hollybridge Way as shown on Attachment 1. (Note: The developer's contribution shall be based on the budget and funding for the Hollybridge Way/Lansdowne Road intersection and road realignment works, the value of which contribution shall be determined via the City approved design and cost estimates for the required works, to the satisfaction of the Director of Transportation. These works on Hollybridge Way are not on the DCC Program and are not eligible for DCC Credits.)

### 3. Hollybridge Way

- a) The scope of work includes the widening of Hollybridge Way (between Lansdowne Road and Elmbridge Way). The lane configurations are: (i) at the Hollybridge Way/Elmbridge Way intersection - a 3.25 m wide southbound right turn lane, a 3.2 m wide southbound left turn lane, a raised 2.5 m wide raced median, and a 5.4 m wide northbound receiving lane; (ii) at the Hollybridge Way/Lansdowne Road intersection - a 3.25 m wide southbound curb lane, a 3.2 m wide southbound lane, a 3.2 m wide northbound left turn lane and a 3.35 m wide northbound departure lane separated by a 1.65 m wide painted median; and (iii) at midblock Hollybridge Way - a 3.25 m wide southbound curb lane, a 3.2 m wide southbound lane, a 3.2 m wide development access left turn lane and a 3.85 m wide northbound lane.
- b) The road widening works also include the realignment of Hollybridge Way from the south end of the curb returns on both sides of Hollybridge Way, immediately south of the Lansdowne / Hollybridge Way intersection southwards to the points where the works transition into the existing pavement of Hollybridge Way as shown on Attachment 1. (Note: The developer's contribution shall be based on the budget and funding for the Hollybridge Way/Lansdowne Road intersection and road realignment works, the value of which contribution shall be determined via the City approved design and cost estimates for the required works, to the satisfaction of the Director of Transportation.)
- c) The works on Hollybridge Way are not on the DCC Program and are not eligible for DCC Credits.
- d) The frontage improvements (behind the east curb) shall include curb and gutter, landscaped boulevard, sidewalk and other frontage improvements as determined by City Parks and Planning as part of the review of the building design and the design of the park space along the development's Hollybridge Way frontage.

### 4. Elmbridge Way

- a) Road widening on Elmbridge Way between Gilbert Road and Hollybridge Way is not required. The existing curb-to-curb road elements are to be retained. The frontage improvements (behind the north curb) shall include curb and gutter, a minimum 1.5 m wide landscaped boulevard (exclusive of the 0.15 m wide curb) and a 2.0 m wide sidewalk. Additional frontage improvements (including a wider sidewalk, wider boulevard and additional landscaping features) may be required by City Planning and Parks as part of the review of the building design. A 0.26m wide public right-of- passage along the development's Elmbridge Way frontage as shown Attachment 1 is

required. Corner cuts (minimum 4 m x 4 m, measured from new property lines, dedicated or via a public-right-of passage) are required at these intersections: Elmbridge Way/Gilbert Road (northwest corner); and Hollybridge Way/Elmbridge Way (northeast corner).

- b) Other required works include the modifications of the existing traffic signals at the Elmbridge Way/Gilbert Road and Elmbridge Way/Hollybridge Way intersections. The two existing driveways along the development's Elmbridge Way frontage are to be closed to provide a continuous curb and gutter, landscaped boulevard and sidewalk on the north side of this section of Elmbridge Way.

#### 5. Gilbert Road

- a) The scope of work includes the widening of Gilbert Road (between Lansdowne Road and Elmbridge Way) to provide an additional 1.8 m wide southbound bike lane. The existing lane configuration between the median and the east curb inclusive is to be maintained, i.e. 1.8 m wide northbound bike lane, 3.65 m wide northbound curb lane, 3.35 m wide northbound lane, 3.3 m wide northbound left turn lane, and a 1.2 m wide raised median. In the southbound direction, upon completion of the road widening, the lane configuration shall consist of a 1.8 m wide bike lane, a 3.3 m wide curb lane, and a 3.35 m wide center traffic lane. The frontage improvements (behind the west curb) include greenway treatments, curb and gutter, street trees, furnishings, a 1.5 m wide landscaped boulevard (exclusive of the 0.15 m wide curb), a "rain garden" of variable width, and a minimum 3.0 m wide sidewalk. An approximate 6.3m to 8.3m wide property right-of-passage as generally shown on Attachment 1 is required to accommodate these frontage improvements which will include the relevant elements contained within the Gilbert Greenway Design Principles (Attachment 5). Additional frontage improvements (including a wider sidewalk, wider boulevard and additional landscaping features) may be required by City Planning and Parks as part of the review of the building design and greenway design. Corner cuts (minimum 4 m x 4 m, measured from new property lines, dedicated or via a public-right-of passage) are required at these intersections: Lansdowne Road/Gilbert Road (southwest corner); and Gilbert Road /Elmbridge Way (northwest corner).
- b) As part of the Gilbert Road/Lansdowne Road intersection works and to meet the ultimate Gilbert Road cross-section for traffic safety and operational efficiency reasons, the developer is required to widen Gilbert Road north of Lansdowne Road (curb-to-curb inclusive) for a distance of approximately 60.0 m. The finished road cross-section shall consist of curb and gutter (both sides of the road), two northbound and two southbound traffic lanes, southbound left turn lane (at the Lansdowne Road intersection), northbound and southbound bike lanes and a raised median (minimum 1.2 m wide). The lane widths are 3.25 m (all traffic lanes) and 1.8 m (bike lanes). As part of the frontage improvements constructed by an adjacent development, in the northbound direction approximately a 45.0 m long section of the full pavement width (without curb and gutter) and a 66.0 m long taper section are now in place. In the southbound direction, the width of the existing pavement and lane configuration is the same as that to the south of Lansdowne Road over a distance of 25.0 m with a 30:1 taper section. Consistent with frontage requirements that involve intersection works, road widening for a tangent section of 30 m and a 30:1 taper section is required beyond the intersection. The scope of work required on Gilbert Road north of Lansdowne Road of the subject development would be the net of the works previously carried out by an adjacent development and by the City as described above.
- c) DCC credits are available for road and frontage works carried out within the existing Gilbert Road city right-of-way and dedicated road right-of-way as defined in the City DCC Program.

#### 6. Traffic Signals

The following traffic signal works are to be carried out by the developer. Property dedication or PROP (exact dimensions to be confirmed through the Servicing Agreement process) for the placement of traffic controller cabinet and other traffic signal equipment is required.

- a) Modifications to the existing traffic signals at these intersections are required: Gilbert Road/Elmbridge Way, Gilbert Road/Lansdowne Road, and Elmbridge Way/Hollybridge Way. The traffic signal modifications may include but are not limited to the following: repair, modification and/or installation of vehicle detection; relocation and/or replacement of traffic signal poles, bases, junction boxes, signal heads and conduit; relocation of traffic signal controller cabinet and base; modification and/or installation of City standard accessible pedestrian signals and illuminated street name signs; repair, modification and/or installation of communications cable (both fibre optics and copper); and property acquisition (or utility ROW) to house traffic signal equipment.
- b) The existing Hollybridge Way/Lansdowne Road T-intersection will be reconstructed as a 4-legged signalized intersection by an adjacent development. The subject development is required to make modifications to the traffic signals at this future new intersection. The traffic signal modifications will include some or all of the items described in part (a) immediately above.

#### 7. Transit Amenities

The developer shall provide \$25,000 for a City Centre-style transit shelter with associated transit accessibility requirements. The exact location of this transit shelter shall be determined by the City in consultation with Coast Mountain Bus Company.

#### 8. Parking Strategy and TDM Measures to Support Parking Relaxations

Prior to a Development Permit for any portion of the 5640 Hollybridge Way development being forwarded to the Development Permit Panel for consideration, the developer is required to submit a parking strategy demonstrating the subject development's compliance, on a building phase by building phase basis, with the Zoning Bylaw in respect to Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number required parking spaces for both residential and non-residential uses), as determined to the satisfaction of the City. In addition to the Temporary Frontage Improvements (in the form of a 2.0 m asphalt walkway) along the north side of Lansdowne Road between Gilbert Road and Alderbridge Way (required to be included within the Servicing Agreement prior to rezoning adoption), TDM measures shall include, but may not be limited to the following:

- a) For non-residential uses, one end-of-trip facility for each gender. The minimum requirements for each facility are: shower, change room, wash basin (with grooming station, counter, mirror and electrical outlets), handicapped accessible toilets and lockers. The end-of-trip facilities are to be accessible to all commercial tenants of each phase of the development.
- b) Provision of electric vehicle and bicycle plug-in services including: (i) For residential uses - 240V service shall be provided for 20% of parking stalls; (ii) For commercial uses - 240V service shall be provided for 10% of parking stalls; and (iii) for bicycle users - 120V service shall be provided for 5% of the total Class I bicycle racks or one per bicycle storage compound, whichever is greater. The minimum electric vehicle and bicycle parking service requirements are to include conduits, circuit breakers, and wiring in form acceptable to the City (actual outlets to be provided later by strata owners).
- c) Construction of an interim 2.0 m wide asphalt walkway on the north side of Lansdowne Road between Gilbert Road and Alderbridge Way.

#### 9. Development Vehicle Access

- a) Vehicle access to this development shall be provided at: (i) Lansdowne Road - right-in/right-out (left turn restrictions indicated by signage); and (ii) Hollybridge Way - all directional movements permitted except for the left-out turning movements (left-out turn restrictions to be controlled by the construction of a raised median on Hollybridge Way). The two existing driveways to the site on Elmbridge Way are to be closed.

- b) Registration of a restrictive covenant and/or alternative legal agreement on title, to the satisfaction of the City, prohibiting driveway crossings along the subject site's Gilbert Road and Elmbridge Way frontages.

10. Commercial Parking

Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title restricting parking provided on-site in respect to commercial uses (as per the Rezoning Bylaw) such that:

- a) No commercial parking spaces may be provided in a tandem arrangement.
- b) Not more than 50% of commercial parking spaces as per an approved Development Permit may be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others. The remaining 50% of commercial parking spaces must be made available to visitors to the residential units of this development.
- c) Commercial parking spaces not designated by the owner and/or operator for the exclusive use of employees, specific businesses, and/or others must include a proportional number of handicapped and small car parking spaces, as per Zoning Bylaw (e.g. maximum 50% small car parking spaces).

11. Construction Parking and Traffic Management Plan

Prior to Building Permit approval, the developer is to submit a detailed Construction Parking and Traffic Management Plan prepared to the satisfaction of the City. This plan is to identify (for each development phase): construction vehicle access and emergency vehicle access; parking facilities for workers, services, deliveries and loading; and staging area for construction vehicles and materials (facilities for staging activities are not available on any of the public roadways peripheral to the subject site). The plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for Works on Roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will not be interrupted.

**Attachment 4  
Street and Park Lighting**

<b>CRESSEY @ 5640 Hollybridge Way</b>	
<b>A. City Streets</b>	
1. Gilbert Road (Both sides of street)	<ul style="list-style-type: none"> <li>• Pole colour: Grey</li> <li>• Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, and duplex receptacles, but EXCLUDING any flower basket holders or irrigation.</li> <li>• Pedestrian lighting @ back of curb: <u>Type 8</u> (LED) INCLUDING 1 pedestrian luminaire set perpendicular to the roadway and duplex receptacles, but EXCLUDING any banner arms, flower basket holders, or irrigation.</li> </ul> <p><i>NOTE #1: Existing traffic signal @ Lansdowne Road must be modified so that pole colour &amp; luminaires/arms match Type 7 lights (i.e. grey poles, LED).</i></p> <p><i>NOTE #2: Existing Type 3 (HPS) streetlights along east side of Gilbert Road require modification to match new Type 7 lights @ the subject site (i.e. grey poles, LED).</i></p>
2. Gilbert Road @ Richmond Winter Club frontage (Both sides of street)	<ul style="list-style-type: none"> <li>• Pole colour: Grey</li> <li>• Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, and banner arms, but EXCLUDING any flower basket holders, irrigation, or duplex receptacles.</li> <li>• Pedestrian lighting @ back of curb: <u>Type 8</u> (LED) INCLUDING 1 pedestrian luminaire set perpendicular to the roadway, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.</li> </ul> <p><i>NOTE #1: Existing traffic signal @ Lansdowne Road must be modified so that pole colour &amp; luminaires/arms match Type 7 lights (i.e. grey poles, LED).</i></p> <p><i>NOTE #2: Existing Type 3 (HPS) streetlights along east side of Gilbert Road require modification to match new Type 7 lights @ the subject site (i.e. grey poles, LED).</i></p>
3. Elmbridge Way (North side of street)	<ul style="list-style-type: none"> <li>• Pole colour: Grey</li> <li>• Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.</li> </ul>
4. Hollybridge Way (Both sides of street)	<ul style="list-style-type: none"> <li>• Pole colour: Grey</li> <li>• Roadway lighting @ back of curb (alternating with pedestrian lighting): <u>Type 7</u> (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, 2 flower basket holders, irrigation, and 1 duplex receptacle.</li> <li>• Pedestrian lighting @ back of curb (alternating with roadway lighting): <u>Type 8</u> (LED) INCLUDING 1 pedestrian luminaire, 2 flower basket holders, irrigation, and 1 duplex receptacle, but EXCLUDING any banner arms.</li> </ul>
5. Lansdowne Road (South side of street) <i>(TO BE CONFIRMED VIA SERVICING AGREEMENT &amp; DP PROCESSES)</i>	<ul style="list-style-type: none"> <li>• Pole colour: Grey</li> <li>• Roadway lighting @ back of curb (alternating with pedestrian lighting): <u>Type 7</u> (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, 2 flower basket holders, irrigation, and 1 duplex receptacle.</li> <li>• Pedestrian lighting @ back of curb (alternating with roadway lighting): <u>Type 8</u> (LED) INCLUDING 1 pedestrian luminaire, 2 flower basket holders, irrigation, and 1 duplex receptacle, but EXCLUDING any banner arms.</li> </ul> <p><i>NOTE: Existing traffic signal @ Lansdowne Road must be modified so that pole colour &amp; luminaires/arms match Type 7 lights (i.e. grey poles, LED).</i></p>
<b>B. Off-Street Publicly-Accessible Walkways &amp; Open Spaces</b>	
1. Hollybridge Way ("Pocket park" @ east side of street) <i>(TO BE CONFIRMED VIA SERVICING AGREEMENT &amp; DP PROCESSES)</i>	<ul style="list-style-type: none"> <li>• Pole colour: Grey</li> <li>• Pedestrian lighting: <u>Type 8</u> (LED) INCLUDING 1 pedestrian luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.</li> </ul>

**Attachment 5**  
**Gilbert Greenway Design Principles**  
**(With Applicable Gilbert Road Section for this Project)**

*Gilbert Road: The Downtown Gateway*

Gilbert Road is one of the most prominent gateways into Richmond's downtown. At the north end, it forms an important gateway for traffic entering the city from the Dinsmore Bridge. Gilbert Road is also a key pedestrian and cycling greenway and presents the opportunity to create a strong link between Minoru Park and the waterfront.

The City's heritage lot at 6900 River Road and the future waterfront park frame the south end of the Dinsmore Bridge. From the end of the bridge moving south, the road right of way is very generous but narrows toward the intersection with Lansdowne Road where it is more typical in width. The gateway features and landscape elements should therefore be grand in scale with a general character of a bold, green corridor with references (natural, cultural and industrial) to the City's relationship to the Fraser River and estuary.

1. Lansdowne Rd. to Westminster Hwy.

**East Side**

*Greenway elements:*

- one north-bound, on-street cycling lane
- 2.5 metre boulevard
- a minimum 3.0 metre wide pedestrian walkway

*Landscape:*

- large street trees centred in the boulevard at approximately 8 metres, or less, on centre (species to be determined)
- planted areas between walkway and building frontage consisting of ornamental and native species at key nodes and street intersections to add seasonal interest and define gateways/entry points

**West Side**

*Greenway elements:*

- one south-bound, on-street cycling lane
- 2.5 m treed boulevard
- 3 m pedestrian walkway

*Landscape:*

- large street trees centred in the boulevard at approximately 8 metres, or less, on centre (species to be determined)
- groves of trees (each comprised of 10 or more trees, mixed deciduous and coniferous species) between the pedestrian walkway and the building frontages.
- "river-like" landscape elements (incl. water features) of varied width on the west side of the pedestrian walkway within PROP SRW



Richmond Zoning Bylaw 8500
Amendment Bylaw 8957 (RZ 12-602449)
5640 Hollybridge Way

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it RESIDENTIAL / LIMITED COMMERCIAL (RCL3).

P.I.D. 006-096-115

Lot 109 Section 5 Block 4 North Range 6 West New Westminster District Plan 46385

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8957".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for recording dates and details of readings.

CITY OF RICHMOND APPROVED by MB APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** January 16, 2012  
**File:** RZ 11-593406  
**Re:** Application by Interface Architecture Inc. for Rezoning at 4991 No. 5 Road from School & Institutional Use (SI) to Low Density Townhouses (RTL4)

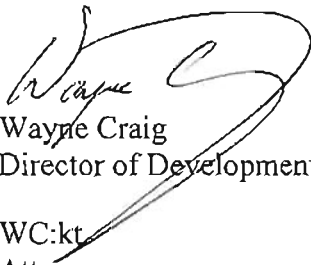
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**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw 8947:
  - To redesignate 4991 No. 5 Road from "Commercial" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map)  
be introduced and given first reading.
2. That Official Community Plan Amendment Bylaw 8948:
  - To redesignate 4991 No. 5 Road from "School/Park Institutional" to "Residential" in Schedule 2.11B of Official Community Plan Bylaw 7100 (East Cambie Area Plan Land Use Map)  
be introduced and given first reading.
2. That Bylaws 8947 and 8948, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansare hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaws 8947 and 8948, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.

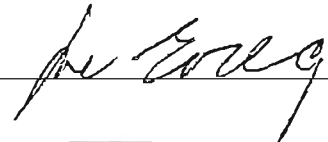


4. That Zoning Amendment Bylaw 8986:
- To rezone 4991 No. 5 Road from "School & Institutional Use (SI)" to "Low Density Townhouses (RTL4)"  
be introduced and given first reading.



Wayne Craig  
Director of Development

WC:kt  
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 4991 No. 5 Road (**Attachment 1**) from School and Institutional Use (SI) to Low Density Townhouses (RTL4) in order to permit the development of a 102 unit townhouse complex. The development proposal is predominantly three-storey, with some two-storey end units provided along the north interface to adjacent single-family properties, and a central single-storey amenity building. A preliminary site plan and building elevations are contained in **Attachment 2**.

The privately owned site currently contains four substantial buildings, an outdoor swimming pool, and surface parking areas. The existing commercial recreation complex includes a soccer store, licensed restaurant, and indoor sport facilities. The complex also includes a facility that is leased by the City for the operation of gymnastics, air pistol and archery programming. The lease is in effect until February 2016.

The developer is required to enter into a Servicing Agreement as a requirement of rezoning for the design and construction of: frontage improvements, storm sewer upgrades, and sanitary sewer extension.

### Findings of Fact

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

### Surrounding Development

To the North: Existing single-family dwellings fronting onto Dewsbury Drive on lots zoned Single Detached (RS1/E)

To the East: Existing single-family dwellings fronting onto No. 5 Road on lots zoned Single Detached (RS1/E), and across No. 5 Road is a rear lane and Ministry of Transportation and Infrastructure (MOTI) right-of-way for BC Highway 91

To the South: MOTI right-of-way for BC Highway 91

To the West: MOTI right-of-way for BC Highway 99

### Related Policies & Studies

#### Official Community Plan (OCP)

The proposed development is located in the East Cambie planning area (**Attachment 4**). The application includes OCP amendments to amend the City of Richmond 2041 OCP Land Use Map Attachment 1 to Schedule 1 and also the East Cambie Area Plan Schedule 2.11B. The City of Richmond 2041 OCP Land Use Map is proposed to be amended by changing the designation of the subject site from "Commercial" to "Neighbourhood Residential". The East Cambie Area Plan Land Use Map is proposed to be amended by changing the designation of the subject site from "School/Park Institutional" to "Residential". The proposed low density townhouse land use complies with the amendments.

The applicant is requesting the change in land use to redevelop the commercial sports recreation complex into a townhouse development. The change is sought as the owner has expressed concerns about the continued economic viability of the business at this location. The addition of townhouses will help to address Richmond's growing population with a variety of housing to complement the adjacent single family neighbourhood.

#### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 2 (High Aircraft Noise Area) of the ANSD map (**Attachment 5**). Area 2 does not allow for consideration of new single family, but does allow consideration of all other Aircraft Noise Sensitive Land Uses (including dwelling units). The policy also requires the registration of a restrictive covenant on title to address aircraft noise mitigation and public awareness. Registration of an aircraft noise sensitive use restrictive covenant is a requirement of rezoning.

This legal agreement is intended to identify that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

As part of the required Development Permit, the applicant is required to submit a report and recommendations prepared by an appropriate registered professional, which demonstrates the interior noise levels and thermal conditions comply with the policy and the required covenant. These are also required to be incorporated into the future Building Permit.

A preliminary acoustic study prepared by BKL Consultants in Acoustics has been submitted to the City. The study includes recommendations for construction upgrades to the roof and walls, upgrades to windows for bedrooms, and installation of a sound barrier wall along the highway frontage. The Ministry of Transportation and Infrastructure requires the developer to install a sound barrier as a buffer to Highway 91 and the ramp onto Highway 91 (See MOTI section below). MOTI approval, including an arrangement to construct the sound barrier is a condition of rezoning.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption. The subject site is located in Area A, which requires a minimum flood construction level of 2.9 m GSC for habitable space, or no lower than 0.3 m above the highest crown of road.

The proposal complies, with a ground floor level of approximately 3.0 m, which is 0.3 m above the highest crown of No. 5 Road in front of the subject site. In the portions of the site where neighbouring properties are lower than the required flood construction level, the proposed design has yards that slope down to meet the existing grade at the property lines. This improves the transition to neighbouring properties and successful tree retention.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy (e.g. \$258,050).

The City's existing Affordable Housing Strategy requires townhouse developments to provide a cash contribution, regardless of the size of the development. The large size of the subject townhouse rezoning application is rare, but a cash contribution is appropriate given the City's existing policy.

Community Services staff are currently reviewing the City's Affordable Housing Strategy, and are anticipating submitting a separate staff report for Council consideration later this year. The review will include looking at contribution rates for all forms of development, and the provision of Affordable Housing units in larger scale townhouse developments.

### Public Art Policy

Staff are working with the applicant to explore opportunities to participate in the City's Public Art Program. The applicant will participate in the City's Public Art Program with installation of Public Art as a part of the development in the amount of \$0.75 per buildable square foot of residential space (e.g. \$96,770), or City acceptance of a cash contribution in the same amount to the City's Public Art fund. This will be further investigated through the required Development Permit application.

### City Lease

The privately owned site currently contains a mix of private and community sport programming, as well as retail and restaurant spaces. The City has an existing lease for indoor facilities on the site for the operation of gymnastics, air pistol and archery programming until February 2016.

Community Services staff have reviewed the proposal and are not opposed to the rezoning proceeding as the lease secures the facility until 2016.

The property owner has advised City staff that they would be willing to allow the City to terminate the lease should the City so desire.

Prior to final adoption of the Rezoning, Community Services staff will provide a separate staff report presenting information for Council consideration regarding:

- How gymnastics programming may be accommodated as part of the City's Capital plan.
- Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.

The applicant is proposing to contribute \$700,000 towards the City's Leisure Facilities Reserve Fund as a requirement of rezoning. This amenity contribution was reviewed in consultation with Community Services, Recreation Services, and Real Estate Services staff. Staff agreed that the contribution could assist the City in replacing the existing gymnastics facility given that it is only secured until February 2016. The proposed amenity contribution does not impact the City's ability to continue to utilize the lease space until the lease expiration in February 2016.

### **Consultation**

#### BC Ministry of Transportation and Infrastructure (MOTI)

Approval from the BC Ministry of Transportation & Infrastructure (MOTI) is a requirement of rezoning as the subject site is located within 800 m of a controlled access to a Provincial Highway. Staff have reviewed the rezoning application with MOTI staff and impact of highway noise on future residents is a concern. MOTI requires that the developer install sound barrier fencing inside the MOTI right-of-way at the top of bank. Approximately 450 m of barrier will be constructed by the developer through a separate MOTI permit process. MOTI will take over ownership & maintenance of the barrier once completed.

#### Vancouver International Airport (YVR)

This application was not referred to YVR because the proposed multi-family land use complies with the OCP Aircraft Noise Sensitive Development Policy. As discussed above, the property is located in Area 2 of the policy, which allows for consideration of all new aircraft noise sensitive land uses, except single family. As a courtesy, staff has provided information regarding the rezoning application to YVR staff.

#### School District No. 38 (Richmond)

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As a courtesy, staff has provided information regarding the rezoning application to school district staff.

## Public Input

The development application process to date has included a public information meeting before the rezoning application was submitted to the City and the installation of informational signage on the site. The Public Hearing will include notification to neighbours and local newspaper advertising. Public input has been received through the open house meeting and correspondence.

The applicant hosted a public information meeting before submitting a rezoning application to the City. Approximately 21 to 25 people attended the meeting which was held from 5pm to 8 pm on June 20, 2011 at the East Richmond Community Hall on Cambie Road. Invitations were delivered to more than 150 properties, including properties in the neighbourhood north of the site and properties in the block on the opposite side of No. 5 Road (**Attachment 6**). The development team provided a presentation on a preliminary design proposal (massing sketches, typical floor plan and elevations). The following concerns about the development proposal were expressed at the meeting (with response included in '*bold italics*')

- Three-storey building height – *In response to the concern, building height was stepped down to provide two-storey units for the majority of the north edge of the site, which is the interface to single-family properties fronting onto Dewsbury Drive. Overall, the development is predominantly Three-storey in height, which is typical for townhouse development throughout the City and allows for more consolidated building footprints and increased open space.*
- Excessive vehicle speed of No. 5 Road traffic – *Speeding has been an issue for northbound vehicles. A speed study conducted in July 2011 indicated an average speed on No. 5 Road in the northbound direction of 70 kph over a one-week period, which is significantly higher than the 50 kph speed limit. As a result, staff have notified RCMP to target enforcement along the No. 5 Road corridor, between Cambie Road and the Highway 91 overpass.*  
*To help reduce vehicle speeding, installation of a digital speed board is a requirement of rezoning.*
- Safety crossing No. 5 Road – *There is a special crosswalk on No. 5 Road at McNeely Drive, adjacent to the bus stops and approximately 250 m north of the subject site. Staff will continue to monitor pedestrian activity in the area.*
- Lack of a sidewalk south of the site to the Nature Park – *Staff have forwarded the request to MOTI as the highway right-of-way south of the subject site is under their jurisdiction. The frontage of the subject site will be upgraded as a requirement of the rezoning. A new sidewalk will be pulled away from the street edge behind a landscaped boulevard to improve the pedestrian environment in front of this site. Concrete sidewalk exists along the west side of No. 5 Road from Cambie Road south to the abutment of the Highway 91 overpass, linking the residential areas to the Cambie shopping centre.*
- Difficulty for the neighbourhood (Dewsbury, Deerfield and Dumont) to gain access to/from No. 5 Road – *The existing recreation facility generates traffic that is higher than the estimated traffic that will be generated by the proposed townhouse development according to the Traffic Study submitted to the City. With the proposed change to a townhouse development, it is estimated that there will be a slight increase in traffic generated in the morning peak hour of about 15 vehicles and a reduction in the afternoon peak hour of*

*approximately 35 vehicles. The 15 additional vehicles in the morning is anticipated to have minimal impact to the surrounding road system as it translates to just one additional car every four minutes and can be accommodated by the adjacent road network capacity and geometry with no significant impact to traffic on the nearby streets. In the evening, traffic to and from this site will reduce.*

- Neighbours are finding too many cars being parked in front of their homes – *The existing recreation facility can have surges in parking demand, due to special events. The proposed townhouse use will generate a more regular and consistent traffic and parking pattern as compared to the existing recreation facility, with less likelihood for parking to spillover to the residential neighbourhood.*

*The proposed development meets the off-street parking requirement in the Zoning bylaw with two parking spaces for each unit and 21 visitor parking spaces. Through the Development Permit review, the applicant and staff will explore opportunities to provide additional visitor parking on-site.*

*Restricted parking is generally permitted along No. 5 Road, although it is not permitted in the MOTI highway ROW to the south. On the west and east sides of No. 5 Road in front of the site and northward to Cambie Road, parking is permitted from 6pm to 7am. On the east side, it is also permitted from 9 am to 4 pm.*

*The City's Traffic Control and Regulation Bylaw restricts parking in front of a residential house over three hours. Residents experiencing parking issues are encouraged to contact the RCMP non-emergency line.*

- Proposed density was too high; it would generate too much noise and potential unwanted activity – *Low density townhouse zoning (RTL4) is proposed, with a maximum floor area ratio of 0.6 and maximum building height of three-storeys.*
- Shadowing of the backyards of the adjacent neighbours to the north – *The design minimizes the shadow impact at the north edge of the site by minimizing the building massing along the shared north property line through turning the buildings, stepping down the building height from three-storey to two-storey for end units, increasing the side yard setback for two-storey units, and providing a larger setback for three-storey units.*
- Lack of a grocery store in the neighbourhood – *Retail grocery store development is not proposed.*
- City owned park use preferred – *Community Services staff have reviewed the proposal and are not opposed to the rezoning. The City has no plans to acquire the site for park use. The neighbourhood is served by the Nature Park and King George Park.*
- Single-family use preferred – *Because the site is located within a High Aircraft Noise Area, new single-family land use at this location would not comply with the OCP (see Aircraft Noise Sensitive Development section above). Multi-family development with acoustic and thermal measures to ensure resident comfort is recommended.*
- Construction process site vibration and noise – *The developer has been provided with a copy of the City's good neighbour brochure, which provides information to developers regarding construction disturbance in single-family neighbourhoods. The developer is required to comply with the City's noise bylaw which addresses the permitted level of noise, and hours of construction.*

- Impacts of the development on property taxes for neighbours – *Staff are not aware that the development proposal will significantly impact the property taxes for the neighbours.*

Public correspondence has been received regarding the public information meeting and regarding the rezoning application (**Attachment 7**). Residents of the adjacent single-family neighbourhood to the north expressed the following concerns (with response included in *'bold italics'*):

- Excessive vehicle speed of No. 5 Road traffic – *This concern was also raised at the public information meeting. See comments above.*
- Increased traffic volume worsening the existing difficulty for the neighbourhood (Dewsbury, Deerfied, Dumont, McNeely and Dallyn) to gain access to/from No. 5 Road and to/from Cambie Road – *This concern was also raised at the public information meeting. See comments above.*
- Overflow street parking as a result of garages being used for storage instead of parking. During Sportstown special events (ie. tennis tournament), our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Road – *This concern was also raised at the public information meeting. See comments above.*
- Loss of amenities: restaurant, gymnastics, tennis and outdoor swimming pool – *The subject site is a privately owned commercial site and the property owner has expressed concerns about the economic viability of the commercial facility. The proposal does result in the loss of amenities on this privately owned site, however, amenities are available elsewhere in the City. There are nearby restaurants at the Cambie Neighbourhood Service Centre at No. 5 Road and Cambie Road and additional commercial amenities may be considered through the future planning of the Neighbourhood Service Centre. As noted above, the City has secured space on the subject site for gymnastics programming until the lease expires in February 2016. Prior to final adoption of the rezoning, Community Services staff will provide information for Council consideration regarding gymnastics programming. Indoor tennis is available to the public in Minoru Park and Steveston Park. The small outdoor swimming pool on the site is not part of the inventory of public serving aquatic facilities.*
- Safety of proposed townhouse units from potential highway accidents – *This is under the jurisdiction of MOTI, who have reviewed the proposed redevelopment of this site.*
- Noise and pollution from highway traffic and townhouse residents – *As suggested by MOTI, the developer has agreed to construct sound barrier fencing along the highway interface as a requirement of rezoning.*
- Single-family use preferred – *This concern was also raised at the public information meeting. See comments above.*
- Location may result in the units being purchased as investments, rented out, and used as grow ops and drug labs – *The townhouse proposal will complement the single-family neighbourhood with housing choice.*
- Impact of secondary access on Dewsbury Road – *A single driveway to No. 5 Road is proposed for the development. There is no access to Dewsbury Road. A secondary emergency access is not required for this development; fire suppression sprinkler systems are required for the rear portion of the townhouse development.*



## Staff Comments

Staff Technical Review comments are included. No significant concerns have been identified through the technical review.

### Tree Retention and Replacement

	Existing	Retained	Compensation
On-site trees	24	10 trees retained 3 trees relocated	2:1 replacement ratio for removal of 11 trees
Off-site trees on neighbouring properties	5 trees 2 hedges	5 trees 2 hedges	To be protected
Off-site trees in MOTI Highway ROW	39	39	To be protected
Off-site trees in City boulevard	3	3	To be protected

- A Tree Survey and a Certified Arborist's report were submitted in support of the application and reviewed by the City's Tree Preservation Coordinator. A Tree Preservation Plan is included in **Attachment 2**.
- The developers are not permitted to endanger neighbouring off-site trees, as detailed in the City of Richmond Tree Protection Information Bulletin Tree-03. These include: three (3) street trees (Tag# A, B and C) in the adjacent No. 5 Road boulevard; five (5) trees and two (2) hedges (Tag# D, E, F, G, H, J and Hedge) in the adjacent properties to the north; and 39 off-site trees located in the MOTI highway ROW to the south.
- The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the removal of 11 bylaw-sized trees onsite, including:
  - Two (2) trees (Tag#524 and 525) located up against the existing building at the main entry, which have been previously topped and should be removed and replaced;
  - Five (5) trees (Tag#573, 577, 578, 579 and 580) located along the north property line in poor condition; and
  - Four (4) trees (Tag#562, 564, 568 and 569) located along the southwest property line in poor condition.
- The developers have agreed to retain and protect 10 trees onsite:
  - Four (4) trees located along the north property line, including a Sawara Cypress, two (2) Norway Spruces and a Dawn Redwood (Tag# 572, 574, 575 and 576).
  - One (1) Willow Oak (Tag# 522) in the No. 5 Road streetscape.
  - One (1) Norway Spruce (Tag# 570) at the west corner of the site.
  - A group of Biter Cherry trees (Tag# 571) at the southwest edge of the site.

Note: four (4) trees in this grouping are on the development site and two (2) are on the Highway Right-of Way (ROW).

- The developers have agreed to protect and relocate three (3) Japanese maple trees (Tag# 526, 527 and 528) located in a raised planting bed at the main entry to the existing building. An appropriate location on site will be determined through the Development Permit application. Written confirmation from a tree moving company that these trees will be relocated on site is a requirement of rezoning.
- The project Arborist recommends removing 2 of the 5 neighbouring off-site trees in the adjacent property to the north at 11660 Dewsbury Drive (tag# E and H) due to their existing poor condition. The developer has delivered this information to the property for the owner's consideration. A tree removal permit application may be submitted to the City for consideration with the written permission from the adjacent property owner with whom the trees are shared. These trees will be protected unless the neighbouring owner grants permission for their removal.
- The project Arborist recommends removing seven (7) of the 39 neighbouring off-site trees in the MOTI highway ROW. The developer is discussing this information with MOTI and the applicant must obtain written permission from the MOTI prior to removal of any of these trees.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees. According to the Preliminary Landscape Plan included in **Attachment 2**, the developer is proposing to exceed this number of replacement trees on site to supplement the ten (10) retention trees and three (3) relocated trees. The landscape plan will be further refined through the required Development Permit application.
- The Certified Arborist will need to work with the Architect, Landscape Architect and Civil Engineer to ensure the design accommodates the tree and hedge protection. The design will be further reviewed and refined at the Development Permit stage.
- Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone is a requirement of rezoning.

### Site Servicing

An upgrade to the existing storm sewer along No. 5 Road is required. Approximately 85 m of the existing storm sewer pipe is required to be upgraded from 450 mm diameter pipe to the larger of 900 mm or OCP size. The works extend beyond the site frontage to tie into the two (2) existing storm manholes along No. 5 Road (storm manholes STMH6923 and STMH6922). A site analysis will be required on the Servicing Agreement drawings (for site connection only).

An independent review of servicing requirements has concluded that the existing sanitary sewer along Dewsbury Drive will support the proposed development with the addition of an extension to accommodate site connection. Approximately 150 m of new 200 mm diameter sanitary sewer is required to be constructed along No. 5 Road and Dewsbury Drive to connect the southeast corner of the subject site with the closest sanitary manhole on Dewsbury Drive (sanitary manhole SMH5377).

At future Building Permit stage, the developer is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow. Due to the depth of the lot and single driveway, water flow will be required to service on-site private hydrants and sprinklers.

### Transportation

One (1) driveway off No. 5 Road is proposed for the large townhouse development on a deep lot.

Frontage improvements are a requirement of rezoning. The developer is required to enter into a Servicing Agreement for the design and construction of frontage improvements including, but are not limited to: new 1.5 m wide concrete sidewalks at the new property line and grass boulevard with street trees to the existing curb.

In response to neighbourhood concerns, the applicant proposes to contribute \$10,000 towards a speed-reader board as a requirement of rezoning. This contribution will facilitate the installation of one (1) speed-reader board. The proposed location of the board is on the east side of No. 5 Road between the Highway 99 and Highway 91 bridges which is primarily a highway shoulder environment. The intent of the speed-reader board is to provide real-time feedback to drivers on their current speed with the objective of deterring speeding. This measure is aimed to help address vehicular speeding in the northbound direction on No. 5 Road and remind drivers to slow down in light of the unique conditions of this section of No. 5 Road where vehicles in the northbound direction tend to gain speed due to the downward grade from the Highway 99 overpass.

Staff do not intend use similar speed-reader boards as a regular measure to address speeding issues in other urban streets as it is recognized that there may be adverse aesthetic impacts. After installation of the proposed board, Transportation staff will monitor its effectiveness and will remove it if deemed ineffective.

### Indoor Amenity Space

The applicant is proposing to provide an indoor amenity building located in the central outdoor amenity area. The proposed size meets the Official Community Plan (OCP) guidelines. The detailed design will be refined as part of the Development Permit application.

### Outdoor Amenity Space

The proposed outdoor amenity space size meets the Official Community Plan (OCP) guidelines. Pedestrian paths are provided throughout the site and consolidated outdoor space is proposed to be provided in three areas on the site: a west children's play area, a central amenity space, and an east entry gateway. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

## **Analysis**

The proposal is generally in compliance with the development guidelines for multiple family residential developments. The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east. The 11 units immediately adjacent to neighbouring single-family dwellings have been reduced in height to two-storeys and have a setback of 4 m. Only units with a greater setback (more than 6 m) have a building height of three-storeys. The building height and massing will be controlled through the Development Permit process.

## Requested Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTL4) zone. The applicant is requesting the following variances for the project:

- Reduce the minimum rear yard from 6 m to 3.9 m for the southwest corner of the last building (Building 22).
- Allow tandem parking spaces in eighty-three (83) of the units.

All of the variances mentioned above will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Transportation staff have reviewed the variance requested related to parking arrangement and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is a requirement of rezoning.

Transportation staff are currently reviewing the City-wide provision of tandem parking in townhouse development and are anticipating submitting a separate staff report for Council consideration this spring.

The variance for tandem parking in 83 units represents 81.4% of the total number of units. Staff will continue to work with the applicant through the required Development Permit process to investigate opportunities to reduce the percentage of units with tandem parking and increase the number of visitor parking spaces, including any recommendations that may come out of the City-wide tandem parking review.

## Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development is sensitively integrated into the neighbourhood. Through the Development Permit application review process, the following issues will to be further examined and additional issues may be identified:

- Review of detailed building form and architectural character.
- Review of detailed landscaping design.

- Review of fire fighting provisions. Due to the lot depth and single vehicle access, most of the buildings are required to have sprinklers, the site layout is required to provide opportunities for fire trucks to turn around, and private hydrants are required to be provided onsite. Richmond Fire Rescue has reviewed the proposal and does not object to the rezoning.
- Review of opportunities to increase the number of visitor parking spaces.
- Review of convertible and aging in place features. Seven (7) convertible units are proposed and aging in place features are proposed in all units.
- Review of site design and grade for the survival of protected trees.

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The proposed 102-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding multi-family developments. With the noted variances above, the proposal generally meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. Overall, the proposed land use, site plan, and building massing respects the adjacent single-family neighbourhood to the north. Further review of the project design is required to be completed as part of the Development Permit application review process.

The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicants (signed concurrence on file).

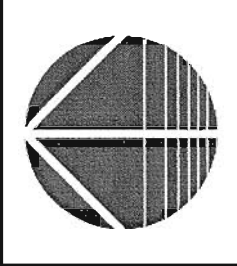
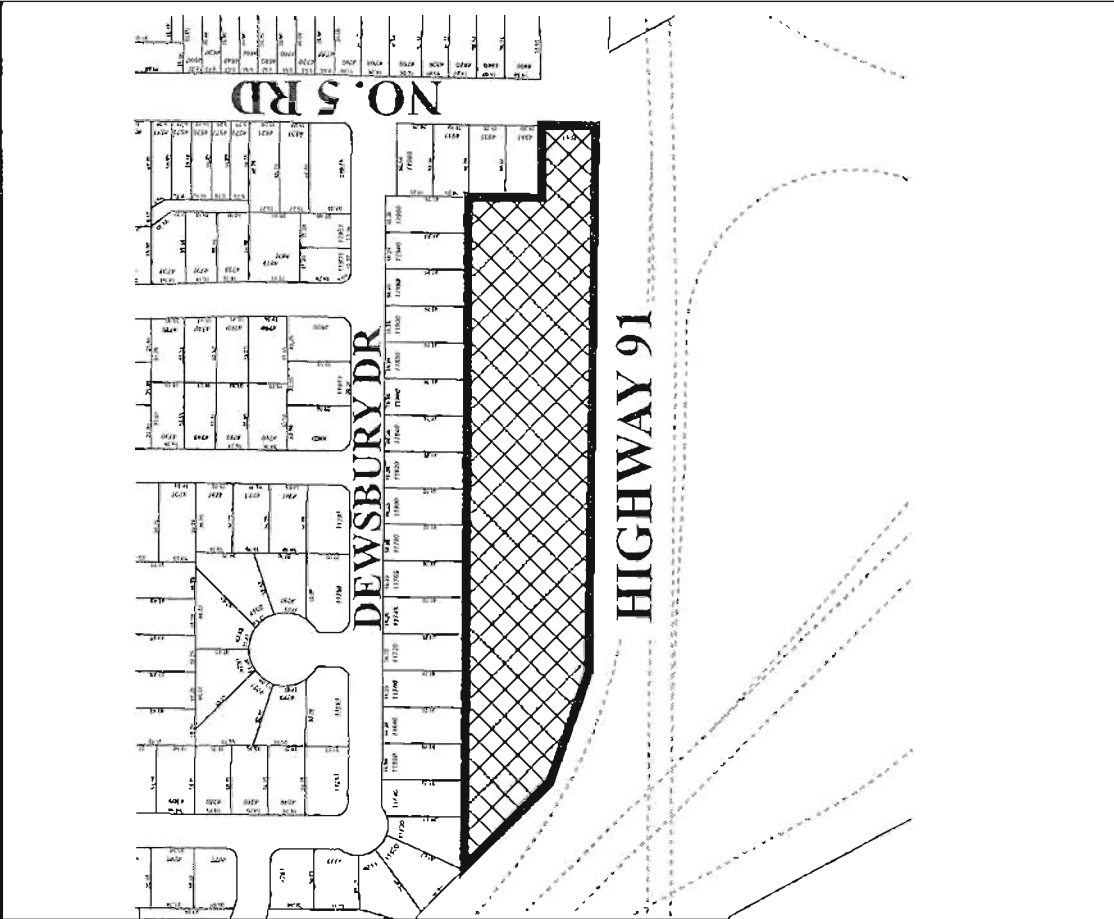
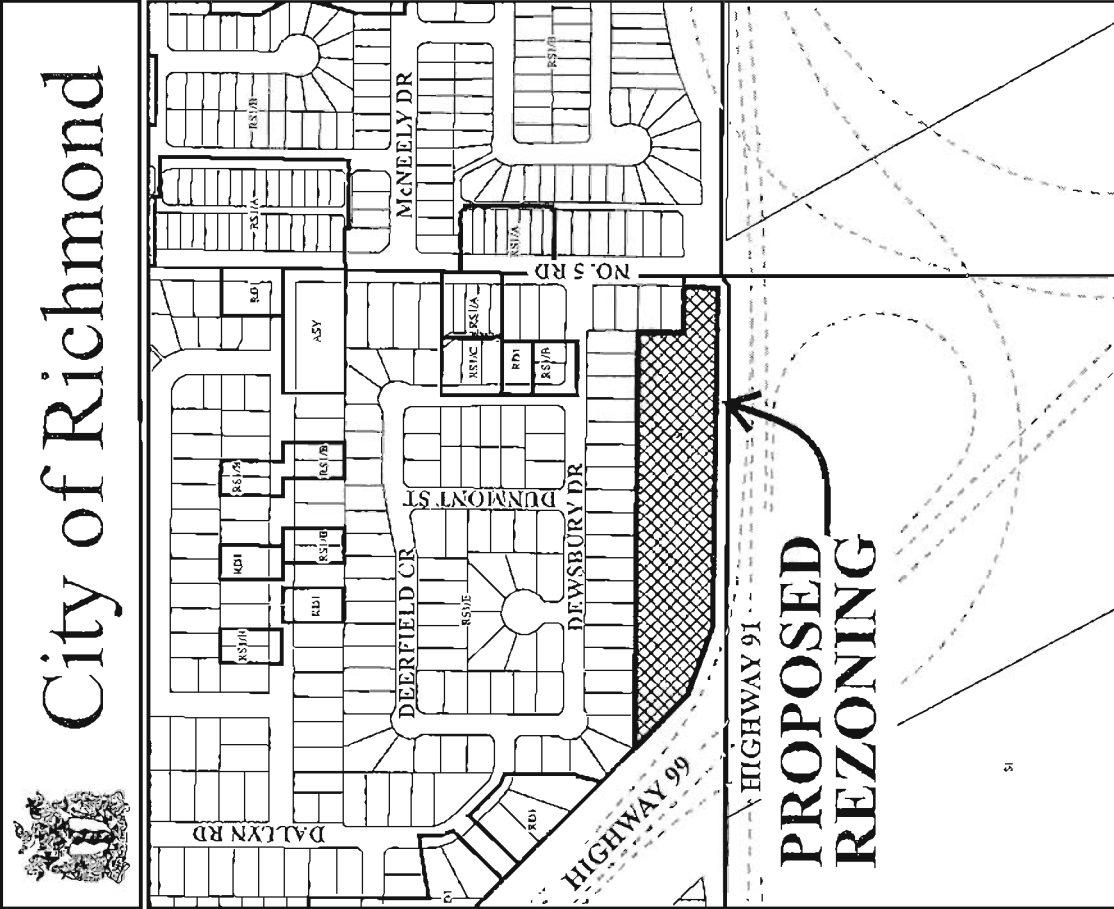
On this basis, staff recommends support for the rezoning application.



Sara Badyal, M. Arch, MCIP, RPP  
Planner 2

SB:kt

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: East Cambie Planning Area Site Context Map
- Attachment 5: OCP Aircraft Noise Sensitive Development Policy Context Map
- Attachment 6: Open House Notification Area Map
- Attachment 7: Public Correspondence
- Attachment 8: Rezoning Considerations Concurrence



RZ 11-593406

Original Date: 11/14/11

Revision Date: 12/19/12

Note: Dimensions are in METRES



RZ 11-593406

PLN - 151

Original Date: 11/14/11

Amended Date:

Note: Dimensions are in METRES

PRELIMINARY ARCHITECTURAL DESIGN CONCEPT ONLY

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INTERFACE: CONSULTING ARCHITECTS INC. 11332 Glenway Road, Suite 100, Richmond, BC V6V 2G9

Table with 2 columns: Field, Value. Includes project name (Proposed 103-Unit Transitional Development), project number (103), and drawing title (PROJECT DATA SHEETING PLAN).

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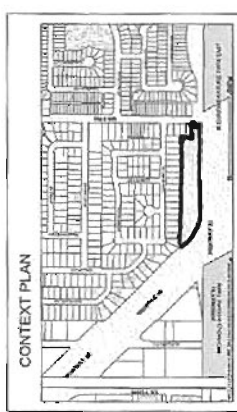
REZONING APPLICATION DRAWING LIST

- Architectural
A1.0 PROJECT DATA SHEETING PLAN AND PROPOSED SITE PLAN
A1.1 SITE PLANS - TREE PROTECTION/SCHEDULE, FIRE PROTECTION, AND PROPOSED/EXISTING UTILITIES

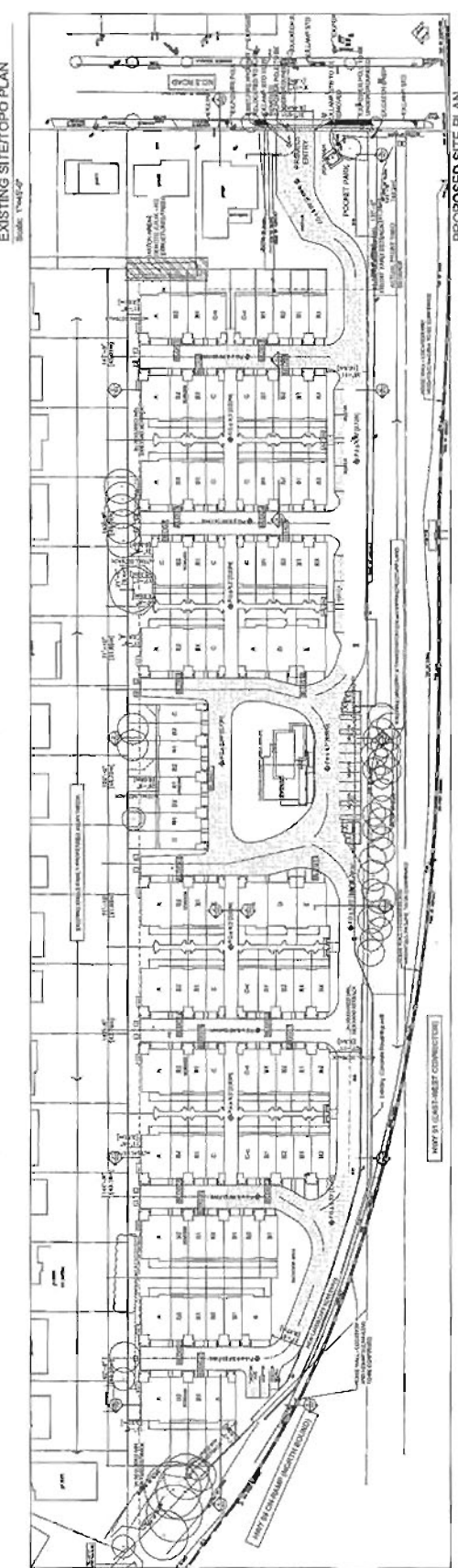
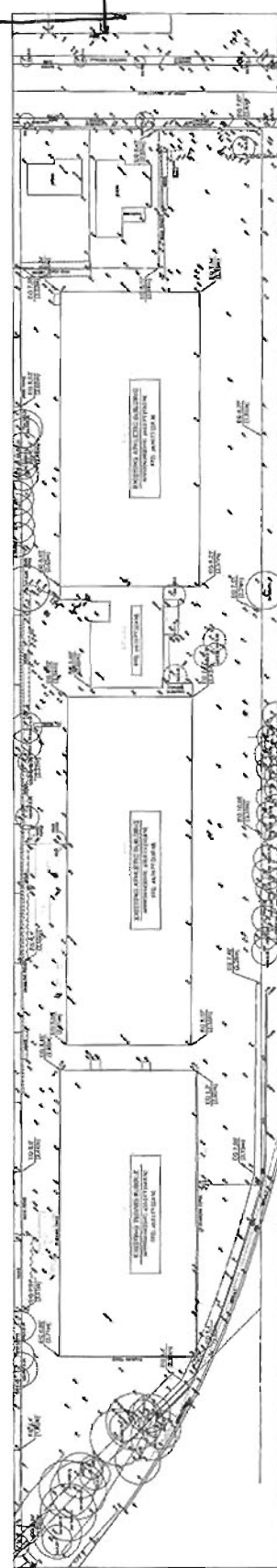
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Traffic Consultant: INTERFACE CONSULTING ARCHITECTS INC.

Table with 12 columns: AREA, TYPE, TYPE, TYPE, TYPE, TYPE, TYPE, TYPE, TYPE, TYPE, TYPE, TYPE. Includes area breakdown by use category.

ZONING SUMMARY: Right-of-Way and Development Bylaw No. 8500. LOT SIZE: 10,000 SQ. METERS. LOT COVERAGE: 35%. LOT DENSITY: 10 UNITS PER LOT.



PROJECT DESCRIPTION: A 103-UNIT TOWNHOUSE DEVELOPMENT TO BE PROVIDED FOR THE TRANSITION FROM SINGLE-FAMILY RESIDENTIAL TO HIGH-DENSITY RESIDENTIAL USES IN THE AREA.









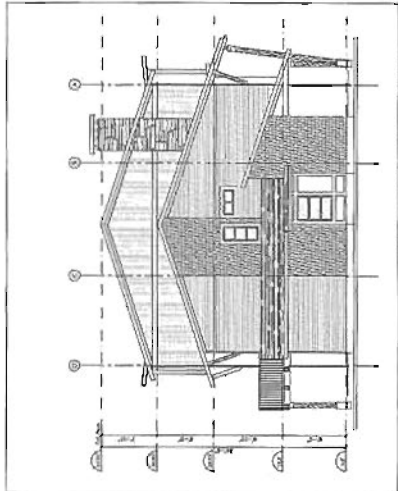
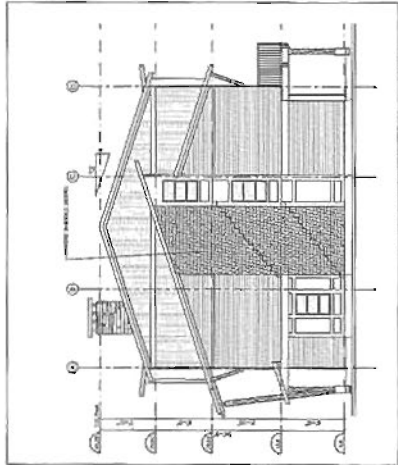
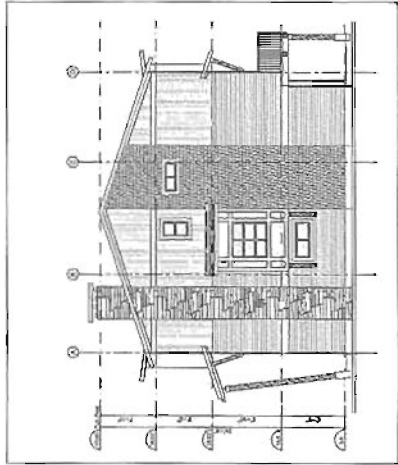
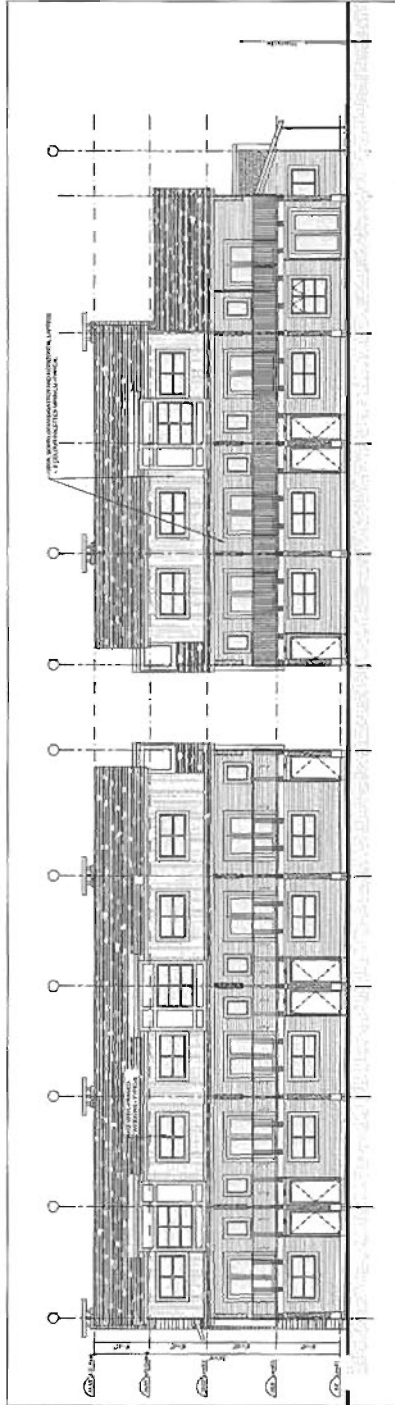
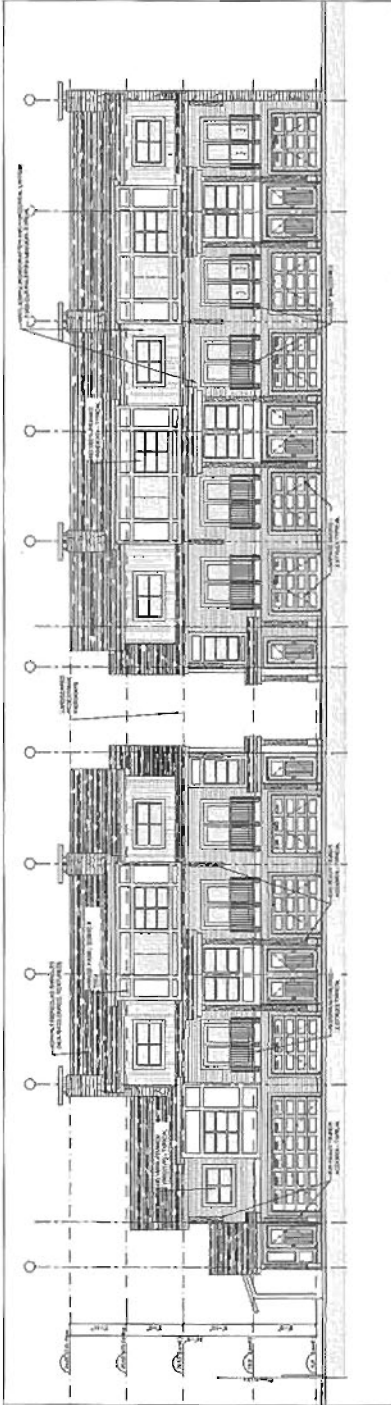
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PROJECT NO.	11400
SCALE	As Shown
DATE	August 18, 2011
DRAWN BY	WVC, BNS
INVESTIGATED BY	JWT
SHEET TITLE	TYPICAL BUILDING ELEVATIONS
DRAWN	2/11/2012

**INTERFACE**  
ARCHITECTS

11400 Gravel Road  
San Jose, CA 95135  
TEL: (408) 241-1100  
F: (408) 431-1146  
www.interfacearchitects.com

PROPOSED 300-Unit Traditional Development 11400 Gravel Road San Jose, CA 95135 SHEET TITLE TYPICAL BUILDING ELEVATIONS	
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SCALE	As Shown
DATE	August 18, 2011
DRAWN BY	WVC, BNS
INVESTIGATED BY	JWT
SHEET TITLE	TYPICAL BUILDING ELEVATIONS
DRAWN	2/11/2012

**A2.1**

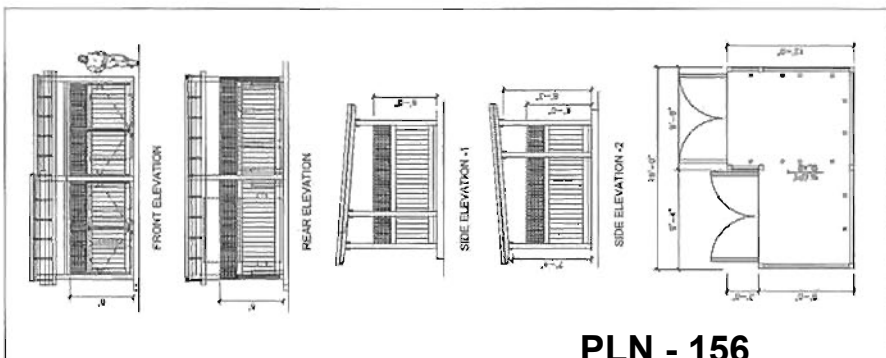
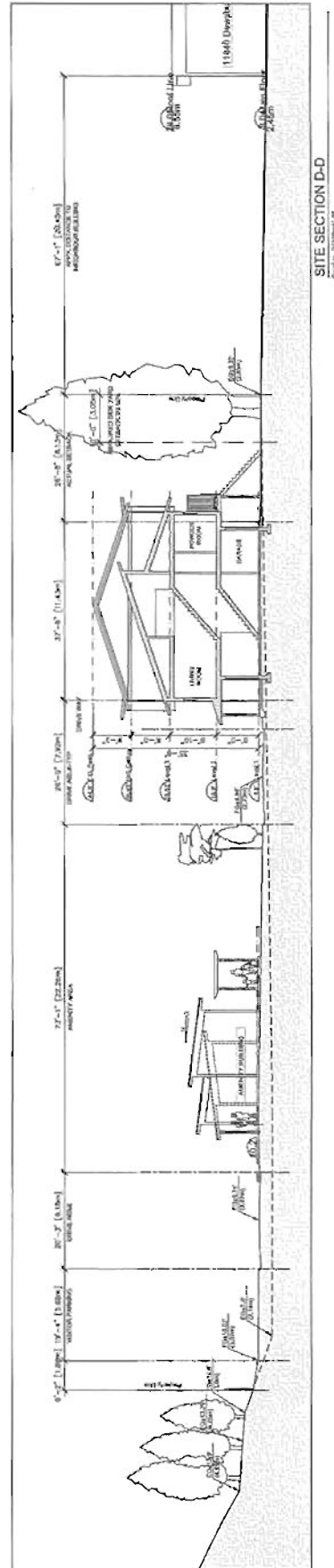
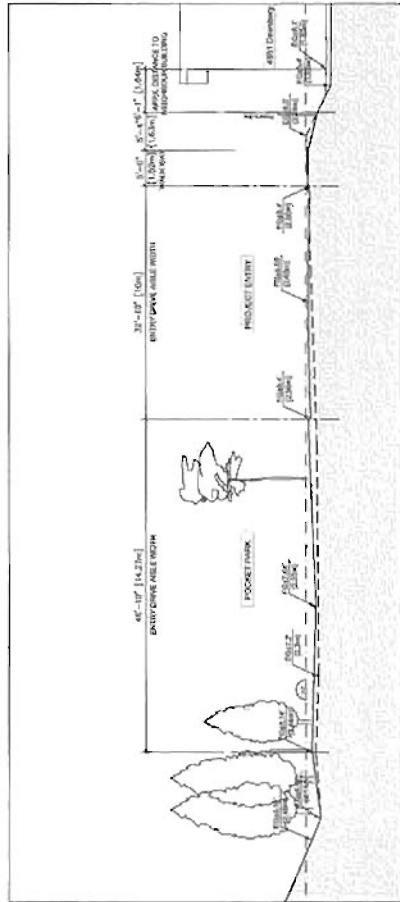
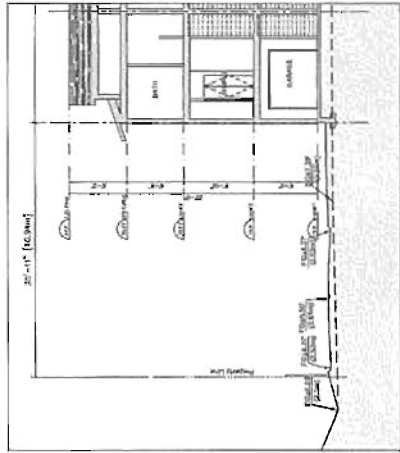
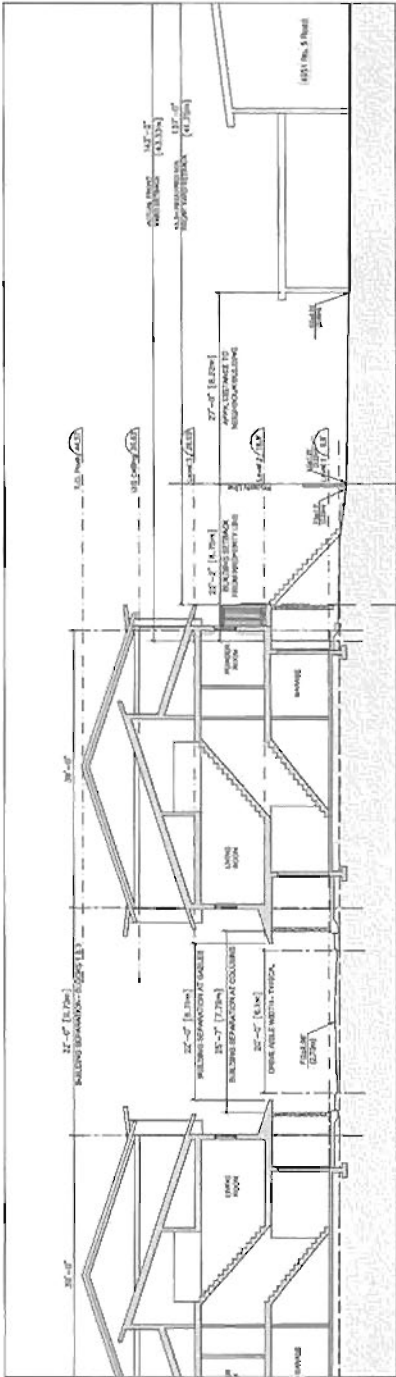


REVISIONS	
NO.	DATE
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2	11/01/11
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100	11/01/11

**INTERPACE:**  
 11000 Concho Road  
 Richmond, BC  
 Canada V6V 2G3  
 7 604 271 1142  
 www.interpacestructure.com

PROJECT	Proposed 100-USE Townhouse Development 4871 No. 5 Road, Richmond, BC
PROJECT NO.	110
SCALE	As Shown
DATE	March 15, 2011
DRAWN BY	BOB BAI
CHECKED BY	AVI
ISSUED TITLE	AVI
SITE SECTIONS-1	OVERLINE ENCLOSURE
DATE	

**A3.0**

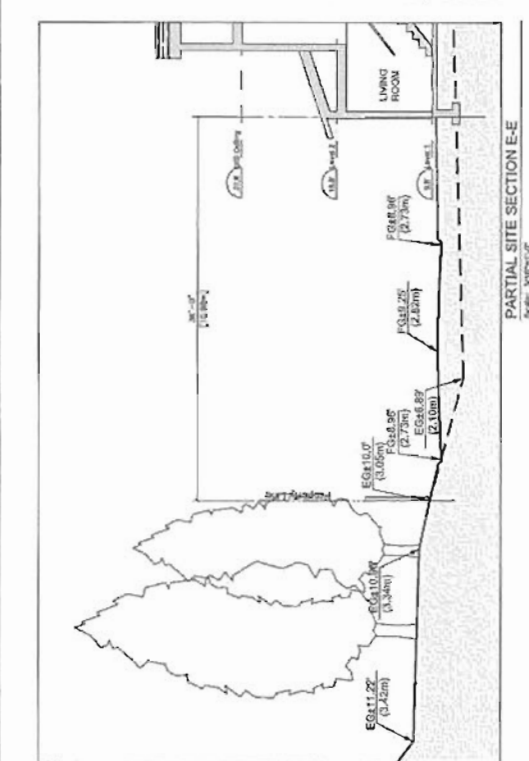
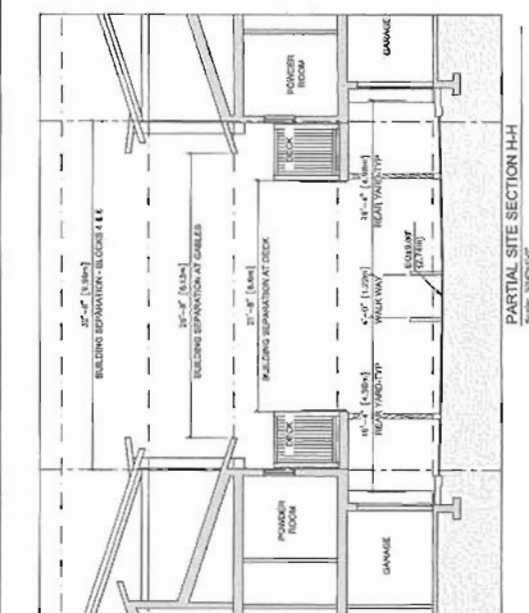
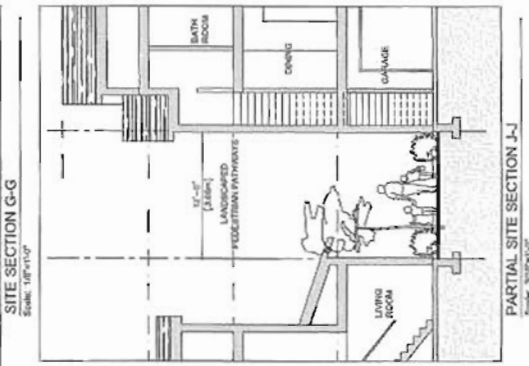
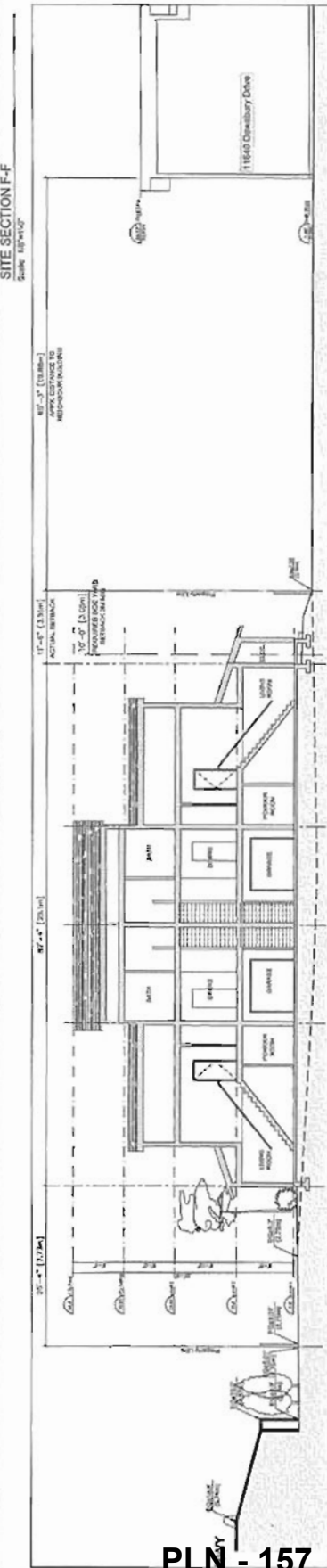
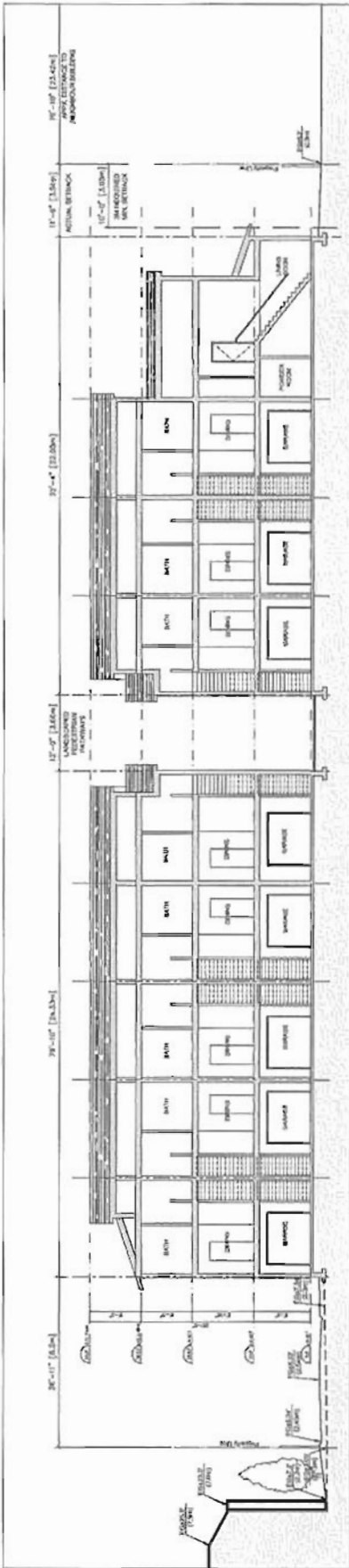


REVISIONS


Prepared for  
 PROJECT NO. 123456  
 DATE: 05/15/2024  
 DRAWN BY: J.S. Smith  
 CHECKED BY: M.D. Jones  
 SCALE: AS SHOWN  
 SHEET NO. 12345  
 PROJECT NO. 123456  
 OWNER: ABC CORP.  
 SHEET TITLE: SITE SECTIONS  
 DRAWN BY: J.S. Smith

**INTERPACE**  
 1100 CANADIAN PARK  
 GAITHERSBURG, MD 20878  
 TEL: 301.477.1111  
 FAX: 301.477.1114  
 WWW.INTERPACEDESIGN.COM

**A3.1**



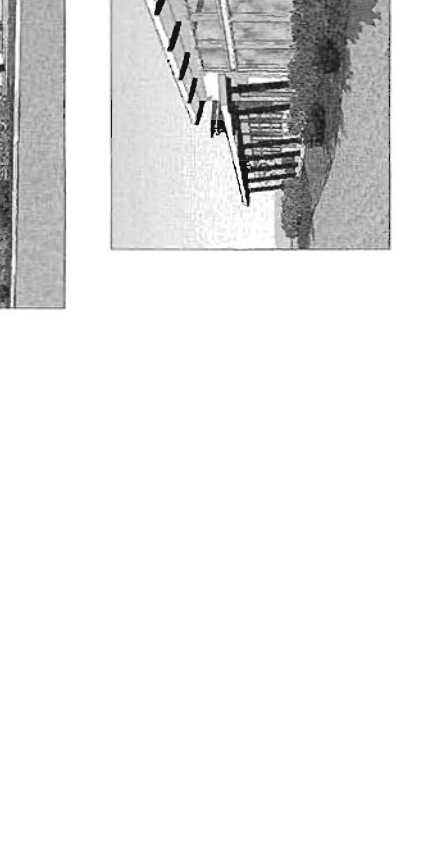
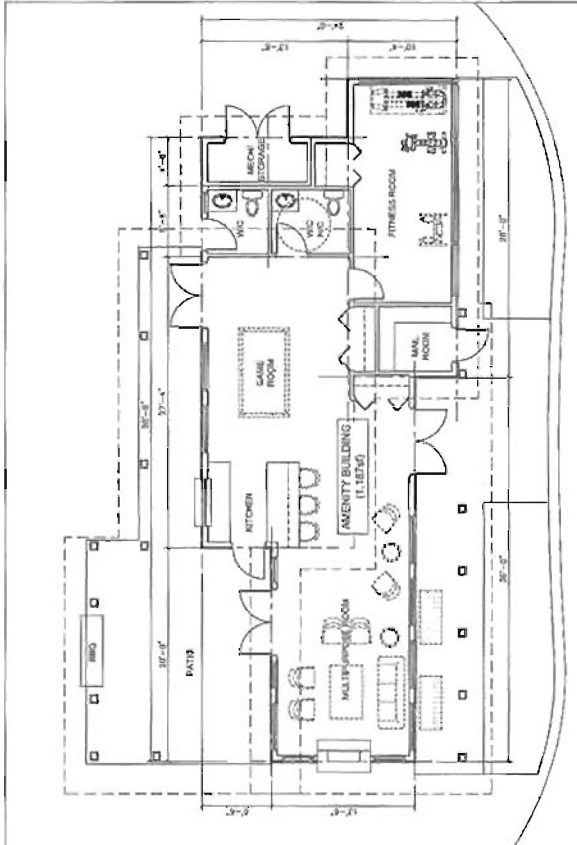
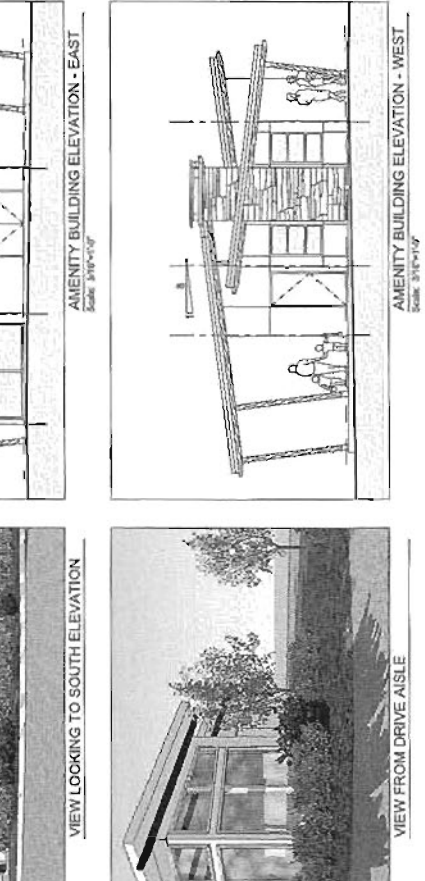
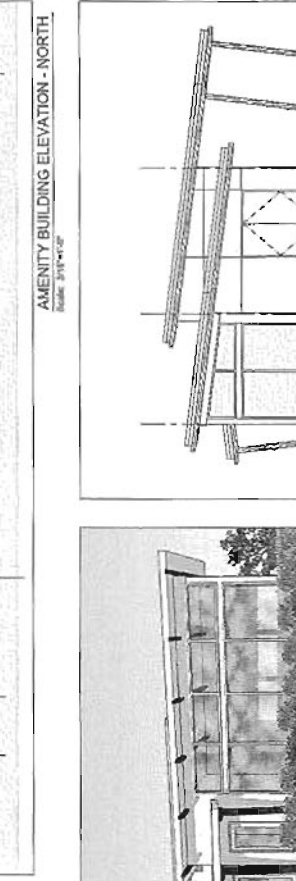
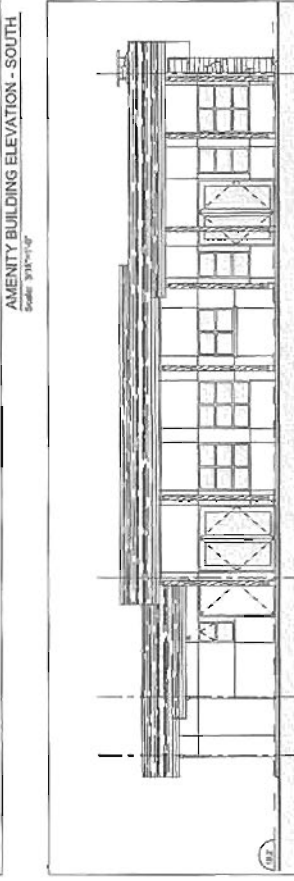
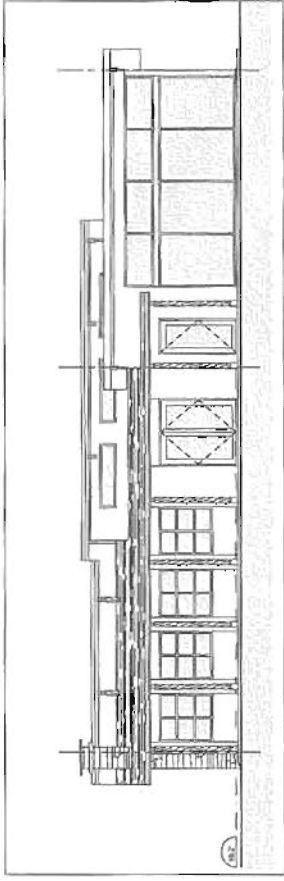
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SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
CLIENT	Interpace
PROJECT ADDRESS	1183 Central Blvd Atlanta, GA 30309 Tel: 404.521.1183 Fax: 404.521.1188 www.interpacerealty.com
PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
CLIENT	Interpace

**INTERPACE:**  
 1183 Central Blvd  
 Atlanta, GA 30309  
 Tel: 404.521.1183  
 Fax: 404.521.1188  
 www.interpacerealty.com

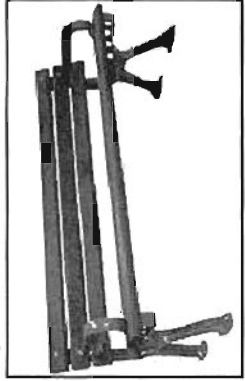
PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
CLIENT	Interpace

PROJECT NO.	1183
SCALE	AS SHOWN
DATE	Dec. 15, 2017
DRAWN BY	PVC, MBE
CHECKED BY	PVC
PROJECT TITLE	AMENITY BUILDING
CLIENT	Interpace

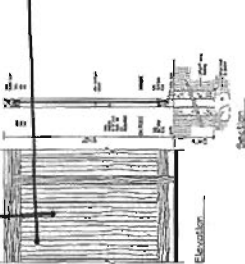
**A3.2**



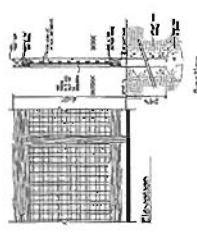
PRELIMINARY  
 LANDSCAPING  
 DESIGN  
 CONCEPT  
 ONLY



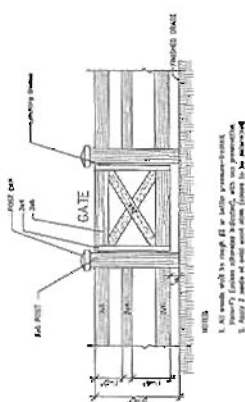
**BENCH DETAIL**  
 BRAND: FRANCES ANDREW  
 MODEL: Cast-Series 10, C10-SA  
 LENGTH: 70"



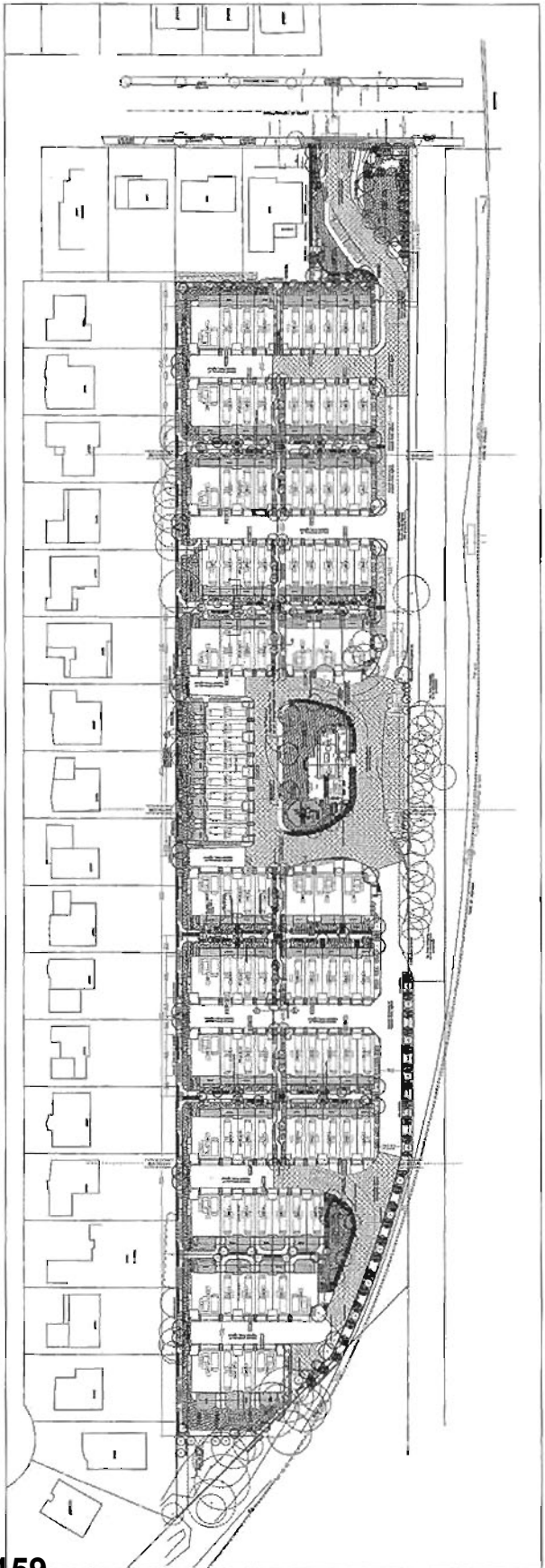
**Perimeter Solid Wood Fence (Back Yard)**  
 Scale: 1/2"=1'-0"



**Lattice Screen Fence (Front Yard)**  
 Scale: 1/2"=1'-0"



**Perimeter Open Wood Fence Along Highway**  
 Scale: 1/2"=1'-0"



REVISIONS	<p>Member of THE FRANKLIN CENTER</p> <p>CONSULTANTS</p> <p>FRANCIS &amp; ASSOCIATES, INC.          3000 BARRINGER AVENUE, SUITE 200          DALLAS, TEXAS 75246          TEL: (214) 634-9275</p> <p>PROJECT NO. 159          DATE: 11/20/11</p> <p>PROJECT: 159          DATE: 11/20/11</p> <p>SCALE: 1/2"=1'-0"</p> <p>CHECKED BY: [Signature]</p> <p>DATE: 11/20/11</p> <p>PROJECT NO. 159          DATE: 11/20/11</p>
-----------	---

<p><b>INTERFAC:</b></p> <p>15000 Campbell Road          Suite 200          Dallas, TX 75244          Tel: 972.441.1122          Fax: 972.441.1122          www.interfac.com</p>	<p>Proposed (2012)          Township Development          400 N. 40th St.          Irving, TX 75038</p> <p>PROJECT NO. 159          DATE: 11/20/11</p> <p>SCALE: 1/2"=1'-0"</p> <p>CHECKED BY: [Signature]</p> <p>DATE: 11/20/11</p> <p>PROJECT NO. 159          DATE: 11/20/11</p>
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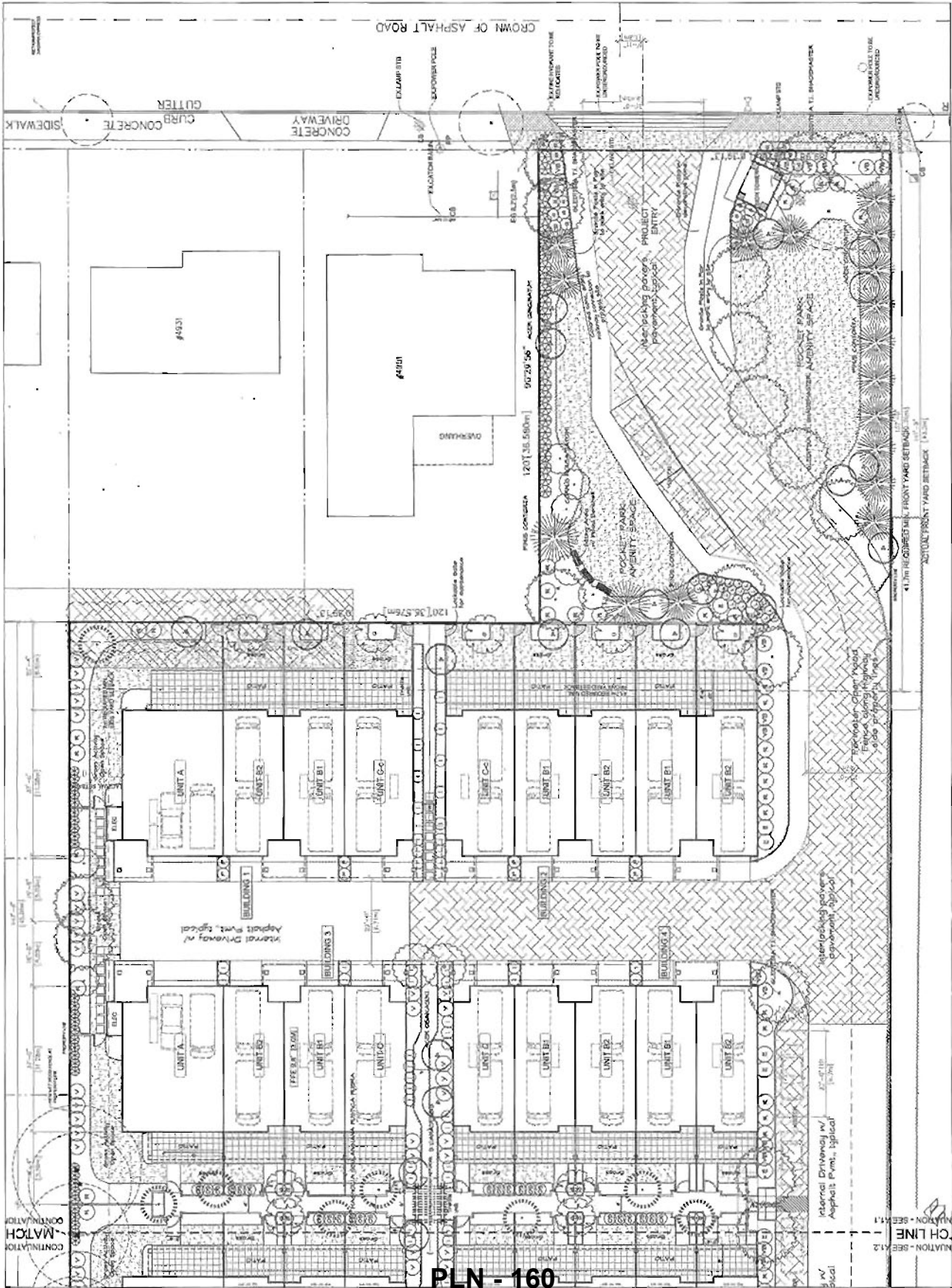
PROJECT NO.	1501201
DATE	10/11/11
SCALE	1/8" = 1'-0"
DRAWN BY	AL
CHECKED BY	PL
SHEET TITLE	LANDSCAPE PLANTING PLAN
PROJECT NAME	INTERPACE

**FRED LEE & ASSOCIATES, INC.**  
 2000 Airport Avenue, Suite 100, St. Louis, MO 63114  
 TEL: (314) 431-1234  
 FAX: (314) 431-1235  
 www.fredlee.com

**INTERPACE:**  
 11000 Lindbergh Blvd  
 Suite 100, St. Louis, MO 63141  
 TEL: (314) 111-1111  
 FAX: (314) 111-1112  
 www.interpace.com

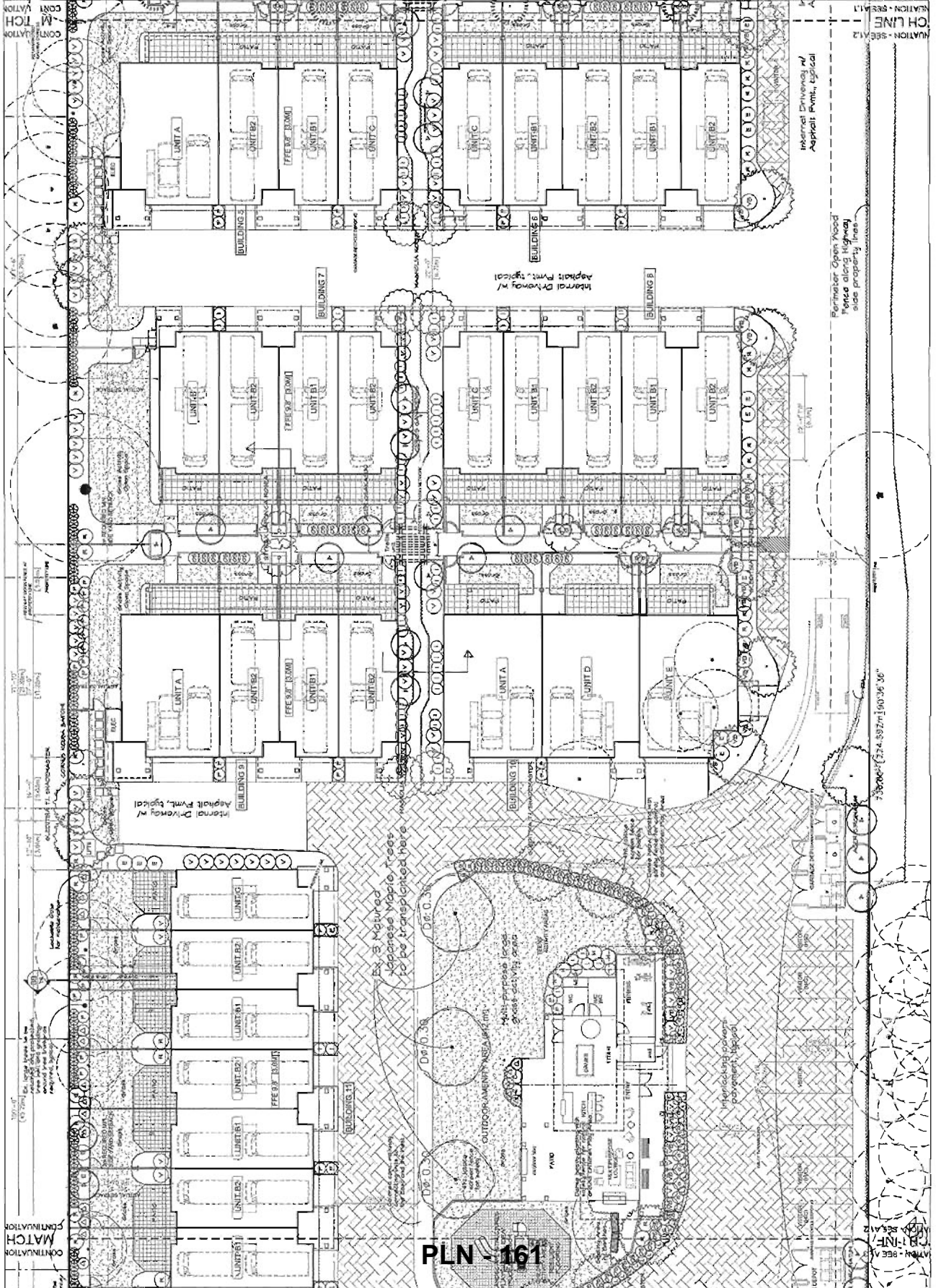


PROJECT NO.	1501201
DATE	10/11/11
SCALE	1/8" = 1'-0"
DRAWN BY	AL
CHECKED BY	PL
SHEET TITLE	LANDSCAPE PLANTING PLAN
PROJECT NAME	INTERPACE



**PLN - 160**





REVISIONS

NO.	DATE	DESCRIPTION

**FRED LU & ASSOCIATES, P.C.**  
 2025 Redwood Avenue  
 Vancouver, BC V7L 2S8  
 TEL: (604) 927-7541  
 FAX: 871-1800



**INTERFASE:**  
 11900 Dunbar Road  
 Coquitlam, BC V3J 2Z8  
 TEL: 604.631.1143  
 F: 604.631.1140  
 www.interfase.com

PROJECT: Proposed 104-Jar  
 Timberlake Development  
 Richmond, B.C.

PRODUCT NO. INTERFAST  
 SCALE: 1/8" = 1'-0"  
 DATE: September 2011  
 DRAWN BY: JAL  
 CHECKED BY: F.L.  
 SHEET TITLE: LANDSCAPE PLANNING PLAN  
 PROJECT NO.: 104-Jar

CONTINUATION  
MATCH

PLAN - 161

SECTION - SEE A12  
SECTION - SEE A11

Ex. 3 Matured  
 Japanese Maple Trees  
 to be transplanted here

Multi-purpose landscaped  
 cross-activity area

OUTDOOR AMENITY AREA (see plan)  
 100' x 100' x 100'

Interlocking concrete  
 pavement, tapered

Internal Driveway M/  
Asphalt Pmt., typical

Internal Driveway M/  
Asphalt Pmt., typical

Internal Driveway M/  
Asphalt Pmt., typical  
 Perimeter Open Wood  
 Fence along Highway  
 side property line

730'00" (224.597m) @ 90° 36"

DATE: 04.25.2011	REVISION:
CONSULTING:	
FRED LIU & ASSOCIATES, INC. 2000 Redwood Avenue, Vancouver BC V6P 2L1 TEL: (604) 271-7541	

**INTERFACe:**  
 12345 Centre Road  
 Vancouver BC  
 TEL: 604 271 1442  
 FAX: 604 271 1440  
 www.interfaceinteriors.com

Prepared: [initials]  
 Transmittal: [initials]  
 Date: [initials]

PROJECT NO.: [initials]  
 DATE: [initials]

SCALE: [initials]

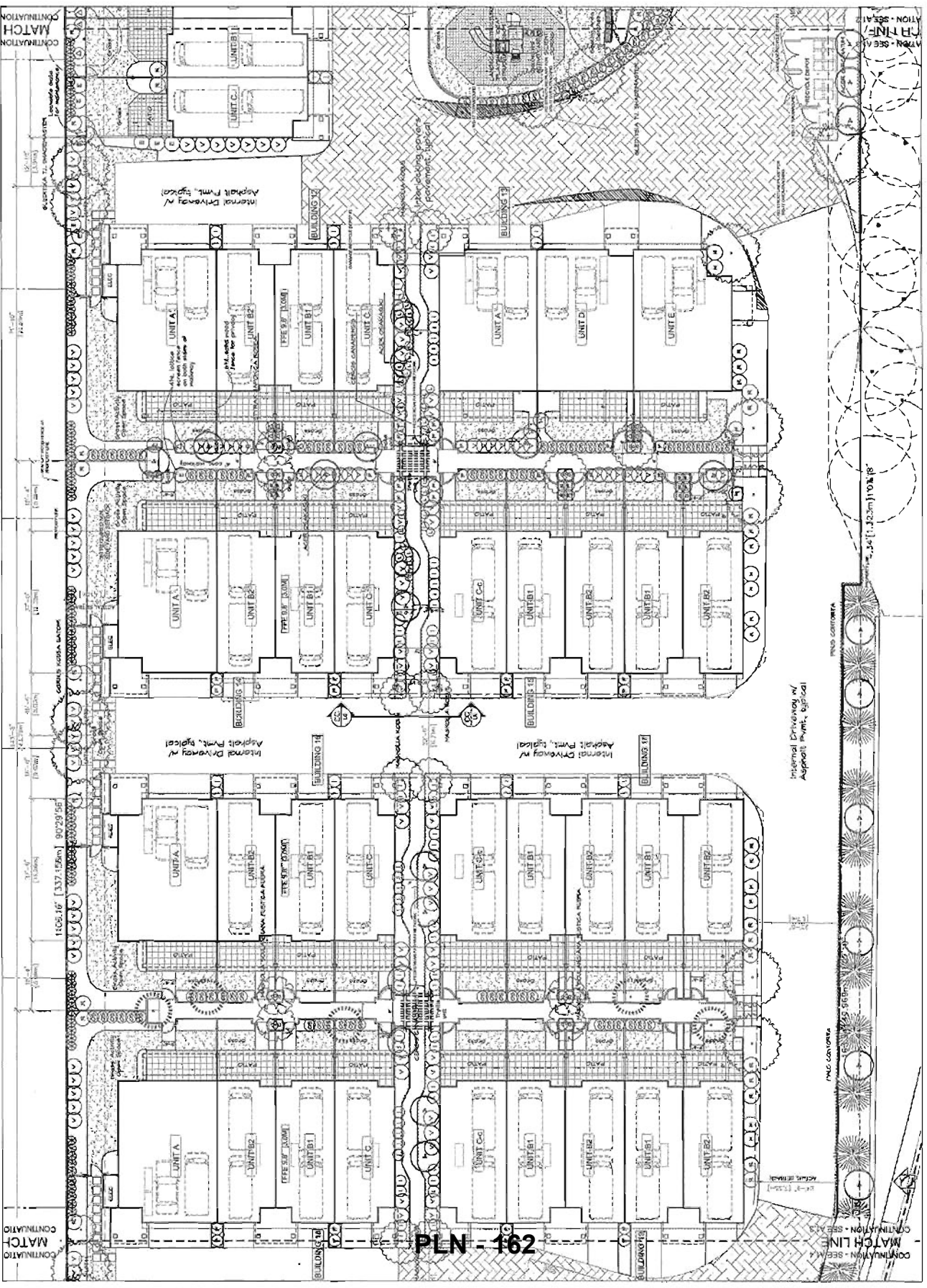
DATE: [initials]

PROJECT: [initials]

PROJECT NO.: [initials]

DATE: [initials]

**LANDSCAPE PLANTING PLAN**  
 - PAGES 16-17



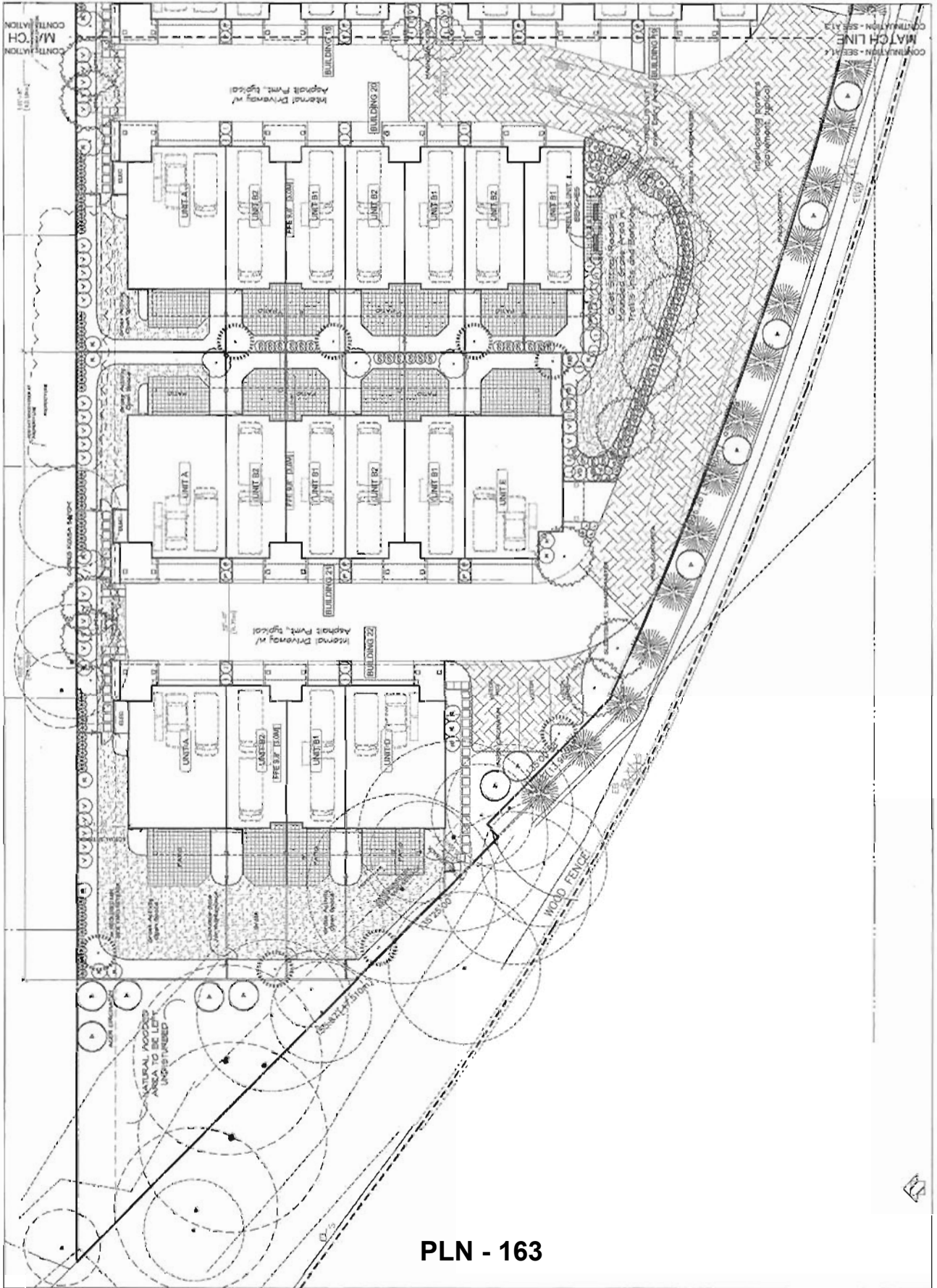
DATE: 02.20.14	BY: JLM/MLB
PROJECT NO:	140427
DATE:	02/20/14
DESIGNER:	JLM/MLB
CHECKER:	JLM/MLB
SCALE:	AS SHOWN
PROJECT:	PROPOSED 100-UNIT TRANSITION DEVELOPMENT
CLIENT:	INTERPACE
LOCATION:	1000 WEST END AVENUE, SUITE 100, MIAMI, FL 33135
PROJECT:	PROPOSED 100-UNIT TRANSITION DEVELOPMENT
CLIENT:	INTERPACE
LOCATION:	1000 WEST END AVENUE, SUITE 100, MIAMI, FL 33135
PROJECT:	PROPOSED 100-UNIT TRANSITION DEVELOPMENT
CLIENT:	INTERPACE
LOCATION:	1000 WEST END AVENUE, SUITE 100, MIAMI, FL 33135
PROJECT:	PROPOSED 100-UNIT TRANSITION DEVELOPMENT
CLIENT:	INTERPACE
LOCATION:	1000 WEST END AVENUE, SUITE 100, MIAMI, FL 33135
PROJECT:	PROPOSED 100-UNIT TRANSITION DEVELOPMENT
CLIENT:	INTERPACE
LOCATION:	1000 WEST END AVENUE, SUITE 100, MIAMI, FL 33135
PROJECT:	PROPOSED 100-UNIT TRANSITION DEVELOPMENT
CLIENT:	INTERPACE
LOCATION:	1000 WEST END AVENUE, SUITE 100, MIAMI, FL 33135

**INTERPACE:**  
 1000 West End Avenue, Suite 100  
 Miami, FL 33135  
 Phone: 305.441.1144  
 Fax: 305.441.1145  
 www.interpace.com

**PROPOSED 100-UNIT TRANSITION DEVELOPMENT**  
 1000 West End Avenue, Suite 100  
 Miami, FL 33135  
 Phone: 305.441.1144  
 Fax: 305.441.1145  
 www.interpace.com

**PROPOSED 100-UNIT TRANSITION DEVELOPMENT**  
 1000 West End Avenue, Suite 100  
 Miami, FL 33135  
 Phone: 305.441.1144  
 Fax: 305.441.1145  
 www.interpace.com

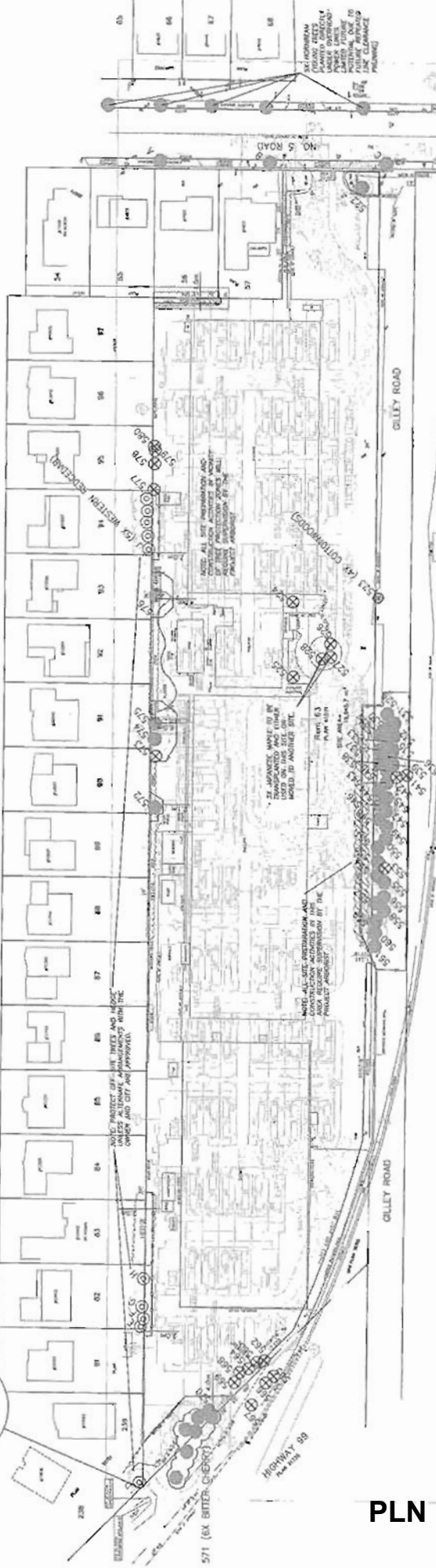
L5 of 6



PLN - 163



DEWBURY DRIVE



NOTE: THE PROTECTION AREAS DETAIL ON THE DRAWING FROM THE CONSTRUCTION EXCLUSION ZONES ARE SUBJECT TO CHANGE. ANY CHANGES TO THE PROTECTION AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

NOTE: 7 OTHER TREES LOCATED ON HIGHWAY PROPERTY THAT ARE PROTECTED BY THE STATE OF MICHIGAN AND ARE NOT TO BE REMOVED. THESE TREES ARE LOCATED ALONG HIGHWAY 91 FROM THE WEST SIDE OF HANCOCK ROAD AND THE CITY.

NOTE: ALL SITE PRESERVATION AND PROTECTION AREAS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THESE AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

NOT TO SCALE

**LEGEND**  
(1) PROPOSED TREE REMOVAL  
(2) TREE TO BE PRESERVED  
(3) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(4) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(5) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(6) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(7) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(8) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(9) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE  
(10) TREE TO BE PRESERVED FOR INSTALLATION OF HIGH VOLTAGE

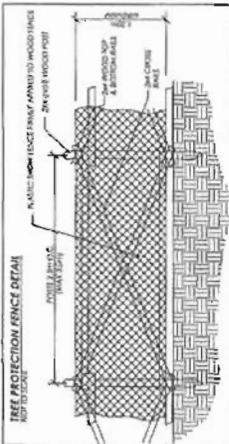
**THE MANAGEMENT DRAWING**

**ARBORTECH CONSULTING**

4991 N.O.S. ROAD, RICHMOND, ONTARIO, CANADA

DATE: 27 AUG 13  
 BY: BLS  
 CHECKED: BLS  
 SHEET: 1 OF 1

# TREE PRESERVATION PLAN



**TREE PROTECTION FENCE DETAIL**

1.5M HEIGHT

200MM X 100MM POSTS

2M X 1.5M MESH

100MM X 100MM BALLS

100MM X 100MM BALLS

100MM X 100MM BALLS

100MM X 100MM BALLS

100MM X 100MM BALLS

**TREE PROTECTION GUIDELINES**

1. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

2. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

3. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

4. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

5. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

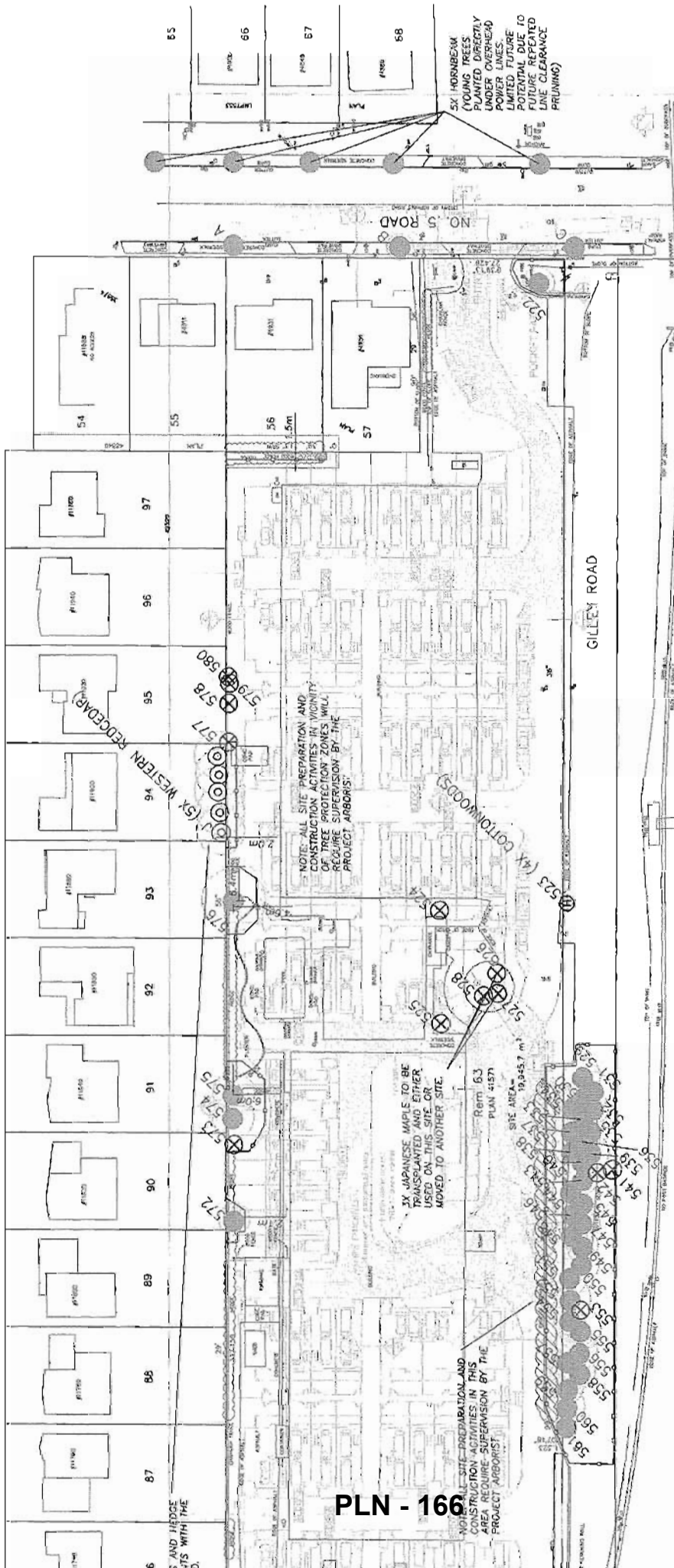
6. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

7. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

8. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

9. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.

10. THE TREE PROTECTION FENCE SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE CONSTRUCTION PERIOD. ANY CHANGES TO THE FENCE SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT MANAGER.



**PLN - 166**

**LEGEND**

- ⊕ DENOTES TREE NUMBER, REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
- ⊗ DENOTES TREE TO BE RETAINED
- ⊘ DENOTES TREE TO BE REMOVED
- ⊙ DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CTRA)
- ⊖ DENOTES OFFSITE TREE LOCATED ON ADJACENT PRIVATE PROPERTY. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED.
- ⊕ DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT. FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS. SEE TREE PROTECTION NOTES FOR RESTRICTIONS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ.

NOTE: THE PROTECTION AREAS DETAILED ON THIS DRAWING FORM THE CONSTRUCTION EXCLUSION ZONES; NO CONSTRUCTION ACTIVITIES, MATERIAL STORAGE, GRADE CHANGES, DRAINAGE AND UNDERGROUND SERVICES EXCEPT AS APPROVED AND DIRECTED BY PROJECT ARBORIST.

HIGHWAY 91  
 REMOVAL (TREE AND 567) REQUIRE TRANSPORTATION

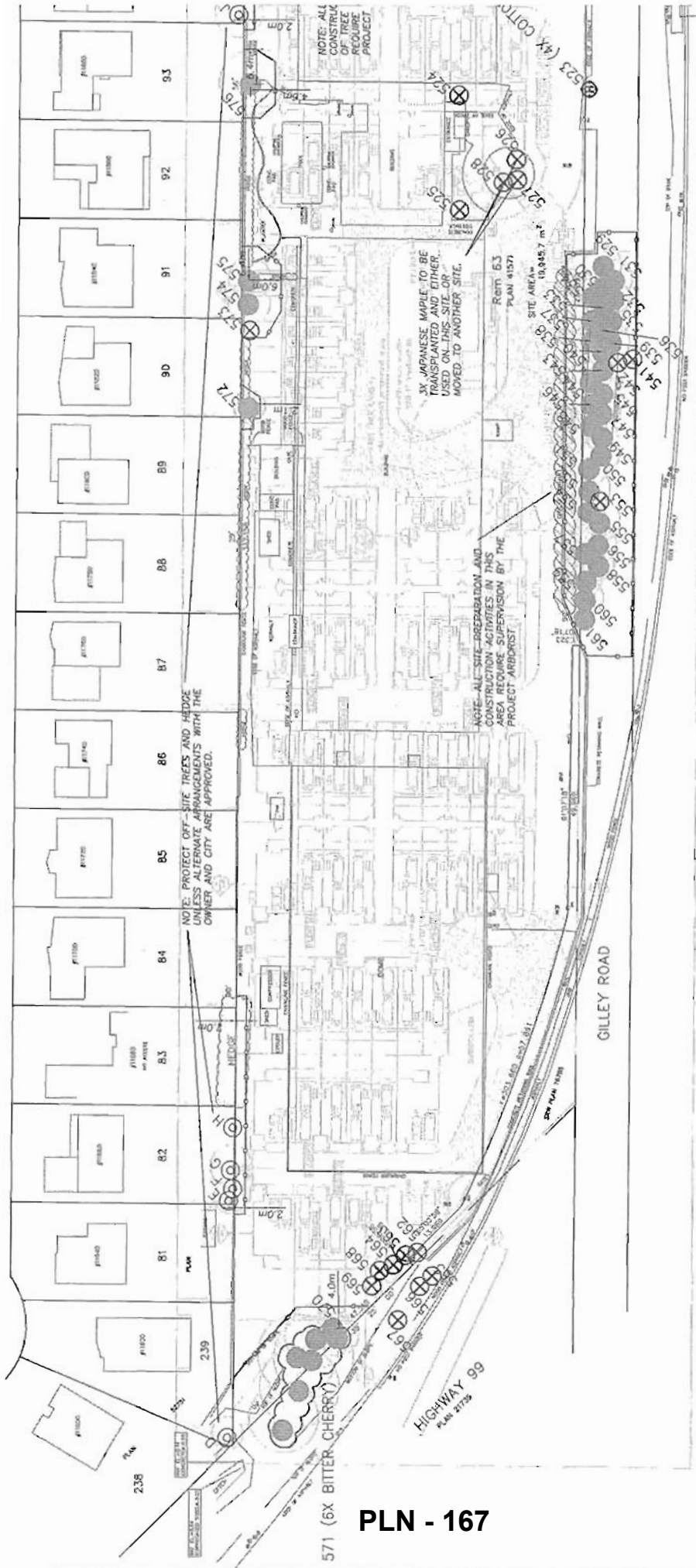
NOTE: ALL SITE PREPARATION AND CONSTRUCTION ACTIVITIES IN VICINITY OF TREE PROTECTION ZONES WILL REQUIRE SUPERVISION BY THE PROJECT ARBORIST.

NOTE: JAPANESE MAPLE TO BE TRANSPLANTED AND EITHER USED ON THIS SITE OR MOVED TO ANOTHER SITE.

NOTE: HORNBEAM (YOUNG TREES PLANTED DIRECTLY UNDER OVERHEAD POWER LINES) TO BE REMOVED DUE TO FUTURE REPEATED LINE CLEARANCE (PRUNING)

NOTE: ALL SITE PREPARATION AND CONSTRUCTION ACTIVITIES IN VICINITY OF TREE PROTECTION ZONES WILL REQUIRE SUPERVISION BY THE PROJECT ARBORIST.

NOT TO SCALE



**PLN - 167**



**RZ 11-593406**

**Attachment 3**

Address: 4991 No. 5 Road

Applicant: Interface Architecture Inc.

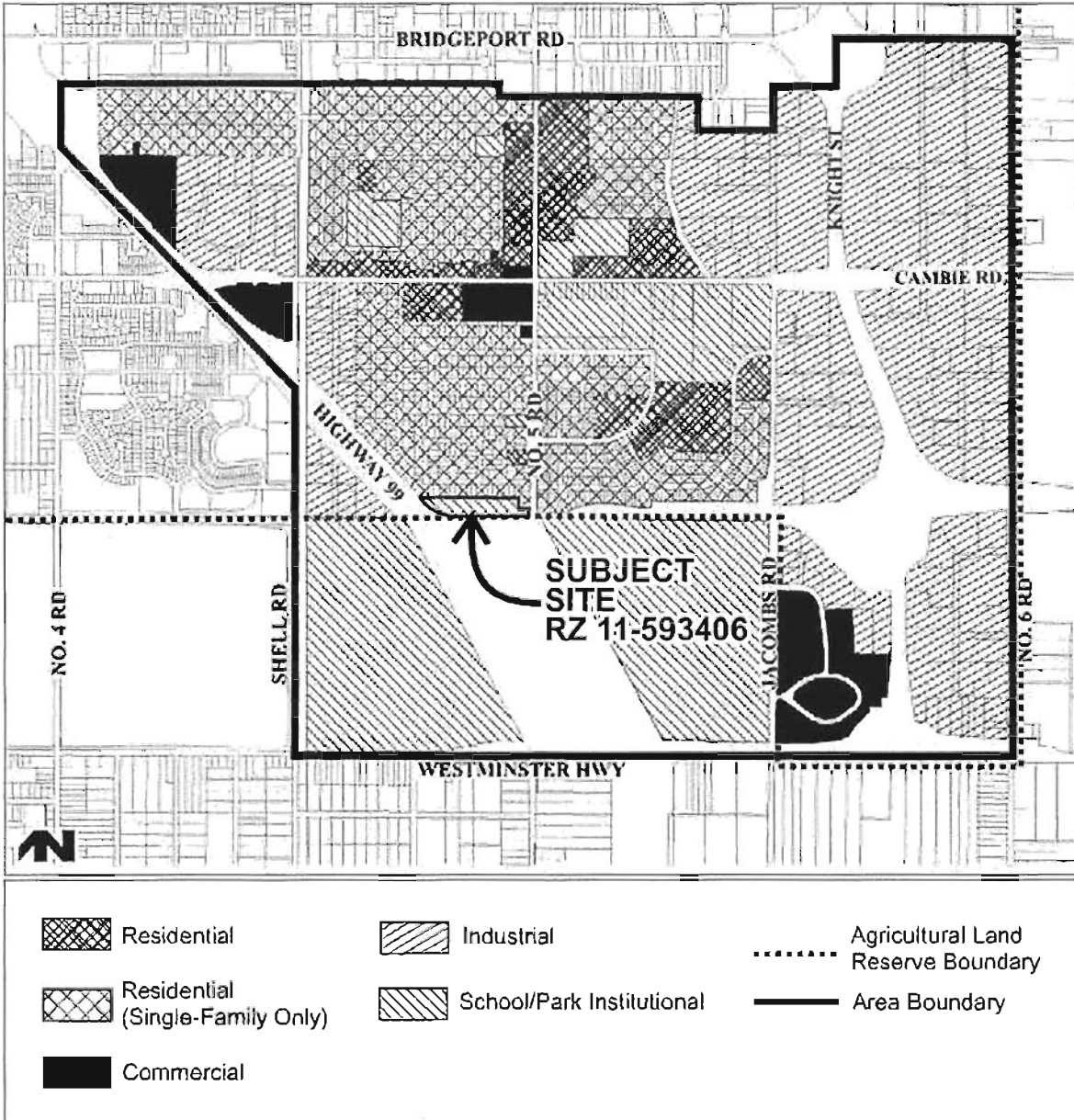
Planning Area(s): East Cambie

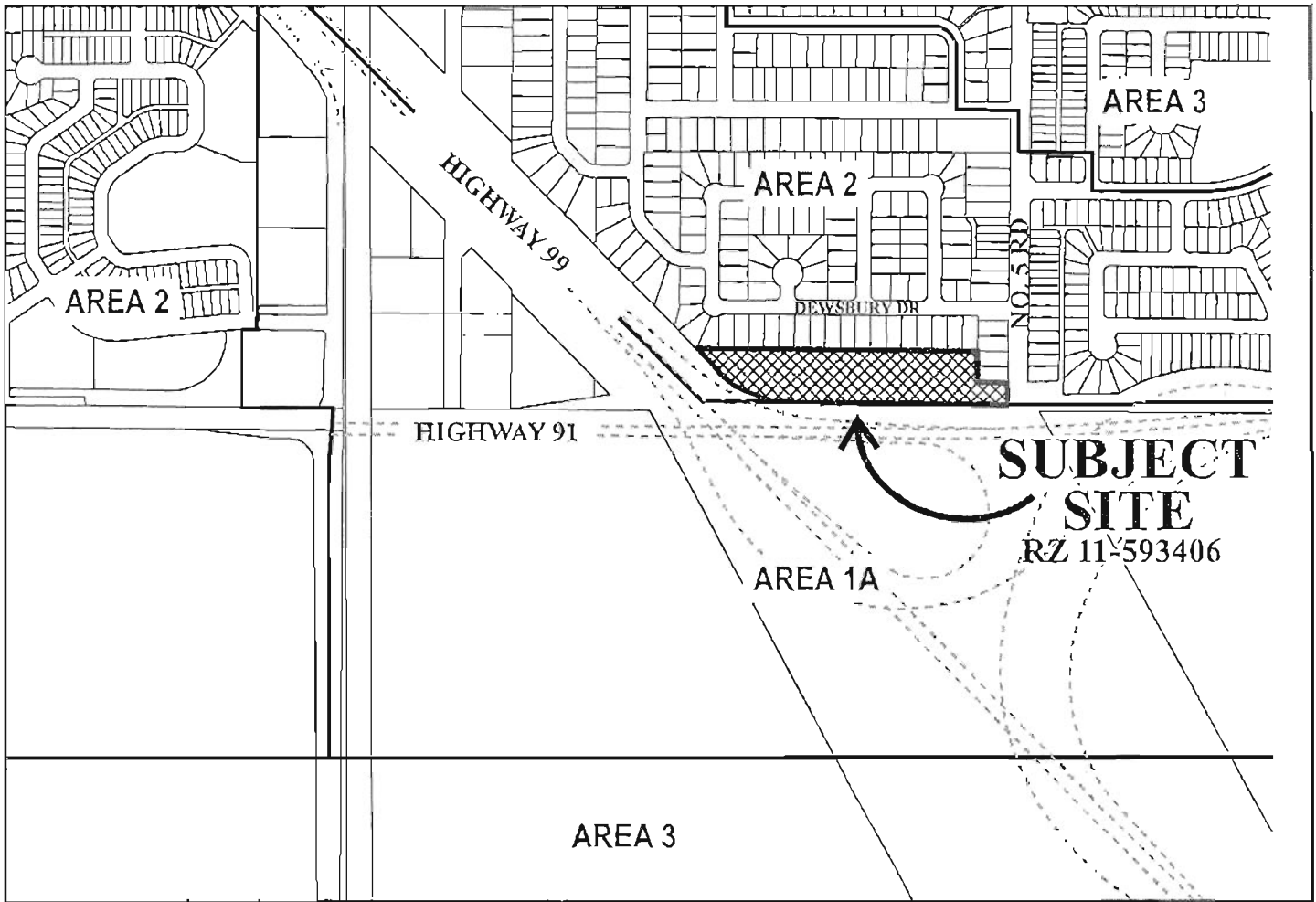
	Existing	Proposed	
<b>Owner:</b>	Sportstown BC Operations Ltd.	Unknown	
<b>Site Size (m<sup>2</sup>):</b>	Approximately 19,945 m <sup>2</sup>	No change	
<b>Land Uses:</b>	Commercial Sports Facility	Multi-Family Residential	
<b>OCP Designation:</b>	Commercial	Neighbourhood Residential	
<b>Area Plan Designation:</b>	School/Park Institutional	Residential	
<b>Zoning:</b>	School & Institutional Use (SI)	Low Density Townhouses (RTL4)	
<b>Number of Units:</b>	Commercial Sports Facility Complex	102 townhouses	
<b>Aircraft Noise Sensitive Development Policy:</b>	Area 2: High Aircraft Noise Area. All Aircraft Noise Sensitive Land Uses (except new single family) may be considered	Complies	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.6	0.6	None permitted
Lot Coverage – Building	Max. 40%	32%	None
Lot Size	Min. 50 m lot width Min. 35 m lot depth	64 m width (average) 306 m depth (average)	None
Setback:			
Front Yard (No. 5 Road)	Min. 6 m	6 m to 42.4 m	None
Interior Side Yard (North)	Min. 3 m	3.5 m to 7.2 m	None
Exterior Side Yard (South)	Min. 6 m	7.6 m to 10.9 m	None
Rear Yard	Min. 6 m	3.9 m to 30.8 m	2.1 m reduction
Building Height	Max. 12 m (3-storeys)	Max. 12 m (Max 3-storeys)	None
Off-street Parking Spaces:			
Resident	204	204	None
Visitor	21	21	
(Accessible)	(5)	(5)	
Total	225	225	
Tandem Parking Spaces	Not permitted	81.4% of units (166 spaces in 83 units)	83 units
Small Car Parking Spaces	Max. 50%	8.4% (19 spaces in 19 units)	None
Amenity Space – Indoor:	Min. 100 m <sup>2</sup>	109 m <sup>2</sup>	None
Amenity Space – Outdoor:	Min. 612 m <sup>2</sup>	614 m <sup>2</sup>	None



# Land Use Map

East Cambie Planning Area  
Site Context Map





**LEGEND**

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

**No New Aircraft Noise Sensitive Land Uses:**

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

**AREA 1B** - New Residential Land Uses Prohibited.

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

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

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

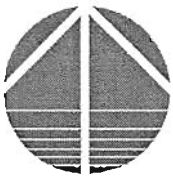
**AREA 4** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

**No Aircraft Noise Mitigation Requirements:**

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

Objective: To support the 2010 Olympic Speed Skating Oval

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



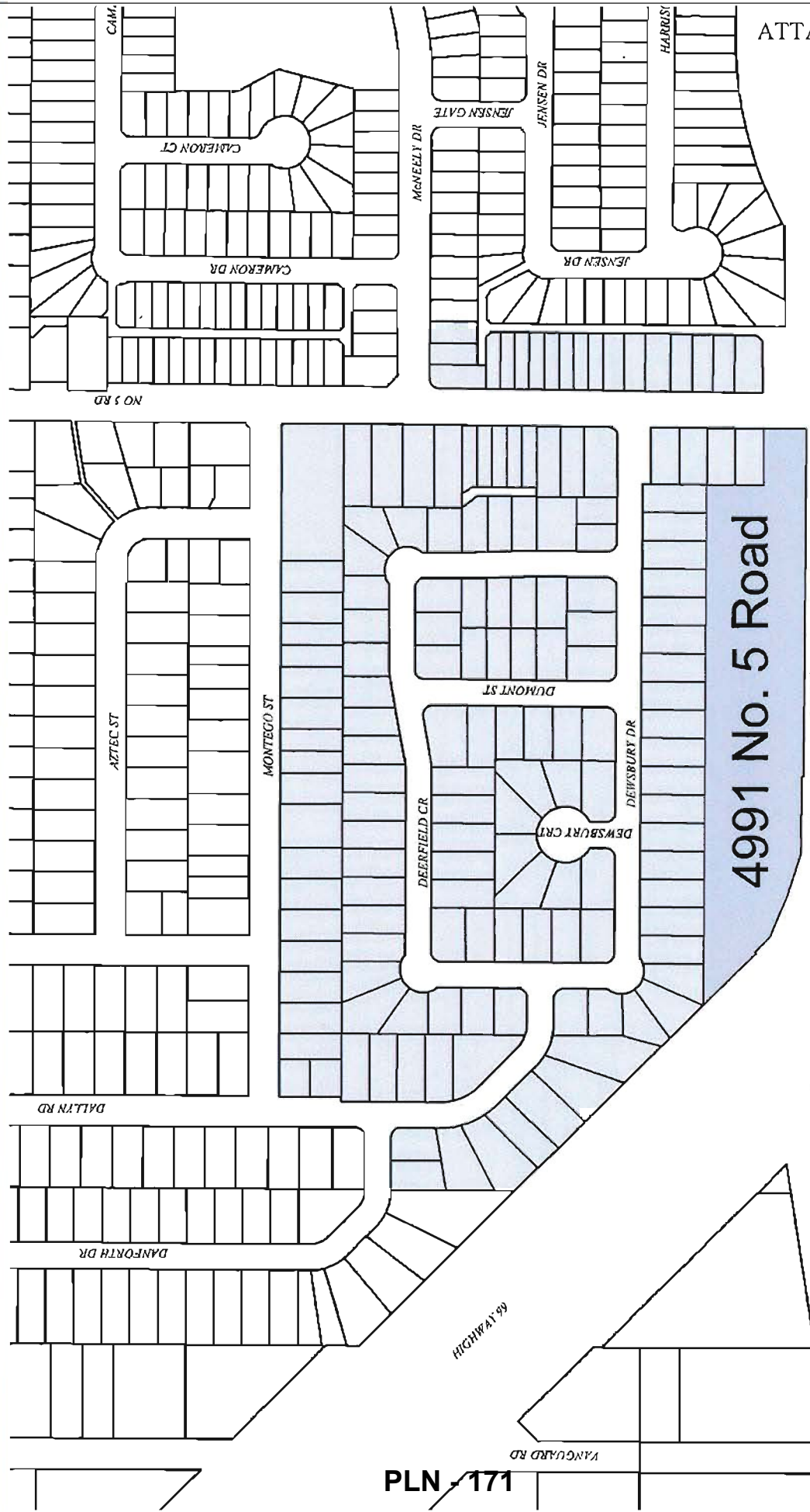
**Aircraft Noise Sensitive Development Location Map**

**PLN - 170**

Original Date: 11/14/11

Amended Date: 12/19/12

Note: Dimensions are in METRES



**Public Correspondence**

Received

Correspondence Received Regarding Public Information Meeting

Marie Murtagh

June 27, 2011

Ben Gnyp

June 27, 2011

Correspondence Received Regarding Rezoning Application

Marie Murtagh

February 25, 2012

Kim and Rose Mah

May 31, 2012

Samuel and Noreen Roud

June 4, 2012

Tom N. Uyeyama

June 7, 2012

Suresh and Tripta Kurl

June 15, 2012

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**From:** Marie Murtagh [<mailto:illawarra@shaw.ca>]

**Sent:** Monday, June 27, 2011 8:34 AM

**To:** [info@interfacearchitecture.com](mailto:info@interfacearchitecture.com)

**Subject:** Sportstown Feedback

**Importance:** High

Goodmorning

My name is Marie Murtagh and I live on Dumont Street in Richmond. I recently attended your information meeting, regarding the proposed redevelopment of the Sportstown Complex. I am strongly opposed to this proposed redevelopment for a variety of reasons:

-Traffic. It has become increasingly difficult to navigate out of Dewsbury onto No. 5 Rd, and the traffic has increased substantially in the 15+ years that we have lived in this neighbourhood. The thought of another 240 anticipated vehicles entering/exiting the proposed townhouse complex would have a direct, negative effect on our current neighbourhood. Neighbours living on McNeely have also expressed concern about how this extra traffic may impact their ability to exit their neighbourhood onto No. 5 Rd.

-Parking. While it may be true that 2 car parking may be available at the complex for each townhouse, it is also true that the majority of people living in Richmond use their garages as basements, and as a result, park at least one vehicle on the street. It is quite possible therefore, that of 120 townhouses, there will be a number of residents who will need to park their vehicles on the road. In addition, if these people own trucks or vans, it is a guarantee that they will be parking on the street as the space provided for vehicles in a complex is typically narrow. I am very aware of this tendency because there are several townhouse complexes in my area (Capistrano for one) and the street is typically full with parked cars on each side.

Parking on No. 5 Rd. would not be possible, so in all likelihood these people may be using our streets (Dewsbury etc.) to park their vehicles. Our streets are not wide, and it is already a problem to safely navigate this area in a car, due to the high number of parked cars already; adding more vehicles to this is not the answer. I know that during special events at Sportstown, our streets are cluttered with vehicles. However, these events are not typical, so it is something that we 'endure' for a day or an evening.

-Amenities. Our neighbourhood needs more amenities, not less. Our family have used all the amenities at this complex: tennis; gymnastics, the pup/restaurant and the pool. We enjoy being able to walk to/from a pub without having to drink/drive. We need more services, not more people.

I did attend your initial meeting, and I think it was quite clear that no resident was in favour of your development as it was presented. In fact, the majority of people were strongly opposed. In light of this, I am hoping that you will keep us informed of any future meetings or applications with the City of Richmond.

Sincerely  
Marie Murtagh

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**From:** Marie Murtagh [<mailto:illawarra@shaw.ca>]

**Sent:** Monday, June 27, 2011 12:18 PM

**To:** [info@interfacearchitecture.com](mailto:info@interfacearchitecture.com)

**Subject:** No to rezoning of 4991 No. 5 Rd.

**Importance:** High

Re: proposed rezoning and redevelopment of property at 4991 No. 5 Road Richmond.

I am emphatically opposed to the proposed redevelopment at the site at 4991 No. 5 Road (commonly known as Sports Town) as illustrated at the meeting at the East Richmond Community Hall on Monday June 20, 2011.

My family and I have lived on Dumont Street since September 1994. We enjoy the serenity of our neighbourhood. The enormity of the proposed development would result in over-crowding in our neighbourhood. In the past Sports Town held various soccer and tennis tournaments. Our neighbourhood was choked with traffic and sports related vehicles were parked bumper to bumper in front of our house for the duration of the tournament. Our street would be used as an over-flow parking lot on a permanent basis if the proposed development was approved.

I prefer the zoning remain the same and the land used consistently with its parameters. If the zoning must be changed (e.g. if a dire need for more housing was proven) I would prefer single family zoning to keep site consistent with the surrounding neighbourhood.

There are two new townhouse complexes under construction nearby (one on Woodhead across from St. Monica's church and one on No.5 Road near Daniel's Road). So renters who would like to buy their first new home in East Richmond can have an opportunity to do so. There are many resale townhouse units for sale in the California Point neighbourhood, so there is no need for the subject site to be zoned multi-family.

Over the past week I chatted with a few neighbours about the proposed development and I failed to find one who was in favour of it.

I look forward to your response.

Ben Gnyp  
4771 Dumont Street  
Richmond, BC

**Badyal, Sara**

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**From:** Marie Murtagh [illawarra@shaw.ca]  
**Sent:** Saturday, 25 February 2012 01:18 PM  
**To:** Badyal, Sara; Badyal, Sara  
**Subject:** Redevelopment proposal at 4991 No. 5 Rd.

February 18, 2012

Dear Sara,

First of all, let me explain that Bill Dhaliwal from the City's Transportation Planning Department, passed on your contact information to me.

My name is Marie Murtagh, and my husband and I purchased our home on Dumont Street 18 years ago.

Our home is close by, but not adjacent, to the Sportstown Complex at 4991 Number 5 Road. Over the years we have come to enjoy the convenience of having a local restaurant/pub that is within walking distance; where our children have participated in the gymnastics and in the tennis lessons at different ages and stages; and where many a birthday party has been hosted at their outdoor pool!

Last year, we were very disappointed to learn that we may be losing this neighbourhood amenity, and that a proposal is underway to rezone this property in order to build over 100 townhouses on this very awkwardly positioned piece of land. I say awkward, because it is has highway 99 and Highway 91 adjacent to it, and the entrance/exit is off No. 5 rd, where driving habits often resemble a highway.

The architects for this project did host a meeting last June to present the residents with some information regarding their proposal. To say that the residents were less than enthusiastic about the project is an understatement. Their opposition to this proposed redevelopment is based on a number of reasons, most of which related to noise and traffic related issues.

At that meeting, I was told by someone representing the developer (Interface Architecture Inc.) that I had "to face facts; that this project was a done deal, and would be going ahead, whether we liked it or not". I have to admit, that such open arrogance for the so-called process of public consultation infuriated me. Perhaps I am naive, but I still believe that the public voice is an important component of a redevelopment process. I am confident that the City will take into consideration what residents think; what residents know; and what concerns residents share. I am also hoping that City Council's decision is not based entirely on a developer's promise to increase the number of Richmond citizens who will ultimately pay property tax to the City.

**PLN r 175**

I am writing to you today, to ask you to consider the impact that this townhouse complex could have on our neighbourhood (Dewsbury, Dumont, Deerfield) and on No.5 Rd. In order for you to better appreciate my concerns, I am outlining the current situation.

- Currently during rush hours, most cars driving down No. 5 Rd, drive past the entrance to Sportstown, well over the speed limit. Many times, excessively over the speed limit, and the volume of cars is significant. I personally know how difficult it is as a resident to turn onto No. 5 Rd. from Dewsbury. Sometimes it involves waiting at the stop sign for several minutes before it appears safe to turn.
- The RCMP are already familiar with this area, and over the years, make a point of nabbing the speeders who race down the overpass, on their way to Cambie Rd. I wonder if this information is typically shared with the City when a re-development application is under consideration? Does the RCMP work collaboratively with the City, or are these separate entities that operate independent of each other.
- According to the most recent sign on the Sportstown Property, the proposed townhouse complex will have over 100 units. This means that on average, there could be somewhere between 150-200 extra vehicles entering/exiting at 4991 No. 5 Rd on a daily basis. There is no doubt that this extra activity will have a significant impact the ability of the residents who live in the '3D' area (Dewsbury, Deerfield and Dumont) to exit or enter their neighbourhood from No. 5 Rd.
- Our other option is to drive along Dewsbury in the opposite direction, where it meets Dallyn Road, and travel over the several speed humps to arrive at another equally congested and deadly intersection: Dallyn and Cambie Roads.
- In addition to increased volume on No. 5 Rd, the residents are also concerned about the number of townhouse occupants, who will park their cars on our already congested streets. Experience has taught us, that when Sportstown hosts a special event (ie. tennis tournament) our streets are littered with the cars of the patrons, as no parking is permitted on No. 5 Rd.
- Furthermore, one only has to look at any large townhouse complex in this area to know that residents use the streets to park their extra vehicles. For example, along McNeely Drive, the streets are always full of parked cars on each side outside the townhouse complexes. While it is true that the units do come with garages, most people in Richmond consider the garage their basement, and prefer to leave their vehicles parked on the street.



I am wondering if the City is aware of the traffic issues that I have outlined, as it pertains directly to this rezoning proposal.

The 3D residents (Dewsbury, Dumont and Deerfield) are equally concerned about:

- the safety of the residents who will live in these townhouses which will undoubtedly be built beside the East-West Connector. (will there be protective barriers to protect units in the event of a traffic accident?)
- the noise and the pollution that these potential residents will be exposed to, with their windows opening onto major highways. The sound of trucks driving by may be endurable for someone staying in a motel overnight, but it is hardly the ideal setting for families raising children.

At the June 2011 information meeting, I inquired why single family homes were not being considered for this property, and I was told that no one would buy a house that is so close to the highways. I found this response rather comical given the present real estate situation. Currently we have properties all over this neighbourhood being 'rebuilt' and sold as enormous million dollar mansions which are typically adjacent to smaller older style homes and rundown rented houses on streets that not only lack sidewalks, but have ditches! It would seem that these 'affluent' folk who choose to purchase and live in these mega homes are not exactly discerning when it comes to location. However, if townhouses do go ahead, it is quite likely that young couples would neither be interested in raising their families near a major highway. It is more probably that the units will be purchased and rented out as investments, to folk who won't really care about the trucks roaring by on the highway nearby; they will be too busy minding their 'grow ops' and 'drug labs' to care.

Thank you for taking the time to read my letter. I am hopeful that very soon, there will be another public consultation by Interface Architecture Inc. regarding their redevelopment proposal.

If you have any additional information regarding this, please do not hesitate to contact me.

Thank you  
Sincerely

Marie Murtagh  
4771 Dumont Street  
Richmond BC  
V6X 2Z4

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received May 31, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

At the public meeting last June, we were told that a single parking spot would be available for a one bedroom townhouse. With 2 people in a townhouse, there will be inevitably 2 cars. The developers believed otherwise and said people would use public transportation. I guarantee you that with the lack of convenient bus service on No. 5 Road, very few people will be using public transportation. Where will the second car be parked? Where else but on the streets of our subdivision. Also, for the 2 bedroom units, the parking for that unit is one car behind the other. How long before they get tired of shuffling their cars and start to park in our subdivision?

When there is a big event on at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car coming northbound on No. 5 Road suddenly turns the corner onto Dewsbury. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,

Him & Rose Mah  
4611 Deerfield Crescent  
Richmond, B.C.

PLN - 178

May 15, 2012

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received June 4, 2012

**RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)**

We the undersigned are very much against the above rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

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When there is a big event being held at the Sportstown Complex, it is difficult to get in and out of our subdivision. Many more cars than usual are parked on Dewsbury and on both sides of No. 5 Road. When you try to exit our subdivision onto the main road, you are blinded by the parked cars and have to be ready to slam on your brakes if a car travelling on No. 5 Road suddenly turns the corner onto Dewsbury because you can't see that car until it is right in front of you. There is no room for 2 cars to pass each other so you have to back up and that usually means all the way to Deerfield so you can pass one another. Now put the extra cars from each of the townhouses onto our streets every day and we have a real problem.

Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely,



Samuel and Noreen Roud  
4631 Deerfield Crescent  
Richmond, BC V6X 2Y4

**Note:** We would like to be informed of any future meetings re this rezoning.

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received June 7, 2012

RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)

We the undersigned are very much against the rezoning application for the Sportstown Complex. Developers are wanting to rezone this property to build over 100 townhouses. We attended a public meeting in June, 2011 and at that time expressed our concerns for this rezoning. This rezoning, we believe, will have a direct negative impact on our neighbourhood (Dewsbury, Deerfield, Dumont, and Dallyn). There will be a significant increase of vehicles exiting and entering No. 5 Road; increased congestion/parking problems as townhouse residents use our streets to park their additional vehicles, and increased noise from the highway and townhouses themselves.

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Dallyn Road had speed bumps installed to slow down traffic and keep drivers from short-cutting through our area. Add 100 townhouses to this area and you can imagine how many cars will be added to the Dallyn and Dewsbury. We were also told there would be one exit in and out of this development and that would be on No. 5 Road. Is there no requirement for a second exit for an emergency such as a fire? If this is the case, one house on Dewsbury would have to become this exit/entrance, having even more of an impact as an easy walkway for people parking their cars on Dewsbury and the adjacent roads of our subdivision.

Sincerely, *M. Badyal*

4291 DEERFIELD CRES.

May 15, 2012

Ms Sara Badyal  
City Hall  
6911 No. 3 Rd.  
Richmond, BC V6Y 2C1

Received June 15, 2012

**RE: Rezoning Application #RZ11-593406 (4991 No. 5 Rd.)**

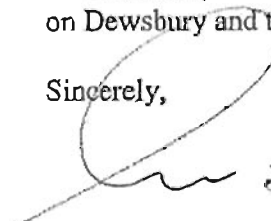
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Sincerely,

 Suresh Kurl & Tripta Kurl  
4071 Deerfield CR RMD V6Y 2Y4

Note: We would like to be informed of any future meetings re this rezoning.



Address: 4991 No. 5 Road

File: RZ 11-593406

Prior to final adoption of Zoning Amendment Bylaw 8986, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 8947 and 8948.
2. Provincial Ministry of Transportation & Infrastructure Approval (MOTI).
3. Confirmation of an agreement with MOTI to install required sound barrier fencing.
4. Submission of Community Services information for Council consideration regarding:
  - How gymnastics programming may be accommodated as part of the City's Capital plan.
  - Business terms associated with lease termination in the event that the City and the property owner come to an agreement on terminating the lease prior to February 2016.
5. Registration of a flood indemnity covenant on title (Area A).
6. Registration of a legal agreement on title to ensure that landscaping planted along the interface to BC Highway 91 and BC Highway 99 is maintained and will not be abandoned or removed. The purpose of the landscaping is to provide visual screening and to mitigate noise and dust.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. Registration of a legal agreement on title to ensure that all dwelling units beyond 110 m from No. 5 Road are constructed with sprinklers for fire suppression.
9. Registration of an aircraft noise sensitive use covenant on title to ensure that the proposed development is designed and constructed in a manner that mitigates potential aircraft noise and highway traffic noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
  - a) CMHC guidelines for interior noise levels as indicated in the chart below:
 

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
  - b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
10. Participation in the City's Public Art program with on-site installation, or City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$96,770) towards the City's Public Art program.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$258,050) towards the City's affordable housing strategy.
12. City acceptance of the developer's offer to voluntarily contribute \$700,000.00 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
13. City acceptance of the developer's offer to voluntarily contribute \$10,000 towards a speed-reader board to be located on No. 5 Road.
14. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and upgrades to sanitary and storm sewer systems. Works include, but may not be limited to:
  - a) No. 5 Road frontage improvements – removing the existing sidewalk and pouring a new 1.5 m concrete sidewalk at the property line, creating a grass boulevard (1.4 m +/-) between the new sidewalk and the existing curb & gutter. The new sidewalk location conflicts with an existing fire hydrant & two existing poles. The fire hydrant is to be relocated to the new grass boulevard. The two poles are to be undergrounded. SHOULD the utility

companies NOT be able to support undergrounding of these two poles, the City will require the poles to be relocated into the grass boulevard, subject to receiving a letter from the utilities advising of the reasons and GUARANTEEING the existing trees will not be sculpted to accommodate the wires.

- b) Sanitary sewer upgrade – construct new 200 mm diameter sanitary sewer to connect to the existing sanitary sewer on Dewsbury Drive (approximately 150 m): from the SE corner of the development site, northward up No. 5 Road to Dewsbury Drive, then west to the first manhole (manhole SMH 5377).
- c) Storm sewer upgrade – upgrade approximately 85 m of the existing storm sewer from 450 mm diameter pipe to the larger of 900 mm or OCP size (between manholes STMH6923 and STMH6922).

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

1. Submission of a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

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

2. Submission of proof of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the 10 on-site trees to be retained, three (3) on-site trees to be relocated onsite, 39 trees in the MOTI ROW to be protected, and two (2) hedges and five (5) trees on neighbouring residential properties to be protected. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (no less than four (4)), and a provision for the Arborist to submit a post-construction assessment report to the City for review. Tree protection fencing is to be installed on-site prior to any demolition or construction activities occurring on-site. The project Arborist has recommended removal of some trees from neighbouring residential and MOTI property due to poor condition. A tree removal permit application may be submitted to the City for consideration with written authorization from the owner of the property where the tree is located.
3. Submit a landscaping security Letter-of-Credit in an amount based on a sealed estimate from the project registered Landscape Architect (including materials, labour & 10% contingency)

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

1. Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes regarding: tree protection, convertible units, aging in place, sustainability, fire suppression sprinkler systems, private on-site hydrants, and opportunities for fire trucks to turn around onsite.
2. Submission of reports with recommendations prepared by an appropriate registered professional and incorporation of the identified acoustic and thermal measures in Building Permit (BP) plans.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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Signed

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Date





Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 8947 (RZ 11-593406)
4991 No. 5 Road

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

- 1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 (City of Richmond 2041 OCP Land Use Map) thereof of the following area and by designating it Neighbourhood Residential.

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8947".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for signature or date entry corresponding to the reading stages.

CITY OF RICHMOND APPROVED by HB APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8948 (RZ 11-593406)
4991 No. 5 Road

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

- 1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.11B (East Cambie Area Plan Land Use Map) thereof of the following area and by designating it Residential.

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8948".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval box with signature lines and stamps: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 8986 (RZ 11-593406)
4991 No. 5 Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it LOW DENSITY TOWNHOUSES (RTL4).

P.I.D. 006-160-859

Lot 63 Except: Part on Statutory Right of Way Plan 76785; Section 36 Block 5 North Range 6 West New Westminster District Plan 41571

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8986".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signatures and dates.

CITY OF RICHMOND APPROVED by MB APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER