



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, December 18, 2012
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-7 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, December 4, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, January 8, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **HOUSING AGREEMENT BYLAW NO. 8969 TO PERMIT CITY TO ENTER INTO A HOUSING AGREEMENT TO SECURE AFFORDABLE RENTAL HOUSING UNITS AT 3391 AND 3411 SEXSMITH ROAD- PINNACLE INTERNATIONAL (RICHMOND) PLAZA INC.**
(File Ref. No. 12-8060-20-8969) (REDMS No. 3695815)

PLN-11

See Page **PLN-11** for full report

Designated Speaker: Dena Kae Beno

STAFF RECOMMENDATION

That Bylaw No. 8969 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8969 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 10-544729.



PLANNING & DEVELOPMENT DEPARTMENT

2. **APPLICATION BY URBAN ERA BUILDERS AND DEVELOPERS LTD. FOR REZONING AT 6551/6553 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/C) TO LOW DENSITY TOWNHOUSES (RTL3)**

(File Ref. No. 12-8060-20-7840/8700, RZ 10-521413) (REDMS No. 3136056 v.3)

PLN-35

See Page PLN-35 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Bylaw 8700, for the rezoning of 6551/6553 Williams Road from “Single Detached (RS1/C)” to “Low Density Townhouses (RTL3)”, be introduced and given first reading*
- (2) *That third reading of Bylaw 7840, for the rezoning of 6511/6531 Williams Road, be rescinded; and*
- (3) *That Bylaw 7840, for the rezoning of 6511/6531 Williams Road, be referred to the January 21, 2013 Public Hearing.*



3. **APPLICATION BY POLYGON DEVELOPMENT 192 LTD. FOR REZONING AT 8311, 8331, 8351, AND 8371 CAMBIE ROAD AND 3651 SEXSMITH ROAD FROM SINGLE DETACHED (RS1/F) AND AUTO-ORIENTED COMMERCIAL (CA) TO HIGH RISE APARTMENT (ZHR12) CAPSTAN VILLAGE (CITY CENTRE) AND SCHOOL & INSTITUTIONAL USE (SI)**
(File Ref. No. 12-8060-20-8903) (REDMS No. 3555723 v.3)

PLN-59

See Page PLN-59 for full report

Designated Speaker: Wayne Craig

- (1) *That Richmond Zoning 8500 Amendment Bylaw No. 8903, to amend the Richmond Zoning Bylaw No. 8500 to create “High Rise Apartment (ZHR12) Capstan Village (City Centre)” and for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road from “Single Detached (RS1/F)” and “Auto-Oriented Commercial (CA)” to “High Rise Apartment (ZHR12) Capstan Village (City Centre)” and “School & Institutional Use (SI)”, be introduced and given first reading; and*
- (2) *That the affordable housing contribution for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road (RZ 11-591985) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812.*



4. **APPLICATION BY FIRST RICHMOND NORTH SHOPPING CENTRES LTD., FOR REZONING AT 4660, 4680, 4700, 4720, 4740 GARDEN CITY ROAD AND 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 ALEXANDRA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "NEIGHBOURHOOD COMMERCIAL (ZC32) – WEST CAMBIE AREA" AND "SCHOOL & INSTITUTIONAL (SI)"**
(File Ref. 12-8060-20-8864/8865/8973) (REDMS No. 3448492 v.19)

PLN-145

See Page PLN-145 for full report

Designated Speaker: Wayne Craig

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:*

- (a) *reduce the minimum density permitted from 1.25 to 0.60 FAR in the Mixed Use Area A;*
 - (b) *adjust the alignment of May Drive within the development lands; and*
 - (c) *reduce the “Park” designation over portions of 9440, 9480 and 9500 Alexandra Road;*
- be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading;*
- (3) *That Bylaw 8865 and Bylaw 8973, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program; and*
 - (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;*
- (4) *That Bylaw 8865 and Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading; and*
- (6) *That the notification area for the Public Hearing be expanded to include the following properties, 4320, 4360, 4380, 4400, 4420, 4440, 4460, 4480, 4500, 4520, 4540, 4542, 4560 and 4562 Garden City Road and 9060, 9080, 9086, 9100 and 9180 Odlin Road as shown in Attachment 11.*



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ITEM

5. **MANAGER'S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, December 4, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt
Councillor Chak Au
Councillor Harold Steves

Absent: Councillor Linda Barnes

Also Present: Councillor Linda McPhail

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

MINUTES

In response to a query from Committee, Joe Erceg, General Manager, Planning and Development, accompanied by Wayne Craig, Director of Development, advised there is, currently, one rezoning application in process which includes the provisions of a drive-through. The referral, made at the November 20, 2012 Planning Committee meeting, in relation to zones that permit drive-through uses and how this provision relates to the City's anti-idling initiatives and other environmental initiatives would be brought forward in 2013, in conjunction with the current application in process.

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, November 20, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, December 18, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **REPEAL AND REPLACEMENT OF DEVELOPMENT APPLICATION FEES BYLAW NO. 7984, AMENDMENTS TO CONSOLIDATED FEES BYLAW NO. 8636 AND HERITAGE PROCEDURES BYLAW NO. 8400**
(File Ref. No. 12-8060-20-7984/8636/ 8400) (REDMS No. 3667121)

Mr. Craig provided background information advising that the proposed amendments are administrative changes to consolidate the Application Fees Bylaw No. 7984 and the Heritage Procedures Bylaw No. 8400 with the Consolidated Fees Bylaw No. 8636.

It was moved and seconded

- (1) *That Development Application Fees Bylaw No. 8951 be introduced and given first, second and third readings;*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8959 be introduced and given first, second and third readings; and*
- (3) *That Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 8964 be introduced and given first, second and third readings.*

CARRIED

2. **2012 RIVER ROAD AND NO. 7 ROAD TRAFFIC COUNTS AND APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR REZONING AT 16700 RIVER ROAD FROM AGRICULTURE (AG1) TO INDUSTRIAL STORAGE (IS1)**
(File Ref. No. 12-8060-20-8979, RZ 12-603740) (REDMS No. 3701187)

It was moved and seconded

- (1) *That the Interim Action Plan (amended by council in 2008) continue to be endorsed to allow for the consideration of rezoning applications for commercial truck parking, outdoor storage and supporting uses in the 16,000 block of River Road; and*
- (2) *That Bylaw 8979, for the rezoning of 16700 River Road from "Agriculture (AG1)" to "Industrial Storage (IS1)", be introduced and given first reading.*

CARRIED

Planning Committee
Tuesday, December 4, 2012

3. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 6711, 6771 AND 6791 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8967, RZ 12-598701) (REDMS No. 3618406)

Mr. Craig advised that there is a home on the subject property which is listed on the Heritage Inventory. Staff went through a number of investigative measures to save the house; however, retention of the house is not viable. Therefore, the applicant is required to prepare heritage documentation and conduct salvage efforts prior to the subject house being demolished and the rezoning being adopted.

It was moved and seconded

That Bylaw 8967, for the rezoning of 6711, 6771 and 6791 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY RONALD HERMAN, ANITA HERMAN AND TAMMIA BOWDEN FOR REZONING AT 10251 BIRD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8970, RZ 12-615299) (REDMS No. 3696232)

It was moved and seconded

That Bylaw 8970, for the rezoning of 10251 Bird Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

5. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9431, 9451, 9471 AND 9491 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-8972, RZ 11-586280) (REDMS No. 3702424)

It was moved and seconded

That Bylaw 8972, for the rezoning of 9431, 9451, 9471 and 9491 Williams Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

CARRIED

6. **MANAGER'S REPORT**

None.

Planning Committee
Tuesday, December 4, 2012

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:07 p.m.).

CARRIED

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, December 4, 2012.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk



City of Richmond

Report to Committee

To: Planning Committee **Date:** October 29, 2012
From: Cathryn Volkering Carlile **File:**
General Manager, Community Services
Re: Housing Agreement Bylaw No. 8969 to Permit City to Enter into a Housing Agreement to secure affordable rental housing units at 3391 and 3411 Sexsmith Road- Pinnacle International (Richmond) Plaza Inc.

Staff Recommendation

That Bylaw No. 8969 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8969 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 10-544729.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The purpose of this report is to recommend Council adoption of a Housing Agreement Bylaw (Bylaw No. 8969, **Attached**) to secure 9,363.6 ft² or 13 affordable housing units in the proposed Pinnacle International development located at 3391 and 3411 Sexsmith Road (**Attachment 2**).

The report and bylaw are consistent with Council's adopted term goal:

Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

They are also consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the creation of affordable low end market rental units as a key housing priority for the City.

Pinnacle International (Richmond) Plaza Inc. applied to the City of Richmond for rezoning at 3391 and 3411 Sexsmith Road, together with a portion of unopened City-owned lane on the north side of Capstan Way between Sexsmith Road and No. 3 Road, to permit the construction of a high-rise, high-density, multi-family project in the City Centre's Capstan Village area. The proposed development includes approximately 200 dwelling units of which 13 are affordable rental housing.

The rezoning application received third reading at Public Hearing on February 20, 2012 (Rezoning 10-544729 and associated RZ Bylaw 8842 and OCP Bylaw 8841). The proposed Housing Agreement Bylaw for the subject development (Bylaw 8969) is presented as attached. It is recommended that the Bylaw be introduced and given first, second and third reading. Following adoption of the Bylaw, the City will be able to execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

The subject rezoning application involves a development consisting of approximately 200 dwelling units, including: 187 market residential units of which 11 are live/work units and 13 are affordable rental housing units. The subject rezoning is the first phase of the proposed high-density, mixed use development. The affordable rental housing units consist of six one-bedroom units and seven two-bedroom units. All of the affordable housing units must satisfy the Richmond Zoning Bylaw requirements for Basic Universal Housing.

The applicant has agreed to register notice of the Housing Agreement on title to secure the 13 affordable rental housing units. The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low end market rent rates in perpetuity. The agreement also includes provisions for annual adjustment of the maximum annual housing incomes and rental rates in accordance with City requirements. The applicant has agreed to the terms and conditions of the attached Housing Agreement.

Financial Impact

Administration of this Housing Agreement will be covered by existing City resources.

Conclusion

In accordance with the Local Government Act (Section 905), adoption of Bylaw No. 8969 is required to permit the City to enter into a Housing Agreement which together with the housing covenant will act to secure the thirteen affordable rental housing units that are proposed in association with Rezoning Application No. 10-544729.

It is thus recommended that first, second and third reading be given to Bylaw No. 8969.

A handwritten signature in black ink, appearing to read "Dena Kae Beno".

Dena Kae Beno
Affordable Housing Coordinator
(604-247-4946)

Bylaw, Attached	Housing Agreement – Bylaw 8969 – 3391 & 3411 Sexsmith Road	REDMS# 3696600
Schedule A of Bylaw	Schedule A and Housing Agreement – 3391 & 3411 Sexsmith Road	REDMS# TBD
Attachment 2	Property Map – 3391 & 3411 Sexsmith Road	REDMS#3697907



Housing Agreement (3391 and 3411 Sexsmith Road)

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:
No PID: Lot A, Section 28, Block 5 North, Large 6 West, New Westminster District, Plan BCP _____
Formerly known as:

PID: 018-343-341 Lot 2 Section 28 Block 5 North Range 6 West New Westminster District Plan LMP11315

PID: 018-343-333 Lot 1 Section 28 Block 5 North Range 6 West New Westminster District Plan LMP 11315

Portion of unopened lane
2. This Bylaw is cited as **“Housing Agreement (3391 And 3411 Sexsmith Road) Bylaw No. 8969”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER



Schedule A

To Housing Agreement (0884962 B.C. Ltd. – Inc. No. 0884962) Bylaw No. 8969

HOUSING AGREEMENT BETWEEN 0884962 B.C. Ltd. – PINNACLE INTERNATIONAL
(RICHMOND) PLAZA INC.

HOUSING AGREEMENT
(Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference the _____ day of November, 2012

BETWEEN:

0884962 B.C. Ltd. (Inc. No. 0884962),
a company duly incorporated under the laws of the Province of British Columbia and having its office at 300 - 911 Homer Street, Vancouver, British Columbia, V6B 2W6

(the "Owner" as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND,
a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "City" as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

- (iii) in respect to a two bedroom unit, \$45,500 or less; or
- (iv) in respect to a three or more bedroom unit, \$55,000 or less

provided that, commencing July 1, 2012, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released;

- (i) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption;
- (j) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on ____ day of _____, 201_, under number _____;
- (k) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (l) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (m) **"Lands"** means the following lands and premises situate in the City of Richmond and, including a building or a portion of a building, into which said land is Subdivided:

No PID
 Lot A, Section 28, Block 5 North, Range 6 West,
 New Westminster District, Plan BCP ♦
- (n) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;
- (o) **"LTO"** means the New Westminster Land Title Office or its successor;
- (p) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;

(q) **"Permitted Rent"** means no greater than:

- (i) \$837.00 a month for a bachelor unit;
- (ii) \$925.00 a month for a one bedroom unit;
- (iii) \$1,137.00 a month for a two bedroom unit; and
- (iv) \$1,375.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2012, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (r) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (s) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (t) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (u) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (v) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (w) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the

form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by a director of the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;

- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(h) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(h) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(i) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs

the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of this Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 905 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 905 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet in addition to against title to those strata lots which are used as Affordable Housing Units.

7.2 Modification

The Owner acknowledges that this Agreement will be automatically and without further instrument modified or amended to reflect the Affordable Housing Strategy, from time to time. In addition, subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.5 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

7.6 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 905(5) of the *Local Government Act* will be filed on the title to the Lands.

7.8 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;

- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.11 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.12 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.13 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.14 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.15 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.16 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.19 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.20 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.21 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.22 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

7.23 Counterparts

This Agreement may be signed by the parties hereto in counterparts and by facsimile or pdf email transmission, and each such counterpart, facsimile or pdf email transmission copy shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

0884962 B.C. Ltd.

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

CITY OF RICHMOND
APPROVED for content by originating dept
APPROVED for legality by Solicitor
DATE OF COUNCIL APPROVAL

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____ the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

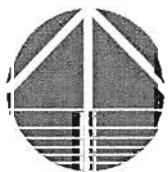
[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$_____ per month;
 - (b) the rent on the date of this statutory declaration: \$_____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$_____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

A Commissioner for Taking Affidavits in the
Province of British Columbia

)
)
)
)
)
)
)

DECLARANT



3391 & 3411 Sexsmith Road

PLN - 33

Original Date: 01/29/12

Revision Date:

Note: Dimensions are in METRES



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** November 8, 2012

From: Wayne Craig
Director of Development **File:** RZ 10-521413

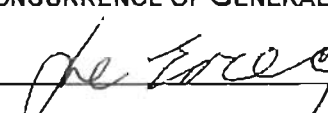
Re: Application by Urban Era Builders and Developers Ltd. for Rezoning at
6551/6553 Williams Road from Single Detached (RS1/C) to Low Density
Townhouses (RTL3)

Staff Recommendation

1. That Bylaw 8700, for the rezoning of 6551/6553 Williams Road from "Single Detached (RS1/C)" to "Low Density Townhouses (RTL3)", be introduced and given first reading.
2. That third reading of Bylaw 7840, for the rezoning of 6511/6531 Williams Road, be rescinded; and
3. That Bylaw 7840, for the rezoning of 6511/6531 Williams Road, be referred to the January 21, 2013 Public Hearing.


Wayne Craig
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Urban Era Builders and Developers Ltd. has applied to the City of Richmond to rezone 6551/6553 Williams Road (**Attachment 1**) from “Single Detached (RS1/C)” to “Low Density Townhouses (RTL3)” in order to permit a 13-unit townhouse development on the subject site and the adjacent property at 6511/6531 Williams Road. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Background

The adjacent property at 6511/6531 Williams Road is being proposed to be rezoned to Low Density Townhouses (RTL3) (RZ 04-272351) for a 6-unit townhouse development contained in two (2) buildings. The zoning district names have changed as the rezoning application was submitted under the former Zoning & Development Bylaw No. 5300 to rezone the site from “Single-Family Housing District, Subdivision Area C (R1/C)” to “Townhouse District (R2-0.6)”.

The Public Hearing for this 2004 rezoning application was held on December 20, 2004. No concerns regarding the rezoning were expressed at the Public Hearing and the rezoning bylaw (7840) was given third reading on the same day. The developers had subsequently decided to consolidate 6511/6531 Williams Road with the subject property for a larger townhouse development. The site plan has been redesigned to enhance the eventual development proposal. Since the Public Hearing was held seven (7) years ago and the development plan has been revised, staff recommend Council rescind third reading of Bylaw 7840 and the Bylaw be referred to the January 21, 2013 Public Hearing. The applicant has been consulted on this matter and is aware a new Public Hearing is required.

Upon review of the submitted information for the 13-unit townhouse proposal, one of the two conditions outlined in the conditional approval of RZ 04-272351 is no longer applicable; a shared access between 6511/6531 and 6551/6553 Williams Road is no longer required since the two (2) properties are to be consolidated into one (1) development site. A single Development Permit application for the consolidated site is required. The Development Permit review is in process.

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 on lots in Land Use Contract (LUC044) fronting onto Sheridan Road and multiple-family developments on a property located to the north of Sheridan Road as part of LUC044;

To the East: Existing single-family dwellings on lots zoned Single-Detached (RS1/E) fronting onto Sheridan Road;

To the South: Across Williams Road, is the London/Steveston Park; and

To the West: Future development site (with an existing non-conforming duplex) to be consolidated with the subject site for a townhouse development; and then recently developed single-family dwellings on a RS1/C zoned lots fronting onto Williams Road.

Related Policies & Studies

Arterial Road Policy

The Arterial Road Policy is supportive of multiple-family residential developments along arterial roads. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map included in the Official Community Plan (OCP) Bylaw 9000.

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, which specifies the minimum flood construction level, is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund 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; making the payable contribution amount of \$15,655.54. This amount is based on the maximum buildable square footage on the subject property (6551/6553 Williams Road) only.

Public Art

The subject application was submitted in March, 2010 under the previous Public Art Program (Policy 8702, rescinded July 2010), which does not apply to residential projects containing less than 20 units.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

Staff Comments

Trees Retention and Replacement

The applicant has submitted a Tree Survey and an Arborist’s Report for the overall development site (2 properties); ten (10) trees were identified and assessed (see Tree Preservation Plan in **Attachment 4**).

Tree Retention

A 55 cm cal Catalpa tree and a multi-branching Western Red Cedar tree located along the Williams Road street frontage are in good condition (exhibiting vigorous growth) and should be preserved. In order to ensure that the two (2) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Tree Removal

Five (5) trees are in very poor condition due to structural defects and bacterial infections causing decline in health. In addition, one (1) Cherry tree is dead and another one appears to be mostly dead with upper canopy decay from previous topping. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 14 replacement trees are required for the removal of seven (7) bylaw-sized trees. The developer is proposing to plant 19 replacement trees on site.

The applicant is also proposing to remove one (1) boulevard tree along the Williams Road frontage due to poor health of the tree. Parks Operations staff have agreed to the proposed tree removal. A cash compensation to the Tree Replacement Fund for the street tree removal in the amount of \$500 is determined.

Site Servicing and Frontage Improvements

An independent review of servicing requirements (storm and sanitary) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that upgrades to the existing storm system are required to support the proposed development. No sanitary sewer upgrades are required.

Frontage beautification is required across the consolidated frontage with a new 1.5 m sidewalk being poured at the property line (the sidewalk must be removed for the storm upgrades), with an approximate 1.38 m grass and treed boulevard between the sidewalk and the existing curb.

Prior to final adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel and enter into a standard Servicing Agreement for the design and construction of the required infrastructure upgrades and frontage beautification (see **Attachment 5** for details).

Vehicle Access

One (1) driveway off Williams Road is proposed. The long-term objective is for the driveway access established on Williams Road to be utilized by adjacent properties to the east and west if they redevelop into multiple-family developments. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this vision.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$13,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on Official Community Plan (OCP) guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Analysis

Arterial Road Redevelopment Policy

The subject application was submitted in March 2010 under the previous Arterial Road Redevelopment Policy contained in OCP Bylaw 7100. The proposal is generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy.

The proposed height, siting and orientation of the buildings respect the massing of the existing neighbouring single-family homes. All rear units along the north property line are two (2) storeys; the end units of the street fronting building are stepped down from three (3) storeys to 2½ storeys at the east side yard and the entry driveway. In addition, increased front, rear, and east side yard setbacks are proposed to provide a better interface with the adjacent single-family developments. The building height and massing will be controlled through the Development Permit process.

Low Density Townhouses (RTL3)

Typically, new townhouse development site with a proposed density of 0.60 floor area ratio should be rezoned to Low Density Townhouses (RTL4), which provide for a density bonus that would be used for rezoning applications in order to help achieve the City's affordable housing objectives. However, for this application, Low Density Townhouses (RTL3) is proposed since the subject site is to be consolidated with the adjacent site to the west for one (1) townhouse development; the zoning on the entire site must be consistent. To help achieve the City's affordable housing objectives, the applicant has voluntarily proposed to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy.

Requested Variances

The proposed development is generally in compliance with the Low Density Townhouses (RTL3) zone. Based on the review of current site plan for the project, the following variances are being requested:

- Allow a total of six (6) small car parking stalls in six (6) duplex units; and
- Allow a total of 14 tandem parking spaces in seven (7) three-storey townhouse units.

Transportation Division staff have reviewed the proposal and have no concerns. The proposed number of on-site visitor parking is in compliance with the bylaw requirement. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 6511/6531 Williams Road and 6551/6553 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Detailed review of building form and architectural character to create a more comfortable architectural rhythm along Williams Road;
- Review of the location and design of the convertible unit and other accessibility features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

Financial Impact or Economic Impact

None.

Conclusion

The proposed 13-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding developments along minor arterial roads. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning at 6551/6553 Williams Road be approved.

The Public Hearing for Bylaw 7840 (rezoning at 6511/6531 Williams Road) was held seven (7) years ago (December 2004) and the development plan has been revised; staff recommend that the third reading of Bylaw 7840 be rescinded and referred to the January 21, 2013 Public Hearing.



Edwin Lee
Planner I
(604-276-4121)

EL:blg

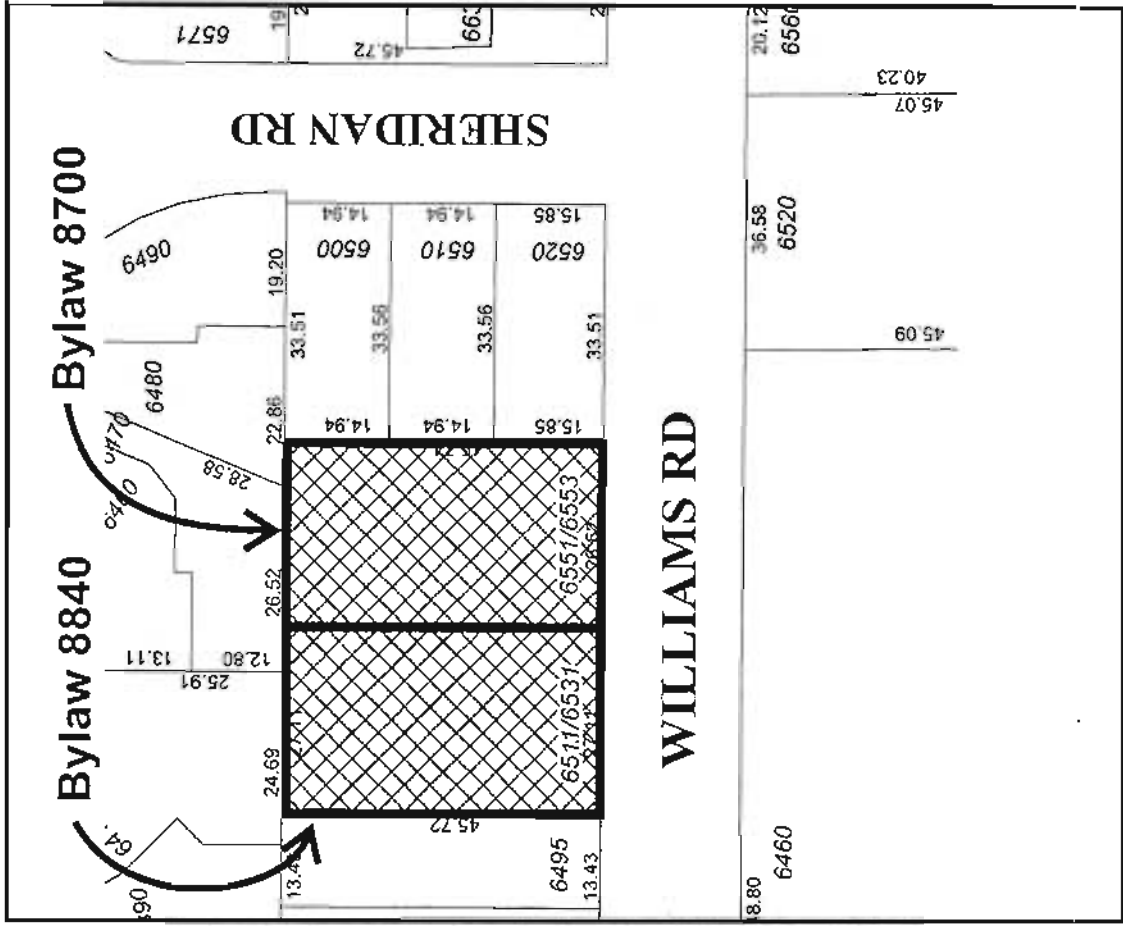
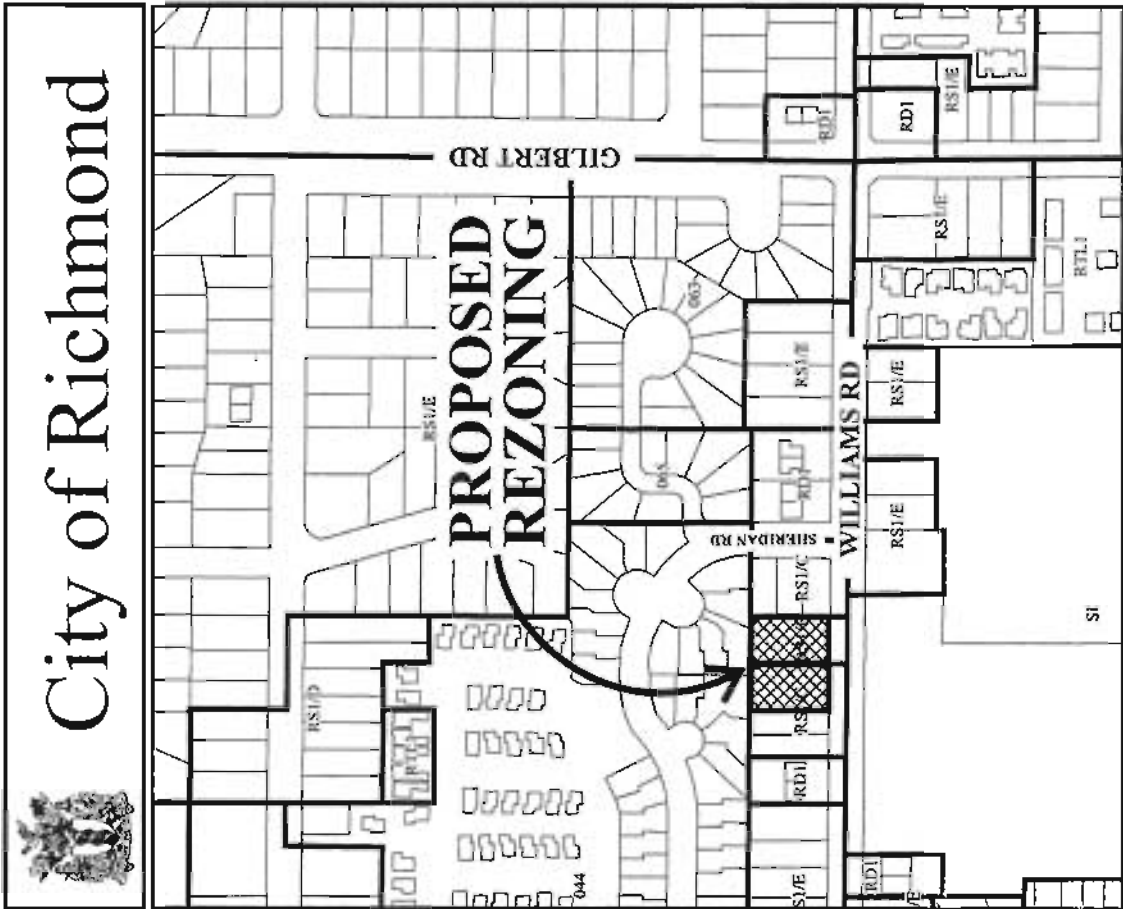
Attachment 1: Location Map


Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Tree Preservation Plan

Attachment 5: Rezoning Considerations Concurrence





RZ 10-521413 & RZ 04-272351

Original Date: 12/06/12

Revision Date:

Note: Dimensions are in METRES



RZ 10-521413 &
RZ 04-272351

Original Date: 12/06/12

Amended Date:

Note: Dimensions are in METRES



MATTHEW CHENG
ARCHITECT INC.

[illegible]

NOTICE: WEED CONTROL. DISCUSS WEED CONTROL WITH THE LOCAL WEED CONTROL BOARD. WEED CONTROL IS THE RESPONSIBILITY OF THE LANDOWNER. WEED CONTROL IS NOT THE RESPONSIBILITY OF THE COUNTY. WEED CONTROL IS NOT THE RESPONSIBILITY OF THE TOWN. WEED CONTROL IS NOT THE RESPONSIBILITY OF THE STATE. WEED CONTROL IS NOT THE RESPONSIBILITY OF THE FEDERAL GOVERNMENT. WEED CONTROL IS NOT THE RESPONSIBILITY OF ANY OTHER AGENCY. WEED CONTROL IS THE RESPONSIBILITY OF THE LANDOWNER.

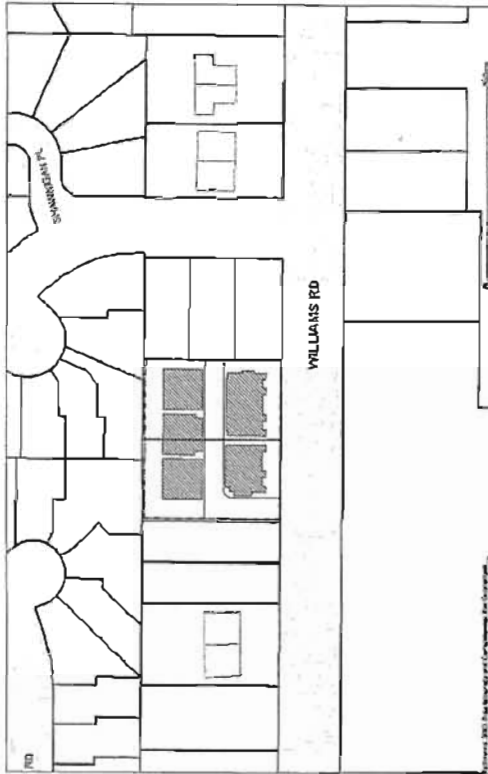
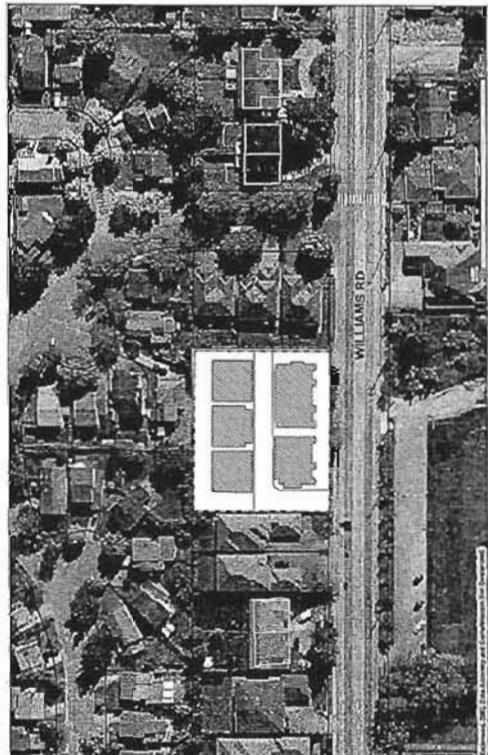
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04	01/10/2010	10,200,000/2.2M

Conclusions

Project Title
13 UNIT TOWNHOUSE
DEVELOPMENT
6511/6551 WILLIAMS
RICHMOND, B.C.

Sheet Title
CONTEXT PLAN
PROJECT DATA

Quantity	10
Unit	EA
Material	10
Location	10
Notes	10
Project Number	10
Revision Date	10/10/10
Print Date	10/10/10
Drawn By	10
Checked By	10
Approved By	10

[illegible]

PROJECT DATA		EXISTING		PROPOSED	
DATE	DATE	DATE	DATE	DATE	DATE
1. PROJECT NAME	2. PROJECT LOCATION	3. PROJECT TYPE	4. PROJECT STATUS	5. PROJECT OWNER	6. PROJECT CONTACT
7. PROJECT DESCRIPTION	8. PROJECT SCOPE	9. PROJECT BUDGET	10. PROJECT RISK	11. PROJECT SCHEDULE	12. PROJECT TEAM
13. PROJECT PHASES	14. PROJECT DELIVERABLES	15. PROJECT MILESTONES	16. PROJECT RISKS	17. PROJECT STAKEHOLDERS	18. PROJECT COMMUNICATIONS
19. PROJECT CHALLENGES	20. PROJECT OPPORTUNITIES	21. PROJECT LESSONS LEARNED	22. PROJECT BEST PRACTICES	23. PROJECT PERFORMANCE	24. PROJECT IMPACT

LOT 24 EXCEPT
FIRST 1/4 PARCEL
SECONDLY PART CONTAINED WITHIN LOT 181 PLAN 43432
BLOCK 12 SECTION 4 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 2937



MATTHEW CHENG
ARCHITECT INC.

PROFESSIONAL ARCHITECT
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DATE: 10/10/2018
BY: MCH/ADP
PROJECT: 13-UNIT TOWNHOUSE
DEVELOPMENT
8511/8551 WILLIAMS RD
RICHMOND, B.C.

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DEVELOPMENT
8511/8551 WILLIAMS RD
RICHMOND, B.C.

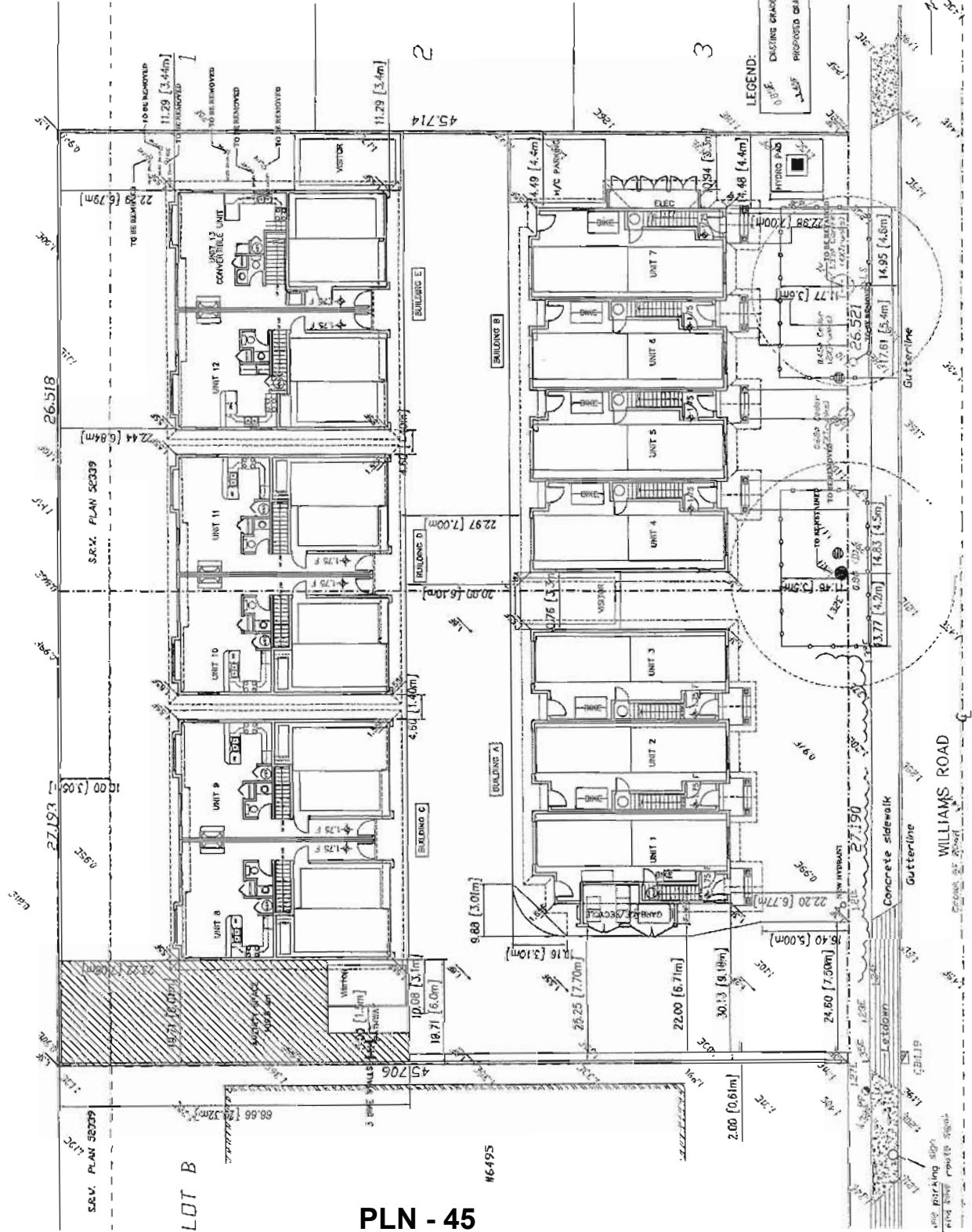
SITE PLAN

Project Name	13-UNIT TOWNHOUSE DEVELOPMENT
Project Number	13-01
Scale	1/8" = 1'-0"
Sheet Number	1 of 1

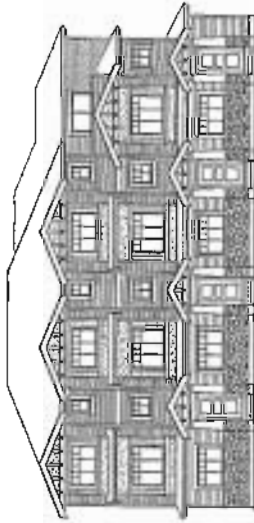


- BLOCKING TO BE PROVIDED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS.
- LEVER HANDLE TO BE USED FOR ALL DOORS.
- LEVER FAUCET TO BE USED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS.

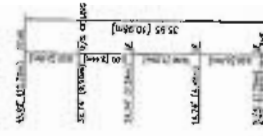
LEGEND:
EXISTING GRADE (METRIC)
PROPOSED GRADE (METRIC)



PLN - 45



BUILDING B SOUTH ELEVATION



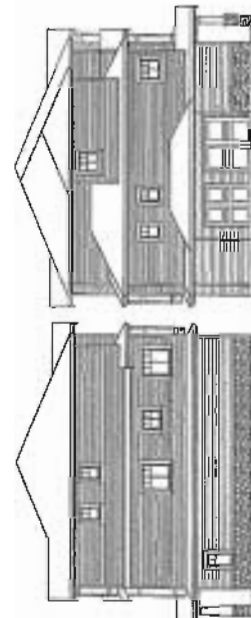
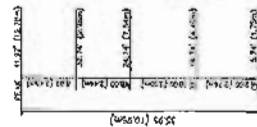
BUILDING A NORTH ELEVATION



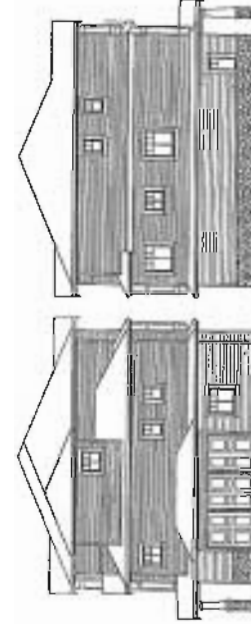
BUILDING A SOUTH: ELEVATION



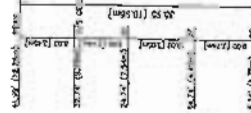
BUILDING B NORTH ELEVATION



BUILDING A EAST ELEVATION BUILDING A WEST ELEVATION



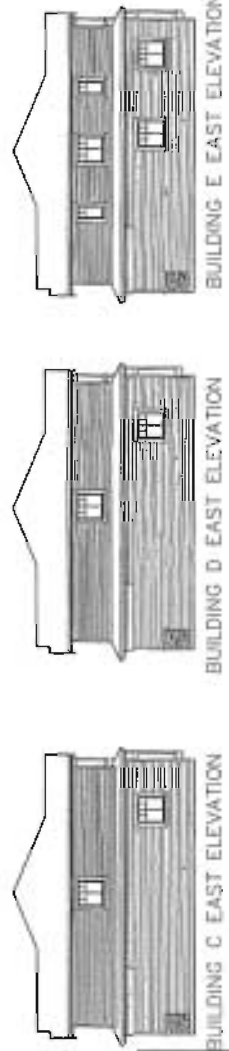
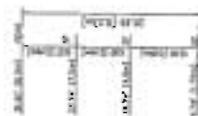
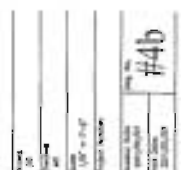
BUILDING B EAST ELEVATION



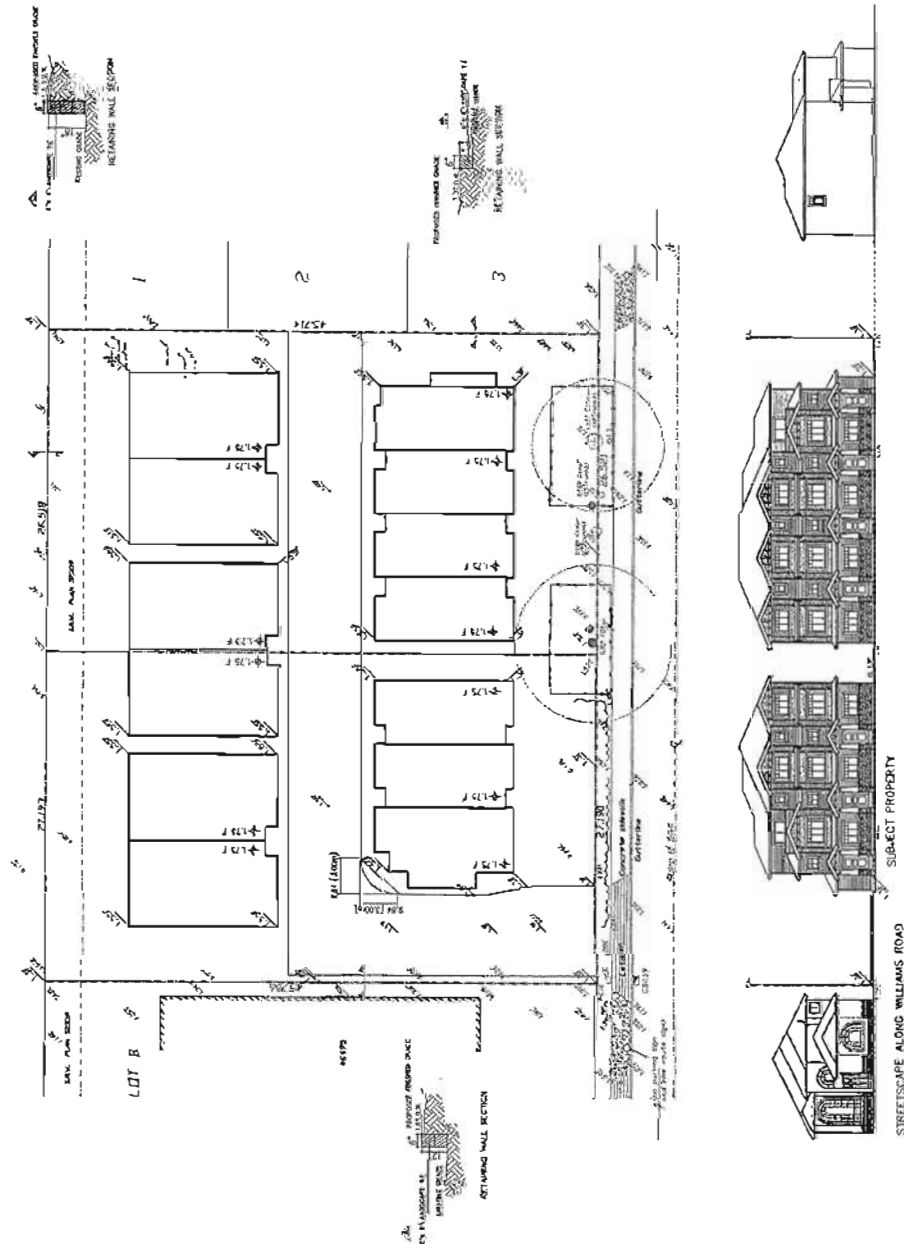
Sheet 01a
BUILDING A & B
ELEVATIONS

ARMED BOARD	EM 142-23
CULLEN STONE	CUMBERBELL TIGERS CREAM
4" HARTIC 5050	DM 142-16
6" MARQUE SIZING	EM 142-14
FRMS 4" ASCLAS	DM 142-18
ENTRY 2000	BM 142-100
MAGNUM FRAME	DM 142-100
ACTIVAT 1 SHOTS/55	DM 142-23
Colony 2000R	DM 142-23

Project		Comp. No.	#4a
Site		Estimate No.	
Character		Job Order	
Use		Est. Date	
Scale	1" = 10'	Est. Price	
P. Page 1 of 1			



PLN - 47



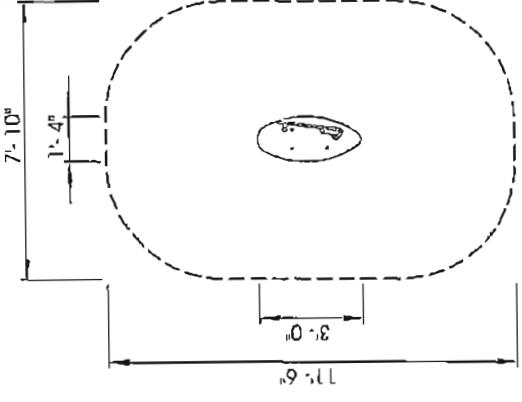
NO.	DATE	DESCRIPTION
1	10/1/18	Initial Design
2	10/15/18	Revised Design
3	10/25/18	Final Design
4	11/1/18	Construction Documents
5	11/15/18	As-Built



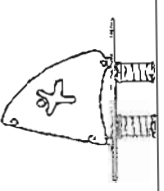
PD GROUP
Professional Design
Landscape Architecture
10000 N. 10th Ave., Suite 100
Phoenix, AZ 85020
Phone: (602) 998-1234
Fax: (602) 998-1235
Email: info@pdgroup.com

PROJECT
8511-055 Williams Rd
Phoenix, AZ

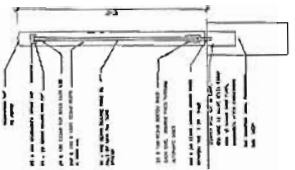
LANDSCAPE DETAILS	
NO.	DATE
1	10/1/18
2	10/15/18
3	10/25/18
4	11/1/18
5	11/15/18



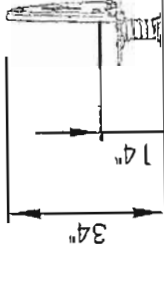
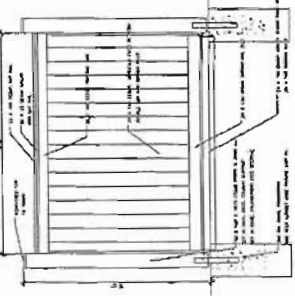
PLAN VIEW: KOUPIAN AQUARIUS WATERFALL SPRING RIDGE



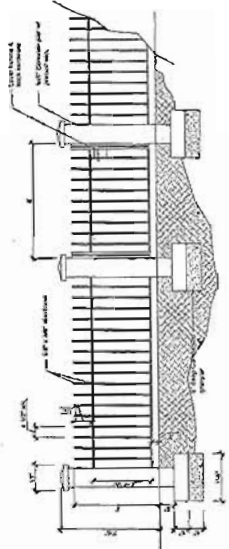
ELEVATION: KOUPIAN AQUARIUS WATERFALL SPRING RIDGE



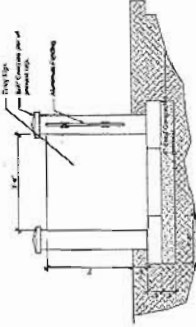
1.2 CLOSE-BOARDED FENCE DETAIL Scale: 1/8" = 1'-0"



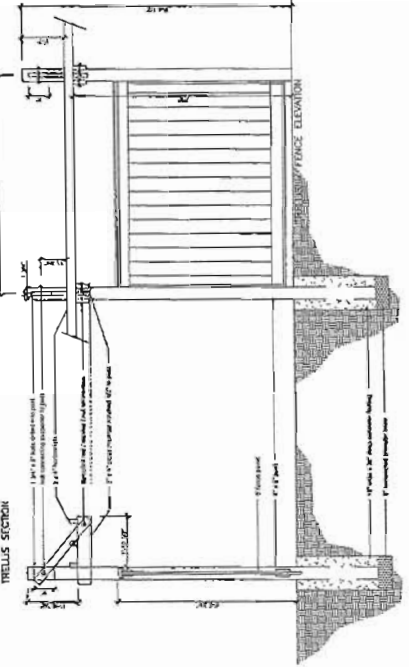
1.3 KOUPIAN AQUARIUS WATERFALL SPRING RIDGE ELEVATION Scale: 1/8" = 1'-0"



1.1 ALUMINUM FENCE DETAIL Scale: 1/8" = 1'-0"



1.2 DRYWALL WALL-SIDE DETAIL Scale: 1/8" = 1'-0"



1.1 TRELLIS PLAN Scale: 1/8" = 1'-0"

1.2 TRELLIS SECTION Scale: 1/8" = 1'-0"



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 04-272351 and RZ 10-521413

Attachment 3

Address: 6511/6531 and 6551/6553 Williams Road

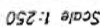
Applicant: Paramjit Singh Randhawa and Urban Era Builders and Developers Ltd.

	Existing	Proposed
Owner:	M Moore Investments Ltd., 0720947 BC Ltd., Richlife Homes Ltd. & Urban Era Builders and Developers Ltd.	To be determined
Site Size (m ²):	1,212 m ²	No Change
Land Uses:	single-family residential	townhouse residential
OCP Designation:	Low Density Residential (Old OCP) Neighbourhood Residential (New OCP)	No change -- complies with designation
Zoning:	Single Detached (RS1/C)	Low Density Townhouses (RTL3)
Number of Units:	2 duplex units	13 units on 6511/6531 & 6551/6553 Williams Road

On Future Consolidated Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.59	none permitted
Lot Coverage – Building:	Max. 40%	0.39	none
Lot Coverage – Non-porous surfaces:	Max. 70%	70% Max.	none
Lot Coverage – Landscaping with live plant material:	Min. 30%	30 % Min.	none
Setback – Front Yard (m):	Min. 6 m	6.77 m	none
Setback – East Side Yard (m):	Min. 3 m	3.3 m	none
Setback – West Side Yard (m):	Min. 3 m	6.0 m	none
Setback –Rear Yard (m):	Min. 3 m	6.79 m	none
Height (m):	12 m	11.31 m	none
Lot Size (min. dimensions):	40 m wide x 35 m deep	53.71 m wide x 45.71 m deep *	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.03 (V) per unit	none
Off-street Parking Spaces – Total:	29	30	none
Tandem Parking Spaces:	Not permitted	14	variance required

On Future Consolidated Site	Bylaw Requirement	Proposed	Variance
Small Car Parking Spaces	Not permitted	6	variance required
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	70 m ² or payment of cash-in-lieu	payment of cash-in-lieu of \$13,000	none
Amenity Space – Outdoor:	6 m ² per unit x 13 units = 78 m ²	109 m ²	none

Other: Tree replacement compensation required for removal of Bylaw-sized trees.





Rezoning Considerations

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

Address: 6551/6553 Williams Road

File No.: RZ10-521413

Prior to final adoption of Zoning Amendment Bylaw 8700, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the east and west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$15,655.54) to the City's affordable housing fund.
6. Contribution of \$1,000 per dwelling unit (e.g. \$13,000) in-lieu of on-site indoor amenity space.
7. City acceptance of the developer's offer to voluntarily contribute \$500 to Parks Division's Tree Compensation Fund for the removal of a Sawara Cypress tree located on the city boulevard in front of the site.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

8. Final adoption of the Zoning Amendment Bylaw 7840 (RZ 04-272351 for 6511/31 Williams Road).
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Enter into a Servicing Agreement* for the design and construction of servicing upgrades and frontage beautification. Works include, but may not be limited to, upgrading the existing storm sewer to 600mm diameter across the consolidated site frontage (55m+) with new manholes at each end. Frontage beautification is required across the consolidated frontage with a new 1.5m sidewalk being poured at the property line (the sidewalk must be removed for the storm upgrades), with an approximate 1.38m grass and treed boulevard between the sidewalk & the existing curb. The Servicing Agreement process is also to include future site servicing including access. The works are at the Owner's sole cost; i.e. no credits are applicable.

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

1. Submission 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 trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the two (2) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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.

PLN - 54

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



Address: 6511/6531 Williams Road

File No.: RZ04-272351

Prior to final adoption of Zoning Amendment Bylaw 7840, the developer is required to complete the following:

1. Final adoption of the Zoning Amendment Bylaw 8700 (RZ 10-521413 for 6551/53 Williams Road).
2. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission 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 trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit for the two (2) protected trees to be retained on site. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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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.
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- 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 _____
PLN - 56



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8700 (RZ 12-521413)
6551/6553 Williams 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 (RTL3)**.

P.I.D. 002-082-241

Parcel "B" (Explanatory Plan 14390) Lot 24 Except: Part Subdivided by Plan 46369; Block "C" Section 30 Block 4 North Range 6 West New Westminster District Plan 2777

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8700**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____ CITY OF RICHMOND
_____ APPROVED by
_____ HB
_____ APPROVED by Director or Solicitor
_____ ad

MAYOR

CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7840 (RZ 04-272351)
6511/6531 WILLIAMS 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 and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2 - 0.6)**.

P.I.D. 003-797-317

Lot 24 Except:

Firstly: Parcel "B" (Explanatory Plan 14390 and Secondly: Part contained within Lot 161 Plan 47432; Block 'C' Section 30 Block 4 North Range 6 West New Westminster District Plan 2777 .

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7840"**.

FIRST READING

NOV 22 2004

PUBLIC HEARING

DEC 20 2004

SECOND READING

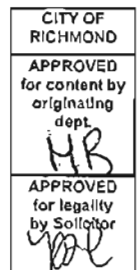
DEC 20 2004

THIRD READING

DEC 20 2004

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CITY CLERK



City of Richmond

Report to Committee Planning and Development Department

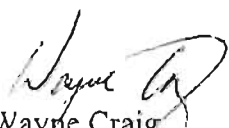
To: Planning Committee **Date:** November 29, 2012

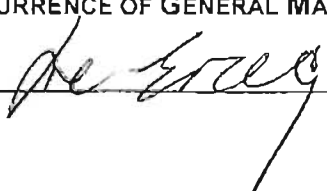
From: Wayne Craig
Director of Development **File:** RZ 11-591985

Re: Application by Polygon Development 192 Ltd. for Rezoning at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road from Single Detached (RS1/F) and Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR12) Capstan Village (City Centre) and School & Institutional Use (SI)

Staff Recommendation

1. That Richmond Zoning 8500 Amendment Bylaw No. 8903, to amend the Richmond Zoning Bylaw No. 8500 to create "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road from "Single Detached (RS1/F)" and "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR12) Capstan Village (City Centre)" and "School & Institutional Use (SI)", be introduced and given first reading.
2. That the affordable housing contribution for the rezoning of 8311, 8331, 8351, 8371 Cambie Road and 3651 Sexsmith Road (RZ 11-591985) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812.


Wayne Craig
Director of Development
WC:spc
Attch

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Real Estate	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Polygon Development 192 Ltd. has applied to the City of Richmond for permission to rezone lands at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road, from Single Detached (RS1/F) and Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR12) Capstan Village (City Centre) and School & Institutional Use (SI), to permit the construction of a high-rise, high-density, multi-family project and new City-owned park in the City Centre's Capstan Village area. (**Attachments 1 & 2**) The subject rezoning proposes:

- 44,408 m² (478,019 ft²) of residential floor area in three towers containing 528 dwellings;
- The establishment of new streets, pedestrian linkages, and public art;
- Funding towards the future construction of the Capstan Canada Line station, as per recently adopted density bonus provisions in City Centre Area Plan (CCAP) and Zoning Bylaw;
- Funding towards the to the City's Affordable Housing Reserve in lieu of building affordable housing units on site, which funds may, at the sole discretion of the City, be used to facilitate the construction of affordable housing units elsewhere within Richmond; and
- The replacement of an existing City-owned playing field at 3651 Sexsmith Road (Cambie Field) with a larger park designed and located to better meet the needs of Capstan Village's emerging residential community and nearby commercial activity in Aberdeen Village. (**Attachment 8 / Schedule A**)

The proposed park relocation and expansion, which are consistent with City Centre Area Plan (CCAP) policy (**Attachment 4**), require that the City undertakes an Alternate Approval Process to permit the disposition of the existing City park. The park disposition and related processes shall be the subject of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.

Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

Surrounding Development

The subject rezoning is proposed for a large L-shaped site, the south leg of which is proposed for park use, while the north leg is proposed for residential use. Adjacent existing uses include the following:

To the North: The proposed residential portion of the site backs onto "Union Square", a low-density (0.5 floor area ratio / FAR), low-rise, strip mall. Redevelopment of this site to permit increased density and residential uses is supported under the CCAP, but not imminent, as the buildings are strata-titled and less than 15 years old.

To the East: The proposed residential portion of the site abuts several single-family lots designated under the CCAP for future high/mid-rise residential uses and the eastward extension of Brown Road to Sexsmith Road. There is currently no application for the rezoning or consolidation of these lots, but there is no apparent barrier to their redevelopment.

Also to the east, across the existing leg of Brown Road from the proposed park, is "Continental Shopping Centre". Like "Union Square", this is a low-density (0.5 FAR)

strip mall designated for higher density, but it is not expected to redevelop in the short term due to its age and strata ownership.

To the West: Across Hazelbridge Way from the subject rezoning's proposed residential and park uses are existing low/medium-density, low/mid-rise commercial and hotel uses (e.g., Yaohan Centre, President Plaza, Radison Hotel). Within this area, one rezoning application for high-density, mixed-use development is under review (RZ 11-590659) and others are expected, as the large sizes of several lots could make them good candidates for high-density, mixed-use infill.

To the South: Across Cambie Road and kitty-corner from the proposed park, the commercial uses west of Hazelbridge Way extend south to include the Aberdeen Canada Line station, Aberdeen Centre, and other prominent auto-oriented commercial developments. East of the busy commercial area, directly south of the proposed park, there currently exists a mix of older single-family that the CCAP designates for future redevelopment with office and light industrial uses. Aircraft noise sensitive uses (e.g., residential) are restricted throughout this area.

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and various other City policies (e.g., affordable housing). An overview of these considerations, together with the developer's proposed response, is provided in the "Staff Comments" and "Analysis" sections.

Advisory Design Panel (ADP)

The subject rezoning was considered on a preliminary basis at the ADP meeting on May 24, 2012. (**Attachment 6**) The Panel members commended the developer's team on a well-considered, well-presented project and were supportive of the application moving forward to Planning Committee. Some issues identified by ADP members for attention at Development Permit stage included:

a) Architectural Form and Character:

- The building design should provide for a more engaging streetscape at grade.
- Greater refinement in the use of colour and architectural elements is encouraged.
- The multi-storey, indoor amenity building, which is prominently located at the west end of the residential site, requires design development to better address its important "gateway" location.
- The project must demonstrate how it effectively addresses accessibility, adaptability, aging in place, and affordability.

b) Adjacency:

- As redevelopment may not occur north of the subject site for many years, steps must be taken to enhance the appearance of the subject development's (currently blank) parking podium wall.
- A more mutually complementary interface between the proposed residential building, adjacent park, and intervening local street must be clearly demonstrated.

c) Landscape and Open Space Design:

- More information is required regarding public art and the proposed park design.
(NOTE: The park concept will be presented to the Parks, Recreation, and Cultural Services Committee of Council for consideration prior to rezoning adoption.)

- The project's outdoor amenity space is proposed for the roof of the parking podium, which will be very shady. This, together with the development's proximity to the proposed park, raises questions in respect to the desirability of the proposed rooftop space and how best to ensure that the project's on-site open space will be a valued, well-used residential amenity.

Consultation

- Official Community Plan (OCP): The subject rezoning is consistent with the OCP and CCAP. City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport do not apply to the subject application as no OCP/CCAP amendment is proposed. (Note that the subject application will be provided to the School District as a courtesy, for information purposes only.)
- Ministry of Transportation and Infrastructure (MOTI): As the subject site is within 800 m of a Provincial highway (i.e. Sea Island Way), the rezoning application has been referred to MOTI. Preliminary approval was granted for one year as of January 2012. Final approval will be sought via the Servicing Agreement design and approval process, as indicated in the attached Rezoning Considerations. (**Attachment 8**)
- Park Disposition: Alternative Approval Process: As noted at the outset of this report, the subject development proposes to relocate and expand an existing City-owned park. (**Attachment 8 / Schedule A**) As a result of this relocation, which is consistent with the CCAP, the existing park is to be sold to the developer for consolidation with adjacent lands to create the subject development's residential building site. Under the requirements of the Community Charter (Section 27), the City may sell parkland with the passage of a bylaw that is subject to the Alternative Approval Process. Prior to adoption of the required bylaw, the City must seek the approval of the electors through the Alternative Approval Process, and Council must establish, through resolution, key parameters for the Alternative Approval Process including deadlines, elector response forms, and the number of electors to which the process will apply. The terms of the park disposition, Alternative Approval Process, and related procedures shall be the subjects of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk's Office.
- General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the application had been received. The statutory Public Hearing will provide local property owners and other interested parties with opportunity to comment on the application.

Staff Comments

Based on staff's review of the subject application, including the developer's engineering capacity analysis, preliminary Transportation Impact Analysis (TIA), and conceptual park design and preliminary costing, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 8**. In addition, staff note the following:

- Sanitary Pump Station: The City has determined that a new sanitary pump station is required to service new development on the east side of No. 3 Road in the existing Skyline sanitary catchment area; and, that the new pump station will be located within a City right-of-way on the north side of Capstan Way, between Hazelbridge Way and Sexsmith Road. It is the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent

possible using available tools, such as latecomer or developer cost sharing agreements. To facilitate this, until such time as construction of the pump station is complete, all rezonings in the catchment area shall be made responsible for the design and construction of the new pump station, to the satisfaction of the Director of Engineering; and, as further determined to the satisfaction of the Director of Engineering, the subject developer and others may be responsible for contributing towards the cost of the new pump station.

Analysis

Polygon Development 192 Ltd. has made application to rezone a 34,480 m² (8.52 ac) L-shaped site in Capstan Village, comprised of an existing parking lot, former tree farm, and a 1.21 ha (2.98 ac) City-owned park (Cambie Field), to permit the construction of three residential towers containing 510 dwelling units, together with various community amenities. The CCAP designates Capstan Village for pedestrian/transit-oriented, medium/high-density, residential and mixed-use development, with an emphasis on projects that support City objectives for funding the construction of the future Capstan Canada Line station and the area's growth as the residential hub of a new "arts district". The subject rezoning is notable for being the third application proposing to contribute funding towards station construction, and for facilitating the establishment of a new 1.64 ha (4.06 ac) park intended as a neighbourhood amenity and arts/entertainment venue. This, together with the subject development's large size and "gateway" location near Aberdeen Village's busy commercial precinct and Canada Line station, will make it a benchmark for future development. Moreover, staff's review of the proposed development shows it to be consistent with City policy and supportive of CCAP objectives for Capstan Village, as per the following.

- a) Capstan Canada Line Station: The CCAP's Capstan station (density bonus) funding strategy seeks to raise approximately \$25 million (September 2010 estimate) for the construction of the Capstan Canada Line station by providing for the developers of the first +/-3,250 dwellings in Capstan Village to voluntarily contribute towards the Capstan Station Reserve at a rate of \$7,800 per dwelling unit (September 2010 rate, to be adjusted annually as per the Consumer Price Index). Based on a City agreement with TransLink, construction of the station is expected to begin within 15 years if adequate funding can be secured. The subject development is consistent with Richmond's station funding strategy in regard to voluntary developer contributions to the Capstan Station Reserve, together with requirements for the developer's provision of additional public open space and a transit-oriented transitional parking strategy, as follows:

- **Estimated Capstan Station Reserve Contribution:** As per City policy, the developer proposes to voluntarily contribute approximately \$4,118,400 towards station construction (secured via "no build" covenants on title), to be paid on a phase-by-phase basis to the Capstan Reserve prior to Building Permit issuance, as follows:

Phase	No. of Dwellings <i>Estimate to be confirmed at Building Permit stage</i>	Capstan Station Reserve Contribution <i>*Estimate based on \$7,800/unit</i>
1	164	\$1,279,200
2	114	\$889,200
3	250	\$1,950,000
TOTAL	528	\$4,118,400

* September 2010 rate. The actual applicable rates shall be determined on a phase-by-phase basis as per the Zoning Bylaw in effect at the time of Building Permit* approval.

- **Public Open Space Contribution:** As per the Capstan Station (density) Bonus and at no cost to the City, the developer proposes to transfer 0.27 ha (0.66 ac) of land to the City for park use (i.e. at least 5 m²/ dwelling unit), over and above the subject development's required on-site residential outdoor amenity space. The land will be consolidated with other lands being transferred to the City for park use. And, as per CCAP policy, as the land to be transferred is not identified on the DCC program (i.e. DCC credits will not apply), the development's proposed site specific zone will allow for the developer to retain the development's permitted "pre-park" residential buildable floor area, resulting in a higher net site density.
 - **Transit-Adaptive Parking Strategy:** The Zoning Bylaw requires that prior to the Capstan Canada Line station being operational, Capstan Village developments must include parking strategies that satisfy higher "Zone 2" parking requirements at their initial phases (i.e. 1.2 spaces/unit plus visitors) and provide for a transition to lower "Zone 1" requirements at build-out (i.e. 1.0 spaces/unit plus visitors). The subject development complies with this Bylaw requirement by over-building parking in its first phases and utilizing the surplus parking (i.e. parking constructed in the first phases in excess of Zone 1 standards) in its final phase.
- b) **Park Development:** The CCAP proposes that the neighbourhood park needs of Capstan Village's emerging resident, worker, and visitor populations are served via the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. The park proposed by Polygon as part of the subject rezoning is, at 1.69 ha (4.187 ac) in size, the largest of Capstan Village's proposed neighbourhood parks. In addition, being located at Hazelbridge Way and Cambie Road – an important "gateway" to Aberdeen Village's busy commercial precinct and only one block from the Aberdeen Canada Line station – the proposed park will be one of Capstan Village's most prominent and an important venue for local and larger community events and celebrations.
- **Park Vision:** The park is envisioned as the "living room" for the Capstan Village area of Richmond, serving as the home ground for the social, recreational, and business life of the local community – and, as a destination attracting visitors from across the city, the surrounding region, and from even more distant places. The park will function both as a quiet sanctuary of neighbourhood green space and a vibrant, urban, public square, complemented by a variety of landscapes, programs, activities, ecological features, and amenities. And, importantly, the park will be an inclusive place, offering something for everyone and welcoming people to visit at all times of the day and throughout the seasons.
 - **Park Planning:** Via the rezoning review process, the developer, in collaboration with Parks, Planning, Transportation, Engineering, Environmental Sustainability, and Arts, Culture, and Heritage staff, has prepared terms of reference for the park, together with a conceptual park plan, preliminary costing, and a construction phasing strategy. (**Attachment 8/Schedule H**) Some key features of the proposed park may include, but are not limited to, the following:
 - i) A "great lawn", for informal play and sunning, that is large enough to host a multitude of outdoor activities simultaneously and sited adjacent the square to extend that space's range of activities and events;

- ii) An “urban square”, at the heart of a lively, exciting, and cosmopolitan city space, that provides a common ground for community celebration, expression, announcement and performance, and is design/constructed of attractive and high quality, yet practical and durable materials;
 - iii) A sheltered stage, co-located with the square and various public amenities, including washrooms, mechanical and storage space, and a food concession;
 - iv) Landscape features designed to provide for a diversity of both urban and more natural park experiences, such as earthworks and landforms, specimen trees, planting beds and grassy meadows, and urban and naturalistic water features; and
 - v) Public art, children’s play, lit pathways and bike paths, seating, and other amenities.
- **Eco-Amenity:** The CCAP encourages the creation of “eco-amenities”: community resources that facilitate environmentally responsible living, while contributing to community identity and placemaking. Furthermore, CCAP engineering policies encourage opportunities for pilot projects that integrate infrastructure with natural systems to reduce costs and environmental impacts. In light of this, the park will incorporate an eco-amenity in the form of a “rain garden”. The garden (i.e. enhanced bio-swale) will be an important landscape feature of the park and will take the place of some conventional on-site stormwater management features while providing for a variety of benefits (e.g., enhanced habitat opportunities, green infrastructure services, slowing of infiltration, recharging of the water table, filtering of run-off) without any increase in the overall cost to the project. Moreover, being located in a prominent City Centre park, the garden will enhance public enjoyment of the open space, the diversity of it’s landscape, Richmond’s “garden city” image, and public awareness and enjoyment of natural systems in the urban environment.
 - **Park Acquisition:** The establishment of the proposed park involves three voluntary developer contributions (**Attachment 8 / Schedule A**), all of which shall be completed prior to rezoning adoption, to the satisfaction of and at no cost to the City, as follows:

Voluntary Developer Contribution Prior to Rezoning Adoption		Key Terms of Proposal
Cambie Field “exchange”	12,228.0 m ² (3.02 ac)	Fee simple transfer @ no cost to the City. Equal area transferred to Polygon for residential use.
Capstan Station (density) Bonus	2,661.8 m ² (0.66 ac)	Fee simple transfer @ no cost to the City. Developer retains buildable residential floor area. (DCC credits NOT applicable.)
8311 Cambie Road	2,021.7 m ² (0.50 ac)	Fee simple transfer @ no cost to the City. DCC credits applicable. (Developer does NOT retain buildable floors area.)
TOTAL	16,911.5 m ² (4.18 ac)	The consolidation of the three contributions to create one fee simple lot for use as City park.

- **Park Implementation:** As per the attached Rezoning Consideration document, prior to rezoning adoption the developer must enter into a Servicing Agreement (SA) for the detailed design and construction of the park’s first phase, to the satisfaction of the City. Phase one of park construction, which must be complete prior to the occupancy of any dwellings within the subject development, is proposed to include grading, lighting, landscape, infrastructure, and related features as require to ensure that the park will be

immediately attractive to and usable by local residents, workers, and visitors for general park activities, as determined to the satisfaction of the City. Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community. (**Attachment 8 / Schedule H**)

The total cost of the park is estimated at \$4.2 million, plus +/- \$200,000 for frontage works and +/- \$358,000 for public art (including art installed within the park and coordinated works on/around the proposed residential building). The preliminary scope of work and related costing for the park's first phase of construction assumes the following:

- i) +/- \$1.2 million for park construction, based on the subject development's total "park construction" DCCs payable;
 - ii) +/- \$200,000 for frontage works (e.g., sidewalks, boulevards, street trees), to be constructed at the developer's sole cost; and
 - iii) 100% of the proposed public art budget (+/- \$358,000).
- **Temporary Sales Centre:** Via the detailed design process for the first phase of the park, opportunities will be explored to locate the developer's temporary sales centre on the designated park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park's proposed amenities (e.g., concession, storage, covered stage). Construction and maintenance of the sales centre and related areas/uses shall be at the sole cost of the developer. Removal and/or repurposing of the sales centre shall be to the satisfaction of the City and shall not compromise City objectives for the completion of the first phase of park construction prior to occupancy of the first phase of the subject residential development. As required, business terms in respect to the sales centre shall be determined to the satisfaction of the Manager, Real Estate Services, the Director of Development, and Senior Manager, Parks and endorsed by Council.
 - **Council Direction:** Prior to rezoning adoption, the park concept will be presented to Council and the public. The input received will be used to confirm the park's ultimate and phase-by-phase scope of work, programming, budget, and implementation strategy (taking into consideration potential future voluntary developer contributions, grants, sponsorships, and related factors). Key dates are proposed as follows:
 - i) Early 2013: Parks, Recreation, and Cultural Services Committee (PRCS) review of the preliminary park concept, proposed public consultation process, and related information;
 - ii) Early 2013 (after Public Hearing): Public Open House (preliminary park concept feedback), followed by PRCS review (approval of the final park concept and implementation strategy); and
 - iii) Mid 2013: Rezoning adoption, predicated on the developer entering into a Servicing Agreement, secured via a Letter of Credit, for the first phase of park construction.
- b) **CCAP Arts District:** The subject rezoning application is situated in the CCAP's designated "arts district", the intent of which is to foster the growth of the arts in Richmond and its City Centre by encouraging the establishment of a focus for arts facilities, events, support services,

studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city's rapidly growing downtown and public amenities. The subject development is consistent with the CCAP's "arts district" policy, as follows:

- ***Outdoor Community Venue:*** The proposed park is envisioned as an important performance and celebration venue for Capstan Village, the neighbouring Aberdeen commercial area, and the broader community. Park features proposed in regard to this objective may include, but are not be limited to, a stage, performance/gathering plaza, large lawn, public art, food service, special lighting, and audio/visual capabilities.
 - ***Public Art:*** As per City policy, Polygon proposes a voluntary developer contribution of approximately \$358,500 towards public art in and around the park, based on \$0.75 per buildable square foot of residential uses. Prior to rezoning adoption, the developer shall prepare a Public Art Plan for the park and its surroundings to the satisfaction of the City, including themes, costs, and, as appropriate, opportunities to coordinate public art projects within funding contributions from other sources (e.g., future developer contributions). As per the subject development's Rezoning Considerations (**Attachment 8**), "no development" covenant(s) shall be registered on title to restrict Development Permit issuance until the developer enters into legal agreements and posts security to facilitate the implementation of the Plan to the satisfaction of the City.
 - ***"Art Loft" Units:*** Five of the development's street-oriented townhouses are designed as loft-style units overlooking the proposed park. While the design of these units makes them well suited to artists (i.e., high ceilings, large overhead doors), unlike live/work dwellings that require a residential/business mix or Capstan Village's recently approved Artist Residential Tenancy Studio (ARTS) affordable housing units, which will be income-tested and restrict occupancy to artists (Concord Pacific, RZ 06-349722), there will be no restrictions on who occupies these units. Rather, as per CCAP policy, the developer's objective is to introduce a new dwelling type to Capstan Village in order to help establish an inventory of arts-friendly residential units and a distinctive image that will contribute towards the community's emerging identity and role as an "arts district". (**NOTE:** At Development Permit stage, staff encourage the developer to increase the number of loft-style ground floor units in order to make a more significant contribution to the area's inventory of arts-friendly housing and provide for a more interesting, distinctive streetscape character.)
- c) **Affordable Housing:** Polygon has identified the subject development as a possible affordable housing "donor site" for which the developer proposes to make a contribution to the City's capital Affordable Housing Reserve Fund in lieu of building affordable housing units on site. This contribution is based on a recently proposed "Affordable Housing Value Transfer" approach, as per the report from the General Manager, Community Services dated May 30, 2012, which allows for a developer to make a cash contribution towards affordable housing in lieu of constructing affordable housing units in special development circumstances pre-approved by Council.

The subject application proposes a site specific zone, "High Rise Apartment (ZHR12) Capstan Village (City Centre)", that provides for a voluntary cash-in-lieu developer contribution of \$5,660,550 to the City's Affordable Housing (capital fund) Reserve. The value of this affordable housing "transfer" contribution is derived from:

- A floor area of 25,158 ft² (i.e. 5% of the subject development's maximum buildable floor area under the CCAP, as per the CCAP's affordable housing density bonus policy); and
- An AHVT rate of \$225/ft² (i.e. as per the report from the General Manager, Community Services dated May 30, 2012, this rate assumes (i) concrete construction and (ii) the developer building only 95% of the CCAP's maximum permitted floor area as a result of providing a cash contribution in lieu of constructing 5% of the CCAP's maximum permitted floor area as affordable housing units on the subject site).

Staff are supportive of the developer's proposed voluntary AHVT cash-in-lieu contribution of \$5,660,550 to the City's capital Affordable Housing Reserve, which contribution shall be secured prior to adoption of the subject rezoning and in the form of:

- A cash sum of \$1,886,850; and
- Letters of Credit totalling \$3,773,700 plus CPI.

If Council approves the recommendations contained within this staff report, Polygon's proposed cash-in-lieu contribution will be allocated 100% to the City's capital Affordable Housing Reserve Fund and may, at the sole discretion of the City, be used to help facilitate a proposal by the Richmond Kiwanis Senior Citizens Housing Society (Kiwanis) to construct 296 seniors' affordable housing units, in cooperation with Polygon, at 6251 Minoru Boulevard. **It is important to note, however, that the Kiwanis development is the subject of a separate rezoning application (RZ 11-591685) and Council may freely decide on whether to approve or reject the subject application independently of its decision regarding the Kiwanis application.**

NOTE: Subsequent to Council's consideration of the report from the General Manager, Community Services, dated May 30, 2012, and the Kiwanis rezoning (RZ 11-591685), it was determined that the size of the subject site for density calculation purposes was larger than originally estimated and, therefore, the project's buildable floor area and related affordable housing cash-in-lieu contribution are greater than previously estimated.

- d) Infrastructure Improvements: The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend, and the developer has agreed to, the following:
- **Road Network Improvements:** As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways (e.g., eastward extension of Brown Road, a new "minor street" linking Brown Road with Hazelbridge Way), the extension of bike routes and pedestrian walkways, the installation of amenities (e.g., special crosswalk), and the design and construction of required improvements via the City's standard Servicing Agreement processes (secured via Letter(s) of Credit prior to rezoning adoption). All required improvements shall be constructed prior to occupancy of any portion of the subject development, except for the extension of Brown Road, which shall be complete prior to occupancy of the development's final phase.
 - **Engineering Improvements:** As per the developer's completed capacity analyses and related studies, the City accepts the developer's recommendations in respect to storm sewer, and sanitary sewer upgrades and related improvements, including requirements for

the design and construction of a new sanitary pump station to service the Capstan Way catchment area. The developer is responsible to construct watermain along the site frontage, as per city requirements. The design and construction of required improvements shall be via the City's standard Servicing Agreement processes (secured via Letter(s) of Credit prior to rezoning adoption). All required improvements, including the sanitary pump station, shall be complete prior to occupancy of any portion of the subject development, except for works within the proposed extension of Brown Road, which shall be complete prior to occupancy of the development's final phase. Note that, in respect to the sanitary pump station, it is the City's objective to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools (e.g., latecomer or developer cost sharing agreements) and that, as determined to the satisfaction of the Director of Engineering, the subject developer and others shall be responsible for contributing towards the cost of the new pump station.

- e) Other Sustainable Development Measures: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, staff recommend and the developer has agreed to the following:
- ***District Energy Utility (DEU)***: The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
 - ***Leadership in Energy and Environmental Design (LEED)***: The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage and via the Servicing Agreement for the developer's design and construction of the park. Features under consideration include, among others, innovative storm water management measures integrated into street boulevards and the park and rooftop garden plots with direct vehicle access for equipment and supplies (e.g., soil) via the development's multi-storey parking structure.
 - ***Flood Management Strategy***: The CCAP encourages measures that will enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. The developer has agreed to comply and proposes that all habitable spaces will have a minimum elevation of 2.9 m geodetic, except for entry lobbies, which will have a minimum elevation of 0.3 m above the crown of the fronting street (as permitted under City bylaw).
 - ***Aircraft Noise Sensitive Development (ANSD)***: The subject site is situated within two ANSD areas, such that ANSD (e.g., residential) are prohibited on the south half of the proposed park, while the remainder of the park and proposed residential site are designated as ANSD "Area 2", which permits ANSD (except single-family houses), provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development

Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required. (**Attachment 3**)

- **Tree Protection:** Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy. Moreover:
 - i) **On-Site:** There are currently no bylaw-size trees within the proposed residential portion of the subject site. All the trees identified for retention and protection in respect to the residential portion of the site are located on abutting properties. The installation of appropriate tree protection fencing is required around all trees identified for retention prior to any construction activities occurring on-site, including site preparation and pre-loading. A Certified Arborist will be required to supervise any works conducted within the tree protection zone of the trees to be retained, together with a post-construction assessment report if so required by the City.
 - ii) **Off-Site:** A number of bylaw-sized trees are located within the proposed City-owned park and along its Brown Road frontage. The protection and/or removal/replacement of those trees (together with any requirements for protective fencing and security) will be addressed, to the satisfaction of the Senior Manager, Parks, via the Servicing Agreement approval process for the design and construction of the park.
- f) **Development Phasing:** Covenant(s) will be registered on the developer's residential site and density bonusing is written into the subject site's proposed site specific zone (ZHR12) to ensure that the phasing of public works and amenities (e.g., construction of roads, park, affordable housing contributions) are appropriately coordinated with the developer's market housing, as set out in the proposed "Phasing Plan". (**Attachment 8 / Schedule E**)
- g) **Form of Development:** As described above, the subject development is important for the growth of Capstan Village as a vibrant, livable, urban community and the residential focus of the CCAP's proposed "arts district". Compliance with City policy requires that the developer contributes park and road, some of which is considered "net development site" for the purpose of calculating buildable floor area (as per the CCAP). This serves to maximize the size of the proposed park and minimize related developer and City costs, but it also reduces the building footprint, which effectively increases the residential density on the buildable portion of the site. As a result, the developer proposes no variation in tower height (i.e. all three towers are 47 m geodetic) and the tower floorplates exceed the CCAP's recommended maximum of 650 m². Based on staff's review of the developer's proposal, and taking into account the comments of the Advisory Design Panel (ADP), staff have concluded that, while it would be preferable to vary tower heights and have smaller floorplates, the development's strong massing is well suited to its prominent location as a backdrop/landmark for the park, the triangular geometry of the site contributes variety in the form (i.e. flat-iron) and orientation of the towers, and the proposed siting of the towers minimizes the potential impacts that the project's larger floorplates might have on neighbours or views.

Prior to rezoning adoption, a Development Permit must be completed to a level deemed acceptable by the Director of Development (including all proposed phases of the subject development). Via this process, in addition to addressing the preliminary comments of the ADP (**Attachment 6**), staff recommend that attention is paid to the following:

- ***Adjacency:***

- i) The subject residential development presents few adjacency concerns, as the proposed park is located to its south, car-oriented commercial is located to its west, north, and south, and the few single-family lots located to its east are designated for future redevelopment. The project further lessens possible single-family adjacency issues by (i) providing for a townhouse-lined public walkway along its east edge (to be extended east and north by others), and (ii) the phasing of project construction from west to east.
- ii) Attention is required along the development's north edge, where its blank parking podium wall (which backs onto the rear service area of the adjacent strip mall) is taller than the adjacent retail buildings and, thus, requires screening and/or other view mitigation.

- ***Architectural Form and Character:***

- i) The location and large size of the residential development at the north end of the proposed park will make it a signature feature of the CCAP's proposed "arts district". This will be enhanced by the west tower's distinctive "flat iron" shape and public art, which may take the form of a light sculpture running along the west side of the park and up the face of the project's west tower. In addition, steps have been taken to break-up the project's large mass to create a composition of smaller, distinct mid- and high-rise building forms complemented by variations in materials, colour, fin walls, and other architectural features. In general, staff are supportive of the proposed approach, but encourage a less "project-like" design that seeks to visually enhance the landmark quality of the park portion of the development by making that portion (phases 1 and 2) more architecturally distinct from the portion to its east (phase 3).
- ii) Along the project's frontages, the developer proposes a pedestrian-friendly, visually interesting streetscape designed to contribute towards Capstan Village's emerging "arts district" via a combination of "art loft" type townhouse units, landscaped areas, and, at the site's prominent "flat iron" corner (at Hazelbridge Way), an indoor amenity space screened by a "private art gallery" visible to passers-by. In general, the proposed combination of landscape and ground floor uses is successful and requires only refinements to enhance residential livability, better screen parking entrances, and enhance visual interest (e.g., more "art loft" type units are encouraged). Design development is needed in respect to the amenity space/gallery to better understand this innovative use and ensure that the treatment of this important corner will contribute to the vitality and amenity of the public realm.

- ***Landscape and Open Space:***

- i) Siting of the project's towers and mid-rise mass along the south edge of the building site frees up a large portion of the podium roof deck for landscape, including agricultural plots, play space, and amenity areas. Furthermore, vehicle access is provided to the level of the podium roof via the parking structure, thus, providing for easy access to the space

for garden equipment and supplies. Unfortunately, the parking podium roof is very shady and the sunnier roofs of the mid-rise buildings (which enjoy unobstructed views of the park) are inaccessible “green roofs”. Attention should be paid to take better advantage of the opportunity presented by the mid-rise roofs for outdoor amenity space.

- h) Site Specific Zone: Under the CCAP, the subject site is designated for a maximum density of 2 FAR plus a 0.5 FAR density bonus in respect to the funding of Capstan station. Sites such as this would typically be rezoned to a standard zone that incorporates Capstan Station (density) Bonus provisions (i.e. RCL4 and RCL5 zones), but a site specific zone, High Rise Apartment (ZHR12) Capstan Village (City Centre), is instead proposed because it is better suited to the unique aspects of the project, including the subject development’s proposed:
- Cash-in-lieu affordable housing contribution, which effectively transfers affordable housing off-site and by doing so, reduces the maximum permitted density by 5% (i.e. from 2.5 FAR to 2.375 FAR); and
 - Transfer/dedication of “non-DCC” park and road (i.e. not eligible for DCC credits), which, as per CCAP policy, effectively increases the permitted density on the residential portion of the subject site (i.e., from 2.375 FAR to 3.233 FAR).
- i) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$119,500, based on \$0.25 per buildable square foot, to the City’s community planning reserve fund.

Financial Impact or Economic Impact

- a) Developer’s Acquisition of City Lands: As indicated elsewhere in this report, the subject rezoning involves Polygon’s proposed acquisition of 1.22 ha (3.02 ac) of existing park (Cambie Field) from the City for residential use in “exchange” for transferring an equal area of land to the City for park use. This proposal is consistent with the CCAP and will be undertaken at no cost to the City. The terms of the proposed purchase/sale and related Alternative Approval Process requirements for the disposition of parkland will be the subject of separate reports to Council from the Manager, Real Estate Services and Director, City Clerk’s Office.
- b) Sanitary Pump Station: The developer must provide for the design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement Requirements forming part of the Rezoning Considerations for the subject site. (**Attachment 8**) The sanitary pump station will service a significant area of development. While the City will require that the design and construction of the pump station is secured prior to the approval of any development within the Capstan Way sanitary pump station catchment area, it is the City’s intent to have an equitable distribution of costs across the benefitting properties to the extent possible using available tools, such as developer cost sharing or latecomer agreements.

Conclusion

The subject development is consistent with Richmond’s objectives for the subject property and Capstan Village, as set out in the CCAP, the funding strategy for the construction of Capstan Station, and recent City affordable housing funding initiatives. In addition, the proposed project’s

distinctive form and character, pedestrian-oriented streetscapes, public art, and large neighbourhood park will enhance the establishment of Capstan Village as a high-amenity, transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaw.

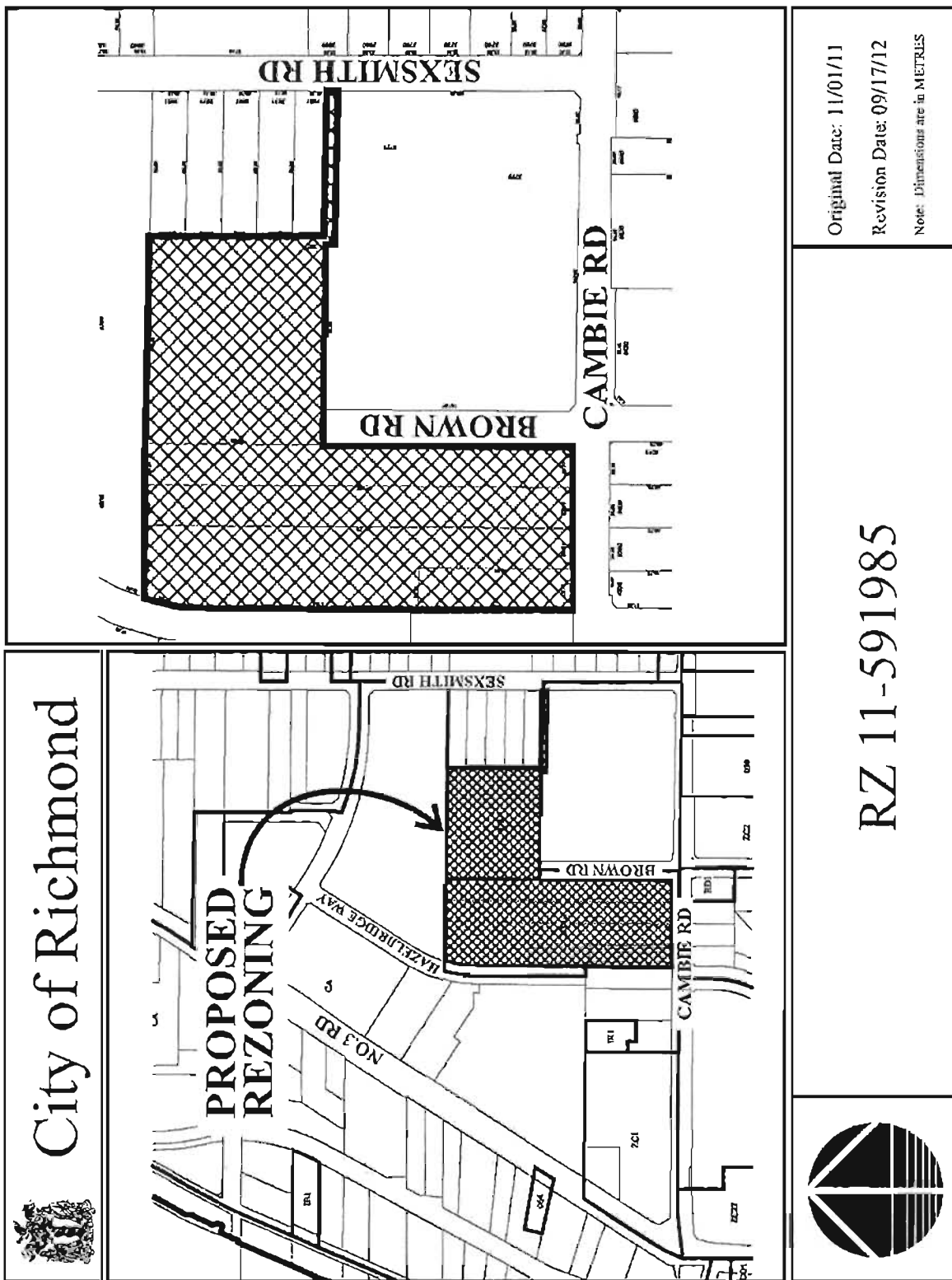


Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

Attachments:

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSI) Map
4. City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
5. Development Application Data Sheet
6. Advisory Design Panel Minutes (Excerpt), May 24, 2012
7. Conceptual Development Plans
8. Rezoning Considerations Concurrence, including the following schedules:
 - A. Preliminary Park Acquisition/Disposition Plan
 - B. Preliminary Road Dedication Plan
 - C. Preliminary Subdivision Plan
 - D. Preliminary Statutory Right-of-Way (SRW) Plan
 - E. Phasing Plan
 - F. Preliminary Functional Roads Plan – Interim
 - G. Preliminary Functional Roads Plan – Ultimate
 - H. Park Terms of Reference & Preliminary Conceptual Park Plan



City of Richmond

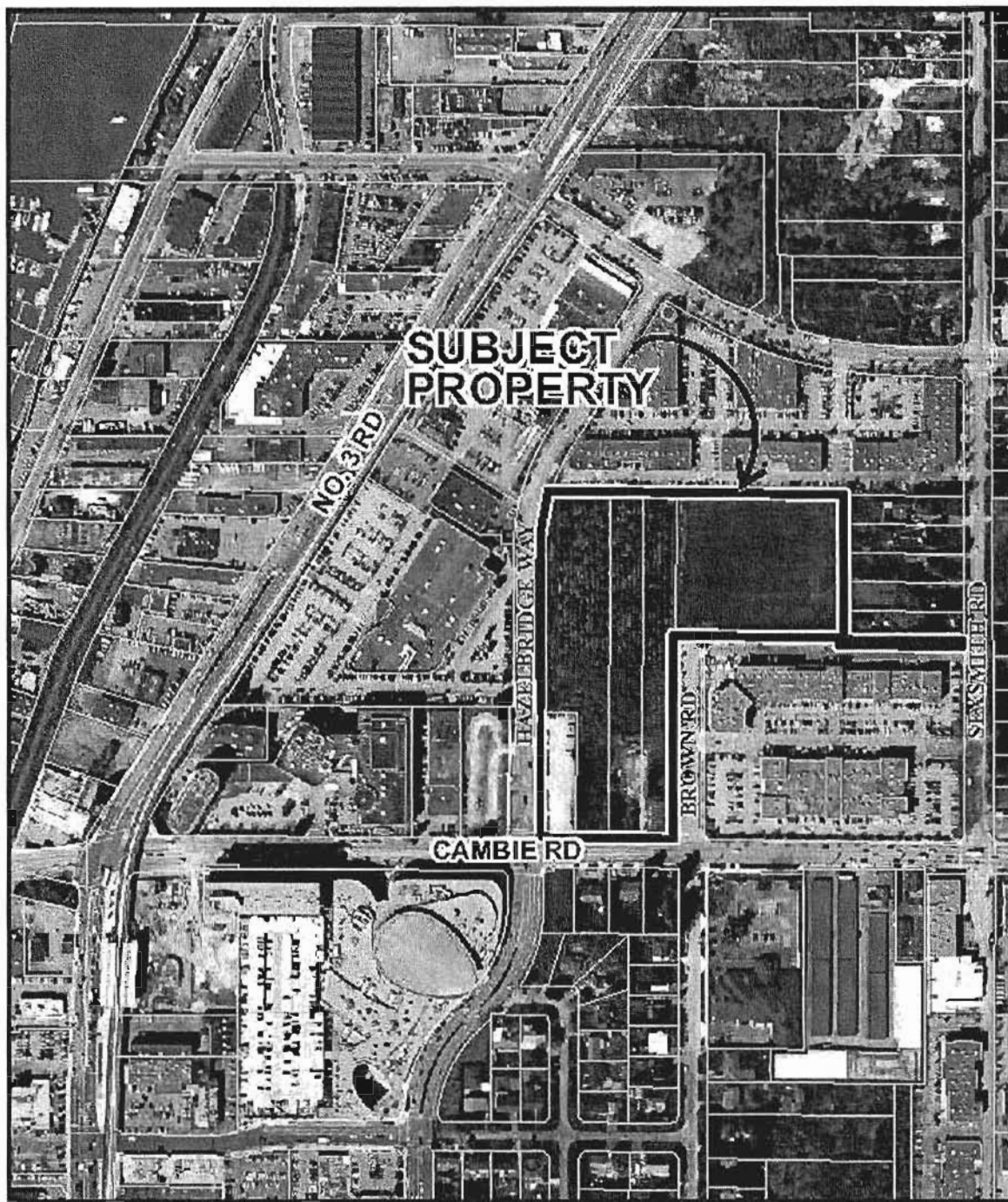


PROPOSED
REZONING

RZ 11-591985

Original Date: 11/01/11
Revision Date: 09/17/12
Note: Dimensions are in METRES





RZ 11-591985

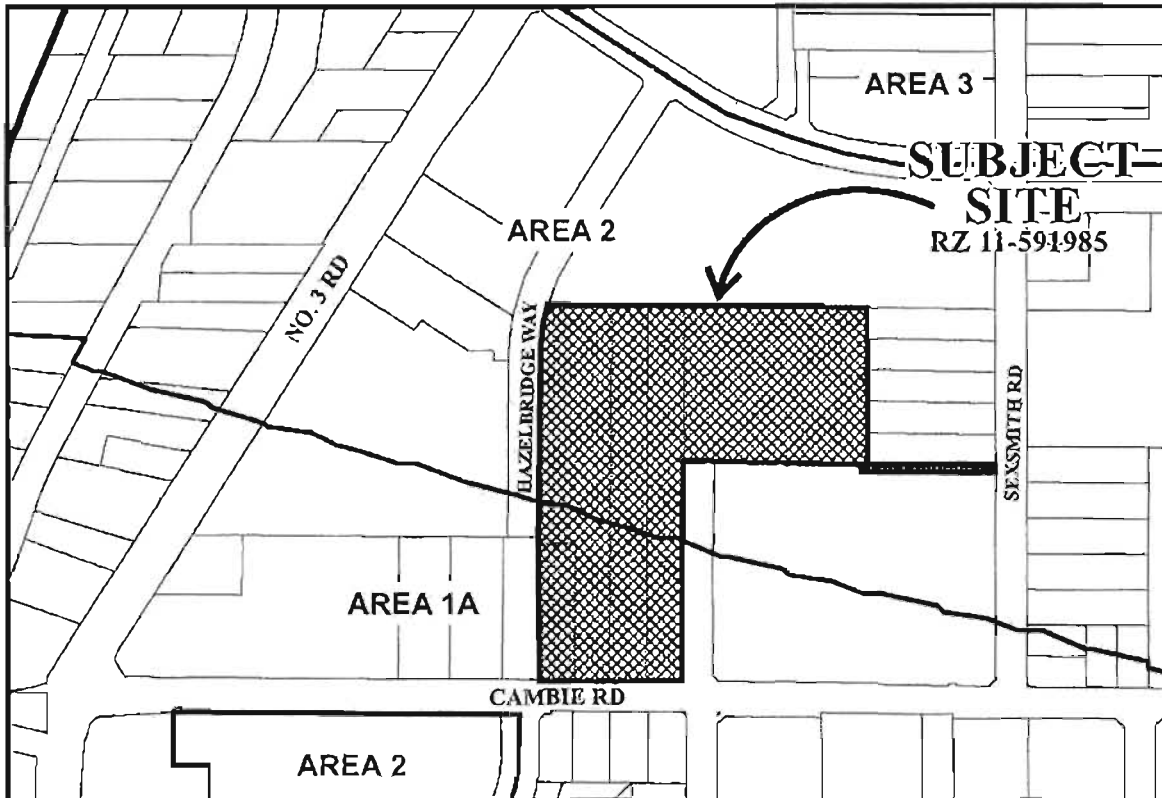
Original Date: 11/01/11

Amended Date: 09/17/12

Note: Dimensions are in METRES

ATTACHMENT 3
Aircraft Noise Sensitive Development (ANSD) Map

SCHEDULE B



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)



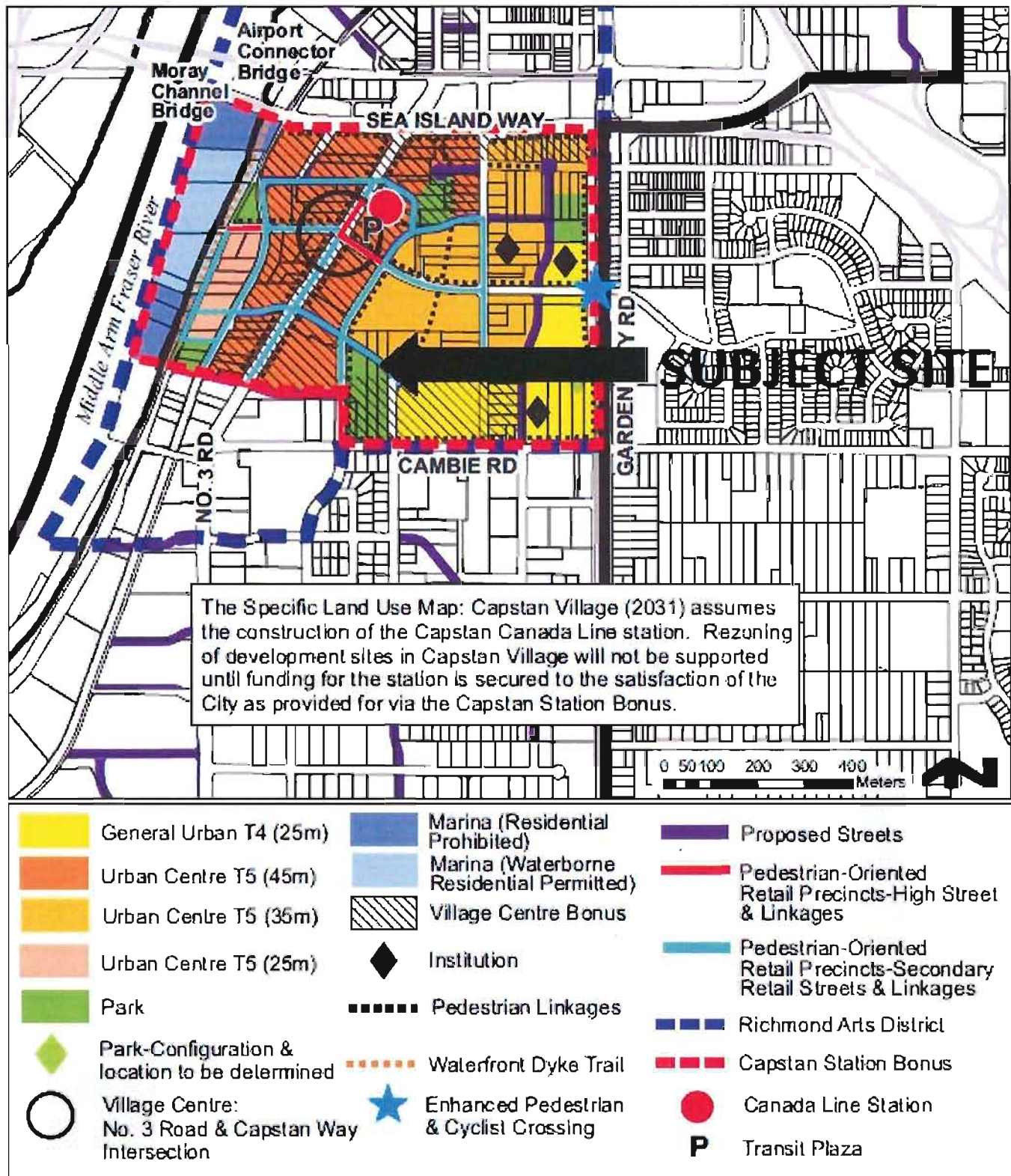
**Aircraft Noise Sensitive
Development Location Map**

Original Date: 11/01/11

Amended Date: 06/19/12

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031) Bylaw 8837
2012/03/12





Development Application Data Sheet
Planning and Development Department

RZ 11-591985

Address: 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road

Applicant: Polygon Development 192 Ltd.

Planning Area(s): City Centre (Capstan Village)

	Existing	Proposed
Owner	<ul style="list-style-type: none"> Polygon Development 192 Ltd. (i.e. former tree farm) City of Richmond (i.e. existing park) 0786842 BC Ltd. (i.e. existing parking lot) 	<ul style="list-style-type: none"> Polygon (i.e. residential site) City of Richmond (i.e. proposed park)
Site Size (m ²)	<ul style="list-style-type: none"> Former tree farm: 20,398.2 m² (5.04 ac) City-owned park: 12,060.0 m² (2.98 ac) Parking lot: 2,021.8 m² (0.50 ac) TOTAL: 34,480.0 m² (8.52 ac) 	<ul style="list-style-type: none"> Park: 16,911.5 m² (4.18 ac) Road: 3,834.5 m² (0.95 ac) Building Site: 13,734.0 m² (3.39 ac); <i>EXCEPT</i> <p>As per the CCAP, "net development site" for the purpose of calculating buildable floor area is 18,698.1 m² (4.62 ac), including the "building site" <i>PLUS</i> lands transferred to the City that are not on the Development Cost Charge (DCC) program (i.e. no DCC credits apply):</p> <ul style="list-style-type: none"> Dedicated "minor street": 2,302.3 m² (0.57 ac) Fee simple park: 2,661.8 m² (0.66 ac)
Land Uses	<ul style="list-style-type: none"> Park, parking lot & former tree farm 	<ul style="list-style-type: none"> High-rise residential: 44,408 m² (478,019 ft²) max City-owned park: 1.69 ha (4.18 ac)
OCP Designation	<ul style="list-style-type: none"> Mixed Use Public & Open Space 	<ul style="list-style-type: none"> No change
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> Urban Centre T5 (35 m): 2 FAR Capstan Station Bonus: 0.5 FAR Park Arts District Secondary Pedestrian-Oriented Retail (along street frontages) Pedestrian Linkages (i.e. trails) Bike Route (along Brown Road) 	<ul style="list-style-type: none"> No change
Zoning	<ul style="list-style-type: none"> Existing Park: "Auto-Oriented Commercial (CA)" Elsewhere: "Single Detached (RS1/F)" 	<ul style="list-style-type: none"> For residential: Site-Specific "High Rise Apartment (ZHR12) Capstan Village (City Centre)" For park: "School & Institutional Use (SI)"
Number of Units	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Market residential: 528 units Affordable housing: Nil* * Cash-in-lieu proposed based an Affordable Housing Value Transfer rate of \$225/ft² of transferred affordable housing.
OCP Aircraft Noise Sensitive Development Policy (ANSD)	<ul style="list-style-type: none"> South part of proposed park: "Area 1A", ANSD uses (e.g., residential) are prohibited Elsewhere: "Area 2", ANSD uses are permitted, provided that a covenant, noise mitigation, and air conditioning or equivalent are provided to the City's satisfaction 	<ul style="list-style-type: none"> No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> 2.5 FAR max (including 5% affordable housing on-site); <u>HOWEVER</u>, net site density may be increased if "non-DCC" road or park is dedicated or transferred to the City 	<ul style="list-style-type: none"> 2.375 FAR (i.e. 2.5 FAR less 5% Affordable Housing Value Transfer); <u>HOWEVER</u>, 3.233 FAR is permitted on the basis that "non-DCC" road is dedicated and park is transferred to the City 	none
Lot Coverage: Buildings & roof over parking	<ul style="list-style-type: none"> 90% max, exclusive of areas secured for park 	<ul style="list-style-type: none"> 82% 	none
Lot Size	<ul style="list-style-type: none"> 4,000 m2 min 	<ul style="list-style-type: none"> Greater than 4,000 m2 (Actual size to be confirmed at DP stage) 	none
Setback @ Street & Public Walkway (east)	<ul style="list-style-type: none"> 6 m min, but this may be reduced to 3 m based on City-approved design 	<ul style="list-style-type: none"> 3 m min @ streets & walkway 	none
Setback @ Rear (north)	<ul style="list-style-type: none"> 3 m min, but may be reduced to nil based on City-approved design 	<ul style="list-style-type: none"> Nil 	none
Height	<ul style="list-style-type: none"> 35 m max, but may be increased to 47 m geodetic based on City-approved design 	<ul style="list-style-type: none"> 47 m geodetic 	none
CCAP DP Guideline: Tower Height Variation	<ul style="list-style-type: none"> Tower heights should be varied to contribute to a visually interesting skyline & enhance views 	<ul style="list-style-type: none"> All 3 towers measure 47 m geodetic 	The guideline is varied to minimize the building footprint and maximize the size of the park.
CCAP DP Guideline: Tower Floorplate Size	<ul style="list-style-type: none"> Above 25 m: 650 m2 max 	<ul style="list-style-type: none"> West tower: +/- 800 m2 Middle tower: +/- 700 m2 East tower: +/-1,200 m2 	The guideline is varied to limit the total number of towers, which increases tower separations and usable rooftop spaces, with negligible impact on neighbouring development.
CCAP DP Guideline: Tower Separation	<ul style="list-style-type: none"> Above 25 m: 35 m min 	<ul style="list-style-type: none"> Greater than 35 m 	none
Flood Construction Level	<ul style="list-style-type: none"> 2.9 m geodetic min for habitable spaces, but may be reduced to 0.3 m above the fronting street 	<ul style="list-style-type: none"> 2.9 m geodetic min for all dwelling units & 0.3 m min above the fronting street for entry lobbies 	none
Off-street Parking <ul style="list-style-type: none"> Residents @ 1.0/unit Visitors @ 0.2/unit 10% reduction for TDM measures 	<ul style="list-style-type: none"> Residents: 528 spaces Visitors: 106 spaces Total: 634 spaces With TDMs: 571 spaces 	<ul style="list-style-type: none"> 571 spaces TDM measures include sidewalk construction & electric vehicle plug-ins 	none
Indoor Amenity Space <ul style="list-style-type: none"> For more than 200 units: 2 m2/unit 	<ul style="list-style-type: none"> 1,056 m2 min (based on 528 units) 	<ul style="list-style-type: none"> 1,056 m2 min (Actual size to be confirmed at DP stage) 	none
Outdoor Amenity Space <ul style="list-style-type: none"> 6 m2/unit usable space (e.g., play) 10% of net site area for landscaping 	<ul style="list-style-type: none"> 4,541 m2 min, including: 3,168 m2, based on 528 units, <u>plus</u> 1,373 m2 based on 10% of the net building site 	<ul style="list-style-type: none"> 4,541 m2 min (Actual size to be confirmed at DP stage) 	none
Green Roofs	<ul style="list-style-type: none"> CCAP encourages "green roofs" on all lower level roofs that are not required as outdoor amenity space 	<ul style="list-style-type: none"> 57% amenity space 7% inaccessible green roof 36% other 	NOTE: The developer is encouraged to increase the area of usable and/or inaccessible green roof

Advisory Design Panel
Thursday, May 24, 2012

RZ 11-591985; HIGH-RISE (3 TOWER) RESIDENTIAL DEVELOPMENT (+/-538 UNITS) & 4-ACRE PARK

APPLICANT: Polygon Development 192 Ltd.

PROPERTY LOCATION: 3651 Sexsmith & 8311, 8331, 8351 & 8371 Cambie Road

Applicant's Presentation

Chris Ho, Vice-President, Polygon, Architect Jim Hancock, Director Design, IBI/HB Architects, and Landscape Architect Peter Kreuk, Principal, Durante Kreuk Landscape Architects, presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- overall, a well-designed project; a nice addition to the area;
- street level low-rise units are somewhat sterile; encourage a little more detail on the facade and hard and soft landscape separation between street/sidewalk public venue and private realm;
- include some indication of vision or direction of public art;
- develop better pedestrian connection to the future park;
- how was the location of the new Diagonal Road determined?
- interesting street edge considering awkward angles and site proportions; like the variety of townhouses;
- live-work art studio is interesting; showcases human activities inside the studio;
- site development to the north will happen in the future; north wall needs development; could the wall be opened up as aperture in the interim?
- good description of the park; how will it engage the residential edge across the street? would like to see townhouses jump across the new street into the park; might help to layer mass and define residential street;
- very nice project; site plan is sensitive to the existing road grade;
- buildings are different but appear part of one complex; language is vibrant; would be a nice addition to the area;
- park is a nice feature and a welcome addition to the area;
- tremendous level of detail at rezoning level;
- roof garden will be under the shade most of the time; children's play area is located on the north side adjacent to the high towers; concern on the usability of these areas in view of the presence of a nearby park;
- north wall appears brutal; if property across redevelops in the future and puts up a similar facade, a channel of concrete walls will result;
- design of the amenity space is not well developed at present; design is very important as the amenity space is located at a crucial point, i.e. the gateway to the whole complex;
- look at access to the live-work entryways from the corner of the "flatiron" building so that commercial activities can occur at the ground entry;

- consider pedestrian access to the landscaped parking podium parallel to the vehicle access provided to the level of the podium roof via the parking structure; may alleviate concern for narrow podium exit out to the east; ensure that pedestrian access is ramped to accommodate families with strollers, wheelchairs or walkers moving from the upper area to the sidewalks on the east side of the street;
- width of walkways on the podium is only 6 feet; consider increasing their width to around 9 feet; also consider possible opportunities for seating benches in view of the length of the walkways;
- increase the number of step up stones leading to the children's play area to decrease the height between steps and permit easier access;
- would be interesting to see how the project will address the 4As (i.e., accessibility, adaptability, aging in place and affordability) as the project moves forward;
- no issues from CPTED perspective;
- project fits the area well;
- project is extremely well resolved at rezoning stage;
- appreciate the arrangement and articulation of buildings and how they are straddling the park;
- appreciate the presentation on landscaping;
- project is successful; a modern project; very Richmond-like;
- concern on the usefulness of the children's play area on the podium due to the presence of a nearby park;
- vibrant green on the stripes on the buildings are very distracting as they take away from the design of the building;
- blank wall at the north needs more development;
- sharp point at interface between Buildings 2 and 3; could appear like a knife; may need to soften it a bit;
- need to look at interface between all buildings; try to minimize blank walls; there appears to be blank wall in Building 3;
- base definition and modern horseshoe eyebrow things are competing with each other; how base meets the ground needs review; and
- in general, the streetscape is very good.

Project Name	
Project Number	
Project Location	
Project Status	
Project Manager	
Project Engineer	
Project Architect	
Project Designer	
Project Consultant	
Project Client	
Project Date	
Project Version	
Project Revision	
Project Approval	
Project Comments	

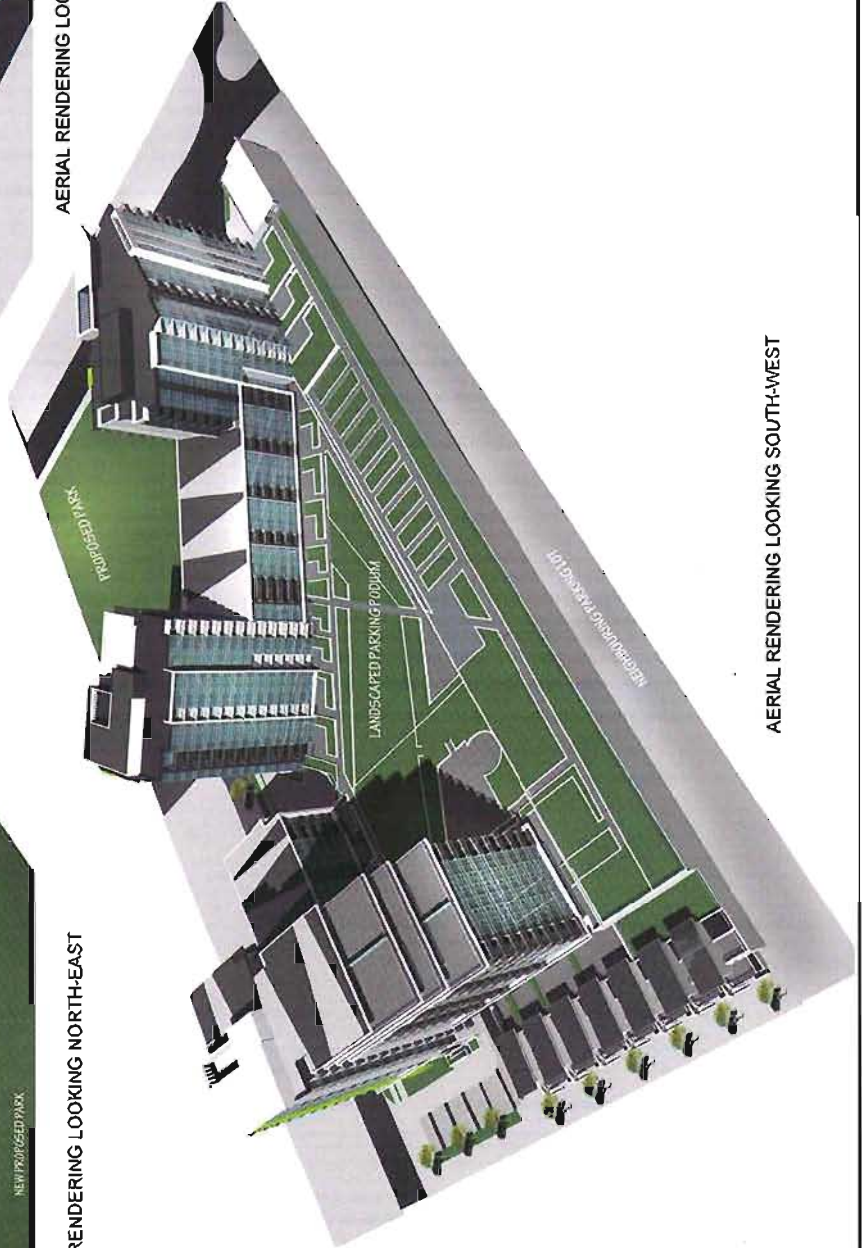
1. This is a preliminary rendering of the proposed development. It is not intended to be a final design or construction document. It is for informational purposes only.

2. The rendering is based on the information provided by the client. It is not intended to be a final design or construction document. It is for informational purposes only.

ATTACHMENT 7



AERIAL RENDERING LOOKING NORTH-WEST

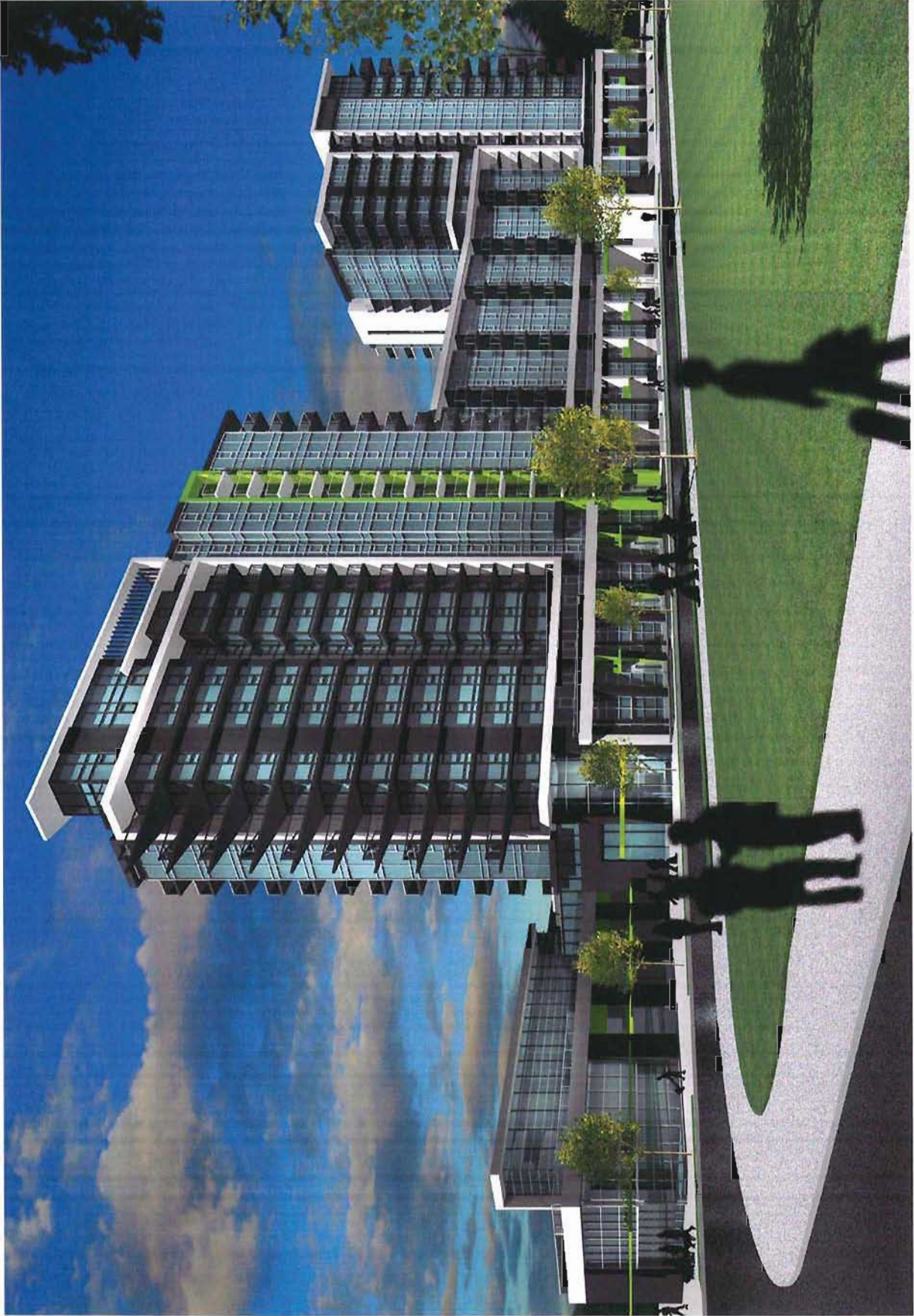


AERIAL RENDERING LOOKING SOUTH-WEST



AERIAL RENDERING LOOKING NORTH-EAST

NO.	DATE	REVISION
1	10/10/2018	Initial Design
2	11/15/2018	Revised Design
3	12/10/2018	Final Design
4	01/10/2019	Construction Documents
5	02/10/2019	Final Construction Documents



TOWER A & B - LOOKING NORTH-EAST

1. PROJECT NAME	MULLER TOWERS
2. PROJECT ADDRESS	825 11th Avenue
3. PROJECT TYPE	Residential
4. PROJECT PHASE	Architectural
5. PROJECT STATUS	Approved
6. PROJECT DATE	2023-01-10
7. PROJECT SCALE	1:100
8. PROJECT SHEET	A-1.10
9. PROJECT DRAWN BY	Architect
10. PROJECT CHECKED BY	Architect
11. PROJECT APPROVED BY	Architect
12. PROJECT REVISIONS	
13. PROJECT COMMENTS	
14. PROJECT NOTES	
15. PROJECT LEGEND	
16. PROJECT INDEX	
17. PROJECT TITLE	
18. PROJECT SUBTITLE	
19. PROJECT LOCATION	
20. PROJECT CONTACT	
21. PROJECT PHONE	
22. PROJECT FAX	
23. PROJECT EMAIL	
24. PROJECT WEBSITE	
25. PROJECT SOCIAL MEDIA	
26. PROJECT LOGO	
27. PROJECT SIGNATURE	
28. PROJECT SEAL	
29. PROJECT STAMP	
30. PROJECT MARKS	



TOWER A & B - LOOKING NORTH



TOWER C - LOOKING NORTH - WEST

[illegible]

Architectural elevation drawing of a modern building facade. The drawing shows a multi-story structure with a grid of windows and balconies. A central vertical section is highlighted in green. The drawing is oriented vertically on the page.

① South Elevation
1 : 200

Architectural elevation drawing of the proposed 10-story building at 1000 West 10th Street. The drawing shows a modern structure with a central glass curtain wall and dark, solid-colored wings. A green-painted section is visible on the left side. The drawing includes a north arrow and a scale bar indicating 0, 10, 20, and 30 feet. A list of materials and colors is provided on the left side of the drawing.

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East Elevation
1:200

NO	NAME	ADDRESS	DATE OF BIRTH
1	JOHN W. BROWN	12345 Main St, Springfield, MA 01101	01/15/1945
2	JANE D. SMITH	6789 Oak Ave, Boston, MA 02108	03/22/1950
3	ROBERT L. GARCIA	3210 Elm St, New York, NY 10001	07/08/1948
4	MICHAEL A. JOHNSON	5432 Pine Rd, Los Angeles, CA 90001	11/03/1955
5	SARAH E. WILSON	9876 Cedar Ln, Chicago, IL 60601	05/10/1942
6	DAVID R. ANDERSON	1357 Maple Dr, San Francisco, CA 94101	09/25/1958
7	LUCAS M. TAYLOR	2468 Birch St, Philadelphia, PA 19101	12/01/1947
8	AMANDA K. HARRIS	3579 Walnut Ave, Houston, TX 77001	04/18/1960
9	CHRISTOPHER J. MARTIN	4680 Cherry Rd, Miami, FL 33101	08/05/1952
10	STEPHANIE L. THOMAS	5791 Hickory St, Seattle, WA 98101	02/28/1957
11	ANTHONY P. ROSS	6802 Ash Ln, Portland, OR 97201	06/12/1949
12	EMILY N. KING	7913 Sycamore Dr, Denver, CO 80201	10/07/1954
13	JAMES H. WOOD	8024 Magnolia St, San Diego, CA 92101	03/14/1946
14	ALEXANDRA M. BAKER	9135 Poplar Ave, Dallas, TX 75201	07/21/1959
15	WILLIAM T. NELSON	0246 Redwood Rd, San Jose, CA 95101	11/29/1943
16	HELEN S. HILL	1357 Cypress St, Austin, TX 78701	05/06/1951
17	FRANK J. SCOTT	2468 Juniper Ln, Fort Worth, TX 76101	09/19/1944
18	GRACE E. GREEN	3579 Laurel Dr, San Antonio, TX 78201	12/03/1956
19	EDWARD R. ADAMS	4680 Birch St, El Paso, TX 79901	04/27/1941
20	JOAN M. BLACK	5791 Hickory St, Sacramento, CA 95801	08/11/1953
21	ALFRED D. WHITE	6802 Ash Ln, Kansas City, MO 64101	02/04/1948
22	BERNARD L. HAYES	7913 Sycamore Dr, Omaha, NE 68101	10/17/1950
23	JOYCE K. MYERS	8024 Magnolia St, Lincoln, NE 68501	03/29/1945
24	ROBERT W. FOSTER	9135 Poplar Ave, Des Moines, IA 50301	07/02/1957
25	MARGARET A. COOPER	0246 Redwood Rd, Sioux Falls, SD 57101	11/15/1940
26	CHARLES E. RICE	1357 Cypress St, Rapid City, SD 57701	05/08/1952
27	HEIDI L. BARNES	2468 Juniper Ln, Yankton, SD 57401	09/21/1947
28	JOHN P. FORD	3579 Laurel Dr, Pierre, SD 57501	12/05/1954
29	ANNE M. WATSON	4680 Birch St, Huron, SD 57350	04/18/1942
30	WALTER T. BRADY	5791 Hickory St, Spearhead, SD 57601	08/01/1956
31	JOANNE S. KELLY	6802 Ash Ln, Watertown, SD 57201	02/14/1949
32	ALBERT R. LONG	7913 Sycamore Dr, Aberdeen, SD 57401	10/27/1951
33	JOYCE E. PERKINS	8024 Magnolia St, Brookings, SD 57001	03/10/1946
34	ROBERT L. HARRIS	9135 Poplar Ave, Rapid City, SD 57701	07/23/1958
35	MICHAEL J. FORD	0246 Redwood Rd, Pierre, SD 57501	11/06/1943
36	EMILY N. KING	1357 Cypress St, Spearhead, SD 57601	05/19/1955
37	FRANK J. SCOTT	2468 Juniper Ln, Watertown, SD 57201	09/02/1948
38	GRACE E. GREEN	3579 Laurel Dr, Brookings, SD 57001	12/15/1950
39	EDWARD R. ADAMS	4680 Birch St, Aberdeen, SD 57401	04/28/1941
40	JOAN M. BLACK	5791 Hickory St, Spearhead, SD 57601	08/11/1953
41	ALFRED D. WHITE	6802 Ash Ln, Watertown, SD 57201	02/24/1949
42	BERNARD L. HAYES	7913 Sycamore Dr, Aberdeen, SD 57401	10/07/1951
43	JOYCE K. MYERS	8024 Magnolia St, Brookings, SD 57001	03/20/1946
44	ROBERT W. FOSTER	9135 Poplar Ave, Rapid City, SD 57701	07/03/1958
45	MARGARET A. COOPER	0246 Redwood Rd, Pierre, SD 57501	11/16/1940
46	CHARLES E. RICE	1357 Cypress St, Spearhead, SD 57601	05/09/1952
47	HEIDI L. BARNES	2468 Juniper Ln, Watertown, SD 57201	09/22/1947
48	JOHN P. FORD	3579 Laurel Dr, Brookings, SD 57001	12/06/1954
49	ANNE M. WATSON	4680 Birch St, Aberdeen, SD 57401	04/19/1942
50	WALTER T. BRADY	5791 Hickory St, Spearhead, SD 57601	08/02/1956

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1. *Staphylococcus aureus* ATCC 12228

1000

100% Satisfaction Guarantee

MUELLER TOWERS

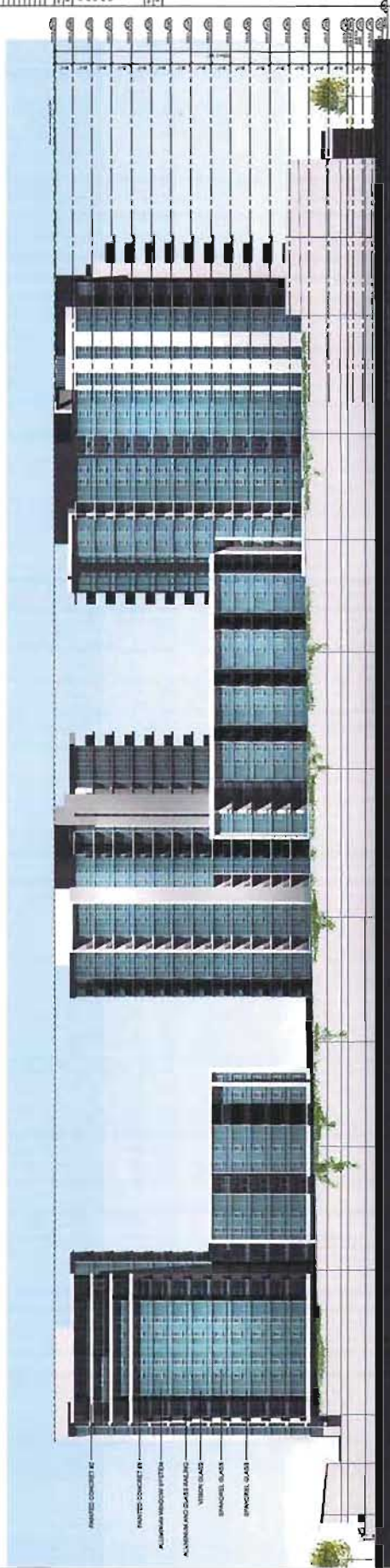
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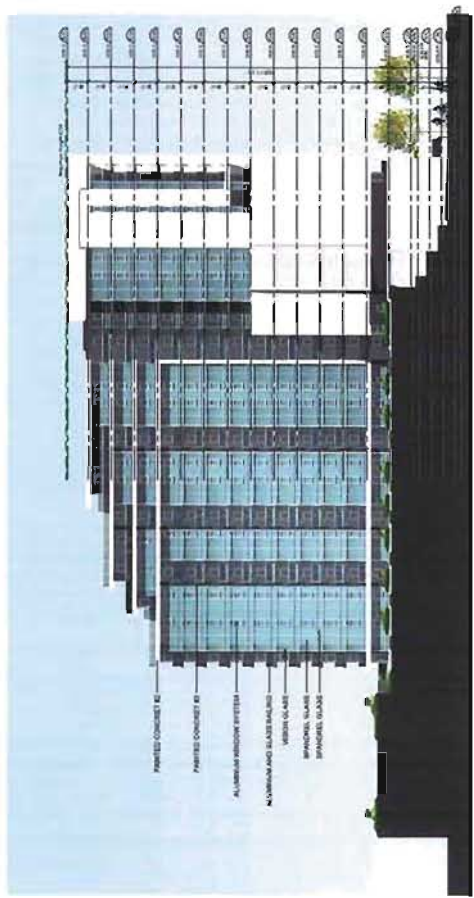
North Elevation

Neighbouring
Property) is 70m or C
Most Elevation

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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A-4.02

North Elevation

PLN - 87

2 Tower C West Elevation
1:203

A-4.02

NO.	REV.	DESCRIPTION	DATE
1	1	Issue for Client Approval	10/10/2023
2	1	Issue for Client Approval	10/10/2023
3	1	Issue for Client Approval	10/10/2023
4	1	Issue for Client Approval	10/10/2023
5	1	Issue for Client Approval	10/10/2023
6	1	Issue for Client Approval	10/10/2023
7	1	Issue for Client Approval	10/10/2023
8	1	Issue for Client Approval	10/10/2023
9	1	Issue for Client Approval	10/10/2023
10	1	Issue for Client Approval	10/10/2023



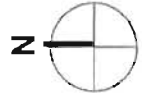
② South-West Elevation
1:200

PLN - 88



② West Elevation
1:200

Project Name	MAILLOR TOWERS RZ 1149015
Client Name	POLYGON
Project Address	South West Elevation (Diagonal Road) & West Elevation
Project No.	1149015
Scale	1:200
Sheet No.	A-4.03



DISCUSSION

A-7.0

DP Submission

SCALE
1 : 800

PROJECT NO.
28649

ETCHN DATE
06/21/12

PARKING LEVEL 0

Mueller Towers

SWEET NAME

PROJECT NAME

B2B4 企業		
ステータス	企業名	業種



POLYGON

2210B Architects
700 - 1260 West Pender Street
Vancouver BC V6E 4B1 Canada
Tel 604 683 8797
Fax 604 683 0482

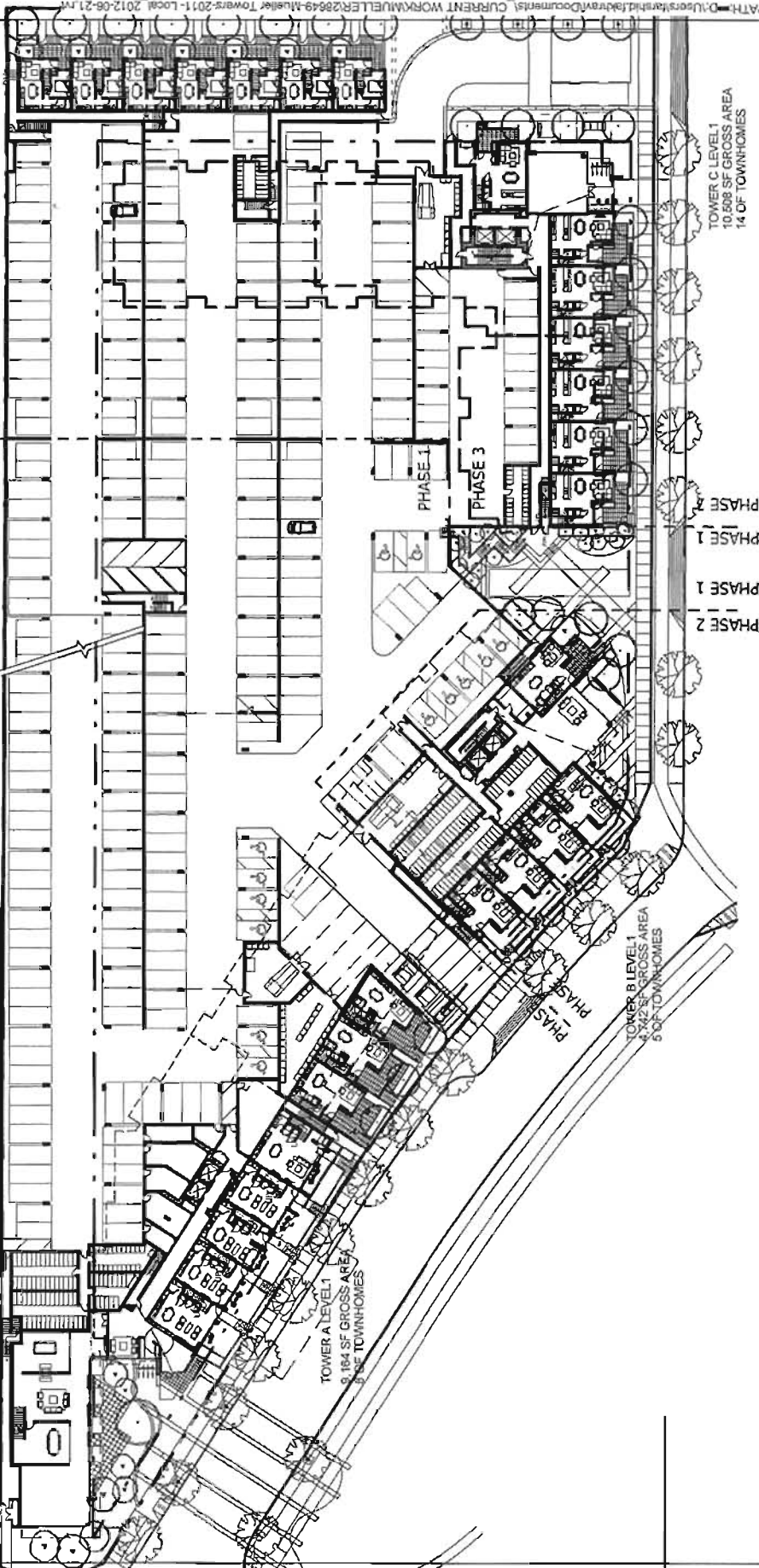
CURRENT

PRIME CONSULTANT





PLN - 89

PHASE 3
PHASE 1



PLN - 90

DATE: 6/21/2012 4:46:47 PM

 POLYGON <small>1890th Architects 7701 - 12th Street Vancouver BC V6E 4R1 Canada Tel: 604 683 8287 Fax: 604 683 0492</small>	CLUTV <small>PRIME CONSULTANT</small>			
	LEVEL 01		Mueller Towers	
SHEET NAME		SCALE 1 : 800		SKETCH NO. A-7.1
PROJECT NAME BROWN ROAD		PROJECT NO. 28649	DP Submission	
ISSUES		SKETCH DATE 06/21/12		
STATUS				

PATH: O:\Users\harsid\My Documents\CURRENT WORK\MUELLER\28649-Mueller Towers-2011-Local_2012-06-21.rvt



SKETCH 200.

A-7.2

DP Submission

SCALE
1 : 800

PROJECT NO.
28649

06/21/12

LEVEL 02

SHEET NAME

Mueller Towers

PROJECT NAME:

STATUS

CLIENT

PRIME CONSULTANTS

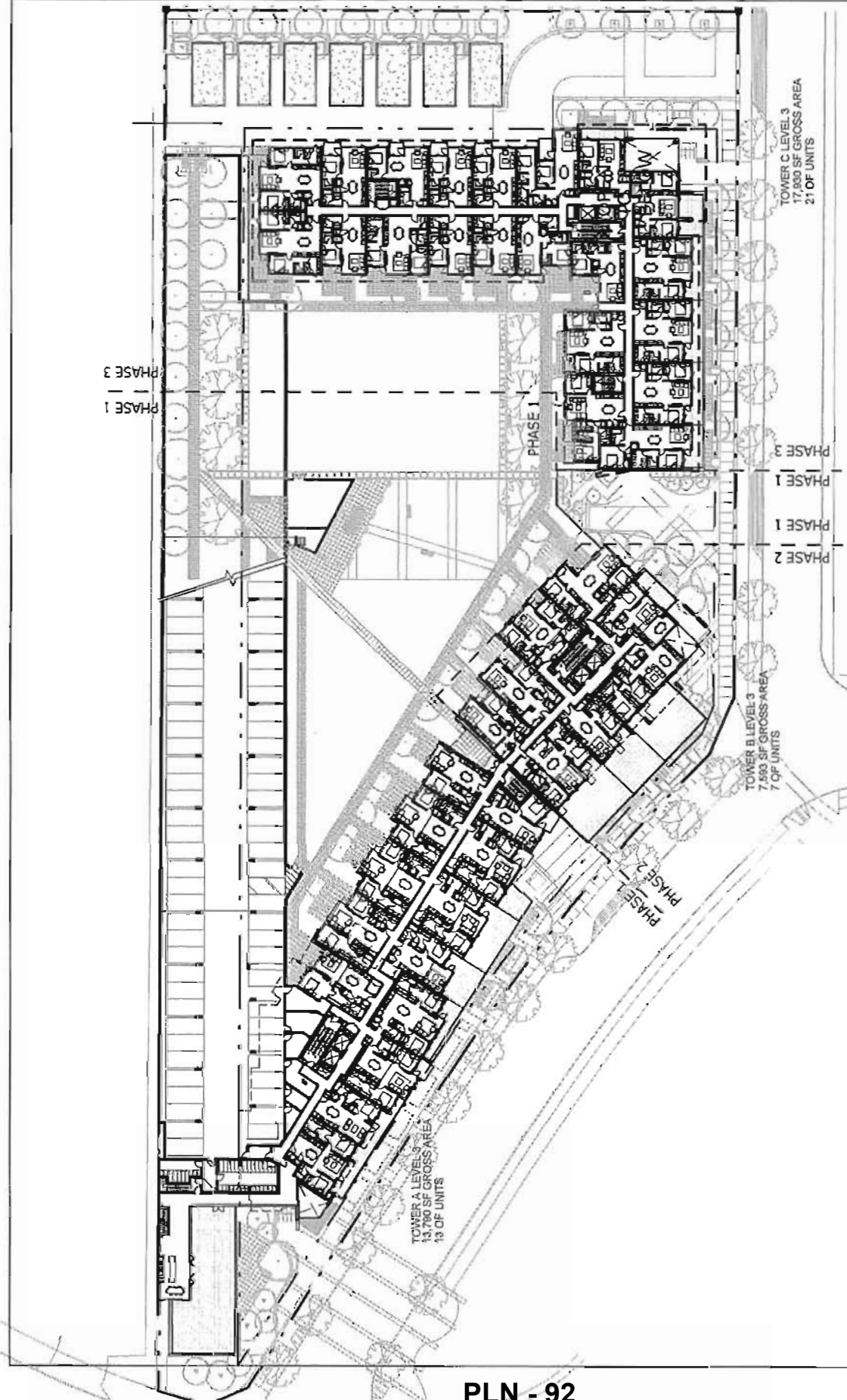


POLYGON




888-888-8888
702 • 1230 West Pender Street
Vancouver BC V6E 4B1 Canada

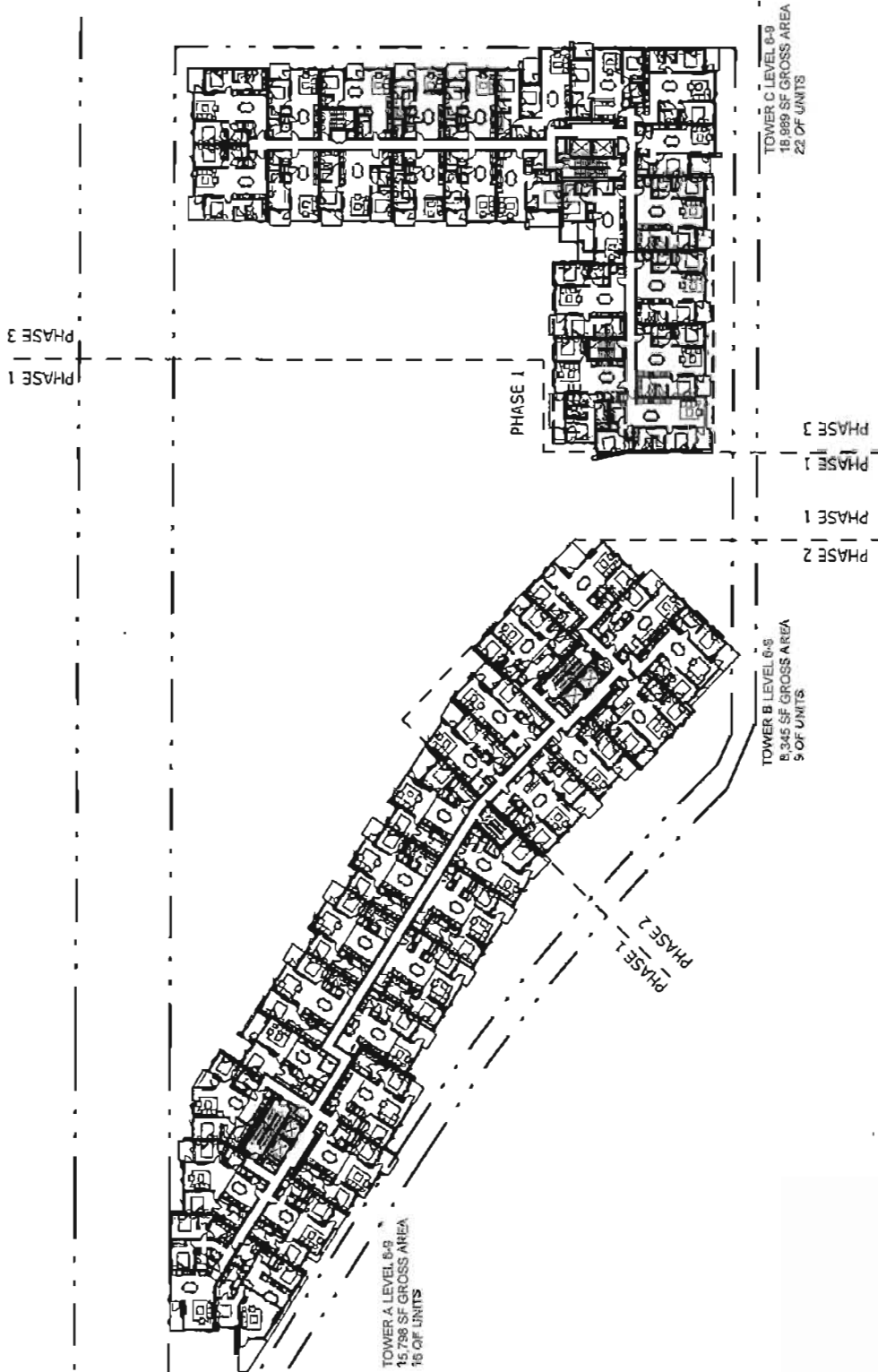
IBI GROUP

PLN - 91



PLN - 92

 CLIENT PHASE CONSULTANT	 POLYGON 8848 Ardmore 700 - 1235 West Parker Street Vancouver, BC V6E 4R1 Canada Tel: 604-683-8297 Fax: 604-683-0887	SHEET NAME LEVEL 03		SCALE 1 : 800	SKETCH NO. A-7.3	NORTH ARROW 
		PROJECT NAME Mueller Towers		PROJECT NO. 28649	SKETCH DATE 06/21/12	
		NO.	REVISION	STATUS		
		ISSUES				



PLN - 94



POLYGON
 18800 Ambleside
 700 - 1280 West Beaver Creek
 Richmond BC V6X 4S1 Canada
 Tel: 604 883 8757
 Fax: 604 883 0862

IBI GROUP

CLIENT
 PRIME CONSULTANT

06/21

NO. 06/21
 STATUS

SHEET NAME

LEVEL 06-09

Mueller Towers

PROJECT NAME

SCALE
 1 : 800

PROJECT NO.
 28649

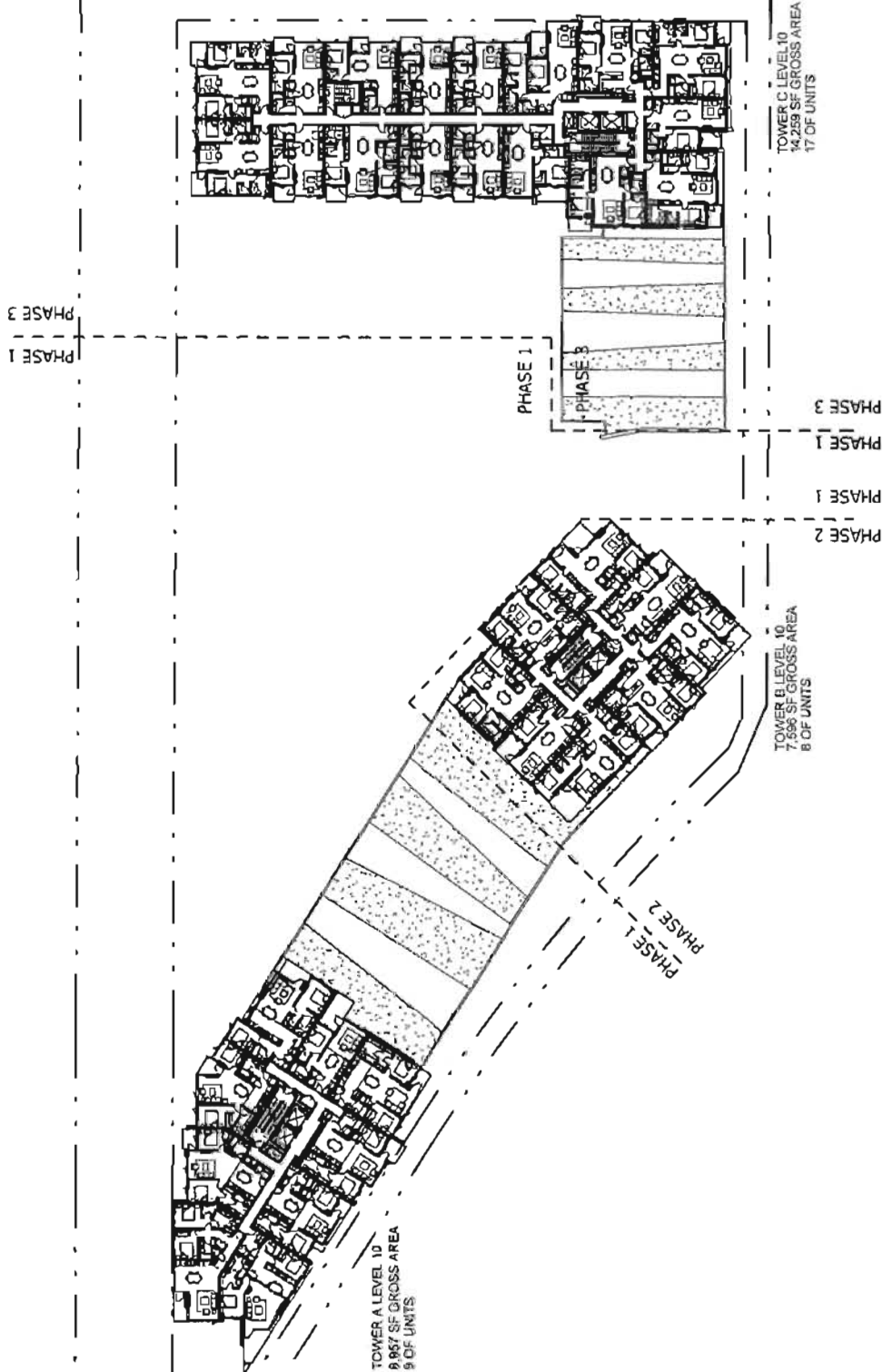
SKETCH DATE
 06/21/12

SKETCH NO.

A-7.5

DP Submission

5" x 11" Sheets



PLN - 95



POLYGON
 8808 Ardmore
 101 - 120 West Parker Street
 Vancouver, BC V6E 4B1 Canada
 Tel: 604 683 8397
 Fax: 604 683 0925



CLIENT

PRIME CONSULTANT

NO.

ISSUANCE

STATUS

SHEET NAME

LEVEL 10

Mueller Towers

PROJECT NAME

SCALE

1 : 800

PROJECT NO.

28649

SHEET DATE

06/21/12

SHEET NO.

A-7.6

DP Submission



SECTION NO.	A-7.7	DP Submission
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SCALE	1 : 800
PROJECT NO.	28649
SKETCH DATE	06/21/12

SHEET NAME	LEVEL 11-15	Mueller Towers
PROJECT NAME		

NO.	REVISION	STATUS

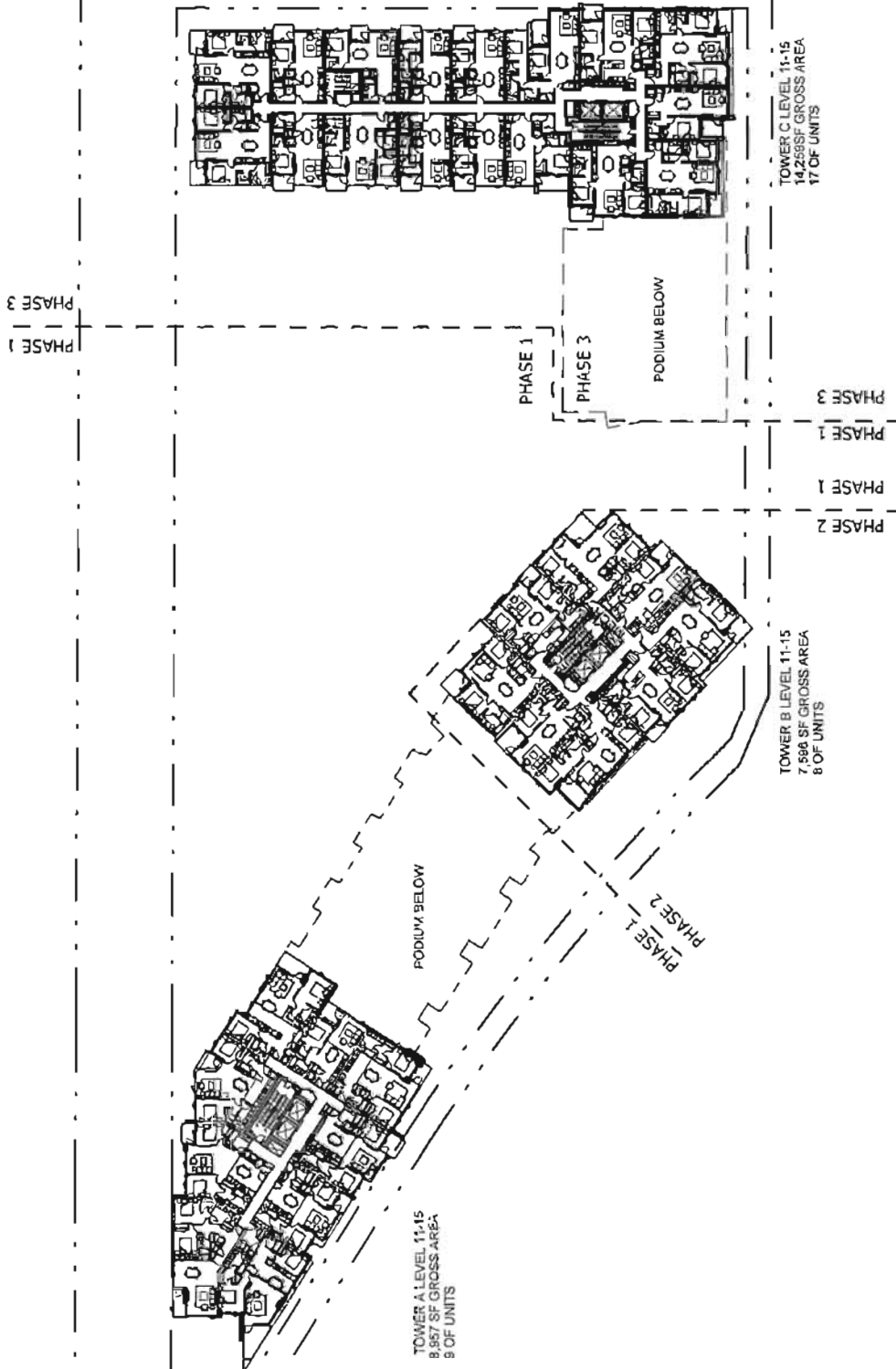


POLYGON
 8888 Archibuteau
 200 - 1285 West Pender Street
 Vancouver BC V6E 4R1 Canada
 Tel: 604.683.8727
 Fax: 604.683.0422



IBI GROUP

CLIENT: **POLYGON**
 PROJECT CONSULTANT: **IBI GROUP**





SKETCH NO.
A-7.8

DP Submission

SCALE
1 : 800

PROJECT NO.
28649

SKETCH DATE
06/21/12

SHEET NAME
LEVEL 16

PROJECT NAME
Mueller Towers

ISSUES	
NO.	STATUS

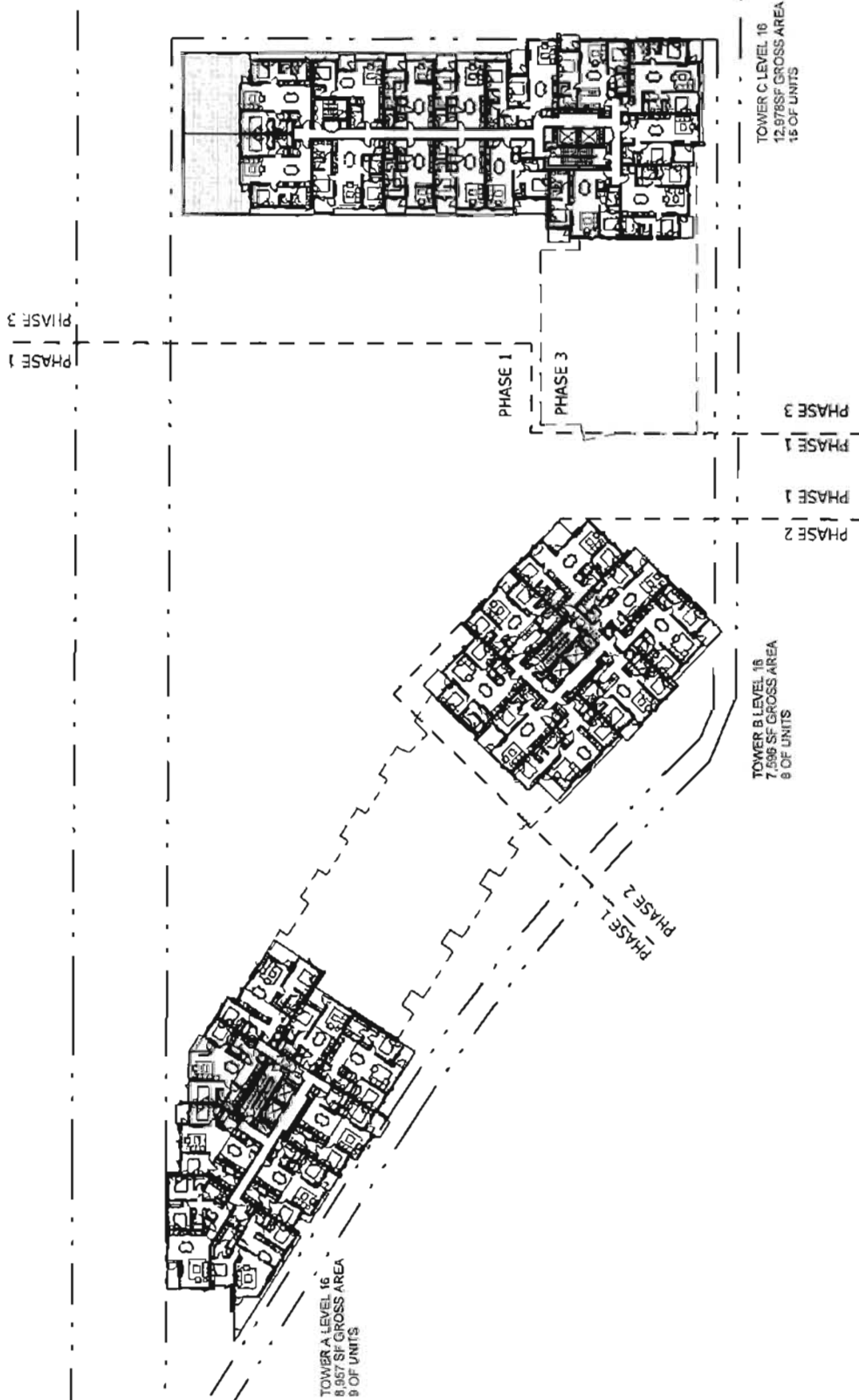


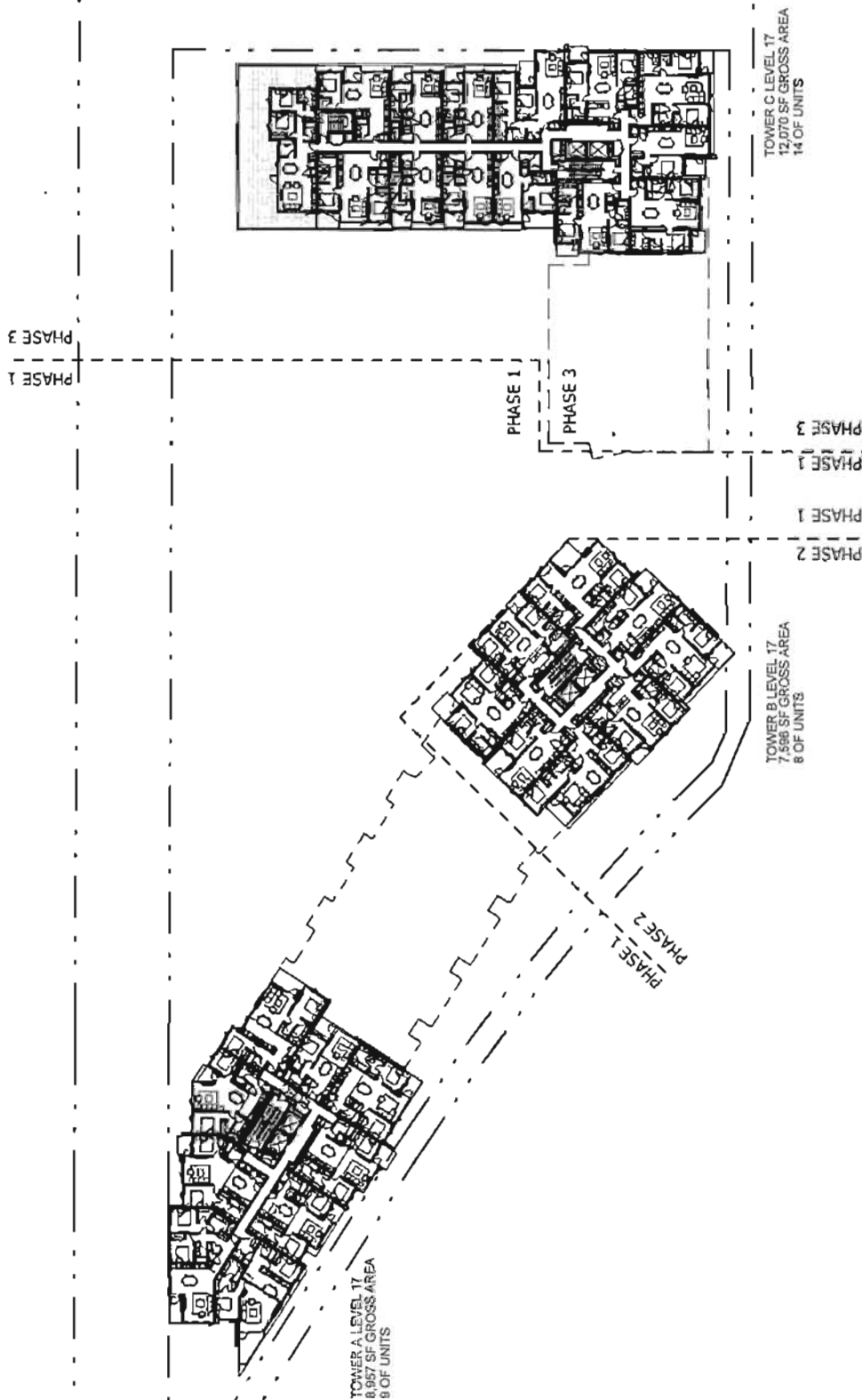
POLYGON

4800 Ave. Lacombe
 100 - 1200 West Pender Street
 Vancouver BC V6E 4B1 Canada
 tel: 604.683.5777
 fax: 604.683.5482

IBI GROUP

CLIENT
 ARRISE CONSULTANTS





 POLYGON 8890 Archibach 700 - 1200 West Pender Street Vancouver BC V6E 4B1 Canada Tel: 604 693 8787 Fax: 604 693 5482		
	SKETCH NO. A-7.9	
PRIME CONSULTANT	SHEET NAME LEVEL 17	
	PROJECT NAME Mueller Towers	
IBI GROUP	SCALE 1 : 800	PROJECT NO. 28649
	SKETCH DATE 06/21/12	
DP Submission		



SKETCH NO.	A-7.11
DP Submission	

SCALE	1 : 800
PROJECT NO.	28649
SKETCH DATE	06/21/12

LEVEL 18	Mueller Towers
PROJECT NAME	

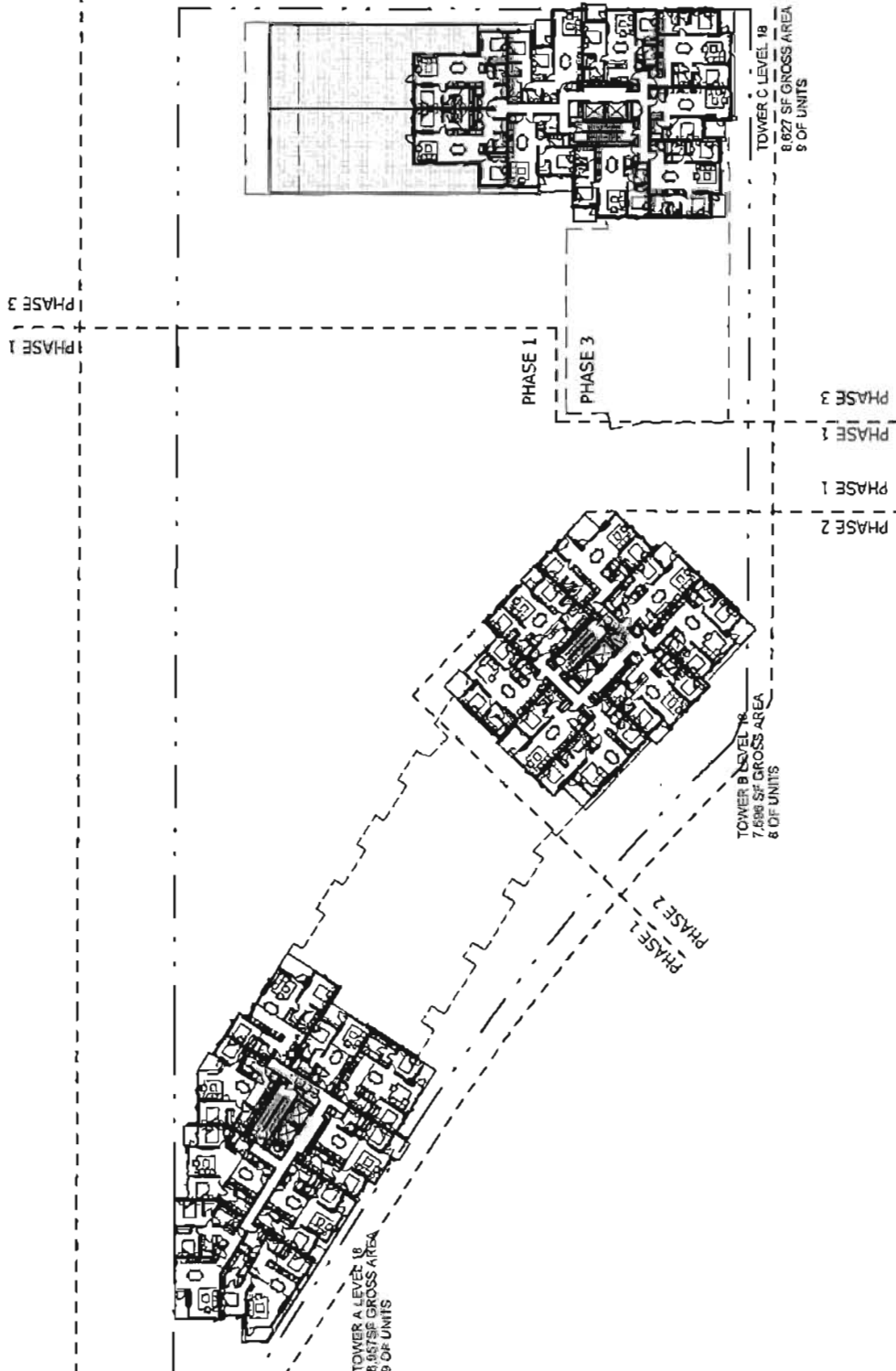
ISSUED	NO.	REVISION	STATUS

IBI GROUP

PRIME CONSULTANT

8888 Architects
 101 - 125 West Pender Street
 Vancouver BC V6E 4B7 Canada
 Tel: 604 683 8787
 Fax: 604 683 5492

POLYGON





A-7.12

DP Submission

SHEET NO.

1 : 800

PROJECT NO.
28649

SHEET DATE
06/21/12

LEVEL 19 MECH

Mueller Towers

SHEET NAME

PROJECT NAME

STATUS

SEQUENCE

NO.

REVISION



POLYGON

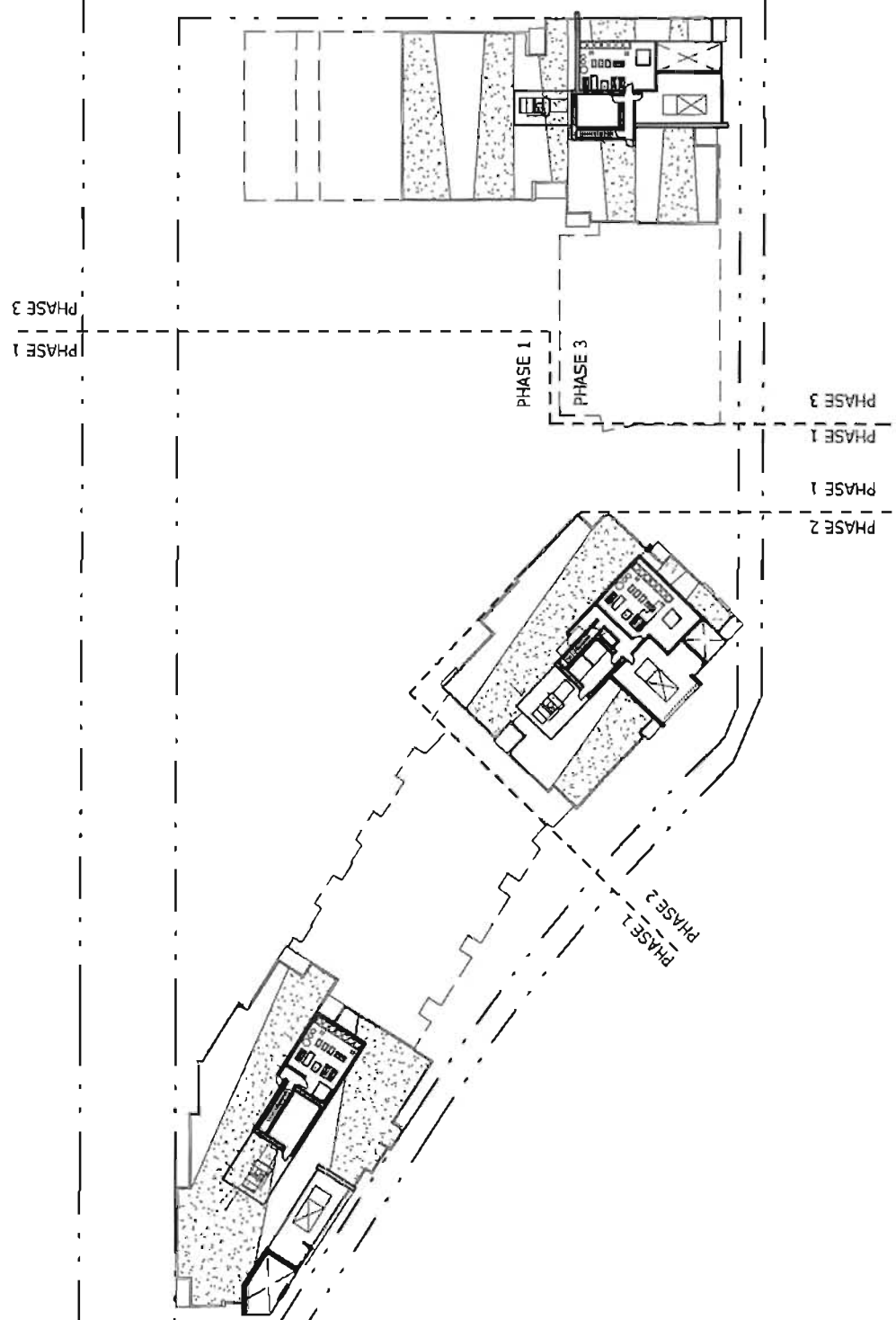
IBI GROUP
100 - 1280 West Pender Street
Vancouver BC V6E 4B1 Canada
Tel: 604 683 8197
Fax: 604 683 5492

PREPARE CONSULTANT



CLIENT

PLN - 100





SKETCHING
 A-7.13
 DP Submission

SCALE
 1 : 800
 PROJECT NO.
 28649
 SKETCH DATE
 06/21/12

SHEET NAME
 ROOF PLAN
 PROJECT NAME
 Mueller Towers

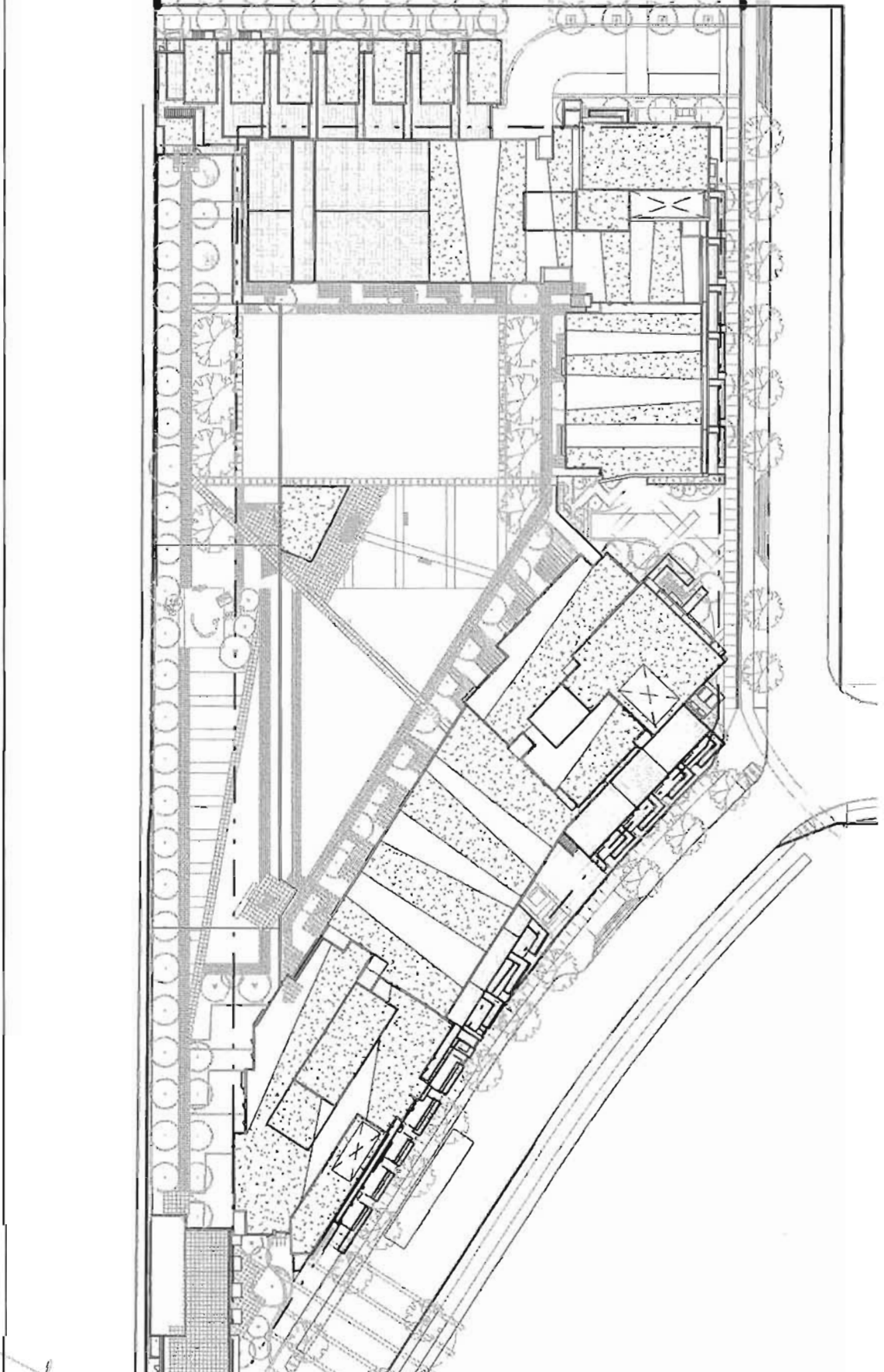
LEVEL	W/L	REMARKS	STATUS



IBI GROUP
 IBIGroup Architecture
 1000 - 1205 West Pender Street
 Vancouver BC V6E 4B1 Canada
 Tel: 604 683 8797
 Fax: 604 683 0882



POLYGON
 Prime Consultant





City of Richmond

Rezoning Considerations

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

8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road

RZ 11-591985

Rezoning Considerations in respect to RZ 11-591985 include the following schedules:

- A. Preliminary Park Acquisition/Disposition Plan
- B. Preliminary Road Dedication Plan
- C. Preliminary Subdivision Plan
- D. Preliminary Statutory Right-of-Way (SRW) Plan
- E. Phasing Plan
- F. Preliminary Functional Roads Plan – Interim
- G. Preliminary Functional Roads Plan – Ultimate
- H. Park Terms of Reference & Preliminary Conceptual Park Plan

Prior to final adoption of Zoning Amendment Bylaw 8903, the developer is required to complete the following:

1. MoTI Approval: Ministry of Transportation & Infrastructure (MoTI) approval.

NOTE: MoTI has provided a letter to the City, dated January 23, 2012, granting preliminary approval for one year. (REDMS #3460070)

2. Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to the registration of a Subdivision Plan*, the following conditions must be satisfied:

- 2.1. Park Relocation: Facilitate, at no cost to the City, the disposition of existing City-owned park at 3651 Sexsmith Road and its replacement with an equal area of land for park use on a portion of 8331, 8351, and 8371 Cambie Road, as per the Preliminary Park Acquisition/Disposition Plan (**Schedule A**), including:
 - 2.1.1. Approval of electors via an Alternative Approval Process in respect to the existing City-owned park at 3651 Sexsmith Road, as required to permit the City's sale of that park property in order to facilitate the establishment of a larger park on a nearby site at 8331, 8351, and 8371 Cambie Road;
 - 2.1.2. Council approval of the sale of the City-owned, 12,228.0 m² (3.02 ac) lot at 3651 Sexsmith Road ("Area A", as shown on **Schedule A**);
 - 2.1.3. Council approval of the purchase of a 12,228.0 m² (3.02 ac) portion of 8331, 8351, and 8371 Cambie Road ("Area B", as shown on **Schedule A**); and
 - 2.1.4. In respect to 2.1.2 and 2.1.3 above, the developer shall be required to enter into purchase and sales agreements with the City, which agreements are to be based on business terms approved by Council. The primary business terms of the agreements, as determined to the satisfaction of the Manager, Real Estate Services and City Solicitor, will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the agreements shall be borne by the developer.

- 2.2. Land Transfer: Transfer of 4,683.5 m² (1.16 ac) to the City as fee simple for park and related purposes. The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfers shall be borne by the developer including, but not limited to, HST payable by the City in respect to the land transfers. The lands to be transferred, as indicated on the Preliminary Park Acquisition/Disposition Plan (**Schedule A**), include a:

- 2.2.1. 2,021.7 m² (0.50 ac) lot at 8311 Cambie Road (“Area C”, as shown on **Schedule A**).

Prior to the transfer of 8311 Cambie Road to the City, the developer shall discharge Covenant BB691591, Covenant BB691592, and SRW BB691593.

NOTE: The subject development shall be eligible for Development Cost Charge (DCC) credits in respect to the transfer of “Area C” to the City. (“Area C” may NOT be used for the purpose of calculating the subject development’s buildable floor area.) The maximum DCC credits available shall be the lesser of the development’s DCCs payable for park land acquisition, a City-approved appraisal, and the value identified in the DCC program for park acquisition at 8311, 8331, 8351, and 8371 Cambie Road.

- 2.2.2. 2,661.8 m² (0.66 ac) portion of 8331, 8351, and 8371 Cambie Road (“Area D”, as shown on **Schedule A**).

NOTE: The subject development shall NOT be eligible for DCC credits in respect to the transfer of “Area D” to the City. The development’s transfer of “Area D” to the City is required to satisfy the park and open space provisions of the City Centre Area Plan (CCAP) and Zoning Bylaw in respect to the Capstan Station (density) Bonus. Based on this, as determined to the satisfaction of the Senior Manager, Parks and provided for via the subject development’s proposed site specific zone, the transferred area may be used for the purpose of calculating the subject development’s buildable floor area.

- 2.3. Road Dedication: Dedication of 3,834.5 m² (0.95 ac) for road purposes as per the Preliminary Road Dedication Plan (**Schedule B**), including:

- 2.3.1. 1,532.1 m² (0.38 ac) for the eastward extension of Brown Road (+/-14.9 m wide).

NOTE: The required dedication is a portion of a CCAP “major street” and is eligible for DCC credits based on the lesser of the development’s DCCs payable for road acquisition, a City-approved appraisal, and the value identified on the DCC program.

- 2.3.2. 2,302.3 m² (0.57 ac) for the establishment of a new “minor street” linking Brown Road and Hazelbridge Way (+/-15.0 m wide), as identified in the CCAP, together with corner cuts at Hazelbridge Way and Brown Road.

NOTE: As the required dedication is a portion of a CCAP “minor street” that is ineligible for DCC credits and, as determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for the purpose of calculating the maximum permitted floor area on the net residential portion of the subject site (as specifically provided for via the subject development’s proposed site specific zone).

- 2.4. Lot Consolidation: Consolidation of the remnant lots and transferred lands to provide for two fee simple lots (one to each side of the proposed CCAP “minor street” dedication), as per the Preliminary Subdivision Plan (**Schedule C**), such that the approximate areas of the lots are:

- 2.4.1. City-owned lot for park purposes (south of the “minor street”): 16,911.5 m² (4.18 ac); and

- 2.4.2. Developer-owned lot (north of the “minor street”): 13,734 m² (3.39 ac).

- 2.5. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Statutory Right-of-Way (SRW) Plan (**Schedule D**), to facilitate public access and related landscaping and infrastructure, which may include, but is not limited to, street furnishings, street lighting, decorative paving, bike paths, trees and plant material, innovative stormwater management measures, and utilities to the satisfaction of the City. The specific location, configuration, and design of the SRWs shall be confirmed via the subject site's Development Permit* and Servicing Agreement* approval processes, to the satisfaction of the City, taking into account the following:

2.5.1. The SRWs shall include the following, as identified on the Preliminary Statutory Right-of-Way (SRW) Plan (**Schedule D**):

- “Area A”: 2.0 m wide strip of land along the north side of the proposed Brown Road extension for the full frontage of the subject site to provide for sidewalk widening;
- Two areas along the subject site's east property line that are to be shared by the subject site and future development to its east and north (which future development shall be by others and may, as determined via the City's rezoning and development approval processes, include widening and/or extending the length of the right-of-way and associated improvements at the future developer's sole cost), including:
 - a. “Area B”: 3.0 m wide strip of land (or as otherwise determined via an approved Development Permit*) along the north part of the subject site's east property line, which area is only intended for public walkway and related purposes; and
 - b. “Area C”: 13.46 m wide strip of land (or as otherwise determined via an approved Development Permit*) along the south part of the subject site's east property line, which area is intended for public walkway and related purposes, together with vehicle access, loading, manoeuvring, and related activities including interim use as a vehicle turn-around until such time as Brown Road is extended to Sexsmith Road, by others, to the satisfaction of the City.

2.5.2. The right-of-ways shall provide for the following, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:

- 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, City and private utilities, and City bylaw enforcement.
- At Area “A”, as determined to the satisfaction of the City via the City's standard Development Permit * and Servicing Agreement* processes:
 - a. Encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 1.0 m into the SRW and do not compromise City objectives with regard to the intended public use and enjoyment of the public realm, high-quality streetscape design, street tree planting or landscaping, or City access (i.e. for maintenance, bylaw enforcement, etc.) in or around the SRW; and
 - b. Driveway crossings, limited to:

- One permanent location at “Area C” to facilitate vehicle access to/from Brown Road (and interim use of the area as a vehicle turn-around until such time as Brown Road is extended to Sexsmith Road, by others, to the satisfaction of the City); and
- One interim mid-block location to facilitate vehicle access to a temporary on-site loading area until provisions are made by others (e.g., Brown Road extension to Sexsmith Road) to facilitate access by large vehicles to a permanent on-site loading area via the driveway crossing at “Area C”.

NOTE: The interim driveway crossing must be closed at the sole cost of the owner upon the provision by others of measures facilitating the on-site loading of large vehicles via the permanent crossing at “Area C”, as determined to the satisfaction of the City.

- At “Area B”, as determined to the satisfaction of the City via future Development Permit * and Servicing Agreement* processes by others, possible future additional SRW on one or more abutting properties to facilitate widening of the public walkway proposed for the subject site and/or complementary uses and spaces.
- At “Area C”, as determined to the satisfaction of the City via future Development Permit * and Servicing Agreement* processes by others, possible future additional SRW on one or more abutting properties to facilitate widening of the public walkway and vehicle circulation/manoeuvring area proposed for the subject site and/or complementary uses and spaces including driveway access.
- The owner shall be solely responsible for the design, construction, and maintenance of all SRWs, with the exception of the maintenance of any paved sidewalk and street trees along the subject site’s Brown Road frontage (i.e. “Area A”), which shall be the responsibility of the City or as otherwise determined to the satisfaction of the City via the City’s standard Development Permit * and Servicing Agreement* processes.

2.5.3. The SRW shall prohibit:

- At “Area B”: Driveway crossings or other vehicle access, except as required for emergency services and maintenance of the SRW and fronting uses.

2.6. Driveway Crossing: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, as follows:

2.6.1. Prohibiting driveway crossings along the site’s Hazelbridge Way frontage; and

2.6.2. Allowing a maximum of one driveway crossing along the site’s CCAP “minor street” frontage (i.e. linking Brown Road with Hazelbridge Way), the location and configuration of which crossing shall be determined via an approved Development Permit*.

3. Affordable Housing Contribution: City acceptance of the developer’s offer to voluntarily contribute \$5,660,550 to the City’s capital Affordable Housing Reserve Fund (derived based on 5% of total gross buildable area of 503,160 ft² for the subject site (25,158 ft²) multiplied by \$225/ ft²), such contribution to be in the form of the developer providing, prior to rezoning adoption, a cash contribution of \$1,886,850 together with a Letter of Credit, satisfactory to the City, for \$3,773,700 plus:

- 3.1. An amount equal to \$1,886,850 multiplied by the estimated consumer price index (CPI) for the period between issuance of the Letter of Credit and June 30, 2014 or an alternate later date, as determined at the sole discretion of the City; and
- 3.2. A further amount equal to \$1,886,850 multiplied by the estimated consumer price index (CPI) for the period between issuance of the Letter of Credit and June 30, 2017 or an alternate later date, as determined at the sole discretion of the City.

Final Letter of Credit amount are to be determined by City in its sole discretion.

100% of the contribution under this Rezoning Consideration #3 will be allocated to the City's capital Affordable Housing Reserve Fund.

4. Affordable Housing Agreement: Registration of a legal agreement, to the satisfaction of the City, on title of the subject site, specifying that in respect to:

Phase 2 of the Subject Development (as generally shown on **Schedule E**):

- 4.1. No Building Permit for Phase 2 of the subject development will be issued until the developer provides to the City a cash contribution of a further \$1,886,850 (beyond the initial cash contribution set-out in Rezoning Consideration #3) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration #3 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- 4.2. If the cash contribution of \$1,886,850 payable under Rezoning Consideration #4.1 is not made prior to June 30, 2014 or an alternate later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration #3, including, at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for Phase 2 of the subject development);

Phase 3 of the Subject Development (as generally shown on **Schedule E**):

- 4.3. No Building Permit for Phase 3 of the subject development will be issued until the developer provides to the City a cash contribution of another \$1,886,850 (beyond the initial contribution referred to in Rezoning Consideration #3 and the further contribution referred to in Rezoning Contribution #4.1) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration #3 to be reduced by this amount and the portion of the CPI attributable to this amount; and
 - 4.4. If the cash contribution of \$1,886,850 payable under Rezoning Consideration #4.3 is not made prior to June 30, 2017 or an alternate later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration #3, including, at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not building permits have been applied for Phase 2 or Phase 3 of the subject development).
5. Capstan Station Bonus: Registration of a restrictive covenant(s) and/or legal agreement(s) on title, to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit* issuance, unless prior to Building Permit issuance for each phase of the subject development the developer contributes to the Capstan station reserve or as otherwise provided for via the Richmond Zoning Bylaw (i.e. \$7,800 per dwelling unit, adjusted annually beginning at the end of September 2011 by any increase in the All Items Consumer Price Index for Vancouver published by Statistics Canada over that Index as at the end of September 2010). Preliminary

estimated developer contributions are as indicated in the following table; however, the actual value of developer contributions will vary and shall be confirmed, on a Building Permit*-by-Building Permit* basis, as per the Zoning Bylaw in effect at the date of Building Permit* approval.

Phase	No. of Dwellings <i>Estimate (to be confirmed at Building Permit stage)</i>	Capstan Station Reserve Contribution <i>*Preliminary estimate based on \$7,800/unit</i>
1	164	\$1,279,200
2	114	\$889,200
3	250	\$1,950,000
Total	528	\$4,118,400

* September 2010 rate. The actual applicable rates shall be determined on a phase-by-phase basis as per the Zoning Bylaw in effect at the time of Building Permit* approval.

6. **Flood Construction Level:** Registration of flood indemnity covenant(s) on title.
7. **Aircraft Noise Sensitive Use:** Registration of aircraft noise sensitive use covenant(s) on title.
8. **View Blockage:** Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, identifying that distant views from the subject site's private dwellings and common residential spaces (i.e. to the North Shore mountains, Mt. Baker, Fraser River, Georgia Straight, and elsewhere) may be obstructed in whole or in part by the future development of surrounding properties, and the subject development should be designed and constructed in a manner that anticipates this and seeks to mitigate possible impacts.
9. **No Development:** Registration of restrictive covenants and/or alternative legal agreements on title securing that "no development" will be permitted on the subject site, in whole or in part, and restricting Development Permit* issuance until the developer satisfies the following to the satisfaction of the City:
 - 9.1. **Phasing:** Development must proceed on the following basis:
 - 9.1.1. The subject development shall include a maximum of three phases, all of which must be addressed via a single comprehensive Development Permit* review and approval process, and the construction of which shall proceed in order from west to east as generally illustrated in the Phasing Plan (**Schedule E**).
 - 9.1.2. The construction of sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance, in whole or in part, to Final Building Permit* Inspection granting occupancy ahead of an earlier phase.
 - 9.1.3. Prior to any portion of any phase of the subject development receiving Final Building Permit* Inspection granting occupancy:
 - All indoor residential amenity space required in respect to the entirety of the subject development's three phases (as determined via an issued Development Permit*) must receive Final Building Permit* Inspection granting occupancy; and
 - All road, engineering, and park improvements for which the developer is required to enter into a Servicing Agreement* prior to rezoning adoption must be complete to the satisfaction of the City (i.e. Certificate of Completion issued), EXCEPT that:
The construction of the eastward extension of Brown Road (i.e. east of the existing portion of Brown Road) may be delayed, but must be complete to the satisfaction of the City (i.e. Certificate of Completion issued) prior to Final Building Permit* Inspection granting occupancy, in whole or in part, for the subject development's

third phase or as otherwise determined to the satisfaction of the City via the SA* approval process.

9.2. Sanitary Pump Station: Prior to Development Permit* issuance for the subject site, in whole or in part, the owner must enter into legal agreement(s) in respect to the owner's commitment to the design and construction of the sanitary pump station proposed for the north side of Capstan Way, as set out in the Engineering Servicing Agreement (SA)* requirements forming part of these Rezoning Considerations for the subject site. The sanitary pump station services a significant area of development. While the design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan sanitary pump station, it is the City's objective to equitably distribute the pump station's costs across the benefitting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements.

9.3. Public Art: Prior to Development Permit* issuance for the subject site, in whole or in part, the owner must enter into legal agreement(s) and provide Letter(s) of Credit for implementation of a City-approved Public Art Plan for the subject site, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage. The Plan shall be prepared by an appropriate professional to the satisfaction of the Director, Arts, Culture, and Heritage (and the Public Art Advisory Committee, if so required by the Director, Arts, Culture, and Heritage) prior to adoption of the subject rezoning. The terms of the Plan shall include, but are not limited to, the following:

9.3.1. A voluntary developer contribution of \$358,500 or \$0.75 per buildable square foot, whichever is greater;

9.3.2. A Plan concept including, but not limited to:

- Two coordinated public art sites, including a location within the proposed park (i.e. currently proposed along the length of the park's Hazelbridge Way frontage) and a location within the developer's lot that, if so determined to the satisfaction of the Director, Arts, Culture, and Heritage, may include public art integrated with the subject development's building (i.e. possibly extending up the face of the west tower);
- Themes for the two public art sites, taking into account:
 - The role of the park as a "gateway" to the Aberdeen and Capstan Village areas;
 - The role of the park and Capstan Village as part of the CCAP's designated "arts district"; and
 - Objectives for the park, together with fronting development, as a community landmark and focus for public events; and
- Strategies for coordinating the proposed artworks (e.g., selection, development, implementation, funding) with future public art projects, by others, including potential opportunities for the City to augment the developer's voluntary contribution with public art funds from other sources.

1.1.1. Budget allocations for the artworks, taking into account:

- As per City policy, 85% of total funds shall be directed to the creation and installation of the artwork(s) and 15% shall be directed to administration. Note that if the Plan, to the satisfaction of the City, directs that the developer shall undertake the administration of one or both artworks, the 15% administration budget in respect

to the affected artwork(s) shall be split such that 10% is allocated to the developer and 5% is allocated to the City.

10. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to DEU, which covenant and/or legal agreement(s) will include, at a minimum, the following terms and conditions:
 - 10.1. No Building Permit* will be issued for a building, in whole or in part, on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - 10.2. If a DEU is available for connection, no Final Building Permit* Inspection granting occupancy of a building, in whole or in part, will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
 - 10.3. If a DEU is not available for connection, no Final Building Permit* Inspection granting occupancy of a building, in whole or in part, will be granted until the:
 - 10.3.1. City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 10.3.2. Owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation ;
 - 10.3.3. Owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 10.3.4. Owner provides to the City a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
11. Community Planning: Voluntary developer contribution of \$119,500 or as otherwise determined based on \$0.25 per buildable square foot, whichever is greater, to the City's community planning reserve fund, as set out in the City Centre Area Plan.
12. Cross Access: Registration of a Statutory Right-of-Way (SRW) and/or alternative legal agreement(s) on title, to the satisfaction of the City, to permit cross access for vehicles and pedestrians, including service vehicles (e.g., garbage/recycling) to facilitate the shared use of the development's two permitted driveway locations.
13. Parking Strategy: City acceptance of voluntary developer contributions as follows:

NOTE: The following voluntary developer contributions shall be considered by the City in determining the subject development's eligible parking relaxations (to be calculated on a phase-by-phase basis) in respect to Transportation Demand Management (TDM) measures as set out in the Zoning Bylaw (i.e. up to 10%). Additional TDM provisions are identified via the proposed Development Permit "parking strategy" described in this Rezoning Considerations document.

 - 13.1. Special Crosswalk: Installation of a special crosswalk, including downward lighting and associated equipment, on Cambie Road at Brown Road.
 - 13.2. Park Frontage Improvements: The design and construction of improvements, at the developer's sole cost (DCC credits shall not apply), along the Hazelbridge Way, Brown Road,

and Cambie Road frontages of the proposed park, as determined to the satisfaction of the City and implemented via the subject development's Servicing Agreement (SA)* for its first phase of development (i.e. improvements must be complete to the satisfaction of the City prior to Final Building Permit* Inspection granting occupancy for any portion of the subject development).

14. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but it not limited to:
 - 14.1. Additional SRWs, as determined via the subject development's Servicing Agreement* and/or Development Permit* approval processes to the satisfaction of the Director of Transportation, to provide for corner cuts for traffic signal equipments and related public rights of passage.
 - 14.2. 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, Director of Development , and Director of Transportation, 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.
15. Servicing Agreement (SA)*: Enter into a SA* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with the constructions of a sanitary pump station and various other transportation, engineering, and park-related works.
 - 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, Senior Manager, Parks, and Manager, Environmental Sustainability.
 - No phasing of off-site works will be permitted. All works shall be completed prior to Final Building Permit* Inspection granting occupancy for any portion of the subject development's first phase of construction, EXCEPT as otherwise specifically provided for, to the satisfaction of the City and at its sole discretion, via "no development" covenant(s) and/or other legal agreement(s) registered on title.
 - Development Cost Charge (DCC) credits may apply.

SA* works will include, but may not be limited to, the following:

- 15.1. Engineering SA* Requirements:
 - All water, storm, sanitary upgrades determined via the Capacity Analysis processes are to be addressed via this SA* process.
 - Any permitted phasing of off-site works will be confirmed during the SA* stage. The scope of phasing shall be to the satisfaction of the City and at its sole discretion. The first phase off-site works shall be completed prior to Final Building Permit* Inspection granting occupancy for Phase 1 of the subject development, in whole or in part.
 - The City requires that the proposed design and related calculations are included on the SA* design drawing set.
 - As per the completed capacity analyses and related studies, the City accepts the developer's recommendations as follows:

15.1.1. Sanitary Sewer Upgrades:

- **Gravity Sewer:** According to the developer's assessment, the existing gravity sanitary sewer system does not have sufficient capacity under "Existing + In-stream + Proposed Development" condition. The City accepts the developer's recommendations as follows:
 - i) Hazelbridge Way: Upgrade approximately 171m of existing gravity sanitary sewer to 450mm Ø at 0.35% from 3600 No 3 Rd to Capstan Way;
 - ii) Capstan Way: Reconfigure approximately 110m of existing gravity sanitary sewer to 450mm Ø at 0.35% and 600mm Ø at 0.50% from Capstan Way to new Capstan pump station; and
 - iii) CCAP "Minor Street": Install approximately 151m of 375mmØ at 0.35% sanitary sewer from Brown Rd to Hazelbridge Way.

The design details will be reviewed once SA* design drawings are submitted; the size and slope of the works described above may need to be revised, due to design parameters and site constraints.

The developer is required to abandon the existing gravity sanitary sewer system (remove pipes) that is being replaced by the propose gravity sanitary sewer system.

- **New Pump Station:** The developer is responsible for the design and construction of the new Capstan sanitary pump station, if it has not already been built by others. The pump station shall be located approximately 125 m west of the Capstan Way and Sexsmith Road intersection. The new sanitary pump station is intended to service all the developments on the east side of No. 3 Road within the existing Skyline sanitary catchment. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road, and Sea Island Way. The sanitary pump station services a significant area of development. While design and construction of the pump station will be a requirement of any development within the catchment area served by the proposed Capstan Way sanitary pump station, the City's objective is to have an equitable distribution of costs to the benefiting properties to the extent possible using available tools such as latecomer agreements or developer cost sharing agreements. If the new pump station is built by others, the developer may be responsible for contributing towards the new pump station.

15.1.2. Storm Sewer Upgrades:

- The City has reviewed the developer's analysis and letter dated May 2, 2012 and accepts the developer's recommendations as follows:
 - i) Existing Brown Rd: Upgrade approximately 150 m of existing storm sewer to 1200 mm Ø from the north end of Brown Road to Cambie Road at existing manhole STMH3089;
 - ii) Brown Road Extension (i.e. new east/west road extending from existing Brown Road to the eastern limit of the development site): Install approximately 106 m of 1200 mm Ø storm sewer from the eastern limit of the development site to the existing portion of Brown Road; and
 - iii) CCAP "Minor Street" (i.e. new diagonal road linking Hazelbridge Way with Brown Road): Install approximately 134 m of 600 mm Ø storm sewer from Hazelbridge Way to the existing portion of Brown Road.

- The design details will be reviewed once SA* design drawings are submitted; the size and slope of the works described above may need to be revised, due to design parameters and site constraints.

15.1.3. Water Upgrade:

- Using the OCP Model, there is 341 L/s available at 20 psi residual on Hazelbridge Way and 241 L/s available at 20 psi residual on Brown Rd. Based on the proposed rezoning, the subject residential development requires a minimum fire flow of 220 L/s. Water analysis is not required; however, once the building design is confirmed at the Building Permit* stage, the developer must submit fire flow calculations, signed and sealed by a professional engineer and based on the Fire Underwriter Survey, to confirm that there is adequate available flow.
- The developer is responsible for the design and construction of a 200 mm diameter watermain along the frontage of the subject site, as described below. The new watermain is to connect to the existing systems on Hazelbridge Way and the existing portion of Brown Road. The detail design of the watermain is to be included in the Servicing Agreement design drawings.
 - i) Brown Road Extension: Install approximately 106 m from the eastern limit of the development site to the existing portion of Brown Road; and
 - ii) CCAP "Minor Street": Install approximately 134 m from Hazelbridge Way to the existing portion of Brown Road.

15.1.4. Encroachments: Registration of right-of-way agreements for private utilities, street trees, sidewalk encroachments, and/or other requirements, as determined via the SA* review and approval process to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation.

15.2. Transportation SA* Requirements:

- A final Traffic Impact Analysis (TIA), including a comprehensive, detailed road and traffic management design for all phases of the subject development, subject to final functional design approval by the Director of Transportation, must be completed prior to SA* approval for any transportation-related SA* works. Works described within such a comprehensive TIA and plan will include, but may not be limited to, the following:

15.2.1. Frontage Works: The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIA, as determined at the sole discretion of the City.

- **Brown Road Extension** (i.e. new east/west road extending from existing Brown Road to the eastern limit of the development site):
 - i) Interim Cross-Section: The developer is required to design and construct road widening to accommodate the following (described from north to south):
 - 2.0 m wide sidewalk;
 - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings;
 - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge);
 - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and

furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system);

- 0.15 m wide concrete barrier curb;
- 2.5 m wide westbound parking lane;
- 6.2 m wide vehicle travel area (i.e. 2 lanes @ 3.1 m wide);
- 0.15 m wide interim asphalt curb; and
- 1.6 m wide interim asphalt walkway/shoulder.

NOTE: In addition, the design and construction of the Brown Road Extension must include a vehicle turn-around (e.g., cul-de-sac or hammer head) at the eastern limit of the new road for use by the general public, to the satisfaction of the City. (Note that the developer is required to provide a temporary WB-17 off-street loading area mid-block along the Brown Road Extension in order to limit the need for the turn-around to accommodate trucks larger than SU-9.) The turn-around may incorporate the dedicated road, together with a portion of the SRW to be registered on title for combined walkway and vehicle access/loading purposes, as per "Area C" on the Preliminary Statutory Right-of-Way (SRW) Plan (**Schedule D**). The required turn-around is expected to remain in place until such time as Brown Road is extended to Sexsmith Road by others.

- ii) Ultimate Cross-Section: The developer is required to take into consideration the following "ultimate" configuration (referenced from the 2.5 m wide westbound parking lane to south) in the design and construction of "interim" road works:
- 9.9 m wide vehicle travel area (i.e. 3 lanes @ 3.3m wide);
 - 2.5 m wide eastbound parking lane;
 - 0.15 m wide concrete barrier curb;
 - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system);
 - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge);
 - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings; and
 - 2.0 m wide sidewalk.

- **CCAP "Minor Street"** (i.e. new diagonal road linking Hazelbridge Way with Brown Road): The developer is required to design and construct road widening, at the developer's sole cost (DCC credits shall not apply), to accommodate the following (described from north to south).

NOTE #1: The driving and parking portions of the street, including the pedestrian/bike crossing at Brown Road and pedestrian crossing at Hazelbridge Road are to be raised generally to the grade of the pedestrian sidewalk/boulevard.

NOTE #2: Via the SA* design approval processes, special attention must be given to coordinating the design of the subject street with that of the abutting proposed park. As a result of such coordination, the City may, at its sole discretion, require changes to the following list of works to enhance the functionality, safety, and/or appearance of the street, park, and/or related spaces/uses.

- Sidewalk of varying width (2.0 m – 3.15 m), the wider portion of which shall include street trees (in grates) @ 6.0 m on centre or as otherwise directed by the City;
 - landscaped boulevard of varying width, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover, decorative paving, and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, bollards, and a minimum 1.5 m wide continuous trench for tree planting;
 - 2.5 m wide parking lane incorporating decorative paving;
 - roll-over curb;
 - 6.2 m wide general purpose travel area providing for 2-way traffic;
 - roll-over curb;
 - 2.5 m wide parking lane incorporating decorative paving;
 - landscaped boulevard of varying width, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover, decorative paving, and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, bollards, and a minimum 1.5 m wide continuous trench for tree planting; and
 - 2.0 m wide sidewalk.
- **Hazelbridge Way:** The developer is required to design and construct improvements, at the developer's sole cost (DCC credits shall not apply), to accommodate the following along the Hazelbridge Way frontage of the residential building site (i.e. north of the CCAP "minor street") (described from west to east).
 - 2.0 m wide sidewalk; and
 - 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system).
 - **Park Frontages:** The developer is required to design and construct improvements, at the developer's sole cost (DCC credits shall not apply), to accommodate the following along the Hazelbridge Way, Brown Road, and Cambie Road frontages of the proposed park (described from the back of curb in towards the park).

NOTE #1: The park frontages shall be considered by the City in determining the subject development's eligible parking relaxations (to be calculated on a phase-by-phase basis) in respect to Transportation Demand Management (TDM) measures as set out in the Zoning Bylaw (i.e. up to 10%). Additional measures for considerations in respect to possible TDM-related parking relaxations are identified via the "parking strategy" identified as a "prior to rezoning" and "prior to Development Permit* issuance" considerations, as described in this Rezoning Considerations document.

NOTE #2: Via the SA* design approval processes, special attention must be given to coordinating the design of the subject streets with that of the abutting proposed

park. The City may, at its sole discretion, require changes to the following list of works to enhance the functionality, safety, and/or appearance of the street, park, and/or related spaces/uses.

- 2.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of ground cover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and a minimum 1.5 m wide continuous trench for tree planting (i.e. to facilitate innovative stormwater management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system); and
- 2.0 m wide sidewalk;
 In addition, along the Brown Road frontage of the park only:
 - 0.5 m wide buffer strip, incorporating permeable paving, pedestrian lighting, decorative planting, and furnishings; and
 - 1.8 m wide bike path (i.e. asphalt with 0.15 m wide concrete bands along each edge).

15.2.2. **Traffic Signals:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the outcome of the TIS, as determined at the sole discretion of the City.

- **CCAP “Minor Street”:** Installation of a new pedestrian signal at the intersection of the CCAP “minor street” and Hazelbridge Way including, but not limited to, the following:
 - Signal pole, controller, base, and hardware;
 - Pole base, street light luminaire, and fittings (i.e. to match City Centre standards for Capstan Village);
 - Detection, conduits (i.e. electrical and communications) and signal indications, and communications cable, electrical wiring and service conductors;
 - Accessible Pedestrian Signals (APS) and illuminated street name sign(s); and
 - Pre-ducting for the intersection’s future full traffic signalization.

15.2.3. **Special Crosswalk:** Installation of a special crosswalk, including downward lighting and associated equipment, on Cambie Road at Brown Road.

15.2.4. **Streetslights:** The design and construction of the following improvements, together with any additional improvements that may be necessary subject to the SA design process, as determined at the sole discretion of the City.

A. City Streets	
1.	Hazelbridge Way (East side of street) <ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb (Existing lighting to be replaced): <u>Type 7</u> (LED) INCLUDING 1 street luminaire, banner arms, and duplex receptacles, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
2.	(Existing) Brown Road (West side of street) <ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb (Existing lighting to be replaced): <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation. • Pedestrian lighting between sidewalk & bike path: <u>Type 8</u> (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and duplex receptacles, but EXCLUDING any flower basket holders or irrigation.

A. City Streets	
3. (New) Brown Road (North side of street)	<ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation. • Pedestrian lighting between sidewalk & bike path: <u>Type 8</u> (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway and duplex receptacles, but EXCLUDING any flower basket holders or irrigation.
4. New diagonal street (Both sides of street)	<ul style="list-style-type: none"> • Pole colour: Grey • Roadway lighting @ back of curb: <u>Type 7</u> (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or irrigation.
B. Off-Street Publicly-Accessible Walkways & Open Spaces	
1. Park (City owned & maintained) (TO BE CONFIRMED VIA PARK SERVICING AGREEMENT PROCESS)	<ul style="list-style-type: none"> • Pole colour: Grey • Pedestrian lighting: <u>Type 8</u> (LED) INCLUDING 1 or 2 pedestrian luminaires, duplex receptacles, and additional features, if so determined to the satisfaction of the City, (e.g., banner arms, flower basket holders, irrigation).
2. On-Site (SRW) Walkway @ East side of site (Developer owned & maintained) (TO BE CONFIRMED VIA SERVICING AGREEMENT & DP PROCESSES)	<ul style="list-style-type: none"> • Pole colour: Grey • Pedestrian lighting: <u>Type 8</u> (LED) INCLUDING 1 or 2 pedestrian luminaires (as determined via the Servicing Agreement & DP processes), but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.

15.3. Parks SA* Requirements:

- A final park plan, including a City-approved phasing and budget strategy, together with the detailed design and construction of the first phase of the park, to the satisfaction of the Senior Manager, Parks, Director of Development, Director of Transportation, Director of Engineering, and Manager, Environmental Sustainability.
 - Street frontages are outside the scope of the park (and the park construction DCC program) and, therefore, are described under this document's Transportation SA* Requirements. Note, however, that the street frontages must be designed and constructed in coordination with the park and, as determined to the satisfaction of the City, elements identified along those frontages under the Transportation SA* Requirements may be varied via the SA* detailed design processes to better achieve the inter-related objectives of the City's parks, transportation, engineering, and related interests.
 - Works required in the park plan may include, but may not be limited to, those illustrated and described in the attached Park Terms of Reference & Preliminary Conceptual Park Plan (**Schedule H**).
16. Development Permit*: The submission and processing of a Development Permit* (including all proposed phases of the subject development) completed to a level deemed acceptable by the Director of Development.

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

1. Capstan Station Bonus Supplementary Public Open Space: Register SRW(s) on title as required to satisfy the density bonus provisions of the Capstan Station Bonus in respect to the subject development's proposed site specific zone (i.e. at least 5 m² per dwelling must be provided as suitably landscaped public open space over and above required CCAP outdoor amenity spaces). The size, terms of use, design, construction, maintenance, and related considerations in respect to any such SRW(s) shall be determined to the satisfaction of the City via an approved Development Permit* and/or Servicing Agreement*.

NOTE: Eligible public open space areas provided prior to rezoning by the developer in respect to the density bonus provisions of the Capstan Station Bonus shall include the following:

- "Area D", as shown on **Schedule A**, which area shall be transferred to the City as fee simple; and
 - "Area B", as shown on **Schedule D**, which area shall be secured via a SRW for use as a public walkway and related purposes.
2. Aircraft Noise Sensitive Use: 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. 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

3. Landscape & Tree Protection: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should, among other things, identify protected trees, together with tree protection fencing requirements.

NOTE:

- On-Site: There are currently no bylaw-size trees within the proposed residential portion of the subject trees. All the trees identified for retention and protection in respect to the residential portion of the site are located on abutting properties. The installation of appropriate tree protection fencing is required around all trees identified for retention prior to any construction activities occurring on-site, including site preparation and pre-loading. The developer may be required to submit proof of a Contract entered into between the developer and a Certified Arborist for the supervision of any works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections and a provision for the Arborist to submit a post-construction assessment report to the City for review.

- Off-Site: A number of bylaw-sized trees are located within the proposed City-owned park and along its Brown Road frontage. The protection and/or removal/replacement of those trees (together with any requirements for protective fencing and security) will be addressed, to the satisfaction of the Senior Manager, Parks, via the Servicing Agreement (SA)* approval process for the design and construction of the park.
4. Accessible Housing: Incorporation of accessibility measures in Development Permit* plans including, but not necessarily limited to, those determined via the Rezoning review process as follows:
- 4.1. Richmond's "convertible housing" standards (i.e. for ready conversion to facilitate wheelchair access): 5% of units.
5. Parking Strategy: Submission of a parking strategy demonstrating the subject development's compliance with Zoning Bylaw requirements, on a phase-by-phase basis, including, but not limited to:
- 5.1. Capstan Village, such that:
 - 5.1.1. The combined total minimum parking space requirement for the subject development's three phases shall be as per Zone 1;
 - 5.1.2. Notwithstanding the above, the minimum number of parking spaces provided for Phase 1 shall be as identified for Zone 2, of which those parking spaces provided in excess of Zone 1 requirements shall be secured for the temporary use of uses occurring in Phase 1 and may be used to satisfy the parking space requirements of subsequent phases of the development; and
 - 5.1.3. The developer shall confirm that on-site vehicle parking meets Zoning Bylaw requirements, including, but not limited parking space sizes, their allocation for use as handicapped, standard, and small-car spaces, aisle widths, and related standards (e.g., no columns within parking spaces). (NOTE: The minimum permitted internal drive aisle width shall be 6.7 m.)
 - 5.2. Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number of required spaces), as determined to the satisfaction of the City, including:
 - 5.2.1. For residential: Electric plug-in service (120V and/or 240V, as determined by the developer) shall be provided for 20% of parking stalls; and
 - 5.2.2. For bikes: Electric plug-in service (120V) shall be provided for 5% of bike racks or one per bike storage compound, whichever is greater.

NOTE: Additional measures for considerations in respect to possible TDM-related parking relaxations are identified via the "parking strategy" identified as a "prior to rezoning" consideration, as described in this Rezoning Considerations document.
 - 5.3. A bicycle parking plan must be submitted confirming that on-site bicycle parking meets all Zoning Bylaw requirements, including:
 - 5.3.1. For Class 1: 1.25 stalls per dwelling unit; and
 - 5.3.2. For Class 2: 0.2 stalls per dwelling unit.
6. Residential Tandem Parking: Registration of a legal agreement(s) on title in respect to parking spaces arranged in tandem requiring that both spaces forming a tandem pair of spaces must be assigned to the same dwelling.

7. Loading Strategy: Submission of a loading strategy demonstrating how loading can be accommodated on-site (i.e. not on-street) with SU-9 and/or WB-17 being the design vehicles, as appropriate based on Zoning Bylaw requirements. Adequate loading must be provided for the ultimate build-out of the subject site and on a phase-by-phase basis. Based on the estimated size of the development, four SU-9 and two WB-17 loading spaces are required. As per the Zoning Bylaw, sharing of medium (SU-9) and large (WB-17) loading spaces may be permitted if two medium loading spaces are placed front-to-back. In such a case, the requirement for one large loading space is waived as the large loading vehicle can be accommodated within the two front-to-back medium loading spaces. Schematic illustration(s) must be provided to demonstrate, to the satisfaction of the City, that loading vehicles can safely manoeuvre into the loading space from the fronting street, and vice versa.
8. Garbage & Recycling Requirements: The developer's preliminary design of individual garbage and recycling room serving each phase/building and the proposed use of garbage and cardboard compactors are acceptable. Submission of a garbage/recycling strategy demonstrating the subject development's phase-by-phase compliance with Zoning Bylaw and related City requirements is required, including, but not limited to, the following.
 - 8.1. Service provider input in respect to the proposed garbage and cardboard recycling compactors (e.g., width, height, and turning radius for the servicing trucks to remove the rolling containers).
 - 8.2. The City will provide blue cart and food scraps collection. Phase-by-phase requirements include:
 - 8.2.1. Phase 1 (166 units): 17 recycling carts and 8 food scraps carts
 - 8.2.2. Phase 2 (109 units): 11 recycling carts and 5 food scraps carts
 - 8.2.3. Phase 3 (248 units): 25 recycling carts and 12 food scraps carts
 - 8.3. All carts must be emptied on site. To accommodate recycling truck operations, recycling pickup areas must satisfy the following minimum dimensions:
 - 8.3.1. Height clearance: 5.79 m (19 ft)
 - 8.3.2. Width clearance: 4.26 m (14 ft)
 - 8.3.3. Depth clearance: 10.67 m (35 ft)
9. Additional Servicing Agreement (SA)* Requirements: As determined via the Development Permit* approval process, enter into a SA(s)* for the design and construction, at the developer's sole cost, of works in addition to those for which the developer must enter into SAs* prior to rezoning adoption. Such works may include, but may not be limited to, the design and construction of a public walkway, driveway, and related improvements within SRWs identified along the east side of the subject site (i.e. "Areas B" and "C", as shown in **Schedule D**).

NOTE: This item does not refer to the eastward extension of Brown Road (i.e. east of the existing portion of Brown Road). The developer must enter into a SA* for the extension of Brown Road, secured via a Letter of Credit, prior to rezoning adoption. However, as per restrictive covenants and/or alternative legal agreements to be registered on title (prior to rezoning adoption) in respect to "phasing", the construction of the Brown Road extension may be delayed until the development's third phase (i.e. a Certificate of Completion must be issued prior to Final Building Permit* Inspection granting occupancy for any portion of the subject development's third phase).
10. Additional Requirements: Discharge and registration of additional right-of-ways and legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, and Director of Engineering.

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

1. Capstan Station Bonus: Submit the voluntary developer contribution to the Capstan station reserve or as otherwise provided for in the Zoning Bylaw, as per the restrictive covenant(s) and/or legal agreement(s) registered on title and the Richmond Zoning Bylaw in effect at the date of the Building Permit*.
2. Construction Parking and Traffic Management Plan: 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.
3. Accessible Housing: Incorporation of accessibility measures in Building Permit* plans as determined via the Rezoning and/or Development Permit* processes (e.g., Basic Universal Housing, convertible housing).
4. Aircraft Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit* approval processes have been incorporated satisfactorily in the Building Permit* drawings and specifications.
5. Sanitary Pump Station: If applicable, payment of latecomer agreement charges associated with eligible latecomer works in respect to the design and construction of a new sanitary pump station on the north side of Capstan Way, between Sexsmith Road and Hazelbridge Way.
6. Construction Hoarding: Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

NOTE:

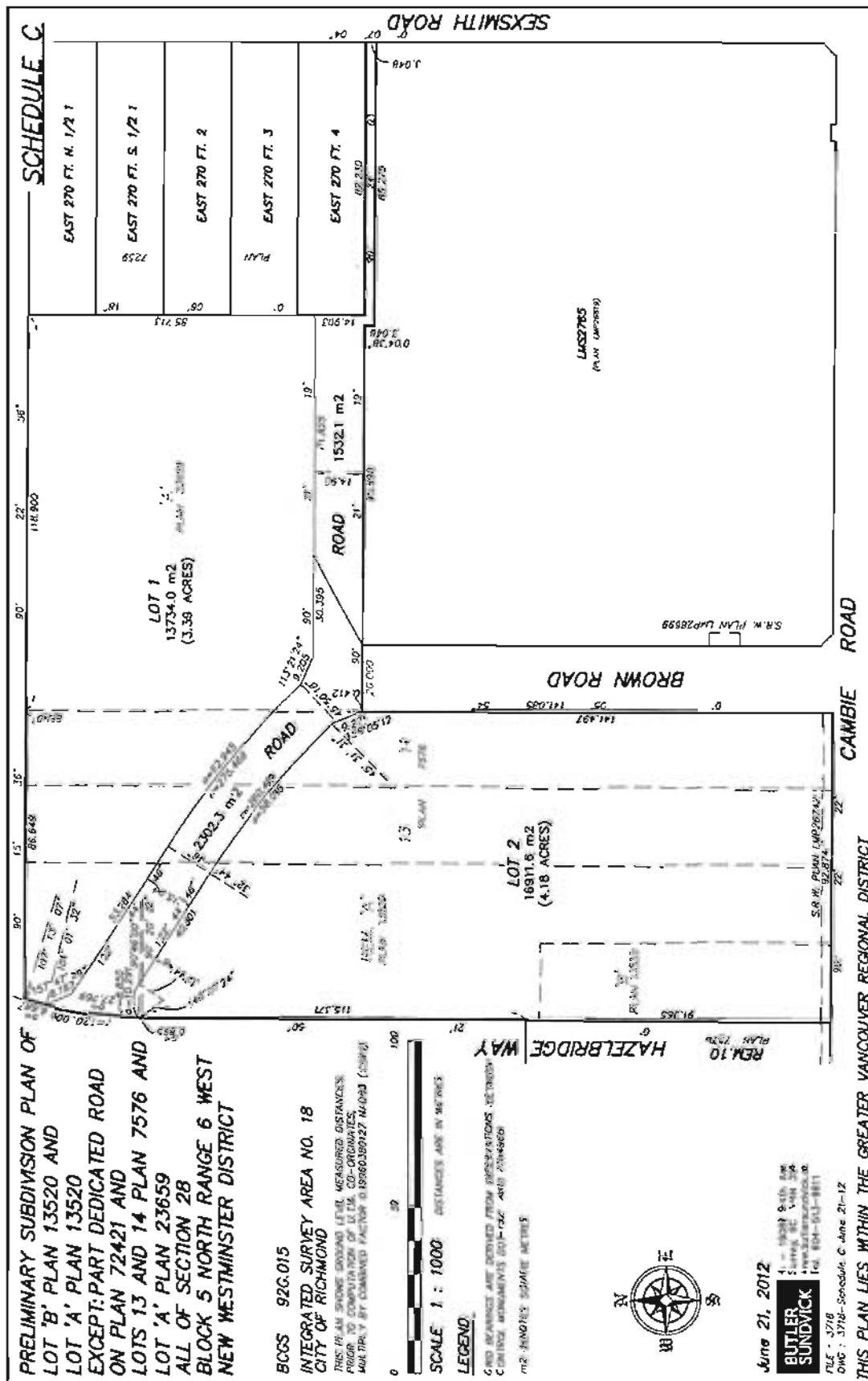
- a) Items marked with an asterisk (*) require a separate application.
- b) Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.
- c) All 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.
- d) 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.

SIGNED COPY ON FILE

Signed _____

Date _____





PRELIMINARY STATUTORY RIGHT OF
WAY PLAN OF LOT 1 SECTION 28
BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN
BCP _____

BCGS 92C.015
INTEGRATED SURVEY AREA NO. 18
CITY OF RICHMOND

THIS PLAN SHOWS GROUND LEVEL MEASURED DISTANCES PRIOR TO COMPUTATION OF U.T.M. CO-ORDINATES. MULTIPLY BY CORRECTION FACTOR 0.99980033127 NAD83/NSRS83



SCALE 1 : 750 DISTANCES ARE IN METRES

LEGEND

ORIG. REACTIONS ARE DERIVED FROM OBSERVATIONS BETWEEN
 CROWNED MONARCHS ONLY—1972 AND 1980-81

m2: 12.4 MOY'S SQUARE METRE

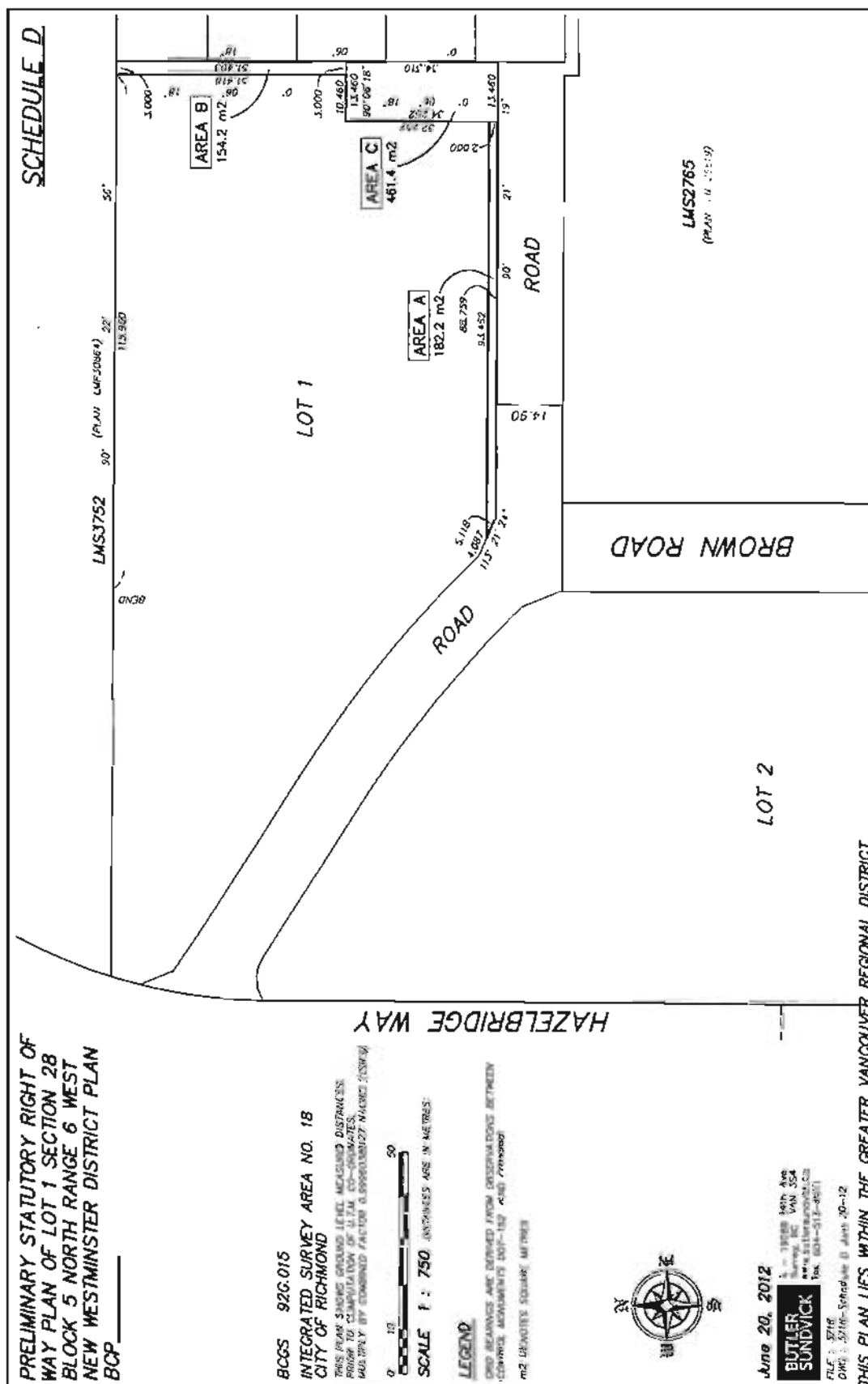


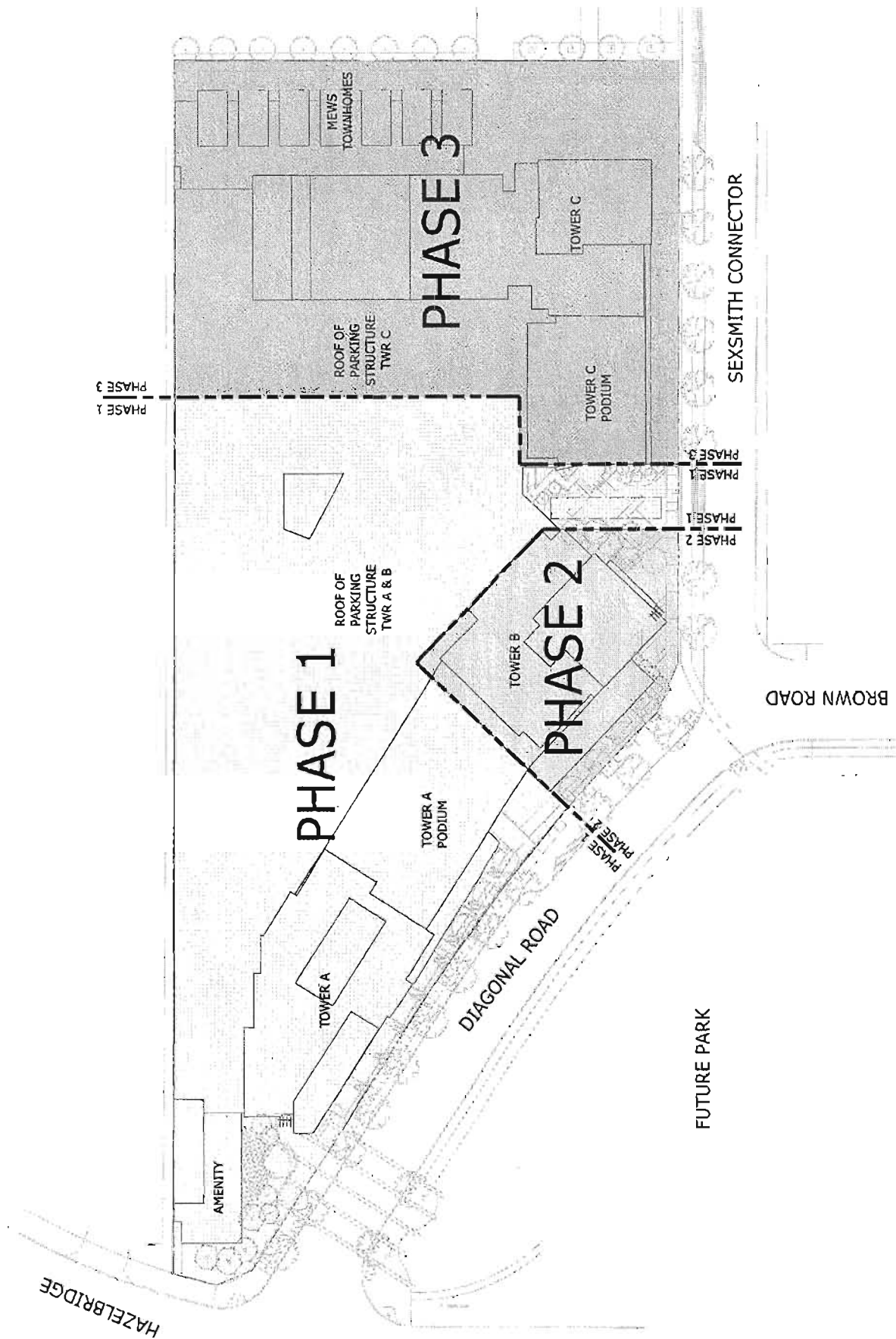
June 20, 2012

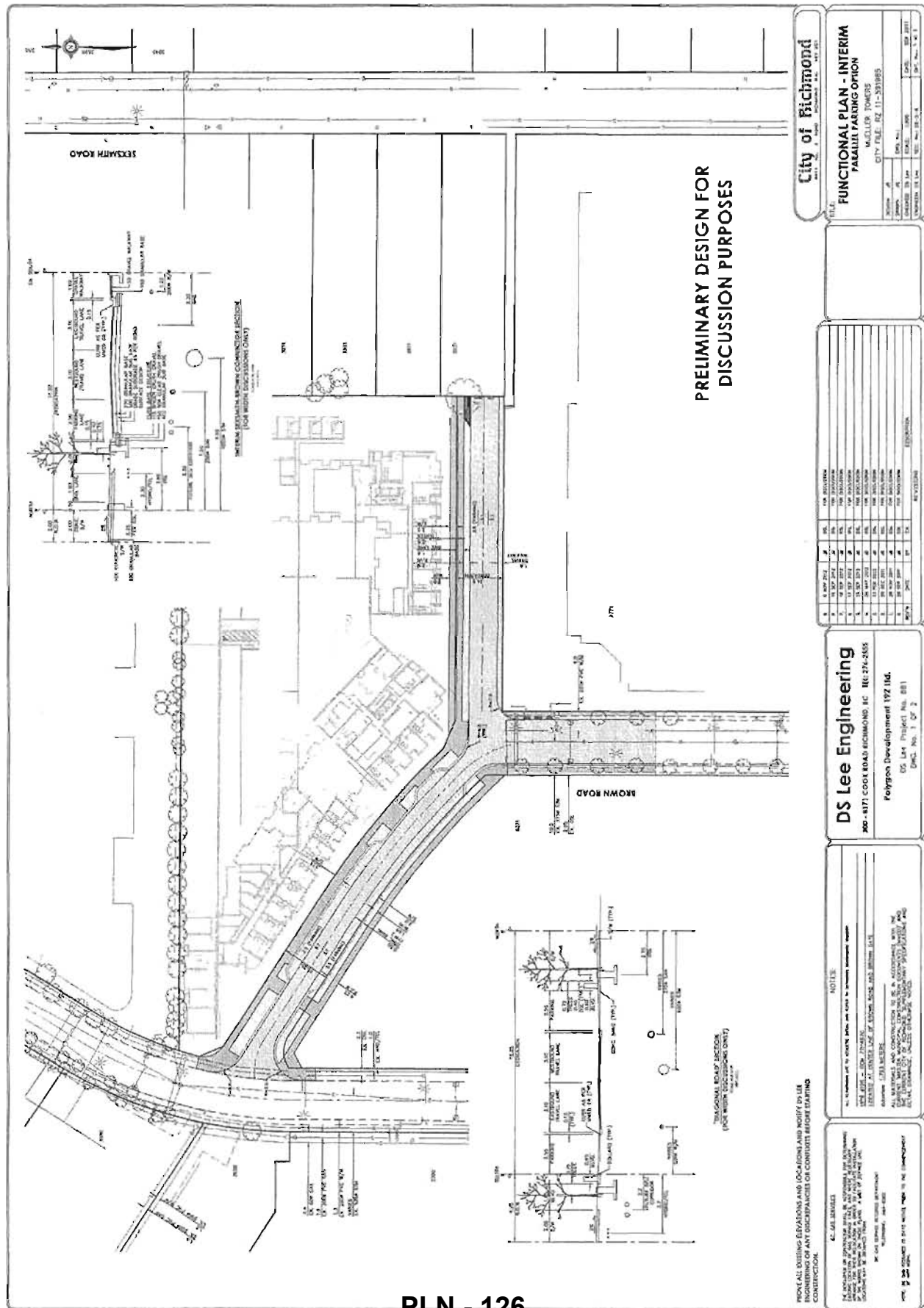
**BUTLER
SUNDVICK**
A-1 TRUCK 167th Ave
Burien, MO 64008
www.butlersundvick.com
Fax: 800-257-0011

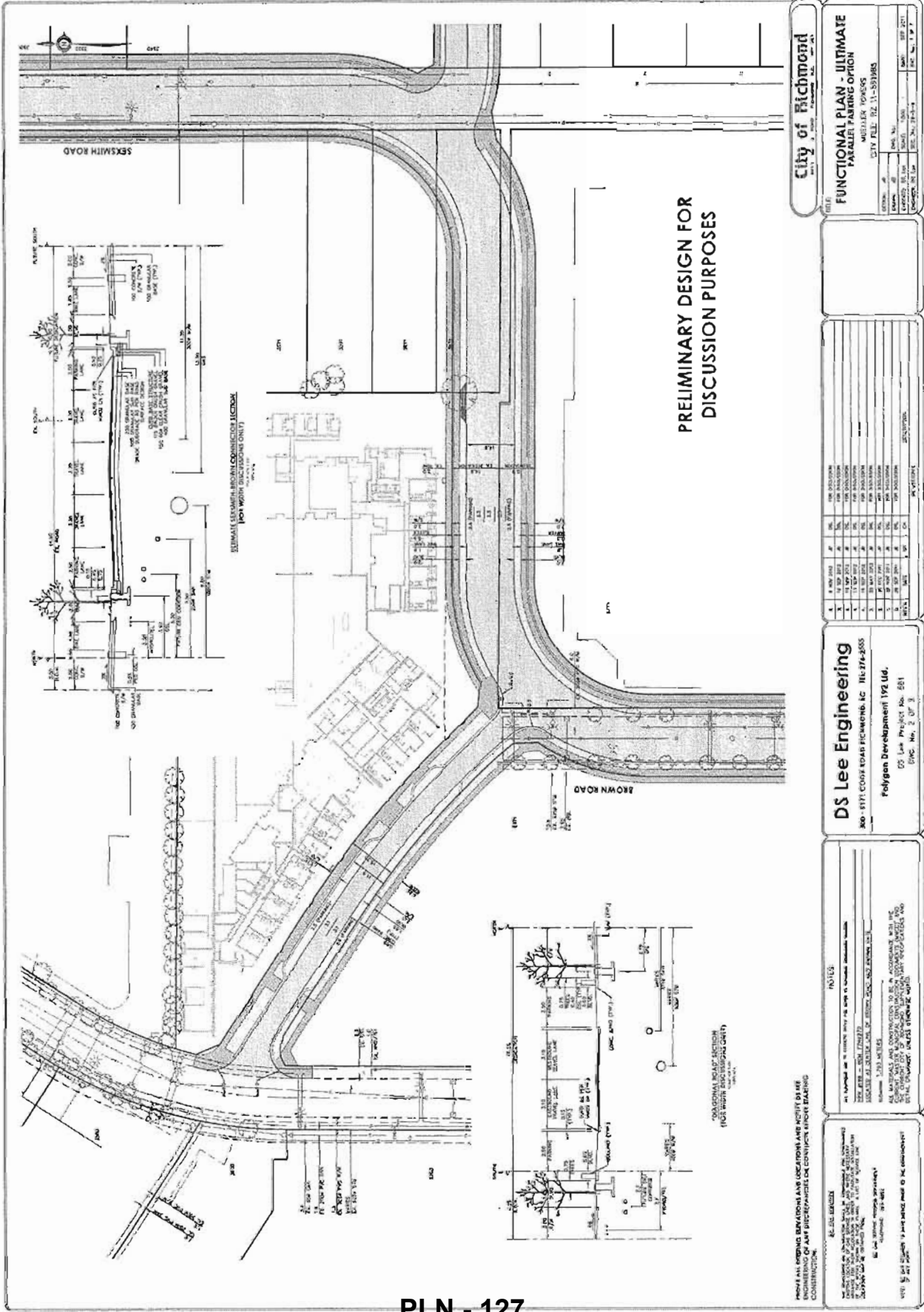
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THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT









Park Terms of Reference

RZ 11-591985

Purpose

To provide guidance for the design and construction of the City-owned park proposed for the block bounded by Hazelbridge Way, Cambie Road, Brown Road, and a new street linking Brown Road with Hazelbridge Way that is designated under the City Centre Area Plan (CCAP) as a “minor street”.

Park Planning & Development

The CCAP proposes that the neighbourhood park needs of Capstan Village’s emerging resident, worker, and visitor populations are served via the establishment of a network of small parks (i.e. one within each quarter of a quarter-section), each of which is to have a distinct, yet complementary, program of uses and related features. The park proposed by Polygon as part of the subject rezoning is, at 1.69 ha (4.18 ac) in size, the largest of Capstan Village’s proposed neighbourhood parks. In addition, being located at Hazelbridge Way and Cambie Road – an important “gateway” to Aberdeen Village’s busy commercial precinct and only one block from the Aberdeen Canada Line station – the proposed park will be one of Capstan Village’s most prominent and an important venue for local and larger community events and celebrations.

Park Vision

The park is envisioned as the “living room” for the Capstan Village area of Richmond, serving as the home ground for the social, recreational, and business life of the local community. It will function both as a quiet sanctuary of neighbourhood green, and a public urban square, and will offer a diverse mixture of landscapes, programs, activities and amenities for all to experience and enjoy in a shared place. The park will provide something for everyone, and people will be welcome to visit at all times of the day and throughout the seasons. It will also become a destination, attracting visitors from across the city, the surrounding region, and from even more distant places.

Park Objectives

1. **See the future; respect the past:** The Capstan Village area is rapidly changing from its original suburban/agricultural setting into a vibrant urban place. This story of transformation is to be reflected in design of the park.
2. **Build on its surroundings:** The park must build on the activity on the adjacent streets in order to be drawn into the city fabric. A carefully considered blending of the park and its surroundings will help ensure a steady flow of users to both. Multiple entrances to the park will allow for easy access.
3. **Celebrate diversity:** A great diversity of people of different backgrounds and cultures will live, play, and work within this area of Richmond. The park will support and add to this rich, interesting and colourful mix.
4. **Create identity:** Parks that are attractive to users, that have strong images, the encourage people to visit time and again, often become important centres of life for the communities they serve. There is great potential here for the park to assume this significant role within Capstan Village, and to foster a feeling of ownership and connectedness among the residents.
5. **Make connections:** Residents of Capstan Village will look beyond their neighbourhood for other recreational, social, and business opportunities. The Park must therefore be well integrated into the overall parks and open space system, and the street network for Richmond’s City Centre. It will connect with the Middle Arm waterfront to the west, and link together with the adjacent Aberdeen and Bridgeport Villages via various streets, greenways and greenlinks. The result will be a prosperous, healthy and livable urban scene.

6. **Provide for everyone and for every season:** Spaces within The Park are to be designed to accommodate a great variety of activities at all times of the year. Activities may range from the quiet and passive, to highly active and energetic uses, from the spontaneous act with only a few people involved, to the highly organized, detailed and programmed public events that will draw very large crowds from throughout the district.
7. **Build in flexibility:** Flexibility of design of the spaces and features within The Park will ensure programming opportunities at The Park are maximized.
8. **Provide amenities and attractions:** A generous range of features will establish a friendly, welcoming, and neighbourly atmosphere at The Park. It will become a place of great sociability, comfort, access, and activity.
9. **Introduce the natural landscape/environment:** The park design will incorporate aspects of the natural environment within its plan, allowing The Park to act, in part, as a much needed oasis within the City Centre. This approach may be applied to landscape and play features, and will allow for efficient management and maintenance practices to occur.
10. **Demonstrate green technology:** Innovative ways to control storm drainage run-off within The Park, and possibly from adjacent development, are to be incorporated with the design plan.
11. **Ensure public safety:** A safe environment will add to The Park's positive image with the community. Therefore, design of The Park must satisfy Crime Prevention through Environmental Design (CPTED) principles and related public safety considerations

Key Park Features

- a) **Lawn:** a Great Lawn for informal play and sunning; large enough so that it may host a multitude of outdoor activities simultaneously; sited adjacent the plaza to extend the range of activities and events.
- b) **Trees:** deciduous and coniferous trees; native species and introduced varieties, to provide shade, colour, seasonal interest; sited to act as focal points; located to create and contribute towards park character.
- c) **Landscape features:** including **earthworks and landforms, specimen trees, planting beds and grassy meadows, and urban water features and naturalistic intermittent streams** to add to the diversity of possible park experiences, and to enhance those parts of the park with a more natural and green character.
- d) **Pedestrian pathways and Bicycle paths:** a hierarchy and network of pathways for walkers, joggers and cyclists to bring people in to, out from, and through the park.
- e) **Lighting:** lighting to ensure public safety within the park; to support programming opportunities within the plaza and throughout the site; and to create effects in the evening. Hardware to be durable and attractive, suitable for an urban setting.
- f) **Urban plaza/square:** a space that forms the core of a lively, exciting and cosmopolitan city space, a common ground for community celebration, expression, announcement and performance; of attractive and high quality yet practical and durable materials. Associated with a sheltered **Stage**, both of which are supported by **public washrooms, mechanical room and storage space, and a Concession**.
- g) **Site furniture:** a variety of benches and seating edges; tables, and trash receptacles to support life within the park
- h) **Play features:** equipment ranging from traditional play to those freer, more natural and informal in character, to create play environments of interest and fun.
- i) **Public art:** to enliven the park and contribute towards a sense of place, ownership, cultural identity and lasting memory for local residents and visitors.
- j) **Off-leash dog area:** an area of the park, enclosed by a fence and providing for suitable furnishings (e.g., benches, water fountain), where responsible dog owners can exercise/socialize their dogs off-leash.

- k) **Eco-amenity:** a “rain garden” (i.e. enhanced bio-swale) designed to take the place of some conventional on-site stormwater management features while providing for a variety of benefits (e.g., enhanced habitat opportunities, green infrastructure services, slowing of infiltration, recharging of the water table, filtering of run-off, enhanced public awareness and enjoyment of natural systems in the urban environment) without any increase in the overall cost to the project.
- l) **Infrastructure:** all infrastructure necessary for the efficient and effective operation and maintenance of the park including, but not limited to, irrigation, storm drainage, power, and water.

Park Implementation

Prior to rezoning adoption, the developer must enter into a Servicing Agreement (SA) for the detailed design and construction of the park’s first phase, to the satisfaction of the City. Phase one of park construction, which must be complete prior to the occupancy of any dwellings within the subject development, is proposed to include grading, lighting, landscape, infrastructure, and related features as require to ensure that the park will be immediately attractive to and usable by local residents, workers, and visitors for general park activities, as determined to the satisfaction of the City. Subsequent phases will involve the addition of special amenities (e.g., stage, water features) aimed at enhancing the park and its role in the community.

The total cost of the park is estimated at \$4.2 million, plus approximately \$200,000 for frontage works and an additional +/- \$358,000 for public art (including art installed within the park and coordinated works on/around the proposed residential building). The preliminary scope of work and related costing for the park’s first phase of construction assumes the following:

- +/- \$1.2 million for park construction, based on the subject development’s total “park construction” DCCs payable;
- +/- \$200,000 for frontage works (e.g., sidewalks, boulevards, street trees), to be constructed at the developer’s sole cost; and
- 100% of the proposed public art budget (+/- \$358,000).

Temporary Sales Centre

Via the detailed design process for the first phase of the park, opportunities will be explored to locate the developer’s temporary sales centre on the designated park site, at the sole cost of the developer, together with the potential for repurposing the building to accommodate one or more of the park’s proposed amenities (e.g., concession, storage, covered stage). Construction and maintenance of the sales centre and related areas/uses shall be at the sole cost of the developer. Removal and/or repurposing of the sales centre shall be to the satisfaction of the City and shall not compromise City objectives for the completion of the first phase of park construction prior to occupancy of the first phase of the subject residential development. As required, business terms in respect to the sales centre shall be determined to the satisfaction of the Manager, Real Estate Services, the Director of Development, and Senior Manager, Parks.

Council Direction

Prior to rezoning adoption, the conceptual park plan, phasing, costing, and related information will be presented for consideration by the Parks, Recreation, and Cultural Services Committee of Council. Direction from the Committee will be used to, among other things, confirm the scope of work and budget for build-out of the park and its first phase, together with a strategy for how the funding of park construction should be managed at the park’s first and subsequent phases (i.e. taking into account future rezoning applications, grants, sponsorships, the DCC program, and other opportunities).

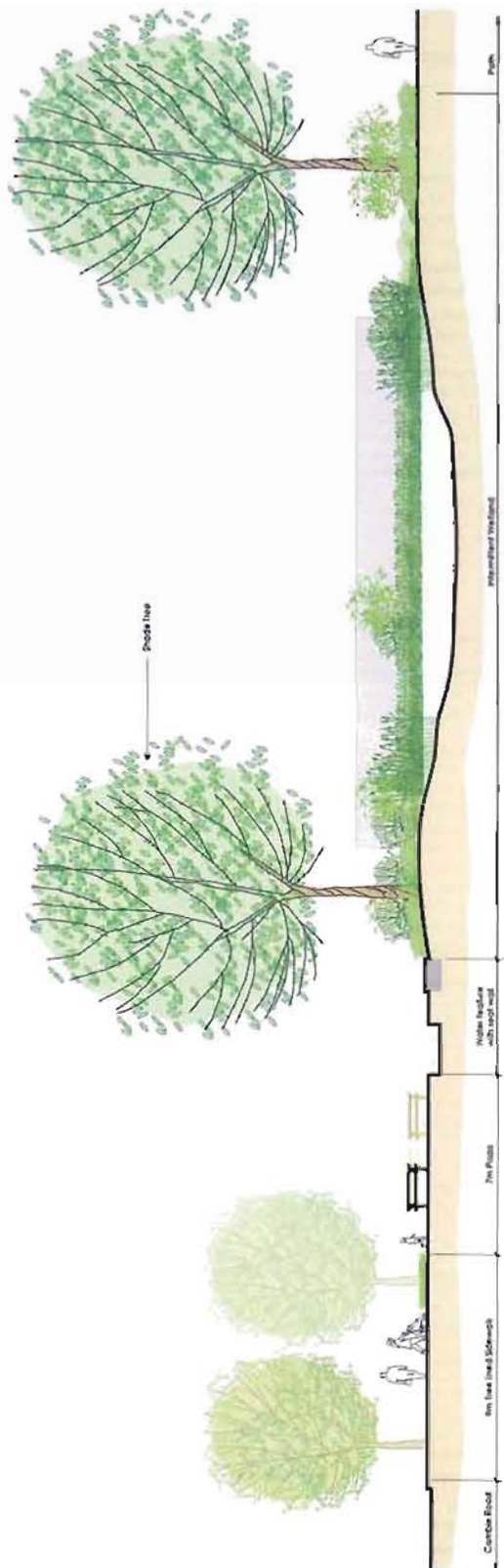
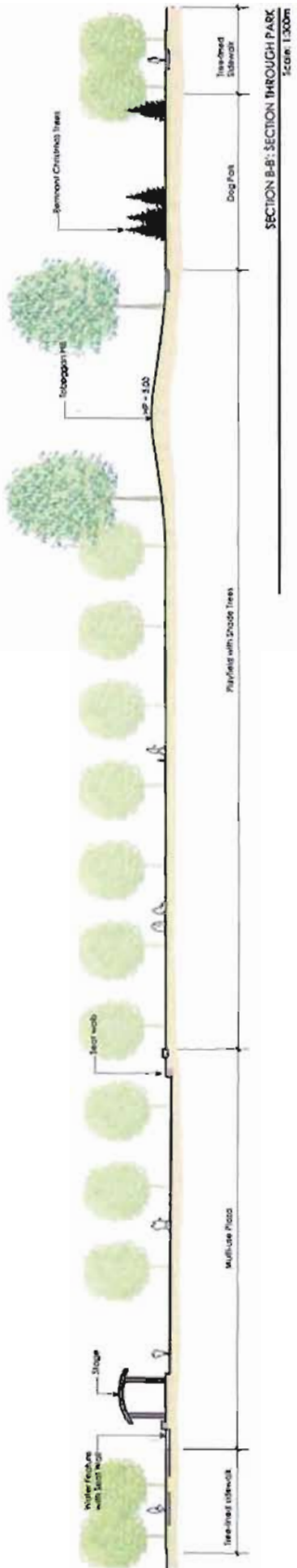
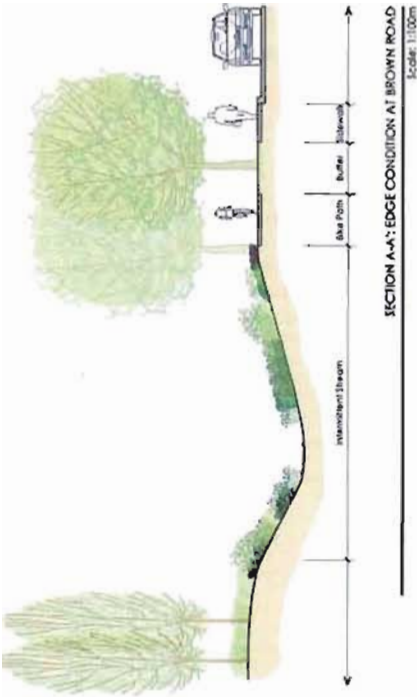
Overall Concept @ Build-Out



PLN - 131

Schedule H

Park Terms of Reference & Preliminary Conceptual Park Plan



Phase 1 - Overall



PLN - 133

Phase 1 - North

**PLN - 134**

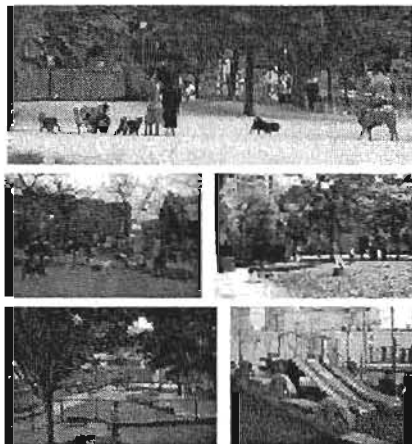
Phase 1 - South



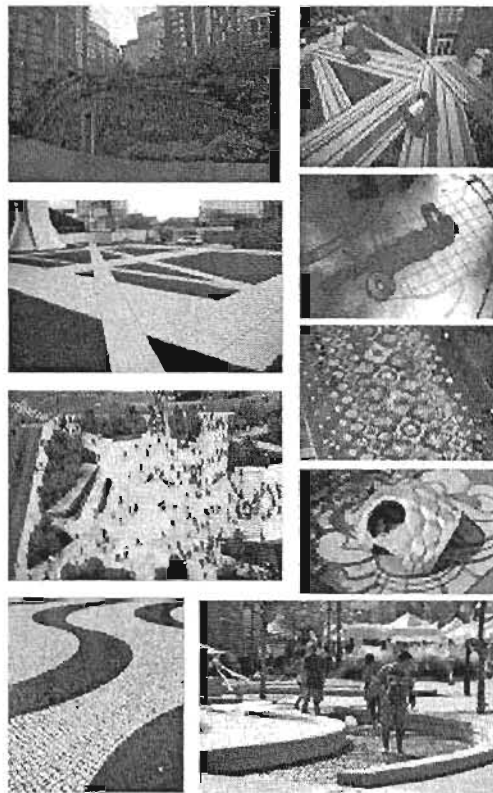
Schedule H
Park Terms of Reference & Preliminary Conceptual Park Plan



Winter Play Toboggan Hill



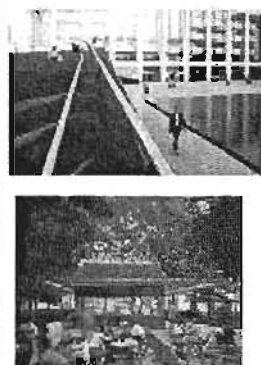
Dog Park Amenity



Public Plaza



Concession Pavillion



Project:
Mueller Park

Title:
Image Board

Project No.:
11057

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Date: Jun21-12
Drawn: EN
Sheet No.:

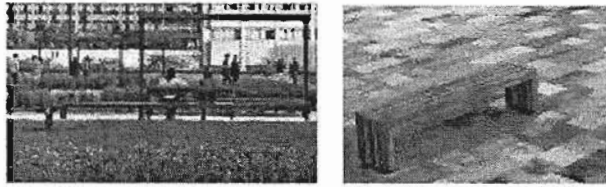
LSK 4

PLN - 136



Durante Kreuk Ltd.
102 - 1697 West 5th Ave.
Vancouver BC V6J 1N5
t: 604 684 4611
f: 604 684 0577
www.dkl.bc.ca

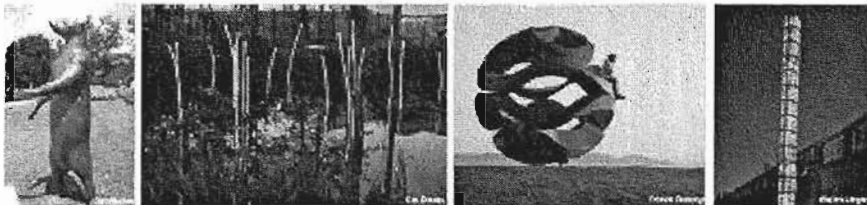
Schedule H
Park Terms of Reference & Preliminary Conceptual Park Plan



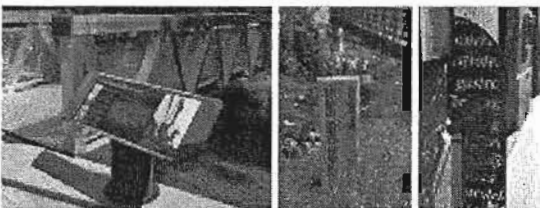
Places to Sit



Surface Stormwater Management



Art in the Park



Interpretive Signage

Project:
Mueller Park

Project No.:
11057

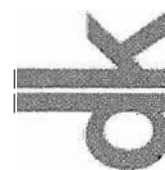
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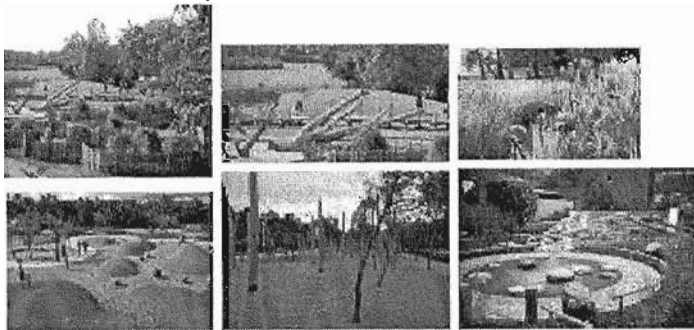
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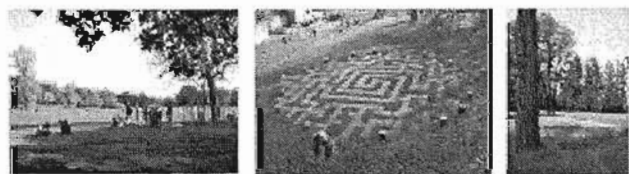
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Adventure Play



Public space



Open Spaces & Paths



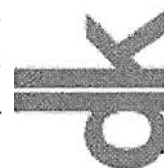
Art for Play

Project:
Mueller Park

Title:
Image Board

Project No.:
11057

Scale: NTS
Date: Jun21-12
Drawn: EN
Sheet No.:



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PLN - 138 LSK 6



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8903 (11-591985)
8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road
(Capstan Village)**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.12 as follows:

“19.12 High Rise Apartment (ZHR12) Capstan Village (City Centre)

19.12.1 Purpose

The **zone** accommodates mid- to high-rise apartments within the **City Centre**, plus compatible **secondary uses**. Additional **density** is provided to achieve **City** objectives in respect to **road, park**, affordable housing, and the Capstan Canada Line station.

19.12.2 Permitted Uses

- **child care**
- **congregate housing**
- **housing, apartment**
- **housing, town**

19.12.3 Secondary Uses

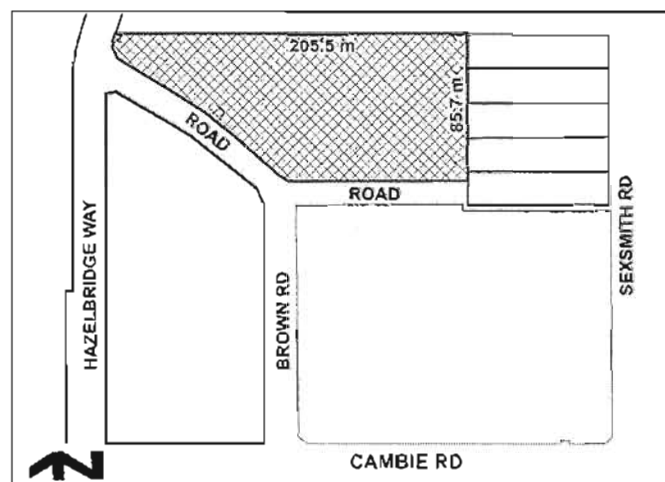
- **boarding and lodging**
- **community care facility, minor**
- **health service, minor**
- **home-based business**
- **home business**
- **library and exhibit**
- **park**
- **studio**

19.12.4 Permitted Density

1. The maximum **floor area ratio (FAR)** shall be 0.55, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 19.12.4.1, the reference to “0.55” is increased to a higher **floor area ratio** of “2.375” if:
 - a) the **site** is located in the Capstan Station Bonus Map area designated by the **City Centre Area Plan**;
 - b) the **owner** pays a sum into the **Capstan station reserve** as specified in Section 5.19;
 - c) the **owner** grants to the City, via statutory **right-of-way, air space parcel**, and/or fee simple **lot**, rights of public use over a suitably landscaped area

- of the **site** for **park** and related purposes at a rate of 5.0 m^2 per **dwelling unit**, based on the number of **dwelling units** authorized on the **site** by the Development Permit for the **site**, or $2,159.3 \text{ m}^2$, whichever is greater; and
- d) the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$5,660,550 to the **City's** capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812.
3. Notwithstanding Section 19.12.4.2, the maximum **floor area ratio** for the net **site** area of the area located within the **City Centre** shown cross-hatched on Figure 1 shall be 3.233, provided that the **owner**:
- complies with the conditions set out in paragraphs 19.12.4.2(a), (b), (c), and (d);
 - dedicates not less than $2,159.3 \text{ m}^2$ of land to the **City** as **road**; and
 - transfers not less than $2,804.8 \text{ m}^2$ of land as fee simple **lot** to the **City** for **park** purposes (including the area referred to in Section 19.12.4.2(c), provided that such area is transferred to the **City** as a fee simple **lot**).

Figure 1



19.12.5 Permitted Lot Coverage

- The maximum **lot coverage** for **buildings** and landscaped roofs over **parking spaces** is 90%, exclusive of portions of the **site** the **owner** dedicated or transferred as a fee simple **lot** to the **City** for **park** or **road** purposes.

19.12.6 Yards & Setbacks

- Minimum **setbacks** shall be:
 - for **road** and **park**: 6.0 m measured to a **lot line** (or the boundary of an area granted to the **City** for **road** or **park** purposes, via a statutory **right-of-way**, **air space parcel**, dedication, or as a fee simple **lot**), but may be

reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**; and

- b) for **interior side yard** or **rear yard**: 3.0 m, but may be reduced to nil if a proper interface is provided as specified in a Development Permit approved by the **City**.
- 2. Notwithstanding Section 19.12.6.1, **structures** located entirely below the finished **grade** may project into the **road**, **park**, **interior side yard**, or **rear yard setbacks**, provided that such encroachments do not result in a finished **grade** inconsistent with that of **abutting lots** and the **structures** are screened by a combination of trees, shrubs, native and ornamental plants, or other landscape material specified in a Development Permit approved by the **City**.

19.12.7 Permitted Heights

- 1. Maximum **building height** shall be 35.0 m, but may be increased to 47.0 m geodetic if a proper interface is provided with adjacent **buildings** and areas secured by the **City**, via a statutory **right-of-way**, **air space parcel**, dedication, or as a fee simple **lot**, for **park** purposes, as specified in a Development Permit approved by the **City**.
- 2. The maximum height for **accessory buildings** is 5.0 m.
- 3. The maximum height for **accessory structures** is 12.0 m.

19.12.8 Subdivision Provisions

- 1. The minimum **lot area** is 4,000.0 m², exclusive of portions of the **site** the **owner** dedicates or transfers to the **City** in fee simple for **park** or **road** purposes.

19.12.9 Landscaping & Screening

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

19.12.10 On-Site Parking & Loading

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

19.12.11 Other Regulations

- 1. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on the roof of a **building**).

2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it:

2.1. **HIGH RISE APARTMENT (ZHR12) CAPSTAN VILLAGE (CITY CENTRE).**

That area shown cross-hatched and indicated as “A” on "Schedule A attached to and forming part of Bylaw No. 8903”.

2.2. **SCHOOL & INSTITUTIONAL USE (SI).**

That area shown cross-hatched and indicated as “B” on "Schedule A attached to and forming part of Bylaw No. 8903”.

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8903**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION &
INFRASTRUCTURE APPROVAL

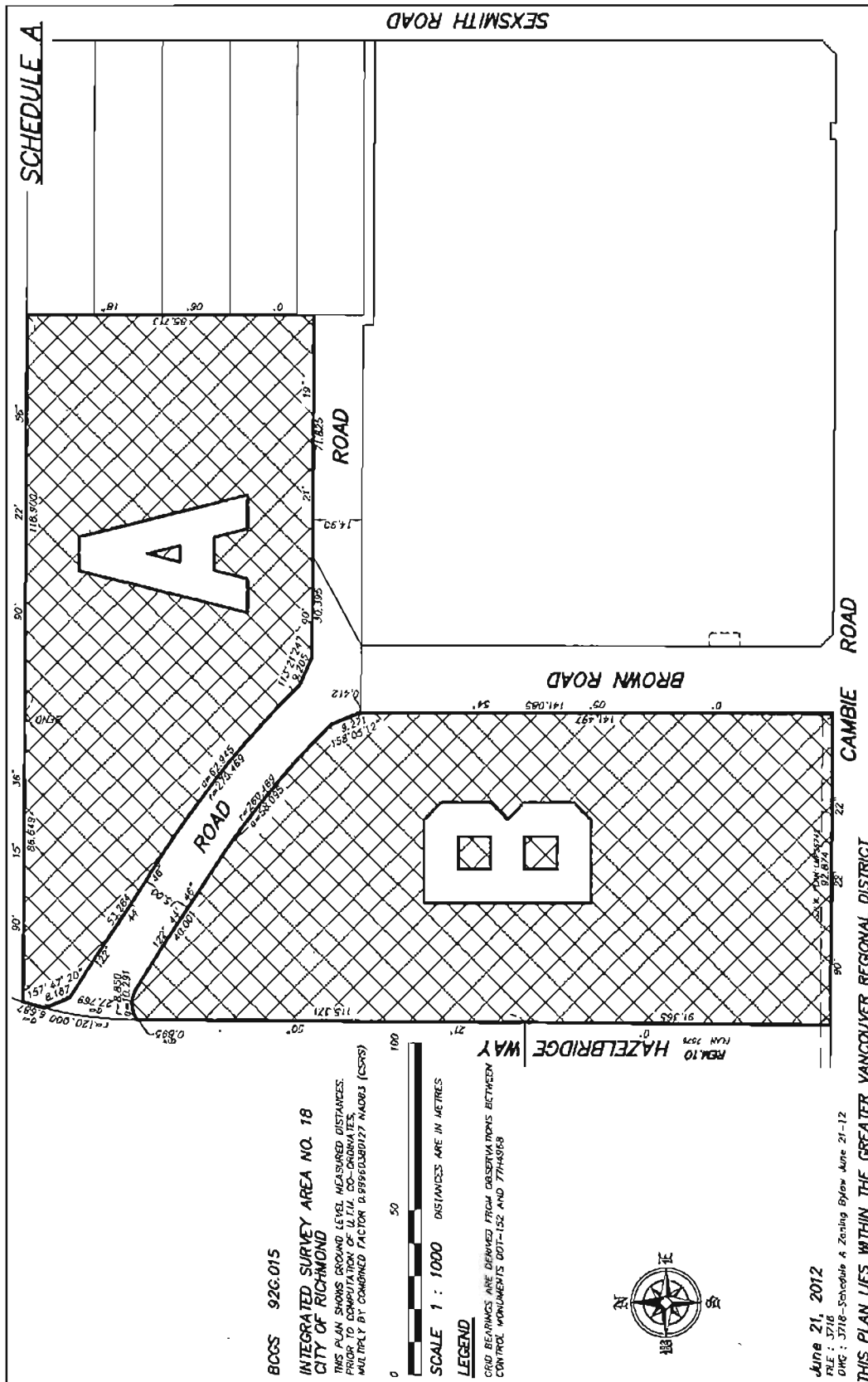
OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER








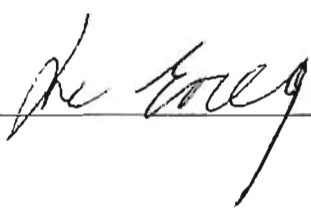

To:	Planning Committee	Date:	November 29, 2012
From:	Wayne Craig, Director of Development	File:	RZ 10-528877
Re:	Application by First Richmond North Shopping Centres Ltd., for Rezoning at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)"		

Staff Recommendations

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:
 - a) reduce the minimum density permitted from 1.25 to 0.60 FAR in the Mixed Use Area A;
 - b) adjust the alignment of May Drive within the development lands; and
 - c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
3. That Bylaw 8865 and Bylaw 8973, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - 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.
4. That Bylaw 8865 and Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading.

6. That the notification area for the Public Hearing be expanded to include the following properties, 4320, 4360, 4380, 4400, 4420, 4440, 4460, 4480, 4500, 4520, 4540, 4542, 4560 and 4562 Garden City Road and 9060, 9080, 9086, 9100 and 9180 Odlin Road as shown in **Attachment 11.**


Wayne Craig,
Director of Development
WC:bg
Att. 9

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Real Estate Services	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
		REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

First Richmond North Shopping Centres Ltd., (SmartCentres) has applied to the City of Richmond to rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)" in order to develop a shopping centre with a gross floor area of 36,018 m² (387,692 ft²) and a gross leasable floor area of 34,575 m² (372,162 ft²) and a small lot to be transferred to the City for "Park" purposes, see **Attachment 2**. This proposed development is intended to become the urban village centre for the West Cambie Area (WCA).

This proposal would consolidate 20 lots creating two (2) development parcels approximately 7¼ acres each, separated by a new north-south road (High Street) linking Alderbridge Way and Alexandra Road. A small lot at the southeast corner of the Alexandra Road and May Drive intersection will be transferred to the City for "Park" purposes. In addition, May Drive would be extended along the east side of the proposed development connecting Alexandra Road to Alderbridge Way.

West Development Parcel with approximately 18 to 52 Commercial Retail Units (CRUs's):

- Building A, along Garden City Road is a 2-storey building and would contain an anchor tenant for the development on the ground floor.
- Building B, along Alexandra Road is a 4-storey retail/parkade structure
- The remaining 5 buildings (Buildings C, D, E H and L) are 1-storey buildings.

East Development Parcel including a Walmart Store with approximately 8 to 22 CRU's:

- The proposed Walmart Store along Alderbridge Way includes approximately 14,975 m² (161,188 ft²) of floor space and would be the single largest CRU within this proposed overall development.
- As the anchor tenant on the east side of the development site, the Walmart Store is proposed as a 3-storey building (i.e., lobby, main floor and mezzanine,
- The main entry lobby for the Walmart Store would be located along Alderbridge Way but the retail floor area would be above the surrounding road elevations, over a portion of the proposed surface parking lot but would be generally situated behind and above the smaller CRU's along both Alderbridge Way and the High Street.
- The footprint of the proposed Walmart Store is approximately 9,290 m² (100,000 ft²) with the remaining floor area either in the lobby at-grade or on the mezzanine level.
- The proposed Walmart Store is roughly the same footprint size as the existing Walmart Store on Grandview Highway in Vancouver and approximately the same overall floor area as the Walmart Store in New Westminster.
- As a comparison, the Walmart Store in south Surrey is approximately 19,974 m² (215,000 ft²) and is the largest in the Lower Mainland.
- The remaining 4 building (Buildings J, K, M and N) are 1-storey buildings fronting either Alderbridge Way or the High Street.

The following table provides a statistical summary of the overall proposed development (see also **Attachment 3 – Development Application Data Sheet**).

Category	Proposed West Parcel	Proposed East Parcel	Totals
Gross Site Area - before dedications	-	-	67,891 m ² (730,772 ft ²) 16.8 ac.
Net Site Area - after dedications	29,362 m ² (316,049 ft ²) 7.26 ac.	29,243 m ² (314,769 ft ²) 7.22 ac.	58,605 m ² (630,818 ft ²) 14.48 ac.
Gross Floor Area	18,325 m ² (197,248 ft ²)	17,693 m ² (190,444 ft ²)	36,018 m ² (387,692 ft ²)
Gross Leasable Area	17,173 m ² (184,849 ft ²)	17,402 m ² (187,313 ft ²)	34,575 m ² (372,162 ft ²)
Major Anchors	8,883 m ² (95,616 ft ²)	14,975 m ² (161,188 ft ²)	23,858 m ² (256,805 ft ²)
Proposed FAR	0.62 FAR	0.61 FAR	0.62 FAR
Parkade Parking	411	-	1,153 stalls
Parking Under	-	314 under structures	
Parking On-Grade	175	253 open to the sky	
Total Parking	586	567	1,153 stalls

This proposal originated in 2003 (RZ 03-235259) and triggered the West Cambie Area Plan (WCAP) update, which was adopted on July 24, 2006. SmartCentres participated in this process and the proposed development is subject to the policies and design direction of the adopted WCAP - Alexandra Neighbourhood Land Use Plan (see Attachment 6A for the existing Alexandra Neighbourhood Land Use Map).

Findings of Fact

See **Attachment 1** for the Location Plans and **Attachment 2** for the Concept Design Drawings. Refer to **Attachment 3** for the Development Application Data Sheet. The Alexandra/Leslie Connector Road funding strategy is outlined in **Attachment 4**. The West Cambie Natural Park and Environmentally Sensitive Area (ESA) area adjustments are described in **Attachment 5**. The existing and proposed changes to the West Cambie Neighbourhood Land Map are included in **Attachment 6**. A Servicing Agreement will be required for this proposed rezoning application and SmartCentres has agreed to the associated frontage improvements and site servicing requirements, which are outlined in the rezoning considerations (see **Attachment 7** for details). **Attachment 8** outlines the Alexandra/Leslie Connector Road Reimbursement Process. A comment letter has been received from Polygon Homes Ltd., a neighbouring developer (see **Attachment 9**). The Advisory Design Panel comments and applicant responses are included in **Attachment 10**.

Surrounding Development

To the North: across Alexandra Road is an area of older single-family residential lots some occupied and others vacant that are zoned "Single Detached (RS1/F)" and "Two Unit Dwellings (RD1)" plus one mixed-use (residential/commercial) development site recently rezoned to "Residential/Limited Commercial (ZMU16)" and one property zoned "School and Institutional Use (SI)". The WCAP - Alexandra Neighbourhood Land Use Map calls for 3 different land

uses on the north side of Alexandra Road along the frontage of the proposed development site, as follows:

- west portion: Business/Office: office over retail with a maximum 1.25 FAR.
- central area: Mixed-Use: abutting the High Street medium density residential over retail and not abutting the High Street, medium density residential.
- east portion: Residential Area 1: with a base 1.5 FAR (maximum 1.70 FAR with density bonusing for affordable housing) for townhouses and low-rise apartments (4-storey typical).

There are currently 3 rezoning applications involving 11 properties on the north side of Alexandra Road (opposite the proposed development) consisting of several 4 to 6-storey mixed-use (residential/commercial) and residential buildings with approximately 954 housing units.

To the East: across the proposed extension of May Drive is another area of older single-family residential lots either occupied or vacant that are zoned "Single Detached (RS1/F)" and recently designated in the WCAP as Residential Area 2 for 2 and 3-storey townhouse development with 0.65 base FAR (maximum 0.75 FAR with density bonusing for affordable housing).

To the South: across Alderbridge Way is vacant City owned Garden City Lands within the Agricultural Land Reserve (ALR) and zoned "Agriculture (AG1)" .

To the West: across Garden City Road is an area of retail/commercial land uses zoned "Auto-Oriented Commercial (CA)" and "Gas & Service Station (CG1)".

Related Policies & Studies

The following WCAP policy and guideline matters are noted and addressed in the following text:

1. West Cambie Natural Park – Designation to Townhouse Residential;
 2. West Cambie Area Referral;
 3. Aircraft Noise Policy;
 4. Flood Plain Management Policy;
 5. Alexandra/Leslie Connector Road Realignment;
 6. Environmentally Sensitive Area (ESA) and West Cambie Natural Park Adjustments;
 7. Alexandra Neighbourhood Mixed-Use Area A - Reduction of Minimum Density;
 8. Alexandra Area Plan Amenity Charges;
 9. Alexandra Neighbourhood Development Agreement;
 10. Local Area Development Cost Charges (Alexandra DCC's); and
 11. Urban Design Improvements and Compliance with the Design Guidelines.
1. West Cambie Natural Park – Designation to Townhouse Residential: The properties on the south side of Alexandra Road and east of the proposed May Drive extension were previously designated in the WCAP as park area within the West Cambie Natural Park. However, a recent amendment to the WCAP has re-designated the majority of these properties to Residential Area 2 for 2 and 3-storey townhouse development with base 0.65 FAR (maximum 0.75 FAR with density bonusing for affordable housing) similar to the properties on the north side of Alexandra Road. The park designation is retained on 9540 Alexandra Way so that the north-south trail connection through the area is maintained. The proposed development complements this new land use.

2. West Cambie Area Referral: Planning Committee made the following referral to staff on September 18, 2012 “That staff explore the best use of the land that is bounded by Alexandra Road to the south; Garden City Road to the west; Cambie Road to the north; and Dubbert Street to the east, and report back to the Planning Committee.” Staff anticipate bringing a report back to Planning Committee to address the referral in February, 2013.
3. Aircraft Noise Policy: The proposed development is located in Area 1A of the Aircraft Noise Sensitive Development Map, which restricts any new developments that contain aircraft noise sensitive uses such as residential, school, daycare and hospital uses. The proposed development does not include any aircraft noise sensitive uses and registration of a restrictive noise covenant and SRW in favour of YVR will be required as part of the rezoning considerations.
4. Flood Plain Management Policy: The Flood Construction Level (FCL) is 2.6m GSC in the WCA. The proposed development is designed to 2.6m GSC with the exception of the proposed Walmart lobby and Buildings M and N along Alderbridge Way. SmartCentres will be required to submit a survey of Alderbridge Way (May Drive to High Street), set these finished floor elevations as high as possible and provide a supportable rationale, which are all subject to the satisfaction of the Senior Manager of Buildings and the Director of Engineering. A floodplain covenant will also be secured as a condition of rezoning.
5. Alexandra/Leslie Connector Road Realignment: City staff have determined that the Alexandra/Leslie connector road as envisioned in the WCAP – Alexandra Neighbourhood Land Use Plan, is a critical component of this development, particularly taking into account that this is the single largest anticipated redevelopment within the immediate vicinity of the road realignment. Accordingly, City staff have requested that SmartCentres acquire, design and construct the Alexandra/Leslie connector road. SmartCentres have been unsuccessful at acquiring any of the required properties. City staff have realigned the connector road to reduce the number of properties required and at the request of SmartCentres have considered and are recommending a proportional share approach for funding the connector road realignment. According to the currently proposed proportional share approach, SmartCentres would contribute 59% or \$5,564,286.00 including \$3,745,058.00 as a cash contribution for land and \$1,819,228.00 as a letter of credit for construction of the road all prior to final adoption of the rezoning. (see **Attachment 4** for details). The remaining 41% of the connector road total costs would be funded by other owners/developers within the defined catchment area. See the Transportation and Traffic section below for a detailed discussion of the Alexandra/Leslie connector road realignment.
6. West Cambie Natural Park and Environmentally Sensitive Area (ESA) - Reductions: SmartCentres proposes the re-alignment of May Drive reducing the West Cambie Natural Park Area and overlapped with ESA by approximately 7,643 m² (1.89 ac) requiring an OCP amendment (see **Attachment 5 – Proposed Park/ESA Reductions**). In this regard the following points are noted:
 - a. Approximately 8,297 m² (2.05 ac) at the east end of the proposed development site are currently designated as part of the West Cambie Natural Park, which is overlapped by the ESA. However, SmartCentres has agreed to transfer ‘Area J’ to the City at nominal cost. ‘Area J’ is approximately 654 m² located at the northeast corner of the proposed development site (on the east side of the proposed realignment of the May Drive extension) and is (0.16 ac) within the existing “Park” designated lands overlapped with

ESA. 'Area J' is intended to remain with "Park" designation overlapped with ESA. Therefore the proposed reduction in area of the West Cambie Natural Park overlapped with ESA is approximately 7,643 m² (1.89 ac).

- b. SmartCentres proposes the following compensation for the redesignation of the approximately 1.89 acres of West Cambie Natural Park:

Provision of the following areas as land transfers to the City and Statutory Rights of Way (SRW's), which total approximately 4,357 m² (1.1 ac).

- Fee Simple Transfer of 'Area J' to the City consisting of approximately 654 m² (0.16 ac) at the northeast corner of the subject development site, on the east side of the proposed May Drive realignment. Area J would retain "Park" and ESA designations to be incorporated into the neighbourhood pathway network; and
- Registration of a SRW approximately 3,703 m² (0.9 ac) for public pedestrian access and use on the proposed elevated landscape deck over a portion of the east parcel parking lot including the transition areas between the elevated deck and the fronting roads (Alexandra Road and May Drive). The design of the elevated deck will be part of the Development Permit process, which will be maintained by the developer/owner. This PROP-SRW would encompass Area E totalling approximately 344 m². See the proposed site plans in **Attachment 2** for the location and areas of Areas E and J.

Provision of the following sustainability and environmental design features:

- Participation in the Alexandra District Energy Utility (ADEU);
- LEED Silver equivalency for the project;
- Compact development with the majority of stalls in 3 covered/structured parking areas;
- Improved on-site pedestrian circulation (Development Permit refinements required);
- Reduced stormwater discharge through rooftop detention, permeable paving, bio-swales and the stormwater discharge treatment through oil and water separators;
- Water efficient plumbing fixtures and drought tolerant planting; and
- Reduced energy consumption and attention paid to the efficiency of the building envelope and HVAC systems plus high-efficiency night-sky friendly lighting.

In summary, an OCP amendment can be supported since SmartCentres proposes approximately 4,357 m² (1.1 ac) of land transfer and publicly accessible open space over the parking area to the City at nominal cost (\$10.00) together with the sustainability features identified above as compensation for the proposed reduction of approximately 7,643 m² (1.89 ac) in Park/ESA.

7. Alexandra Neighbourhood Mixed-Use Area A – Proposed Reduction of Minimum Density: The WCAP Alexandra Neighbourhood Land Use Plan, Mixed-Use Area A specifies a minimum 1.25 FAR and a maximum of 2.0 FAR (ie. proposed west development parcel).

The intent of the minimum 1.25 FAR for Mixed-Use Area A was established to ensure that "Development along Alderbridge must be a compact, urban form and meet high standards of site planning and urban design" and "... all development must demonstrate an appropriate site, building and landscaping response as an integral component of a 'complete and balanced' community." Mixed-Use Area A is intended as a vibrant, pedestrian-friendly urban village centre for the WCA. SmartCentres currently proposes a 0.62 FAR, which is

approximately half of the minimum 1.25 FAR in the WCAP. An OCP amendment is required to the WCAP since SmartCentres proposes to reduce the minimum density in the Alexandra Neighbourhood Mixed-Use Area A from 1.25 to 0.60 FAR, see **Attachment 6**. In this regard the following points are noted:

- The proposal provides for buildings along all frontages and the majority of parking areas are concealed or screened from views along fronting streets;
- If the proposed parking structures consisting of approximately 15,938 m² (171,561 ft²) were included in the FAR calculation the proposed floor area ratio would be 0.86; and
- SmartCentres has committed to further enhance and activate the pedestrian realm along the Alexandra Way pedestrian corridor and the High Street during the Development Permit stage (see **Attachment 7 – Rezoning Considerations**).

In summary, a WCAP amendment can be supported since SmartCentres has agreed to further enhance and activate the pedestrian realm during the Development Permit process.

8. Alexandra Area Plan Amenity Charges: SmartCentres must contribute the following prior to final adoption of the rezoning in keeping with the West Cambie – Alexandra Interim Amenity Guidelines:
 - City Beautification amenity charges of \$232,615.20 (387,692 ft² x \$0.60/ft²) for construction of the Alexandra Way pedestrian corridor, however credits will be applied to the Alexandra Interim Amenity Charges for the design and construction costs related to the Alexandra Way pedestrian corridor; and
 - Community planning and engineering planning charges of \$27,138.44 (387,692 ft² x \$0.07/ft²).
9. Alexandra Neighbourhood Development Agreement: Council, on June 25, 2007 authorized the execution of the "Alexandra Neighbourhood Development Agreement" for the provision of required off-site sanitary and storm sewer utility works. The subject development is required to provide their proportionate share of the costs associated with the execution of the "Alexandra Neighbourhood Development Agreement" prior to connecting the utility works covered by this agreement. The required payment will be calculated and collected prior to issuance of a building permit for the subject development and will include current interest charges as defined by the agreement. SmartCentres must contribute \$480,738.08 (387,692 ft² x \$1.24/ft²) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement for previously constructed infrastructure improvements in the Alexandra Neighbourhood, prior to issuance of a Building Permit.
10. Local Area Development Cost Charges (Alexandra DCC's): In addition to City-wide Development Cost Charges (DCCs), the applicant is required to pay a Supplementary Local Area DCC for the Alexandra Neighbourhood, to fund local north-south roads (including associated infrastructure), supplemental funding for the High Street, to achieve standards over and above the City standard, and the acquisition and development of lands for the Alexandra Neighbourhood Park.
11. Urban Design Improvements and Compliance with the Design Guidelines: Proposed deviations from WCAP design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include:

- Advance the concept design and submit more detailed design drawings to ensure the establishment of a compact, vibrant, pedestrian oriented, urban village centre that will become the retail/commercial heart of the Alexandra Neighbourhood.
- Advance the design concept and submit more detailed design drawings to ensure an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out to the back of sidewalk including numerous small shops plus an interesting mix and variety of retail shopping opportunities along the High Street.
- Improve the concept design and submit more detailed design drawings to ensure the continuation of the Alexandra Way pedestrian corridor through the proposed development with high-quality pedestrian enhancements, punctuated with periodic pedestrian plaza areas, activated to attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and opportunities to encourage pedestrians to sit/linger and incorporating other features such as public art and focal elements that add interest and variety to the pedestrian experience.

Consultation

School District

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. This application involves no multiple-family housing units. As a courtesy however, this application will be forwarded to School District No. 38 (Richmond), for information purposes only if the bylaws are given first reading by Council.

Public Input

Development signs have been posted as notification of the intent to rezone these 20 properties that constitute the proposed development site. A letter was received from Polygon Homes Ltd., dated June 2, 2011 (see **Attachment 8**) expressing concern regarding the proposed frontage conditions along the south side of Alexandra Road with specific reference to the easterly service and loading area. Polygon has recently acquired several properties on the north side of Alexandra Road including 9393, 9431, 9451, 9471, 9491, 9511 and 9531 Alexandra Road and these 7 properties are on the opposite (north) side of Alexandra Road from the proposed service/loading area of the proposed Walmart store. These Polygon lots are envisioned primarily as 5 to 6-storey residential projects.

The east development parcel of the SmartCentres proposal has been modified in the following ways to address the Polygon concerns. The Walmart Store service and loading area has been blocked from the majority of views along Alexandra Road by a solid screen wall and overhead by an open trellis structure to carry a vine planting. In addition the surface parking lot has been largely screened from views by an elevated and landscaped deck. While the design improvements will limit the impact of the loading/service area across from the residential uses, relocating the loading function within the site would represent a substantial design improvement and will be further investigated at the Development Permit stage.

The current rezoning application that includes a proposed Walmart Store was preceded by an earlier rezoning application (RZ 03-235259) that also included a proposed Walmart Store. The

applicant of this previous rezoning application (FirstPro Shopping Centres) hosted a public open house on May 12, 2003 that was attended by 147 parties (approximately 200 individuals) consisting of mainly Richmond residents. The attendees completed 51 comment forms with 71% in favour of the previously proposed development, 8% indicating that they were not in favour and 21% did not offer an opinion while some of these respondents suggested changes.

Staff Comments

Analysis

Conditions of Adjacency

North Edge: The future Alexandra/Leslie connector road will ultimately result in 1 consolidated lot between the connector road and the SmartCentres proposed development site (west development parcel). The City has on file a schematic concept for the redevelopment of this future consolidated lot submitted by SmartCentres and they propose various screening techniques along the south side of Alexandra Road to address the buffering of the 2 proposed service/loading areas, open parking areas and the parkade. The west loading/service area along Alexandra Road includes proposed architectural and landscape screening and will be set back from the road when the future Alexandra/Leslie connector road is constructed. The east loading/service area incorporates more elaborate screening that includes a proposed building wall extension and overhead trellis system with vine planting together with a dense landscape planting scheme along the boulevard. The open parking area within the east development parcel is screened along Alexandra Road with a proposed elevated landscape deck. The proposed parkade screening on the west parcel includes a multi-layered, mature landscape planting treatment consisting of coniferous and deciduous trees and dense shrub planting.

East Edge: The proposed open parking area within the east parcel is screened along May Drive with dense evergreen shrub plantings on the ground plane plus an over-storey of canopy trees.

South Edge: The proposed open parking area within the east parcel is screened with dense shrub planting and a double row of trees while buildings block views of parking areas in the west parcel. There is an off-street combined pedestrian/bicycle greenway on the boulevard and continuous landscape planting within setback zones at the base fronting buildings, where appropriate. The WCAP does not require any additional ALR setback requirements and none have been included in the proposed zoning district "Neighbourhood Commercial (ZC32) – West Cambie Area".

West Edge: The west edge of the development site includes the required greenway treatment on the boulevard along Garden City Road and provides an appropriate, dense, evergreen foundation planting in combination with a double row of street trees to the proposed buildings along this frontage.

Legal Agreements & Land Requirements

Land dedications are required for road purposes along Alderbridge Way, Garden City Road, May Drive and High Street. Area J at the northeast corner of the proposed development site is required to be transferred to the City as a fee simple lot for uses to be determined by the City and to the satisfaction of the Manager of Real Estate Services and the Director of Development. SRW's are required for the proposed Alexandra Way pedestrian corridor and elevated landscaped deck over a portion of the surface parking area on the east development parcel. In addition, various legal agreements will be required. See **Attachment 7 - Rezoning Considerations**.

Transportation & Traffic

1. Alexandra/Leslie Connector Road Realignment:

- a) The 2003 SmartCentres rezoning application (RZ 02-235259) was one of the principal reasons to initiate the WCAP update. SmartCentres participated in the area planning process and as such they were aware of the area plan goals and objectives. The West Cambie Area Plan was adopted on July 24, 2006 and the Alexandra/Leslie connector road realignment was identified as a key component in the area plan.
- b) From the outset through discussions as early as 2006, City staff had initially required that SmartCentre acquire all the necessary land and construct the Alexandra/Leslie connector road at the sole cost of SmartCentres, as this re-aligned street was deemed an essential part of the area plan, which could most appropriately be achieved through development requirements with complete certainty through their project.
- c) The SmartCentres proposal represents the single largest land assembly anticipated within the Alexandra Neighbourhood, which would create the most traffic impacts and benefit most significantly from the Alexandra/Leslie connector road realignment. Accordingly, staff believed that the SmartCentres proposed development was the most appropriate project to address the connector road realignment.
- d) In June 2011, after SmartCentres expressed concerns to staff regarding their ability to acquire the affected parcels for this road re-alignment, the WCAP was amended by Council to reflect staff's subsequent adjustment to the original road design of the Alexandra/Leslie connector road to minimize the cost and number of parcels required for the realignment for SmartCentres. This road design adjustment involved utilizing the existing Alexandra Road right-of-way as much as functionally possible which has now led to the current proposed design. The proposed road alignment also more accurately considers the existing lot geometrics and reduced the land requirements to portions of 5 properties.
- e) City staff then explored with SmartCentres the option of implementing the Alexandra/Leslie connector road on the basis of a late-comers agreement whereby SmartCentres would pay for the full cost of the road realignment (land and construction) but recover the proportionate share of the total cost from subsequent redevelopment within the surrounding area based on projected traffic use.
- f) SmartCentres, however, reiterated their inability to secure any of the 5 properties and continued to express concerns regarding having to finance the entire cost of the road realignment and requested that the City consider a proportional cost share approach to implement the Alexandra/Leslie Connector Road.
- g) As an alternative developed jointly by SmartCentres and staff, staff are recommending support for a proportional cost share approach based on projected traffic use, while requiring SmartCentres to implement additional interim transportation improvements that would accommodate development traffic based on a 10-year time frame, given that the Alexandra/Leslie Connector Road would not be implemented by SmartCentres on opening day of the proposed development as first envisioned.

- h) Specifically, the additional interim transportation improvements are proposed at the Garden City Road/Alderbridge Way intersection with the provision of dual left-turn lanes on the westbound, northbound and southbound approaches and a dedicated right-turn lane on westbound approach. With these interim intersection improvements, the implementation of the Alexandra/Leslie connector road can then be deferred by up to ten years based on traffic projections, at which time the City would be responsible for its implementation to be funded by subsequent developers' contribution from developments with the defined catchment area as described below.
- i) Some properties within the catchment area have been excluded from contributing to the road realignment costs, since these properties were already in process with pre-existing redevelopment proposals/applications or because they would generate no future traffic use for the road realignment. See **Attachment 4** for the catchment area boundaries. The properties excluded from contributing to the connector road realignment costs include:
- i. Properties fronting the north side of Alexandra Road opposite the proposed development site that have been previously rezoned or are in-process with a current development application including:

Addresses	Application No	Applicant / Owner	No. of Units Storeys	Site Area	Floor Area	Proposed FAR
9251 & 9291 Alexandra Road	DP 12-613923 RZ 10-534751	Fred Adab Architects Jingon Dev. Group	132 Units 4-storeys	7,572.8 m ²	11,702.4 m ²	1.54
9311, 9331, 9393, 9431, 9451 & 9471 Alexandra Road	RZ 12-598503	R. Ciccozzi Architect Polygon	542 Units 5-6 storeys	25,060.8 m ²	43,938.5 m ²	1.87
9491, 9511 & 9531 Alexandra Road	RZ 12-598506	GBL Architects Polygon	280 Units 4-storeys	13,727 m ²	22,421 m ²	1.63
11 properties	3 applications	2 developers	954	46,360.6 m ²	78,061.9 m ²	-

- j) Properties fronting the north and south side of Alexandra Road east of the proposed development site, since these properties will not have direct access to Alexandra Road west of May Drive and will not contribute any future traffic use to the realigned Alexandra/Leslie connector road.
- k) Properties between Odlin Road on the north, Tomicki Avenue on the south, Dubbert Street on the west and May Drive to the east, as these properties have been previously rezoned for redevelopment.
- l) With the recommended approach, the timing of implementing the re-aligned Alexandra/Leslie connector road would be dependent upon the pace of development of the above affected properties and collection of full funding for the necessary land acquisition and road construction.
- m) Alexandra/Leslie Connector Road Proportional Cost Sharing Approach: This proposed approach involves the following aspects, which have been agreed to by SmartCentres:
- i. establishment of the catchment area based on anticipated traffic projections,
 - ii. exclusion of properties previously rezoned or in-process with a development application,

- iii. determination that SmartCentre proportional share contribution for land and construction costs should be 59% of the total cost for the Alexandra/Leslie connector road based on their share of projected future traffic use,
 - iv. current valuation of the 5 properties at approximately \$4.7M based on a jointly commissioned land appraisal including limited inducement and demolition allowances,
 - v. recognition that it may take up to 10 years in order to complete the Alexandra/Leslie connector road and projecting the future value of the 5 properties using the Housing Price Index based on 20-year average rates (\$8,205,030) with SmartCentres 59% contribution equivalent to \$4,840,968 but with a present value of \$3,745,058 after reducing the value by an average annual interest rate of 2.6%,
 - vi. determination of future construction costs (within 10 years) for the Alexandra/Leslie Connector Road using a 4% inflation factor (\$3,083,437) with SmartCentres contribution equivalent to \$1,819,228,
 - vii. establishment of the payment method for SmartCentres \$5,564,286 contribution (i.e., \$3,745,058 as cash prior to rezoning to allow the City to begin land acquisition in the short term and \$1,819,228 as a letter of credit, which would be cashed to construct the road after all the land acquisition has occurred), and
 - viii. with any funds recovered from the sale of residual lands used first to implement the Alexandra/Leslie connector road and only after completion of the road realignment, would there be any possible reimbursement to SmartCentres based on the area not required and/or used for the road realignment (53.8% of the 5 subject properties) but according to SmartCentres proportional share contribution of 59%.
- n) Alexandra/Leslie Connector Road - Reimbursement Process: Contributors to the assembly of lands required for the Alexandra/Leslie connector road would be reimbursed with residual funds from the disposal of residual lands, after the completion of the connector road and following payment to the City of any and all costs associated with the lands assembly and disposal process on a priority basis related to their respective proportional share contribution, see **Attachment 8**.
- o) Alexandra/Leslie Connector Road Assessment: The following provides a summary of the pro's and con's regarding the proposed connector road assessment.
- i. Pro's:
 - Funding strategy enables the proposed development to proceed with traffic improvements to the City's road network that address the 10-year traffic projections;
 - Addresses the current inability to acquire the required road parcels; and
 - Spreads land acquisition and construction costs across the development lands that will benefit from the road realignment.
 - ii. Con's:
 - No guarantee properties required will be readily available for sale;
 - Land values may increase at a higher rate than anticipated resulting in a funding shortfall;
 - No guarantee that other properties identified in the catchment area will redevelop and contribute to the road realignment resulting in a possible funding shortfall;

- If the road realignment is not implemented within 10 years, the road network level of service and traffic delays would gradually deteriorate to result in extreme congestion, drivers' frustration, and potentially traffic safety issues at which time other traffic measures and improvements may have to be sought;
- Defers costs onto smaller development sites, which in combination with other works and development charges may adversely affect the feasibility of redeveloping these sites.

2. Other Road Improvements and Land Dedications are required along:

- a) Alderbridge Way to ensure the required road widening and provision of a minimum 4.8 m wide shared pedestrian/cyclist path and boulevard on the north side of the road from the back of curb;
- b) Garden City Road to ensure the required road widening and the provision of a minimum 7.77 m wide shared pedestrian/cyclist greenway and boulevard on the east side of the road from the back of curb;
- c) Alexandra Road to ensure the required road widening and provision of a minimum 3.65 m wide boulevard/sidewalk on the south side of the road plus allowances for a 9 m wide driving/parking surface and 1.0 m wide shoulder within the road dedication;
- d) May Drive to ensure the provision of a minimum 20 m wide north-south road extension connecting Alexandra Road and Alderbridge Way;
- e) High Street to ensure the provision of a minimum 22.7 m wide new north-south road connecting Alexandra Road and Alderbridge Way;
- f) Various road improvements at the following intersections: Alderbridge Way/May Drive; Alderbridge Way/High Street; Alderbridge Way/Garden City Road and Garden City Road/Alexandra Road plus special crosswalks on the High Street at the proposed access to the site and at Alexandra Road including Alexandra Road at the High Street; and
- g) The exact width of all required road/intersection improvements and the associated land dedications are to be based on functional road designs, subject to the approval of the Director of Transportation and to be confirmed by survey plans.

3. Parking: The required parking rate for this proposed development is 3.0 spaces per 100 m² the first 350 m² of floor area and 4.0 spaces per 100 m² of floor area for the remaining floor area. The proposed parking is less than the Zoning Bylaw by 16% (1,382 required versus 1,153 proposed) but the WCAP includes the allowance for a 20% reduction in parking subject to a Transportation Impact Study and acceptable Transportation Demand Management (TDM) measures. SmartCentres has proposed the provision of the following TDM measures:

- a) Bicycle storage (25% in addition to the bylaw requirements);
- b) Two (2) end-of-trip cycling facilities with a total three (3) water closets per gender, 2 wash basins per gender and 3 showers per gender with 1 end-of-trip cycling facility on the west development parcel and 1 end-of-trip cycling facility on the east development parcel;
- c) Three (3) bus stop upgrades (bus shelters and accessible bus landing pads for each) within the vicinity of the site; and
- d) Ten percent (10%) of the total parking spaces pre-ducted for electrical vehicle (EV) plug-ins plus a minimum of 4 EV parking stalls (i.e., 2 on the west development parcel and 2 on the east development parcel) be equipped with charging stations (240V).

4. Loading and Bike Parking: are provided according to the minimum requirements of the bylaw.
5. Summary: From the adoption of the WCAP in 2006 and the initial stages of this SmartCentres rezoning application, City staff have consistently taken the position that SmartCentres should acquire all necessary land and construct the Alexandra/Leslie connector road realignment.

During the rezoning application review process, City staff have revised the design of the realigned Alexandra/Leslie connector road to reduce the number of properties required. However, SmartCentres could not conclude the purchase of these properties. Subsequently, at the request of SmartCentres, City staff agreed to consider an alternative approach based on proportional cost sharing for the Alexandra/Leslie connector road realignment. Using this approach, the City has considered using the 20-year average rate in determining the land values. City staff have proposed and SmartCentres has now agreed that their proportional share for the Alexandra/Leslie connector road would be 59% of the total road realignment costs or \$5,564,286.00 including \$3,745,058.00 as a cash contribution for land and \$1,819,228.00 as a letter of credit for construction of the road. See the table below for a summary of the Alexandra/Leslie connector road total costs and the SmartCentres proportional share. However, the proportional share approach requires other developers within the defined catchment area to contribute 41% of Alexandra/Leslie connector road costs.

Alexandra/Leslie Connector Road - SmartCentres Proportional Cost Share (based on 59%)	Total Connector Road Costs	Initial SmartCentres Contribution	Net SmartCentres Contribution
Land Costs (by cash)	\$8,205,030.00	Note 1 \$3,745,058.00	Note 3 \$1,730,217.00
Construction Costs (by Letter of Credit)	\$3,083,437.00	Note 2 \$1,819,228.00	Note 2 \$1,819,228.00
Total	\$11,288,467.00	\$5,564,286.00	\$3,549,445.00

Notes Specific to Proportional Cost Share Approach

- Note 1: After sale of the remnant portions of the 5 properties (53.8% of the total area not required for the realignment of Alexandra Road), SmartCentres would be eligible for future reimbursement of up to the lesser of:
- a) 59% of the net proceeds from selling the remnant of the 5 properties less any of the proceeds used to acquire the 5 properties (as the proceeds from the sale of the remnant portions of the 5 properties would be used first towards any premiums necessary to acquire the 5 properties).
 - b) 53.8% (\$2,014,841.00) of the SmartCentres original contribution towards the land purchase (\$3,745,058.00).
- Note 2: Under a separate process, SmartCentres would be eligible for up to \$113,723.00 (based on traffic usage of 59% of the total \$192,750.00) as Roads DCC credits towards the Garden City Road/Leslie Road traffic signal at the time of issuance of a Building Permit.
- Note 3: Exact SmartCentres net contribution on land would be subject to the amount of proceeds from selling the remnant portion of the 5 properties less any of the proceeds used to acquire the 5 properties (as noted in Note 1).

Engineering & Servicing

1. Storm Sewer: All site storm drainage must be directed to Alexandra Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way. The storm sewer along the Alexandra Road must be upgraded to a minimum 600mm diameter pipe including a new connection across Garden City Road to the existing 1200mm diameter storm drain.
2. Sanitary Sewer: Sanitary analysis is required to the Odlin West sanitary pump station. Sanitary sewer improvements are required on Alexandra Road, May Drive and High Street. A 6.0 m wide Statutory Right of Way (SRW) for utility purposes is required for the proposed sanitary sewer within the future May Drive connecting Alexandra Road and Tomicki Avenue. The required SRW is located within 9451 and 9471 Alexandra Road and is to be measured 6.0 m from the east property lines of these 2 properties.
3. Water Service: A new watermain is required on Alexandra Road, High Street and May Drive and asbestos-cement (AC) watermain replacement is required along Garden City Road.
4. Hydro/Telephone: Pre-ducting works are required on the following proposed roads subject to confirmation from BC Hydro and telecom providers:
 - a) proposed May Drive (from Alderbridge Way to Alexandra Road), and
 - b) proposed High Street (from Alderbridge way to Alexandra Road).The removal of existing power poles and installation of underground pre-ducting along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.
5. Summary: The City has defined the scope of work description for required frontage improvements and site servicing for the Servicing Agreement in the Rezoning Considerations (see **Attachment 7**). All servicing infrastructure works shall be as per City requirements and to final approval by the Director of Engineering and the Director of Transportation.

Site Planning & Urban Design

1. Pedestrian-Oriented Village Centre: The WCAP envisions a compact, urban, pedestrian friendly village centre for the Alexandra Neighbourhood – Area A (proposed west parcel). There are enhanced pedestrian environments within the development that include wider sidewalks, raised pedestrian crossings, permanent and seasonal plaza areas and a moderate level of pedestrian enhancements. Further design development is required at the Development Permit stage to ensure a high quality design with an appropriate level of pedestrian amenities.
2. Streetscape Design: The proposed streetscape design responds to the various edge conditions surrounding the site including the 2 greenways (along Alderbridge Way and Garden City Road). However, further design development is required through the Development Permit stage to ensure effective screening of parking areas, adequate buffering of the parkade and loading/service areas, building façade enhancements and boulevard treatments, the elimination of stairs in the public realm and high quality streetscape design. The High Street is an important urban design component of the Alexandra neighbourhood village centre concept that should be designed to generate and attract pedestrian activity with retail uses, appealing streetfront architectural façades, variety in streetscape design and high quality

pedestrian amenities. While the proposed site plan allows for adequate space, careful attention to detailed design at a larger scale is required during the Development Permit stage to ensure the WCAP vision is achieved with an appropriate level of activation for this important pedestrian retail street.

3. Design Development: Further design development at the Development Permit stage is a requirement of the rezoning considerations, see **Attachment 7**.

Architectural Form & Character

Street Fronting Building Façades: The proposed building façades include design variety and visual interest that break long retail frontages into smaller CRU's. The streetfront façade design also attempts to replicate retail storefronts, along streets with rear facing buildings however, further design development is required at the Development Permit stage to ensure there is:

- correlation between storefront façade design and proposed CRU floor areas;
- appropriately scaled building streetwalls with a visual appearance taller than 1-storey;
- sufficient architectural variety with appropriate design commonalities;
- incorporation of high quality building materials with abundant storefront transparency;
- a complementary mix of retail uses and an integrated streetscape design;
- acceptable pedestrian activation with potential for retail uses expanding onto the boulevard;
- adequate streetscape improvements with appropriate pedestrian comforts and amenities;
- creation of a vibrant, attractive and pedestrian friendly retail/commercial street; and
- a coordinated streetscape design with ample visual interest and pedestrian scaled signage.

Existing Trees, Landscape & Open Space Design

Existing Trees:

1. Tree Survey & Compensation: SmartCentres has provided a tree survey and indicated that all site trees will be removed due to raising the site grade to achieve the required Flood Construction Level (FCL) of 2.6m GSC. SmartCentres will provide 344 replacement trees as part of the landscape plan and/or cash-in-lieu if the total number of replacement trees cannot be located on-site. The existing site trees can be removed following the Public Hearing with the appropriate tree removal permit and bonding for replacement trees on a 2 for 1 basis.
2. Significant/High Value Trees & Compensation: There are 3 significant trees and 1 high value tree (ie. 1-80cm caliper Douglas Fir, 1-111cm caliper Douglas Fir, 1-100cm Linden and 35cm Balsam Fir), which SmartCentres proposes to remove. SmartCentres proposes to plant 4 specimen replacement coniferous trees (minimum 5 m high) and this will be addressed at the Development Permit stage.

Landscape & Open Space Design:

1. Alexandra Way Pedestrian Corridor: This important neighbourhood pedestrian corridor is proposed to extend along the both sides (east and west boulevards) of the High Street north block with a connection between the east and west development parcels at the both ends of

the High Street north block. This pedestrian corridor continues through the west development parcel, eventually connecting with the northeast corner of the Garden City Road and Alderbridge Way intersection. The proposed design allows for a minimum 3.5m wide pedestrian walkway including the following features, decorative paving, lighting, banners, hanging baskets, street furniture, wayfinding signage, weather-protection, tree, shrub and floral plantings, seasonal displays and public art.

Further design development is required during the Servicing Agreement and Development Permit stages to ensure a high quality design with a full range of pedestrian amenities and comforts. A SRW will be required over this area to ensure public pedestrian access and maintenance of this pedestrian corridor will be the responsibility of the SmartCentres.

2. **Boulevard Design:** Both Alderbridge Way and Garden City Road are designated greenways with boulevard planting strips, minimum 2 rows of street trees and off-street bike lanes. The design proposes a shared pedestrian/bike path along Alderbridge Way and a separated pedestrian sidewalk and bike lane along Garden City Road. The proposed landscape design behind the sidewalk (within the building setback) includes a zone of tree and shrub planting that varies in width along the fronting roads in order to enhance the rear building facades. Along Alexandra Road, the Building A (west parcel) loading area would be screened by a minimum 2m wide landscape strip between the sidewalk and the screen wall while the Walmart loading area (east parcel) would be screened by a minimum 4.0 m wide landscape strip between the sidewalk and the screen wall including an overhead trellis for additional screening from above. The proposed High Street design features wider sidewalks (min. 4.5m wide) for cafes and retail activities to expand onto the boulevard, with street trees and median plantings to add variety and seasonal interest to the streetscape design. May Drive is proposed as a standard City street with typical sidewalk and boulevard plantings. More design development of these street frontages is required through the Servicing Agreement and Development Permit stages to ensure high quality streetscapes.
3. **Raised Landscape Deck:** The design proposal includes an elevated landscape deck at the northeast corner of the site to screen open parking areas and add usable green space. The grade transition from Alexandra Road onto the landscape deck has been reduced to a maximum slope of 3:1. The proposed deck design incorporates multiple pedestrian entry points including a stair connection to the parking area below. The proposed design character is informal and predominately green incorporating passive recreation opportunities with numerous seating areas adjacent to the pathway system. The pathway system includes minimum 2.0 m wide sidewalks and pedestrian scale lighting for safety. The proposed planting includes abundant tree and evergreen shrub planting complete with an automatic irrigation system. Further design development will be necessary to ensure a high quality design and appropriate crime prevention measures are incorporated and maintenance of this SRW area will be the responsibility of the developer/owner.

Alexandra District Energy Utility (ADEU), Sustainability & Environmental Design

1. **Alexandra District Energy Utility (ADEU):** SmartCentres has agreed that 63% to 69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. Furthermore, obligations to connect to the ADEU will be subject to Council's future approval of capital funding for the expansion of ADEU infrastructure necessary to service the development. The participation

of this development proposal in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building – Walmart Store). More detailed energy modelling will be required to establish the extent of the energy demand represented by those tenants. SmartCentres will be required to coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.

2. Other Sustainability & Environmental Design: SmartCentres has agreed to provide the following environmental and sustainability features:

- LEED Silver equivalency for the project;
- Compact development with the majority of parking in 3 structured parking areas;
- Improved on-site pedestrian circulation;
- Water efficient plumbing fixtures and drought tolerant planting;
- Reduced stormwater discharge through permeable paving, rooftop detention, bio-swales and oil-water separators; and
- Reduced energy consumption and light pollution and efficiencies due to the building envelope and HVAC systems plus high-efficiency night-sky friendly lighting.

Public Art & Crime Prevention Through Environmental Design (CPTED)

1. Public Art: SmartCentres will either provide public art on-site along the Alexandra Way pedestrian corridor in accordance with the City's Public Art Policy or provide cash-in-lieu to the City Public Art fund, which is currently estimated to be approximately \$155,077.00 (387,692 ft² x \$0.40/ft²).
2. CPTED: The inside of the parkade (walls, columns and ceilings) will be painted with reflective white paint with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and comprehensive list of CPTED enhancements will be provided during the Development Permit stage.

Refuse & Recycling

Refuse/recycling facilities will be provided in each garbage room, including grease bins for restaurants, if appropriate. Garbage rooms will be provided with 2 large containers (for garbage and cardboard) and separate carts for food scraps, paper, glass and plastics (4 carts in total). Plans will be provided at the Development Permit stage with the layout and location of all facilities.

Richmond Advisory Design Panel (ADP)

This rezoning application was presented to the ADP on December 8th, 2011. See **Attachment 10** for ADP comments followed by SmartCentres responses in *bold italics*. The ADP expressed concerns regarding the form and character of the SmartCentres proposal, which are summarized in the following statements:

- Project would benefit from increased density to reflect a more urban 'Village' character;
- More storefronts and retail development that front onto the surrounding perimeter roads;

- Improved architectural retail streetfront design to create an improved 'Gateway' experience;
- More intense urban design required to create a more sophisticated urban character;
- A stronger architectural expression is required to balance the size and scale of Walmart store;
- High Street requires more vertical definition and should be the retail heart of the project;
- A hierarchy of linked outdoor rooms is required along the Alexandra Way pedestrian corridor;
- Pedestrian improvements are needed at entries and crossings plus continuous rain protection;
- The elevated landscape deck should expand the variety of uses and improve linkage to the site;
- More attention to CPTED issues is required under the elevated landscape deck; and
- Inadequate screening of the loading areas.

Financial Impact or Economic Impact

The proportional share approach is recommended, as SmartCentres was unable to acquire the properties required for the Alexandra/Leslie connector road and by default, this is the only available option. It also distributes the road realignment costs proportionately to the properties within the catchment area that will ultimately benefit from the connector road assuming that 10 years is a reasonable timeframe to complete the land assembly process and construct the connector road. However, the proportional share approach requires the City to accept some uncertainty (see Transportation & Traffic Section above) associated with the Alexandra/Leslie connector road that increase with time. If the Alexandra/Leslie connector road is not completed within 10 years the City may be confronted with the following decisions:

- Extend the timeframe for completing the connector road accepting that some escalation costs may accrue to the City with the possible need to find a supplemental funding source; or
- Accelerate the timeframe for completing the connector road through land expropriation; or
- Potentially encounter a gradually decreasing level of service and increasing traffic congestion in the immediate area resulting in the need for the City to seek other alternative traffic improvement measures.

SmartCentres must contribute \$5,564,286.00 for the future Alexandra/Leslie Connector Road, \$3,745,058.00 as a cash contribution for land and \$1,819,228.00 as a letter of credit for construction of the road, prior to final adoption of the rezoning. The proportionate contribution (59%) by SmartCentres for the Alexandra/Leslie connector road is based on assumptions concerning future acquisition and construction costs; therefore there are some risks that the City is assuming. The remaining 41% of the connector road total costs would be funded by other owners/developers within the defined catchment area.

Conclusion

Contingent on the acceptability of a proportional cost share approach and the risks to the City as described above, staff recommend support for the proposed shopping centre development by SmartCentres referred to as Central at Garden City and furthermore that this rezoning application proceed to Public Hearing.



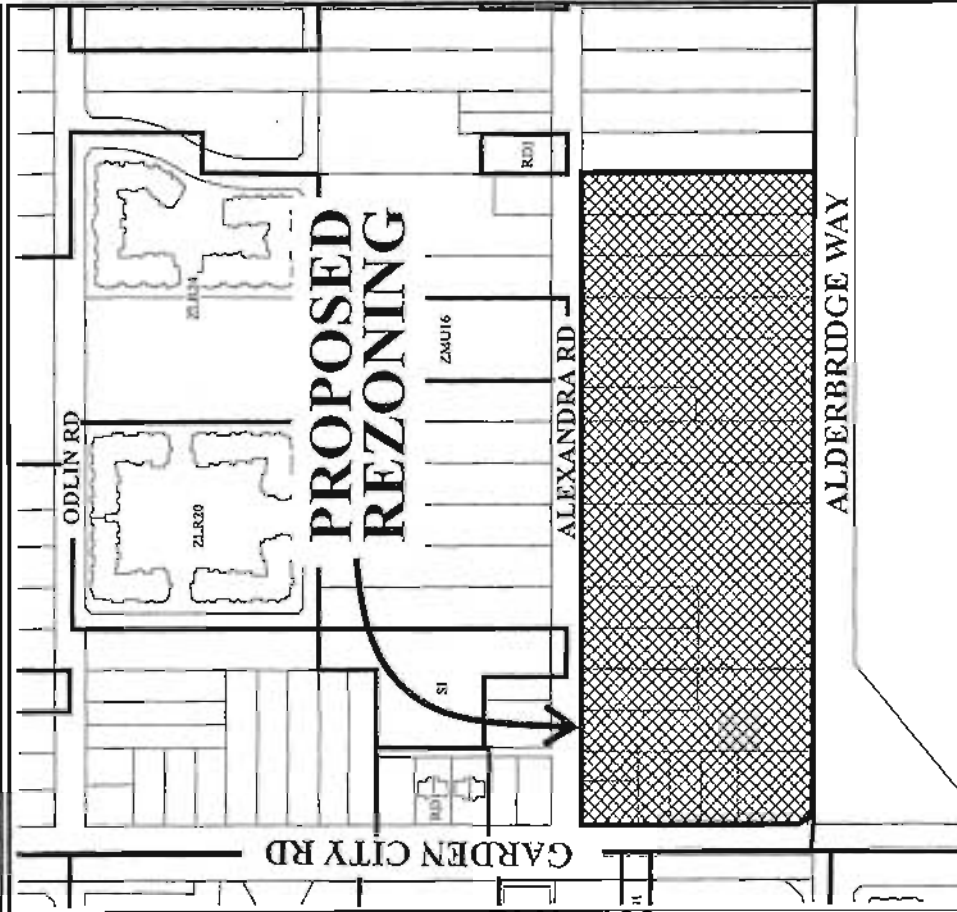
Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

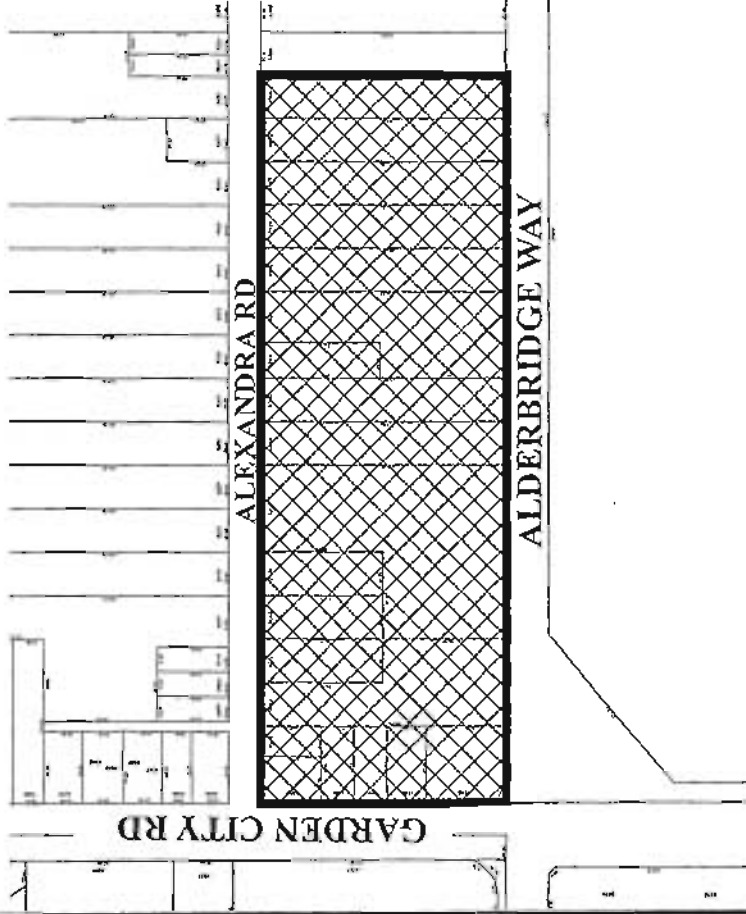
- Attachment 1: Location Plan and Aerial Photo
- Attachment 2: Concept Design Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Alexandra/Leslie Connector Road - Proportional Cost Share - SmartCentres
- Attachment 5: Environmental Sensitive Area (ESA) and Natural Park Area Reductions
- Attachment 6: Alexandra Neighbourhood Land Use Map – WCAP (existing and proposed)
- Attachment 7: Rezoning Considerations
- Attachment 8: Letter from Polygon Homes Ltd., dated June 2, 2011
- Attachment 9: Alexandra/Leslie Connector Road – Reimbursement Process
- Attachment 10: Advisory Design Panel Comments and Applicant Responses
- Attachment 11: Expanded Public Hearing Notice Area



City of Richmond



PLN - 166



RZ 10-528877

Attachment 1: Location Plan

Original Date: 05/10/10

Revision Date: 02/23/12

Note: Dimensions are in METRES



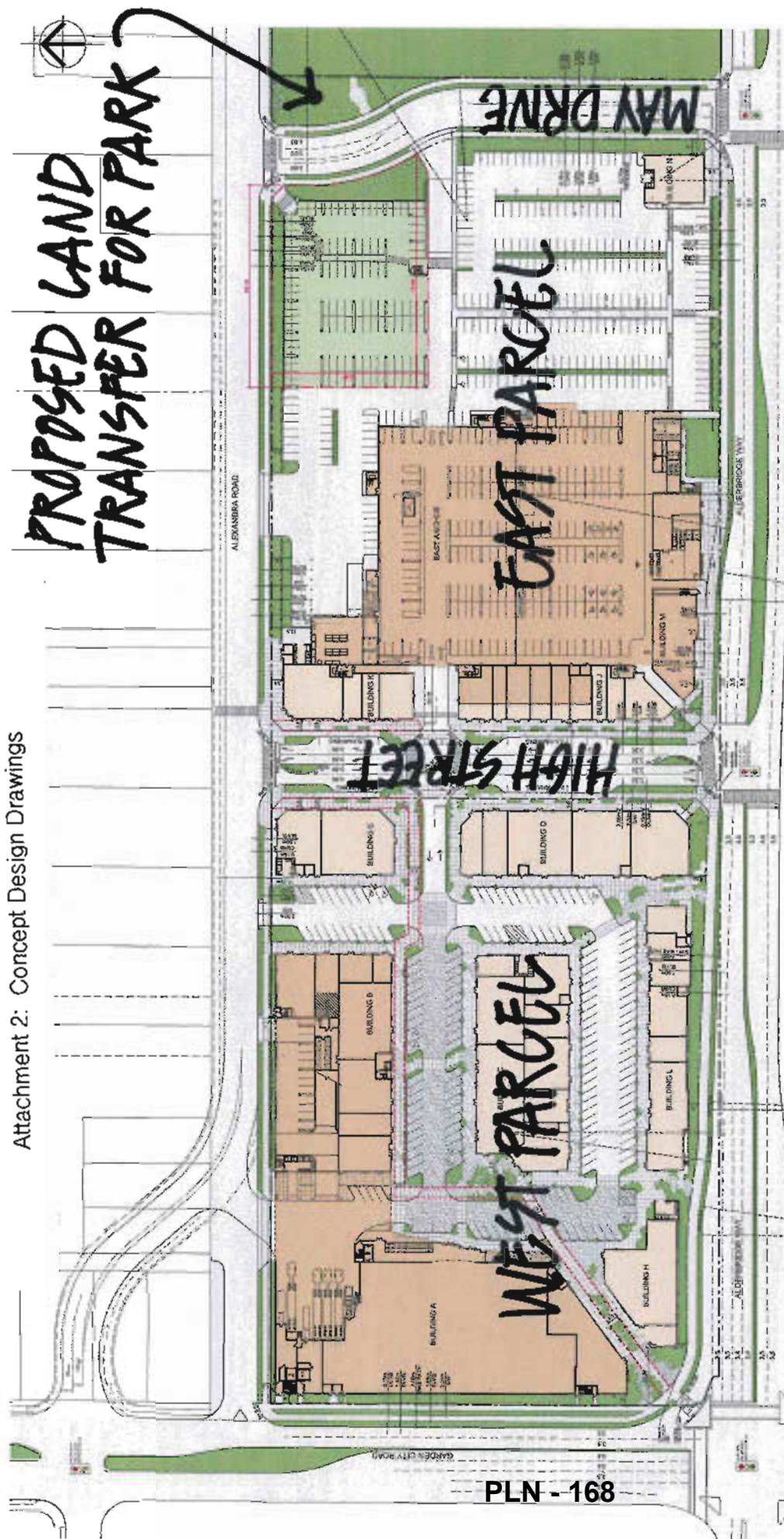
Attachment 1: Aerial Photo

RZ 10-528877

Original Date: 05/10/10

Amended Date:

Note: Dimensions are in METRES



PLN - 168

EAST PARCEL SETBACKS			
Building	North	West	East
East Parcel	12.15 m	12.15 m	2.00 m
Building A	12.15 m	12.15 m	2.00 m
Building B	12.15 m	12.15 m	2.00 m
Building C	12.15 m	12.15 m	2.00 m
Building D	12.15 m	12.15 m	2.00 m
Building E	12.15 m	12.15 m	2.00 m
Building F	12.15 m	12.15 m	2.00 m
Building G	12.15 m	12.15 m	2.00 m
Building H	12.15 m	12.15 m	2.00 m
Building I	12.15 m	12.15 m	2.00 m
Building J	12.15 m	12.15 m	2.00 m
Building K	12.15 m	12.15 m	2.00 m
Building L	12.15 m	12.15 m	2.00 m
Building M	12.15 m	12.15 m	2.00 m
Building N	12.15 m	12.15 m	2.00 m
Building O	12.15 m	12.15 m	2.00 m
Building P	12.15 m	12.15 m	2.00 m
Building Q	12.15 m	12.15 m	2.00 m
Building R	12.15 m	12.15 m	2.00 m
Building S	12.15 m	12.15 m	2.00 m
Building T	12.15 m	12.15 m	2.00 m
Building U	12.15 m	12.15 m	2.00 m
Building V	12.15 m	12.15 m	2.00 m
Building W	12.15 m	12.15 m	2.00 m
Building X	12.15 m	12.15 m	2.00 m
Building Y	12.15 m	12.15 m	2.00 m
Building Z	12.15 m	12.15 m	2.00 m

WEST PARCEL SETBACKS			
Building	North	West	East
Building A	12.15 m	12.15 m	2.00 m
Building B	12.15 m	12.15 m	2.00 m
Building C	12.15 m	12.15 m	2.00 m
Building D	12.15 m	12.15 m	2.00 m
Building E	12.15 m	12.15 m	2.00 m
Building F	12.15 m	12.15 m	2.00 m
Building G	12.15 m	12.15 m	2.00 m
Building H	12.15 m	12.15 m	2.00 m
Building I	12.15 m	12.15 m	2.00 m
Building J	12.15 m	12.15 m	2.00 m
Building K	12.15 m	12.15 m	2.00 m
Building L	12.15 m	12.15 m	2.00 m
Building M	12.15 m	12.15 m	2.00 m
Building N	12.15 m	12.15 m	2.00 m
Building O	12.15 m	12.15 m	2.00 m
Building P	12.15 m	12.15 m	2.00 m
Building Q	12.15 m	12.15 m	2.00 m
Building R	12.15 m	12.15 m	2.00 m
Building S	12.15 m	12.15 m	2.00 m
Building T	12.15 m	12.15 m	2.00 m
Building U	12.15 m	12.15 m	2.00 m
Building V	12.15 m	12.15 m	2.00 m
Building W	12.15 m	12.15 m	2.00 m
Building X	12.15 m	12.15 m	2.00 m
Building Y	12.15 m	12.15 m	2.00 m
Building Z	12.15 m	12.15 m	2.00 m

2.5 m WIDE ALEXANDRA WAY SRW

GREEN DECK SRW

NOV 14 2012

RZ-10528877

2.1





EXISTING	PROPOSED	REMARKS
1.00	1.00	EXISTING PAVEMENT
1.01	1.01	PROPOSED PAVEMENT
1.02	1.02	PROPOSED PAVEMENT
1.03	1.03	PROPOSED PAVEMENT
1.04	1.04	PROPOSED PAVEMENT
1.05	1.05	PROPOSED PAVEMENT
1.06	1.06	PROPOSED PAVEMENT
1.07	1.07	PROPOSED PAVEMENT
1.08	1.08	PROPOSED PAVEMENT
1.09	1.09	PROPOSED PAVEMENT
1.10	1.10	PROPOSED PAVEMENT
1.11	1.11	PROPOSED PAVEMENT
1.12	1.12	PROPOSED PAVEMENT
1.13	1.13	PROPOSED PAVEMENT
1.14	1.14	PROPOSED PAVEMENT
1.15	1.15	PROPOSED PAVEMENT
1.16	1.16	PROPOSED PAVEMENT
1.17	1.17	PROPOSED PAVEMENT
1.18	1.18	PROPOSED PAVEMENT
1.19	1.19	PROPOSED PAVEMENT
1.20	1.20	PROPOSED PAVEMENT

EXISTING	PROPOSED	REMARKS
1.00	1.00	EXISTING PAVEMENT
1.01	1.01	PROPOSED PAVEMENT
1.02	1.02	PROPOSED PAVEMENT
1.03	1.03	PROPOSED PAVEMENT
1.04	1.04	PROPOSED PAVEMENT
1.05	1.05	PROPOSED PAVEMENT
1.06	1.06	PROPOSED PAVEMENT
1.07	1.07	PROPOSED PAVEMENT
1.08	1.08	PROPOSED PAVEMENT
1.09	1.09	PROPOSED PAVEMENT
1.10	1.10	PROPOSED PAVEMENT
1.11	1.11	PROPOSED PAVEMENT
1.12	1.12	PROPOSED PAVEMENT
1.13	1.13	PROPOSED PAVEMENT
1.14	1.14	PROPOSED PAVEMENT
1.15	1.15	PROPOSED PAVEMENT
1.16	1.16	PROPOSED PAVEMENT
1.17	1.17	PROPOSED PAVEMENT
1.18	1.18	PROPOSED PAVEMENT
1.19	1.19	PROPOSED PAVEMENT
1.20	1.20	PROPOSED PAVEMENT

EXISTING	PROPOSED	REMARKS
1.00	1.00	EXISTING PAVEMENT
1.01	1.01	PROPOSED PAVEMENT
1.02	1.02	PROPOSED PAVEMENT
1.03	1.03	PROPOSED PAVEMENT
1.04	1.04	PROPOSED PAVEMENT
1.05	1.05	PROPOSED PAVEMENT
1.06	1.06	PROPOSED PAVEMENT
1.07	1.07	PROPOSED PAVEMENT
1.08	1.08	PROPOSED PAVEMENT
1.09	1.09	PROPOSED PAVEMENT
1.10	1.10	PROPOSED PAVEMENT
1.11	1.11	PROPOSED PAVEMENT
1.12	1.12	PROPOSED PAVEMENT
1.13	1.13	PROPOSED PAVEMENT
1.14	1.14	PROPOSED PAVEMENT
1.15	1.15	PROPOSED PAVEMENT
1.16	1.16	PROPOSED PAVEMENT
1.17	1.17	PROPOSED PAVEMENT
1.18	1.18	PROPOSED PAVEMENT
1.19	1.19	PROPOSED PAVEMENT
1.20	1.20	PROPOSED PAVEMENT

EXISTING	PROPOSED	REMARKS
1.00	1.00	EXISTING PAVEMENT
1.01	1.01	PROPOSED PAVEMENT
1.02	1.02	PROPOSED PAVEMENT
1.03	1.03	PROPOSED PAVEMENT
1.04	1.04	PROPOSED PAVEMENT
1.05	1.05	PROPOSED PAVEMENT
1.06	1.06	PROPOSED PAVEMENT
1.07	1.07	PROPOSED PAVEMENT
1.08	1.08	PROPOSED PAVEMENT
1.09	1.09	PROPOSED PAVEMENT
1.10	1.10	PROPOSED PAVEMENT
1.11	1.11	PROPOSED PAVEMENT
1.12	1.12	PROPOSED PAVEMENT
1.13	1.13	PROPOSED PAVEMENT
1.14	1.14	PROPOSED PAVEMENT
1.15	1.15	PROPOSED PAVEMENT
1.16	1.16	PROPOSED PAVEMENT
1.17	1.17	PROPOSED PAVEMENT
1.18	1.18	PROPOSED PAVEMENT
1.19	1.19	PROPOSED PAVEMENT
1.20	1.20	PROPOSED PAVEMENT

PLN - 169

SITE STATISTICS
EXISTING SITE AREA: 67,891 SM - 75,777 SF (16.77 ACRES)
ROAD DEDICATION - HIGH STREET: 3,363 SM - 36,200 SF (0.83 ACRES)
ROAD DEDICATION - MAY DRIVE: 2,125 SM - 23,037 SF (0.77 ACRES)
ROAD DEDICATION - ALEXANDRIA ROAD: 2,144 SM - 23,078 SF (0.53 ACRES)
TOTAL ROAD DEDICATION: 8,632 SM - 92,315 SF (2.13 ACRES)
WEST PARCEL: 654 SM - 7,220 SF (0.16 ACRES)
EAST PARCEL: 654 SM - 7,220 SF (0.16 ACRES)
TOTAL SITE AREA WITHOUT ROAD DEDICATION: 59,259 SM - 638,462 SF (14.48 ACRES)

WEST PARCEL
SITE AREA: 20,302 SM - 216,460 SF (7.26 ACRES)
GFA (GROSS FLOOR AREA): 14,325 SM - 157,240 SF
GFA (GROSS LEASABLE AREA): 11,717 SM - 126,960 SF
FLOOR AREA RATIO: 0.57
LOT COVERAGE: 16,100 SM - 173,331 SF (34.7%)
PARKING REQUIRED: 884 CARS (1,387,100 SM - 3,711,000 SF)
RAVINE: 12 CARS
LEVEL 1: 12 CARS
LEVEL 2: 12 CARS
LEVEL 3: 12 CARS
ON GRADE PARKING: 175 CARS
TOTAL PARKING PROVIDED: 884 CARS (3,415,000 SM - 3,711,000 SF)
WHERE: 451 CARS (0.25% - REQUIRED 2%)
112 CARS (17.1% - ALLOWED 8%)
SMALL CAR STALLS: 112 CARS (17.1% - ALLOWED 8%)
BICYCLE PARKING: 112 CARS (17.1% - ALLOWED 8%)
LOANER BICYCLES: 112 CARS (17.1% - ALLOWED 8%)
SHORT TERM: 112 CARS (17.1% - ALLOWED 8%)
REQUIRED: 884 CARS (3,415,000 SM - 3,711,000 SF)
PROPOSED: 884 CARS (3,415,000 SM - 3,711,000 SF)

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SHORT TERM: 112 CARS (17.1% - ALLOWED 8%)
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PROPOSED: 884 CARS (3,415,000 SM - 3,711,000 SF)

NOV 14 2012

RZ-10528877



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Architects Inc.
701 St. John's
Toronto, Ontario M5T 1A5
Tel: 416-593-1234
Fax: 416-593-1235
www.chandlerassociates.com

10 0 10 20 30
METERS

2.2

SITE PLAN

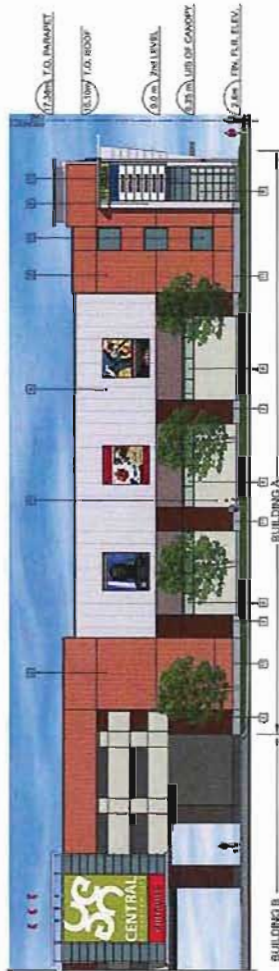


CENTRAL AT GARDEN CITY
RICHMOND, BC

DATE: NOVEMBER 13, 2012
SCALE: 1:500
PROJECT #: A-2.1



EAST ELEVATION
SCALE: 1/8\"/>



NORTH ELEVATION
SCALE: 1/8\"/>

FINISH LEGEND AND COLOUR SCHEDULE:

1	EPS	6	METAL CANOPY	8	SPARKLE GLASS IN ALUMINUM FRAME
2	BRICK VENEER	9	CANYAL KIRKING	10	METAL DOOR
3	CONCRETE METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND
4	METAL PANELS	5	GLAZING IN BRUSHED ALUMINUM FRAME	12	PRE-FINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION		NORTH ELEVATION	
REQUIRED	PERMITTED	REQUIRED	PERMITTED
ELEV. LENGTH	SIGN AREA / PERCENTAGE	ELEV. LENGTH	SIGN AREA / PERCENTAGE
52.28 m	1.1%	52.28 m	0.25%

2.3

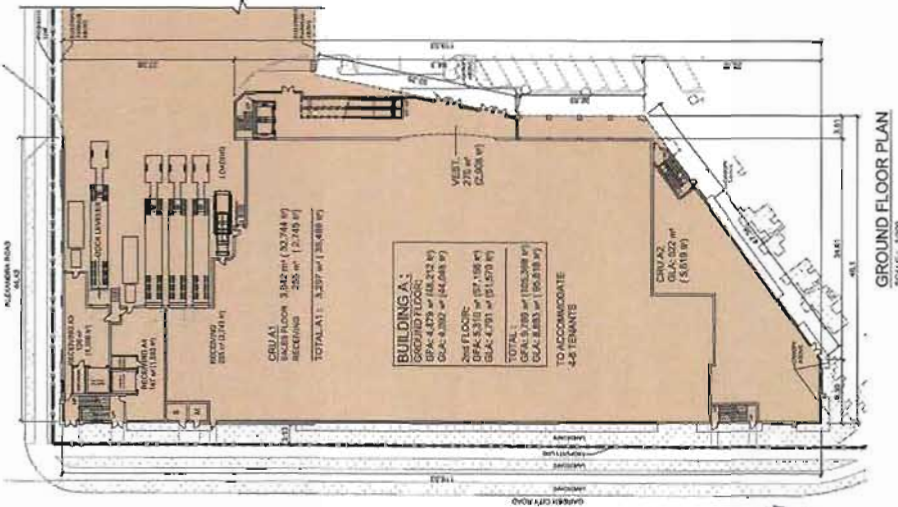
NOV 14 2012

RZ: 10528877

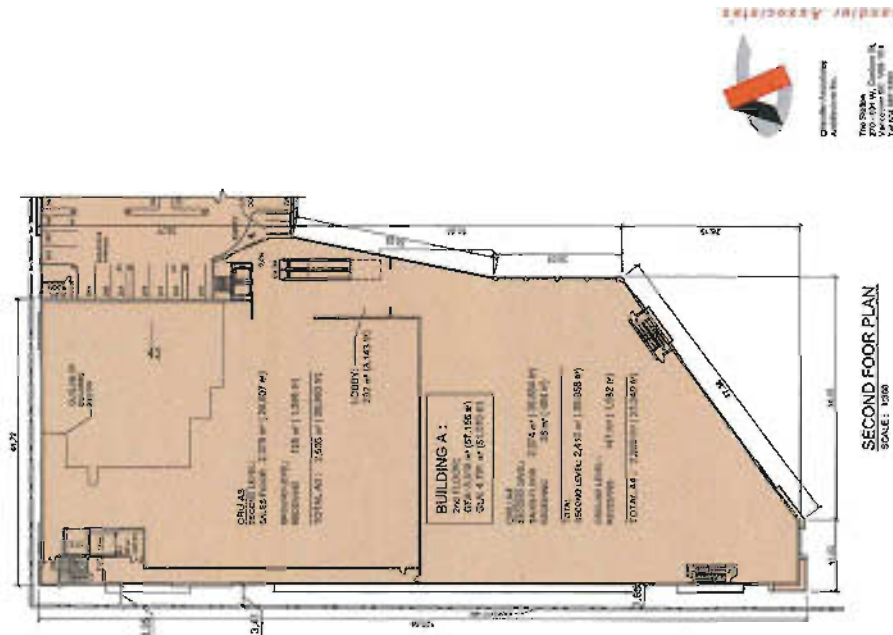


KEY PLAN
SCALE: 1/8\"/>

BUILDING A PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY RICHMOND, BC



GROUND FLOOR PLAN
SCALE: 1/8\"/>

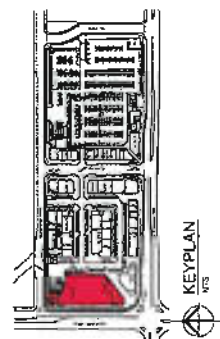


PERMITTED SIGN AREA / LINEAL FRONTAGE	TOTAL SIGN AREA PERMITTED	119.53 sq'
--	---------------------------------	------------

SOUTH ELEVATION	REQUIREDS	PERMITTED SLOPE AREA UNLARS FRONTAGE	TOTAL SIGN AREA PERMITTED
		10' 0"	47.28 sq'

FINISH LEGEND AND COLOUR SCHEDULE:

1	• EIPS	5	• METAL CANOPY	9	• ADRIEL GLASS IN ALUMINUM FRAME
2	• BRICK VENTIL	6	• CANVAS VENTIL	10	• METAL DOOR
3	• CORRUGATED METAL	7	• METAL & GLASS CANOPY	11	• CO-GLASS AND
4	• METAL PANELS	8	• GLAZING IN BRICK-SESS	12	• PREFINISHED WOOD PANELS



NOV 14 2012

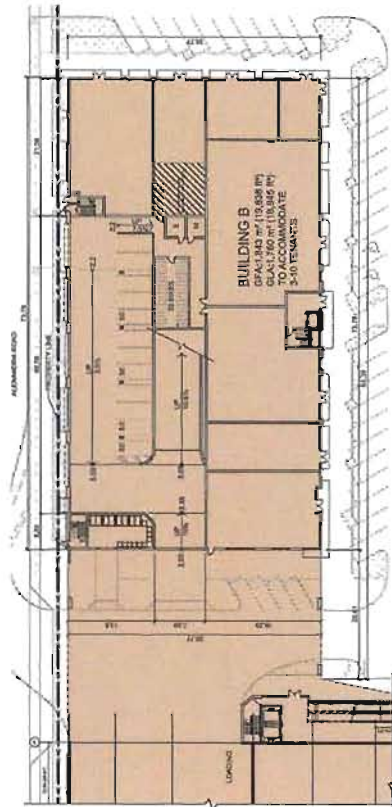
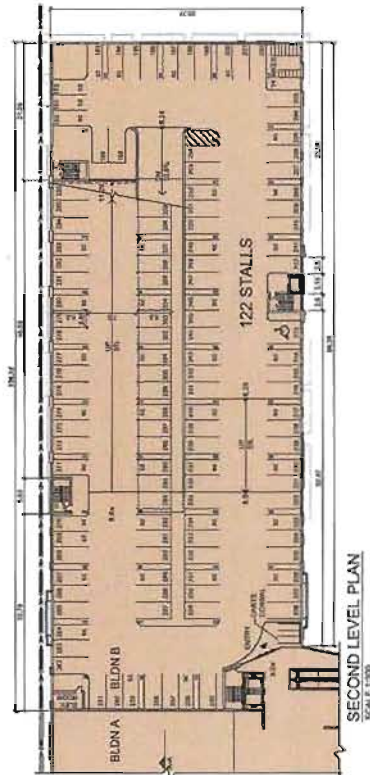
RZ-1052877

SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

BUILDING A PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

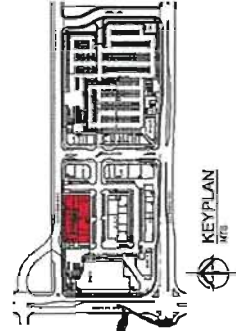


FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | |
|----------------------|--------------------------------------|--------------------------------------|-----------------------|
| 1 - BRICK | 6 - METAL CANOPY | 9 - SPANDREL GLASS IN ALUMINUM FRAME | 13 - PAINTED CONCRETE |
| 2 - BRICK VENEER | 7 - CANVAS WRAPING | 10 - METAL DOOR | 14 - METAL SCREEN |
| 3 - CORRUGATED METAL | 8 - METAL & GLASS CANOPY | 11 - CONCRETE SLIP AND FALL PANELS | 15 - METAL PLASTER |
| 4 - METAL PANELS | 5 - GLAZING IN RIBBED ALUMINUM FRAME | 12 - PAPER IMPREG. WOOD PANELS | |

PRELIMINARY SIGNAGE ANALYSIS

REQUIRED		PROPOSED	
SIGNAGE	AREA	SIGNAGE	AREA
1. SIGNAGE 1	1.0 x 5.5	1. SIGNAGE 1	1.0 x 5.5
2. SIGNAGE 2	1.0 x 5.5	2. SIGNAGE 2	1.0 x 5.5
3. SIGNAGE 3	1.0 x 5.5	3. SIGNAGE 3	1.0 x 5.5
4. SIGNAGE 4	1.0 x 5.5	4. SIGNAGE 4	1.0 x 5.5
5. SIGNAGE 5	1.0 x 5.5	5. SIGNAGE 5	1.0 x 5.5
6. SIGNAGE 6	1.0 x 5.5	6. SIGNAGE 6	1.0 x 5.5
TOTAL	30.3 m²	TOTAL	30.3 m²



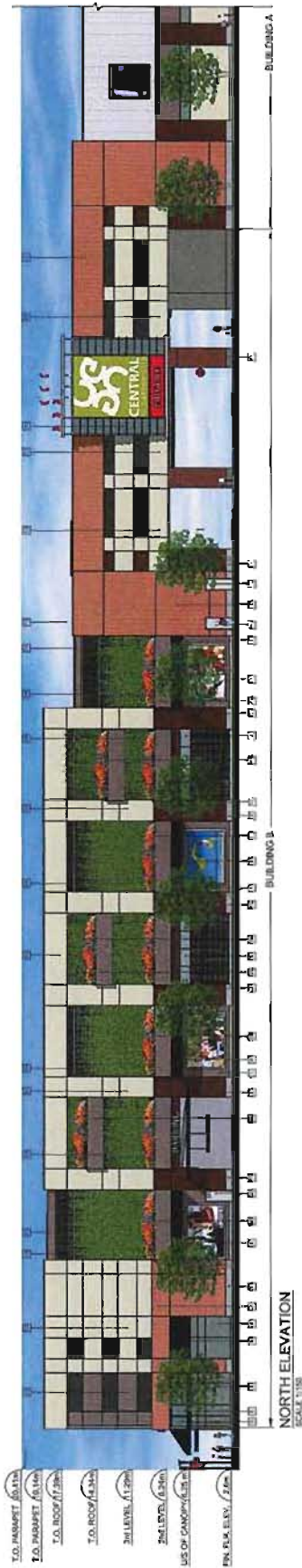
2.5
NOV 14 2012
RC-1052887

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BUILDING B PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC

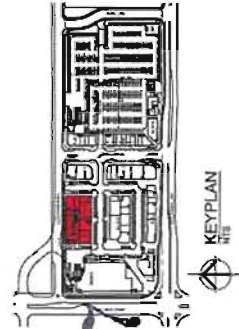
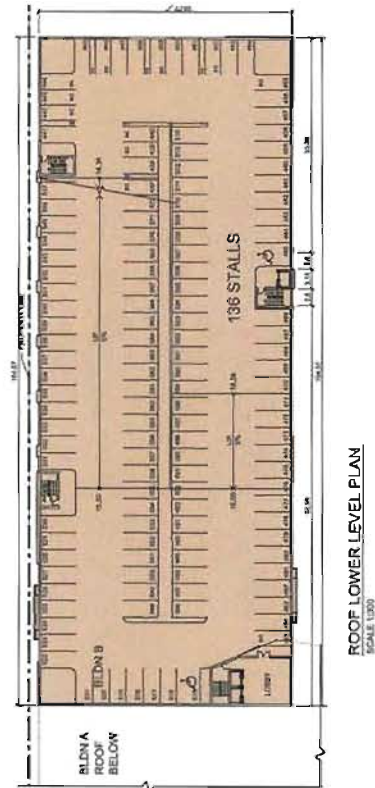
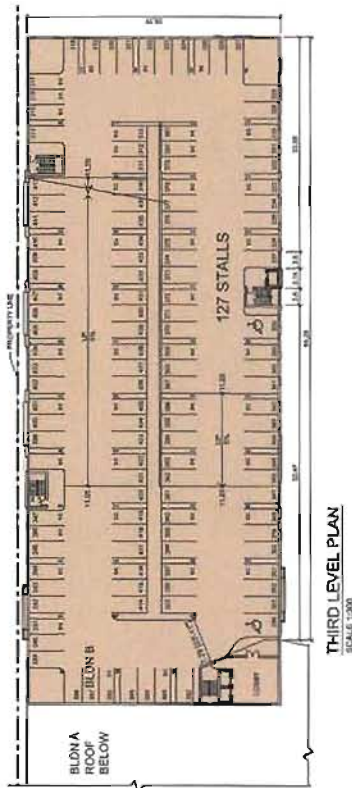


DATE: NOVEMBER 13, 2012
SCALE: AS NOTED
PROJECT #: A-3.3



FINISH LEGEND AND COLOUR SCHEDULE:

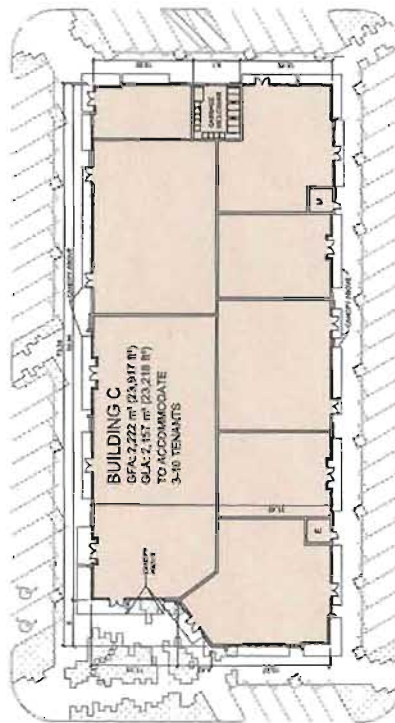
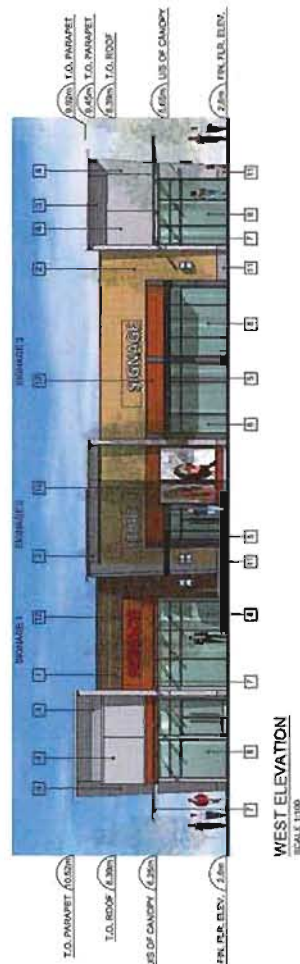
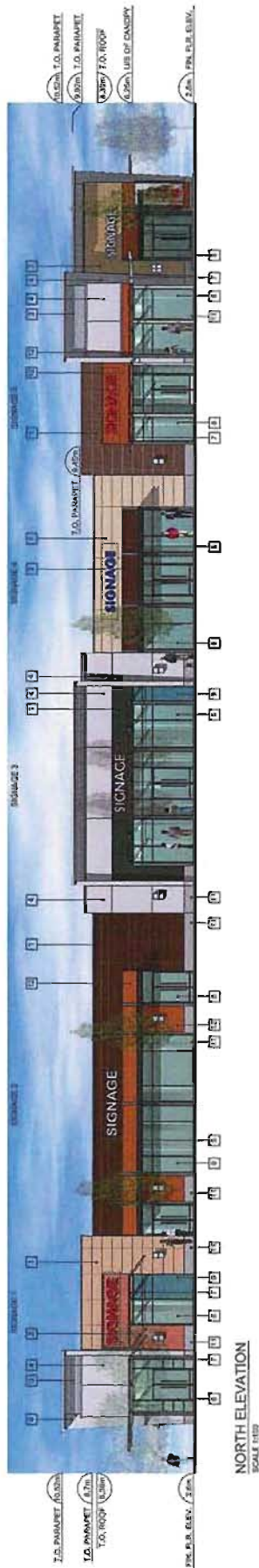
1	- EPS	8	- METAL CANOPY	9	- SPANDREL GLASS IN ALUMINUM FRAME	13	- PAINTED CONCRETE
2	- BRICK VENEER	9	- CURTAIN WALLING	10	- METAL DOOR	14	- METAL SCREEN
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAIR	15	- METAL PLASTER
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAMES	12	- PREFINISHED WOOD PANELS		



NOV 14 2012

2.6

RZ-1052887



FINISH LEGEND AND COLOUR SCHEDULE:

1	WFB	9	METAL CANYOPY	8	BRICKWORK PLAYS IN ALUMINUM FRAME
2	BRICK VENEER	6	CANVAS AWNING	10	METAL DOOR
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAIRS
4	METAL PANELS	6	GLASS IN FINISHED ALUMINUM FRAME	12	PREFABRICATED WOOD PANELS

NOV 14 2012

72. 1052877

PRELIMINARY SIGNAGE ANALYSIS

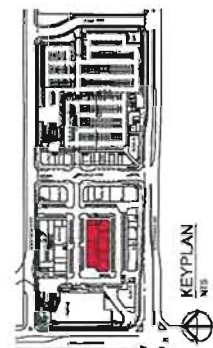
PERMITTED SOUTH AREA/ LINEAR PERCENTAGE	TOTAL SOUTH AREA PERMITTED	TOTAL SOUTH AREA PERMITTED
72.34 m ²	72.34 m ²	72.34 m ²

PROPOSED		2015
BIDMACHINE 1	1 x 4.5	4.5 m³
BIDMACHINE 2	1 x 4.5	4.5 m³
BIDMACHINE 3	1 x 4.5	4.5 m³
BIDMACHINE 4	1 x 4.5	4.5 m³
BIDMACHINE 5	1 x 4.5	4.5 m³
total		22.5 m³

PERMITTED SIGN AREA / LINEAR FOOTAGE	TOTAL SIGN AREA PERMITTED
1 sq. ft.	31.45 sq. ft.

PROPAGATED:		
BIOMASS 1	1 x 4.5	4.5 m ³
BIOMASS 2	1 x 4.5	4.5 m ³
BIOMASS 3	1 x 4.5	4.5 m ³
TOTAL		13.5 m ³

BUILDING C - FLOOR PLAN

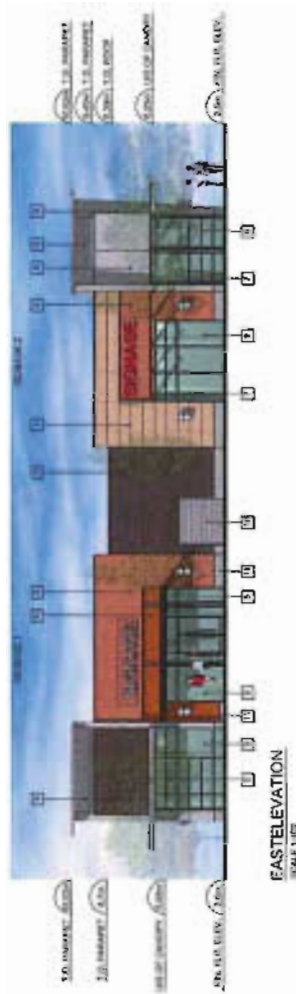
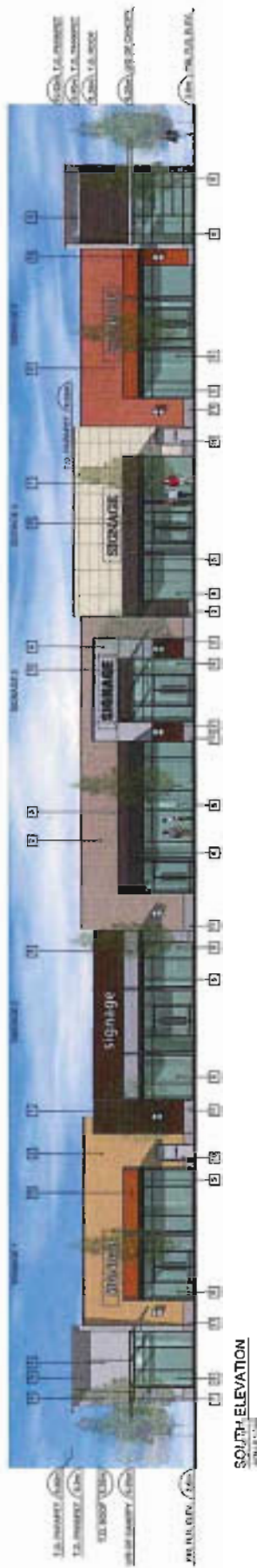


2.9



BUILDING C PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY

DATE: NOVEMBER 13, 2011
SCALE: AS NOTED
PROJECT # 60201
A-3.6



PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION		FAST ELEVATION	
REQUIREMENT	PROPOSED	REQUIREMENT	PROPOSED
AREA	14.45	AREA	14.45
PERCENTAGE	14.45	PERCENTAGE	14.45
PERCENTAGE	14.45	PERCENTAGE	14.45
PERCENTAGE	14.45	PERCENTAGE	14.45
TOTAL	14.45	TOTAL	14.45

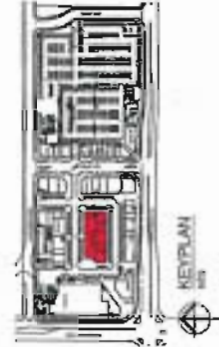
2.9

FINISH LEGEND AND COLOUR SCHEDULE:

1 - IP-10	2 - METAL CLADDING	3 - METAL CLADDING	4 - METAL CLADDING
5 - METAL CLADDING	6 - METAL CLADDING	7 - METAL CLADDING	8 - METAL CLADDING
9 - METAL CLADDING	10 - METAL CLADDING	11 - METAL CLADDING	12 - METAL CLADDING
13 - METAL CLADDING	14 - METAL CLADDING	15 - METAL CLADDING	16 - METAL CLADDING
17 - METAL CLADDING	18 - METAL CLADDING	19 - METAL CLADDING	20 - METAL CLADDING
21 - METAL CLADDING	22 - METAL CLADDING	23 - METAL CLADDING	24 - METAL CLADDING
25 - METAL CLADDING	26 - METAL CLADDING	27 - METAL CLADDING	28 - METAL CLADDING
29 - METAL CLADDING	30 - METAL CLADDING	31 - METAL CLADDING	32 - METAL CLADDING
33 - METAL CLADDING	34 - METAL CLADDING	35 - METAL CLADDING	36 - METAL CLADDING
37 - METAL CLADDING	38 - METAL CLADDING	39 - METAL CLADDING	40 - METAL CLADDING
41 - METAL CLADDING	42 - METAL CLADDING	43 - METAL CLADDING	44 - METAL CLADDING
45 - METAL CLADDING	46 - METAL CLADDING	47 - METAL CLADDING	48 - METAL CLADDING
49 - METAL CLADDING	50 - METAL CLADDING	51 - METAL CLADDING	52 - METAL CLADDING
53 - METAL CLADDING	54 - METAL CLADDING	55 - METAL CLADDING	56 - METAL CLADDING
57 - METAL CLADDING	58 - METAL CLADDING	59 - METAL CLADDING	60 - METAL CLADDING
61 - METAL CLADDING	62 - METAL CLADDING	63 - METAL CLADDING	64 - METAL CLADDING
65 - METAL CLADDING	66 - METAL CLADDING	67 - METAL CLADDING	68 - METAL CLADDING
69 - METAL CLADDING	70 - METAL CLADDING	71 - METAL CLADDING	72 - METAL CLADDING
73 - METAL CLADDING	74 - METAL CLADDING	75 - METAL CLADDING	76 - METAL CLADDING
77 - METAL CLADDING	78 - METAL CLADDING	79 - METAL CLADDING	80 - METAL CLADDING
81 - METAL CLADDING	82 - METAL CLADDING	83 - METAL CLADDING	84 - METAL CLADDING
85 - METAL CLADDING	86 - METAL CLADDING	87 - METAL CLADDING	88 - METAL CLADDING
89 - METAL CLADDING	90 - METAL CLADDING	91 - METAL CLADDING	92 - METAL CLADDING
93 - METAL CLADDING	94 - METAL CLADDING	95 - METAL CLADDING	96 - METAL CLADDING
97 - METAL CLADDING	98 - METAL CLADDING	99 - METAL CLADDING	100 - METAL CLADDING

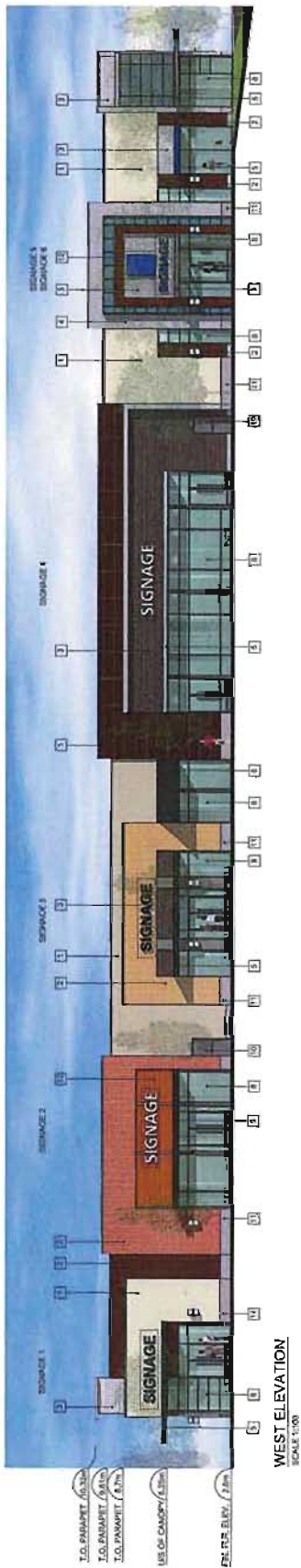
NOV 14 2012

RZ-10528877



BUILDING C PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





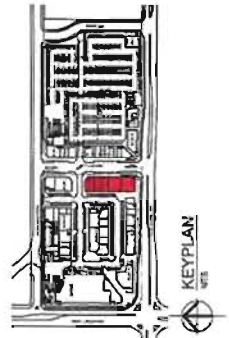
WEST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

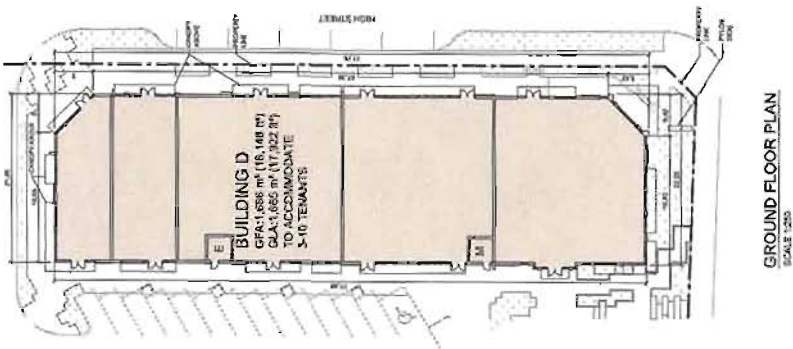
- | | | |
|----------------------|--------------------------------------|--------------------------------------|
| 1 - EPS | 5 - METAL CANOPY | 9 - SPANDREL GLASS IN ALUMINUM FRAME |
| 2 - BRICK VENEER | 6 - CANVAS AWNING | 10 - METAL DOOR |
| 3 - CORRUGATED METAL | 7 - METAL & GLASS CANOPY | 11 - CONCRETE UPSTAIR |
| 4 - METAL PANELS | 8 - GLAZING IN BUSHED ALUMINUM FRAME | 12 - FINISHED WOOD PANELS |



KEYPLAN
SCALE 1:500

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION			SOUTH ELEVATION		
REQUIRE	REQUIRED SIGN AREA / LENGTH	TOTAL SIGN AREA / PERMITTED	REQUIRE	REQUIRED SIGN AREA / LENGTH	TOTAL SIGN AREA / PERMITTED
BLVD	17.88 m	1 m²	BLVD	22.38 m	1 m²
PROPOSED:			PROPOSED:		
SIGNAGE 1	11.45	4.5 m²	SIGNAGE 1	15.4 x 1.8	2.8 m²
SIGNAGE 2	11.45	4.5 m²	SIGNAGE 2	11.4 x 2	4.3 m²
SIGNAGE 3	11.45	4.5 m²	TOTAL		7.1 m²
SIGNAGE 4	11.45	4.5 m²			
SIGNAGE 5	11.45	4.5 m²			
SIGNAGE 6	11.45	4.5 m²			
SIGNAGE 7	11.45	4.5 m²			
SIGNAGE 8	11.45	4.5 m²			
TOTAL		36 m²			



GROUND FLOOR PLAN
SCALE 1:200

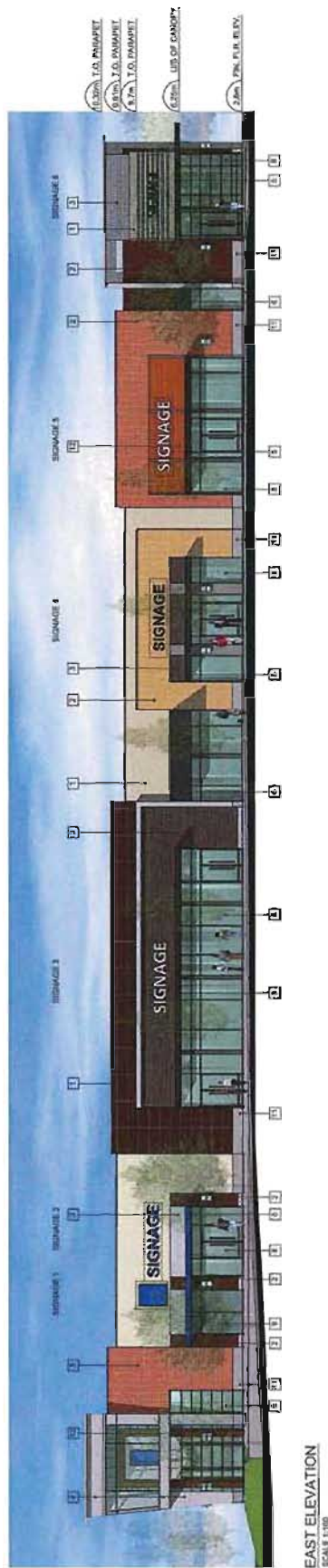
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NOV 14 2012

RZ-10528877

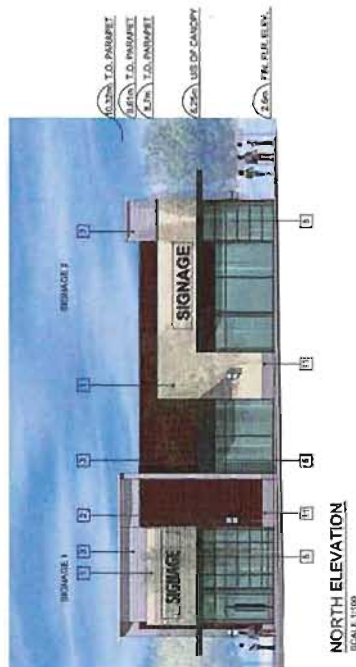
BUILDING D PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





PRELIMINARY SIGNAGE ANALYSIS

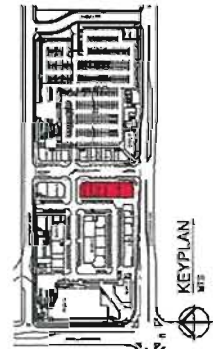
REQUIRED:		PROPOSED:	
PERMITTED SIDEWALK WIDTH	PERMITTED SIDEWALK AREA / TOTAL LOT AREA	PROPOSED SIDEWALK WIDTH	PROPOSED SIDEWALK AREA / TOTAL LOT AREA
77.28 ft	77.28 sq ft	77.28 ft	77.28 sq ft
100%	100%	100%	100%



FINISH LEGEND AND COLOUR SCHEDULE:			
1	EPS	8	METAL CANOPY
2	STICK VENEER	9	CANVAS RIVING
3	CORRUGATED METAL	10	METAL DOOR
4	METAL PANELS	11	CONCRETE LIFTSTAND
5	GLASS IN BRUSHED	12	PRE-FINISHED WOOD PANELS
6	GLASS IN BRUSHED		
7	METAL CANOPY		
8	SPANDREL GLASS IN ALUMINUM FRAME		

NOV 14 2012

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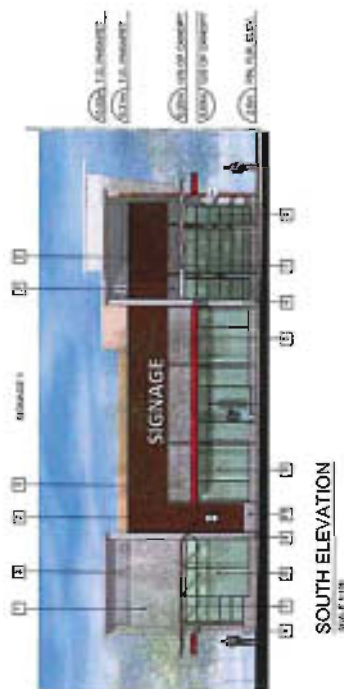


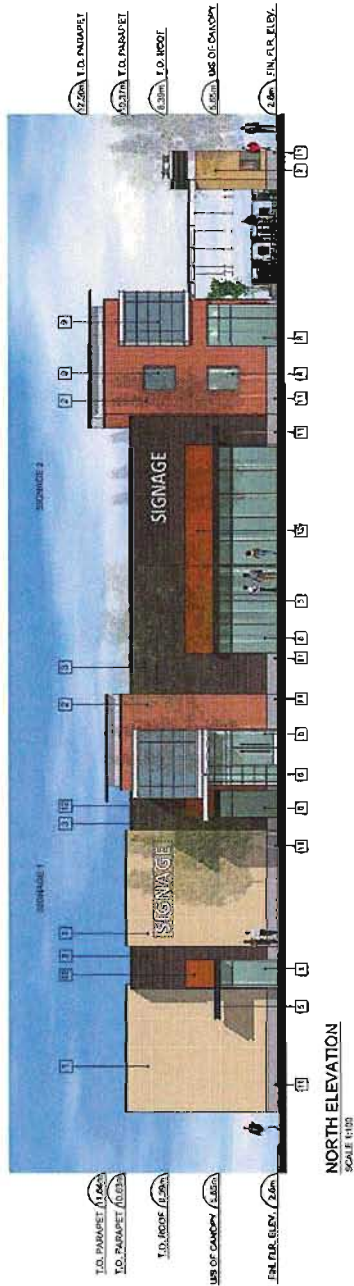
DATE: NOVEMBER 13, 2012
SCALE: AS NOTED
PROJECT #: 6079

A-3.9

BUILDING D PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC







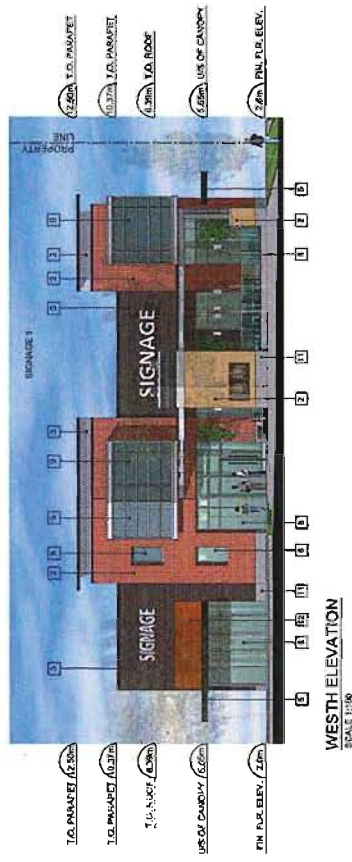
SIGNAGE ANALYSIS

REQUIRED

REQUIREMENT	PERMITTED SIGN AREA / WIDTH	PERMITTED FRONTAGE
1. SIGNAGE 1	1 x 5	5 m
2. SIGNAGE 2	1 x 5	5 m
TOTAL		10 m

PROPOSED

REQUIREMENT	PERMITTED SIGN AREA / WIDTH	PERMITTED FRONTAGE
1. SIGNAGE 1	1 x 5	5 m
2. SIGNAGE 2	1 x 5	5 m
TOTAL		10 m



WEST ELEVATION

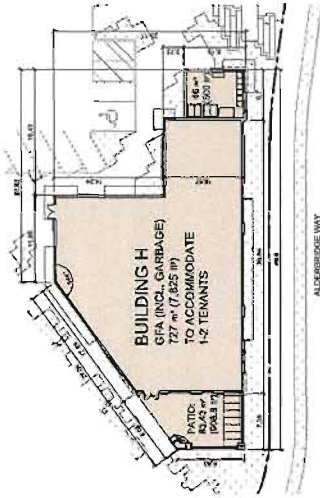
SCALE 1:125

FINISH LEGEND AND COLOUR SCHEDULE:

1. OPS
2. BRICK VENEER
3. CORRUGATED METAL
4. METAL PANELS
5. METAL CANOPY
6. CANVAS AWNING
7. METAL & GLASS CANOPY
8. GLASS IN BRUSHED ALUMINUM FRAME
9. BRUSHED GLASS IN ALUMINUM FRAME
10. METAL DOOR
11. CONCRETE UPS AND DOWNS
12. PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

REQUIREMENT	PERMITTED SIGN AREA / WIDTH	PERMITTED FRONTAGE
1. SIGNAGE 1	1 x 5	5 m
2. SIGNAGE 2	1 x 5	5 m
TOTAL		10 m

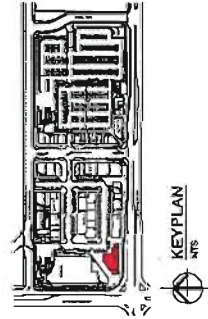


GROUND FLOOR PLAN

SCALE 1:250

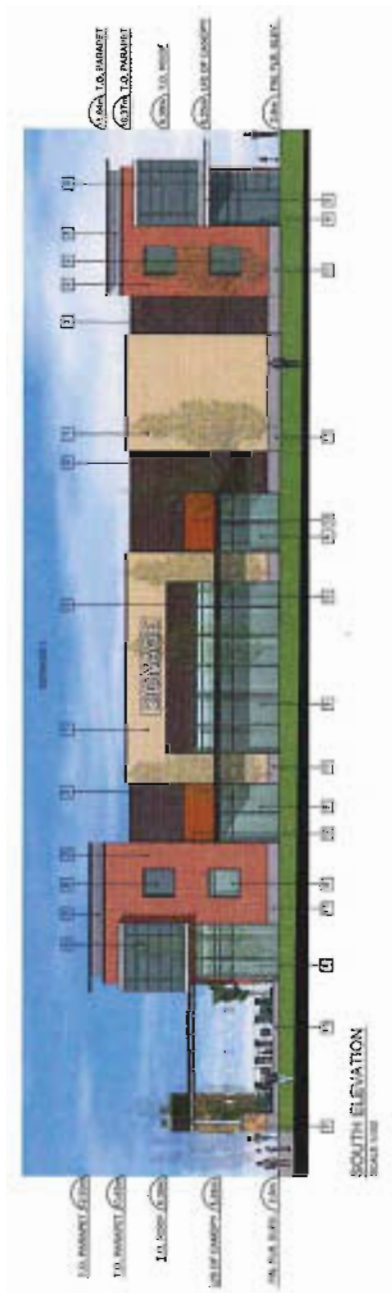
NOV 14 2012

RZ-10528877



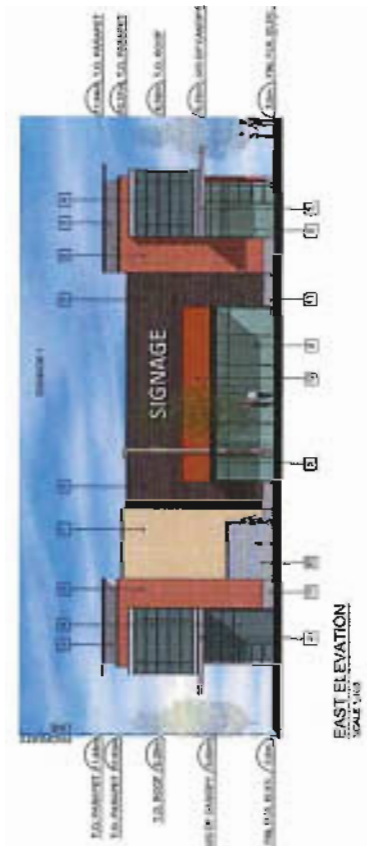
KEY PLAN

NTS



SIGNAGE ANALYSIS

ITEM	QUANTITY	UNIT	AREA	PERCENTAGE
BRICK	100	SQ. FT.	100	100%
STONE	100	SQ. FT.	100	100%
GLASS	100	SQ. FT.	100	100%
TOTAL	300	SQ. FT.	300	100%



PRELIMINARY SIGNAGE ANALYSIS

ITEM	QUANTITY	UNIT	AREA	PERCENTAGE
BRICK	100	SQ. FT.	100	100%
STONE	100	SQ. FT.	100	100%
GLASS	100	SQ. FT.	100	100%
TOTAL	300	SQ. FT.	300	100%

FINISH LEGEND AND COLOUR SCHEDULE:

- 1. BRICK
- 2. STONE
- 3. GLASS
- 4. METAL PANELS
- 5. METAL CLADDING
- 6. STAINLESS STEEL
- 7. ALUMINUM CLADDING
- 8. ALUMINUM PANELS
- 9. ALUMINUM CLADDING
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NOV 14 2012

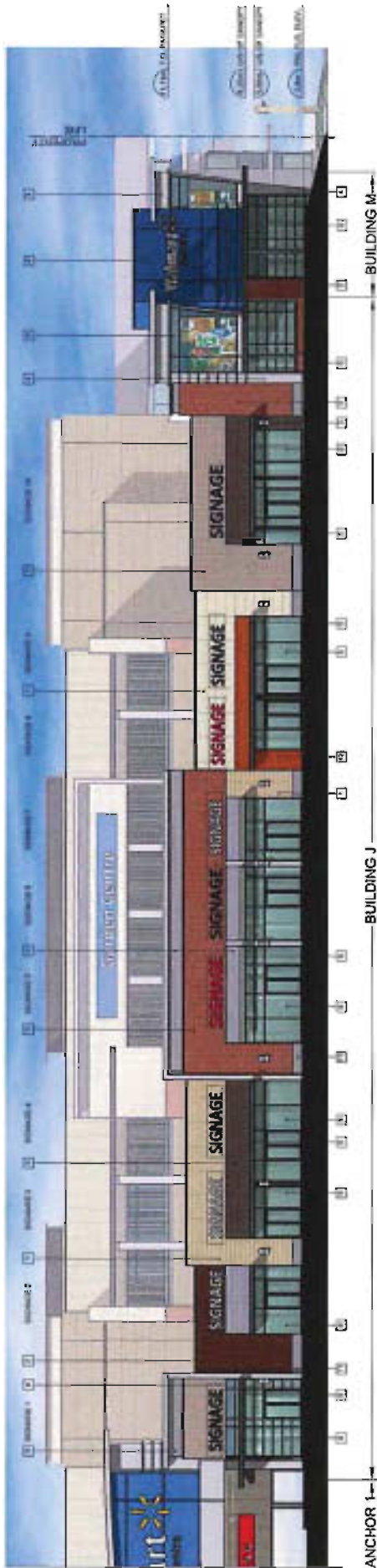
R2-10528877
2.14



BUILDING H PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, SC



NOV 14 2012
A-3.12



WEST ELEVATION
SCALE 1/8" = 1'-0"

FINISH LEGEND AND COLOUR SCHEDULE:

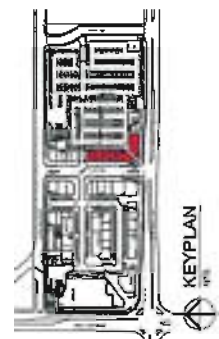
- | | | | | | |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| 1 - CORE | 2 - METAL CLADDING | 3 - BRICKWORK | 4 - CHALKBOARD | 5 - BRICKWORK | 6 - BRICKWORK |
| 7 - CONCRETE | 8 - METAL CLADDING | 9 - METAL CLADDING | 10 - METAL CLADDING | 11 - METAL CLADDING | 12 - METAL CLADDING |
| 13 - METAL CLADDING | 14 - METAL CLADDING | 15 - METAL CLADDING | 16 - METAL CLADDING | 17 - METAL CLADDING | 18 - METAL CLADDING |

PRELIMINARY SIGNAGE ANALYSIS

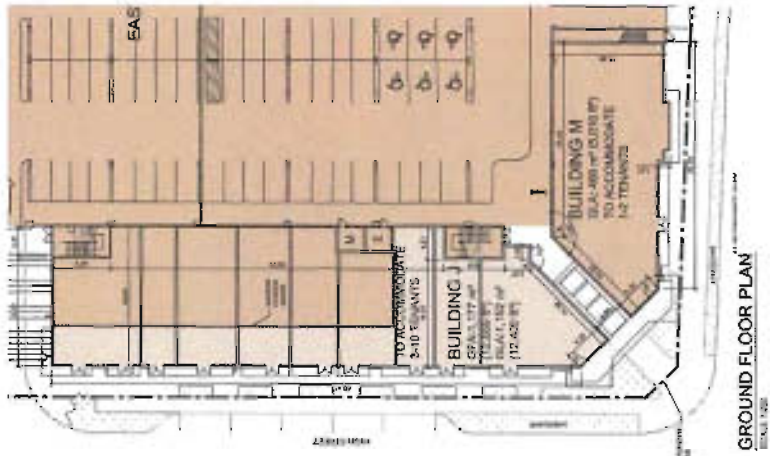
ITEM	DESCRIPTION	AREA (SQ FT)
1	ANCHOR 1 SIGNAGE	14.4
2	ANCHOR 2 SIGNAGE	14.4
3	ANCHOR 3 SIGNAGE	14.4
4	ANCHOR 4 SIGNAGE	14.4
5	ANCHOR 5 SIGNAGE	14.4
6	ANCHOR 6 SIGNAGE	14.4
7	ANCHOR 7 SIGNAGE	14.4
8	ANCHOR 8 SIGNAGE	14.4
9	ANCHOR 9 SIGNAGE	14.4
10	ANCHOR 10 SIGNAGE	14.4
TOTAL		144.0

2.15

NOV 14 2012
RZ-10528877



KEY PLAN
SCALE 1/8" = 1'-0"

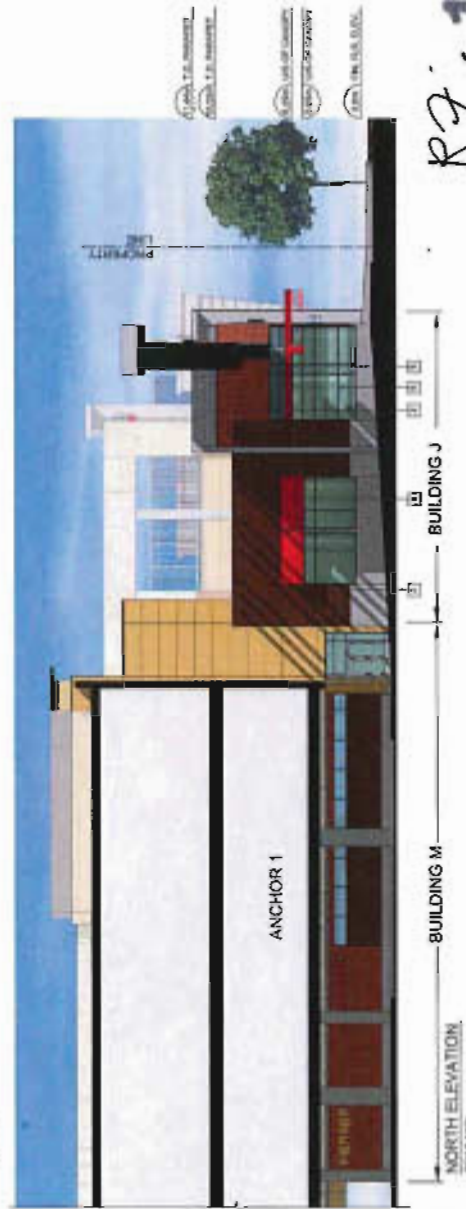
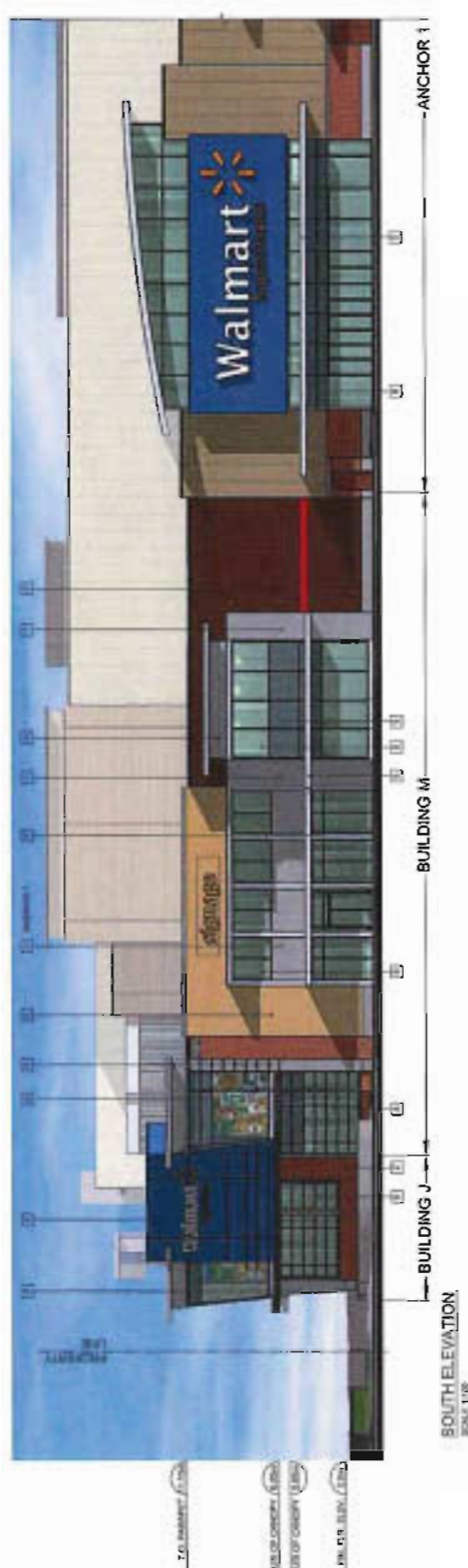


GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"

BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, SC



A-3.13



2.16

NOV 14 2012

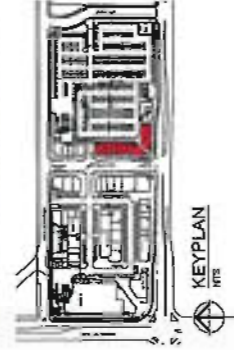
RZ-10528877

PRELIMINARY SIGNAGE ANALYSIS

BUILDING		TOTAL SIGN	
NO.	AREA (sq. ft.)	NO.	AREA (sq. ft.)
1	10.0	2	10.0
3	10.0	4	10.0
5	10.0	6	10.0
7	10.0	8	10.0
9	10.0	10	10.0
11	10.0	12	10.0
13	10.0	14	10.0
15	10.0	16	10.0
17	10.0	18	10.0
19	10.0	20	10.0
21	10.0	22	10.0
23	10.0	24	10.0
25	10.0	26	10.0
27	10.0	28	10.0
29	10.0	30	10.0
31	10.0	32	10.0
33	10.0	34	10.0
35	10.0	36	10.0
37	10.0	38	10.0
39	10.0	40	10.0
41	10.0	42	10.0
43	10.0	44	10.0
45	10.0	46	10.0
47	10.0	48	10.0
49	10.0	50	10.0
51	10.0	52	10.0
53	10.0	54	10.0
55	10.0	56	10.0
57	10.0	58	10.0
59	10.0	60	10.0
61	10.0	62	10.0
63	10.0	64	10.0
65	10.0	66	10.0
67	10.0	68	10.0
69	10.0	70	10.0
71	10.0	72	10.0
73	10.0	74	10.0
75	10.0	76	10.0
77	10.0	78	10.0
79	10.0	80	10.0
81	10.0	82	10.0
83	10.0	84	10.0
85	10.0	86	10.0
87	10.0	88	10.0
89	10.0	90	10.0
91	10.0	92	10.0
93	10.0	94	10.0
95	10.0	96	10.0
97	10.0	98	10.0
99	10.0	100	10.0

FINISH LEGEND AND COLOUR SCHEDULE:

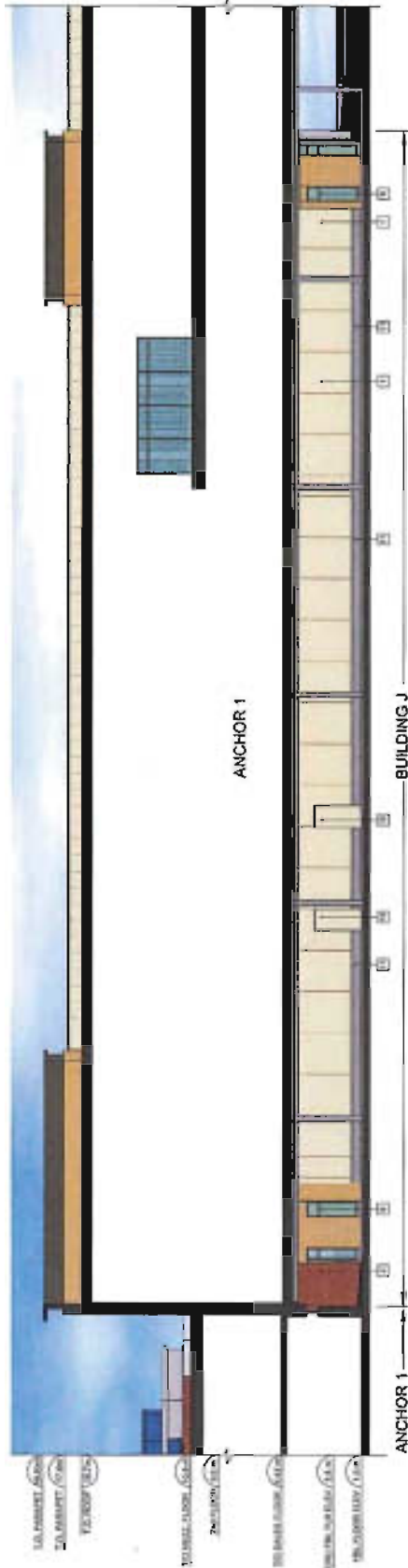
1 - BRICK	2 - METAL CLADDING	3 - BRICK CLADDING	4 - METAL CLADDING
5 - BRICK CLADDING	6 - BRICK CLADDING	7 - BRICK CLADDING	8 - BRICK CLADDING
9 - BRICK CLADDING	10 - BRICK CLADDING	11 - BRICK CLADDING	12 - BRICK CLADDING
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BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



A-3.14



EAST ELEVATION
SCALE 1/80

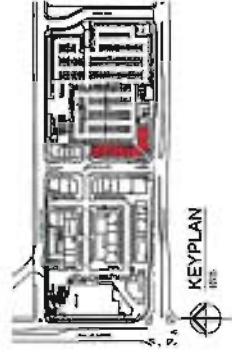
FINISH LEGEND AND COLOUR SCHEDULE:

1	DOOR	2	WALL CLADDING	3	SPANNING GLASS RE ALUMINIUM FRAME
4	WALL PANEL	5	CONCRETE	6	CONCRETE UPSTAND
7	CONCRETE METAL	8	WALL & GLASS CLADDING	9	CLADDING MATERIALS ALUMINIUM FRAME
10	WALL PANELS	11	CLADDING MATERIALS ALUMINIUM FRAME	12	PERMANENT WOOD PANELS

2.17

NOV 14 2012

RZ.10528877



KEY PLAN
SCALE
1:100



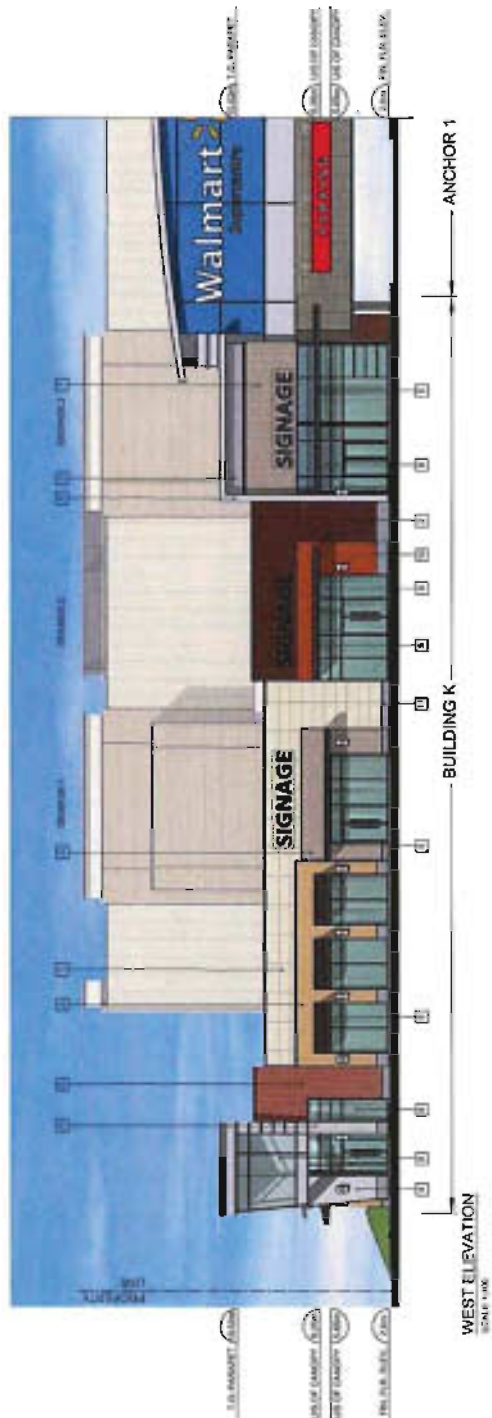
Design Associates
Architects Inc.

The Office
100 - 101 St. Andrews St.
Richmond, BC V6V 1K1
Tel: 604-271-1111
Fax: 604-271-1112
info@designassociates.com

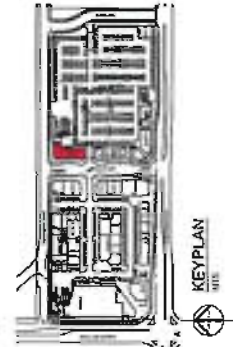


BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC

A-3.15

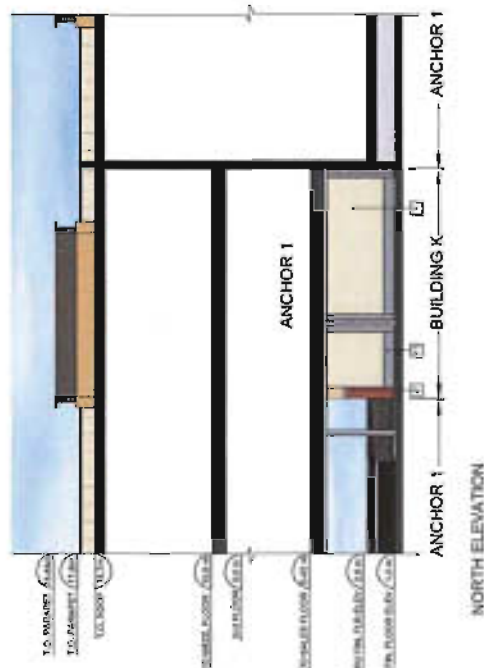


PRELIMINARY STORAGE ANALYSIS

[illegible]

NOV 14 2012

RZ. 10528877



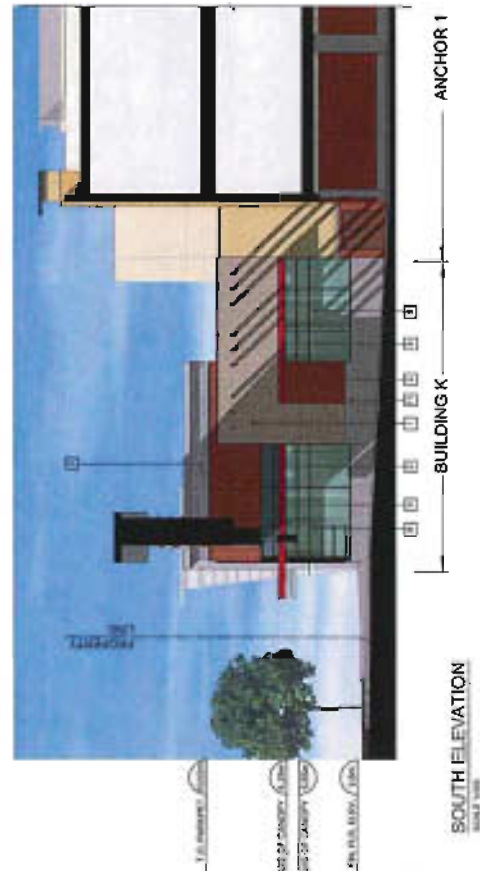
FINISH LEGEND AND COLOUR SCHEDULE :-

1	• ENJOY	6	• AFFORD THE CHALLENGE	11	• REPAIR, OR REPLACE THE ENTIRE WINDOW FRAME
2	• BUILD A VENTILATOR	7	• CONSIDER A WINDUP	12	• METAL DOOR
3	• CONSIDER A NEW METAL	8	• HAVE A 1/2 INCH GASKET	13	• COMBUSTIBLE GLASS PANE
4	• METAL PANELS	9	• REPAIR OR REPLACE THE METAL AT THE POINT OF WEAKNESS	14	• REPAIR OR REPLACE WINDOW PANELS



PRELIMINARY STORAGE ANALYSIS

RESERVED			
PERMITTED	EXISTING	PERMITTED	EXISTING
STORAGE	STORAGE	STORAGE	STORAGE
10,000	1,000	10,000	1,000
TOTAL			
10,000	1,000	10,000	1,000

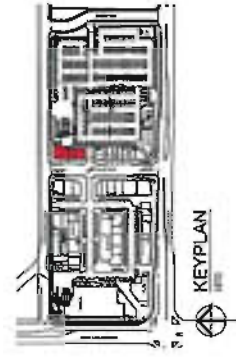


FINISH LEGEND AND COLOUR SCHEDULE:

1 - BRICK	6 - METAL CLADDING	11 - BRICK CLADDING	16 - BRICK CLADDING
2 - BRICK VENEER	7 - BRICK CLADDING	12 - BRICK CLADDING	17 - BRICK CLADDING
3 - BRICK CLADDING	8 - BRICK CLADDING	13 - BRICK CLADDING	18 - BRICK CLADDING
4 - BRICK CLADDING	9 - BRICK CLADDING	14 - BRICK CLADDING	19 - BRICK CLADDING
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2.19

NOV 14 2012
R2-10528877

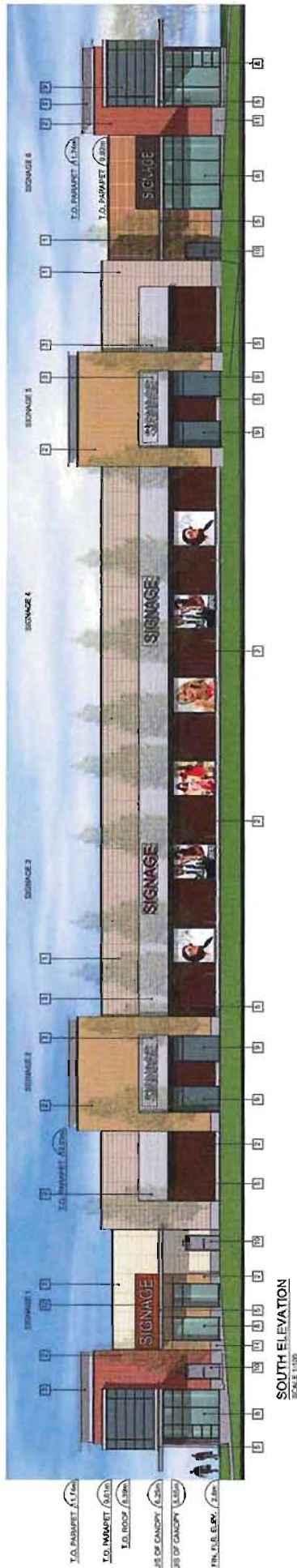


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BUILDING K PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



A-3.17



SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

- | | | |
|----------------------|---------------------------------------|-------------------------------------|
| 1 - EPK | 4 - METAL CANOPY | 7 - SPARKLE GLASS IN ALUMINUM FRAME |
| 2 - BRICK VENEER | 5 - CANVAS AWNING | 8 - METAL DOOR |
| 3 - CORRUGATED METAL | 6 - METAL & GLASS CANOPY | 9 - CONCRETE UPSTAND |
| 4 - METAL PANELS | 7 - GLAZING IN BRUSHED ALUMINUM FRAME | 10 - PRE-FINISHED WOOD PANELS |

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION

REQUIREMENTS	PROPOSED	TOTAL SIGN AREA
HEIGHT	14.45	4.5 m ²
LENGTH	14.45	4.5 m ²
WIDTH	14.45	4.5 m ²
FRONTAGE	14.45	4.5 m ²
TOTAL		27 m ²

EAST ELEVATION

REQUIREMENTS	PROPOSED	TOTAL SIGN AREA
HEIGHT	14.45	4.5 m ²
LENGTH	14.45	4.5 m ²
WIDTH	14.45	4.5 m ²
FRONTAGE	14.45	4.5 m ²
TOTAL		4.5 m ²

2.21

NOV 14 2012

RZ-10528877



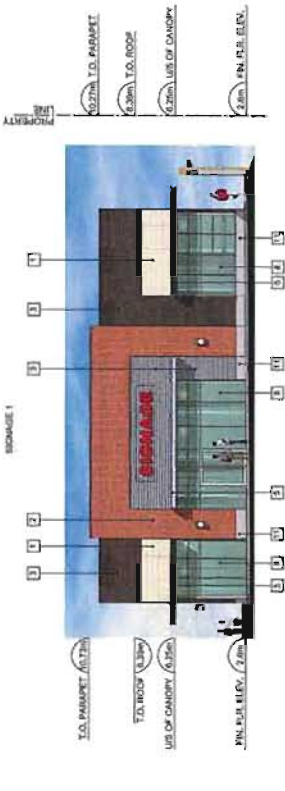
KEY PLAN
SCALE 1:100

BUILDING L PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC

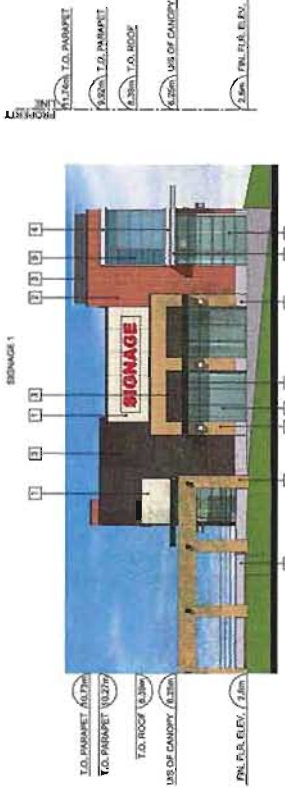


Chandler Associates
Architects Inc.
The Studio
1000-1000-1000
Vancouver BC V6B 1G7
Tel: 604 687 3300
Fax: 604 687 3305
info@chandlerassociates.com

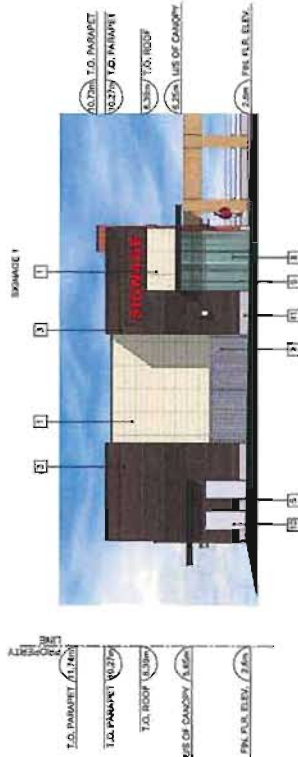
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PROJECT: A-3.19
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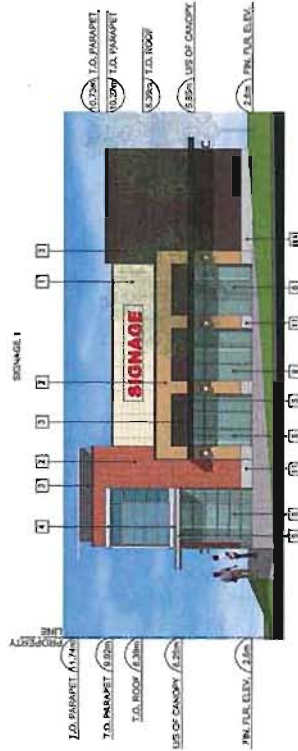
WEST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

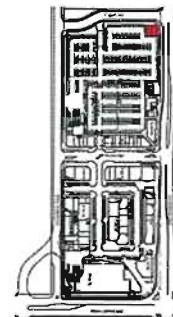
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FINISH LEGEND AND COLOUR SCHEDULE:

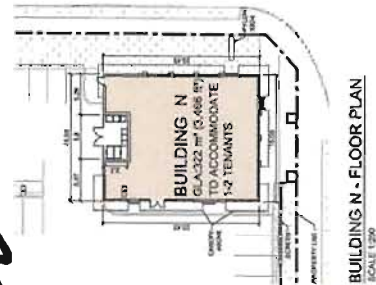
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|----------------------|--|---------------------------------------|
| 1 - EPS | 5 - METAL CANOPY | 9 - SPANDREL GLASS IN ALUMINIUM FRAME |
| 2 - BRICK VENEER | 6 - CANVAS AWNING | 10 - METAL DOOR |
| 3 - CORRUGATED METAL | 7 - METAL & GLASS CANOPY | 11 - CONCRETE UPSTAIR |
| 4 - METAL PANELS | 8 - GLAZING IN BRUSHED ALUMINIUM FRAME | 12 - PREFINISHED WOOD PANELS |

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION			SOUTH ELEVATION			EAST ELEVATION		
REQUIRED	PERMITTED	TOTAL SIGN AREA / PERMITTED FRONTAGE	REQUIRED	PERMITTED	TOTAL SIGN AREA / PERMITTED FRONTAGE	REQUIRED	PERMITTED	TOTAL SIGN AREA / PERMITTED FRONTAGE
BLDG. LENGTH 20.45 m	BLDG. WIDTH 1.45 m	29.65 m ²	BLDG. LENGTH 18.58 m	BLDG. WIDTH 1.45 m	26.84 m ²	BLDG. LENGTH 20.45 m	BLDG. WIDTH 1.45 m	29.65 m ²
<p>PROPOSED:</p> <p>SIGNAGE 1: 1.45 x 5.0' = 7.25 m²</p> <p>TOTAL: 7.25 m²</p>			<p>PROPOSED:</p> <p>SIGNAGE 1: 1.45 x 5.0' = 7.25 m²</p> <p>TOTAL: 7.25 m²</p>			<p>PROPOSED:</p> <p>SIGNAGE 1: 1.45 x 5.0' = 7.25 m²</p> <p>TOTAL: 7.25 m²</p>		



KEYPLAN
NITE



BUILDING N - FLOOR PLAN
SCALE 1:200

RZ-10528877

NOV 14 2012

BUILDING N PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY

RICHMOND, BC





EAST ELEVATION
SCALE 1/8"=1'-0"



NORTH ELEVATION
SCALE 1/8"=1'-0"

PLN - 191

FINISH LEGEND AND COLOUR SCHEDULE:

1	EPS	5	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME	13	PAINTED CONCRETE
2	SEMI VENEER	6	SHINGLED AVENING	10	METAL DOORS	14	METAL SCREEN
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND	15	METAL PLANTER
4	METAL PANELS	8	GLASSING IN BRUSHED ALUMINUM FRAME	12	PRE-FINISHED WOOD PANELS		



KEYPLAN
N

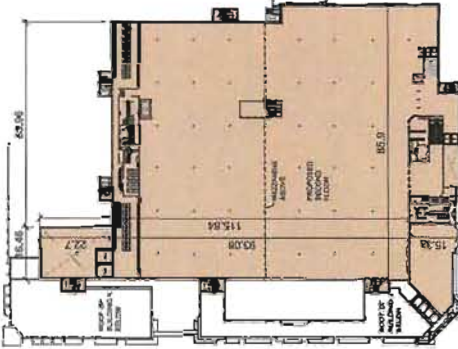
PRELIMINARY SIGNAGE ANALYSIS:

REQUIRED			PROPOSED		
LENGTH	WIDTH	AREA	LENGTH	WIDTH	AREA
115.8 m	1.7 m	196.86 m ²	115.8 m	1.7 m	196.86 m ²
TOTAL			TOTAL		
196.86 m ²			196.86 m ²		

2.24 RZ-10528877

NOV 14 2012

SALES LEVEL PLAN
SCALE 1/8"=1'-0"



EAST ANCHOR PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





1	EPS	8	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME	12	PAINTED CONCRETE
2	BRICK VENEER	6	CANAL RAINING	10	METAL DOOR	14	METAL SCREEN
3	CORRUGATED METAL	7	METAL GLASS CANOPY	11	CONCRETE UPTAND	15	METAL PLASTER
4	METAL PANELS	5	GLAZING IN REINFORCED ALUMINUM PANELS	13	POURBISHED WOOD PANELS		

NORTH ELEVATION		FOOTPRINT	
REQUIREMENTS		PROPOSED	
PERMITTED	TOTAL SIGN AREA	SIGNAGE 1	16.0 m ²
BLDG. LINE AREA / PERMITTED	PERMITTED PERCENTAGE	SIGNAGE 2	3.0 m ²
1 m ²	11.8 m ²	SIGNAGE 3	16.0 m ²
		TOTAL	35.0 m ²



A key plan map showing the location of the proposed development (highlighted in red) within the context of the surrounding area. The map includes labels for 'KEY PLAN' and a north arrow.

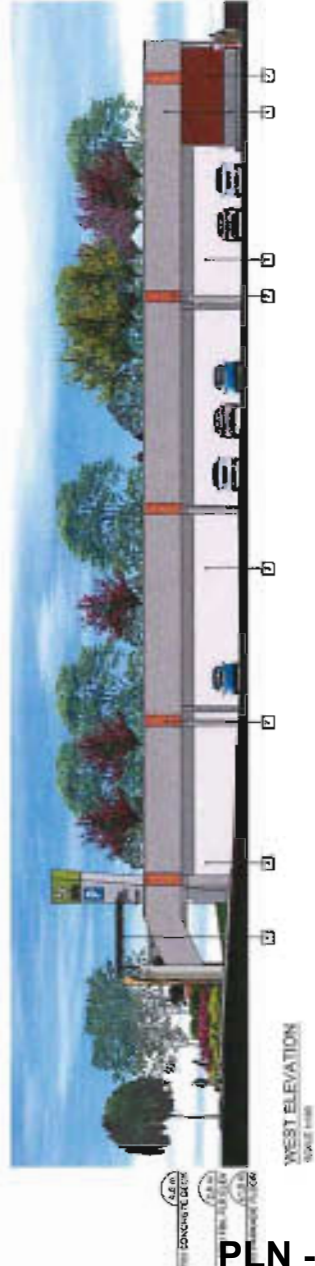
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NOV 14 2012

EAST ANCHOR PLANS AND ELEVATIONS

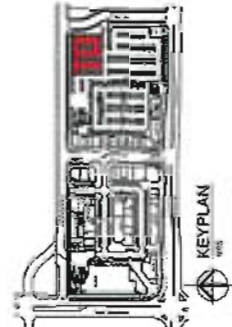
CENTRAL AT GARDEN CITY

RICHMOND, BC



FINISH LEGEND AND COLOUR SCHEDULE

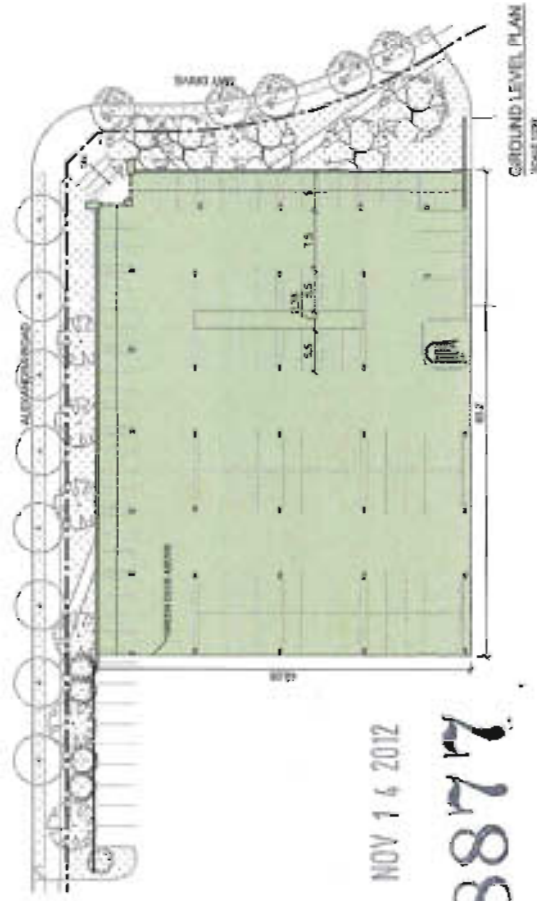
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| 4. EXTERIOR CONCRETE | 5. EXTERIOR CONCRETE | 6. EXTERIOR CONCRETE |
| 7. EXTERIOR CONCRETE | 8. EXTERIOR CONCRETE | 9. EXTERIOR CONCRETE |
| 10. EXTERIOR CONCRETE | 11. EXTERIOR CONCRETE | 12. EXTERIOR CONCRETE |



NOV 14 2012

2.26

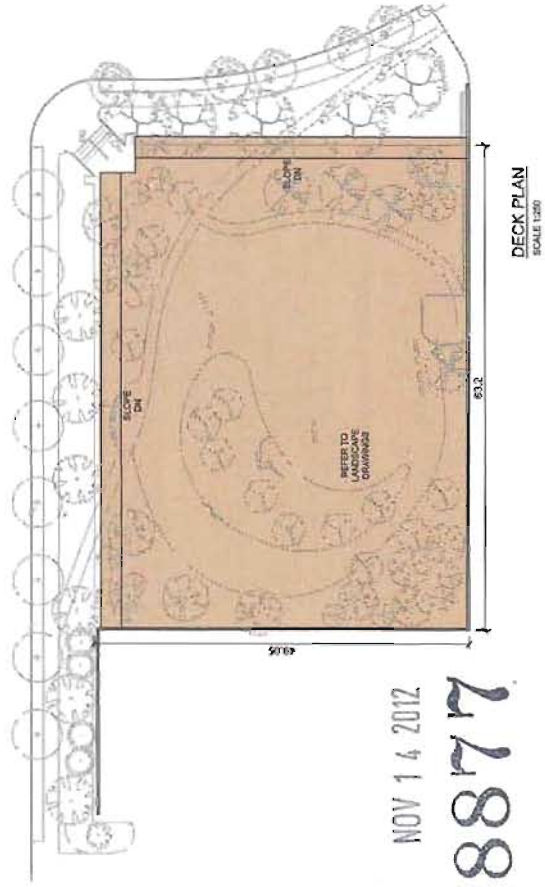
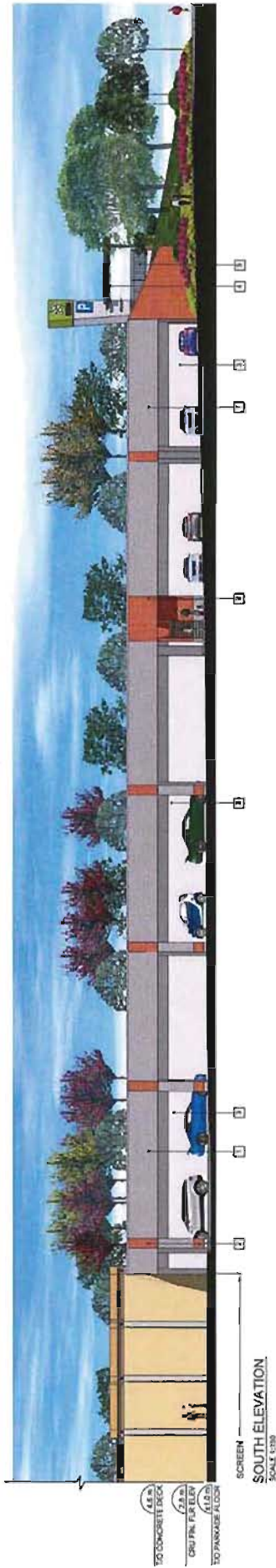
RZ-10528877



Client:
Project:
Address:
Phone:
Fax:
Email:
Website:
Architect:
Scale:
Date:
Sheet:
A-3.24

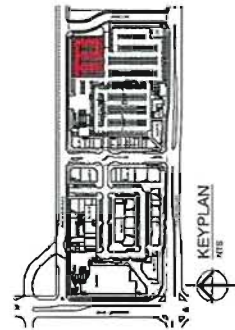
EAST ANCHOR PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - PAINTED CONCRETE
- 2 - BRICK VENEER
- 3 - PAINTED CONCRETE WHITE
- 4 - METAL GUARDRAIL
- 5 - METAL TRELLIS



2.27
NOV 14 2012
RZ-10528877

EAST ANCHOR PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC





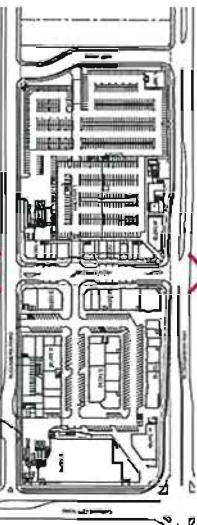
1 - STREET ELEVATIONS ALONG ALEXANDRA ROAD LOOKING SOUTH

PLN - 195



2 - STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH

2.28



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RZ- 10528877

STREET ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC



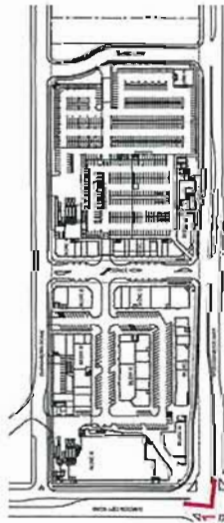
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 A-3.26



PERSPECTIVE 1 - VIEW FROM GARDEN CITY ROAD @ ALDERBRIDGE WAY LOOKING NORTH-EAST.

PLN - 196

2.29



KEY PLAN
SCALE: 1:1000

NOV 14 2012


RZ-10528877

DATE: NOVEMBER 13, 2012
PROJECT: RZ-10528877
PROJECT #: 4029

SITE PERSPECTIVE

CENTRAL AT GARDEN CITY
RICHMOND, BC

SmartCentres



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 Vancouver, BC V6V 1Y1
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 Fax: 604 277 7325
 info@smartcentres.com

CHANDLER ASSOCIATES

CHANDLER ASSOCIATES
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 Vancouver, BC V6V 1Y1
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 info@chandlerassociates.com

A-4.1



PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING SOUTH - WEST

PLN - 197



PERSPECTIVE 2 - ALDERBRIDGE WAY @ MAY DRIVE LOOKING NORTH - WEST



KEY PLAN
SCHEDULE

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 275 - 101st Ave. Suite 101
 Richmond, BC V6V 1G1
 Tel: 604.273.1011
 Fax: 604.273.1012
 www.chandlerassociates.com



2.30 **RZ-10528877**

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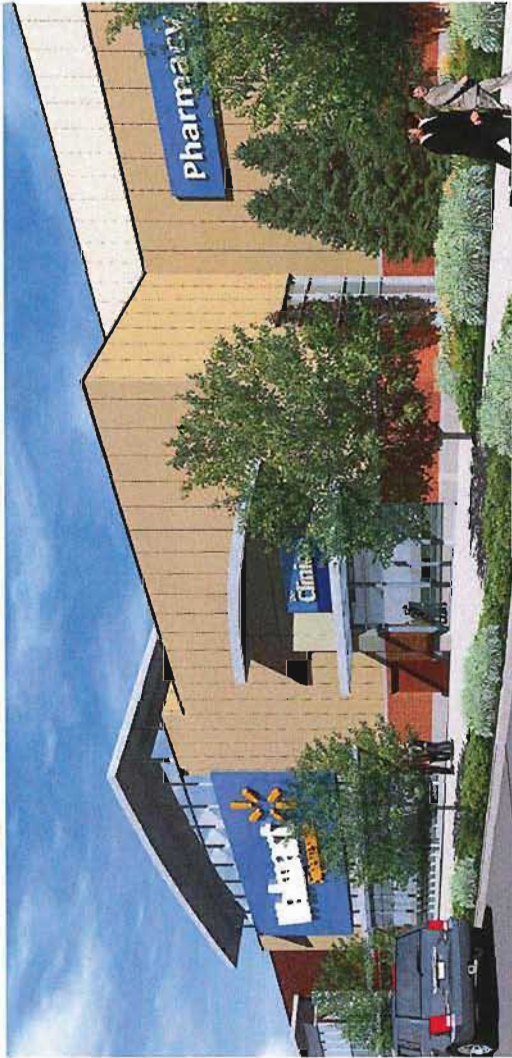
SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC



DATE: NOVEMBER 13, 2012
 PROJECT #:
 PROJECT #:
A-4.2

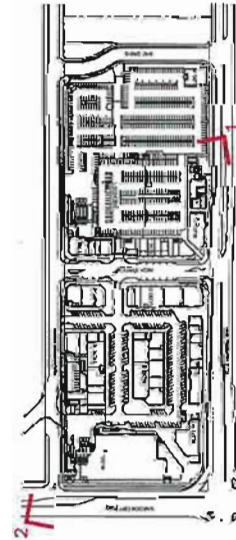


PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING WEST-NORTH

PLN - 198



PERSPECTIVE 2 - GARDEN CITY ROAD @ ALEXANDRA ROAD LOOKING SOUTH - EAST



KEY PLAN
CONTINUED

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2.31

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SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC



2012 NOVEMBER 13 2012
SCALE
PROJECT #
A-4.3

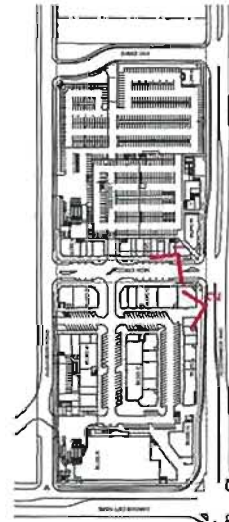


PERSPECTIVE 1 - BUILDING D LOOKING NORTH-WEST

PLN - 199



PERSPECTIVE 2 - LOOKING NORTH



2.32 RZ-10528877
NOV 14 2012

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC



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DATE: NOVEMBER 13, 2012
PROJECT: A-4.4
PROJECT: A-4.4

A-4.4



PERSPECTIVE 1 - BUILDING 1 - ALDERBRIDGE WAY LOOKING NORTH - EAST

PLN - 200



PERSPECTIVE 2 - BUILDING 2 - HIGH STREET LOOKING NORTH - WEST



KEY PLAN
BUILDING 1
BUILDING 2

2.33

NOV 14, 2012

RZ-10528877

SITE PERSPECTIVES



CENTRAL AT GARDEN CITY

RICHMOND, BC



Chandler Associates
Architects
2700-101A, 101B, 101C, 101D, 101E, 101F, 101G, 101H, 101I, 101J, 101K, 101L, 101M, 101N, 101O, 101P, 101Q, 101R, 101S, 101T, 101U, 101V, 101W, 101X, 101Y, 101Z, 101AA, 101AB, 101AC, 101AD, 101AE, 101AF, 101AG, 101AH, 101AI, 101AJ, 101AK, 101AL, 101AM, 101AN, 101AO, 101AP, 101AQ, 101AR, 101AS, 101AT, 101AU, 101AV, 101AW, 101AX, 101AY, 101AZ, 101BA, 101BB, 101BC, 101BD, 101BE, 101BF, 101BG, 101BH, 101BI, 101BJ, 101BK, 101BL, 101BM, 101BN, 101BO, 101BP, 101BQ, 101BR, 101BS, 101BT, 101BU, 101BV, 101BW, 101BX, 101BY, 101BZ, 101CA, 101CB, 101CC, 101CD, 101CE, 101CF, 101CG, 101CH, 101CI, 101CJ, 101CK, 101CL, 101CM, 101CN, 101CO, 101CP, 101CQ, 101CR, 101CS, 101CT, 101CU, 101CV, 101CW, 101CX, 101CY, 101CZ, 101DA, 101DB, 101DC, 101DD, 101DE, 101DF, 101DG, 101DH, 101DI, 101DJ, 101DK, 101DL, 101DM, 101DN, 101DO, 101DP, 101DQ, 101DR, 101DS, 101DT, 101DU, 101DV, 101DW, 101DX, 101DY, 101DZ, 101EA, 101EB, 101EC, 101ED, 101EE, 101EF, 101EG, 101EH, 101EI, 101EJ, 101EK, 101EL, 101EM, 101EN, 101EO, 101EP, 101EQ, 101ER, 101ES, 101ET, 101EU, 101EV, 101EW, 101EX, 101EY, 101EZ, 101FA, 101FB, 101FC, 101FD, 101FE, 101FF, 101FG, 101FH, 101FI, 101FJ, 101FK, 101FL, 101FM, 101FN, 101FO, 101FP, 101FQ, 101FR, 101FS, 101FT, 101FU, 101FV, 101FW, 101FX, 101FY, 101FZ, 101GA, 101GB, 101GC, 101GD, 101GE, 101GF, 101GG, 101GH, 101GI, 101GJ, 101GK, 101GL, 101GM, 101GN, 101GO, 101GP, 101GQ, 101GR, 101GS, 101GT, 101GU, 101GV, 101GW, 101GX, 101GY, 101GZ, 101HA, 101HB, 101HC, 101HD, 101HE, 101HF, 101HG, 101HH, 101HI, 101HJ, 101HK, 101HL, 101HM, 101HN, 101HO, 101HP, 101HQ, 101HR, 101HS, 101HT, 101HU, 101HV, 101HW, 101HX, 101HY, 101HZ, 101IA, 101IB, 101IC, 101ID, 101IE, 101IF, 101IG, 101IH, 101II, 101IJ, 101IK, 101IL, 101IM, 101IN, 101IO, 101IP, 101IQ, 101IR, 101IS, 101IT, 101IU, 101IV, 101IW, 101IX, 101IY, 101IZ, 101JA, 101JB, 101JC, 101JD, 101JE, 101JF, 101JG, 101JH, 101JI, 101JJ, 101JK, 101JL, 101JM, 101JN, 101JO, 101JP, 101JQ, 101JR, 101JS, 101JT, 101JU, 101JV, 101JW, 101JX, 101JY, 101JZ, 101KA, 101KB, 101KC, 101KD, 101KE, 101KF, 101KG, 101KH, 101KI, 101KJ, 101KK, 101KL, 101KM, 101KN, 101KO, 101KP, 101KQ, 101KR, 101KS, 101KT, 101KU, 101KV, 101KW, 101KX, 101KY, 101KZ, 101LA, 101LB, 101LC, 101LD, 101LE, 101LF, 101LG, 101LH, 101LI, 101LJ, 101LK, 101LL, 101LM, 101LN, 101LO, 101LP, 101LQ, 101LR, 101LS, 101LT, 101LU, 101LV, 101LW, 101LX, 101LY, 101LZ, 101MA, 101MB, 101MC, 101MD, 101ME, 101MF, 101MG, 101MH, 101MI, 101MJ, 101MK, 101ML, 101MM, 101MN, 101MO, 101MP, 101MQ, 101MR, 101MS, 101MT, 101MU, 101MV, 101MW, 101MX, 101MY, 101MZ, 101NA, 101NB, 101NC, 101ND, 101NE, 101NF, 101NG, 101NH, 101NI, 101NJ, 101NK, 101NL, 101NM, 101NN, 101NO, 101NP, 101NQ, 101NR, 101NS, 101NT, 101NU, 101NV, 101NW, 101NX, 101NY, 101NZ, 101OA, 101OB, 101OC, 101OD, 101OE, 101OF, 101OG, 101OH, 101OI, 101OJ, 101OK, 101OL, 101OM, 101ON, 101OO, 101OP, 101OQ, 101OR, 101OS, 101OT, 101OU, 101OV, 101OW, 101OX, 101OY, 101OZ, 101PA, 101PB, 101PC, 101PD, 101PE, 101PF, 101PG, 101PH, 101PI, 101PJ, 101PK, 101PL, 101PM, 101PN, 101PO, 101PP, 101PQ, 101PR, 101PS, 101PT, 101PU, 101PV, 101PW, 101PX, 101PY, 101PZ, 101QA, 101QB, 101QC, 101QD, 101QE, 101QF, 101QG, 101QH, 101QI, 101QJ, 101QK, 101QL, 101QM, 101QN, 101QO, 101QP, 101QQ, 101QR, 101QS, 101QT, 101QU, 101QV, 101QW, 101QX, 101QY, 101QZ, 101RA, 101RB, 101RC, 101RD, 101RE, 101RF, 101RG, 101RH, 101RI, 101RJ, 101RK, 101RL, 101RM, 101RN, 101RO, 101RP, 101RQ, 101RR, 101RS, 101RT, 101RU, 101RV, 101RW, 101RX, 101RY, 101RZ, 101SA, 101SB, 101SC, 101SD, 101SE, 101SF, 101SG, 101SH, 101SI, 101SJ, 101SK, 101SL, 101SM, 101SN, 101SO, 101SP, 101SQ, 101SR, 101SS, 101ST, 101SU, 101SV, 101SW, 101SX, 101SY, 101SZ, 101TA, 101TB, 101TC, 101TD, 101TE, 101TF, 101TG, 101TH, 101TI, 101TJ, 101TK, 101TL, 101TM, 101TN, 101TO, 101TP, 101TQ, 101TR, 101TS, 101TT, 101TU, 101TV, 101TW, 101TX, 101TY, 101TZ, 101UA, 101UB, 101UC, 101UD, 101UE, 101UF, 101UG, 101UH, 101UI, 101UJ, 101UK, 101UL, 101UM, 101UN, 101UO, 101UP, 101UQ, 101UR, 101US, 101UT, 101UU, 101UV, 101UW, 101UX, 101UY, 101UZ, 101VA, 101VB, 101VC, 101VD, 101VE, 101VF, 101VG, 101VH, 101VI, 101VJ, 101VK, 101VL, 101VM, 101VN, 101VO, 101VP, 101VQ, 101VR, 101VS, 101VT, 101VU, 101VV, 101VW, 101VX, 101VY, 101VZ, 101WA, 101WB, 101WC, 101WD, 101WE, 101WF, 101WG, 101WH, 101WI, 101WJ, 101WK, 101WL, 101WM, 101WN, 101WO, 101WP, 101WQ, 101WR, 101WS, 101WT, 101WU, 101WV, 101WW, 101WX, 101WY, 101WZ, 101XA, 101XB, 101XC, 101XD, 101XE, 101XF, 101XG, 101XH, 101XI, 101XJ, 101XK, 101XL, 101XM, 101XN, 101XO, 101XP, 101XQ, 101XR, 101XS, 101XT, 101XU, 101XV, 101XW, 101XX, 101XY, 101XZ, 101YA, 101YB, 101YC, 101YD, 101YE, 101YF, 101YG, 101YH, 101YI, 101YJ, 101YK, 101YL, 101YM, 101YN, 101YO, 101YP, 101YQ, 101YR, 101YS, 101YT, 101YU, 101YV, 101YW, 101YX, 101YY, 101YZ, 101ZA, 101ZB, 101ZC, 101ZD, 101ZE, 101ZF, 101ZG, 101ZH, 101ZI, 101ZJ, 101ZK, 101ZL, 101ZM, 101ZN, 101ZO, 101ZP, 101ZQ, 101ZR, 101ZS, 101ZT, 101ZU, 101ZV, 101ZW, 101ZX, 101ZY, 101ZZ

NOVEMBER 13, 2012
A-4.5



PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH - EAST

PLN - 201



PERSPECTIVE 2 - BUILDING A - LOOKING WEST-NORTH



2.34

NOV 14 2012

RZ-10528877

SITE PERSPECTIVES



CENTRAL AT GARDEN CITY

RICHMOND, BC



Chandler Associates
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Vancouver, BC V6C 3K1
Tel: 604 687 3333
Fax: 604 687 3333
chandlerassociates.com

DATE: NOVEMBER 13, 2012
PROJECT: A-4.6

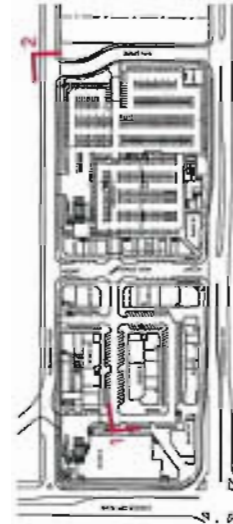


PERSPECTIVE 1 - BUILDING C - LOOKING SOUTHEAST

PLN - 202



PERSPECTIVE 2 - ALEXANDRIA ROAD @ MAY DRIVE LOOKING SOUTHWEST



2.35



NOV 14 2012

RZ-10528877

SITE PERSPECTIVES



CENTRAL AT GARDEN CITY
RICHMOND, BC



DATE: NOVEMBER 13, 2012
PROJECT: A-4.7



PERSPECTIVE 1 - HIGH STREET LOOKING SOUTH-EAST

PLN - 203



PERSPECTIVE 2 - ALEXANDRA ROAD @ HIGH STREET LOOKING EAST-SOUTH



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 375 - 421 W. Graham St.
 Vancouver BC V6B 1G1
 Tel: 604 687 3321
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 info@chandler-associates.com



RZ-10528877

2.3b

NOV 14 2012



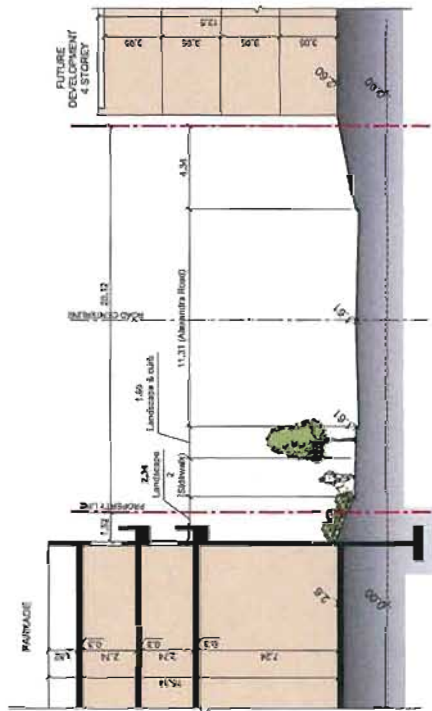
SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

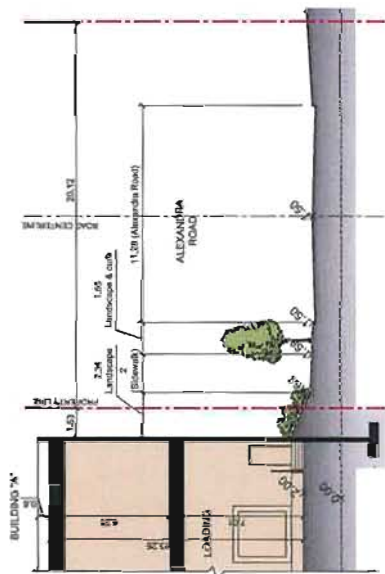
RICHMOND, BC



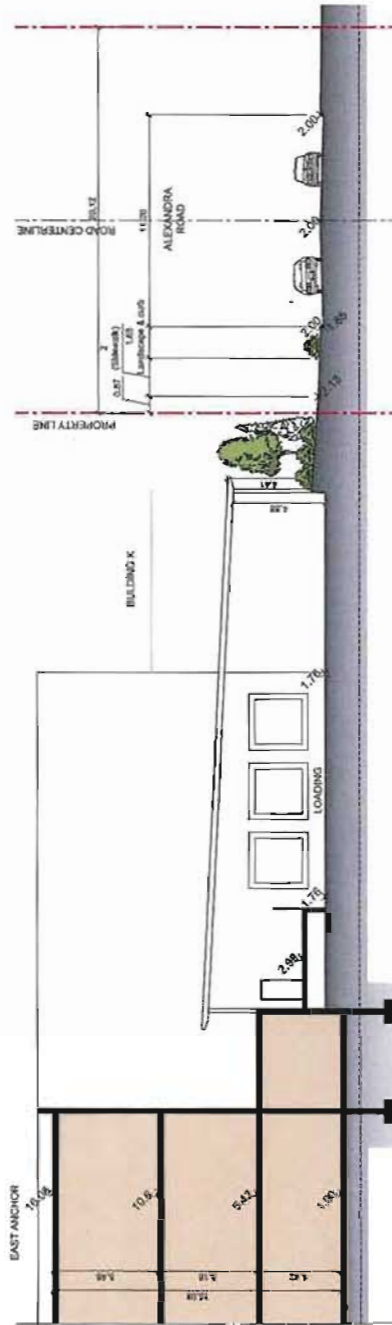
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 DRAWING NO: 1000
 PROJECT #:
A-4.8



SECTION B-B
SCALE 1/8"



SECTION A-A
SCALE 1/8"



SECTION C-C
SCALE 1/8"



KEY PLAN
SCALE 1/8"

2.37

RZ 10528877

NOV 14 2012

SITE SECTIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

SmartCentres

Chandler Associates
Architects Inc.
The Studio
270-601 W. Cordova St.
Vancouver, BC V6C 2K7
Tel: 604 687 1200
Fax: 604 687 1201
www.chandlerassociates.com

DATE: NOVEMBER 13, 2012
SCALE: 1/8"
PROJECT #:

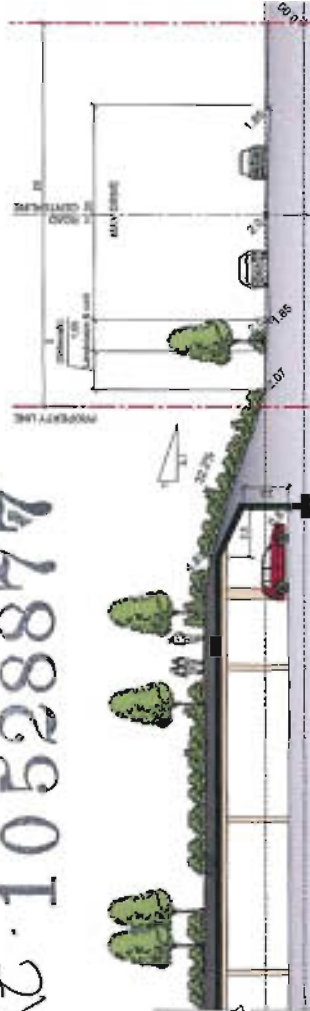
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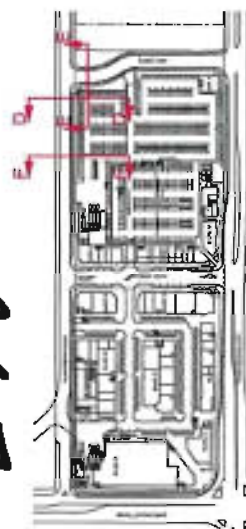
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SECTION D-D
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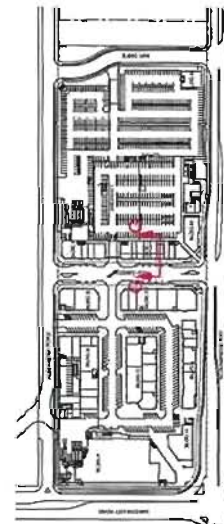
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KEY PLAN
SCALE 1/8" = 1'-0"



PLN - 206



2.39

NOV 14 2012

RZ-10528877

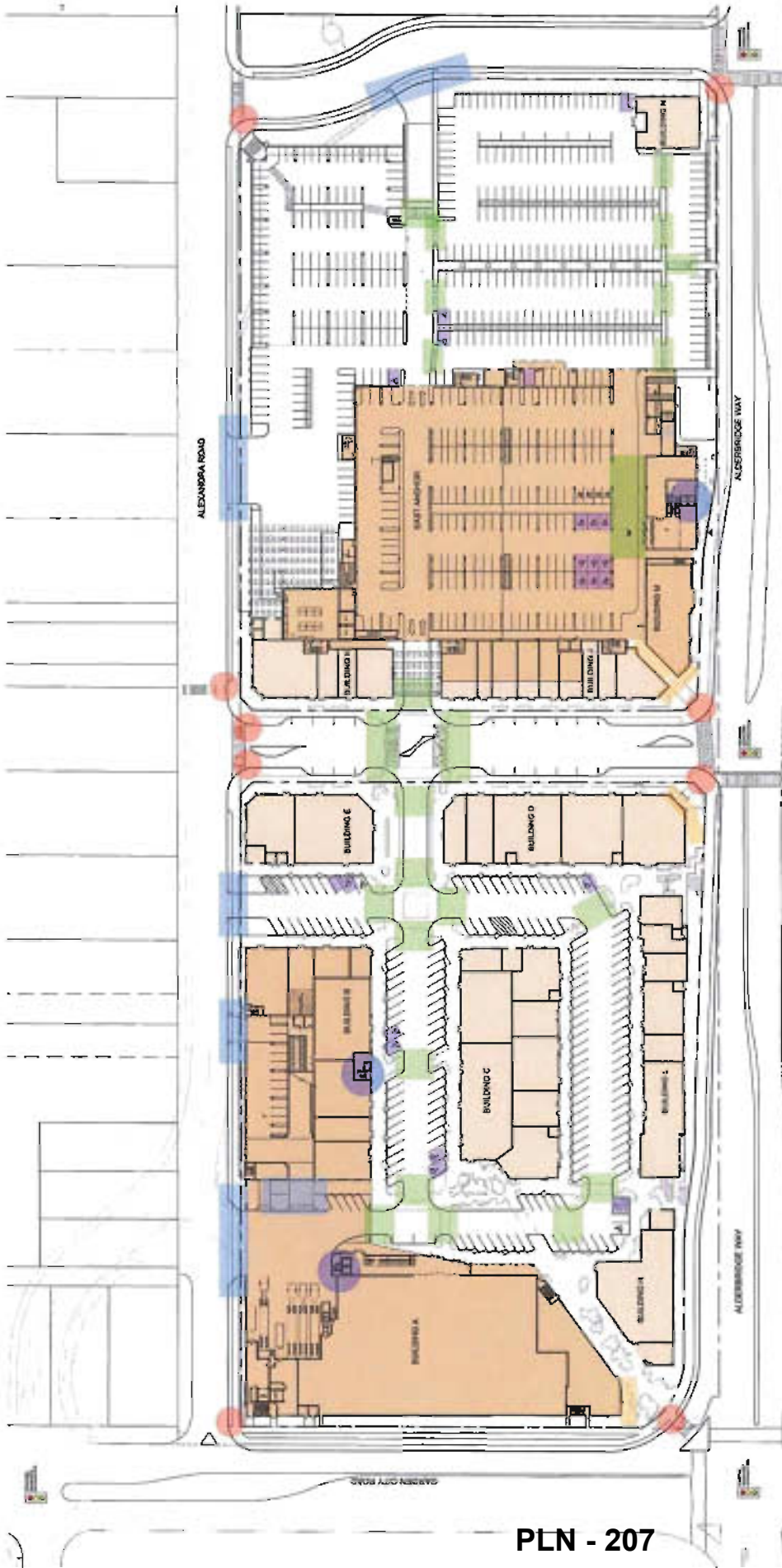
Chandler Associates
 Architectural Inc.
 275-481 W. Cordova St.
 Vancouver BC V6B 1G1
 Tel: 604-681-3305
 info@chandlerassociates.com

SITE SECTIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: NOVEMBER 13, 2012
 DRAWN BY: AS 240210
 PROJECT #: A-5.3



CENTRAL AT GARDEN CITY - ACCESSIBLE DESIGN SITE PLAN

ACCESSIBLE DESIGN LEGEND

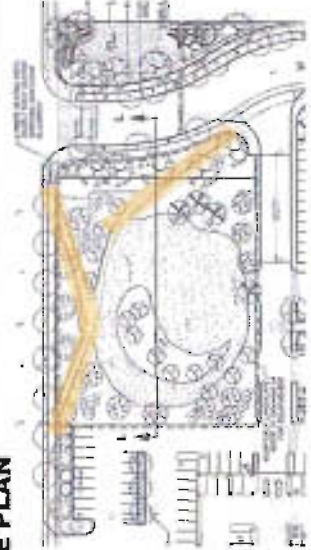
- CURB LETDOWN AT CROSSWALKS
- RAISED "TABLE" CROSSWALKS
- RAMPS
- CONTINUOUS SIDEWALK WITH VEHICLE LETDOWN ACCESS
- H/C STALLS
- ELEVATORS



2.40

NOV 14 2012

RZ. 10528872



LANDSCAPED DECK AREA



CENTRAL AT GARDEN CITY

RICHMOND, BC

ACCESSIBLE DESIGN SITE PLAN

A-3.1





PLN - 208

WAYFINDING LEGEND

-  1. PYLON SIGN
-  2. DIRECTORY PANEL
-  3. DIRECTIONAL SIGN

NOV 14 2012

2.41 RZ-10528877





PERSPECTIVE VIEW - WAYFINDING SIGNAGE: PYLON, DIRECTORY AND DIRECTIONAL

2.92 NOV 14 2012 RZ-10528877

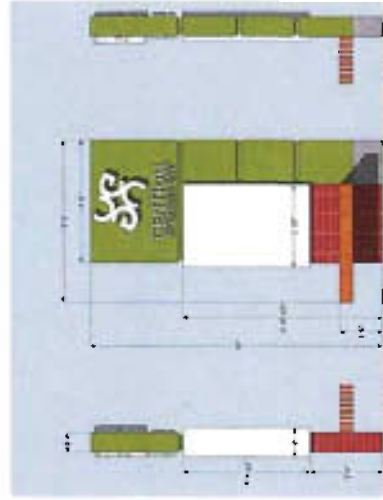


CENTRAL AT GARDEN CITY

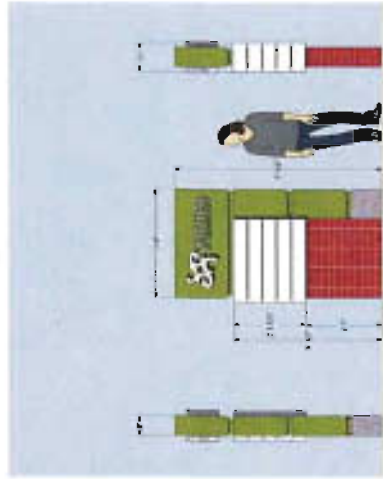
RICHMOND, BC



ELEVATIONS - WAYFINDING SIGNAGE: PYLON



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTORY



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTIONAL

TYPICAL WAYFINDING SIGNAGE

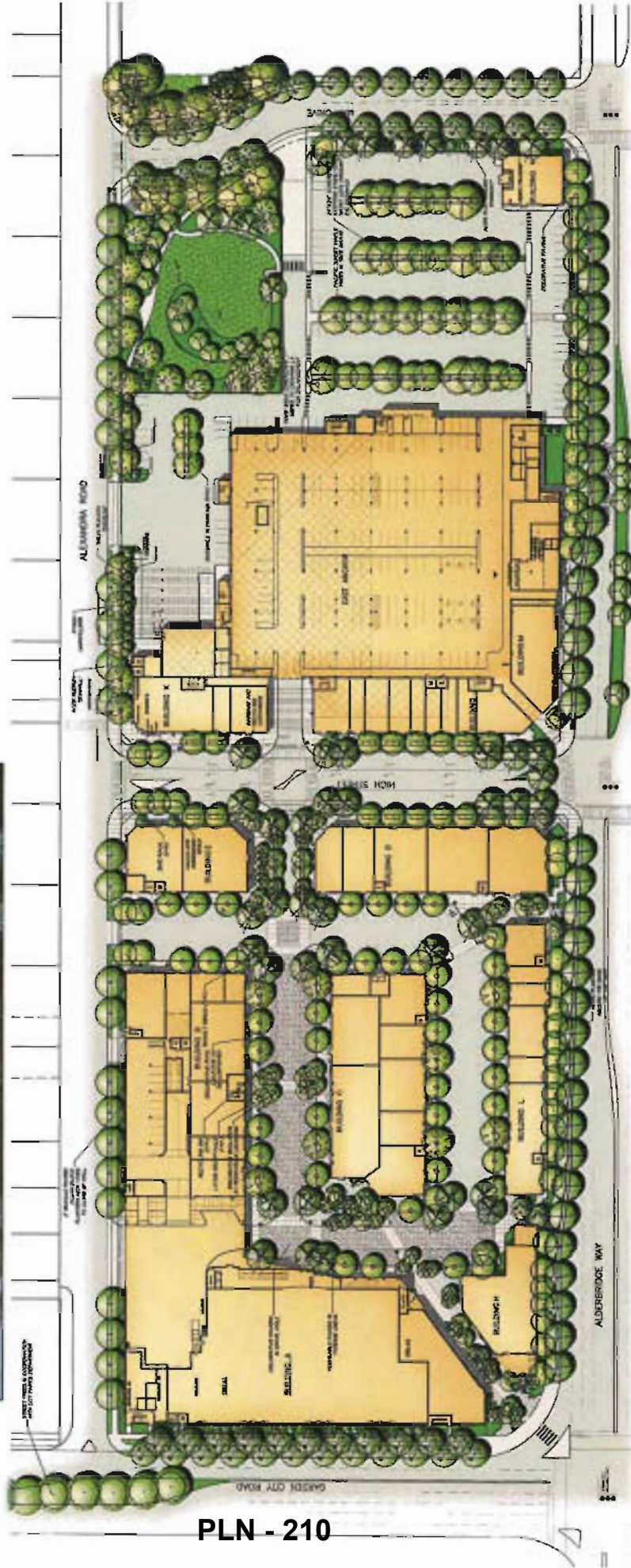
A-6.3



NOV 14 2012

2.43

PLANT SCHEDULE - TREES	
PLANT NAME	QUANTITY
PLANT SPECIES	PLANT SPECIES
PLANT SIZE	PLANT SIZE
PLANT TYPE	PLANT TYPE
PLANT COLOR	PLANT COLOR
PLANT SHAPE	PLANT SHAPE
PLANT DENSITY	PLANT DENSITY
PLANT SPACING	PLANT SPACING
PLANT PLACEMENT	PLANT PLACEMENT
PLANT MAINTENANCE	PLANT MAINTENANCE
PLANT COST	PLANT COST
PLANT TOTAL	PLANT TOTAL



PLN - 210

Overall Landscape theme is to merge the contemporary architecture with Richmond's natural surroundings, the River's edge. Shoreline grasses, indigenous trees and shrubs found along the River's edge along with wood/dolphin piles, driftwood logs and boulders have been implemented to soften building edges and recognize Richmond's natural landscape.

RZ-10528877



'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERIDGE WAY
RICHMOND, BC

OVERALL LANDSCAPE PLAN

L1



NOV 14 2012

2.44

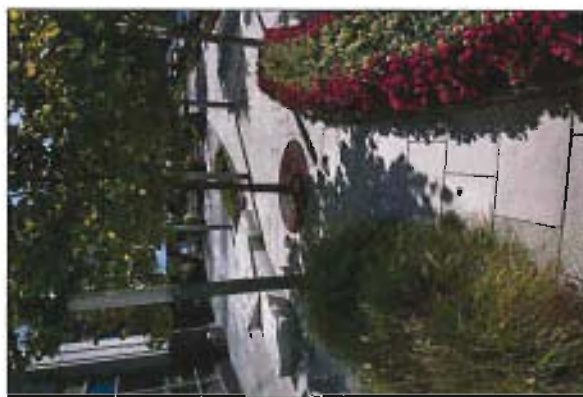


PLN - 211



RZ-10528877

The pedestrian arrival plaza anchors the site while offering a sense of arrival. People are drawn inward by the openness of this space along with the native shoreline landscaping, and commencement of the Alexandria Wayfinding element. Travelling through the Village, one begins to experience the hierarchy of plaza spaces along the frontages of the shops, restaurants and services.



LAURENCE
ARCHITECT



'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

SW ENTRY PLAZA

L2

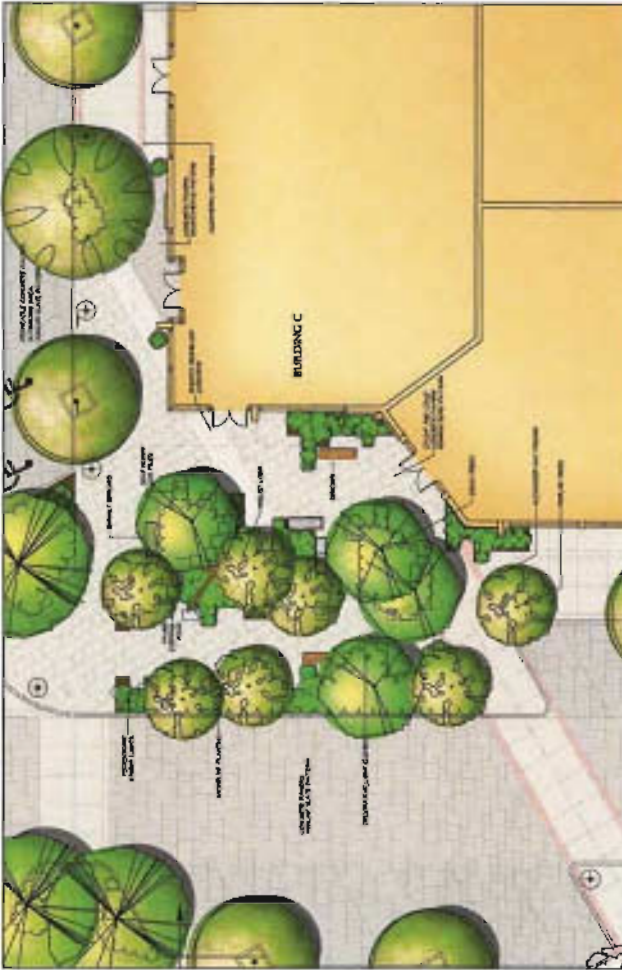
1991-1992	1993-1994	1995-1996	1997-1998	1999-2000	2001-2002	2003-2004	2005-2006	2007-2008	2009-2010	2011-2012	2013-2014	2015-2016	2017-2018	2019-2020	2021-2022	2023-2024	2025-2026	2027-2028	2029-2030	2031-2032	2033-2034	2035-2036	2037-2038	2039-2040	2041-2042	2043-2044	2045-2046	2047-2048	2049-2050	2051-2052	2053-2054	2055-2056	2057-2058	2059-2060	2061-2062	2063-2064	2065-2066	2067-2068	2069-2070	2071-2072	2073-2074	2075-2076	2077-2078	2079-2080	2081-2082	2083-2084	2085-2086	2087-2088	2089-2090	2091-2092	2093-2094	2095-2096	2097-2098	2099-2100
1991-1992	1993-1994	1995-1996	1997-1998	1999-2000	2001-2002	2003-2004	2005-2006	2007-2008	2009-2010	2011-2012	2013-2014	2015-2016	2017-2018	2019-2020	2021-2022	2023-2024	2025-2026	2027-2028	2029-2030	2031-2032	2033-2034	2035-2036	2037-2038	2039-2040	2041-2042	2043-2044	2045-2046	2047-2048	2049-2050	2051-2052	2053-2054	2055-2056	2057-2058	2059-2060	2061-2062	2063-2064	2065-2066	2067-2068	2069-2070	2071-2072	2073-2074	2075-2076	2077-2078	2079-2080	2081-2082	2083-2084	2085-2086	2087-2088	2089-2090	2091-2092	2093-2094	2095-2096	2097-2098	2099-2100



PLAZA AREA WITH SEATING AREAS FOR GATHERING, CANOPY SHADE TREES AND BOLT TURNER LENS



CANOPY TREES FOR SHADE



BUSALT BENCHES SUGGESTED IN PLANTING AREA



BENCHES FOR SEATING



BENCH SEATING



LOOKS FOR CLIMBING, SWINGING OR SITTING



CHILDREN'S PLAY AREA



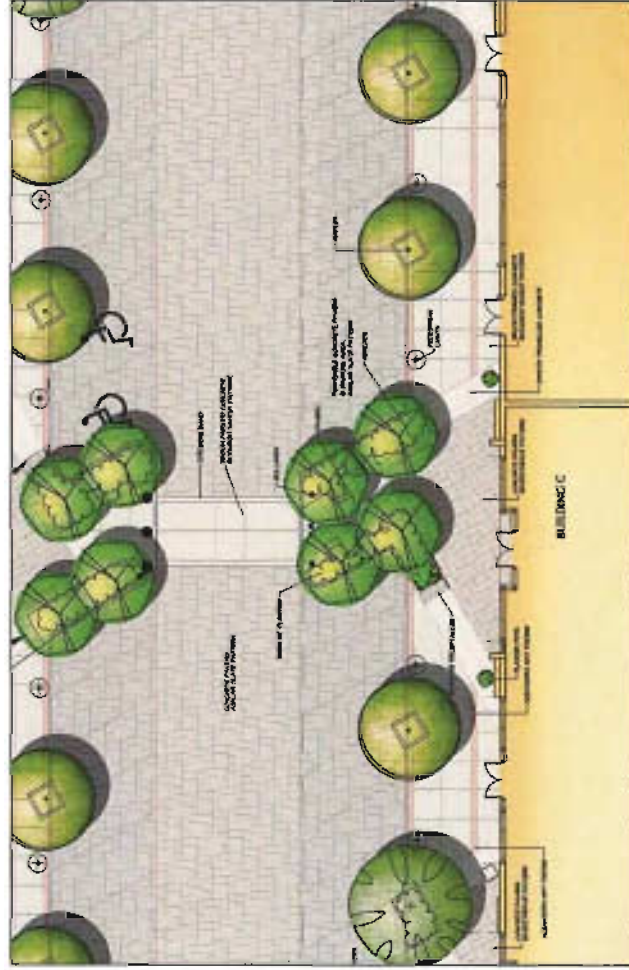
SITE LOCATION

A large central gathering area is created for pedestrians to socialize in a meeting place. Large tree groupings are introduced for shade. Seating areas including modern furniture or basalt benches allow for social interaction. Logs and boulders provide opportunities of play for children.

2.45

RZ-10528877

NOV 14 2012



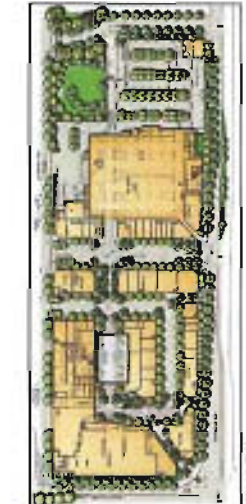
PLN - 213

POLLARD

LOOKING

2.46

Safe pedestrian crossings are located at "mid block" and intersections. The crossing are raised to establish priority for pedestrian circulation and sidewalks. Throughout the development, secondary plazas are generated to break up the long sidewalks offer nodes of greenery and seating areas. The incorporation of the Alexandra Way signature paving pattern and wayfinding signage along with the special paving in the vehicular plaza areas create an identifiable link through the site along Alexandra Way to the West Cambie area.



SITE LOCATION

RZ - 10528877

NOV 14 2012

SmartCentres

pmg LANDSCAPE ARCHITECTS

'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

ALEXANDRA WAY
AND PEDESTRIAN CROSSINGS

L4

DATE: 10/11/12
DRAWN BY: J. L. L.
CHECKED BY: J. L. L.
PROJECT NUMBER: 10528877



OUTDOOR AMENITY AREAS FOR SEATING AND SOCIALIZING



PLANTING AREAS TO SOFTEN OUTDOOR SPACES



TRASH RECEPTACLE



PLANTER POTS



BIKE RACK



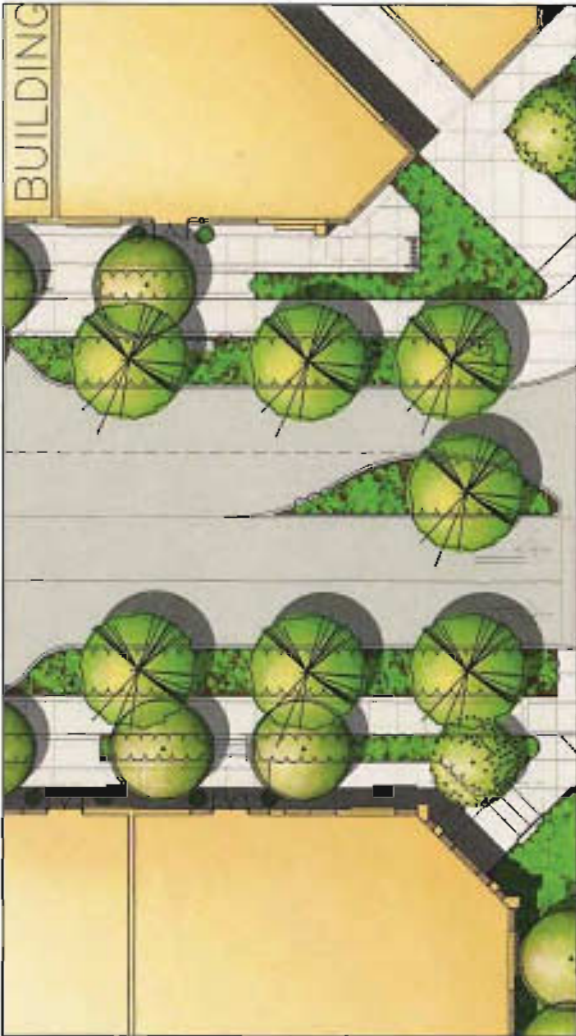
SITE LOCATOR

Secondary entrances are offered into the development from Alderbridge Way connecting the street edge into the site. The site is opened up in these locations with wide, shallow, generous steps or ramps that are used to ease entry into the Village. The site edges are layered with a tight spacing of street trees transitioning into an more natural planting of native trees, shrubs and ornamental grasses to soften the perspective from the street.

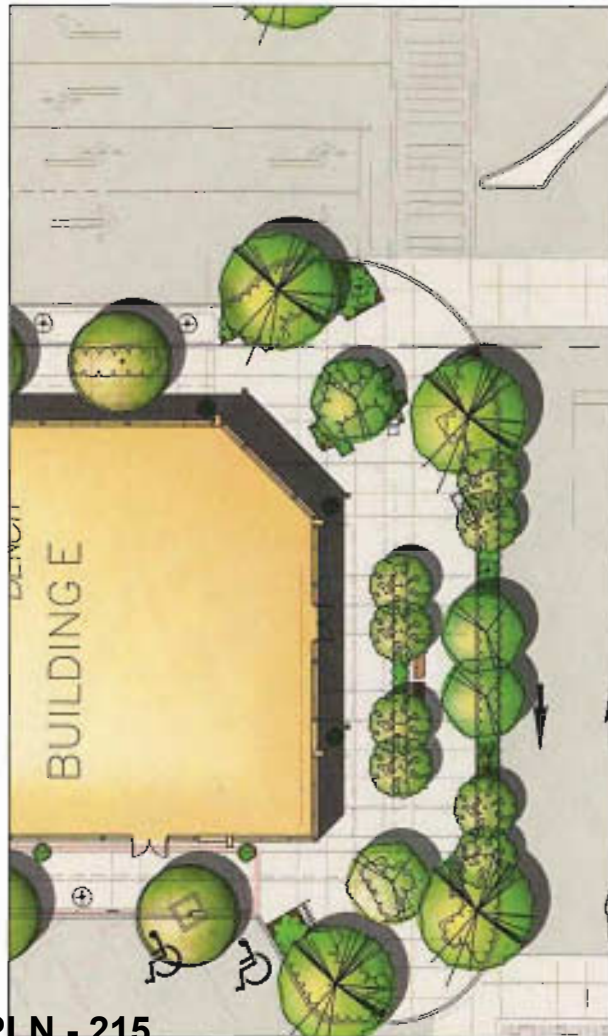
NOV 14, 2012

RZ-10528877

2.49



PLN - 215



NOV 14 2012



OUTDOOR PATIO

High Street lined with large scale canopy trees to create a pedestrian friendly environment. Pedestrians are brought away from the street edge to allow for more intimate interaction with the CRU's allowing for seating and outdoor patio areas for coffee shops and restaurants.



OUTDOOR PATIO



'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

STREETSCAPES

L6

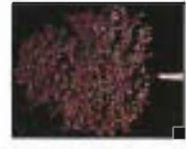
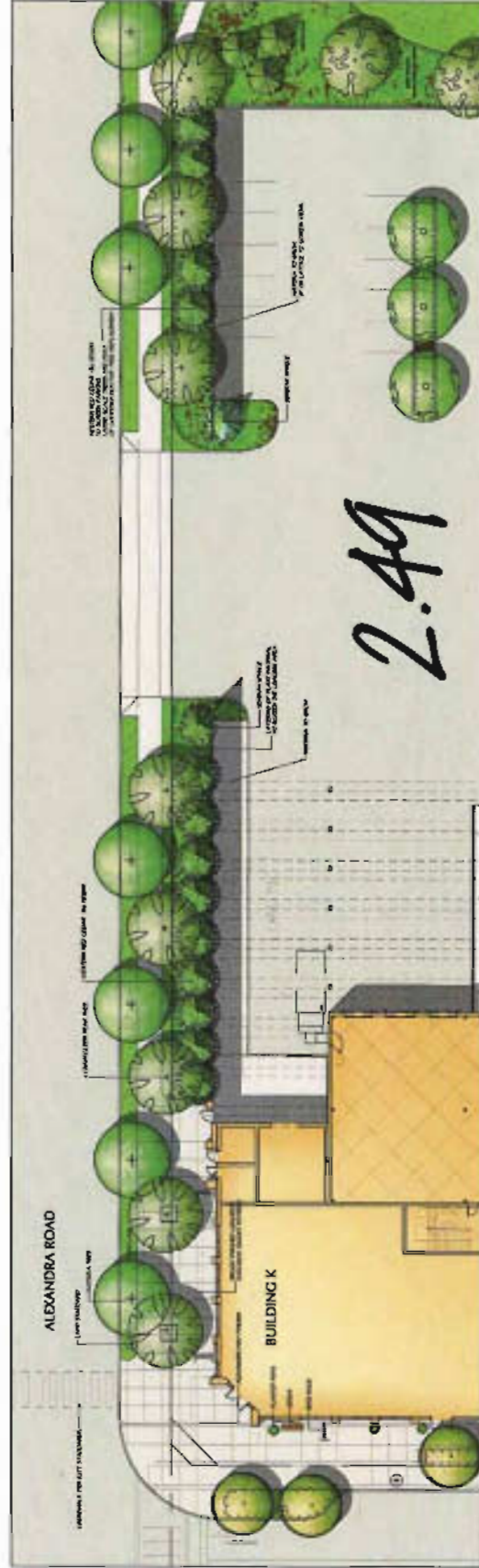
DATE: 11/14/12
SCALE: 1"=100'
SHEET NUMBER: 16 OF 16



LARGE SCALE TREES AND SHRUBS TO ADDRESS LANDSCAPING AREA AND PROVIDE A GREEN STREET EDGE
 EVROCH TO BE 5M TALL AND DECIDUOUS TREES TO BE 10CM CALIPER AT JUNCT.



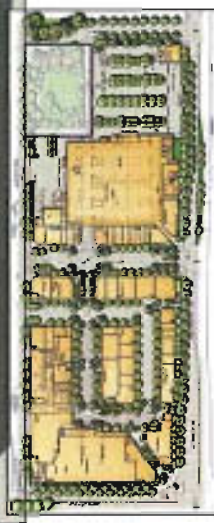
WISTERIA VINES OVER TRELLIS STRUCTURE



2.50



A 38,360 sq. ft. public green space has been created on top of a portion of the eastern parking area to provide public recreation opportunities as well as a green buffer from the future residential neighbours to the north. This deck covers 103 parking spaces while offering a publicly accessible Green Park space. Currently, the design consists of pedestrian paths and seating areas to provide passive recreation use. The planting would be integrated with the native palette within the retail village. Final programming of the green deck space will be completed in conjunction with the City of Richmond Parks Dept.



SITE LOCATION



SHRUBS AND GROUNDCOVER



NATIVE TREES



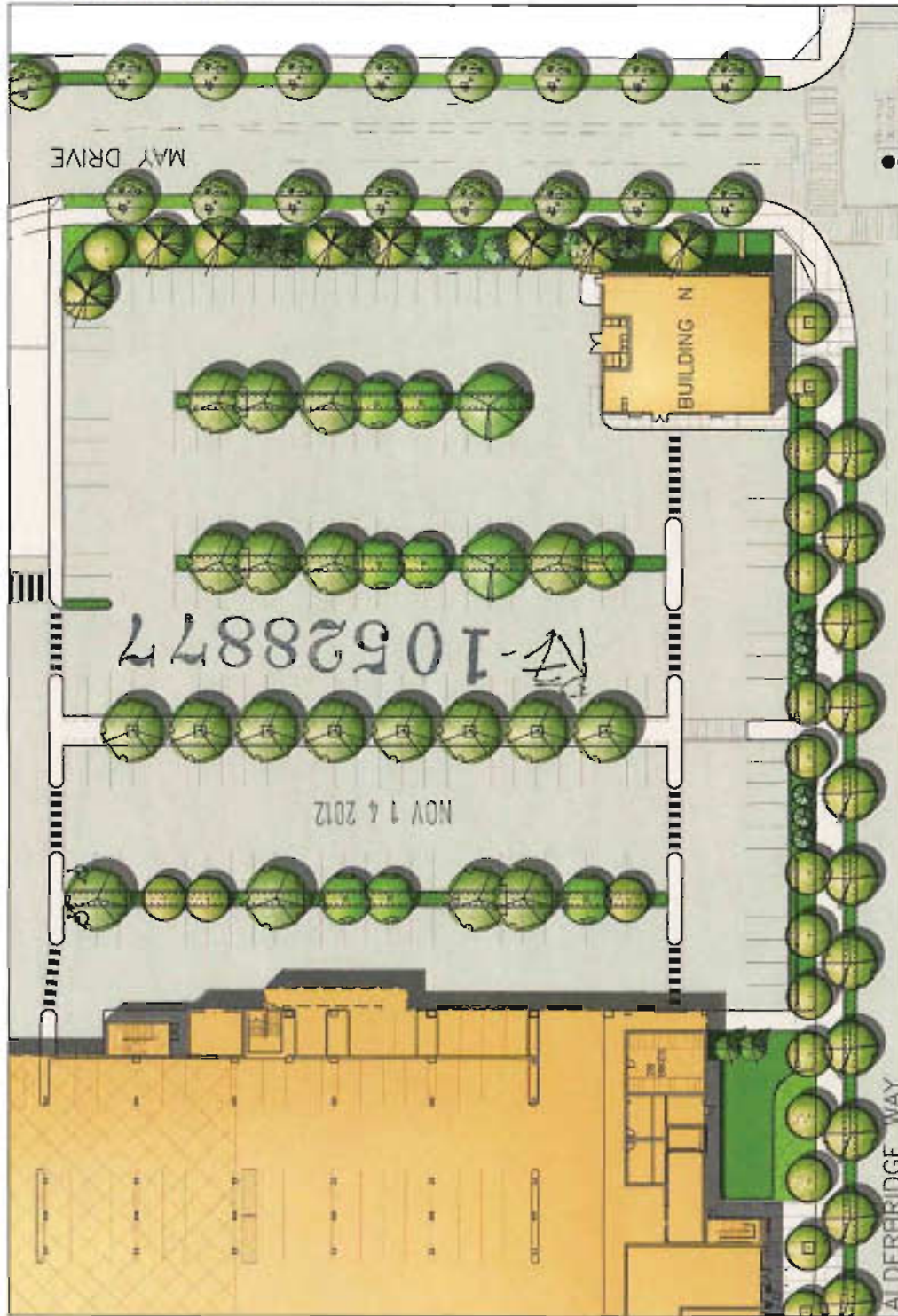
GREEN DECK SPACE

RZ 10528877

NOV 14 2012

<p>L8</p>	<p>GREEN DECK</p>	<p>'CENTRAL' AT GARDEN CITY GARDEN CITY ROAD AND ALDERBRIDGE WAY RICHMOND, BC</p>	<p>omg LANDSCAPE ARCHITECTS SmartCentres</p>
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2.51



Surface parking areas have been minimized and is buffered from adjacent streets with a setback of several layers of planting consisting of an outer row of street trees, an inner row of deciduous and coniferous trees, planting beds of shrubs and ornamental grasses and perennials to provide seasonal interest. The parking areas are finished with bioswales to mitigate the stormwater prior to reaching the storm system. The plantings within the bioswales consists of canopy trees for moisture transpiration and shade to reduce heat island effect, shrubs and ornamental grasses to help clean and reduce the water charging into the storm system.



AIR LOCATION



RELANDING PLANTS AT BUILDING FOUNDATION



PARKING LOT GRASSES



RELANDING PLANTS AT BUILDING FOUNDATION



RELANDING PLANTS TO SCREEN PARKING AREAS



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 10-528877

Attachment 3

4660, 4680, 4700, 4720, 4740 Garden City Road and
9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480,
Addresses: 9500 Alexandra Road

Applicant: First Richmond North Shopping Centres Ltd.

Planning Area(s): West Cambie Area – Alexandra Neighbourhood

	Existing	Proposed	Variance
Owner:	First Richmond North Shopping Centres Ltd.		-
Site Size (m2):	67,891 m ² (16.8 ac.)	58,631 m ² (14.5 ac.)	-
Land Dedications:			
High Street:	N/A	3,363 m ² (36,200 ft ²)	-
May Drive:	N/A	3,125 m ² (33,637 ft ²)	
Alderbridge Way:	N/A	2,144 m ² (23,078 ft ²)	
Area J:	N/A	654 m ² (7,039 ft ²)	
Land Uses:	Vacant	Mixed Use: Retail/Commercial	-
OCP Designation:	Commercial	Commercial	-
Area Plan Designation:	Mixed Use: Retail/Commercial	Mixed Use: Retail/Commercial	-
Zoning:	Single Detached (RS1/F)	Neighbourhood Commercial (ZC32) – West Cambie Area	
Gross Floor Area:	none	36,018 m ² (387,692 ft ²)	-
Leasable Floor Area:	none	34,575 m ² (372,162 ft ²)	-
Other Designations:	Partial ESA Designation	Elimination of ESA Designation	OCP amendment
Floor Area Ratio:	Area A - Min. 1.25 to Max. 2.0 FAR	Area A - 0.62 FAR	OCP amendment
	Area B – Max. 1.0 FAR	Area B - 0.61 FAR	none
Building Lot Coverage (Max. 55%)	0%	Area A - 54.8%	none
	0%	Area B - 53.2% (with deck)	none

Table continued on next page

	On Future Subdivided Lots Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	2 ha (4.94 ac.)	West Parcel - 29,362 m ² (316,049 ft ²) or 7.26 ac. East Parcel - 29,243 m ² (314,769 ft ²) or 7.22 ac.	none
Road Setbacks – Alderbridge Way: Garden City Road: Alexandra Road: High Street: May Drive:	Min. 2.0 m Min. 3.0 m Min. 1.0 m Min. 3.0 m Min. 5.0 m	Min. 2.0 m Min. 3.0 m Min. 1.0 m Min. 3.6 m Min. 5.0 m	none
Height (m):	Area A - Max. 20 m	Area A - 17.81 m	none
	Area B - Max. 20 m	Area B - 16.23 m	
Off-street Parking: Regular (R), Small (S), Accessible (A):	3 stall per 100 m ² (R), Max. 50% (S) allowed, Min. 2% (A) required, Required Total = 1,382 With TDM Package = 1,153	840 (R), 288 (S), 25 (A) Total = 1,153	none
Parking Rate	3 stalls/100m ² (first 350 m ²) 4.0 stalls/100m ² (remainder)	3.33 stalls/100m ²	none
Loading Spaces:	5 large (WB-17) spaces & 7 medium (SU9) spaces	8 large (WB-17) spaces & 6 temporary small (5.5 m x 2.65 m)	none
Bicycle Parking: Class 1 (Long Term), Class 2 (Short Term)	Class 1 - 94 Class 2 - 138	Class 1 - 119 Class 2 - 172	none

Other: Tree replacement compensation required for loss of 172 existing/former site trees (on 2 for 1 basis at \$500.00 per tree) plus 3 existing significant trees and 1 existing high value tree (on a 1 for 1 basis at \$5,000.00 per tree).

Attachment 4: – Alexandra/Leslie Connector Road Proportional Cost Sharing

Smart Centre- Alexandra Road Realignment Land and Construction Contributions

Land				Construction		
Calendar Year	Land Value	Demo / Hazard. Mat.	Annual HPI ^{Note 1}	Adjusted Value	Calendar Year	Construction Costs
2012	\$4,600,000	Plus	\$100,000	5.73%	2012	\$2,083,039
2022				5.73%	2022	
Smart Centre Share (based on Traffic Usage):				59.00%		\$1,819,228

Future Value (in 10 years) of Smart Centre Share on Land: \$4,840,968
Present Value Factor (based on City's Annual Interest Rate): 2.60%
Discount Period (years): 10
Present Value of Smart Centre Share on Land: \$3,745,058

Smart Centre Initial Contribution:		Net Contribution:	
Land (by Cash) ^{Note 1} :	\$3,745,058	Land (by Cash) ^{Note 1} :	\$1,730,217
Construction (by LC) ^{Note 2} :	\$1,819,228	Construction (by LC) ^{Note 2} :	\$1,819,228
Total:		Total:	
		\$5,564,286	

Note 1: After the sale of the remanent of the five properties (53.8% of the total area not required for the realigned Alexandra Road), SmartCentre would be eligible, for future reimbursement of, up to the lesser of:

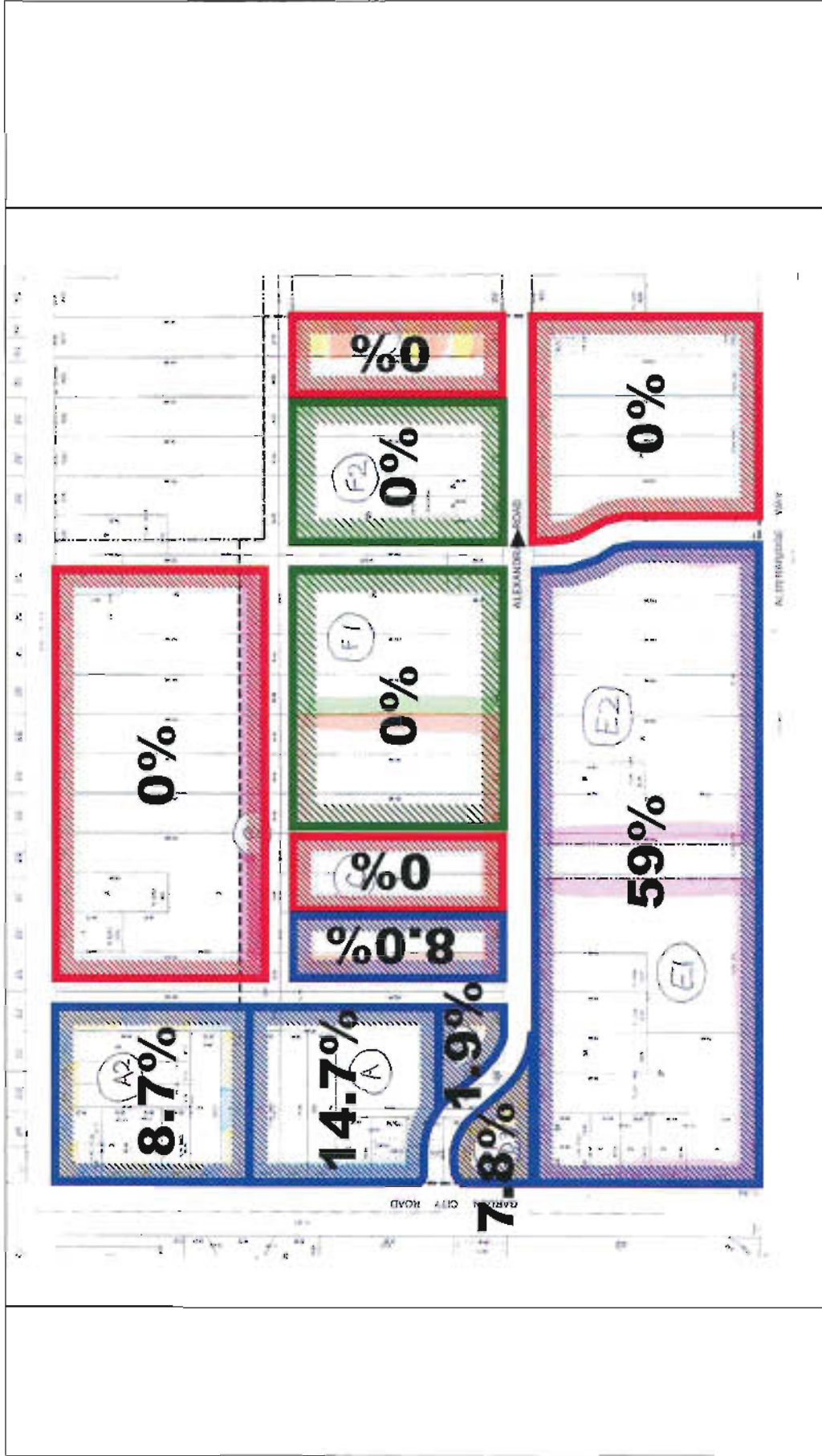
- a) 59% of the proceeds from selling the remanent of the five properties less any of the proceeds used to acquire the five properties (as the proceeds from the sale of the remanent of the five properties would be used first towards any premiums necessary to acquire the five properties).
- b) 53.8% (\$3,745,058) of Smart Centre's original contribution towards the land purchase (i.e., \$3,745,058)

Note 2: a) Under a separate process, Smart Centre would be eligible up to \$113,723 (based on traffic usage of 59% of the total \$192,750) as Roads DCC credits towards the Garden City Road/Leslie Road Traffic Signal at the time of issuance of building permit
b) The letter of credit will be replaced with a cash payment from Smart Centre at the time of construction in an amount based on a 4% annual inflation rate calculated from 2012 to the year of construction, up to a maximum of 10 years.

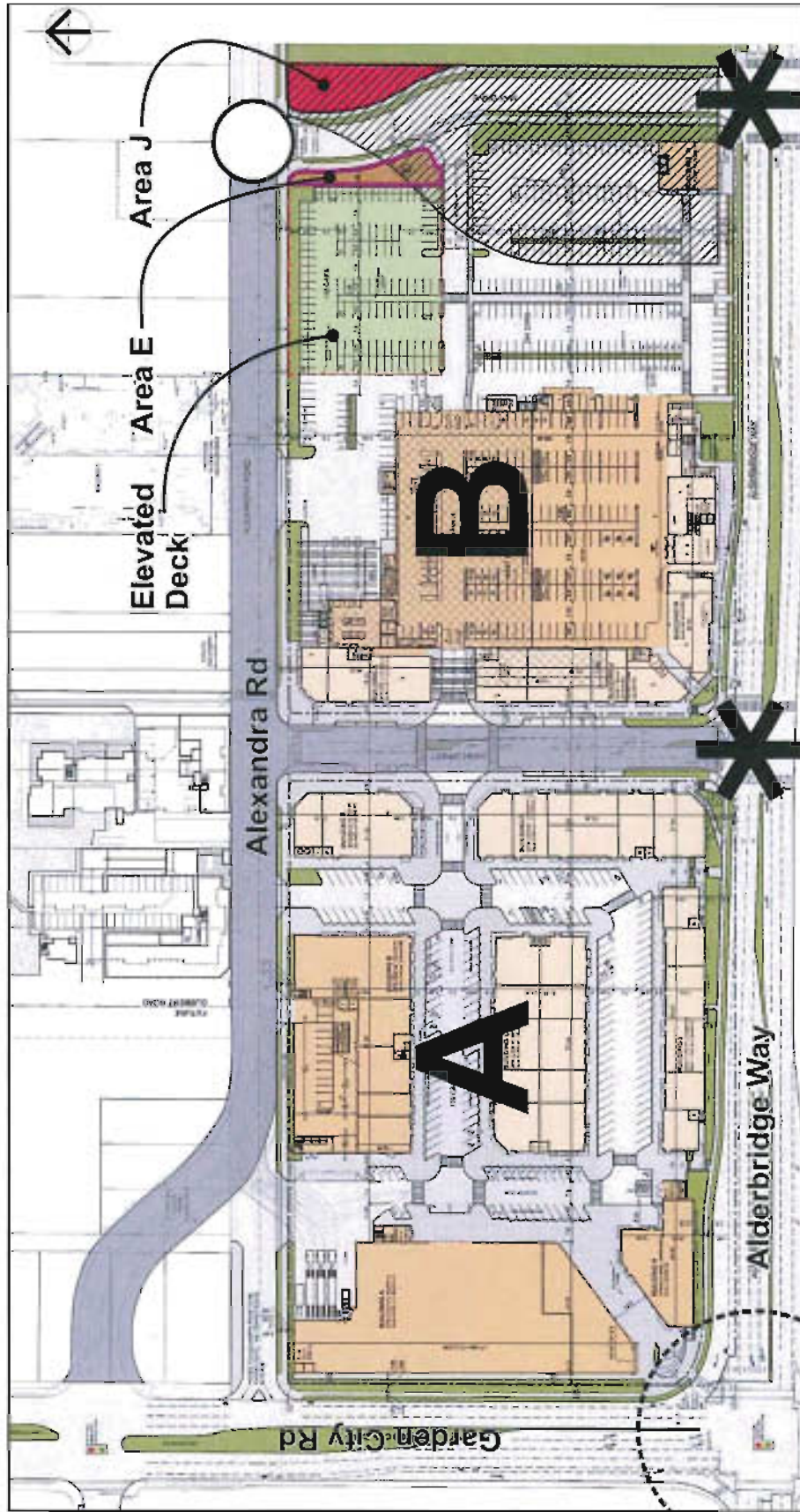
Note 3: Housing Price Index Based on 20-Year Average Rates

Note 4: Exact SmartCentre's net contribution on land would be subject to the amount of the proceeds from selling the remanent of the five properties less any of the proceeds used to acquire the five properties (as noted in Note 1).

TRAFFIC USAGE OF REALIGNED ALEXANDRA ROAD (PER AREA) (DRAFT FOR DISCUSSION)



Attachment 5: ESA / Natural Park Proposed Reductions



Legend



ESA & West Cambie Natural Park on proposed development site approx. 8,297 sq meters (2.05 ac)

Applicant proposed Area J Land Transfer approx. 654 sq meters (0.16 ac)

Applicant proposed Elevated Deck as PROP-SRW approx. 3,359 sq meters (0.83 ac)

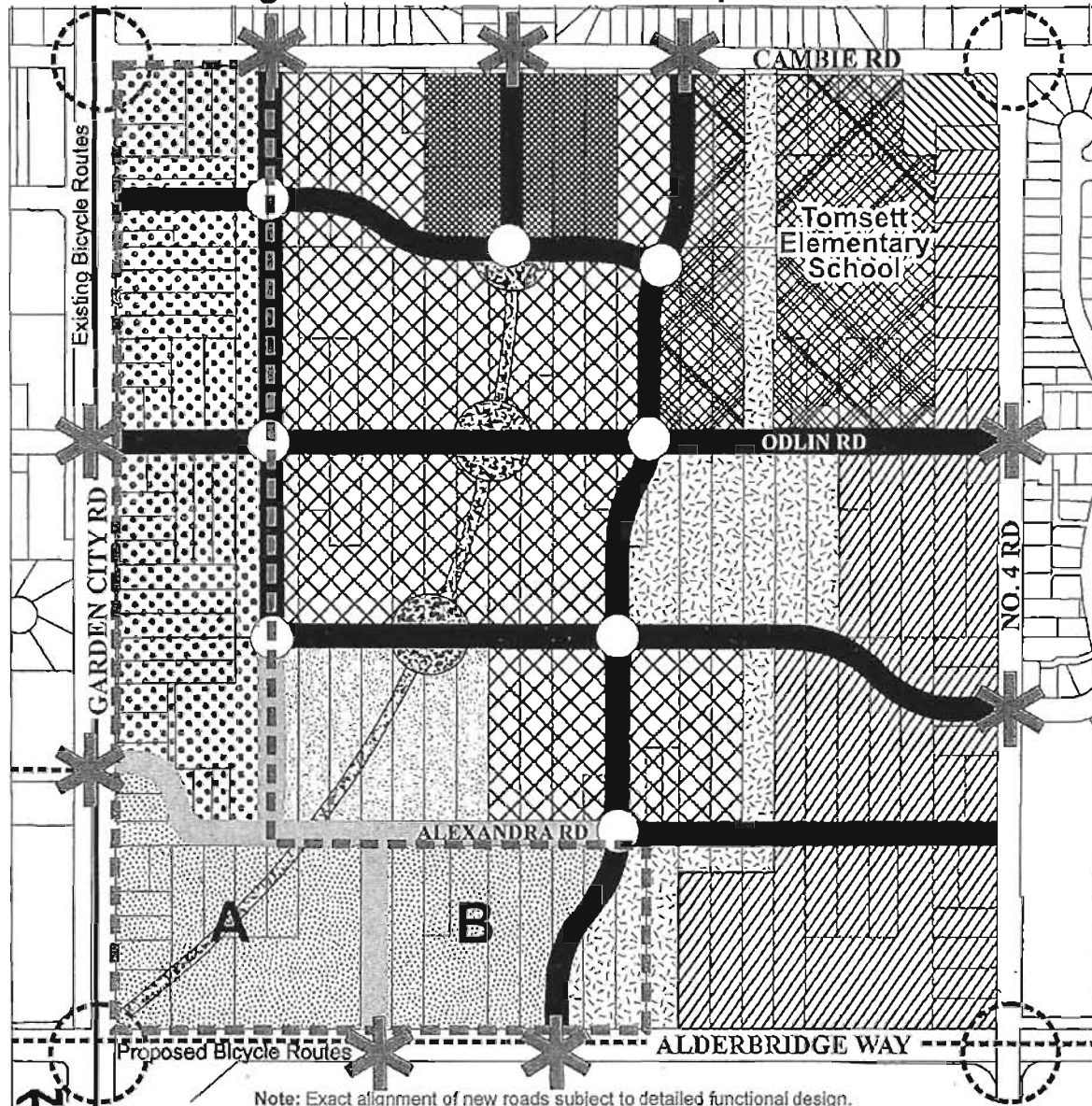
Application proposed Area E as PROP-SRW approx. 344 sq meters (0.09 ac)

November 14, 2012

City of Richmond

Alexandra Neighbourhood Land Use Map

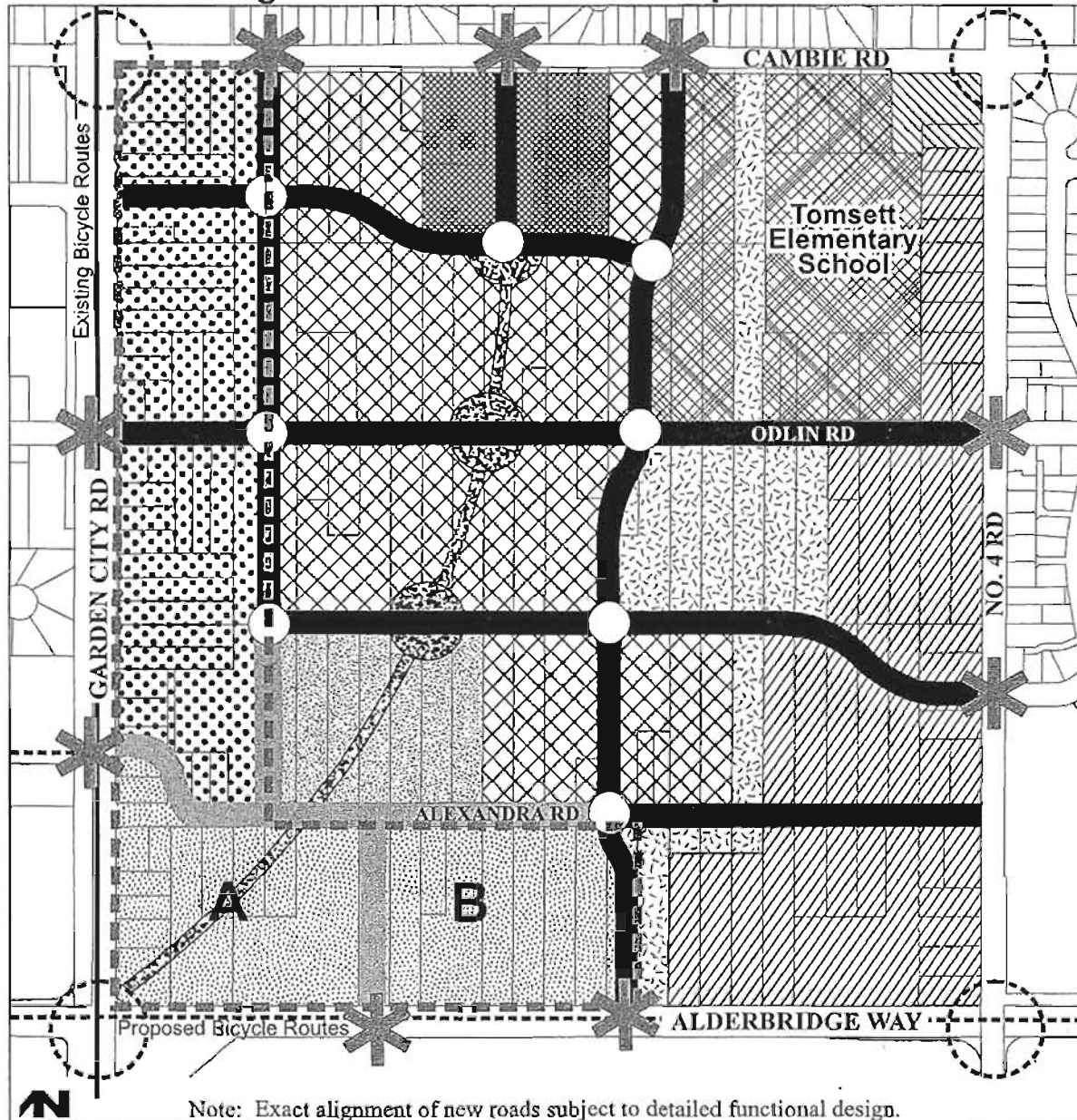
Bylaw 8945
2012/10/15



<p> Area of No Housing Affected by Aircraft Noise</p> <p> Business/Office – office over retail FAR up to 1.25</p> <p> Convenience Commercial</p> <p> Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).</p> <p> Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).</p>	<p> Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.</p> <p> Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.</p> <p> Mixed Use: <ul style="list-style-type: none"> abutting the High Street, medium density residential over retail; not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).</p> <p> Community Institutional</p>	<p> Park: North Park Way, Central Park, South Park Way</p> <p> Alexandra Way (Public Rights of Passage Right-of-way)</p> <p> Proposed Roadways</p> <p> High Street</p> <p> New Traffic Signals</p> <p> Feature Intersections – details to be developed</p> <p> Feature Landmarks in combination with Traffic Calming Measures</p>
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Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

Alexandra Neighbourhood Land Use Map



<p> Area of No Housing Affected by Aircraft Noise Business/Office - office over retail FAR up to 1.25</p> <p> Convenience Commercial</p> <p> Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)</p> <p> Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (5-storey maximum).</p> <p> Community Institutional</p>	<p> Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.</p> <p> Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR</p> <p> Mixed Use: - abutting the High Street, medium density residential over retail; - not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).</p>	<p> Park: North Park Way, Central Park, South Park Way</p> <p> Alexandra Way (Public Rights of Passage Right-of-way)</p> <p> Proposed Roadways</p> <p> High Street</p> <p> New Traffic Signals</p> <p> Feature Intersections - details to be developed</p> <p> Feature Landmarks in Combination with Traffic Calming Measures</p>
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Rezoning Considerations

4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road

RZ 10-528877

Prior to issuance of a tree cutting permit after Public Hearing, the developer is required to complete the following:

Provision of a letter of credit acceptable to the City in the amount of \$192,000.00 (i.e., 344 replacement tree x \$500.00 each plus 3 significant trees and 1 high value tree x \$5,000.00 each) as security for replacement trees.

Prior to final adoption of Zoning Amendment Bylaw 8864, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 8865 and 8973.
2. Required Road/Utility Dedications:
 - a) Alderbridge Way: Road dedication required to accommodate the frontage improvements noted in Servicing Agreement Items 16 below to the back of the 3.3m wide shared pedestrian/cyclist path on the north side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by SmartCentres and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - b) Garden City Road: Road dedication required to accommodate the frontage improvements noted in Servicing Agreement Items 16 below to the back of the 2.0 wide sidewalk on the east side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by SmartCentres and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - c) May Drive: A minimum 20m wide road dedication required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - d) High Street: A minimum 22.7m wide road dedication required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - e) Provision of minimum 4m x 4m corner cuts (as dedication) required at all intersections where public roads intersect and approved by the Director of Transportation and the Director of Engineering except in locations where the proposed road geometry requires additional land dedication to ensure that the travel portion of the road and the adjacent sidewalks are within the road right of way to the satisfaction of the Director of Development and the Director of Transportation. The corner cuts to be measured from the “new” property lines.

- f) Provision of a minimum 6.0 m wide utility SRW is required for the proposed sanitary sewer at future May Drive between Alexandra Road and Tomicki Avenue. The required SROW is to be located either within 9451 and 9471 Alexandra Road and measured 6.0 m from the east property lines of these 2 properties or located on 9491 Alexandra Road and measured 6.0 m from the west property line.
- g) Final determination of the exact road dedications and construction requirements are subject to minor revisions as determined by the functional road design and to the satisfaction of the Director of Transportation and Director of Development.

3. Required land transfers:

- a) Area J: approximately 654 m² of land on the east side of the realigned May Drive extension, located at the northeast corner of the development site (to be confirmed by legal survey) is to be transferred to the City as a fee simple lot as "Park" overlapped with Environmentally Sensitive Area (ESA) designation at nominal cost (i.e., \$10.00) and to the satisfaction of the Manager of Real Estate Services and the Director of Development. A separate purchase and sale agreement will be required for this land transfer, see Site Plan dated November 13, 2012.
- b) Final determination of the exact land transfer area is subject to minor revisions as determined by the functional road design, to be confirmed by survey plans and to the satisfaction of the Director of Transportation and Director of Development.

4. Required Statutory Rights of Way (SRW's):

- a) Granting of a variable width Statutory Right of Way (SRW) for sidewalk purposes that connects the northeast corner of the Alexandra Road/High Street intersection with the northeast corner of the Alexandra Way/Garden City Road intersection through the west development parcel for the purposes of establishing a public pedestrian walkway referred to as the 'Alexandra Way' pedestrian corridor in the WCAP. This SRW should include the following:
 - i. A minimum 3.5 m wide sidewalk, within the building setback between the property line and the proposed building façades on both sides of the High Street within the north block,
 - ii. A minimum 3.5 m wide sidewalk, within the west development parcel along the north side of the northerly east-west drive aisle including all necessary and associated pedestrian crossings that traverse parking lot drive aisles;
 - iii. A pedestrian plaza within the west development parcel at the west end of the northerly east-west drive aisle as shown on the Site Plan dated November 13, 2012 including all necessary and associated pedestrian crossings that traverse parking lot drive aisles;
 - iv. A minimum 3.5 m wide sidewalk on the east side of the westerly north-south drive aisle including all necessary and associated pedestrian crossings that traverse parking lot drive aisles within the west development parcel;
 - v. A minimum 3.5 m wide diagonal sidewalk connecting the west development parcel with the Alderbridge Way/Garden City Road intersection including the corner pedestrian plaza; and
 - vi. A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by survey plan and a legal plan for registration in the land title office.

The design of Alexandra Way public pedestrian corridor requires further design development through the Development Permit process. This pedestrian corridor shall include decorative pedestrian and vehicle paving, decorative street lighting and banners, high quality retail signage, street furniture and continuous weather protection, street trees, shrub planting, decorative accent floral planting, high-quality public open spaces along the corridor and

periodic focal elements such as public art, special effect night lighting, outdoor cafes/eating areas and/or other attractors and generator of pedestrian traffic and all to the satisfaction of the Director of Development. The construction and maintenance of including liability for the Alexandra Way public pedestrian corridor shall be the responsibility of SmartCentres.

- b) Granting of an approximately 52.88 m wide (ie. length varies from approximately 68.19 m to 78.99 m) Statutory Right of Way (SRW) along Alexandra Road and the northeast corner of the proposed east development parcel (including Area E) for the purposes of establishing a passive recreation, public open space located on an elevated deck (ie. above vehicle parking) including the transition areas to the fronting streets (Alexandra Road and May Drive). A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by volumetric survey plan and a legal plan to the satisfaction of the Director of Development prior to registration in the land title office. The design of this elevated landscape deck and transition areas requires further design development through the Development Permit process but is intended to be an important feature of the site design including barrier free pedestrian access, multiple entry points including a stair connection to the surface parking lot below, decorative pedestrian paving, lighting, street furniture, numerous seating opportunities with abundant trees, shrub, groundcover and sodded grass planting, an all to the satisfaction of the Director of Development. The construction and maintenance of including liability for the elevated landscape deck and transition areas shall be the responsibility of SmartCentres.
 - c) Final determination of the exact PROP-SRW's and construction requirements are subject to minor revisions as determined by the functional road design and to the satisfaction of the Director of Transportation, Director of Engineering and Director of Development.
5. Consolidation of the following 20 lots in order to create two (2) development parcels (east and west) plus Area J (i.e., the existing dwellings have already been demolished). See the table below.

Address	PID	Legal Address	Zoning	Owner
4660 Garden City Road	003-491-986	Lot 53 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4680 Garden City Road	003-522-725	Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4700 Garden City Road	001-985-281	Lot 2 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4720 Garden City Road	003-640-043	Lot 3 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4740 Garden City Road	008-141-525	Lot 4 Except: Firstly, Parcel A (Bylaw Plan 73626), Secondly, Part on Plan LMP41468 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9040 Alexandra Road	003-514-889	Lot 54 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9060 Alexandra Road	007-133-138	Lot 37 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9080 Alexandra Road	004-192-141	Lot 38 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

9180 Alexandra Road	012-032-476	North 249.3 Feet Lot 3 Except: Parcel "A" (Explanatory Plan 8738), Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9200 Alexandra Road	003-498-433	Parcel "A" (Explanatory Plan 8738), Lot 3 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9260 Alexandra Road	012-032-522	Parcel "One" (Explanatory Plan 9711) Lots 3 and 4 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9280 Alexandra Road	012-032-557	West Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9320 Alexandra Road	004-079-124	East Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9340 Alexandra Road	000-868-655	Lot "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9360 Alexandra Road	000-556-939	Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9400 Alexandra Road	012-032-573	West Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9420 Alexandra Road	004-204-662	East Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9440 Alexandra Road	012-032-581	West Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9480 Alexandra Road	001-084-372	East Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9500 Alexandra Road	008-130-990	West Half Lot 9 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

6. Registration of an aircraft noise indemnity covenant for non-sensitive uses on title.
7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC. The proposed development is designed to 2.6m GSC with the exception of the proposed Walmart loading dock/service area, main lobby including the proposed clinic area and Buildings M and N along Alderbridge Way. SmartCentres will be required to submit a survey of Alderbridge Way (May Drive to High Street), set these finished floor elevations as high as possible and provide a supportable rationale, which are all subject to the satisfaction of the Manager of Buildings and the Director of Engineering.
8. Registration of a legal agreement on title ensuring that the only means of vehicle access is to Alexandra Road, the proposed High Street and the proposed extension of May Drive and that there be no access to Alderbridge Way or Garden City Road and to the satisfaction of the Director of Development.
9. SmartCentres has voluntarily agreed to incorporate on-site public art installation(s) along the Alexandra Way public pedestrian corridor in accordance with the City's Public Art Policy with an approximate value of \$155,077.00 (387,692 ft² x \$0.40/ft²) and to the satisfaction of the Director of Development. A letter of credit in the amount of \$155,077.00 (387,692 ft² x \$0.40/ft²) is a requirement as security for public art to be installed on-site. If SmartCentres elects not to install on-site public art, then SmartCentres must agree to voluntarily contribute \$0.40 per buildable square foot or \$155,077.00 (387,692 ft² x \$0.40/ft²) to the City's public art fund.

10. City acceptance of SmartCentres offer to voluntarily contribute \$0.60 per buildable square foot for City Beautification or \$232,615.00 (ie. 387,692 ft² x \$0.60/ft²) as part of the City's West Cambie Area – Alexandra Interim Amenity Charges. A reduction to this contribution for the design and construction costs related to the Alexandra Way pedestrian corridor if any, is to be determined by the Director of Development.
11. City acceptance of SmartCentres offer to voluntarily contribute \$0.07 per buildable square foot for Community and Engineering Planning or \$27,138.44 (ie. 387,692 ft² x \$0.07/ft²) as part of the City's West Cambie – Alexandra Interim Amenity Charges.
12. City acceptance of SmartCentres offer to voluntarily contribute \$90,000.00 for 3 bus shelters (\$25,000 each for the bus shelter plus \$5,000 for the bus landing pad) at each of the following locations, if SmartCentres does not upgrade these bus stop locations and to the satisfaction of the Director of Transportation:
 - a) north of Alexandra Road on the west side of Garden City Road,
 - b) south of Alderbridge Way on the west side of Garden City Road, and
 - c) south of Odlin Road on the west side of Garden City Road or along Alderbridge Way if TransLink and Coast Mountain Bus Company agree to the necessary bus route revisions.
13. Registration of a legal agreement(s) regarding SmartCentres commitment to connect to the Alexandra District Energy Utility (ADEU), including the operation of and use of the ADEU and all associated obligations and agreement as determined by the Director of Engineering. SmartCentres has committed that between 63-69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. However, participation in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building – Walmart Store). More detailed energy modeling will be required to establish the extent of the energy demand represented by those tenants. SmartCentres will coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.
14. Ultimate Alexandra/Leslie Connector Road: The SmartCentres is required to make contributions totalling \$5,564,286.00 including (ie. \$3,745,058.00 as a cash contribution for land, which will allow the City to begin the land acquisition process and \$1,819,228.00 as a letter of credit for construction of the road) all prior to final adoption of the rezoning. After the sale of the remnant portions of the 5 properties (53.8% of the total area not required for the realignment of Alexandra Road), SmartCentres would be eligible for future reimbursement of, up to the lesser of:
 - a) 59% of the net proceeds from selling the remnant of the 5 properties less any of the proceeds used to acquire the 5 properties (as the proceeds from the sale of the remnant portions of the 5 properties would be used first towards any premiums necessary to acquire the 5 properties); or
 - b) 53.8% (\$2,014,841.00) of the SmartCentres original contribution towards the land purchase (\$3,745,058.00); and
 - c) A legal agreement for a term not exceeding 99 years to formalize the reimbursement process, once the Alexandra/Leslie connector road has been constructed is subject to the Council approval and Elector Approval/Alternative Approval Process requirements.

- d) Alexandra/Leslie Connector Road - Reimbursement Process: Contributors to the assembly of lands required for the Alexandra/Leslie connector road would be reimbursed with residual funds from the disposal of residual lands, after the completion of the connector road and following payment to the City of any and all costs associated with the lands assembly and disposal process on a priority basis related to their respective proportional share contribution, assuming the following definitions:
- i. Alexandra/Leslie connector road: The proposed realignment of Alexandra Road east of Garden City Road as generally indicated on the Alexandra Neighbourhood Land Use Map within the West Cambie Area in order to intersect with Leslie Road on the west side of Garden City Road including all land and construction costs.
 - ii. Catchment Area: Properties within a defined area in the West Cambie Area that are projected to generate traffic volume/use along the proposed Alexandra/Leslie connector road realignment. See Attachment 4 - Alexandra/Leslie Connector Road - Proportional Cost Share for SmartCentres
 - iii. Contributors: Owners/developers of property in the West Cambie Area within the defined catchment area, not exempt from contributing to the total cost (land and construction) of the Alexandra/Leslie connector road. If new and separate development applications for a different design are received for any currently exempt properties with in-stream applications, then these properties would then become liable to contributions for the Alexandra/Leslie connector road. The City remains totally exempt from contributing to the Alexandra/Leslie connector road.
 - iv. Net Present Value: = current land value escalated at 5.73% over 10 years then discounted back to the present value at 2.6%. Using the land appraisal agreed on by SmartCentres and the City for the 5 subject properties, the net present value is used to determine the total value of the land component required for the road realignment.
 - v. Priority Basis: Repayment of residual funds to catchment area contributors based on a 'first contributed, first reimbursed' approach based on the proportional share contribution from the contributor following the reimbursement of the City for all cost associated with land assembly and disposal process for the Alexandra/Leslie connector road including but not limited to legal fees, mortgage fees, land title fees, moving costs, property transfer fees, motivational factors (as an incentive to sell, if necessary), disturbance factors, demolition costs, hazardous material handling and disposal costs, maintenance costs, survey cost and any other costs associated with the purchase, assembly, establishment of the road right of way and disposal of the surplus lands.
 - vi. Proportional Share Basis: The determination of costs associated with the realignment of the Alexandra/Leslie connector road (land and construction) based on the projected traffic volume/use resulting from the development of properties within the defined catchment area that are not exempt from contributing. For example, SmartCentres proportional share contribution has been determined to be 59% or \$5,564,286.00 for both land (\$3,745,058.00) and construction costs (\$1,819,228.00). Future land use designations from the current Area Plan have been used to estimate traffic generation however, if land uses within the catchment area are adjusted in the future, then traffic generation estimates will be adjusted accordingly, which in turn will shift the proportional share contributions for the remaining properties that are required to contribute the outstanding costs at such time.

With the proposed SmartCentres proposal, 41% of the total Alexandra/Leslie connector road cost would be outstanding.

- vii. Residual Funds: Remaining funds if any, from the sale of residual lands, net of all land assembly and disposal costs that accrue to the City.
 - viii. Residual Lands: Approximately 53.8% of the 5 lots (i.e., 4560/4562 and 4580 Garden City Road plus 9071, 9091 and 9111 Alexandra Road) not required for the realignment of the Alexandra/Leslie connector road. Residual lands exclude any City land ultimately abandoned including roads or lanes such as the eastern portion of the existing Alexandra Road alignment intersecting with Garden City Road and the existing perpendicular lane. It is currently estimated that approximately 46.2% of the above 5 lots are required for the road realignment, would leave approximately 53.8% of these 5 lots as residual land.
15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
16. Enter into a Servicing Agreement* for the design and construction of road improvements and site servicing. Works include, but may not be limited to the following:

A. Transportation & Traffic Requirements

- 1. Applicant responsible for the design and construction of the following frontage improvements and transition between those improvements and the existing condition outside the development site frontage (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road, and a minimum 20:1 taper rate for all internal roads) to the satisfaction of the City. Please refer to Item 2 for additional frontage improvements at intersections. Note that while Servicing Agreement Items A1 and A2 provide a general description of the minimum frontage work requirements, the exact details and scope of the frontage works to be completed by SmartCentres would be confirmed via a functional road design to be prepared by SmartCentres and to the satisfaction of the Director of Development, the Director of Transportation and the Director of Engineering.
 - a) Alderbridge Way, from Garden City Road to May Drive (from south to north):
 - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
 - maintain two existing westbound traffic lanes;
 - maintain existing curb/gutter on the north side;
 - 1.5 m wide treed boulevard; and
 - 3.3 m wide shared pedestrian/cyclist path.
 - b) Garden City Road, from Alderbridge Way to Alexandra Road (from west to east):
 - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
 - maintain two existing northbound traffic lanes;
 - shift the existing northbound bicycle lane allowance onto the east boulevard;
 - 0.15 m wide curb/gutter;
 - 1.85 m wide treed boulevard;
 - 2.0 m wide bike lane;
 - 1.77 m wide grass buffer strip to separate sidewalk and bike lane;
 - 2.0 m wide sidewalk at property line; and

- minimum 3.0 m wide building setback from property line (west to east) sloped and landscaped with dense plant material to the proposed building wall with perpendicular walkway connections to the public sidewalk including stairs or ramps from the required emergency exit doors along the back of the building as required by code; and
- c) Alexandra Road, from Garden City Road to eastern limit of the development site (from south to north):
- 2.0 m wide sidewalk;
 - 1.5 m wide boulevard;
 - 0.15 m wide curb;
 - minimum 9 m wide vehicular driving/parking surface (this pavement may be reduced to min. 6.2 m at mid-block locations where feasible); and
 - minimum 1.0 m wide shoulder.
- d) May Drive, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
 - 1.5 m wide boulevard;
 - 0.15 m wide curb;
 - 12.7 m wide vehicular driving/parking surface;
 - 0.15 m wide curb,
 - 1.5 m wide boulevard; and
 - 2.0 m wide sidewalk.
- e) High Street, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
 - 0.15 m wide curb;
 - 18.4 m wide vehicular driving/parking surface (i.e., 2 x 2.5 m wide parking lane or landscaped boulevard near intersections, 4 x 3.35 m wide traffic lanes);
 - 0.15 m wide curb; and
 - 2.0m wide sidewalk.
2. In addition to the frontage improvements noted in Item 1, SmartCentres is responsible for the design and construction of the following intersection improvements and to the satisfaction of the Director of Transportation and the Director of Engineering.
- a) Alderbridge Way / May Drive
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole **and** street light fixture), detection, conduits (electrical **and** communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
 - Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within existing median, a minimum 1.2m wide median should be maintained.
- b) Alderbridge Way / High Street
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street

light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

- Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within the existing median, a minimum 1.2 m wide median should be maintained.
- Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.

c) Alderbridge Way / Garden City Road

- Upgrade of the existing traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
- Installation of dual left-turn lanes on the southbound (a minimum total storage length of 200 m), northbound (a minimum total storage length of 200 m) and westbound approaches (a minimum total storage length of 190 m), while maintaining all other existing traffic lanes. Please note that while a portion of the left-turn lanes may be accommodated within existing medians, a minimum 1.2 m wide median should be maintained on all intersection approaches.
- Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.
- Provision of an acceptable transition between the above noted intersection improvements, the proposed boulevard treatment and the building setback landscape design (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road) to the satisfaction of the Director of Development and the Director of Transportation.
- Installation of an accessible bus shelter and landing pad (9 m x 3 m) on the east side of Garden City Road, just north of Alderbridge Way.

d) Garden City Road / Alexandra Road

- Closure of existing median opening with curb/gutter and decorative median treatments.
- e) Installation of special crosswalks with downward lighting and associated equipments at the following locations:
- High Street, at the proposed access to the development site;
 - High Street, at Alexandra Road; and
 - Alexandra Road, at High Street.
- f) Construction Timing: all frontage improvements should be completed prior to opening of development.

3. Vehicle parking complies with the parking requirements of Richmond Zoning Bylaw 8500 Amendment Bylaw 8864 (ie. "Neighbourhood Commercial (ZC32) – West Cambie Area") including the TDM measures, subject to the approval of the Director of Transportation. Bicycle parking and loading to comply with the Zoning Bylaw requirements and to the satisfaction of the Director of Transportation:
- a) Vehicle Parking:
 - Number of spaces as per of Richmond Zoning Bylaw 8500 Amendment Bylaw 8864 (ie. "Neighbourhood Commercial (ZC32) – West Cambie Area");
 - Accessible stalls - minimum 2% of the total number of parking spaces;
 - Small stalls - up to 50% of the total number of parking spaces; and
 - Minimum size of parking stalls and width of parking aisles to comply with the Parking Bylaw (ie. no building columns within parking stalls).
 - b) Vehicle Loading:
 - Number and size of spaces as per the Zoning Bylaw; and
 - Provide turning templates of appropriate loading vehicles from abutting public roads to the loading spaces and vice versa.
 - c) Bicycle Parking:
 - Number of spaces (both classes 1 and 2 as per the Zoning Bylaw;
 - Model type and size/dimensions of the bicycle spaces; and
 - Show clearly on the site plan drawings where the bicycle spaces are located.
 - d) Confirmation that the width of all internal drive aisles is no less than 7.5m.
 - e) SmartCentres is required to provide the following Transportation Demand Management (TDM) measures in consideration for the reduced on-site parking:
 - Bicycle storage (in addition to the bylaw requirements): SmartCentres to provide a 25% increase in the total number of Class 1 and Class 2 bicycle spaces (i.e. an additional 25 Class 1 stalls and an additional 33 Class 2 stalls);
 - Two (2) separate end-of-trip bicycle facilities: SmartCentres to provide facilities consisting of three (3) water closets per gender, 2 wash basins per gender and 3 showers per gender. Based on the layout of the development, these facilities should be spread out between the western and eastern portions of the site;
 - Three (3) bus stop upgrades: SmartCentres to provide an accessible landing pad (if not to existing standard) and provide a standard bus shelter at the following locations. Alternatively, at each of the three locations identified, SmartCentres may provide a voluntary cash contribution towards the construction in an amount of \$25,000 per bus shelter and \$5,000 per accessible bus landing pad:
 - north of Alexandra Road on the west side of Garden City Road;
 - south of Alderbridge Way on the west side of Garden City Road; and
 - south of Odlin Road on the west side of Garden City Road or along Alderbridge Way if TransLink and Coast Mountain Bus Company agree to the necessary bus route revisions.

- Electric Vehicle (EV) Plug-ins: SmartCentres to provide pre-ducting to 10% of the total number of parking stalls provided on-site for future installation of charging stations and designated as such. In addition, and as part of the proposed development, equip a minimum of four (4) parking stalls (i.e., 2 parking stalls on the west development parcel and 2 parking stalls on the east development parcel near the proposed Walmart Store) with EV charging stations (240V).
4. All Transportation requirements shall be as per City requirements and approved by the Director of Transportation.

B. Site Servicing & Connection Requirements

1. Storm: Required storm sewer improvements include the following:
- a) All storm drainage must be directed to Alexandra Road and west to Garden City Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way;
 - b) Provide a 600mm diameter storm sewer from existing manhole (manhole D26 in the analysis) located at the intersection of Alderbridge Way and future May Drive to proposed manhole D4 located at the intersection of Alexandra Road and future May Drive with an approximate length of 170m;
 - c) Provide a 600mm diameter storm sewer from existing manhole (manhole D29 in the analysis) located at the intersection of Alderbridge Way and future High Street to proposed manhole D6+ located at the intersection of Alexandra Road and future High Street with an approximate length of 170m;
 - d) Upgrade the existing ditch at Alexandra Road to a 600mm diameter storm main from intersection of Alexandra Road and future May Drive (manhole D4 in the analysis) west to manhole D5 with an approximate length of 100m;
 - e) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D5 west to manhole D6 with an approximate length of 100m;
 - f) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D6 west to manhole D8 with an approximate length of 50m;
 - g) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D8 west to manhole D15 with an approximate length of 95m;
 - h) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D15 west to manhole D16 with an approximate length of 80m; and
 - i) A new tie-in will be required to convey flow from the proposed drainage system in Alexandra Road to the existing 1200mm diameter storm sewer located at the west side of Garden City. Details and location of the new crossing/tie-in will be determined via the Servicing Agreement and to the satisfaction of the Director of Engineering.
2. Sanitary: Required sanitary sewer improvements include the following:
- a) Alexandra Road: Construct a 250mm diameter sanitary sewer from the proposed transition point (west of Dubbert Street) to May Drive;
 - b) May Drive (future road extension): Construct a 375mm diameter sanitary sewer from Alexandra Rd to Tomicki Ave and connect to the existing system. If a road dedication does not exist, then a minimum 6.0 m wide right-of-way will be required. The pipe sizes may be revised at the Servicing Agreement stage as additional information

becomes available for the servicing requirements of the proposed adjacent developments; and

- c) High Street: Construct a 200mm diameter sanitary sewer and connect to the system on Alexandra Road. The upstream end of the sanitary sewer will be determined by the location of the service connection for this development.
3. Water: Required water service improvements include the following:
- a) Using the OCP 2021 Maximum Day Model, there is 717.10 L/s available at 20 psi residual at 4740 Garden City Road, 529.40 L/s at 20 psi residual at 4600 Garden City Road and 220.50 L/s at 20 psi residual at 9411 Alexandra Road;
 - b) Based on the proposed rezoning, the site requires a minimum fire flow of 200 L/s;
 - c) Water analysis is not required to determine upgrades to achieve minimum requirements;
 - d) Once the building design is confirmed at the Building Permit stage, SmartCentres is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO Standards to confirm that there is adequate available flow;
 - e) A new watermain is required on Alexandra Road, High Street and May Drive along the development frontages (design to be via the servicing agreement); and
 - f) Via the Servicing Agreement the City will review the impact of the proposed works on the existing 300mm diameter asbestos-cement (AC) watermain on Garden City Road. The City will work with SmartCentres to coordinate the replacement/relocation of the AC watermain, if required.
4. Hydro/Telephone: Pre-ducting works are required on the following proposed roads subject to confirmation from BC Hydro and telecom providers:
- c) proposed May Drive (from Alderbridge Way to Alexandra Road); and
 - d) proposed High Street (from Alderbridge way to Alexandra Road).
- The removal of existing power poles and installation of underground pre-duct along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.
5. All servicing infrastructure works shall be as per City requirements and to the satisfaction of the Director of Engineering.

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

- 1. Advance the concept design and submit more detailed design drawings at the Development Permit stage to ensure the establishment of a compact, vibrant, pedestrian oriented, urban village centre that will become the retail/commercial heart of the Alexandra Neighbourhood and to the satisfaction of the Director of Development.
- 2. Expand the design concept and submit more detailed design drawings at the Development Permit stage to ensure the creation of an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out toward the back of sidewalk including numerous small shops plus

an interesting mix and variety of retail shopping opportunities along the High Street and to the satisfaction of the Director of Development.

3. Improve the concept design and submit more detailed design drawings at the Development Permit stage to ensure the continuation of the Alexandra Way pedestrian corridor through the proposed development with high-quality pedestrian enhancements, punctuated with periodic pedestrian plaza areas, activated to attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and opportunities to encourage pedestrians to sit/linger and incorporating other features such as public art and focal elements that add interest and variety to the pedestrian experience and to the satisfaction of the Director of Development.
4. Address any non-compliance with all relevant design guidelines.
5. Provision of adequate and appropriate refuse and recycling facilities for each building to and to the satisfaction of the Director of Development and the Director of Public Works.
6. CPTED: All parkade areas (walls, columns and ceiling) to be painted with reflective white paint and come with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and comprehensive CPTED review of the development will be provided with the Development Permit submission.
7. Submission of a landscape plan prepared by a registered landscape architect to the satisfaction of the Director of Development including the deposit of a landscape security based on 100% of the cost estimate provided by the landscape architect. The Landscape Plan should:
 - comply with the OCP guidelines regarding Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - provide 4 large specimen trees on the planting plan to replace the existing 3 significant trees plus 1 high value tree proposed for removal; and
 - include the 344 (172 x 2) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
344	10 cm caliper		3.5 m height

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required or \$5,000.00 each for significant or high value trees.

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 and approved by of the Director of Transportation.
2. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
3. Payment of the \$480,738.08 (387,692 ft² x \$1.24/ft²) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement.

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.

[Signed original on file]

Signed _____

Date _____



June 2, 2011

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

Attention: Brian Jackson
Director of Development,
Development Applications Division

Dear Brian,

Re: Proposed SmartCentres West Cambie Project

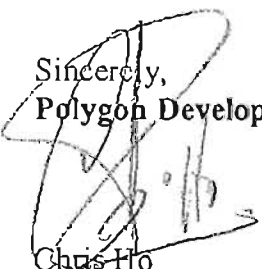
This letter is to confirm our concern regarding the current design of the proposed SmartCentres project located between Garden City and May Drive and, Alderbridge Way and Alexandra Road.

As neighbors on Alexandra Road, we have appreciated the effort that SmartCentres has put into the current design to create internally pedestrian friendly neighborhood streetscapes, resulting in a vast improvement over the typical suburban big box power centre. Unfortunately, this responsible and pedestrian friendly planning has not been applied externally to their frontage along Alexandra Road.

Alexandra Road is an important neighborhood street that has existing and future residential front doors and living areas. Design detailing and care is required to create a friendly streetscape that allows for the transition between retail and residential. Alexandra Road is not and can not become a service alley. Commercial 24 hour loading docks simply can not front directly on neighborhood streets such as Alexandra Road. We have raised this legitimate planning concern to SmartCentres. However, no proposed resolution to this has been presented to us.

In the spirit of cooperation, we are willing to work and contribute our time in developing an acceptable and proper design solution with both SmartCentres and the City of Richmond. Our goal is to create a vibrant and pedestrian friendly neighborhood for the existing and future residents of the West Cambie neighborhood.

Sincerely,
Polygon Development 269 Ltd.


Chris Ho
Vice President, Development
/ch

PLN - 240

Alexandra/Leslie Connector Road - Reimbursement Process

Contributors to the assembly of lands required for the Alexandra/Leslie connector road would be reimbursed with residual funds from the disposal of residual lands, after the completion of the connector road and following payment to the City of any and all costs associated with the lands assembly and disposal process on a priority basis related to their respective proportional share contribution, assuming the following definitions:

1. Alexandra/Leslie connector road: The proposed realignment of Alexandra Road east of Garden City Road as generally indicated on the Alexandra Neighbourhood Land Use Map within the West Cambie Area in order to intersect with Leslie Road on the west side of Garden City Road including all land and construction costs.
2. Catchment Area: Properties within a defined area in the West Cambie Area that are projected to generate traffic volume/use along the proposed Alexandra/Leslie connector road realignment. See Attachment 8.
3. Contributors: Owners/developers of property in the West Cambie Area within the defined catchment area, not exempt from contributing to the total cost (land and construction) of the Alexandra/Leslie connector road. If new and separate development applications for a different design are received for any currently exempt properties with in-stream applications, then these properties would then become liable to contributions for the Alexandra/Leslie connector road. The City remains totally exempt from contributing to the Alexandra/Leslie connector road.
4. Net Present Value: = current land value escalated at 5.73% over 10 years then discounted back to the present value at 2.6%. Using the land appraisal agreed on by SmartCentres and the City for the 5 subject properties, the net present value is used to determine the total value of the land component required for the road realignment.
5. Priority Basis: Repayment of residual funds to catchment area contributors based on a 'first contributed, first reimbursed' approach based on the proportional share contribution from the contributor following the reimbursement of the City for all cost associated with land assembly and disposal process for the Alexandra/Leslie connector road including but not limited to legal fees, mortgage fees, land title fees, moving costs, property transfer fees, motivational factors (as an incentive to sell, if necessary), disturbance factors, demolition costs, hazardous material handling and disposal costs, maintenance costs, survey cost and any other costs associated with the purchase, assembly, establishment of the road right of way and disposal of the surplus lands.
6. Proportional Share Basis: The determination of costs associated with the realignment of the Alexandra/Leslie connector road (land and construction) based on the projected traffic volume/use resulting from the development of properties within the defined catchment area that are not exempt from contributing. For example, SmartCentres proportional share contribution has been determined to be 59% or \$5,564,286.00 for both land (\$3,745,058.00) and construction costs (\$1,819,228.00). Future land use designations from the current Area Plan have been used to estimate traffic generation however, if land uses within the catchment area are adjusted in the future, then traffic generation estimates will be adjusted accordingly, which in turn will shift the proportional share contributions for the remaining properties that are required to contribute the outstanding costs at such time. With the proposed SmartCentres proposal, 41% of the total Alexandra/Leslie connector road cost would be outstanding.

7. Residual Funds: Remaining funds if any, from the sale of residual lands, net of all land assembly and disposal costs that accrue to the City.0
8. Residual Lands: Approximately 53.8% of the 5 lots (i.e., 4540/4542 and 4560/4562 Garden City Road plus 9071, 9091 and 9111 Alexandra Road) not required for the realignment of the Alexandra/Leslie connector road. Residual lands exclude any City land ultimately abandoned including roads or lanes such as the eastern portion of the existing Alexandra Road alignment intersecting with Garden City Road and the existing perpendicular lane. It is currently estimated that approximately 46.2% of the above 5 lots are required for the road realignment, would leave approximately 53.8% of these 5 lots as residual land.

Advisory Design Panel (ADP) Comments

(Excerpted from ADP Minutes of December 8th, 2011)

- Item 3. RZ 10-528877 – Major low-rise commercial development approximately 30,569 m² (330,000 ft²) with 10 one-storey buildings, 1 two-storey building, and 1 three-level parking structure including a Walmart Store.

Architect: Chandler Associates Architecture Inc.

Property Location: 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road

Panel Discussion

Advisory Design Panel comments are followed by SmartCentres response in *bold italics*:

- very large and challenging project; has many interior and perimeter edges; ***Agreed.***
- screening of loading bays along Alexandra Road is inadequate; needs more work as loading bays remain exposed and trucks would still be visible but the western loading/service area is more successful; applicant also needs to address overlook issues; ***The eastern loading bay is screened by a 14' high screen wall, with dense planting which includes numerous mature trees. The loading bay is further screened from above by the incorporation of a metal trellis structure, which will be covered with vines, thus addressing the overlook issues. The western loading bay is entirely encapsulated by solid walls on three sides, limiting any views into the loading bay except for only west bound traffic along Alexandra Road (at less than a 30 degree cone of vision). Overlook at the west loading bay is not an issue.***
- higher density two-storey buildings are more appropriate to achieve streetscape continuity; one-storey buildings on the perimeter of the site are far less successful; sameness of expression and slight height variations do not interrupt or establish strong punctuations; ***Two storey spaces will be integrated where feasible.***
- replicating retail streetfronts is complicated and more work is required such as changes in materiality; simplify and use high quality materials; increase the amount of vision glass around the perimeter of the site; this applies to a large proportion of the proposed design; ***Changes in materials, simplification of design and integration of more vision glass will be expressed in our Development Permit submission.***
- internal elevations appear flat and box-like; design development is needed to reflect a village character; massing needs to be broken down and further articulated to provide visual interest to pedestrians; introduce structures to draw pedestrians to the site; using high quality materials is appropriate for a new shopping center; ***Increased articulation to the internal facades will be introduced in our Development Permit submission.***
- one-storey buildings need substantial design development; consider layering of design elements to achieve a more pedestrian-friendly environment; ***As noted in previous items, further design development of the facades will be pursued with our Development Permit submission.***
- transition in the architectural character from the outside to the inside of the site should be significant and shocking; the design quality of the interior should be sensational and dramatically different from the exterior; ***As per panel notes above, the exterior facades will be further developed to create larger areas of quality materials to relate better to the automobile oriented traffic along the***

perimeter, and the internal facades will be further articulated to add visual interest, creating a striking difference in expression between "inside" and "outside".

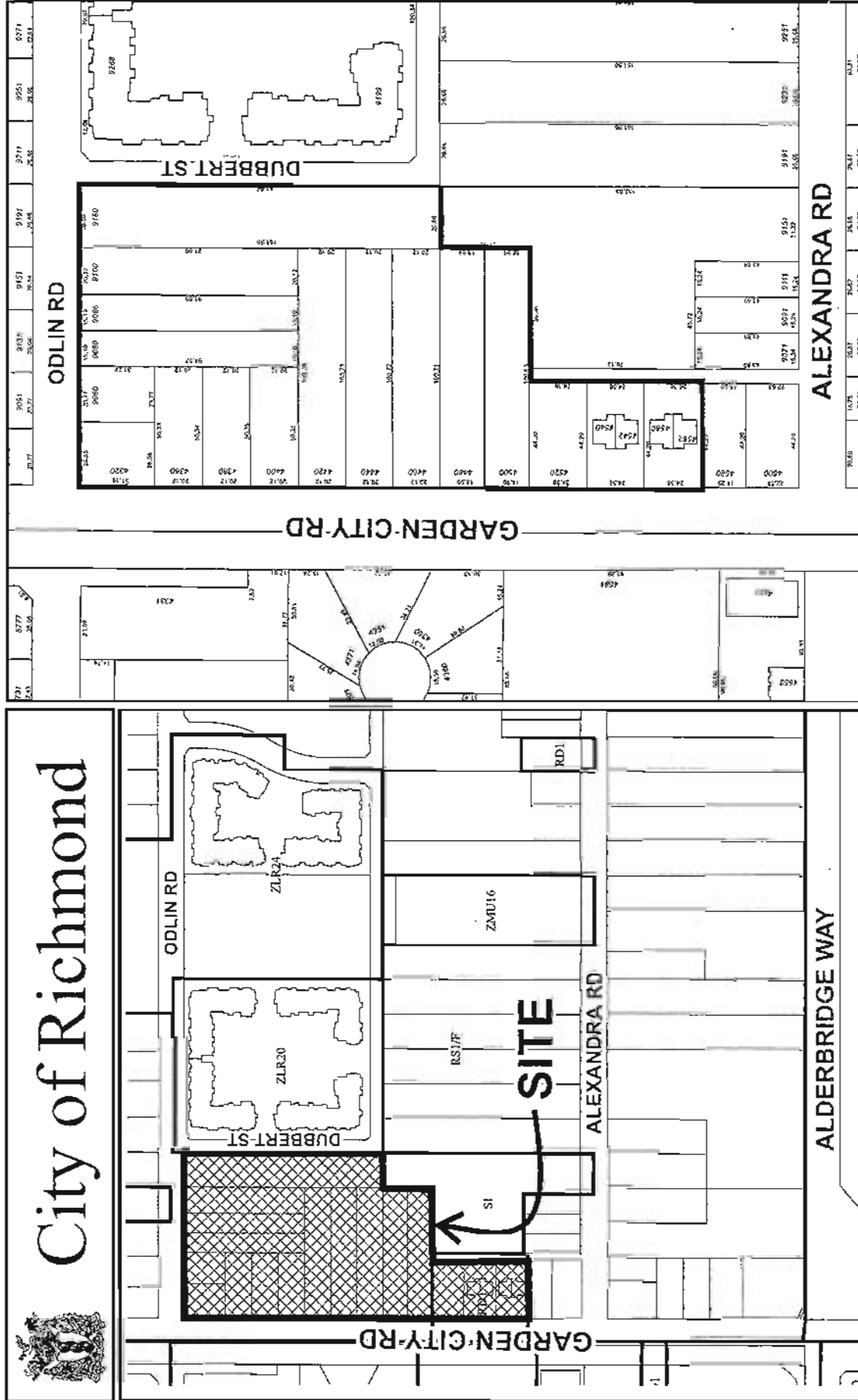
- landscaped deck works well when viewed from the outside; however, it looks disconnected from the rest of the project when viewed from the inside; appears like a floating mass; poses a CPTED challenge underneath; connect the landscaped deck into the project; *The deck will receive a stair on the south side, connecting the podium to the pedestrian walkway in the at grade parking area. The north-east corner will be opened up to the street to allow visual connection and surveillance from Alexandra Road/May Drive into the covered parking area. The covered parkade area walls, ceiling and columns will be painted white and will include bright lighting levels.*
- Garden City Road and Alderbridge Way portal is weak; Building H is small and low in relation to the other buildings; portal should be more powerful at this important gateway to the City Centre; *The entry way will be further developed, with a more powerful expression of Building H.*
- Building N appears lost and disconnected from the rest of the project; does not provide continuity to what is happening along the street; *Building N will be integrated into the development through creating a connection with the remainder of the development with architectural screening landscape elements (similar to Alexandra Road).*
- project has a lot of challenges; relationship between the outside and inside edges needs to be improved; project is intended to create the 'Village' centre for the West Cambie Area and should reflect a more urban and commercial character; *As noted in previous items, the outside facades will be treated differently from the inside facades (larger areas of materials with a reduced material palette versus more finer articulation). A "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements along the Alexandra Way through the site.*
- a challenging commercial project; project needs a more consistent and intense urban design response to fit with the emerging more sophisticated urban character of Richmond; *This will be achieved through the changes to the building facades and massing as noted previously, and through the enhancement of Alexandra Way through the development.*
- landscape needs to have a sense of hierarchy and one dominant theme to unify spaces; needs anchor points or nodes that attract pedestrians and encourage them to linger, e.g. water elements or public art; *Public nodes are being integrated along Alexandra Way to encourage people to linger along the way. The nodes will be connected through the use of consistent elements and materials and will be further highlighted as "special" areas through the integration of public art elements.*
- the project's high street does not read as a retail/commercial heart of the project; built form on the west side of high street (1-storey buildings) is weak; high street should have a stronger sense of enclosure and a more intense urban design response, continuous streetfront retail with high quality paving including furnishings and appointments that increase visual interest and enhance pedestrian comfort; should serve as the principal organizing spine; *High Street will be further developed with the enhancement of the landscape treatment including special paving, planting and furnishings. The building along the west side of High Street will be designed with two-storey loft-style elements along the street façade in order to increase its visual and physical presence.*
- a model would be helpful in future assessment of this design proposal; *We will present a series of large scale models to demonstrate the detailing and articulation of architectural and landscape elements that have been integrated into our design. A 3-d "fly-thru" of the overall project has also been produced to further explain the overall project.*
- Alexandra Way as the primary pedestrian linkage through the site should encompass more than just decorative paving but a series of outdoor pedestrian-scaled rooms with a hierarchy and a central 'Village Green'; *As noted in previous items, we will present a detailed investigation of Alexandra Way with our Development Permit submission that will include a series of pedestrian nodes through the length of Alexandra Way*

- landscaped roof deck needs programming (is it ESA compensation or active use area); roof deck elements should be carried through the development (linked in some way with the design of other on-site pedestrian open space areas); should have linkage with Walmart; needs a more urban response; can introduce native plantings and stormwater elements; seating and amenities should be located adjacent to paved areas; consider the landscape deck as the 'Garden Centre'; ***We are awaiting direction from the City to determine the character of the landscaped deck. We will provide a stair access from the deck to the at grade parking to the south.***
- consider May Drive as a 'sustainable' street, particularly adjacent to the designated park and ESA area on the east site of May Drive; ***City engineering requirements won't allow for sustainable street design.***
- consider stronger pedestrian crossing elements at intersections with the vehicle circulation system throughout the site, not just painted stripes; ***All pedestrian crossings within the site are raised platforms to meet the adjacent sidewalk grades.***
- grade differences should be handled with ramps (rather than stairs) at the entrances to the site; integrate with other elements; ***Ramped sidewalks will be the primary accesses to the site. Any stairs used to access the site will be secondary to the ramped sidewalks.***
- pedestrian scale signage is all right but pylon type signs need further design development; integrate signage with public art; ***The pylon sign designs will receive additional design development. Their design will work in conjunction to the public art rather than being integrated with it.***
- architecture is too busy; suggest one linking and dominant material, preferably brick, that is carried through the entire project and combined with other elements; ***As noted in previous items, the exterior façade design will be refined with larger areas of materials used.***
- rain protection needs to be continuous through the project along pedestrian routes; could be at different levels; could be a combination of awnings and canopies; ***Agreed. Rain protection is applied along Alexandra Way and along the sidewalks adjacent to the retail buildings. We will use a combination of awnings and canopies as suggested.***
- a very complex project; intent of creating an urban village is more successful internally; ***Agreed***
- life-style center concept is not achieved in the project; landscape elements, e.g. art elements, seating opportunities, and plazas are missing; consider recessing some of the street fronting buildings to create space for seating areas; ***As noted in previous items, the landscape design will be further developed in our Development Permit submission, integrating plazas, pedestrian nodes, furnishings, public art etc.***
- urban village character is not achieved on the Alderbridge Way, Garden City Road and Alexandra Road elevations; broken-down mass is not appropriate externally as these streets are vehicle and not pedestrian-oriented; street elevations do not achieve the objective of becoming a landmark; external elevations need more work; ***As noted in previous items, the exterior elevations will be refined to suit the vehicular oriented nature of the facades.***
- character of external and internal elevations should be different; internal elevations are like a suburban mall but should be more organized and urban; need to be consistent in order to achieve an urban village character; ***As per panel notes above, the exterior facades will be redeveloped to reflect a more urbane nature through the use of larger areas of materials with the internal facades being further articulated to add visual interest, creating a striking difference in expression between "inside" and "outside". A "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements along the Alexandra Way through the site.***
- a very challenging project; one of the most complex projects considered by the Panel; ***Agreed***
- project does not look like a village; appears like a shopping centre precinct; does not have the tactility and texture of a village; ***The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced***

through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.

- consider a diagonal cut-thru for pedestrians at the corner of Alderbridge Way and Garden City Road; could become the high street; will link Alexandra neighbourhood to downtown Richmond neighbourhood; *We have created a diagonal "cut-thru" at the south-west corner of the site which will connect Alexandra Way from the residential area to the north of our site, down and through the site to connect with the Richmond downtown neighbourhood.*
- project is pedestrian in nature; heavy pedestrian movement is expected in the neighbourhood; design narrative is needed for the project to achieve a pedestrian and village character; proposed project needs to be defined; does not have the feel of quality; signage works well but disappears in other parts of the development; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*
- introduce glazing at the backs of buildings adjacent to pedestrian walkways; look at Aberdeen Center as precedent; *All buildings will have vision glass oriented to the pedestrian walkways within the site. Vision glass will be integrated into the external facades, adjacent to sidewalks where feasible. Much of the vision glass in the above noted project is obscured by tenant posters etc., or is open to inactive exit stair corridors. Our intent is to locate vision glass where it will have a positive contribution to interact with adjacent sidewalks.*
- link landscaped deck to Walmart; *We will link the landscaped deck to the at grade parking area. Linking it to the store will create security issues.*
- articulation of buildings looks flat; needs visual clarity defined by the project's design narrative; look at Park Royal as precedent for a pedestrian-friendly project; *As noted in previous items, the internal facades will be further articulated to add visual interest and be integrated with landscaping elements such as seating, planting, paving etc.*
- proposed development is a huge project in Richmond; Planning is requested to assist applicant in defining Richmond character; project has to serve pedestrians; *We have been working closely with the Planning Department to define the development's character and create a richer pedestrian experience through articulation of the building facades and integration of landscape elements throughout the site.*
- with the exception of various stair locations, grade changes are handled well; introduce nodes in the project; further design development of the landscaped deck will encourage pedestrians to pause; benches and picnic tables need to be connected to impermeable surface; *Grade changes are being redesigned to be accessible primarily by ramped sidewalks with stairs being used secondarily. Pedestrian nodes and plazas are being integrated throughout the site, and primarily along Alexandra Way.*
- continuous rain protection will encourage pedestrians to stay on the site; *As noted in previous items, continuous rain protection is provided through a combination of awnings and canopies.*
- project has the potential and should become a major gateway to Richmond's city center; project as presented is not successful as major entry point or gateway to the city centre; *The design development of the project as described in the items above will establish this project as a major and successful gateway to the City Centre.*
- project design needs to evolve and not just mirror Lansdowne (suburban shopping centre design approach is no longer appropriate particularly adjacent to the city centre); *The design development of the project as described in the items above will create a project that does not mirror the above cited development.*
- project needs to have an iconic element; should stand out to differentiate it from other Walmart projects; *We will work to find an acceptable solution.*

- project is a different interpretation of the village character for the Alexandra Neighbourhood as described in the Alexandra Neighbourhood design guidelines for this area; scale of the project should set the tone for the neighbourhood; *The design development and integration of the architectural and landscape treatments and elements listed in the responses above will create a development that is more in keeping with the Alexandra Neighbourhood guidelines.*
- project should accommodate the inclusion of Walmart but not let Walmart dictate the design character; *The design of the Walmart store has strayed substantially from the prototypical design. The store has been integrated into the retail store designs along High Street and Alderbridge Way, and where exposed along the north and east facades, have been enriched with articulation of the facades and have incorporated material used throughout the rest of the development.*
- ESA area in the project could be spread out rather than concentrated on the corner; *In order for the ESA to have any significance for the integration of natural habitat, the area must be consolidated into one single area, rather than being diluted and lessen its value by spreading the area throughout the site.*
- the 'Village' character unifying design narrative is missing in the project; needed to anchor the design concept of the project; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*



City of Richmond



Expanded Public Hearing Notice Area

Original Date: 11/27/12

Revision Date:

Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 8973 (10-528877)
9440, 9480 and 9500 Alexandra 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 **“Environmentally Sensitive Area (ESA)”** designation in Attachment 2 to Schedule 1 from 9440, 9480 and 9500 Alexandra Road with the following legal addresses:

P.I.D. 012-032-581

West Half Lot 8 Block “C” Section 34 Block 5 North Range 6 West New Westminster
District Plan 1224

P.I.D. 001-084-372

East Half of Lot 8 Block “C” Section 34 Block 5 North Range 6 West New Westminster
District Plan 1224

P.I.D. 008-130-990

West Half Lot 9 Block “C” Section 34 Block 5 North Range 6 West New Westminster
District Plan 1224

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8973”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 



Richmond Official Community Plan Bylaw 7100

Amendment Bylaw 8865 (RZ 10-528877)

**4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080,
9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500
Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. That Richmond Official Community Plan Bylaw 7100 is amended by repealing the area bounded by Alderbridge Road, Garden City Road, Alexandra Road and the proposed May Drive Extension on the existing Alexandra Neighbourhood Land Use Map in the Richmond Official Plan Bylaw 7100, Schedule 2.11A - West Cambie Area Plan and replacing it with the attached Schedule A to Amendment Bylaw 8865, in order to:
 - a) reduce the minimum density permitted from 1.25 to 0.60 FAR in the Mixed Use Area A on 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320 Alexandra Road;
 - b) adjust the alignment of May Drive within the development lands over portions of 9440, 9480 and 9500 Alexandra Road; and
 - c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
2. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8865"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

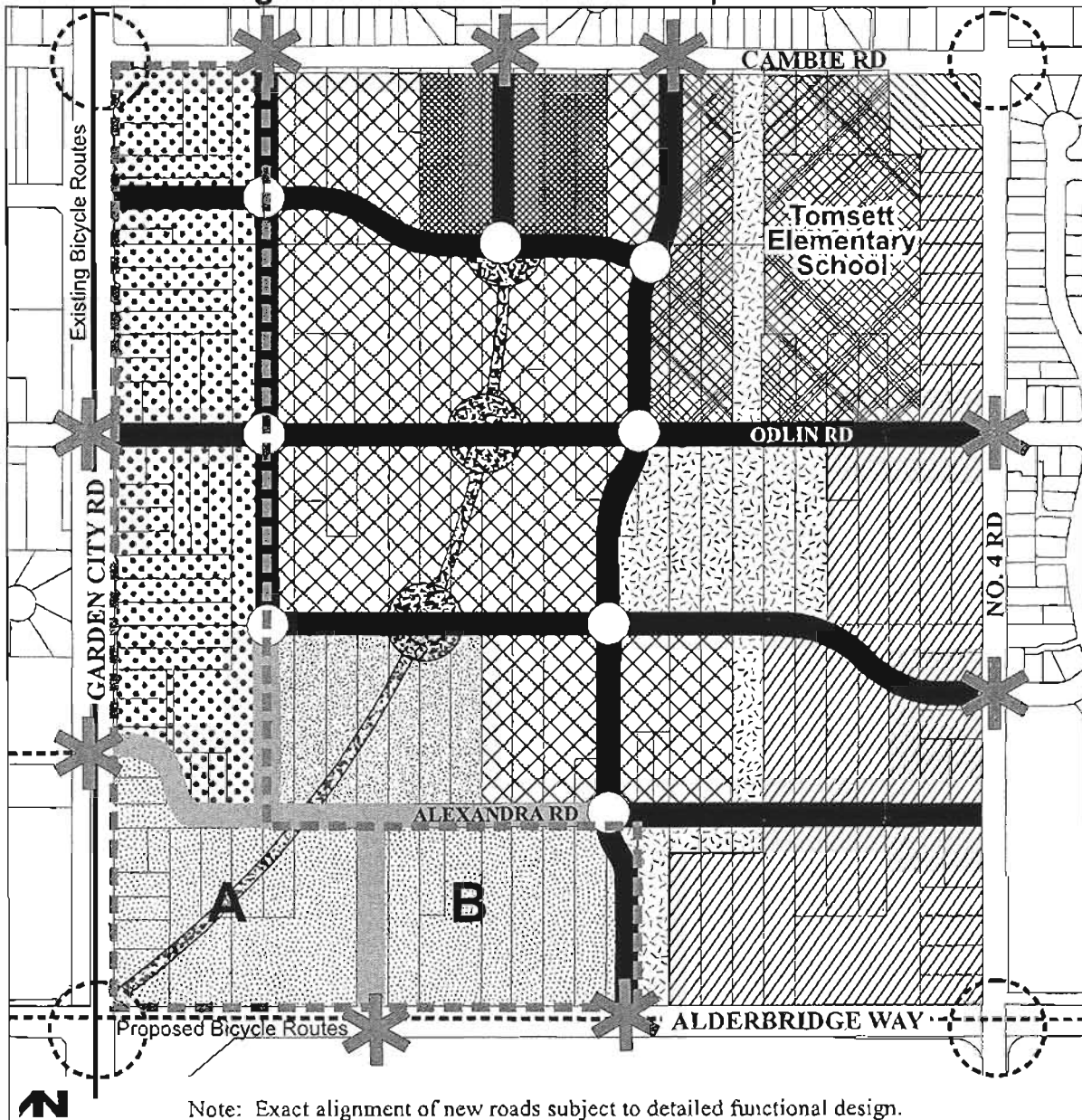
ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>PL</i>
APPROVED for legality by Solicitor <i>ML</i>

MAYOR

CORPORATE OFFICER

Alexandra Neighbourhood Land Use Map



	Area of No Housing Affected by Aircraft Noise		Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.		Park: North Park Way, Central Park, South Park Way
	Business/Office - office over retail FAR up to 1.25		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR		Alexandra Way (Public Rights of Passage Right-of-way)
	Convenience Commercial		Mixed Use: - abutting the High Street, medium density residential over retail; - not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		Proposed Roadways
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)		High Street		New Traffic Signals
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (6-storey maximum).		Feature Intersections - details to be developed		Feature Landmarks in Combination with Traffic Calming Measures
	Community Institutional				



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8864 (RZ 10-528877)
4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080,
9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500
Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 32.0 thereof the following:

“32.0 Neighbourhood Commercial (ZC32) – West Cambie Area

32.1 Purpose

The zone provides for a mix of commercial and related uses oriented to vehicular access.

32.2 Permitted Uses

- amusement centre
- animal grooming
- building or garden supply
- broadcasting studio
- child care
- education, commercial
- education, university
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio

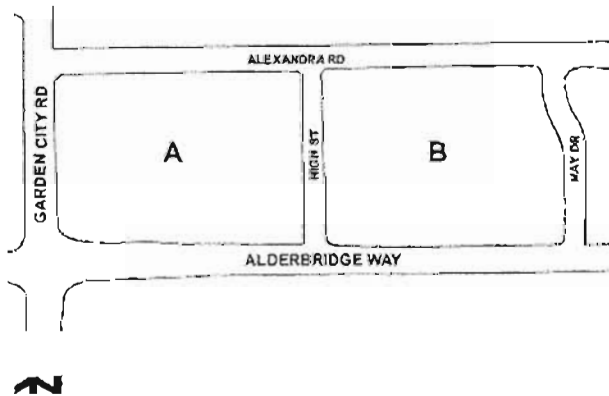
32.3 Secondary Uses

- amenity space, community

32.2 Permitted Uses

- veterinary service
- vehicle repair

Diagram 1



32.3 Secondary Uses

32.4 Permitted Density

1. The maximum **floor area ratio** is 2.0 FAR for the area identified as "A" in Diagram 1, Section 32.2.
2. The minimum **floor area ratio** is 0.60 for the area identified as "A" in Diagram 1, Section 32.2.
3. The maximum **floor area ratio** is 1.0 FAR for the area identified as "B" in Diagram 1, Section 32.2.

32.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

32.6 Yards & Setbacks

1. The minimum **setbacks** to a public road shall be:
 - a. 2.0 m for Alderbridge Way;
 - b. 3.0 m for Garden City Road;
 - c. 1.0 m for Alexandra Road;
 - d. 5.0 m for May Drive; and
 - e. 3.0 m for High Street.

32.7 Permitted Heights

1. The maximum **height** for all **buildings** is 22.0 m.
2. The maximum **height** for **accessory structures** is 12.0 m.

32.8 Subdivision Provisions/Minimum Lot Size

1. The minimum lot area is 2 ha (4.94 ac.).

32.9 Landscaping & Screening

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

32.10 On-Site Parking and Loading

1. On-site vehicle loading and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a. On-site vehicle parking shall be provided at a minimum rate of 3.0 parking stalls per 100 m² of gross leasable floor area of a building in the areas identified as "A" and "B" separately, in Diagram 1, Section 32.2.

32.11 Other Regulations

1. The maximum gross leasable floor area for each individual business shall not exceed:
 - a. 9,900 m² for the area identified as "A" in Diagram 1, Section 32.2; and
 - b. 15,100 m² for the area identified as "B" in Diagram 1, Section 32.2.
2. Telecommunication antenna must be located a minimum of 20.0 m above the ground (i.e. on a roof of a building).
3. The overnight parking of recreational vehicles is prohibited.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation and by designating it "**Neighbourhood Commercial (ZC32) - West Cambie Area**":
That area shown as Area 'A' on "Schedule A attached to and forming Part of Bylaw 8864"
3. 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 and by designating it "**School & Institutional (SI)**":
That area shown as Area 'B' on "Schedule A attached to and forming Part of Bylaw 8864"



4. This Bylaw is cited as “**Richmond Zoning Bylaw 8500 Amendment Bylaw 8864**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>Be</i>
APPROVED for legality by Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER