



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, April 17, 2012
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, April 3, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, May 8, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **AMENDMENTS TO SECTION 2.10 OF THE OFFICIAL COMMUNITY PLAN BYLAW 7100 (CITY CENTRE AREA PLAN), TO INCLUDE THE CITY CENTRE PUBLIC ART PLAN**
(File Ref. No. 11-7000-09-20 12-8060-20-8889) (REDMS No. 3498880)

PLN-9

See Page **PLN-9** for full report

Designated Speaker: Eric Fiss

STAFF RECOMMENDATION

That Bylaw No. 8889 proposing amendments to Section 2.10 of the Official Community Plan (Bylaw 7100), to include the endorsed City Centre Public Art Plan, be introduced and given first reading.



PLANNING & DEVELOPMENT DEPARTMENT

2. **PARKLAND DEVELOPMENTS LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 7091 AND 7111 BRIDGE STREET FROM “SINGLE DETACHED (RS1/F)” TO “SINGLE DETACHED (ZS14)-SOUTH MCLENNAN (CITY CENTRE)” IN ORDER TO CREATE 8 NEW SINGLE FAMILY LOTS**
(File Ref. No. 12-8060-20-8886, RZ 12-596719) (REDMS No. 3479168)

PLN-15

See Page PLN-15 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw 8886, for the rezoning of 7091 and 7111 Bridge Street from “Single Detached (RS1/F)” to “Single Detached (ZS14) – South McLennan (City Centre)”, be introduced and given first reading.



3. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 6471, 6491 AND 6511 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**
(File Ref. No. 12-8060-20-8890, RZ 11-586782) (REDMS No. 3497834)

PLN-31

See Page PLN-31 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8890, for the rezoning of 6471, 6491 and 6511 No. 2 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



4. **APPLICATION BY TOWNLINE GARDENS INC. FOR A ZONING TEXT AMENDMENT TO THE COMMERCIAL MIXED USE (ZMU18) – THE GARDENS (SHELLMONT) ZONING DISTRICT AT 10880, 10820 AND 10780 NO. 5 ROAD AND 12733 STEVESTON HIGHWAY (THE GARDENS DEVELOPMENT LANDS)**
(File Ref. No. 12-8060-20-8891, ZT 11-593771) (REDMS No. 3499608)

PLN-51

See Page PLN-51 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8891, to amend the “Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)” zoning district, be introduced and given first reading.



5. **APPLICATION BY ONNI 7731 ALDERBRIDGE HOLDING CORP. AND ONNI 7771 ALDERBRIDGE HOLDING CORP. FOR THE REZONING OF 7731 AND 7771 ALDERBRIDGE WAY FROM INDUSTRIAL RETAIL (IR1) TO HIGH DENSITY LOW RISE APARTMENTS (RAH2)**

(File Ref. No. 12-8060-20-8884, RZ 11-585209) (REDMS No. 3498893 v. 5)

PLN-71

See Page PLN-71 for full report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8884, which makes minor amendments to the RAH2 zone specific to 7731 and 7771 Alderbridge Way and rezones these subject properties from “Industrial Retail (IR1)” to the amended “High Density Low Rise Apartments (RAH2)”, be introduced and given first reading.



This item has been withdrawn at the request of the applicant at this time.

6. **APPLICATION BY TOWNLINE CONSTRUCTION INC., FOR A TEMPORARY COMMERCIAL USE PERMIT AT 9020 BRIDGEPORT ROAD**

(File Ref. No. TU 12-603672) (REDMS No. 3497591)

This item has been withdrawn at the request of the applicant at this time.

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That the application by Townline Construction Inc., for a Temporary Commercial Use Permit at 9020 Bridgeport Road be considered at the Public Hearing to be held on May 22, 2012 at 7:00 p.m. in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:

“That a Temporary Commercial Use Permit be issued to Townline Construction Inc., for the property located at 9020 Bridgeport Road to permit the renovation of an existing hotel in order to allow it to be used for Interim Seniors Housing as a Complex Care Facility, subject to the terms and conditions outlined in the Temporary Commercial Use Permit.”

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7. **MANAGER’S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, April 3, 2012

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Chak Au
Councillor Linda Barnes

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

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

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, April 17, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

The Chair remarked that land use contracts would be discussed as Item 2A.

COMMUNITY SERVICES DEPARTMENT

1. **CHILD CARE GRANTS FOR NON-CAPITAL USES**

(File Ref. No. 12-8060-20-8877/8878) (REDMS No. 3437469)

It was moved and seconded

That:

- (1) the Child Care Operating Reserve Fund Establishment Bylaw No. 8877 be introduced and given first, second and third reading;***
- (2) the Richmond Zoning Bylaw 8500, Amendment Bylaw 8878 be introduced and given first reading; and***
- (3) the Child Care Development Policy 4017 be amended by replacing the text of the current policy with the text set out in Attachment 8, and of the staff report dated March 14, 2012 entitled "Child Care Operating Reserve Fund Establishment".***

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. **ACCESSORY RESIDENTIAL BUILDING HEIGHT IN THE AGRICULTURE (AG1) ZONE**

(File Ref. No. 08-4430-03-07) (REDMS No. 3356431)

Holger Burke, Development Coordinator, provided background information. Mr. Burke commented on the rationale to limit the size and use of accessory residential buildings in the AG1 zone, and highlighted that these restrictions do not apply to farm structures. With the aid of display boards, Mr. Burke identified several accessory residential buildings in Richmond's AG1 zone that do not comply with the Richmond Zoning Bylaw 8500.

Mr. Burke advised that staff consulted with the Agricultural Land Commission and the Agricultural Advisory Committee, who are both supportive of Richmond Zoning Bylaw 8500. Also, he stated that consultation with other interested stakeholders indicated that the group wished to return to Richmond's past Zoning & Development Bylaw 5300 in regards to accessory residential buildings in the AG1 zone.

Discussion ensued and it was noted that there are numerous accessory residential buildings in Richmond's AG1 zone that do not comply with the Richmond Zoning Bylaw 8500. As such, Committee requested that Community Bylaws staff enforce Richmond Zoning Bylaw 8500 as it relates to accessory residential buildings in Richmond's AG1 zone.

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Bob Sethi, Richmond resident, stated that his family has lived in the Agricultural Land Reserve (ALR) for over eleven years and requested that Council revert back to Zoning & Development Bylaw 5300 in regards to accessory residential buildings in the AG1 zone. He stated that the City did not consult with AG1 property owners prior to introducing new restrictions to accessory residential buildings in the new Richmond Zoning Bylaw 8500. Also, Mr. Sethi stated that there has been support to return to the language utilized in the former Zoning & Development Bylaw 5300 in relation to accessory residential buildings in the AG1 zone.

Mr. Sethi stated that there is no evidence that demonstrates that the construction of accessory residential buildings in AG1 zones results in the destruction of farmland.

Roland Hoegler, 6560 No. 4 Road, stated that concerns regarding accessory residential buildings arose after Richmond Zoning Bylaw 8500 was adopted as many ALR property owners were not aware of the then proposed changes to the AG1 zone. Mr. Hoegler queried the number of accessory residential buildings on properties in the AG1 zone that contravene Richmond Zoning Bylaw 8500 and then queried whether the City had any evidence indicating that these buildings had been converted into illegal suites.

A Richmond resident was of the opinion that the former Zoning & Development Bylaw 5300 functioned well. He queried why the City amended the provisions of accessory residential buildings in the AG1 zone when developing the new Richmond Zoning Bylaw 8500.

In reply to a query from the Chair, Mr. Burke advised that plans for accessory residential buildings are clearly stamped 'No Secondary Suite Allowed.'

It was moved and seconded

That the report from the Director of Development dated March 13, 2012 regarding Accessory Residential Building Height in the Agriculture (AG1) zone be received for information.

CARRIED

2A. LAND USE CONTRACTS

The Chair cited concerns regarding land use contracts throughout Richmond.

In reply to queries from the Chair, Mr. Burke advised that: (i) the City has written to the Minister of Community, Sport and Cultural Development citing concerns regarding land use contracts; (ii) the City submitted a resolution to the Union of British Columbia Municipalities; and (iii) the City is working with Ministry staff to address Richmond's concerns.

Joe Erceg, General Manager, Planning and Development, provided background information and stated that the City does not have the jurisdiction to discharge a land use contract without the consent of the property owner(s).

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Mr. Erceg briefly commented on the City's protocol for applications made on properties with a land use contract and stated that detailed information regarding land use contracts would be provided to Council.

3. MANAGER'S REPORT

(i) Steveston Boardwalk

In reply to a query from the Chair, Brian Jackson, Director of Development, stated that the dyke adjacent to the Onni project in Steveston was repaired, however additional geotechnical studies are needed to ensure the stability of the dyke is maintained.

(ii) Delta Farmland

Discussion ensued regarding the potential removal of a large portion of agricultural land from the ALR in Delta in order to construct an industrial park adjacent to the Deltaport container terminal. It was noted that a development of that magnitude would have a wide-range of impacts to Richmond.

(iii) Organic Farm

Terry Crowe, Manager, Policy Planning, spoke of a group that wished to encourage organic farming in the McLennan area, however the proposal was unacceptable as it required the opening of roads and the provision of water and sanitary services.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:40 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, April 3, 2012.

Councillor Bill McNulty
Chair

Hanieh Berg
Committee Clerk



To: Planning Committee

Date: March 26, 2012

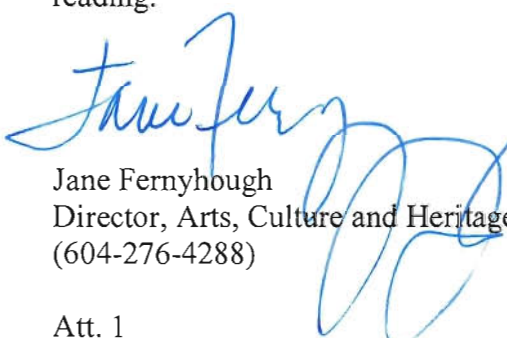
From: Jane Fernyhough
Director, Arts, Culture and Heritage

File: 11-7000-09-20-088

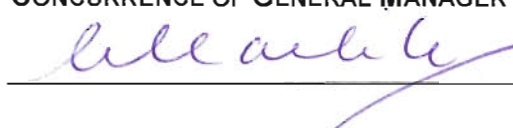
Re: **Amendments to Section 2.10 of the Official Community Plan Bylaw 7100 (City Centre Area Plan), to include the City Centre Public Art Plan**

Staff Recommendation

That Bylaw No. 8889 proposing amendments to Section 2.10 of the Official Community Plan (Bylaw 7100), to include the endorsed City Centre Public Art Plan, be introduced and given first reading.


Jane Fernyhough
Director, Arts, Culture and Heritage
(604-276-4288)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On October 11, 2011, Council endorsed the City Centre Public Art Plan and made the following referral:

That staff bring forward amendments to the Richmond Official Community Plan Schedule 2 of Bylaw 7100 to update Public Art Section 2.4.1(c) of the City Centre Area Plan to incorporate the proposed Public Art Plan strategy;

This report introduces Amendment Bylaw 8889 (**Attachment 1**) to update the Public Art section of the City Centre Area Plan to include the endorsed City Centre Public Art Plan.

Consultation

School District consultation

This report was not referred to School District No. 38 (Richmond) because it involves no residential units, and therefore does not have the potential to generate 50 or more school aged children, the threshold criteria for an OCP amendment referral. Nevertheless, as a courtesy, this report will be forwarded to the School District for information only.

Analysis

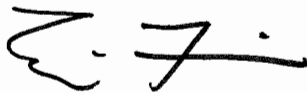
The proposed amendments to the Richmond Official Community Plan Schedule 2 of Bylaw 7100 to update the Public Art Section 2.4.1(c) of the City Centre Area Plan incorporate the City Centre Public Art Plan purpose, map and implementation strategy.

Financial Impact

There is no financial impact associated with this report.

Conclusion

The update to the City Centre Area Plan to include the City Centre Public Art Plan provides a framework to enrich Richmond's urban identity by incorporating inspirational and meaningful art in the public realm. This will enable Richmond's Public Art Program to be more strategic in commissioning and locating a complement of permanent and temporary small and large scale public artworks in the City Centre.



Eric Fiss
Public Art Planner
(604-247-4612)

EF:ef



**City of
Richmond**

Bylaw 8889

**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8889
City Centre Area Public Art Plan**

The Council of the City of Richmond enacts as follows:

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:
 - 1.1. On page 2-47, in the table entitled Policies, replacing “(lead by PRCS) “ with (lead by CS) and replacing the text in Policy 2.4.1.c) with the following:

“Public Art
Build on the strengths of the Public Art Program through the City Centre Area Public Art Plan (endorsed by Council October 11, 2011) to maximize the effectiveness of public art and ensure that it is a key element in shaping, animating and enriching the public realm and strengthening civic pride and community identity.”
 - 1.2. On page 2-51, deleting the photos and captions associated with photos and inserting the “Public Art Opportunities Map” as shown in Schedule A attached to and forming part of Bylaw No. 8889.
 - 1.3. On Page 2-52, deleting the text, photos and captions and inserting the text, photo and caption as shown in Schedule B attached to and forming part of Bylaw No. 8889.
2. This Bylaw is cited as **“Richmond Official Community Plan Bylaw 7100 Amendment Bylaw No. 8889”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

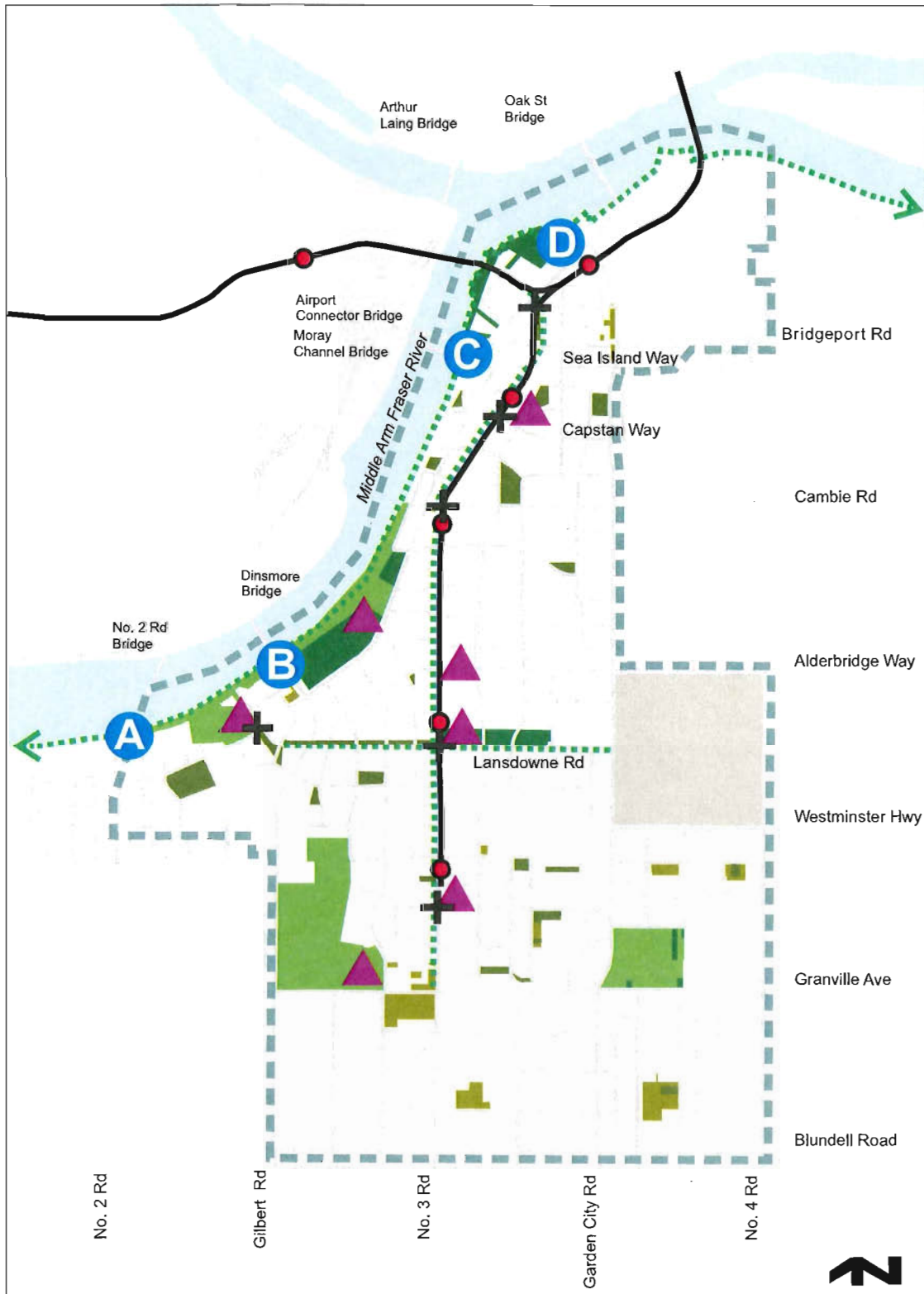
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


Public Art Opportunities Map

"Schedule A attached to and forming part of Bylaw No. 8889"



- Enhanced Gateways**
- A No. 2 Road Bridge
 - B Dinsmore Bridge
 - C Connector Bridges
 - D Bridgeport Canada Line Station
- Art Opportunities**
- Major Plazas and Squares
 - Art/Cultural Stroll
- City Centre Boundary**
- City Centre Boundary
- Canada Line Station**
- Canada Line Station
- Village Centre**
- Village Centre
- Garden City Lands (Further Study Required)**
- Garden City Lands (Further Study Required)
- Parks**
- Major Park (Future)
 - Major Park (Existing)
 - Neighbourhood Park (Future to 2031)
 - Neighbourhood Park (Existing)

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City Centre Public Art Plan

The City Centre Public Art Plan identifies guiding principles that will create continuity throughout the City Centre and its individual villages. Public art will animate this revitalized urban core.

Guided by the City Centre Public Art Plan, the vision is to enrich Richmond's urban identity through inspirational and purposeful art in the public realm. A thematic framework has been identified for the artists' work, "Honouring Yesterday, Celebrating Today and Building Tomorrow."

Priority will be given to the development of large-scale signature artworks that serve as landmarks and meeting places while also providing opportunities for intimate and "discovered" works. Opportunities and locations identified in the Plan include:

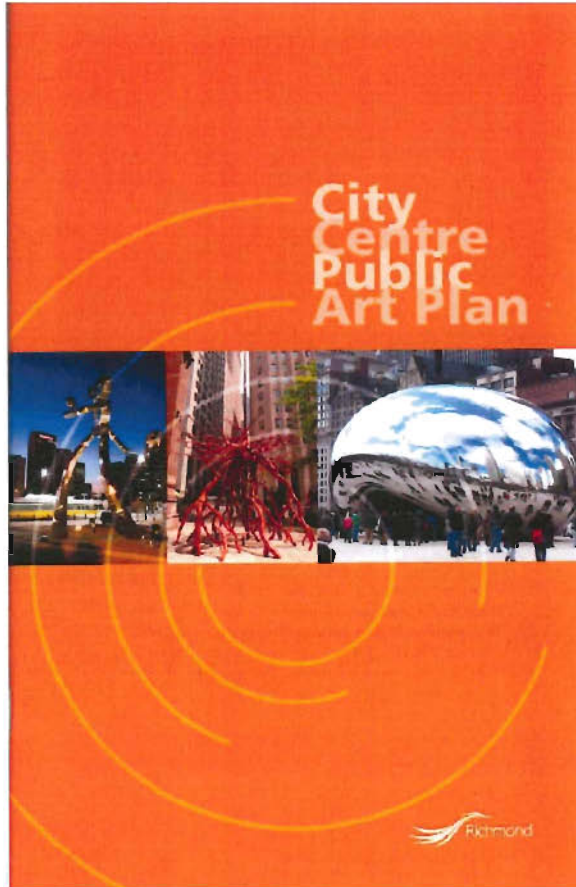
- The Canada Line
- Parks and Plazas
- Art Walks/Trails
- Enhanced Gateways
- Street Furnishings
- Temporary Work

Proposed Strategy

To bring parts of this plan and the more ambitious projects to fruition, resources need to be shared and partnerships need to be forged. To achieve this, the City of Richmond's Public Art Program needs to:

- work with developers to pool public art contributions for major public art installations.
- work with transit authorities (InTransit and TransLink) to fund art programs to enhance Richmond's transit routes.
- encourage local businesses to make contributions to the City Public Art Reserve, which can be used for community and major public installations.

The creation of vibrant and inspirational urban spaces in the City Centre can only be achieved by collaborating in our efforts.



City Centre Public Art Plan
Endorsed by Council October 11, 2011



City of Richmond

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: March 28, 2012
File: RZ 12-596719
Re: **Parkland Developments Ltd. has applied to the City of Richmond for permission to rezone 7091 and 7111 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14)-South McLennan (City Centre)" in order to create 8 new single family lots.**

Staff Recommendation

That Bylaw 8886, for the rezoning of 7091 and 7111 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>ACTING</i>

Staff Report

Origin

Parkland Developments Ltd has applied to rezone 7091 and 7111 Bridge Street (**Attachment 1**) from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" in order to permit an eight (8) lot single-family subdivision. Each lot will front onto Sills Avenue which will require the dedication of the southern portion of the subject site in order to facilitate the completion of this section of Sills Avenue as envisioned in the McLennan South Sub-Area Plan, connecting Bridge Street to the new street called Armstrong Street (**Attachment 2**).

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: At 7071 Bridge Street, a 17 unit, two (2) storey townhouse complex zoned "Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)".

To the East: Across Bridge Street, a 45 unit, two (2) storey townhouse complex at 9699 Bridge Street, zoned "Low Density Townhouses (RTL3)".

To the South: Across Sills Avenue, six (6) Single Family lots zoned "Single Detached (ZS15) – South McLennan (City Centre)".

To the West: Two (2) Single Family lots zoned "Single Detached (RS1/F)".

Related Policies & Studies

Official Community Plan

Official Community Plan (OCP) designation: McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, 2 ½ storeys typical (3 storeys maximum), predominately Triplex, Duplex, Single-Family 0.55 base F.A.R.

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of the rezoning Bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is not located within the ANSD policy area and is not subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be held.

Staff Comments

Transportation and Site Access

The Circulation Map contained within the Neighbourhood Plan identifies an east-west road that will ultimately connect Bridge Street to Ash Street to the west (**Attachment 4**). With half of the road already complete with the development of the six (6) lot single family subdivision to the south, this application will complete this portion of Sills Avenue to its full width.

The proposal includes land dedication of the southern portion of the subject site to facilitate the road network in accordance with the area plan. The land requirement to complete the ultimate urban standard of Sills Avenue is eight (8) meters along the entire southern portion of the subject site (**Attachment 2**).

Vehicular access to the individual lots is proposed to be from Sills Avenue. Confirmation on the exact location of the driveways will be done as part of the Servicing Agreement, but should allow for maximization of street parking by clustering the separate access points to Sills Avenue as close as possible.

A credit toward the Development Cost Charges is applicable to the Sills Avenue portion of this application, as it applies to the east-west ring road in accordance with policy. The credit may not refund the entire actual cost of both land and construction of this portion of Sills Avenue.

Trees

An Arborist report and tree survey map (**Attachment 5**) have been submitted and reviewed by City staff for the purpose of assessing the existing trees on the subject property for their removal or retention. It should be noted that trees located within the future road extension of Sills Avenue were not assessed, as the construction of the road will necessitate their removal. Compensation for trees within this road right-of-way is not being sought as Sills Avenue is identified in the Area Plan.

City staff conducted a site visit and recommend that of the 43 existing trees on site, four (4) are good candidates for retention as they are in good condition and are located away from potential development. The remaining 39 trees are either in poor condition, located within the development footprint of the subdivision, located within the lands dedicated for Sills Avenue, or affected by the flood protection bylaw and will need to be removed. Because three (3) of these trees are located within the eight (8) meter wide land dedication for the development of Sills Avenue, they are not to be considered in the 2:1 replacement count. As summarized in the following table, this brings the total number of trees that will need replacing to 36.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	43	-	-	-
Trees To be Retained	4	-	-	To be protected during construction.
Within the dedicated lands for Sills Avenue	3	N/A	None, as the road is required by the Area Plan	Located within excavation and construction zones for roadworks. These trees to be further assessed as part of the SA process.
Overall poor condition, within Single-Family building envelope or grade elevation requirements	36	2:1	72	To be removed, due to conflicts with proposed building locations, poor health, or structure of the trees.

In accordance with City policy, a 2:1 tree replacement ratio is required. Of the 36 trees that are to be removed, 72 will need to be planted in replacement. This results in an average of nine (9) replacement trees per lot. The planting of nine (9) trees per lot would take up substantial space and limit the allowable developable area. Because of this, staff is recommending the optimum number of five (5) trees be planted on each proposed lot to help ensure the survival of the trees in the younger years. The trees that are to be retained will not be included in this count.

Number of New Trees to be Planted per Lot

Proposed Lot Numbers	Number of new trees	
1,2,3,5,6 and 7	5 per lot = 30 trees	36 new trees plus 4 retained = 40 total trees
4	1 retained tree plus 4 new trees = 5 trees	
8	3 retained trees plus 2 new trees = 5 trees	
Summary	72 trees required 36 new trees to be planted on the proposed lots 36 tree shortfall	

The 36 remaining trees can be provided through a voluntary payment towards the City's Tree Compensation Fund which the applicant has agreed to provide. Therefore, based on a payment of \$500 per tree, the total contribution to the Tree Compensation Fund is \$18,000.00.

There is one off-site tree that is located on City property that has an impact on this site. This Holly tree is listed in fair condition in the Arborist Report, but is located within the future road right-of-way as part of the Neighbourhood Plan. City staff have reviewed this tree and

recommend its removal. As compensation for this tree, a voluntary cash-in-lieu payment of \$1,300.00 is payable to the City's Tree Compensation Fund.

To ensure the 36 new trees to be planted will survive for a minimum of one year, a security in the form of cash or a letter of credit in the amount of \$18,000.00 (\$500.00 per tree) is to be submitted prior to the adoption of rezoning.

Analysis

Proposed Zoning to Single Detached (ZS14) – South McLennan (City Centre)

The proposal to develop single-family homes is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes (**Attachment 4**). The policy permits the 11.3 m wide lots which front an east-west road, and a minimum 13 m wide for corner lots. The proposal also meets the minimum lot area requirements of the ZS14 zone.

Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$1 per buildable square foot of density for all new lots in relation to the proposed zone. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$12,510.00.

Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that:

- Upgrades to the existing storm system along both Bridge Street and Sills Avenue frontages is required;
- A water analysis is not required. Fire flow calculations are to be submitted at the Building Permit stage; and
- Sanitary analysis and upgrades are not required.

The applicant has agreed to undertake the storm system upgrades. Detailed information on the required work has been provided to the applicant's team and will be outlined as part of the Servicing Agreement.

Servicing Agreement and Subdivision

The applicant is to make a separate application for a Servicing Agreement. Some of the notable improvements include:

- Road construction for Sills Avenue to meet with the works done to the development to the south;
- Frontage improvements to include curb and gutter, boulevard and sidewalk in accordance with City standards along Bridge Street and Sills Avenue fronting the subject properties;
- Offsite upgrades to the existing storm system to accommodate the additional lots; and
- Provide water, storm and sanitary services to all the proposed lots, in addition to hydro, telephone and cable.

The applicant has made their Subdivision application and is currently under review.

Financial Impact

None expected.

Conclusion

The proposed rezoning for the eight (8) lot subdivision meets the requirements of the OCP (McLennan South neighbourhood plan) as well as the zoning requirements set out in the "Single Detached (ZS14) – South McLennan (City Centre)". The proposed road configuration is consistent with the neighbourhood plan and staff is confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 12-596719 proceed to first reading.



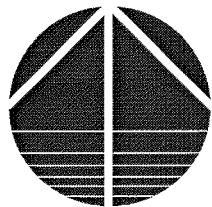
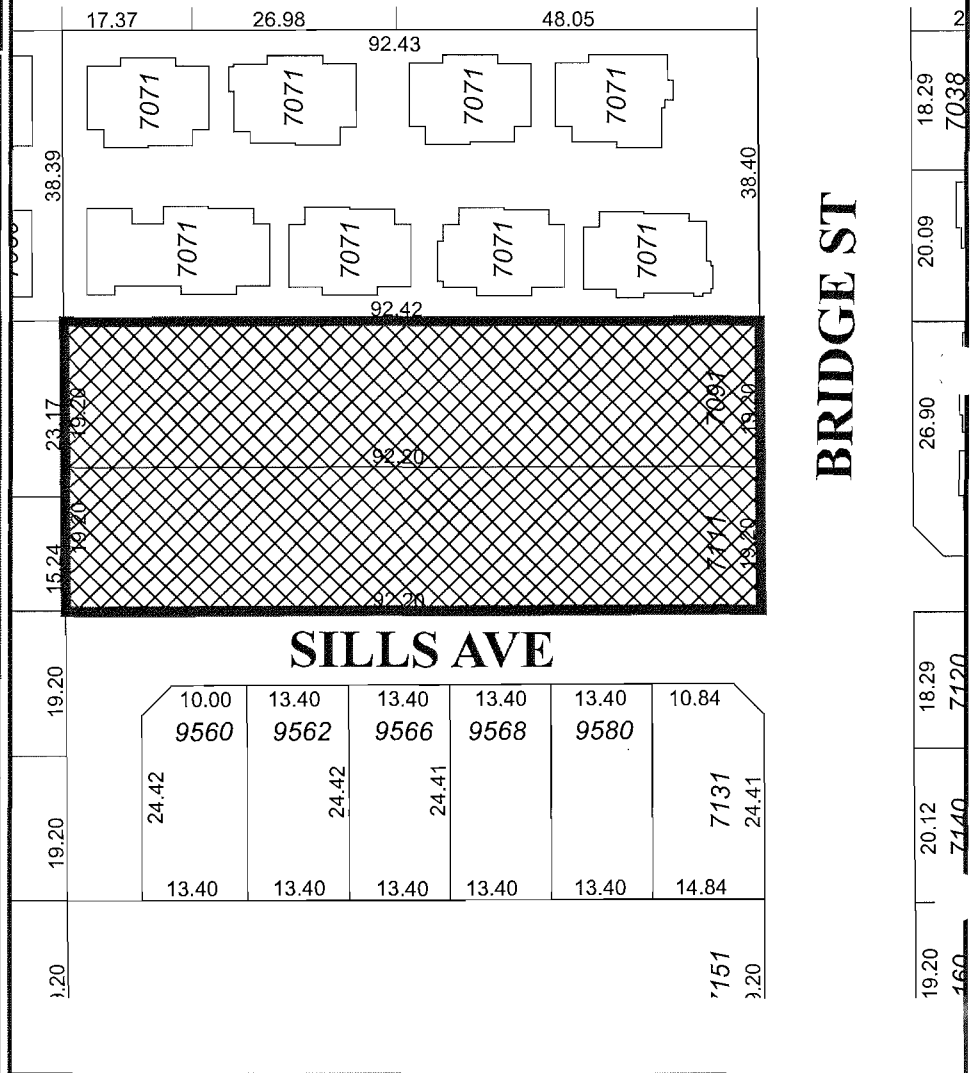
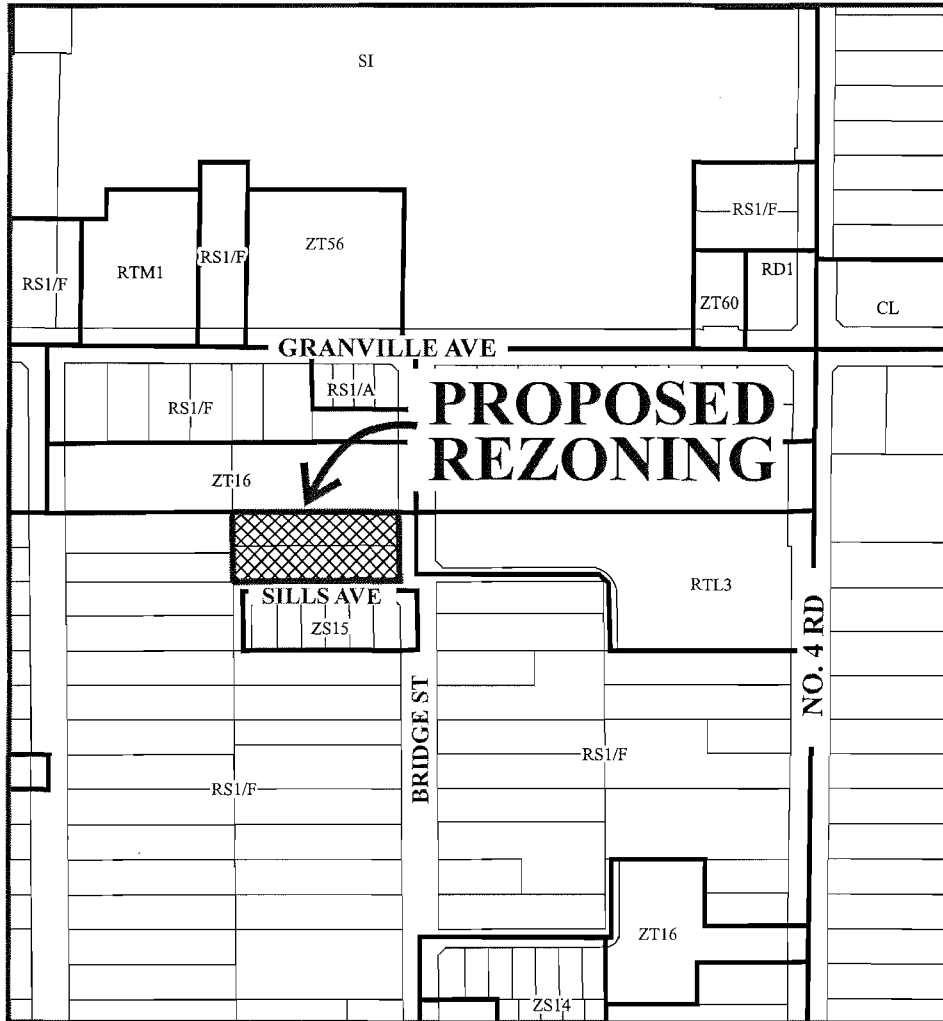
David Johnson
Planner 2
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Survey proposal of the subdivision
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



City of Richmond

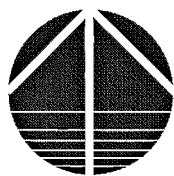


RZ 12-596719

Original Date: 01/12/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-596719

PLN 22

Original Date: 01/12/12

Amended Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF:

1) SOUTH HALF OF LOT 18 BLOCK "C";

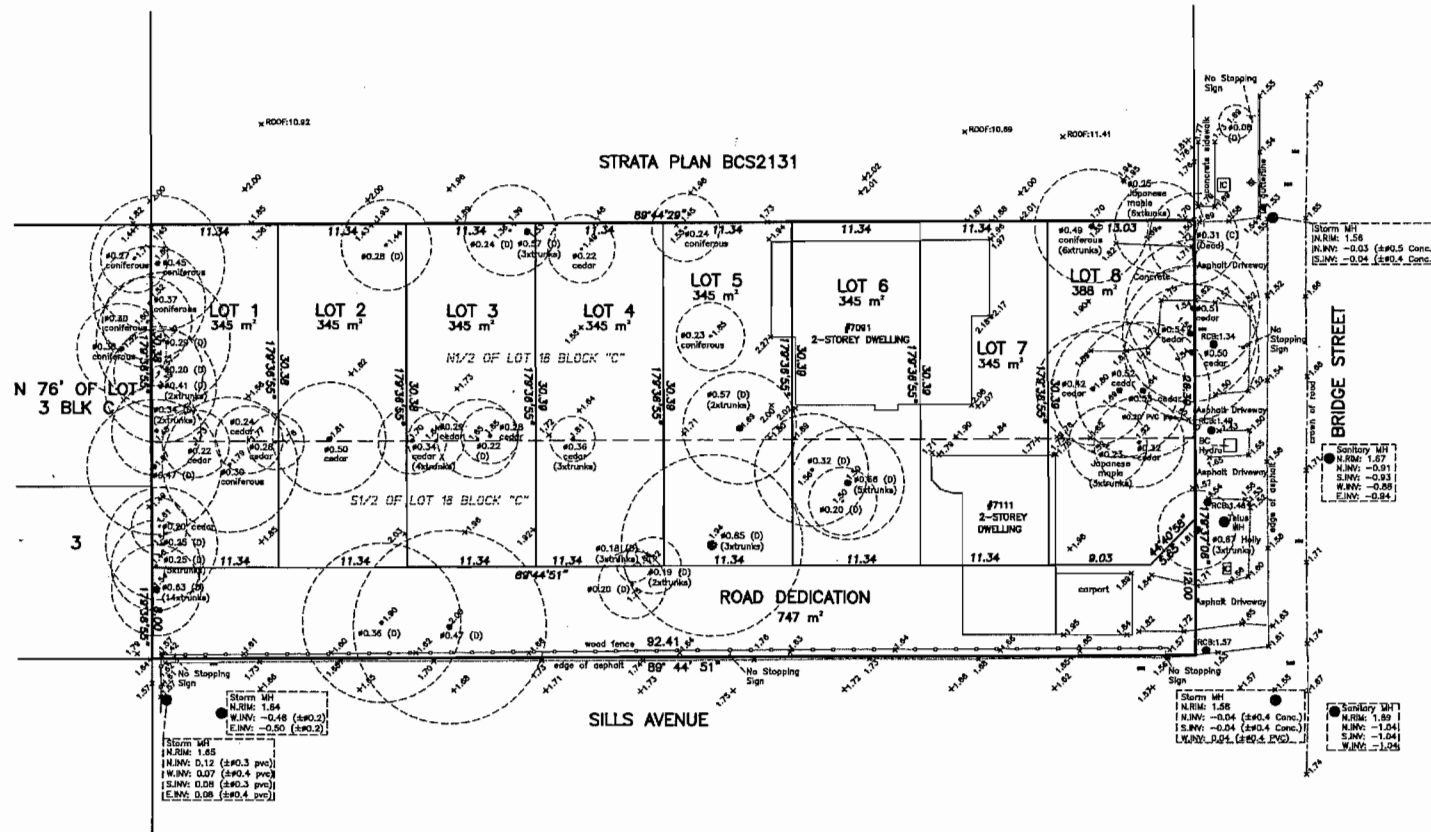
2) THE NORTH HALF OF LOT 18 BLOCK "C";

BOTH OF SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 1207

#7091 & 7011 BRIDGE STREET
RICHMOND, B.C.
P.L.D. 001-179-853
P.L.D. 004-106-881

SCALE: 1:250

0 5 10 20
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8925
Fax: 214-8929
E-mail: office@jctam.com
Web site: www.jctam.com
Job No. 4529
FB-179 P87; FB-186 P28-30; FB-191 P81-87
Drawn By: TH/MY

LEGEND:
(D) denotes deciduous
● denotes power pole
● denotes round catch basin
● denotes manhole
□ denotes catch basin
⊗ denotes inspection chamber
— denotes water valve
⬢ denotes fire hydrant

NOTE:
Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark HPN #202, Control Monument 77H4623
Located at CL S bound L turn lane @ No. 3 Rd & Bennett Rd
Elevation = 1.452 metres

CERTIFIED CORRECT:
LOT DIMENSIONS ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.
SEPTEMBER 30th, 2011

DWG No. 4529-TOPO-01



City of Richmond

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

Development Application Data Sheet

RZ 12-596719

Address: 7091 and 7111 Bridge Street

Applicant: Parkland Developments Ltd.

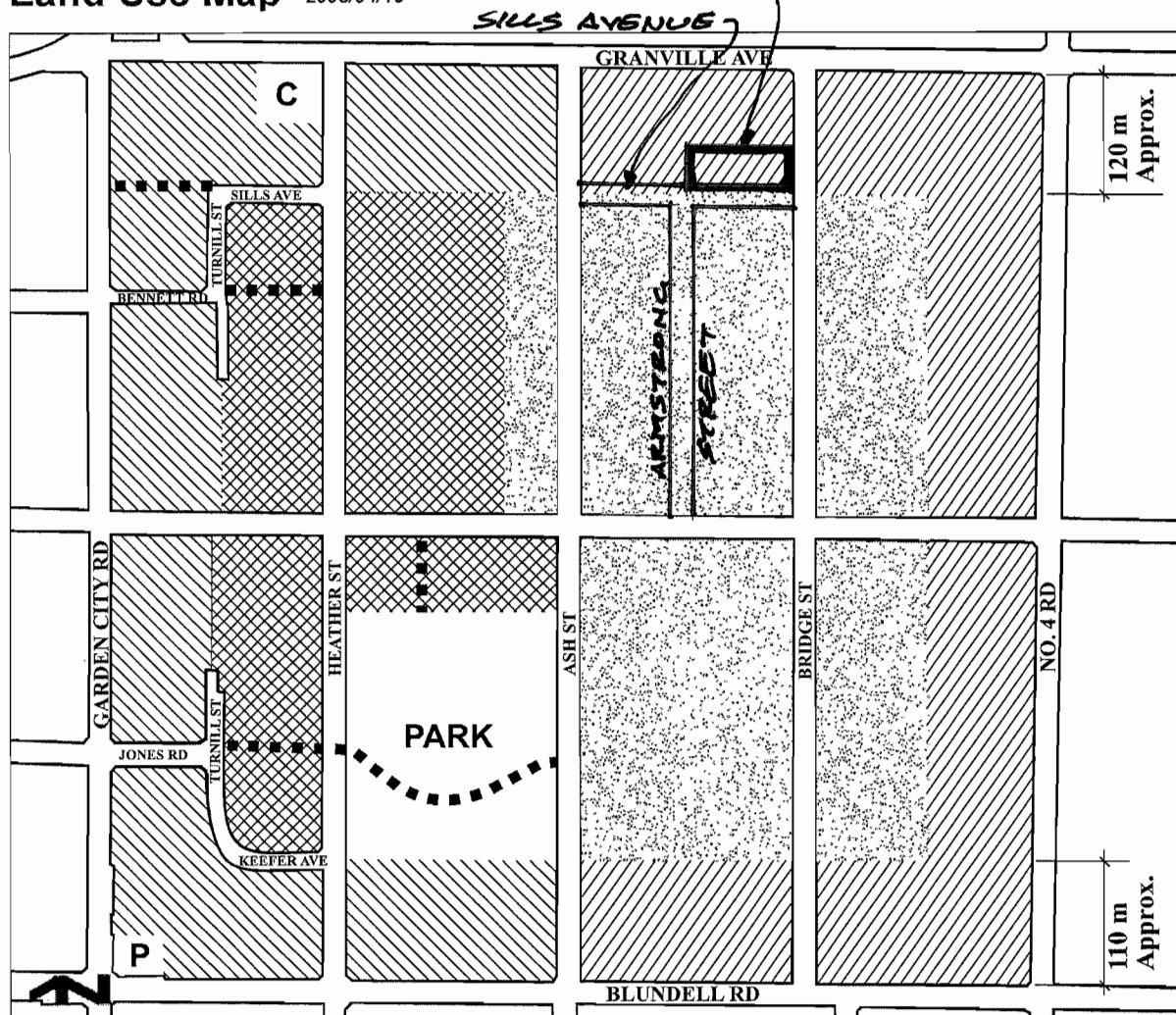
Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)


	Existing	Proposed
Owner:	Parkland Developments Ltd.	Parkland Developments Ltd.
Site Size (m²):	3,530.0 m ²	2,803.0 m ² The gross site area is reduced by: <ul style="list-style-type: none"> 8.0 m wide dedicated right-of-way (Sills Avenue) along the site's south edge for road, complete with 4m x 4m corner cut at Bridge Street.
Land Uses:	Single-family residential	No change
OCP Designation:	Residential	No change
Area Plan Designation:	Residential, "Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Single Detached (ZS14) – South McLennan (City Centre)
Number of Units:	2 single-family dwellings	8 single-family dwellings


On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR for the first 464.5m ² of lot size, then 0.30 FAR for the remainder. Plus additional areas for covered areas, off-street parking, and floor area above garage.	0.55 FAR as no proposed lots exceed 464.5m ²	none permitted
Lot Size (area)	Min. 320.0 m ²	Min. 345.0 m ²	none
Lot Size (width)	11.3 m 13.0 m at corner lot	7 lots at 11.34 m 1 corner lot at 13.03 m	none


City of Richmond


Land Use Map

Bylaw 7892
2005/04/18SUBJECT SITE
7091 & 7111 BRIDGE ST.

 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■■■■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

ATIONS
E
RTY
O BE
ED OUT

ICULTURE
VISION:

DLING
TO BE
ED BY
CT
RIST.

N 76' OF
LOT 3 BLK C

ROWAN NON-BLANK
1/21

PROTECT 3M X 3M
SET-BACK. TREE
WELL REQUIRED.

STRATA PLAN BCS2131

RETAIN

RETAIN

BRIDGE STREET

IN CONFLICT
WITH SERV
AND
RE-GRADIN
REFER TO
DEPARTMEN
FOR REMO

OFF-SITE TREE
TO BE REMOVED

ROAD DEDICATION

SILLS AVENUE

3X NON-BLANK CHERRY

ALL TREES NOTED TO BE REMOVED EXCEPT WHERE INDICATED

ATTACHMENT 5

TREE PROTECTION FENCE DETAIL
NOT TO SCALE

PLN - 26

PLASTIC SNOW FENCE FIRMLY APPLIED TO WOOD FENCE

POSTS 2.5m O.C.
(MAX 3.0m) 2X4 (min) WOOD POST

Conditional Rezoning Requirements

7091 and 7111 Bridge Street RZ 12-596719

Prior to final adoption of Zoning Amendment Bylaw 8886, 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. 8.0 meter road dedication along the entire south property line for the provision of constructing Sills Avenue, including an additional 4.0 meter x 4.0 meter corner cut for Sills Avenue and Bridge Street.
3. City acceptance of the developer's offer to voluntarily contribute \$18,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. This contribution is based on the shortfall of trees to be planted in accordance with the City's 2:1 replacement policy.
4. City acceptance of the developer's offer to voluntarily contribute \$1,300.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. This contribution is based on the replacement of the tree located on City property that affects the development of the subject lands.
5. Submission of a Tree Survival Security to the City in the amount of \$18,000.00 for the 36 replacement trees to be planted on the proposed lots.
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. Registration of a flood indemnity covenant on title.
8. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$12,510.00) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on three (3) of the eight (8) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

9. Enter into a Servicing Agreement* for the design and construction of frontage improvements to Bridge Street and Sills Avenue, along with site servicing and upgrades to the City's storm sewer system. Works include, but may not be limited to:
 - a) Design & construction of half road construction along the entire frontage on Sills Avenue, and half road upgrading along the entire frontage on Bridge Street.
 - b) Works on Sills Avenue to include, but not limited to: road widening (based on 8.5m pavement width), curb & gutter, 1.5m conc. sidewalk, grass & treed blvd., and "Zed" street lighting.
 - c) Works on Bridge Street to include, but not limited to: road widening, curb & gutter, a 3.85m grass & treed boulevard complete with hydro/telephone preducting, a 1.5m sidewalk (0.31m off the P.L.), and "Zed" street lighting to match existing improvements immediately north of the subject site.
 - d) Design to include water, storm and sanitary service connections for each lot. Each lot to be serviced with Underground Hydro, Tel. & Cable. Design should also include any upgrading as required via the Capacity Analysis.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP)* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

[Original signature on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8886 (RZ 12-596719)
7091 AND 7111 BRIDGE STREET**

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 **SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)**.

P.I.D. 001-179-853

The North Half of Lot 18 Block “C” Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 004-106-881

South Half Lot 18 Block “C” Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8886”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** March 27, 2012

From: Brian J. Jackson, MCIP
Director of Development **File:** RZ 11-586782

Re: **Application by Matthew Cheng Architect Inc. for Rezoning at 6471, 6491 and 6511 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)**

Staff Recommendation

That Bylaw No. 8890, for the rezoning of 6471, 6491 and 6511 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY <i>ACTING</i>		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF [^]GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 6471, 6491 and 6511 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 15 townhouse units. A preliminary site plan and building elevations are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

To the North: A large, newer, single-family home on a lot zoned Single Detached (RS1/E);

To the East: Across No. 2 Road, existing single-family dwellings on lots zoned Single Detached (RS1/E), fronting Christina Road and Camsell Crescent;

To the South: Older single-family homes on lots zoned Single Detached (RS1/E); and

To the West: Existing single-family dwellings on lots zoned Single Detached (RS1/B) fronting Garrison Court.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along major arterial roads. While the subject block (east side of the 6400 Block of No. 2 Road) is not identified for Multiple-Family Residential Development on the map contained in the Policy, the subject application is being brought forward for consideration based on its own merits. A discussion is being provided under the “Analysis” section of this report.

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 specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

OCP Aircraft Noise Sensitive Development (ANSND) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant must be registered on title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation measures as part of the Development Permit process.

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 \$37,010.00.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.75 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$13,879.00.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. The owners/residents of the neighbouring property to the north at 6451 No. 2 Road expressed their concerns over the proposed access to the townhouse development being located adjacent to their south property line. The applicant has subsequently revised the site design to propose a driveway access away from the common property line. Transportation staff have no concerns with the proposed location of the entry driveway; the existing boulevard median will limit access and egress to right in/right out turns only.

Staff Comments

Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application. A site inspection conducted by the City's Tree Preservation Coordinator revealed that five (5) bylaw-sized trees located on-site are in good condition and are good candidates for retention. However, to successfully retain a 78 cm calliper Pine tree and a 37 cm calliper Colorado Blue Spruce tree in the proposed outdoor amenity area, two (2) townhouse units would need to be deleted from the proposal. Therefore, staff recommend retention of only three (3) of the five (5) bylaw-sized trees on-site which are in good condition (see Tree Protection Plan in **Attachment 4**).

To compensate for the loss of two (2) large conifers on-site, the City's Tree Preservation Coordinator recommends that two (2) new larger calliper conifer replacement trees be provided along the No. 2 Road frontage. These "specimen" replacement trees should be specified at a minimum of 6 m high. Staff will work with the landscape architect to ensure the provision of the larger specimen trees on-site at the Development Permit stage.

In order to ensure that the protected trees will not be damaged during construction, tree protection fencing must be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone must be submitted prior to Development Permit issuance. Furthermore, the applicant is required to submit a \$7,500.00 Tree Survival Security for the three (3) protected trees on-site prior to Development Permit issuance.

The City's Tree Preservation Coordinator has also concurred with the Arborist's recommendations to remove an additional 11 bylaw-sized trees on-site that are in poor condition due to significant structural defects (previously topped, cavities and significant inclusions). Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 26 replacement trees are required for the removal of 13 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 31 trees on-site.

Site Servicing

An independent review of servicing requirements (sanitary) has concluded no upgrades are required to support the proposed development.

Prior to final adoption, the developer is required to consolidate the three (3) lots into one (1) development parcel.

Frontage Improvements

Prior to issuance of Building Permit, the developer is to enter into a standard Servicing Agreement to provide the required beautification treatment to the road frontage. Beautification works include relocating the sidewalk to the new property line (a 1.5 m concrete sidewalk) and installing a 1.38 m grassed and treed boulevard behind the existing curb. All works at developers sole cost.

Vehicle Access

One (1) driveway off No. 2 Road is proposed. The long-term objective is for the driveway access established on No. 2 Road to be utilized by adjacent properties if they ultimately apply to redevelop. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$18,000 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 City's Arterial Road Redevelopment Policy guides residential infill development for properties located along arterial roads and also establishes a set of location criteria and development guidelines to which multiple-family residential development proposals must comply. The subject development site generally complies with all of the location criteria except that it is not on a bus route. Response to the location criteria is provided below in *italics*:

- i. Along a major arterial road and those portions of a local arterial road identified in the OCP.

The subject site is along a major arterial road, which is No. 2 Road.

- ii. On a land assembly with at least 50 m frontage.

The site frontage is 61.9 m, which is greater than 50 m.

- iii. Where the application is not the first one in the block to introduce a new form of development.

This application is the first one in the block, between Walton Road and Garrison Road, to introduce townhouse development. However, considering the entire block between Westminster Highway and Granville Avenue, this application is not the first townhouse development; there are several townhouse developments at the corner of No. 2 Road and Granville Avenue.

Staff recommended consultation with the adjacent property owners to the north, south, and west on the proposed land use and density. The applicant confirmed that they have talked to the owners of 6451 and 6531 No. 2 Road (which are the immediate neighbouring properties to the north and south) in October, 2011 and that these two (2) property owners seemed not to have comments regarding the proposal. The applicant advised staff that they did not approach the property owners to the west.

- iv. At least 50% of the lots along that section of the major arterial road have redevelopment potential (i.e. a frontage of over 18 m and/or a house over 10 years old).

Out of the eight (8) lots along No. 2 Road on this block, seven (7) of them have a frontage over 18 m (except 6397 No. 2 Road with a frontage of 13.72 m). Therefore, more than 50% of the lots along No. 2 Road on this block have redevelopment potential.

- v. Public transit is available.

Currently, there is no public transit servicing this block of No. 2 Road. However, the #410 bus on Granville Avenue is approximately 300 m away and #401 and C94 buses on Westminster Highway are approximately 500 m away, which all are within walking distance.

- vi. The development is within walking distance of commercial services or City community centre.

The development is within walking distance of city community centre. The Thompson Community Centre is about 660 m away from the development.

The proposal is also 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 single-family homes. All rear units immediately adjacent to the neighbouring single-family dwellings to the west have been reduced in height to two (2) storeys. The front buildings along No. 2 Road have been stepped down from three (3) storeys to 2½ storeys along the side yards and the entry driveway. The building height and massing will be controlled through the Development Permit process.

Although the proposed development does not comply with all of the location criteria, staff support the proposed rezoning application based on the following:

- The proposal is generally in compliance with five (5) of the six (6) location criteria; while the site is not on a bus route, public transit is available within walking distance (under 300 m);
- The proposal is generally in compliance with all of the development guidelines under the Arterial Road Redevelopment Policy;
- Preservation of three (3) of the five (5) healthy bylaw-sized trees on-site which are in good condition;
- Proposing a tree replacement ratio over and above the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) (i.e. 31 replacement trees for 13 trees to be removed);
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and
- Providing a voluntary contribution to the City's Public Art fund.

Requested Variances

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). Based on the review of current site plan for the project, a variance to allow for a total of 18 tandem parking spaces in nine (9) townhouse units (all fronting No. 2 Road) is being requested. 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 tandem 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 6471, 6491 and 6511 No. 2 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; opportunities to reduce the massing of the end units;
- Review of the location and design of the convertible unit and other accessibility/aging-in-place 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;
- Ensure there is adequate private outdoor space in each unit; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

None.

Conclusion

The proposed 15-unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding developments along major arterial roads and meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. 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 recommends support for the rezoning application.

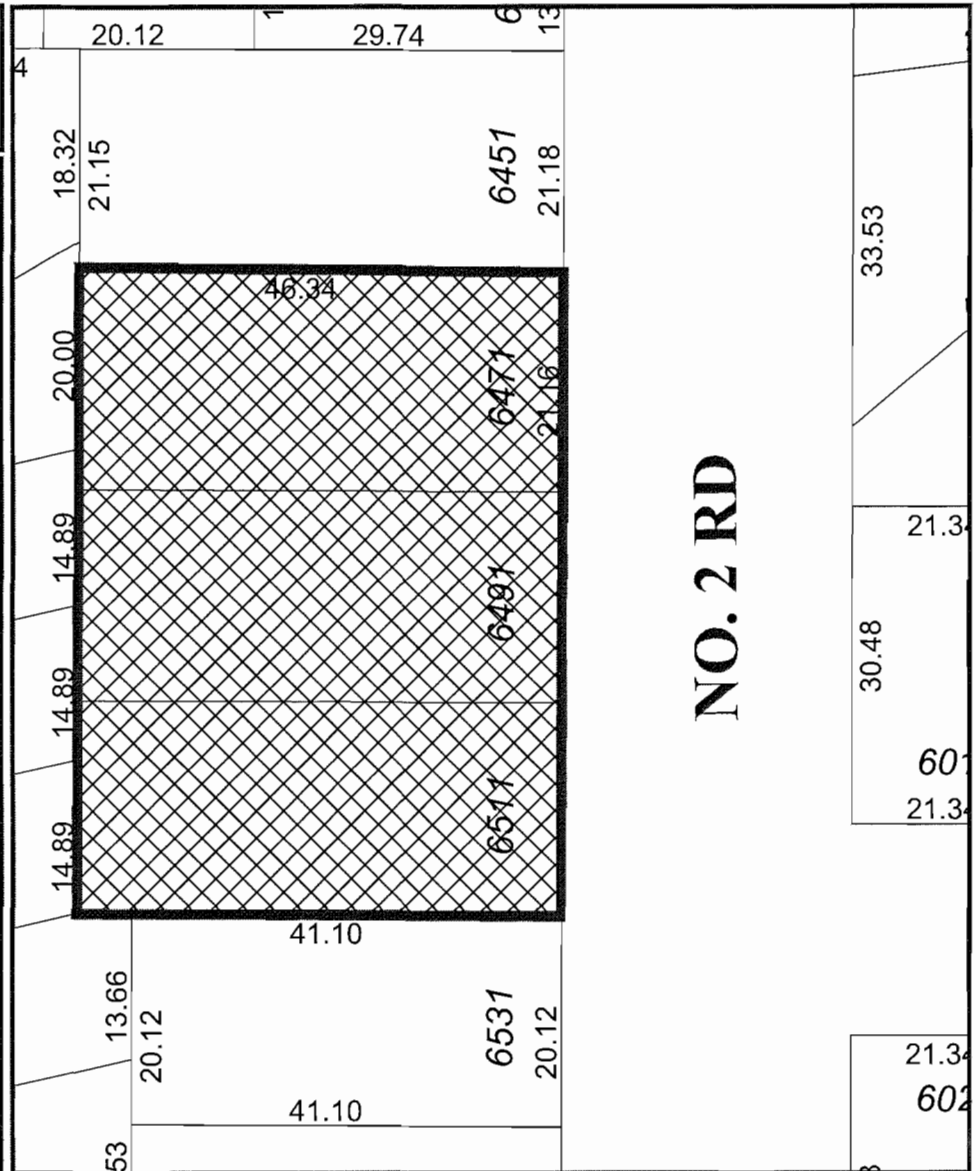


Edwin Lee
Planner 1
(604-276-4121)

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



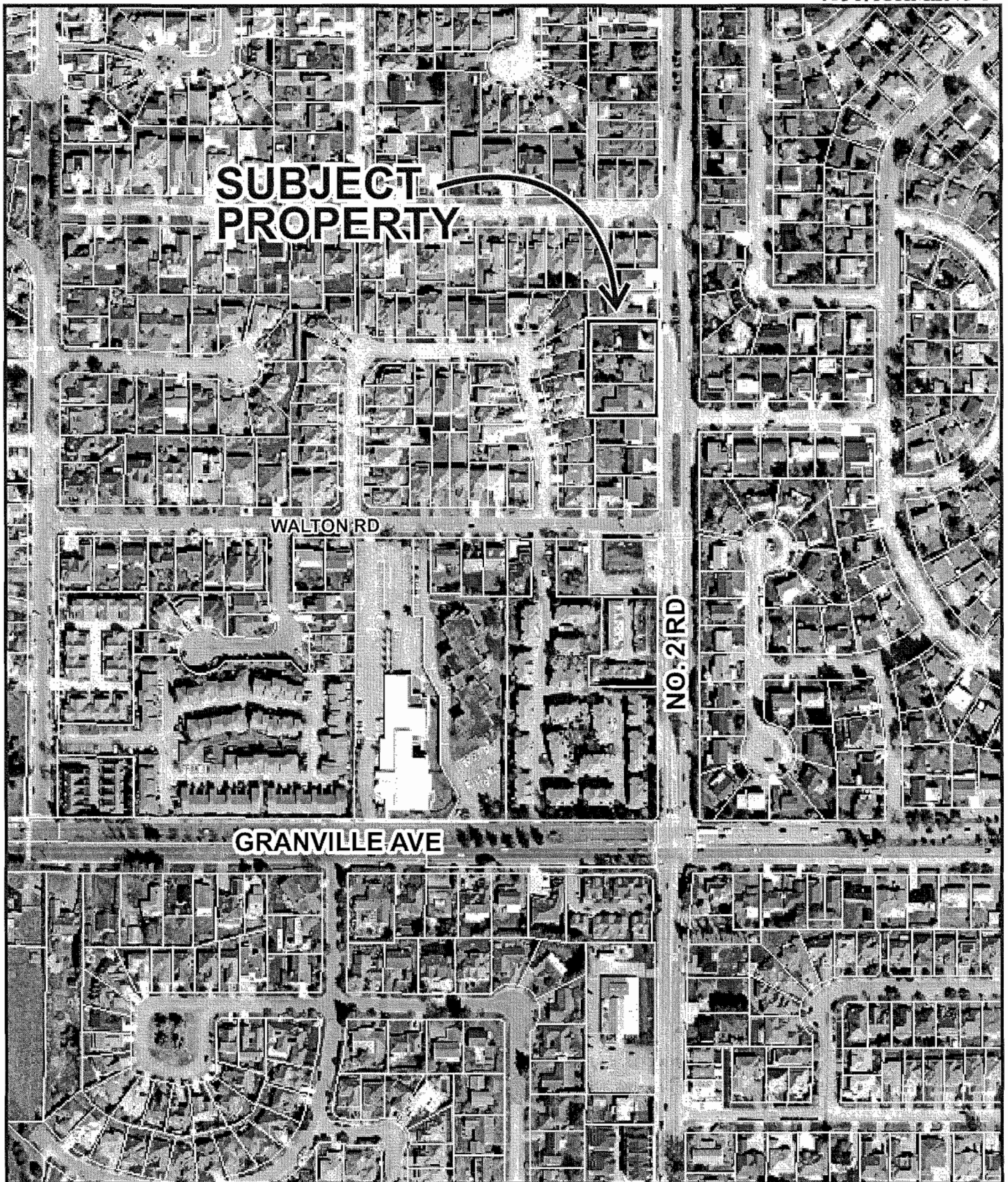
PROPOSED REZONING



RZ 11-586782

Note: Dimensions are in METRES

ATTACHMENT I



RZ 11-586782

PLN 39

Original Date: 08/17/11

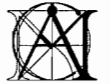
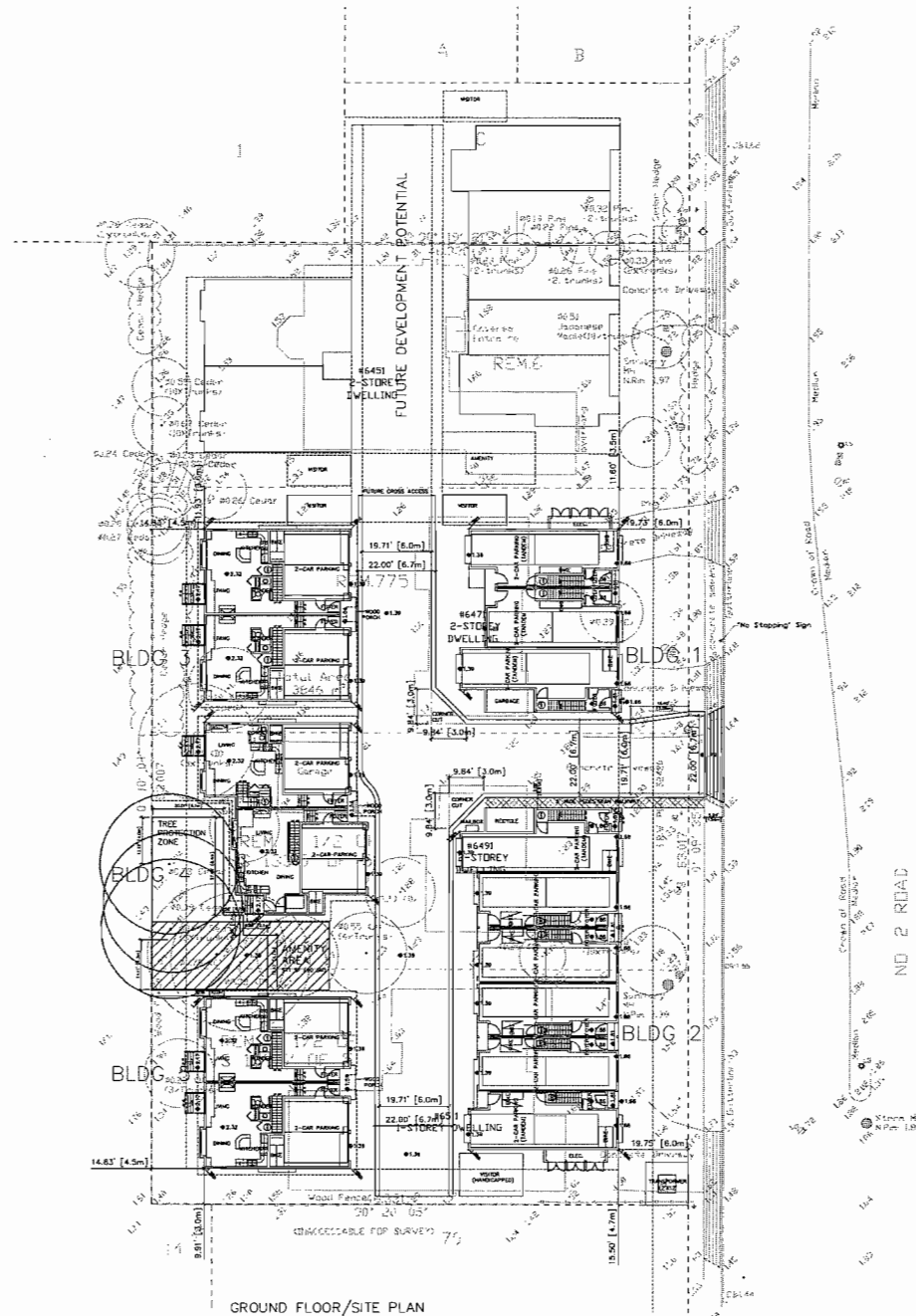
Amended Date:

Note: Dimensions are in METRES

FUTURE DEVELOPMENT: 6451/6397 NO.2 ROAD

	REQUIRED/ALLOWED:	PROPOSED:
FLOOR AREA RATIO:	0.600 (8965.28SF)	0.58 (8635.67SF)
LOT COVERAGE:	0.400 (5976.86SF)	0.37 (5457.03SF)
SETBACK-FRONT YARD:	MIN. 6m	19.73' (6.001m)
SETBACK-SIDE YARD: (NORTH)	MIN. 3m	12.00' (3.66m)
SETBACK-SIDE YARD: (SOUTH)	MIN. 3m	10.14' (3.09m)
SETBACK-REAR YARD:	MIN. 3m	14.83' (4.520m)
HEIGHT: (m)	12.0m	39.47' (12.00m)
LOT SIZE:	14942.14SF (1388.17SM)	

	EXISTING:	PROPOSED:
SITE AREA:	30841.80SF (2865.30SM)	30841.80SF (2865.30SM)
LAND USES:	SINGLE DETACHED	TOWNHOUSE
DCP DESIGNATION:	LOW-DENSITY RESI	LOW-DENSITY RESI
ZONING:	RS1/E	RTL3
NUMBER OF UNITS:	3	15
	REQUIRED/ALLOWED:	PROPOSED:
FLOOR AREA RATIO:	0.600 (18505.08SF)	0.600 (18505.08SF)
LOT COVERAGE:	0.400 (12336.72SF)	0.398 (12260.11SF)
SETBACK-FRONT YARD:	MIN. 6m	19.73' (6.001m)
SETBACK-SIDE YARD: (NORTH)	MIN. 3m	11.60' (3.536m)
SETBACK-SIDE YARD: (SOUTH)	MIN. 3m	9.91' (3.021m)
SETBACK-REAR YARD: (WEST)	MIN. 3m	14.83' (4.520m)
HEIGHT: (m)	12.0m	39.47' (12.00m)
LOT SIZE:	30841.80SF (2865.30SM)	
OFF-STREET PARKING RESIDENTIAL/COMMERCIAL:	30 AND 3	30 AND 3
OFF-STREET PARKING ACCESSIBLE:	1	1
OFF-STREET PARKING TOTAL:	33	33
TANDEM PARKING SPACES:	NOT PERMITTED	18
INDOOR AMENITY SPACE:	MIN. 60SM	CASH-IN-LIEU
OUTDOOR AMENITY SPACE:	MIN. 90SM (968.75SF)	971SF (90.25M)



MATTHEW CHENG ARCHITECT INC.

Unit 202-476, EVANS AVENUE
VANCOUVER, BC V6A 3K3
Tel: (604) 731-5522 Fax: (604) 731-3308
Cell: (604) 649-6888 / Email: mcheng@mecheng.ca

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No	Date	Revision
20110728	RZ	REVIEW
20120210	RZ	REVIEW
20120301	RZ	REVIEW
20120321	RZ	REVIEW

Consultants

Project Title
15-UNIT TOWNHOUSE
DEVELOPMENT
6471/6491/6511
NO.2 ROAD
RICHMOND, BC

Sheet Title
SITE PLAN

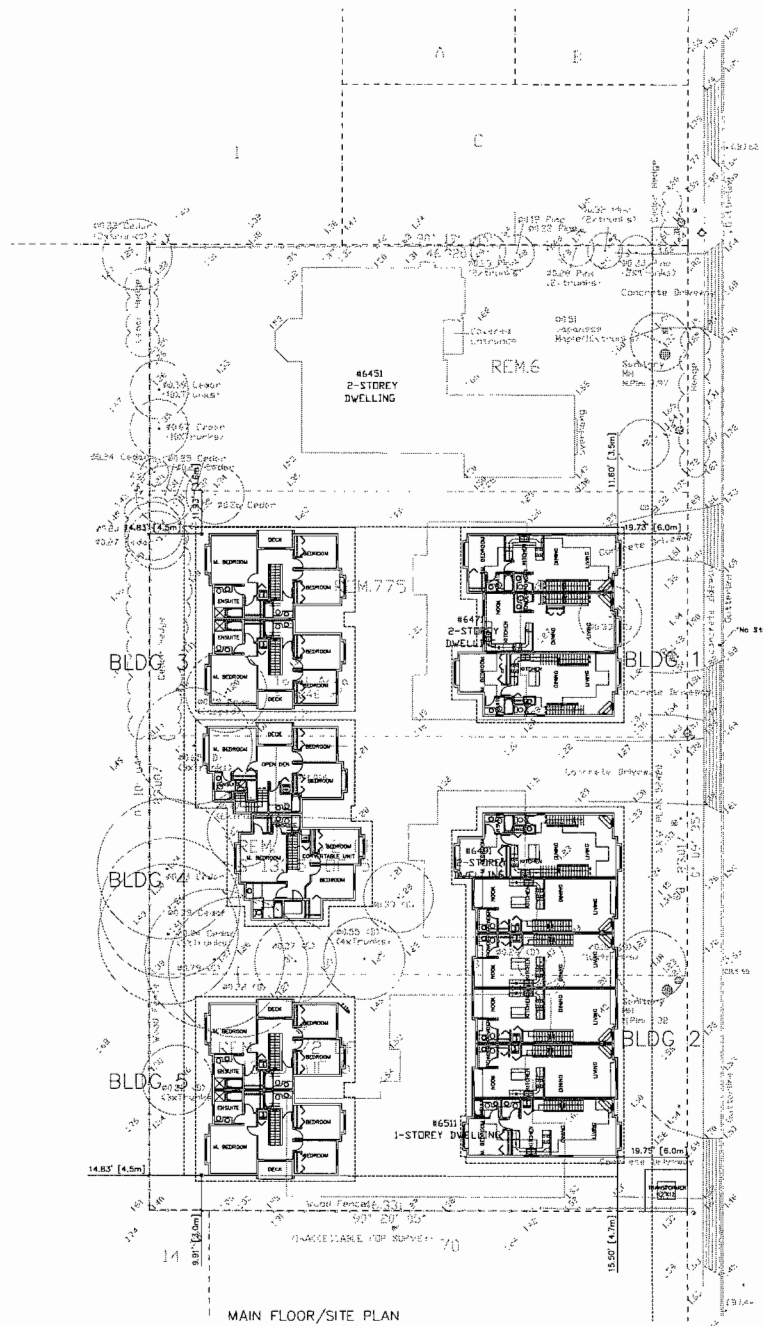
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Scale:
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Project Number:

Revision Date:
MAR. 20, 2012
Print Date:
MAR. 20, 2012

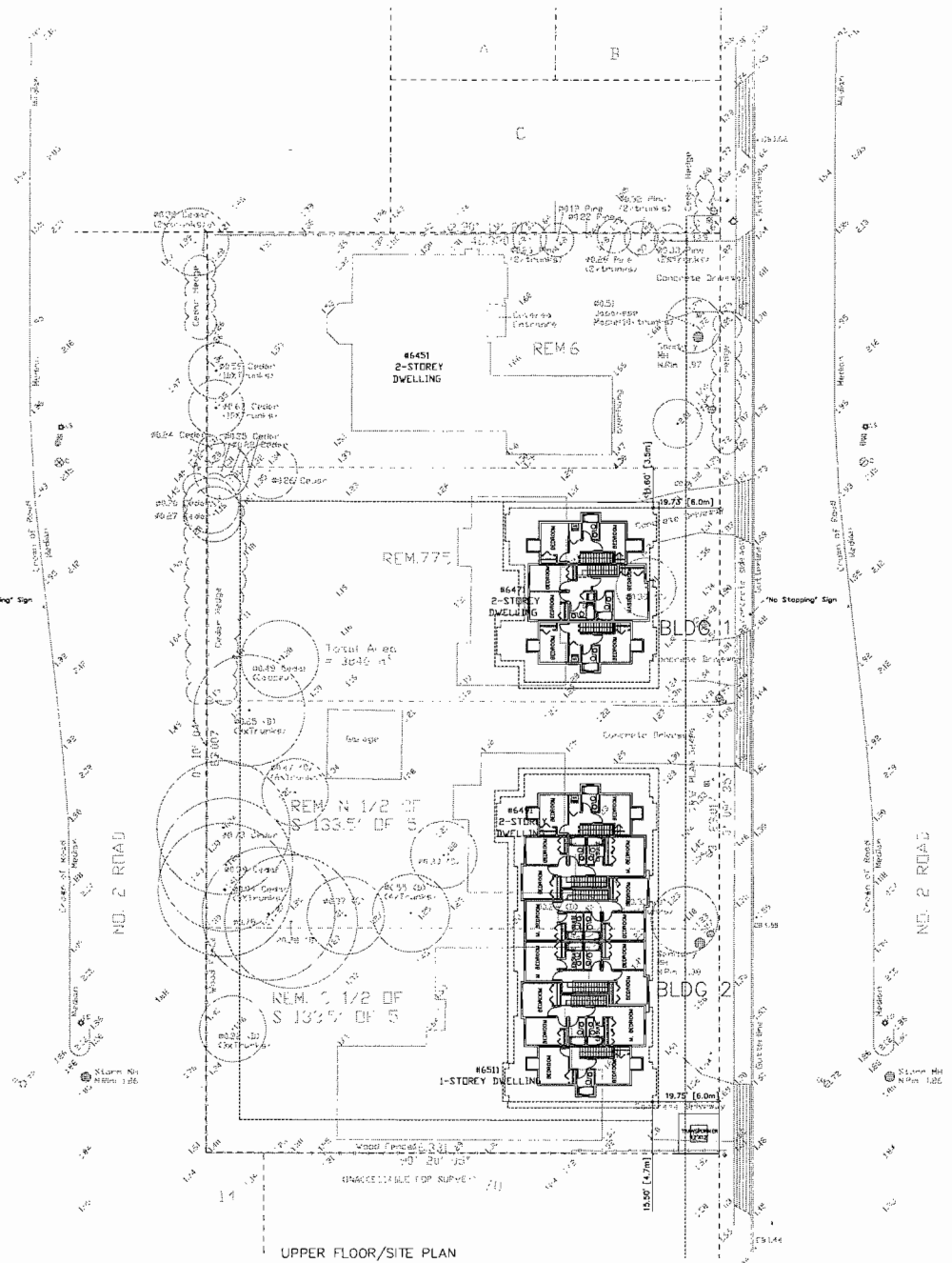
Drawn By:
A01

PLN - 40

ATTACHMENT 2



MAIN FLOOR/SITE PLAN



UPPER FLOOR/SITE PLAN



MATTHEW CHENG ARCHITECT INC.

Unit 207-678 RYAN AVENUE
VANCOUVER, BC V6A 3A6
Tel: (604) 731-0011 Fax: (604) 731-0008
Cell: (604) 699-8897 Email: mch@matthewcheng.ca

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No. Date	Revision
2010/07/28	RZ REVIEW
2010/08/10	RZ REVIEW
2010/08/11	RZ REVIEW
2010/08/11	RZ REVIEW

Consultants

Project Title
15-UNIT TOWNHOUSE
DEVELOPMENT
6471/6491/6511
NO.2 ROAD
RICHMOND, BC

Sheet Title
MAIN FLOOR PLAN &
UPPER FLOOR PLAN

Drawn:
HC/SC
Checked:
MC
Scale:
1/16" = 1'-0"
Project Number:

Revision Date:
MAR. 20, 2012
Print Date:
MAR. 20, 2012
Dwg. No.
A02



MATTHEW CHENG ARCHITECT INC.

Unit 707 - 870 EVANS AVENUE
VANCOUVER, BC V6A 2G4
Tel: (604) 731-3117 Fax: (604) 731-1918
Cell: (604) 647-4667 / Email: matthew@mcinc.ca

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No.	Date	Revision
20110728	RZ	REVIEW
20120310	RZ	REVIEW
20120301	RZ	REVIEW
20120321	RZ	REVIEW

Consultants

Project Title
15-UNIT TOWNHOUSE
DEVELOPMENT
6471/6491/6511
NO.2 ROAD
RICHMOND, BC

Sheet Title
ELEVATIONS

Drawn:
HC/NC
Checked:
MC

Scale:
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Project Number:

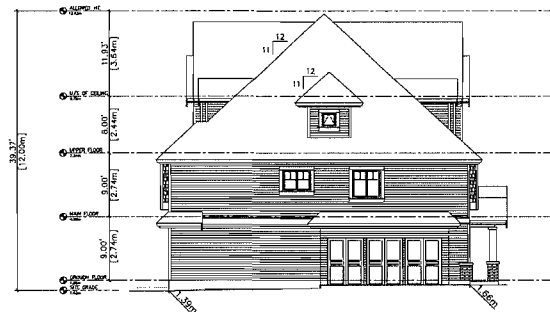
Revision Date:
MAR 20, 2012
Print Date:
MAR 20, 2012

Dwg. No.
A03

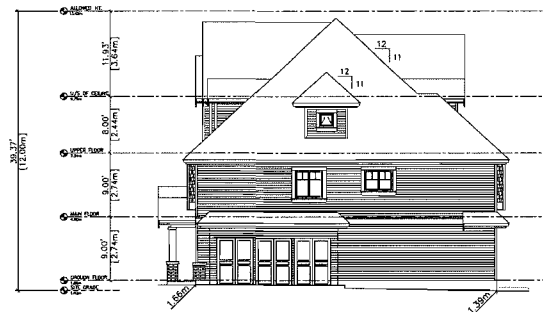


BUILDING 2
ELEVATION (FRONTING NO.2 ROAD)

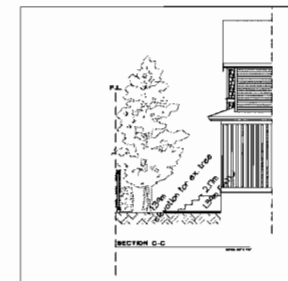
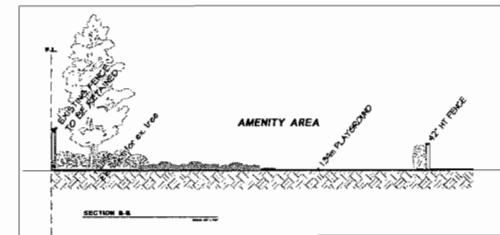
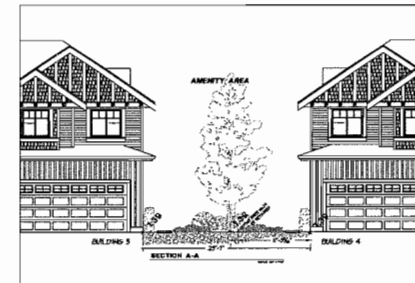
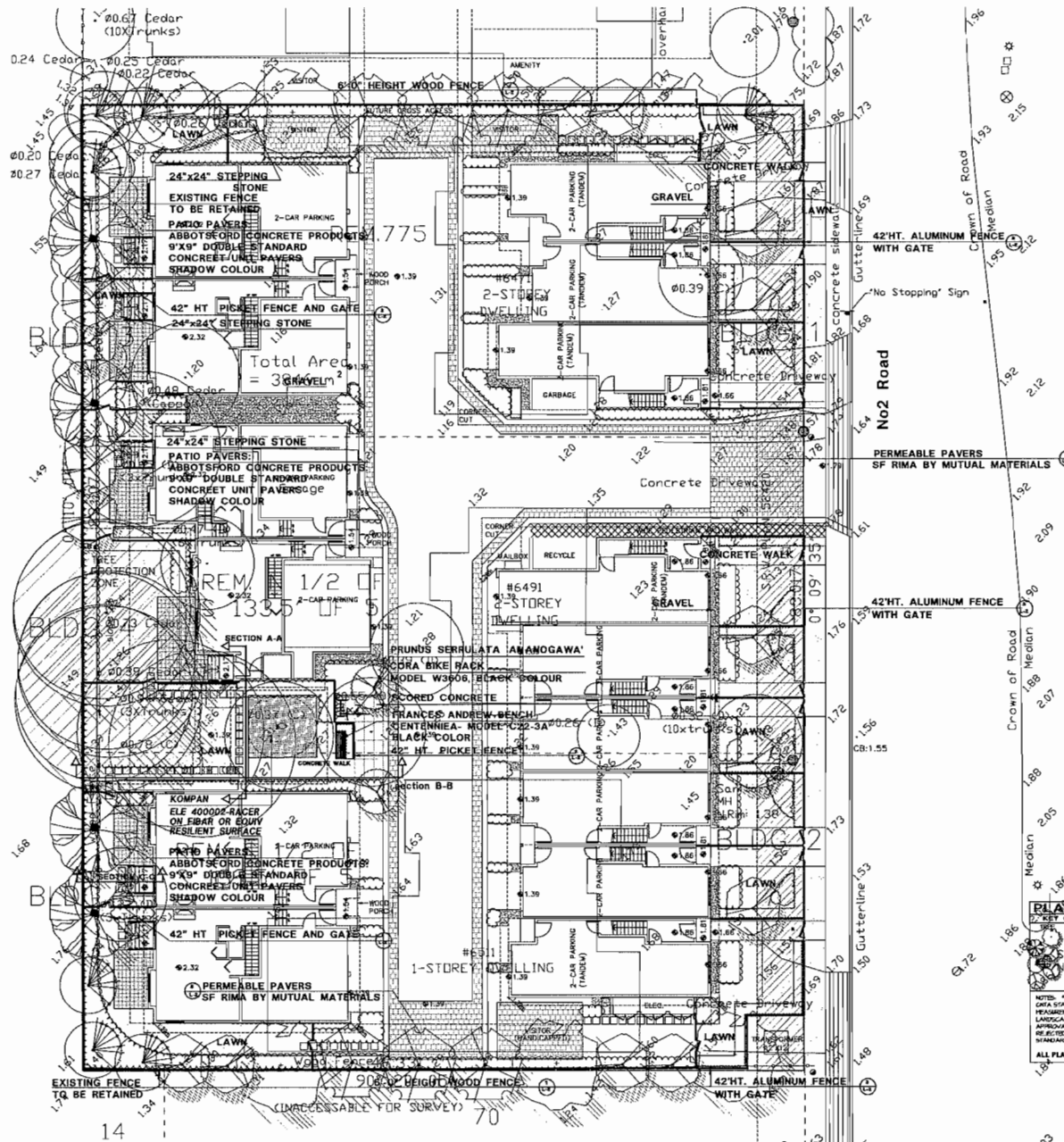
BUILDING 1



BUILDING 2 SOUTH ELEVATION
SIDE ELEVATIONS



BUILDING 1 NORTH ELEVATION



NOTE:
SIZE OF LANDSCAPE AREA IS 701.25sq.m.
AREA SIZE OF PERMEABLE PAVERS IS 207.30sq.m.

PLANT SCHEDULE			
#	QTY	BOTANICAL NAME	COMMON NAME
1	3	ACER VERNICOLLEUM 'NIGRA'	DEUTERIUM HURRY MAPLE
2	4	CECROPYLLUM JAPONICUM	KATANA TREE
3	4	PAVLOVA VIBURNUM	STAR HEDERA
4	4	PRUNUS SERRULATA	BRIDAL WEDDING
5	4	PRUNUS SERRULATA 'NIGRA'	BRIDAL WEDDING
6	4	PRUNUS SERRULATA 'NIGRA'	BRIDAL WEDDING

NOTES: 1. PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER DATA. 2. PLANT SIZES AND CONTAINER SIZES ARE THE HIGHEST ACCEPTABLE SIZES. 3. REFER TO SPECIFICATIONS FOR DEFINED CONTAINER PLANTINGS AND OTHER PLANT MATERIAL. 4. SEARCH AND REVIEW PLANT MATERIAL AVAILABLE FOR PLANTING. 5. PLANTING MATERIAL MUST BE APPROVED BY LANDSCAPE ARCHITECT AT TIME OF ORDER. 6. AREA OF ORDER TO INCLUDE LOWER PLANT AND PLANTING VALLEY. 7. SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. 8. THE SPECIFIED MATERIAL, UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. 9. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

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pmg
LANDSCAPE ARCHITECTS INC.
Suite C100 - 4180 Oak Creek Drive
Burnaby, British Columbia, V5C 6C8
p. 604.294.0011 / f. 604.294.0022

#	QTY	REVISION DESCRIPTION	DATE
1	1	NEW SITE PLAN	2012
2	1	NEW SITE PLAN	2012
3	1	NEW SITE PLAN	2012
4	1	NEW SITE PLAN	2012
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99	1	NEW SITE PLAN	2012
100	1	NEW SITE PLAN	2012

PROJECT:
15-UNIT TOWNHOUSE DEVELOPMENT
6471-6511 No 2 Road
RICHMOND, BC

With Matthew Cheng
Architects Inc.

DRAWING TITLE:
LANDSCAPE PLAN

DATE: January 30, 2012
SCALE: 3/32" = 1' 0"
DRAWN: DD
DESIGN: DD
CHECK: PCM

DRAWING NUMBER:
L1
OF 3





City of Richmond

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

Development Application Data Sheet

RZ 11-577561

Attachment 3

Address: 6471, 6491 and 6511 No. 2 Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): Thompson

	Existing	Proposed
Owner:	Jagroop S. Bhullar, Nirinder K. Bhullar, and Salindran K. Bhullar	To be determined
Site Size (m²):	2,865.3 m ² (30,841.8 ft ²)	2,865.3 m ² (30,841.8 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low-Density Townhouses (RTL4)
Number of Units:	3	15
Other Designations:	N/A	No Change

On Future Development	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 max.	none permitted
Lot Coverage – Building:	Max. 40%	40% max.	none
Lot Coverage – Non-porous Surfaces	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard (m):	Min. 6 m	6.0 m	none
Setback – Side Yard (North) (m):	Min. 3 m	3.0 m min.	none
Setback – Side Yard (South) (m):	Min. 3 m	3.0 m min.	none
Setback – Rear Yard (m):	Min. 3 m	4.5 m	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) max.	none

On Future Development	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	Min. 50 m wide x 35 m deep	Approx. 61.9 m wide x 46.3 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	33	33	none
Tandem Parking Spaces:	not permitted	18	variance requested
Handicap Parking Spaces:	1	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	19 (Class 1) and 3 (Class 2) min.	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$15,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	90 m ² min.	none

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



City of Richmond

Rezoning Considerations

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

Address: 6471, 6491, and 6511 No. 2 Road

File No.: RZ 11-586782

Prior to final adoption of Zoning Amendment Bylaw 8890, 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 an aircraft noise sensitive use covenant on title.
3. Registration of a flood indemnity covenant on title.
4. 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 north and south.
5. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$13,879.00) to the City's public art fund.
6. Contribution of \$1,000 per dwelling unit (e.g. \$15,000) in-lieu of on-site indoor amenity space.
8. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$37,010.00) to the City's affordable housing fund.
9. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
10. The submission and processing of a Development Permit* 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. 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

Prior to a 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. 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 in the amount of \$7,500.00 for the three (3) trees to be retained. 50% of the security will be released at Final Inspection of the Building Permits of the affected site and the remaining 50% of the security will be released two (2) years after final inspection of the Building Permits in order to ensure that the trees have survived.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$13,000) to ensure the replacement planting will be provided.

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

1. Enter into a Servicing Agreement* for the design and construction of a new 1.5m concrete sidewalk installed along the entire frontage, on the west property line of No 2 Road, including a 1.38m wide grass and treed boulevard (existing sidewalk to be removed). Design to include water, storm & sanitary connections as required.
2. 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. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals 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.

[Signed original on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8890 (RZ 11-586782)
6471, 6491, AND 6511 NO. 2 ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW DENSITY TOWNHOUSES (RTL4)**.

P.I.D. 003-301-222

Lot 775 Except: Part Subdivided by Plan 65414 Section 12 Block 4 North Range 7 West
New Westminster District Plan 63264

P.I.D. 004-248-287

North half of the south 133.5 feet Lot 5 Except: Part Subdivided by Plan 65414 Section
12 Block 4 North Range 7 West New Westminster District Plan 1506

P.I.D. 002-684-535

South half of the south 133.5 feet Lot 5 Except: Firstly: Part Subdivided by Plan 63005
and Secondly: Part Subdivided by Plan 70767; Section 12 Block 4 North Range 7 West
New Westminster District Plan 1506

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8890”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee **Date:** April 2, 2012

From: Brian J. Jackson
Acting General Manager, Planning and Development **File:** ZT 11-593771

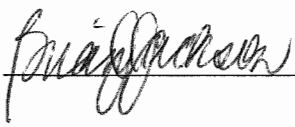
Re: **Application by Townline Gardens Inc. for a Zoning Text Amendment to the Commercial Mixed Use (ZMU18) – The Gardens (Shellmont) Zoning District at 10880, 10820 and 10780 No. 5 Road and 12733 Steveston Highway (The Gardens Development Lands)**

Staff Recommendation

That Bylaw No. 8891, to amend the “Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)” zoning district, be introduced and given first reading.

Brian J. Jackson
Acting General Manager, Planning and Development

BJ:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Community Social Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Project Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

This report:

1. Proposes minor text amendments to the existing Commercial Mixed Use (ZMU18) – The Gardens (Shellmont) zoning district to introduce commercial use floor area maximums and increase the number of storeys from 4 to 5 still within the 20m overall height allowed by the existing zoning bylaw for one building.
2. Formalizes the relocation of the proposed future child care facility from the Gardens development lands to the City-owned site at 10640 No. 5 Road previously agreed to by City Council and brings forward modifications and revisions to the existing legal agreement registered on title of 10880, 10820 and 10780 No. 5 Road and 12733 Steveston Highway (the Gardens development lands) as a result of the relocation.

For reference, a site plan of the Gardens development lands is contained in **Attachment 1**.

Findings of Fact

The Gardens development lands received final rezoning adoption on July 25, 2011 (RZ 08-450659). A Development Permit (DP 10-544504) for Phase 1 of the project at 10880 No. 5 Road (Lot 1) was issued by Council on July 25, 2011. Staff are currently reviewing a Development Permit application (DP 12-599057) at 10820 No. 5 Road.

The area of land contained in the Agricultural Land Reserve (ALR) was subdivided and transferred to the City as part of the fulfillment of rezoning considerations for the development land (RZ 08-450659). On March 14, 2011, a rezoning approval was granted for 10640 No. 5 Road to rezone the front portion of the site to an Assembly (ASY) zoning district (RZ 10-546755). The rezoning application facilitated development of a residential sales centre and relocation of the Coeverden Castle on the City-owned land by the developer.

Currently, neither the Gardens development lands nor the City-owned site at 10640 No. 5 Road has an existing child care facility in operation. This report formalizes the location of the future child care facility on the City-owned site directly to the north of the Gardens development lands, which is being provided by the developer to fulfill obligations associated with the rezoning of the development lands.

1. Proposed Text Amendments to Commercial Mixed Use (ZMU18) – The Gardens (Shellmont) Zoning District

Proposed Amendments to ZMU18

Minor amendments to the existing ZMU18 zoning district, which is the zoning in place for all lots forming part of the Gardens development lands, are summarized in the following table:

	Existing Zoning Regulations	Proposed Amendments
Permitted Density	<ul style="list-style-type: none"> Identifies a maximum floor area allocated for residential use development (53,511 sq.m). Identifies a maximum floor area ratio (1.43 FAR) applicable to the entire development lands. 	<ul style="list-style-type: none"> Maintain existing maximum floor areas for residential use at 53,511 sq.m. Maintain existing Floor Area Ratio of 1.43 FAR over the entire development lands based on net site area. Add a provision to establish maximum floor areas for commercial use at 9,000 sq.m.
Permitted Heights	<ul style="list-style-type: none"> Identifies a maximum height for buildings of 20m and not more than 4 storeys over a parking structure for buildings located within 90m of No. 5 Road. 	<ul style="list-style-type: none"> Maintain the existing 20m maximum height limitation for buildings located within 90m of No. 5 Road. Revise height provisions to allow for an increase of 4 to 5 storey building on 10820 No. 5 Road (Lot C).

Rationale and Analysis

Inclusion of Density Provisions

The existing ZMU18 zoning district has existing provisions that place a maximum floor area that can be allocated to residential use over the entire development lands (bounded by the ALR boundary, Highway 99, Steveston Highway and No. 5 Road). This provision will remain and will not be changed as part of the proposed text amendment.

The current zoning district does not include provisions of establishing maximum floor area for commercial uses throughout the development lands. Based on the issued Development Permit for 10880 No. 5 Road (DP 10-544504) and the Development Permit application at 10820 No. 5 Road (DP 12-599057), approximately 7,000 sq.m of commercial space floor area will be developed as part of the initial phases of project build-out. Townline Gardens Inc. has requested that the maximum floor area that is to be allocated to commercial use over the entire development lands be 9,000 sq.m, which would encompass all commercial floor areas proposed on the development lands. The proposed zoning provision identifying a maximum floor area for commercial use supports the mixed-use residential and commercial development model associated with the Gardens development.

Placing a maximum floor area for commercial use over the entire development lands assists in accurately assessing land for taxation purposes by the BC Assessment Authority (BCAA). Without a commercial floor area maximum contained within the zone, the developer has indicated that the BCAA approach is to tax the remaining development lands as though they are being developed strictly for commercial and business use. This approach does not recognize the mixed residential and commercial development model for the project. Inclusion of specific maximum floor areas for commercial use in the zoning will assist in the accurate taxation of the site to be reflective of a mixed residential and commercial development.

Height (Building Storey) Amendment

Staff are currently reviewing the Development Permit application for 10820 No. 5 Road (DP 12-599057 - Lot C; Building D) involving a mixed-use development with commercial floor area at grade and low-rise residential building over-top of structured parking. The proposed amendment does not impact existing 20 m maximum height limitations contained in the zone that will remain unchanged. The proposed amendment increases the number of storeys from 4 to 5 for the building. The additional fifth storey is able to be accommodated as a result of the developer switching from wood frame (originally envisioned at rezoning) to concrete construction, which reduces clearance distances between floors and enables space to accommodate an additional storey within the existing 20m building height limitation.

Currently, the Development Permit drawings identify a building height of approximately 17.7 m to the roof parapet of the fifth storey of the building and an approximate height of 19.4 m to the top of the elevator roof enclosure. City staff are satisfied that the additional fifth storey massing of the building is designed and set back appropriately. Further review of the form, massing, urban design and architectural detailing of this project will be fully assessed through the Development Permit application process.

Preliminary building elevation drawings of Building “D” associated with the Development Permit at 10820 No. 5 Road (DP 12-599057) with fifth storey building elements highlighted for reference purposes is shown in **Attachment 2**.

2. Relocation of the Child Care Facility from the Gardens Development Lands to City-owned Land at 10640 No. 5 Road and Related Modifications to the Existing Legal Agreement on the Gardens Development Lands

Background

Through the rezoning of the Gardens development lands, provisions for the developer to provide a 37-space child care facility prior to 67% of the maximum build-out was secured as a rezoning consideration. The general developer obligations at the time of rezoning were as follows:

- Developer to provide and build a 37-space child care facility (including all indoor, outdoor and parking areas) at its sole cost.
- Adherence to the “Child Care Facility Terms of Reference – Developer Requirements” (**Attachment 3**) to identify project parameters agreed to by the City and developer.
- Agreements to ensure that once the child care facility and all accessory uses (i.e., parking and outdoor spaces) are completed, ownership of the facility will be transferred to the City.

Existing Legal Agreement Registered on the Gardens Development Lands

To secure a developer-provided child care facility, a legal agreement was registered on the Gardens development lands that limited build out of the site to 67% of the maximum permitted buildable floor area until such time that construction and transfer of ownership to the City of the child care facility is completed. When the developer obligations of providing the child care facility are met, the City would discharge the legal agreement, enabling full build-out of the project.

The above referenced legal agreement was secured and registered on title of the Gardens development lands through the prior rezoning approval process.

Relocation of Future Child Care Facility from the Development Lands to City-owned Land

City staff and the developer have reviewed options for the required child care facility and determined a viable option to provide a child care facility on the neighbouring adjoining City-owned lands at 10640 No. 5 Road that also is able to meet existing developer obligations.

The proposal to change the location of the future child care facility from the Gardens development lands to the neighbouring City-owned lands to the north is summarized as follows:

- Utilize the existing residential sales centre building and Coeverden Castle (relocated onto the City-owned lands by the developer) as the future child care facility.
- Once use of the existing building (constructed by the developer) as a residential sales centre office is complete, undertake conversion of the former sales centre building and castle to a child care facility (including outdoor spaces).
- Develop the child care facility and all required outdoor spaces, interior finishing and parking spaces in accordance with the existing obligations secured for the child care facility at rezoning.
- All costs associated with the conversion and repurposing the existing sales centre and castle building to a child care facility will be at the developer's sole cost.

Previous ALR Land Use and Rezoning Approvals

In 2011, Richmond City Council and the Agricultural Land Commission (ALC) approved a non-farm use application (AG 11-558240) for the parking lot and landscaped area located to the immediate north of the residential sales centre and castle building, which are located in the ALR. ALR non-farm use approval of the portion of the site containing the buildings was not required as this land is exempt from the ALC Act.

Council approved a rezoning application (RZ 10-546755) on March 14, 2011 to rezone the front portion of the ALR portion of land associated with the Gardens site (that was transferred to the City as part of the rezoning) to an Assembly (ASY) zoning district. The rezoning facilitated interim use of the site for a residential sales centre. The ASY zoning district also allows child care as a permitted use. As a result, the relocation of a child care facility to the City-owned property at 10640 No. 5 Road complies with existing zoning provisions.

Proposed Revisions to the Existing Legal Agreement

To facilitate the relocation of the developer-provided child care facility, modifications to the existing legal agreement registered on the Gardens Development lands is required and generally involves the following revisions:

- A revised legal agreement would continue to be registered on title of the Gardens development lands.
- Removal of clauses and relevant subdivision plans (showing the Gardens development lands) that reference the provisions of the child care facility to be provided on the Gardens Development lands.
- Inclusion of appropriate wording in the legal agreement to indicate that the child care facility to be provided at the sole cost of the developer is to be located on the Assembly (ASY) zoned portion of City land at 10640 No. 5 Road.
- Inclusion of the appropriate subdivision plan to identify the City-owned land (10640 No. 5 Road).
- Maintain existing clauses, provisions and subdivision plans securing the legal agreement that restricts build-out of the Gardens development lands to 67% until such time that a

child care facility is provided on City-owned land at 10640 No. 5 Road by the developer (at their sole cost).

- Conversion of the existing buildings located at 10640 No. 5 Road (the City-owned site) to a child care facility to the standards and guidelines established in the “Child Care Facility Terms of Reference – Developer Requirements”.
- The general provisions contained in the attached schedule to the legal agreement identifying the “Child Care Facility Terms of Reference – Developer Requirements” be maintained with revisions to reflect the location of the facility on city lands and other changes as deemed necessary.

Revisions to the existing legal agreement will be secured as a rezoning consideration to the zoning text amendment proposed to ZMU18 in this staff report. Registration of this revised legal agreement on title of the Gardens development lands is required to be completed prior to Council adoption of the proposed zoning text amendments (**Attachment 4** – Rezoning Considerations).

Future Conversion of the Sales Centre and Existing Castle Building to a Child Care Facility

Conversion of the existing residential sales centre and castle building to a child care facility, based on the parameters established in the “Child Care Facility Terms of Reference – Developer Requirements”, will be undertaken by the developer in coordination with City staff. As noted, the existing zoning district for the City-owned site (Assembly – ASY) allows child care as a permitted use. ALR approval of land uses for applicable components of the project was addressed in the previous ALR non-farm use application (AG 11-558240) approved by the ALC on March 10, 2011.

In addition to compliance with the terms of reference established for the child care facility, specific conversion plans also need to be developed in consultation with a future operator for the facility as well as Vancouver Coastal Health (VCH) child care licensing staff. Currently, the developer is working on compiling survey data so that working drawings of the existing residential sales centre and castle building can be generated to assist in the development of future conversion plans.

Timing for the conversion of the current buildings at 10640 No. 5 Road to a City-owned child care facility is dependent on the following factors:

- Identification of an operator for the future child care facility (lease of the facility by a child care operator is subject to review and approval by Richmond City Council).
- Development of conversion plans to the satisfaction of City staff, with consultation from the future operator and VCH licensing staff.
- Market activity and sales on approved phases for the Gardens development lands, which impacts project build-out and timing of forthcoming Development Permit submissions for latter phases.
- Anticipated duration of use of the existing building as a residential sales centre by the developer. An existing License Agreement is in place between the City and developer that covers use of the building as a residential sales centre and includes provisions for extension of the term.

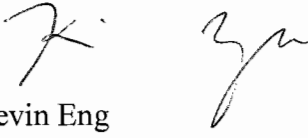
Consultation with Vancouver Coastal Health Staff

Consultation with VCH child care licensing staff has been undertaken about locating a child care facility on City land upon conversion of the sales centre and castle by the developer. VCH staff are supportive of this proposal and will work with the project team through the conversion and child care licensing process to ensure compliance with appropriate regulations.

Conclusion

Staff recommend support of the minor amendments to Commercial Mixed Use (ZMU18) – The Gardens (Shellmont) zoning district to include provisions for maximum floor area allocations for commercial uses and increase the maximum height regulations to allow for a 5-storey building to be constructed on 10820 No. 5 Road (Lot C) within the permitted 20m height restriction.

Amendments are also proposed to the existing legal agreement registered on title of the Gardens development lands to reflect the relocation of the 37 space child care facility (required to be provided by the developer) from the development lands to City-owned land at 10640 No. 5 Road.



Kevin Eng
Planner 1

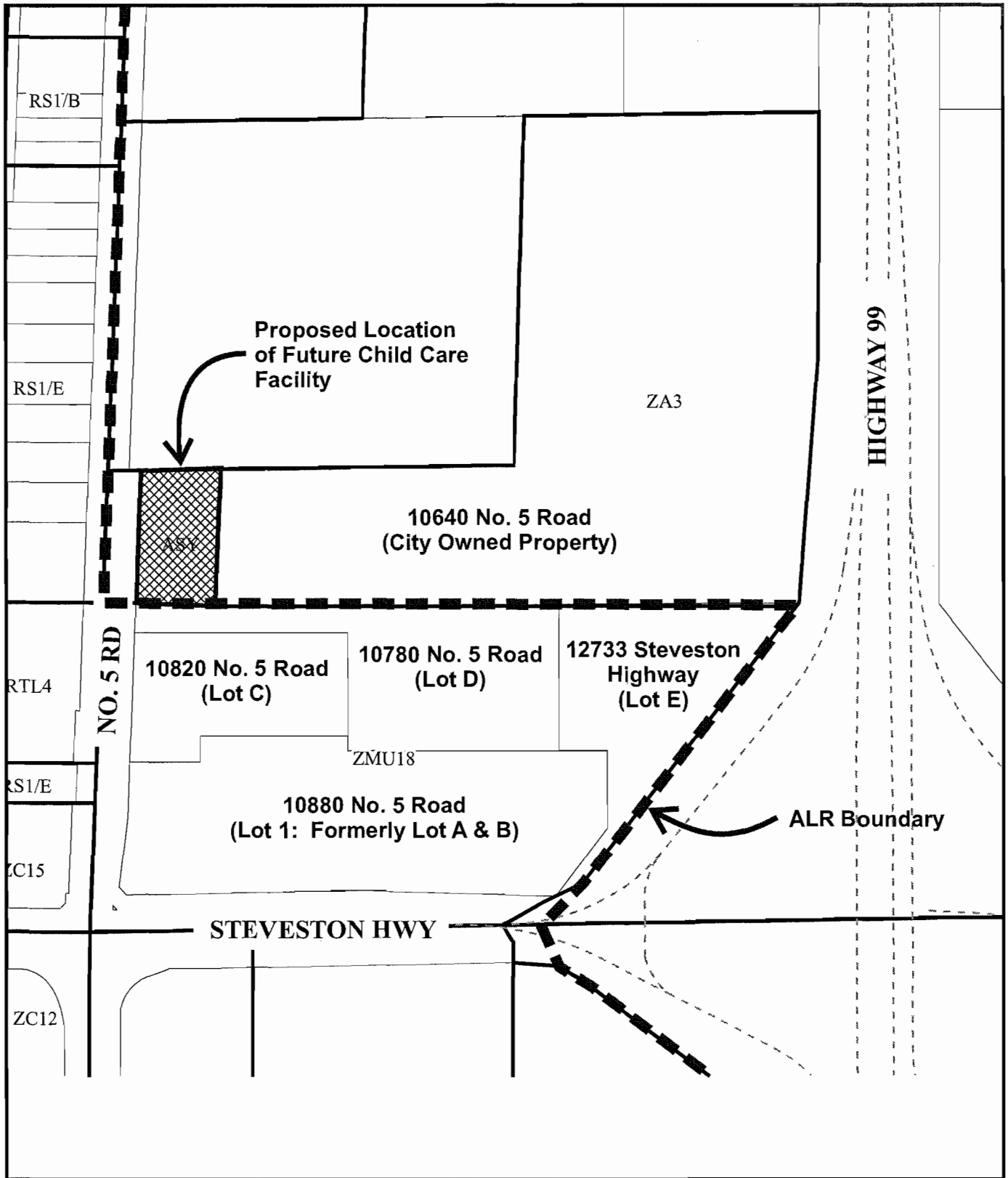
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Attachment 1: Reference Site Plan – The Gardens Development Lands

Attachment 2: Preliminary Building Plans – Building ‘D’ (10820 No. 5 Road – Lot C)

Attachment 3: Child Care Facility Terms of Reference – Developer Requirements

Attachment 4: Rezoning Considerations



The Gardens Development Lands

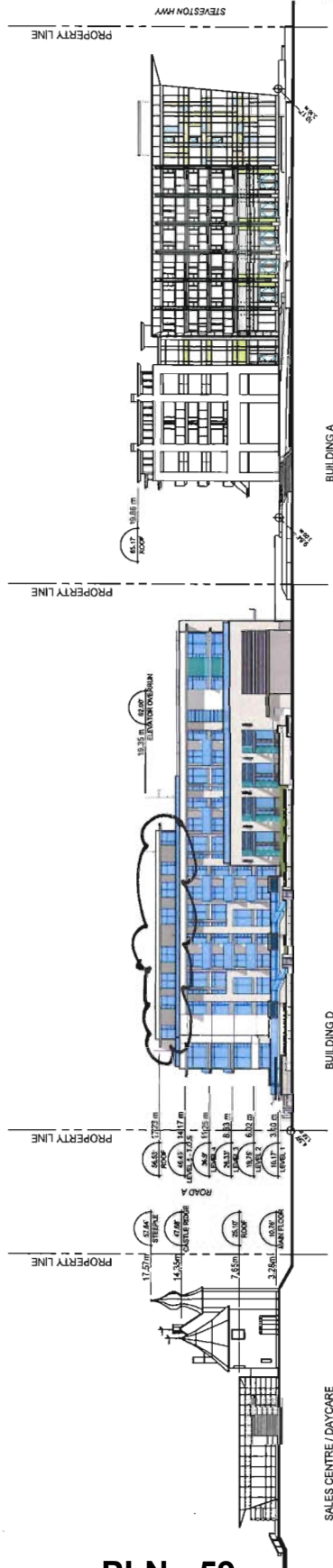
Original Date: 03/28/12

Revision Date: 03/29/12

Note: Dimensions are in METRES

ATTACHMENT 2

Preliminary For Discussion Purposes Only



No.	Description	Date	By
1	BASED FOR CIVIL APPROVAL	04/25/2011	AM
1	PRELIMINARY SET	07/02/2011	AM
1	Revisions		

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THE GARDENS
 BUILDING D

STREET ELEVATION
 NO. 5 ROAD

Rev.	Date	By
1	11/15/2010	AM
2	10/27/2010	AM
3	07/02/2011	AM
4	07/02/2011	AM
5	07/02/2011	AM
6	07/02/2011	AM
7	07/02/2011	AM
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1113-A4-01 (Rev. 07/02/2011)

KEY PLAN



MATERIALS LEGEND

- 1 ARCHITECTURAL CONCRETE EXPOSED
- 2 ARCHITECTURAL CONCRETE PAINTED COLOR A
- 3 ARCHITECTURAL CONCRETE PAINTED COLOR B
- 4 ARCHITECTURAL CONCRETE PAINTED COLOR C
- 5 BRICK CLADDING
- 6 COMMERCIAL GLAZING CLEAR LOWE
- 7 RESIDENTIAL GLAZING CLEAR LOWE
- 8 TRANSLUCENT GLASS SCREEN
- 9 ALUMINUM WINDOW FRAMES COLOR A
- 10 ALUMINUM WINDOW FRAMES COLOR B (CLEAR ANODIZED)
- 11 METAL PANEL
- 12 GUARDRAIL GLASS - CLEAR
- 13 GUARDRAIL GLASS ACCENT PANEL (WHITE)
- 14 ALUMINUM GUARDRAIL - PAINT FINISH
- 15 COMMERCIAL BUILDING PARKING ARRANGING ON METAL FRAMES (PAINT COLOR BAKERS)
- 16 COMMERCIAL GLAZING PAINTED STEEL W/ GLASS PANELS
- 17 METAL PANEL LITERS COLOR
- 18 GUARDRAIL LOUVERS COLOR ANODIZED ALUMINUM
- 19 EXTERIOR WOOD LOUVERS
- 20 PAINTED STEEL COLOR COLOR A

2	ISSUED FOR DEVELOPMENT	Jan 25 2017
1	PRE-APPLICATION SET	Dec 16 2017
No.	Description	Date
	Revisions: Feed Up	

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ELEVATIONS

File No.	1115-000	Sheet No.	
Scale	3/32" = 1'-0"		
Drawn	MC		
Checked	AJ		
Appr'd	RK		
Date	2012.01.25	Revision	

A4.02

1115-A4.01 Elevations.dwg

KEY PLAN



MATERIALS LEGEND

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- 3 ARCHITECTURAL CONCRETE PAINTED COLOR B
- 4 ARCHITECTURAL CONCRETE PAINTED COLOR C
- 5 BRICK CLADDING
- 6 COMMERCIAL GLAZING CLEAR LOW-E
- 7 RESIDENTIAL GLAZING CLEAR LOW-E
- 8 TRANSLUCENT GLASS SCREEN
- 9 ALUMINUM WINDOW FRAMES COLOR A
- 10 ALUMINUM WINDOW FRAMES COLOR B (CLEAR ANODIZED)
- 11 METAL PANEL
- 12 GUARDRAIL GLASS - CLEAR
- 13 GUARDRAIL GLASS ACCENT PANEL (8875R)
- 14 ALUMINUM GUARDRAIL - PAINT FINISH
- 15 COMMERCIAL ARCHITECTURAL FABRIC AWNINGS ON METAL FRAMES (FABRIC COLOR Varies)
- 16 COMMERCIAL CANOPY PAINTED STEEL W/ GLASS PANELS
- 17 MECHANICAL LOUVERS COLOR
- 18 SUNSHADE LOUVERS COLOR ANODIZED ALUMINUM
- 19 DAZERO WOOD LOUVERS
- 20 PAINTED STEEL COLOR: COLOR A

2	ISSUED FOR DEVELOPMENT PERIOD	10/25/2012	
1	PRIOR APPLICATION SET	10/25/2012	
No.	Description	Date	By
Revisions: Head Up			

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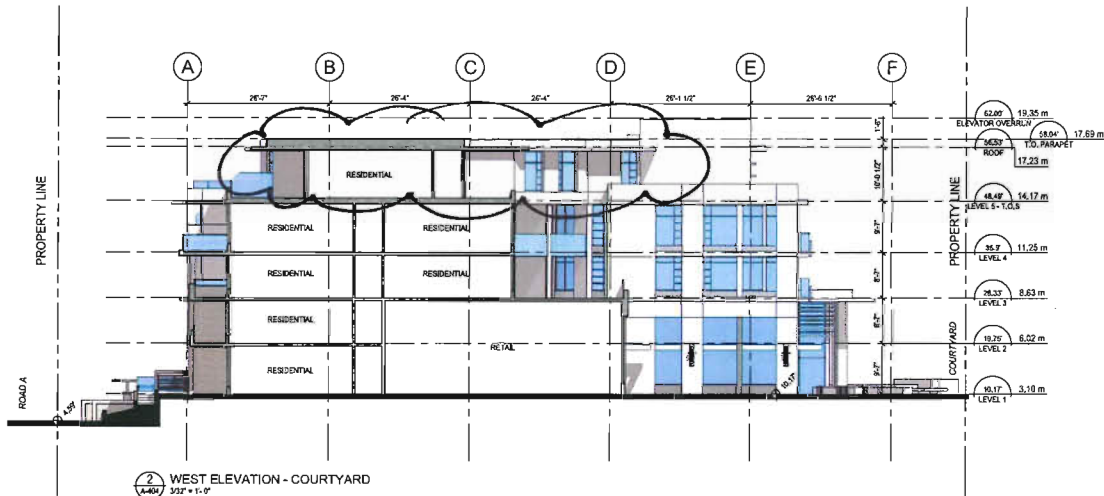
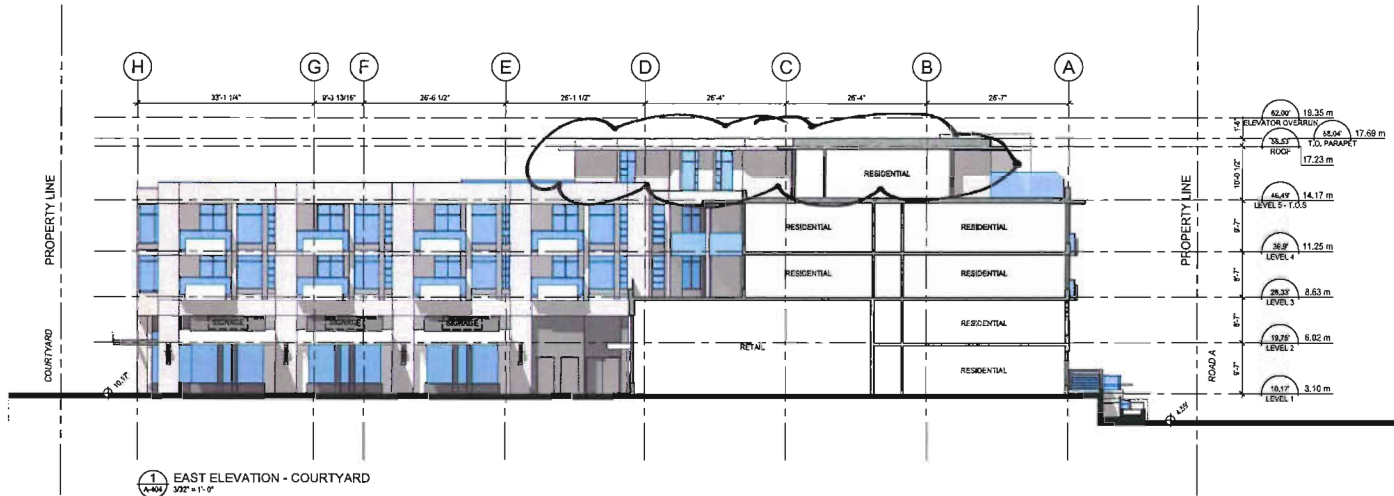
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Client	MC		
Designer	AJ		
Applicant	RL		
Date	2012.01.25	Revision	

A4.03

1115-A4.03 Elevations.dwg

KEY PLAN



2	DESIGNED FOR DEVELOPMENT	2012.01.25
1	PRE-APPLICATION SET	2011.10.17
Nr.	Drawn by	Date
Revisions:	Revised by	

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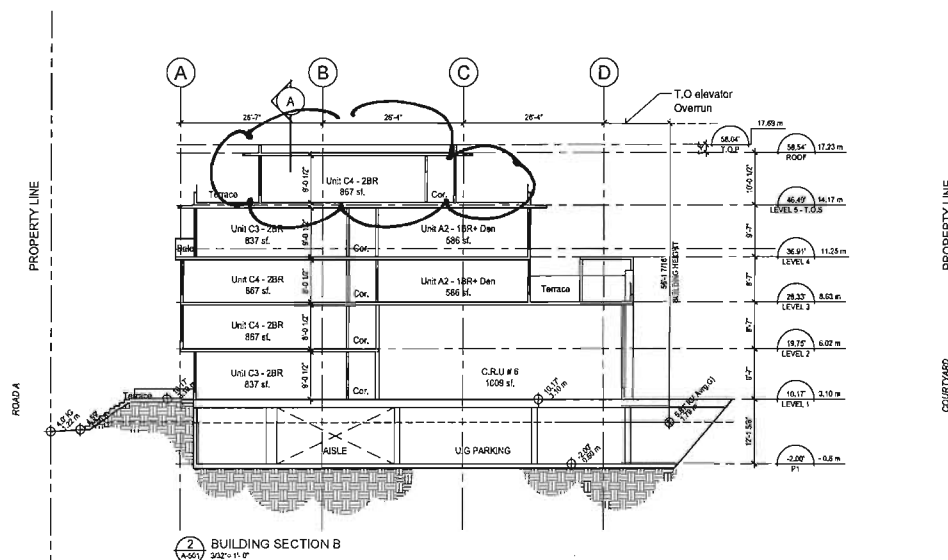
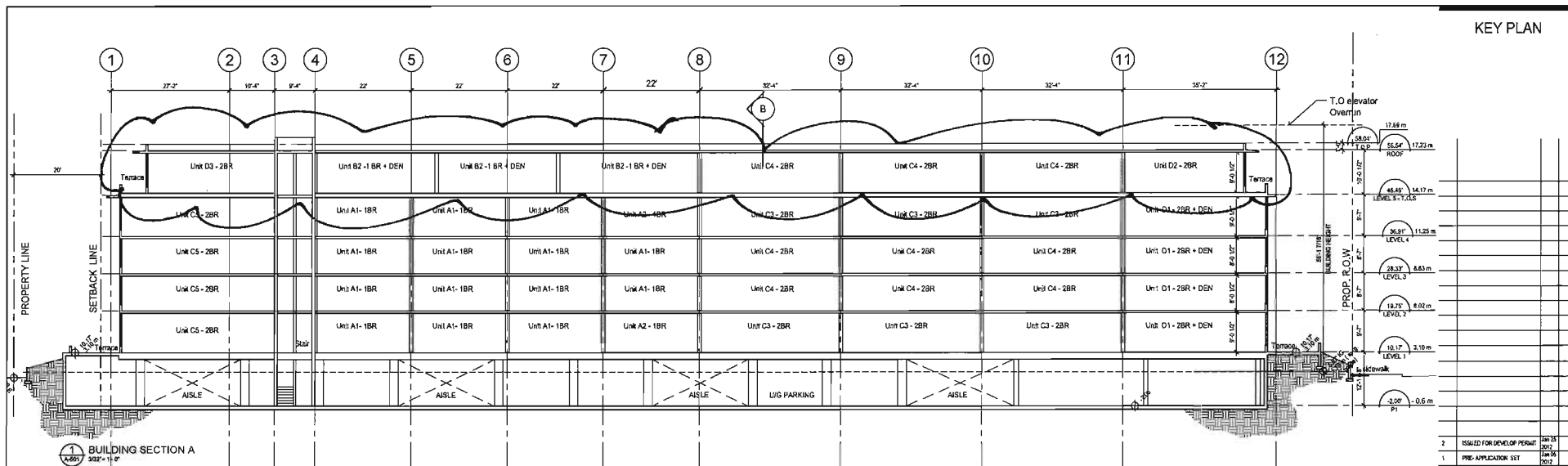
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Checked	AJ	Revised	
Approved	RK	Revised	
Date	2012.01.25	Revised	

A4.04

1115-A4.01 Elevations.dwg

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Sheet Title
SECTIONS

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Drawn	F.U.		
Checked	A.J.		
Approved	R.K.		
Date	2012.01.25	Revision	

A5.01

1115-A5.01 Section L.dwg

**THE GARDENS:
Child Care Facility Terms of Reference – Developer Requirements
RZ 08-450659**

Prior to final adoption of Official Community Plan (OCP) Amendment Bylaw No. 8531 and Zoning Amendment Bylaw No. 8532, the developer must complete Rezoning Amendment Considerations, including those regarding the developer's voluntarily contribution of a City-owned, 37-space child care facility to the satisfaction of the City as per this Terms of Reference.

Intent

The child care facility must:

1. Be capable of accommodating a minimum of 37 children between the ages of birth and 6 years (Note that the age range may be narrowed as determined through consultation with the City and operator through the development design and review processes.);
2. Have a total minimum indoor floor area of 372 m² (4,000 ft²) or as required to satisfy licensing requirements and adopted City policy, whichever is greater, together with required outdoor spaces;
3. Satisfy Richmond Childcare Design Guidelines (or the applicable City policy in effect at the time the facility is to be developed);
4. Be capable of being licensed by Vancouver Coastal Health Authority's Community Care Facilities Licensing Staff and/or other relevant licensing policies and/or bodies at the time of the facility's construction and in accordance with applicable Provincial Childcare Regulations;
5. On an ongoing basis, be functioning, affordable, and fully operational, to the satisfaction of the City (see "Performance" under Development Processes/Considerations);
6. Be run by a non-profit operator and be designed, developed, priced, and operated within the spirit of the City's Childcare Development Policy (#4017); and
7. Embody best practices in sustainable design and construction practices. (LEED silver or better standards for construction and interior finishes will be encouraged.)

Development Processes/Considerations

1. Operator Involvement –
 - The indoor floor plan and the outside play area for the childcare facility should be developed in collaboration with the operator or its representative, as determined by the City.
 - An operator should be secured prior to the start of the childcare facility design process.
 - To ensure the facility is satisfactory for childcare programming and related purposes and will be a viable operation, the operator should have input into:
 - space needs and design;
 - operation and functioning of the facility;
 - maintenance;
 - fittings and finishes;
 - equipment; and
 - related considerations.
2. Childcare Licensing Officer Involvement – The application of the Provincial Childcare Regulations can vary based on the local Childcare Licensing Officer's interpretation of programs needs; it is therefore essential that the Licensing Officer be involved with the design and development of the facility from the outset.

3. Performance – As a condition of Development Permit (DP), to ensure the facility will, on an ongoing basis, be both functioning and operational to the satisfaction of the City, the developer will be required, in consultation with the City, operator, and other affected parties, to define a standard of performance and the measures necessary to safeguard that those standards will be achievable (e.g., responsibility for maintenance).

Facility Description

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

In addition, the facility's indoor and outdoor spaces must not be situated:

- Near the project's affordable housing component if that housing is to be "subsidized housing", unless such a location is specifically approved in advance by the City; and
 - Within 15 m of Highway 99, Steveston Highway, or No. 5 Road.
2. Access - Safe, secure, and convenient access for children, staff, and parents is key to the viability of a child care facility. Where determined necessary via the Development Permit (DP) review/approval process, the City may require that the facility is equipped with special features designed to address the challenges of locating a child care facility in a medium-density development. This may include, but is not limited to, the following:
 - private/secured entry from the fronting publicly-accessible street or driveway;
 - drop-off/pick-up parking spaces and bike parking (as per City bylaw) situated immediately adjacent to the primary child care entry and designated for the exclusive use of the child care;
 - over-sized walkways, sidewalks, ramps, gates, and doorways designed to provide convenient and attractive public access to the facility, including accommodation for 3-child strollers, handicapped access, and large groups of people; and
 - pedestrian weather protection at the facility entry, outdoor areas for waiting and congregating, and drop-off/pick-up areas.
 3. Outdoor Space - The outdoor play space must be:
 - immediately adjacent to and directly accessible from (visually and physically) the indoor child care space;
 - generally at the same elevation as the indoor child care space, and any change in grade between the indoor and outdoor spaces or within the outdoor space must be handicapped-accessible;
 - designed to minimize conflict between the child care and adjacent uses (e.g., noise impacts on residents);
 - designed to enhance the relationship between the child care and adjacent open spaces and activities;
 - protected from noise pollution (e.g., highway traffic, vehicle idling) and air pollution (e.g., vehicle exhaust, restaurant ventilation exhausts, garbage and recycling, noxious fumes);
 - safe and secure from interference by strangers and others;
 - sited and designed to provide for adequate sun exposure and weather protection in order to ensure the space is attractive and can accommodate heavy use and a broad range of activities throughout the year (e.g., quick drying surfaces, winter "sun trap", garden plots, covered play areas);
 - tailored to meet the various developmental needs of the ages of children being served;

- landscaped with a combination of hard and soft play surfaces, together with appropriate fencing and access, to provide for a wide variety of passive and active recreation and social activities including, but not limited to, the use of wheeled toys, ball play, and gardening; and
 - fully equipped with play structures and other apparatus that meet the requirements of Licensing authorities and are to the satisfaction of the operator and the City of Richmond.
4. Noise Mitigation – Special measures should be incorporated to minimize traffic noise levels, both indoors and outdoors.
 5. Height Above Grade – The facility’s indoor and outdoor spaces (excluding parking) are to be located:
 - at a minimum elevation of 2.9 m geodetic or in conformance with the City of Richmond Flood Construction Level Bylaw or other relevant requirements at the time of the facility’s construction, whichever is greater;
 - at or above the finished grade of the outdoor publicly-accessible areas upon which the child care facility fronts (e.g., sidewalk, street, open space); and
 - on the lowest habitable floor of the building.
 6. Parking (including Bicycles) & Loading - As per applicable zoning and related bylaws, unless determined otherwise to the satisfaction of the City.
 7. Natural Light & Ventilation – The facility’s indoor spaces (with the exception of washrooms, storage, and service areas) must have operable, exterior windows offering attractive views (near or far) and reasonable privacy/overlook, as determined through Richmond’s standard Development Permit (DP) review/approval processes.

Level of Finish

1. Developer Responsibility - The child care facility must be turnkey and ready for immediate occupancy upon completion, with the exception of loose furnishings and related items. This includes, but is not limited to, the following:
 - Indoor Areas -
 - Finished floors installed (e.g., resilient flooring);
 - Walls and ceiling painted;
 - Window coverings installed (e.g., horizontal blinds);
 - Kitchen fully fitted out, including major appliances (e.g., stove/oven, refrigerator, microwave) and cabinets;
 - Washrooms fully fitted out, including sink, toilet, and cabinets;
 - Wired for cablevision, internet, phone, and security;
 - Non-movable indoor cabinets installed, including cubbies; and
 - Operable, exterior windows.
 - Outdoor Areas –
 - All outdoor landscaping (e.g., hard and soft landscaping, fencing, lighting, water and electrical services) installed;
 - All permanently mounted play equipment, furnishings, and weather protection, together with safe play surfaces and related features, installed;
 - Accommodation made for the future installation by others (e.g., operator) of additional equipment and furnishings (i.e. in addition to that provided by the developer); and
 - Features installed outside the bounds of the childcare space that are required to ensure a safe and attractive interface between the childcare and adjacent park or non-park uses (e.g., additional fencing, screening, lighting, signage, grading, planting).

2. Operator Responsibility - The operator will provide all loose equipment and furnishings necessary to operate the facility (e.g., toys, kitchen wares).

Tenure

Preference: Air Space Parcel or Strata Lot

Ownership: Developer transfers ownership to the City.

Legal

As a condition of completing the pending rezoning (RZ 08-450659), legal documents will be required to secure the child care facility contribution, including a “no-development” covenant, an option to purchase, a Letter of Credit, and/or other measures, as determined to the satisfaction of the City.

Signed copy on file (Received September 16, 2009)

Signed (Applicant)

Date



**City of
Richmond**

Rezoning Considerations

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

Address: 10880, 10820 and 10780 No. 5 Road and 12733 Steveston Highway (The Gardens Development Lands) **File No.:** ZT 11-593771

Prior to final adoption of Zoning Amendment Bylaw 8891, the developer is required to complete the following:

1. Undertake all necessary modifications and revisions to the existing Legal Agreement registered on title of 10880, 10820 and 10780 No. 5 Road and 12733 Steveston Highway (reference legal documents CA2088652 to CA2088656) to the satisfaction of the Director of Development in order to achieve the following:
 - a) A revised legal agreement would continue to be registered on title of the Gardens development lands.
 - b) Removal of clauses and relevant subdivision plans (showing the Gardens development lands) that reference the provisions of the child care facility to be provided on the Gardens Development lands.
 - c) Inclusion of appropriate wording in the legal agreement to indicate that the child care facility to be provided at the sole cost of the developer is to be located on the Assembly (ASY) zoned portion of City land at 10640 No. 5 Road.
 - d) Inclusion of the appropriate subdivision plan to identify the City-owned land (10640 No. 5 Road).
 - e) Maintain existing clauses, provisions and subdivision plans securing the legal agreement that restricts build-out of the Gardens development lands to 67% until such time that a child care facility is provided on City-owned land at 10640 No. 5 Road by the developer (at their sole cost).
 - f) Conversion of the existing buildings located at 10640 No. 5 Road (the City-owned site) to a child care facility to the standards and guidelines established in the “Child Care Facility Terms of Reference – Developer Requirements”.
 - g) The general provisions contained in the attached schedule to the legal agreement identifying the “Child Care Facility Terms of Reference – Developer Requirements” be maintained with revisions to reflect the location of the facility on city lands and other changes as deemed necessary.
 - h) That this revised and amended legal agreement be registered on title of the Gardens development lands (10880, 10820 and 10780 No. 5 Road and 12733 Steveston Highway) in conjunction with any required discharges and/or release of existing legal agreements on title that are to be replaced.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8891 (ZT 11-593771)
10880, 10820 AND 10780 NO. 5 ROAD AND 12733 STEVESTON
HIGHWAY**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - i. Repealing section 20.18.4.4 and 20.18.4.5 (Permitted Density) and replacing it with:

“20.18.4 Permitted Density

 4. The total **floor area** used for:
 - a) **Commercial use** within the area bounded by Highway 99, Steveston Highway, No. 5 Road and the **Agricultural Land Reserve** shall not exceed 9,000.0 m²;
 - b) **Residential use** within the area bounded by Highway 99, Steveston Highway, No. 5 Road and the **Agricultural Land Reserve** shall not exceed 53,511.0 m².
 5. For the purpose of Section 20.18.4, **floor area ratio** shall be calculated based on the area bounded by Highway 99, Steveston Highway, No. 5 Road and the **Agricultural Land Reserve**, regardless of **subdivision**.”
 - ii. Repealing section 20.18.7.1 (Permitted Heights) and replacing it with:

“20.18.7 Permitted Heights

 1. The maximum **height** is:
 - a) For **buildings**: 20.0 m, but containing not more than 5 **storeys** over a parking **structure**, except that:
 - i) For **buildings** located more than 90.0 m from No. 5 Road: 25.0 m, but not containing more than 6 **storeys** over a parking **structure**.”

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8891”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: April 10, 2012
File: RZ 11-585209

Re: Application by Onni 7731 Alderbridge Holding Corp. and Onni 7771 Alderbridge Holding Corp. for the Rezoning of 7731 and 7771 Alderbridge Way from Industrial Retail (IR1) to High Density Low Rise Apartments (RAH2)

Staff Recommendation

That Bylaw No. 8884, which makes minor amendments to the RAH2 zone specific to 7731 and 7771 Alderbridge Way and rezones these subject properties from "Industrial Retail (IR1)" to the amended "High Density Low Rise Apartments (RAH2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

BJJ:mm
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>ACTING</i>
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Onni 7731 Alderbridge Holding Corp. and Onni 7771 Alderbridge Holding Corp. have applied to rezone 7731 and 7771 Alderbridge Way (see **Attachment 1**) from “Industrial Retail (IR1)” to “High Density Low Rise Apartments (RAH2)” in order to develop a 660-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures. A minor text amendment to the RAH2 zone is also required to facilitate the proposed development.

Findings of Fact

Background

The subject site is situated in the City Centre’s Lansdowne Village, an emerging high density, mixed-use community located between Gilbert Road, Alderbridge Way and Westminster Highway (**Attachment 3**). The two (2) subject lots, comprising 2.87 ha. (7.09 acres) were created in 1969 as part of the Brighthouse Industrial Estate subdivision along Alderbridge Way (see **Attachment 1**). Of note, the western lot was the site of the long-standing Stacey’s Furniture World and the eastern lot now includes a Tim Hortons amongst numerous other smaller commercial and light industrial tenants.

Existing surrounding development includes:

North: Immediately to the north of the site is the former CPR line property which is now owned by the City and will form part of New River Road. Further to the north, one large light industrial building is located on a site zoned as “Industrial Business (IB1).” This site is designated within the CCAP as part of a large future Riverfront Park.

South: Immediately to south of the subject site is Alderbridge Way with the former Grimm’s sausage factory site on the south side of the street. This site is now zoned “Industrial Retail (IR1)” and is the subject of a current rezoning application to rezone the site to a “Residential Limited Commercial (RCL)” zone allow for a higher density, mixed-use development.

East: A site zoned “Industrial Retail (IR1)” lies to the east of an adjacent lane. The site includes two light industrial/ retail buildings.

West: The Gilbert Road approach to the Dinsmore Bridge forms the north-west boundary of the subject site. The remainder of the site is bounded by the former “V-Tech” building site and is now zoned “Industrial Retail (IR1).”

Related Policies and Studies

The proposed development site is designated as “Mixed Use” within the City’s Official Community Plan (OCP). The site is also within the City Centre Area Plan’s (CCAP) “Urban Centre T5 (25 m) Specific Land Use” Map designation which provides for residential land use with a floor area ratio (FAR) of 1.2, which can be increased to a maximum 2.0 FAR with the provision an affordable housing density bonus (see **Attachment 3** for context).

Other major policy documents of note include:

Aircraft Noise Sensitive Development Policy (ANSDD) Area 2: All aircraft noise sensitive land uses (except new single family) may be considered subject to the necessary reports to be submitted and covenants being registered on title as required by the policy.

Affordable Housing Policy: The proposed development is subject to the policy which requires that five (5) percent of the total residential building floor area be devoted to affordable housing units following the policy's requirements regarding unit type and target income.

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

Applicant's Proposal

In early 2011, the Onni Group of Companies purchased the two (2) lots comprising the site. The proposal involves these lots being re-subdivided with Cedarbridge Way being extended from Alderbridge Way to the New River Road to create two (2) new, slightly smaller lots. A total of four (4) buildings will be constructed. Two (2) buildings will be located on top of one (1) large single storey parkade on each lot on either side of the new Cedarbridge Way.

Of the 660 units proposed, Building 1 contains 140 units, Building 2 contains 200 units, and Buildings 3 and 4 both contain 160 units. The Development Application Data Sheet (**Attachment 4**) includes a full summary of the development statistics and the cover sheet of the preliminary architectural plans (**Attachment 7**) include a breakdown of the number of units in each building as well as the number different unit types.

Public Consultation

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

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

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

The proposed development was also forwarded to the City's Advisory Design Panel (ADP) on January 4, 2012 which generally provided favourable comments with suggestions to be investigated and incorporated into the more detailed building design for review by the ADP and Development Permit Panel during the Development Permit process (excerpt of ADP minutes in **Attachment 2**).

Staff Comments

Transportation

The proposed project involves widening of Alderbridge Way and Gilbert Road, and constructing New River Road fronting the development (with removal of the old CPR tracks). These are all major roads on the DCC Road Program. The project will also include construction of two (2) major pedestrian/bicycle routes, a north-south Pedestrian Link that will connect to the major Gilbert Road Greenway and be the start of major east-west Green Link that commences from the

north-south pedestrian link and continues eastward for several blocks. (refer to **Attachment 5** for the Functional Transportation Plan and **Attachment 10** for the Rezoning Considerations Letter for a detailed description of transportation-related improvements).

Public Roads & Frontage Improvements:

To secure the road widening and greenways/pedestrian linkages adjacent and through the site in a sufficient manner, the following dedications and SROWs are required of the developer as considerations of rezoning.

Cedarbridge Way: The development will involve re-subdivision of the site into a proposed Lot 1 (Western Lot) and a Lot 2 (Eastern Lot) and the dedication of Cedarbridge Way through the development site from Alderbridge Way to New River Road. Works will include full traffic light signalization at the intersection of Cedarbridge Way at Alderbridge Way. This applicant will also include the pre-ducting and bases for the signal standard and controllers boxes for a future pedestrian crosswalk signal to be constructed at Cedarbridge Way and New River Road by the City in the future.

River Road: Generally, the developer will construct the entire road cross-section which includes two (2) east and two (2) west bound travel lanes with grass and tree lined boulevards on either side of an eastbound bike path located between the eastbound vehicle lanes and 3.0 m (9.8 ft.) wide sidewalk. There will also be registration of a 3.0 m (9.8 ft.) wide SROW for public rights of passage for the sidewalk adjacent to River Road.

Alderbridge Way: There will also be widening of the Alderbridge Way vehicle lanes and construction of a 2.0 m (6.6 ft.) sidewalk with a treed boulevard required of the applicant. There will be registration of a 2.0 m (6.6 ft.) wide SROW for the sidewalk inside of the south property lines of the proposed Lots 1 and 2.

Gilbert Road: Generally, the applicant is required to construct the full curb to curb widening of Gilbert Road for approximately 50 m (164 ft.). The road cross-section generally consists of two northbound traffic lanes, two southbound traffic lanes, a northbound left turn lane (at the New River Road intersection), northbound and southbound bike lanes and a raised median with landscaping.

At the southeast corner of the New River Road/Gilbert Road intersection, other frontage improvements (such as a greenway, plaza and public art discussed further below in the report) are required as this is a prominent location for traffic entering Richmond via the Gilbert Road gateway corridor.

The signalization of the New River Road/Gilbert Road intersection will be constructed by a separate development in the vicinity, but the applicant will also need to make some modifications to the signal.

East Lane: There will be reconstruction of the southern part of the current lane along with registration of SROW for public rights of passage for a 2.0 m (6.6 ft.) sidewalk being constructed inside of the east property line as generally shown on **Attachment 5**.

Green Links

East-West Green Link: The CCAP's envisioned east-west Green Link connects the Oval Village local commercial and major recreational destinations to the Aberdeen Village Commercial and Arts District. The applicant has addressed these components to the satisfaction of planning, transportation and parks staff (see **Attachments 3, 8**).

There will be a 10.0 m (33 ft.) wide SROW for pedestrian, bicycle and related uses and features, providing all necessary access by public and emergency services, City and other public utility service providers. The SROW is located above the below grade parking structures.

The separation between the buildings is approximately 20m (66 ft.) along the Green Link, leaving sufficient area for ground floor patios and common strata property on each side. The greenway will include a 3.0 m (9.8 ft.) wide hard surfaced public path that extends from the east to the west boundaries of the development (not including the crossing of Cedarbridge Way. The Green Link also includes landscaping and community garden plots.

North-South Green Link: There will be a 5.0 m (16.5 ft.) wide SROW along the west boundary for pedestrian, bicycle and related uses and features, providing all necessary access by public and emergency services, City and other public utility service providers. This Green Link will include a 3.0 m (9.8 ft.) hard surfaced public path extending from north to south on the west side of the proposed Lot 1.

An interim retaining wall that responds to the higher elevation of the development site is required along the west boundary and may be located within the SROW, provided that it does not compromise the intended public use and enjoyment of the spaces as determined by the City.

Design, security for construction, owner maintenance, liability and other terms of the Green Link and sidewalk SROWs are to be determined to the satisfaction of the City as a condition of bylaw adoption.

Gilbert Road Boulevard and Greenway

The development of the Greenway on the east side of the very wide unused Gilbert Road allowance, a prominent gateway location into the City Centre, remains to be finalized. Given that there will be up to 20 m (66 ft.) of open space between the project property line and the road edge in this high visibility area, a plaza, pedestrian and cycling paths, lighting, significant tree planting and a major \$350,000 Landmark Public Art piece, (shown in concept on **Attachment 9**) is envisioned (Also, see Public Art section below).

The landscape plan needs to be finalized for this section of the Gilbert Road Greenway and will be designed and constructed by the City in the future.

Parking and Transportation Demand Management (TDM)

On-Site Vehicle Parking: The proposed project includes a total of 849 parking spaces with 450 spaces in the parkade on Lot 1 for Buildings 1 and 2, and 399 spaces within the parkade on Lot 2 for Buildings 3 and 4 (See **Attachments 4 and 7** for full parking statistics). The applicant requests an overall parking reduction of 7.5% below the parking requirements set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer's offer to voluntarily:

- Contribute \$100,000 to the City for the construction of a 3.0 m (9.8 ft.) bike/pedestrian pathway along the east side of Gilbert Road from the southern end of

the applicant's required frontage improvements to Lansdowne Road. (Not eligible for DCC credits.)

- Contribute \$25,000 to the City for a City Centre-type bus shelter. (Not eligible for DCC credits.)
- Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building permits for each building with confirmation that such have been provided as a condition of issuance of an occupancy permit for each building:
 - Provision of 20% of the total resident parking spaces in each parkade with 120 or 240 volt (voltage as determined by Onni) electric service for vehicle plug-ins with conduits, circuits breakers and wiring in a form acceptable to the Director of Transportation (actual outlets to be provided later by strata owners).
 - Provision of one (1) standard 120 volt electric plug-in for every forty (40) resident bicycle parking spaces in a form acceptable to the Director of Transportation.

There are no variances required to the automobile and bicycle parking provisions of Zoning Bylaw 8500. It should be noted that staff and the applicant will work together at the Development Permit stage to maximize the achievable parking stalls.

It should be noted that there will be also on-street parking provided on Cedarbridge Way throughout the day and off-peak on-street parking on Alderbridge Way and River Road over the short to intermediate term.

Bicycle Parking: The proposed project includes a total of 860 resident bicycle parking spaces with 434 resident spaces in the parkade and sixty-eight (68) surface visitor spaces for Buildings 1 and 2; and 426 resident spaces within the parkade and sixty-four (64) surface visitor spaces for Buildings 3 and 4. The resident bicycle parking provided is above the minimum requirements of Zoning Bylaw 8500 (See cover page of **Attachments 4 and 7** for full parking statistics).

Loading Space Requirements:

Section 7.13 of Zoning Bylaw 8500 requires that one (1) SU9 (medium 9 m trucks) off-street loading space be provided for each building and one (1) off-street WB 17 (large 17 m trucks) loading space be provided for every two (2) buildings. The applicant has accommodated the four (4) required SU9 loading spaces on either side of the greenway junction with Cedarbridge Way. However, the turning movements for potential 17 m (55 ft.) length of WB 17 trucks preclude placement of such spaces on-site or on Cedarbridge Way. Given the low frequency of use of such large trucks in a purely residential project, staff agrees to support a relaxation of this requirement at time of Development Permit consideration.

If, after occupancy of the project, the absence of WB17 loading spaces proves to be a problem on occasion, Transportation staff may consider temporary closures of several parking spaces to allow for large truck parking on a fee per-request-basis for the future residents within the development.

Servicing Capacity Analysis

City Engineering staff have reviewed the application at a preliminary level and require the following:

Storm Sewer Upgrade Requirements:

From CP Railway frontage (i.e. New River Road) to the outfall of the Hollybridge Canal (at corner of Hollybridge Way and existing River Road).

- Upgrade the existing ditch to a 1200mm diameter storm main from manhole D8 to 185 meters northeast along the former CPR line frontage (i.e. New River Road).
- Upgrade the existing ditch to a 1200mm diameter storm main from manhole D5 to 222 meters northeast along proposed New River Road (manhole D8 at junction of Gilbert Road).
- Upgrade the existing ditch to 1500mm diameter storm main from junction of Hollybridge Way and former CPR line property (manhole D4) to 80 meters northeast along proposed New River Road (manhole D5).
- Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of existing River Road and Hollybridge Way (manhole D1 in the analysis) to 205 meters southeast along Hollybridge Way (manhole D4).
- Upgrade the existing 750mm diameter to a 1500mm diameter storm main from manhole D1 (in the analysis) to its outfall with an approximate length of 8m.

Gilbert Road Frontage: Upgrade the existing ditch to a 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at the CPR frontage.

Future Cedarbridge Way Frontage: Provide the greater of a) 600 mm or b) OCP size by the developer, as per City requirements. The proposed storm sewer in future Cedarbridge must be interconnected to the proposed storm sewers at the CPR and Alderbridge Way frontages.

Alderbridge Way Frontage: Works include:

- Upgrade the existing 250mm and 300mm diameter storm sewers from east to west property line of the proposed site to a 600 mm diameter sewer.
- Upgrade the existing 300mm to 750mm and existing 375mm to 900mm diameter storm sewers from the west property line of the proposed site to the existing box culvert at Lansdowne Road.

Sanitary Sewer Upgrade Requirements: Works include:

- Upgrade the existing 200 mm diameter to 450 mm diameter from SMH 4738 (manhole S70) to 90 meters northeast along old CPR right of way to SMH 4737 (manhole S60).

- Upgrade the existing 200 mm diameter to 375 mm diameter from SMH 4699 (manhole S50) to 80 meters southwest along old CPR right of way to SMH 4737 (manhole S60).
- Provide a 525mm diameter sanitary main in the future Cedarbridge Way from SMH 4737 (manhole S60) to a new manhole located 220 meters south going to Alderbridge Way.
- Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to 80 meters east to SMH 4690 (manhole S20).
- Upgrade the existing 200 mm diameter to 525mm diameter from SMH 4690 (manhole S20) to 94 meters southeast to existing lane between 7740 Alderbridge Way to 5003 Minoru Boulevard at SMH 4688 (manhole S10).
- Upgrade the existing 300 mm diameter to 600 mm diameter from SMH 4688 (manhole S10) to 69 meters southwest to existing Minoru Pump station.
- Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.
- Both current sanitary mains located within the Subject Lands will need to be removed by the Developer and the SROWs in which they are located are to be discharged from title.

Water Works Review:

Review and works include:

- Water System: Using the OCP 2021 maximum day model, there is 346 L/s available at 20 psi residual. Based on the proposed application, the development requires a minimum fire flow of 275 L/s. Water analysis is not required. However, once the applicant has confirmed the building design at the building permit stage, the developer will need to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
- Provide watermain (minimum 200mm diameter, per City's requirements) at the proposed site's CPR and future Cedarbridge Way frontages.

The applicant is also responsible for undergrounding the existing private utility line located within the New River Road alignment.

Latecomer Agreements will be available for sanitary and storm upgrades that are not frontage improvements as only provided by the Local Government Act. Development Cost Charge (DCC) credits will be applicable to eligible storm and sanitary works detailed in the Rezoning Considerations Letter (**Attachment 10**).

Analysis

Proposed Zoning Amendment:

Bylaw No. 8884 proposes to rezone the subject site from “Industrial Retail (IR1)” to “High Density Low Rise Apartments (RAH2)” and make a minor amendment to the zone concerning the calculation of density under the CCAP.

With regard to the calculation of density for a site, the CCAP identifies certain new parks and roads to be secured as voluntary developer contributions via the City’s development processes. In cases where the contributors of new parks or road are not eligible for financial compensation via the DCC program (e.g. “minor streets”), the CCAP allows for them to be secured by means that do not reduce the contributing development’s buildable floor area. This approach of allowing “gross floor area” (i.e. calculated on site area including road/park) on the “net site” (i.e. site area excluding road) lessens the cost to the contributing developer and helps ensure that developments which include non-DCC road and park features is not discouraged. Statutory right-of-ways have typically been used for securing such features.

Dedication can be also used provided that site-specific provisions are included within the zoning bylaw to facilitate “gross floor area” calculated on the “net site”. Dedication is preferable to statutory right-of-ways (SROW) for roads such as the Cedarbridge Way on the subject site (**Attachment 5**). In light of this, staff recommend that the RAH2 be amended so that the maximum permitted density (FAR) on the subject site be calculated based on the “gross site” (i.e. calculated on site area including the dedicated road) and be applied to the “net site” (i.e. new Lots 1 and 2 outside of the dedicated road).

Based on the above approach, the proposed development will include a maximum “gross density” of 2.0 Floor Area Ratio (FAR) over the entire development site. If same physical area of Cedarbridge Way is dedicated instead of being secured by a SROW, there will be a FAR of 2.28 for the net site area excluding the road dedication. Thus, the proposed Zoning Amendment Bylaw 8884 includes an overall FAR of 2.28 for the net site area (comprised of the proposed Lots 1 and 2) to allow for the preferred method of dedication instead of obtaining a SROW to secure Cedarbridge Way.

Other Zoning Requirements Including Basic Universal Housing Requirements:

The preliminary plans indicate that the proposed development meets the minimum setback, maximum height and lot coverage requirements within the RAH2 zone. Of note, the applicant has elected to provide 502 of the total 660 units meeting twenty-two (22) of twenty-three (23) of the Basic Universal Accessible Housing provisions of Section 4.16 of Zoning Bylaw 8500. Meeting these accessibility provisions is optional, but when all of the provisions are met, a 1.86 m² (20 ft.²) floor area exemption per each accessible unit is provided. As the applicant is proposing to provide entry doors to be prewired to allow future owners to install accessible strike pads for opening the entry door in lieu of providing 600 mm (2.0 ft.) of manoeuvring space beside the suite entry doors as per section 4.16.11, a variance would be required for relaxation of this one provision through a Development Variance Permit. This alternative wiring approach may be included within the Development Permit and Building Permit plans if a Development Variance Permit (DVP) is issued by Council to vary section 4.16.11.

Form & Character of Development:

The Development Permit application plans will be brought forward to Development Permit Panel for consideration with the above-noted DVP application. The following provides a general overview of building and site design considerations based on the plans included in **Attachments 6 to 8**.

Development Site Plan:

The project involves construction of two (2) large parkades (with two (2) buildings on each parkade) on either side of the extension of Cedarbridge Way. The current Alderbridge Way elevation is lower at 1.5 m (4.9ft.) compared to the New River Road which is located at 2.6 m (8.6 ft.). This elevation difference results in a 2.5 m (8.2 ft.) grade difference between Alderbridge Way and the first floor of the adjoining units. The grade difference of approximately 1.5 m (4.9 ft.) on New River Road presents far less of a challenge. The “Design Approach Perspective Drawings” in **Attachment 6** illustrate this elevation difference as well as the road layout, change of elevation, building massing and typical elevation treatments for two (2) of the buildings.

Key Street Wall Feature Views:

It is critical that this development contribute to consistent, urban street walls on Alderbridge Way and New River Road which are two (2) of the major curvilinear streets in the City Centre.

To address the above situation, the applicant has responded to staff’s request to orientate the units facing streets with stairs and entrance doors and the use of building design techniques to have the units look like townhouses from the street. As well, the use of stepped patio and landscaped terraces reduce the appearance of the grade difference.

Building Height and Rooflines: Each of the four (4) buildings rises to six (6) storeys in height. Each building includes terraces downward to as low as four (4) storeys to provide for a variety of building form and more useable patio space for some of the units on the top two (2) floors of each building. The use of inverse gable or butterfly roofs and higher ceilings for the sixth floor in each building provides continuity within the family of buildings in the proposed development.

To provide variation within this family of buildings, tower elements are included on the southeast corner of Building 1 and northwest corner of Building 2. Furthermore, the northwest wing of Building 1 facing towards Gilbert Road has significant broad terraces stepping downwards to the west (See page 4 of **Attachment 6**).

View Corridors: View corridors are particularly important due to the proposed riverfront park being developed immediately to the north, and the distant mountain views to the north and east. The spacing between the buildings on Cedarbridge Way allows for good view corridors north-south and sunlight penetration. The low-rise form of the proposed development will allow for the adjacent in-stream development to the east and south to be afforded views of the Fraser River and North Shore Mountains.

Building Orientations: The four (4) buildings have a similar U-shaped building form with each building rising between four (4) to six (6) storeys above street grade. Differentiation amongst the buildings has been achieved by mainly varying the orientation of the buildings and differentiating the materials and small-scale articulation between Buildings 1 and 4 facing Alderbridge Way and Buildings 2 and 3 facing the New River Road.

Building Materials and Articulation: While the buildings have a similar typology, varied materials and small-scale articulation have been applied to provide for differentiation. In particular, Buildings 1 and 4 facing Alderbridge Way have darker colours, more detailing and metal panelling evoking an early 20th Century industrial building. Conversely, Buildings 2 and 3 are designed in a mid-20th modernist building style with bolder articulation and use of lighter coloured metal panelling.

Further development of the architectural and landscape plans will be undertaken in lead up to review of the Development Permit by the Development Permit Panel and for its consideration of approval by Council.

On-Site Landscape:

As noted above, the “U” shape buildings provide for large semi-private courtyards while maintaining highly visible smaller water features as shown on **Attachment 9**. The typical width of the courtyards from building face to building face is approximately 35 m (115 ft.) which provides ample room for on-site outdoor amenities and patios for each ground floor unit.

The applicant has responded to staff’s concern about having enlarged play areas included within the courtyards of Buildings 1, 2 and 4 on either side of Cedarbridge Way. Multi-purpose amenity / BBQ areas are provided for the Buildings 1 and 2 courtyards while community garden plots are provided adjacent to Building 2, 3 and 4.

The OCP includes on-site open space guidelines for active uses including socializing, children’s play and related use. The development includes 3,430 m² (36,812 ft.²) of such on-site socializing areas. The additional CCAP guidelines provide for on-site walkways, planting, garden plots, etc. The development also includes 742 m² (7,987 ft.²) of on-site walks and garden plots are provided in the landscape plans.

Of note, while there are no trees on the subject site, staff have requested and reviewed an arborist’s report confirming that the proposed buildings and north-south Green Link with retaining wall (discussed earlier in the report) will not adversely affect several significant trees on the adjacent property to the west.

Summary of Building and Landscape Design:

In summary, staff feels that the applicant has gone a long way to developing a wood-frame project that has the modern, urban character desired for the City Centre and which responds to the CCAP’s design guidelines. Particularly, staff and the ADP have identified the need for the applicant to apply high quality, durable materials and undertake minor modifications to the detailed design of the buildings.

Other Major Planning Aspects of Development to Address at Rezoning:

Aside from the servicing, transportation, zoning and design elements of the development, the following planning elements are of note.

Affordable Housing Agreement:

Following the City’s Affordable Housing Policy, the applicant will be providing 38 affordable housing (low-end market rental) to the satisfaction of the City with combined habitable floor area

comprising at least 5% of the subject development's total residential building area (including common areas, such as hallways and lobbies). The terms of a Housing Agreement entered into between the applicant and City will apply in perpetuity. The terms specify the following regarding types and sizes of units, rent levels, and tenant household incomes:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom	8**	50 m2 (535 ft2)	\$925	\$37,000 or less
2-Bedroom	30**	80 m2 (860 ft2)	\$1,137	\$45,500 or less

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

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

The affordable housing units are located on first three (3) floors of Buildings 1, 3 and 4. The location and size of these units within the development is included within the preliminary architectural plans included on page A1.1 of **Attachment 7** is to the satisfaction City Housing staff.

There will also be registration of a legal agreement requiring each of the four (4) buildings to be constructed as set out in **Attachment 7** and preventing issuance of a final Building Permit inspection granting occupancy for each of the four (4) buildings until confirmation is provided that the required number of affordable housing units have been provided to the satisfaction of the City.

The agreement will also ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.

Indoor Shared Amenity Space:

The applicant proposes to include 951 m² (10,235 ft²) of shared indoor amenity within Building 1 as shown in **Attachment 9** which includes an indoor swimming pool. They will also have a small amenity space of approximately 21m² (230 ft²) in each of Buildings 3 and 4.

There will be registration of a reciprocal access easement and other legal agreements required on the proposed Lots 1 and 2 to ensure that the proposed indoor recreation space is constructed within Building 1 prior to construction of the other buildings. The agreements will also ensure there are appropriate mechanisms to allow for shared access, use and management and require sharing costs for operations and maintenance for such shared amenity space that is provided to all units within all of the buildings.

Public Art: The City has accepted the applicant's offer to voluntarily provide \$440,411 to Richmond's public program with a cash contribution of \$139,700 provided to the public art reserve fund for a Landmark Art piece, providing a security in a form acceptable to the City for \$300,711 for other Public Art (as shown on **Figure 9**) and a detailed Public Art Program prior to adoption of rezoning. The calculations are based on \$0.75/ft² of eligible building floor area of 618,120 ft² (excluding basic universal accessible housing and affordable housing).

It should be noted in addition to \$139,700, the previous Onni contribution of \$210,300 for the ORA development on Hollybridge Way will be used for the Landmark Art piece at Gilbert and New River Road to reach the City's budgetary goal for larger sculptural works of \$350,000 as outlined in the City's *City Centre Public Art Plan*.

Other Elements to be provided at Development Permit:

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

Basic Universal Accessible Housing:

The applicant's proposal to construct 502 Basic Universal Accessible Housing units will be ensured during the Development Permit and Building Permits processes. The architect of record will provide a letter of assurance confirming adherence to the Zoning Bylaw 8500 requirements (except as may be varied by Council as noted in the discussion above in this report). A notation on the architectural plans will also be required as a condition of Development Permit and Building Permit.

Airport and Industrial Noise:

The City's OCP aircraft noise and industrial noise policies apply. Submission of a report that addresses aircraft noise following the provisions will be required to recommend that buildings are designed in a manner that mitigates potential aircraft and industrial noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

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

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

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

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

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

Other Development Considerations:

The applicant has also agreed to undertake the following as required by the City:

- *District Energy Utility (DEU):* The applicant has agreed to commit to connecting to the proposed City Centre DEU. The DEU terms will be finalized prior to issuance of the Development Permit and will include:
 - Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
 - Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City.

- *Flood Construction Level:* Registration of the City's standard flood indemnity covenant on title.
- *Community Planning Program:* The City has accepted the Developer's offer to voluntarily contribute \$149,543 towards Richmond's community planning program fund (based on \$0.25/ft² of total building area, excluding affordable housing units) with \$37,386 (25% of the total) provided to the City prior to rezoning adoption. A legal agreement will be registered that requires contribution of \$112,157 (75% of the total) to the City prior to issuance of a building permit for the second of four (4) buildings within the development.

Future Development Permit Review:

The applicant will continue working with staff on the Development Permit application being completed to a level deemed acceptable by the Director of Development for review by the ADP and Development Permit Panel before being brought to Council for consideration of issuance. This will include finalizing of the architectural and landscape plans in more detail.

Also, at that time, the two proposed variances discussed above in this report concerning relaxing the requirement for two (2) WB 17 (large) loading spaces and Universal Basic Accessible Housing front entrance door clearance provisions will be formally considered.

Financial Impact

None.

Conclusion

The proposed application is consistent with the OCP and CCAP land-use and density policies for the site and other major City policies that apply to this 660-unit development. Staff recommends that the proposed development should proceed through the rezoning process and development permit review processes where the project's design will be completed. In addition to the site-specific land-use and design aspects, the proposed development will:

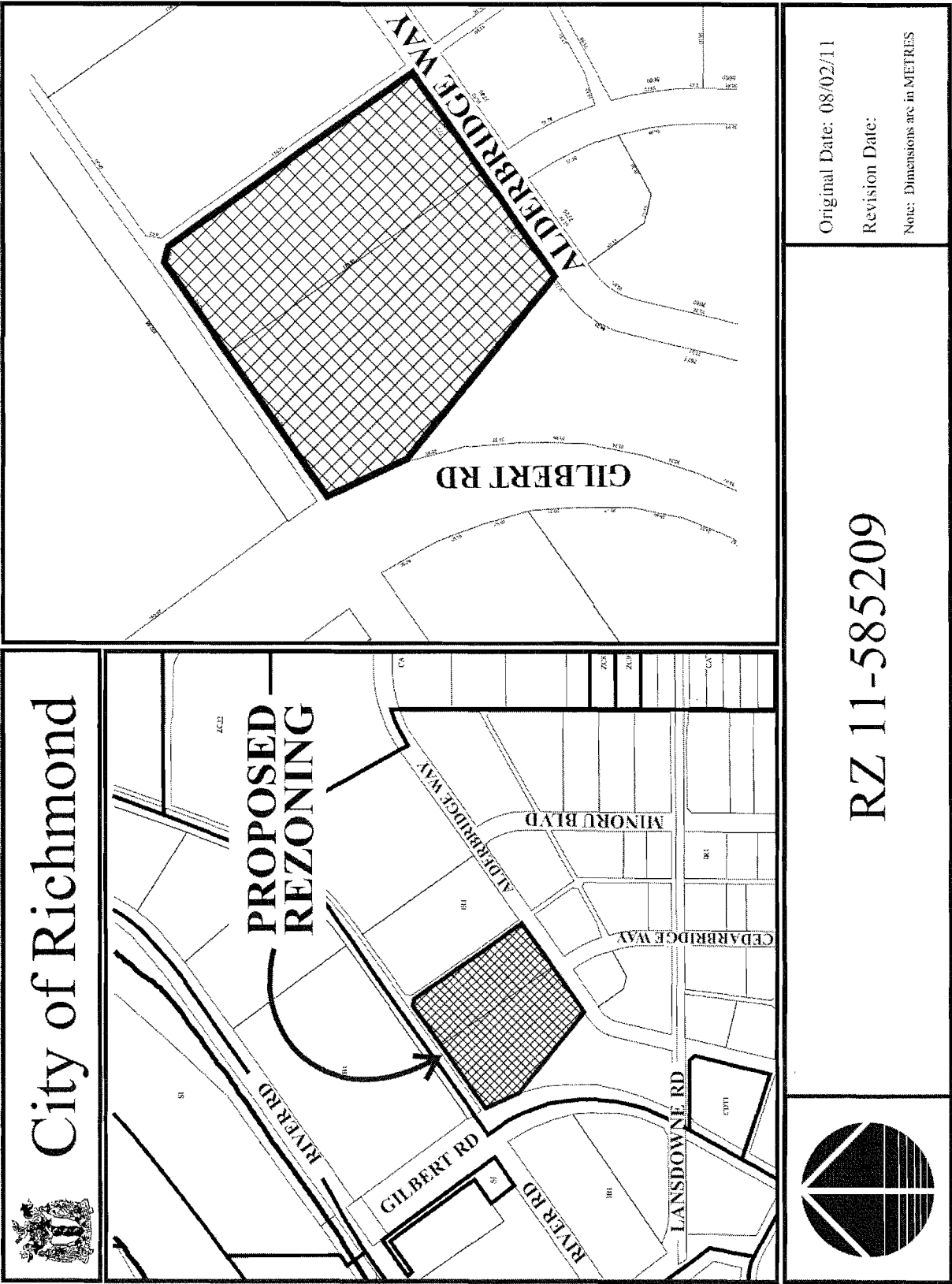
- Form a distinctive, high-quality, high-density yet low-rise part of to the Lansdowne Village neighbourhood;
- Complete important sections of the major road network in the CCAP including New River Road east of Gilbert Road and the extension of Cedarbridge Way to New River Road;
- Provide 38 affordable housing units;
- Provide significant contributions to the City's Public Art Program; and
- Include the start of major east-west and north-south Green Links and Greenways that will connect Lansdowne Village to the rest of the City Centre.

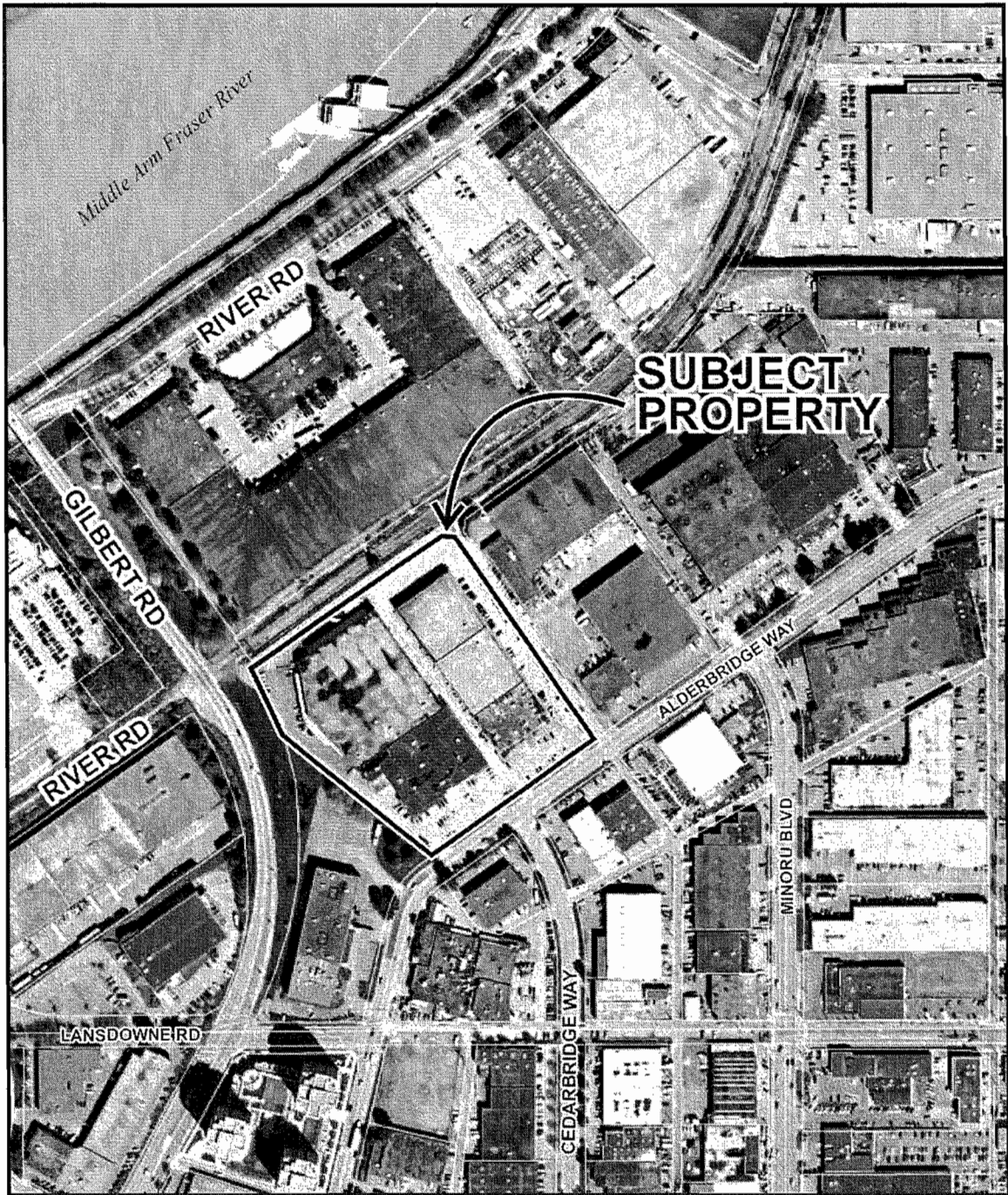
Based on the forgoing, it is recommended that Bylaw No. 8884 be forwarded to Council for consideration of first reading.

A handwritten signature in black ink, appearing to read 'Mark McMullen', with a long horizontal flourish extending to the right.

Mark McMullen
Senior Coordinator – Major Projects
MM:rg

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Excerpt of Minutes from January 4, 2012 Meeting of the Advisory Design Panel
- Attachment 3: CCAP Lansdowne Village Specific Land Use Map
- Attachment 4: Development Application Data Sheet
- Attachment 5: Functional Road Layout Plan
- Attachment 6: Design Approach Perspective Drawings
- Attachment 7: Preliminary Architectural Plans
- Attachment 8: Preliminary Landscape and Greenway Plans
- Attachment 9: Public Art and On-Site Amenity Space Plan
- Attachment 10: Rezoning Considerations Letter





RZ 11-585209

Original Date: 08/02/11

Amended Date:

Note: Dimensions are in METRES

Advisory Design Panel

Wednesday, January 4, 2012

Time: 4:00 p.m.

Place: Rm. M.1.003
City of Richmond

Present: Kush Panatch, Chair
Simon Ho, Vice-Chair
Steve Jedreicich, Acting Chair
Joseph Fry (*arrived at 4:39 p.m.*)
Tom Parker
Thomas Leung
Cst. Greg Reimer
Sherri Han
Harold Owens
Shira Standfield

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

The meeting was called to order at 4:10 p.m.

1. **ADVISORY DESIGN PANEL ORIENTATION AND ELECTION OF CHAIR AND VICE-CHAIR**

Sara Badyal, Staff Liaison for the Advisory Design Panel, welcomed the new and returning members of the Panel for 2012. Thereafter, she briefed the Panel members regarding the Panel's Terms of Reference and the role of the Panel within the City's review process for development permit application.

The Panel members proceeded to elect the Chair and Vice-Chair of the Panel. Kush Panatch was elected Chair and Simon Ho was elected Vice-Chair. In view of the manifestation of the Chair to leave the meeting at 6 p.m. and the declaration of the Vice-Chair of conflict of interest regarding Item 3 of the agenda, the Panel agreed to designate Steve Jedreicich as Acting Chair for the consideration of Item 3.

Advisory Design Panel

Wednesday, January 4, 2012

2. RZ 11-585209 – SIX-STOREY RESIDENTIAL DEVELOPMENT WITH 660 APARTMENTS IN FOUR BUILDINGS

ARCHITECT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 7731/7771 Alderbridge Way

Panel Discussion

Comments from the Panel were as follows:

- wood frame construction for six-storey buildings is a fairly new development and has some constraints; existing building design has issues which need to be addressed with regard to compliance with certain provisions of the BC Building Code and the BC Association of Professional Engineers and Geoscientists (APEG) Guidelines;
- per BC Building Code, maximum allowable height for shear wall construction is 20 meters; the height from the first floor to the roof in the proposed buildings appears to be 22 meters;
- the Code likewise provides that the maximum height from the ground level to the 6th floor is 18 meters; applicant needs to check whether the height limitation is measured from grade or first floor; needs to be addressed as it has firefighting implications;
- APEG guidelines for 5-6 storey wood frame residential buildings permit only a 10 percent setback of the uppermost floor; the project's engineers will need to look into the recess of the buildings' top floor;
- recommend that all wood-framed shear walls be continuous from the ground to the top level;
- recommend to isolate balconies from the main structure of the buildings by using column supports instead of being cantilevered; could avoid maintenance issues in the long-term;
- firewalls should be straight;
- interesting site; appreciate slideshow graphics showing evolution of design;
- create a plaza space that is larger and less fragmented in view of the larger context of future development of adjacent properties; applicant needs to work with Planning regarding how the future development to the north-west of the site is envisioned;
- courtyard developments and emphasis on urban agriculture are interesting; character of terraces are well-defined except the interface on the Cedarbridge Way dedication; consider pathways that allow access or egress from the courtyards up to the deck; will add vitality to the street edges;
- streetscape treatment on Alderbridge Way is critical; use high quality materials at the front face; consider lowering wall height;

Advisory Design Panel

Wednesday, January 4, 2012

- plaza space does not look like and will not function as a plaza; it is a roadway in the center of the development; consider further treatments to emphasize pedestrian movements across it;
- concern on appearance of community gardens along the greenway and public access of users; community gardens should have a more urban character suitable to their intended users;
- appreciate the overall lay-out of the buildings and the courtyard orientations;
- missed opportunity in the plaza; does not appear like a plaza; the proposed development is a self-contained community; big size of the development and number of residential units necessitate a “town center”; celebration at intersection is important; appreciate transparent lobbies flowing out into the plaza but ground plane articulation is missing;
- buildings are handsome; however, further design development is needed to make them have a more Richmond character;
- differentiate each building in terms of colour and texture;
- decide to have corner elements or not; right now have the same colour with the rest of the buildings; further development is needed if they are to be emphasized;
- 2-meter patio is too high; consider lowering it to 3.5 feet;
- applicant needs to check accuracy of shadow diagram;
- like the feeling of the courtyards; however, courtyard elevations need softening as they look like university buildings; detailed design of facades needed appropriate for a high-end condominium; courtyards need further articulation;
- concern on the barrier-free accessibility of community gardens to residential units; functionality has to be resolved;
- consider incorporating the water feature adjacent to the play area in Building 4 as part of play area; eliminate or address the hazard potential;
- consider purpose of the courtyards; should be a gathering space; play area should be usable; enhance functionality of community garden space to encourage its use as a community gathering place;
- north face of the greenway, i.e. facades of the two buildings are uniform; need further articulation on Building 2;
- agree with comments on the towers; add architectural features to “punch out” towers, e.g. colour and texture;
- appreciate the inclusion of 75 percent of the units as convertible; applicant is encouraged to provide convertible units for each type of unit;
- applicant is likewise encouraged to increase the number of affordable units;

Advisory Design Panel

Wednesday, January 4, 2012

- consider egress of people from the courtyard to the street level sidewalk using wheelchairs, strollers and other wheeled conveyances in the design of the courtyard; consider as alternate to route through internal corridors;
- like the idea of the community gardens; will bring residents outside; will discourage unwanted visitors and enhance surveillance;
- good natural surveillance from various points in the development; good street access from lower units is a positive factor from a crime prevention perspective;
- area of the proposed development is in transition; first of its kind of development in the area to create part of the fabric of the area; towers are subtle and will rely on the type of materials suggested in the renderings actually being used in the manner indicated;
- concern on the orientation of some of the courtyards resulting in dark/shaded areas; mold growth on hard surfaces may be an issue;
- courtyard scheme is appropriate to achieve desired density for a low-rise type of development; however, not convinced on the grade transition at street;
- street edge needs to be carefully looked at; appears high as shown in the renderings; does not work well at this stage of the development from a pedestrian street point of view;
- nicely designed project; like the articulation of the buildings; character of the buildings is appropriate to the site; courtyard design is nice;
- proposed development seems to lack a focal point; consider creating a public gathering place at the intersection of Cedarway Bridge and River Road, a likely gathering area for people as it is adjacent to a future park and near the river;
- like the alternating use of brick and other materials in the exterior finishes of the buildings; consistency in overall massing is achieved in similar treatments using different materials;
- relationship to the street is fairly well done;
- community gardens are not aesthetically pleasing and takes a lot of space; tends to over program smaller courtyards like in Buildings 3 and 4;
- consider public art opportunities along the Gilbert Road greenway; applicant is also encouraged to consider incorporating public art into buildings, e.g. creating lighting design or glass/steel design within the towers; City and Public Art Commission have been supportive of such schemes;
- good job on the massing of the six-storey buildings; encourage the village feel with variation;
- agree with comments on the plaza; applicant could dead-end the two streets and create a plaza as continuous pedestrian link across it; will create a true pedestrian plaza in the centre area;

Advisory Design Panel

Wednesday, January 4, 2012

- congratulate the applicant for keeping the setbacks between the buildings at the proper distance of 60 feet for six-storey buildings;
- great design for a wood frame building; does not look like a wood frame building; urge the applicant to keep the design elements as shown and emphasized as design progresses;
- lost opportunity for Building 3 to address more the river and future park as it is not oriented towards them as done in Building 2;
- consider a bigger context for the walkway terminus; consult with adjacent property owner on possible interface in the future; consider better use of oddball configuration at the corner;
- Alderbridge Way is a busy street; emphasize the corners of the two buildings (using design elements, e.g. colours and different materials) at the Cedarbridge entrance off of Alderbridge Way; and
- Onni has developed high quality high-rise developments to the west of the site; applicant is encouraged to maintain the same level of quality in the subject development as those projects west of the site.

(At this juncture, Mr. Panatch and Mr. Ho left the meeting and Mr. Jedreicich assumed the Chair)

3. **DP 11-593925 – SIX-STOREY MIXED-USE DEVELOPMENT WITH 55 APARTMENTS OVER GROUND LEVEL COMMERCIAL AND AMENITY SPACE**

ARCHITECT: Cotter Architects

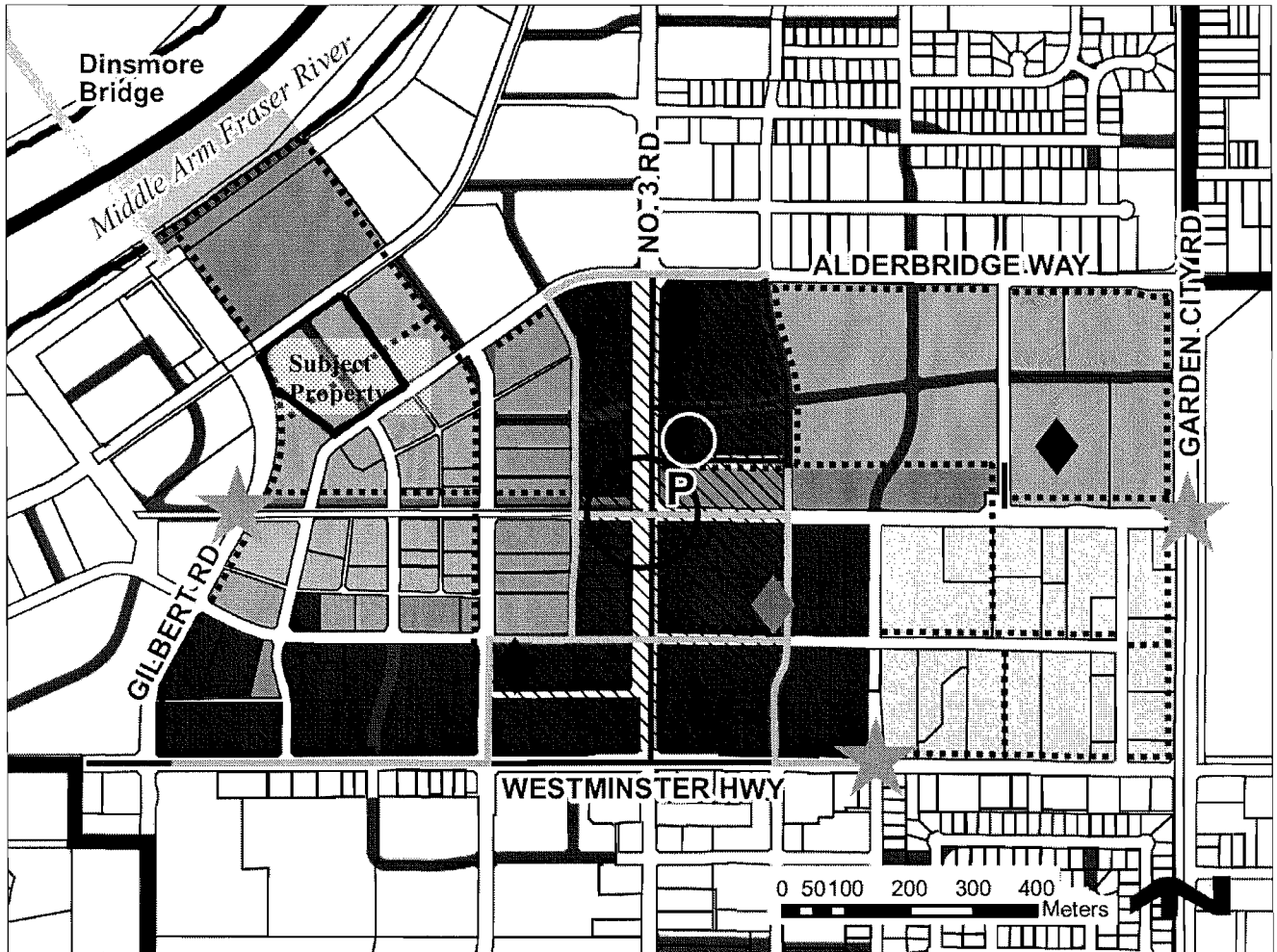
PROPERTY LOCATION: 14000 Riverport Way

Panel Discussion

Comments from the Panel were as follows:

- like the shape of the building which is suitable for a 5-storey wood frame building;
- concern on the off-site loading; Riverport Way is fairly narrow and loading vehicles are close to Riverport Way and Steveston Highway intersection;
- concern on firefighting access to units facing the Fraser River (i.e., back of the building); should be addressed by BC Building Code consultant and may include Code equivalences;
- is there an easement in the rear for exit stair egress to neighbouring property?
- suggest increasing the floor-to-floor height of the CRUs to allow for beam depth;

Specific Land Use Map: Lansdowne Village (2031) Bylaws 8427 & 8516 2010/09/13



- | | | |
|--|---|--|
| General Urban T4 (15m) | Non-Motorized Boating & Recreation Water Area | Proposed Streets |
| Urban Centre T5 (35m) | Village Centre Bonus | Pedestrian-Oriented Retail Precincts-High Street & Linkages |
| Urban Centre T5 (25m) | Institution | Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages |
| Urban Core T6 (45m) | Pedestrian Linkages | Canada Line Station |
| Park | Waterfront Dyke Trail | Transit Plaza |
| Park - Configuration & location to be determined | Enhanced Pedestrian & Cyclist Crossing | |
| Village Centre: No. 3 Road & Lansdowne Road Intersection | | |



City of Richmond

6911 No. 3 Road
Richmond, BC, V6Y 2C1
www.richmond.ca

Development Application Data Sheet

Development Applications Division

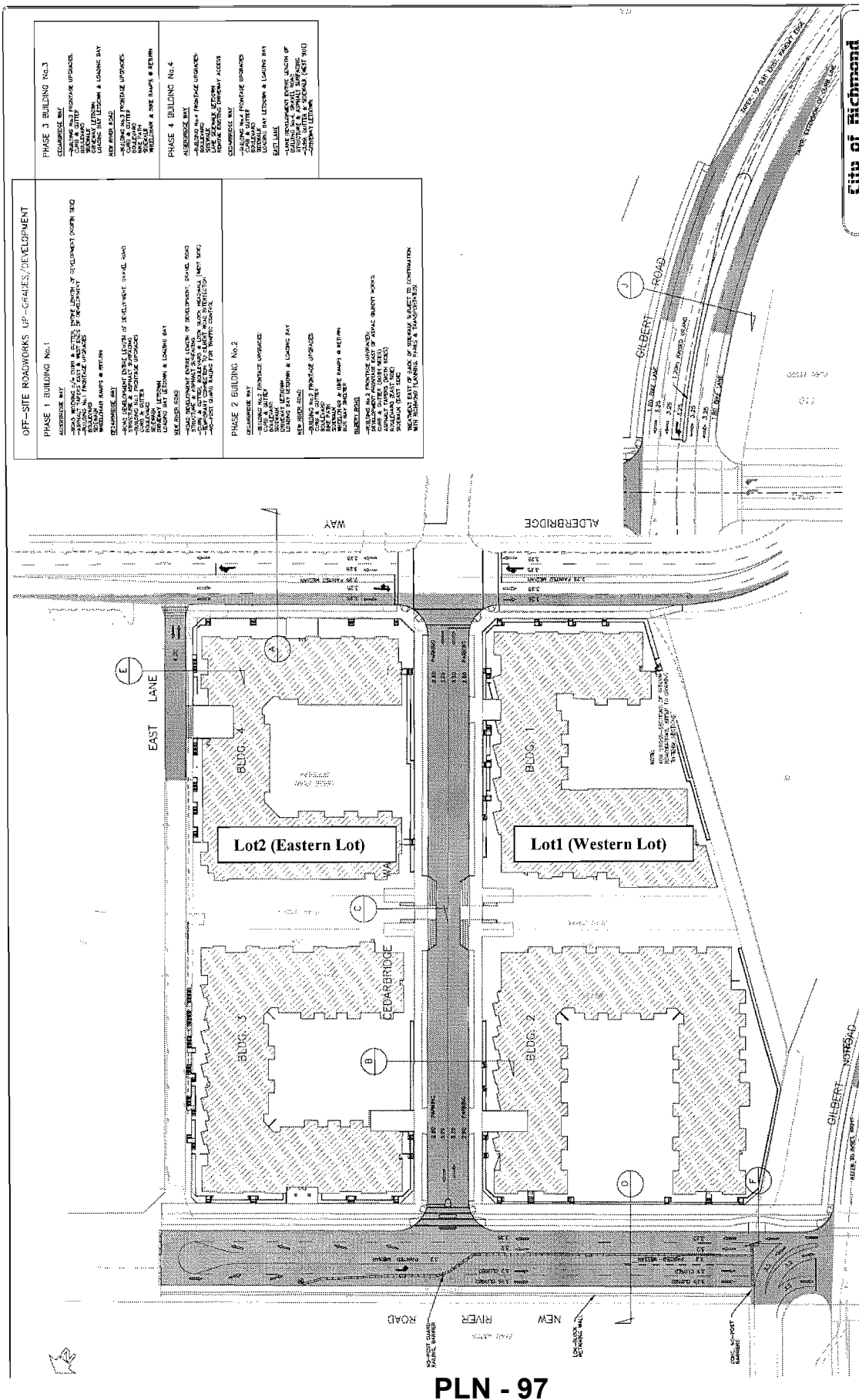
RZ 11-585209

Address:	7731 & 7771 Alderbridge Way
Applicant/Owner:	Onni 7731 Alderbridge Way Holding Corp. & 7771 Alderbridge Way Holding Corp.
Owner:	Onni 7731 Alderbridge Way Holding Corp. & 7771 Alderbridge Way Holding Corp.
Planning Area(s):	City Centre Area (Lansdowne Village)
Floor Area	No change is proposed in maximum permitted floor area or density

	Bylaw Requirement	Proposed Development	Variance
Zoning Lot Size (Min.)	<ul style="list-style-type: none"> 2400sm (25,833sf) 	<ul style="list-style-type: none"> Lot 1: 13,288.37sm (143,036 sf) Lot 2: 11,886.75 sm (127,949 sf) 	<ul style="list-style-type: none"> None
CCAP/Zoning Lot Coverage (Max.)	<ul style="list-style-type: none"> 60% for buildings 80% for building and non porous surfaces 	<ul style="list-style-type: none"> Lot 1: building footprint: 45% non-porus surfaces: 69.5% Lot 2: building footprint: 45% non-porus surface: 70.3% 	<ul style="list-style-type: none"> None
CCAP/Zoning FAR	<ul style="list-style-type: none"> 1.2, up to 2.0 FAR with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> 2.0 FAR with 20m Cedarbridge dedication as per Zoning Amendment Bylaw No. 8884 text not deducted. 	<ul style="list-style-type: none"> None
Zoning Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> Residential: 2.9 m geodetic 	<ul style="list-style-type: none"> Residential: 4.064 m Local exception permitted for 1 lobby per building. 	<ul style="list-style-type: none"> None
CCAP/Zoning Height (Max.)	<ul style="list-style-type: none"> 25 m, but with specific areas allowing up to 35m as outlined in CCAP. 	<ul style="list-style-type: none"> Varies, but less than 25m above finished grade in all cases. 	<ul style="list-style-type: none"> None
CCAP/Zoning Setbacks @ (Min.)	<ul style="list-style-type: none"> a) 3m@ Alderbridge b) 3m@ East Lane c) 1.5m@ New River Road d) 1.5m@ West Side 	<ul style="list-style-type: none"> a) 4.5m for Building 1 and 5.0m Building 2 @ Alderbridge from PROP b) 3m@ East Lane from PROP c) 3m@ New River Road from PROP d) 3m@ West Side from PROP <p>Based on setback to back face of PROP/SROW; setbacks from the actual property lines are greater.</p>	<ul style="list-style-type: none"> None

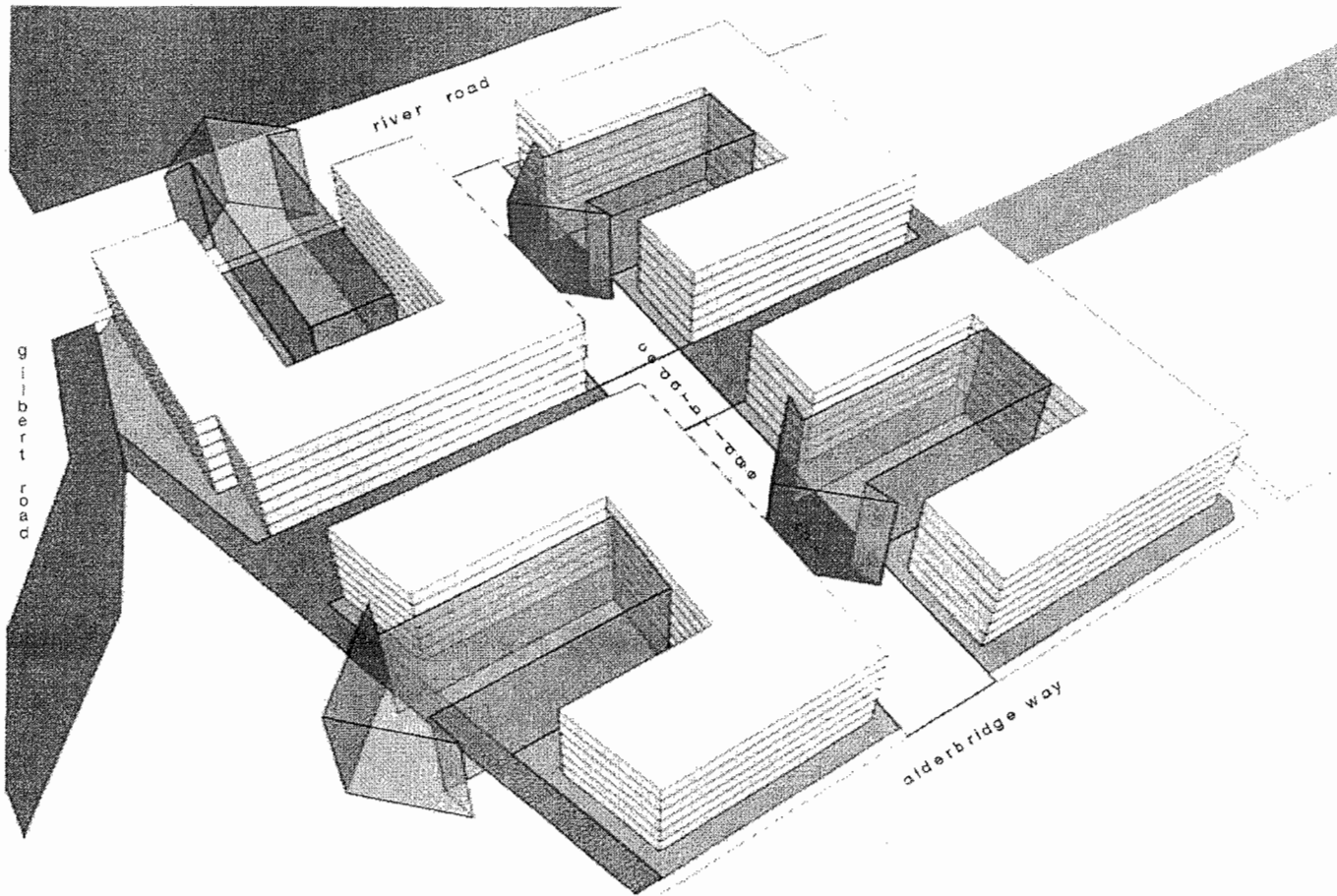
	Bylaw Requirement	Proposed Development	Variance
Zoning Off-Street Parking	<p><u>Lot 1: Parkade (Bldgs1 /2): 427</u></p> <p>Min Residents: 1.2/unit: 359 Min Affordable: 0.90/unit: 7 (max small car: 50%) Min Visitors: 0.2/unit: 61</p> <p><u>Lot 2 Parkade: (Bldgs 3 / 4): 398</u></p> <p>Min Residents: 1.2/unit: 313 Min Affordable: 0.90/unit: 27 (max small car 50%:) Min Visitors: 0.2/unit: 58</p> <p>(With maximum 10% TDM Reduction possible)</p>	<p><u>Preliminary for Rezoning:</u></p> <p><u>Lot 1: Parkade (Bldgs1 /2): 450</u></p> <p>Residents/Affordable: 399 (small car: 41%) (tandem: 15%) Visitors: 51</p> <p><u>Lot 2: Parkade (Bldgs3/4): 399</u></p> <p>Residents/Affordable: 351 (small car: 50%) (tandem: 11%) Visitors: 48</p> <p>(With 7.5% TDM overall parking reduction provided)</p>	None
Zoning Bicycle Parking	<p><u>Lot 1: Parkade (Bldgs1 /2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 <p><u>Lot 2: Parkade (Bldgs1 /2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 400 Visitor (0.2/unit): 64 	<p><u>Lot 1: Parkade (Bldgs1 /2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 434 Visitor (0.2/unit): 68 <p><u>Lot 2: Parkade (Bldgs1 /2)</u></p> <ul style="list-style-type: none"> Resident (1.25/unit): 426 Visitor (0.2/unit): 64 	<ul style="list-style-type: none"> None
Zoning Loading	<ul style="list-style-type: none"> 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site. 	<ul style="list-style-type: none"> Required one SU9 loading space provided for each of the four buildings in locations acceptable to City. 	<ul style="list-style-type: none"> DVP to relax the requirement for 2 WB 17 spaces required.
Zoning Accessible Housing	<ul style="list-style-type: none"> Basic Universal Housing: City standards for wheelchair accessible dwellings 	<ul style="list-style-type: none"> Notation to be shown that design will meet the Basic Universal Housing standards as per Section 4.16 for 502 units, except for 4.16.11. 	<ul style="list-style-type: none"> DVP for to relax Section 4.16.11 only as stated in staff report.
CCAP Guidelines for <u>Shared</u> Residential Amenity Space: Indoor (Min.)	<p>For projects exceeding 200 units (CCAP):</p> <ul style="list-style-type: none"> 2 sqm/unit: 1320sm, but may be reduced if significant indoor recreation features provided 	<p>993 sm provided and accepted as it includes large indoor swimming pool as significant recreation feature as provided for in CCAP.</p>	<ul style="list-style-type: none"> N/A

	Bylaw Requirement	Proposed Development	Variance
CCAP/OCP <u>Shared</u> Residential Amenity Space: Outdoor (Min.) guidelines	<p>As per CCAP Sections 2.6.1 (e), 3.1.8A and OCP:</p> <ul style="list-style-type: none"> OCP: 6 sqm/unit for socializing, children's play & related uses: 3960sm CCAP: 10% of net site area for on-site walkways, planting, garden plots, etc.: 2518 sm 	<ul style="list-style-type: none"> 3430 sm of on-site socializing areas provided. 1742 sm of on-site walks and garden plots are provided. The areas provide are less than absolute amount in the CCAP guidelines, but given the large uninterrupted areas and amenities provided, they are accepted subject to refinement at DP stage. 	<ul style="list-style-type: none"> N/A
CCAP Private Outdoor Amenity Space: (Min.) guidelines	<ul style="list-style-type: none"> 20sqm for grade-oriented and 6sqm for upper floor apartments. See Section 3.1.8B of the CCAP for dimensions. 	<ul style="list-style-type: none"> The total area of patios and balconies meet CCAP guidelines, but each balcony/patio needs to be confirmed at DP review. 	<ul style="list-style-type: none"> TBD at DP review



Staff report Alderbridge
8th February Richmond, BC

2010-1-2
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Orientation

With the Cedarbridge Way dedication and east-west Greenway, the site is effectively split into four quadrants.

The development proposes four buildings with the courtyard spaces of the southwest, northeast, and southeast buildings each oriented facing southwest.

The northwest building, at the corner of Gilbert and the new River Road, has its courtyard space facing north, towards the future park and view.

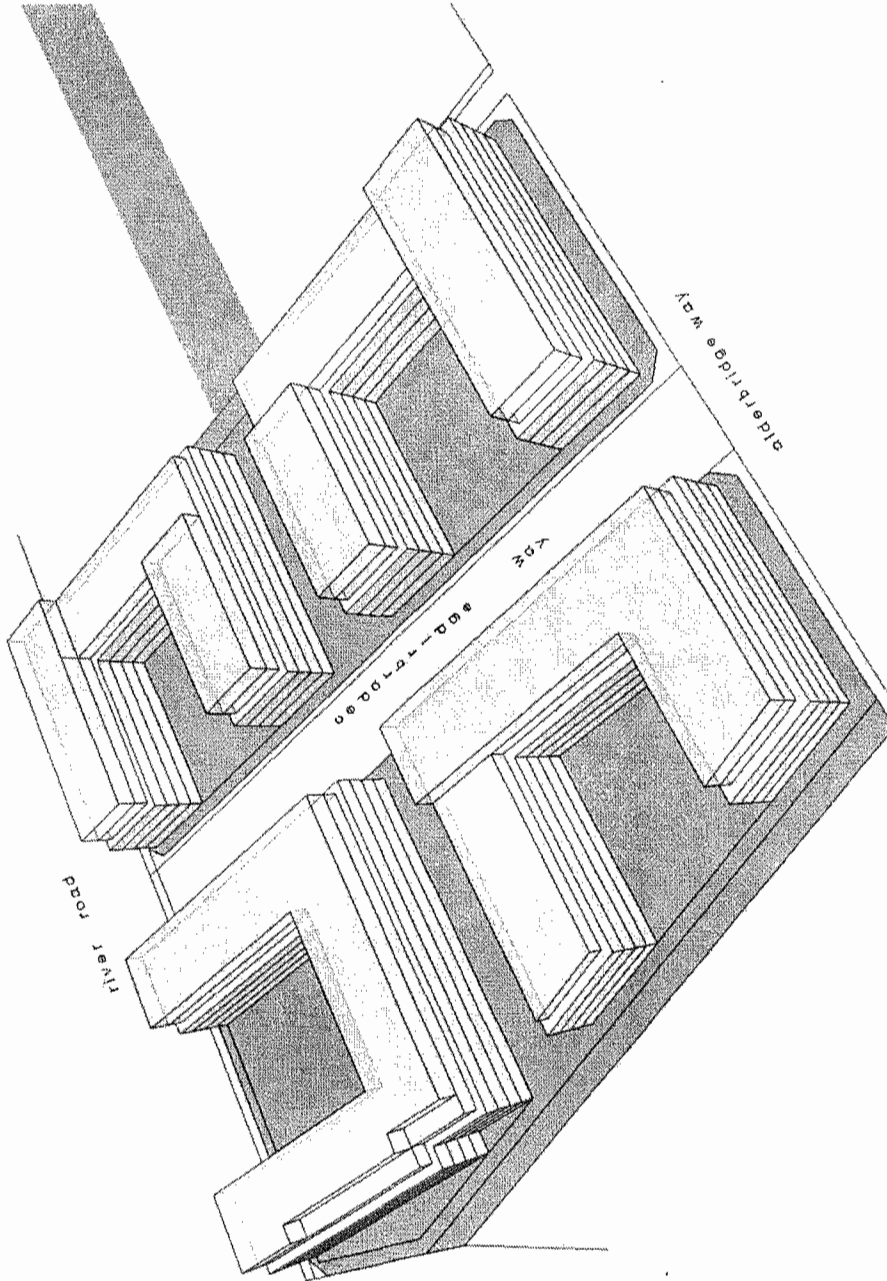
This will maximize the number of units with a view of the river and park, and will create a visual connection between the public park space and the internal courtyard.



s i t e courtyards



Alderbridge Staff Report
Richmond, BC 8th February 2012



Articulation

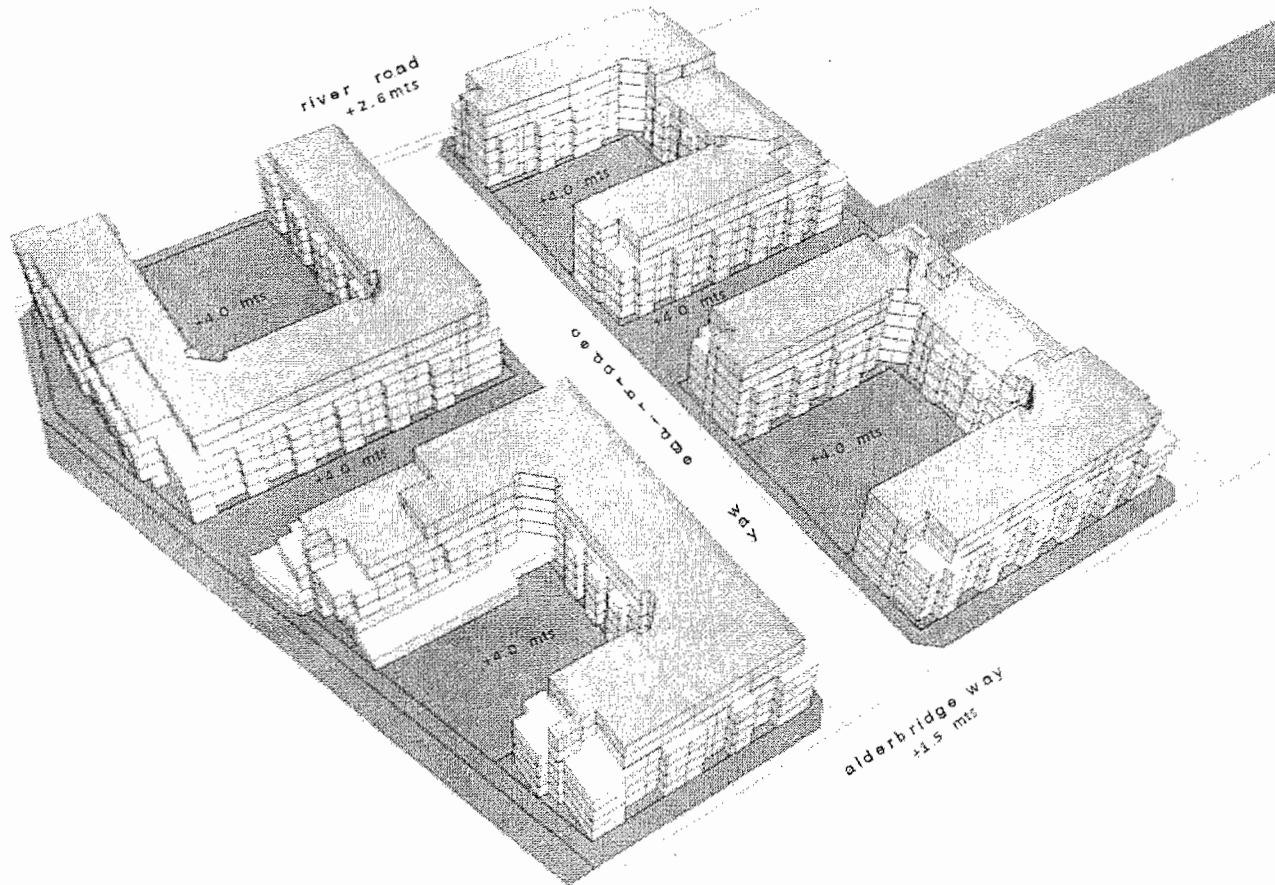
The orientation and articulation of the massing achieve several objectives:

- Maximize views to the river per the General Guidelines of the CCAP 3.1.1.A
- Maximize afternoon sun into the courtyard areas and public green links per 3.1.2.A.
- Provide a strong, urban street wall as a backdrop to the new river-front park.
- Provide a strong, urban street wall along Alderbridge Way.
- Provide lower-scale massing adjacent to the more intimately scaled greenways.
- Provide opportunity for tower elements and iconic gateway elements at key locations especially at the Northwest corner of the site at the intersection of River Road and Gilbert Road per 3.1.5. E, Mid-rise b).
- Provide strong horizontal articulation through roof forms (3.1.5.A) while articulating the facade with narrow bays and setbacks at upper levels (3.1.5.F)

massing upper floors

Alderbridge Staff Report
Richmond, BC 8th February 2012

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GROUP



GROSS SITE AREA:

309,059 SQ.FT. (28,712 SQ.M.)

NET SITE AREA: AFTER 20M CEDARBRIDGE AND LANE STUB DEDICATIONS

LOT 1: 143,038 SQ.FT. (13,288 SQ.M.)

LOT 2: 126,944 SQ.FT. (11,793 SQ.M.)

TOTAL BOTH LOTS: 269,982 SQ.FT. (25,081 SQ.M.)

PROPOSED FLOOR AREA:

630,000 SQ.FT. (2.04 F.A.R.)

309,059 SQ.FT. x 2.0 FSR = 618,118 SQ.FT.

502 ADAPTABILITY ENHANCED UNITS
x 2 SQ.M. = 11,882 SQ.FT.

630,000 SQ.FT.

FLOOR AREA AND UNIT BREAKDOWN SUMMARY:

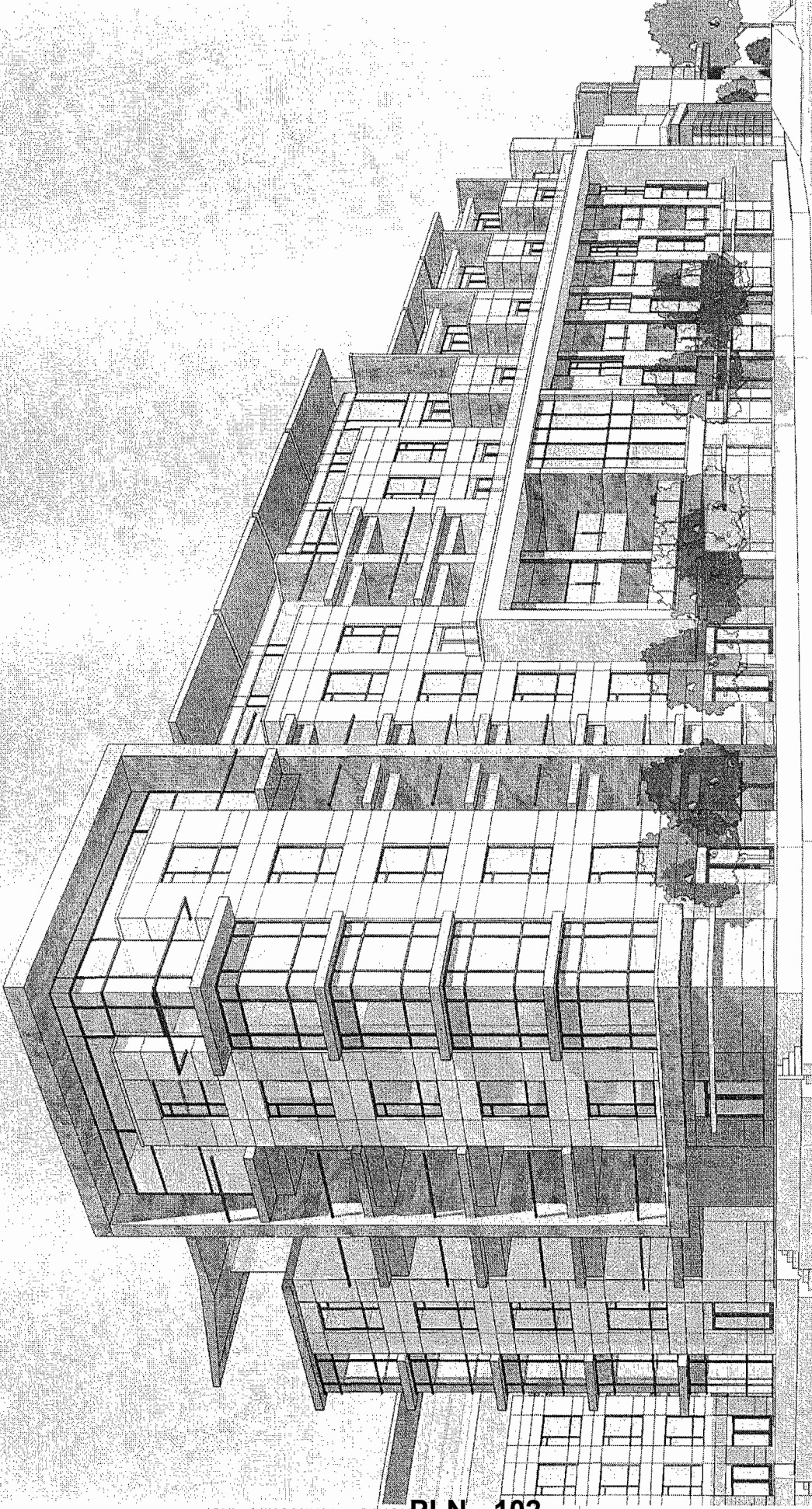
UNIT TYPE	BUILDING				TOTAL
	NO. 1	NO. 2	NO. 3	NO. 4	
1 BR	30	23	27	28	108 (16%)
2 BR	97	168	122	122	509 (77%)
3 BR	10	12	11	10	43 (7%)
TOTAL UNITS	137	203	160	160	660
	340				660
TOTAL NET SF	130,500 SF	193,500 SF	154,200 SF	151,800 SF	
(PER BYLAW)	324,000 SF				630,000 SF
TOTAL GROSS SF	145,050 SF	197,020 SF	157,700 SF	155,300 SF	
(INCLUDING AMENITY, EXCLUSIONS)	342,070 SF				655,070 SF

↑ Z

massing articulated per unit mix

onni

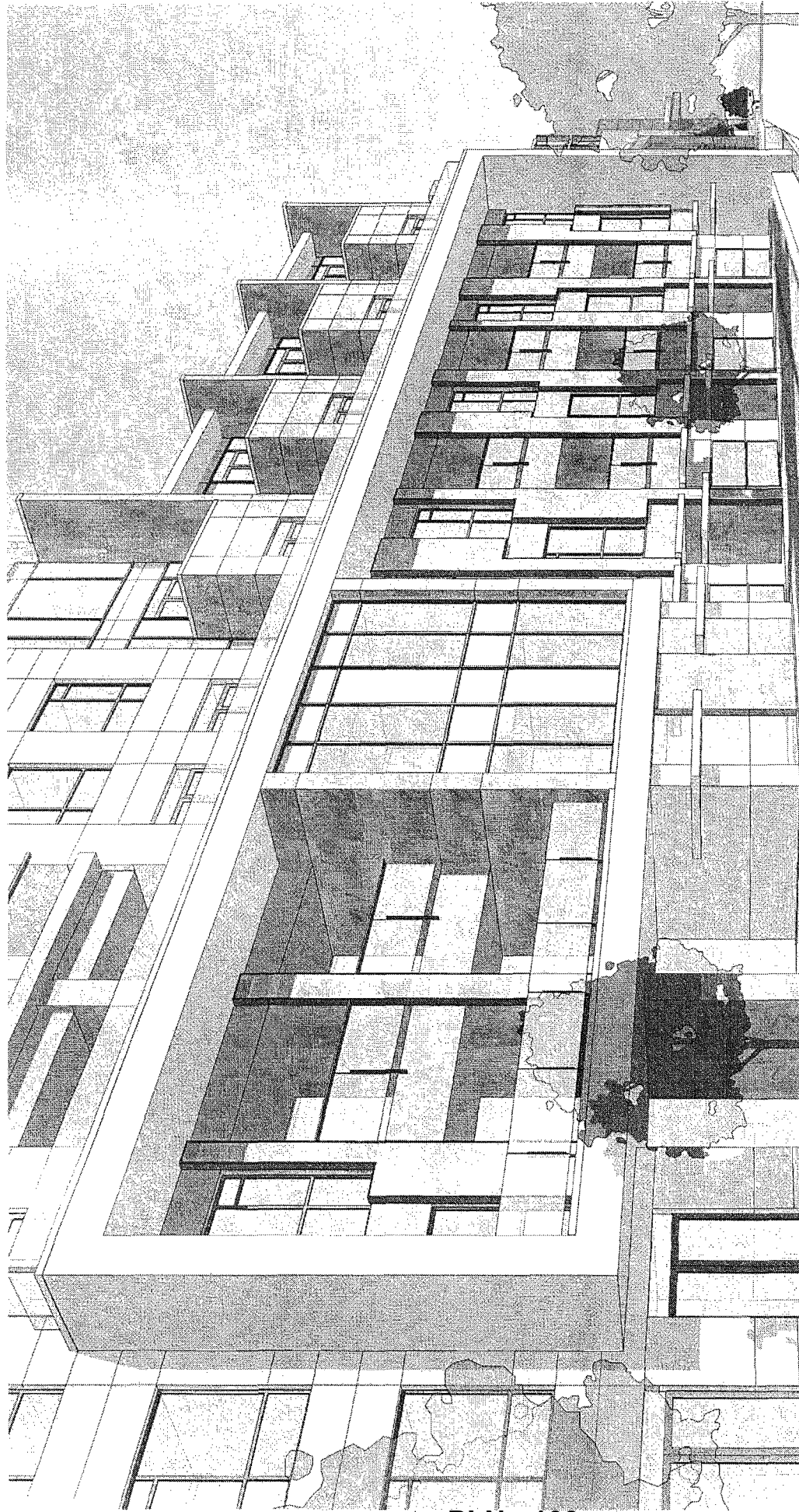
Alderbridge Staff Report
Richmond, BC 8th February 2012



onni
DESIGNED

d e s i g n
a p p r o a c h building 2 - tower eleven

Alderbridge Staff Report
Richmond, BC 8th February 2012

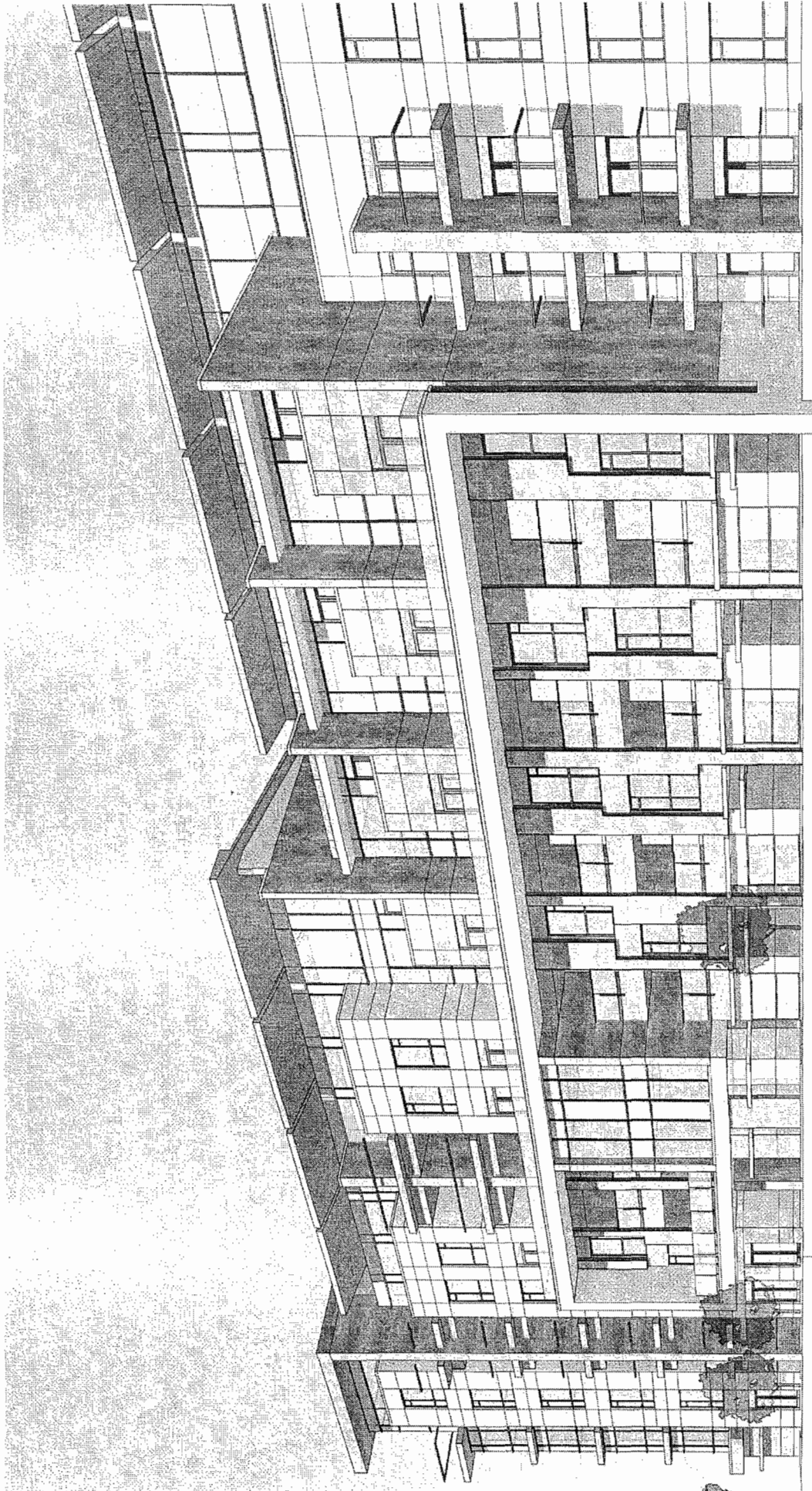


d e s i g n
a p p r o a c h

building 2- tower element

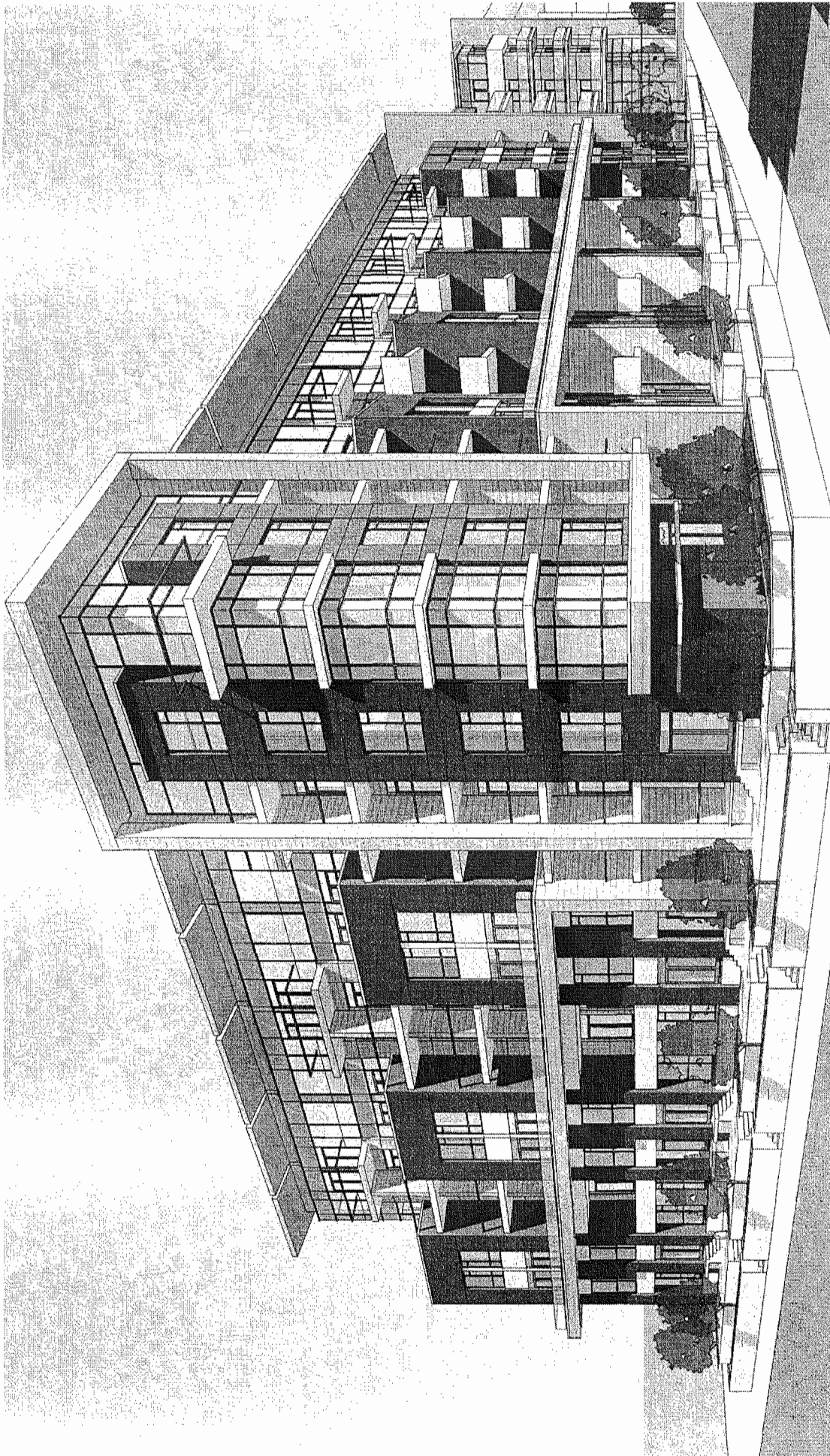
onni
group

Alderbridge Staff Report
Richmond, BC
8th February 2012



design approach building 2- south west
Alderbridge Staff Report
Richmond, BC 8th February 2012

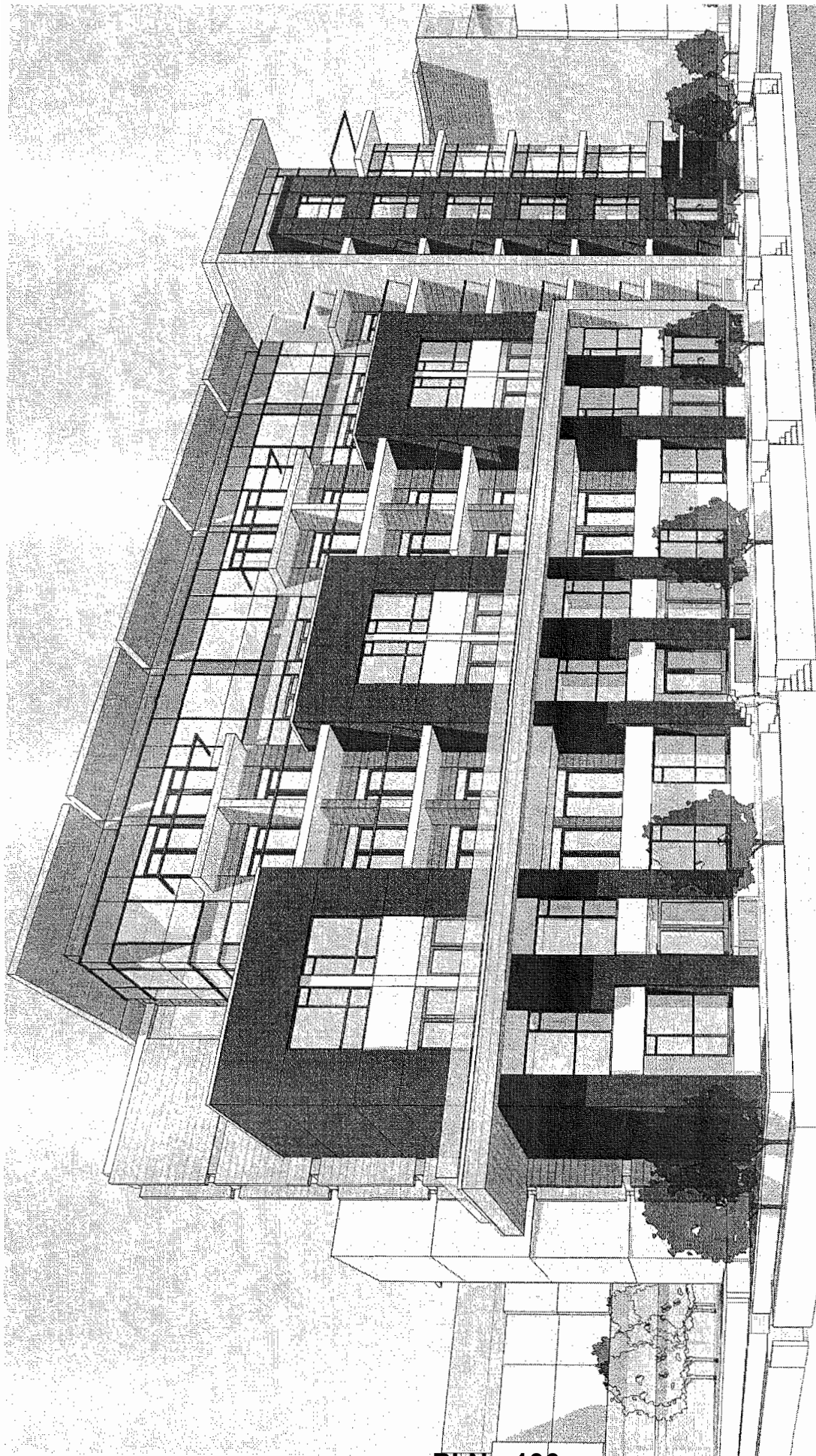




d e s i g n
a p p r o a c h b u i l d i n g 1 - s o u t h e a s t

Alderbridge Staff Report
Richmond, BC 8th February 2012

onni
architects



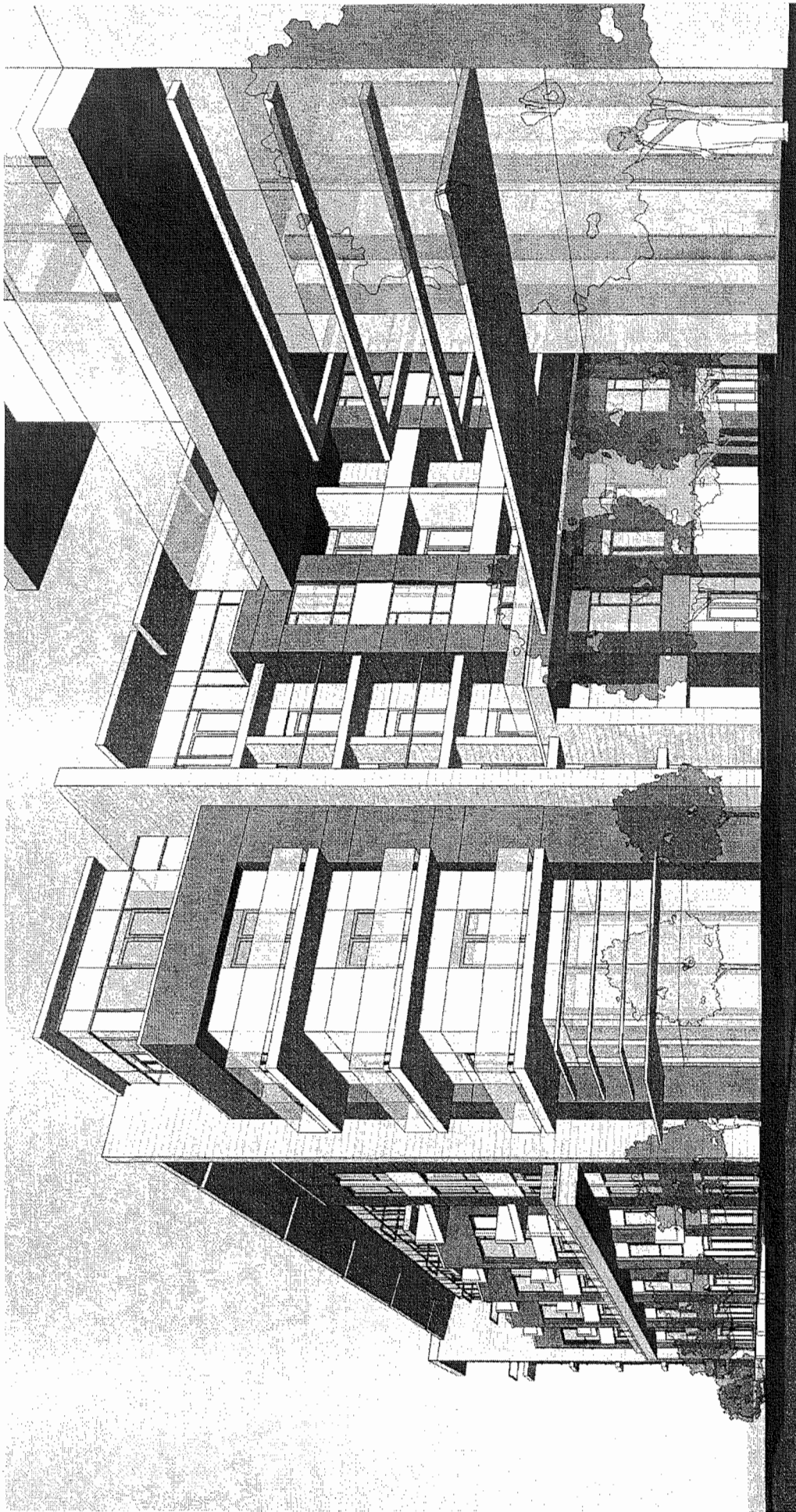
design
approach

building 1 - south west

Alderbridge Staff Report
Richmond, BC 8th February 2012

oni
architects

8



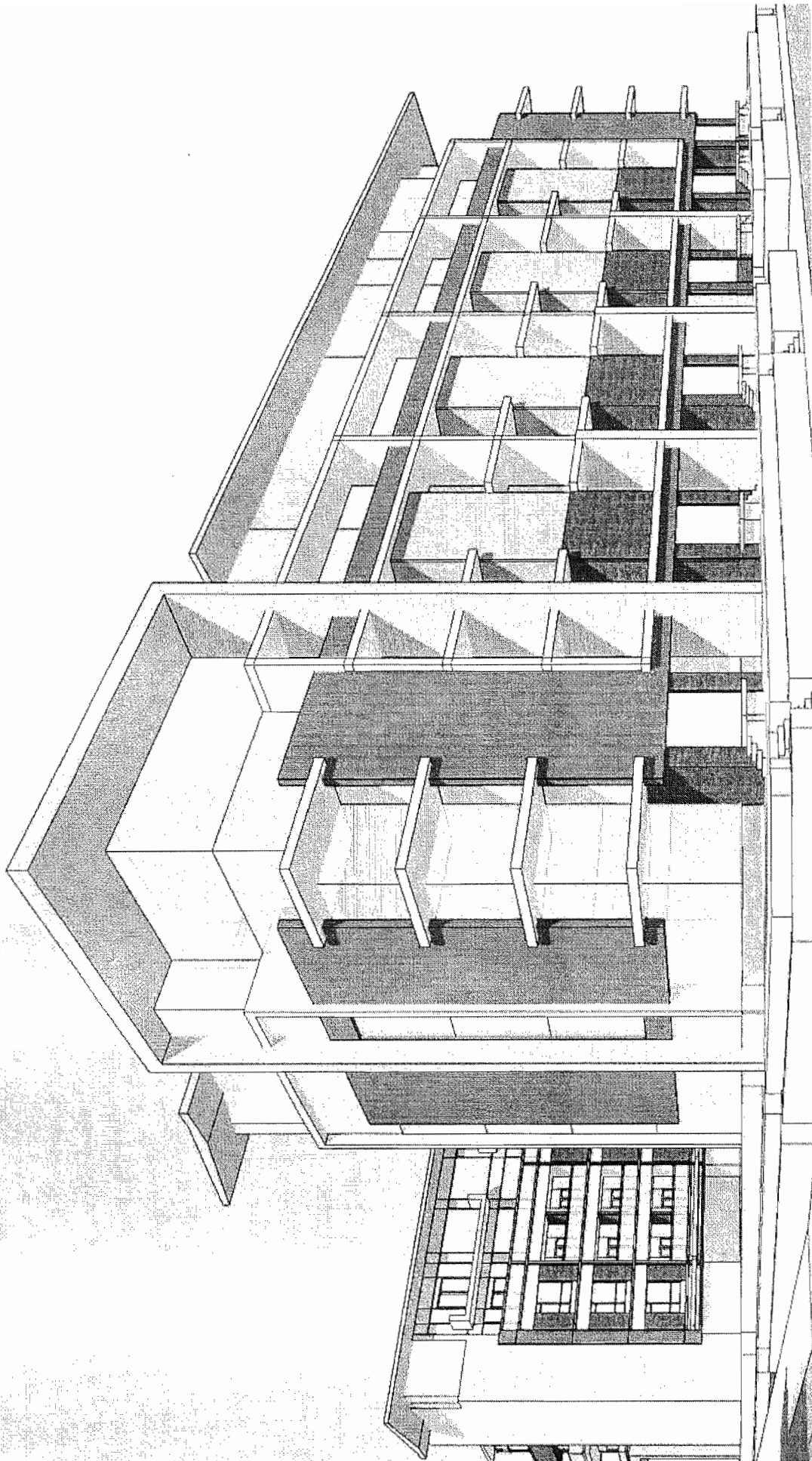
design
approach

building 1-north east

Alderbridge
Richmond, BC

Staff Report
8th February 2012

oni
group



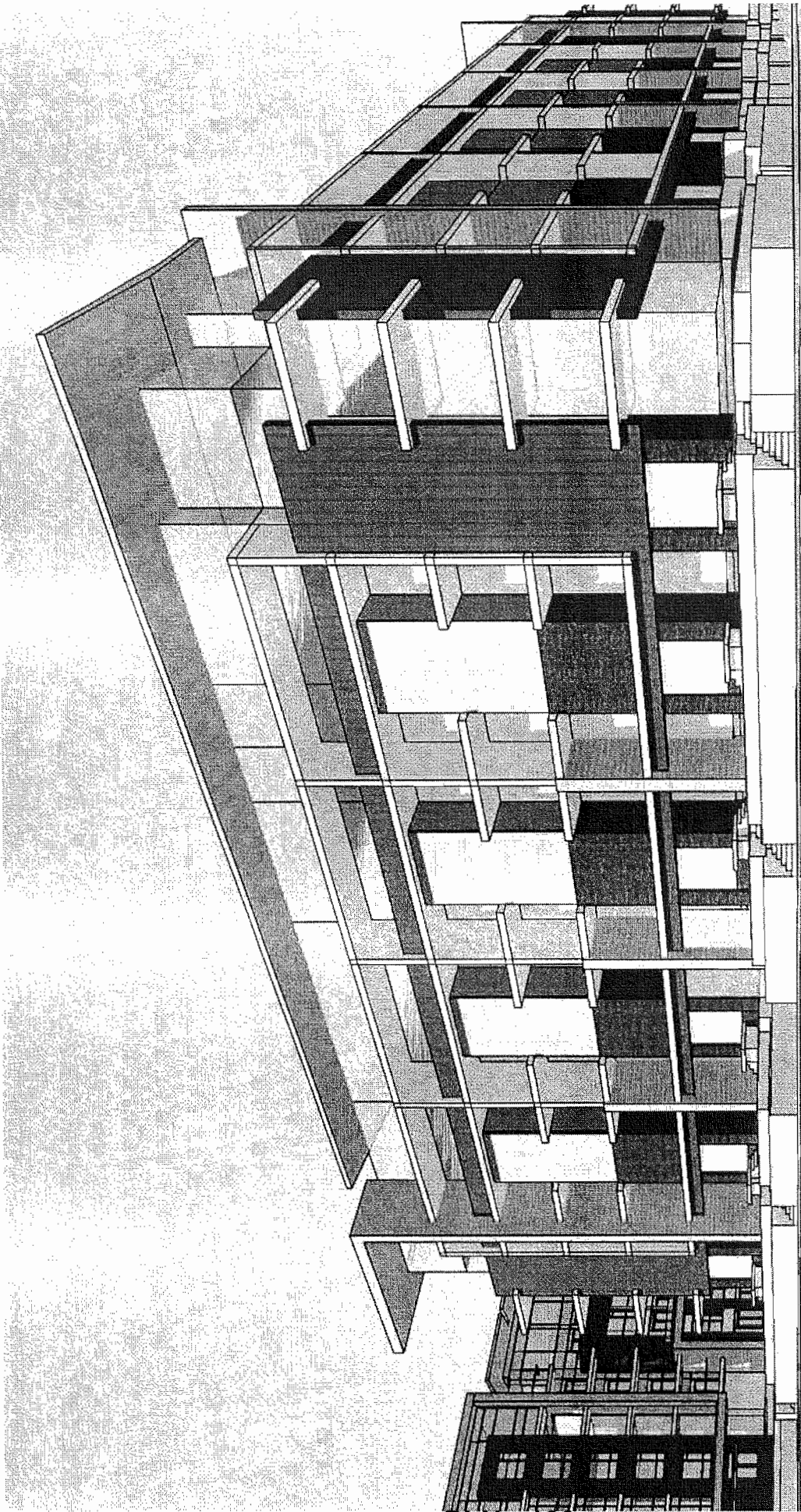
design
approach

Building 4- south west

onni

Alderbridge Staff Report
Richmond, BC 8th February 2012

1



d e s i g n
a p p r o a c h

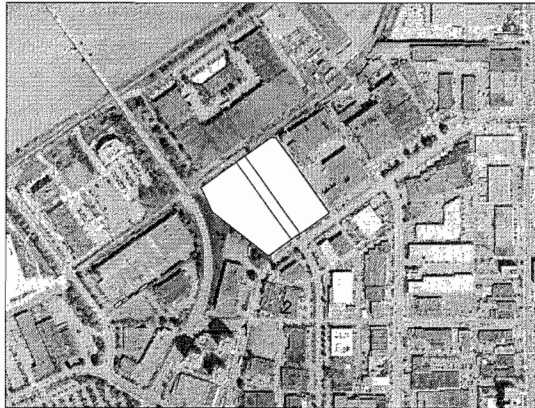
Building 4- south east

onni
group

Alderbridge Staff Report
Richmond, BC 8th February 2012

7731, 7771 ALDERBRIDGE WAY
RICHMOND, B.C.

APARTMENT DEVELOPMENT



	FSR	Units	SQM	SQFT
Site area			28,712.50	309,060.00

Proposed Floor Area

FSA	2.00		57,425.01	618,120.00
Bonus for Universal units (1.86 SQM/per Universal Unit)	0.03	502	933.72	10,050.52
Total			58,358.73	628,170.52

Net site area after cedarbridgeway dedication

West Lot (1)		13,288.80	143,040.00
East Lot (2)		11,885.80	127,937.00
Total	2.28 *	25,174.60	270,977.00

* FSR based on the Net site area and FSA
(excluding the bonus for the Universal housing)

Ground coverage/net area/lot

	%	SQM	SQFT
West Lot (1)	45%	13,288.80	143,040.00
Building 1 -Ground coverage		2,828.05	30,441.00
Building 2 -Ground coverage		3,130.45	33,696.00
East lot (2)	45%	11,885.80	127,937.00
Building 3 -Ground coverage		2,690.28	28,958.00
Building 4 -Ground coverage		2,604.34	28,033.00

West Lot

FLOORS	BUILDING 1					BUILDING 2					TOTAL				
	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI
6	2	11	5	18	17,500	12	2	11	5	18	22,101	22	5	17	46
5	1	13	6	22	21,468	16	1	13	6	22	30,754	23	4	17	52
4	1	13	6	22	21,468	16	1	13	6	22	33,206	25	18	46	65
3	1	13	6	22	21,468	16	1	13	6	22	33,358	25	18	46	65
2	1	13	6	22	21,468	16	1	13	6	22	33,358	25	18	46	65
1	1	13	6	22	21,468	16	1	13	6	22	33,358	25	18	46	65
Total	39	30	11	140	130,216	72	39	30	11	140	191,015	154	78	242	340
	28%	64%	8%	100%	41%		28%	70%	5%	100%	55%		28%	71%	6%

Car Parks required	Unit	Factors	# cars
Visitors	340	0.20	68
Affordable	8	1.00	8
Residents	332	1.20	399
Total			475

Car Parks provided	Unit	Factors	# cars
accessible			8
Visitors		0.15	51
small car		43%	189
Tandem Parking (max allowed) (provided)			102
		15%	68

Bicycle parking requirement	Unit	Factors	# cars
Visitors	340	0.2	68
Residents	340	1.25	425
Total			493

Bicycle parking provided	Unit	Factors	# cars
Visitors (at grade lvl.)			68
Residents			434
Vertical		28%	120

LOADING SPACE REQUIREMENTS:

- 1 SPACE FOR 1ST 240 UNITS,
- 1 SPACE FOR EACH ADD'L 160 UNITS = 4 spaces (medium size)
- (+)
- 1 SPACE FOR EVERY 2 BUILDINGS = 2 spaces (large size)

TOTAL REQUIRED = 6 spaces (2 large, 4 medium)

TOTAL PROVIDED = 4 spaces (4 medium)

East Lot

FLOORS	BUILDING 3					BUILDING 4					TOTAL				
	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI
6	1	11	5	15	17,131	12	1	11	5	15	17,136	14	1	11	30
5	1	11	5	15	17,131	12	1	11	5	15	24,925	16	1	11	43
4	1	11	5	15	17,131	12	1	11	5	15	27,842	20	1	11	62
3	1	11	5	15	17,131	12	1	11	5	15	27,842	20	1	11	62
2	1	11	5	15	17,131	12	1	11	5	15	27,855	20	1	11	62
1	1	11	5	15	17,131	12	1	11	5	15	27,855	20	1	11	62
Total	25	11	5	15	152,894	128	25	11	5	15	152,867	128	25	11	330
	16%	78%	6%	100%	50%		16%	78%	6%	100%	50%		16%	78%	6%

Car Parks required	Unit	Factors	# cars
Visitors	320	0.20	64
Affordable	30	1.00	30
Residents	290	1.20	348
Total			442

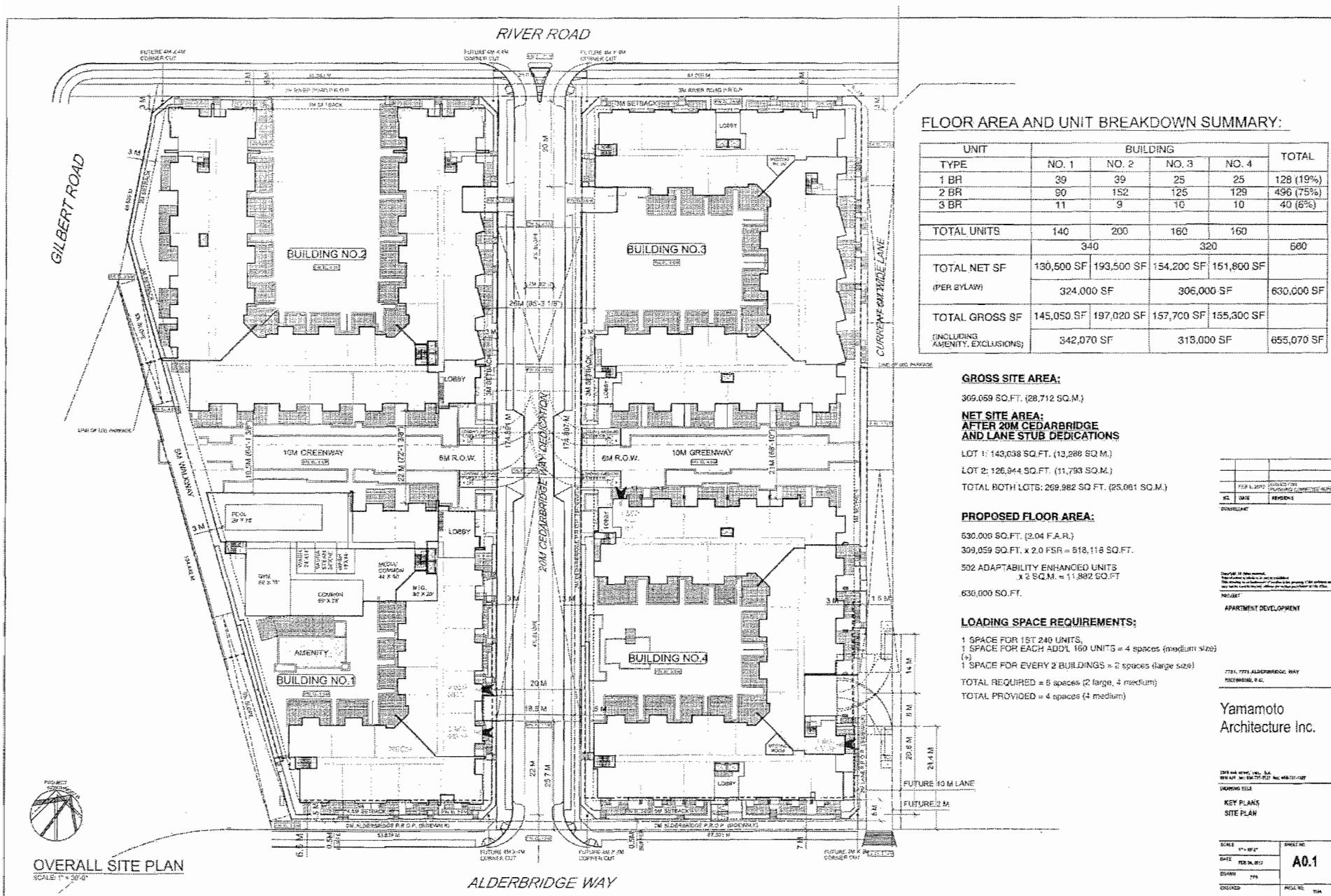
Car Parks provided	Unit	Factors	# cars
accessible			8
Visitors		0.15	48
small car		50%	190
Tandem Parking (max allowed) (provided)			46
		11%	44

Bicycle parking requirement	Unit	Factors	# cars
Visitors	320	0.2	64
Residents	320	1.25	400
Total			464

Bicycle parking provided	Unit	Factors	# cars
Visitors (at grade lvl.)			64
Residents			426
Vertical		24%	103

Yamamoto Architecture Inc.

PLANNING COMMITTEE REPORT
FEBRUARY 8, 2012



FLOOR AREA AND UNIT BREAKDOWN SUMMARY:

UNIT	BUILDING				TOTAL
TYPE	NO. 1	NO. 2	NO. 3	NO. 4	
1 BR	39	39	25	25	128 (19%)
2 BR	90	152	125	129	496 (75%)
3 BR	11	9	10	10	40 (6%)
TOTAL UNITS	140	200	160	160	600
	340				600
TOTAL NET SF	130,500 SF	193,500 SF	154,200 SF	151,800 SF	
(PER 2/LAW)	324,000 SF				630,000 SF
TOTAL GROSS SF	145,050 SF	197,020 SF	157,700 SF	155,300 SF	
(INCLUDING AMENITY, EXCLUSIONS)	342,070 SF				655,070 SF

GROSS SITE AREA:

309,059 SQ.FT. (28,712 SQ.M.)

NET SITE AREA: AFTER 20M CEDARBRIDGE AND LANE STUB DEDICATIONS

LOT 1: 143,038 SQ.FT. (13,286 SQ.M.)

LOT 2: 126,944 SQ.FT. (11,793 SQ.M.)

TOTAL BOTH LOTS: 269,982 SQ.FT. (25,081 SQ.M.)

PROPOSED FLOOR AREA:

630,000 SQ.FT. (58,420 SQ.M.)

309,059 SQ.FT. x 2.0 FSR = 618,118 SQ.FT.

502 ADAPTABILITY ENHANCED UNITS
x 2 SQ.M. = 11,802 SQ.FT.

630,000 SQ.FT.

LOADING SPACE REQUIREMENTS:

- 1 SPACE FOR 1ST 240 UNITS.
- 1 SPACE FOR EACH ADD'L 160 UNITS = 4 spaces (medium size)
- 1 SPACE FOR EVERY 2 BUILDINGS = 2 spaces (large size)

TOTAL REQUIRED = 6 spaces (2 large, 4 medium)

TOTAL PROVIDED = 4 spaces (4 medium)

NO.	DATE	REVISION
1	10/1/2011	ISSUED FOR PERMIT
2	10/1/2011	REVISED PER COMMENTS

APARTMENT DEVELOPMENT

1771, 1773 ALDERBRIDGE WAY
TICKETNO. 9-0

Yamamoto
Architecture Inc.

1771, 1773 ALDERBRIDGE WAY
TICKETNO. 9-0

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TICKETNO. 9-0

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TICKETNO. 9-0

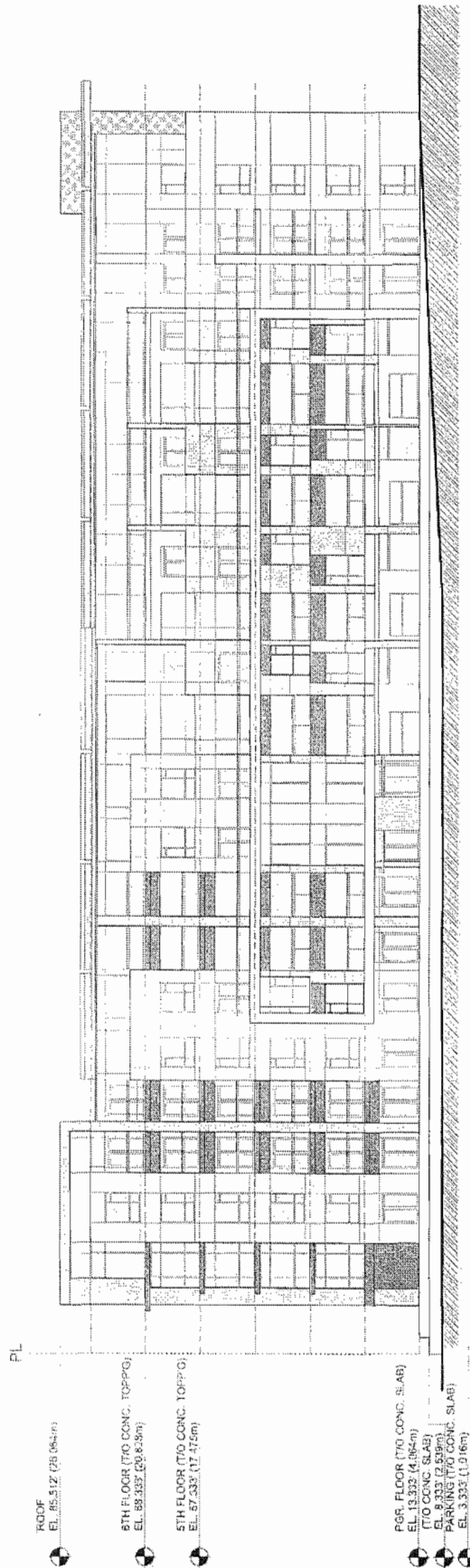
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TICKETNO. 9-0

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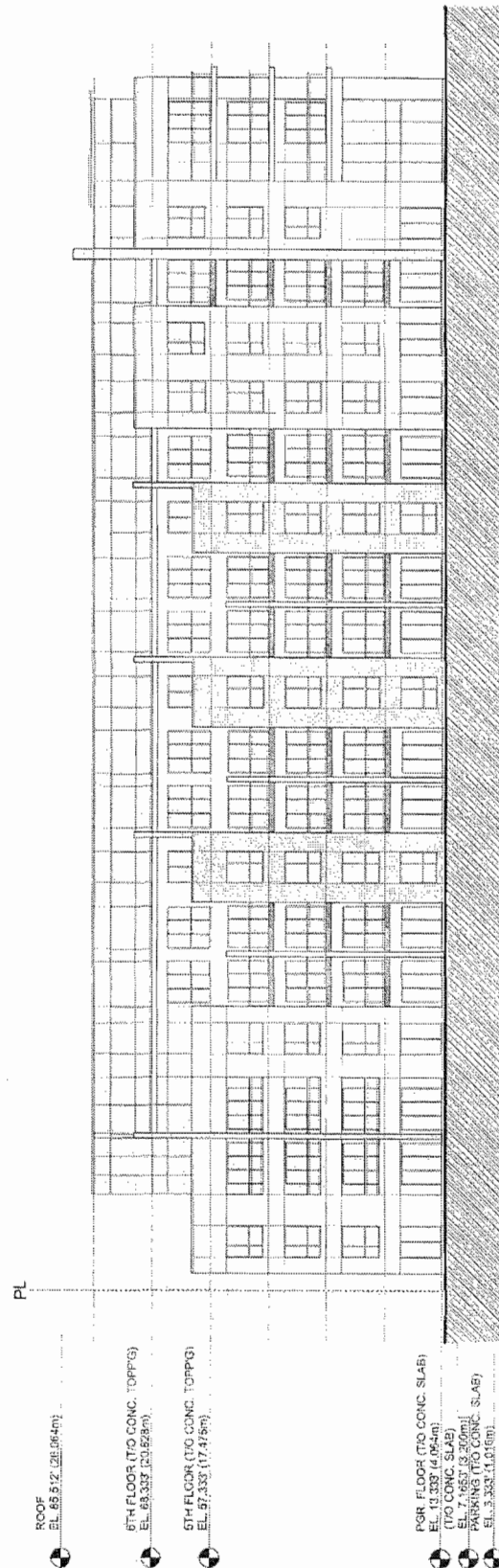
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TICKETNO. 9-0

1771, 1773 ALDERBRIDGE WAY
TICKETNO. 9-0

1771, 1773 ALDERBRIDGE WAY
TICKETNO. 9-0



BUILDING 2 - WEST ELEVATION - GILBERT ROAD



BUILDING 2 - SOUTH ELEVATION - GREENWAY

NO.	DATE	REVISION
1	11/11/11	ISSUED FOR PERMITTING
2	11/11/11	ISSUED FOR PERMITTING
3	11/11/11	ISSUED FOR PERMITTING
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PROJECT
APARTMENT DEVELOPMENT

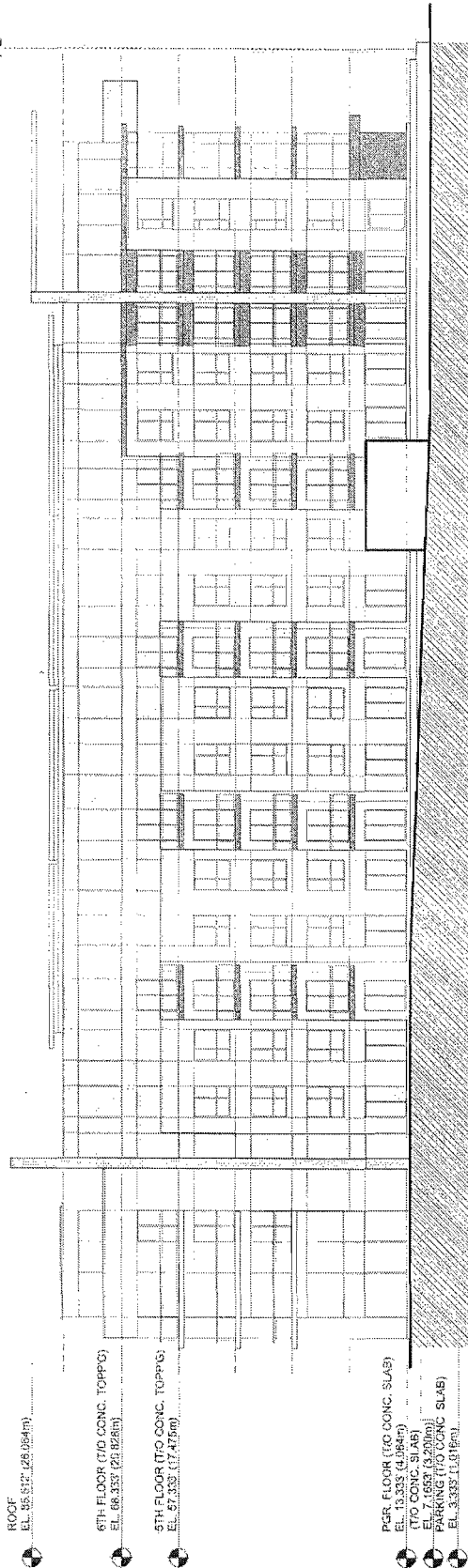
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BIRMINGHAM, AL 35205

Yamamoto
Architecture Inc.

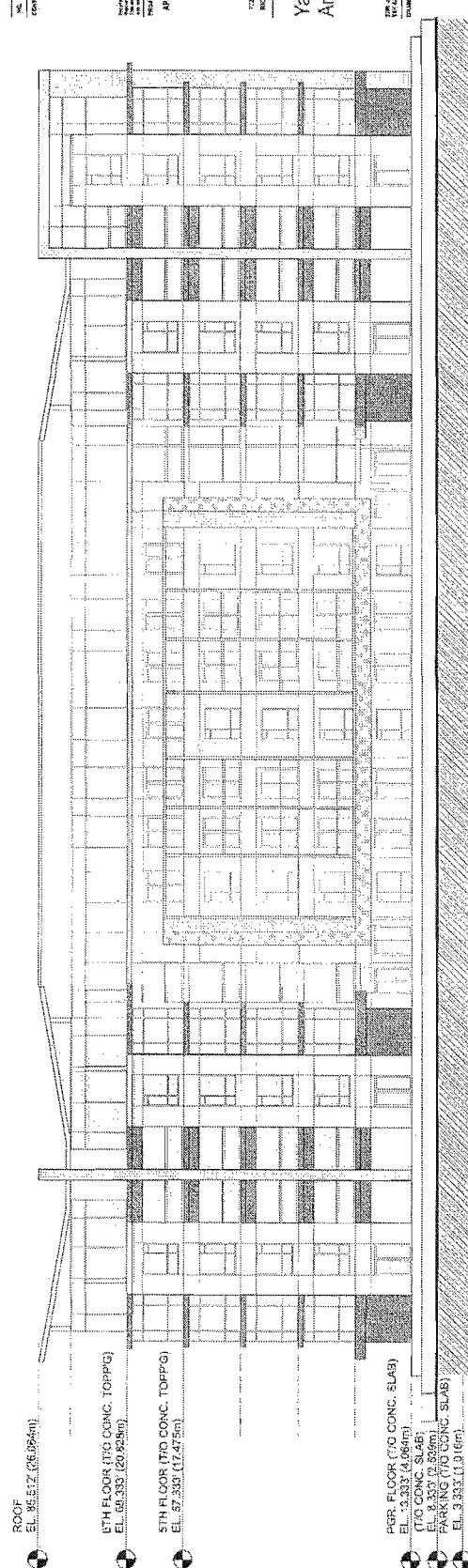
2000 10th Ave, Ste. 200
Birmingham, AL 35205
205.933.1111

SCALE	DATE	BY	CHKD	APP'D	REV
1" = 8'-0"	11/11/11	YJ	YJ	YJ	1
A2.2					
PROJECT NO. 1104					

PL



BUILDING 2 - EAST ELEVATION - CEDARBRIDGE WAY



BUILDING 2 - NORTH ELEVATION - RIVER ROAD

NO.	DATE	REVISION
1	01/11/17	ISSUED FOR PERMIT
2	02/01/17	REVISED PERMIT
3	02/01/17	REVISED PERMIT
4	02/01/17	REVISED PERMIT
5	02/01/17	REVISED PERMIT
6	02/01/17	REVISED PERMIT
7	02/01/17	REVISED PERMIT
8	02/01/17	REVISED PERMIT
9	02/01/17	REVISED PERMIT
10	02/01/17	REVISED PERMIT

NOTED: All work shall be in accordance with the latest edition of the International Building Code (IBC) and the latest edition of the International Energy Conservation Code (IECC).

APPROVED FOR SUBMITTAL

172A, 177A ALBANY ROAD, NEW YORK, NY 10523-1000

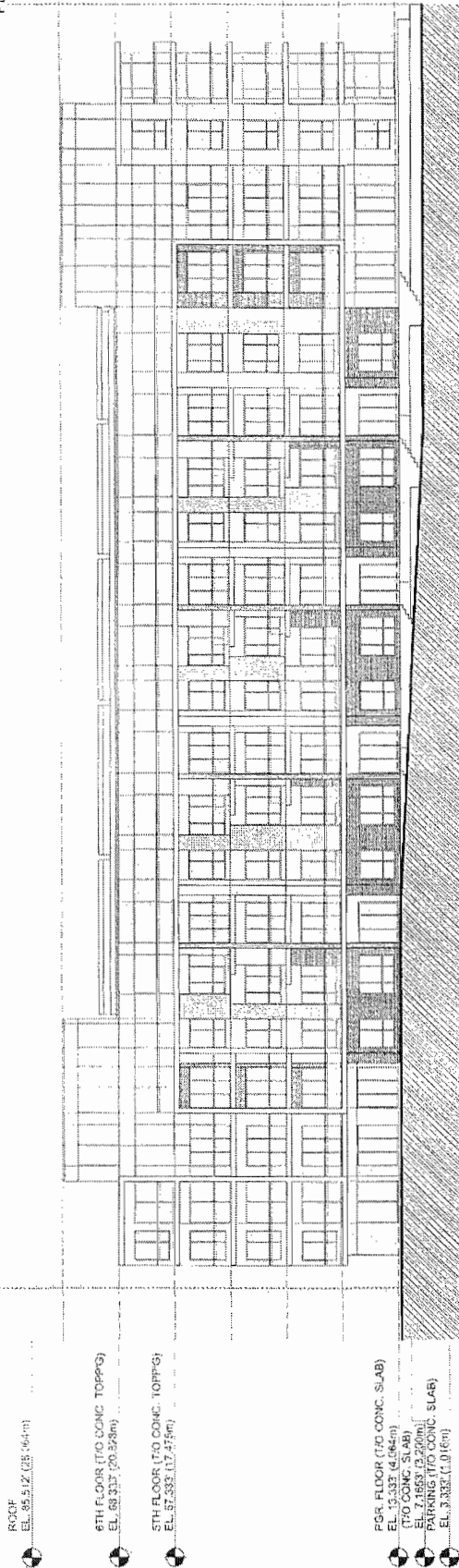
Yamamoto
Architecture Inc.

172A, 177A ALBANY ROAD, NEW YORK, NY 10523-1000

NO.	DATE	REVISION
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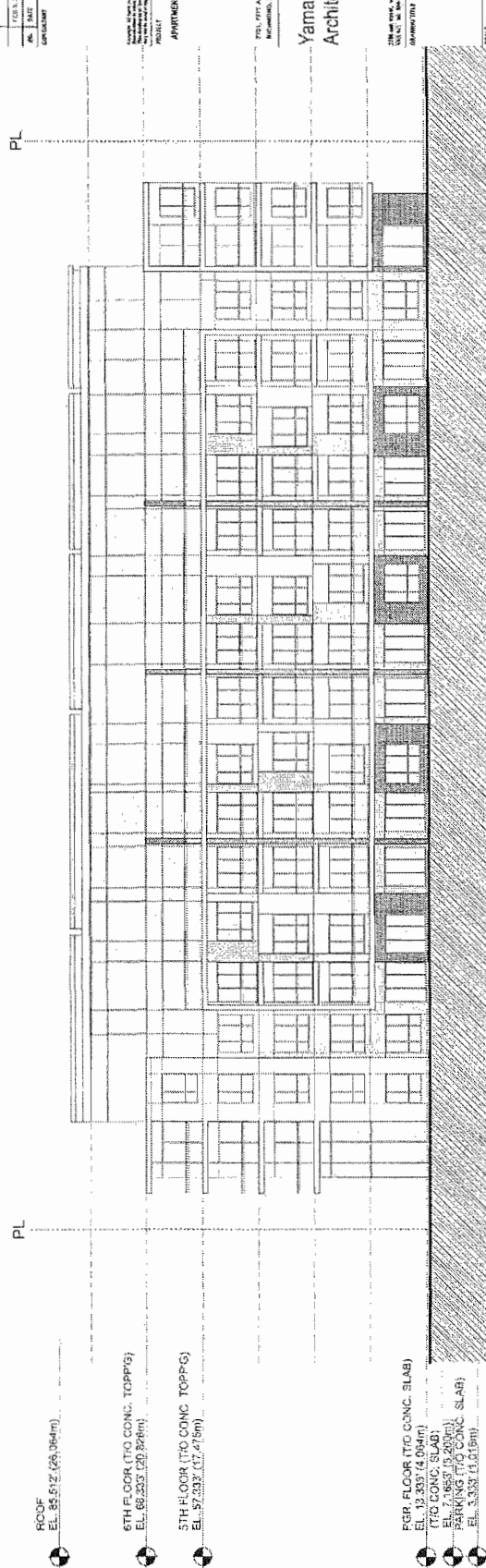
A2.3

PL



BUILDING 3 - EAST ELEVATION - LANE

PL



BUILDING 3 - SOUTH ELEVATION - GREENWAY

REVISION	DATE	BY	CHKD
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PROJECT
APARTMENT DEVELOPMENT

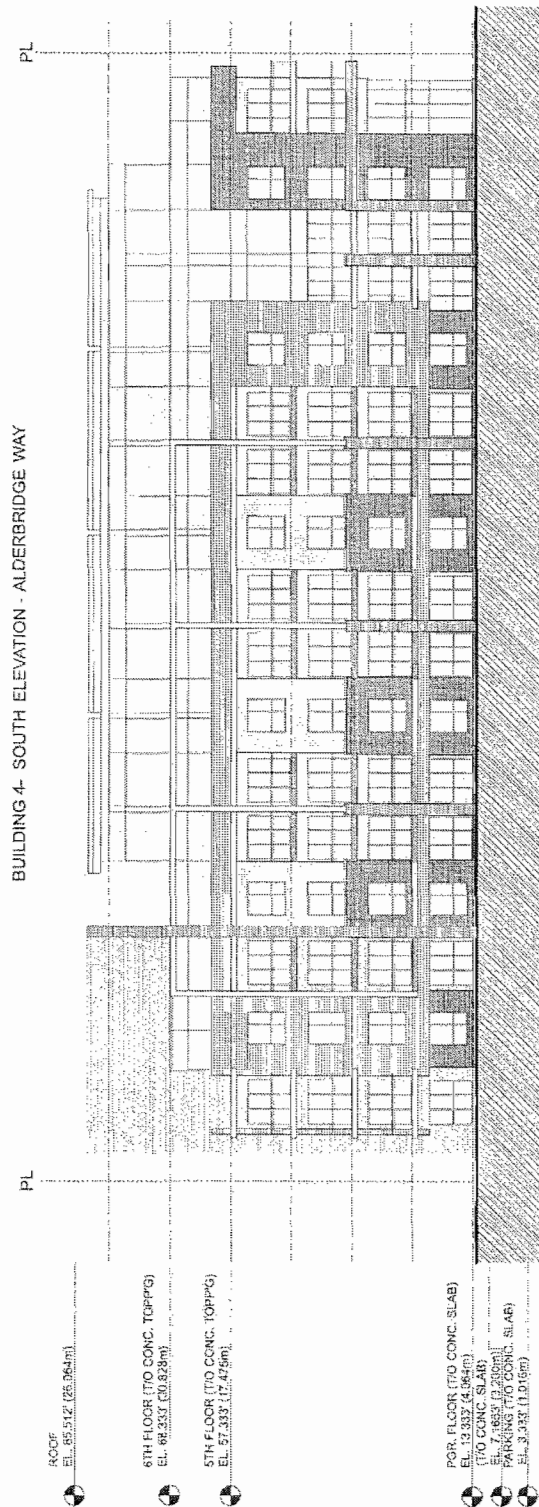
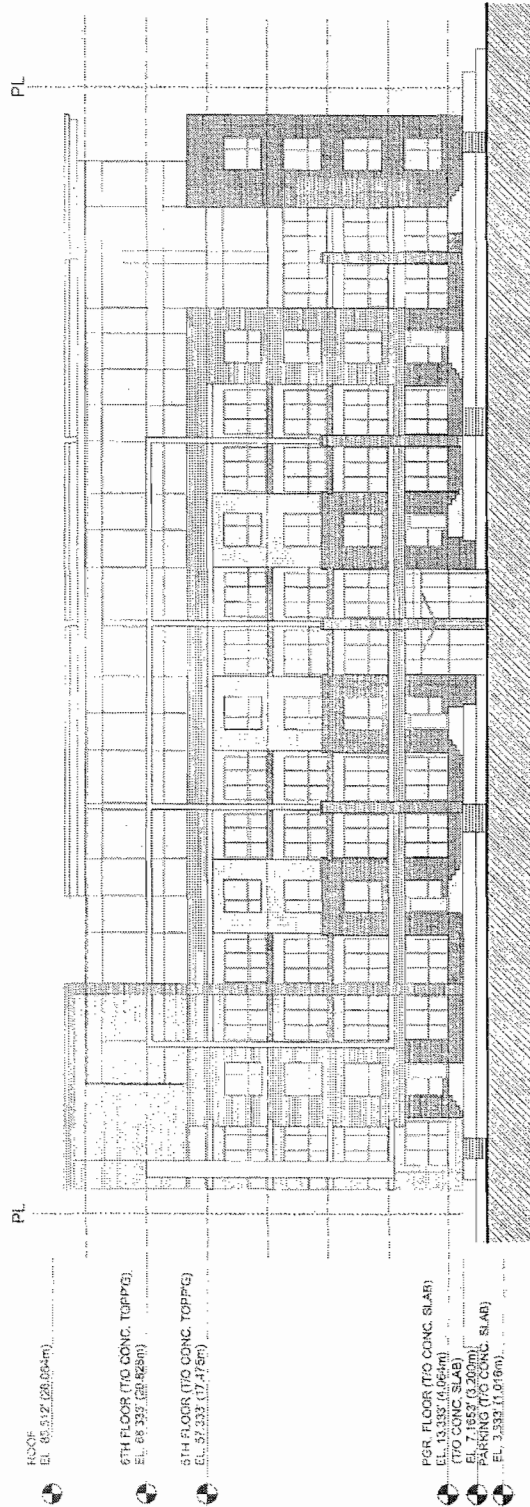
DESIGNER
YAMAMOTO, INC.

ARCHITECT
Yamamoto
Architecture Inc.

DATE
03/15/2017

SCALE	1/8" = 1'-0"
DATE	03/15/2017
PROJECT	APARTMENT DEVELOPMENT
DESIGNER	YAMAMOTO, INC.
ARCHITECT	Yamamoto Architecture Inc.
DATE	03/15/2017

A2.4



NO.	DATE	REVISION
1	10/10/10	ISSUED FOR PERMIT
2	10/10/10	ISSUED FOR PERMIT
3	10/10/10	ISSUED FOR PERMIT
4	10/10/10	ISSUED FOR PERMIT
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APARTMENT DEVELOPMENT

1711 ALDERBRIDGE WAY
BIRMINGHAM, AL 35203

Yamamoto
Architecture Inc.

1711 ALDERBRIDGE WAY
BIRMINGHAM, AL 35203

NO.	DATE	REVISION
1	10/10/10	ISSUED FOR PERMIT
2	10/10/10	ISSUED FOR PERMIT
3	10/10/10	ISSUED FOR PERMIT
4	10/10/10	ISSUED FOR PERMIT
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9	10/10/10	ISSUED FOR PERMIT
10	10/10/10	ISSUED FOR PERMIT



PLN - 121

APARTMENT DEVELOPMENT

Yamamoto
Architecture Inc.

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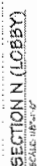
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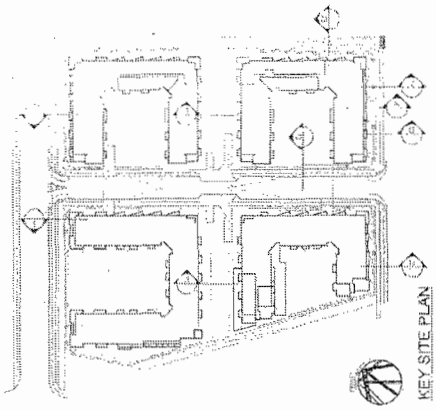
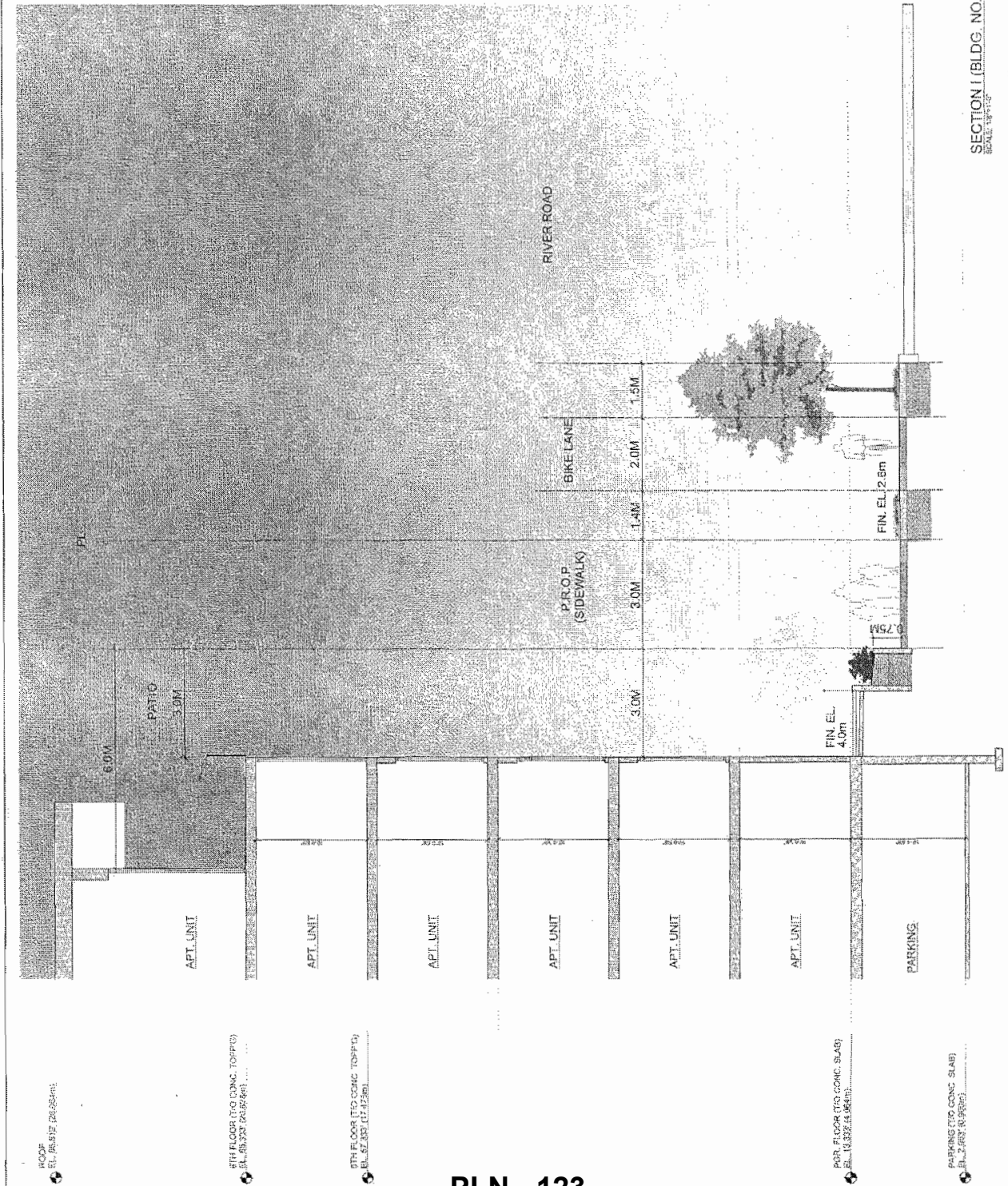
SECTION D (BLDG. NO. 4)



APARTMENT DEVELOPMENT

Yamamoto
Architecture Inc.

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NO.	DATE	REVISION
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2	10/10/10	REVISED PER COMMENTS
3	10/10/10	REVISED PER COMMENTS

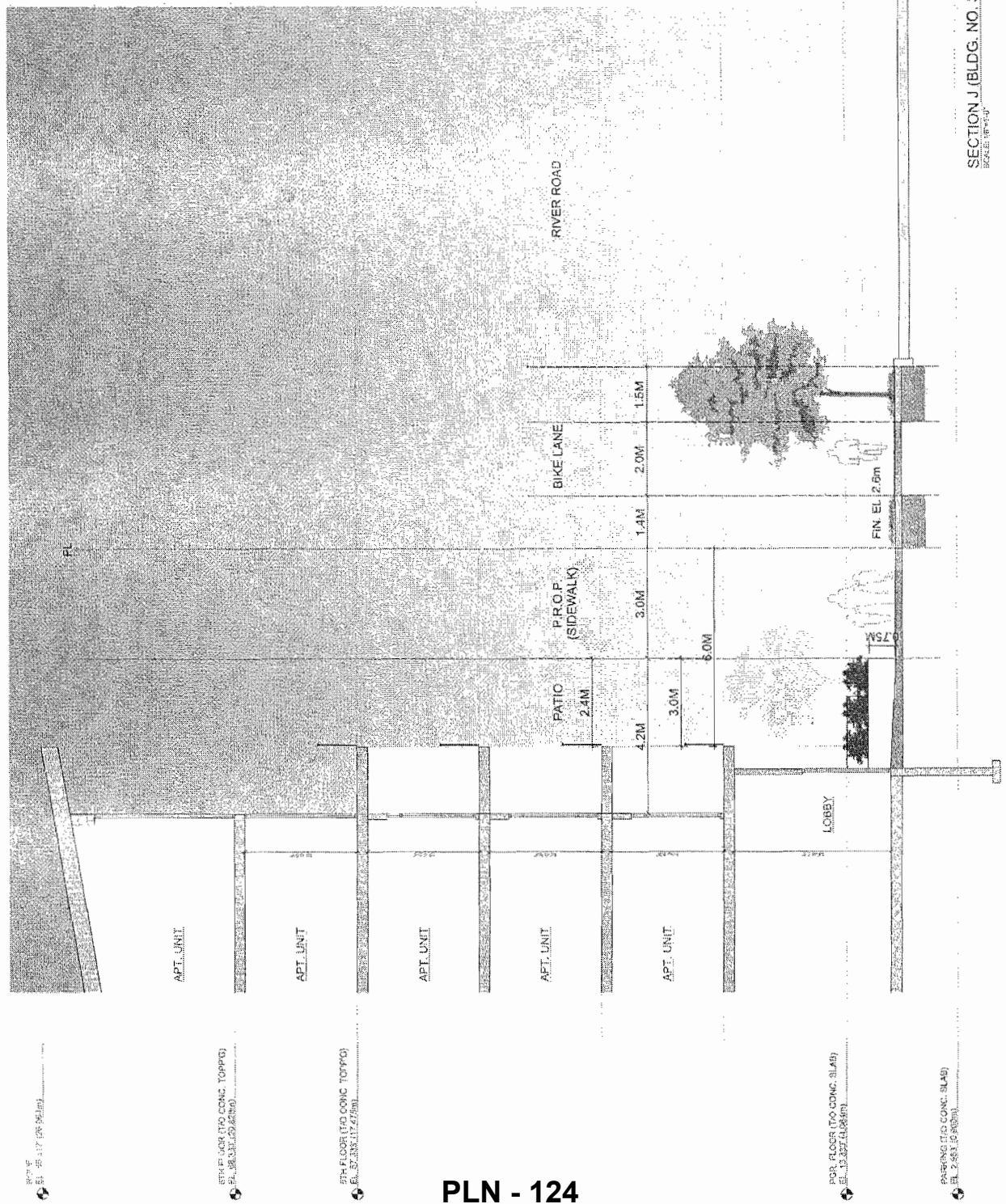
PROJECT: APARTMENT DEVELOPMENT
 PREPARED BY: YAMAMOTO ARCHITECTURE INC.
 CHECKED BY: YAMAMOTO ARCHITECTURE INC.
 DATE: 10/10/10

Yamamoto
 Architecture Inc.

BUILDING SECTIONS
 SCALE: 1/8"=1'-0"

NO.	DATE	REVISION
1	10/10/10	ISSUED FOR PERMITTING
2	10/10/10	REVISED PER COMMENTS
3	10/10/10	REVISED PER COMMENTS

SECTION I (BLDG. NO.2)
 SCALE: 1/8"=1'-0"

[illegible]

PRO-507
APARTMENT DEVELOPMENT

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Yamamoto
Architecture Inc.

BUILDING SECTIONS

DATE	10/18/74	DATE	10/18/74
TIME	1:50 PM	TIME	1:50 PM
LOCATION		LOCATION	
REMARKS		REMARKS	

SECTION J (BLDG. NO. 3)
SCALE: 1/8"=1'-0"



The sale of both parcels
 described here is subject to being fully paid.
 Title. Payment of an installment of service in one property is the security and
 can not be used to pay any other property in a future installment of said service.

PROJECT _____
 APARTMENT DEVELOPMENT

7721, 7714 ALDERMAN RD, WY
BIRMINGHAM, AL.

Yamamoto
Architecture Inc.

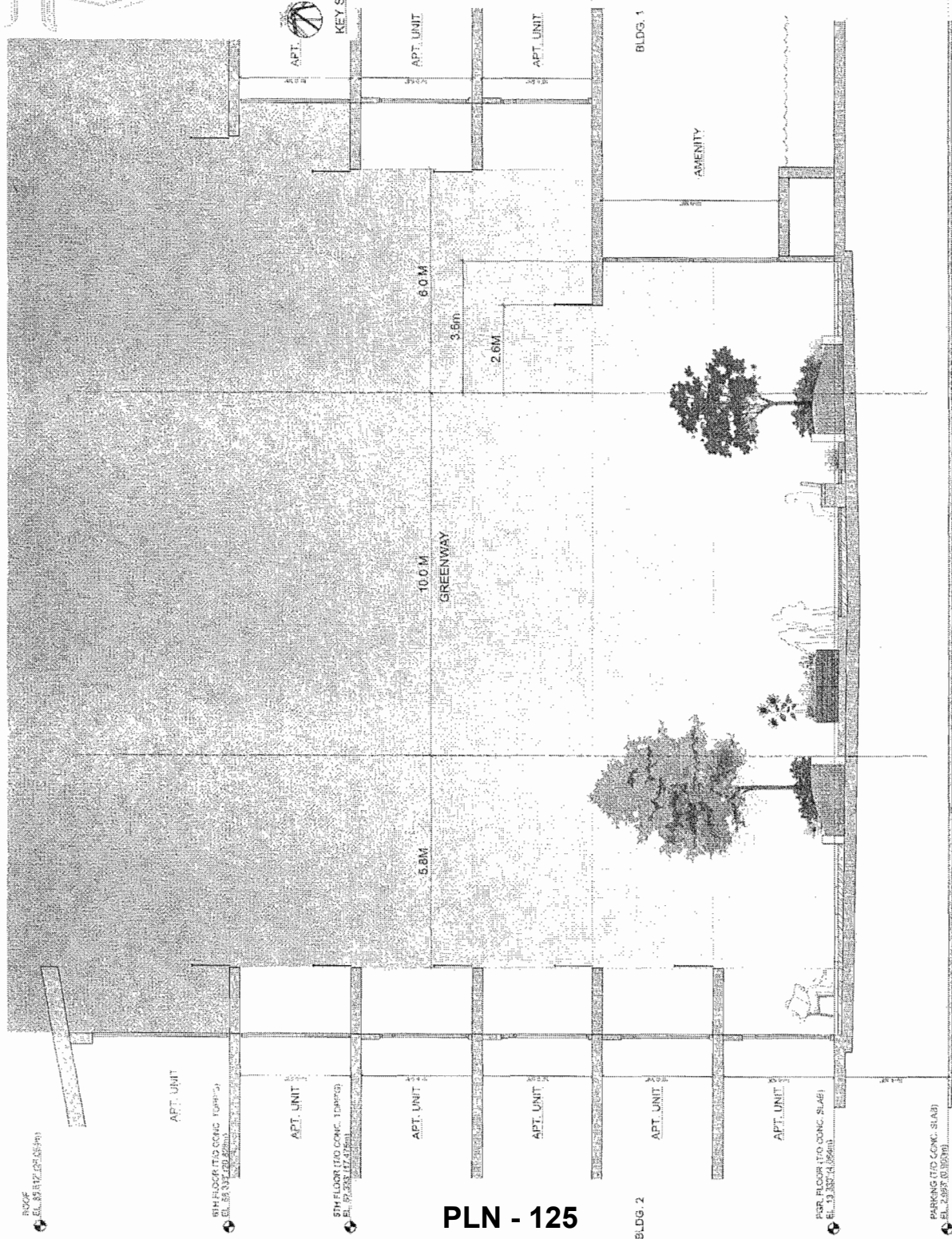
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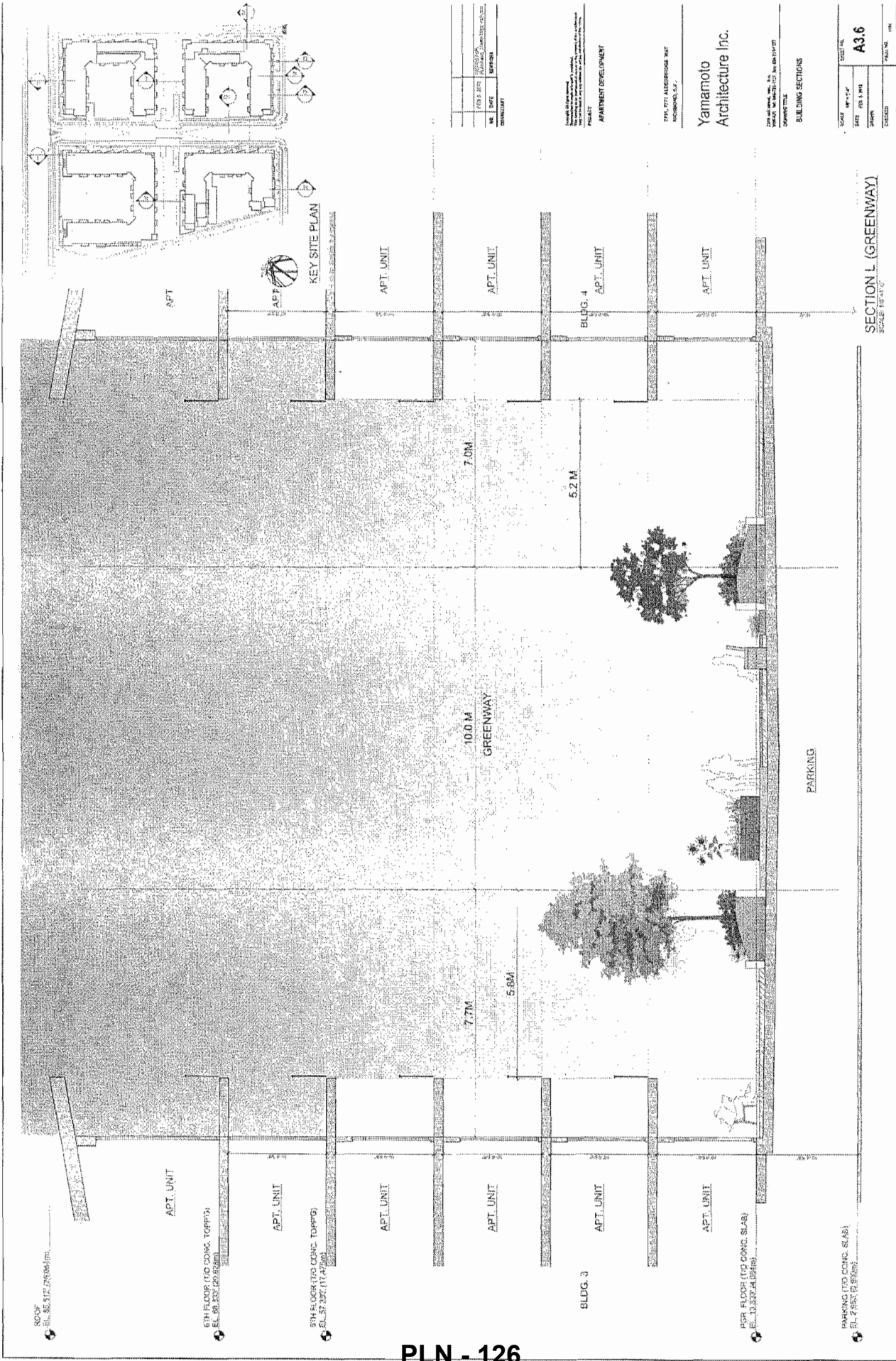
BUILDING SECTIONS

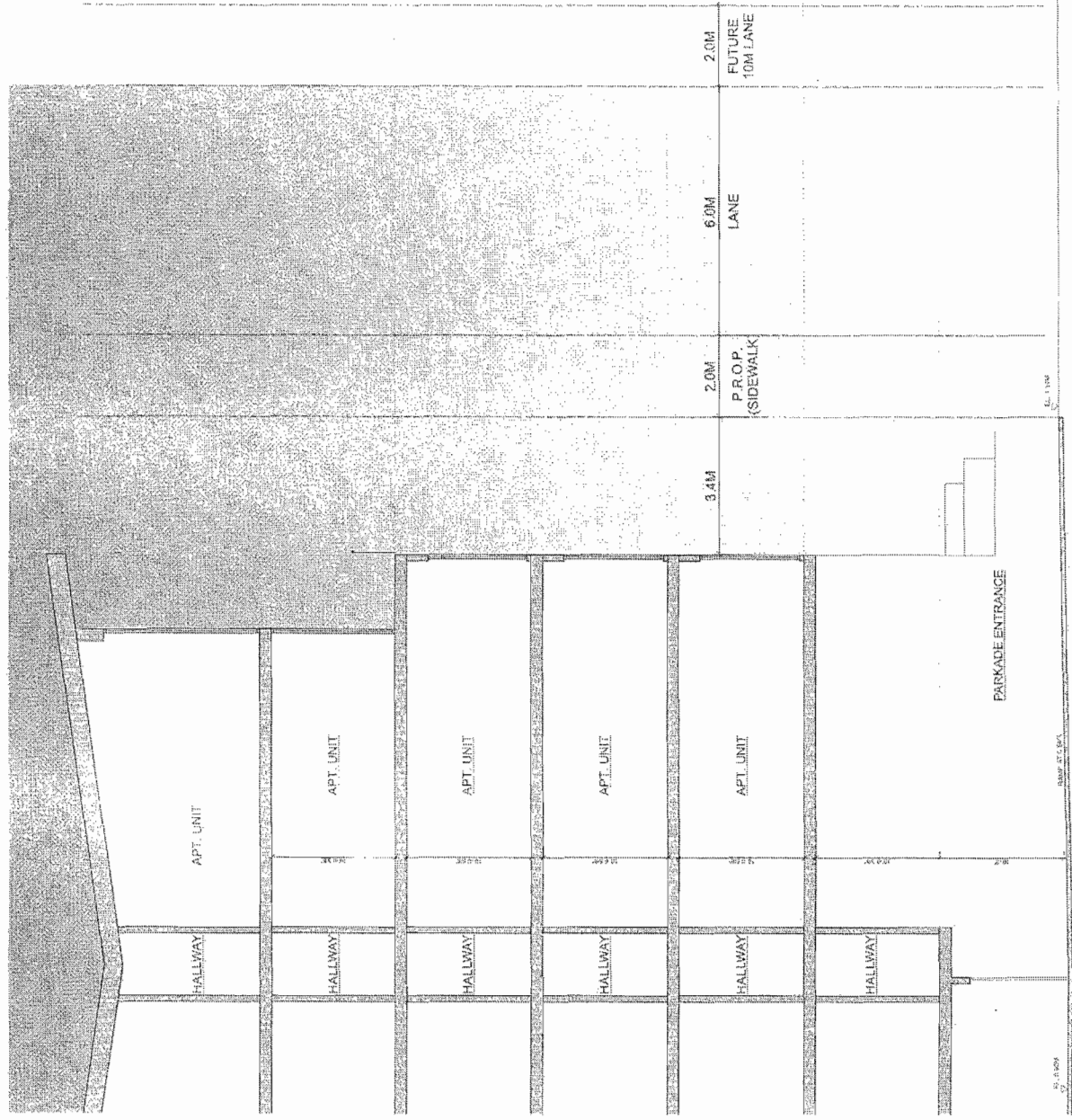
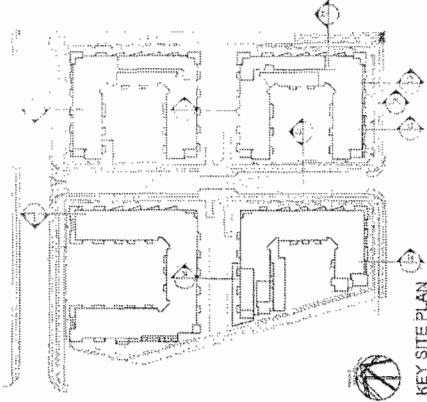
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SECTION K (GREENWAY)

5-5261-37V28







NO.	DATE	REVISIONS
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2	01/11/2017	REVISED FOR PERMIT
3	01/11/2017	REVISED FOR PERMIT
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99	01/11/2017	REVISED FOR PERMIT
100	01/11/2017	REVISED FOR PERMIT

PROJECT
KALIBRENT DEVELOPMENT

PREPARED BY
YAMAMOTO ARCHITECTURE INC.

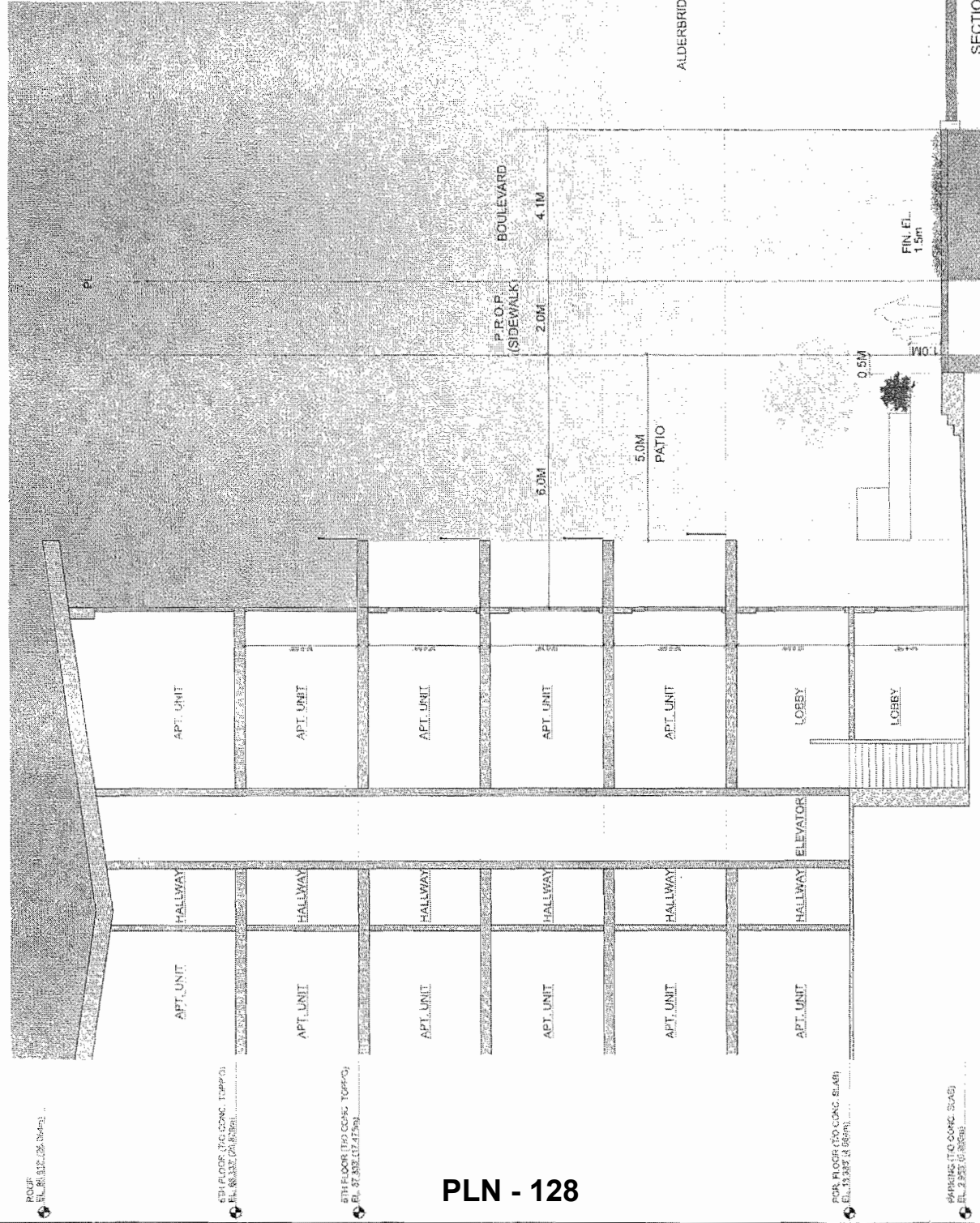
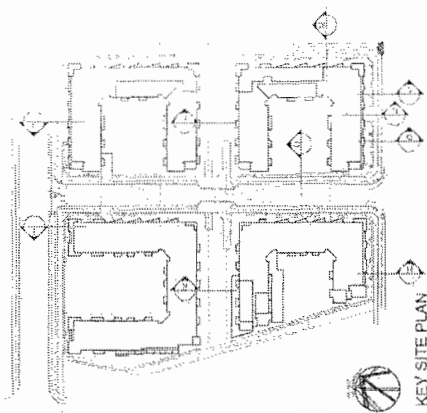
Yamamoto
Architecture Inc.

BUILDING SECTIONS
SECTION M (LANE)

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DATE	01/11/2017
DRAWN	YAMAMOTO
CHECKED	YAMAMOTO

SHEET NO.
A3.7

SECTION M (LANE)



ALDERBRIDGE WAY	
NO.	DATE
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2	10/10/2010

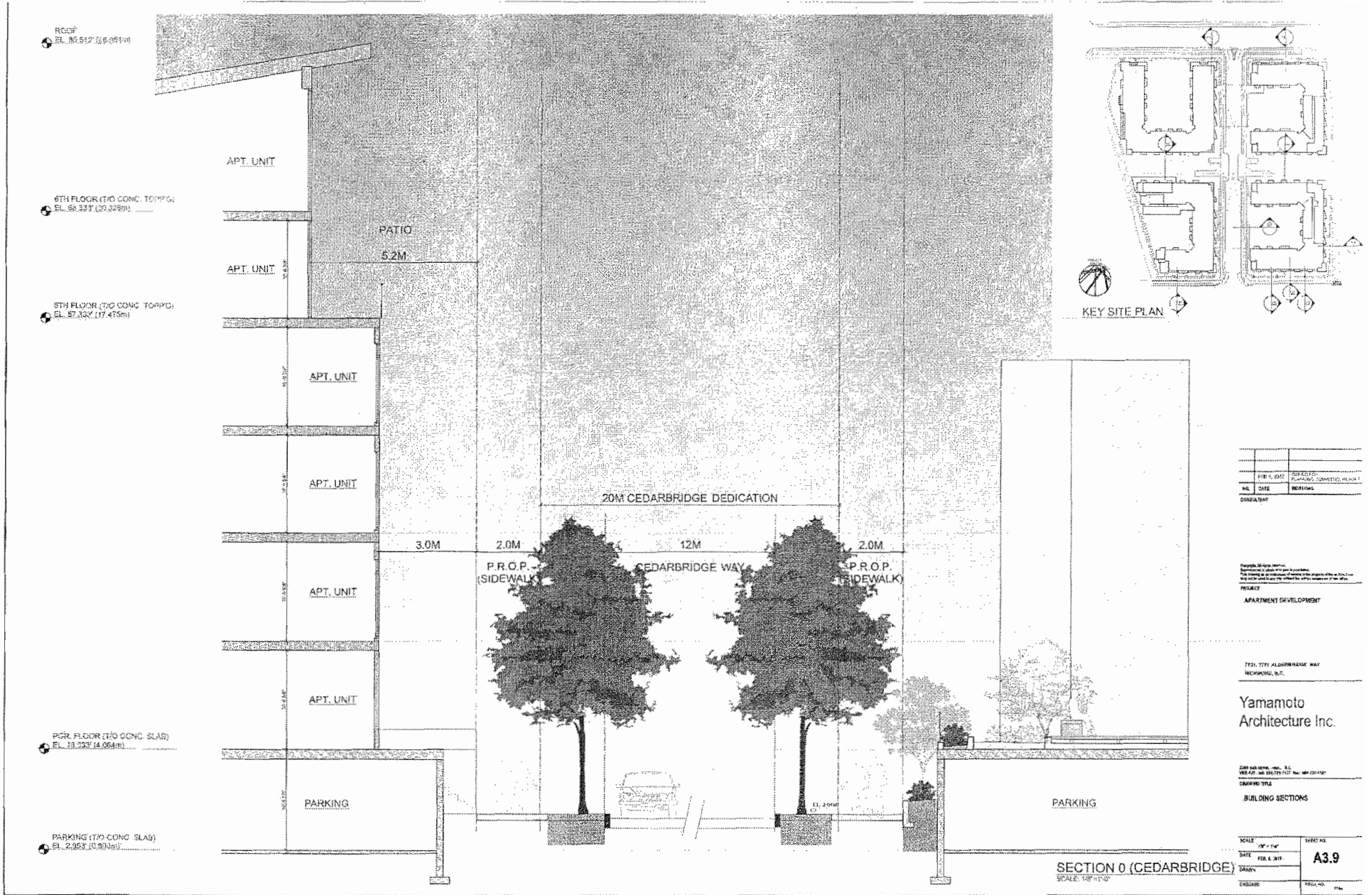
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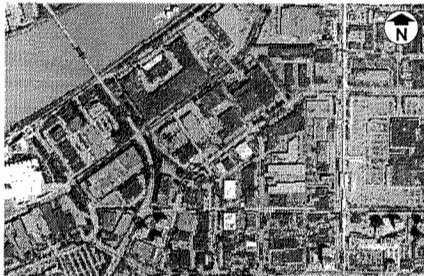
Yamamoto
Architecture Inc.

BUILDING SECTIONS

SECTION	SCALE	DATE	NO.
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PLN - 128

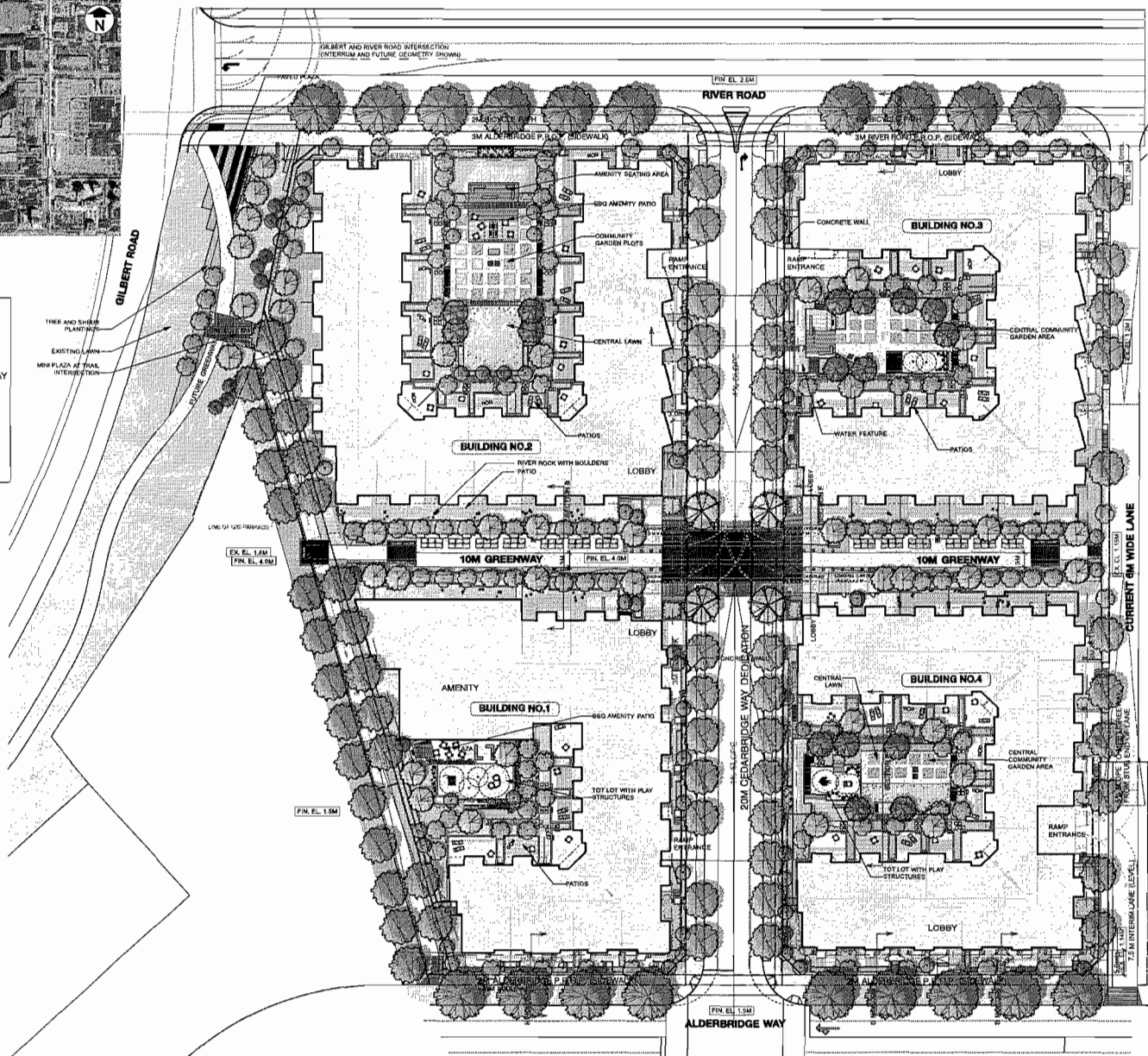




SITE LOCATION

DRAWING LIST

- L1.1 LANDSCAPE SITE PLAN
- L1.2 GRADING PLAN
- L1.3 COURTYARD DETAIL PLAN - BUILDING 4
- L1.4 COURTYARD DETAIL PLAN - BUILDING 3
- L1.5 COURTYARD DETAIL PLAN - BUILDING 2
- L1.6 EAST / WEST COMMUNITY GARDEN GREENWAY
- L1.7 FUTURE LANE CONDITION
- L1.8 ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN
- L2.1 PLANT MATERIALS
- L3.1 LANDSCAPE SECTIONS
- L3.2 LANDSCAPE ELEVATIONS AND DETAILS
- L4.1 PRECEDENT IMAGES



NOTES:



1	24 FEB 2012	ISSUED FOR STAFF REPORT
2	14 MAR 2012	ISSUED FOR REVIEW
3	27 APR 2012	ISSUED FOR REVIEW
4	24 MAY 2012	ISSUED FOR REVIEW
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100	01 MAY 2020	ISSUED FOR REVIEW



Yamamoto
Architecture Inc.

2000 10th Street, Vancouver, B.C.
V6H 2G7 TEL: 604-271-1111 FAX: 604-271-1122

PROJECT:
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC



onni GROUP OF COMPANIES

DESIGN	DATE	REAL
DESIGNED	06	
SCALE	1:500	
FILE NO.	00-01	
DATE	24 OCT 2011	

ALBERT (10/11)

LANDSCAPE SITE PLAN

L1.1

ATTACHMENT 8

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$\Delta H_{\text{f}}^{\circ} = -908 \text{ kJ mol}^{-1}$

Yamamoto
Architecture Inc.

2888 0004 sketched, www.jagjag.org/, 3b-6.
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7731, 7771 ALDERBRIDGE WAY
RICHMOND BC

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100	10

Figure 1. Schematic diagram of the experimental setup.

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Author's address:

HAZARDING PLAN

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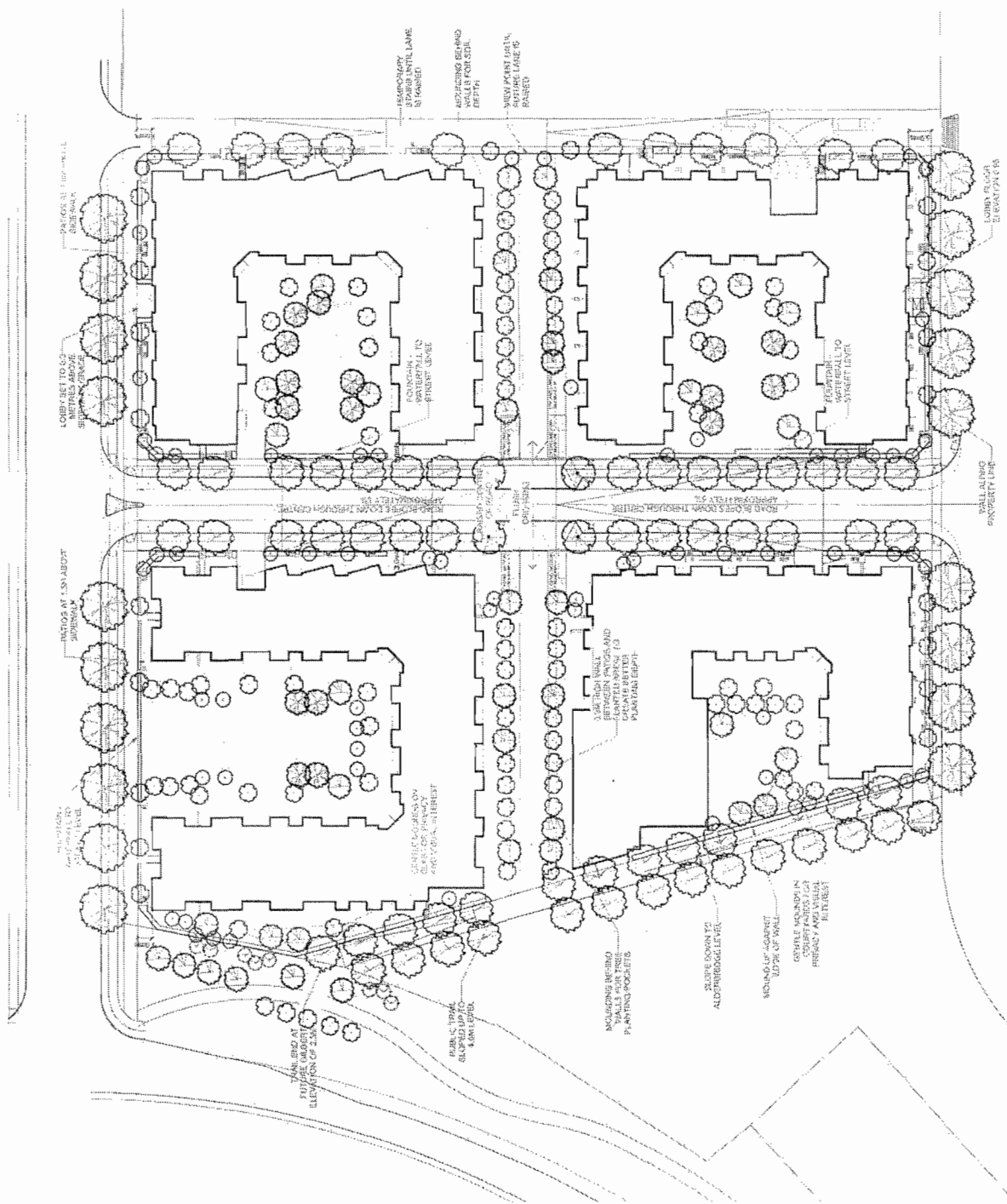
L1.2

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GRADING PLAN

L1.2



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7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC

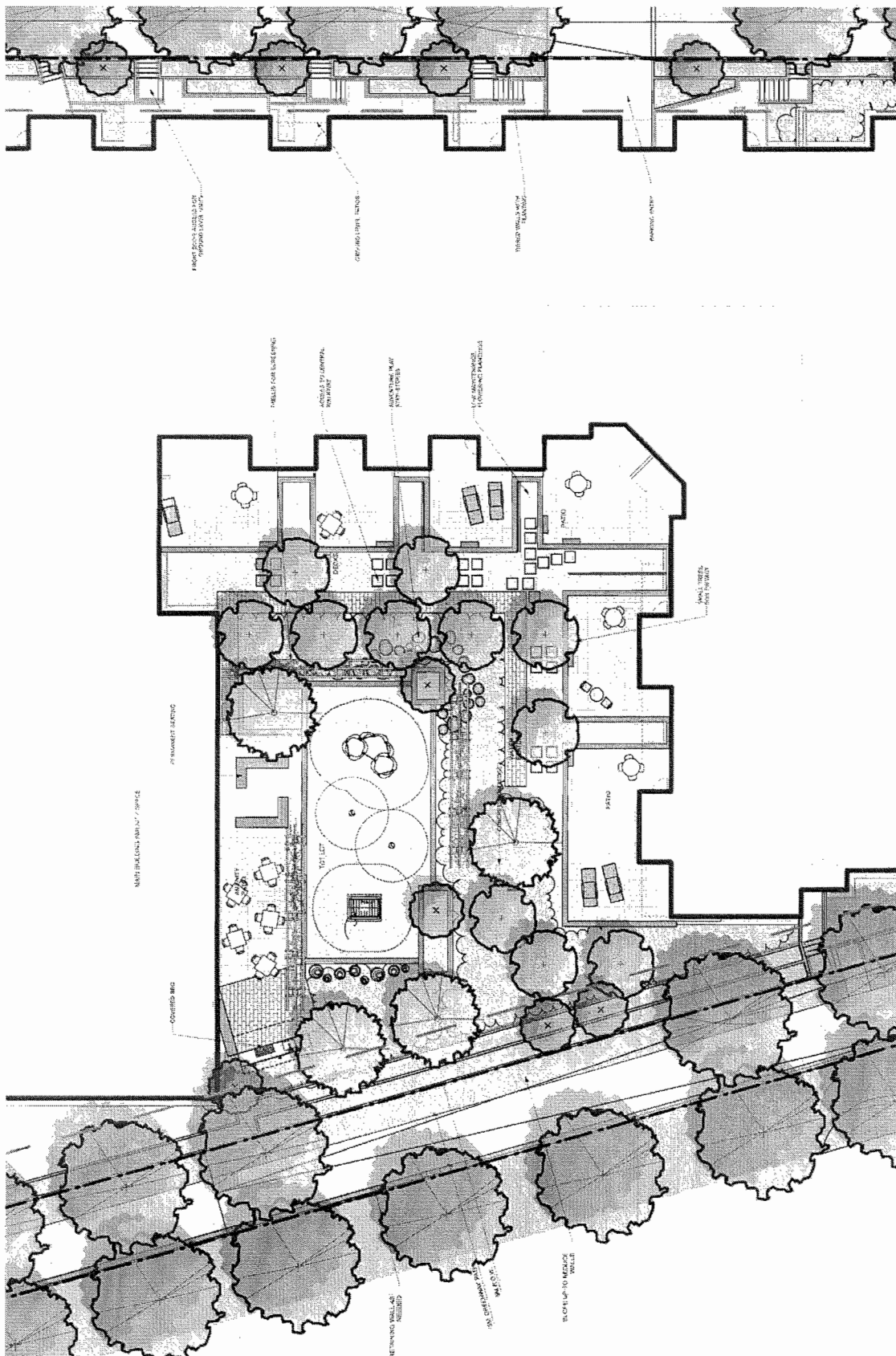


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BUILDING 1
COURTYARD
DETAIL PLAN

L1.4





DATE	DESCRIPTION	AMOUNT	CHECK NO.	BANK	INITIALS
12/1/80	DEPOSIT	100.00		CHASE	
12/2/80	PAYROLL	50.00	101	CHASE	
12/3/80	RENT	25.00	102	CHASE	
12/4/80	UTILITIES	15.00	103	CHASE	
12/5/80	FOOD	10.00	104	CHASE	
12/6/80	TRANSPORT	20.00	105	CHASE	
12/7/80	ENTERTAINMENT	30.00	106	CHASE	
12/8/80	SALES	150.00	107	CHASE	
12/9/80	RECEIPTS	75.00	108	CHASE	
12/10/80	DEPOSIT	120.00		CHASE	
12/11/80	PAYROLL	55.00	109	CHASE	
12/12/80	RENT	25.00	110	CHASE	
12/13/80	UTILITIES	15.00	111	CHASE	
12/14/80	FOOD	10.00	112	CHASE	
12/15/80	TRANSPORT	20.00	113	CHASE	
12/16/80	ENTERTAINMENT	30.00	114	CHASE	
12/17/80	SALES	150.00	115	CHASE	
12/18/80	RECEIPTS	75.00	116	CHASE	
12/19/80	DEPOSIT	120.00		CHASE	
12/20/80	PAYROLL	55.00	117	CHASE	
12/21/80	RENT	25.00	118	CHASE	
12/22/80	UTILITIES	15.00	119	CHASE	
12/23/80	FOOD	10.00	120	CHASE	
12/24/80	TRANSPORT	20.00	121	CHASE	
12/25/80	ENTERTAINMENT	30.00	122	CHASE	
12/26/80	SALES	150.00	123	CHASE	
12/27/80	RECEIPTS	75.00	124	CHASE	
12/28/80	DEPOSIT	120.00		CHASE	
12/29/80	PAYROLL	55.00	125	CHASE	
12/30/80	RENT	25.00	126	CHASE	
12/31/80	UTILITIES	15.00	127	CHASE	
1/1/81	FOOD	10.00	128	CHASE	
1/2/81	TRANSPORT	20.00	129	CHASE	
1/3/81	ENTERTAINMENT	30.00	130	CHASE	
1/4/81	SALES	150.00	131	CHASE	
1/5/81	RECEIPTS	75.00	132	CHASE	
1/6/81	DEPOSIT	120.00		CHASE	
1/7/81	PAYROLL	55.00	133	CHASE	
1/8/81	RENT	25.00	134	CHASE	
1/9/81	UTILITIES	15.00	135	CHASE	
1/10/81	FOOD	10.00	136	CHASE	
1/11/81	TRANSPORT	20.00	137	CHASE	
1/12/81	ENTERTAINMENT	30.00	138	CHASE	
1/13/81	SALES	150.00	139	CHASE	
1/14/81	RECEIPTS	75.00	140	CHASE	
1/15/81	DEPOSIT	120.00		CHASE	
1/16/81	PAYROLL	55.00	141	CHASE	
1/17/81	RENT	25.00	142	CHASE	
1/18/81	UTILITIES	15.00	143	CHASE	
1/19/81	FOOD	10.00	144	CHASE	
1/20/81	TRANSPORT	20.00	145	CHASE	
1/21/81	ENTERTAINMENT	30.00	146	CHASE	
1/22/81	SALES	150.00	147	CHASE	
1/23/81	RECEIPTS	75.00	148	CHASE	
1/24/81	DEPOSIT	120.00		CHASE	
1/25/81	PAYROLL	55.00	149	CHASE	
1/26/81	RENT	25.00	150	CHASE	
1/27/81	UTILITIES	15.00	151	CHASE	
1/28/81	FOOD	10.00	152	CHASE	
1/29/81	TRANSPORT	20.00	153	CHASE	
1/30/81	ENTERTAINMENT	30.00	154	CHASE	
1/31/81	SALES	150.00	155	CHASE	
2/1/81	RECEIPTS	75.00	156	CHASE	
2/2/81	DEPOSIT	120.00		CHASE	
2/3/81	PAYROLL	55.00	157	CHASE	
2/4/81	RENT	25.00	158	CHASE	
2/5/81	UTILITIES	15.00	159	CHASE	



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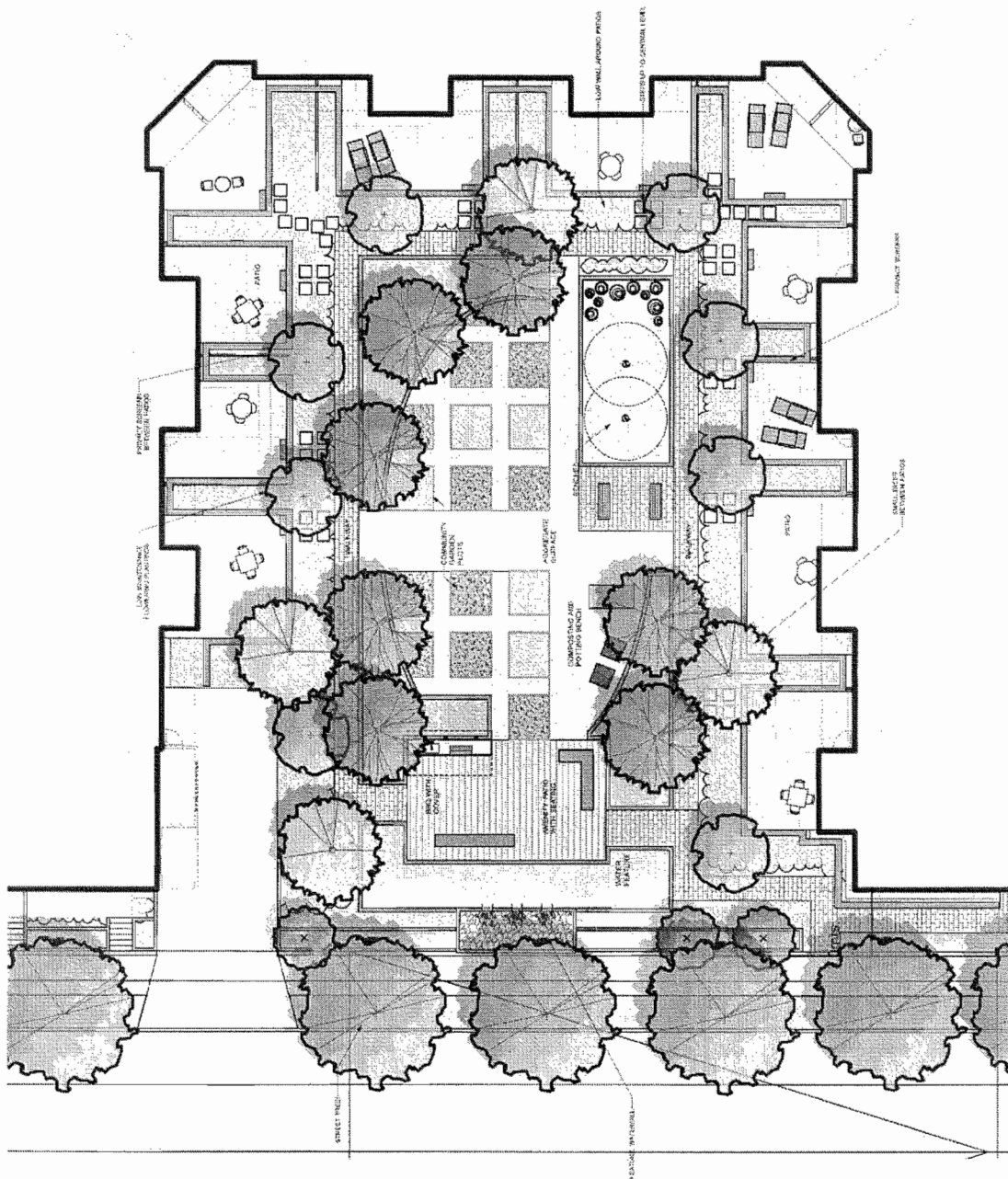
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2019-2020

SPAC 1-1-1
BUILDING 3
COURTYARD
DETAIL PLAN

• • •

L1.5



COURTYARD GARDENING PRECEDENTS

[illegible]

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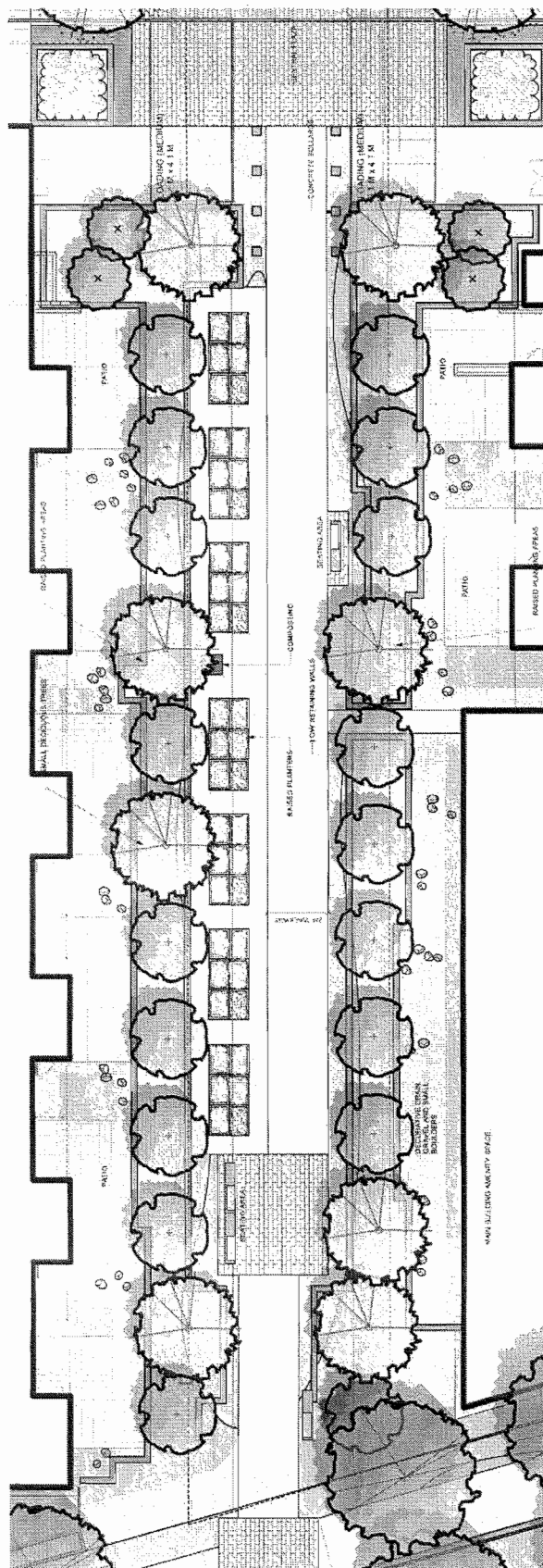
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V6M 1J1 TEL: 604-731-1117 FAX: 604-731-1127

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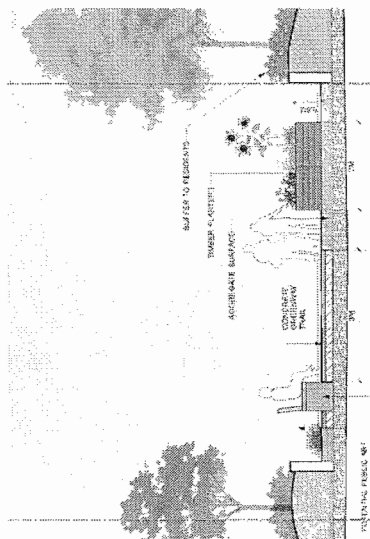
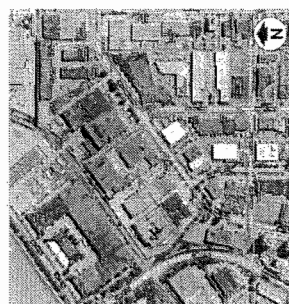
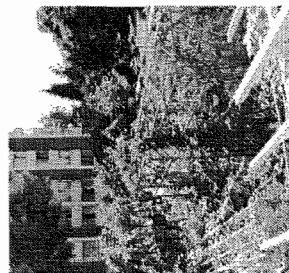
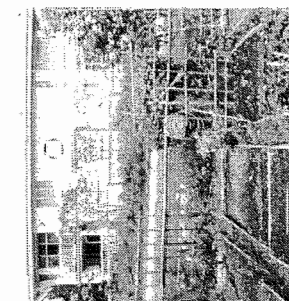
Figure 1. The effect of the concentration of the *Agaricus bisporus* on the growth of *Agaricus bisporus* on the substrate. The concentration of the *Agaricus bisporus* was 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6

EAST/WEST
COMMUNITY GARDEN
GREENWAY

9.17



COMMUNITY GARDEN GREENWAY DETAIL PLAN SCALE 1"=10'



COMMUNITY GARDEN "PRECEDENT" AND CHARACTER IMAGES

7. 下列各式中，正确的是	$\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$
8. 下列各式中，正确的是	$\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$
9. 下列各式中，正确的是	$\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$
10. 下列各式中，正确的是	$\frac{1}{2} \times \frac{1}{3} = \frac{1}{6}$

NOTES



1. All dimensions are in meters unless otherwise specified.
2. All elevations are in meters above sea level unless otherwise specified.
3. All materials and finishes are to be as specified in the schedule of materials.
4. All construction is to be in accordance with the current edition of the National Building Code of Canada.
5. All landscaping is to be in accordance with the current edition of the National Building Code of Canada.
6. All site work is to be in accordance with the current edition of the National Building Code of Canada.
7. All site work is to be in accordance with the current edition of the National Building Code of Canada.
8. All site work is to be in accordance with the current edition of the National Building Code of Canada.
9. All site work is to be in accordance with the current edition of the National Building Code of Canada.
10. All site work is to be in accordance with the current edition of the National Building Code of Canada.



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LANDSCAPE ARCHITECTS
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RICHMOND, BC

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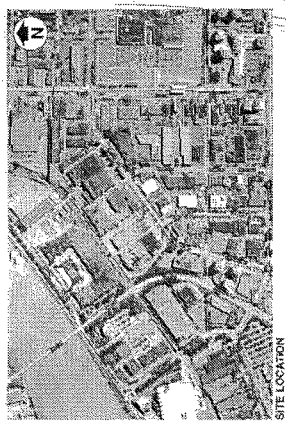
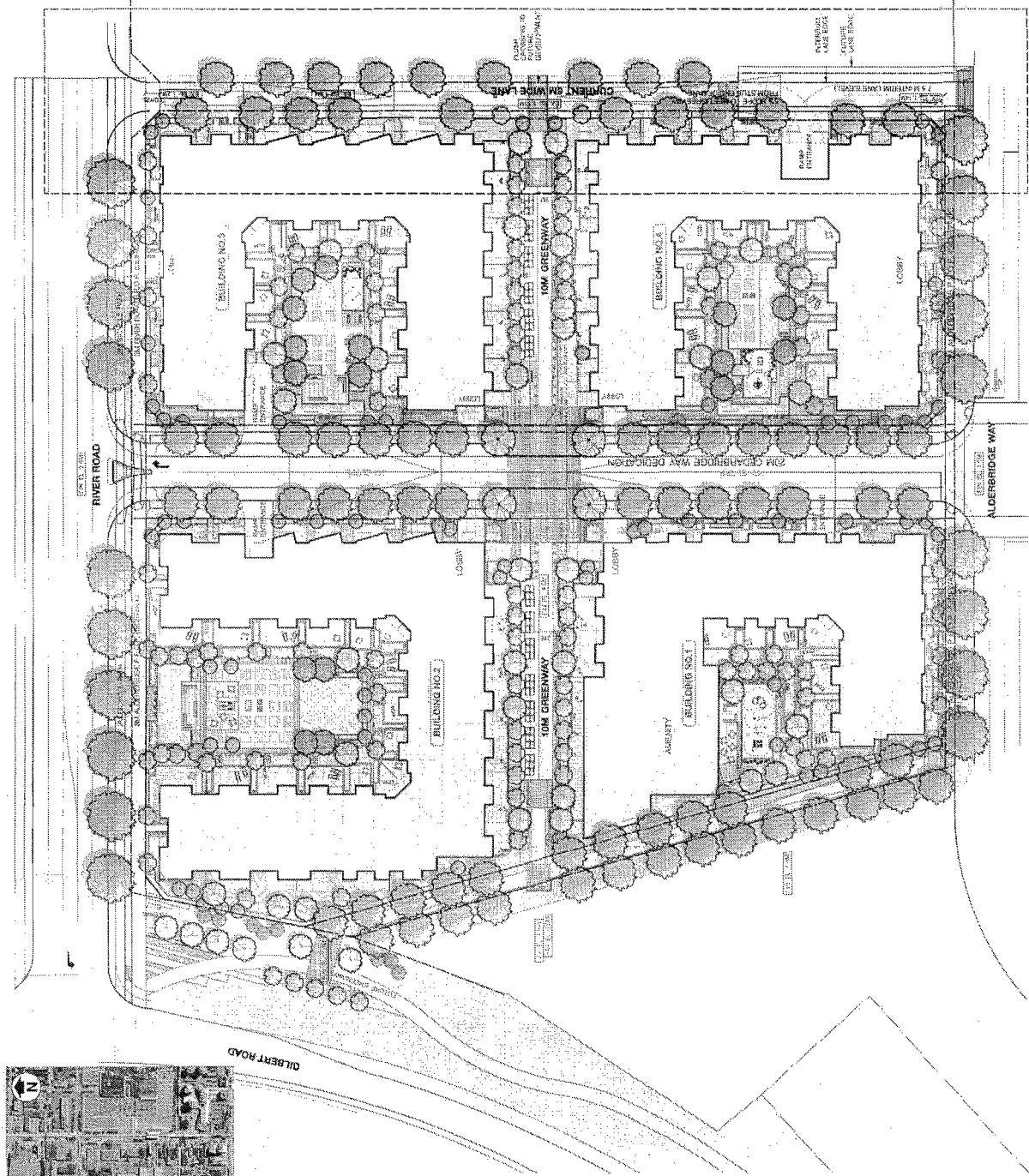
7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC



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LANDSCAPE ARCHITECTS

LANDSCAPE PLAN
FUTURE LANE
GREENWAY

L17



NOTES:

1	PROPOSED	EXISTING	PROPOSED	PROPOSED
2	PROPOSED	EXISTING	PROPOSED	PROPOSED
3	PROPOSED	EXISTING	PROPOSED	PROPOSED
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98	PROPOSED	EXISTING	PROPOSED	PROPOSED
99	PROPOSED	EXISTING	PROPOSED	PROPOSED
100	PROPOSED	EXISTING	PROPOSED	PROPOSED

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onni
 CONSULTING ARCHITECTS

DATE	2011
PROJECT	ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN
CLIENT	ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN
SCALE	AS SHOWN
DATE	2011

ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN

L1.8

ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN

STATISTICS / LEGEND

SHARED OPEN SPACE

- TOTAL OUTDOOR SHARED AMENITY AREA: **5,208 SQ.M.** (56,058 SQ.FT.)
- REQUIREMENTS AT 6 SQ.M. PER UNIT
 660 TOTAL UNITS = 3,960 SQ.M. SHARED AMENITY SPACE
- INDOOR SHARED AMENITY AREA:
 BLDG 1 (SHARED BY BLDG 2): 1,832 SQ.M.
 BLDG 3: 21 SQ.M.
 BLDG 4: 21 SQ.M.
 TOTAL INDOOR SHARED AMENITY AREA: **1,874 SQ.M.** (20,171 SQ.FT.)

PRIVATE OPEN SPACE

- MINIMUM PRIVATE OPEN SPACE AT GROUND LEVEL = 24 SQ.M. AREA
 MEDIAN PRIVATE OPEN SPACE AREA AT GROUND LEVEL = 48.5 SQ.M. AREA
- REQUIREMENTS AT 20 SQ.M. PER UNIT MINIMUM PRIVATE OPEN SPACE AREA FOR URBAN CENTRE (T5) (GROUND LEVEL) AND 6 SQ.M. BALCONY SIZE.
- THE NUMBER OF BALCONIES PER BUILDING
 BLDG 1: 161, BLDG 2: 221, BLDG 3: 195, AND BLDG 4: 212
 TOTAL BALCONIES: 789
 TOTAL BALCONY SPACE: 4,734 SQ.M. (50,956 SQ.FT.)

PUBLIC ART

POTENTIAL ART LOCATIONS

POTENTIAL LANDMARK ART LOCATION

NOTE:

ALL PROPOSED PUBLIC ART LOCATIONS SUBJECT TO PUBLIC ART COMMITTEE AND STAFF REVIEW FOLLOWING PUBLIC ART POLICY

1,155 SQ.M.
 (12,432 SQ.FT.)

848 SQ.M.
 (9,126 SQ.FT.)

913 SQ.M. (9,828 SQ.FT.)

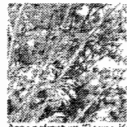
829 SQ.M. (8,923 SQ.FT.)

650 SQ.M.
 (6,997 SQ.FT.)

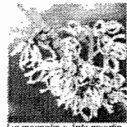
777 SQ.M.
 (8,364 SQ.FT.)



Paper Bark Maple



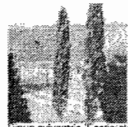
Coral Bark Japanese Maple



Chinese Witchhazel



Sweet gum



Scotch Sentinel Pine

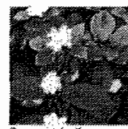


Japanese Flowering Cherry

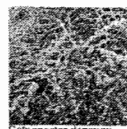


Pin Oak

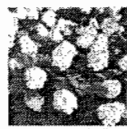
TREES



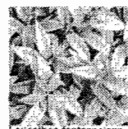
Red Osier Dogwood



Cotoneaster



Oakleaf Hydrangea



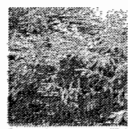
Rainbow Leucothoe



Japanese Privet



Photinia



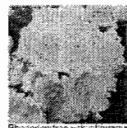
Zabeliana English Laurel



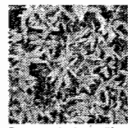
Alpine Currant



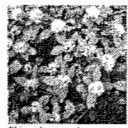
White Rhododendron



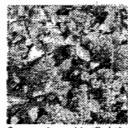
Pink Yak Rhododendron



Himalayan Sweet Box



Japanese Skimmia



'Goldflame' Spiraea

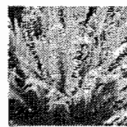


Hick's Yew

SHRUBS



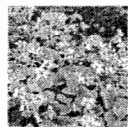
Kinnikinnick



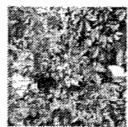
Deer Fern



Buckler Fern



Pink Wood Sorrel



Virginia Creeper

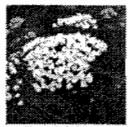


Western Sword Fern

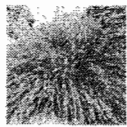


Waldsteinia

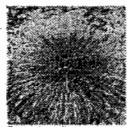
GROUND COVERS, FERNS, AND VINES



Yarrow



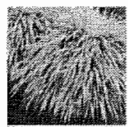
Sand Dune Sedge



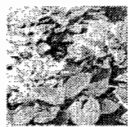
Berkeley Sedge



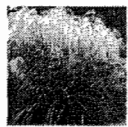
Bleeding Heart



Golden Japanese Forest Grass



Hosta



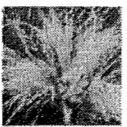
Silver Spider Grass



Daffodil



Black-eyed Susan



Mexican Feather Grass

GRASSES, PERENNIALS, BULBS, AND ANNUALS

PRELIMINARY PLANT LIST

TREES	SYMBOLICAL NAME	COMMON NAME	SIZE	SPACING
1	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
2	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
3	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
4	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
5	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
6	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
7	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
8	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
9	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
10	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'

SHRUBS	SYMBOLICAL NAME	COMMON NAME	SIZE	SPACING
1	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
2	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
3	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
4	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
5	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
6	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
7	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
8	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
9	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
10	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'

GROUND COVERS AND VINES	SYMBOLICAL NAME	COMMON NAME	SIZE	SPACING
1	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
2	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
3	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
4	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
5	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
6	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
7	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
8	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
9	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
10	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'

GRASSES, PERENNIALS, BULBS, AND ANNUALS	SYMBOLICAL NAME	COMMON NAME	SIZE	SPACING
1	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
2	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
3	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
4	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
5	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
6	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
7	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
8	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
9	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
10	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'

NOTES:
1. All plants are to be installed by the end of the project.
2. All plants are to be installed by the end of the project.
3. All plants are to be installed by the end of the project.

NOTES

1	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
2	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
3	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
4	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
5	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'
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10	Amelanchier canadensis	Canada Spicebush	10' x 10'	10' x 10'



Yamamoto Architecture Inc.

2000 10th Street, Richmond, BC
V6V 1K1 Tel: 604-271-1122 Fax: 604-271-1123

7731, 7771 ALDERBRIDGE WAY
RICHMOND, BC

onni

onni is a leading provider of landscape architecture services. We provide a full range of services from conceptual design to construction administration. Our team of experienced professionals is dedicated to creating beautiful and functional landscapes for our clients.

PLANT MATERIALS

L2.1



SHARP & DIAMOND

**Yamamoto
Architecture Inc.**

2300 Oak Street, Vancouver, B.C.
V6P 4J1 TEL: 604-731-7127 FAX: 604-731-7327

ALBERTA • BRITISH COLUMBIA • MANITOBA • ONTARIO • QUEBEC • SASKATCHEWAN

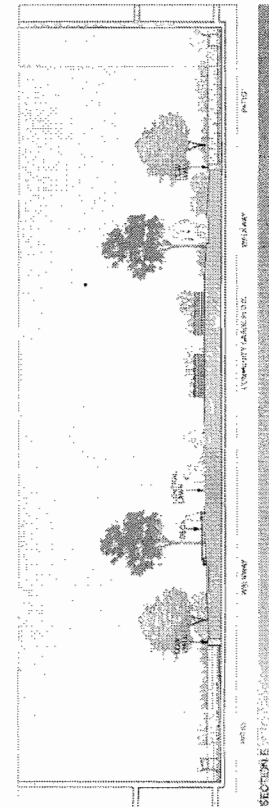
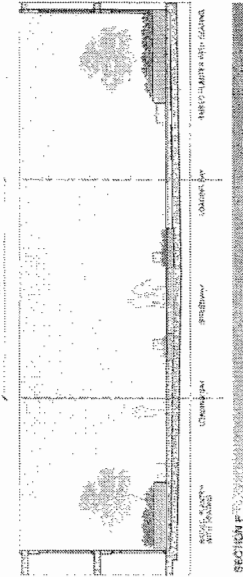
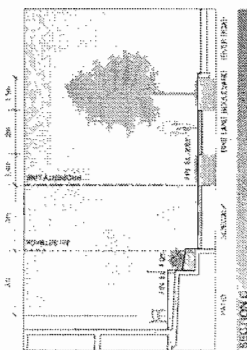
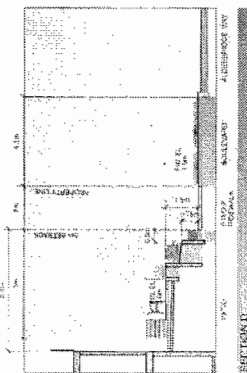
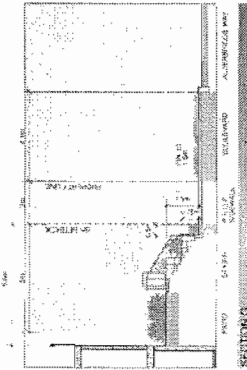
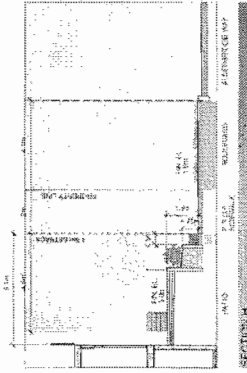
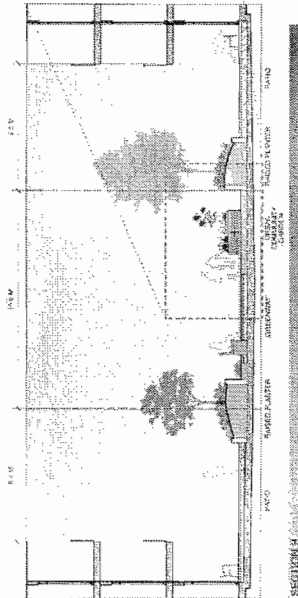
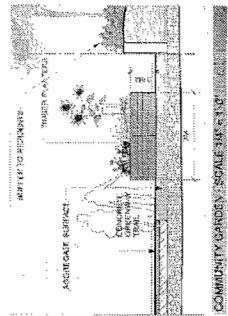
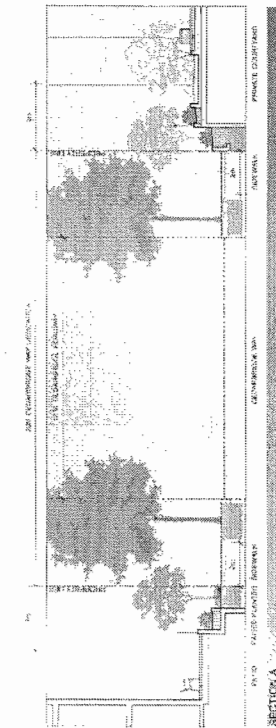
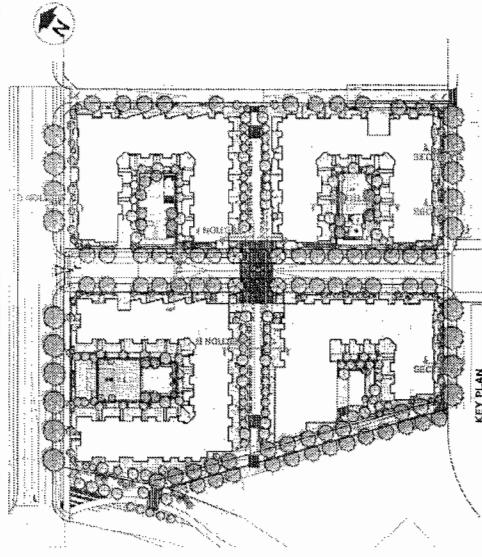
7731, 7771 ALDERBRIDGE WAY
RICHMOND, B.C.

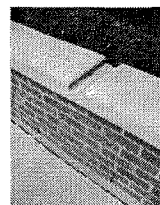
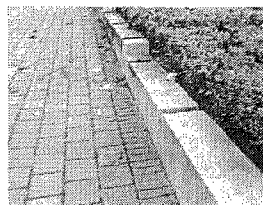
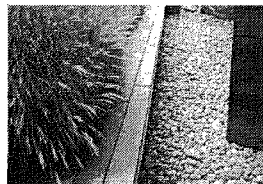
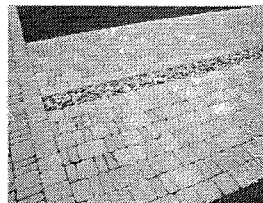


Table 1. *Phylogenetic relationships among the 10 species of the genus *Phragmites* based on the analysis of the 16S rDNA sequence*

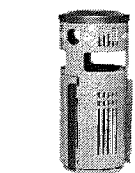
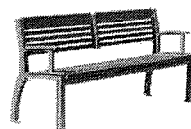
Species	Accession No.	GenBank
<i>Phragmites communis</i>	AF010101	GenBank
<i>Phragmites australis</i>	AF010102	GenBank
<i>Phragmites karka</i>	AF010103	GenBank
<i>Phragmites pectinatus</i>	AF010104	GenBank
<i>Phragmites teretifolius</i>	AF010105	GenBank
<i>Phragmites communis</i>	AF010106	GenBank
<i>Phragmites australis</i>	AF010107	GenBank
<i>Phragmites karka</i>	AF010108	GenBank
<i>Phragmites pectinatus</i>	AF010109	GenBank
<i>Phragmites teretifolius</i>	AF010110	GenBank

L3.1

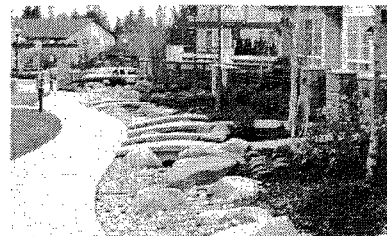
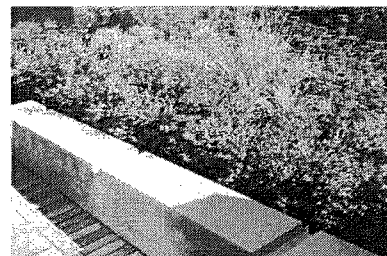
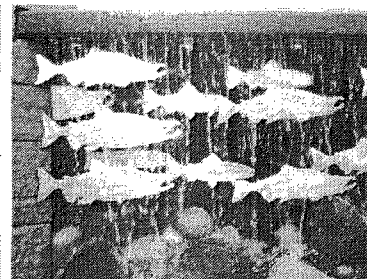
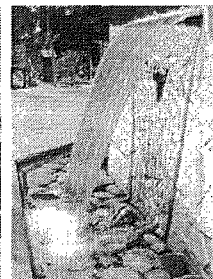
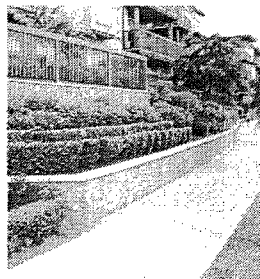




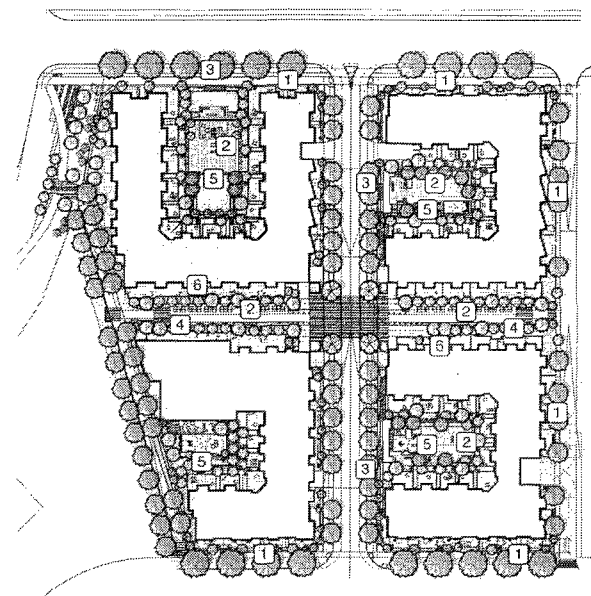
MATERIALS



SITE FURNISHINGS



SITE PRECEDENT IMAGES



NOTES:

[illegible]

SHARP & DIAMOND
Engineering Products Inc. and Co.
20000 1st Avenue
Westport, N.Y.
10590-1000
Tel: 914/361-1000
Fax: 914/361-1001

Yamamoto
Architecture Inc.

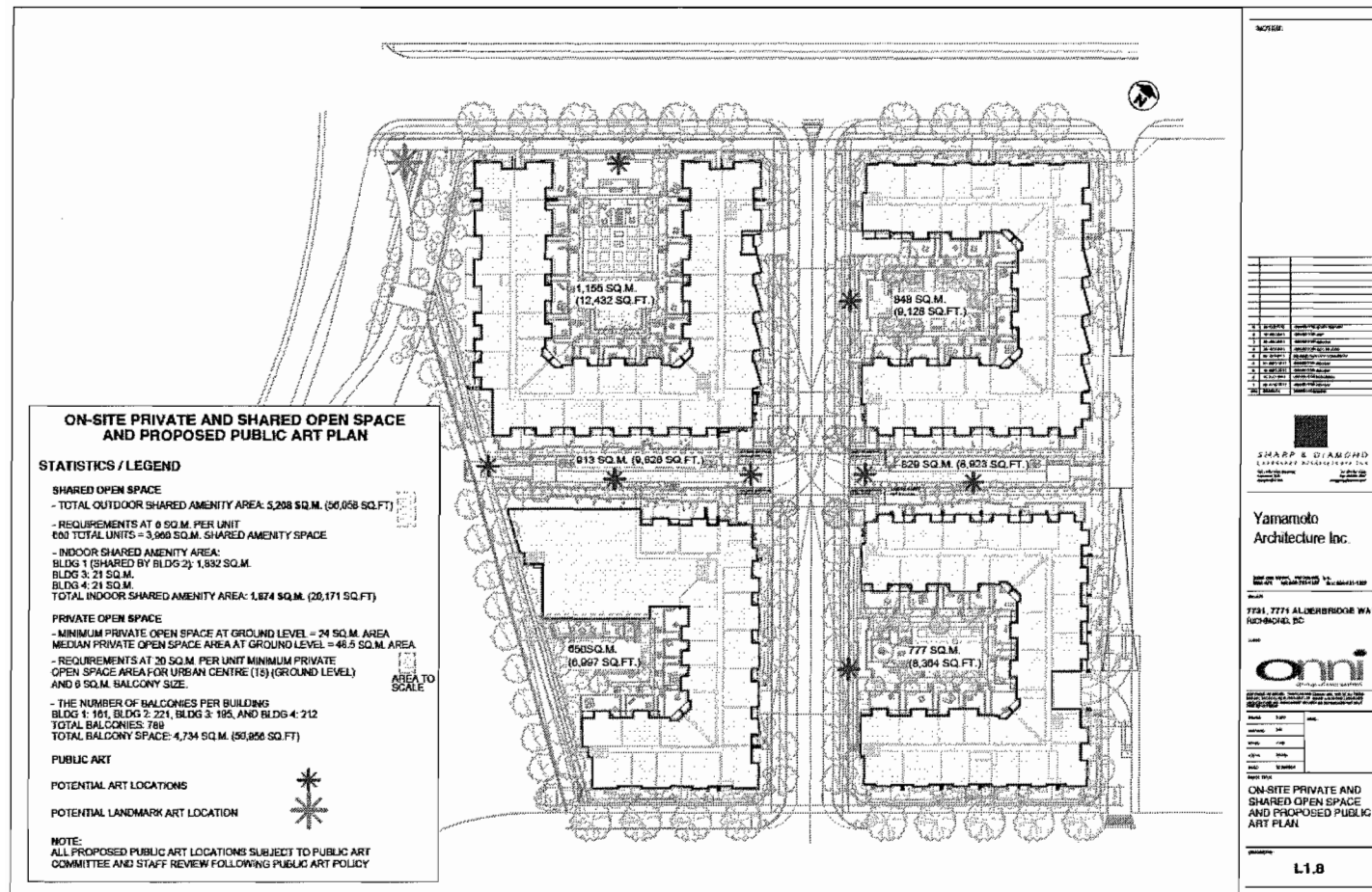
2288 Oak Street, Vancouver, B.C.
V6H 4C9 Tel: 604-733-5127 Fax: 604-738-1227



Figure 1: Schematic representation of the experimental design. The diagram illustrates the sequence of events in a trial: a stimulus is presented, a response is given, and feedback is provided. The trial is repeated for multiple items. The diagram is divided into three main sections: Stimulus, Response, and Feedback. Each section contains a list of words. The Stimulus section lists words like 'cat', 'dog', 'bird', 'fish', 'insect', 'mammal', 'reptile', 'amphibian'. The Response section lists words like 'cat', 'dog', 'bird', 'fish', 'insect', 'mammal', 'reptile', 'amphibian'. The Feedback section lists words like 'cat', 'dog', 'bird', 'fish', 'insect', 'mammal', 'reptile', 'amphibian'. The diagram also shows a timeline of the experiment, with a vertical line indicating the start of the trial and a horizontal line indicating the duration of the trial. The timeline is divided into three segments: Stimulus, Response, and Feedback. The Stimulus segment is the longest, followed by the Response segment, and then the Feedback segment. The diagram is labeled 'Figure 1' at the bottom.

PRECEDENT IMAGES

L4.1





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

Address: ERIC HUGHES, Development Manager
ONNI 7731 Alderbridge Holding Corp. ONNI 7771 Alderbridge Holding Corp. RZ2011-585209
#300-550 Robson St.
Vancouver, BC
V6B 2B7

File No.: RZ2011-585209

Prior to final adoption of Zoning Amendment Bylaw 8884 to rezone the two existing parcels of land at 7731 and 7771 Alderbridge Way (the Subject Lands) from IL to RAH2, the Onni Group of Companies (the Developer) is required to complete the following:

1. **Dedicated Public Roads:** The following roads as described below and generally shown on **Figure 1** and otherwise determined based on the City's approval of the functional design are to be dedicated and secured with interim Statutory Rights of Way secured as outlined below.
 - a. **Cedarbridge Way:** Provision of a 20.0 m wide Statutory Right of Way (SROW) on the **Subject Lands** from Alderbridge Way to the current dedicated north lane (New River Road) for road, utility and Public Rights of Passage purposes in a form satisfactory to the City.
 - b. **River Road:** That part of the City-owned former CPR rail line (free hold parcel: Lot 12, Sec 5/6-4-6, Plan 24195) from Gilbert Road to the east side of the current dedicated lane bounding the east side of the **Subject Lands** will be dedicated as Road.
 - c. **Cedarbridge Way Dedication and Subdivision:** Registration of a legal agreement on the **Subject Lands** prohibiting issuance of any building permit until such lands are subdivided into Lot 1 (West Lot) and Lot 2 (East Lot) with a 20m wide road dedication in the same location of the above-noted SROW as generally shown on **Figure 1**. The agreement will also require that prior to approval of such subdivision of the **Subject Lands**, the existing building on the proposed Lot 1 will be demolished as the building will encroach into the proposed road dedication. A further agreement will be registered that prohibits issuance of a building permit for a building on the proposed Lot 1 until such time there is confirmation to the satisfaction of the City that the existing building on the proposed Lot 2 is not being utilized in any manner that requires vehicle access onto Cedarbridge Way without a traffic and parking management plan, that includes analysis and measures to address traffic operations and safety, and encroachment agreement that are to the satisfaction of the Director of Transportation.
2. **Statutory Rights of Way (SROW) for Sidewalks:** The following areas are required for sidewalks as described below and as generally shown on **Figure 1** are to be secured by SROW for 24-hour-a-day public pedestrian, bicycle, and vehicular circulation and related uses and features, with maintenance provided by the City, providing all necessary access by City and other public utility service providers and for bylaw enforcement activities. Unless as otherwise determined under the approved functional design for the transportation works and the Servicing Agreement, the following SROWs are required:
 - a. **River Road:** Registration of a 3.0 m wide SROW for a 3.0 m sidewalk inside of the entire north property line of the proposed Lots 1 and 2, together with two 4.0 m-by-4.0 m corner cuts at the intersection of River Road and Cedarbridge Way. (Not eligible for DCC credits.)
 - b. **Alderbridge Way:** Registration of a 2.0 m wide SROW for a 2.0 m sidewalk inside of the entire south property line of the proposed Lots 1 and 2, together with two 4.0 m-by-4.0 m corner cuts at the

intersection of Alderbridge Way and Cedarbridge Way. (Sidewalk within SROW not eligible for DCC credits.)

- c. **East Lane:** Registration of a 2.0 m wide SROW for a 2.0m sidewalk inside of the east property line of the proposed Lot 2 adjacent to the southern part of the adjacent current dedicated lane for a minimum of 20 m. past the driveway letdown for Building 4 and as generally shown adjacent to future paved portion of the lane shaded in grey on **Figure 1**, whichever is greater. (Not eligible for DCC credits.)
3. **Statutory Rights of Way (SROW) for Greenway & Pedestrian Link:** The following areas described below and as generally shown on **Figure 2** are to be secured by SROW for 24-hour-a-day public pedestrian, bicycle, and vehicular circulation and related uses and features, providing all necessary access by City and other public utility service providers and bylaw enforcement activities. Unless as otherwise determined under the approved Development Permit plans and the City Servicing Agreement to be approved as a condition of rezoning, the following SROWs are required:
- a. **East-West Greenway:** Registration of a 10.0m wide SROW for 24-hour-a-day public access and use for pedestrian, bicycle and related uses and features, providing all necessary access by emergency services, City and other public utility service providers, including bylaw enforcement activities. The SROW will extend from the east to west boundaries of the **Subject Lands** except for the Cedarbridge Road dedication and North-South Pedestrian Link as shown on **Figure 2**. The below-grade parking structures and community garden plots may be located within the SROW, provided that such elements do not compromise the City's intended public use and enjoyment of the spaces as determined to the satisfaction of the City. Design, security for construction, and owner maintenance, liability and other terms of the area under the SROW are to be to the satisfaction of the City as a condition of bylaw adoption.
 - b. **North-South Pedestrian Link:** Registration of a 5.0m wide SROW for 24-hour-a-day public access and use for pedestrian, bicycle and related uses and features, providing all necessary access by emergency services, City and other public utility service providers, including bylaw enforcement activities. The SROW will extend from the north to south boundaries of the **Subject Lands** as shown on **Figure 2**. A required retaining wall along west boundary of may be located within the SROW, provided that element does not compromise the intended public use and enjoyment of the spaces as determined, to the satisfaction of the City. The SROW will include a process for removal of the retaining wall in the future by either the City or adjacent property owner to the west. Design, security for construction, and owner maintenance, liability and other terms of the area under the SROW are to be to the satisfaction of the City as a condition of bylaw adoption.
4. **Flood Covenant:** Registration of the City's standard flood indemnity covenant on title ensuring that there is no construction of habitable area below the Flood Construction Level of 2.9 m (Area A).
5. **Tandem Parking Covenant:** Registration of the City's standard covenant on title ensuring that tandem parking spaces in each building are occupied by the owners of the same strata lot is required.
6. **Noise Covenant(s):** Registration of covenants below on title is required for:
- a. Aircraft Noise Sensitive Use Development (Residential) covenant based on the City's standard covenant; and
 - b. Industrial Noise covenant to require that the buildings be constructed to address the maximum noise levels set-out in item 15(b) below.
7. **District Energy Utility (DEU):** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing that "no development" will be permitted on the subject site and restricting Development Permit* issuance until, the Developer enters into legal agreement(s) in respect to the Developer's commitment to connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:
- a. Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and

- b. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

8. **Affordable Housing Agreement:** Registration of the City's standard Housing Agreements to secure 38 affordable housing (low-end market rental) to the satisfaction of the City that the combined habitable floor area of which units shall comprise at least 5% of the subject development's total residential building area (including common areas, such as hallways and lobbies). The terms of the Housing Agreements shall indicate that they apply in perpetuity. The terms specify the types and sizes of units (or as adjusted to the satisfaction of the City and Developer) in Tables 1 and 2, and rent levels and tenant household incomes as set out in Table 2.

Table 1: Affordable Housing Unit Locations

FLOORS	BUILDING 1				BUILDING 3				BUILDING 4				TOTAL			
	NOs.		AREA	TOTAL	NOs.		AREA	TOTAL	NOs.		AREA	TOTAL	NOs.		AREA	TOTAL
	1 BED	2 BED			1 BED	2 BED			1 BED	2 BED			1 BED	2 BED		
3	-	2	864	1,728	-	4	864	3,456	-	4	864	3,456	-	10	10	8,640
				-				-	-	3	888	2,664	-	3	3	2,664
				-				-	1	-	635	635	1	-	1	635
2	-	2	864	1,728	-	4	864	3,456	-	4	864	3,456	-	10	10	8,640
	2	-	600	1,200	-			-	-	3	888	2,664	2	3	5	3,864
				-				-	-	2	866	1,732	-	2	2	1,732
				-				-	2	-	600	1,200	2	-	2	1,200
				-				-	1	-	645	645	1	-	1	645
1		2	888	1,776				-	1	-	564	564	1	2	3	2,340
				-				-	1	-	570	570	1	-	1	570
TOTAL	2	6		6,432	-	8		6,912	6	16		17,586	8	30	38	30,930

Table 2: Affordable Housing Target Groups

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom	8**	50 m2 (535 ft2)	\$925	\$37,000 or less
2-Bedroom	30**	80 m2 (860 ft2)	\$1,137	\$45,500 or less

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

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

9. **Ensuring Affordable Housing:** Registration of a legal agreement requiring each of the four buildings be constructed as set out in the above section and preventing issuance of a final Building Permit inspection granting occupancy for each of the four buildings until confirmation is provided by City Housing staff confirming that the required number of Affordable Housing units as shown in the above tables have been constructed to the satisfaction of the City. The agreement will specify that the issuance of a final Building Permit inspection granting occupancy for Building 2 or 3 is prohibited until the affordable housing units in Building 1 are completed and issued a final Building Permit inspection granting occupancy and a building permit is issued for Building 4 which includes the affordable housing units set-out in Table 1. The agreement will also ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
10. **Indoor Shared Amenity Space:** Registration of reciprocal access easement and other legal agreements as required on the proposed Lots 1 and 2 will be required to ensure that not less than 10,235 ft² shared indoor amenity, with an included indoor swimming pool, is provided within the first building to be constructed on the Subject Lands, being Building 1, as shown on **Figure 1** and that appropriate mechanisms to allow for shared access, use and management and use and require sharing costs for operations and maintenance for such

shared amenity space is provided to all units within all of the buildings. The reciprocal access easement / other legal agreement will be between the owners of Lots 1 and 2, but with the City identified as a grantee to ensure that the agreements which not be discharged and or changed without City approval. The reciprocal access easement / other legal agreement will also specify that the issuance of a final Building Permit inspection granting occupancy for Building 2, 3 or 4 is prohibited until Building 1 is completed and has been issued a final Building Permit inspection granting occupancy.

11. **Public Art:** City acceptance of the **Developer's** offer voluntarily provide \$440,411 to Richmond's public program with a cash contribution of \$139,700 provided to the public art reserve fund for a Landmark Art piece, providing a security in a form acceptable to the City for \$300,711 for other Public Art (as shown on **Figure 2**) and a detailed Public Art Program prior to adoption of rezoning. The calculations are based on \$0.75/ft² of eligible building floor area of 587,214 ft² (excluding basic universal accessible housing and affordable housing). The **Developer** will be invited (but not required) to participate in the selection process for the Landmark Art piece. It should be noted in addition to \$139,700, the previous Onni contribution of \$210,300 for the ORA development on Hollybridge Way will be used for the Landmark Art piece at Gilbert and New River Road to reach the City's budgetary goal for larger sculptural works of \$350,000 as outlined in the City's *City Centre Public Art Plan*.
12. **Community Planning Program:** City acceptance of the **Developer's** offer to voluntarily contribute \$149,543 towards Richmond's community planning program fund (based on \$0.25/ft² of total building area, excluding affordable housing units) with \$37,386 (25% of the total) provided to the City prior to rezoning adoption. A legal agreement will be registered that requires contribution of \$112,157 (75% of the total) to the City prior to issuance of a building permit for the second of four buildings on the **Subject Lands**.
13. **Transportation Demand Management:** As also set in "Schedule 1" to this letter, The **Developer** requests an overall parking reduction of 7.5% below the parking requirements set out in Bylaw 8500 with a reduction of the visitor parking from 0.20 to 0.15 spaces/unit which results in required visitor parking of 99 stalls (25% reduction), residential parking of 750 stalls (4% reduction) for a total visitor and residential parking of 849 stalls. Within the overall maximum 7.5% reduction, there may be adjustment as to the breakdown of the reduction by the Developer for visitor and resident parking spaces, but only to the satisfaction of the City. In lieu of this reduction, the City accepts the **Developer's** offer to voluntarily:
 - a. Contribute \$100,000 to the City for the construction of a 3.0m bike/pedestrian pathway along the east side of Gilbert Road from the southern end of the **Developer's** required frontage improvements to Lansdowne Road. (Not eligible for DCC credits.)
 - b. Contribute \$25,000 to the City for a City Centre-type bus shelter. (Not eligible for DCC credits.)
 - c. Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building permits for each building with confirmation that such have been provided as a condition of issuance of an occupancy permit for each building:
 - i. Provision of 20% of the total resident parking spaces in each parkade with 120 or 240 volt (voltage as determined by Onni) electric service for vehicle plug-ins with conduits, circuits breakers, wiring in form acceptable to the Director of Transportation (actual outlets to be provided later by strata owners).
 - ii. Provision of one standard 120 volt electric plug-in for every 40 resident bicycle parking spaces in a form acceptable to the Director of Transportation.
14. **Transportation, Parks and Engineering Works under Servicing Agreement(s) (SA):** Enter into a Servicing Agreement (SA)* for the design and construction, at the **Developer's** sole cost, of full upgrades across and adjacent to the **Subject Lands** for road works, transportation infrastructure, street frontages, water, sanitary and storm sewer system upgrades, and related works as generally set out below. Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation and Manager, Parks – Planning and Design. All works shall be completed with regards to timing as set out in the SA and above-noted covenant and legal agreements in the Rezoning Requirements. Refinements to the Engineering Works requirements may occur through the SA process. Furthermore, other neighbouring developers may be constructing some of the engineering services

listed below. These factors, together with project phasing, will be taken into consideration in the phasing of securities for engineering services.

a. Transportation Works

SA works will include, but may not be limited to, the following as works included within "Schedule 1" attached to and forming part of this letter.

b. Engineering Works:

SA works will include, but may not be limited to, as set out in the following table:

Storm sewer upgrade requirements:

1) General

From CP Railway frontage (i.e., new River Road) to outfall of Hollybridge Canal (at corner of Hollybridge Way and existing River Road).

- a. Upgrade the existing ditch to 1200mm diameter storm main from manhole D8 to 185 meters northeast along the proposed site's CPR frontage (i.e., new River Road).
- b. Upgrade the existing ditch to 1200mm diameter storm main from manhole D5 to 222 meters northeast along proposed new River Road (manhole D8 at junction of Gilbert Road).
- c. Upgrade the existing ditch to 1500mm diameter storm main from junction of Hollybridge Way and CP Rail ROW (manhole D4) to 80 meters northeast along proposed new River Road (manhole D5).
- d. Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of existing River Road and Hollybridge Way (manhole D1 in the analysis) to 205 meters southeast along Hollybridge Way (manhole D4).
- e. Upgrade the existing 750mm diameter to a 1500mm diameter storm main from manhole D1 (in the analysis) to outfall with an approximate length of 8m.

2) Gilbert Road frontage

- a. Upgrade the existing ditch to 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at the CPR frontage.

3) Future Cedarbridge Way frontage

- a. Provide the greater of a) 600 mm and b) OCP size by the Developer, as per City requirements. The proposed storm sewer in future Cedarbridge must be interconnected to the proposed storm sewers at the CPR and Alderbridge Way frontages.

4) Alderbridge Way frontage

- a. Upgrade the existing 250mm and 300mm diameter storm sewers from east

to west property line of the proposed site to 600 mm diameter.

- b. Upgrade the existing 300mm to 750mm and existing 375mm to 900mm diameter storm sewers from the west property line of the proposed site to the existing box culvert at Lansdowne Road.
- c. Manhole locations to be determined in the Servicing Agreement design.
- d. As an alternative to 4) a. and b. provide a single storm sewer system, sized to OCP conditions, from the site's east property line (i.e., east property line of 7771 Alderbridge Way) to the existing box culvert at Lansdowne Road.

Sanitary sewer upgrade requirements:

- a. Upgrade the existing 200 mm diameter to 450 mm diameter from SMH 4738 (manhole S70) to 90 meters northeast along old CPR right of way to SMH 4737 (manhole S60).
- b. Upgrade the existing 200 mm diameter to 375 mm diameter from SMH 4699 (manhole S50) to 80 meters southwest along old CPR right of way to SMH 4737 (manhole S60).
- c. Provide a 525mm diameter sanitary main in the future Cedarbridge Way from SMH 4737 (manhole S60) to a new manhole located 220 meters south going to Alderbridge Way.
- d. Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to 80 meters east to SMH 4690 (manhole S20).
- d. Upgrade the existing 200 mm diameter to 525mm diameter from SMH 4690 (manhole S20) to 94 meters southeast to existing lane between 7740 Alderbridge Way to 5003 Minoru Boulevard at SMH 4688 (manhole S10).
- e. Upgrade the existing 300 mm diameter to 600 mm diameter from SMH 4688 (manhole S10) to 69 meters southwest to existing Minoru Pump station.
- f. Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.
- g. Both current sanitary mains located within the Subject Lands will need to be removed by the Developer and the SROWs in which they are located are to be discharged from title.

Water Works and Review:

- a. Water System: Using the OCP 2021 maximum day model, there is 346 L/s available at 20 psi residual. Based on the proposed application, the development requires a minimum fire flow of 275 L/s. Water analysis is not required. However, once the applicant has confirmed the building design at the building permit stage, the Developer will need to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
- b. Provide watermains (minimum 200mm diameter, per City's requirements) at the proposed site's CPR and future Cedarbridge Way frontages.

General:

Undergrounding of Overhead Utilities:

As per City Centre policy, the developer is responsible for facilitating the undergrounding of the existing private utility pole line located within the "new" River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within "new" River Road to accommodate the undergrounding of private utilities, to the satisfaction of the City. (No DCC credits are applicable.)

DCC Credits:

DCC credits are available for the following:

1. Sanitary Sewer

- a. gravity sanitary sewer along the development frontage on New River Road;
- b. gravity sanitary sewer along the Cedarbridge Way or the lane between New River Road the lane south of Alderbridge Way; and
- c. gravity sanitary sewer from the Minoru sanitary pump station to approx 70m northeast.

2. Storm Sewer

Storm sewer along on New River Road intended to replace storm sewer on old River Road.

Latecomer Agreements:

Latecomer Agreements will be available for sanitary and storm upgrades that are not frontage improvements as only provided by the Local Government Act.

c. Greenway and Boulevard Landscape Works (Parks)

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

- i. All works within the East-West Green Link and North-South Pedestrian Link described above and boulevard grass and tree plantings on public roads including, but not limited to, the works shown on the preliminary plans dated February 8, 2012 prepared by Sharp & Diamond Landscape Architecture Inc. entitled "7731, 7771 Alderbridge Way" (which are attached to the staff report for this development to the Planning Committee of April 17, 2012) to the satisfaction of City Parks staff; and
- ii. Acknowledging that the City will construct the Gilbert Greenway works (located at the back of the approximate 50 m of the Gilbert Road widening and frontage improvements constructed by the

Developer within the Gilbert Road allowance detailed under Schedule 1) at an appropriate date in the future.

15. **Development Permit:** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development with the following elements being addressed:

- a. **Basic Universal Accessible Housing:** A notation on the architectural plans requiring and describing how the 502 Basic Universal Housing units meet all of the requirements of Zoning Bylaw 8500, except where Section 4.16.11 (front entry door clearance provision) may be varied by Council.

Basic Universal Housing Unit Locations

West Lot

FLOORS	BUILDING 1						BUILDING 2						TOTAL					
	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units
	1 BED	2 BED	3 BED				1 BED	2 BED	3 BED				1 BED	2 BED	3 BED			
6	2	11	5	18	17,500	12	3	21	4	28	27,101	22	5	32	9	46	44,601	34
5	1	15	6	22	21,469	16	3	22	5	30	30,754	23	4	37	11	52	52,223	39
4	12	18	-	29	25,321	18	8	28	-	36	33,206	28	19	46	-	65	58,527	46
3	11	18	-	29	25,321	18	8	28	-	36	33,398	28	19	46	-	65	58,719	46
2	9	14	-	23	20,937	14	8	27	-	35	33,398	27	17	41	-	58	54,335	41
1	5	14	-	19	19,667	14	9	26	-	35	33,158	26	14	40	-	54	52,825	40
TOTAL	39	90	11	140	130,216	92	39	152	9	200	191,015	154	78	242	20	340	321,230	246
	28%	64%	8%	100%	41%		20%	76%	5%	100%	59%		23%	71%	6%	100%	100%	

East Lot

FLOORS	BUILDING 3						BUILDING 4						TOTAL					
	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units	NOs.			TOTAL	AREA	Universal units
	1 BED	2 BED	3 BED				1 BED	2 BED	3 BED				1 BED	2 BED	3 BED			
6	-	11	4	15	17,131	12	-	11	4	15	17,136	12	-	22	8	30	34,267	24
5	-	15	6	21	24,639	17	-	16	6	22	24,925	18	-	31	12	43	49,564	35
4	5	26	-	31	27,911	26	5	26	-	31	27,842	26	10	52	-	62	55,753	52
3	5	26	-	31	27,911	26	5	26	-	31	27,842	26	10	52	-	62	55,753	52
2	6	25	-	31	27,911	25	6	25	-	31	27,956	25	12	50	-	62	55,867	50
1	9	22	-	31	28,191	22	9	21	-	30	27,266	21	18	43	-	61	55,457	43
TOTAL	25	100	10	160	153,694	128	25	125	10	160	152,967	128	50	250	20	320	306,661	256
	16%	78%	6%	100%	50%		16%	78%	6%	100%	50%		16%	78%	6%	100%	100%	

- b. **Airport and Industrial Noise Report:** A notation on the architectural plans requiring and describing the required submission of a report that addresses aircraft noise following the provisions of the City's Official Community Plan for aircraft noise and industrial noise generally. The report's recommendations for the proposed development will require that the buildings are designed in a manner that mitigates potential aircraft and industrial noise within the proposed dwelling units with the architect of record providing a letter of assurance conformance adherence to the report and his/her plans prior to issuance of an occupancy permit for each building. Dwelling units must be designed and constructed to achieve:

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

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

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

16. **LEED Silver:** Submission of letter with from the Architect of Record as a requirement of issuance of building permit confirming that the building phase (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to meet such LEED criteria. The architect of record or

LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building. The LEED criteria to met must include:

- a. Heat Island Effect: Roof Credit
- b. Storm Water Management Credit

17. **Landscape Plan:** 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 final Landscape Plan will include the elements shown on the preliminary plan dated February 8, 2012 prepared by Sharp & Diamond Landscape Architecture Inc. entitled "7731, 7771 Alderbridge Way" with final DP-level detail to be completed by the **Developer** the satisfaction of the City which is attached to the staff report to Planning Committee for the development.

Notes:

* Item requiring 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. The form and content of all agreements shall be to the satisfactory to the Director of Development.

The subject Zoning Amendment Bylaw 8884 will include a provision that effectively enables calculation of density on that part of Cedarbridge Way dedicated as road as consideration for adoption of Bylaw 8884.

Schedule 1: Rezoning Considerations

7731/7771 Alderbridge Way Rezoning Application

Transportation Servicing Agreement Requirements

Transportation SA Requirements: All transportation improvements identified in the City-approved Transportation Impact Assessment (TIA) and over the course of the rezoning application process are to be addressed via the servicing agreement process for this development. A City-approved “Preliminary Functional Roads Plan” is attached (**Figure 1**). Complete and detailed road and traffic management design is subject to final functional design approved by the Director of Transportation. The transportation-related Servicing Agreement works will include, but are not limited to the following:

- (i) Construction of New River Road (Only between Gilbert Road and East Lane) – The scope of work includes the construction of a full new roadway (the length of which is equivalent to the length of the north development frontage) between Gilbert Road and East Lane (the north-south lane along the east development frontage). The Developer is responsible for building the full road cross-section from the site frontage to the north curb inclusive (with a minimum 1.0 m wide hard surface clearance area and retaining wall at the back of the north curb). The Developer will conduct a contaminated site study and possible minor remediation of the land to the satisfaction of the City within this road with the costs being paid by the Developer (the costs of which are eligible for Road Works DCC credit at building permit). This roadway is to be completed as part of Phase 2 of the development (Building 2 –northwest quadrant of site) and prior to “Final Building Permit Inspection” granting occupancy for Phase 2. DCC credits are available for road works completed within the dedicated road right-of-way as defined in the City DCC program. This new road project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:
 - All road elements and frontage improvements are to be placed within the 26.21 m City dedicated road allowance (includes current City lane allowance and former CPR line parcel dedicated as road) with the exception of the 3.0 m wide sidewalk (to be placed within the building setback and secured via a Public Right of Passage Statutory Right of Way (SROW), with two 4 m x 4 m corner cuts (at both sides of the intersection with Cedarbridge Way), are to be provided at rezoning subject to the Public Rights of Passage being able to be converted to dedication by the Developer as part of. The alignment of this roadway is to be centered within the city road right-of-way, i.e. consistent with the New River Road alignment established west of Gilbert Road. This road is to be built to an elevation of 2.6 m geodetic with a maximum 5% slope transitioning to the centerline of Gilbert Road at the New River Road intersection.
 - The ultimate lane configuration, upon completion of construction, shall consist of two westbound traffic lanes, two eastbound traffic lanes and a left turn lane at the Gilbert Road/New River Road intersection. Elsewhere along this roadway, a level grade median is to be provided to separate eastbound and westbound traffic. The median shall have decorative paving treatment with features/finishings to be determined by the city. The lane widths are 3.25 m (curb lanes) and 3.2 m (other lanes and median).
 - The frontage improvements of this road project shall consist of curb and gutter on both sides of the road, a 1.71m wide landscaped boulevard (with a single row of street trees at 6.0 m on center), 1.8 m wide off-road bike lane (inclusive of two 0.15 m level grade concrete bands along the edges of the bike lane), 1.55 m wide buffer (with bollards and street furniture, street trees, and/or other features designed to separate pedestrian and cyclist traffic), 3.0 m sidewalk, banner poles, hard landscape features, street furnishings, and street lights. At the bus stop (location to be determined by the city in consultation with Coast Mountain Bus Co.), the boulevard shall be widened to 2.7 m to accommodate bus shelter/transit accessibility requirements and the 1.55 m buffer width shall be reduced to 0.55 m to respect the width of the existing city right-of-way. The design of the plaza area at the southeast corner of the Gilbert Road/New River Road intersection is to be coordinated in conjunction with City Parks and Planning with the overall layout of the intersection to ensure that safe and efficient pedestrian and cyclist movements are accommodated.

- In the interim time period (before the ultimate New River Road is extended to the northeast), the traffic operations along this section of New River Road shall be as follows: two-way traffic between Gilbert Road and interim River Road junction, one-way eastbound between interim River Road junction and Cedarbridge Way, and two-way traffic between Cedarbridge Way and East Lane. Concrete barriers shall be placed to direct traffic to respect the interim traffic operations. When New River Road is extended to the north, two-way traffic will be permitted between Gilbert Road and East Lane. At the New River Road/Cedarbridge Way intersection, traffic movements will be limited to right-in/right-out (enforced by channelization and signage) and a special crosswalk is required to provide a pedestrian connection to the future waterfront park on the north side of New River Road. The East Lane shall be closed to vehicular traffic at New River Road.
- In the interim conditions, vehicle access to the development along New River Road shall be limited to the Cedarbridge Way intersection. No driveway or other vehicle access will be permitted along this new roadway.

(ii) Widening of Alderbridge Way (along development frontage) - The scope of work includes: 2.0 m road widening over the length of the development south frontage to allow for the construction of future left turn lanes; 20:1 taper sections to tie the road widening section to the existing pavement east and west of the development; frontage improvements; and the signalization of the Alderbridge Way/Cedarbridge Way intersection. This roadway is to be completed as part of Phase 1 of the development (Building 1 - southwest quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 1. Road Works DCC credits are applicable, but not for the sidewalks completed within the Public Rights of Passage SROW. This road widening project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The lane configuration, upon completion of the 2.0 m road widening, shall consist of two eastbound traffic lanes and two westbound traffic lanes. (with left turns allowed in the center lanes at the Cedarbridge Way and East Lane intersections). The widened portion of the road shall be tied back to existing pavement east and west of the development with a 20:1 taper. Frontage improvements are to include curb and gutter along the development side of the road, a 2.0 m sidewalk and a minimum 1.65 m treed boulevard.
- At the Alderbridge Way/Cedarbridge Way intersection, a full signalized intersection shall be constructed.
- Vehicle access to the development along Alderbridge Way shall be limited to the Cedarbridge Way and East Lane intersections. No other driveway or vehicle access will be permitted along the development frontage of Alderbridge Way once the development is complete.

(iii) Construction of Cedarbridge Way (between New River Road and Alderbridge Way) - The scope of work includes the construction of a new roadway that extends Cedarbridge Way from Alderbridge Way to New River Road. The Developer is to build the full cross-section including two traffic lanes, two parking lanes, frontage improvements, and traffic calming measures. This roadway is to be completed as part of Phase 1 of the development (Building 1 - southwest quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 1. Road Works DCC credits are not available for this road construction projects. This project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The lane configuration of this roadway, upon completion of construction, shall consist of two traffic lanes and two parking lanes (total 12 m wide pavement). At the Alderbridge Way intersection, the parking lanes are to be removed to accommodate two departure lanes and one receiving lane. At the New River Road intersection, the two parking lanes are removed to make provision for right-in/right-out channelization. This section of Cedarbridge Way is to be raised at the north end (maximum 5% grade) to meet the elevation of New River Road). The frontage improvements shall include, on both sides of the road, curb and gutter, a 2.35 m sidewalk and a minimum 1.65 m treed boulevard.

- At the Cedarbridge Way/east-west greenway intersection, curb extensions (maximum 2.5 m measured from curb face) and a marked level grade crosswalk are required.
- At the Alderbridge Way/Cedarbridge Way intersection, a fully signalized intersection shall be constructed. At the Cedarbridge/New River Road Intersection, channelization is required to restrict access to right-in/right-out movements only.
- Vehicle access to the development along Cedarbridge Way shall be limited to one parkade entrance driveway each for Buildings 1/2/3. Access to Building 4 shall be via the East Lane. Access to the loading area for each building is to be accommodated along the roll curb section of the curb extensions at midblock on Cedarbridge Way. No other driveway or vehicle access to the development will be permitted on Cedarbridge Way.

(iv) Widening of Gilbert Road - The scope of work includes the full curb to curb widening of Gilbert Road for a distance that is equivalent to the length of the development Gilbert Road frontage (approximately 50 m). This project is to start from a distance of approximately 30 m south of the New River Road/Gilbert intersection towards the south and is to end with 30:1 tapers to tie to the existing pavement. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. This road widening project is to be completed as part of Phase 2 of the development (Building 2 - northwest quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 2. Road Works DCC credits are available for road works completed within the dedicated road right-of-way as defined in the City DCC program. This road widening project shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The lane configuration shall consist of two northbound traffic lanes, two southbound traffic lanes, northbound and northbound left turn lane (at the New River Road intersection), northbound and southbound bike lanes and a raised median with landscaping. The construction of the median is to include banner poles and/or other hard landscape features. The lane widths are 3.25 m (all traffic lanes) and 1.8 m (bike lanes).
- The signalization of the New River Road/Gilbert Road intersection will be constructed by a separate development in the vicinity. The subject development is responsible for any modifications to the installed traffic signals that are required as a result of the construction of the section of New River Road (between Gilbert Road and East Lane) and frontage works carried out at the southeast corner of New River Road/Gilbert Road. The details of the required signal modifications are described under a separate section in the Transportation SA requirements.

(v) Widening of East Lane - The scope of work includes the widening of the existing 6.0 m wide lane along the development east frontage by 2.0 m to provide a sidewalk and lighting strip (lighting is to be provided) by the Developer. The lane widening project is to be completed as part of Phase 4 of the development (Building 4 -southeast quadrant of site) and prior to "Final Building Permit Inspection" granting occupancy for Phase 4. DCC credits are not available for this project. The widening of East Lane shall be completed to the satisfaction of the Director of Transportation and the Director of Development, and shall include, but not limited to the following elements:

- The interim cross-section of the lane shall consist of a 2.0 m wide sidewalk/lighting strip and 6.0 m wide pavement. The extent of widening is from Alderbridge Way to at least 20 m past the parkade entrance to Building 4 or as shown on Figure 2 whichever is greater subject to review of the plan for greenway north of this section of lane. The existing pavement of the lane over the length of the widening is to be resurfaced. As part of the redevelopment of the site to the east, the lane will be widened to 7.5 m and a 1.5 m wide sidewalk will be provided.
- The section of the existing lane north of the lane widening to be carried out by this development will be converted to a pedestrian pathway with the current right of way dedication or as part of SROW over the closed lane that may be included as part of the future development to the east). A preliminary ultimate design for the pathway (subject to amendment by the future development to the east with consultation with the Developer), incorporating these design criteria, is to be prepared by this development: connection of the lane at the north end to meet the grade of New River Road; providing a pedestrian crossing at the greenway; and making provisions for any utility requirements (e.g. storm

main). An interim design (i.e. before the site east of the lane is redeveloped) is also to be prepared. The interim design is expected to meet all access, vehicular/pedestrian circulation, loading and utility requirements, but will not compromise the execution of the ultimate design. If any temporary works, including stairs, to be located within the road dedication will need to be secured by a City encroachment agreement that ensures their ultimate removal at the cost of the Developer.

- Vehicle access to the development from East Lane is limited to the parkade entrance to Building 4. Vehicle access to the site from New River Road via East Lane will be closed upon the completion of the pathway and redevelopment of the adjacent site to the east.

(vi) **Timing of Road and Traffic Improvements** - The timing of the various road and traffic improvements is tied to the development phases as described elsewhere in this document and as follows. These improvements are to be completed prior to “Final Building Permit Inspection” granting occupancy for the respective development phases as described on **Figure 1** and including, but not limited to:

- Phase 1 (Building 1 - southwest quadrant of site) - Alderbridge Way widening for its entire length; construction of entire length of Cedarbridge Way, entire length of New River Road, modification of the future traffic signal at the Gilbert/New River Road intersection and construction of all frontage works facing Building 1.
- Phase 2 (Building 2 - northwest quadrant of site) - Construction of all frontage works facing Building 2 including the Cedarbridge Way frontages and New River Road frontages, and the Gilbert Road widening with its frontage works being constructed only at the direction of the Director of Transportation in consultation with the Manager of Parks.
- Phase 3 (Building 3 - northeast quadrant of site) - Construction of all frontages works facing Building 3 including those on the Cedarbridge Way and New River Road frontages.
- Phase 4 (Building 4 - southeast quadrant of site) - All remaining frontage works are to be finished, including the Cedarbridge Way and Alderbridge Way frontages and all East Lane works to the extent as shown on Figure 1 or 20m past the driveway entrance to Building 4, whichever is greater.

NOTE: All frontage works (including curb & gutter, bike paths, boulevards, boulevard landscaping, sidewalks and pedestrian and vehicle letdowns and bus shelters as specified for each building in Figure 1) are to be constructed fronting each building site prior to “Final Building Permit Inspection” granting issuance for each of the subject building. The Developer may elect to undertake more works than outlined in phases above or change the order of the phasing only with explicit written permission of the City’s Director of Transportation and submission of a revised Functional Road Plan and TIA.

(vii) **Traffic Signals and Special Crosswalk** - The following traffic control devices are to be provided at the full cost of the Developer. Property dedication or Public Rights of Passage right-of-ways (exact dimensions to be confirmed through the SA process) for the placement of traffic controller cabinet and other traffic signal equipment is required. The timing of the construction of these traffic control devices will be determined by the city.

- The Alderbridge Way/Cedarbridge Way intersection is to be signalized. The traffic signal requirements include: concrete bases, poles, conduit, junction boxes, cable, signal displays, vehicle detection devices, accessible pedestrian signals, illuminated street name signs, and installation of new communications conduit and cable.
- Modifications to the future traffic signals at the Gilbert Road/New River Road intersection will need to be made. The traffic signal modifications may include but are not limited to the following: repair, modification and/or installation of vehicle detection; relocation and/or replacement of traffic signal poles, bases, junction boxes, signal heads and conduit; relocation of traffic signal controller cabinet and base; modification and/or installation of accessible pedestrian signals and illuminated street name signs; repair, modification and/or installation of communications cable (both fibre optics and copper); and property acquisition (or utility ROW) to house traffic signal equipment.

- A future special crosswalk signal will be constructed by the City at the Cedarbridge Way/New River Road intersection. The Developer will provide the necessary drawings for the full crosswalk signal for approval of the Director of Transportation. All necessary conduit pre-ducting, signal standard bases, and other necessary junction and equipment boxes will be installed by the Developer within the area of the scope of their works in a manner so that the Developer's transportation works will not need to be dug-up or removed to allow for the City's future installation of the special crosswalk signal. The Developer shall install temporary street light poles/fixtures on the installed bases. These temporary poles/fixtures are to be tied into the street lighting circuit and should be designed/built in such a fashion that allows them to be disconnected in the future.

(viii) Development Vehicle Access - Vehicle access to this development will be provided via Cedarbridge Way and East Lane. Direct vehicle access from New River Road, Gilbert Road or Alderbridge Way will not be permitted.

(ix) Emergency Vehicle Access - As part of the rezoning and Servicing Agreement processes, the Developer is to consult the Fire-Rescue Department to ensure that the site layout and access are adequate to accommodate emergency vehicles. City Transportation will need to be advised of the outcome of this consultation to ensure that emergency vehicle access requirements are incorporated in the design of road and traffic improvements for this development. In particular, the consultants are to seek input from Fire-Rescue on whether the overall road and traffic improvements and the timing of these improvements relative to the development phases (including the interim/ultimate traffic operations in the vicinity of this development) are adequate for emergency response purposes during construction and post-occupancy.

(x) Construction Parking and Traffic Management Plan - Prior to Building Permit approval, the applicant is to submit a detailed Construction Parking and Traffic Management Plan to the satisfaction of the City. The preliminary plan is to identify (for each development phase): construction vehicle access, emergency vehicle access, parking facilities for construction workers, and staging areas for construction vehicles and materials (facilities for staging activities are not available on any of the peripheral public roadways). The plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for works on roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570.


Signed _____

April 5, 2012
Date _____

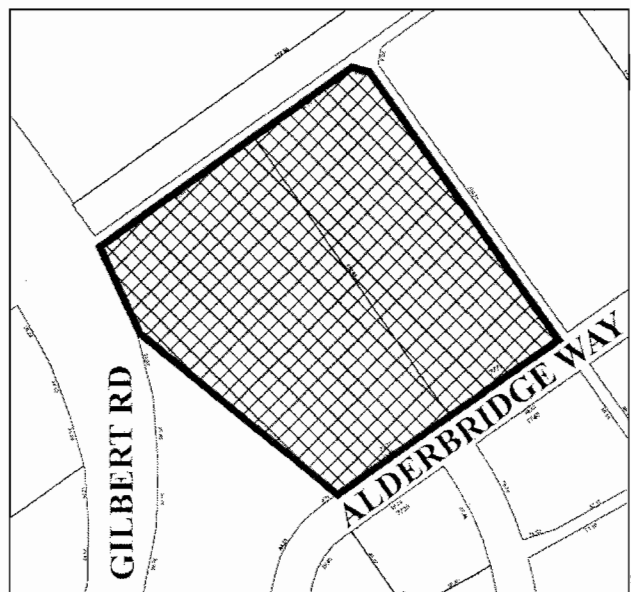


**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8884 (RZ 11-585209)
7731 and 7771 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new sub-section 3 to **Section 8.12.4 Permitted Density** as follows:
 - “3. Notwithstanding Section 8.12.4.2, for the RAH2 **zone** the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.28, provided that:
 - (a) the conditions in either paragraph 8.12.4.2(a) or 8.12.4.2(b) are complied with; and
 - (b) not less than 3,538 m² of the **site** is dedicated to the **City** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following lots and designating them **High Density Low Rise Apartments (RAH2)**

P.I.D. 000-859-958

Lot 89 Section 5 Block 4 North Range 6 West New Westminster District Plan 38045

P.I.D. 000-806-943

Lot 96 Section 5 Block 4 North Range 6 West New Westminster District Plan 39888

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884**”.

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>hl</i>
APPROVED for legality by Solicitor <i>hy</i>

MAYOR

CORPORATE OFFICER