



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, June 19, 2018
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-4

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on June 5, 2018.*



NEXT COMMITTEE MEETING DATE

July 4, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY YKLM ART SPACE CO. LTD. FOR AN OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT THAT WOULD PERMIT A TEMPORARY COMMERCIAL USE PERMIT AT 4211 NO. 3 ROAD**

(File Ref. No. TU 18-803320) (REDMS No. 5854857)

PLN-52

See Page PLN-52 for full report

Designated Speakers: Wayne Craig and Jordan Rockerbie

STAFF RECOMMENDATION

That the application by YKLM Art Space Co. Ltd. for a Temporary Commercial Use Permit (TCUP) for property at 4211 No. 3 Road be considered at the Public Hearing to be held July 16, 2018 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 YKLM Art Space Co. Ltd. for property at 4211 No. 3 Road to allow ‘Auction, Minor’ as a permitted use for a period of three years.”



2. **APPLICATION BY 0989705 BC LTD. FOR REZONING AT 7960 ALDERBRIDGE WAY AND 5333 & 5411 NO. 3 ROAD FROM "AUTO-ORIENTED COMMERCIAL (CA)" TO "CITY CENTRE HIGH DENSITY MIXED USE (ZMU34) - LANSDOWNE VILLAGE"**

(File Ref. No. 12-8060-20-009825; RZ 15-692485) (REDMS No. 5776888 v. 5)

PLN-68

[See Page PLN-68 for full report](#)

Designated Speakers: Wayne Craig and Janet Digby

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9825 to create the “City Centre High Density Mixed Use (ZMU34) - Lansdowne Village” zone, and to rezone 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from “Auto-Oriented Commercial (CA)” to “City Centre High Density Mixed Use (ZMU34) - Lansdowne Village”, be introduced and given first reading; and*
- (2) *That staff be directed to prepare a service area bylaw to provide district energy services to the development at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road.*



3. **APPLICATION BY ONNI 7811 ALDERBRIDGE HOLDING CORP INC. FOR REZONING AT 7811 ALDERBRIDGE WAY FROM THE “INDUSTRIAL RETAIL (IR1)” ZONE TO THE “RESIDENTIAL/LIMITED COMMERCIAL (RCL2)” ZONE**

(File Ref. No. 12-8060-20-009867; RZ 17-765420) (REDMS No. 5813659 v. 2)

PLN-154

[See Page PLN-154 for full report](#)

Designated Speakers: Wayne Craig and Sara Badyal

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9867, for the rezoning of 7811 Alderbridge Way from the “Industrial Retail (IR1)” zone to the “Residential/Limited Commercial (RCL2)” zone, be introduced and given first reading.

☐

4. **MANAGER’S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, June 5, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Vice-Chair
Councillor Chak Au (entered at 4:01 p.m.)
Councillor Alexa Loo
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Linda McPhail

Also Present: Councillor Derek Dang
Councillor Ken Johnston

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 May 23, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 19, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 7460 & 7480 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-009873; RZ 15-707952) (REDMS No. 5789630)

Steven De Sousa, Planner 1, briefed Committee on the application, noting that vehicle access to the site will be via an existing Statutory Right-of-Way registered on-title of the adjacent townhouse site to the north. He added that the proposed development will provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9873, for the rezoning of 7460 & 7480 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

2. APPLICATION BY W.T. LEUNG ARCHITECTS, INC. ON BEHALF OF PARK VILLAGE INVESTMENTS LTD. & GRAND LONG HOLDINGS CANADA LTD. FOR REZONING AT 8071 AND 8091 PARK ROAD FROM "DOWNTOWN COMMERCIAL (CDT1)" TO "HIGH DENSITY MIXED USE (ZMU39) – BRIGHOUSE VILLAGE (CITY CENTRE)"

(File Ref. No. 12-8060-20-009878; RZ 17-779229) (REDMS No. 5767066 v. 5)

Cllr. Au entered the meeting (4:01 p.m.).

Diana Nikolic, Senior Planner/Urban Design, reviewed the application, noting that (i) the proposed development will include two residential towers and one mixed residential and office tower with at grade commercial and retail uses, (ii) the proposed development will provide 21 affordable housing units with a portion of the contribution designated as family-friendly units, and (iii) the proposed development will be working with the Lulu Island Energy Company on sustainable energy options for the site.

In reply to queries from Committee, staff noted that the proposed development will be providing a cash-in-lieu contribution to the Childcare Development Reserve Fund, and that the City is working with another developer to secure an early childhood development hub in the area.

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It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9878, to create the "High Density Mixed Use (ZMU39) - Brighthouse Village (City Centre)" zone, and to rezone 8071 and 8091 Park Road from "Downtown Commercial (CDT1)" zone to "High Density Mixed Use (ZMU39) -Brighthouse Village (City Centre)" zone, be introduced and given first reading; and*
- (2) *Staff be directed to prepare a service area bylaw to provide district energy services to the development at 8071 and 8091 Park Road.*

CARRIED

3. AGRICULTURAL LAND RESERVE NON-FARM USE APPLICATION BY THE CITY OF RICHMOND TO HOST THE RCMP MUSICAL RIDE ON AUGUST 14, 2018, LOCATED AT 13671 AND 13871 NO. 3 ROAD

(File Ref. No. AG 18-821304) (REDMS No. 5829890 v. 6)

Staff advised that the Agricultural Land Commission amended regulations in 2016 to require a non-farm use permit to host events with more than 150 attendees.

It was moved and seconded

That the application by the City of Richmond for an Agricultural Land Reserve Non-Farm Use application to host the RCMP Musical Ride event on August 14, 2018, located at 13671 and 13871 No. 3 Road, be endorsed and forwarded to the Agricultural Land Commission for approval.

CARRIED

4. AGRICULTURAL LAND RESERVE NON-FARM USE APPLICATION BY THE CITY OF RICHMOND TO HOST THE GARDEN CITY LANDS FARMERS MARKET ON AUGUST 11, 2018, AT 5555 NO. 4 ROAD

(File Ref. No. AG 18-821773) (REDMS No. 5845260 v. 9)

Staff advised that the Agricultural Land Commission amended regulations in 2016 to require a non-farm use permit to host events with more than 150 attendees.

It was moved and seconded

That the application by the City of Richmond for an Agricultural Land Reserve Non-Farm Use application to host the Garden City Lands Farmers Market on Saturday, August 11, 2018, located at 5555 No. 4 Road, be endorsed and forwarded to the Agricultural Land Commission for approval.

CARRIED

3.

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5. APPLICATION BY GBL ARCHITECTS LTD. ON BEHALF OF KLTIC (BRIGHOUSE) DEVELOPMENT LTD. FOR REZONING AT 6340 NO. 3 ROAD FROM " LAND USE CONTRACT 062 " TO "HIGH DENSITY MIXED USE AND ECD HUB (ZMU37) – BRIGHOUSE VILLAGE (CITY CENTRE)"

(File Ref. No. 12-8060-20-009859; RZ 17-773703) (REDMS No. 5828120 v. 5)

Janet Digby, Planner 3, reviewed the proposed development, highlighting that (i) the proposed mixed-use development will consist of residential and office uses, (ii) the proposed development will provide for the development of an Early Childhood Development Hub (ECD) to be constructed by the developer at their sole cost and transferred to the City, (iii) The ECD hub will be approximately 19,000 ft² and the developer will be providing approximately 8,000 ft² of the overall facility size as a voluntary amenity, (iv) the proposed development will provide 27 Low End Market Rental Housing units, and (v) the applicant is proposing to utilize a low carbon energy plant to connect to a future District Energy Utility.

It was moved and seconded

(1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9859 to:

- (a) create the "High Density Mixed Use and ECD Hub (ZMU37) – Brighthouse Village (City Centre)" zone; and**
- (b) rezone 6340 No. 3 Road from "Land Use Contract 062" to "High Density Mixed Use and ECD Hub (ZMU37) – Brighthouse Village (City Centre);" and**
- (c) discharge "Land Use Contract 062," entered into pursuant to "Techram Securities Ltd. Land Use Contract Bylaw No. 3366, 1977" (RD50359) from the Title of 6340 No. 3 Road;**

be introduced and given first reading; and

(2) That staff be directed to prepare a service area bylaw to provide district energy services to the development at 6340 No 3 Road.

CARRIED

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6. APPLICATION BY IBI GROUP ON BEHALF OF GOODWYN ENTERPRISES (2015) LTD., INC. NO. 1056275 FOR OFFICIAL COMMUNITY PLAN (OCP)/CITY CENTRE AREA PLAN (CCAP) AMENDMENT AND REZONING AT 7111, 7451 AND 7531 ELMBRIDGE WAY, 7600, 7640, 7671 AND 7880 ALDERBRIDGE WAY, 5751 AND 5811 CEDARBRIDGE WAY, 5003 MINORU BOULEVARD, FROM INDUSTRIAL RETAIL (IR1) TO A NEW SITE SPECIFIC ZONE

(File Ref. No. RZ 16-724589) (REDMS No. 5749017 v. 12)

Correspondence received regarding the application was distributed (attached to and forming part of these minutes as Schedule 1).

An additional page to Attachment 11 to the staff report and a location map was distributed (attached to and forming part of these minutes as Schedule 2 and Schedule 3)

Ms. Nikolic reviewed the application and noted the following:

- the applicant is seeking to rezone 10 lots and amend the Official Community Plan (OCP) and the City Centre Area Plan (CCAP) to increase residential density from 2.0 FAR to approximately 3.0 FAR;
- the applicant is proposing to develop Lot 3 immediately while the redevelopment of the other lots may not occur until 2040 or beyond;
- the applicant is proposing to provide a contribution of 6% of the anticipated total residential floor area as affordable housing and may develop Lot 4 for seniors housing, although the applicant is unwilling to commit to zoning restrictions limiting development of Lot 4 to seniors housing;
- the applicant is proposing that the affordable and rental housing constructed on Lot 3 be transferred to the City with a lease to S.U.C.C.E.S.S. to operate the proposed housing development for 60 years;
- staff anticipate that rezoning the lots under the standard process consistent with the CCAP and the existing Affordable Housing Strategy, would secure additional affordable housing units;
- pre-zoning the sites will be precedent setting and encourage submissions of similar proposals;
- the proposed densities may have a cumulative effect of driving the population in the city centre area to 160,000, beyond the CCAP projections, and will strain existing city amenities, infrastructure and schools;

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- the proposed development is outside the designated village centre and the proposed building massing concepts is inconsistent with design guidelines in the area;
- the City's independent third party economic analysis suggest that the economic value of the proposed project to the developer is disproportionately larger compared to the economic value provided to the City; and
- staff are recommending that the application be denied due in part to inconsistencies with the CCAP.

Discussion ensued with regard to (i) the 60 year lease agreement with S.U.C.C.E.S.S., (ii) the rezoning process and the funding structure associated with completed affordable housing projects in the city, (iii) the varying densities proposed on the subject parcels, and (iv) the value of the proposed affordable housing contribution.

In reply to queries from Committee, staff noted that (i) the applicant proposes that Lot 3 would be transferred to the City with a prearranged lease to S.U.C.C.E.S.S. for a period of 60 years, (ii) proposed densities may vary across the 10 parcels; however the average density would be approximately 3.0 FAR, and (iii) pre-zoning the sites will restrict the City's ability to secure additional affordable housing and community amenities in the future.

With the aid of a PowerPoint presentation and referencing a submission (attached to and forming part of these minutes as Schedule 4), Harold Goodwyn, and Gary Andrishak, representing the applicant, noted the following:

- the applicant is proposing to provide a 210-unit affordable housing development and a 168-unit seniors facility upfront and at no cost to the City;
- the proposed affordable housing development will include a significant mix of family-friendly units;
- the applicant estimates the proposed development will provide approximately \$59-69 million in community benefits;
- development of the parcels through the standard rezoning process may reduce the opportunities to develop affordable housing;
- densification of the parcels will deliver more affordable housing upfront and will benefit local businesses; and
- the City could restrict additional development should the population in the area approach CCAP projections of 120,000.

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Discussion ensued with regard to (i) the potential cost of upgrading amenities and infrastructure required to support the potential increase in population, (ii) the long time frame of the proposed development, (iii) proximity of the parcels to parkland and transit, (iv) conceptual designs and uses of the parcels, (v) the potential risks of using a proposed 15-year term legal agreement to secure community amenity contributions instead of the standard rezoning process, and (vi) securing additional land for parks and schools to meet a potential increase in population.

Queenie Choo, Chief Executive Officer of S.U.C.C.E.S.S., expressed support for the proposed affordable housing development, noting that BC Housing committed a \$6 million grant to S.U.C.C.E.S.S. to increase the affordability of the proposed affordable housing development to future tenants.

David Hutniak, Chief Executive Officer of Landlord BC, expressed support for the proposed project and encouraged the Committee to consider the application.

Discussion ensued with regard to (i) historic examples of pre-zoning sites in the city, (ii) the potential challenges to secure community amenities by pre-zoning a site, and (iii) the differing methodologies used by the City and the applicant to calculate the community benefits of the proposed development.

As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That the Application by IBI Group on Behalf of Goodwyn Enterprises (2015) Ltd., Inc. No. 1056275 For Official Community Plan (OCP)/City Centre Area Plan (CCAP) Amendment and Rezoning at 7111, 7451 and 7531 Elmbridge Way, 7600, 7640, 7671 And 7880 Alderbridge Way, 5751 And 5811 Cedarbridge Way, 5003 Minoru Boulevard, from Industrial Retail (IR1) to a new site specific zone be referred back to staff.

Question on the motion was not called as discussion ensued with regard to (i) the proposal's inconsistencies with the CCAP, (ii) a further review of the proposed development and potential community benefit, and (iii) potential opportunities to secure additional affordable housing and community amenities through the standard rezoning process.

The question on the motion was then called and it was **DEFEATED**, with Mayor Brodie, and Cllrs. McNulty and Steves opposed.

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It was moved and seconded

That the application to amend the Official Community Plan (OCP) and City Centre Area Plan (CCAP), and to rezone the subject properties, including 7111, 7451 and 7531 Elmbridge Way, 7600, 7640, 7671 and 7880 Alderbridge Way, 5751 and 5811 Cedarbridge Way, 5003 Minoru Boulevard, from Industrial Retail (IR1) to a new site specific zone be denied.

CARRIED

Opposed: Cllrs. Au
Loo

7. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:03 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, June 5, 2018.

Councillor Bill McNulty
Vice-Chair

Evangel Biason
Legislative Services Coordinator

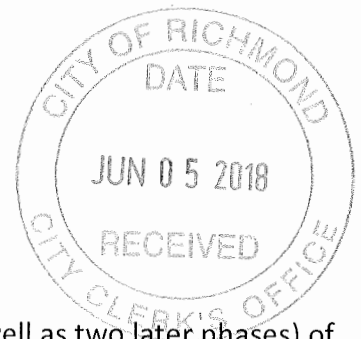
CityClerk

From: Julie Halfnights <jhalfnights@shaw.ca>
Sent: Saturday, 2 June 2018 17:13
To: CityClerk; McPhail,Linda
Cc: Nikolic,Diana; Craig,Wayne
Subject: Planning Committee, June 5, PLN333
Attachments: Julie Halfnights.vcf

PHOTOCOPIED

JUN 05 2018

& DISTRIBUTED



Dear Ms McPhail, Chair, and the Richmond Planning Committee,

As a resident of the Ocean Walk complex across the road from the first phase (as well as two later phases) of this application, I would like to express my support for an initiative that provides desperately needed affordable housing quickly and in a format that can be properly controlled (I refer to significant issues with 'affordable' units in existing developments). The market rental and community amenity space for Richmond Chinese Cultural Society (or whatever community agency deemed appropriate) are also selling points for me.

I note the staff recommendation in the report significantly assumes that, if this application is successful, every following application in the area will also choose to increase density by the same amount....at least I think this is what it says as it seems entirely unreasonable that this application alone would result in 40,000 new residents in the planning area. There is no other developer willing to 'front' affordable housing nor, as far as I know, any who want to plan on providing space to community agencies, so I think this assumption should be set aside and only the real numbers associated with the project used (I looked for these in the report but couldn't find them). Furthermore, just as Council will decide upon this proposal, they will decide upon all future proposals; control of the numbers is solidly within the hands of Council.

I understand a reluctance by staff to pre-zone but given the scope and timeframe of the proposed plan, I think it should be seriously considered by a Council that knows, well, the desperate and immediate need for rental and affordable housing. Our Ocean Walk complex allows rentals and we see the individual landlord burnout that results in empty suites and unit sales; purpose built rental housing means the units will stay as rentals as long as the City sees the need. I also know the City has tried to amalgamate community amenity spaces for a variety of good reasons but this doesn't take into consideration the numerous community service agencies housed in leased properties that will soon be levelled for development. There is a study of such space underway (funded by the Richmond Community Foundation) but I fear the results will come too late and the Planning Department's response will take too long to encourage or insist that City Centre developers commit space to them, not all in one who-knows-when-available place, but scattered throughout our City Centre area in developments, much as proposed for RCCS by this proponent. This developer, as I understand it, worked incredibly hard to accommodate the needs of the Vancouver Coastal Health Mental Health Services into their refurbished building at the corner of Alderbridge and Lansdowne; they've proven to be good community citizens who research needs prior to planning and work with their lessees when building.

Finally, I want to speak to the assertion that a lack of school space for prospective resident children should be a factor in this decision; this is ridiculous as it has not been a consideration in anything that has happened in the City Centre area thus far. The School District and the City have not addressed needs in City Centre and continue to point fingers at one another (and the Ministry) as the reason no City Centre school(s) have been built – it is long past time for both bodies to sit down and look at how to 'do' schools differently in

'downtown'. Why not ask Goodwyn Enterprises if they would consider including space that could be rented for a school in the area (and maybe used for a church or similar needs)?

Please positively consider this proposal in light of what it offers, both today and in the future. I think our community will be better off if you do.

Julie Halfnights
1306-7555 Alderbridge Way, Richmond V6X 4L3
cell phone 604.868.3046
Email: jhalfnights@shaw.ca

Mayor and Councillors

From: Leslie Whittaker <lwhittaker@udi.org>
Sent: Monday, 4 June 2018 15:53
To: Mayor and Councillors
Subject: AFFORDABLE HOUSING PARTNERSHIPS IN THE CITY OF RICHMOND
Attachments: UDI Ltr M. Brodie June 4 2018 Affordable Housing Partnerships.pdf

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

Good Afternoon Mayor Brodie and Council

On behalf of Anne McMullin, President and CEO of the Urban Development Institute (UDI), attached please find a letter addressing Affordable Housing Partnerships in the City of Richmond.

Regards

Leslie



URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION
#200 – 602 West Hastings Street
Vancouver, British Columbia V6B 1P2 Canada
T. 604.669.9585 F. 604.689.8691
www.udi.bc.ca

June 4, 2018

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

Re: Affordable Housing Partnerships in the City of Richmond

On behalf of the members of the Urban Development Institute (UDI), we are pleased to learn that the City's Planning Committee will be considering RCG Group's proposed affordable housing partnership with S.U.C.C.E.S.S. at tomorrow's committee meeting.

While UDI doesn't typically provide comment on specific development proposals, we did want to take the opportunity to share our strong support for the delivery of innovative affordable housing partnerships between not-for-profit providers, private sector developers and various levels of government.

While such partnerships can be unique, complex, and may even require flexibility within the City's regular policy and planning frameworks, such proposals deserve thorough deliberation by the City's Planning Committee and Council, because when successful they can be incredibly beneficial to the community.

In recent years, Richmond has demonstrated a strong track record of delivering much needed affordable housing through innovative partnerships like Storeys and the Kiwanis Towers, and it's our hope that the City of Richmond will continue to work creatively in partnerships to take advantage of future opportunities like the one being proposed by RCG Group and S.U.C.C.E.S.S..

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Anne McMullin".

Anne McMullin
President and CEO

S:\Public\POLICY\MUNICIPAL LIAISON\Richmond\Affordable Housing Strategy\UDI Ltr M. Brodie June 4 2018 Affordable Housing Partnerships.Doc

CityClerk

From: Diana Dilworth <diana@bcnpha.ca>
Sent: Tuesday, 5 June 2018 10:05
To: CityClerk
Subject: Input for Tonight's Planning Committee Meeting
Attachments: Richmond Planning Committee FINAL.docx

Attn: City Clerk

We would respectfully ask that the attached correspondence be provided to members of the City's Planning Committee for consideration in their deliberations at tonight's meeting.

Sincerely,

~ Diana

Manager, Government Relations
BC Non-Profit Housing Association



May 30, 2018

Planning Committee
c/o City Clerk
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Via email: cityclerk@richmond.ca

**RE: PLANNING COMMITTEE MEETING
REZONING – 7600 Alderbridge Way
Tuesday, June 5, 2018**

Dear Members of the Planning Committee,

We want to share our support for the rezoning application, submitted by the RCG Group for 7600 Alderbridge Way, which would allow for 210 new, purpose-built rental units, almost 60% of which will be designated as affordable, operated by SUCCESS. We are also supportive of the Housing Agreement which would allow for an increase in density on 10 parcels owned by the applicant in the City Centre area, the lease of land to SUCCESS, and the deeding of the property upon which the rental building sits, to the City of Richmond at no cost.

We are all aware that housing affordability and homelessness are critical issues affecting communities everywhere in British Columbia and that all levels of government have a role in addressing the complex issues that have brought us to this point. The participation of non-profit and private organizations such as SUCCESS and the RCG Group, coming to the table as partners in the development of new affordable housing is to be applauded.

Earlier this month, we launched an update of the Canadian Rental Housing Index and can confirm that there are 18,845 rental homes in your community, representing 25% of all households in the city. Almost half of those households are spending more than the accepted standard of 30% of their pre-tax income on rent and utilities, which is evidence of a serious affordability issue in your community. www.rentalhousingindex.ca

There is a definite need in the City to add new purpose-built rental and encourage the development of housing options for low-income earners and what is being called the “missing middle” demographic. The housing being proposed in this rezoning application is consistent with that need.

The BC Government’s recent budget targeted the development of 114,000 new affordable homes in the next 10 years. That target is consistent with our own research as presented in “An Affordable Housing Plan for BC (2017)”. Our plan provides an evidence-based approach to defining the affordability crisis in British Columbia and proposing realistic solutions to address it. The report, including a geographical breakdown of need for the Metro Vancouver Regional District, can be found at www.housingcentral.ca.

The proposed development supports the creation of 210 new rental units, over half of which are designated "affordable," providing housing for young persons moving out on their own, families that need 2 and 3 bedrooms to grow, and seniors who are downsizing. There is a large group of people who just can't afford, or have chosen not to, purchase a home. The construction of new rental units, both market and non-market, is a critical component of addressing the current housing crisis. And this rezoning application provides for just that.

We are very pleased to see that SUCCESS will be the management entity for the units, given their long-standing expertise, across the lower mainland, in ensuring that affordable units are built and targeted to those who need them most.

We would strongly encourage Mayor and Council to help ensure new secure, stable and affordable housing for your residents and to approve the rezoning application as has been requested.

Sincerely,



Jill Atkey,
A/CEO and Managing Director
BC Non-Profit Housing Association
www.bcnpha.ca



Thom Armstrong
Executive Director
Co-operative Housing Federation of BC
www.chf.bc.ca

About Housing Central: *Housing Central brings together the BC Non-Profit Housing Association (BCNPHA), Co-op Housing Federation of BC (CHF BC) Co-op Housing Federation of Canada (CHF Canada), Encasa Financial, Community Land Trust and COHO Management Services Society. Housing Central collaborates on cross-sector partnerships that help impact public, policy, media awareness and deliver world-class education and events to support its vision of a safe, affordable home for everyone. www.housingcentral.ca*

About BCNPHA: *Formed 25 years ago, BC Non-Profit Housing Association (BCNPHA) is the provincial umbrella organization for the non-profit housing sector comprised of nearly 600 members, including non-profit housing societies, businesses, individuals, partners and stakeholders. Together non-profit housing societies manage more than 100,000 units of long-term, affordable housing in over 2500+ buildings across the province.*

About CHFBC: *The Co-operative Housing Federation of BC (CHF BC) is the voice of housing co-ops in British Columbia. Made up of member housing co-ops and related stakeholders, the organization focuses on meeting the needs and supporting the opportunities for those living in co-op housing. The 250 co-op housing members in our province provide housing for approximately 15,000 families.*

MayorandCouncillors

From: MayorandCouncillors
Sent: Tuesday, 5 June 2018 13:13
To: 'emmett.mark@shaw.ca'
Subject: FW: Emmett Mark letter in support of RCG Proposal
Attachments: Emmett Mark Letter.docx

Hello,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor.

Thank you again for taking the time to contact Richmond City Council.

Hanieh Berg | Acting Manager, Legislative Services
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Emmett Mark [<mailto:emmett.mark@shaw.ca>]
Sent: Tuesday, 5 June 2018 09:55
To: MayorandCouncillors
Subject: Emmett Mark letter in support of RCG Proposal

Thank you!

June 3rd, 2018

Mayor Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, British Columbia V6Y 2C1
E: mayorandcouncillors@richmond.ca

Dear Mayor Brodie and Council,

My name is Emmett Mark; I'm a student, active community volunteer, and lifelong Richmondite. I was born at the Richmond Hospital, attended all my elementary and secondary schooling in our city, and now commute to UBC from my home near Number 1 Road several times a week. I'm proud to be writing in support of the RCG Group proposal that will bring more affordable housing to the Richmond City Centre area.

It's safe to say that I love living in Richmond. Growing up, there were so many things I took for granted, like our city's safe streets, how one could eat cuisine from diverse cultures and restaurants for days on end, and how Richmond contains urban development, green parks and farmland, all within city limits. How could any young Richmondite not cherish the memories of spooning Danny's Screammers on summer weekdays after a visit to any one of four local libraries? It's the little things that made growing up here so special, things that I wish even more young children and their families will be able to experience in the future.

The perceived but hypothetical opportunity to continue living in Richmond, starting a professional career and perhaps even a family, is a fantasy that should be closer to reality for myself and thousands of young people in our city. But I have to face the facts, houses in my neighborhood are several million dollars apiece. It's not cheap living in the greatest city on the west coast! Although I'm fortunate to be living at home while going to school, so many of my friends have moved out of Richmond due to the challenges our city poses in affordable housing for young people.

Housing for my generation is one of the most urgent challenges governments across the lower mainland face. This proposal provided by the RCG Group is a well thought out, constructive and creative idea that contributes to any long-term solution our city takes. It creates 210 affordable rental units to ensure contributing Richmondites from all walks of life don't have to say goodbye to our city. It will not cost the City of Richmond anything and the RCG Group will transfer operation of the rental housing to an experienced and well-respected organization, SUCCESS. BC Housing is prepared to make a financial commitment to ensure SUCCESS can operate the building.

Two aspects of this housing proposal that speak directly to me as a young person are how this project creates rental units that support tenants from diverse age and socio-economic backgrounds, as well as how close to transit and community services this project will be. The local City Centre community will be greatly strengthened by the diversity of residents living across these proposed 210 units. Additionally, transit-oriented density is highly important to young people who live and work in our city; this plan easily addresses this concern by creating units within walking distance of everything young

people require to remain engaged in the community, (the Canada Line, shopping and community services).

Overall, it is absolutely in the best interest of the City of Richmond and its residents to support the RCG Group in their dynamic plan to provide more affordable housing to people who live and work in our city. I'm lending my support to this idea and hope you all consider doing so yourselves.

Thank you for your time!

A handwritten signature in black ink, appearing to read 'Emmett Mark'. The signature is fluid and cursive, with a large initial 'E' and 'M'.

Emmett Mark

JUN 05 2018

Schedule 2 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, June 5, 2018.

*Cost of construction***& DISTRIBUTED**

Several major AH developers were consulted to confirm that the costs of constructing AH are the same as market housing and reflect the inclusion of durable materials and products in AH developments. The total hard and soft costs for a concrete building in Richmond, excluding land are approximately \$400/ft² or \$4,300/m².

Present Value of 7600 Alderbridge to the City

The present value to the City is negligible for the building and land at 7600 Alderbridge Way, which would be encumbered to provide AH and market rental housing for 60 years. A long term lease is comparable to a sale; therefore, the building and land value is provided up front to the leaseholder rather than to the land owner who is unable to use or otherwise benefit from the land/building. The present day total land value of 7600 Alderbridge Way reflects the housing encumbrances that would be registered on the property (including Low End Market Rental, non-market, and market rental housing) and the lease. Note that this value is assigned to the leaseholder (S.U.C.C.E.S.S.) rather than to the City.

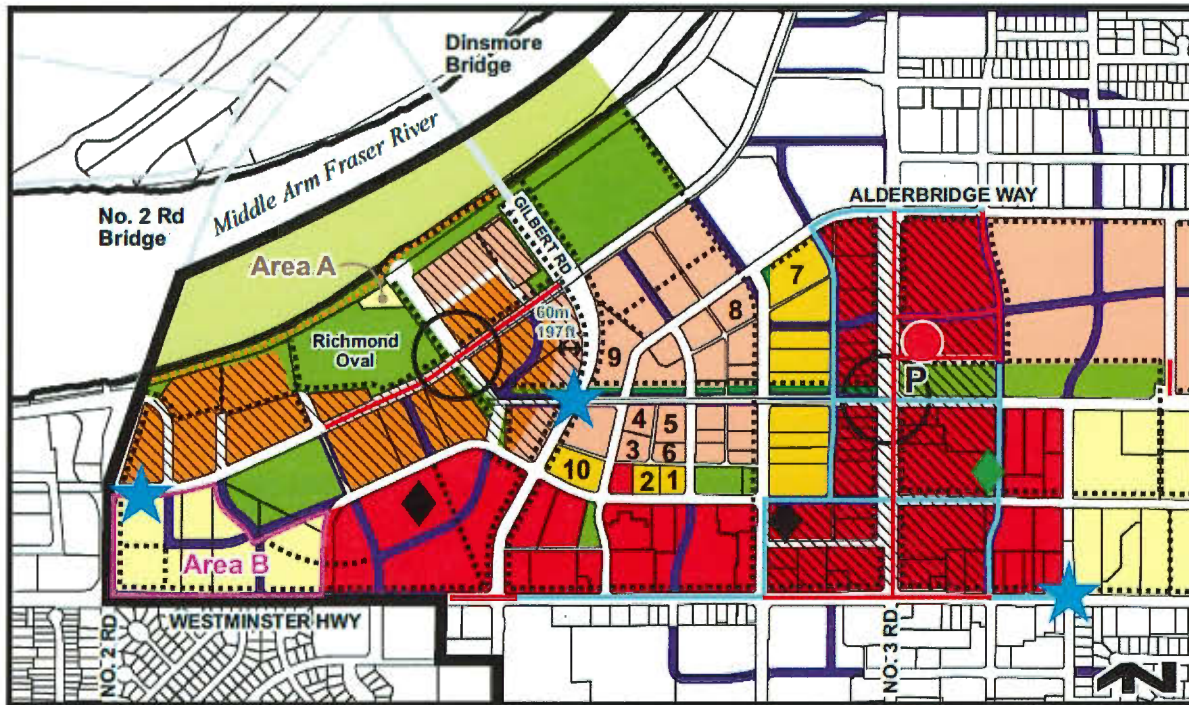
The value to the City is realized only at the termination of the lease. The present day value to the City in this scenario where the City can use the land in 60 years is less than \$2 million. This low value reflects a 2.5% annual decrease in value resulting from the City's inability to use the property for 60 years. The building has no notable associated value in 60 years and as the building ages, its maintenance becomes a liability that may or may not be addressed through the terms of the lease.

Table: Summary of Depreciating Value

Form of tenure	Value
Market residential strata title value of 7600 Alderbridge Way	\$21.2 million
Use of 7600 Alderbridge Way is restricted to rental only	63% less than a market residential strata title property
Rental only property with a 60 year lease	Leaseholder (S.U.C.C.E.S.S.) receives economic benefit
Value to property owner (i.e. value is realized after 60 years)	2.5% discount rate applied over 60 years to a property that is: -encumbered with legal agreements that restrict use to rental only; and -leased for 60 years



Map 1: Location of Subject Properties, Existing Designations & Location of Lansdowne and Oval Village Centre



- | | |
|---------|-----------------------|
| Lot 1: | 7451 Elmbridge Way |
| Lot 2: | 7351 Elmbridge Way |
| Lot 3: | 7600 Alderbridge Way |
| Lot 4: | 7640 Alderbridge Way |
| Lot 5: | 5751 Cedarbridge Way |
| Lot 6: | 5811 Cedarbridge Way |
| Lot 7: | 7880 Alderbridge Way |
| Lot 8: | 5003 Minoru Boulevard |
| Lot 9: | 7671 Alderbridge Way |
| Lot 10: | 7111 Elmbridge Way |

RCG Group
City of Richmond, Planning Committee Meeting – June 5, 2018

Key Considerations – Staff Report to Committee

Key Considerations regarding staff report Option 2, which would provide a path for the City to realize the significant community benefits of the proposal:

Staff require direction on specific aspects of the proposal should the application be referred back to staff:

1. **Increased density** – Committee direction is needed on whether there is support to increase residential density in Lansdowne Village.
 - Transit-Oriented Development - RCG's properties are located within easy walking distance of the Canada Line and, with residents and activity, support the important Lansdowne greenway that links Oval Village to the Canada Line.
 - The current 2.0 FAR designation is low for properties located as close to rapid transit as the RCG properties.
 - RCG's properties are located between two higher density areas – the Lansdowne area and the Olympic Oval, which is not adjacent to rapid transit.
2. **Pre-zoning** - Committee direction is needed on (a) whether there is support to pre-zone properties with an anticipated but unsecured development timeframe, and (b) whether a Phased Development Agreement (PDA) should be used.
 - RCG would accept a covenant on its 10 parcels that would protect the City's upside. If RCG does not develop a parcel within 10 years, the undeveloped parcels would be subject to the amenity expectations of the day, once developed.
 - The City does not have this type of flexibility with other property owners or master plans who enjoy CD-1 zoning.
 - RCG is also protecting the City's downside. The construction, today, of 210 units of rental housing will take place regardless of what happens to the market in the future. Should RCG decide not to develop parcels due to market conditions, or to develop uses that do not have affordable housing requirements (e.g. rental housing or seniors housing), it will have no impact on the up-front rental housing contribution that the City receives today.
 - The City receives certainty; risk is reduced on the downside, and the potential for upside is preserved.
3. **Affordable Housing Contribution** – Committee direction is needed on whether there is support to extend the grandfathering of the Affordable Housing (AH) Strategy requirements that apply to this application beyond July 24, 2018, and accept the developer's proposal to transfer ownership of 7600 Alderbridge Way to the City of Richmond.
 - RCG's proposed AH contribution is up-front, and therefore the social benefit will be realized immediately as opposed to being phased in over time. This provides an increase in benefit compared to a straight AH unit as percentage of area calculation.
 - The AH calculation is based on all parcels. For example, 63% of the AH calculation is based on parcels 7 to 10, which are under long-term leases. The aggregation of the parcels allows for a greater AH benefit, even though some of the properties may not be developed for residential use in the near- or intermediate-term.

- RCG would deed a significant asset to the City of Richmond, transferring privately owned land in the City Centre to public ownership. This exceeds the requirements of the Affordable Housing Strategy.

Public Opinion Survey of Richmond residents:

RCG commissioned an online survey of 300 Richmond residents between April 20 and May 4, 2018. The sample was divided between 150 Chinese and 150 non-Chinese residents, reflecting Richmond's demographic make-up, and is representative of age and sex. Following are key findings:

1. Overall, the results demonstrate the public's strong interest in housing issues, that the public sees a need for action on housing affordability, and that the public responds positively to RCG's proposal.
2. Richmond residents are currently focused on issues related to housing, which lead all other issues by a considerable margin.
 - Almost half of Richmond residents (44%), including a majority of women (51%), said housing/affordable housing/empty houses/low income housing/seniors housing is the most important top-of-mind issue facing Richmond today. The next highest issue mentioned was traffic (12%).
3. There is strong agreement that:
 - a mix of housing choices strengthens the community (78%),
 - that affordable rental housing has not kept pace with demand (70%);
 - and that housing affordability is a serious issue and that more aggressive steps need to be taken to ensure those who work in Richmond can afford to live in Richmond (75%).
4. A majority of Richmond residents support the five housing types tested:
 - Seniors' assisted living and "memory care" housing (73% support)
 - Affordable rental units for local workers with below-market rent based on household income (67%).
 - Market rentals – rental apartments at market rates (62%)
 - Market condominiums in concrete towers – strata building (55%)
 - Modular housing for the homeless (54%)
5. When provided an outline of RCG's proposal to rezone 10 sites in the City Centre area, over three-quarters (76%) of Richmond residents would like RCG's proposal "fully reviewed and considered as part of the City of Richmond's public planning process".
6. Over two-thirds (68%) of Richmond residents support RCG's proposal compared to one-in-ten that oppose it. There is strong support from both Chinese and non-Chinese residents, males and females.

Key Findings

The following are key findings from an online survey of 300 Richmond residents between April 20 and May 4, 2018. The sample is divided between 150 Chinese and 150 non-Chinese residents, reflecting Richmond's demographic make-up, and is representative of age and sex.

1. Overall, the results demonstrate the public's strong interest in housing issues, that the public sees a need for action on housing affordability, and that the public responds positively to RCG's proposal.
2. Richmond residents are currently focused on issues related to housing, which lead all other issues by a considerable margin. Almost half of Richmond residents (44%), including a majority of women (51%), said housing / affordable housing / empty houses / low income housing / seniors housing is the most important top-of-mind issue facing Richmond today. The next highest issue mentioned was traffic (12%).
3. There is strong agreement that a mix of housing choices strengthens the community (78%), that affordable rental housing has not kept pace with demand (70%); and that housing affordability is a serious issue and that more aggressive steps need to be taken to ensure those who work in Richmond can afford to live in Richmond (75%), including 64% of non-Chinese residents who strongly agree.
4. A majority of Richmond residents support the five housing types tested:
 - Seniors' assisted living and "memory care" housing (73% support)
 - Affordable rental units for local workers with below-market rent based on household income (67%). Non-Chinese residents were 81% in support.
 - Market rentals - rental apartments at market rates (62%)
 - Market condominiums in concrete towers – strata building (55%)
 - Modular housing for the homeless (54%)
5. When provided an outline of RCG's proposal to rezone 10 sites in the City Centre area, over three-quarters (76%) of Richmond residents would like RCG's proposal "fully reviewed and considered as part of the City of Richmond's public planning process".
6. Over two-thirds (68%) of Richmond residents support RCG's proposal compared to one-in-ten that oppose it. There is strong support from both Chinese and non-Chinese residents, males and females.

Results

1. In your opinion, what is the most important issue facing the City of Richmond today?

	Total	Male	Female
Housing/affordable housing/too many empty houses/low income housing/senior housing	44%	36%	51%
Traffic	12%	14%	10%
Over development/too much	7%	4%	10%
Immigration	5%	6%	3%
Cost of living	4%	6%	2%
Taxes	4%	5%	3%
Population density	4%	2%	6%
Crime/drugs	3%	4%	2%
Jobs/employment/wages	3%	1%	4%
Public transit	3%	1%	4%
Poor infrastructure	3%	3%	3%
Language/culture	3%	4%	2%
Healthcare	2%	2%	2%
Losing farmland	2%	2%	3%
Roads	2%	3%	1%
Gas prices	1%	1%	0%
Environment/pollution	1%	1%	1%
Racism	1%	-	3%
Economy/business opportunity	1%	-	2%
Poor drivers	1%	1%	0%
Homeless	0%	1%	1%
Poor leadership	0%	1%	-
Other	3%	4%	3%
None/nothing	1%	1%	-
Don't Know/refused	4%	5%	3%

2. For the following organizations, please let me know if you have a favourable or unfavourable impression of them.

City of Richmond Municipal Government	Total	Male	Female
Very favourable	5%	3%	6%
Somewhat favourable	39%	29%	47%
Neutral	31%	38%	24%
Somewhat unfavourable	18%	20%	17%
Very unfavourable	6%	8%	5%
Don't Know	1%	1%	1%
Total: Favourable	43%	32%	53%
Total: Unfavourable	25%	28%	21%
Net: Favourable	+18	+4	+32

S.U.C.C.E.S.S., a non-profit charitable organization that provides housing, settlement, and other social services	Total	Male	Female
Very favourable	10%	8%	11%
Somewhat favourable	34%	29%	38%
Neutral	40%	44%	37%
Somewhat unfavourable	9%	13%	6%
Very unfavourable	2%	2%	2%
Don't Know	5%	5%	5%
Total: Favourable	43%	37%	50%
Total: Unfavourable	11%	15%	8%
Net: Favourable	+32	+22	+42

3. How strongly do you agree or disagree with the following statements?

A) The supply of new affordable rental housing in Richmond has not kept pace with the demand.

	Total	Male	Female
Strongly agree	37%	31%	42%
Somewhat agree	34%	38%	30%
Neither agree nor disagree	21%	24%	19%
Somewhat disagree	5%	5%	5%
Strongly disagree	1%	-	2%
Don't Know	1%	2%	1%
Total: Agree	70%	69%	72%
Total: Disagree	7%	5%	8%

B) Ensuring there is a mix of housing choices for people of all incomes and ages in Richmond helps strengthen our community.

	Total	Male	Female
Strongly agree	34%	26%	41%
Somewhat agree	44%	47%	41%
Neither agree nor disagree	15%	18%	12%
Somewhat disagree	5%	7%	4%
Strongly disagree	1%	1%	1%
Don't Know	1%	1%	1%
Total: Agree	78%	73%	82%
Total: Disagree	6%	8%	5%

C) The housing affordability issue in Richmond is serious and the City government should take more aggressive steps to ensure that people who work in Richmond can afford to live in Richmond.

	Total	Male	Female
Strongly agree	43%	33%	52%
Somewhat agree	32%	31%	33%
Neither agree nor disagree	16%	20%	12%
Somewhat disagree	7%	12%	3%
Strongly disagree	1%	2%	1%
Don't Know	1%	1%	1%
Total: Agree	75%	64%	84%
Total: Disagree	9%	14%	4%

4. When thinking about growth in Richmond, do you support or oppose the City of Richmond's City Centre Area Plan (CCAP) to improve quality of life and develop diverse, urban neighbourhoods in the City Centre within walking distance of the Canada Line?

	Total	Male	Female
Have not heard of it	19%	15%	22%
Strongly support	19%	20%	19%
Somewhat support	39%	39%	39%
Neither support nor oppose	11%	14%	9%
Somewhat oppose	4%	4%	3%
Strongly oppose	2%	3%	2%
Don't know enough to say	6%	6%	5%
Total: Support	59%	59%	59%
Total: Oppose	6%	7%	5%
Net: Support	+53	+52	+54

5. Are you familiar with the City of Richmond's Affordable Housing Strategy?

	Total	Male	Female
Very familiar	3%	5%	0%
Somewhat familiar	38%	36%	40%
Not very familiar	44%	47%	42%
Not familiar at all	16%	13%	18%
Top 2: Familiar	40%	40%	40%
Bottom 2: Not Familiar	60%	60%	60%

6. Do you support or oppose building more of the following types of housing in Richmond's City Centre?

Summary (highest to lowest)	Support	Oppose
Seniors' assisted living and "memory care" housing	73%	4%
Affordable rental units for local workers with below-market rent based on household income	67%	10%
Market rentals (rental apartments at market rates)	62%	12%
Market condominiums in concrete towers (strata building)	55%	18%
Modular housing for the homeless	54%	21%

A) Modular housing for the homeless

	Total	Male	Female
Strongly support	19%	21%	17%
Somewhat support	35%	34%	37%
Neutral	23%	22%	23%
Somewhat oppose	12%	13%	11%
Strongly oppose	9%	6%	11%
Unsure	3%	3%	2%
Total: Support	54%	55%	54%
Total: Oppose	21%	19%	22%
Net: Support	+33	+36	+32

B) Affordable rental units for local workers with below-market rent based on household income

	Total	Male	Female
Strongly support	29%	23%	36%
Somewhat support	38%	33%	41%
Neutral	21%	30%	13%
Somewhat oppose	8%	10%	7%
Strongly oppose	2%	1%	3%
Unsure	2%	3%	1%
Total: Support	67%	56%	77%
Total: Oppose	10%	10%	10%

C) Market condominiums in concrete towers (strata building)

	Total	Male	Female
Strongly support	10%	11%	10%
Somewhat support	44%	42%	46%
Neutral	24%	25%	24%
Somewhat oppose	12%	13%	10%
Strongly oppose	7%	5%	8%
Unsure	2%	3%	2%
Total: Support	55%	54%	56%
Total: Oppose	18%	19%	18%
Net: Support	+37	+35	+38

D) Market rentals (rental apartments at market rates)

	Total	Male	Female
Strongly support	18%	17%	19%
Somewhat support	44%	40%	48%
Neutral	25%	30%	21%
Somewhat oppose	9%	9%	9%
Strongly oppose	3%	3%	3%
Unsure	1%	2%	1%
Total: Support	62%	57%	67%
Total: Oppose	12%	12%	11%
Net: Support	+50	+45	+56

E) Seniors' assisted living and "memory care" housing

	Total	Male	Female
Strongly support	38%	28%	47%
Somewhat support	36%	37%	35%
Neutral	21%	29%	14%
Somewhat oppose	3%	4%	2%
Strongly oppose	1%	1%	2%
Unsure	1%	2%	1%
Total: Support	73%	65%	81%
Total: Oppose	4%	5%	3%
Net: Support	+69	+60	+78

7. Description of Proposal:

- A family-owned, Richmond-based company owns 15 acres across 10 sites in the City Centre area of Richmond, located between No. 3 Road and the Olympic Oval.
- The company proposes to rezone the 10 sites to permit for medium to high-density residential and mixed-use development and to increase the density on these sites from two-times the site area as currently designated to three-times the site area consistent with the overall City Centre area.
- In exchange for the higher density, the landowner would immediately build 210 units of rental housing as the first phase, which would include:
 - 24 units of subsidized rental units,
 - 98 rental units for local workers with rent based on family income, and
 - 88 rental units based on market rental rate.
- The rental unit mix would be 10% studio, 30% 1-BR, 30% 2-BR, and 30% 3-BR units.
- This 210-unit rental housing development would be completed by and paid for by the landowner
- The landowner would also build a 168-unit seniors rental housing complex in the first phase, which includes memory care and assisted living units for seniors.
- The remainder of the sites would be developed over time, with over half of the sites not expected to be developed for over 10-15 years.

8. Based on this information, do you think this proposal should be fully reviewed and considered as part of the City of Richmond's public planning process?

	Total	Male	Female
Yes	76%	72%	79%
No	9%	12%	6%
Unsure	15%	16%	14%

9. Do you think you would support or oppose this proposal?

	Total	Male	Female
Strongly support	15%	14%	16%
Somewhat support	53%	50%	56%
Neither support nor oppose	16%	20%	12%
Somewhat oppose	7%	8%	6%
Strongly oppose	3%	3%	3%
Unsure	6%	6%	7%
Total: Support	68%	64%	72%
Total: Oppose	10%	10%	9%
Net: Support	+58	+54	+63

10. Please indicate if each one makes you more supportive of, or more opposed to this proposal.

Summary (highest to lowest)	More supportive	More opposed
Upon completion of construction of the 210-unit affordable housing building, the landowners will transfer ownership of the land to the City of Richmond at no cost to the City of Richmond or its taxpayers.	75%	15%
The proposed plan would increase the rental housing mix in the City Centre area so that there are more alternatives for local workers, families, and seniors.	73%	14%
All new rental, market condo, and seniors housing would be within easy walking distance of the Canada Line.	72%	15%
122 units of affordable housing and 98 units of market rental would be built and delivered first, as phase one, to benefit the community and as a requirement of the increased zoning density.	69%	18%
New buildings on the sites would be built to heights of 8-storeys to a maximum height as permitted in the City Centre of 15- storeys.	59%	23%
The phase one affordable housing and rental unit building would be owned and managed by the non-profit society, S.U.C.C.E.S.S.	53%	30%

- A) 122 units of affordable housing and 98 units of market rental would be built and delivered first, as phase one, to benefit the community and as a requirement of the increased zoning density.**

	Total	Male	Female
Much more supportive	18%	17%	18%
Somewhat more supportive	51%	48%	54%
Somewhat more opposed	13%	14%	13%
Much more opposed	5%	6%	4%
Makes no difference to me	5%	7%	4%
Unsure	8%	8%	7%
Total: More supportive	69%	66%	72%
Total: More opposed	18%	20%	17%

- B) The phase one affordable housing and rental unit building would be owned and managed by the non-profit society, S.U.C.C.E.S.S.**

	Total	Male	Female
Much more supportive	13%	10%	16%
Somewhat more supportive	40%	37%	42%
Somewhat more opposed	20%	20%	20%
Much more opposed	10%	14%	7%
Makes no difference to me	8%	10%	6%
Unsure	9%	8%	10%
Total: More supportive	53%	47%	58%
Total: More opposed	30%	34%	26%

- C) The Richmond Community Chinese Society (RCCS) would be granted 5,000 square feet of space in the Seniors' facility to carry on its community activities**

	Total	Male	Female
Much more supportive	10%	9%	11%
Somewhat more supportive	37%	36%	38%
Somewhat more opposed	19%	20%	18%
Much more opposed	15%	16%	15%
Makes no difference to me	9%	11%	8%
Unsure	9%	8%	9%
Total: More supportive	47%	46%	49%
Total: More opposed	34%	36%	33%

D) New buildings on the sites would be built to heights of 8-storeys to a maximum height as permitted in the City Centre of 15- storeys.

	Total	Male	Female
Much more supportive	11%	10%	12%
Somewhat more supportive	47%	48%	47%
Somewhat more opposed	14%	15%	13%
Much more opposed	9%	10%	8%
Makes no difference to me	11%	12%	11%
Unsure	8%	6%	9%
Total: More supportive	59%	58%	59%
Total: More opposed	23%	24%	21%

E) All new rental, market condo, and seniors housing would be within easy walking distance of the Canada Line.

	Total	Male	Female
Much more supportive	25%	22%	28%
Somewhat more supportive	47%	43%	50%
Somewhat more opposed	12%	15%	9%
Much more opposed	3%	5%	2%
Makes no difference to me	6%	7%	5%
Unsure	7%	8%	5%
Total: More supportive	72%	65%	78%
Total: More opposed	15%	20%	12%

F) The proposed plan would increase the rental housing mix in the City Centre area so that there are more alternatives for local workers, families, and seniors.

	Total	Male	Female
Much more supportive	19%	17%	22%
Somewhat more supportive	54%	52%	55%
Somewhat more opposed	12%	12%	11%
Much more opposed	2%	4%	1%
Makes no difference to me	5%	6%	3%
Unsure	8%	8%	8%
Total: More supportive	73%	69%	77%
Total: More opposed	14%	16%	12%

G) Upon completion of construction of the 210-unit affordable housing building, the landowners will transfer ownership of the land to the City of Richmond at no cost to the City of Richmond or its taxpayers.

	Total	Male	Female
Much more supportive	25%	22%	28%
Somewhat more supportive	50%	47%	51%
Somewhat more opposed	12%	16%	9%
Much more opposed	3%	5%	1%
Makes no difference to me	3%	4%	2%
Unsure	7%	6%	8%
Total: More supportive	75%	70%	80%
Total: More opposed	15%	21%	10%

Methodology

Survey results cited in this report are from online interviews with a representative sample of 300 Canadian citizens residing within the City of Richmond, between the ages of 18 and older.

The survey was conducted between April 20th and May 4th, 2018.

The data was weighted by age, sex, and ethnicity (50% Chinese ethnicity; 50% non-Chinese), based on most recent Census figures.

Technically, a margin-of-error is not possible using an online panel, which uses a representative rather than a random sample. However, by comparison, the margin-of-error for a probability sample of 300 Vancouver residents is +/- 5.7%, 19 times out of 20.

Financial Evaluation of Proposed Amenity
Contribution for Rezoning Application by RCG Group,
Richmond BC

25 May 2018

CONFIDENTIAL

Prepared for:
RCG Group and IBI Group

By:

coriolis 
CONSULTING CORP.

Summary

RCG Group has submitted a rezoning application for ten properties in Richmond's City Centre to allow the development of a mix of strata residential, market rental, low end of market rental (LEMR), subsidized housing, and senior's housing. RCG intends to develop the properties on a phased basis over the long term. The first phase would include all of the proposed market rental, LEMR and subsidized units.

If approved, the rezoning will increase the value of the applicant's properties.

For rezonings that are not contemplated in the City Centre Area Plan (CCAP), it is the City's practice to negotiate a portion of the increased land value created by the rezoning as an amenity contribution. However, Richmond does not have a written policy that identifies the approach to a negotiated amenity contribution or the share of the increase in value that should be allocated toward an amenity contribution.

Therefore, RCG Group commissioned Coriolis Consulting Corp. to estimate the potential increase in property value associated with the proposed rezoning, compare this with the value of the public benefits package being proposed by RCG, and comment on whether the proposed contribution is reasonable in financial terms.

Estimated Increase in Land Value Due to Proposed Rezoning

RCG proposes to rezone ten properties, of which nine will be retained by RCG. On the tenth site (Site 3), RCG will build a new affordable housing project, turn it over to a non-profit operator, and transfer ownership of the land to the City at no cost to the City.

The first step in our evaluation is to estimate the incremental land value created by the additional proposed floorspace (beyond the 2.0 FAR permitted under the CCAP) for the nine properties being retained by RCG. This includes:

- An increase of 480,343 square feet of strata residential space.
- An increase of 120,082 square feet of seniors' rental residential space.
- A reduction of 56,775 square feet of required LEMR space on the nine sites.

Our estimate of the overall increase in land value for the nine properties that will be retained by RCG due to the proposed rezoning is about \$87.2 million.

Estimated Value of Proposed Public Benefits

RCG proposes to construct a new 210 unit affordable housing project at Site 3 and turn the building over to a non-profit operator (S.U.C.C.E.S.S.) for 60 years at a nominal rent of \$1.00 per year. At completion of construction, the ownership of the site would be transferred to the City of Richmond at no cost to the City. RCG would be responsible for all costs associated with creating the new affordable housing project. Upon completion a mortgage would be obtained by the non-profit operator, the proceeds of which would be paid to RCG to purchase the building. RCG would be responsible for the additional costs not covered by the mortgage.

In addition, RCG proposes to construct 10,032 square feet of amenity space at Site 4 which would be made available for use by non-profit groups at a nominal rent.

The overall estimated value of the proposed public benefits package is between \$58.9 million and \$68.5 million depending on the land value allocated to Site 3, the final cost of the affordable housing project and the mortgage terms available to the non-profit housing provider upon completion of the building.

Conclusions

The proposed public benefits contribution is equal to between 68% and 79% of the estimated increase in land value due to the rezoning, as shown in the following exhibit.

Comparison of Increase in Land Value with Proposed Public Benefits Value

Estimated Increase in Land Value due to Rezoning (before amenity contribution)	\$87.2 million
Total Value of Affordable Housing and Amenity Contribution	\$58.9 to \$68.5 million
Share of Increased Value Allocated to Public Benefits	68% to 79%

Richmond has no written policy or practice about the share of increased value that should be considered for a negotiated amenity contribution. Therefore, RCG asked us to comment on whether the share of increased value being proposed by RCG for the overall amenity contribution is reasonable. We considered the following:

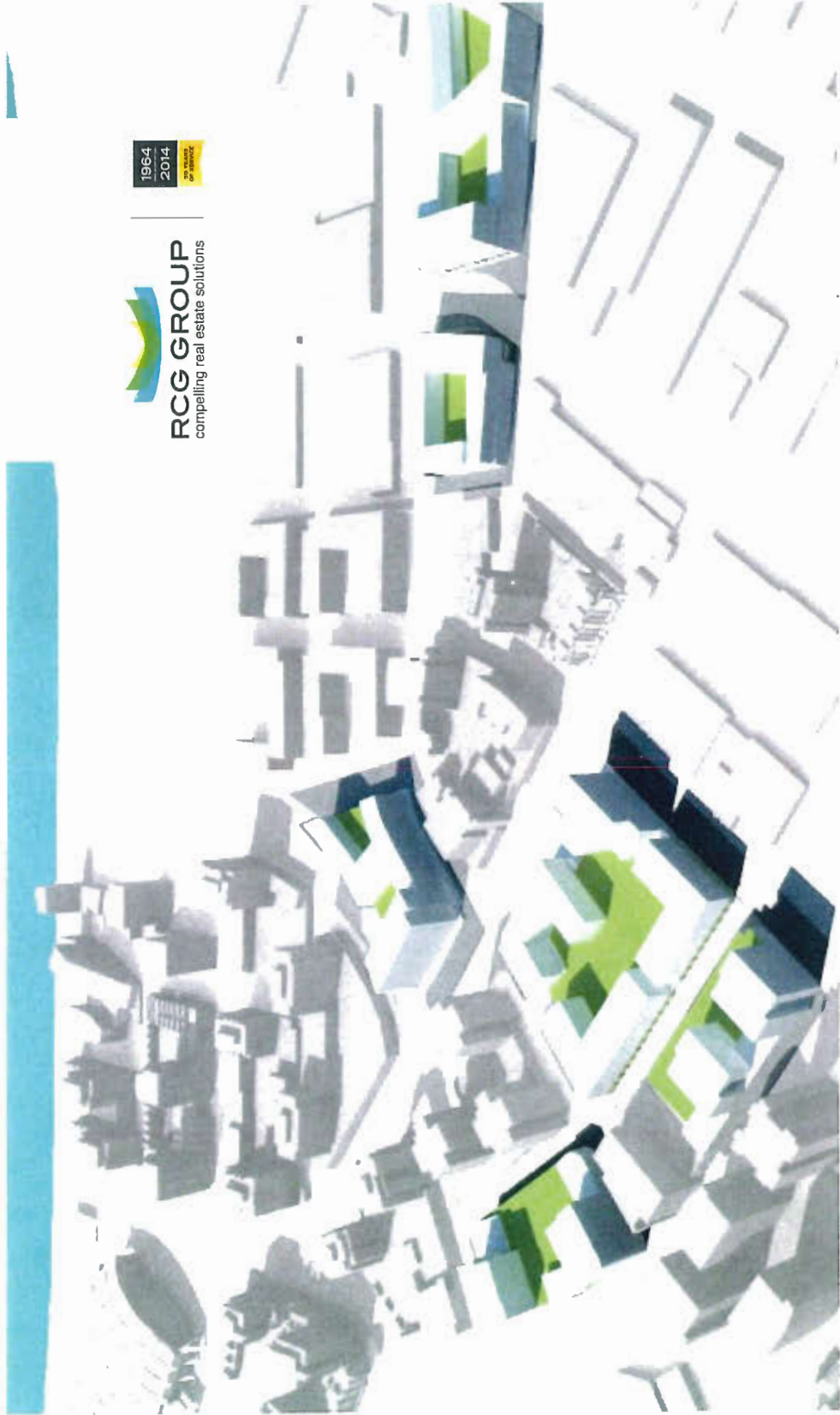
1. Although Richmond does not have a written policy, Richmond staff indicate that the City has aimed for a high share of increased value in the few instances that amenity contributions have been negotiated.
2. Other Metro Vancouver municipalities also aim for a high share of any increased land value to be allocated toward amenity contributions. The approaches used by each municipality vary, but municipalities that negotiate the value of contributions at rezoning typically seek between about 50% and 75% of increased land value created by increased residential density.

It is notable that municipalities typically seek significantly less than 100% of the increased value from a rezoning. Otherwise, there would be no financial reason for an applicant to proceed with rezoning. Applicants would be better off buying another property for full market value given the time, costs and risks associated with rezoning.

The RCG proposal allocates about 68% to 79% of the estimated increase in land value to the public benefits package. This brackets the upper limit typically targeted by other major Metro Vancouver municipalities that negotiate the value of amenity contributions from residential rezonings (75%), so we think that the value of the public benefits package proposed by RCG is reasonable.

It is worth noting that the proposed public benefits package provides some benefits to the City and allocates risks to RCG that are not captured by our financial evaluation and should be taken into account by the City as part of the determination of an appropriate overall amenity contribution. Each suggests a lower amenity contribution could be considered:

1. RCG proposes to take on all of the risk associated with creating the affordable housing on Site 3, so the actual total cost to RCG may be higher than currently estimated as the total cost will be impacted by changes in construction costs and borrowing costs over the next two to three years. There is currently upward pressure on construction costs and borrowing rates. Therefore, it is possible that RCG may need to inject additional equity beyond the \$40.4 to \$42.3 million estimate. Relatively small changes in construction and borrowing costs could materially increase the overall cost of the public benefits package to RCG.
2. RCG proposes to provide all of the affordable housing upfront (rather than phasing it over time) which is a benefit to the community.
3. Building the affordable housing upfront creates the risk to RCG that recovery of the affordable housing costs from development of the nine retained sites will be delayed if the nine sites are not redeveloped in the short term.
4. If land values decline over the next decade or so, the benefit to RCG of the additional development rights could be less than estimated in this analysis.
5. If RCG's development program at the nine sites that it retains changes over time to include less strata residential floorspace (and more commercial or rental space), then RCG will have provided more LEMR space than currently required by City policy.



RCG GROUP
compelling real estate solutions



IBI GROUP
5 Jun 2018

Planning Committee
City of Richmond

RCG GROUP & RICHMOND



Grante Goodwyn

Harvey Goodwyn

Harold Goodwyn



Planning Committee
City of Richmond

5 Jun 2018

2

COMMUNITY BENEFITS



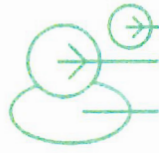
Immediate affordable
housing/workforce
housing



Realignment of
Minoru/Alderbridge
intersection



Land given in perpetuity
to the City of Richmond



Implementation of
Lansdowne Linear
Parkway for Sites 4 & 5



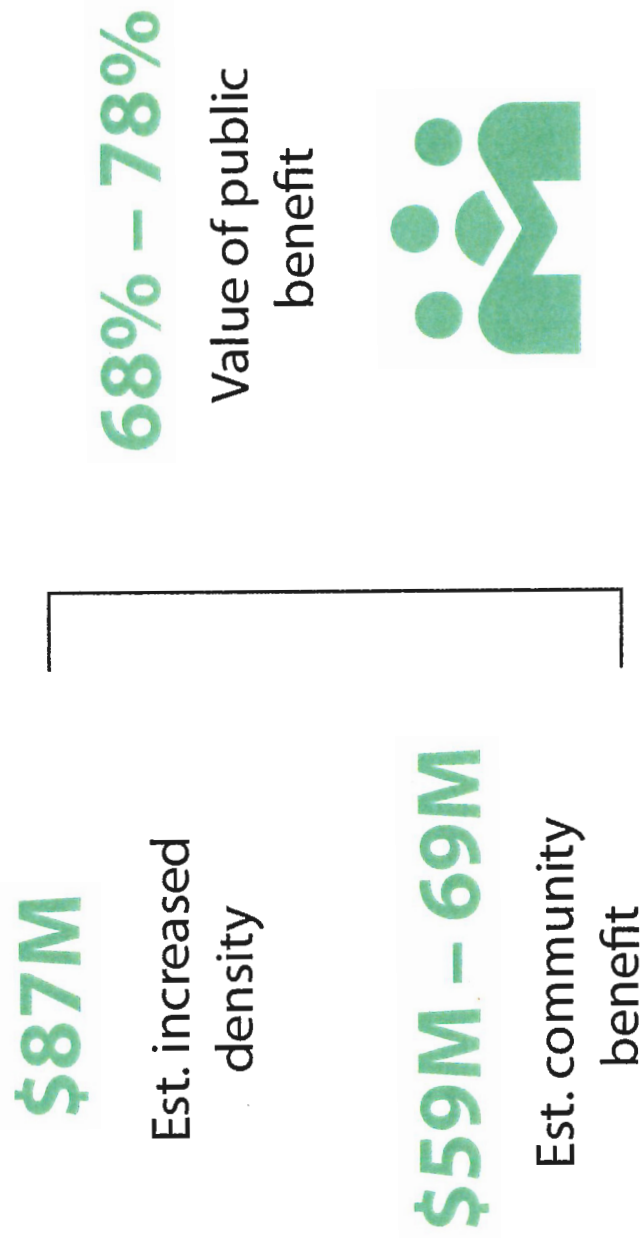
Seniors facility



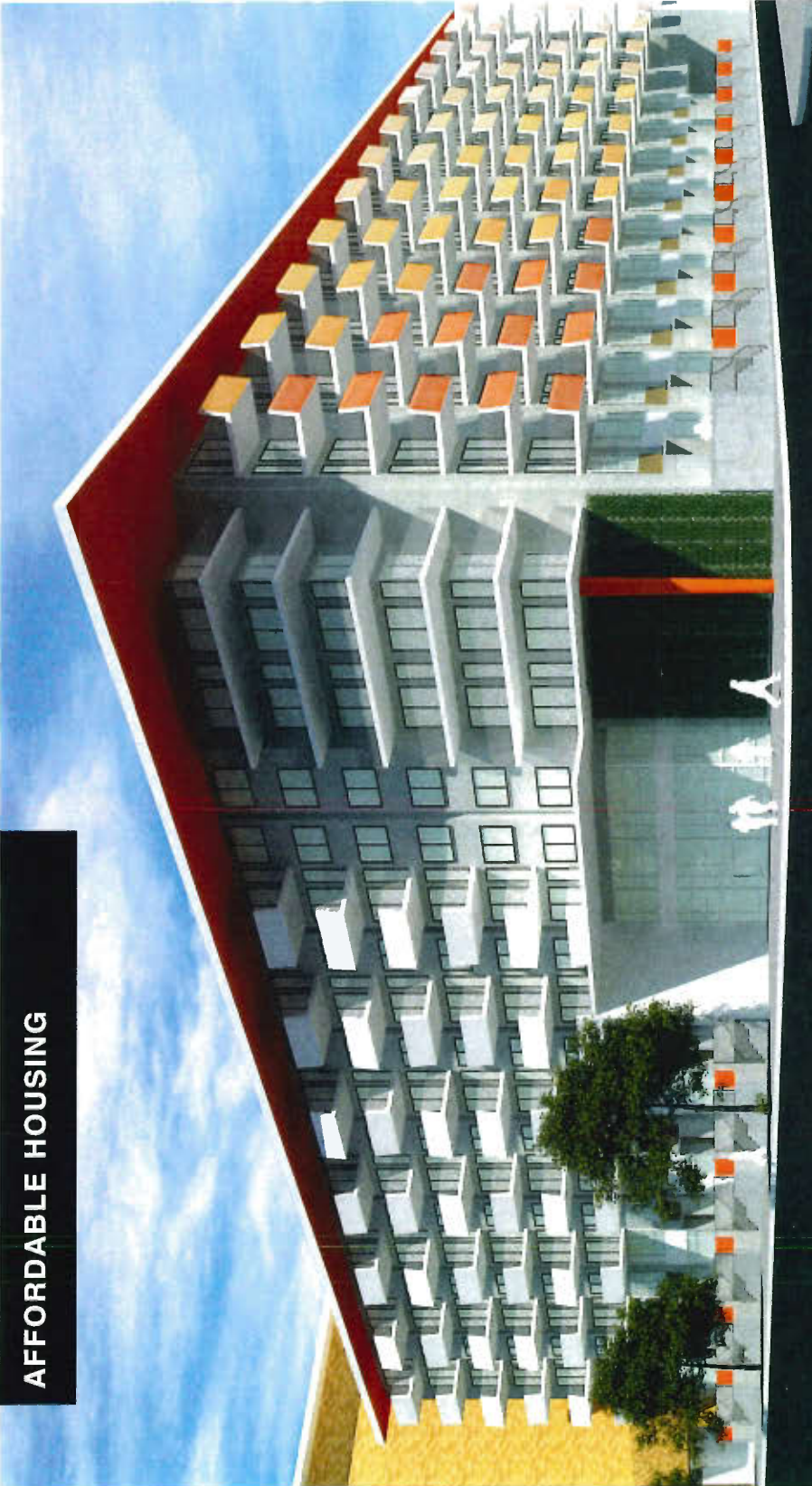
\$59M – 69M estimated
community benefit

COMMUNITY BENEFITS

Coriolis Consulting Community Benefits Report



Report: Coriolis Consulting, May 2018



AFFORDABLE HOUSING

PLN - 46

Purpose-built Affordable Housing & Market Rental at no cost to the City

210 units

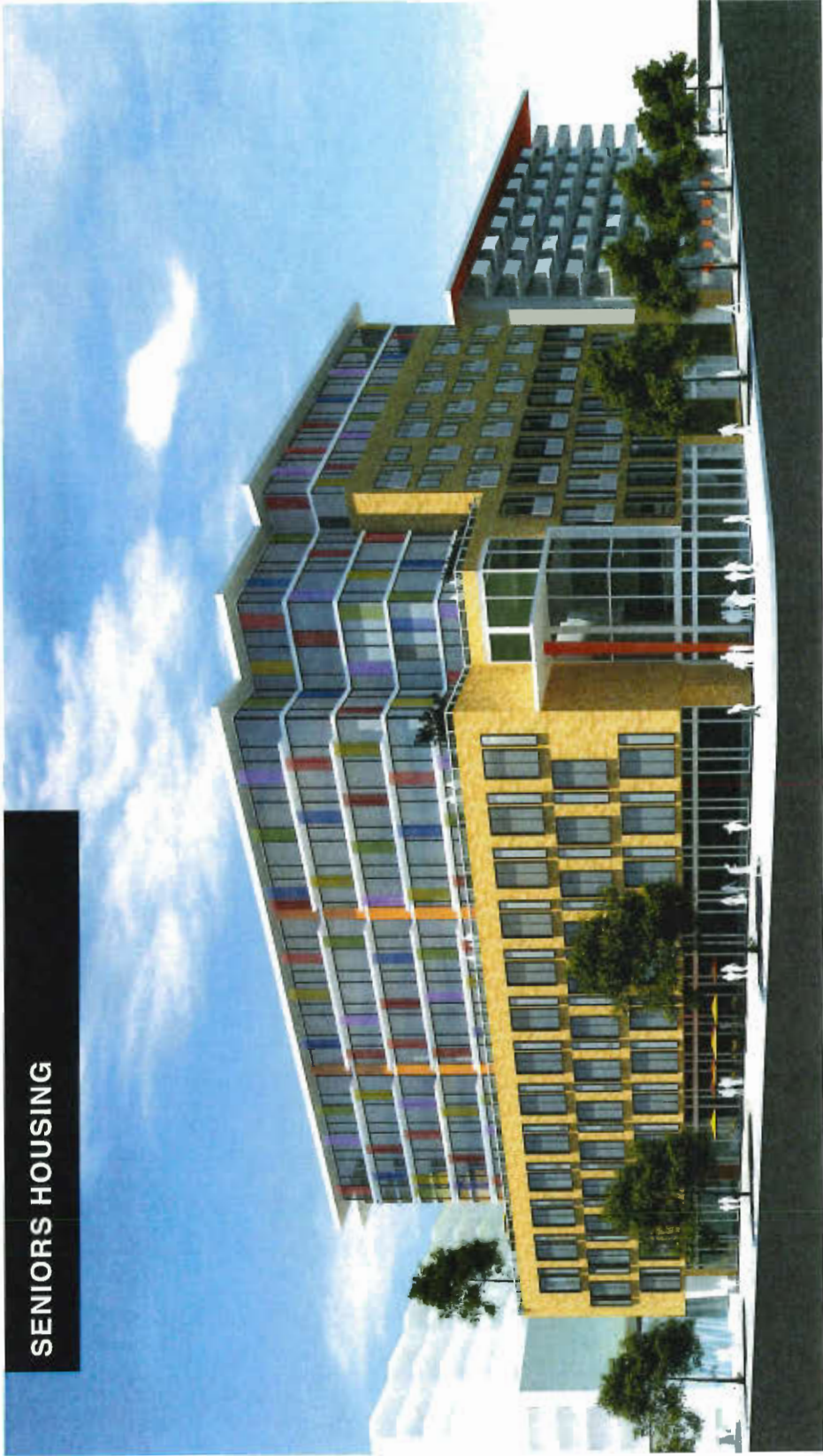
Unit mix: 10%-30%-30%-30%



Planning Committee
City of Richmond

5 Jun 2018

5



SENIORS HOUSING

PLN - 47

Seniors Housing
168 units

IBI GROUP

RCG GROUP
compelling real estate solutions

196-4
2014

Planning Committee
City of Richmond

5 Jun 2018

6

RCG MASTER PLAN PROPOSAL

Current

1

X

2

=



6 AH units now

Site

FAR

AH

Innovative

1

2

3

4

5

6

7

8

9

10

X

3

3

3

3

3

3

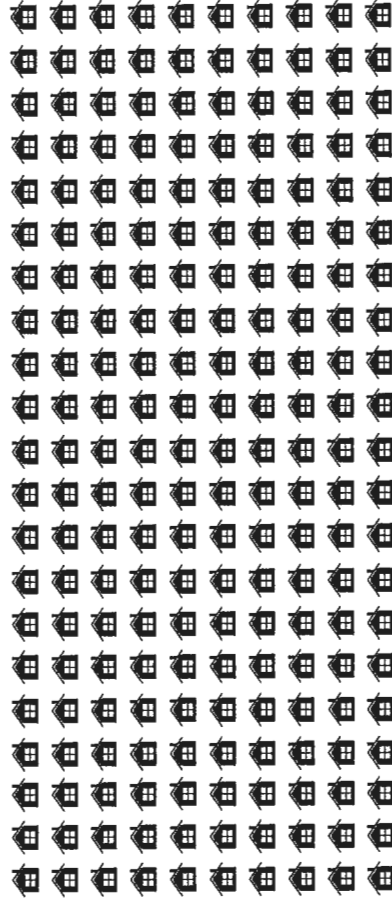
3

3

3

3

=



IBI GROUP

Planning Committee
City of Richmond

5 Jun 2018

7

MASTER PLAN REZONING



Gross Area: 15.4 ac Net Area: 14.1 ac

Statistics

FAR: 2.0 = 1,233,000 sf

FAR: 3.0 = 1,846,000 sf

Increased area = ±616,500 sf

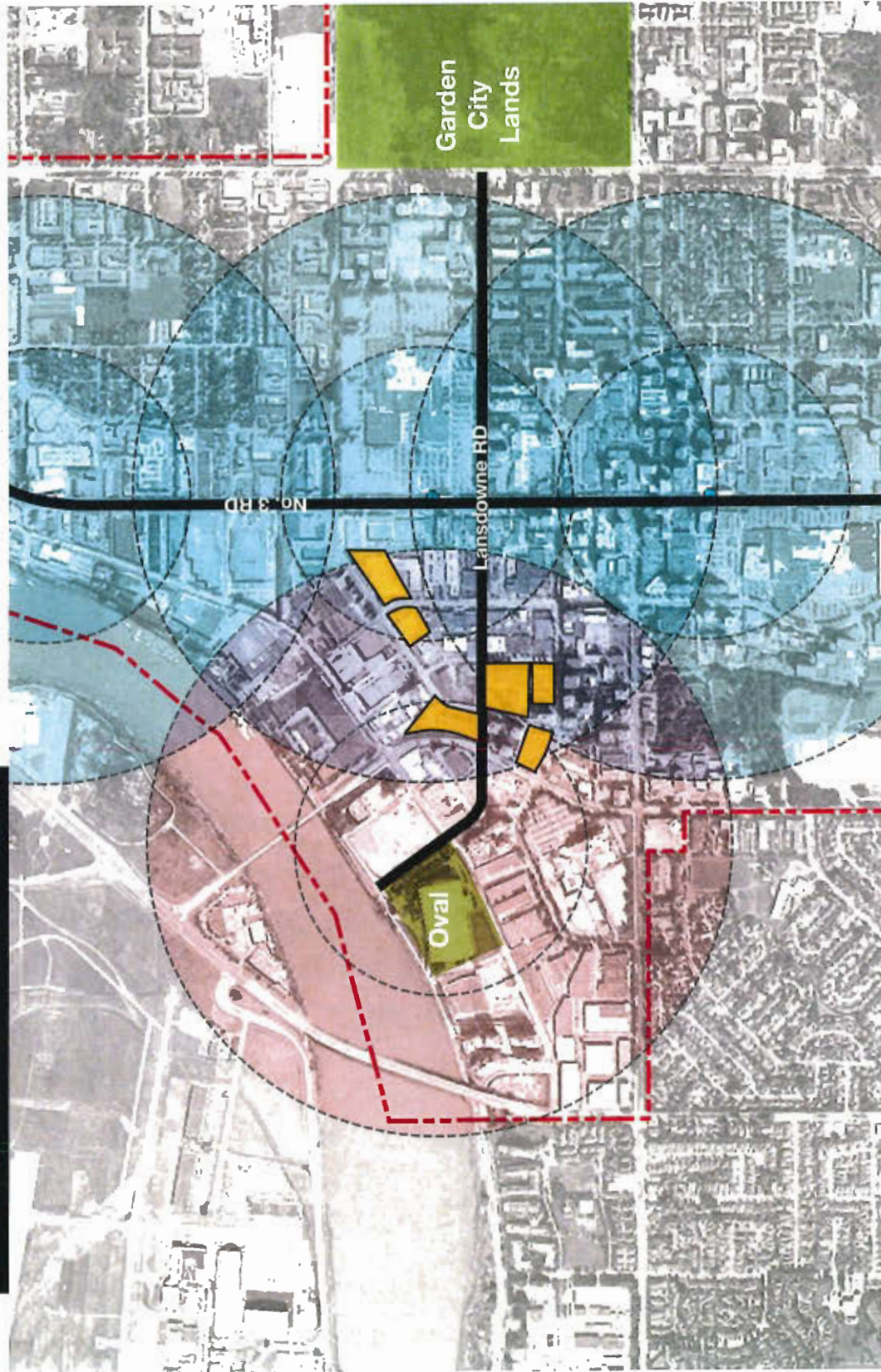
Of which:

- ±157,000 sf is subsidized, LEMR, and market rental (8.5% of all development)
- ±130,000 sf is seniors (7.0% of all development)

Increased value = \$87.2 M

Net increase available for development: ±329,500 sf

TRANSIT ORIENTED SITES





Our proposal is not typical, and staff do not feel they have policy direction to pursue it.

The Ask: On the merits of the community benefits, provide City staff direction to work with the applicant team and move the proposal forward to mutual agreement consistent with Option 2.





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

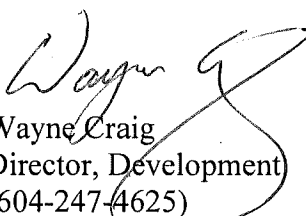
Date: June 12, 2018
File: TU 18-803320

Re: Application by YKLM Art Space Co. Ltd. for an Official Community Plan (OCP) Amendment that would Permit a Temporary Commercial Use Permit at 4211 No. 3 Road

Staff Recommendation

That the application by YKLM Art Space Co. Ltd. for a Temporary Commercial Use Permit (TCUP) for property at 4211 No. 3 Road be considered at the Public Hearing to be held July 16, 2018 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:

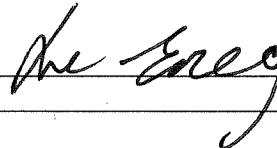
“That a Temporary Commercial Use Permit be issued to YKLM Art Space Co. Ltd. for property at 4211 No. 3 Road to allow ‘Auction, Minor’ as a permitted use for a period of three years.”


Wayne Craig
Director, Development
(604-247-4625)

WC:jr
Att. 4

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

YKLM Artspace Co. Ltd. has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow “Auction, Minor” as a permitted use at 4211 No. 3 Road on a site zoned “Auto-Oriented Commercial (CA),” to permit the sale of artwork on site. (Attachment 1). The applicant proposes to hold monthly art auctions to support existing art-related programming on-site, which includes art performances, art exhibitions, and artist studios.

If approved, the TCUP would be valid for a period of up to three years from the date of issuance, at which time, an application for an extension of the Permit may be made and issued for up to three additional years. Only one extension is permitted, after which a new application is required. The *Local Government Act* allows Council to consider TCUP issuance on its own merits and does not limit the number of TCUP issuances allowed on a site.

Findings of Fact

A Development Application Data Sheet providing details about the proposal is provided in Attachment 2.

Surrounding Development

The subject site is located in the City Centre planning area. Development immediately surrounding the subject site is as follows:

To the North: A quick service restaurant with a drive-thru, on a property zoned “Auto-Oriented Commercial (CA)”.

To the South: A low rise commercial and industrial building on a property zoned “Auto-Oriented Commercial (ZC10) – Airport and Aberdeen Village”.

To the East: Across No. 3 Road, low rise commercial buildings on properties zoned “Auto-Oriented Commercial (CA)”, and the Aberdeen Canada Line station.

To the West: Across the River Park Way road right-of-way (ROW), low rise office and industrial buildings on lots zone “Industrial Business Park (IB1)”.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Commercial.”

The OCP allows TCUPs in areas designated “Industrial,” “Mixed Employment,” “Commercial,” “Neighbourhood Service Centre,” “Mixed Use,” “Limited Mixed Use,” and “Agricultural” (outside of the Agricultural Land Reserve, only), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The proposed Minor Auction use is consistent with the “Commercial” land use designation in the Official Community Plan (OCP).

Richmond Zoning Bylaw 8500

The subject site is zoned “Auto-Oriented Commercial (CA),” which allows for a range of commercial uses. The applicant proposes to hold monthly auctions of artwork in the gallery space. Richmond Zoning Bylaw 8500 defines “Auction, Minor” as the sale of household goods and smaller equipment to the highest bidder. The attached Temporary Commercial Use Permit would limit the auction to the sale of artwork and household goods only, with no sale of motor vehicles, construction equipment, or industrial equipment permitted. The proposed auction use is consistent with the intent of the “Auto-Oriented Commercial (CA)” zone.

Local Government Act

The *Local Government Act* states that TCUPs are valid for a period of up to three years from the date of issue, and that an application for one extension to the Permit may be made and issued for up to three additional years. A new TCUP application is required after one extension.

Public Consultation

Should the Planning Committee endorse this application and Council resolve to move the staff recommendation, the application will be forwarded to a Public Hearing on July 16, 2018, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

The subject site is a former car dealership, which has been renovated to provide office and gallery space. The renovated building is approximately 2,008 m² (21,616 ft²).

The proposed auctions would take place in a 350 m² (3,767 ft²) gallery space. The applicant proposes to hold one auction per month, with bids made in person, online, and over the phone. The applicant intends to cap attendance at 100 guests, and anticipates that online and telephone bidding will reduce the number of guests in attendance. The attached Temporary Commercial Use Permit would limit the proposed auction use to this gallery space only.

No exterior renovations are proposed, except for improvements to the on-site landscaping. A Development Permit is not required for exterior alterations that cost less than \$75,000.

Landscaping

The subject site is largely paved, with a landscaped area between the building and the sidewalk. Concrete pavers flanking the landscaped area provide pedestrian access to the building. The landscaped area is currently planted with grass only. The applicant proposes to landscape a portion of this area with a variety of shrubs, flowers, and sculptures. The applicant’s Landscape Architect has indicated that the basin containing this landscaped area is not deep enough to accommodate trees. Additional landscaping located in planting beds flanking each driveway are proposed to be retained.

The applicant has provided a Landscape Plan showing the proposed improvements to the landscaped area (Attachment 4). Prior to issuance of the TCUP at the Public Hearing, the applicant is required to provide a Landscape Security based on the cost estimate of the Landscape Plan, plus a 10% contingency, to ensure that the agreed upon landscaping is installed.

Site Access and Parking

The applicant has provided a Traffic Impact Analysis (TIA) report to assess the capacity of surrounding streets to support the proposed new use. Transportation staff have reviewed the TIA report and are satisfied with its findings, with no upgrades to City infrastructure required.

Parking and loading must be provided consistent with the requirements of Richmond Zoning Bylaw 8500. Vehicle parking is required at a rate of 1 parking space per 3.5 seating spaces or 3.1 parking spaces per 10 m² of gross leasable floor area, whichever is greater, reduced by 15% based on the City Centre blended parking rates. The maximum occupant load of the gallery space is 190 persons, which would require 46 parking spaces. Based on the area of this gallery space, 92 parking spaces are required.

There are 168 parking spaces on-site. The TIA report indicates that 80 of the spaces are for the exclusive use of customers and staff of the businesses, including the applicant. The remaining 88 spaces are managed as a park and ride facility. The applicant has confirmed that customers will have access to a minimum of 12 park and ride spaces, in order to meet the minimum parking requirements of 92 spaces. These 12 spaces will be reserved on days that the proposed auctions take place.

Class 1 and Class 2 bicycle parking is required at a rate of 0.27 spaces per 100 m² of gross leasable floor area greater than 100 m², for a total of one Class 1 and one Class 2 bicycle parking space. The site plan provided by the applicant shows six Class 1 and eight Class 2 bicycle parking spaces.

Financial Impact

None.

Conclusion

YKLM Art Space Co. Ltd. had applied to the City of Richmond for a Temporary Commercial Use Permit to allow "Auction, Minor" as a permitted use at 4211 No. 3 Road, zoned "Auto-Oriented Commercial (CA)," to permit the sale of artwork on site.

The proposed use at the subject property is acceptable to staff, on the basis that it is consistent with the land use designations in the Official Community Plan and is temporary in nature.

If endorsed by Council, the applicant is required to submit the two securities described in the attached Temporary Commercial Use Permit prior to consideration at the Public Hearing on July 16, 2018.

Staff recommend that the attached Temporary Commercial Use Permit be issued to the applicant to allow "Auction, Minor" at 4211 No. 3 Road for a period of three years.



Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachments:

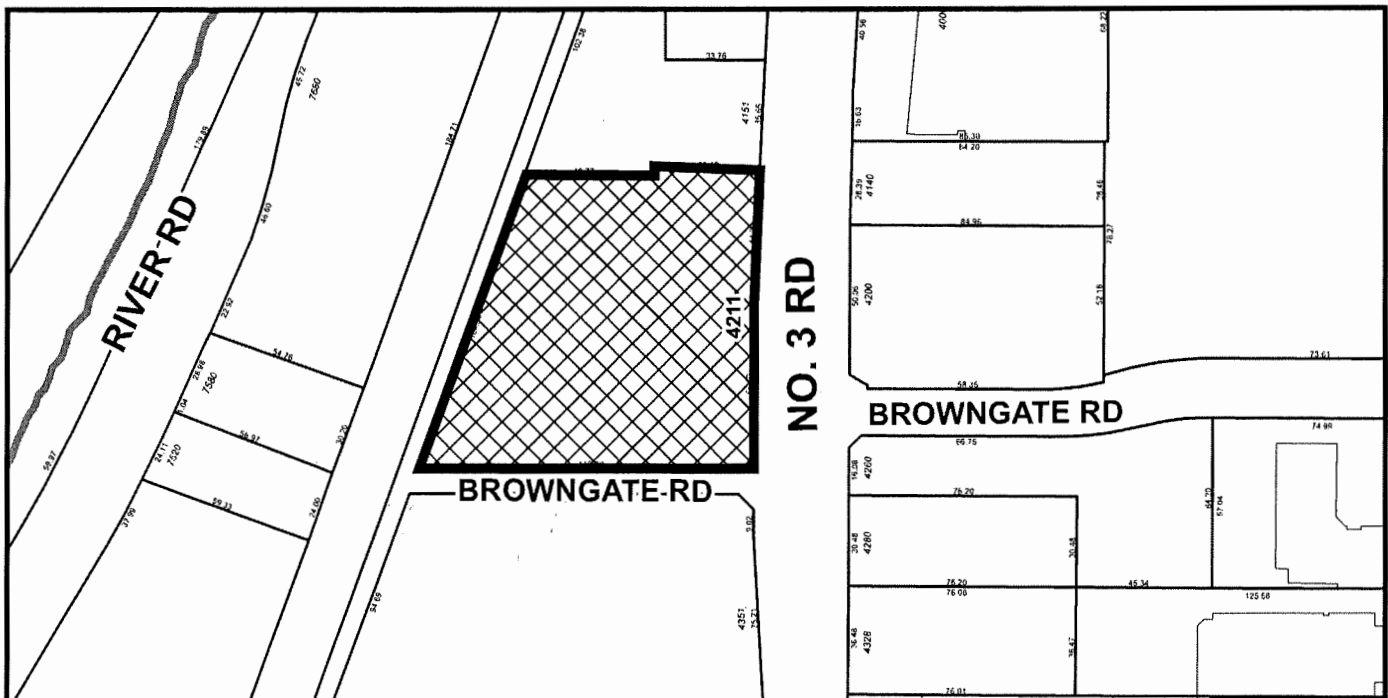
Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Site Plan

Attachment 4: Landscape Plan

City of
Richmond

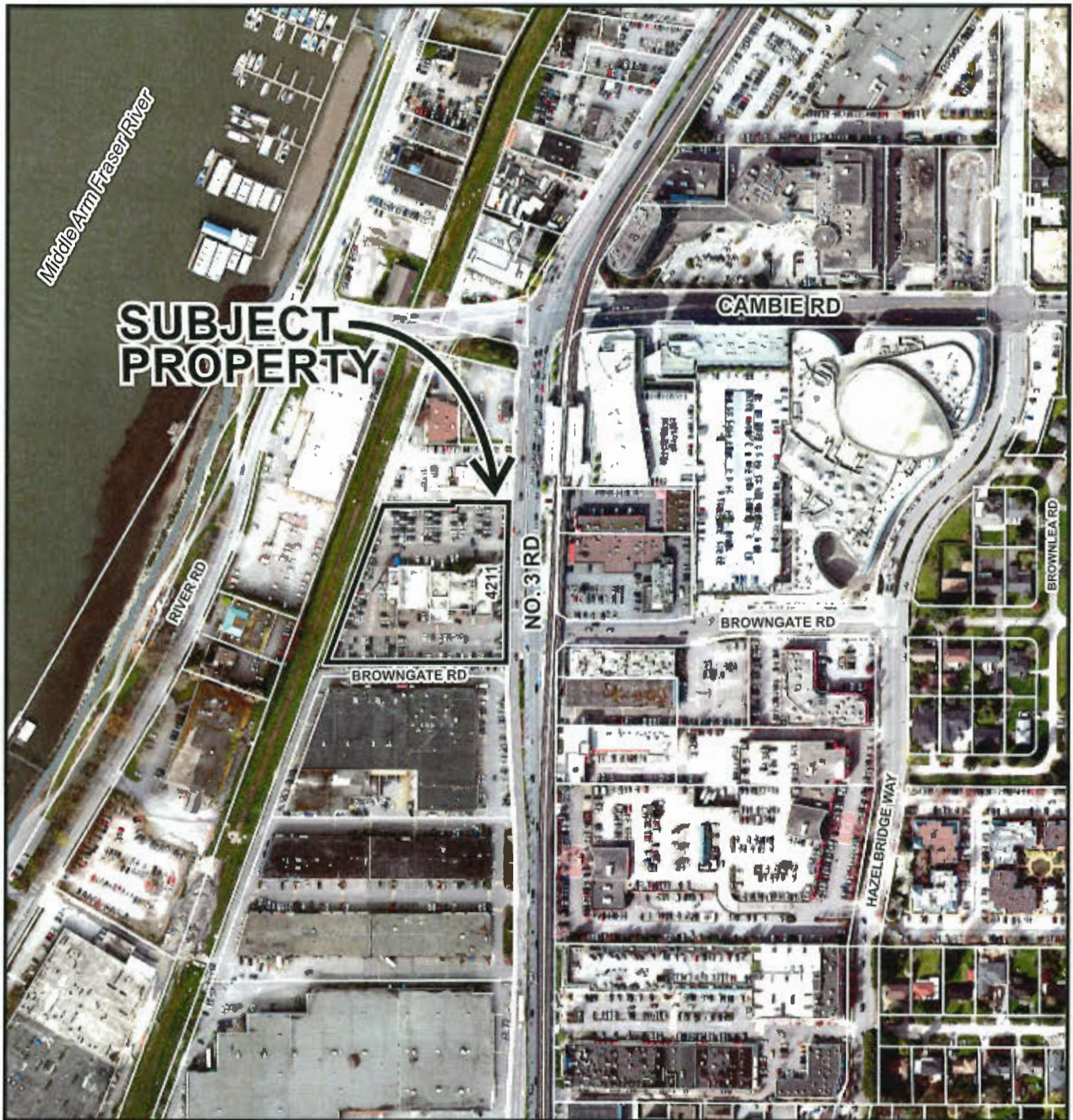


TU 18-803320

Note: Dimensions are in METRES



City of Richmond



TU 18-803320

Original Date: 02/27/18

Revision Date:

Note: Dimensions are in METRES



TU 18-803320

Attachment 2

Address: 4211 No. 3 Road

Applicant: YKLM Artspace Co. Ltd.

Planning Area(s): City Centre

	Existing	Proposed
Owner:	0977973 BC Ltd.	No change
Site Size (m²):	9,425 m ²	No change
Land Uses:	Office	Office, Minor Auction
OCP Designation:	Commercial	No change
CCAP Designation:	Urban Centre T5	No change
Zoning:	Auto-Oriented Commercial (CA)	No change

On Development Site	Bylaw Requirement	Proposed	Variance
On-site Vehicle Parking:	92	168	None
On-site Bicycle Parking:	Min. 1 Class 1 Min. 1 Class 2	6 Class 1 8 Class 2	None

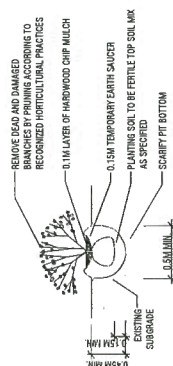


PLANT LIST:					
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	COND.
SHRUBS & GROUNDCOVERS					
AZZ	30	GRAB'S PURPLE AZALEA	AZALEA (PURPLE)	#2	CONTAINER
la	24	LAVANDULA ANGUSTIFOLIA	ENGLISH LAVENDER	#1	CONTAINER
ER	35	ERICA X DARLEYENSIS	WINTER HEATHER (PURPLE)	#2 POT @ 1 o.c.	40CM O.C.
ht	29	HYPERICUM CALYCINUM	ST. JOHN'S WORT	#1	30CM O.C.
PERENNIALS					
	21	SEDUM AUTUMN JOY/FIRE	STONECROP	#1	40CM O.C.
	54	TULIPA SPP.	TULIP 郁金香	BULL	10CM O.C IN GROUP

NOTES:
1. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BONITA OR BCSLA GUIDELINES.
2. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
3. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.

- PLANTING AS FOLLOWS:
- A. GRASSED AREAS:
150MM (6")
 - B. GROUND COVERS:
300MM (12")
 - C. SHRUBS:
450MM (18")
 - D. TREE PITS:
1000MM (4')

D. TREE PITS:
1. LAWN AREAS SHALL BE SODDED WITH #1 PREMIUM RESIDENTIAL SOD.
2. ALL SHRUB PLANTING AREAS SHALL HAVE GROUND COVER 350MM (14") O.C.
3. 1" MINUS BARK MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.
100MM (40") WITH 300MM (12") (BELOW ROOT BALL)



PLANTING DETAILS



SCALE 1/8" = 1'-0"

[illegible]

4211 NO.3 ROAD
RICHMOND, BC

LANDSCAPE
SITE PLAN

ATTACHMENT 4

2



City of Richmond

Temporary Commercial Use Permit

No. TU 18-803320

To the Holder: YKLM ARTSPACE CO. LTD.

Property Address: 4211 NO. 3 ROAD

Address: C/O SONNY LI
YKLM ARTSPACE CO. LTD.
4211 NO. 3 ROAD
RICHMOND, BC V6X 2C3

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and to the portion of the building shown cross-hatched on the attached Schedule "B".
3. The subject property may be used for the following temporary Commercial uses:

Auction, Minor
4. The permitted use shall be limited to the sale of artwork and household goods only, and shall not include the sale of motor vehicles, commercial equipment, or industrial equipment.
5. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
6. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein and comply with all the undertakings given in Schedule "C" attached hereto, the security shall be returned to the Holder.

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$2,000.00.

To the Holder: YKLM ARTSPACE CO. LTD.
Property Address: 4211 NO. 3 ROAD
Address: C/O SONNY LI
YKLM ARTSPACE CO. LTD.
4211 NO. 3 ROAD
RICHMOND, BC V6X 2C3

7. As a condition of the issuance of this Permit, the City is holding a Landscape Security in the amount of \$2,723.05 for the landscape works described in Schedule "D". The City will release 90% of the security upon inspection, and 10% of the security will be released one year after the inspection to ensure that the agreed upon planting has survived.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
9. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR

CORPORATE OFFICER

checked:

project no.: Z016014F

understand:
it is the responsibility
to check and compile
information prior
work and to report
discrepancies to
SERVISO. This c
all times the prop
and can not be us
knowledge and w

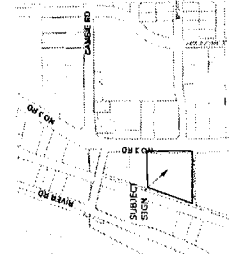
LIPONT PLACE	Drawing Title:	SITE PLAN	scale:	date:
			AS SHOWN	9/28/2017

[illegible]

TOTAL PARKING LOTS NUMBER :168

KEY PLAN

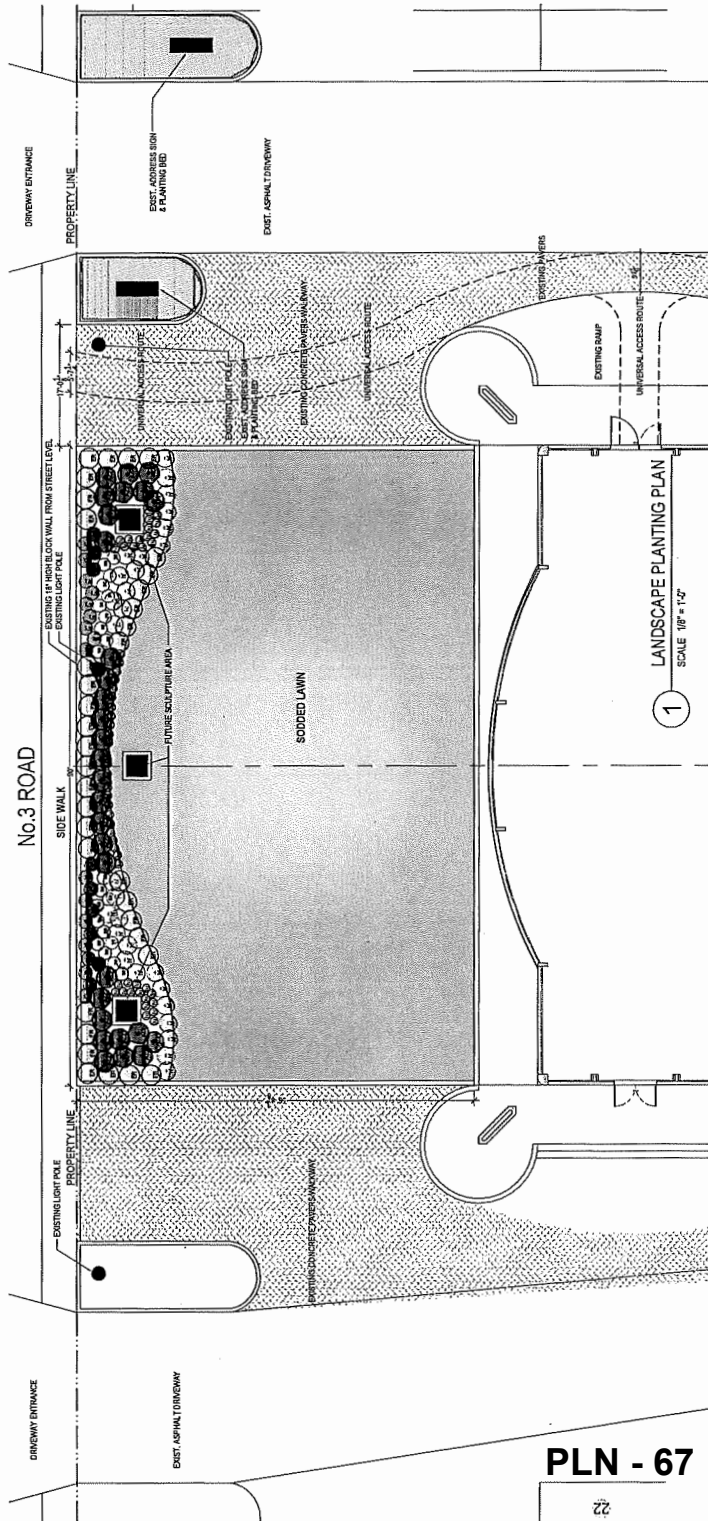
SUBJECTS		CUSTOMERPROFILES
INVOICE DOCUMENTS		
BEST COPY AVAILABLE CODE 971 LITTON		
RECORDS MANAGEMENT AND DEVELOPMENT PLANNING 968		
4711160 ; 12AN, INCHONSON B C		
CONC. INTEREST		
LITERAL DESCRIPTION		
18 SEP 23 RICH ROBIN A 3147 EXCEPT PLAN FRIDA, LAMAR 18		
SITE & BUILDING STATISTICS		
CASTING		

[illegible][illegible][illegible]

Undertaking

In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary buildings, structures and signs; to restore the land described in Schedule A; and to maintain and restore adjacent roads, to a condition satisfactory to the City of Richmond upon the expiration of this Permit or cessation of the permitted use, whichever is sooner.

YKLM Art Space Co. Ltd.
by its authorized signatory

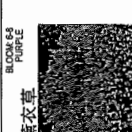

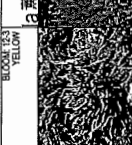

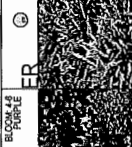



PLANT LIST:				
KEY	QTY.	COMMON NAME	SIZE	COND.
SHRUBS & GROUNDCOVERS				
AZZ	30	GRAB'S PURPLE AZALEA		CONTAINER
la	24	LAVANDULA ANGUSTIFOLIA		CONTAINER
ER	35	ERICA X DARLEYENSIS	#1	40CM O.C.
hf	28	PERICLIMENIS	#1	30CM O.C.
PERENNIALS				
se	21	SEDUM AUTUMN JOY/FIRE	#1	40CM O.C.
lu	54	TULIPA SPP.	BULB	10CM O.C./IN GROUP

NOTES:

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 - A. GRASSED AREAS: 150MM (6")
 - B. GROUND COVERS: 300MM (12")
 - C. SHRUBS: 450MM (16")
 - D. TREE PITS: 1000MM (40") WITH 300MM (12") (BELOW ROOT BALL)
5. LAWN AREAS SHALL BE SODDED WITH #1 PREMIUM RESIDENTIAL SOD.
6. ALL SHRUB PLANTING AREAS SHALL HAVE GROUND COVERS 350MM (14") O.C.
7. 1" MINUS BARK MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.

2 PLANTING DETAILS
SCALE NTS

<p>47 映山红 ①</p> <p>BLOOM 4-6 CORAL-RED</p> 	<p>ASIAN HYDRANGEA COMPANY, INC. (PHIL. CALALAN) Evergreen Full Sun Partial Shade Partial Shade Cool and Damp to Dry, Summer Cool and Damp to Dry, Winter Hardiness zone 8 to 9</p>	<p>ER ②</p> <p>BLOOM 4-5 YELLOW</p> 	<p>HYDRANGEA HYDRANGEA (HYDR. HYDR.) Evergreen, 11-12-18 H28 Full Sun, Full Shade Full Sun to Dry, Spring Moist All-around Hardiness zone 8 to 9</p>	<p>5 薔衣草</p> <p>BLOOM 4-5 PURPLE</p> 	<p>SHIMIZU LANDSCAPE (HONGKONG HYDR.) Moderate perennial 10-24 H24-48 Full Sun Hardiness zone 8-10</p>	<p>5 柳金音 ①</p> <p>BLOOM 4-5 VARIES</p> 	<p>TULIPA SPP. TULIPA Evergreen, 10-12 H24-30 Full Sun Moist to Dry Hardiness zone 4-8</p>	<p>6 宝来天 ②</p> <p>BLOOM 3-11 RED</p> 	<p>SHIMIZU LANDSCAPE (HONGKONG HYDR.) Moderate perennial 10-24 H24-48 Full Sun Hardiness zone 8-10</p>	<p>6 宝来天 ②</p> <p>BLOOM 3-11 RED</p> 	<p>SHIMIZU LANDSCAPE (HONGKONG HYDR.) Moderate perennial 10-24 H24-48 Full Sun Moist to Dry Hardiness zone 8-10</p>
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City of Richmond

Report to Committee

To: Planning Committee

Date: June 13, 2018

From: Wayne Craig
Director, Development

File: RZ 15-692485

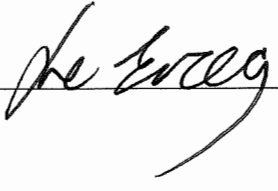
Re: Application by 0989705 BC Ltd. for Rezoning at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from "Auto-Oriented Commercial (CA)" to "City Centre High Density Mixed Use (ZMU34) - Lansdowne Village"

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9825 to create the "City Centre High Density Mixed Use (ZMU34) - Lansdowne Village" zone, and to rezone 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from "Auto-Oriented Commercial (CA)" to "City Centre High Density Mixed Use (ZMU34) - Lansdowne Village", be introduced and given first reading.
2. That staff be directed to prepare a service area bylaw to provide district energy services to the development at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road.


Wayne Craig
Director, Development
(604-247-4625)

WC:jd
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Child Care	<input checked="" type="checkbox"/>	
Recreation	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

Staff Report

Origin

0989705 BC Ltd. has applied to the City of Richmond for permission to rezone the properties at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road from “Auto-Oriented Commercial (CA)” to a new site-specific zone; “City Centre High Density Mixed Use (ZMU34) – Lansdowne Village” (Attachment 1), in order to permit the development of a high-density commercial, office and residential use development in the City Centre’s Lansdowne Village.

Key components of the rezoning proposal (Attachment 2) include:

- A podium and tower form of development with three levels of below grade parking, ground level commercial, one office tower and six residential towers.
- A floor area ratio (FAR) of 3.89 and a height of 41.5 m geodetic.
- A total floor area of approximately 81,063 m² (872,585 ft²) including approximately:
 - 6,611 m² (71,163 ft²) of commercial space.
 - 12,000 m² (129,172 ft²) of office space.
 - 62,452 m² (672,228 ft²) of residential space.
- Approximately 824 residential units including:
 - Approximately 674 market strata units.
 - Approximately 112 market rental units.
 - 38 affordable housing units.
- Enhanced public open space at ground level including a mid-block pedestrian mews and central open air courtyard.
- Cash-in-lieu contributions to child care and community facilities.
- LEED NC v4 Silver equivalent design.
- DEU connection-ready and transfer of the on-site low carbon energy plant to the City.
- Creation of two new roads along with utility upgrades and frontage improvements on all frontages.

The floor area figures provided above are subject to refinement through the Development Permit process.

This application includes the proposed acquisition of a small, triangular portion of the City’s No. 3 Road road allowance adjacent to the site’s eastern boundary. The disposition of this land is subject to a companion report from Real Estate Services dated June 4, 2018.

The proposed transfer of an on-site low carbon energy plant to the City will enable immediate service by LIEC and connection to the City’s District Energy Utility system in the future. Prior to rezoning adoption, a Service Area Bylaw for the subject site will be brought forward by Engineering for Council consideration.

Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

Existing Site and Development

Existing Site and Development: The subject site is located in Lansdowne Village (Attachment 4) on the west side of No. 3 Road to the south of Alderbridge Way. It is comprised of three lots that have been cleared in preparation for development.

Existing Housing Profile: The subject properties were not previously developed with residential uses.

Surrounding Development

Surrounding development includes:

To the North: Across Alderbridge Way, existing low-scale commercial development.

To the East: Across No. 3 Road, the Lansdowne Mall site, which is subject to an Official Community Plan (OCP) amendment application to adjust the land use designation (CP 15-717017). This application is in process and will be the subject of a separate Report to Council.

To the South: Across the future new east-west road, existing low- and medium-scale commercial development. The lots at 5591, 5631, 5651 and 5671 No. 3 Road are subject to a rezoning application for a mixed use development (RZ 17-779262). This application is in process and will be the subject of a separate Report to Council. The lot at 5551 No 3 Road is not part of the development site to the south.

To the West: Across the existing City lane, existing low-scale commercial and light industrial development with surface parking. The property at 5520 Minoru Boulevard (located to the south-west of the subject site) is subject to a rezoning application for a mixed-use development (RZ 16-744658). The application is in process and will be the subject of a separate Report to Council.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

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

City Centre Area Plan: The City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map designates the subject site as “Urban Centre T6 (45 m)”. The proposed rezoning is consistent with this designation.

Other Policies, Strategies & Bylaws

Floodplain Management Implementation Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed rezoning is consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Mixed-Use Noise, Canada Line Noise, Commercial Noise and City Centre Impacts: The proposed development must address additional OCP Noise Management Policies related to mixed-use, Canada Line, commercial and ambient noise, as well as other impacts of densification. Requirements include provision of acoustic consultant reports recommending residential sound attenuation measures and registration of associated noise covenants prior to final adoption of the rezoning bylaw.

Consultation

A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign. Should the Planning Committee endorse this application and Council grant First Reading to the proposed rezoning, the application will be forwarded to a Public Hearing; where any area resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Proposed Zoning Bylaw Amendment

A new site-specific zone, "City Centre High Density Mixed Use (ZMU34) – Lansdowne Village", is proposed. It addresses land use, density, density bonusing, height, siting and parking and loading requirements. Key details of the proposed zone and the associated rezoning considerations are discussed in the report. Staff note that the maximum density for this site is 3.95 FAR and the maximum height is 41.5 m. geodetic. The rezoning considerations are attached (Attachment 5) and a signed copy is on file.

Infrastructure Improvements

The proposed rezoning will contribute to utility, transportation and park infrastructure improvements as described below. Additional details are provided in the Servicing Agreement section of the rezoning considerations (Attachment 5). Detailed design will take place through the Servicing Agreement process.

Engineering

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

- New watermain (north-south and east-west roads) and watermain upgrades (Alderbridge Way).
- New storm sewers (north-south and east-west roads) and storm sewer upgrades (No. 3 Road and Alderbridge Way).
- New and upgraded sanitary sewers (Alderbridge Way).

Where eligible, Development Cost Charge (DCC) credits will be applied to the required improvements. All other improvements will be funded by the developer.

Third Party Utilities: Requirements include undergrounding of private utility lines and location of all private utility equipment on site.

Transportation

No. 3 Road: Improvements on No. 3 Road will include development of a wider off-street bike lane that is physically separated from the vehicular traffic with a raised barrier curb to enhance cyclist safety and creation of a mid-block pedestrian crossing to enhance east-west pedestrian connectivity to the Lansdowne Mall site.

Alderbridge Way: Widening of Alderbridge Way through dedication will be required to facilitate the addition of an additional traffic lane in the eastbound direction, which will be used as a right-turn only lane in the interim and as a second left-turn lane in the ultimate (when additional right-of-way is secured through the development of the Lansdowne Mall site) from Alderbridge Way, heading east, to No 3 Road, heading north. Various other adjustments of the road median and turning functions will support interim and ultimate traffic flow.

New North-South Road: A new north-south road will be established on the west side of the site with a dedication from the subject site to supplement the width of the existing north-south City lane.

New East-West Road: A new east-west road will be established toward the south end of the site with a dedication from the subject site. The new road will connect No 3 Road, at the existing intersection to the north of the Canada Line station, with the new north-south road to the west.

Where eligible, Development Cost Charge (DCC) credits will be applied to the required improvements. All other improvements will be funded by the developer.

Preliminary functional road drawings demonstrating the complete proposed road network changes are provided (Attachment 6).

Amenity Contributions

The CCAP Implementation Strategy includes density bonusing and other measures to support the development of community amenities. The proposed rezoning includes contributions as outlined below. All cash-in-lieu contributions are based on formulas in order to accommodate floor area changes that may result from design development during the Development Permit process. The dollar multipliers in the formulas reflect the rates at the time of writing. These will be subject to indexing or similar adjustments, should the rezoning not be adopted within the relevant applicable time periods.

Market Rental Housing: The proposed rezoning includes approximately 112 market rental housing units within the development. The market rental floor area is 8,488 m² (0.41 FAR) and is proposed to be a component of the total allowable residential floor area (e.g. within CCAP maximum of 3.0 FAR for residential uses). As this proposal may precede adoption of a market rental housing policy and is not seeking a market rental density bonus, staff recommend that the following project-specific measures be utilized to support the applicant's market rental housing offer:

- Exclusion of the market rental floor area from the calculations of the affordable housing, T6 child care, community planning and public art contributions.
- A parking rate for market rental units of 0.8 spaces/unit for tenants.

The market rental units are proposed to be secured in perpetuity under single ownership by a legal agreement and covenant registered on title.

Affordable Housing: The CCAP Implementation Strategy, in conjunction with the Affordable Housing Strategy, provides for density bonusing to achieve affordable housing in residential and mixed-use developments. The rezoning application for the proposed development was received prior to July 24, 2017 and is subject to grandfathering of the five percent affordable housing contribution rate.

A total of 38 Low End Market Rental Housing (LEMR) units, with a combined net floor area of approximately 2,698 m² (29,044 ft²), are proposed. Per the foregoing market rental housing recommendations, the affordable housing floor area contribution is calculated on the total residential floor area minus the total rental housing floor area.

AFFORDABLE HOUSING SUMMARY

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	0%	0
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	42%	16
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	29%	11
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	29%	11
TOTAL		N/A	N/A	100%	38

(1) Denotes 2017 amounts adopted by Council on July 24, 2017.

(2) Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

(3) 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

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

Child Care: The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “T6” area and is subject to the T6 Child Care density bonus provision, requiring that one percent of the residential floor area be provided to the City in the form of a turnkey child care facility or an equivalent cash-in-lieu contribution to the Child Care Development Reserve Fund and Child Care Operating Reserve Fund accounts (90% and 10% respectively). Community Services staff have reviewed the location of the development and the potential for child care in the available floor area (approximately 513 m²) and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (approximately \$3,587,061 calculated using the proposed residential floor area excluding affordable and market rental housing floor area $[0.01 \times (62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2) \times \$6,997/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

Community Facility: The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “Village Centre Bonus (VCB)” area and currently incorporates a VCB density increase of 0.89 FAR. Five percent of this area is expected to be provided back to the City in the form of

a turnkey community amenity space or an equivalent cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development and the potential for a community facility in the available floor area (931 m^2) and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (approximately \$7,512,330 calculated using the proposed VCB floor area $[0.05 \times 18,611 \text{ m}^2 \times \$8,073/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

Community Planning: The proposed rezoning is subject to a community planning implementation contribution which will be deposited into the City Centre Community Planning and Engineering account for future community planning initiatives (approximately \$218,450 calculated using the proposed floor area excluding the affordable and rental housing floor area $[(81,063 \text{ m}^2 - 2,698 \text{ m}^2 - 8,448 \text{ m}^2) \times \$3.01/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution to be located within the central public courtyard. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%) and is calculated on both the commercial and residential space (excluding affordable and market rental housing floor area) (approximately \$559,158 calculated using 100% non-residential floor area and 100% residential floor area excluding the affordable and market rental housing floor area $[18,611 \text{ m}^2 \times \$4.84/\text{m}^2 + (62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2) \times \$9.15/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process).

Sustainability

District Energy Utility (DEU): Under typical rezoning considerations, developments are required to be ready for connection to the City's DEU system. In this case, the applicant is proposing to construct and transfer the low carbon energy plant to the City at no cost so that the Lulu Island Energy Company (LIEC) can provide immediate service to the customers and the equipment can be integrated into the future DEU system for this neighbourhood. This servicing opportunity is consistent with the City Centre DEU due diligence analysis, which will be brought forward to Council in early 2019. While the City Centre DEU due diligence analysis is being completed, this interim servicing strategy will secure the customer base for the immediate implementation of GHG emissions reduction. LIEC staff have completed the business plan whereby LIEC can service new customers from the on-site low carbon energy plants at competitive cost to customers for the same level of service. The applicant is working with LIEC staff to ensure the design of the system and equipment will be compatible with the future system. Mirroring the process of affordable housing strategy, the transfer of the energy plant to the City will proceed only if Council adopts a new Service Area Bylaw which will be provided for Council consideration in a separate report. Otherwise, the development will be built as "DEU-Ready". Details are provided in the rezoning considerations (Attachment 5).

Sustainability Rating System: The proposed development is expected to achieve Leadership in Energy and Environmental Design (LEED) NC v4 Silver equivalency. The applicant has provided a preliminary checklist and will incorporate the recommendations into the Development and Building Permit drawings, where relevant.

Site Access, Parking and Loading

Site Access: Proposed pedestrian access to the site includes storefront entries and tower lobbies on the ground level on all frontages. In addition, there will be pedestrian entries to ground level retail spaces located within the site, adjacent to the proposed public courtyard and pedestrian mews system. Tenant bicycle access will be provided via the parkade and individual building circulation systems. Car and truck vehicular access/egress to the site will be provided through two parkade entries on the new north-south road.

Parking and Loading Rates: Class 1 (tenant and resident) bicycle parking rates are consistent with current Bylaw requirements. Class 2 (customer and visitor) bicycle parking rates are proposed to be reduced by half. Transportation staff support the Class 2 reduction based on assessed need and the desire to ensure that ground level retail frontages are not obscured by lengths of bike racks. Typically, there will be about seven bicycle racks at each of the building entrances and another seventy distributed around the site. The proposed commercial car parking rates are also consistent with current bylaw rates. The applicant has proposed reduced residential unit and visitor parking rates as follows:

- Affordable housing (low end market rental) from 0.9 to 0.8 spaces/unit.
- Market rental housing from 1.0 to 0.8 spaces/unit.
- Market strata housing from 1.0 to 0.9 spaces/unit.
- Visitor parking from 0.2 to 0.1 spaces/unit.

Staff support the proposed vehicle parking rate reductions for the subject development, which are consistent with City Centre transit-oriented development objectives and substantiated by a transportation consultant report assessing parking needs in the area. Staff also support proposed reductions in truck loading spaces to provide for two large size truck space and seven medium size truck spaces. The consultant rationale for the proposed reductions is based on sharing of all truck spaces between non-residential and residential uses, as well as, the limited need for large size truck spaces given there is only one large format retail space proposed.

Transportation Demand Management Measures: Consistent with provisions of the Zoning Bylaw, the application proposes an additional 10% reduction in the overall car parking requirements with the support of transportation demand management measures. Measures include:

- Monthly transit passes (2-zone for one year) offered to 25% of market units; 50% of rental units; and 100% of affordable units;
- Bicycle facilities including end-of-trip facilities (one for each office and commercial uses) and bike repair/maintenance stations (one for each residential building);
- Four car share spaces located at grade along with vehicles and a management agreement with a car share company; and

Electric Vehicle Charging: Consistent with Council Policy, effective on April 1, 2018, 100% of the residential parking spaces (excluding visitor spaces) are to be provided with an energized outlet for EV charging.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report and Tree Survey (Attachment 7) which identifies on-site and off-site bylaw-sized trees that may be affected by the proposed development.

City Trees: There are 39 existing City trees identified in the Tree Survey (Attachment 7). All are located in the back of curb and median areas of No. 3 Road. Parks Department staff have reviewed the locations, sizes and health of the trees in the context of the proposed development and recommend, as a consideration of rezoning, that 10 trees be retained; 27 trees be relocated at the developers cost to a location chosen by Parks staff; and two trees be removed with compensation of \$2600 provided [$2 \times \$1300/\text{tree}$]. Staff recommend that the applicant install tree protection around retained trees prior to any preloading of the site.

Development Form and Character

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

Public Adjacencies: The project addresses public realm interfaces by defining the street edges with street walls and by allowing for sun and light penetration to the surrounding streets through separated tower forms, where possible. All street frontages on the ground level are proposed to include street animating commercial uses with large window areas, opportunities for outdoor patios/display and weather protection.

Private Adjacencies: As the proposed development will be surrounded by streets on all four sides, the impacts on surrounding existing and future private development are limited to those that can be expected under typical CCAP City Centre densification.

Massing: The massing of the proposed development is arranged to reflect the allocation of uses on the site; with commercial uses at grade and office and residential uses above grade. The office floor area is located in a tower at the southeast corner of the site near the Lansdowne Station. It includes large, open floor plates on the lower levels that are intended to be used as a "technology hub" and smaller office floor plates above. The residential floor area is distributed around the remaining perimeter of the site in six building blocks combining high street wall and low tower forms. This form of development varies somewhat from the more typical CCAP podium and tower massing and is a result of redistribution of floor area from the upper levels of the development due to anticipated aeronautical zoning height changes.

Amenity Space: A key feature of the design is the porous and interconnected ground level that includes an open air plaza toward the centre of the site and a partially covered pedestrian mews connecting the new north-south road and No. 3 Road. The mews and courtyard area is proposed to be secured with a public right-of-passage (PROP) statutory right of way (ROW). Private common outdoor amenity space is proposed for both the commercial and residential uses on the upper levels of the internal courtyard.

Design Development: The form and character of the proposed development, as well as functional details related to parking, loading, waste management, on-site utilities, rooftop equipment, pedestrian weather protection, CPTED, LEED, indoor and outdoor amenity space and accessibility requirements, will be assessed in more detail during the Development Permit

Application process. The proposal will be expected to respond to comments arising from Council consideration of the rezoning, as well as staff, Advisory Design Panel and Development Permit Panel review.

Subdivision

Road Closure: A small triangular area of land along No. 3 Road has been identified for road closure (Attachment 8). The area, which is 955.9 m² (10,289.2 ft²), is surplus to Engineering, Transportation and Park needs. The applicant proposes to acquire the surplus for consolidation and inclusion in the subject development site. As identified in the attached rezoning considerations (Attachment 5), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement, and road closure bylaw, will be brought forward to Council in a separate report from the Senior Manager, Real Estate Services.

Dedications (Roads): Dedications are required along Alderbridge Way (for widening), the west side of the site (for a new north-south road) and at the south end of the site (for a new east-west road) (Attachment 8).

Transfer (Remainder Parcel): Due to the required location of the new east-west road, a small area of the existing development site (483.2 m²) will be remaindered at its south end (Attachment 8). The application proposes to transfer this land to the City as a consideration of rezoning. In future, Council may wish to dispose of this land to be added to the lot to the south upon redevelopment.

Temporary Use of City Land: The applicant wishes to construct a temporary sales centre at the south end of the existing site. The temporary sales centre is proposed to be located on land that will be dedicated and/or transferred to the City at the time of rezoning. To accommodate continued use of the land for the temporary sales centre, as well as to accommodate use of dedicated areas of the site for construction staging after rezoning, staff recommend that the City enter into a license agreement(s) with the developer. The agreement(s) would set out the City's financial, length of tenure, renewal, termination, maintenance, liability and other terms, as detailed in the Rezoning Considerations (Attachment 5). For the temporary sales centre, the proposed terms include:

- Fixed term of one year;
- Renewal option – a maximum of four three-month terms;
- Nominal license fee;
- Termination of license by City at any time based on 6 months' notice;
- Demolition or removal of the temporary sales centre:
 - at the developer's own cost;
 - prior to the end of license agreement or termination date;
- Provision of a demolition bond of \$50,000, which the City will use if the demolition has not been completed by the developer consistent with the terms of the agreement;

For the other construction staging areas, the terms would be modelled on standard City licensing agreements. With respect to the financial terms for the agreement(s), staff recommend that the land be provided to the developer at a nominal rate given the timing of the dedications, the

temporary nature of the use, and the value to the City of the proposed off-street construction staging.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is \$20,000.00. This will be considered as part of the 2019 Operating Budget.

Conclusion

The application to rezone the properties at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road to a new site-specific zone is consistent with the City Centre Area Plan Specific Land Use Map provisions and other Council policy. The mix of uses will contribute to a lively City core and the proposed affordable and market rental housing will support housing options for future residents. The design of the development, with its porous ground level and increased opportunity for retail frontages, will enhance pedestrian connectivity and utilization of the public realm. Contributions to child care and community facilities will assist with the future development of needed services for the neighbourhood.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9825, be introduced and given first reading.



Janet Digby, Architect AIBC
Planner 3
(604-247-4620)

JD:blg

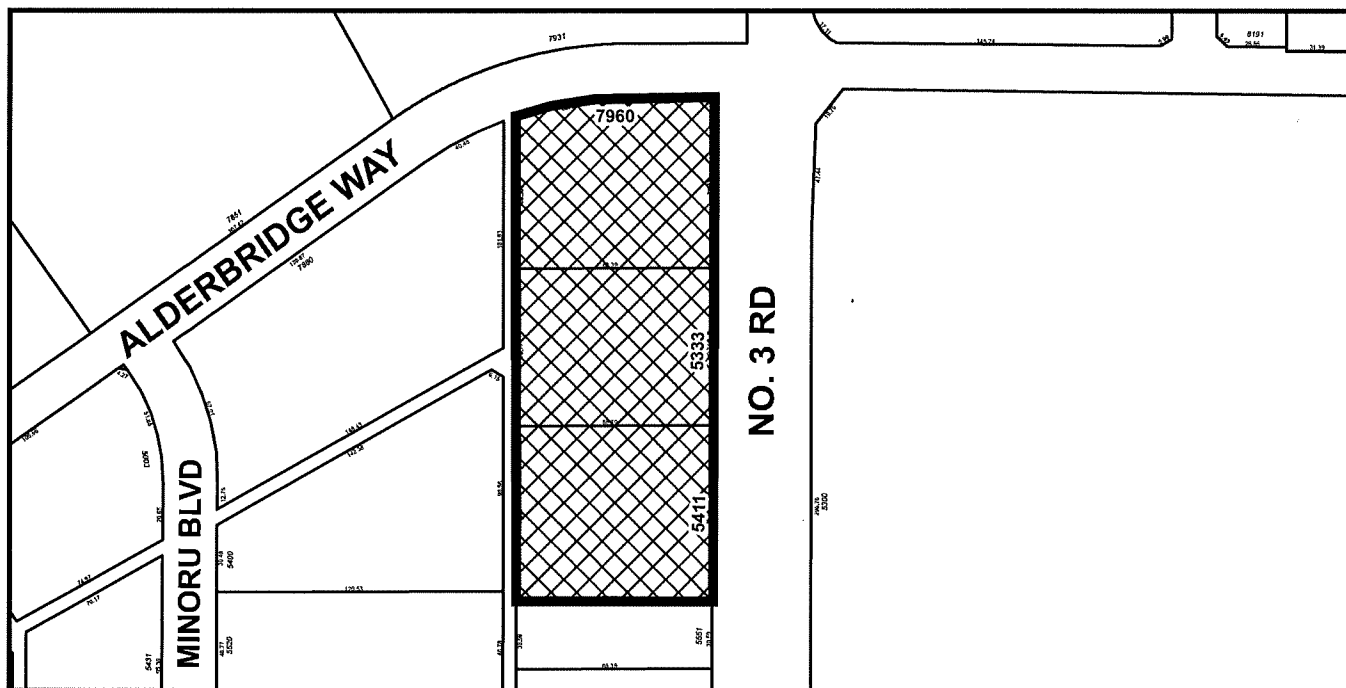
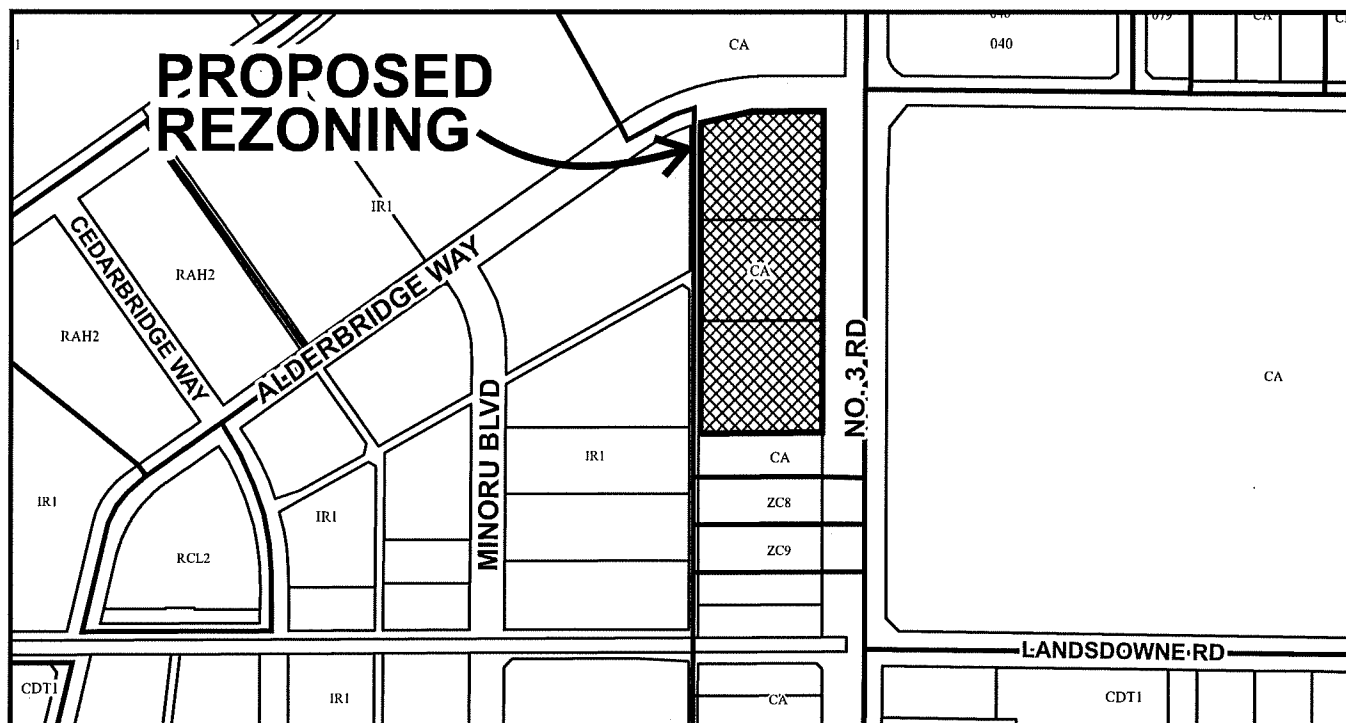
- Attachment 1: Location Map and Aerial 2
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lansdowne Village Specific Land Use Map
- Attachment 5: Rezoning Considerations
- Attachment 6: Preliminary Functional Road Drawings
- Attachment 7: Tree Survey
- Attachment 8: Preliminary Subdivision Plan

Encl.



City of Richmond

ATTACHMENT 1



RZ 15-692485

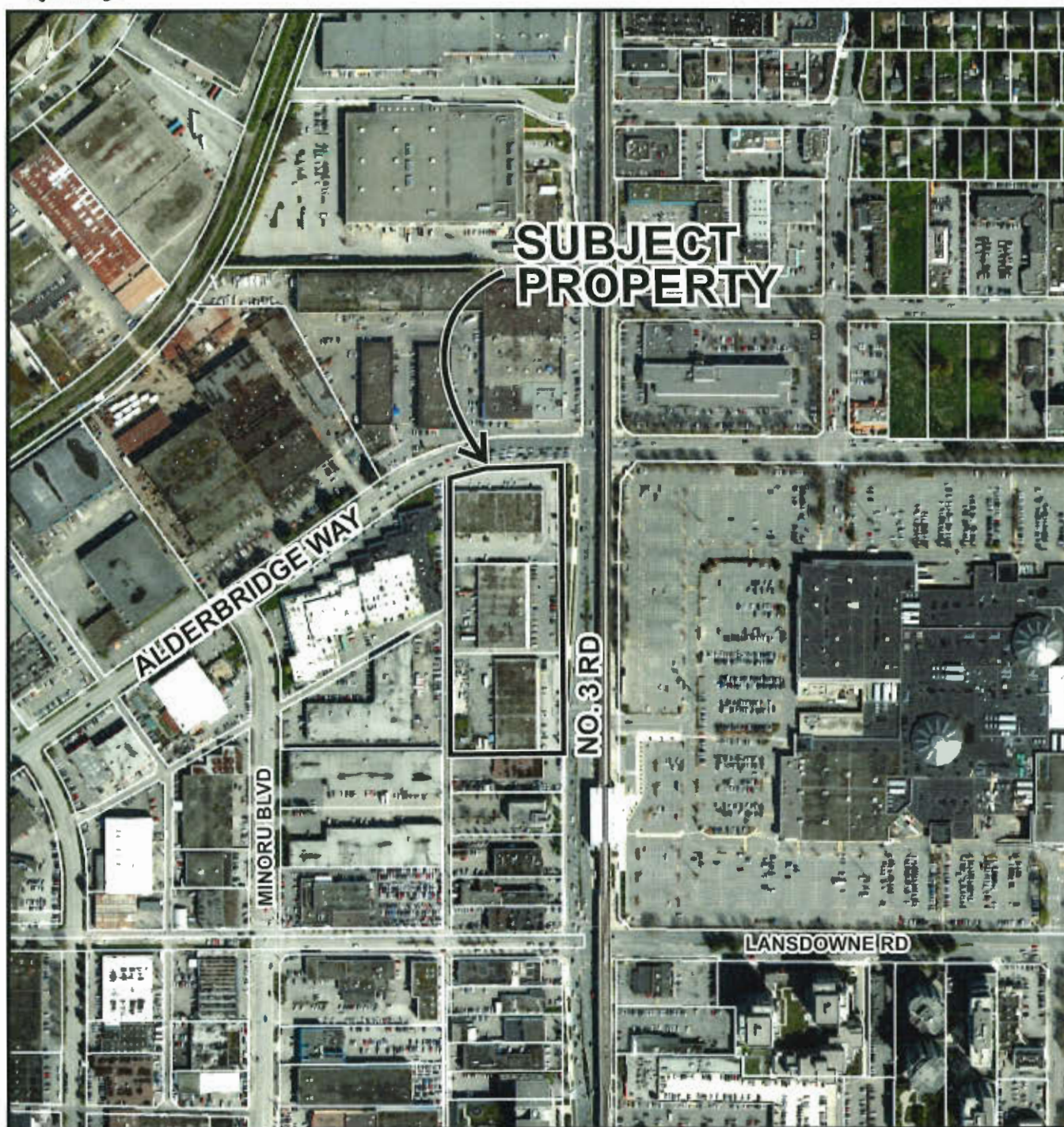
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City of
Richmond



RZ 15-692485

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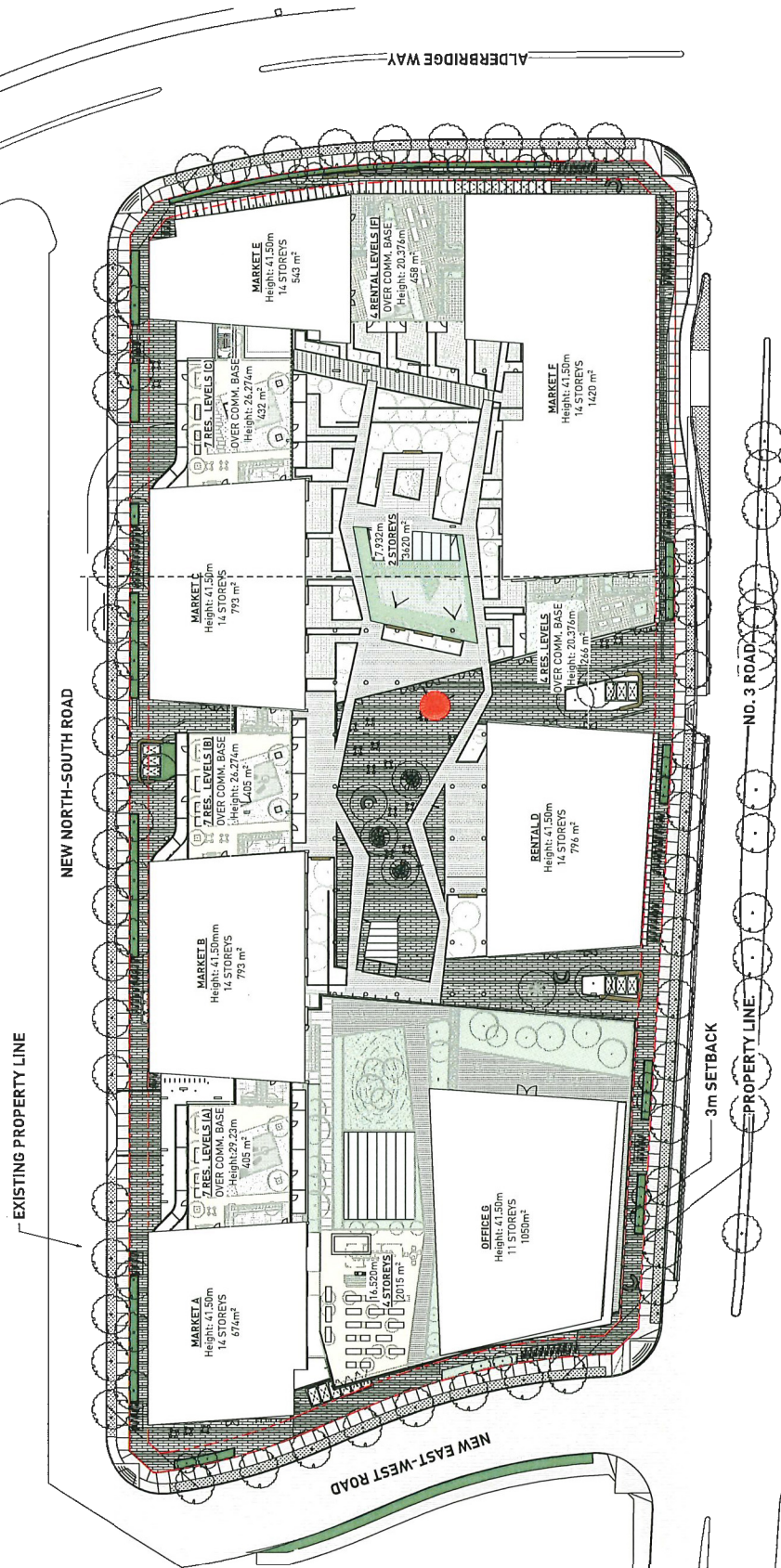
Note: Dimensions are in METRES

PROJECT TEAM:

<p>OWNER THE UNIVERSITY GROUP 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>ARCHITECT THE ARCHITECTS INC. 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>MARKETING MARKETING PROJECTS 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>LANDSCAPE ARCHITECT LANDSCAPE ARCHITECTS 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>CONSTRUCTION CONSTRUCTION 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>STRUCTURAL STRUCTURAL 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>ELECTRICAL ELECTRICAL 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>MECHANICAL MECHANICAL 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>GEOTECHNICAL GEOTECHNICAL 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>TRAFFIC ENGINEER TRAFFIC ENGINEER 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>ENVELOPE ENVELOPE 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>ACOUSTIC ACOUSTIC 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>CRUISE CRUISE 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>	<p>LEED CONSULTANT LEED CONSULTANT 1000 UNIVERSITY BLVD SUITE 2000 NEW YORK, NY 10017 TEL: 212-512-2000 FAX: 212-512-2001 WWW.UTG.COM</p>
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[illegible]





PLN - 83



REVISIONS	DESCRIPTION
01	DATE
02	REVISION
03	REVISION
04	REVISION
05	REVISION



PLN - 84

7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

SOUTHEAST
RENDER

DATE	10/10/2020
CREATED BY	GBL
CHECKED BY	GBL
JOB NUMBER	17020



PLN - 85

REVISIONS	DATE	DESCRIPTION
01	10/20/17	ISSUED FOR 40% REVIEW
02	10/20/17	ISSUED FOR 40% REVIEW
03	10/20/17	ISSUED FOR 40% REVIEW

7960 ALDERBRIDGE WAY	ISSUED FOR 40% REVIEW
SOUTHWEST RENDER	17020
DATE: 10/20/17	BY: [Signature]
CHECKED BY: [Signature]	DATE: 10/20/17
JOB NUMBER	17020
A1.33	



PLN - 86



REVISIONS	
NO.	DATE
01	10/15/2020
02	10/15/2020
03	10/15/2020
04	10/15/2020

REVISIONS
REVISIONS
REVISIONS
REVISIONS
REVISIONS

7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

NORTHWEST
RENDER

DATE: 10/15/2020
DRAWN BY: J. G. GBL
CHECKED BY: J. G. GBL
JOB NUMBER: 17020

A1.32



PLN - 87



PLN - 88



PLN - 89

[illegible]

REVISIONS	DATE	DESCRIPTION
01	11/10/2007	REVISIONS FOR 60% REVIEW
02	11/10/2007	REVISIONS FOR 60% REVIEW
03	11/10/2007	REVISIONS FOR 60% REVIEW

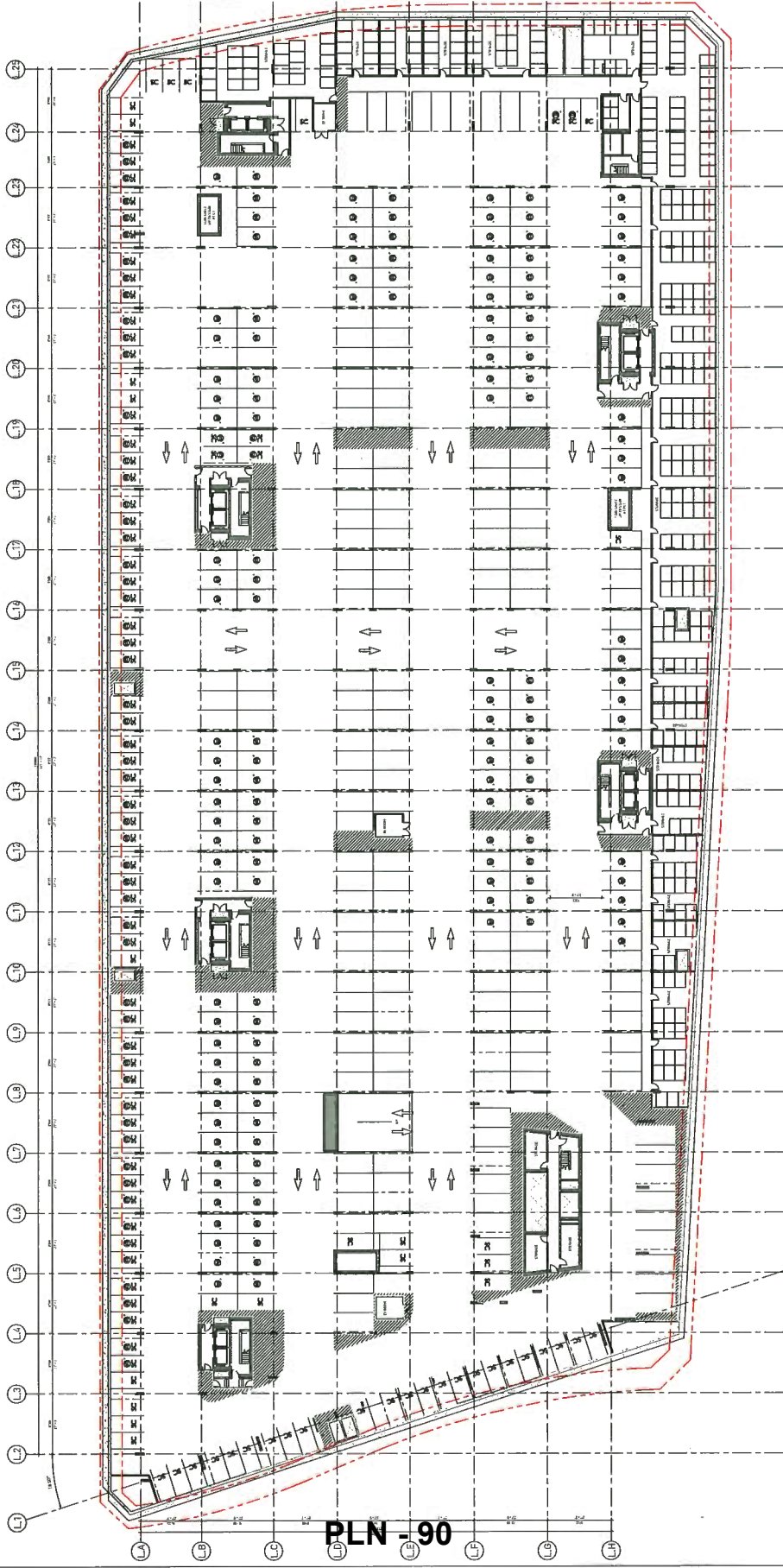
7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

LEVEL PL-3 PLAN

DESIGNED BY
CHECKED BY
DATE
JOB NUMBER 17020

A2.00 - DP



PLN - 90

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	9/29/2017	BA	ISSUED FOR BID
2	10/2/2017	BA	ISSUED FOR BID
3	10/2/2017	BA	ISSUED FOR BID

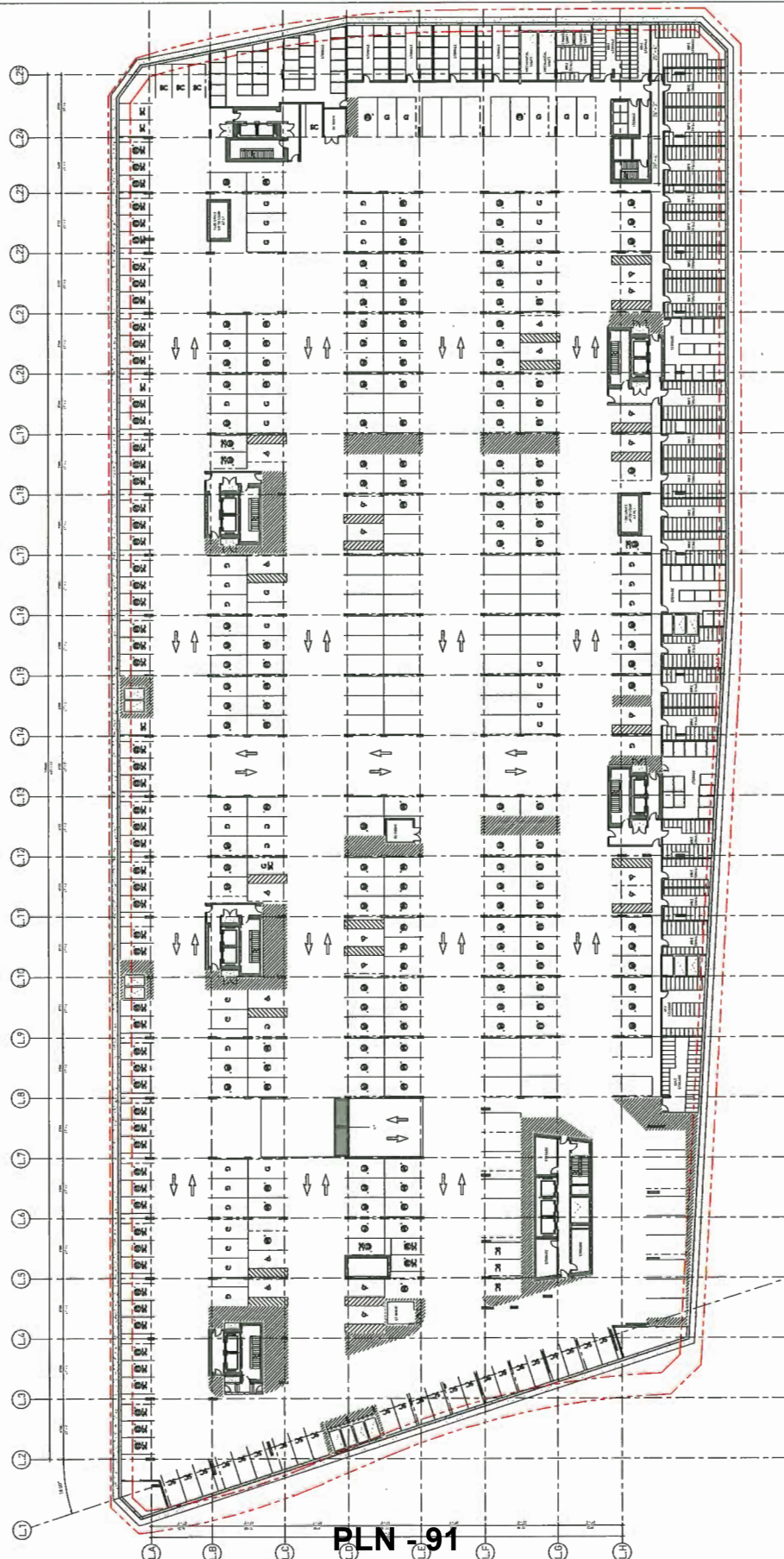
77960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

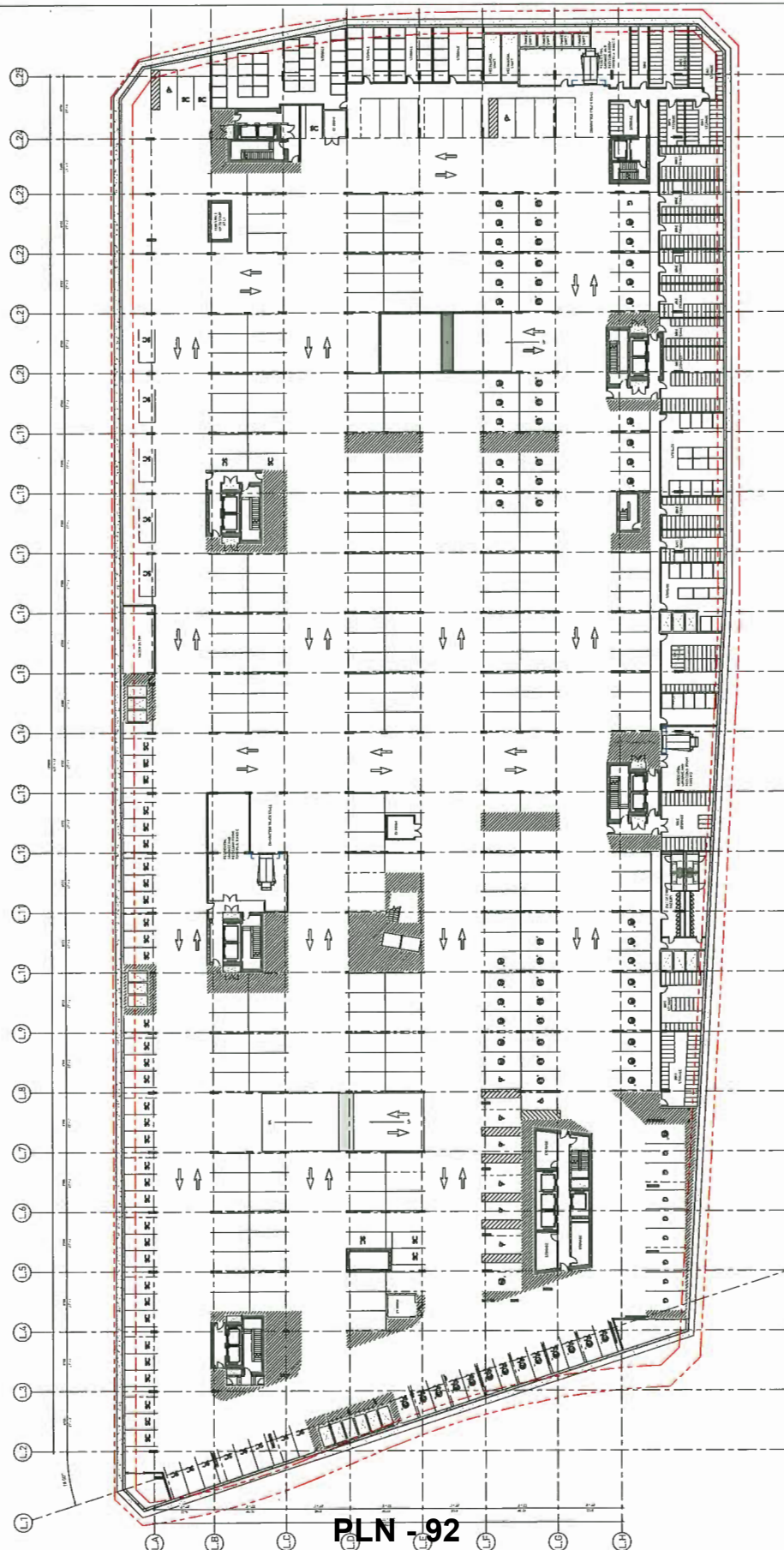
LEVEL PL-2 PLAN

DATE DRAWN BY
CHECKED BY
SCALE

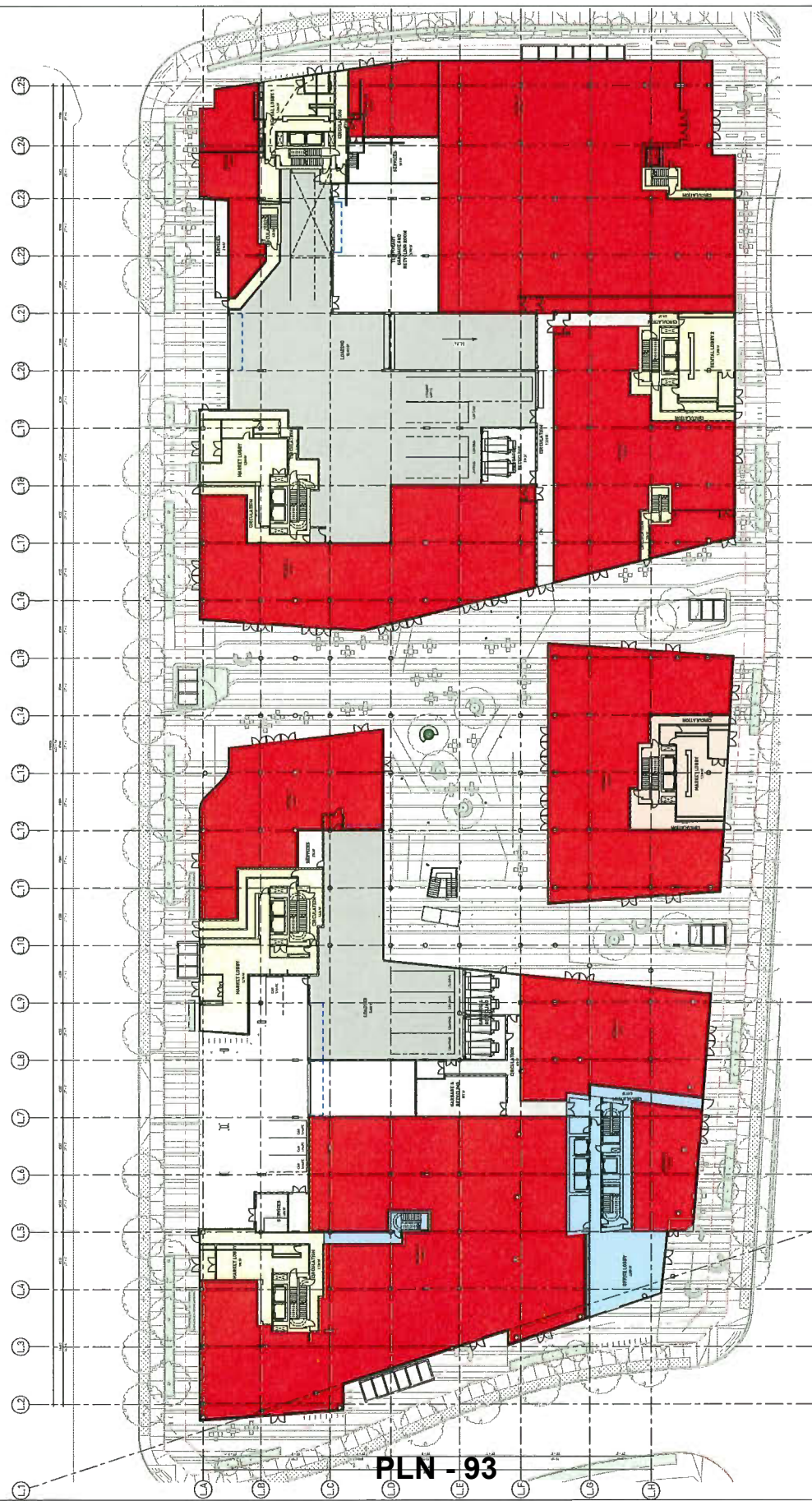
A2.01 - DP



PLN - 91



PLN - 92



PLN - 93

REVISIONS	DATE	DESCRIPTION
01	10/10/2017	ISSUED FOR 40% REVIEW
02	10/10/2017	ISSUED FOR 40% REVIEW

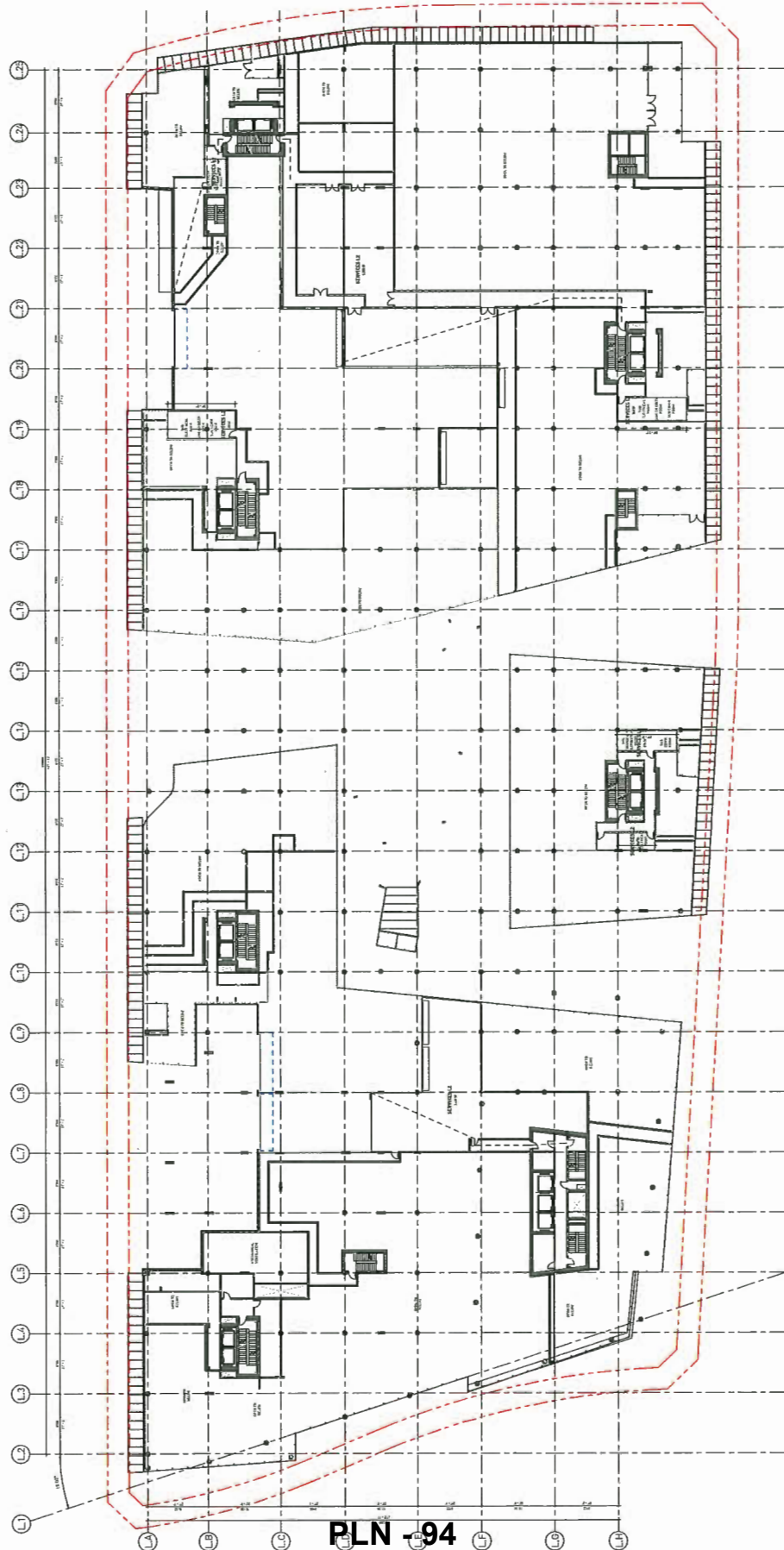
7960 ALDERBRIDGE
WAY

ISSUED FOR 40% REVIEW

LEVEL 2 PLAN

DATE: 10/10/2017
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.02 - DP



PLN - 94

REVISIONS	DATE	BY	DESCRIPTION
1	10/10/2017	WHA	ISSUED FOR 40% REVIEW
2	01/04/2018	WHA	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

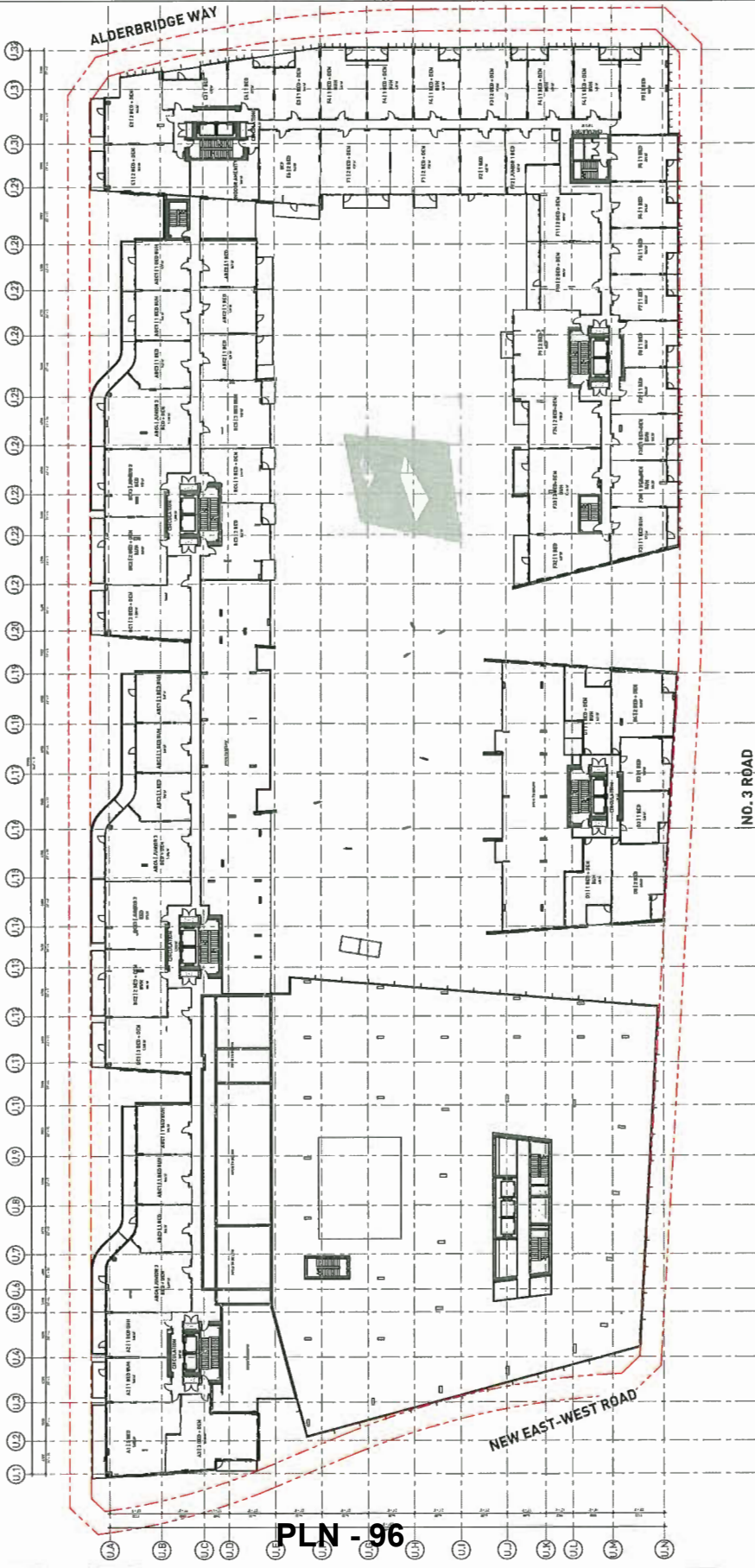
ISSUED FOR 60% REVIEW

LEVEL 4
RESIDENTIAL PLAN

DATE: 01/04/2018
CHECKED BY: WHA
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.04 - DP

NEW NORTH-SOUTH ROAD



PLN - 96

NO. 3 ROAD

NEW EAST-WEST ROAD



REVISIONS	DATE	BY	DESCRIPTION
01	10/09/08	W.D.	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

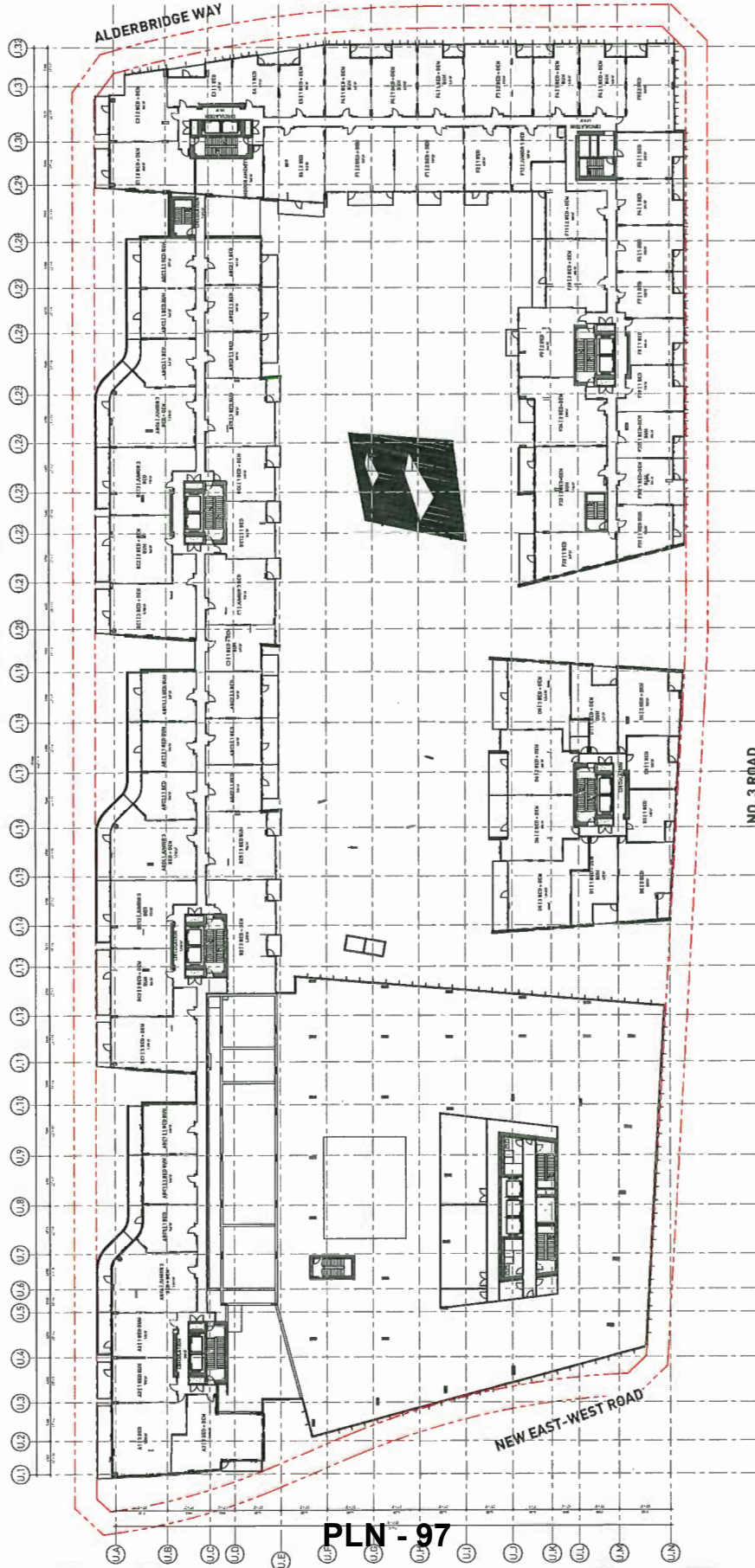
ISSUED FOR 60% REVIEW

LEVEL 5
RESIDENTIAL PLAN

DATE: 10/09/08
CHECKED BY: W.D.
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.05 - DP

NEW NORTH-SOUTH ROAD



PLN - 97

REVISIONS	DATE	DESCRIPTION
01	10/10/2010	ISSUED FOR 60% REVIEW
02	10/10/2010	ISSUED FOR 60% REVIEW

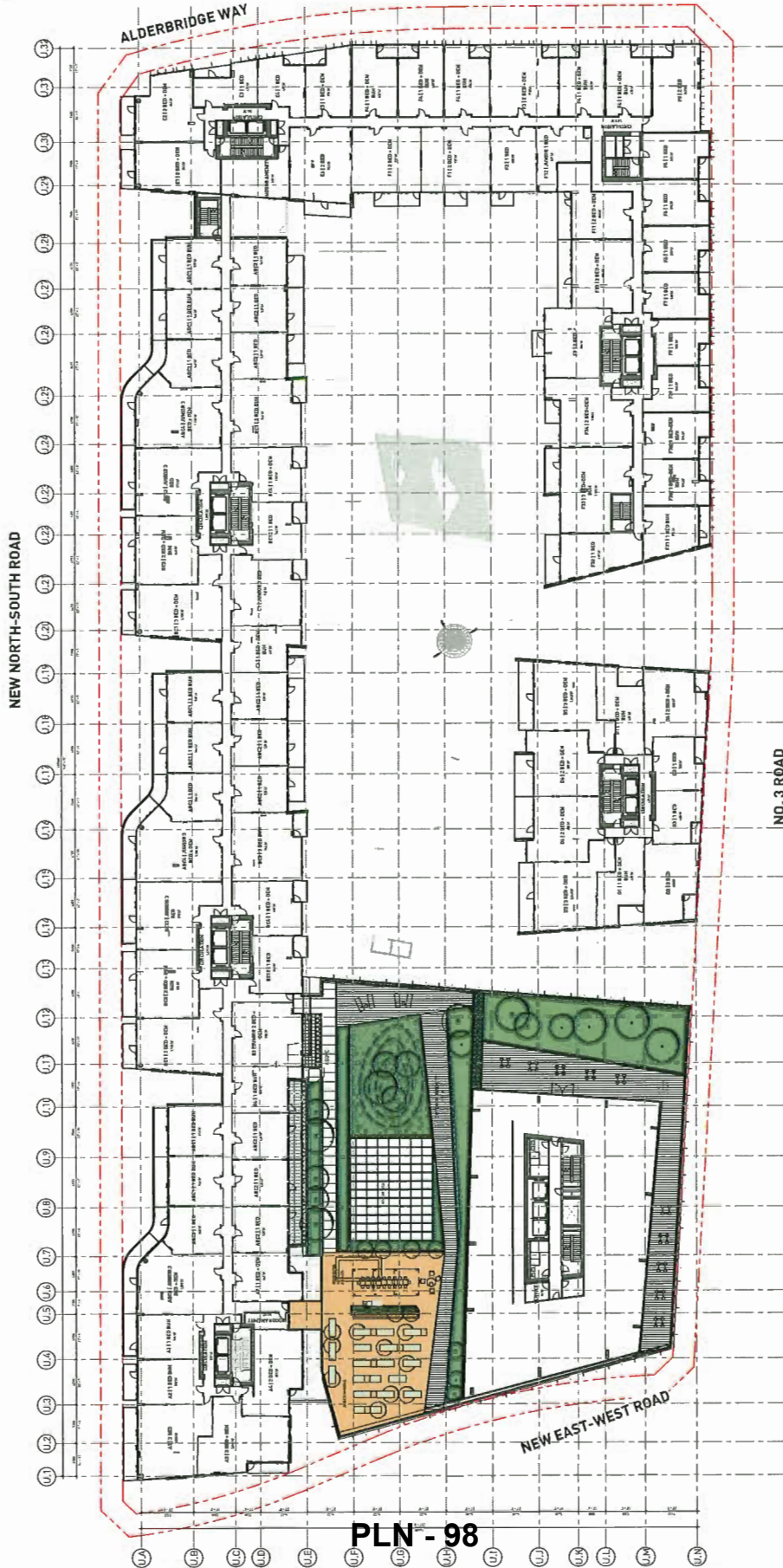
7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

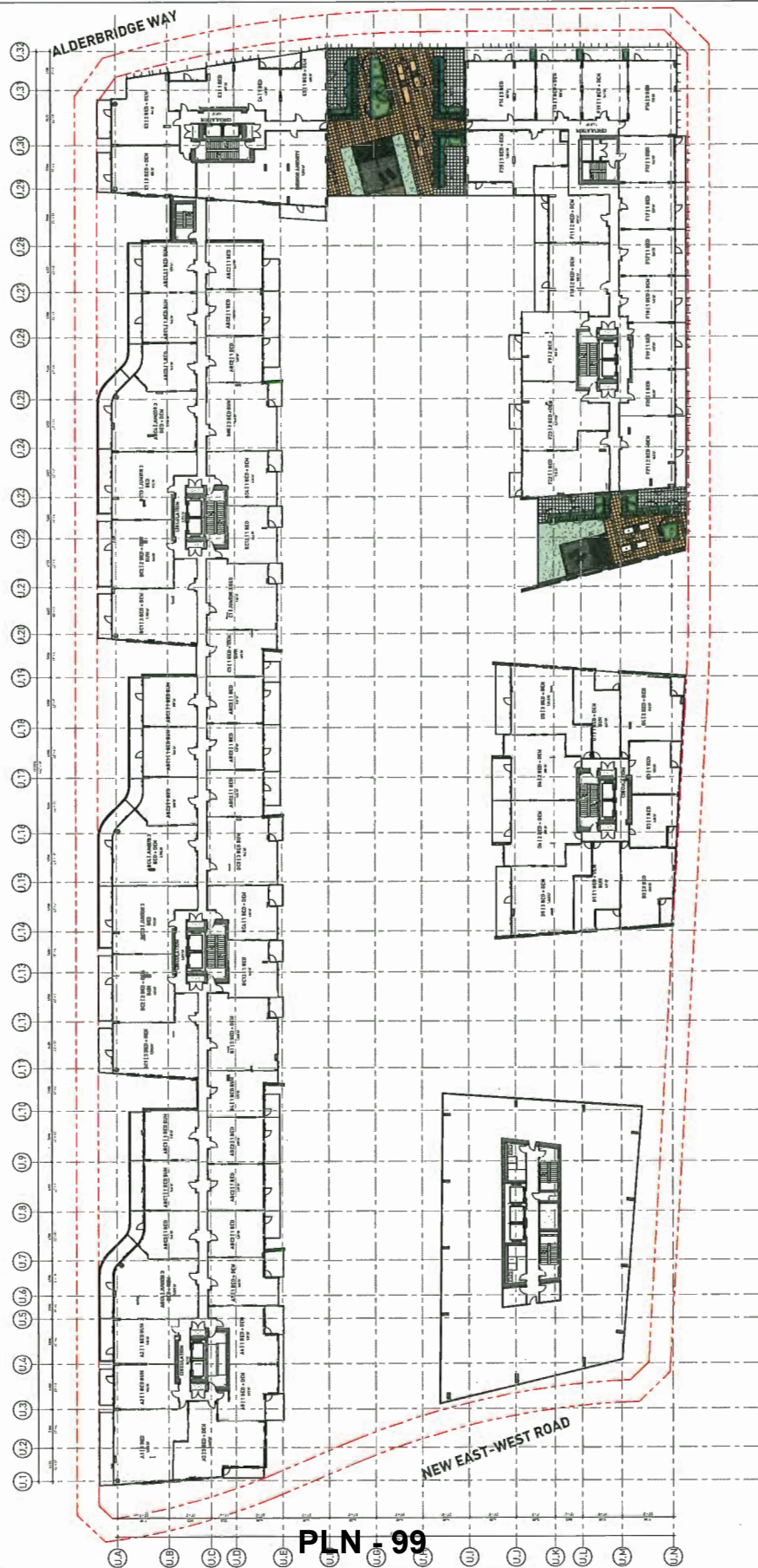
LEVEL 6
RESIDENTIAL PLAN

DATE: 10/10/2010
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.06 - DP



NEW NORTH-SOUTH ROAD



PLN - 99

REVISIONS	DATE	DESCRIPTION
1	11/11/11	ISSUED FOR 60% REVIEW
2	11/11/11	ISSUED FOR 60% REVIEW
3	11/11/11	ISSUED FOR 60% REVIEW

7940 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

LEVEL 7
RESIDENTIAL PLAN

DATE: 11/11/11
DRAWN BY: J. H. H.
CHECKED BY: J. H. H.
SCALE: 1:100
JOB NUMBER: 17020

A3.07 - DP

NO. 3 ROAD

REVISION	DATE	DESCRIPTION
1	01/10/20	ISSUED FOR 60% REVIEW
2	02/10/20	ISSUED FOR 60% REVIEW
3	03/10/20	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

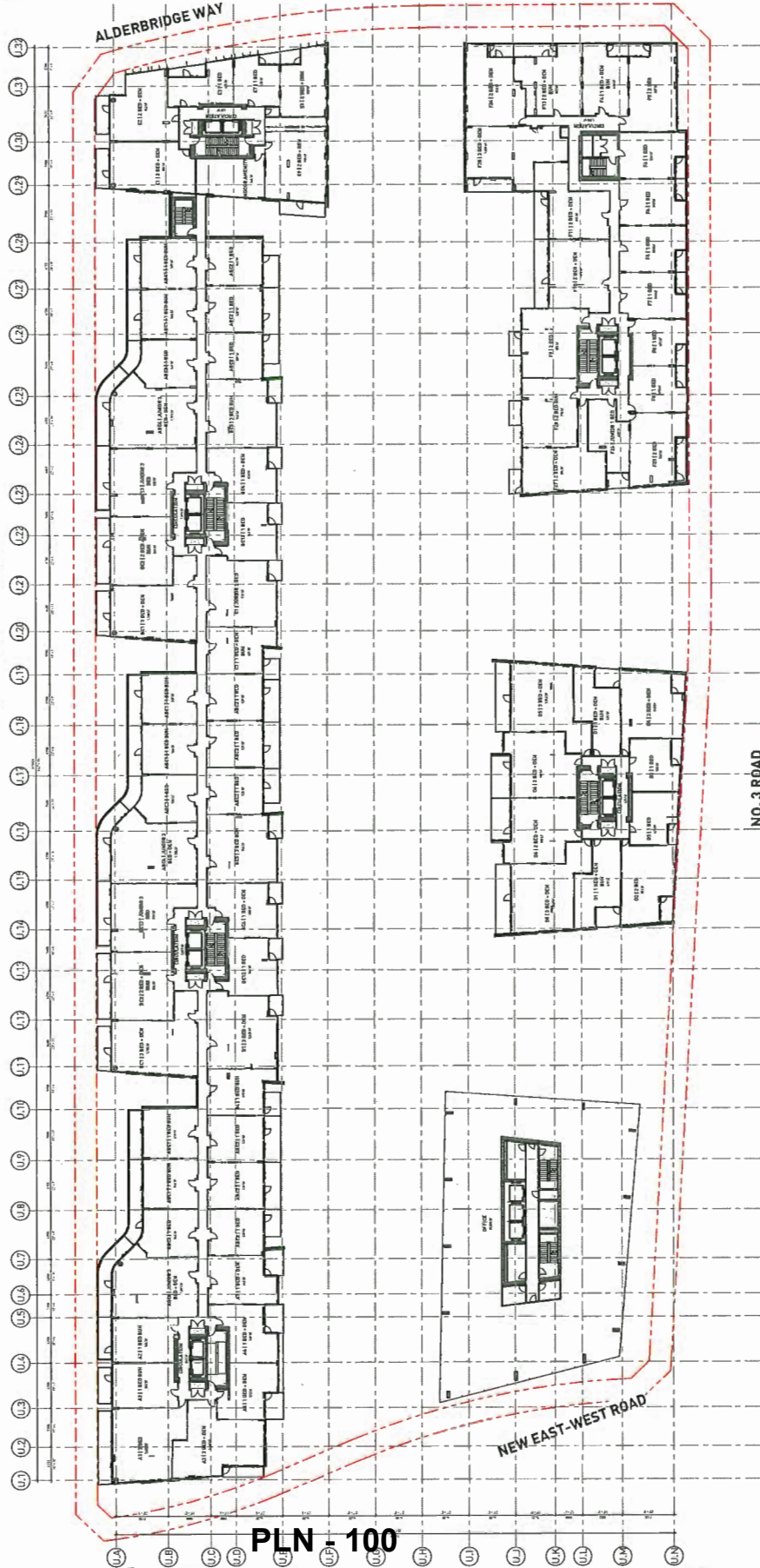
ISSUED FOR 60% REVIEW

LEVEL 8
RESIDENTIAL PLAN

DATE: 01/10/20
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1:100
JOB NUMBER: 17020

A3.08 - DP

NEW NORTH-SOUTH ROAD



NO. 3 ROAD

PLN - 100

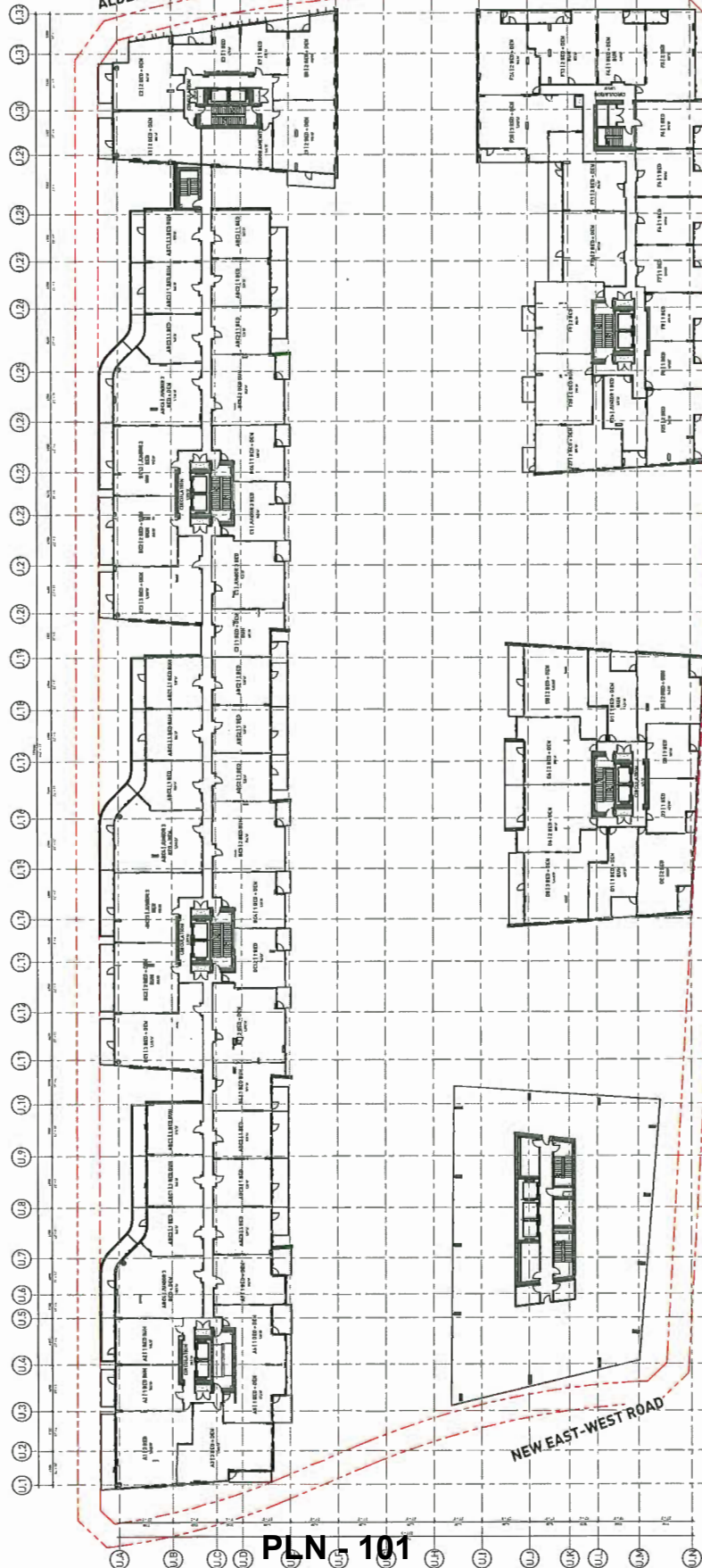
NEW NORTH-SOUTH ROAD

ALDERBRIDGE WAY

NO. 3 ROAD

NEW EAST-WEST ROAD

PLN - 101



REVISIONS	DATE	DESCRIPTION
1	01/01/01	ISSUED FOR 60% REVIEW
2	01/01/01	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

LEVEL 11
RESIDENTIAL PLAN

DATE: 01/01/01
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8"=1'-0"
JOB NUMBER: 17020

A3.11 - DP

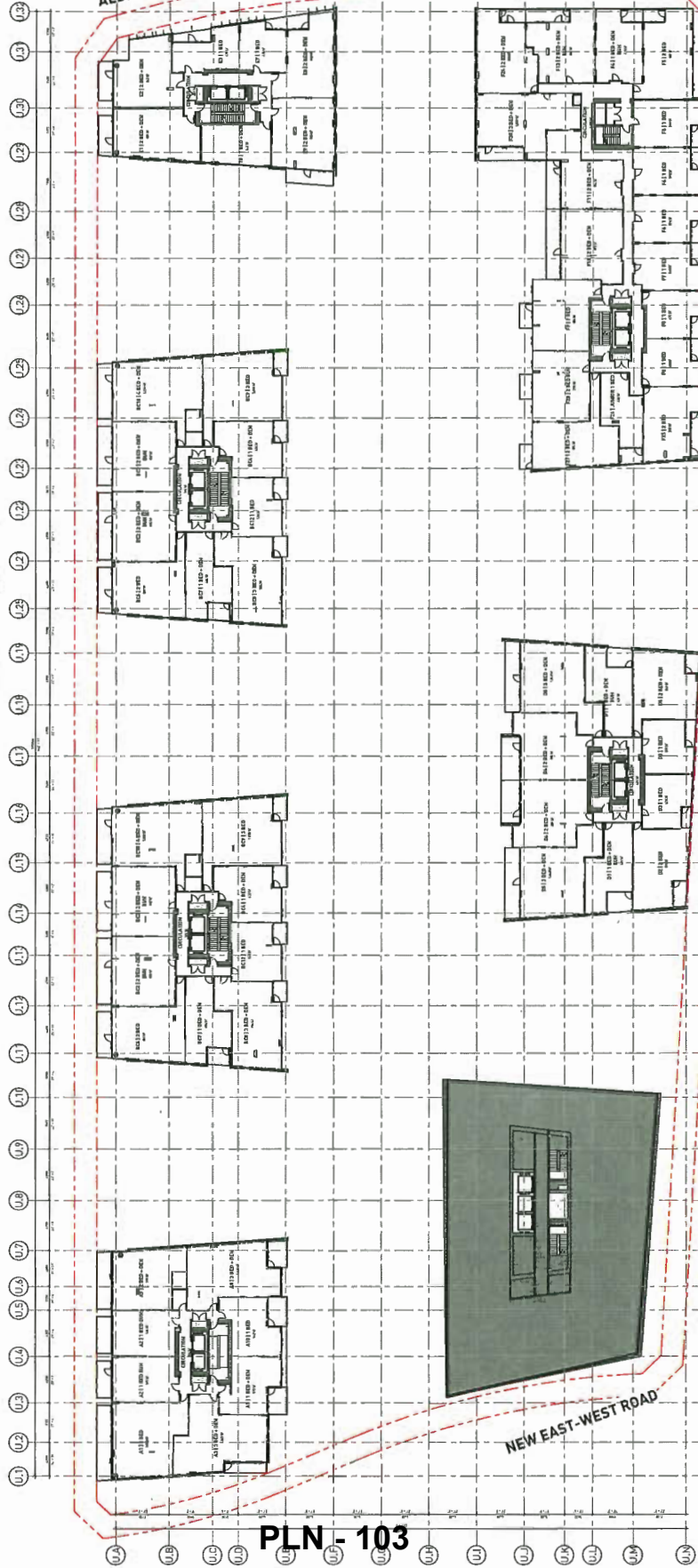
NEW NORTH-SOUTH ROAD

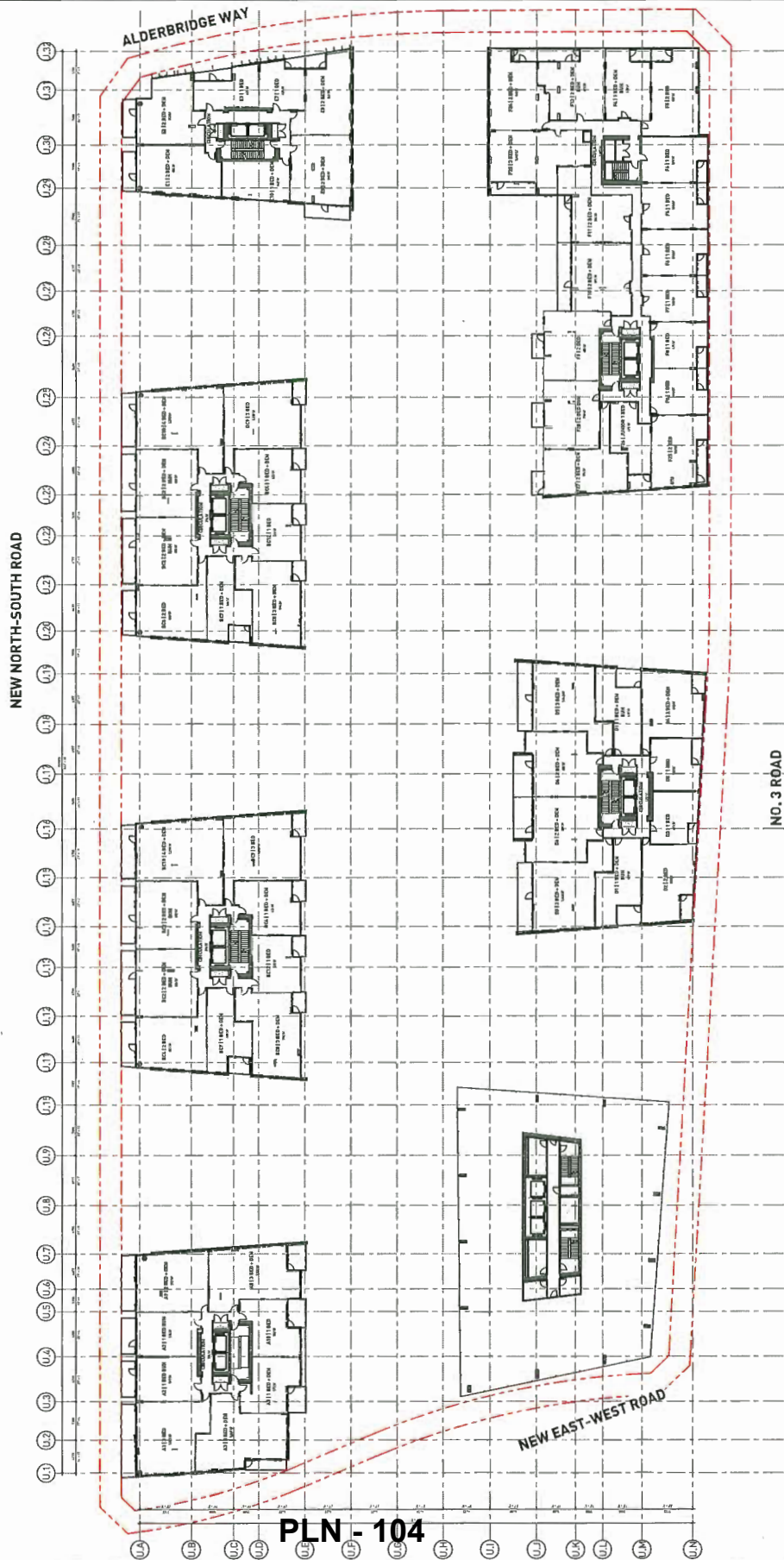
ALDERBRIDGE WAY

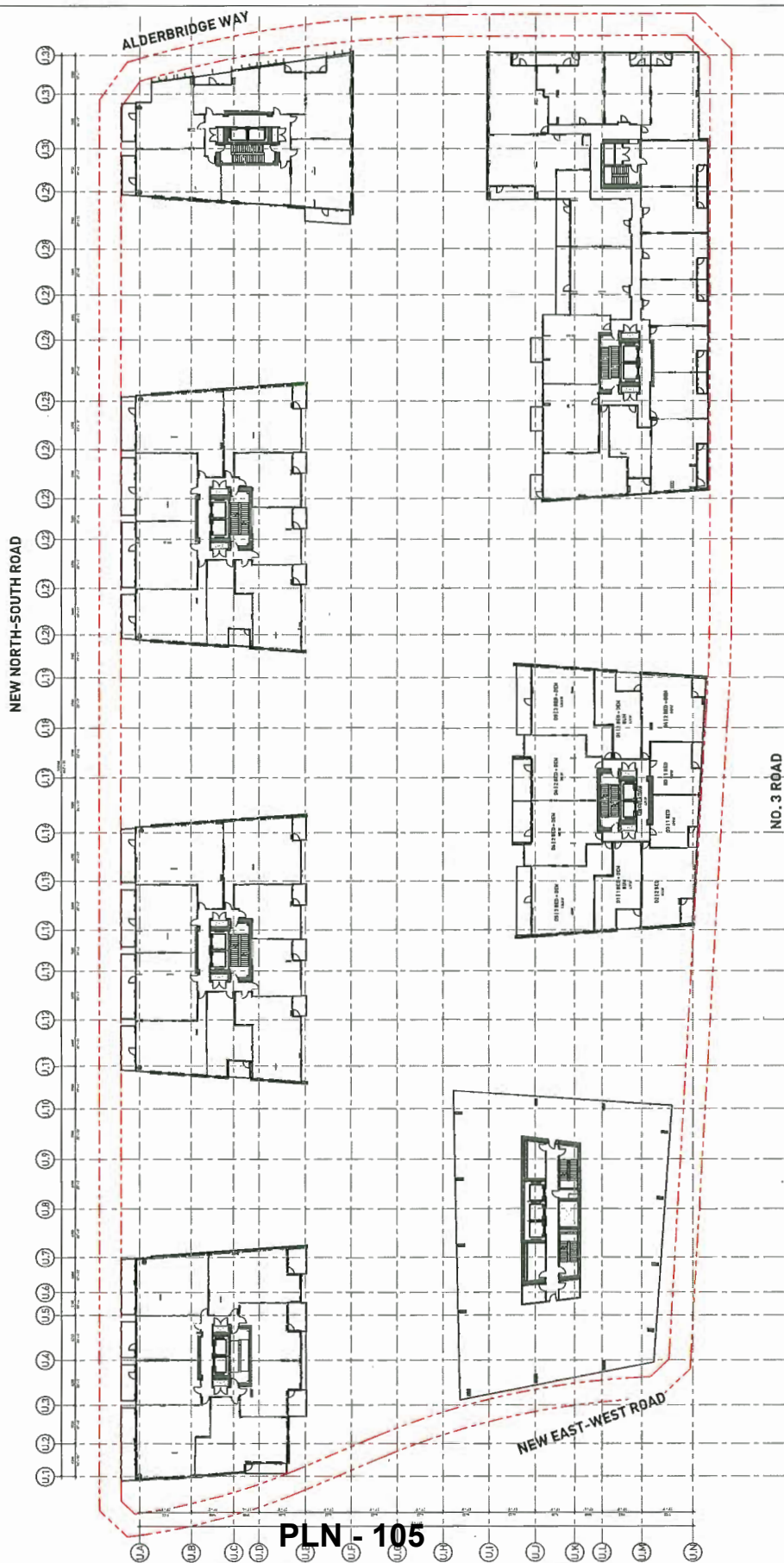
NO. 3 ROAD

NEW EAST-WEST ROAD

PLN - 103







REVISIONS	DATE	DESCRIPTION
01	01/15/2020	ISSUED FOR 60% REVIEW
02	01/15/2020	ISSUED FOR 60% REVIEW
03	01/15/2020	ISSUED FOR 60% REVIEW

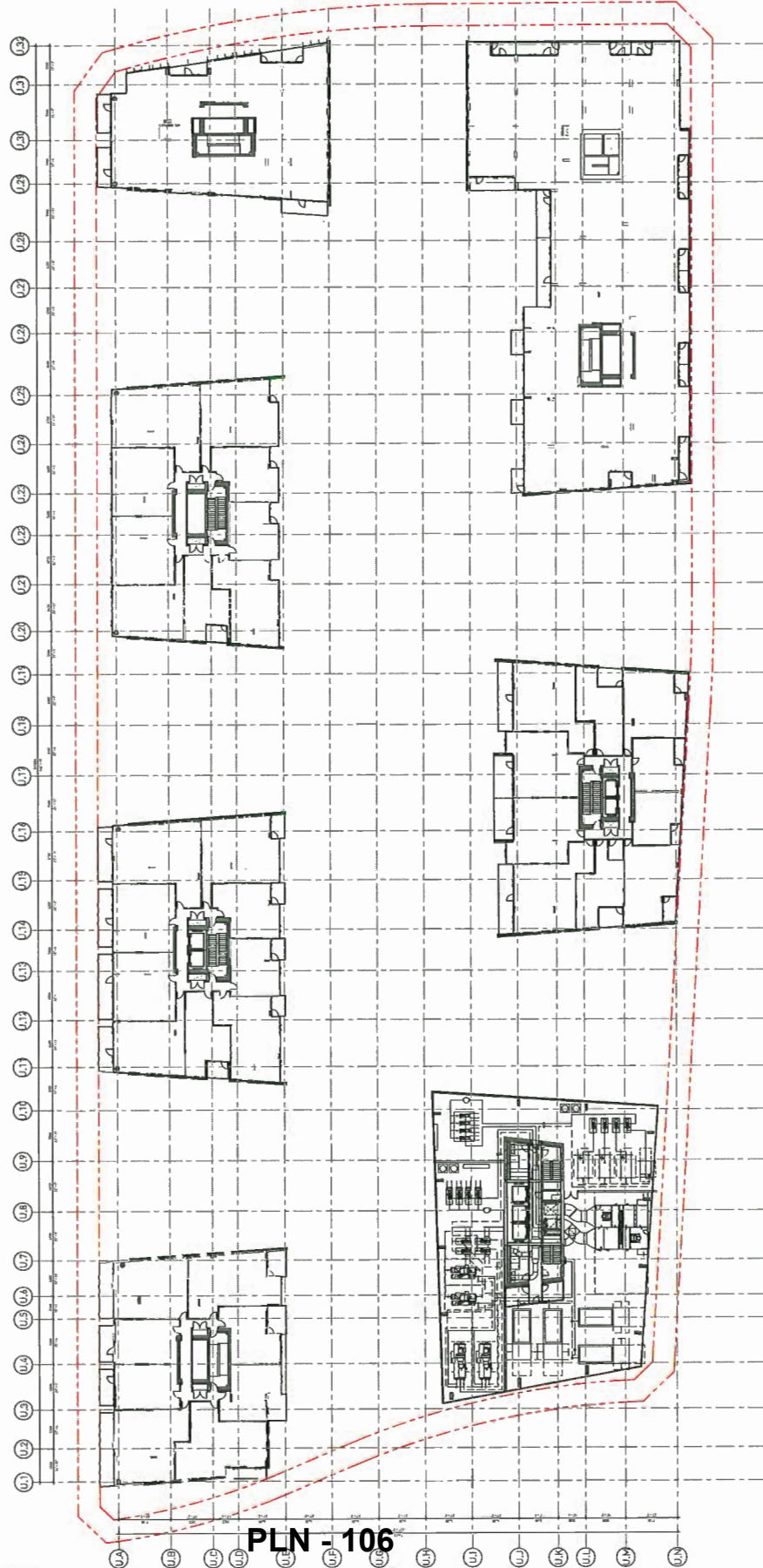
7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

LEVEL 14
RESIDENTIAL PLAN

DATE: 01/15/2020
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.14 - DP



PLN - 106

NO.	DATE	DESCRIPTION
01	2024.03.13	ISSUED FOR 40% REVIEW
02	2024.03.13	REVISIONS BASED ON 40% REVIEW
03	2024.03.13	REVISIONS BASED ON 40% REVIEW

7960 ALDERBRIDGE
WAY

ISSUED FOR 40% REVIEW

LEVEL 4 OFFICE
PLAN

DATE: 2024.03.13 PM
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.24 - DP

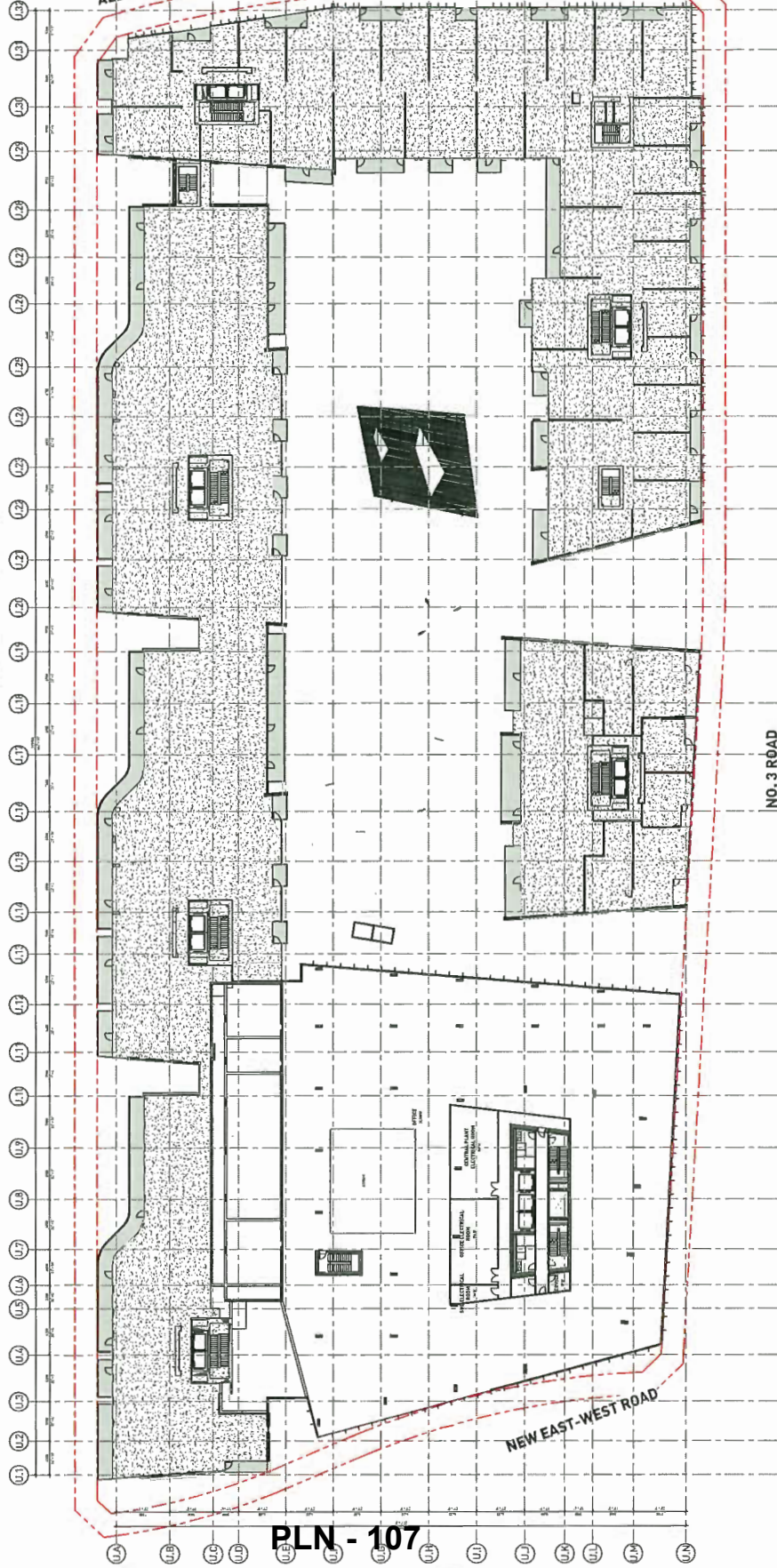
NEW NORTH-SOUTH ROAD

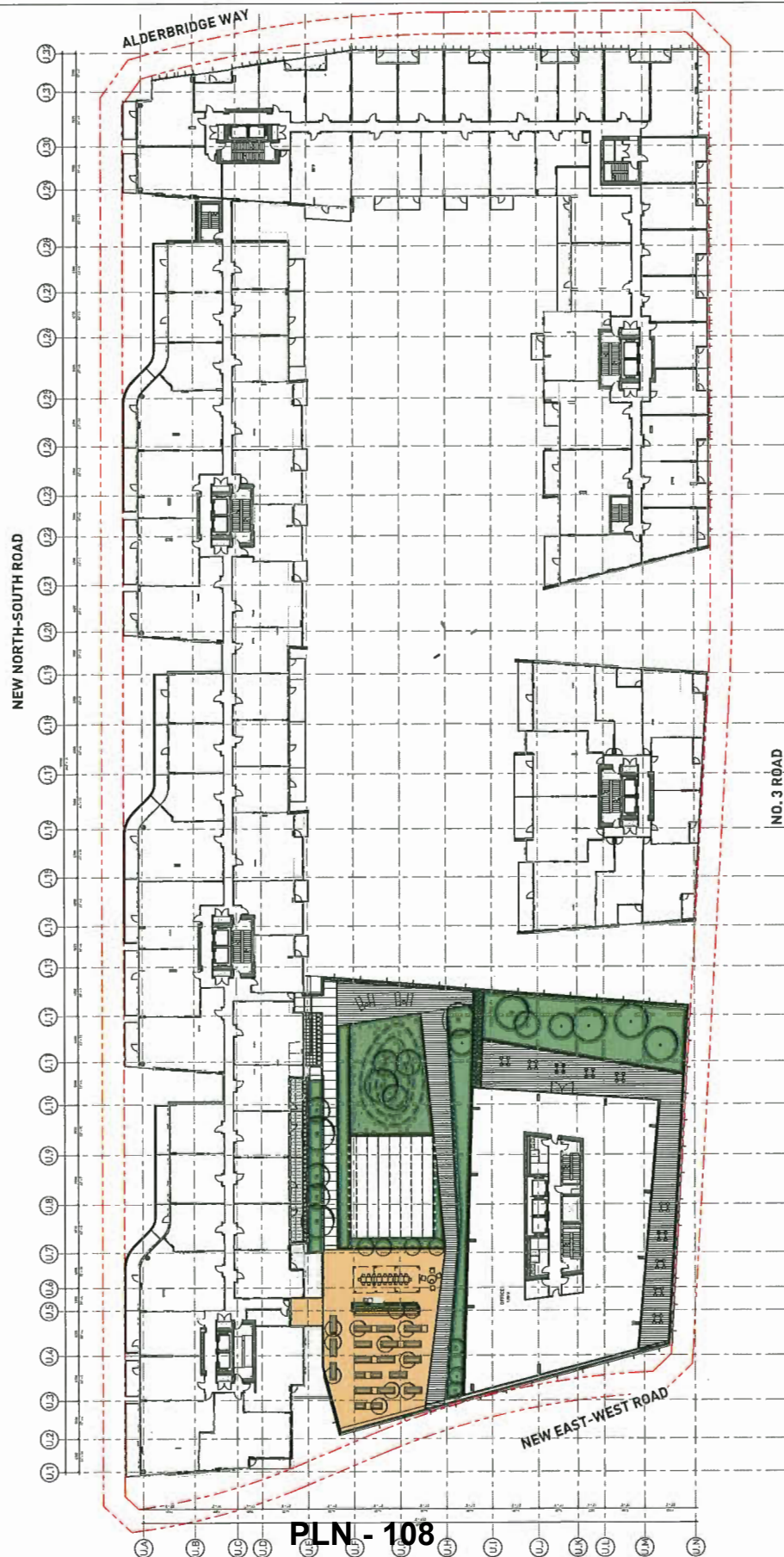
ALDERBRIDGE WAY

NO. 3 ROAD

NEW EAST-WEST ROAD

PLN - 107





PLN - 108

REVISION	DATE	DESCRIPTION
01	01/2020	ISSUED FOR 60% REVIEW
02	01/2020	REVISED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

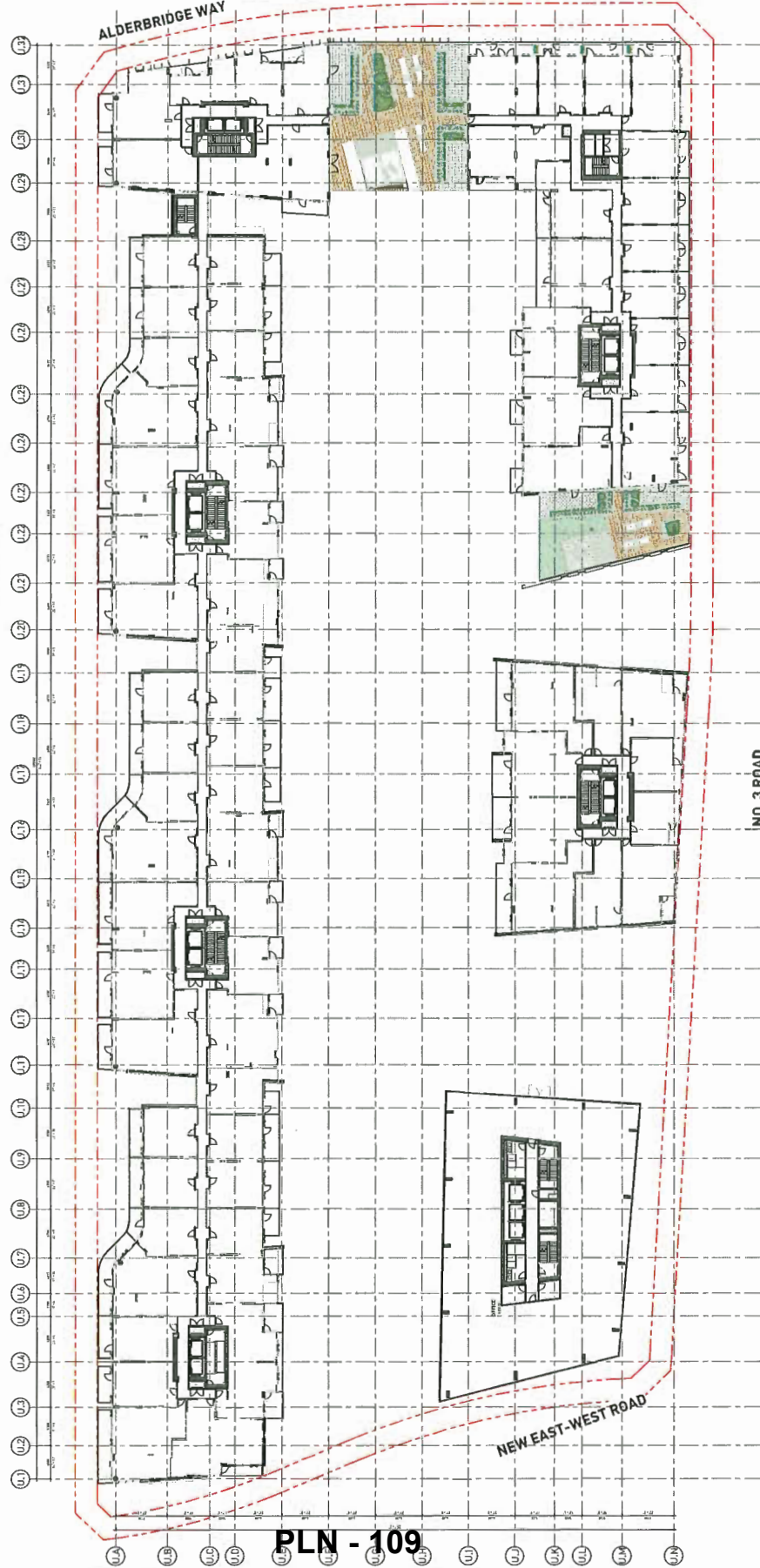
ISSUED FOR 60% REVIEW

LEVEL 6 OFFICE
PLAN

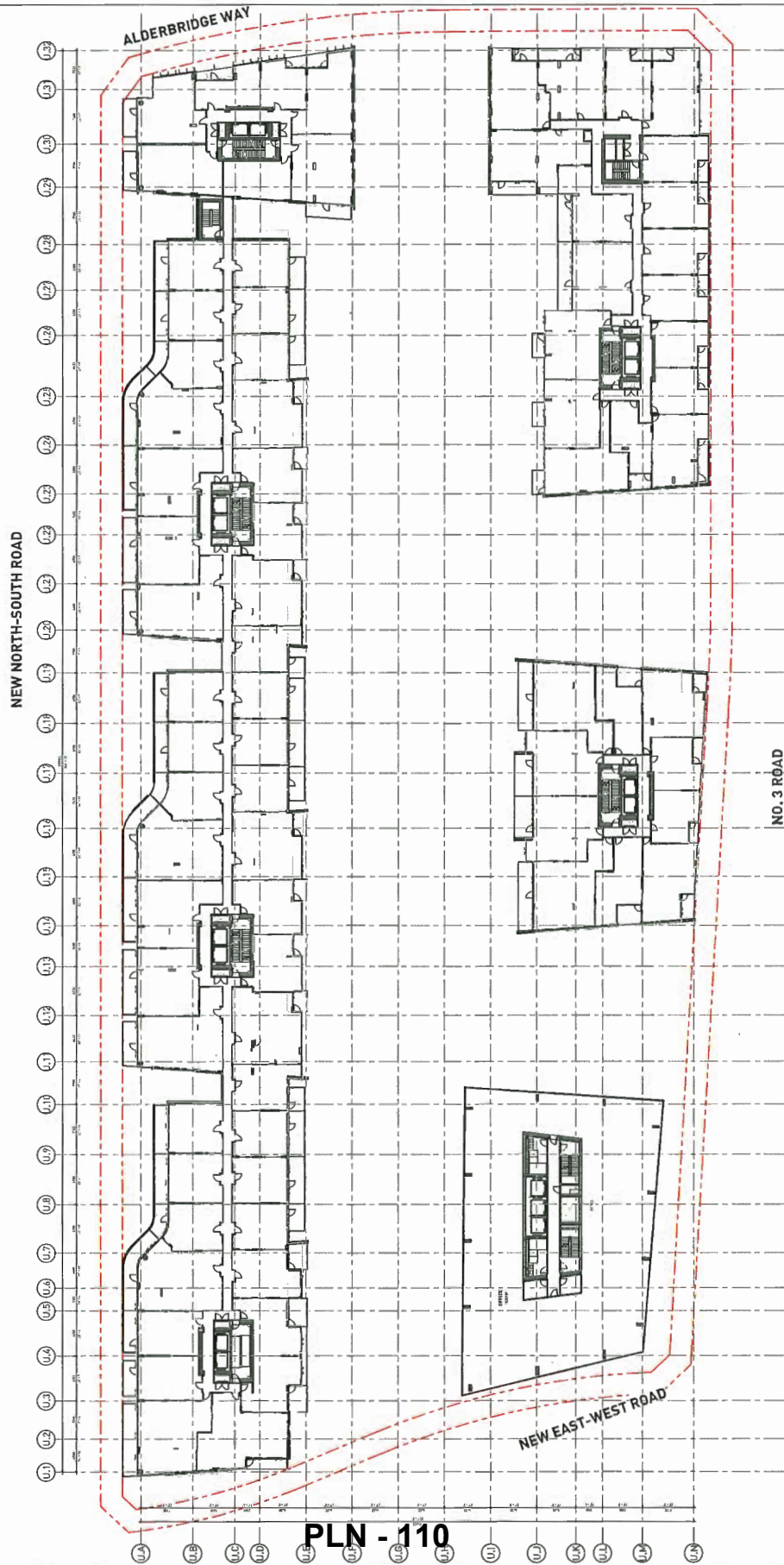
DATE: 01/20/20
DRAWN BY: JLM
CHECKED BY: JLM
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.26 - DP

NEW NORTH-SOUTH ROAD



PLN - 109



NEW NORTH-SOUTH ROAD

ALDERBRIDGE WAY

NO. 3 ROAD

NEW EAST-WEST ROAD

PLN - 111

7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

LEVEL 8 OFFICE
PLAN

DATE: 11/11/2020
DESIGNED BY: J. G. (JG)
CHECKED BY: J. G. (JG)
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.28 - DP

REVISIONS	DATE	DESCRIPTION
01	10/10/10	ISSUED FOR 60% REVIEW
02	10/10/10	ISSUED FOR 60% REVIEW
03	10/10/10	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

ISSUED FOR 60% REVIEW

LEVEL 9 OFFICE

PLAN

DRAWN BY
CHECKED BY
SCALE
JOB NUMBER

A3.29 - DP



REVISIONS	DATE	DESCRIPTION
01	01/10/2011	ISSUED FOR 40% REVIEW
02	01/10/2011	ISSUED FOR 40% REVIEW
03	01/10/2011	ISSUED FOR 40% REVIEW

7960 ALDERBRIDGE
WAY

ISSUED FOR 40% REVIEW

LEVEL 10 OFFICE
PLAN

DATE: 01/10/2011
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.30 - DP

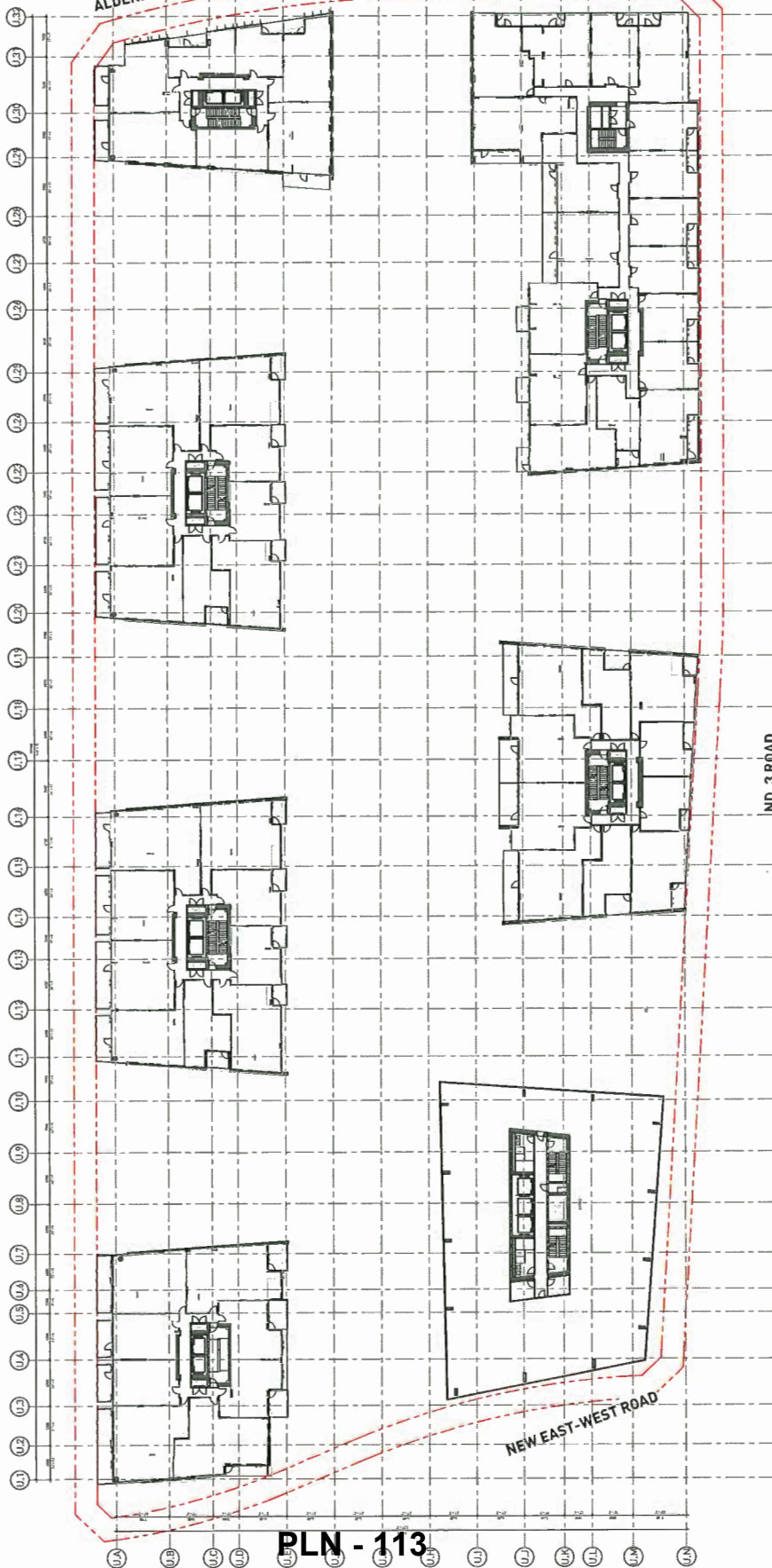
NEW NORTH-SOUTH ROAD

ALDERBRIDGE WAY

IND. 3 ROAD

NEW EAST-WEST ROAD

PLN - 113



REVISIONS	DATE	DESCRIPTION
01	01/01/11	ISSUED FOR 60% REVIEW
02	01/01/11	ISSUED FOR 60% REVIEW
03	01/01/11	ISSUED FOR 60% REVIEW

7960 ALDERBRIDGE
WAY

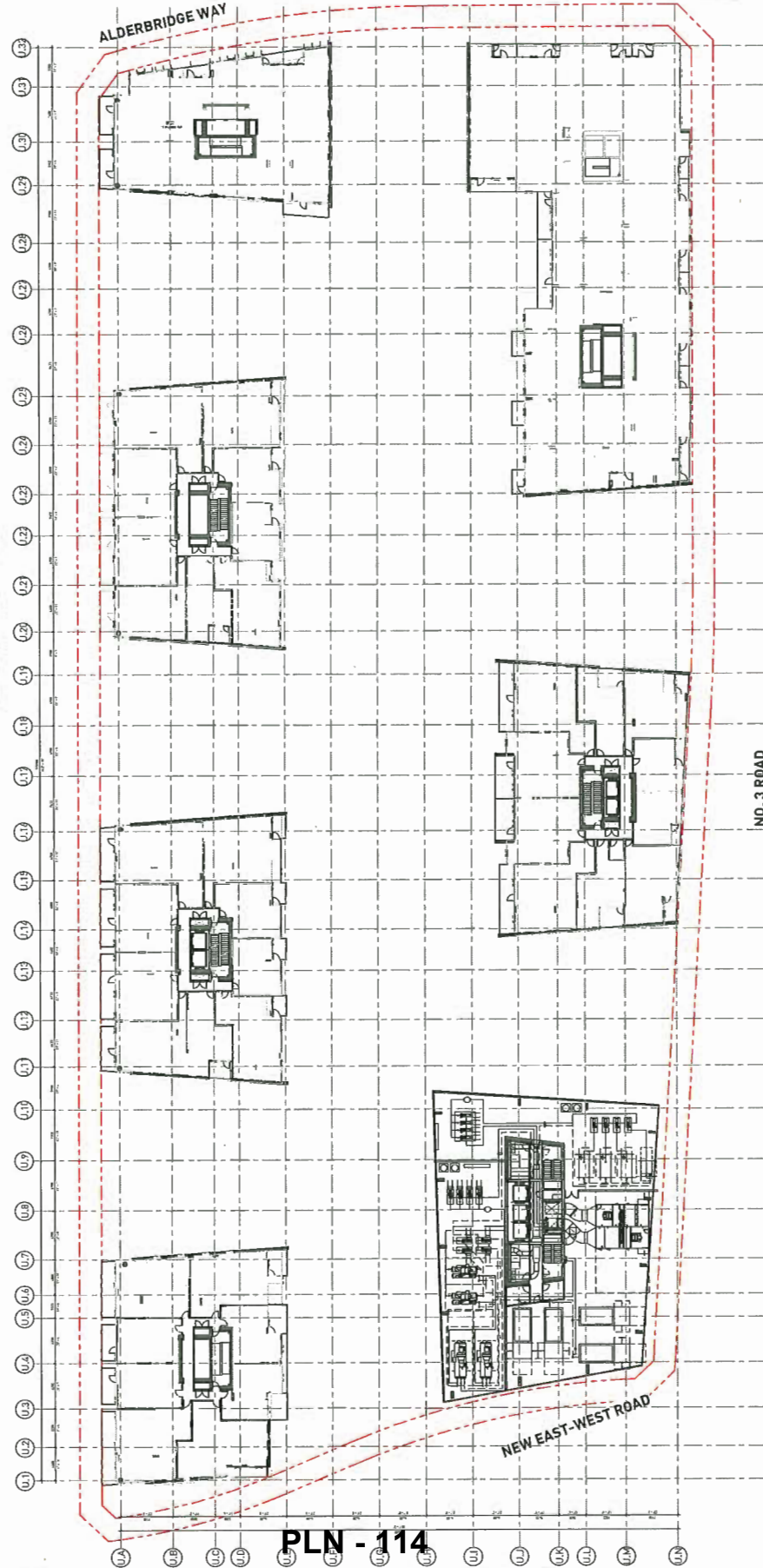
ISSUED FOR 60% REVIEW

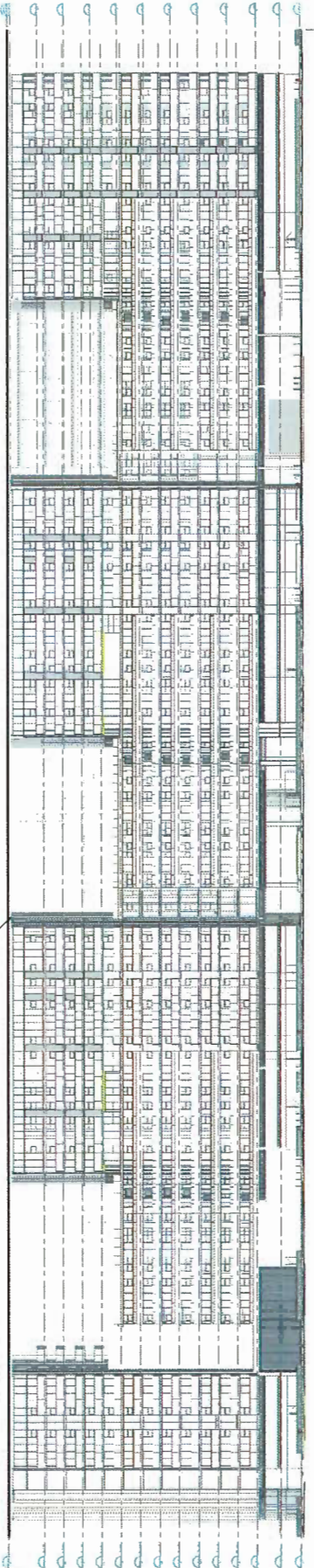
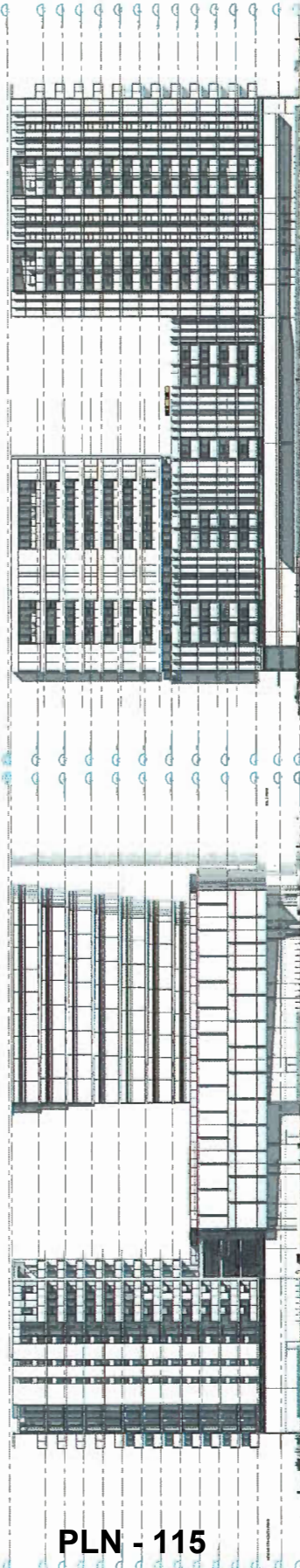
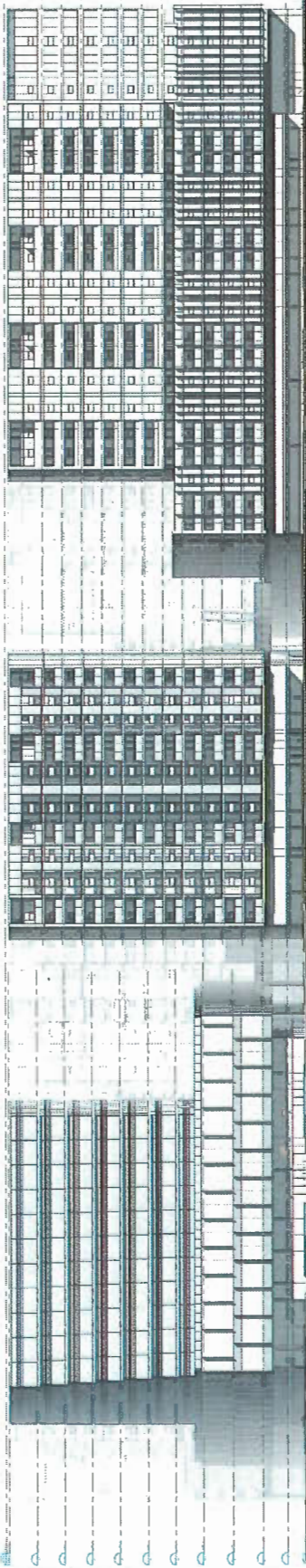
LEVEL 11 OFFICE
PLAN

DATE: 01/01/11
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A3.31 - DP

NEW NORTH-SOUTH ROAD





PLN - 115

REVISIONS	DATE	DESCRIPTION
1	01/15/2019	ISSUED FOR 65% REVIEW
2	01/15/2019	ISSUED FOR 65% REVIEW
3	01/15/2019	ISSUED FOR 65% REVIEW
4	01/15/2019	ISSUED FOR 65% REVIEW
5	01/15/2019	ISSUED FOR 65% REVIEW

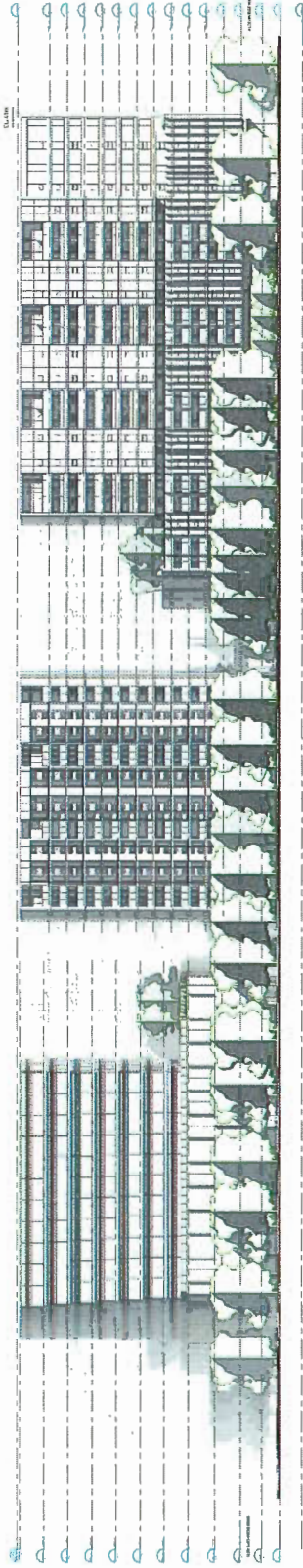
7960 ALDERBRIDGE
WAY

ISSUED FOR 65% REVIEW

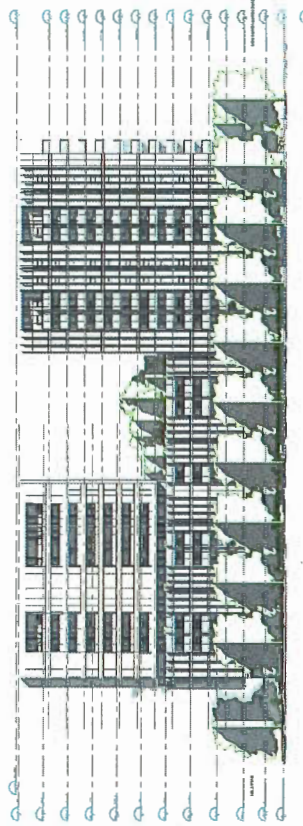
ELEVATIONS WITH
PLANTING

DATE	01/15/2019
BY	GBL
CHECKED BY	GBL
SCALE	1"=20'
JOB NUMBER	17020

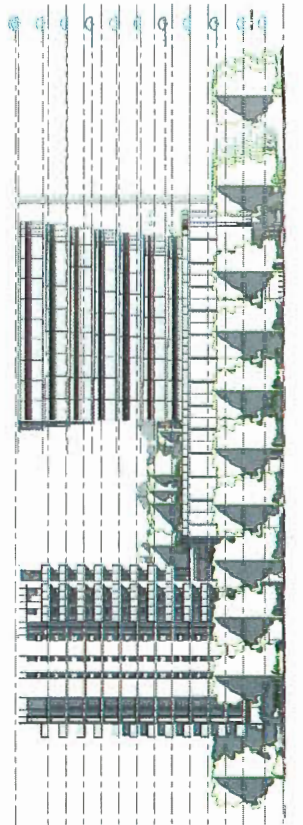
A5.01 - DP



1"=20'

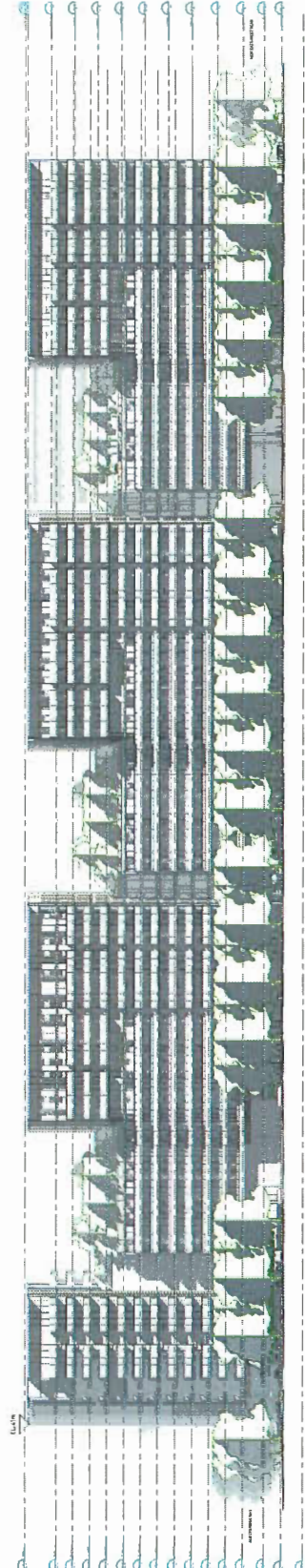


1"=20'

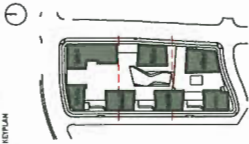


PLN - 116

1"=20'



1"=20'



REVISIONS	DATE	BY	DESCRIPTION
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2	01/11/11	MM	ISSUED FOR 60% REVIEW
3	01/11/11	MM	ISSUED FOR 100% REVIEW

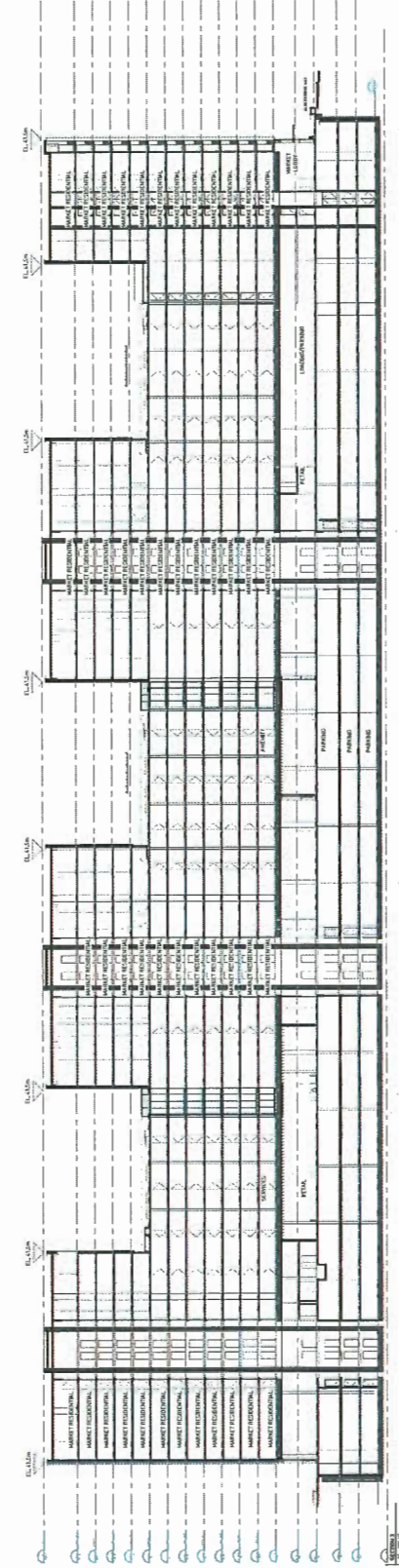
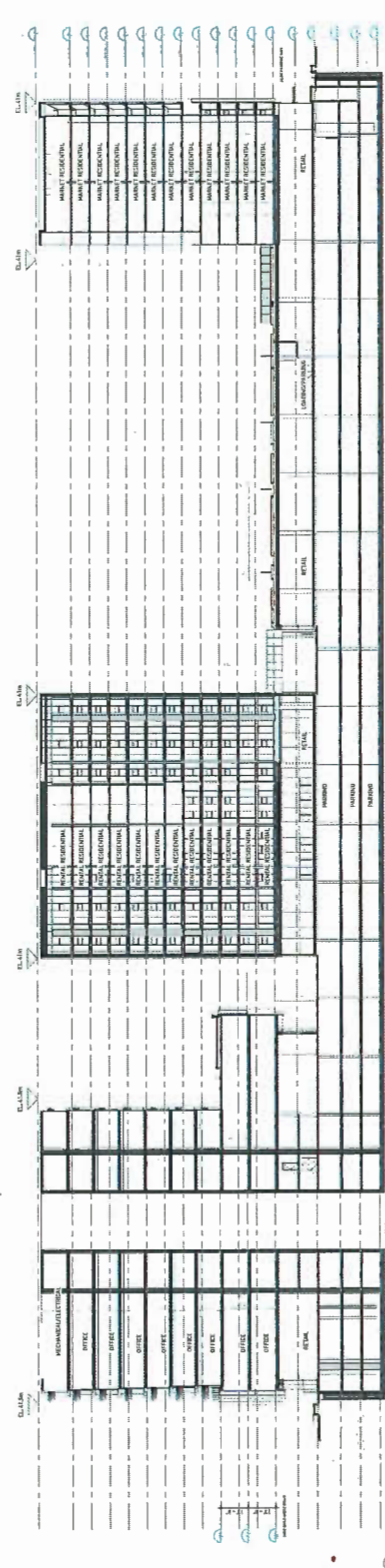
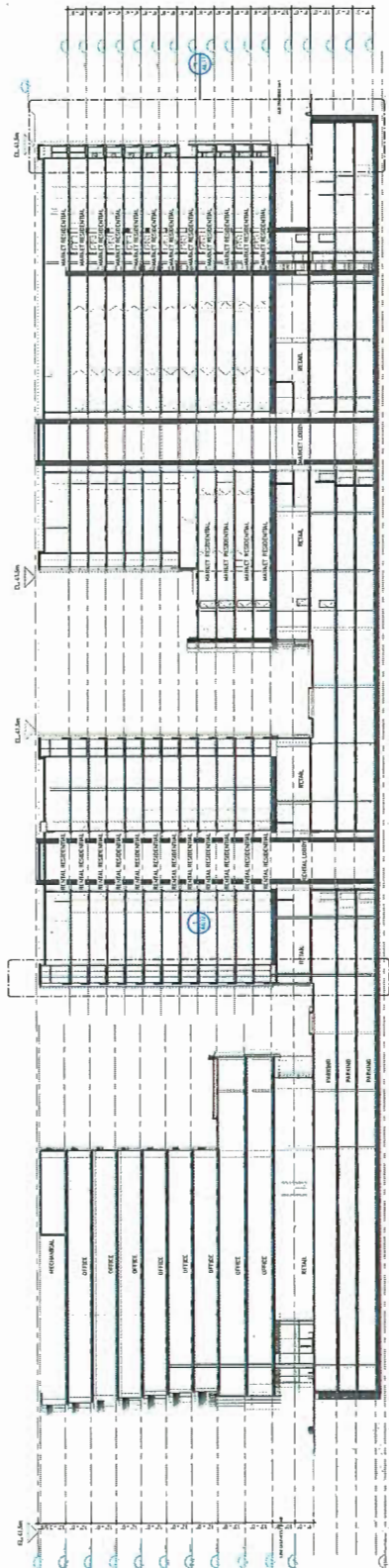
7960 ALDERBRIDGE
WAY

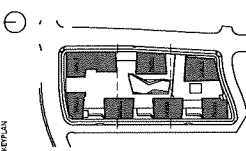
ISSUED FOR 60% REVIEW

BUILDING SECTIONS

DATE: 01/11/11
CHECKED BY: [Signature]
SCALE: 1/8" = 1'-0"
JOB NUMBER: 17020

A6.00





REVISIONS	DATE	BY	DESCRIPTION
01	11/01/07	MM	ISSUED FOR 65% REVIEW
02	11/01/07	MM	ISSUED FOR 65% REVIEW
03	11/01/07	MM	ISSUED FOR 65% REVIEW

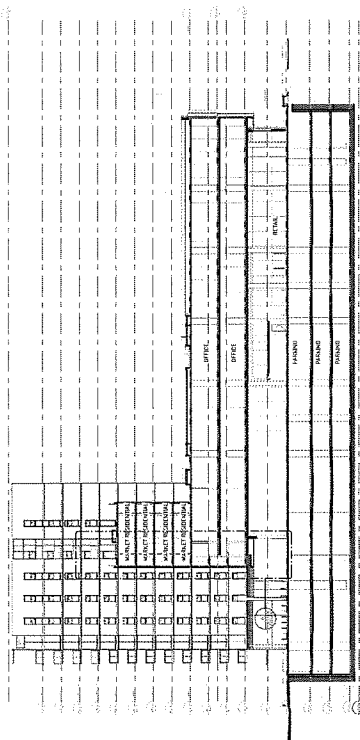
7960 ALDERBRIDGE
WAY

ISSUED FOR 65% REVIEW

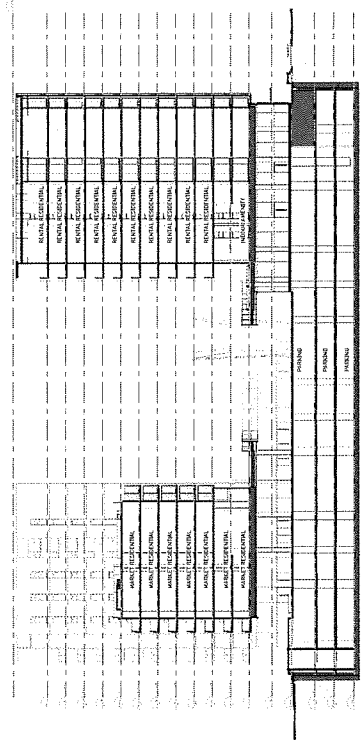
BUILDING SECTIONS

DESIGNED BY
G.B.L. ARCHITECTS
CHECKED BY
G.B.L. ARCHITECTS
JOB NUMBER
17020

A6.01



SECTION
A6.01



SECTION
A6.02



City of
Richmond

Development Application Data Sheet

Development Applications Department

RZ15-692485

Address:	7960 Alderbridge Way and 5333 and 5411 No. 3 Road
Applicant:	0989705 BC Ltd.
Owner:	0989705 BC Ltd.
Planning Area(s):	City Centre – Lansdowne Village

RZ15-692485	Existing	Proposed
Site Area:	19,861 m ²	16,931 m ²
Net Development Site Area:	N/A	20,817 m ²
Land Uses:	Commercial	Mixed Use
OCP Designation:	Downtown Mixed Use	Downtown Mixed Use
Area Plan Designation:	Urban Core T6 (45 m)	Urban Core T6 (45 m)
Zoning:	CA	ZMU34
Number of Residential Units:	nil	824

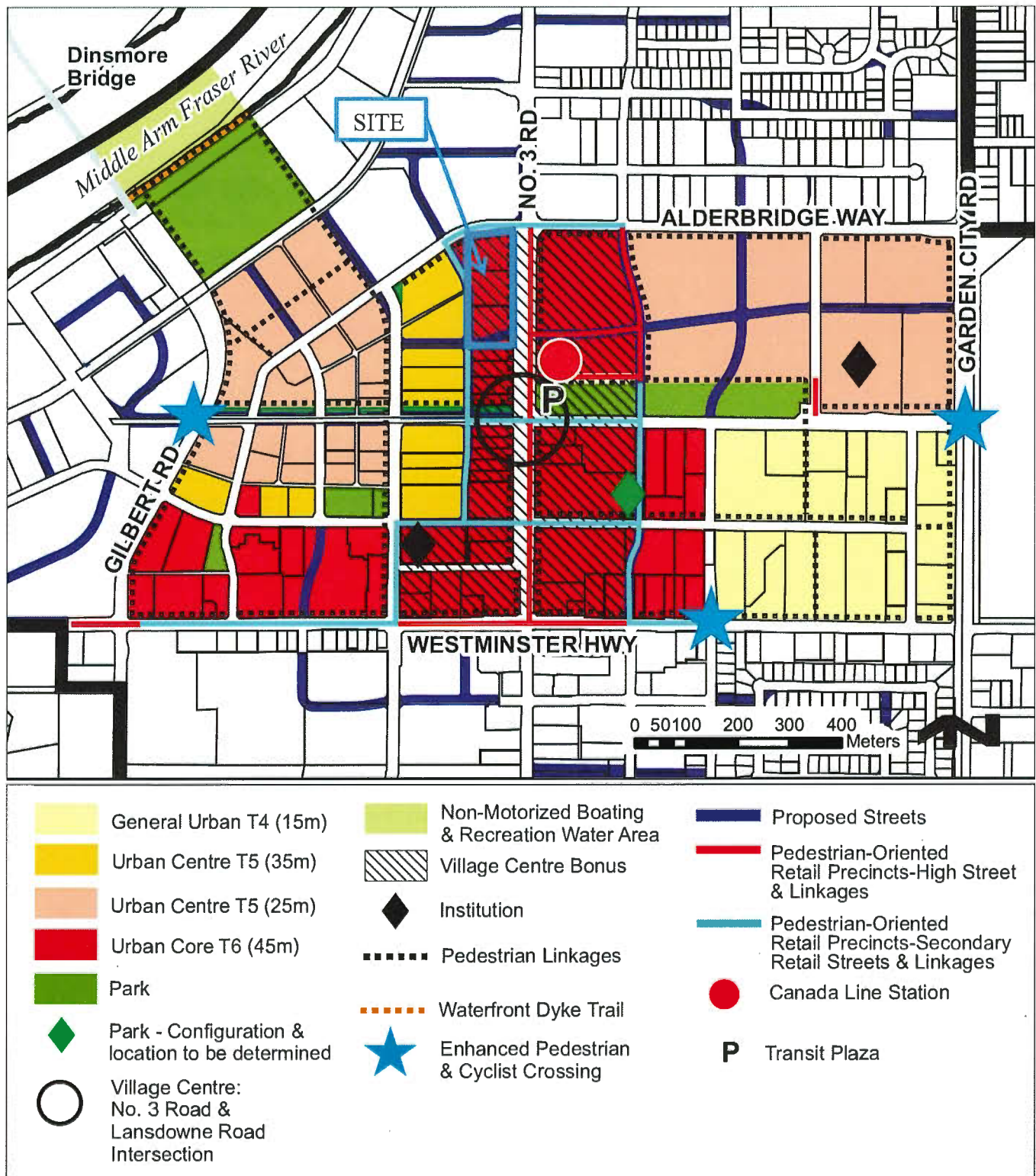
RZ15-692485	Bylaw Req't	Proposed	Variance
Floor Area Ratio (FAR):	3.95	3.89	n/a
Floor Area per FAR:	82,227 m ²	81,063 m ²	n/a
Lot Coverage:	90%	78%	-
Lot Size:	470/16,800 m ²	483/16,931 m ²	-
Lot Dimensions:	n/a	n/a	-
Setback – Road:	3.0 m	3.0 m	-
Height Dimensional (geodetic):	41.5 m	41.5 m	-
Off-Street Parking Spaces – Residential Unit:	547	547	-
Off-Street Parking Spaces – Market Rental Housing Unit:	81	81	-
Off-Street Parking Spaces – Affordable Housing Unit:	29	29	-
Off-Street Parking – Visitor (shared):	91	91	-
Off-Street Parking Spaces – L1 and L2:	237	237	-
Off-Street Parking – L3 Plus:	267	267	-
Off-Street Parking Spaces – Total:	1161	1161	-
Off-Street Parking – Car Share Spaces:	4	4	-
Loading Space – Large Size:	2	2	-
Loading Spaces – Medium Size:	7	7	-
Bicycle Parking Spaces – Class 1:	1081	1081	-
Bicycle Parking Spaces – Class 2:	120	120	-

Note: Site area and floor area figures rounded.

Note: Parking figures include 10% TDM reduction.

Specific Land Use Map: Lansdowne Village (2031)

Bylaws 8427 & 8516
2010/09/13





Address: 7960 Alderbridge Way and 5333 and 5411 No. 3 Road

File No.: RZ 15-692485

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9825, the owner is required to complete the following.

Note: For the purposes of this document, the terms "owner" and "developer" are used interchangeably.

Note: All Builders Liens on the subject properties must be removed before the subdivision and registration of covenants can occur.

1. **(Subdivision)** Registration of a subdivision plan for the subject site that satisfies the following conditions, generally as shown in the sketch survey plan (Schedule 1):
 - a) dedication of approximately 3,403.5 m² for road purposes including widening of Alderbridge Way, creation of a new north-south street on the west side of the site and creation of a new east-west street on the south side of the site, along with required corner cuts, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City;
 - b) transfer to the City of approximately 483.2 m² at the south end of the site as a fee simple remainder lot, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
 - c) consolidation of the 955.9 m² area of City land along No. 3 Road subject to Council approval of the associated Road Closure and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation.
2. **(Road Closure and Sale)** Council approval of the road closure bylaw for the adjacent surplus City road lands located to the east of the properties at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road. The owner shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the owner.
3. **(Statutory Right of Way)** Granting of a Statutory Right-of-Way(s), subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City, including:
 - a) public right of passage for pedestrians and City services vehicles;
 - b) approximately 1.5 m. parallel to the new east property line;
and to include:
 - c) use of the statutory right of way for outdoor space by adjacent commercial uses in areas not needed to complete the back-of-curb public realm cross-section (e.g. minimum 2.0 m wide sidewalk) unless and until the area is identified as necessary to public circulation by the City, at the sole discretion of the City;
 - d) agreement to provide adequate below grade structure to support all Statutory Right-of-Way(s) functions;
 - e) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as well as, safety measures related to the vehicular and/or pedestrian use and/or crossing of the Statutory Right-of-Way(s), as determined through the Development Permit, Building and Servicing Agreement processes;

- f) design and construction, at owner's cost; and
 - g) maintenance and repair, at owner's cost.
4. **(Statutory Right of Way)** Granting of a blanket Statutory Right-of-Way(s), or alternative legal agreement(s), to the satisfaction of the City, securing public access between No. 3 Road and the new north-south road, approximately mid-site, along with public access to the internal ground level courtyard, with the right to modify the SRW, prior to occupancy, to reflect the volumetric dimensions of the public right of passage facility and providing for:
- a) adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
 - b) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and/or Servicing Agreement processes;
 - c) design and construction, at owner's cost; and
 - d) maintenance and repair, at owner's cost.
5. **(Use of City Property – Temporary Licensing):** Prior to rezoning adoption, execution of a licensing agreement(s) between the Owner and the City for the temporary use of City land that is dedicated and/or transferred to the City as a consideration of rezoning to permit the continued use of the land for a residential sales centre and associated parking, separately or in combination with use of the land for construction staging, including basic terms for those portions of the land associated with the residential sales centre as follows:
- i) fixed term of one year;
 - ii) renewal option – a maximum of four three-month terms;
 - iii) nominal license fee;
 - iv) termination of license by City at any time based on 6 months' notice;
 - v) demolition or removal of the temporary sales centre:
 - a. at the developer's own cost;
 - b. prior to the end of license agreement or termination date;
 - vi) provision of a demolition bond of \$50,000, which the City will use if the demolition has not been completed by the developer consistent with the terms of the agreement;
- and, further, for the temporary use of additional areas of the dedicated and/or transferred land solely for construction staging purposes under standard City licensing terms.
6. **(Flood Construction Level)** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC for Area A.
7. **(Aircraft Noise)** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.
8. **(Mixed-Use Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses.
9. **(Canada Line Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses, including those related to the Canada Line.
10. **(Commercial Noise)** Registration of a commercial noise restrictive covenant on title addressing noise impacts generated by commercial uses and requiring demonstration that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
11. **(City Centre Impacts)** Registration of a restrictive covenant on title noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
Note: Some of the foregoing noise and impact covenants may be combined at the discretion of the City.
12. **(Shared Parking)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to

the final approval of the Director of Transportation, securing the owner's commitment to ensure that:

- a) all residential visitor parking spaces are shared with non-residential uses parking spaces,
- b) all shared parking spaces remain unassigned;
- c) all shared parking spaces are located on or close to the ground level of the parking structure;
- d) all shared parking spaces are identified with signage as to their intended usage;
- e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and
- f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during non-standard business hours;
- g) the shared parking stalls are identified in the Development Permit and Building permit plans; and
- h) prior to building inspection permitting occupancy, wayfinding and stall identification signage for the shared visitor stalls have been provided to the satisfaction of the Director of Transportation.

13. **(Shared Loading)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that:

- a) all large size and medium size loading spaces are shared between commercial and residential uses;
- b) all shared loading spaces will remain unassigned;
- c) all shared loading spaces are located on the ground level;
- d) all shared loading spaces are identified with signage as to their intended usage;
- e) all shared loading spaces are fully accessible to all users (e.g. entry gate open) during business hours; and
- f) all shared loading spaces are accessible to all users (e.g. buzz entry) during non-standard business hours;
- g) the shared loading stalls are identified in the Development Permit and Building Permit plans; and
- h) prior to building inspection permitting occupancy, wayfinding and stall identification signage for the shared loading stalls have been provided to the satisfaction of the Director of Transportation.

14. **(Car Share)** Registration of a restrictive covenant and Statutory Right-of-Way(s) on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:

- a) provide a car share facility and car share equipment to a car share operator or the City, at no cost to the car share operator or the City, both as the case may be, the terms of which shall be generally as follows:
 - i) a minimum of four (4) car share parking spaces within the development, along with pedestrian and vehicular access, designed, constructed, equipped and maintained by the owner, at the owner's cost, to be:
 - a. co-located and located on the ground level of the parkade in a clearly marked and visible location;
 - b. provided with pedestrian access from surrounding streets;
 - c. provided with vehicle access from the new north-south road;
 - d. designed to be safe, convenient and universally-accessible;
 - e. provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit and/or Servicing Agreement processes;
 - f. provided with one EV quick-charge (240 volt) charging station for each car share space for its exclusive use;
 - g. accessible to all intended users (e.g. general public, car share operator personnel and car share operator members) at no added cost;
 - h. accessible to all intended users as follows:
 - i. the general public – 365 days a year for a time period equalling the lengthiest combination of standard business hours and the standard operating hours of local rapid transit; and
 - j. the car share operator personnel and members – 365 days a year for a 24 hours per day (e.g. code entry);
 - k. identified on the Development Permit and Building Permit plans; and
 - l. prior to building inspection permitting occupancy, provided with wayfinding and stall

identification signage, to the satisfaction of the Director of Transportation;

- ii) a minimum of four (4) car share cars, all of which being electric vehicles, at the owner's initial cost;
- iii) terms of agreement between the owner and the car share operator which shall include:
 - a. a minimum contractual period for the provision of car share services of three years from the first date of building occupancy; and
 - b. additional provisions as negotiated by the owner and car share operator (e.g. maintenance, repair and replacement by car share vehicles by the car share operator), or as required by the City, subject to the approval of the Director of Transportation;
- iv) supporting submissions provided to the City (Transportation Department) as follows:
 - a. prior to the Public Hearing, a copy of the letter of intent addressed to the owner from the car share operator outlining the terms of the provision of car sharing services;
 - b. prior to Development Permit issuance, a copy of the draft contract between the owner and the car share operator describing the terms of the provision of car sharing services;
 - c. prior to building inspection permitting occupancy, a copy of the executed contract between the owner and the car share operator describing the terms of the provision of car sharing services;
- b) a Public Right of Passage Statutory Right of Way, in favour of the City, to secure the car share spaces and the vehicular and pedestrian accesses, subject to the final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation; and
- c) in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), transfer control of the car-share facilities, to the City, at no cost to the City, with the understanding that the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

15. **(Bicycle End-of-Trip Facilities)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:

- a) provide bicycle end-of-trip facilities within the development for each of commercial uses and office uses generally as follows:
 - i) a minimum of one male facility and one female facility for commercial uses and one male facility and one female facility for office uses, designed, constructed, equipped and maintained by the owner, each of which shall:
 - a. be fully accessible to all intended users;
 - b. be easily accessible from commercial Class 1 bicycle parking areas;
 - c. be fully handicapped accessible;
 - d. accommodate two or more people at one time; and
 - e. include, at minimum, a change room and lockers, two showers, a toilet, a wash basin and a grooming station (i.e. mirror, counter and electrical outlets);
- b) identify the end-of-trip facilities in the Development Permit and Building Permit plans; and
- c) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the end-of-trip facilities, to the satisfaction of the Director of Transportation.

16. **(Bicycle Maintenance and Repair Facilities)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:

- a) provide bicycle maintenance and repair facilities within the development for each residential tower for the shared use of all residential users (e.g. owners, renters and their guests) generally as follows:
 - i) a minimum of one bicycle repair and maintenance station for each residential tower, designed, constructed, equipped and maintained by the owner, each of which shall:
 - a. be fully accessible to all intended users;
 - b. be easily accessible from residential Class 1 bicycle parking areas;
 - c. be fully handicapped accessible;
 - d. include, at minimum, a bicycle repair stand with tools, a foot pump and a faucet, hose and drain

for bicycle washing;

- b) identify the bicycle maintenance and repair facilities in the Development Permit and Building Permit plans; and
 - c) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the bicycle maintenance and repair facilities, to the satisfaction of the Director of Transportation;
17. **(Bicycle Facilities)** Registration of a restrictive covenant on title or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use.
18. **(Transit Pass Program)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to:
- a) provide a transit pass program, at the owner's cost, generally as follows:
 - i) provide monthly two-zone transit passes for one year for:
 - a. 25% of market units;
 - b. 50% of rental units; and
 - c. 100% of affordable units,
 - b) extend the program, should it not be fully subscribed within one year, until the equivalent of the costs of the full one year transit pass program has been exhausted;
 - c) provide for administration by TransLink or a management company on behalf of the strata council;
 - d) notify the residents of the availability of the transit pass program;
 - e) indicate the availability and method of accessing the transit program in sales/rental contracts; and
 - f) submit a Letter of Credit prior to Development Permit issuance to secure the owner's commitment to provide the transit passes based on 110% of transit pass costs (including 100% for transit pass purchases and 10% for future transit pass cost increases and administration).
- (Note: The remaining funds in the LOC will be released to the Owner/Developer when the 2-zone one year transit pass program is fully subscribed.)*
19. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site;
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i) the building is connected to the DEU;

- ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

20. (**Affordable Housing**) The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard housing agreement and covenant on title to each lot to secure the affordable housing units. The terms of the housing agreements and covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

- a) provide a minimum of 5% of the residential floor area to affordable housing dwelling units;
- b) provide for affordable housing units, of numbers, types, sizes and associated rent and income levels in accordance with the table below:

AFFORDABLE HOUSING SUMMARY

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	0%	0
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	42%	16

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	29%	11
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	29%	11
TOTAL		N/A	N/A	100%	38

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

3. 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

- c) occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided for the residential development as per OCP, City Centre Area Plan, and Development Permit requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities); and
- d) on-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants).
21. **(Rental Housing)** The City's acceptance of the developer's offer to provide market rental housing, constructed to a turnkey level of finish at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to:
- a minimum of 8,488 m² (0.41 FAR) of market rental housing floor area; and
 - registration of a legal agreement and covenant on title:
 - securing the market rental housing units in perpetuity;
 - requiring the market rental floor area to be maintained under single ownership; and
 - prohibiting the separate sale of less than all the units.
22. **(Child Care)** City acceptance of the owner's offer to voluntarily contribute to the development and operation of child care (approximately \$3,587,061 calculated using the proposed residential floor area excluding affordable and market rental housing floor area $[0.01 \times 62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2] \times \$6,997/\text{m}^2$) noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (90% to Childcare Development Reserve Fund - Account # 7600-80-000-90157-0000 and 10% to Childcare Operating Contributions Account # 7600-80-000-90159-0000).
23. **(Community Facility)** City acceptance of the owner's offer to voluntarily contribute to the development of community facilities (approximately \$7,512,330 calculated using the proposed Village Centre Bonus floor area $[0.05 \times 18,611 \text{ m}^2 \times \$8,073/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (City Centre Facility Development Fund - Account # 7600-80-000-90170-0000).
24. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute to City Centre community planning (approximately \$218,450 calculated using the proposed floor area excluding the affordable and rental housing floor area $[(81,063 \text{ m}^2 - 2,698 \text{ m}^2 - 8,448 \text{ m}^2) \times \$3.01/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000).
25. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute to public art (approximately \$559,158 calculated using 100% non-residential floor area and 100% residential floor area excluding affordable and market rental housing floor area $[18,611 \text{ m}^2 \times \$4.84/\text{m}^2 + (62,452 \text{ m}^2 - 2,698 \text{ m}^2 - 8,488 \text{ m}^2) \times \$9.15/\text{m}^2]$ noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (5% to Public Art Provision Account # 7500-10-000-90337-0000 and 95% as a Letter of Credit).

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

Engineering

Water Works:

- a) Using the OCP Model, there is 585 L/s of water available at a 20 psi residual at the Alderbridge Way frontage, and 526 L/s of water available at a 20 psi residual at the No 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Install approximately 260 m of new 300 mm water main in the proposed north-south road, from the south property line of 551 No 3 Road to tie in to the proposed water main in Alderbridge Way.
 - iii) Install approximately 120 m of new 300 mm water main in the proposed east-west road, tying in to the proposed water main on the new north-south road and existing water main in No 3 Road.
 - iv) Install approximately 75 m of new 300 mm water main in Alderbridge Way to replace the two AC water mains on the north and south sides of Alderbridge Way. At the intersection of Alderbridge Way and the new north-south road, the new water main shall be tied in to the proposed water main in the north-south road, and the existing water mains along the north and south side of Alderbridge Way.
 - v) Remove, or fill and abandon where appropriate, the existing water mains on the north and south sides of Alderbridge Way along the development's frontage and reconnect existing fire hydrants to the proposed water main.
 - vi) Review hydrant spacing along all road frontages and install new fire hydrants as required per City spacing requirements for commercial land use.
 - vii) Install one new water service connection. Meter to be located onsite, i.e. in a mechanical room. Connection shall be to the proposed water main along the north-south road.
- c) At Developer's cost, the City is to:
 - iv) Complete all tie-ins for the proposed works to existing City infrastructure.
 - v) Cut, cap, and remove all existing water service connections to the development site.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - i) Install approximately 390 m of new 900 mm storm sewer in No 3 Road from Alderbridge Way to the box culvert on Lansdowne Road, and reconnect all existing leads and connections to the new main.
 - ii) Remove, or fill and abandon where appropriate, the existing 300-375 mm storm sewer in No 3 Road from Alderbridge Way to Lansdowne Road.
 - iii) Install approximately 160 m of new 600 mm storm sewer in Alderbridge Way from existing manhole STMH10078 to the proposed storm sewer in No 3 Road, and reconnect all existing leads and connections to the new main.
 - iv) Fill and abandon approximately 165 m of existing 200-300 mm storm sewer on the north side of Alderbridge Way from existing manhole STMH4146 to manhole STMH4155.
 - v) Install approximately 230 m of new 600 mm storm sewer in the new north-south road.
 - vi) Install approximately 100 m of new 600 mm storm sewer in the new east-west road.
 - vii) Install one new storm service connection, complete with inspection chamber. Storm connection shall be made to the proposed 900 mm storm sewer in No 3 Road.
 - viii) Direct all drainage from the proposed development and proposed roads towards the proposed storm sewer on No 3 Road.
- e) At Developer's cost, the City is to:

- i) Complete all tie-ins for the proposed works to existing City infrastructure.
- ii) Cut, cap, and remove all existing storm service connections to the development site.

Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
 - i) Install approximately 330 m of new 300-375 mm sanitary sewer at minimum 0.4% slope from manhole SMH56636 at the northwest corner of 5003 Minoru Boulevard to the northwest corner of the development site, and connect all existing service connections to the new main. The 300 mm section has adequate capacity to serve the proposed development and the future development at 7931 Alderbridge Way; all downstream sections with large catchments to be 375 mm.
 - ii) Remove the existing sanitary main along the existing lane from the service connection for 7931 Alderbridge Way to the south property line of the development site. Replace existing inspection chamber SIC7041 with a manhole and reconnect all existing service connections.
 - iii) Fill and abandon the existing sanitary sewer along Alderbridge Way fronting 7811 and 7851 Alderbridge Way, from existing inspection chamber SIC13559 to existing manhole SMH4690. Reconnect the existing sanitary connections to the new sanitary sewer in Alderbridge Way.
 - iv) Install a new sanitary service connection, complete with inspection chamber, and connect to the proposed sanitary sewer in Alderbridge Way.
- g) At Developer's cost, the City is to:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Cut, cap, and remove all existing sanitary service connections to the development site. Ensure that 5551 No 3 Road continues to be serviced.

Frontage Works:

- h) At Developer's cost, the Developer is required to:
 - i) Provide street lighting along all road frontages according to the following:
 - d. No 3 Road (West side of street):
 - i. Pole colour: Grey
 - ii. Roadway lighting: N/A (No change to existing lighting in centre median)
 - iii. Pedestrian lighting @ back of curb: Type 8 (LED) INCLUDING 1 pedestrian luminaire, 1 duplex receptacle, and flower basket holders, but EXCLUDING any banner arms or irrigation.
 - e. Alderbridge Way (South side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - f. New North-South Street @ west side of site (East side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - g. New East-West Street @ south side of site (Both sides of the street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and

traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
- BC Hydro LPT – 3.5 x 3.5 m
- Street light kiosk – 1.5 x 1.5 m
- Traffic signal kiosk – 2.0 x 1.5 m
- Traffic signal UPS – 1.0 x 1.0 m
- Shaw cable kiosk – 1.0 x 1.0 m
- TELUS FDH cabinet – 1.1 x 1.0 m

- iii) Coordinate with BC Hydro, TELUS and other private communication service providers:
 - a. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - b. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - c. To remove the existing private utility poles along the lane frontage and underground existing overhead lines.

General Items:

- i) At Developer's cost, the Developer is required to:
 - a. Coordinate with TransLink regarding any potential impact to the existing Canada Line guiderail on the east side of No 3 Road due to site preparation or building construction, and to understand and comply with any requirements or regulations relating to the Canada Line.
 - b. Manage any contamination encountered during construction of the servicing agreement works in compliance with the Environmental Management Act.
 - c. Replace the existing road structure along Alderbridge Way, which is constructed as a local road, with the appropriate arterial road structure as per City specifications.
 - d. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - e. Provide a video inspection report of the existing storm and sanitary sewers along the road and lane frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - f. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - g. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Transportation

Road and Frontage Improvement Work:

- j) The Developer is required to enter into a Servicing Agreement for the design and construction of road and frontage improvement works, including but not limited to the items listed in this document. All road and frontage improvement works are to be completed to the satisfaction of the City before the issuance of Occupancy Permits(s). The road and frontage improvements have four main components.
- Construction of a new road (in a north-south orientation) complete with frontage improvements along the entire length of the west side of the site. This new road is referred to as the North-South Road.
 - Construction of a new road (in an east-west orientation) complete with frontage improvements along the entire length of the south side of the site. Full frontage improvements are to be provided along both sides of the road. This new road is referred to as the East-West Road.
 - Alderbridge Way frontage works: widening of the south side of Alderbridge Way along the development frontage to provide an additional eastbound lane; construction of behind the curb frontage improvements along the entire length of the north side of the site; and extension of the existing concrete median on Alderbridge Way west of No. 3 Road.
 - No. 3 Road frontage works: widening of a section of No. 3 Road south of Alderbridge Way and construction of behind the curb frontage improvements along the entire length of the east side of the site. The new off-road bike path design standards are to be incorporated in the No. 3 Road development frontage works.
- i. North-South Road
- a. Scope of Work - The works include the construction of a new partial interim roadway along the entire length of the west side of the site from Alderbridge Way to the new East-West Road. The Developer is to construct a 10.0 m wide pavement (two traffic lanes and a parking lane) and 3.65 m wide behind the curb frontage improvements (including curb and gutter on the east side of the road, landscaped boulevard with a single row of street trees, and concrete sidewalk). Other features shall include: hard landscape features, street furnishings, and street lights. The typical road cross-section elements, measuring from the west side of the existing lane, are to include:
- 0.5 m wide paved shoulder.
 - 3.5 m wide southbound traffic lane.
 - 3.5 m wide northbound traffic lane.
 - 2.5 m wide northbound parking lane.
 - 0.15 m wide top of curb.
 - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
 - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
 - 3.0 m +/- wide building setback.
- Towards the Alderbridge Way end of this roadway, the lane configuration (measuring from west to east) is to be modified in the interim to the following cross section with no change to the behind the curb frontage elements:
- 3.0 m wide paved shoulder.
 - 3.5 m wide southbound traffic lane.
 - 3.5 m wide northbound traffic lane.
- b. Road Dedication /Statutory Right-of-Way Requirements - The following road dedication and Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.

- A road dedication measuring 7.65 m wide along the entire length of the west side of the site is required. There is an existing 6.0 m wide city lane making a total width of 13.65 m available for the construction of this new roadway.
 - Two corner cuts (4.0 m x 4.0 m) are required at: North-South Road/Alderbridge Way intersection (southeast corner); and North-South Road/East-West Road intersection (northeast corner).
- c. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Horizontal/vertical profiles - The center line of this roadway is to be established between the northbound and southbound traffic lanes. In general, the elevation of the new road should be similar to existing grades with detailed elevations to be finalized as part of the SA detailed design process and confirmation with Engineering.
 - Road cross-section and frontage improvements - Refer to Section j) i. a. above.
 - Interim and ultimate design - The interim design is to include all the road elements and frontage improvements described in Section j) i. a. over a width of 13.65 m before the property to the west of the site is redeveloped. The ultimate design is to include all road elements and frontage improvements for the full 19.3 m width with future road dedication from the property to the west. The functional design is to identify the interim and ultimate configurations of the Alderbridge Way/North-South Road intersection.
 - Road network continuity - For both the interim and ultimate conditions, the functional design is to show how this new roadway would be connected to the existing city lane to the south as well as when the same lane is widened to a full 12.0 m wide (curb to curb) roadway.
- ii. East-West Road
- a. Scope of Work - The works include the construction of a new roadway connecting No. 3 Road and the new North-South Road along the south side of the site. The Developer is to construct the full 12.0 m wide pavement (two traffic lanes and two parking lanes) and 3.65 m wide behind the curb frontage improvements on both sides of the road (including curb and gutter, landscaped boulevard with a single row of street trees, and concrete sidewalk). Other features shall include: hard landscape features, street furnishings, and street lights. The road cross-section elements, measuring from the south building face, are to include:
- 3.0 m +/- wide building setback.
 - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
 - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
 - 0.15 m wide top of curb.
 - 2.5 m wide westbound parking lane.
 - 3.5 m wide westbound traffic lane.
 - 3.5 m wide eastbound traffic lane.
 - 2.5 m wide eastbound parking lane.
 - 0.15 m wide top of curb.
 - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
 - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
 - 3.0 m +/- wide building setback.
- b. Road Dedication / Statutory Right-of-Way Requirements - The following road dedication and

Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.

- The East-West Road will be aligned to meet the existing signalized intersection at the No. 3 Road Lansdowne Centre access. A road dedication measuring 19.3 m wide along the entire length of the south side of the site is required. In addition, the remainder area to the south (between the East-West Road and the existing south property line of the site) will be owned by the City after rezoning has been adopted.
 - Three corner cuts (4.0 m x 4.0 m) are required at: North-South Road/East-West Road intersection (northeast corner); and East-West Road/No. 3 Road intersection (northwest and southwest corners).
- c. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Horizontal/vertical profiles - The center line of this roadway is to be established between the eastbound and westbound traffic lanes. At No. 3 Road, this road is to be aligned with the Lansdowne Centre access. In general, the elevation of the new road should be similar to existing grades with detailed elevations to be finalized as part of the SA detailed design process and confirmation with Engineering.
 - Road cross-section and frontage improvements - Refer to Section j) ii a. above.
 - Interim and ultimate design – The functional plan is to show the entire 12.0 m wide pavement and full frontage improvements on both sides of the road. Along the south side of the road, property permitting, the full frontage works are to be shown as far to the west as possible. The east end of this new roadway is to be aligned with the existing signalized intersection midblock on No. 3 Road between Alderbridge Way and Lansdowne Road. In the interim, the west end of this roadway is to form a T-intersection with the existing lane and the new North-South road. An interim design of this T-intersection is required for the condition before the adjacent properties are redeveloped. The configuration of this T-intersection may be modified as part of the SA detailed design process. An ultimate design is also required to establish the configuration of the new property lines of adjacent properties as part of the rezoning process of the site.
 - Road network continuity - The functional design is to show how this roadway would be extended beyond the new North-South Road/East-West Road intersection to Minoru Boulevard and the future roadway to the south.
 - Bicycle friendly route designation - This new roadway is designated in the City Centre Area Plan (CCAP) as a “bicycle-friendly route”. The functional design is to incorporate special features of bicycle pavement markings, signage and signal loop detectors. Also required are “sharrow” (bike stencil with chevrons) pavement markings with the stencil in the middle of the travel lane (since the lane width is less than 4.3 m wide), “Share the Road” signage, and bicycle detection stencil placed on the loop detector at signalized intersections.
- iii. Alderbridge Way (North-South Road to No. 3 Road)
- a. Scope of Work - The works include road widening and construction of behind the curb frontage improvements along the entire length of the north side of the site (from the new North-South Road to No. 3 Road). The Developer is to widen Alderbridge Way along the development frontage to provide an additional eastbound lane. The behind the curb frontage improvements are to include landscaped boulevard with a single row of street trees and concrete sidewalk. Other features shall include: hard landscape features, street furnishings, and street lights. The works shall also include extending the existing concrete median on Alderbridge Way west of No. 3 Road past the new North-South Road. The ultimate cross-section of the frontage improvements, measuring from the median on Alderbridge Way, is to include:
- Two 3.25 m wide left turn lane.

- 3.10 m wide eastbound lane.
 - 3.25 m wide eastbound curb lane.
 - 0.15 m wide top of curb.
 - 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
 - 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
 - 3.0 m +/- wide building setback.
- b. Road Dedication /Statutory Right-of-Way Requirements - The following road dedication and Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.
- A minimum 1.7 m wide road dedication along the development Alderbridge Way frontage is required for the provision of an additional eastbound lane. The exact road dedication will be determined based on approved functional road plans.
 - Two corner cuts are also required: 4.0 m x 4.0 m at the North-South Road/Alderbridge Way intersection (southeast corner); and, 5.0 m x 5.0 m at the Alderbridge Way/No. 3 Road intersection (southwest corner).
- c. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Road cross-section and frontage improvements - Refer to Section j) iii. a above.
 - Interim and ultimate design - The functional design is to show the full widened pavement and behind the curb frontage improvements. The interim eastbound lane configuration shall consist of: one left turn lane, two through lanes and one right turn lane. The ultimate eastbound lane configuration, with redevelopment of other properties adjacent to this intersection, shall consist of: two left turn lanes, one through lane and one through/right turn lane. The permitted vehicle turning movements for both the interim and ultimate conditions at the Alderbridge Way/North-South Road intersection are restricted to right-in and in right-out.
 - Extension of median on Alderbridge Way - The functional design plan is to show the existing median on Alderbridge Way extended beyond the Alderbridge Way/North-South Road intersection. Two median breaks are to be incorporated in the design to maintain the existing all-directional accesses to the site on the north side of Alderbridge Way.
- iv. No. 3 Road (Alderbridge Way to East-West Road)
- a. Scope of Work -
- Road Widening - The works include widening a section of the west side of No. 3 Road south of Alderbridge Way. The requirement for this road widening is to: (i) establish the permanent curb line along the development frontage that would be compatible to the ultimate configuration of the No. 3 Road/ Alderbridge Way intersection; and (ii) make provisions for extending the No. 3 Road center median at this location. The southbound lane configuration at the intersection, measuring from the west curb, is as follows:
- 2.5 m wide raised bike lane (tapered to 2.0 m typical width further south).
 - 5.75 m wide curb lane (tapered to 3.25 m typical width further south).
 - 3.65 m wide center lane (tapered to 3.1 m typical width further south).
- Behind the curb frontage improvements - The works include these improvements across the entire length of the No. 3 Road development frontage: widening of the existing raised bike lane, landscaped boulevard with a single row of street trees, and concrete sidewalk. The frontage works are to incorporate the new off-road bike path design standards (including widening the bike path from 1.5 m to 2.0 m, the replacement of the existing roll curb by concrete barrier curb,

and providing a buffer strip between the curb traffic lane and the bike path). Other features shall include: hard landscape features, street furnishings, and street lights. The cross-section of the frontage improvements, measuring from the west curb line of No. 3 Road, shall include:

- 0.15 m wide concrete barrier curb (replacing the existing 0.175 m wide rollover curb).
- 0.25 m wide buffer strip, incorporating decorative paving (e.g., split face stone sets).
- 2.0 m wide off-road bike path (with 0.15 m +/- wide concrete bands along each edge within the 2.0 m wide bike path).
- 1.5 m wide landscaped/treed boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings.
- 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
- 3.0 m +/- wide building setback.

The above frontage improvements are to be provided across the entire No. 3 Road development frontage, including the short section of frontage south of the new East-West Road.

Accessible Bus Stop Requirements – There is an existing southbound bus stop at the development No. 3 Road frontage just south of Alderbridge Way. This bus stop needs to be upgraded to meet accessible standards and provisions made for a bus shelter. The frontage improvement cross section at this bus stop is as follows:

- 0.15 m wide concrete barrier curb (replacing the existing 0.175 m wide rollover curb).
- 3.0 m wide x 9.0 m long concrete bus stop pad with prewiring for lighting.
- 2.0 m wide off-road bike path (with 0.15 m +/- wide concrete bands along each edge within the bike path).
- 2.0 m wide sidewalk, incorporating some combination of concrete and decorative paving, as determined to the City's satisfaction.
- 3.0 m +/- wide building setback.

b. Transit Amenities - The following transit amenities are required.

- Construct a concrete bus stop/bus shelter pad at the southbound No. 3 Road bus stop south of Alderbridge Way. This bus pad is to be constructed to accessibility standards (minimum dimensions of 3.0 m x 9.0 m) and pre-ducting for electricity connections. This bus stop (measured from the bus stop post) is to be located a minimum 26.0 m from the crosswalk bar on the south leg of the No. 3 Road / Alderbridge Way intersection. The exact placement of the bus stop pad is to be confirmed with Coast Mountain Bus Company.
- The Developer is required to make a minimum contribution of \$35,000 towards the purchase and installation of a City approved bus shelter. The exact amount will be determined as part of the SA process.

c. Road Dedication Statutory Right-of-Way Requirements - The following road dedication and Statutory Right-of-Way (SRW) are required. The exact road dedication and SRW requirements are to be confirmed by legal surveys and the approved road functional plans.

- Two corner cuts are required: southwest corner of the No. 3 Road / Alderbridge Way intersection (5.0 m x 5.0 m); and northwest corner of the No. 3 Road / East-West Road intersection (4.0 m x 4.0 m).
- To accommodate the full frontage improvements, including incorporating the new off-road bike lane standards, an additional 1.4 m wide strip across the entire No. 3 Road site frontage, measured from the previously identified property line, is required.
- The requirements for additional road dedications, SRW, corner cuts at Alderbridge Road and/or the disposition of any resulting land surplus shall be determined based on legal surveys, the completion of staff review of the road functional design plan, and other land disposition considerations.

- d. Road Functional Design - A functional design for this road construction project, prepared to the satisfaction of the City, is required. The criteria of the functional design are as follows.
- Road cross-section and frontage improvements - Refer to Section j) iv. a above.
 - Interim design - The functional design plan is to show the road and frontage improvements that establish the permanent curb line along the No. 3 Road development frontage. The southbound lane widths will vary and will taper to the existing lane widths further south.
 - Ultimate design - The functional design plan is to show the ultimate southbound lane widths taking into consideration of road works associated with future development of the site to the north. The curb line and other improvement works along the No. 3 Road development frontage should not be affected.

Traffic Signals and Control Devices:

- k) The Developer is required to enter into a Servicing Agreement for the design and construction of off-site traffic signal works including, but not limited to the works identified in the Rezoning Considerations for the subject development. Above and beyond what is specifically identified in the Rezoning Considerations, the Developer is also responsible for the design and construction of any of the following elements at a traffic signal device and/or communications network. This type of work is typically identified during the detailed design stage of the Servicing Agreement and may not have been known over the course of the Rezoning Application process.

- Modify, relocate and/or replace traffic signal poles/bases, conduits, junction boxes, street light fixtures, cable and conductors.
- Modify, relocate and/or replace traffic signal equipment such as controller cabinet/base, UPS (Uninterrupted Power Supply) and service panel.
- Modify vehicle/pedestrian detection and vehicle phasing including left turn arrows.
- Modify, relocate and /or replace communications conduit, cable and junction boxes.

This development will be directly served by four traffic signal devices. In addition to the general descriptions of works listed above, the specific traffic signal related works at these intersections/locations are shown as follows.

- i. Future Traffic Signal at the new East-West Road/North-South Road Intersection
 - Works shall include the installation of conduits, junction boxes, traffic pole bases, UPS base and controller cabinet base. New communications conduit/cable are also required to tie in this future signal with City owned communication network. A full set of traffic signal design drawings will be required. Pre-ducting works shall be completed in such a fashion that any new frontage improvements that are done as part of this development will not have to be disturbed for future works as related to the installation of the new traffic signal. The Developer may have to assign a SRW for the placement of some of this equipment (to be identified through the Servicing Agreement phase of the project).
- ii. Two Existing Traffic Signals: No. 3 Road/Alderbridge Way and No. 3 Road/East-West Road
 - The Developer will be responsible for all costs related to the modifications of existing traffic signals as a result of any frontage improvement works. These signals include those installed at the No. 3 Road /Alderbridge Way intersection and No. 3 Road/East-West Road intersections. The works shall include, but are not limited to: new “ornamental traffic poles” powder coated to match surrounding street light poles, pole bases, video detection, UPS system, controller cabinet/controller, illuminated street name signs and APS (Accessible Pedestrian signals). A full set of traffic signal modification design drawings will be required. The developer may have to assign a SRW for the placement of some of this equipment (to be identified through the Servicing Agreement phase of the project).
- iii. Special Crosswalk
 - The Developer is responsible for the design and construction of a special crosswalk on No. 3 Road at approximately the mid-point of the No. 3 Road development frontage. The purpose of

this special crosswalk is to accommodate pedestrian crossing of No. 3 Road between the development's on-site walkway to Lansdowne Centre. This special crosswalk will provide the following features: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage.

l) Registration of the Servicing Agreement on title.

27. **(Development Permit)** Submission and processing of a Development Permit application, completed to a level deemed acceptable by the Director of Development, demonstrating:

a) design development of the rezoning concept, as necessary, to address:

- i) form and character objectives noted in the associated Report to Planning Committee;
- ii) Council directions arising out of Public Hearing;
- iii) pertinent comments of the Advisory Design Panel;
- iv) form and character objectives described in the OCP and CCAP Development Permit Guidelines;
- v) technical resolution of building services, private utilities, public utilities, fire access, parking and loading and waste management including provision of final utility, fire access, loading, waste management and signage and wayfinding plans; and
- vi) technical resolution of the landscape plans including:
 - i. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new landscape; and
 - ii. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new trees;

b) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) prepared by qualified professionals including, but not limited to:

- i) statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions, as applicable;
- ii) flood construction level(s);
- iii) use, density, height, siting, building form, landscaping, parking and loading and other zoning requirements;
- iv) floor area calculation overlays;
- v) site access locations;
- vi) horizontal and vertical clearance dimensions for all vehicular circulation, including heights of doors, gateways and other passages;
- vii) the required shared non-residential parking and residential visitor parking spaces;
- viii) the required shared loading spaces;
- ix) the required EV-charging vehicle parking spaces;
- x) the required car-share parking spaces;
- xi) the required end-of-trip facilities, including their location, number, size, type and use;
- xii) the required bicycle maintenance facilities;
- xiii) identification and wayfinding marking and /or signage for all bicycle, vehicle and truck spaces and associated facilities;
- xiv) the location of all above ground utility equipment required to be on site including that needed for street lighting and traffic signals as well as that need for third parties;
- xv) the location of areas reserved for DEU equipment and/or connection facilities and a notation regarding the need for DEU pre-ducting, as applicable in the case of the final DEU strategy;
- xvi) the required affordable housing units, including their size and location;
- xvii) the required market residential floor area;

- xviii) aging in place, basic universal, accessible, adaptable and/or convertible dwelling units, as established through the DP review;
 - xix) an accessibility checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
 - xx) a CPTED checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
 - xxi) a LEED checklist for the overall development prepared by a LEED AP BD+C to achieve LEED v4 Silver equivalency and identification of specific measures to be incorporated into the Building Permit plans, where relevant;
 - xxii) an Acoustic and Mechanical Report with recommendations prepared by a registered professional regarding measures to be incorporated into the Building Permit drawings to achieve the exterior and interior noise levels and other noise mitigation standards articulated in the various noise covenants;
 - xxiii) an Arborist Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the trees to be retained -the Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review;
 - xxiv) the required common indoor, common outdoor and private outdoor amenity areas including their location, size and use;
 - xxv) the location, plans, detailing and specifications for landscaping, including but not limited to required replacement trees and irrigation for private and common open space; and
 - xxvi) the location and dimensions of on- and off-site any tree protection fencing illustrated on the Tree Retention/Management Plan provided with the application.
- c) Submission of a Letter of Credit for landscaping, including required replacement trees, based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

Building Permit Notes:

1. Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in "Schedule B: Assurance of Professional Design and Commitment for Field Review", shall be incorporated into the Building Permit plans (drawings and documents) prior to Building Permit issuance.
2. Prior to Building Permit issuance, the applicant is to submit a detailed Construction Parking and Traffic Management Plan to the Transportation Division for approval. The Management Plan shall identify (for each development phase): construction vehicle access, emergency vehicle access, parking facilities for construction workers, staging areas for construction vehicles, areas for deliveries and loading, and application for any lane closures. 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.
3. Prior to Building Permit issuance the developer must obtain a Building Permit for construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. Prior to Building Permit issuance the developer must obtain and provide to the City TransLink concurrence, in writing, regarding adequate completion or otherwise successful resolution of the AID process.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
3. 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.
4. The legal agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding Permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
5. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
6. Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal Permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional be retained.

Signed

Date

PLAN SHOWING PROPOSED SUBDIVISION OF PART OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

SCHEDULE 1

LANDS DEALT WITH:

PARCEL IDENTIFIER (PID): 003-587-100
LOT 46 SEC 5 BK4N R6W NWD
PLAN 34468

PARCEL IDENTIFIER (PID): 003-582-663
LOT 79 SEC 5 BK4N R6W NWD
PLAN 37118

PARCEL IDENTIFIER (PID): 003-583-902
LOT 80 SEC 5 BK4N R6W NWD
PLAN 37118

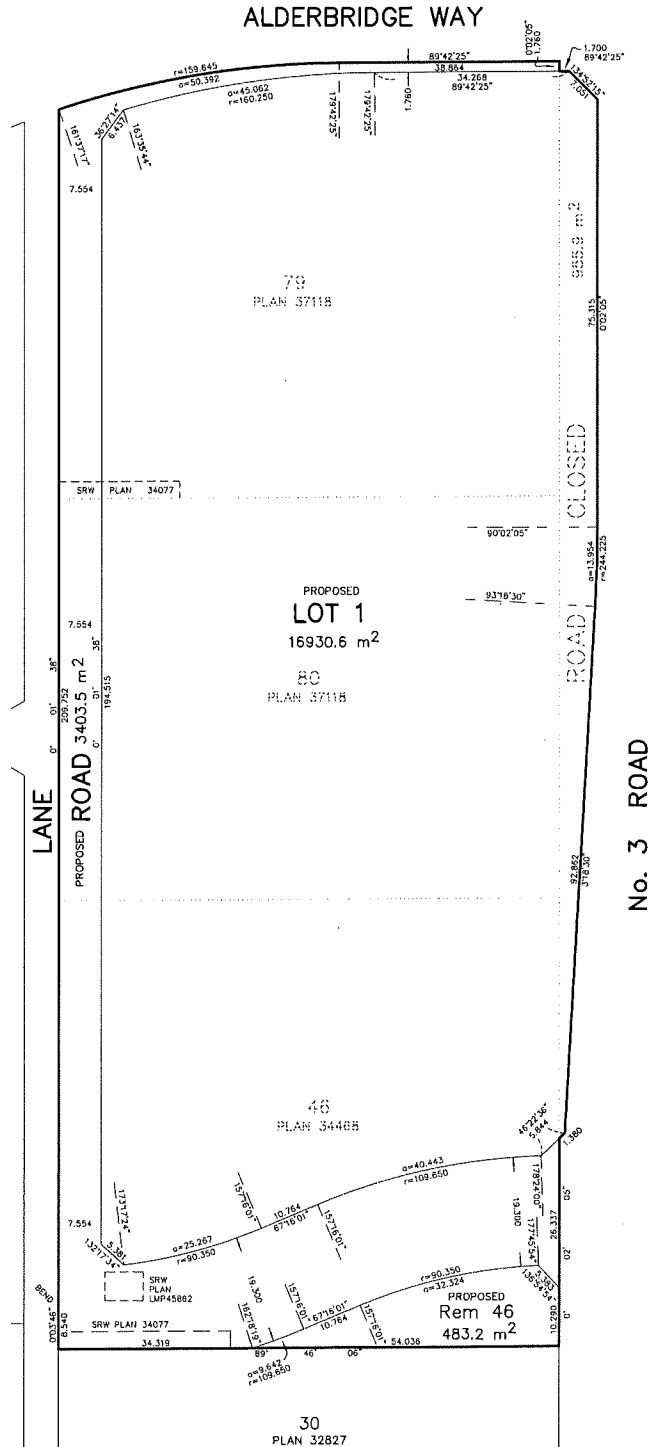
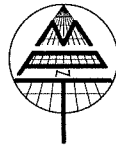
PORTION OF ROAD
DEDICATED ON PLAN 32833

SCALE 1:500



DISTANCES ARE IN METRES

PROPOSED SUBDIVISION CRITERIA FROM FUNCTIONAL
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REVISION "D" DATED 16-01-27
PREPARED BY JSL ENGINEERING AND LAND SERVICES



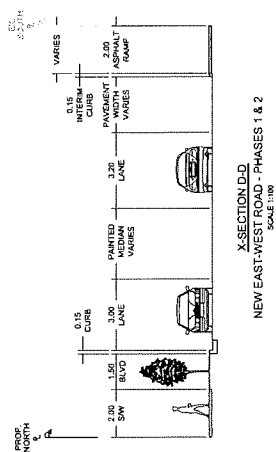
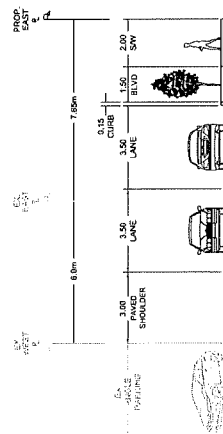
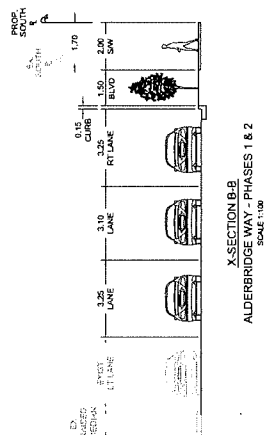
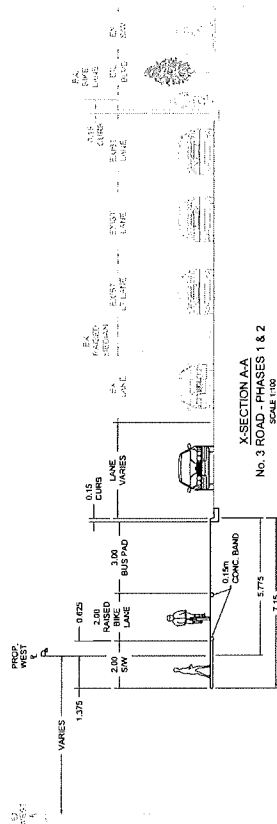
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MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 17505-7-PROPOSED SUB-1.DWG
R-17-7-PROPOSED SUB-1

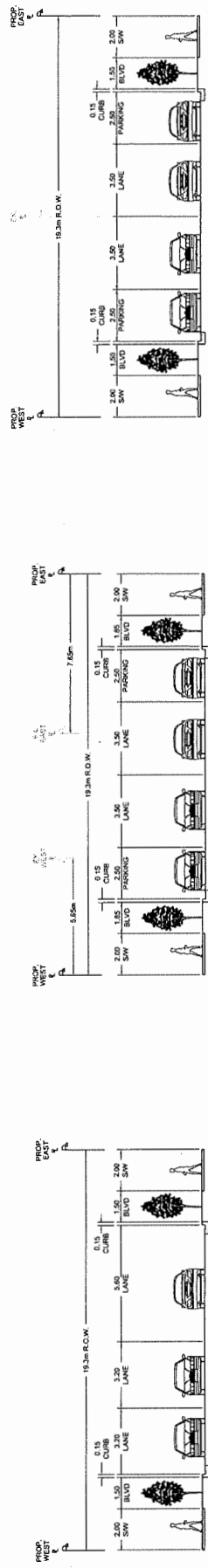
SEPTEMBER 29, 2017



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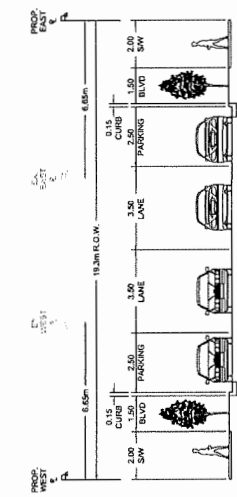
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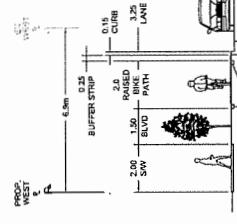
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NEW EAST-WEST ROAD - PHASE 3
SCALE 1:100

X-SECTION F.F
NEW EAST-WEST ROAD - PHASE 3
(NORTH OF EAST-WEST ROAD INTERSECTION)
SCALE 1:100

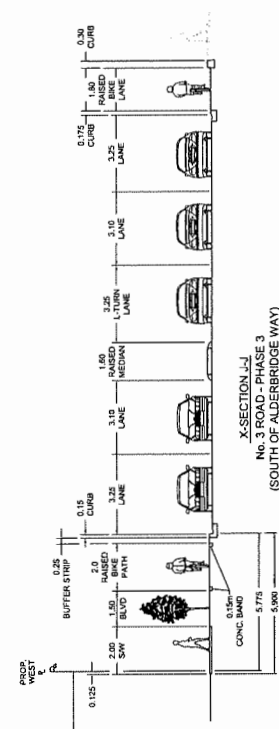
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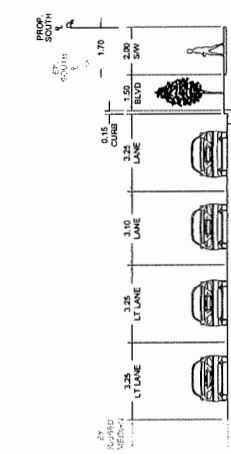
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SCALE 1:100



X-SECTION I.I
No. 3 ROAD - PHASE 3
(NORTH OF ALDERBRIDGE WAY)
SCALE 1:100



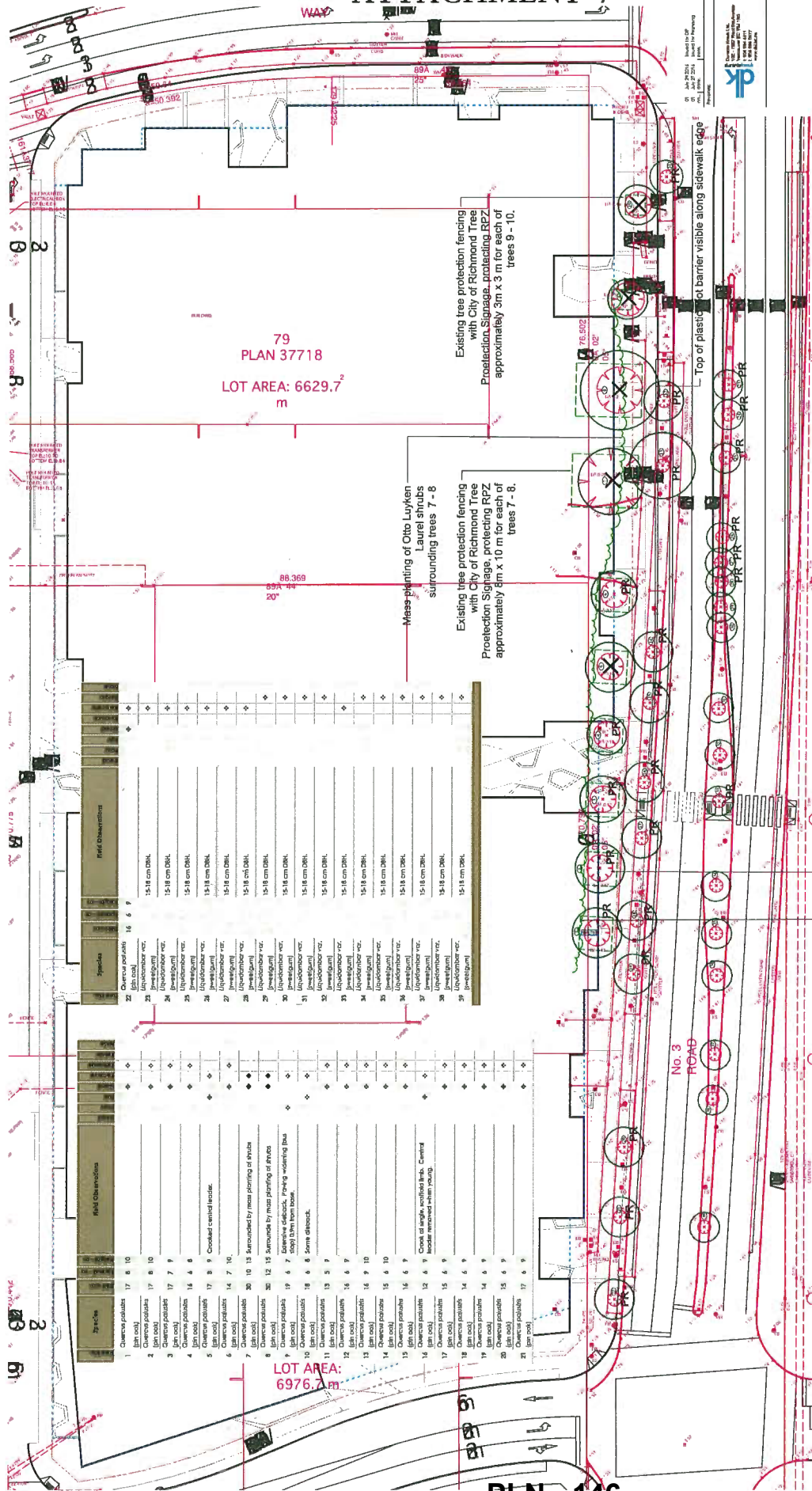
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No. 3 ROAD - PHASE 3
(SOUTH OF ALDERBRIDGE WAY)
SCALE 1:100



X-SECTION K.K
ALDERBRIDGE WAY - PHASE 3
SCALE 1:100

Drawing No. 31887		Functional Design Road Plan PHASE 3		CROSS SECTIONS	
City of Richmond 7960 ALDERBRIDGE WAY		AS SHOWN		Engineering 	
Designer: A. Dwyer Checked: S. Dwyer Drawn: S. Dwyer Date: 20/10/14		Design: S. Dwyer Checked: S. Dwyer Drawn: S. Dwyer Date: 20/10/14		Project P. Eng.	
No. DESCRIPTION		BY DATE		REVISIONS	

ATTACHMENT 7

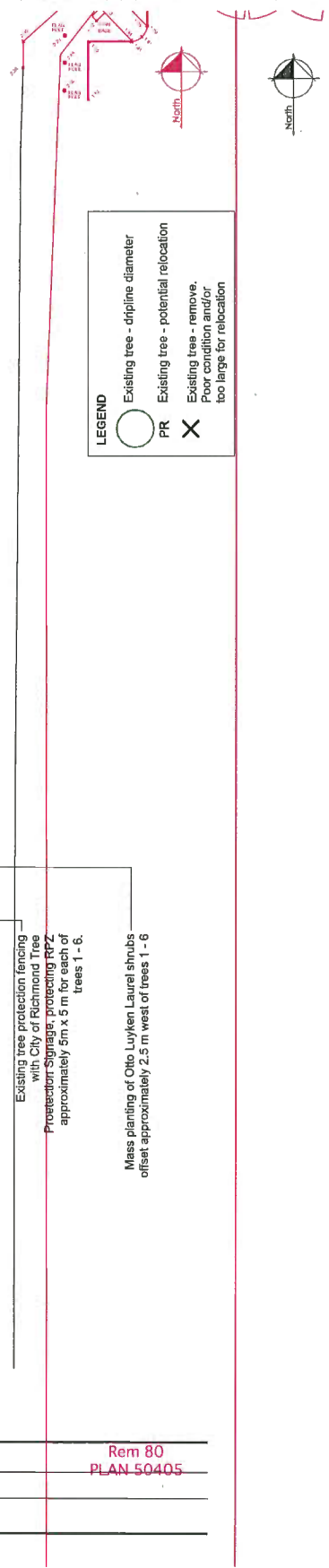


ATMOSPHERE
MIXED USE DEVELOPMENT
7940 ALDERBRIDGE WAY
RICHMOND BC

Existing Trees Management Plan

Project No. 14655
Scale: 1:1

Drawn by: [Name]
Checked by: [Name]
Date: July 23, 2014
Sheet: 1 of 1





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9825 (RZ 15-692485)
7960 Alderbridge Way and 5333 & 5411 No. 3 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.34 City Centre High Density Mixed Use (ZMU34) – Lansdowne Village

20.34.1 Purpose

The **zone** provides for a broad range of **commercial, office, service, institutional, education, entertainment and residential uses** typical of the **City Centre**. Additional **density** is provided to achieve **City** objectives related to the **development of affordable housing units, office uses and community amenities**.

20.34.2 Permitted Uses

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- grocery store
- health service, minor
- housing, apartment
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.34.3 Secondary Uses

- **boarding and lodging**
- **home business**
- **home-based business**

20.34.4 Additional Uses

- **district energy utility**

20.34.5 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a net **development site** area of 20,817 sq. m.
2. The maximum **floor area ratio** is "2.0" for residential **uses** and mixed **uses** including residential **uses**, together with an additional:
 - a) "0.1" **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.34.5.2, the reference to "2.0" is increased to a higher **floor area ratio** of "3.0" if the **owner**:
 - a) provides 38 **affordable housing units** on the **site** and the combined **habitable space** of the **affordable housing units** is not less than 5% of the total residential **floor area** minus the total market rental housing **floor area**;
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office;
 - c) provides market rental housing units on the **site** with a combined **floor area ratio** of not less than 0.41 FAR;
 - d) enters into a legal agreement with respect to the market rental housing units and registers the legal agreement against title to the **lot**; and
 - e) pays a sum to the **City** (*Child Care Reserve Fund*) based on 1% of the value of the total residential **floor area ratio** less the value of the **affordable housing unit floor area ratio** and the market rental housing **floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6997/ sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997/ sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.
4. Notwithstanding Section 20.34.5.3, the reference to "3.0" is increased to a higher **floor area ratio** of "3.95" if the **owner**:

- a) uses the additional "0.95" **floor area ratio** for non-residential **uses** only; and
 - b) pays a sum to the **City** (*City Centre Facility Development Fund*) based on 5% of the additional non-residential **floor area ratio** provided in the **development**, calculated using the "equivalent to construction value" rate of \$8,073/ sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$8,073/ sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.
5. Notwithstanding Section 4.5.1, the following items are not included in the calculation of maximum **floor area ratio**:
- a) common mechanical, heating, ventilation, air conditioning, electrical, telephone and similar type service rooms not co-located with an **enclosed parking** area and not intended as **habitable space**; and
 - b) storage areas for residential **uses** to a maximum area of 3.3 sq. m. per **dwelling unit** where co-located with below-grade, **enclosed parking**.

20.34.6 Permitted Lot Coverage

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

20.34.7 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
 - a) from a **road**, measured to a **lot line**, 6.0 m., except that a **road setback** may be reduced to:
 - i) 3.0 m for parts of a **building** above **finished site grade**, as specified in a Development Permit approved by the **City**; and
 - ii) 0.0 m. for parts of a **building** below **finished site grade**, as specified in a Development Permit approved by the **City**; and
 - b) from a **side lot line**, measured to a **lot line**, 0.0 m.
- 2. Notwithstanding 20.34.7.1, minimum **setbacks** for parts of a building directly adjacent to City land or land secured for public use via **right-of-way**, measured to a **lot line** or the boundary of the **right-of-way**, shall be:
 - a) where a door provides **access**, 1.5 m or the depth of the door swing, whichever is greater.
- 3. Notwithstanding Sections 4.11 and 4.12, projections into **setbacks** for architectural features, **cantilevered roofs**, **balconies**, **awnings**, sunshades, canopies, privacy screens or similar **building** elements located 3.0 m or more above **finished site grade** may be increased, subject to the depth of the associated **setback**, to a maximum of:

- a) for **road setbacks**, 2.5 m., as specified in a Development Permit approved by the **City**;
- b) for **side lot line** and **rear lot line setbacks**, 2.0 m., as specified in a Development Permit approved by the **City**.

20.34.8 Permitted Heights

- 1. The maximum **building height** for **principal buildings** is 41.5 m. geodetic.
- 2. The maximum **building height** for **accessory structures** is 12.0 m.

20.34.9 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** for **development** is 16,800 sq. m.

20.34.10 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0 of Richmond Zoning Bylaw 8500.

20.34.11 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
- 2. Notwithstanding Section 20.34.11.1, the minimum number of required bicycle **parking spaces** shall be:
 - a) for Class 2, for **general retail, convenience retail, restaurant, office** and other non-residential **uses**, excluding **education, commercial education** and **university education uses**, calculated as 0.2 spaces per 100.0 sq. m. of **floor area**; and
 - b) for Class 2, for residential **uses**, calculated as 0.1 spaces per **dwelling unit**.
- 3. Notwithstanding Section 20.34.11.1, the minimum number of **parking spaces** required by this bylaw for residential **uses** may be reduced to be calculated as follows:
 - a) 0.9 resident **parking space** per residential **dwelling unit**;
 - b) 0.8 resident **parking space** per **affordable housing unit**;
 - c) 0.8 resident **parking space** per market rental **dwelling unit**;
 - d) 0.1 visitor **parking space** per residential **dwelling unit**;
 - e) 0.1 visitor **parking space** per **affordable housing unit**; and
 - f) 0.1 visitor **parking space** per market rental **dwelling unit**.

and then the minimum on-site parking requirements for residential **uses** (set out above) and for non-residential **uses** (set out in Section 7) may be further reduced by up to a maximum of 10%, where:

- g) the **City** implements transportation demand management measures, including the use of car co-operatives, transit passes, private shuttles, carpools, enhanced end-of-trip cycling facilities, and other pedestrian, bicycle and transit connectivity improvements suitable to the **site** and the surrounding neighbourhood; and
 - h) the minimum on-site parking requirements are substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval of the **City**.
4. Notwithstanding Section 20.34.11.1, the required number of **loading spaces** is:
- a) 2.0 large size truck spaces shared between residential uses and non-residential uses; and
 - b) 7.0 medium size truck spaces shared between non-residential and residential uses.

20.34.12 Other Regulations

- 1. Signage must comply with the City of Richmond's Sign Bylaw 5560, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
 - 2. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 - 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating them **CITY CENTRE HIGH DENSITY MIXED USE (ZMU34) – LANSDOWNE VILLAGE**:
- P.I.D. 003-582-663
LOT 79 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 37118
 - P.I.D. 003-583-902
LOT 80 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 37118
 - P.I.D. 003-587-100
LOT 46 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 34468

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9825”**.

FIRST READING

PUBLIC HEARING


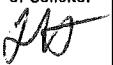
SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

CORPORATE OFFICE



City of Richmond

Report to Committee

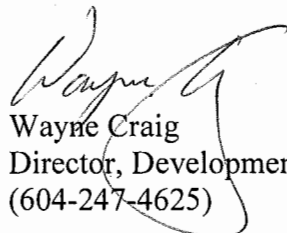
To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 4, 2018
File: RZ 17-765420

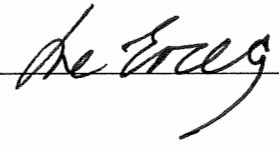
Re: Application by Onni 7811 Alderbridge Holding Corp Inc. for Rezoning at 7811 Alderbridge Way from the "Industrial Retail (IR1)" Zone to the "Residential/Limited Commercial (RCL2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9867, for the rezoning of 7811 Alderbridge Way from the "Industrial Retail (IR1)" zone to the "Residential/Limited Commercial (RCL2)" zone, be introduced and given first reading.


Wayne Craig
Director, Development
(604-247-4625)

WC:sb
Att. 7

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

Staff Report

Origin

Onni 7811 Alderbridge Holding Corp. Inc. has applied to the City of Richmond for permission to rezone 7811 Alderbridge Way from the “Industrial Retail (IR1)” zone to the “Residential/Limited Commercial (RCL2)” zone (Attachment 1) in order to permit the development of a mixed-use mid-rise residential and limited commercial development on a property in the City Centre’s Lansdowne Village.

Key components of the proposal (Attachment 2) include:

- One five-storey mixed-use building; with a ground floor corner commercial retail unit, indoor amenity space, including two guest suites for the residents and five levels of apartments.
- One six-storey residential building with six levels of apartments.
- A common shared one and a half level parking structure that is partially lowered into the site.
- A maximum floor area ratio (FAR) of 2.0 and a maximum height of 25 m.
- A total floor area of approximately 30,741 m² (330,895 ft²) comprised of approximately:
 - 280 m² (3,014 ft²) of commercial space, which would not be permitted to be used for commercial indoor recreation.
 - 30,461 m² (327,882 ft²) of residential space.
- Approximately 365 dwelling units, including:
 - Approximately 343 residential units.
 - 22 affordable housing low end market rental residential units.
- LEED Silver equivalent design and connection to the Oval district energy utility (DEU) system.
- Extension of Minoru Boulevard, widening of Alderbridge Way and widening of River Parkway across the site frontages.
- Provision of public rights-of-passage (PROP) statutory rights-of-way (SRW) for a pedestrian linkage along the west edge of the site, and a pedestrian greenway through the middle of site connecting to the proposed Minoru Boulevard extension and connecting to Cedarbridge Way through an existing greenway in the Phase 1 development.

This application includes the proposed sale and acquisition of the City’s surplus lane lands along the west edge of the site. Additional information on the land acquisition is contained in the “Financial Impact” section of this Staff Report.

The owner is required to enter into a Servicing Agreement for the design and construction of engineering and transportation infrastructure and frontage improvement works.

Findings of Fact

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

Existing Site and Development

Existing Site and Development: The subject site is located in Lansdowne Village of the City Centre (Attachment 4) on the north side of Alderbridge Way at Minoru Boulevard. It is comprised of one lot and the abutting surplus City lane along the west edge of the site and currently is developed with two single-storey industrial retail warehouse buildings and surface parking.

Existing Housing Profile: The subject properties were not previously developed with residential uses.

Surrounding Development

Surrounding development includes:

To the North: Across the proposed River Parkway extension, an existing two-storey industrial business park development on a site owned by the City for future park development and zoned “Industrial Business Park (IB1)”.

To the East: Across the proposed Minoru Boulevard extension, an existing industrial retail development on a site zoned “Industrial Retail (IR1)”.

To the South: Across Alderbridge Way, is an existing industrial retail development with vehicle repair and child care uses on a site zoned “Industrial Retail (IR1)”.

To the West: Phase 1 of the subject RIVA development, consisting of four six-storey residential apartment buildings, is under construction (DP 12-615424) on a site zoned “High Density Low Rise Apartments (RAH2)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

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

City Centre Area Plan: The City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map designates the site as “Urban Centre T5 (25m)” (Attachment 4) and allows for a maximum average net development site density of 2.0 FAR. The proposed rezoning is consistent with this designation. The density is spread across both proposed buildings.

Other Policies, Strategies & Bylaws

Industrial Land Use History: Due to the previous industrial uses on the subject site, confirmation that the site has achieved approval from the Ministry of Environment and Climate Change Strategy for residential uses is required prior to rezoning approval. As the City will be receiving land dedication for road purposes, a legal agreement and securities may also be required depending on the outcome of the detailed site investigation process and any site remediation works sequence.

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

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the OCP Aircraft Noise Sensitive Development Map. The proposed rezoning is consistent with this Policy. Registration of an aircraft noise covenant on Title is required prior to rezoning adoption.

CCAP Noise and Interface Management Policies: The proposed development must address additional OCP noise and interface management policies; specifically ambient noise and commercial noise and other potential impacts of developing within the City Centre.

The proposed commercial unit will be within 30 m of proposed residential uses on the subject lands and phase 1 of the development on the adjacent site to the west. Registration of a noise covenant on Title is required before final adoption of the rezoning bylaw; to ensure any noise emanating from the commercial uses and mechanical equipment does not exceed noise levels allowed in the City's Noise Bylaw.

The development site is surrounded by properties with development potential subject to the City Centre Area Plan. Registration of a legal agreement on Title is required before final adoption of the rezoning bylaw, stipulating that the commercial development is subject to potential impacts due to other development that may be approved within the City Centre, including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Proposed Zoning Bylaw Amendment

The proposed commercial and residential uses are permitted by the CCAP. The proposed rezoning is consistent with the Lansdowne Village Specific Land Use Map, Urban Centre T5

(25 m) transect. The standard “Residential/Limited Commercial (RCL2)” zone is proposed for the development. The “Residential/Limited Commercial (RCL2)” zone includes provisions regulating the permitted residential and secondary permitted commercial land uses, maximum 2.0 floor area ratio (FAR) density, maximum 25 m building height, minimum net development site size, siting parameters and parking. Rezoning considerations are provided (Attachment 5).

The proposed ground commercial unit is designed to provide new services for the neighbourhood. Although the “Residential/Limited Commercial (RCL2)” zone allows for commercial indoor recreation use, a registered legal agreement will prohibit commercial indoor recreation use on the subject site as a consideration of rezoning.

Infrastructure Improvements

The proposed rezoning will contribute to utility, transportation and park infrastructure improvements as described below. Additional details are provided in the Servicing Agreement section of the rezoning considerations (Attachment 5). Detailed design will take place through the Servicing Agreement process.

Engineering

City Utilities: The owner is required to enter into a Servicing Agreement for the design and construction of a variety of water, storm water drainage and sanitary sewer frontage works, including:

- Water main servicing across Minoru Boulevard frontage and upgrade across Alderbridge Way frontage.
- Storm sewer servicing across Minoru Boulevard frontage and upgrade across Alderbridge Way frontage.
- Sanitary sewer upgrades across Alderbridge Way and River Parkway frontages.
- Associated utilities statutory rights-of-way (ROW).
- Various frontage upgrades, including street lighting, and ditch infill to provide for pedestrian improvements and works transitioning to the east of the subject lands.

Third Party Utilities: Relocation and undergrounding of private utility lines and location of private utility equipment on-site are required.

Transportation

City Transportation Network: The City Centre Area Plan (CCAP) encourages completion and enhancement of the City street network. The City, as part of its 2018 Capital and Construction Program, will construct an interim roadway of approximately the equivalent of three traffic lanes along the north side of River Parkway from the current westerly limit of this roadway to Cambie Road. To facilitate this project, the proposed rezoning includes contributions of \$216,000.00 towards the interim north edge treatment and \$110,000 towards the new water main installation along the River Parkway frontage of the subject lands.

River Parkway: Improvements will include road dedication and widening with ultimate frontage improvements and ultimate five-lane curb-to-curb cross-section across frontage to 30 m beyond the Minoru Boulevard intersection through a required Servicing Agreement. Required works

also include traffic signal and illuminated street name sign intersection improvements at Minoru Boulevard, street trees, off-road bike lane, banner poles, street furnishings and tapered road transition to meet the roadway to the east. The required works will coordinate with the City works, providing the ultimate River Parkway cross-section from property line to the north curb across the River Parkway frontage of the proposed site, and tying back into the interim roadway east of the proposed Minoru Boulevard intersection. The ultimate treatment of the remaining north boulevard will be determined in coordination with City park design in the future.

Alderbridge Way Frontage: Improvements will include road dedication and widening with ultimate frontage improvements and interim four-lane curb-to-curb cross-section across frontage. Works also include interim intersection improvements at Minoru Boulevard. The remaining works will be secured as part of future development.

Minoru Boulevard Frontage: Improvements will include road dedication and extension from River Parkway to Alderbridge Way with ultimate frontage improvements and interim three-lane curb-to-curb cross-section. Works also include an interim retaining wall with safety barrier, additional landscaping and sidewalk width for Parks greenway leading to the future City park along River Parkway. The remaining works will be secured as part of future development.

Private Roads: The owner is required to provide public-rights-of-passage (PROP) statutory rights-of-way (ROW) at the north and south ends of the west property line to provide vehicle access to and pedestrian linkage between Alderbridge Way and River Parkway.

Pedestrian Linkages: The owner is required to provide a public-rights-of-passage (PROP) statutory right-of-way (ROW) to extend the mid-block pedestrian greenway from the west edge of the site to Minoru Boulevard and to provide a mid-block pedestrian linkage along the west edge from Alderbridge Way to River Parkway. Both linkages will provide lighted pedestrian paths, landscaping and way finding signage. The east-west greenway will also provide seating opportunities and a children's play area. The detailed design will be the subject of further review as part of the Development Permit process.

Where eligible, Development Cost Charge (DCC) credits will be applied to the required off-site improvements. All other improvements will be funded by the owner. Permanent road and traffic signal works along River Parkway, Alderbridge Way and Minoru Boulevard are eligible for DCC credits. Land dedication along River Parkway and Minoru Boulevard, but not the equivalent area to City's surplus lane acquisition, are eligible for DCC credits. Road works and land dedication DCC credits exclude all temporary works and any area where the frontage works exceed CCAP standard road cross-section. DCC credits will be the subject of further review as part of the Servicing Agreement and Building Permit processes.

Preliminary functional road drawings demonstrating the proposed road improvements have been provided (Attachment 6). Detailed design development will occur through the Servicing Agreement process.

Amenity Contributions

The CCAP Implementation Strategy includes density bonusing and other measures to support the development of community amenities. The proposed rezoning includes contributions to community amenities as outlined below. Staff note that all contributions are based on rates at the time of writing and will be subject to indexing adjustments, should the rezoning not be adopted within the relevant applicable time periods.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning. In accordance with the CCAP Implementation Strategy, a contribution will be secured before rezoning adoption (\$92,686.91 calculated using the proposed maximum floor area [331,024.69 ft² x \$0.28 /ft²]).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a significant size and there are opportunities for locating Public Art on the site, the applicant is proposing to install Public Art in the development through the Public Art Program process. The contribution of installed Public Art will be secured with a legal agreement registered on Title prior to final adoption of the rezoning bylaw. The minimum value of installed Public Art or cash-in-lieu is based on the current contribution rate (\$265,946.46 calculated using the proposed commercial floor area [3,014 ft² x \$0.45 /ft²] and residential floor area [311,283 ft² x \$0.85 /ft²], excluding affordable housing floor area).

Affordable Housing: The CCAP Implementation Strategy, in conjunction with the Affordable Housing Strategy, provides for density bonusing to achieve affordable housing in residential and mixed-use developments. The rezoning application for the proposed development was received prior to July 24, 2017 and is subject to grandfathering of the five percent affordable housing contribution rate. A total of 22 Low End Market Rental Housing (LEMR) units, with a combined floor area of 1,554 m² (16,728 ft²), are proposed and allocated as follows.

AFFORDABLE HOUSING SUMMARY

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1)(2)	Total Maximum Household Income (1)(2)	Unit Mix	# of Units (3)
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	45.5%	10
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	31.8%	7
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	22.7%	5
TOTAL	N/A	N/A	N/A	100%	22

(1) Denotes 2017 amounts adopted by Council on July 24, 2017.

(2) Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

(3) 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The units will be secured with a Housing Agreement which will include the following terms: tenant access to indoor and outdoor common amenity areas, and, provision of affordable housing parking spaces at no additional charge.

Sustainability

District Energy Utility (DEU): The proposed mixed-use development will be designed to utilize energy from the Oval District Energy Utility (DEU). Connection to the City's DEU system will be secured with a legal agreement registered on Title prior to final adoption of the rezoning bylaw.

Sustainability Rating System: The proposed development is expected to achieve Leadership in Energy and Environmental Design (LEED) v4 Silver equivalency. The applicant will provide a sustainability strategy with preliminary checklist for review through the Development Permit process and will incorporate the recommendations into the development and Building Permit drawings, where relevant.

Site Access, Parking and Loading

Site Access: Vehicular access will be provided to the proposed north building via a driveway connecting to River Parkway and restricted to right-in/right-out only. Vehicular access will be provided to the proposed south building via a driveway connecting to Alderbridge Way and restricted to right-in/right-out only. Proposed truck access and loading is consistent with the provisions of the Richmond Zoning Bylaw. On-site design will be the subject of further review during the Development Permit process.

Vehicle Parking: Transportation Department staff generally support the parking proposal, which includes a total of 516 parking on-site parking spaces contained in a two level parking structure and will be the subject of further review during the Development Permit process. The proposed parking rate is consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 2). The rezoning includes registration of a legal agreement requiring that every pair of tandem parking spaces be assigned to the same dwelling unit and prohibiting the assignment of shared visitor/commercial parking spaces.

Electric Vehicle Charging: Consistent with Council Policy, effective on April 1, 2018, 100% of the residential parking spaces (excluding visitor spaces) are to be provided with an energized outlet for electrical vehicle charging.

Truck Loading: Four medium size loading spaces will be provided for the proposed development, which is consistent with the loading provisions of the Richmond Zoning Bylaw.

Bicycle Parking: The proposed bicycle parking rates are consistent with the bicycle provisions of the Richmond Zoning Bylaw. The detailed design of secure class 1 storage and short-term class 2 bicycle racks will be the subject of further review during the Development Permit process. The rezoning includes registration of a legal agreement prohibiting conversion of bicycle storage area into general storage space.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report and Tree Survey (Attachment 7); which identifies on-site and off-site bylaw-sized trees that may be affected by the proposed development.

On-site Trees: There are six existing trees on the subject site (one Weeping Silver Birch and five Douglas Fir trees), which are all considered to be in fair condition, however are all recommended for removal for the following reasons: the Birch tree will be in conflict with the development; and the Douglas Fir trees will be in conflict with required River Parkway road works. There are no adjacent trees on the neighbouring properties.

Off-site Trees: There are three existing trees on the City's River Parkway right-of-way (Cherry, Hawthorn, and Black Cottonwood trees), which are all considered to be in fair condition and will all be in conflict with required River Parkway road works. There are no City street trees in the Alderbridge Way frontage.

The City's Tree Preservation Coordinator has reviewed the on-site trees and supports the Arborist's recommendation to remove the trees. These trees are required to be removed and replaced. Tree replacement will be addressed as part of the required Development Permit and Servicing Agreement processes.

Development Form and Character

The City Centre Area Plan (CCAP) includes a variety of policies intended to shape development to be liveable, functional and complementary to the surrounding public and private realm. Those policies most applicable to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP mixed-use mid-rise residential and limited commercial Sub-Area B.2, and is arranged to address the site's configuration, second phase location (abutting the phase one site), urban design opportunities (three road frontages), and combination of uses (residential and limited commercial). There is one five-storey mixed-use building, with a small commercial unit anchoring the corner of Alderbridge Way and Minoru Boulevard. There is also one six-storey residential building fronting Minoru Boulevard and River Parkway. The two buildings are c-shaped around internal west facing courtyards, separated by a mid-block publically-accessible greenway, and sit on top of a common one and a half storey height parking podium.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. The subject site is surrounded on three sides by Alderbridge Way, Minoru Boulevard and River Parkway, which mitigates potential impacts on both the surrounding public realm and surrounding private development. The site also abuts an adjacent site, which is phase one of the same development, with continuing construction underway (DP 12-615424).

Development Permit: Through the required Development Permit Application process, the form and character of the proposed development will be assessed against the expectations of the Development Permit Guidelines, City bylaws and policies. The proposal will be expected to respond to comments arising from Council consideration of the rezoning, as well as, from staff, Advisory Design Panel and Development Permit Panel review. The detailed building and

landscape design will be the subject of further review during the Development Permit review process, including the following features.

- **Form and Character:** The design will be further detailed to provide massing, height, roofline and façade expression, appropriate grade transition and active street frontages.
- **Parking and Loading:** The design and draft functional plan, including truck manoeuvring, will be further detailed.
- **Pedestrian Linkages:** The design of the east-west pedestrian greenway and north-south pedestrian linkage will be further detailed.
- **Waste Management:** The waste management plan, including storage and collection of garbage, recycling and organic waste will be further detailed.
- **Crime Prevention through Environmental Design (CPTED):** The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED strategy and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed.
- **Accessibility:** The proposed development will be required to provide good site and building accessibility. Design implementation will be reviewed.
- **Sustainability:** Integration of sustainability features into the site, building, and landscape design will be reviewed.
- **Amenity Space:** The design of indoor and outdoor amenity space for the residents will be reviewed. The proposed amenities include the provision of two guest suites, which are to be located adjacent to the other amenity space, are not to include kitchen facilities and will be secured by legal agreement.

Financial Impact

To facilitate the sale of surplus City lands (lane) and the subject rezoning application proposal, the applicant proposes to acquire the surplus City lane allowance adjacent to the subject site for consolidation and inclusion in the applicant's development site (Attachment 2). The total approximate area of City lands proposed to be included in the development site is 1,052.5 m² (11,329 ft²). As identified in the attached rezoning considerations (Attachment 5), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement, and lane closure bylaw, will be brought forward to Council in a separate report from the Senior Manager, Real Estate Services.

As a result of the proposed development, the City will take ownership of owner contributed assets; such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$41,926.17. This will be considered as part of the 2020 Operating Budget.

Conclusion

The application by Onni 7811 Alderbridge Holding Corp. Inc. to rezone the property at 7811 Alderbridge Way in order to develop a medium-density development with a two building mixed-use development is consistent with City objectives as set out in the Official Community Plan (OCP), City Centre Area Plan (CCAP) and other City policies, strategies and bylaws. The proposed commercial use will activate the street frontages at the corner of Alderbridge Way and Minoru Boulevard and will support future development in Lansdowne Village. The built form of the mid-rise buildings will provide a strong identity for the location, and will provide a transition to the future City Park to the north and future development to the east, and public realm enhancements will improve the pedestrian experience for this emerging pedestrian-oriented mixed-use precinct. The provision of Affordable Housing units, engineering and transportation improvements, along with voluntary contributions for Public Art and community planning, will help to address a variety of community development needs.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9867 be introduced and given First Reading.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

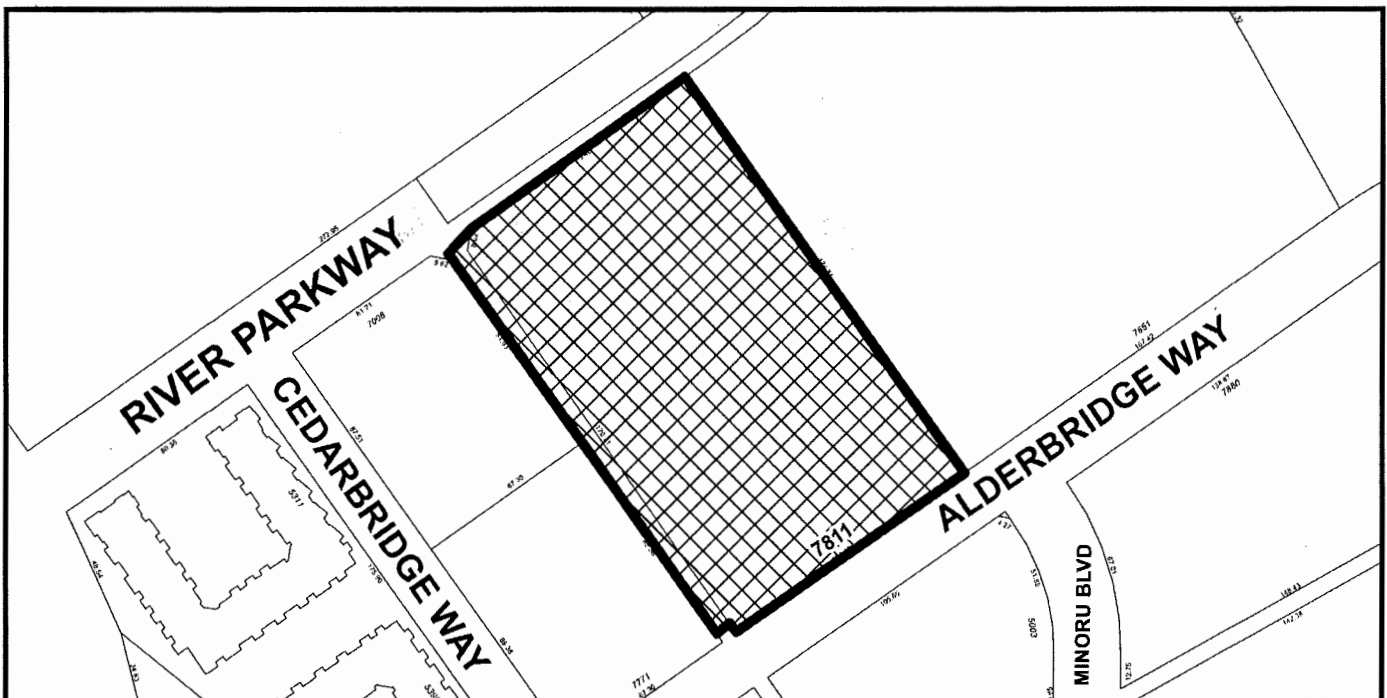
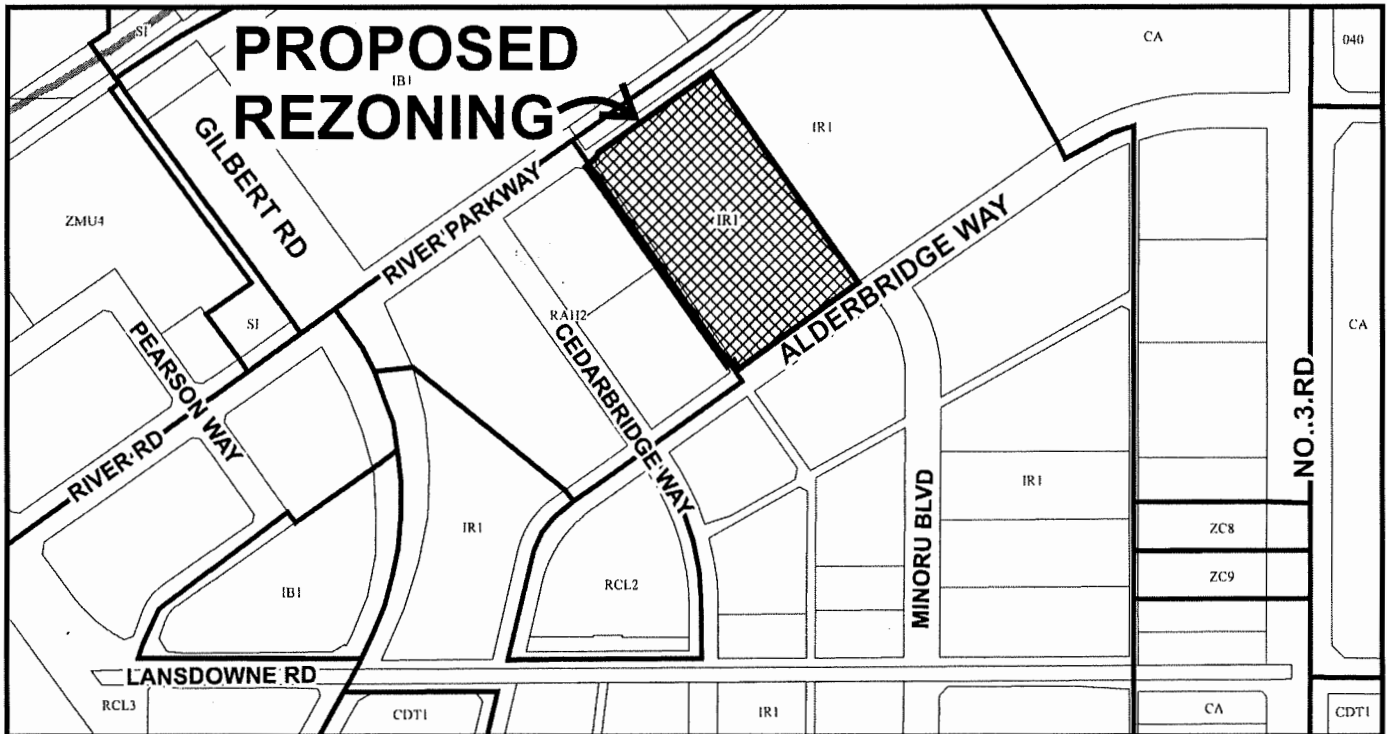
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- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Rezoning Conceptual Development Plans
- Attachment 3: Development Application Data
- Attachment 4: City Centre Lansdowne Village Specific Land Use Map
- Attachment 5: Rezoning Considerations
- Attachment 6: Draft Road Functional Plan
- Attachment 7: Arborist Report Tree Survey

to report dated June 4, 2018



City of
Richmond



RZ 17-765420

PLN - 165

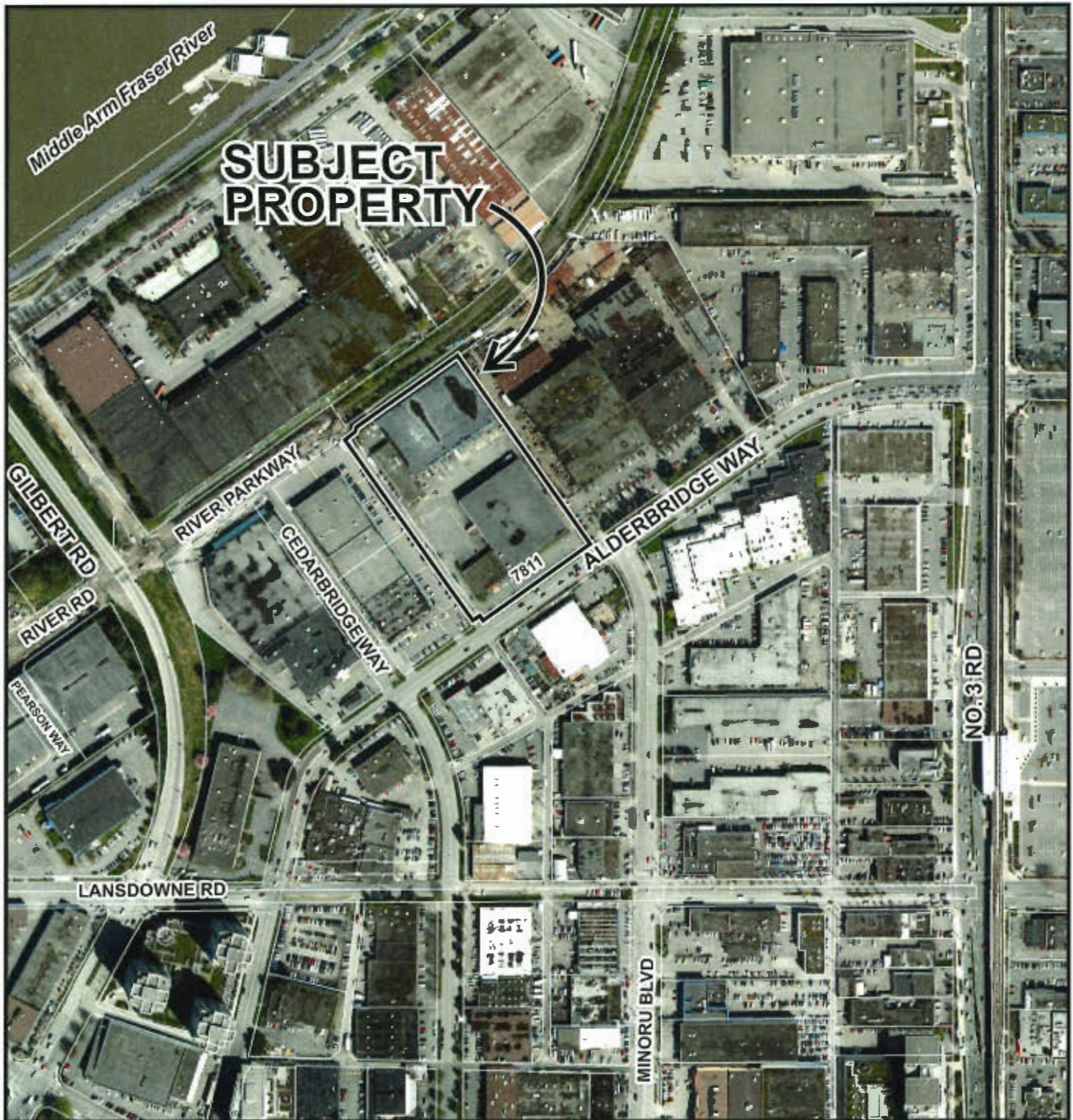
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Revision Date: 05/30/18

Note: Dimensions are in METRES



City of
Richmond



RZ 17-765420

Original Date: 03/15/17

Revision Date: 05/30/18

Note: Dimensions are in METRES

PLN - 166

CONCEPTUAL
REASONING
DESIGN.



**Rezoning Application
7811 Alderbridge Way
RZ 17-765420**

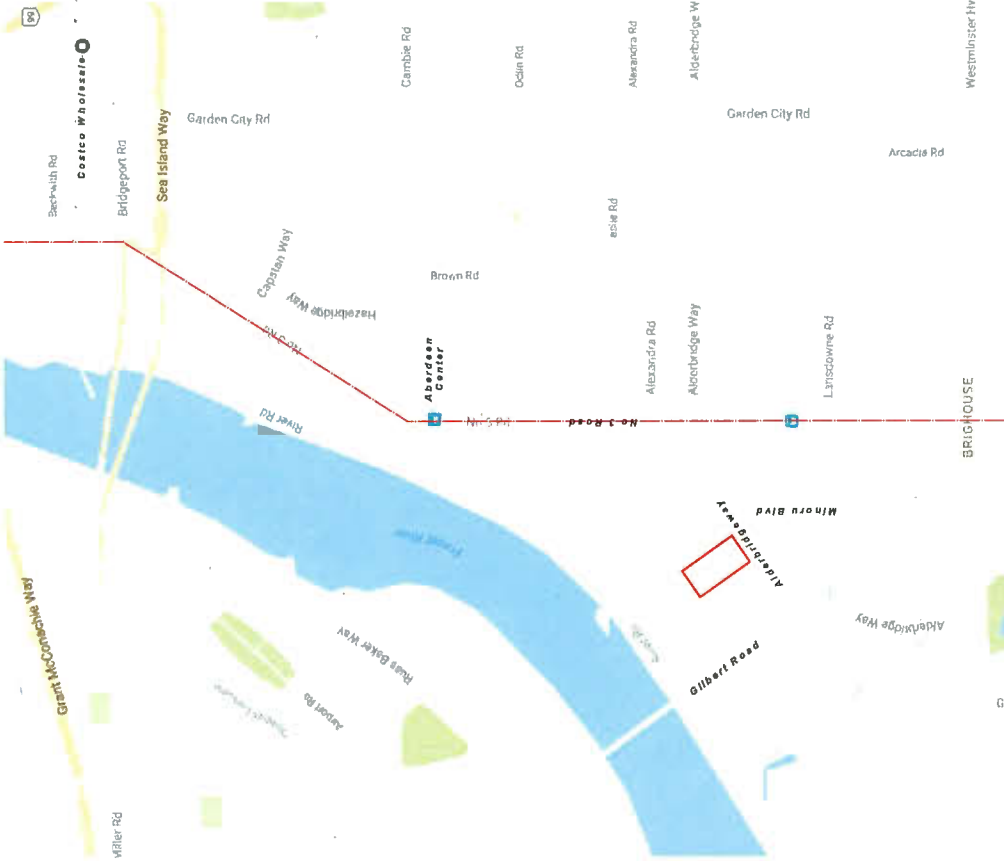
Attachment

to report dated June 4, 2011



PLN - 169

1 Context Aerial



Scale: 1" = 64'

2 Context Map

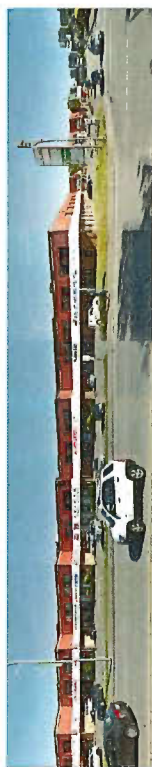
NO. 169	DATE	REVISED
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<p>YANAMOTO ARCHITECTURE 202 - 335 East 8th Avenue Vancouver, BC V6T 1P5 T: 604.731.1127 F: 604.731.1127</p>		
<p>PROJECT Residences at River2 Alderidge Way Richmond, BC</p>		
<p>PREPARED BY Site Contact</p>		
<p>PROJECT NO. 002</p>		
<p>DATE Sept 13, 2017</p>		
<p>DATE 2017 - 09</p>		
<p>PROJECT NO. 169</p>		



Alderbridge Way at Riva 1



2 Alderbridge Way and Minoru Blvd Intersection



3 Aldenbridge Way Street Elevation



4 Alderbridge Way Street Elevation



5 Gilbert Rd and River Rd Intersection



6 Gilbert Rd and River Rd Intersection

7. Gilbert Rd and River Rd Street Elevations[illegible]



RIVA 1 - BUILDING 4

Building 6 @ New Pile - Total Units														
Floor	1 Bed		2 Bed		3 Bed		Total Units	Gross Area	Deductions	Proposed Floor Area	Affordable Units			
06	9	0	23	177	4	35	298	2,803 sq.m	148 sq.m	2,655 sq.m	02	01	02	
05	9	0	23	176	4	35	298	2,803 sq.m	148 sq.m	2,655 sq.m	02	01	02	
04	7	0	22	174	6	35	272	3,124 sq.m	169 sq.m	2,955 sq.m	02	01	02	
03	7	0	22	174	6	35	272	3,124 sq.m	169 sq.m	2,955 sq.m	02	01	02	
02	8	0	21	173	6	35	258	3,124 sq.m	169 sq.m	2,955 sq.m	02	01	02	
01	8	0	21	173	6	35	258	3,071 sq.m	169 sq.m	2,902 sq.m	02	01	02	
Unit mix	40%	20%	50%	60%	70%	10%	20%	173%	18,348.76 sq.m	931.67 sq.m	17,418.08 sq.m	9 Units		

_____ Deductions include:

EEE Equipment Exemption (☑ 1.0 m2/unit)
Amenity area
Service Facilities Exclusion (100 m2 / building)
Basic Universal Housing Exemption (☑ 1.86 m2/unit)

AFFORDABLE HOUSING SUMMARY

Residential Proposed total building Area	30,761 sq m
Affordable housing areas to be constructed	5%
	1,538 sq m

AFFORDABLE HOUSING PROPOSED	1,554,1 sq m
------------------------------------	---------------------

BX AFFORDABLE UNITS				85 sq m
1 BED UNITS (Avg.)		Area	Count	52 sq m
Type				
A1		57.58 sq m	2.0	
A2		56.93 sq m	6.0	
		51.09 sq m	2.0	
Total		523 sq m	10.0	
2 BED UNITS (Avg.)		Area	Count	81 sq m
Type				
B4		81.22 sq m	3.0	
Total		244 sq m	3.0	
3 BED UNITS (Avg.)		Area	Count	0 sq m
Type				
C3		92.94 sq m	1.0	
D3		92.94 sq m	1.0	
		92.94 sq m	1.0	
Total		279 sq m	3.0	

BASIC UNIT/REAL HOUSING UNITS:

**BASIC UNIVERSAL HOUSING UNITS:
A1, A2 & A2a, B4, C3
82% OF AFFORDABLE UNITS MEET BUI**

BE AFFORDABLE UNITS				85 sq. m		709 sq. m	
1 BED UNITS (Avg.)		Type	Area	Count	Type	Area	
		g	0.0	0.0	Density	300.2 sq. m	
		Total	0 sq. m	0.0	Business density	292.1 sq. m	
2 BED UNITS (Avg.)		Type	Area	Count	Count/bn.	34.3 sq. m	
		1	1.0	4.0	Count/bn.	46.5 sq. m	
		89	65.7 sq. m	4.0	Perp.	139.5 sq. m	
		Total	329 sq. m	4.0	Total	739 sq. m	
3 BED UNITS (Avg.)		Type	Area	Count	Type	Area	
		1	0.0	0.0	Density	300.2 sq. m	
		C3	92.94 sq. m	1.8	Business density	292.1 sq. m	
		C3	92.94 sq. m	1.8	Count/bn.	34.3 sq. m	
		Total	185.87 sq. m	3.6	Count/bn.	46.5 sq. m	
		TOTAL	509 sq. m	8.0	Perp.	139.5 sq. m	

**YANAMOTO
ARCHITECTURE**

202 - 33 East 8th Avenue
Vancouver, BC V5T 1K5
T - 604 731 1127 F - 604 731 1327

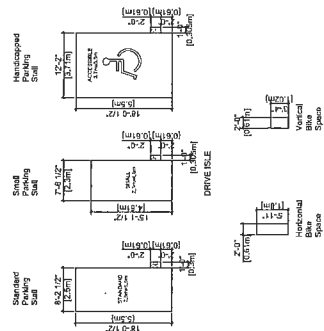
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Adaptive Capacity

THE ANSWER

SCALE -- 1:500	SHEET NO. --
DATE -- Sept 13, 2017	004

DEATH - PS	#REQ NO - 1501
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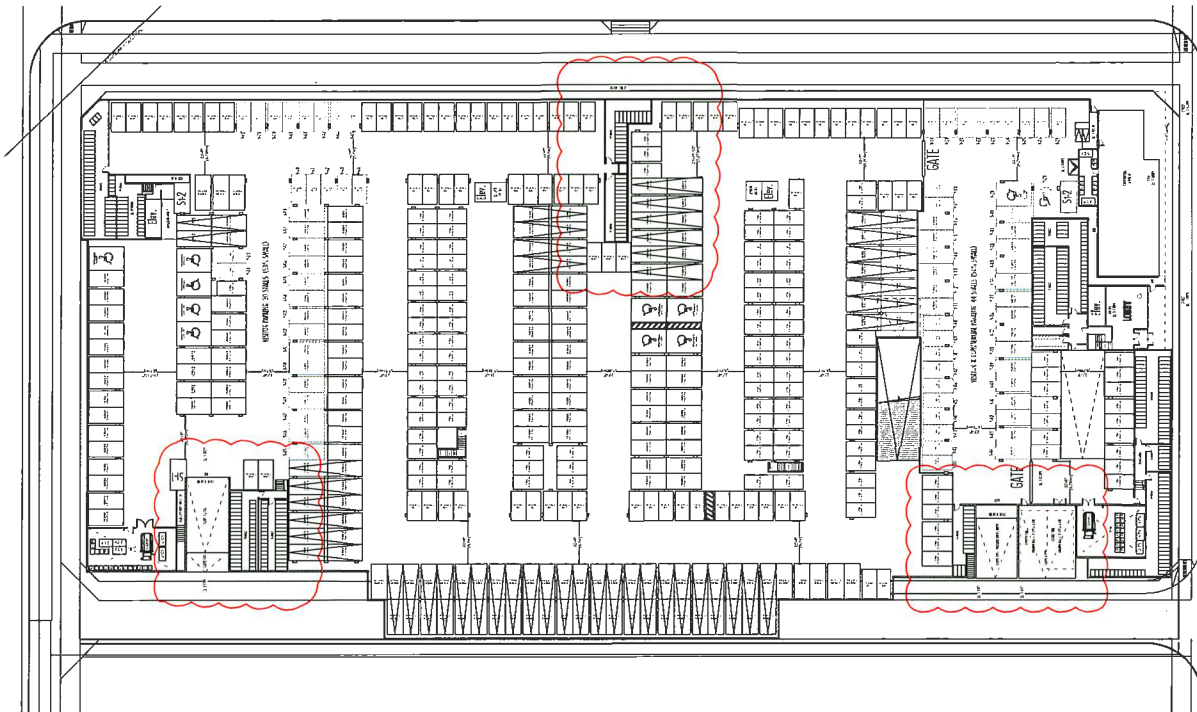
2 Parkade Typical Dimensions

	UNITS	RATIO	Required Parking
Total Units	356		
Residential Market	342	1.20	412
Administrative/Shopping	22	0.60	33
Total Residential			432
Visitors Market	342	0.20	69
Visitors <i>at</i>	22	0.20	9
Total Visitors			78
Commercial/Shopping (at 0.50)	273	0.20/0.50 sq ft	11.00

Parking provided

Car Parking	Provided	Residents		Visitors		Total	%
		level 1	P1	level 1	P1		
	Standard	12	93	0	30	135	
	Small	118	110	0	43	259	48% (40%)
	Tandem	30	96	0	0	126	
	Accessible	0	10	0	1	11	
	Total	60	389	0	74	522	100 %
		448		74			

Bike storage			(Required)	
Provided	level 1	P1	Total	%
Horizontal	81	255	336	
Vertical	70	91	161	32% (33%)
Total	151	346	497	100%

[illegible]

1 Parkade plan

B1 UNIT TYPES				75 sq m	95 sq m
1 BED UNITS (Avg.)	Type	Area	Count		
A1	27.05 sq m	12.8			
A2	30.05 sq m	23.5			
A3a	31.04 sq m	1.0			
A3b	31.04 sq m	1.0			
Total	2,807 sq m	50.0			

2 BED UNITS (Avg.)				93 sq m
Type	Area	Count		
B1	87.5 sq m	45.0		
B2	74.0 sq m	8.0		
B3	60.5 sq m	4.0		
B4	61.25 sq m	4.0		
B5	63.0 sq m	4.0		
B7	63.0 sq m	2.0		
B10	81.0	72.0		
B13	91.75 sq m	1.0		
B15a	92.50 sq m	3.0		
Total	6,059 sq m	81.0		

3 BED UNITS (Avg.)				94 sq m
Type	Area	Count		
C1	87.25 sq m	8.0		
C2	92.0 sq m	2.0		
C3	93.25 sq m	2.0		
C4	105.75 sq m	3.0		
C4a	90.0 sq m			
C5	89.12 sq m	1.0		
C9	90.50 sq m	3.0		
C10	94.45 sq m	3.0		
C12	71.50 sq m	1.0		
Total	2,153 sq m	23.0		

[illegible]

The image displays two architectural floor plans of a building, likely a school or institutional structure, with various rooms and outdoor spaces.

Top Plan: This plan shows a layout with rooms numbered 11 through 22. It includes a central courtyard with trees and a parking area. Red annotations indicate specific areas and dimensions, such as "11.11.11" and "11.11.11".

Bottom Plan: This plan shows a more complex layout with rooms numbered 1 through 22. It includes a central courtyard with trees and a parking area. Red annotations indicate specific areas and dimensions, such as "11.11.11" and "11.11.11".

[illegible]

ESE Employee Exemption (E 1.0 a2-b4d)
 Assembly area
 Service Facilities Exclusion (110 m2 / building)
 Basic Universal Housing Exemption (E 1.06 a2-b4d)

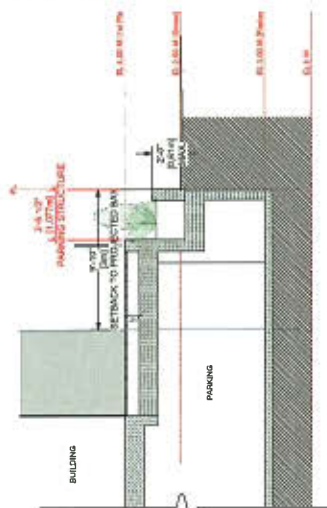
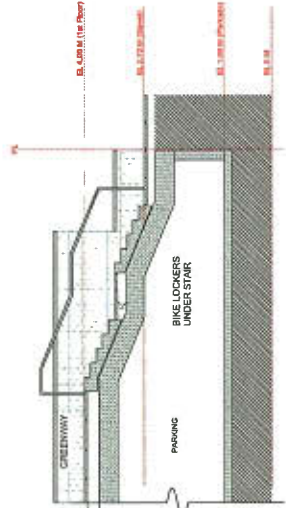
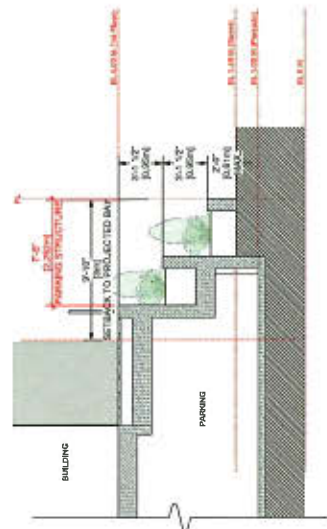
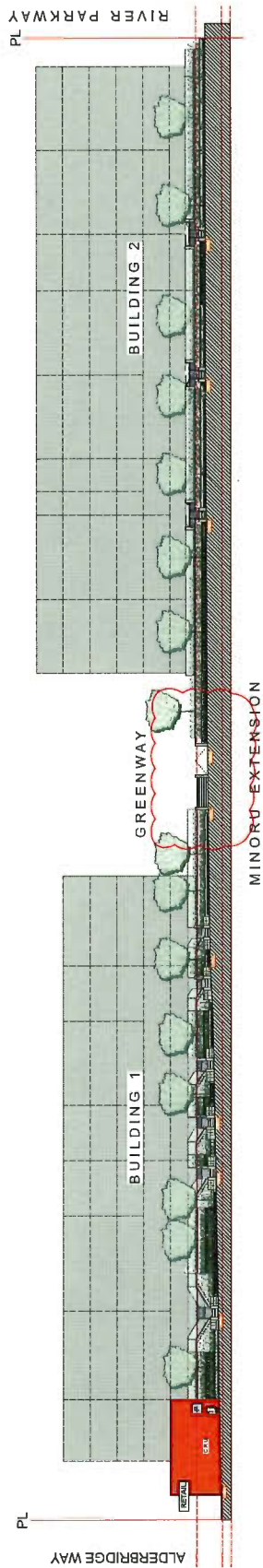
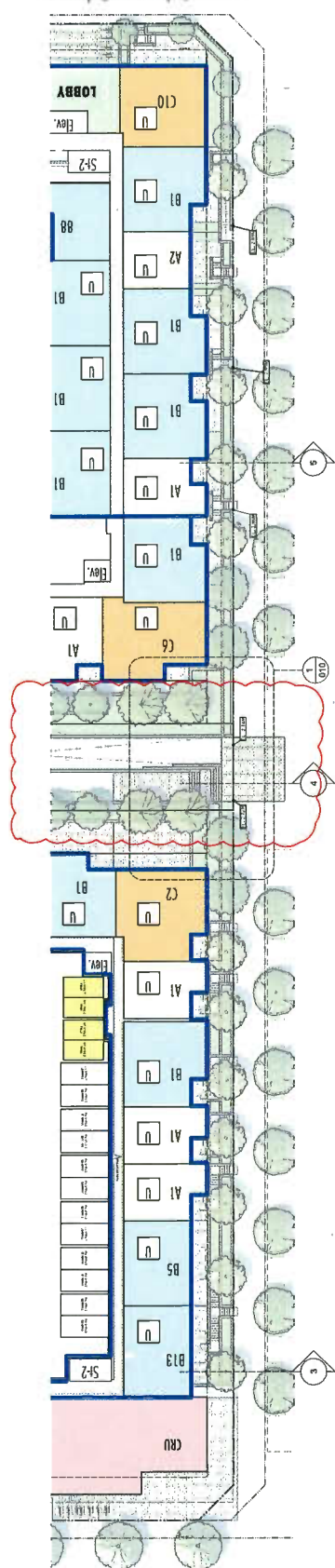
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			SCALE — 1:500 DATE — Sept 13, 2017 DRAWN — PG 04/2020 —		

Basic Universal Housing Exemption (6,186 sq/ft)

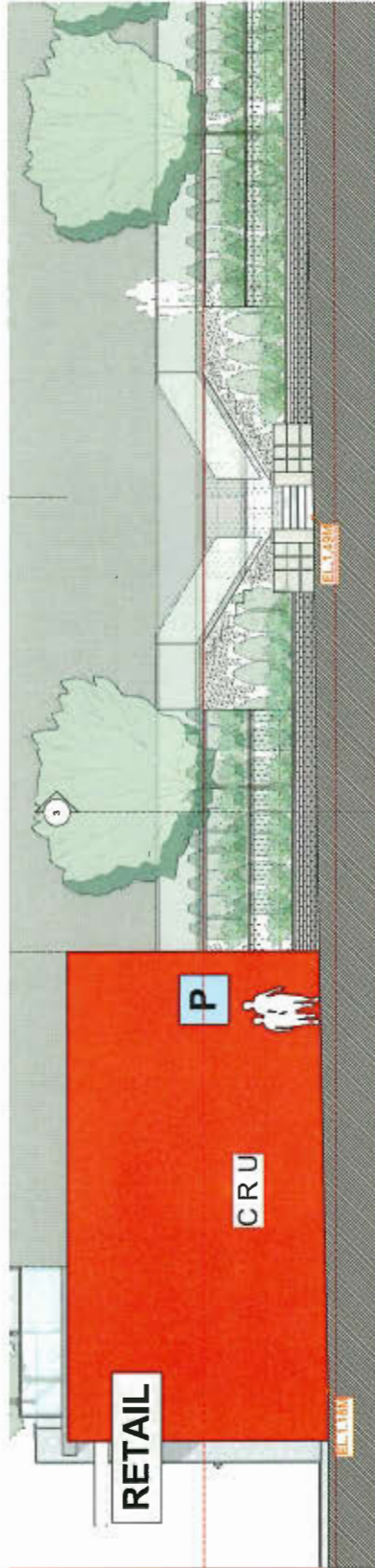
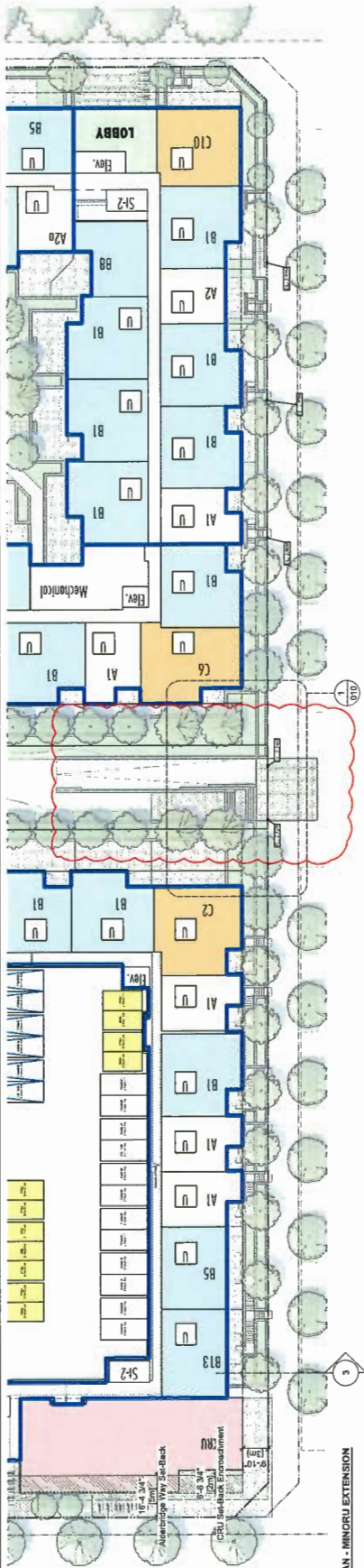
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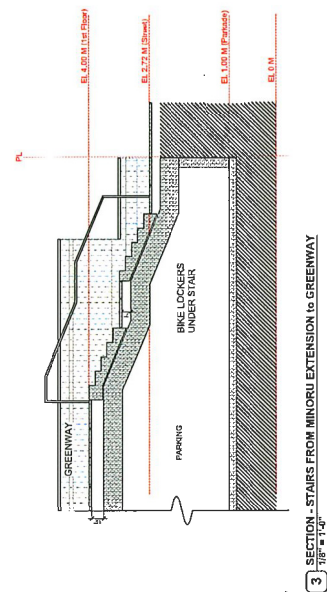
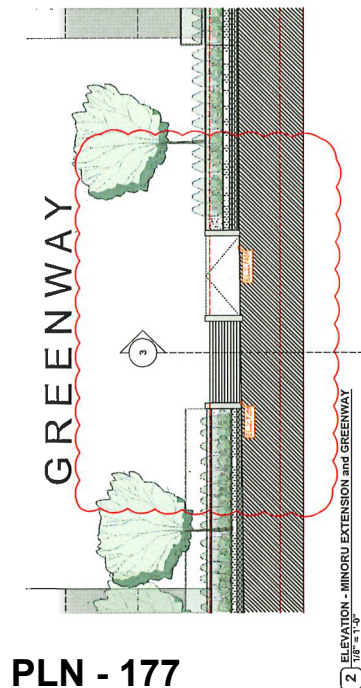
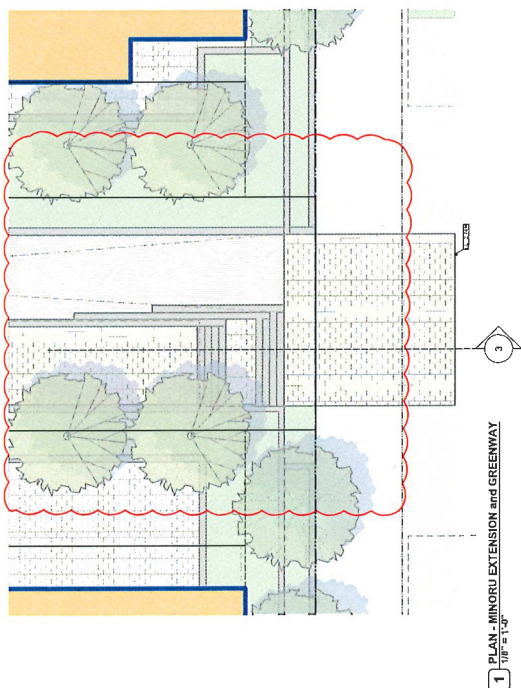


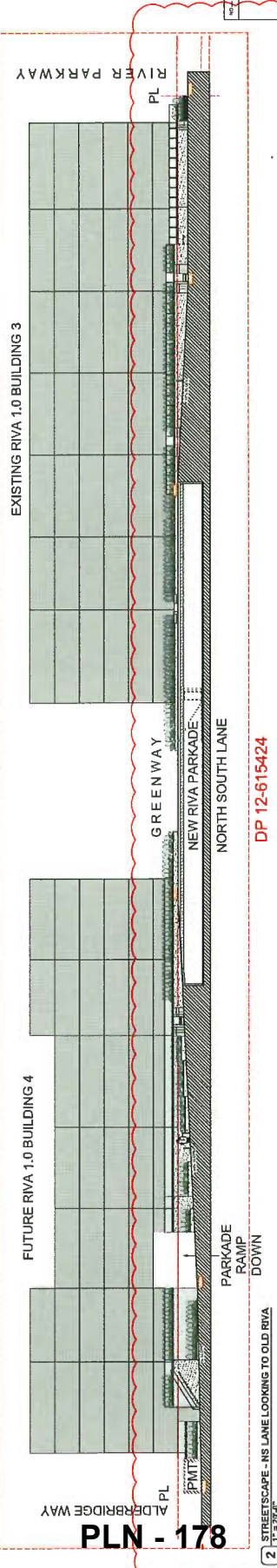
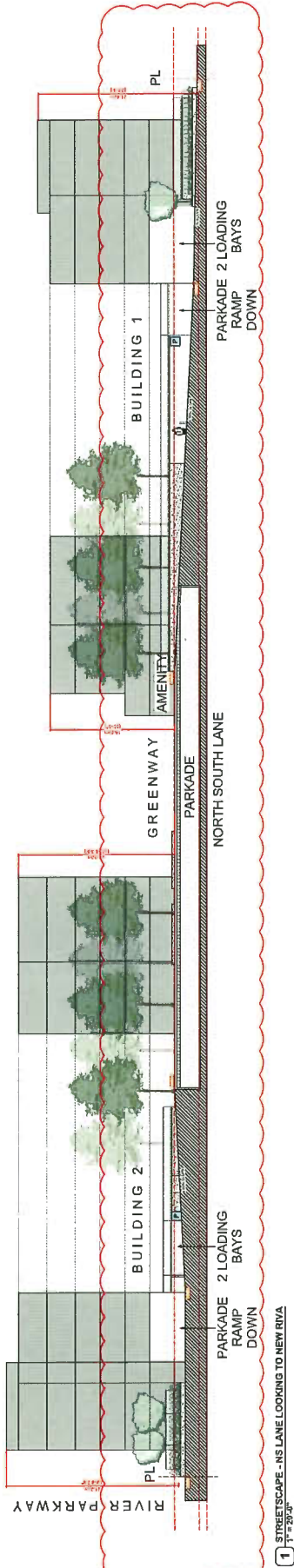
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YAMAMOTO ARCHITECTURE	252 - 33 East 8th Avenue Manhasset Neck, NY 11040 T - 516/771-1747 F - 516/771-1527		
PROJECT	Residences at Rive-2		
ASSOCIATED FIRM(S)	Associates Norman, SC		
COMPANY	Shaw Sackman - Milano Blvd		
DATE	1980	008	
DATE	Sept 13, 1977		
NUMBER	144		
CHECKED			PRINTED - 1981



4 3D VIEW - MINORU BLVD AND ALDERBRIDGE WAY
N.T.S.

Scale: 1/8" = 1'-0"	Sheet No.: 009	Project No.: 1001
Date: Sep 13, 2017	Drawn: MA	
Client: MA		
Project: Residential at River-2		
Architect: YAMAMOTO ARCHITECTURE		
Address: 202-151 East 8th Avenue, Vancouver, BC V6T 1K6		
Phone: 604 731 1327		
Fax: 604 731 1327		
Project: Residential at River-2		
Architect: YAMAMOTO ARCHITECTURE		
Address: 202-151 East 8th Avenue, Vancouver, BC V6T 1K6		
Phone: 604 731 1327		
Fax: 604 731 1327		

[illegible]



PLN - 178

DP 12-615424

NO.	DATE	DESCRIPTION
1	01/11/2017	ISSUED FOR PERMITTING
2	01/11/2017	ISSUED FOR PERMITTING
3	01/11/2017	ISSUED FOR PERMITTING
4	01/11/2017	ISSUED FOR PERMITTING
5	01/11/2017	ISSUED FOR PERMITTING
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7	01/11/2017	ISSUED FOR PERMITTING
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99	01/11/2017	ISSUED FOR PERMITTING
100	01/11/2017	ISSUED FOR PERMITTING

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**YAMAMOTO
ARCHITECTURE**

202 - 33 East 8th Avenue
Vancouver, BC V6T 1H5
T: 604 231 1127 F: 604 731 1227

PROJECT

Revisions at RIVA-2

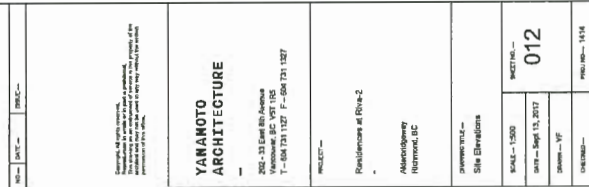
Alameda/Granby
Riverside, BC

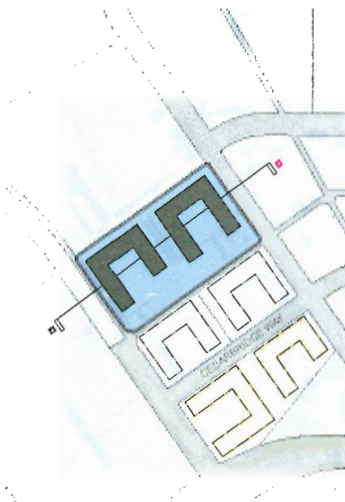
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Sheet Section - NS Lane

SCALE - 1/8" = 1'-0"	SHEET NO. - 011
DATE - Sept 13, 2017	
DRAWN - MA	
CHECKED -	
PROJECT -	

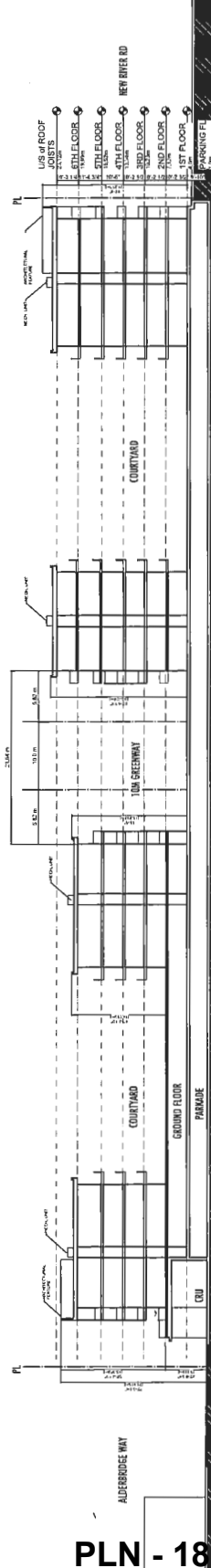


6 Site Axo View - After

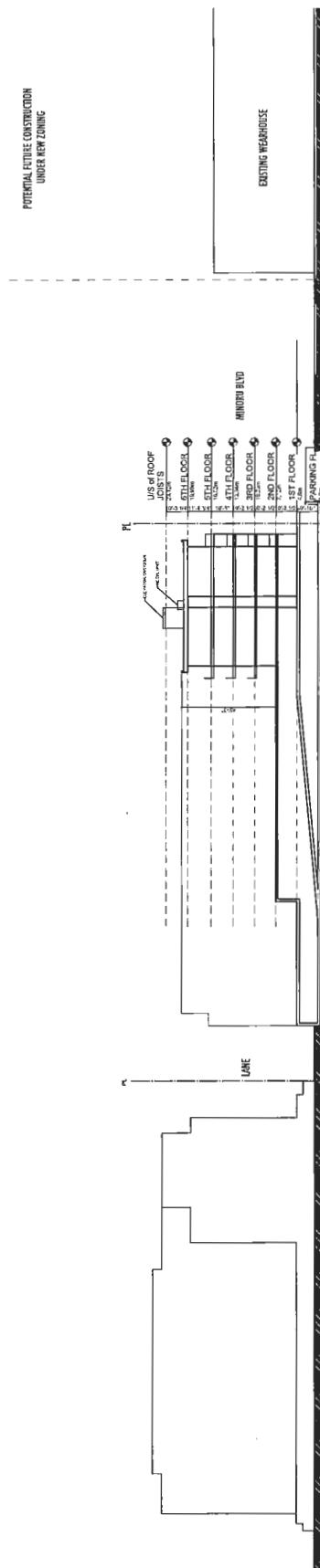




Section AA



2 Longitudinal Section - AA



1 Transverse Section - BB

POTENTIAL FUTURE CONSTRUCTION UNDER NEW ZONING

EXISTING WEARHOUSE

YAMAMOTO
ARCHITECTURE

202 - 33 East 9th Avenue
Vancouver, BC V5T 1R5
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INDEX —

—Drawing File—
Site Sections

SCALE - 1:300
DATE - Sept 13, 2017
SHEET NO. - 013

Page NO. - 1414

— RIVA 2 - BUILDING #1

Architectural rendering of a modern multi-story building with a glass facade and a red entrance, labeled PLN - 181.

1

NO	CAVE	HOUSE
----	------	-------

NO	DA ² E
----	-------------------

NO	CAVE	HOUSE
----	------	-------

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—

Residences at River 2

DRAWING TITLE ---

SCALE — NT5	SHEET NO. —
-------------	-------------

015
DATE — Sept 13, 2017

DATA = YS

CH-CHMED --	PROJ NO -- 1434
-------------	-----------------

RVA 1 - BUILDING #4
DP 12-615424

RVA 2 - BUILDING #1



PLN - 182

1 Building B1 - Greenway Perspective

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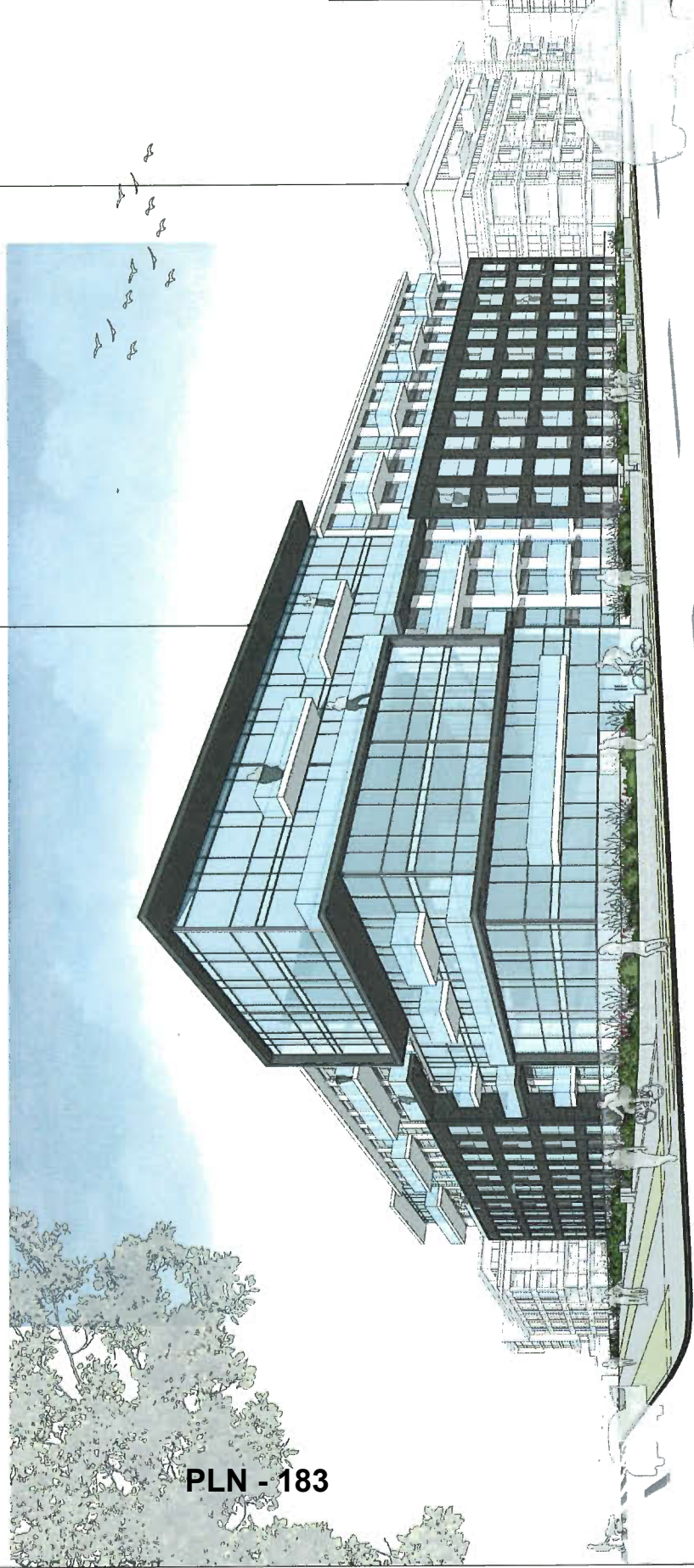
PROJECT ---
BUILDINGS at RVA-2
ALBERTA
RICHMOND, BC

Drawn by: ---
B1 - Greenway Perspective

SCALE --- NTS	SHEET NO. ---	016	PANEL NO. --- 1414
DATE --- Sept 13, 2017			
DESIGN --- YS			
CHECKED ---			

BVA 1 - BUILDING #3
DP 12-615424

BVA 2 - BUILDING #2



PLN - 183

1 Building B2- New River Road Perspective

NO.	DATE	BY	DATE

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T-804 731 1127 F-804 731 1227

PROJECT
Residence at River 2
Montpelier, VT

DATE: 09/13/2017
SCALE: 1/8" = 1'-0"

017

017

017

WMA 1 - BUILDING #3
DP 12-615424

WMA 2 - BUILDING #2

PLN - 184



NO.	DATE	REVISION
01	2017	1

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YANAMOTO ARCHITECTURE
302-33 First Ave. Suite 100
Vancouver, BC V6T 1B5
T: 604 231 1127 F: 604 231 1327

PROJECT
Residence at River 2
Abbotsford, BC

CLIENT
B2-Venue Perspective Drawing

DATE
2017-09-13

SCALE
1/8" = 1'-0"

SHEET NO.
018

DATE
2017-09-13

DESIGNER
YB

CHECKED
YB

DATE
2017-09-13

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, AND OBTAINING THE NECESSARY PERMITS, TO CARRY OUT ITS OPERATIONS.

8	ISSUED FOR COORDINATION	13-05-23
7	RECEIVED FOR REZONING	13-05-23
6	RECEIVED FOR REZONING	13-05-23
5	RECEIVED FOR REZONING	13-05-23
4	RECEIVED FOR REZONING	13-05-23
3	ISSUED FOR REZONING	13-05-23
2	ISSUED FOR REVIEW	13-05-23
1	ISSUED FOR CLIENT REVIEW	13-05-23

REVISIONS

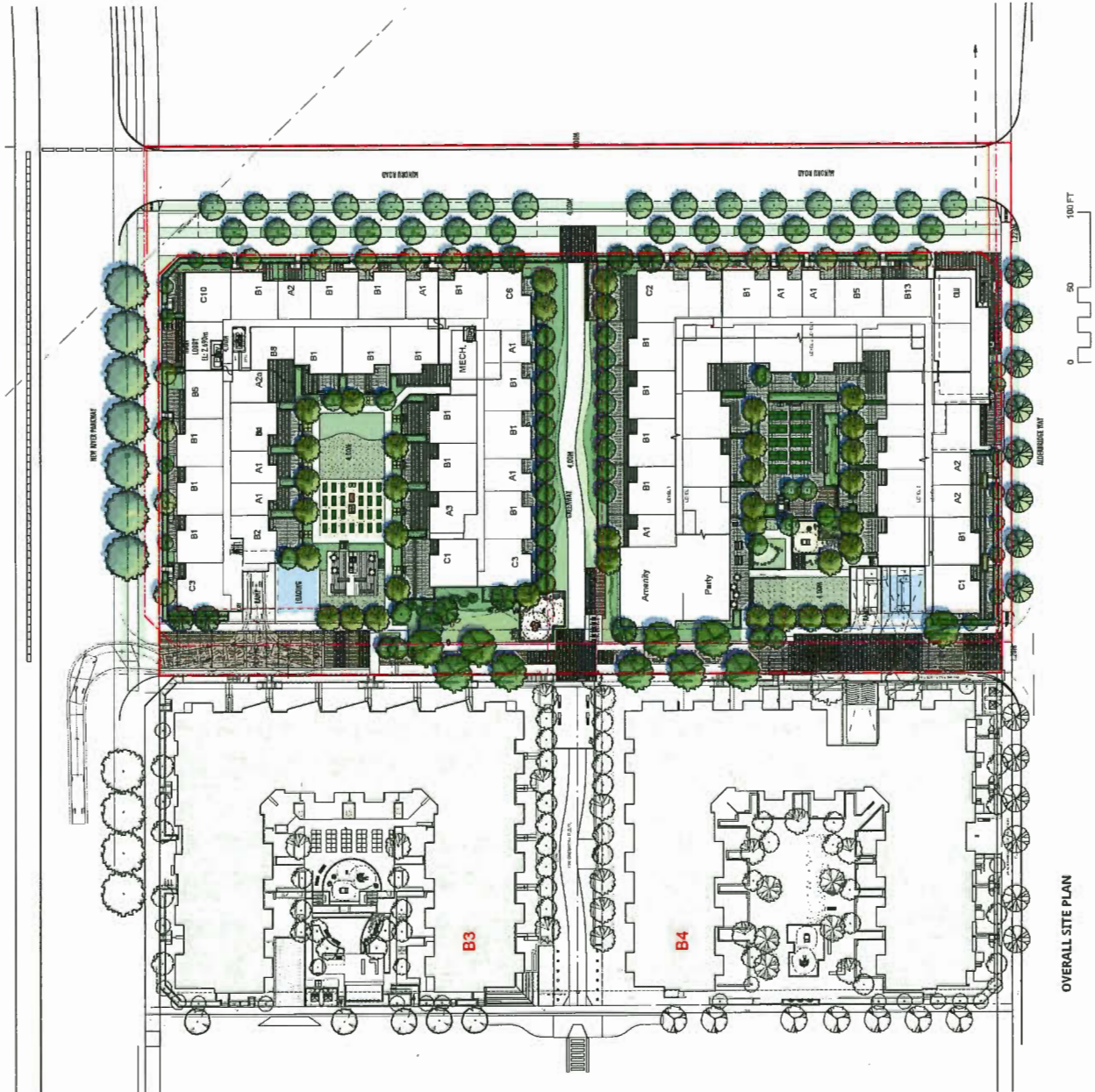
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:400
Drawn:	ATDS
Reviewed:	DS
Project No.	08-483

LANDSCAPE CONCEPT
OVERALL PLAN

L1.1



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES ON THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND DEPARTMENTAL APPROVALS PRIOR TO ITS OPERATION.

6	ISSUED FOR COORDINATION	18-02-23
7	RECEIVED FOR RECORDING	18-04-20
8	RECEIVED FOR RECORDING	18-02-26
9	RECEIVED FOR RECORDING	17-11-30
4	RECEIVED FOR RECORDING	17-08-18
3	ISSUED FOR RECORDING	16-11-18
2	ISSUED FOR REVIEW	16-12-18
1	ISSUED FOR CLIENT REVIEW	16-04-17

REVISIONS

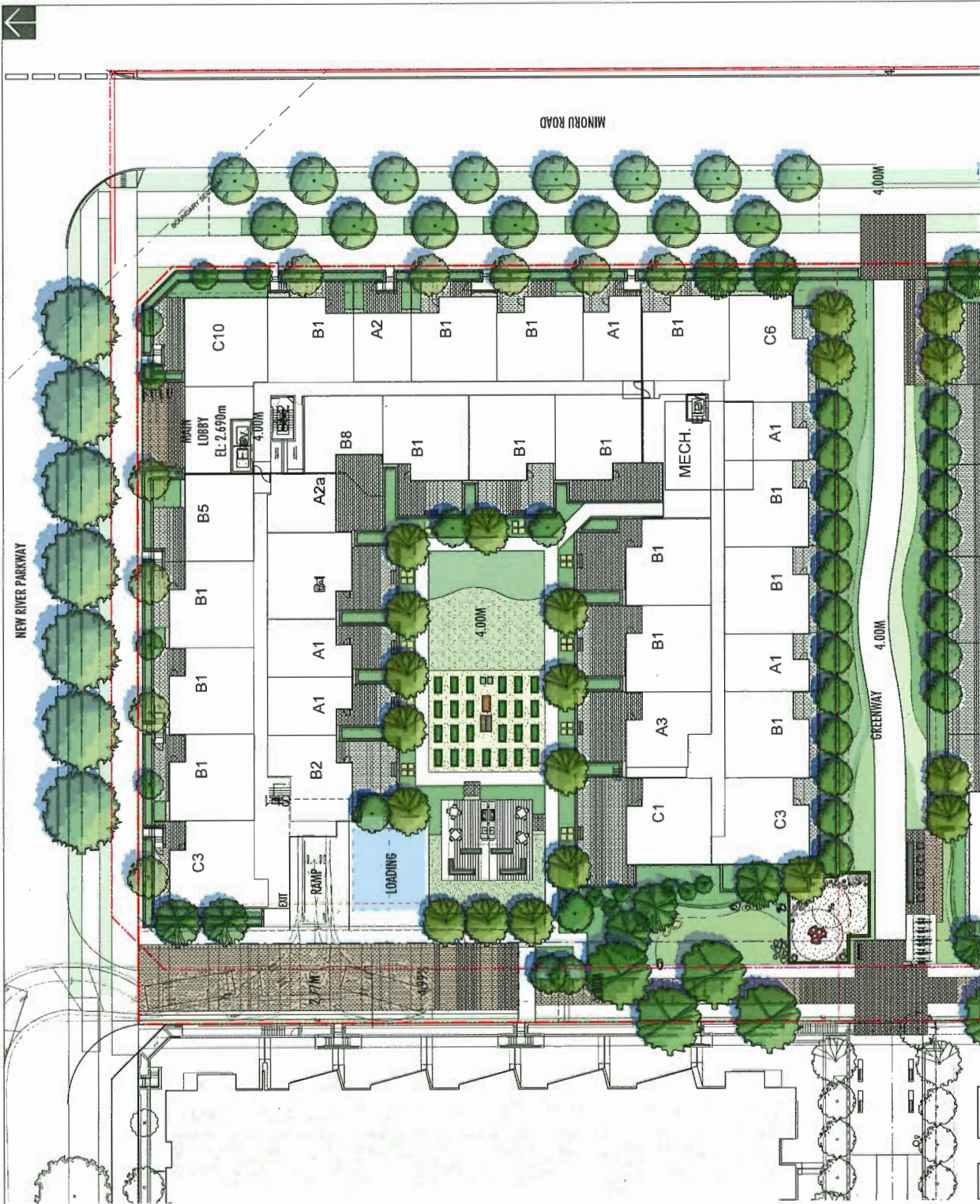
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:200
Drawn:	DS
Reviewed:	DS
Project No:	09-483

LANDSCAPE CONCEPT
NORTH BUILDING

L1.2



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, OBTAINING ANY NECESSARY PERMITS, AND TO CARRY OUT ITS OPERATIONS.

9. ISSUED FOR COORDINATION	18-05-23
7. RE-ISSUED FOR REZONING	18-05-23
7. RE-ISSUED FOR REZONING	18-05-23
5. RE-ISSUED FOR REZONING	17-11-20
4. RE-ISSUED FOR REZONING	17-09-18
3. ISSUED FOR REZONING	18-05-23
2. ISSUED FOR REVIEW	18-05-23
1. ISSUED FOR CLIENT REVIEW	18-05-27

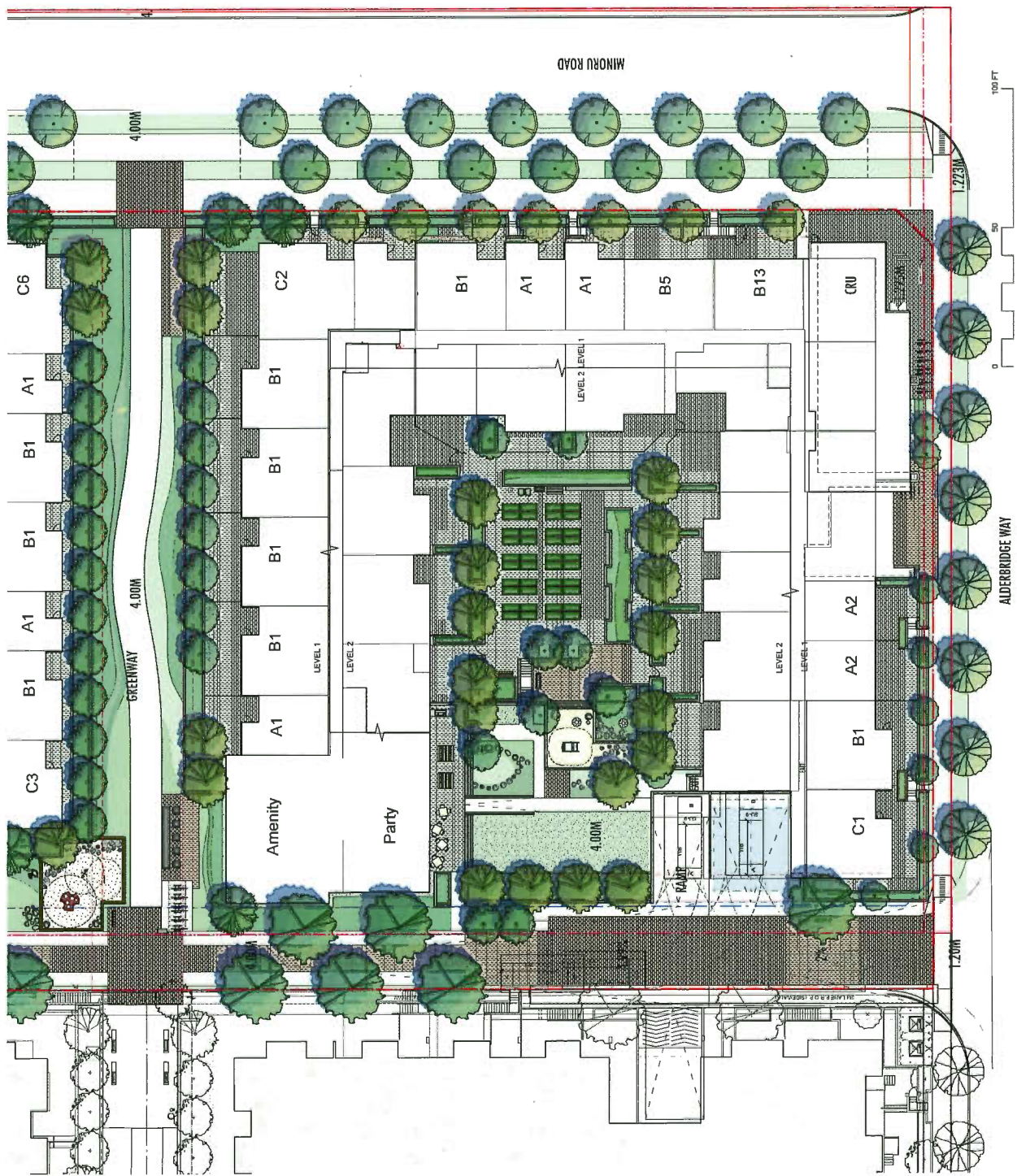
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7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.	06-483

LANDSCAPE CONCEPT
SOUTH BUILDING

L1.3



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES, DEPARTMENT OR AGENCIES OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

9. ISSUED FOR COORDINATION	16-06-23
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8. RE-ISSUED FOR REVISION	16-06-20
5. RE-ASSUED FOR REVISION	17-11-20
4. RE-ASSUED FOR REVISION	17-06-18
3. ISSUED FOR REVISION	16-12-16
2. ISSUED FOR REVIEW	16-12-16
1. ISSUED FOR CLIENT REVIEW	16-06-27

REVISIONS

RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:150
Drawn:	DS
Reviewed:	DS
Project No.	06-483

LANDSCAPE CONCEPT
PUBLIC GREENWAYS



PLN -188



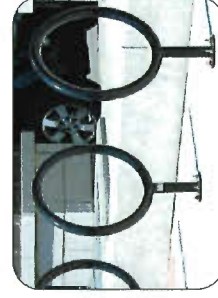
PUBLIC GREENWAY WITH SEATING AND LAYERED PLANTINGS



CHILDREN'S PLAY ELEMENTS IN GREENWAY



PUBLIC BIKE PARKING AND REST STATION



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, OR CONDITION OF ANY UTILITIES OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND DEPTH OF ALL UTILITIES AND/OR CONCEALED STRUCTURES AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND DEPARTMENT OR PERSONNEL OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

7. RE-DESIGNED FOR REZONING	18-05-20
8. RE-DESIGNED FOR REZONING	18-05-20
9. RE-DESIGNED FOR REZONING	17-12-20
4. RE-DESIGNED FOR REZONING	17-05-18
3. ISSUED FOR REZONING	16-12-18
2. ISSUED FOR REVIEW	16-12-18
1. ISSUED FOR CLIENT REVIEW	18-04-27

REVISIONS

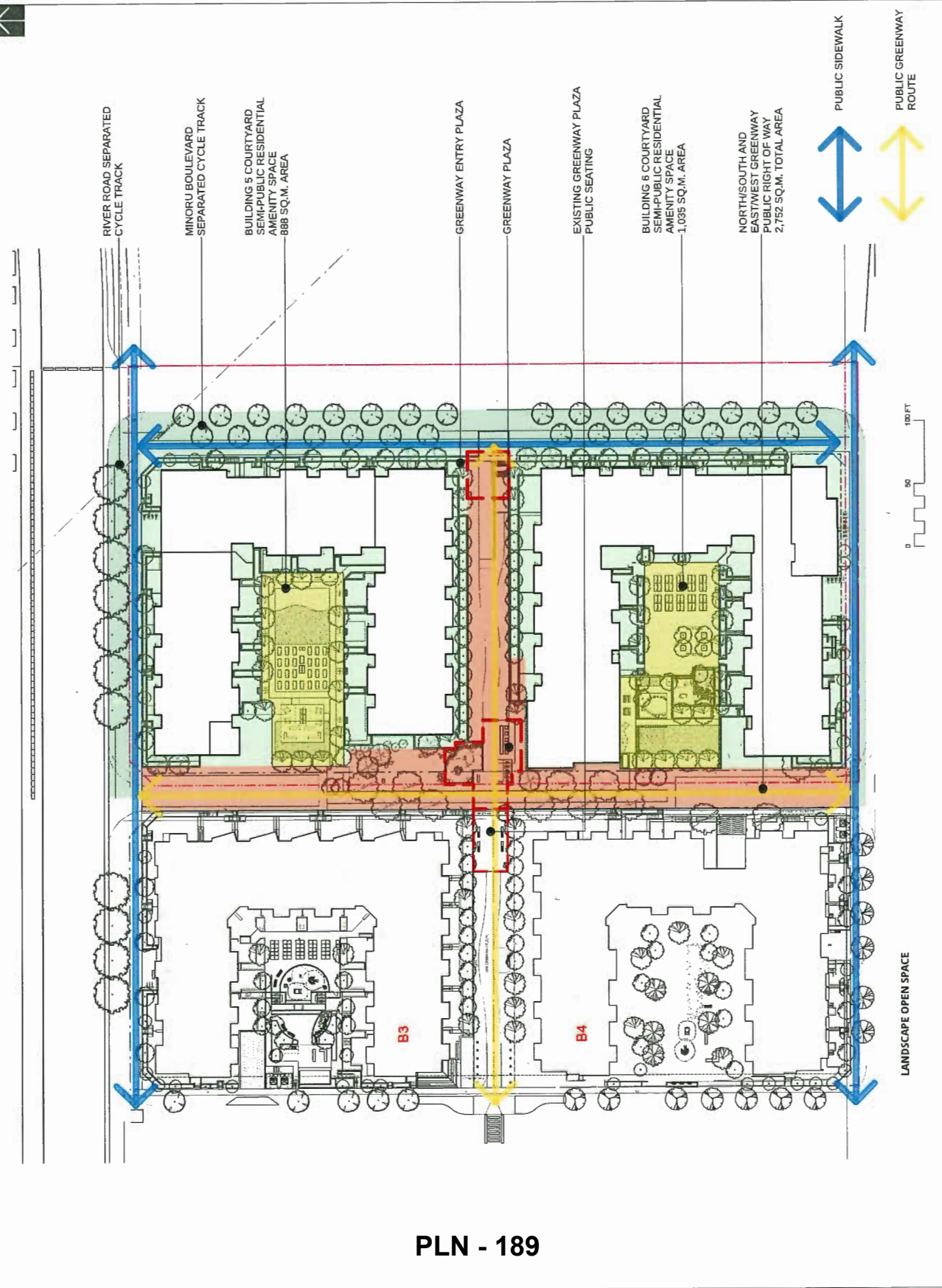
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7791 and 7811 Alderbridge Way
Richmond, British Columbia

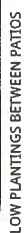
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Drawn:	DS
Reviewed:	DS
Project No:	09-483

LANDSCAPE OPEN
SPACE DIAGRAM

L1.5



PLN - 190



TRUNK DIA.	BOTANICAL NAME	COMMON NAME	SIZE	SPREADING
7	How Reed Blunt Thorns	Determined by city	7m tall, 30cm	as shown
20	Howee Street Thorns	Determined by city	as shown	as shown
8	Abadango Street Thorns	Determined by city	as shown	as shown
38	Acacia pallidula "Chalk Lake"	Quadrangle Japanese Maple	3m tall, 30cm	as shown
16	Caragana japonica	Madam Tene	7m tall, 30cm	as shown
19	Hemidorea's Hammonds	"Value Flamingo" Weibach	2.5m tall, 30cm	as shown
8	Prunus cornuta	Golden Shrike	3m tall, 30cm	as shown
10	Quercus palustris	Pink Oak	7m tall, 30cm	as shown
10	Quercus macro "Festinger"	Upright English Oak	7m tall, 30cm	as shown
37	Bayla Hortensia	Japanese Snowball	3m tall, 30cm	as shown

ENDURES

[illegible]

Symbol	Chemical Name	Concentration	Unit
☼	Bismuthum spiritus	Deer Fern	81 pot
☼	Dryadulae a. terrae	Buckler Fern	81 pot
☼	Equisetum, yuccagum "Roman"	Broom Fern	41/100 pot
☼	Fragaria officinalis	Straw Strawberry	41/100 pot
☼	Fraxinus latifolia	Common Ash	157 a.c.
☼	Galium aparine	Common Galium	157 a.c.
☼	Galium verum	Common Galium	157 a.c.
☼	Geranium robertianum	Velvet Geranium	157 a.c.
☼	Polygonatum bipartitum	Virginia Creeper	81 pot
☼	Polygonatum medium	Wormwort	82 pot
☼	Polygonatum viviparum	Wormwort Fern	41/100 pot
☼	Waldsteinia terrena	Waldsteinia	157 a.c.
☼	Sedum and succ.		157 a.c.

[illegible]

Species	Height (m)	Stem diameter (cm)	Stem density (no./m ²)	Stem volume (m ³ /m ²)	Stem weight (kg/m ²)	Stem biomass (kg/m ²)
<i>Pinus laevis</i> 'Zabala'	24.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2
<i>Pinus laevis</i> 'Zabala'	24.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2	10.0 ± 0.2

NOTES:

- 1) In case of discrepancy between listed numbers on this list and on the plans, the latter shall prevail.
- 2) All editions shall be in accordance with IBC - Landscape Standard, latest edition.
- 3) All utility marks to be marked with "X" (cross) of Avenue Products "Munim" brand¹ or approved equal.
- 4) This section and upcoming general items will be confirmed by the City Parks and Recreation Department as a condition of Servicing Agreement at the time of issuance of the first building permit.

7. RE-DESIGNED FOR REZONING	16-02-20
8. RE-DESIGNED FOR REZONING	16-02-20
9. RE-DESIGNED FOR REZONING	17-03-20
4. RE-DESIGNED FOR REZONING	17-03-18
3. ISSUED FOR REZONING	16-03-18
2. ISSUED FOR REVIEW	16-03-18
1. ISSUED FOR CLIENT REVIEW	16-02-17

REVISIONS

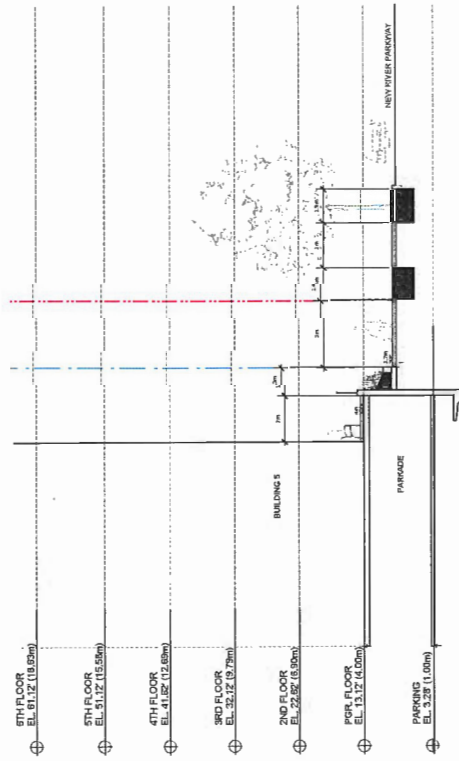
RIVA 2-0

7791 and 7811 Alderbridge Way
Richmond, British Columbia

Scale:	1:400
Drawn:	DS
Reviewed:	DS
Project No.	06-483

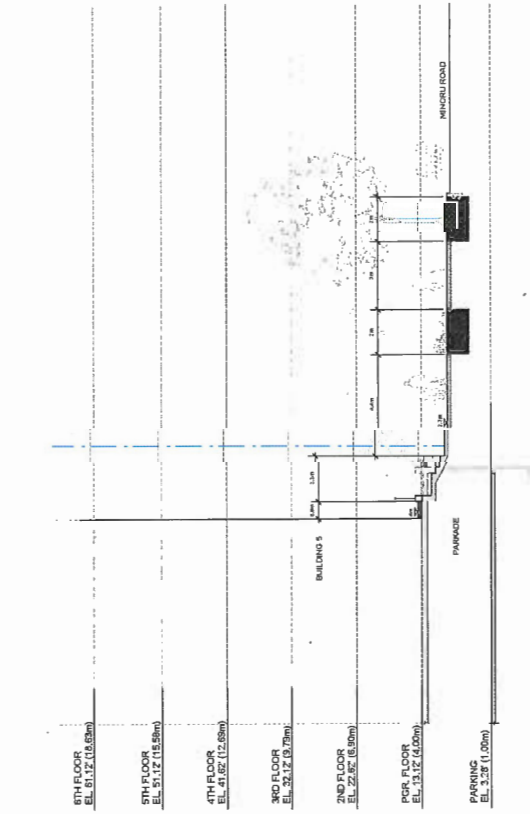
SECTIONS:
NORTH BUILDING

L5.0



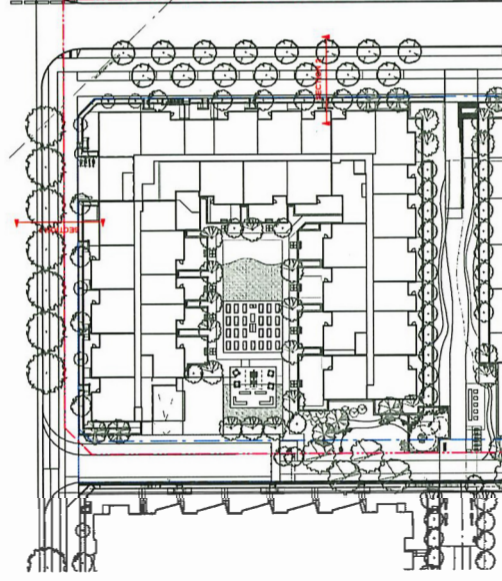
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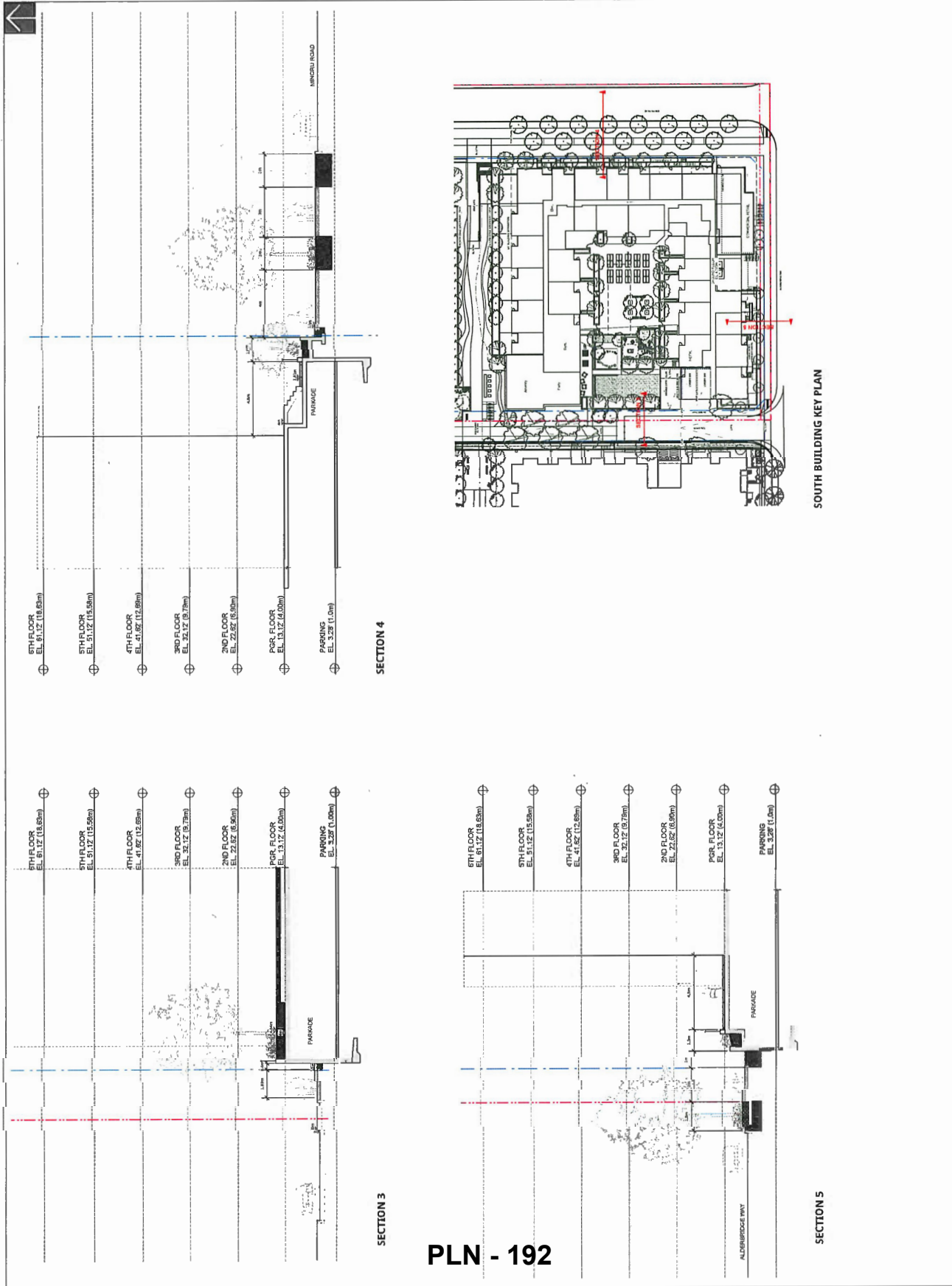
PLN - 191



SECTION 2

NORTH BUILDING KEY PLAN







Development Application Data Sheet
Development Applications Department

RZ 17-765420

Address: 7811 Alderbridge Way

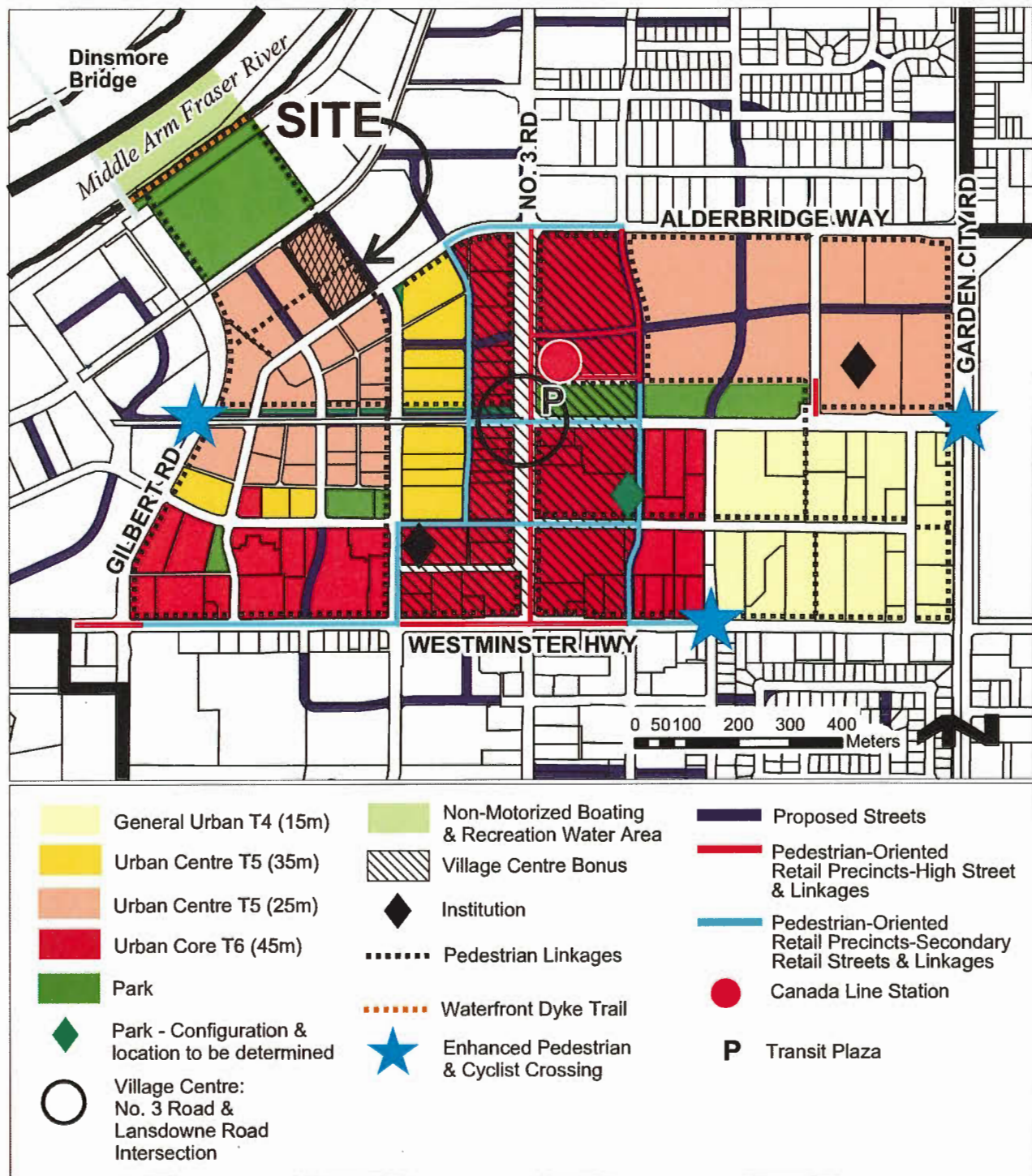
Applicant: Onni 7811 Alderbridge Holding Corp Inc.

Planning Area(s): Lansdowne Village

	Existing	Proposed	
Owner:	Onni 7811 Alderbridge Holding Corp. Inc. No. BC1067884		
Site Size:	Existing lot: 17,934.8 m ² Surplus lane: 1,052.5 m ² Total: 18,987.3 m ²	Net site: 14,645.5 m ² Road dedication: 4,341.8 m ² Total: 18,987.3 m ²	
Land Uses:	Light Industrial	Mixed-Use	
OCP Designation:	Mixed-Use	Complies	
Area Plan Designation:	Urban Centre T5 (25m), Sub-area B.2	Complies	
Zoning:	Industrial Retail (IR1)	Residential/Limited Commercial (RCL2)	
Number of Units:	2 Industrial buildings	1 CRU & 365 apartments, including 22 affordable housing units	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.0, including AH	2.0	None permitted
Buildable Floor Area:*	Max. 30,753.2 m ² (331,024.7 ft ²)	Residential: 30,473.2 m ² (328,010.8 ft ²) Affordable Housing: 1,554 m ² (16,727 ft ²) Commercial: 280 m ² (3,013.9 ft ²)	None permitted
Lot Coverage:*	Max. 90%	44%	None
Lot Size:	Min. 2,400 m ²	14,645.5 m ²	None
Lot Dimensions:	Width: Min. 40 m Depth: Min. 40 m	Width: 79.2 m Depth: 171.8 m	None
Setbacks:	Public Road: Min. 3 m Side (Interior): Min. 0 m	Public Road: Min. 3 m Side (West): Min. 9 m	None
Height:	25 m	24 m	None
Off-street Parking Spaces:*	City Centre Zone 2: Resident: 412 Affordable Housing: 20 Visitor/Commercial: 73 Total: 506	Resident: 422 Affordable Housing: 20 Visitor/Commercial: 74 Total: 516	None
Accessible Parking Spaces:	Min. 2%	2%	None
Tandem Parking Spaces:	Resident: Max. 50%	Resident: 24%	None
Amenity Space – Indoor:	Min. 730 m ²	790 m ²	None
Amenity Space – Outdoor:	Min. 2,190 m ² , and Min. 1,464.55 m ² (CCAP)	2,190 m ² , and 1,689 m ² greenway corridor	None

* Preliminary estimates; building design to be refined and reviewed at DP stage for zoning bylaw compliance.

to report dated June 4, 2018

Specific Land Use Map: Lansdowne Village (2031)



Address: 7811 Alderbridge Way

File No.: RZ 17-765420

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9867, the owner is required to complete the following:

1. (Site Contamination – General) Submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the project footprint) or an alternative notification from the Ministry of Environment and Climate Change Strategy confirming to the City that the City may approve the zoning, development, subdivision, and demolition applications.
2. (Site Contamination – Dedicated Land) Submission to the City of contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the footprint of the lands proposed to be dedicated to the City) from the Ministry of Environment and Climate Change Strategy or another form of assurances satisfactory to the City in the City's sole discretion to support the City accepting the proposed dedicated land. Such assurances would include, at minimum the registration of a legal agreement on the title to the subject development lands which provides that:
 - a) No occupancy of any building on the subject development lands will be granted by the City until such time that the owner has satisfied the City in the City's sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained from the Ministry of Environment and Climate Change Strategy for the proposed dedication lands.
 - b) The owner will release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
3. City acceptance of the owner's offer to provide the following voluntarily contributions and should the contributions not be provided within one year of the application bylaw receiving third reading, the contribution rates will be increased annually to reflect current contribution rates.
 - a) \$92,686.91 (i.e. \$0.28/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
 - b) \$216,000.00 towards interim treatment along the north edge of River Parkway behind the curb (asphalt walkway, lock block retaining wall, guard rail and fill material).
 - c) \$110,000 towards the City's Watermain Replacement Reserve account for new water main installation along the subject lands' River Parkway frontage via the City's Capital Works, as per Subdivision and Development Bylaw No. 8751. Not required if the watermain servicing works are constructed by the owner through the SA.
4. Council approval of the lane closure bylaw for the adjacent surplus City lane lands located to the west of the property at 7811 Alderbridge Way. The owner shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the owner.
5. Consolidation of the subject lands into one development parcel.
6. Road dedication (which requires building demolition):
 - a) River Parkway - 3.0 m wide road dedication along the entire north property line.
 - b) Alderbridge Way - 2.0 m wide road dedication along the entire south property line.
 - c) Minoru Boulevard - 22.3 m wide road dedication along the entire east property line, including 4 m x 4 m corner cuts at the northeast and southeast corners of the site.
7. Granting of the statutory rights-of-ways (SRWs) referred to below for the purposes of public rights-of-passage (PROP) to accommodate 24-hour-a-day access and use by the public, City, emergency services and bylaw enforcement activities. The owner is responsible for construction, maintenance and liability. The design of the SRW areas is to be included in the Development Permit (DP) design, is to include 24-hour-a-day lighting and way finding signage, and must be prepared in accordance with engineering practice with the objective to optimize public

safety. The final areas of the SRWs will be determined based on the DP design, including detailed design of parkade access and truck turning movements, and confirmed by legal surveys prepared by a BC Land Surveyor to the satisfaction of the City. Following completion of the works, the owner is required to provide a certificate of inspection for the works, prepared and sealed by the appropriate registered professional in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the Development Permit design. Statutory Rights-of-Way:

- a) East-West Greenway: approximately 10 m wide mid-block SRW on top of the proposed parking structure, extending the existing greenway west of the site to Minoru Boulevard. The greenway is to accommodate the continuation of the approximately 3.5 m wide hard surface treatment for pedestrians and bicycles, seating, landscaping, related uses and features and a children's play area.
 - b) North-South Private Roads: approximately 9.5 m by 48 m SRWs along the west property line abutting Alderbridge Way and River Parkway. The private roads are to: (i) accommodate a minimum 2.0 m wide paved north-south pedestrian links between Alderbridge Way and River Parkway for pedestrians, bicycles, related uses and features, with clear physical delineation from vehicle use areas; (ii) provide vehicle and truck access to adjacent property west of the site; and (iii) include 4 m x 4 m corner cuts at the lane/road intersections. The exact length of these SRWs will be determined based on detailed design of parkade access, truck turning movements, and legal surveys. The two corner cuts at the lane may be waived if the following conditions are met: vehicle access at both ends of the lane is restricted to right-in/right-out; pedestrian passages are not obstructed; and the requirements of the City of Richmond Traffic Bylaw 5870 Sightline Enforcement Policy are fully adhered to. The design of the SRW areas are to be included in the required Servicing Agreement, to the satisfaction of the Director of Transportation.
 - c) North-South Pedestrian Link and Children's Play Area: approximately 6 m to 10.5 m wide SRW on top of the proposed parking structure and along the west property line between the northerly and southerly north-south private road SRW areas, providing a pedestrian link to Alderbridge Way, River Parkway and the east-west greenway and providing a children's play area abutting the east-west greenway. The exact configuration of this SRW/PROP will be determined based on the required DP detailed design.
8. Granting of all necessary statutory rights-of-way (on-grade, below grade and open-sky above) to accommodate above ground utility cabinets and kiosks required to service the proposed development, as identified in the servicing agreement requirements. The size, location and requirements for such rights-of-way shall be determined through coordination with the City and the respective third party utilities companies and shown on a functional plan for the City's approval as part of the DP process. Such rights-of-way shall be granted prior to City approval of SA design.
 9. Granting of a 6 m wide temporary statutory right-of-way for the purposes of utilities along the entire west property line over the surplus City lane area to accommodate existing private and City owned utilities. This temporary SRW is to be discharged after all utilities have been relocated or alternate SRW secured. City responsible for maintenance and liability associated with City-owned utility works.
 10. While the standard RCL2 zoning allows commercial indoor recreation use, registration of a legal agreement on Title prohibiting commercial indoor recreation uses on the subject lands.
 11. Registration of a legal agreement on Title to ensure that the two guest suites to be constructed in the development are restricted to short term accommodation only and once the subject lands are stratified will be designated as common property and accessible to all residents of the development for the duration of the life of the building. Each of the suites are to be approximately 34 m² (369 ft²) studio units located on the second floor of the southern building adjacent to the indoor amenity area meeting room and limited to southern exposure only.
 12. Registration of a flood indemnity restrictive covenant on Title (Area A).
 13. Registration of an aircraft noise sensitive use restrictive covenant on Title (Area 2), identifying that the proposed dwelling units must be designed and constructed to achieve the following:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) The ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
14. Registration of a legal agreement on Title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of the agreement through the disclosure statement to be issued by the owner to all initial purchasers, and to erect signage in the sales centre for the proposed development advising purchasers of the potential for these impacts.
15. Registration of a legal agreement on Title stating that while the development is a mixed use project that includes both commercial and residential uses and is located within 30 m of other residential uses, the owner/occupant is required to mitigate unwanted noise, including demonstrating that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s Noise Bylaw and that noise generated from rooftop HVAC units will comply with the City’s Noise Bylaw.
16. Registration of a parking legal agreement on Title that includes the following terms:
- a) Where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit for the sole purpose of vehicle parking and prohibiting conversion of any of this area into habitable space including without limitation general storage purposes.
 - b) The provision of shared bicycle storage areas designated as common property for the sole purpose of bicycle storage by residents of units within the subject development and prohibiting conversion of any of these areas into habitable space including without limitation general storage purposes.
 - c) The provision of visitor and shared visitor/commercial parking spaces in accordance with the DP and such spaces will be identified and will not be sold, leased, assigned or designated, or allocated in any other manner to individual unit owners/renters/occupants or any other person. The shared parking spaces are to be available for use by customers of commercial units within the subject development during business hours and available for use at all times by both visitors of residents of residential units; and owners and employees of commercial units. The exact number and location of parking spaces will be confirmed through the DP process.
17. Registration of the City’s standard Housing Agreement under section 483 of the *Local Government Act* [RSBC 2015] to secure the following affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development’s total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Building 1				
1-bedroom	10	50.9 to 57.5 m ² (548.2 to 619.5 ft ²)	\$975	\$38,250 or less
2-bedroom	3	81.2 m ² (2,868.2 ft ²)	\$1218	\$46,800 or less
3-bedroom	3	92.9 m ² (1000.3 ft ²)	\$1480	\$58,050 or less
Building 2				
2-bedroom	4	80.7 m ² (868.6 ft ²)	\$1218	\$46,800 or less
3-bedroom	2	92.9 m ² (1000.3 ft ²)	\$1480	\$58,050 or less
Total	22			

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

18. Public Art: City acceptance of the owner’s offer to make a voluntary contribution towards Public Art, the terms of which voluntary owner contribution shall include the following.
- a) The value of the owner’s voluntary public art contribution shall be based on the minimum Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject lands’

proposed zoning, excluding affordable housing, as indicated in the following table:

Use	Floor Area	Affordable Housing Exemption	Contribution Rates	Contribution
Residential	Max. 28,919 m ² (311,283 ft ²)	1,554 m ² (16,728ft ²)	\$0.85/ft ²	\$ 264,590.21
Commercial	280 m ² (3,014 ft ²)	Nil	\$0.45/ft ²	\$ 1,356.25
Total	Max. 30,753 m ² (331,025 ft ²)	1,554 m ² (16,728ft ²)	Varies	\$ 265,946.46

- b) Where the owner elects to provide Public Art on-site as part of the subject development, prior to rezoning adoption, the owner shall submit a Public Art Plan for the subject lands, which Plan shall be:
- Prepared by an appropriate professional.
 - Based on a contribution value of at least the total amount indicated in the table above.
 - Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, and other relevant supplementary public art and heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.
 - Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services.
 - Implemented by the owner, as required by legal agreement(s) registered on Title to prior to rezoning adoption.
- c) "No development" shall be permitted on the subject lands, restricting Development Permit issuance for any building on the lot, in whole or in part (excluding parking), until the owner, to the City's satisfaction:
- Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the owner for the subject lands and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption).
 - Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the Plan's implementation, the value of which contribution shall be at least the total amount indicated in the table above.
- d) "No occupancy" shall be permitted on the subject lands, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject lands until:
- The owner, at the owner's sole cost and expense, commissions one or more artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City owned lands, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, Public Art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan).
 - The owner, at the owner's sole cost and expense and within 30 days after the date on which the applicable public art is installed in accordance with the Public Art Plan, executes and delivers to the City a transfer of all of the owner's rights, title, and interest in the public artwork to the City if on City owned lands or to the subsequent strata corporation if on the subject lands (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.

NOTE: It is the understanding of the City that the artist's title and interest in the public artwork will be transferred to the owner upon acceptance of the artwork based on an agreement solely between the owner and the artist and that these interests will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.

- The owner, at the owner's sole cost and expense, submits a final report to the City promptly after completion of the installation of the Public Art in accordance with the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:

- Information regarding the siting of the Public Art, a brief biography of the artist(s), a statement from the

artist(s) on the Public Art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require.

- A statutory declaration, satisfactory to the City Solicitor, confirming that the owner's financial obligation(s) to the artist(s) have been fully satisfied.
- The maintenance plan for the Public Art prepared by the artist(s).
- Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

e) As an alternative to the provision on Public Art on-site, the owner may offer to make a voluntary cash contribution in lieu; provided that the value of such voluntary public art contribution shall be at least the total amount indicated in the table in item a) above. In this case, the requirements of b) through d) will not apply.

19. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- a) No Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site.
- c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed the City and the City's DEU service provider, LIEC.
- d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i) the building is connected to the DEU;
 - ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;

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- iv) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).
20. The submission and processing of a Development Permit (DP)* completed to a level deemed acceptable by the Director of Development.
21. Enter into a Servicing Agreement (SA)* for the design and construction of greenway, servicing, and road works. Works include, but may not be limited to, the following:
- a) Road Functional and Traffic Signal Design Works: Submission of a functional design (road works and behind the curb frontage works), prepared to the satisfaction of the City, is required. Design to accommodate: River Parkway widening with new intersection and traffic signalization at Minoru Boulevard, new Minoru Boulevard extension, Alderbridge Way widening with interim intersection improvements at Minoru Boulevard and ultimate cross-section and intersection design, and the north and south private road accesses to accommodate right-in / right-out only traffic movements with driveway letdown design, physical measures (e.g. concrete island channelization), stop sign controlled and signage to enforce the left turn restrictions. Works also include street lighting, traffic signage, pavement marking, hard landscape features, boulevard landscaping, street trees, street furnishings, bollards and banner poles. A full set of traffic signal design drawings is required.
 - b) North-South Private Roads Works (within required approximately 9.5 m by 48 m SRWs along the west property line abutting Alderbridge Way and River Parkway). The private roads are to (i) accommodate a minimum 2.0 m wide paved north-south pedestrian links between Alderbridge Way and River Parkway for pedestrians, bicycles, related uses and features, with clear physical delineation from vehicle use areas (ii) provide vehicle and truck access to adjacent property west of the site, and (iii) include 4 m x 4 m corner cuts at the lane/road intersections. The exact length of these SRWs will be determined based on detailed design of parkade access, truck turning movements, and legal surveys. The two corner cuts at the lane may be waived if the following conditions are met: vehicle access at both ends of the lane is restricted to right-in / right-out; pedestrian passages are not obstructed; and the requirements of the City of Richmond Traffic Bylaw 5870 Sightline Enforcement Policy are fully adhered to.
 - c) River Parkway Widening (from West property line to 30 m beyond Minoru Boulevard intersection). The City, as part of its 2018 Capital & Construction Program, will construct approximately the equivalent of three traffic lanes along the north side of River Parkway from the current westerly limit of this roadway to Cambie Road. The Owner is responsible for completing the following works across the River Parkway development frontage: behind the curb frontage improvements; ultimate curb-to-curb five-lane cross-section; and intersection at Minoru Boulevard including traffic signals. The owner's works also include completing the ultimate five-lane cross-section beyond the Minoru Boulevard intersection for a distance of 30 m and additional road transition works with a 20:1 taper section. Interim cross-section (measured from property line northward to inside of north curb):
 - 3.0 m wide sidewalk abutting property line
 - 1.41 m wide buffer strip (with street furniture, bollards, trees and/or shrubs)
 - 2.0 m wide off-road bike lane
 - 1.5 m wide landscaped boulevard (with a single row of street trees)
 - 0.15 m wide curb with gutter

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- 3.2 m and 3.25 m wide eastbound traffic lanes
- 3.2 m wide median (grade level with decorative paving treatment)
- 3.25 m and 3.2 m wide westbound traffic lanes
- Other features: banner poles, hard landscape features, street furnishings, and street lights

Ultimate cross-section: remaining cross-section behind the north curb will be determined as part of future Park development.

- d) Alderbridge Way Widening (from West property line through Minoru Boulevard intersection). Works include completing the ultimate frontage improvements and curb, interim curb-to-curb 4-lane with median cross-section along frontage, interim intersection improvements at Minoru Boulevard. Interim cross-section (measured property line southward to the inside of the existing south curb):

- 2.0 m wide sidewalk abutting new property line
- 1.78 m wide landscaped boulevard (with a single row of street trees)
- 0.15 m wide curb with gutter
- 3.25 m and 3.2 m wide westbound traffic lanes
- 2.33 m wide painted median
- 3.2 m and 3.25 m wide eastbound traffic lanes

Ultimate cross-section: Five 3.25 m wide traffic lanes (two eastbound, two westbound and a left turn lane) with concrete raised median, curb and gutter, landscaped boulevard and 2.0 m wide sidewalk abutting property lines.

- e) Minoru Boulevard Extension (from River Parkway to Alderbridge Way).

- i) Works include: completing the ultimate frontage improvements and curb, interim curb-to-curb three-lane cross-section (including parking lane) and interim retaining wall with safety barrier as needed. Interim cross-section (measured from west to east):

- 0.5 m wide landscape strip abutting new property line (part of Parks greenway)
- 3.5 m wide sidewalk
- 2.0 m wide landscaped buffer (with row of street trees, part of Parks greenway)
- 3.0 m wide greenway/bike path (with structural soil cells below providing continuous boulevard soil volume to support double row of street trees, part of Parks greenway)
- 2.0 m wide landscaped boulevard (with row of street trees, part of Parks greenway)
- 0.15 m wide curb with gutter
- 2.5 m wide southbound parking lane
- 3.75 m and 3.75 m wide southbound and northbound traffic lanes
- 0.15 m wide curb with gutter
- 1.0 m wide clearance /retaining wall /safety barrier as needed

Ultimate cross-section (measured from the west curb to the east curb): Two 2.5 m wide parking lanes, two 3.5 m wide traffic lanes and 0.15 m wide curbs with gutters. Remaining cross-section behind the east curb will be determined as part of future development.

- ii) Minoru Boulevard and Alderbridge Way Intersection. Before the remaining properties adjacent to the intersection are redeveloped, the section of Minoru Boulevard north of Alderbridge Way will be offset from the section of Minoru Boulevard to the south. In the interim, for traffic operations and safety reasons, the traffic movements at the intersection of Alderbridge Way and the north approach of Minoru Boulevard will be restricted to right-in/right-out. The design and construction of this intersection is to accommodate the permitted traffic movements, to enforce the interim restricted left turn traffic movements, and to be compatible with the ultimate conditions. In the future, after the remaining properties adjacent to the intersection are redeveloped, all four legs of the intersection will achieve signalization, direct connection and ultimate lane configuration.

- f) Traffic Signals:

- i) Minoru Boulevard and River Parkway intersection. Works include: conduits, junction boxes, traffic pole bases, traffic signal heads, illuminated street name signs, video detection, Accessible Pedestrian Signals (APS), UPS (Uninterrupted Power Supply) base and controller cabinet base. New communications conduit/cable are also required to tie in this traffic signal with City-owned communication network.

- ii) Minoru Boulevard and Alderbridge Way intersection (modification works). Works include: any required modification of existing traffic signal resulting from the SA works, new "ornamental traffic poles" powder coated to match surrounding street light poles, pole bases, video detection, UPS system, controller cabinet/controller, illuminated street name signs and APS.
- iii) During the SA detailed design stage, equipment location may require granting of new SRW(s) to the City and additional works may be required including modifying, relocating and/or replacing the following elements at a traffic signal device and/or communications network:
 - traffic signal poles/bases, conduits, junction boxes, street light fixtures, cable and conductors
 - traffic signal equipment such as controller cabinet/base, UPS (Uninterrupted Power Supply) and service panel
 - vehicle/pedestrian detection and vehicle phasing including left turn arrows
 - communications conduit, cable and junction boxes

g) Water Works:

Using the OCP Model, there is 315 L/s available at 20 psi residual at the hydrant located at the subject lands' Alderbridge Way frontage. Based on the proposed development, a minimum fire flow of 220 L/s is required. No capacity analysis is required.

- At the Owner's cost, the Owner is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at BP stage.
 - ii) Provide approximately 104 m of 300 mm diameter water main complete with fire hydrants (spaced as per City standard) along the subject lands' entire River Parkway frontage should servicing be required before the City's Capital Works are completed, in place of the voluntary cash contribution amount specified above. The proposed water main shall tie-in to the existing watermain west of the subject lands.
 - iii) Provide approximately 206 m of 300 mm diameter water main complete with fire hydrants (spaced as per City standard) along the subject lands' entire Minoru Boulevard frontage. The proposed watermain shall tie-in to proposed watermain at River Parkway and Alderbridge Way.
 - iv) Upgrade approximately 104 m of existing watermain from 200 mm diameter AC to 300 mm PVC complete with fire hydrants (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage. The upgraded watermain shall tie-in to existing water mains east and west of the subject lands.
- At the Owner's cost, the City will:
 - v) Abandon and cap at main all existing water service connections.
 - vi) Install a new water service connection at Alderbridge Way frontage, complete with meter, meter box, and secured by statutory right-of-way. The dimensions of the right-of-way shall be finalized during the Servicing Agreement process and confirmed by legal surveys prepared by a BC Land Surveyor to the satisfaction of the City.
 - vii) Complete all proposed water main tie-ins.

h) Storm Sewer Works:

- At the Owner's cost, the Owner is required to:
 - i) Upgrade the existing ditch (approximately 104 m) to 750 mm diameter storm sewer complete with manholes (spaced as per City standards) along the subject lands' entire River Parkway frontage should the servicing be required before the City's Capital Works are completed. The proposed storm sewer shall tie-in to the storm sewer built via Servicing Agreement SA12-615759 west of the subject lands and to the existing ditches east of the subject lands.
 - ii) Provide approximately 205 m of 600 mm diameter storm sewer complete with manholes (spaced as per City standard) along the subject lands' entire Minoru Boulevard frontage. The proposed storm sewer shall tie-in to the proposed storm sewers at River Parkway and Alderbridge Way.
 - iii) Remove and replace approximately 117 m of existing 250 mm diameter storm sewer with 600 mm complete with manholes (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage. The new storm sewer shall be placed in an alignment consistent with the storm sewers built via Servicing

Initial: _____

Agreement SA12-615759. The upgraded storm sewer shall tie-in to existing storm sewers east and west of the subject lands.

- iv) Confirm whether the required 300 mm diameter private drainage line, which is to service the proposed north private road that will connect to River Parkway, will conflict with existing utilities such as Metro Vancouver trunk sewer lines, Telus duct bank, etc. at River Parkway which would obstruct the tie-in to the storm sewer located north of the trunk lines. If conflicts exist, then the required lane drainage system (with an approximate length of 40 meters) shall tie-in to the on-site drainage system and the lane runoff shall be collected on-site before being discharged into City's drainage system via the subject lands' storm sewer service connection at Alderbridge Way.
- v) Install a storm sewer service connection, complete with an inspection chamber and tie-in to the proposed storm sewer at Alderbridge Way via a manhole.
- vi) Take over ownership and maintenance of the 50 m long storm sewer in the proposed south private road (surplus City lane) along the west property line of the subject lands.
 - At the Owner's cost, the City will:
- vii) Cut and cap at main all existing storm service connections.
- viii) Remove all existing inspection chambers and storm service leads and dispose off-site.
- ix) Complete all proposed storm sewer tie-ins.
- i) Sanitary Sewer Works:
 - At the Owner's cost, the Owner is required to:
- i) Upgrade approximately 110 m of existing 200 mm diameter sanitary sewer complete with manholes (spaced as per City standard) along the subject lands' entire River Parkway frontage. The upgraded sanitary sewer shall tie-in to the sanitary sewers that were built via Servicing Agreement (SA12-615759) located west of the subject lands. Pipe size for this section shall be determined via the SA process.
- ii) Discharge the portions of existing utility SRW plan 45474 along the west and south property lines of 7080 River Road after the new sanitary sewer is operational and the existing 200 mm sanitary sewer is removed. This excludes the portion of existing utility SRW plan 45474 along the entire east property line, which is to remain in effect.
- iii) Confirm whether extending the new sanitary line, along the River Parkway frontage, northwards to connect to existing sanitary line running north-south will conflict with existing utilities such as Metro Vancouver trunk sewer lines, Telus duct bank, etc. at River Parkway. Coordination is required with Metro Vancouver and Telus. If no conflict exists, extend the new sanitary sewer at River Parkway from its east end (via a new manhole) northwards by approximately 20 m and tie-in to a new manhole (replacing existing manhole SMH4745) at the southwest corner of 7280 River Road. This section which will cross underneath the existing Metro Vancouver trunk sewer shall be pipe encased and shall be designed similar to the existing pipe encased sanitary crossing River Parkway at the west property line of the subject lands. The design and construction of this section shall be coordinated with Metro Vancouver. Pipe size for this section shall be determined via the SA process.
- iv) Fill as per MMCD, then abandon, the existing 200 mm diameter sanitary sewer that crosses River Parkway just north of the subject land's west property line.
- v) Upgrade approximately 104 m of existing sanitary sewer from 150 mm diameter to 450 mm PVC complete with manholes (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage and tie in to the west existing manhole (SMH56636). The new sanitary sewer shall be extended from its east end (via a new manhole) northwards to tie in to the existing manhole (SMH4691).
- vi) Discharge existing utility SRW plan 42489 along the subject lands' south property line fronting Alderbridge Way after the new 450 mm sanitary sewer is operational and the existing 150 mm sanitary sewer is removed.
- vii) Remove the existing 200 mm diameter FRP sanitary sewers located on the subject lands parallel to the entire west property line. Simply filling and abandoning the existing pipe is not acceptable because the pipe will be located under the proposed parkade. Prior to removal of the existing sanitary sewers, relocate the existing sanitary connection that services 7771 Alderbridge Way to its Alderbridge Way frontage (if required).

- viii) Install a sanitary sewer service connection, complete with an inspection chamber, at the Alderbridge Way frontage and tie-in to the proposed storm sewer at Alderbridge Way.
 - At the Owner's cost, the City will:
- ix) Cut and cap at main all existing sanitary service connections to the subject lands.
- x) Remove all existing inspection chambers and sanitary leads connected to the subject lands and dispose off-site.
- xi) Complete all proposed sanitary sewer service connections and tie-ins.
- j) Frontage Improvements:
 - At the Owner's cost, the Owner is required to:
 - i) Provide frontage improvements in accordance with the requirements of the Director of Transportation. Improvements shall be built to the ultimate condition wherever possible.
 - ii) Proposed sidewalks, bike paths and boulevards shall be included in City road area, with the exception of the north-south pedestrian connection and east-west greenway.
 - iii) Provide street lighting along River Parkway, Minoru Boulevard and Alderbridge Way frontages. Provide interim street lighting along the east side of the Minoru Boulevard frontage. An engineered sonotube will be required for the east side of Minoru Boulevard to address clearance issues due to the lock block wall to support the grade difference between 7851 Alderbridge Way and the roadway.
 - iv) Remove or underground in a new corridor all existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the west edge of the subject lands. The owner is required to coordinate with the private utility companies to facilitate removal or undergrounding.
 - v) Underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the subject lands' River Parkway frontage. The owner is required to coordinate with the private utility companies to facilitate undergrounding.
 - vi) Provide street lighting as per City Center specifications along the proposed north private road abutting River Parkway. Ownership and maintenance of this infrastructure shall be by the owner.
 - vii) Take over ownership and maintenance of the existing street lighting in the proposed south private road abutting Alderbridge Way. Modifications to the system shall be finalized through the SA design.
 - viii) Remove the existing above ground private utility kiosk located at the northwest corner of 7811 Alderbridge Way. The owner is required to coordinate with the private utility company that owns the kiosk to facilitate removal.
 - ix) The owner shall provide private utility companies with the required rights-of-ways for their equipment (e.g. vista, PMT, LPT, telephone and cable kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. This equipment must be located on private property and not within City rights-of-way or public rights-of-passage and not impact public amenities such as east-west greenway, north-south pedestrian connection, sidewalks, boulevards and bike paths. The owner is responsible for coordination with private utility companies.
 - x) Locate all above ground utility cabinets and kiosks required to service the proposed development within the subject lands (see list below for examples). While this infrastructure and the associated statutory rights-of-way have not been shown in the rezoning conceptual development plans, a functional plan showing conceptual locations for such infrastructure shall be included in the DP design review. The owner is to coordinate with the respective private utility companies and the owner's lighting and traffic signal consultants are to confirm the rights-of-way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this by

way of letter addressed to the Director of Engineering. The following are examples of statutory rights-of-way that must be shown in the functional plan and registered prior to Servicing Agreement design approval by the City:

BC Hydro vista	*	
BC Hydro PMT	4 m x 5 m*	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m*	
Street light kiosk	2 m x 1.5 m	
Traffic signal controller	3.2 m x 1.8 m	
Traffic signal UPS	1.8 m x 2.2 m	
Shaw cable kiosk	1 m x 1 m*	(show possible location in functional plan)
Telus FDH cabinet	1.1 m x 1 m*	(show possible location in functional plan)
*Confirm SRW dimensions with BC Hydro, Shaw and Telus		

k) City utilities relocation

Required relocation of existing City utilities prior to start of site preparation works (e.g. soil densification, preload, etc.), if site preparation works are required:

Note: If the soil densification and/or preload works are to start after Third Reading of the Rezoning of the subject lands by Council or after Public Consultation, the works set out below shall be designed and constructed in accordance with the Servicing Agreement under the rezoning application. If not, then a separate Report to Council will be required to facilitate a Servicing Agreement (for the removal and replacement of the existing sanitary lines along the west and south property lines) which will be independent of the rezoning process.

- At the Owner's cost, the Owner is required to:
 - i) Upgrade approximately 110 m of existing 200 mm diameter sanitary sewer complete with manholes (spaced as per City standard) along the subject lands' entire River Parkway frontage. The upgraded sanitary sewer shall tie-in to the sanitary sewers that were built via Servicing Agreement (SA12-615759) west of the subject lands. Pipe size for this section shall be determined via the SA design process.
 - ii) Discharge the portions of existing utility SRW plan 45474 along the west and south property lines of 7080 River Road after the new sanitary sewer is operational and the existing 200 mm sanitary sewer is removed. This excludes the portion of existing utility SRW plan 45474 along the entire east property line, which is to remain in effect.
 - iii) Extend the new River Parkway sanitary sewer from its east end (via a new manhole) northward by approximately 20 m and tie-in to the existing manhole (SMH4745) located at the southwest corner of 7280 River Road. This section shall be pipe encased and shall be designed similar to the existing pipe encased sanitary crossing River Parkway at the west property line of the subject lands. The design and construction of this section shall be coordinated with Metro Vancouver. Pipe size for this section shall be determined via the SA process.
 - iv) Fill as per MMCD, then abandon, the existing 200 mm diameter sanitary sewer that crosses River Parkway just north of the subject land's west property line.
 - v) Upgrade approximately 104 m of existing sanitary sewer from 150 mm diameter to 450 mm PVC complete with manholes (spaced as per City standard) along the subject lands' entire Alderbridge Way frontage. The upgraded sanitary sewer shall tie-in to the existing sanitary sewers east and west of the subject lands.
 - vi) Discharge existing utility SRW plan 42489 along the subject lands' south property line fronting Alderbridge Way after the new 450 mm sanitary sewer is operational and the existing 150 mm sanitary sewer is removed.
 - vii) Remove the existing 200 mm diameter FRP sanitary sewers that run parallel to the subject lands' entire west property line. Simply filling and abandoning the existing pipe is not acceptable because the pipe will be located under the proposed parkade. Prior to removal of the existing sanitary sewers, relocate the existing sanitary connection that services 7771 Alderbridge Way to its Alderbridge Way frontage (if required).
 - viii) Install a sanitary sewer service connection, complete with an inspection chamber, at the Alderbridge Way frontage and tie-in to the proposed storm sewer at Alderbridge Way.

- ix) Remove and replace approximately 104 m of existing water line located close to the subject lands' south property line with a new 300 mm diameter water main within Alderbridge Way. The upgraded watermain shall tie-in to the existing water mains east and west of the subject lands.
- x) Remove and replace approximately 117 m of existing 250 mm diameter storm sewer with 600 mm complete with manholes (spaced as per City standard) along the subject lands' Alderbridge Way frontage. The new storm sewer shall be placed in an alignment that is consistent with the storm sewers built via Servicing Agreement (SA12-615759). The upgraded storm sewer shall tie-in to the existing storm sewers east and west of the subject lands.

l) Private utilities relocation

Required removal and replacement of existing private utility infrastructures prior to start of site preparation works (e.g. soil densification, preload, etc.), if site preparation works are required:

- i) The development proposal includes acquiring the existing surplus City lane at the west edge of the subject lands and dedicating an equivalent area of land along the east edge of the subject lands for the proposed Minoru Boulevard extension. Therefore, the private utility overhead lines currently existing in the laneway are to be removed. This overhead system is to be replaced with new underground lines installed along Alderbridge Way, Minoru Boulevard, and River Parkway. The existing overhead system located in the laneway shall remain operational throughout the installation process of the new underground lines and shall only be removed once the new system is fully operational and connected to all the properties that are currently served by the existing system. Site preparations, including soil densification and preloading, can only proceed once the existing overhead lines are removed. With regards to any interim above ground utility boxes (e.g., vista, etc.) required to facilitate the removal/undergrounding of the private utility lines, their location shall be coordinated by the owner with the private utility companies (e.g., BC Hydro, Telus, Shaw, etc.) and temporarily placed either at the north or the south end of the Minoru Boulevard extension and shall be removed once they are replaced by an operational permanent box installed inside the proposed development. The on-site general location of the permanent vista box shall be shown in the Rezoning plan and finalized as part of the Development Permit approval process. At this point, BC Hydro is the only company that has provided input to the City and BC Hydro has flagged the requirement for a vista box. The owner shall be responsible to contact and coordinate with the other private utility companies that have infrastructures in the surplus laneway to be acquired and obtain their requirements.
- ii) As the replacement underground works will be installed prior to site preparation works and within the proposed Minoru Boulevard extension dedication lands, a general schedule outlining the timing of the required design coordination with the private utility companies (e.g., BC Hydro, Telus, Shaw, etc.) and the replacement/removal works (including timing of installation and removal of the interim BC Hydro vista and its permanent installation inside the proposed development) in relation to the timing of the required road dedication and the required site preparation works (e.g., soil densification, preload, etc.) is required and shall be reviewed as part of the rezoning process.

m) General Items:

- At the Owner's cost, the Owner is required to:
 - i) Prior to the commencement of any site preparation works (e.g., soil densification, preload, DSM wall installation, parkade excavation, dewatering, etc.) coordinate with Metro Vancouver to obtain their input or requirements regarding mitigation measures (if required) to address potential impacts to the existing Metro Vancouver trunk sewers.
 - ii) Coordinate the servicing agreement design with the existing Metro Vancouver trunk sewers at River Parkway frontage.
 - iii) Manage any contamination encountered during construction of the servicing agreement works in compliance with the *Environmental Management Act* [SBC 2003], c.53, as amended or replaced from time to time; and if the City determines, in the City's sole discretion, that remediation works are required in order to address contamination within lands already dedicated by the owner to the City in connection with the proposed development on the subject lands, the owner will enter into a licence of occupation with the City, on the City's standard form and which will include an indemnity in favour of the City, in order to allow the owner to carry out any such remediation works; provided that the City will not charge a fee to the owner for the use of the dedicated lands in order to carry out remediation works.

Initial: _____

- iv) In the event that a Certificate of Compliance (CoC) satisfactory to the City in its sole discretion cannot be obtained by the date of land dedication, the Servicing Agreement shall be amended to secure the estimated costs to remove the top two metres of the land to be dedicated to the City, to relocate it to an appropriate disposal facility and to be replaced by clean fill. This commitment shall be secured by the provision of a Letter of Credit in the amount estimated by a Contaminated Site Approved Professional to perform this removal, relocation and replacement. This amount will be not be released until such time as a Certificate of Compliance (CoC) satisfactory to the City in its sole discretion is obtained or another arrangement satisfactory to the Director of Development and the Director of Engineering is made.
- v) Replace the existing road structure along Alderbridge Way, which is constructed as a local road, with the appropriate arterial road structure in accordance with City specifications.
- vi) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the subject lands and provide mitigation recommendations.
- vii) Provide a video inspection report of the existing storm sewer along City and private road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Owner's cost.
- viii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works in accordance with a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- ix) Enter into, if required, additional legal agreements, as determined by and set out in the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submit acoustical and mechanical reports and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. 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 Building Permit* being issued, the owner is required to complete the following:

1. Incorporation of accessibility, sustainability, amenity and Affordable Housing measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.

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 Department at 604-276-4285.

Note:

- * This requires a separate application.
- All Builders Liens on the subject lands must be removed before the subdivision and registration of covenants can occur.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the *Land Title Act*.

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

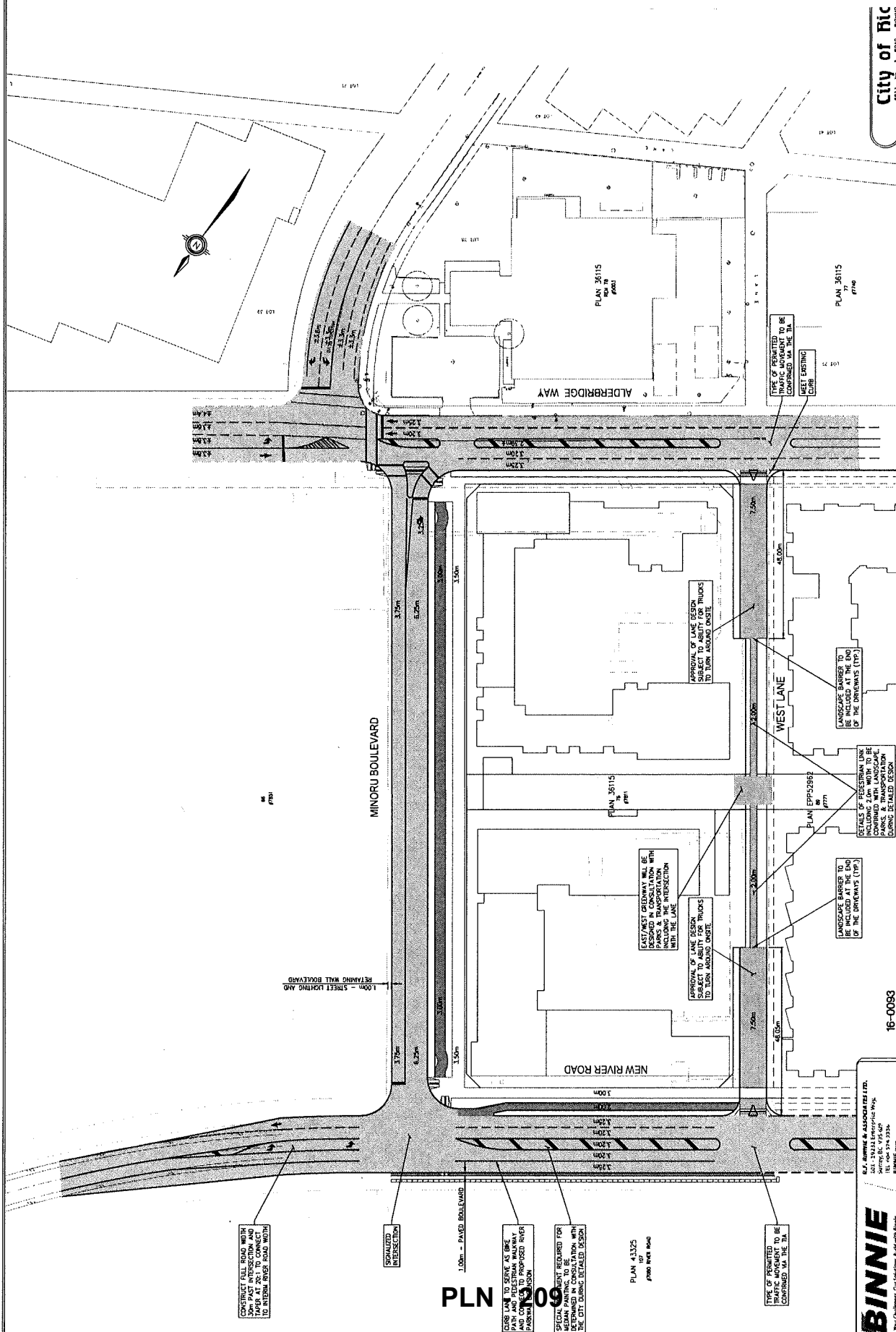
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, Letters of Credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

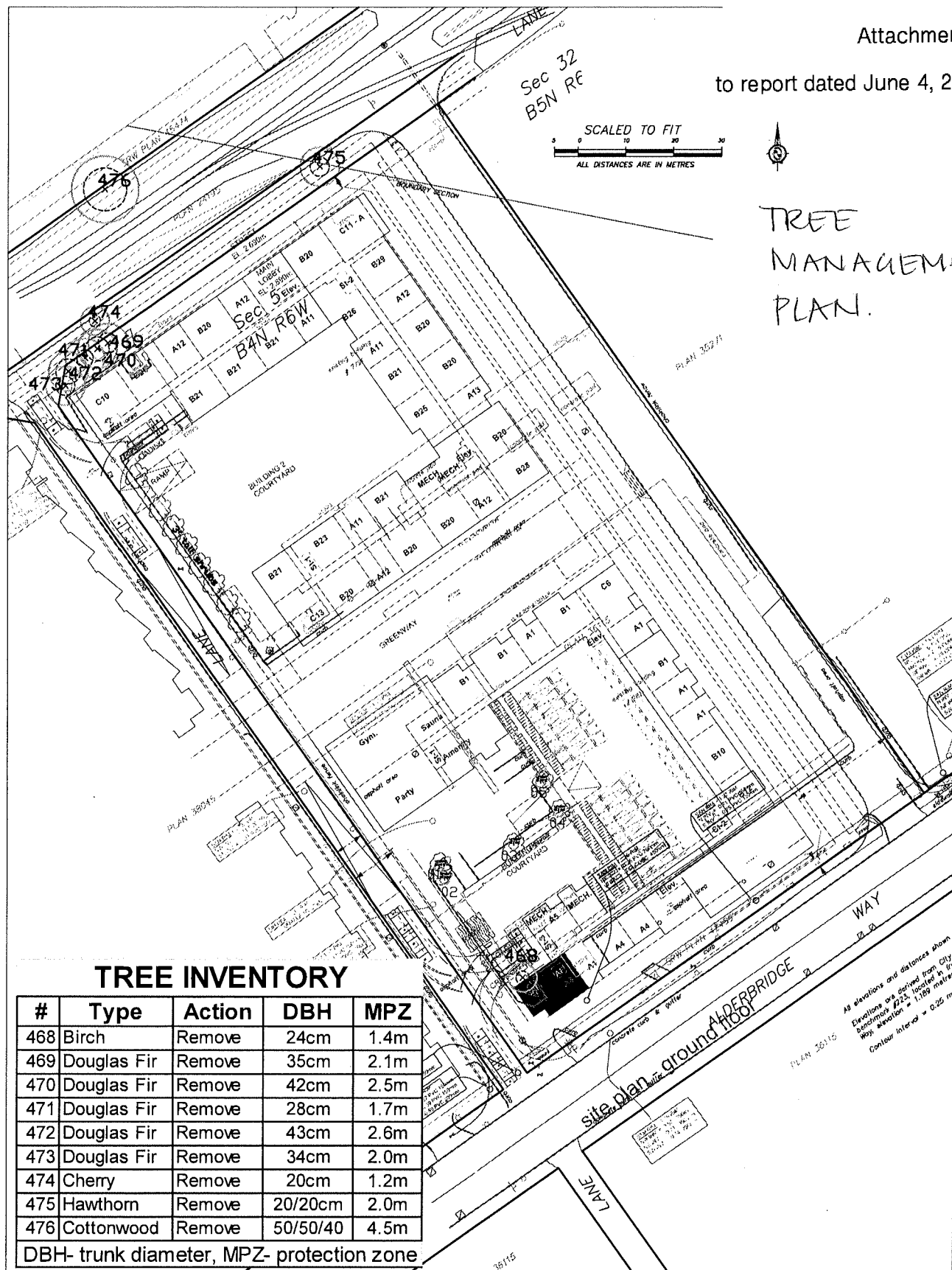
[Signed copy on file]

Signed

Date

[illegible]

to report dated June 4, 2018

**Undersized Trees**

#	Type	DBH	MPZ
1	Japanese Maple	4/4/4cm	0.0m
2	Japanese Maple	6/4/4cm	0.0m
3	Japanese Maple	6/5/5cm	0.0m
4	Japanese Maple	5/5/5cm	0.0m
5	Japanese Maple	5/5/5cm	0.0m

Undersized Tree

TREE PROPOSED FOR REMOVAL

NOTES:

1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING

2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.

3. ALL MEASUREMENTS ARE METRIC

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LEGEND

Froggers Creek
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-8002 Fax: 604-437-0970

7811 Alderbridge Way, Richmond BC

TREE PROTECTION DRAWING
THE DRAWING PLOTS ALL TREES, PROPOSED FOR REMOVAL, THEIR CANOPIES AND PROTECTION ZONES IN RELATION TO PROPOSED LAYOUT

March 3, 2017



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9867 (RZ 17-765420)
7811 Alderbridge Way**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended for that area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 9867", repealing the existing zoning designation and by designating it "**RESIDENTIAL/LIMITED COMMERCIAL (RCL2)**".
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9867**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

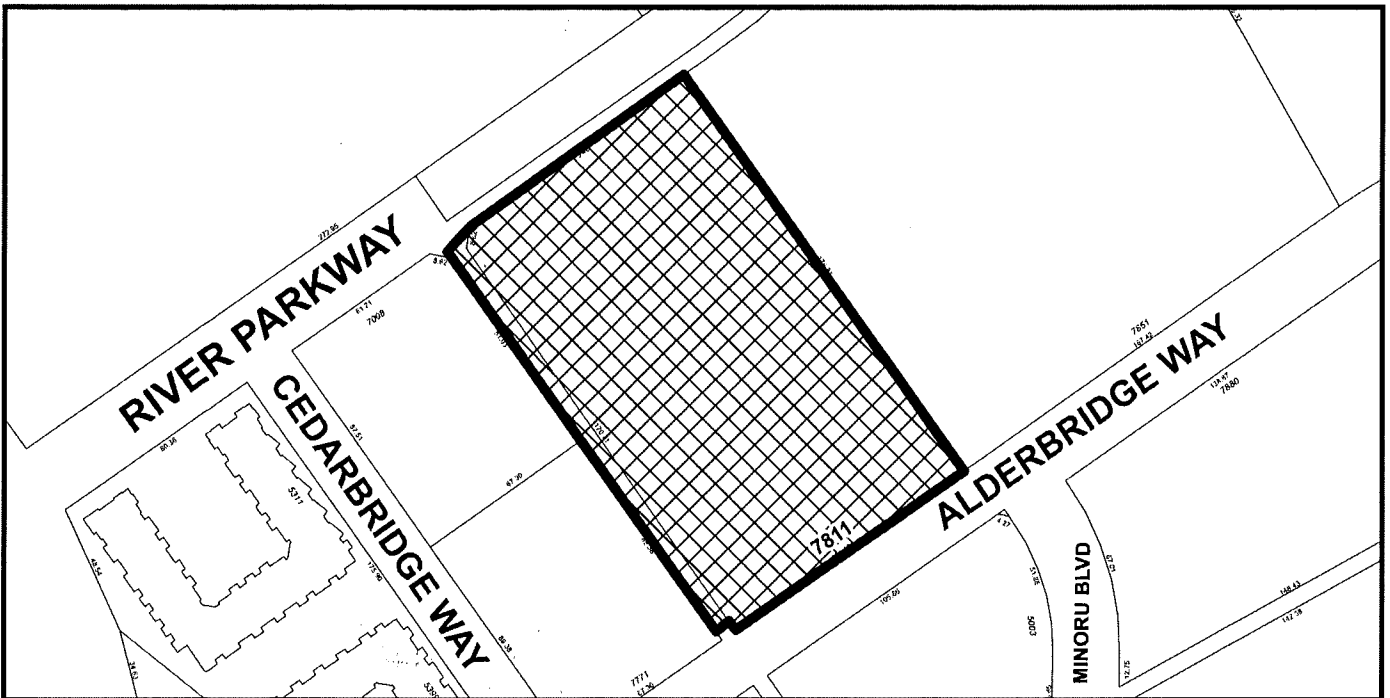
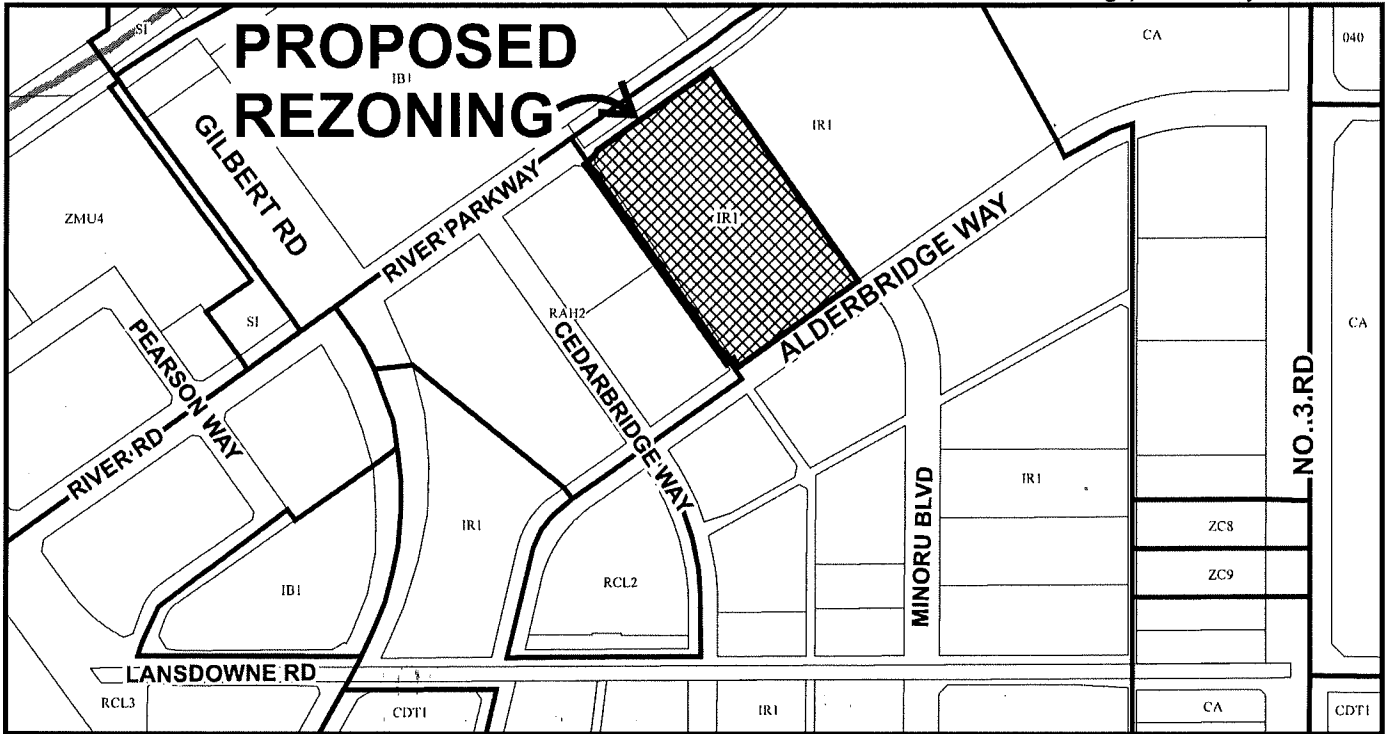
MAYOR

CORPORATE OFFICER



City of Richmond

Schedule A attached to and forming part of Bylaw 9867



RZ 17-765420

Original Date: 03/14/17

Revision Date: 05/30/18

Note: Dimensions are in METRES

PLN - 212