



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Monday, February 18, 2013 – 7 p.m.

**Council Chambers, 1st Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1**

OPENING STATEMENT

Page

- PH-3** 1. **ZONING AMENDMENT BYLAW 8957 (RZ 12-602449)**
(File Ref. No. 12-8060-20-8957, RZ 12-602449) (REDMS No. 3741616)

See Page **PH-3** for full report

Location: 5640 Hollybridge Way

Applicant: Cressey (Gilbert) Development LLP

Purpose: To rezone the subject property from “Industrial Business Park (IB1)” to “Residential / Limited Commercial (RCL3)” to permit a mixed-use development including: 244 residential units in three buildings ranging from 5 to 15 floors including 15 affordable housing; a child care facility of 5,000 ft² (465 m²) to 5,500 ft² (511 m²); approximately 70,682 ft² (6,567 m²) of retail floor area and a parkade.

First Reading: January 28, 2013

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Bylaw 8957.

Page



PH-99 2. OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 8988 AND ZONING AMENDMENT BYLAW 8989 (RZ 10-556878)

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

See Page **PH-99** for full report

Location: 11120 & 11200 No. 5 Road

Applicant: Everbe Holdings Ltd.

Purpose of OCP Designation Amendment:

To re-designate 11120 and 11200 No. 5 Road from “Mixed Employment” to “Commercial” in the 2041 Official Community Plan Land Use Map to Schedule 1 of Official Community Plan Bylaw 9000 and amend the Development Permit Area Map in Schedule 2.8A (Ironwood-Sub-Area Plan) of Official Community Plan Bylaw 7100.

Purpose of Zoning Amendment:

To rezone the subject properties from “Agriculture (AG1)” to “Community Commercial (CC)”, to permit development of a commercial financial institution building with an accessory drive-through component and off-street parking stalls.

First Reading: January 28, 2013

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Bylaws 8988 and 8989.



ADJOURNMENT





City of Richmond

Report to Committee Planning and Development Department


To: Planning Committee
From: Wayne Craig
Director of Development

TO PLN - JAN 22, 2013
TO CNCL - JAN 28, 2013
Date: January 11, 2013
File: RZ 12-602449

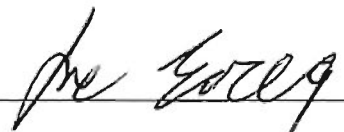
Re: Application by Cressey (Gilbert) Development LLP for Rezoning at
5640 Hollybridge Way from Industrial Business Park (IB1) to Residential/Limited
Commercial (RCL3): Follow-Up on Revised Affordable Housing Provisions

Staff Recommendation

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


Wayne Craig
Director of Development

MM:blg
Att.

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

Staff Report

Origin

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

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

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

Findings of Fact

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

- Two (2) market residential buildings with 14 and 15 stories facing Lansdowne Road with a total of 218 apartment units, located above commercial space on the ground and second floors.
- A five (5) storey block facing Elmbridge Way with a 5000 ft² (465 m²) childcare facility and 15 affordable housing units located above street-oriented commercial space.
- Street-oriented commercial space with two (2) levels of decorative metal screened parkade located above and the 15-storey market residential tower and the five (5) storey affordable housing / child care block located at each corner.
- A block of 13 townhouses and street-oriented commercial space facing Hollybridge Way.

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

Staff CommentsAffordable Housing Strategy

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

Revised Affordable Housing Provisions in Response to Council Referral

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

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

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

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

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

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

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

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

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

Physical Changes: The affordable housing units are located on the top three (3) floors of the five-storey block facing Elmbridge Way on the south side of the development in which the 5,000 ft² (465 m²) to 5,500 ft² (511 m²) childcare facility is located on the fifth level.

The proposed development has been also revised to increase the total number of affordable housing units from 14 to 15 of which the number of two-bedroom units has been increased from nine (9) to 14 units to accommodate single parents with one (1) or two (2) children. The one (1) studio unit would be suitable for expecting mothers and those with young infants. With these changes, the combined habitable floor area comprising is now slightly more than the minimum 5% of the subject development's total residential building area (i.e. 10,760 ft² (1,000 m²)).

The location and size of these units within the development is included on the revised preliminary architectural plans (**Attachment 4**) and is to the satisfaction of City Affordable Housing staff. In particular, increasing the number of two-bedroom units from nine (9) to 14 is necessary for the intended lone-parent tenants. To accommodate this increase, the overall floor area of residential units has been increased as noted above, while the units sizes have been decreased from 80 m² (860 ft²) to 69 m² (740 ft²), which is slightly larger than the project's main type of market two-bedroom units that have floor areas of 68 m² (733 ft²).

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

Table 1: Previous Affordable Housing Units and Target Groups

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

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

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

Table 2: Revised Affordable Housing Units and Target Groups

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

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

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

Referral Item 3: Indoor Shared Amenity Space

The developer has agreed to provide permanent access for the affordable unit occupants at no charge to the interior shared amenity spaces provided for the market residential buildings, by way of registered legal agreements (see **Attachment 5**). These spaces include two (2) shared indoor amenity areas totaling 5,333 ft² (495 m²). This first area includes a gym, squash court, saunas, and change rooms. The second area is comprised of a 1,600 ft² (149 m²) standalone lounge building.

The affordable housing block will also include a separate indoor amenity room of 470 ft² (44m²) (which exceeds the base requirement of 22 ft² /unit for the 14 affordable housing units). This room will be equipped with a kitchen and will be able to be used for programs and events for the affordable housing tenants. The Housing Agreement and associated housing covenant will also ensure that occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-site outdoor amenity spaces.

Financial Impact

None.

Conclusion

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

Furthermore, the co-location of these types of affordable housing units within a building with the proposed 5000 ft² (465 m²) childcare facility provides synergies for a unique opportunity to serve a part of our community that is under-served here and throughout the region.



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

MM:blg

Attachments

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

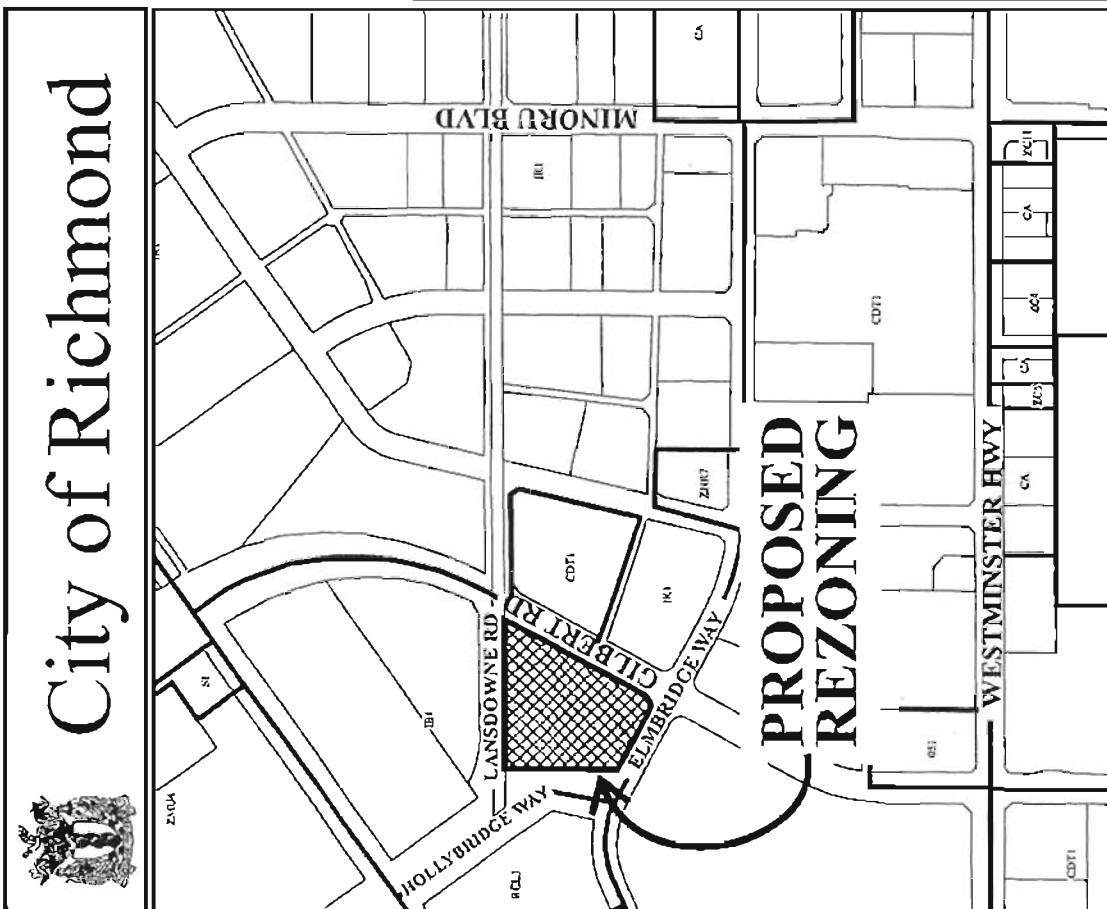


RZ 12-602449

Original Date: 03/15/12

Revision Date:

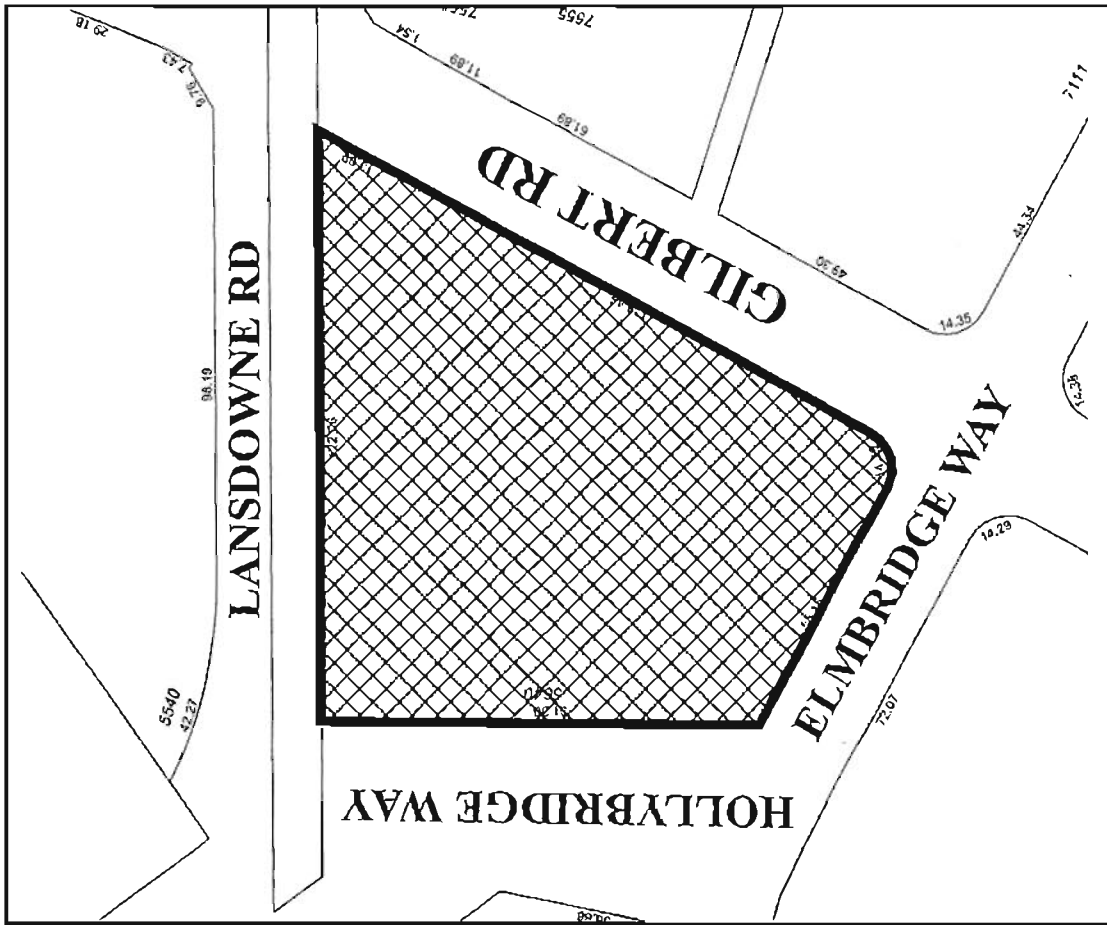
Note: Dimensions are in METRES



City of Richmond

PROPOSED REZONING

PH - 9





RZ 12-602449

Original Date: 03/15/12

Amended Date: 11/01/12

Note: Dimensions are in METRES



Attachment 2

Address: 5640 Hollybridge Way (With Revised Affordable Housing Units for January 2013)

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

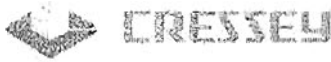
Planning Area(s): City Centre – Oval Village

Floor Area Gross: 293,743 ft² (27,290 m²) Floor Area Net: 281,370 ft² (26,140 m²)

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

*NOTE: The Proposed Site Area will be reduced by 25m² due to additional road dedication required after the plans for the Planning Committee report were prepared. This will reduce the Net and Gross Floor Areas by 50m² as these amounts are at the maximum 2.0 FAR or 2 times the Proposed Site Area.

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



1000-4th
 415-415-0100
 Vancouver, BC, V6B 1A1
 Tel: 604-693-1111
 Fax: 604-693-1111
 www.cressey.com

January 11th, 2013

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

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

Dear Sir:

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

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

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

Discussion

(i) Integrate affordable housing units with market units throughout the project

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

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

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

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

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

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

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

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

Conclusion

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

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

Sincerely,

CRESSEY (GILBERT) DEVELOPMENT LLP



Signed

Hani Lamman
Vice President, Development & Acquisitions

ADDRESS 5640 HOLLY BRIDGE WAY LEGAL Lot: 109 SEC: 5-4-6 PL: 48305 AREA PLAN 10 CITY CENTRE FCL: 2.9m GSC - Area A SITE AREA										PROPOSED FAR										2.67				
ZONING (ALLOWABLE) ALLOWABLE RESIDENTIAL FAR										# UNITS PROPOSED MARKET UNITS AFF UNITS TOTAL # UNITS PARKING PROVIDED														
105379										diff 0SFT														
ALLOWABLE COMMERCIAL FAR										34697SFT														
REQUIRED AFFORDABLE HOUSING										222SFT														
PUBLIC AMENITY AREA CALCULATION / CHILDCARE										4935SFT														
INDOOR AMENITY										87SFT														
OUTDOOR AMENITY										30831SFT														
PUBLIC ACCESSIBLE OUTDOOR AMENITY										21857SFT														
PARKING REQUIREMENTS										BIKE STORAGE REQUIREMENTS														
TYPE										RESIDENTIAL BIKES														
MARKET										CLASS 1 BIKE STALLS										1.25/UNIT				
AFFHU										CLASS 2 BIKE STALLS										1.25/UNIT				
MARKET VISITOR										COMMERCIAL BIKES														
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CHILD CARE										CLASS 2 BIKE STALLS										27/10768ft				
GROUND FLOOR COMMERCIAL																								
RECREATIONAL COMMERCIAL																								
TOTAL										PROPOSED RESIDENTIAL BIKES										503				
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PROPOSED STALLS										COMMERCIAL BIKES										18				
COMMERCIAL STALLS										CLASS 1 BIKE STALLS										26				
RESIDENTIAL STALLS										CLASS 2 BIKE STALLS														
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SUB TOTAL										15										10790	0	3469	70882	507

* positive numbers = surplus
diff
OSFT

34697SFT
222SFT
4935SFT
87SFT
30831SFT
21851SFT

MARKET UNITS
AFF UNITS
TOTAL # UNITS
PARKING PROVIDED

229
15
244
507

1/25 UNIT
30 UNIT
271,107,68 ft
40,107,68 ft

PROPOSED RESIDENTIAL BIKES
CLASS 1 BIKE STALLS
CLASS 2 BIKE STALLS
COMMERCIAL BIKES
CLASS 1 BIKE STALLS
CLASS 2 BIKE STALLS

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LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY

OPEN TO BELOW

5274 SFT



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

GENERAL NOTES

PARKING STALL DIMENSIONS
BYLAW REF 7.4.11.

REGULAR STALLS 6.5M X 2.5M
SMALL STALLS 4.0M X 2.5M
HANDICAPPED STALLS 3.5M X 2.1M

MINIMUM HANDICAPPED ACCESS WIDTH
BYLAW REF 7.4.2.

0.7 M FOR RESIDENTIAL USES
7.5 M FOR ALL OTHER USES

BIKE LOCKERS

BYLAW REF 7.4.3.

MINIMUM DIMENSIONS FOR BICYCLE LOCKERS
HORIZONTAL 1.8M X 0.5M
VERTICAL 1.8M X 0.6M

USE	STALLS	AREA	PERCENT
REGULAR	71	3	5
SMALL	61	7	7
TOTAL	132		

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

5640 HOLLYBRIDGE
RZ-2012-502448
Date JAN 9, 2013

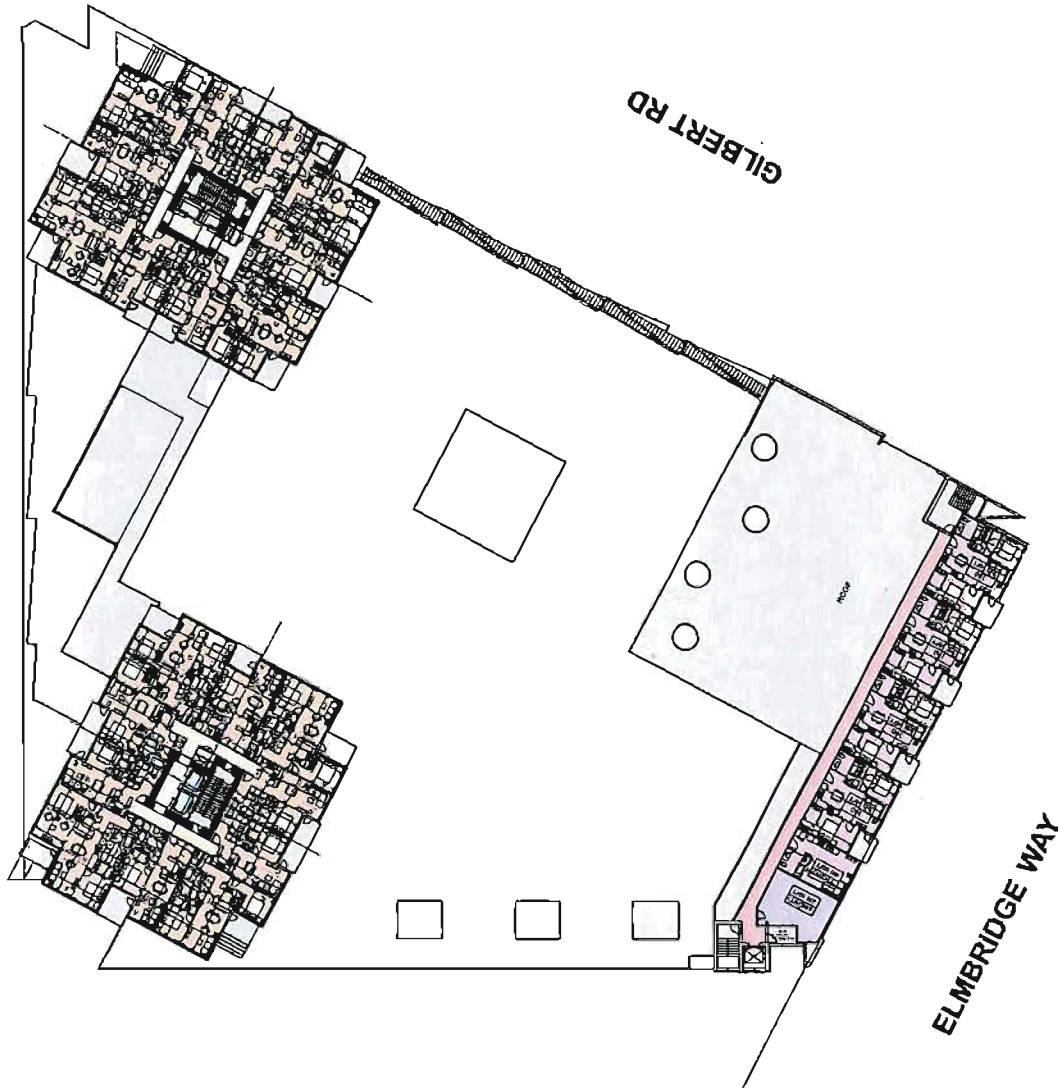


LEVEL L4





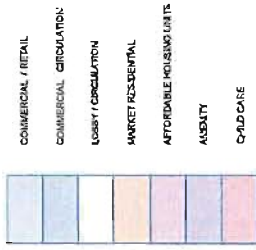
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HOLLYBRIDGE WAY

GILBERT RD

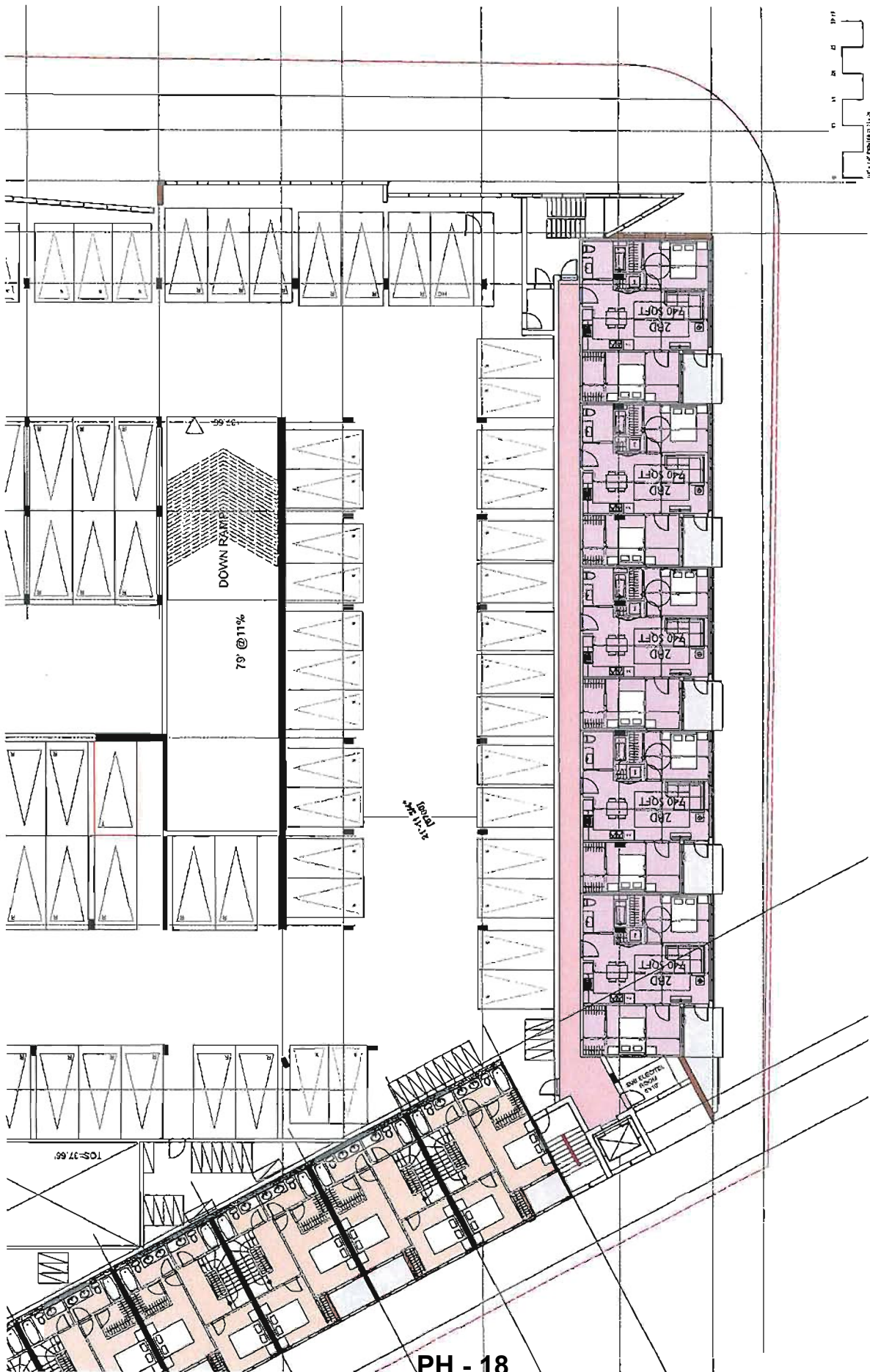
ELMBRIDGE WAY

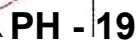


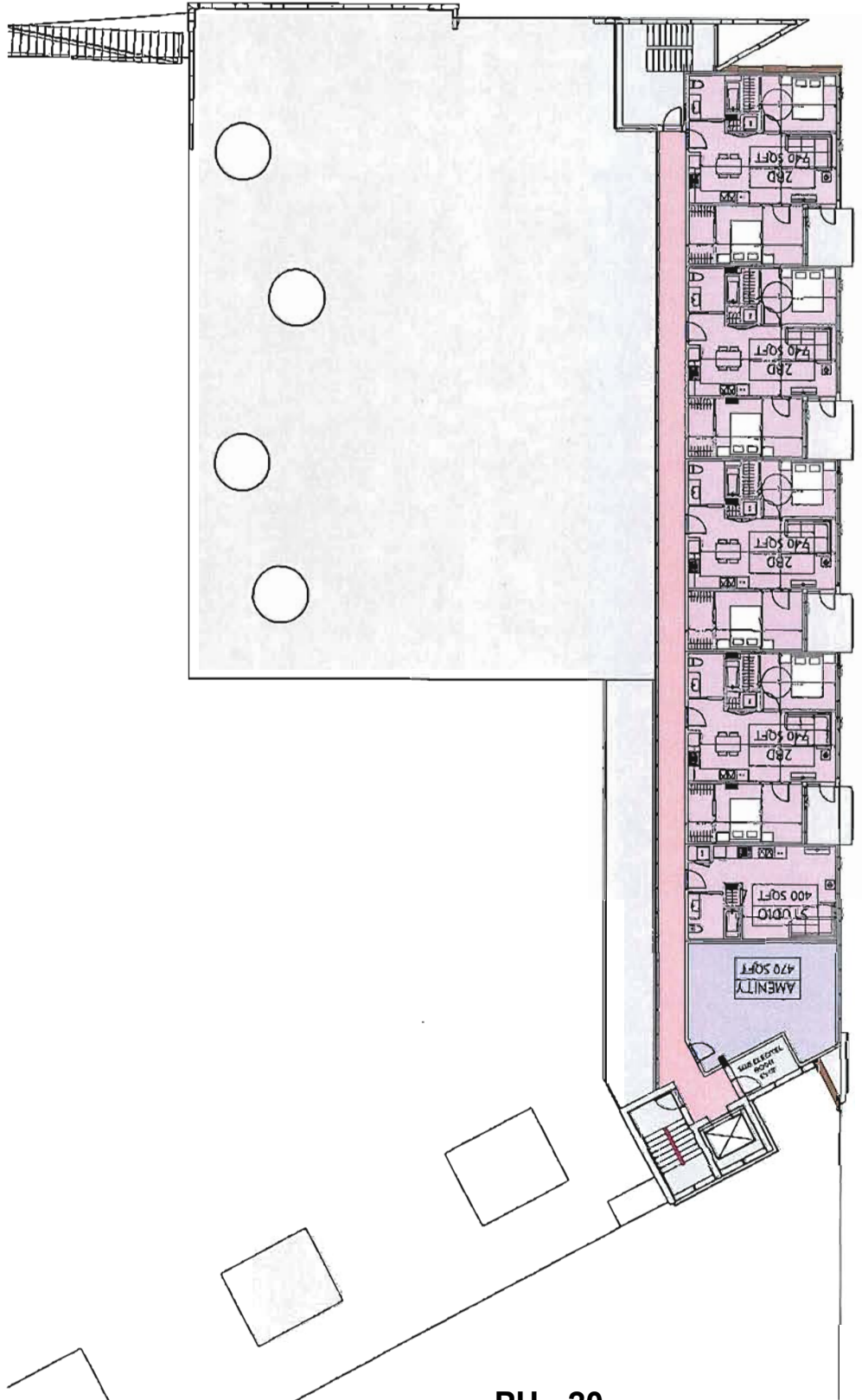
6640 HOLLYBRIDGE
RZ-2012-502418
Date JAN 9, 2013

LEVEL L6, L7-13 SIM

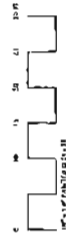








PH - 20



5540 HOLLYBRIDGE
PZ-2012-002648
Date JAN 9, 2013

LEVEL L6 AFFORDABLE HOUSING





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

Address: 5640 Hollybridge Way (The Development)

File No.: RZ 12-602449

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

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

a) The Development is considered as a Special Development Circumstance under the City's AHS with low-income, single-parent families as the intended tenants of the affordable housing units. To facilitate this use, the Housing Agreement will provide for the following:

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

b) As part of this Special Development Circumstance, the Housing Agreement will provide for the following rents payable to the Developer and payable by affordable housing units tenants

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

2 Bedroom Units

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

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

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

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

Studio Unit

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

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

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

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

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

Table 1: Affordable Housing Unit Locations

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

Table 2: Affordable Housing Target Groups

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

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

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

9. Affordable Housing Airspace Parcel:

a) Affordable Housing Components

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

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

b) *Legal Requirements*

i. *Construction Covenant*

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

ii. *Access Easement*

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

iii. *Outdoor and Indoor Amenity Easement*

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

iv. *No Occupancy Covenant:*

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


Signed by the Developer DAVID EVANS

Date

JANUARY 16th, 2013



City of Richmond

Report to Committee Planning and Development Department

TO PLN - NN 20-2012

To: Planning Committee
From: Wayne Craig
Director of Development

Date: November 6, 2012

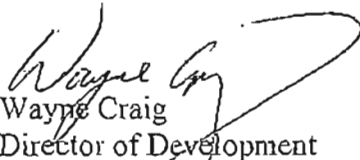
File: RZ 12-602449

12-8060-20-8957

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

Staff Recommendation

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


Wayne Craig
Director of Development

WC:kt
Att.

REPORT CONCURRENCE

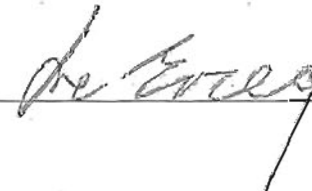
ROUTED TO:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Real Estate Services
Affordable Housing
Community Social Development
Parks Services
Engineering
Law
Transportation
Capital Buildings & Project Development

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Staff Report

Origin

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

Findings of Fact

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

- Two (2) market residential buildings with 14 and 15 stories facing Lansdowne Road with a total of 218 apartment units, located above commercial space on the ground and second floors.
- A five (5) storey block facing Elmbridge Way with a 5000 ft² (465 m²) child care facility and 14 affordable housing units located above street-oriented commercial space.
- Street-oriented commercial space with two (2) levels of decorative metal screened parkade located above and the 15 storey market residential tower and the five (5) story affordable housing / child care block located at each corner.
- A block of 13 townhouses and street-oriented commercial space facing Hollybridge Way.

These buildings/blocks sit adjacent to and on top of a four (4) storey podium containing approximately 70,612 ft² (6,560 m²) of retail space and three (3) levels of parking within a total net floor area of approximately 281,370 ft² (26,140 m²). Details of the subject development are provided in the attached Development Application Data Sheet (**Attachment 2**).

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

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

To the West: Hollybridge Way bounds the subject site with the property across the street being currently redeveloped for Onni's Ora development which includes 324 units within three towers and approximately 6225 m² (67,000 ft²) of retail space; the site was rezoned to "Residential Limited Commercial (RCL3)" in 2010 to facilitate this development.

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

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

Related Policies & Studies

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

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

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

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

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

Aircraft Noise Sensitive Development Policy (ANSND) Area 2

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

Affordable Housing Policy

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

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

Public Consultation

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

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

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

Staff Comments

Transportation

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

Lansdowne Road: The frontage improvements (behind the south curb) include a minimum 1.5 m wide landscaped boulevard and a minimum 2.0 m (6.6 ft.) wide sidewalk. There will also be small section of widening of the eastbound curb lane approaching the Lansdowne/Gilbert intersection. To accommodate these required frontage improvements and corner-cut at the southwest corner of the intersection of Lansdowne and Gilbert Roads, road dedication of approximately 319 m² (3,434 ft²) in area as shown on **Attachment 4** is required. The above works are eligible for DCC Credits, as available, in the City's DCC Program. There will be an additional on-site sidewalk adjacent to the fronting commercial units.

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

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

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

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

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

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

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

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

Hollybridge Way Pocket Park

A 310 m² (3,343 ft²) pocket park is planned for the excess Hollybridge Way road allowance. The pocket park will include seating areas and raised elliptical grass berms to provide a soft buffer and visual interest for this small space (this area is shown in the landscape plans within **Attachment 6**).

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

Servicing Capacity Analysis

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

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

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

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

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

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

Analysis

Proposed Zoning Amendment

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

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

Parking and Transportation Demand Management (TDM)

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

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

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

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

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

Form & Character of Development

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

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

- One (1) commercial parking level below street grade.
- One (1) level at street grade with the loading zones within the centre of the development and retail space facing all of the surrounding streets. (The main driveway is provided at the centre of the Hollybridge Way frontage while a secondary driveway is provided at the centre of the Lansdowne Road frontage).
- On the third and fourth levels, there is residential parking with 13 townhouse units along with a restaurant facing Hollybridge Way, and commercial space and the first residential floor of each of the two (2) towers facing Lansdowne Road.
- On the south elevation facing Elmbridge Way, a five (5) storey block rises one (1) floor above the podium. This building contains the required 14 affordable housing units with their own amenity area and the 5000 ft² (465 m²) child care space.

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

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

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

- More common outdoor amenity space on a larger podium garden that occupies approximately 4,131 m² (approximately 1.0 acre) or 42% of the net development site.
- A tall 15-storey tower located at the northeast corner of the site, forming a landmark for those vehicles and pedestrians heading south along the gentle bend of Gilbert Road.

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

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

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

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

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

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

Gilbert Road (East):

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

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

Hollybridge Way:

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

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

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

Tree Replacement

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

Advisory Design Panel Review and Further Design Review

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

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

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

Other Major Planning Aspects of Development to Address at Rezoning:

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

Affordable Housing: Following the City's Affordable Housing Policy, the development will be including 14 affordable housing (low-end market rental) to the satisfaction of the City with combined habitable floor area comprising at least 5% of the subject development's total residential building area (i.e. comprising a total of approximately 10,555 ft² (981 m²)). The terms of a Housing Agreement entered into between the developer and City will apply in perpetuity. The terms specify the following regarding types and sizes of units, rent levels, and tenant household incomes:

Affordable Housing Target Groups

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

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

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

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

The Housing Agreement and associated housing covenant will ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site outdoor amenity spaces. The building will also include a separate indoor amenity room of 753 ft² (70m²) (which exceeds the base requirement of 22 ft² /unit for the 1-4 affordable housing units).

Child Care Facility: The applicant, Cressey (Gilbert) Developments LLP, will be constructing a large, functional child care facility of 5,000 ft² (465 m²) to 5,500 ft² (511 m²) located on the fifth level of affordable housing block facing the landscaped podium. This size is well beyond the approximate 3,530 ft² (328 m²) area that the applicant is required to provide under the density bonus provisions of the RCL3 zoning and CCAP's Village Centre Bonus. Community Services advised that a larger 5,000 ft² (465 m²) facility is far preferable to having two (2) smaller child care facilities. With this in mind, staff coordinated the review of the IntraCorp rezoning application at 5440 Hollybridge Way (RZ 09-506904) and this application at 5640 Hollybridge Way.

While the applicant will initially fund the construction of the entire child care, up to \$874,000 will be paid by the City for the area beyond which the applicant is responsible under the RCL3 zoning and CCAP. This \$874,000 amount is based on a contribution that IntraCorp agreed to pay as a rezoning consideration to transfer their Village Centre Bonus 1,942 ft² (180 m²) child care obligation for its development at 5440 Hollybridge Way to this development.

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

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

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

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

Indoor Shared Amenity Space: The developer proposes to construct two (2) shared indoor amenity areas totaling 5,333 ft² (495 m²). The first area joins the two (2) market-residential towers on the fifth level opening out onto an extensive terrace above Lansdowne Road and the development's large podium garden area to the south. This first area includes a gym, squash court, saunas, and change rooms. The second area is comprised of a 1,600 ft² (149 m²) standalone lounge building.

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

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

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

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

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

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

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

Community Planning Program: The applicant is to contribute \$67,704 towards Richmond's Community Planning Program fund on the basis of \$0.25/ft² of total building area, excluding affordable housing units (this amount may be adjusted if the building area changes from 270,815 ft²).

Other Elements to be Provided at Development Permit:

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

Airport, Commercial/Residential Interface and Industrial Noise: The City's OCP aircraft noise and industrial noise policies apply. As well, the development will need to meet the same noise levels to address the co-location of commercial and residential uses within the project.

Submission of a report that addresses aircraft noise following these provisions will be required to recommend that buildings are designed in a manner that mitigates potential aircraft, as well as commercial/residential interface and industrial noise within the proposed dwelling units.

Dwelling units must be designed and constructed to achieve:

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

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

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

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

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

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

Financial Impact

None.

Conclusion

The subject development is consistent with the OCP, CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, Affordable Housing Policy, Child Care Development Policy and related policies. In particular, with the sharing of cash contributions from other developers, the applicant is able to provide a large, functional 5000 ft² (465 m²) child care facility, that is well beyond the 3,531 ft² (328 m²) area that usually would be required under the RCL3 zone, and which provides a major public contribution from this development.

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

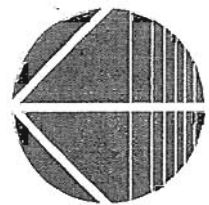
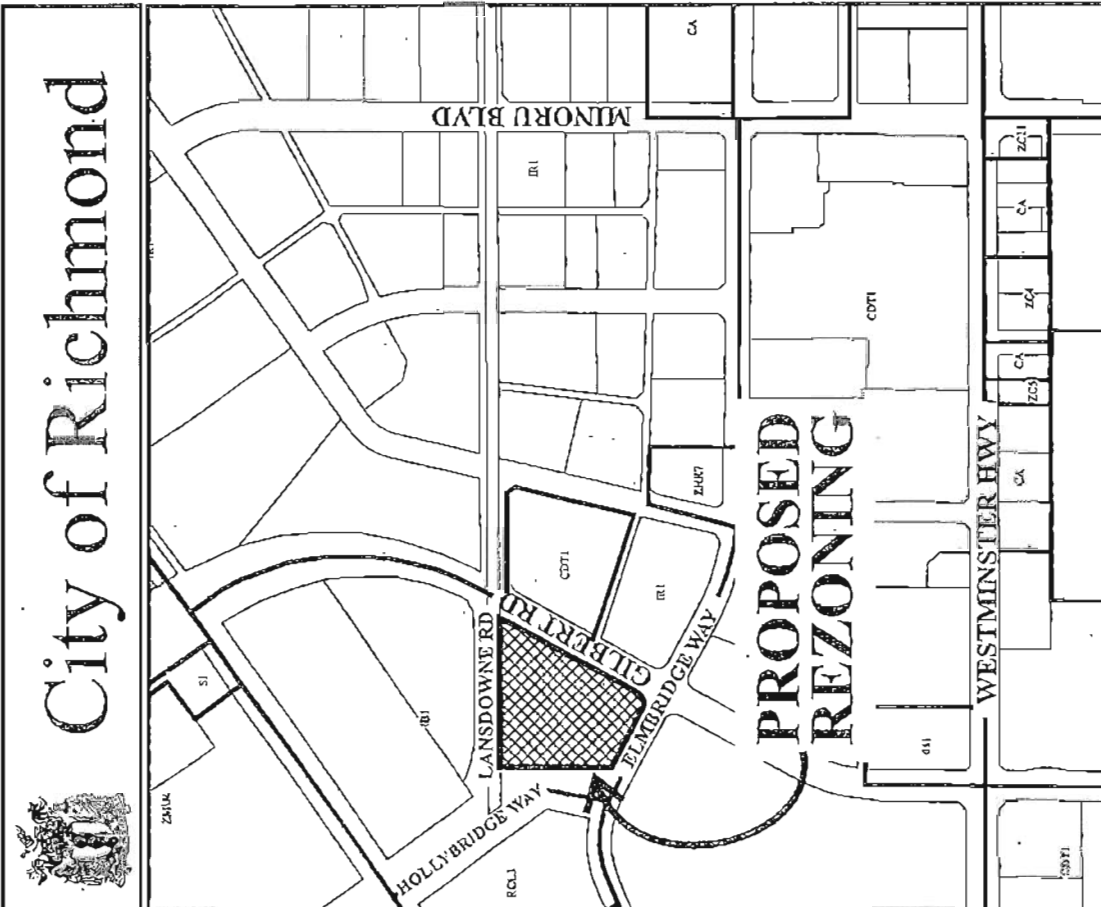


Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

MM:kt

Attachments

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

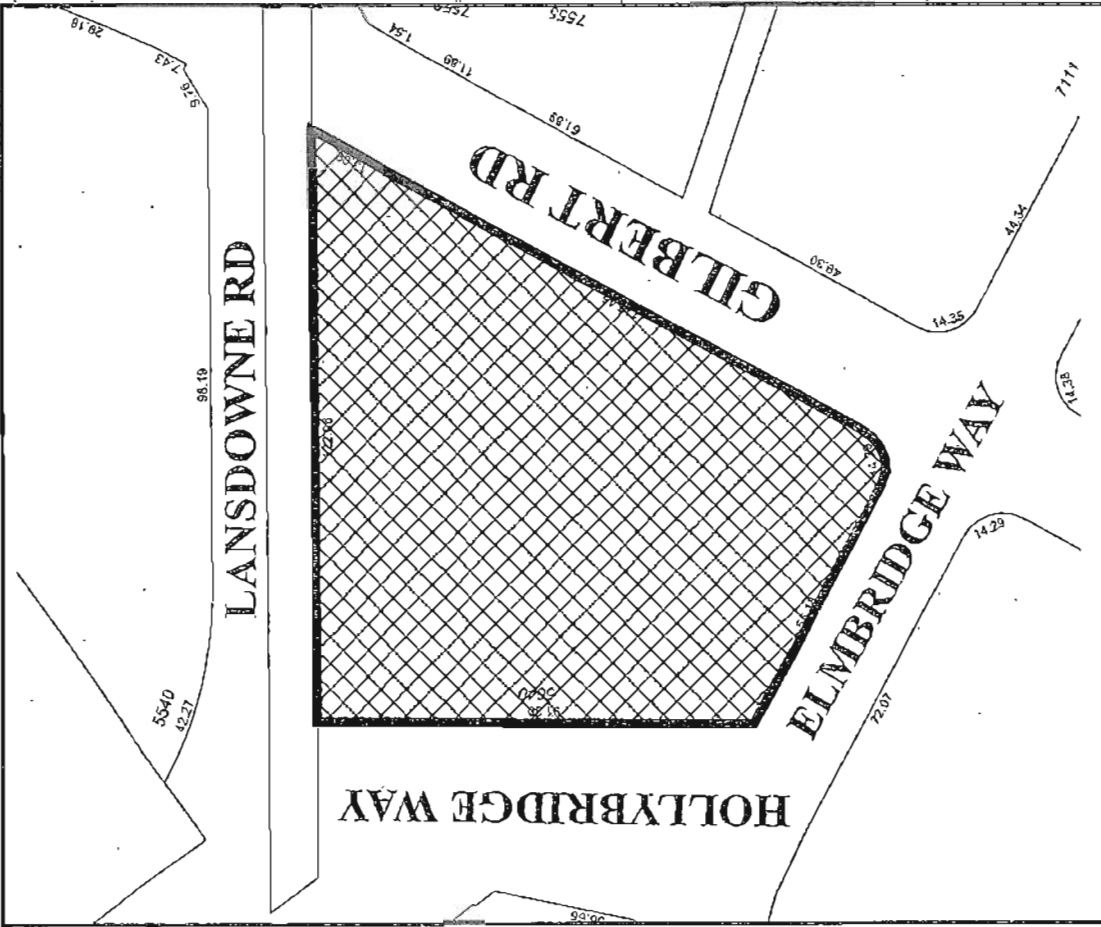


RZ 12-602449

Original Date: 03/15/12

Revision Date:

Note: Dimensions are in METRES





RZ 12-602449

Original Date: 03/15/12

Amended Date: 11/01/12

Note: Dimensions are in METRES



Address: 5640 Hollybridge Way

Applicant: Cressey (Gilbert) Development LLP

Owner: Cressey Gilbert Holdings Ltd.

Planning Area(s): City Centre – Oval Village

Floor Area Gross: 293,743 ft² (27,290 m²)

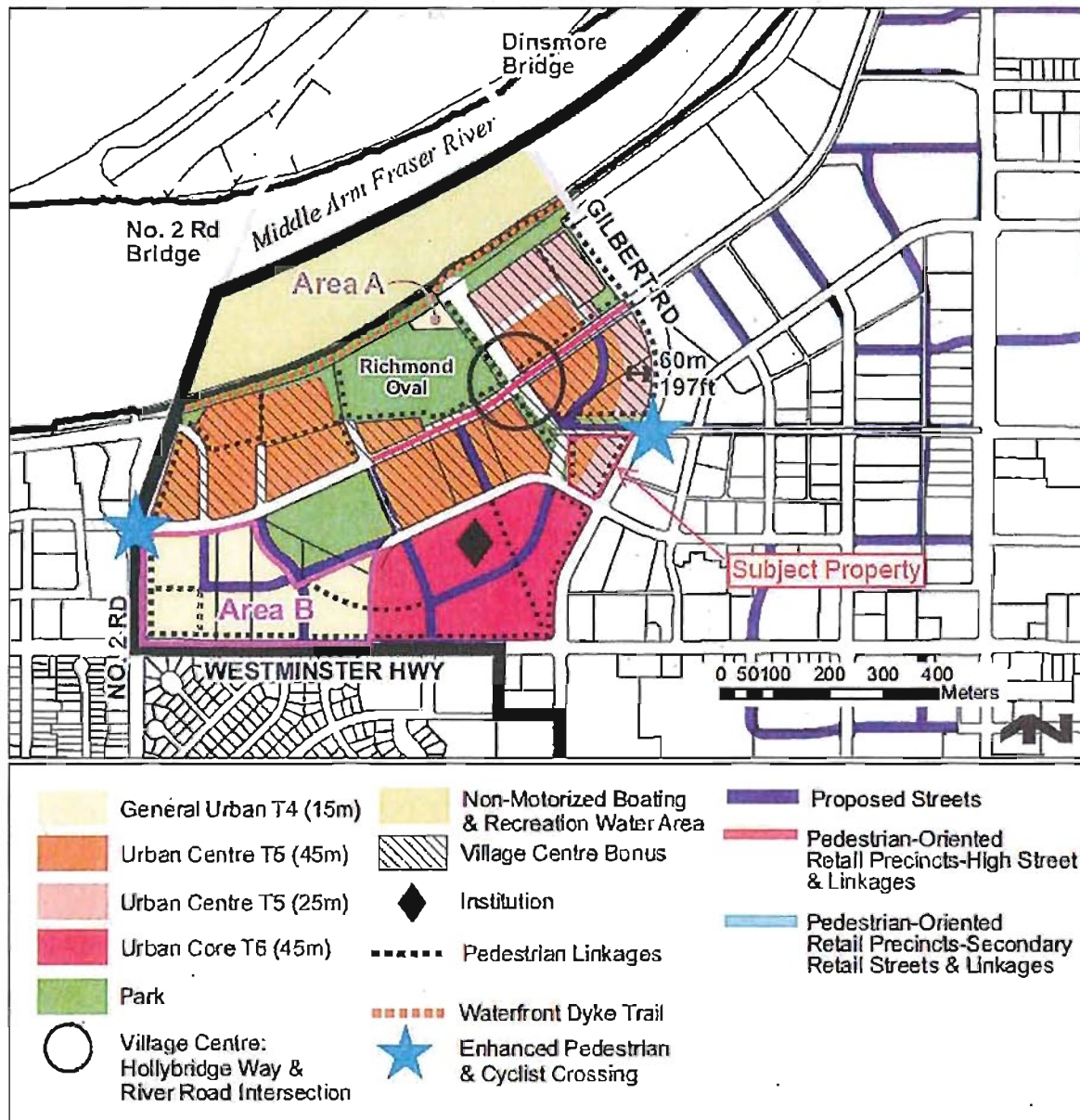
Floor Area Net: 281,370 ft² (26,140 m²)

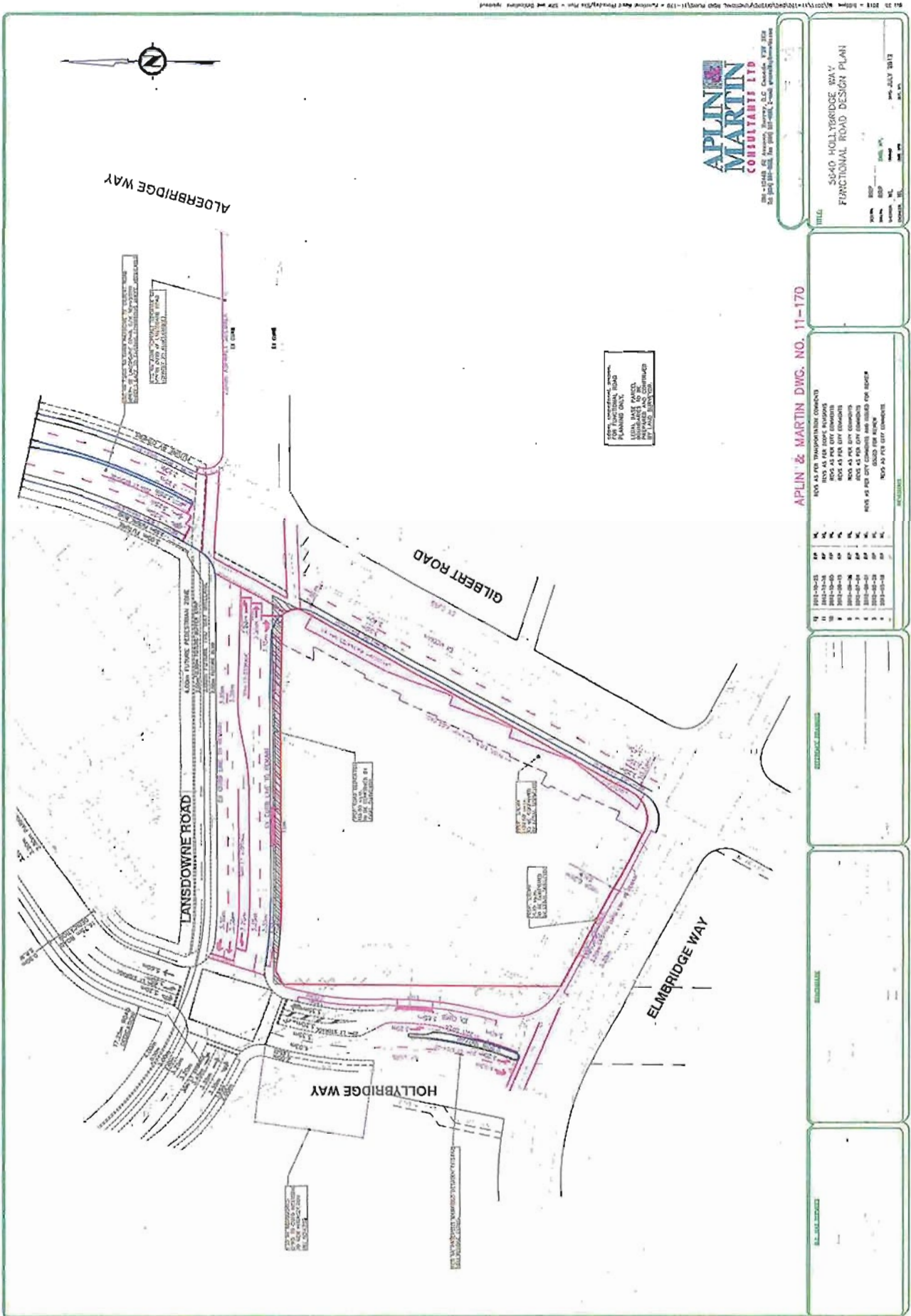
	Existing	Proposed
Site Area:	108,543 ft ² (10,084 m ²)	105,379 ft ² (9,790 m ²)*
Land Uses:	Retail/Office/Light Industrial	Mixed-Use Commercial / Residential
OCP Designation:	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)
Zoning:	Industrial Business Park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

*NOTE: The Proposed Site Area will be reduced by 25m² due to additional road dedication required after the plans for the Planning Committee report were prepared. This will reduce the Net and Gross Floor Areas by 50m² as these amounts are at the maximum 2.0 FAR or 2 times the Proposed Site Area.

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

Specific Land Use Map: Oval Village (2031)

Bylaws 6685, 6701
2011/10/24



5640 HOLLYBRIDGE WAY

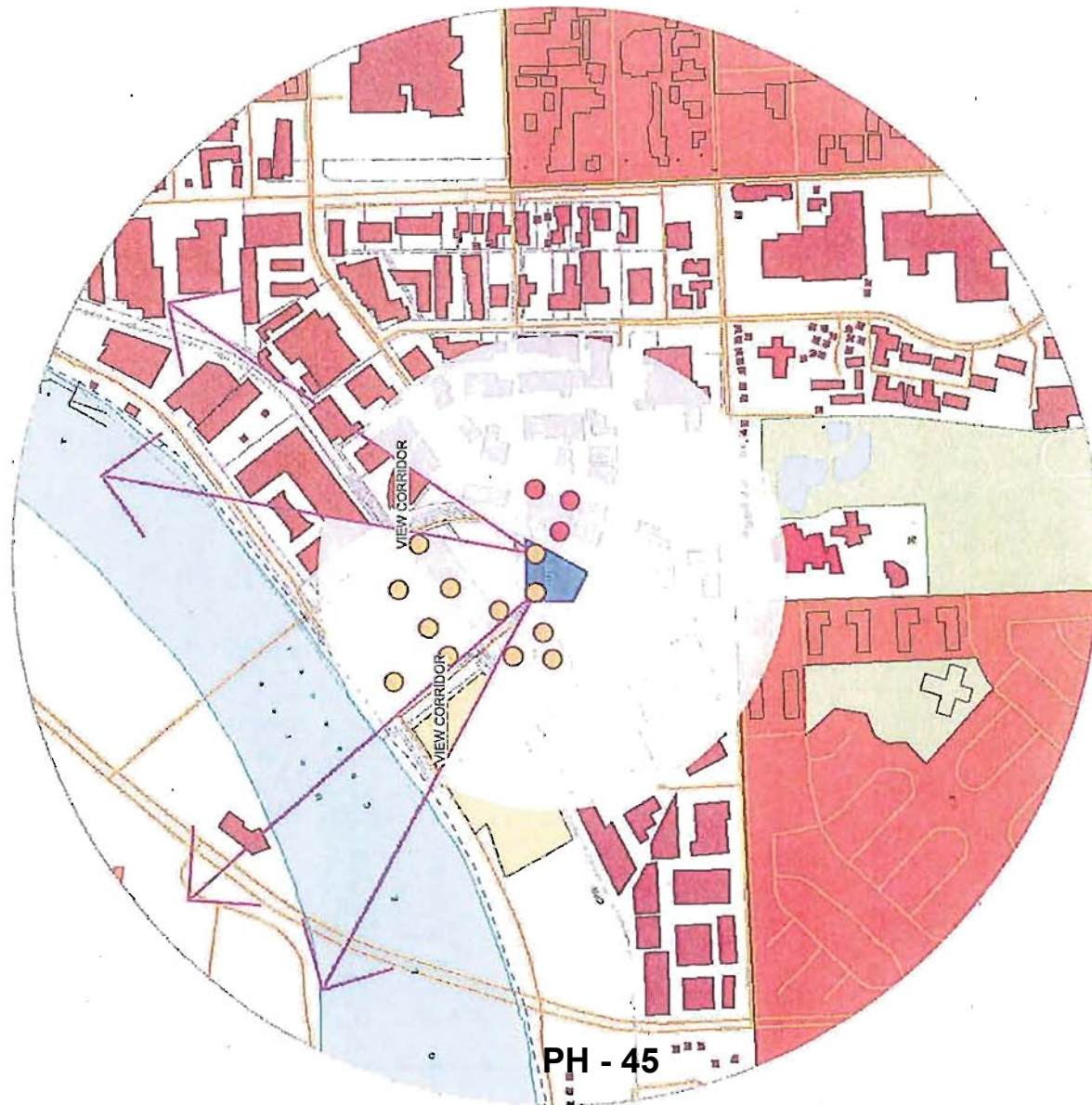


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ATTACHMENT 5

5640 HOLLYBRIDGE
PC: 2012-602449
Date: OCT 18 2012





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

ADDRESS 5640 HOLLYBRIDGE WAY
 LEGAL Lot 109 SEC: 5-4-6 PL: 46385
 AREA PLAN 10 CITY CENTRE
 FCL: 2.9m GSC - Area A
 SITE AREA

PROPOSED FAR 2.67

ZONING (ALLOWABLE)		ALLOWABLE	PROPOSED	# UNITS PROPOSED
ALLOWABLE RESIDENTIAL FAR		2	210758SFT	
ALLOWABLE COMMERCIAL FAR		1	706128SFT	MARKET UNITS
TOTAL		3	281370SFT	
REQUIRED AFFORDABLE HOUSING		0	10538SFT	AFFHU
PUBLIC AMENITY AREA CALCULATION / CHILDCARE		0	3531SFT	
INDOOR AMENITY		22SF/UNIT	5268SFT	TOTAL # UNITS
OUTDOOR AMENITY		64SFU	15802SFT	
PUBLIC ACCESSIBLE OUTDOOR AMENITY				PARKING PROVIDED
PARKING REQUIREMENTS				

BIKE STORAGE REQUIREMENTS		REDUCTION	% TOM	STALLS	STALL/UNIT	UNITS
MARKET		263	5%	277	1	231
AFFHU		12	5%	13	1	14
MARKET VISITOR		44	5%	46	0	231
AFFHU VISITOR		3	5%	3	0	14
Child CARE		8	10%	8		5000
GROUND FLOOR COMMERCIAL		216	10%	216		55279 4.2/1076sft
RECREATIONAL COMMERCIAL		24	10%	27		15333 2/1076sft less 5%

BIKE STORAGE REQUIREMENTS		REDUCTION	% TOM	STALLS	STALL/UNIT	UNITS
MARKET		263	5%	277	1	231
AFFHU		12	5%	13	1	14
MARKET VISITOR		44	5%	46	0	231
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GROUND FLOOR COMMERCIAL		216	10%	216		55279 4.2/1076sft
RECREATIONAL COMMERCIAL		24	10%	27		15333 2/1076sft less 5%

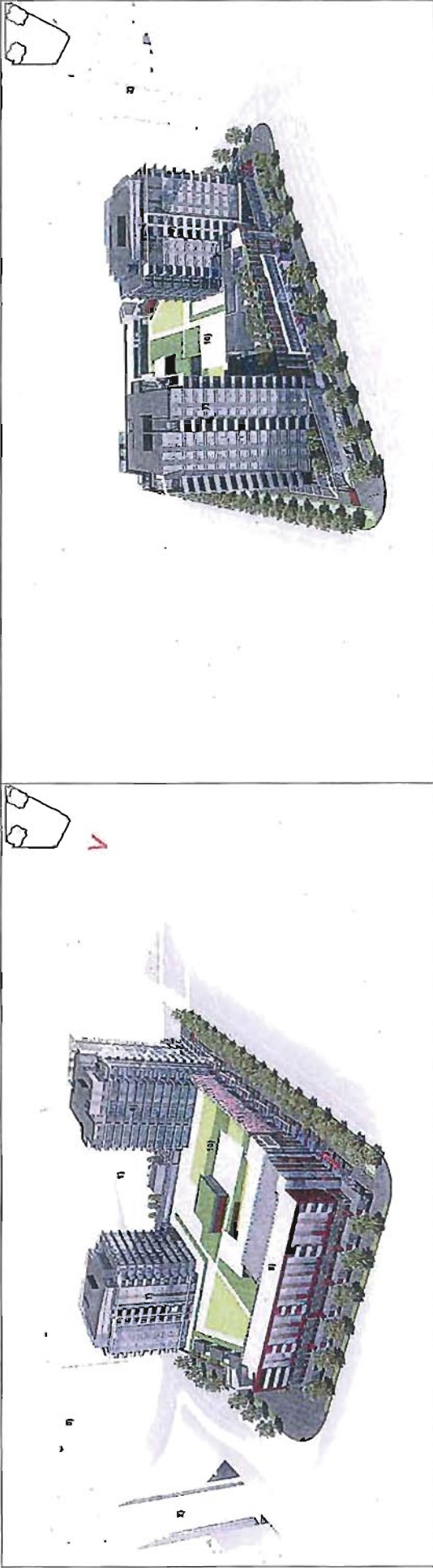
PROPOSED RESIDENTIAL BIKES		CLASS 1 BIKE STALLS	CLASS 2 BIKE STALLS	COMMERCIAL BIKES	CLASS 1 BIKE STALLS	CLASS 2 BIKE STALLS
TOTAL		581	49			
COMMERCIAL/VISITOR SHARING		502				
PROPOSED STALLS		508				
COMMERCIAL STALLS		227				
RESIDENTIAL STALLS		281				

APPROPRIABLE INCREASE UNIT REC.											
F TO UNIT		GUEST NO UNIT		GUEST		PAIDING BILLMENT					
LEVEL	F	FPT	G	GPT	1	2	REC	HC	SMALL	TOTAL	
16	1	2020			1	462			3	48	7
15	2	2020			2	1188			18	29	10
14	3	2020			3	2310	164	2	29	39	10
13	4	2020			4	2310	164	2	29	39	10
12	5	2020			5	2310	164	2	29	39	10
11	6	2020			6	2310	164	2	29	39	10
10	7	2020			7	2310	164	2	29	39	10
9	8	2020			8	2310	164	2	29	39	10
8	9	2020			9	2310	164	2	29	39	10
7	10	2020			10	2310	164	2	29	39	10
6	11	2020			11	2310	164	2	29	39	10
5	12	2020			12	2310	164	2	29	39	10
4	13	2020			13	2310	164	2	29	39	10
3	14	2020			14	2310	164	2	29	39	10
2	15	2020			15	2310	164	2	29	39	10
1	16	2020			16	2310	164	2	29	39	10
TOTAL AREA		10000			180	396	268	40	548	28	28
TOTAL UNIT		56			180	396	268	40	548	28	28

5640 HOLLYBRIDGE
 RZ2012-802448
 Date OCT 18 2012

STATS

02



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PROJECT DESCRIPTION

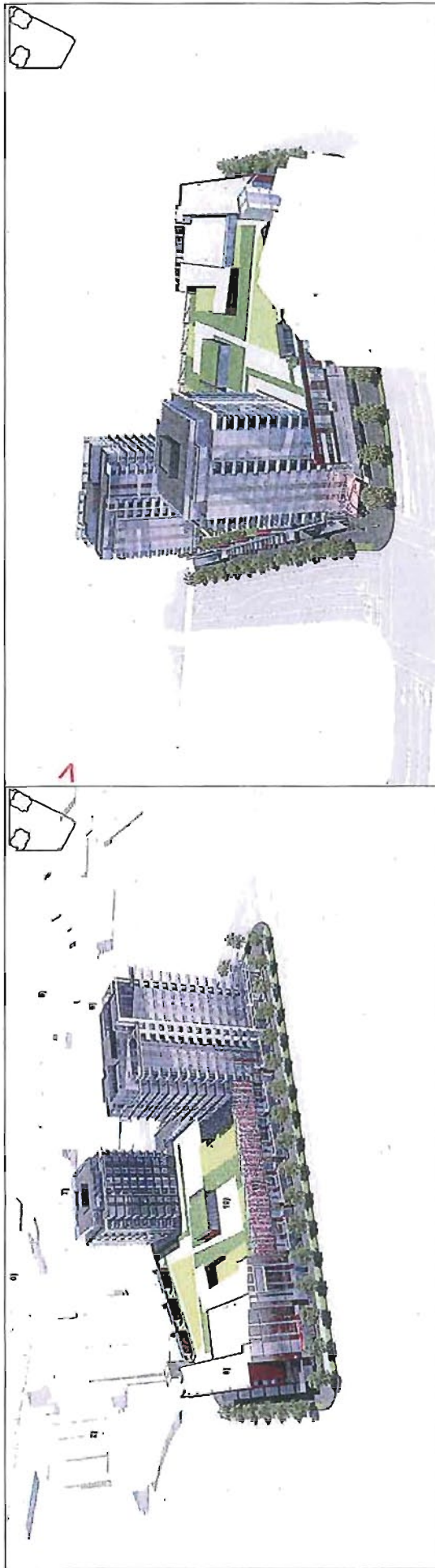
Located in Richmond's emerging Oval Village, the project at 5640 Hollybridge Way proposes 245 residential units and over 70,200 SF of commercial area combined in an attractive mixed-use development. The proposal combines architectural quality and a dynamic reconfiguration of an underutilized site that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

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

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

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

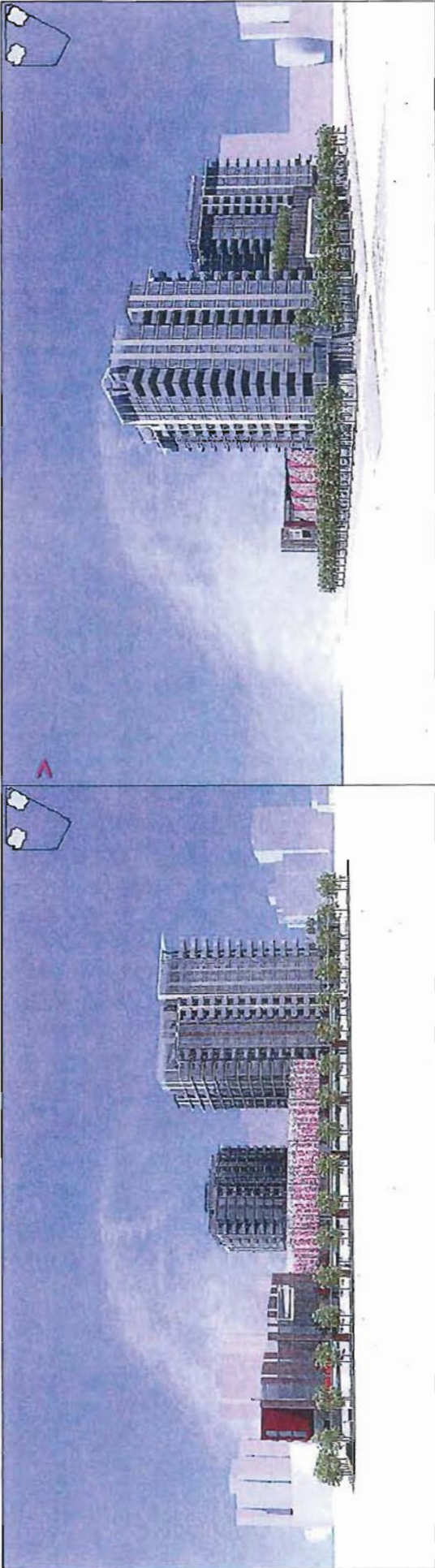
Legend	
1	RETAIL/COMMERCIAL
2	RESIDENTIAL
3	DATA
4	WATER/CLUB SITE
5	LANDSCAPED ROOFS
6	LANDSCAPED ROOFS
7	LANDSCAPED ROOFS
8	LANDSCAPED ROOFS
9	LANDSCAPED ROOFS
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100	LANDSCAPED ROOFS



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MASSING STRATEGY

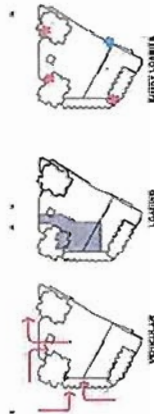
Consistent with Richmond City Centre Area Plan (CCAP), the towers are placed to minimize impact on existing and proposed buildings within the immediate vicinity. They also maximize near and distant views from the development. Commercial and residential uses are oriented towards the street, engaging residents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



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PROJECT ACCESS

Vehicular access to the site is from Lansdowne Road and Hollybridge Way. Loading, garbage and recycling will occur within the parking structure as well. Recycling areas will have a minimum of 6 m of headroom. All primary pedestrian entrances will occur at the street level with access to the towers on Lansdowne Road, townhouses directly off of Hollybridge and access to the affordable housing units from the south-west corner entrance.



ARCHITECTURAL CHARACTER

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

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

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



SCREEN WALL PRECEDENTS



Fairmont, Vancouver • James Chew

Moskova Dwellings, Copenhagen, Denmark • BIG

Parkside Housing, Alberta Institute of Technology • Ring Team

INSPIRATION



Gilbert Road

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



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Lansdowne Road

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

Lansdowne Road

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



LANSDOWNE RD RENDERING

5640 HOLLYBRIDGE
RZ2012-802449
Date OCT 18 2012

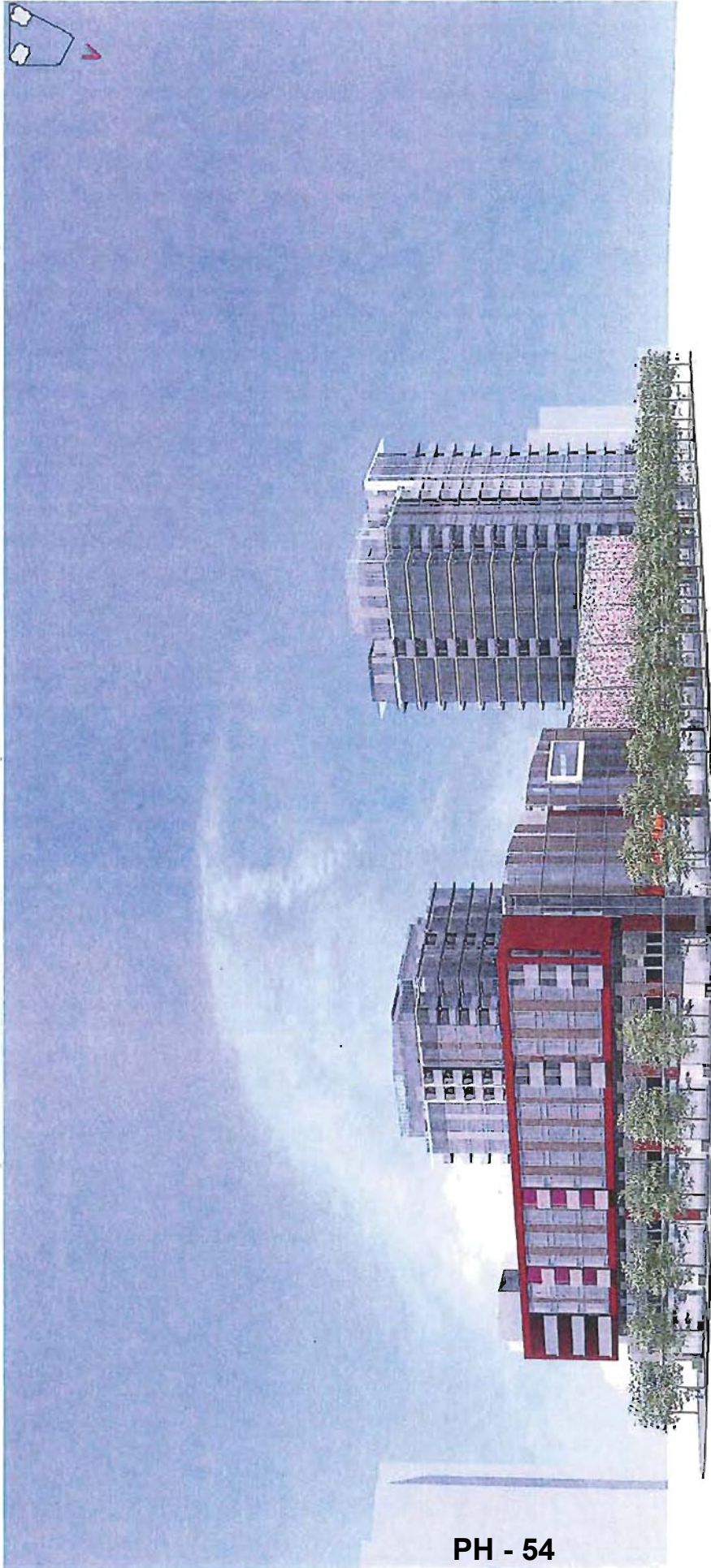


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Hollybridge Way

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





PH - 54

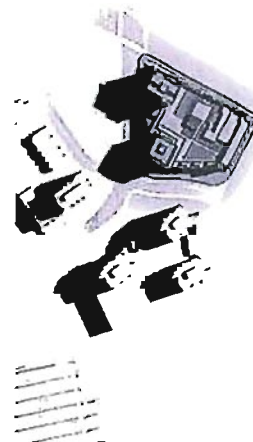
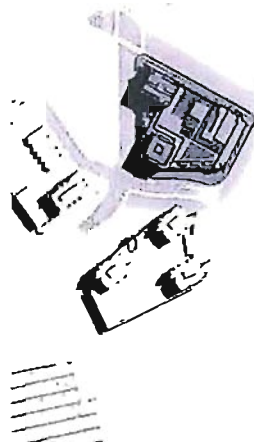
Elmbridge Way

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

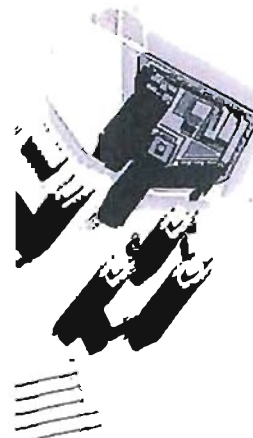
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NOON



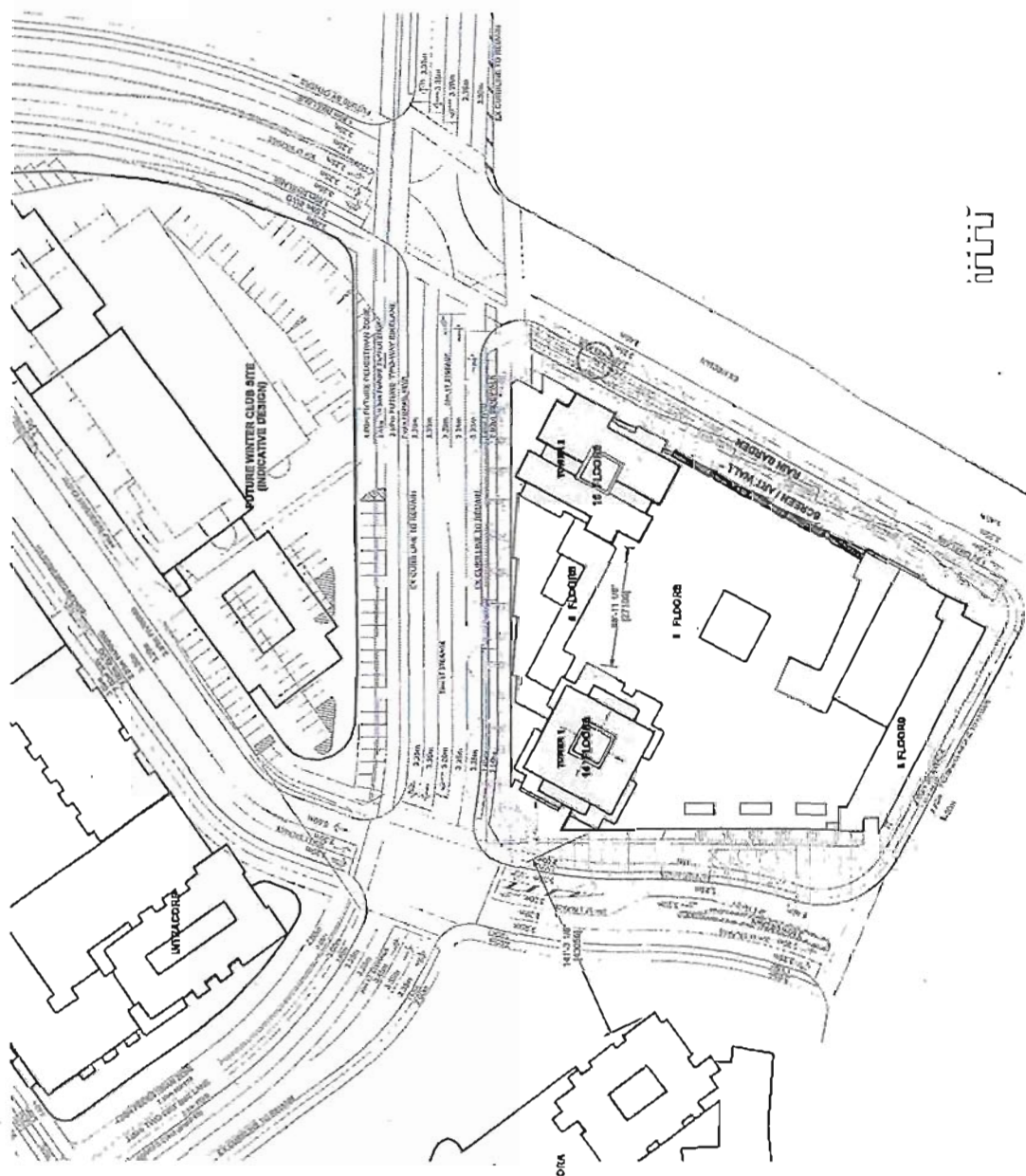
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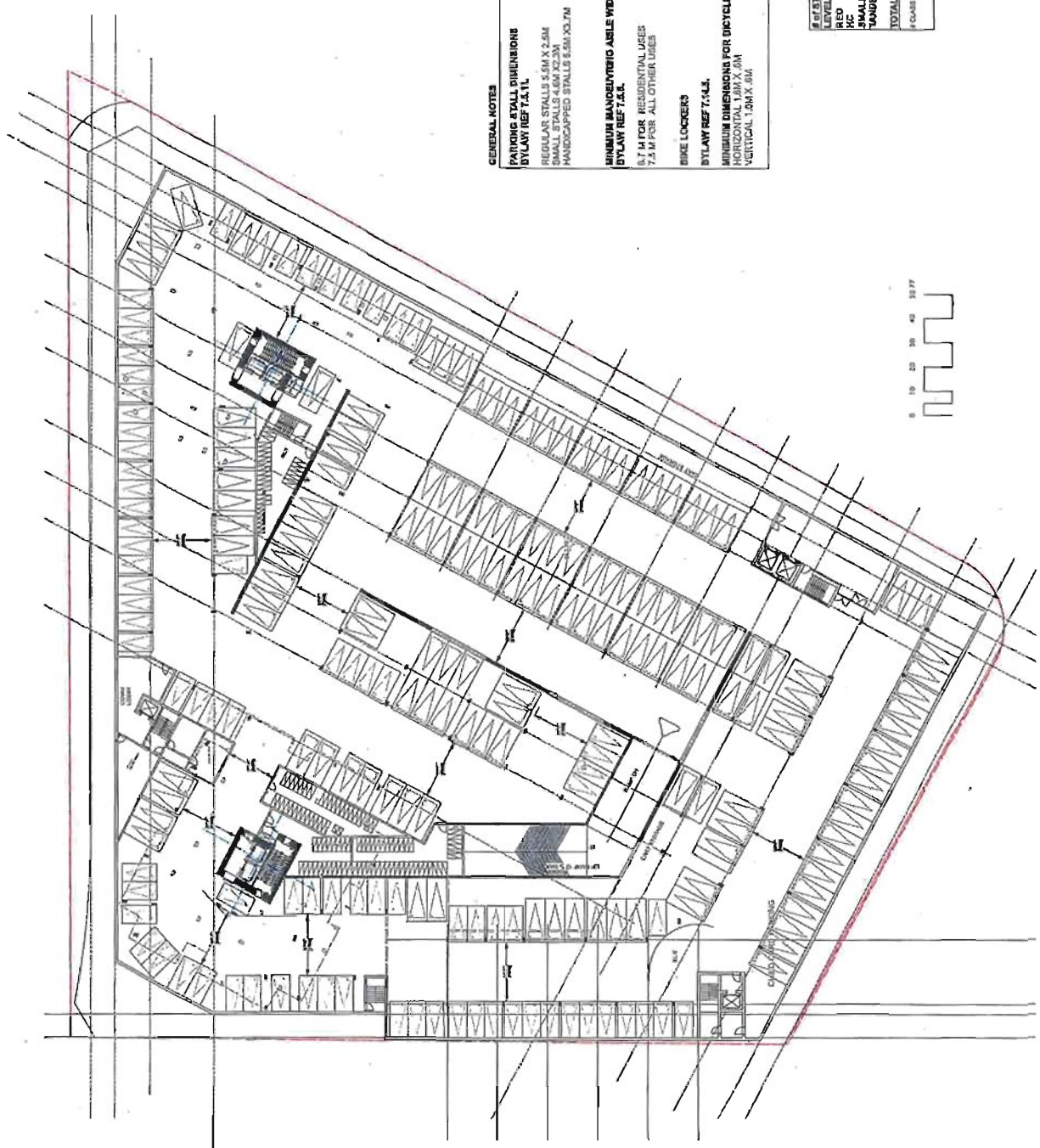


MARCH 21

JUNE 21

SEPTEMBER 21





GENERAL NOTES

PARKING STALL DIMENSIONS
 BY LAW REF 7.4.1.1
 REGULAR STALLS 5.5M X 2.5M
 HANDICAPPED STALLS 3.6M X 2.5M
 HANDICAPPED STALLS 5.5M X 3.7M

MINIMUM MANEUVERING LANE WIDTH
 BY LAW REF 7.4.1.1
 6.7 M FOR RESIDENTIAL USES
 7.3 M FOR ALL OTHER USES

BIKE LOCKERS
 BY LAW REF 7.4.1.1
 MINIMUM DIMENSIONS FOR BICYCLE LOCKERS
 HORIZONTAL 1.8M X 0.6M
 VERTICAL 1.9M X 0.6M

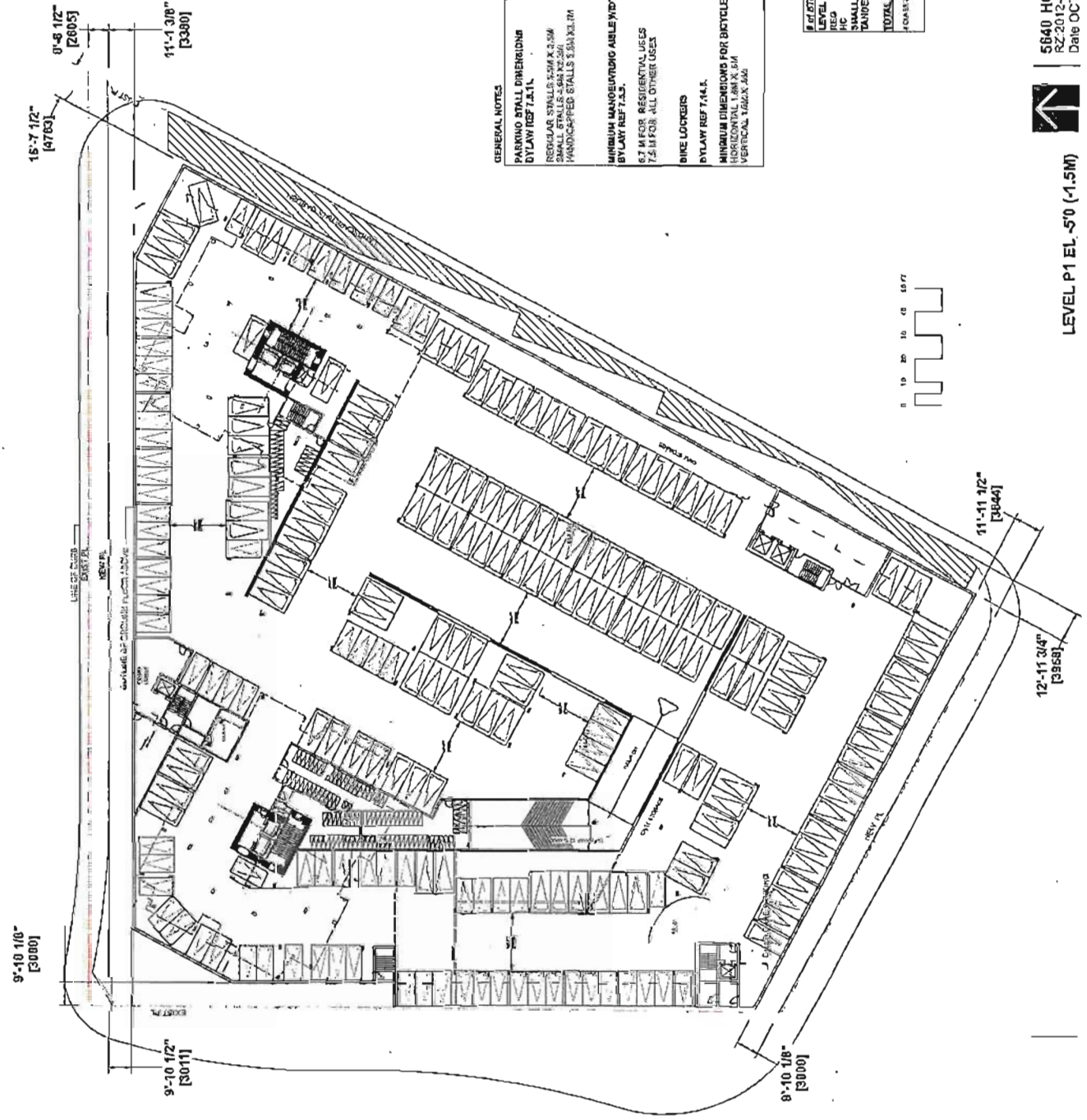
# OF STALLS		
LEVEL P1	9	140
REG	5	5
HC	5	5
SMALL	5	5
TOTAL	22	22
# OF BIKE LOCKERS		100

5640 HOLLYBRIDGE
 RZ2012-802449
 Date NOV 01 2012



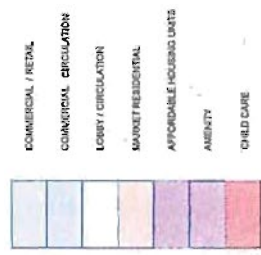
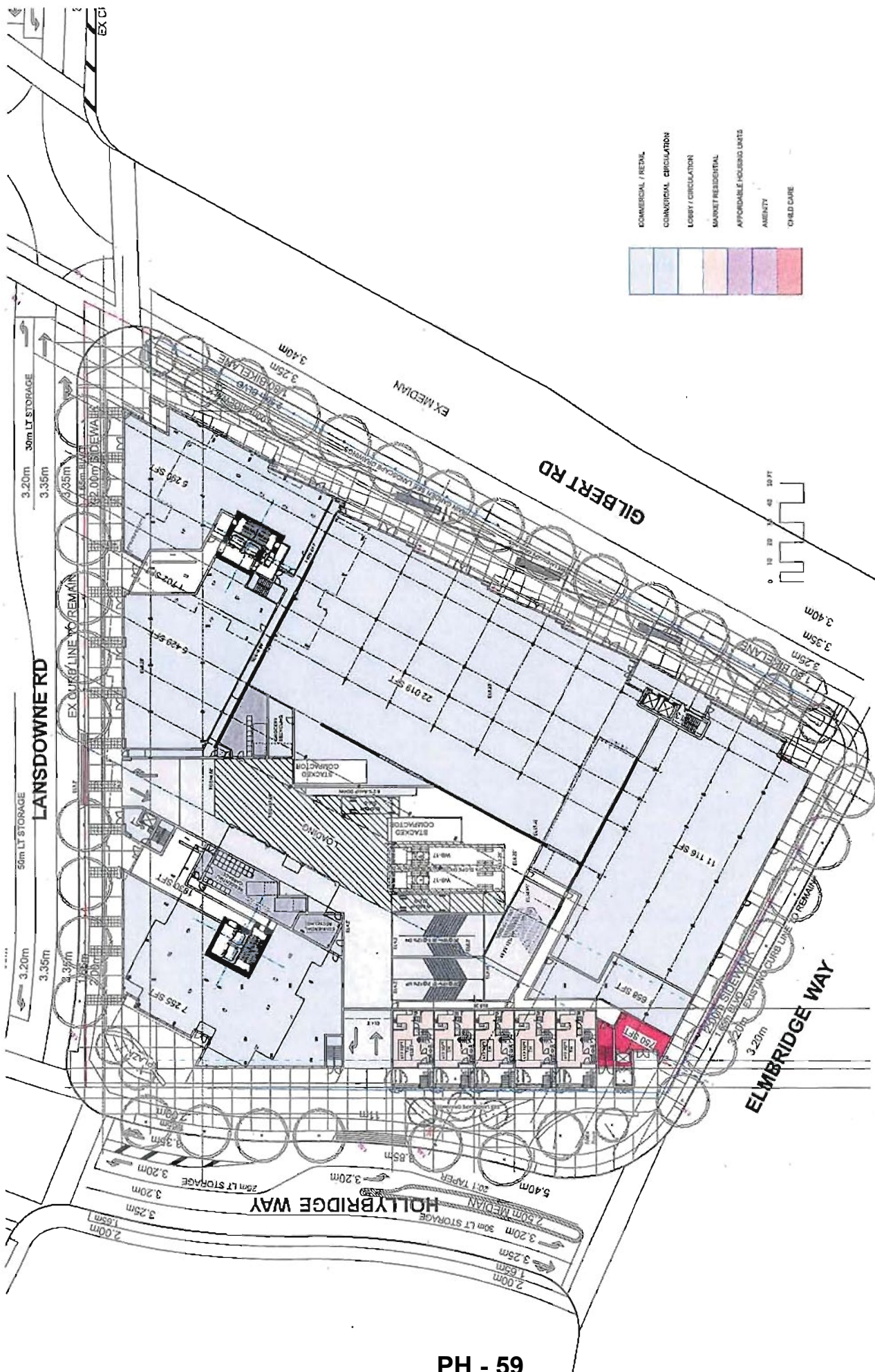
LEVEL P1 EL. -5'0 (-1.5M)





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



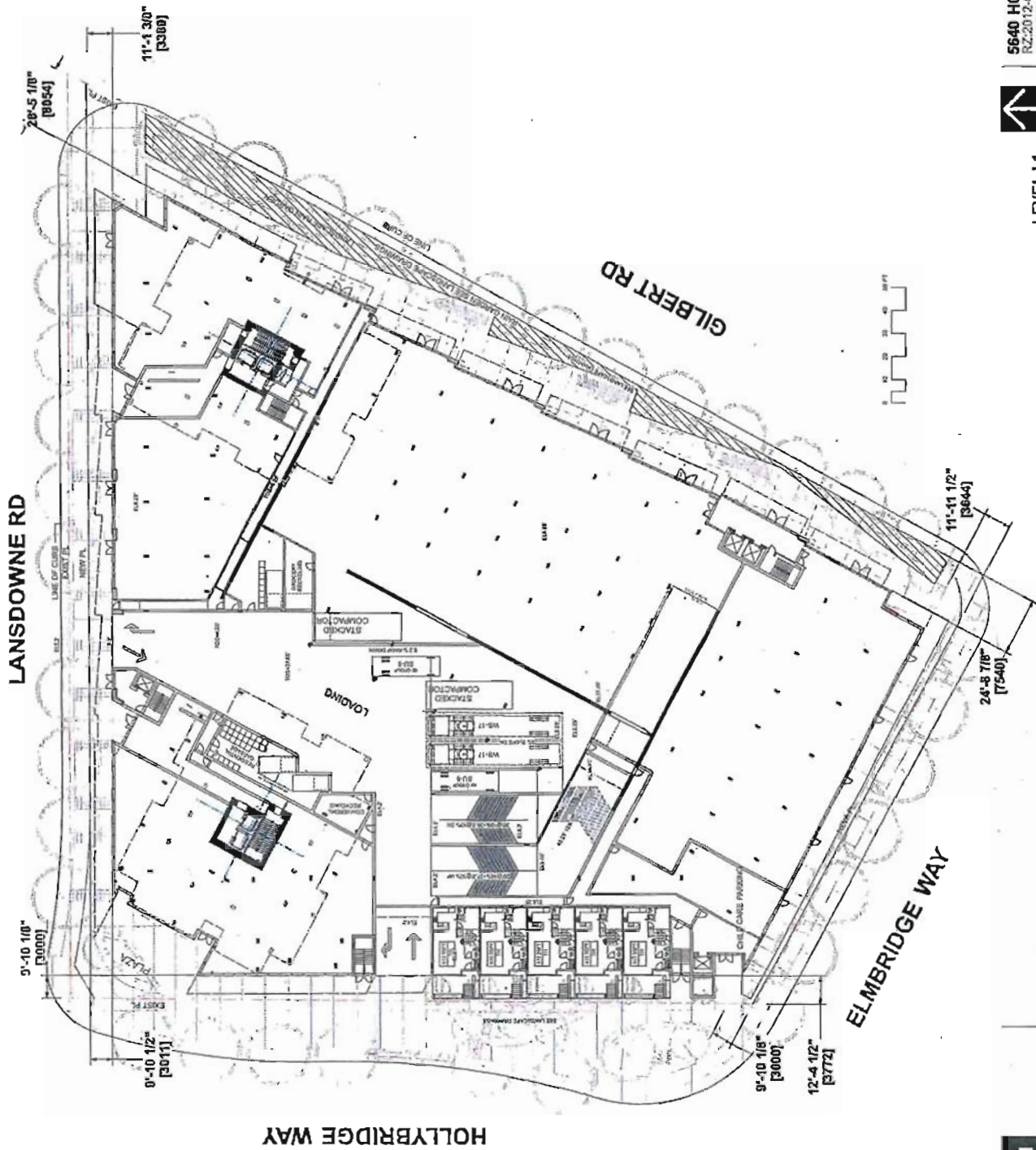


5640 HOLLYBRIDGE
RZ2012-002449
Date OCT 18 2012



LEVEL L1



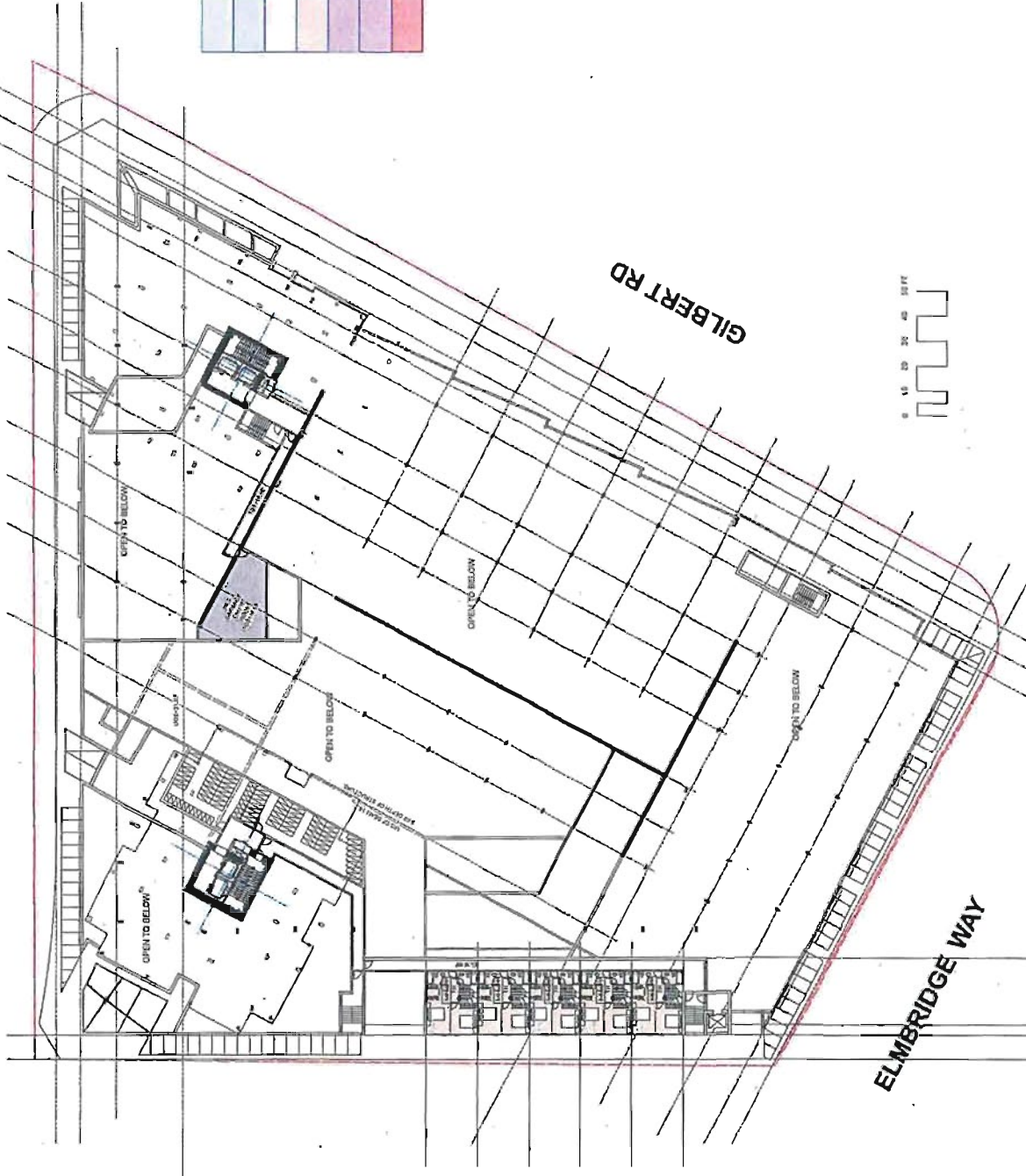
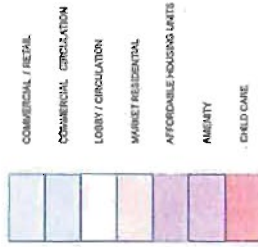


LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY

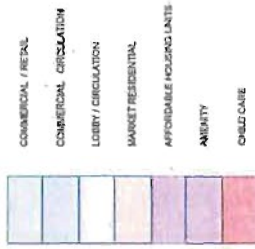


LANSLOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELM BRIDGE WAY



GENERAL NOTES

PARKING STALL DIMENSIONS
BY LAW REF 15.11.

REGULAR STALLS 6.5M X 2.5M
SMALL STALLS 4.8M X 2.3M
HANDICAPPED STALLS 2.5M X 3.7M

MINIMUM MANOEUVRING ABLE WIDTH
BY LAW REF 7.4.1.

4.7 M FOR RESIDENTIAL USES
7.5 M FOR ALL OTHER USES

BIKE LOCKERS

BY LAW REF 7.4.1.

MINIMUM DIMENSIONS FOR BICYCLE LOCKERS

HORIZONTAL 1.8M X 2.5M
VERTICAL 1.0M X 2.5M

LEVEL	STALLS	TOTAL
LEVEL 1	10	10
LEVEL 2	2	2
LEVEL 3	37	37
LEVEL 4	19	19
TOTAL	68	68



LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY

OPEN TO BELOW

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

GENERAL NOTES

PARKING STALL DIMENSIONS
BYLAW REF 7.4.11

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

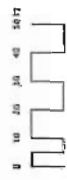
MINIMUM MANOEUVRING CLEAR WIDTH
BYLAW REF 7.4.4

3.7 M FOR RESIDENTIAL USES
7.5 M FOR ALL OTHER USES

BIKE LOCKERS
BYLAW REF 7.4.4.1

MINIMUM DIMENSIONS FOR BICYCLE LOCKERS
HORIZONTAL 1.8M X 0.5M
VERTICAL 1.0M X 0.2M

PARKING STALLS	
LEVEL	STALLS
REG	3
HC	3
TOTAL	6

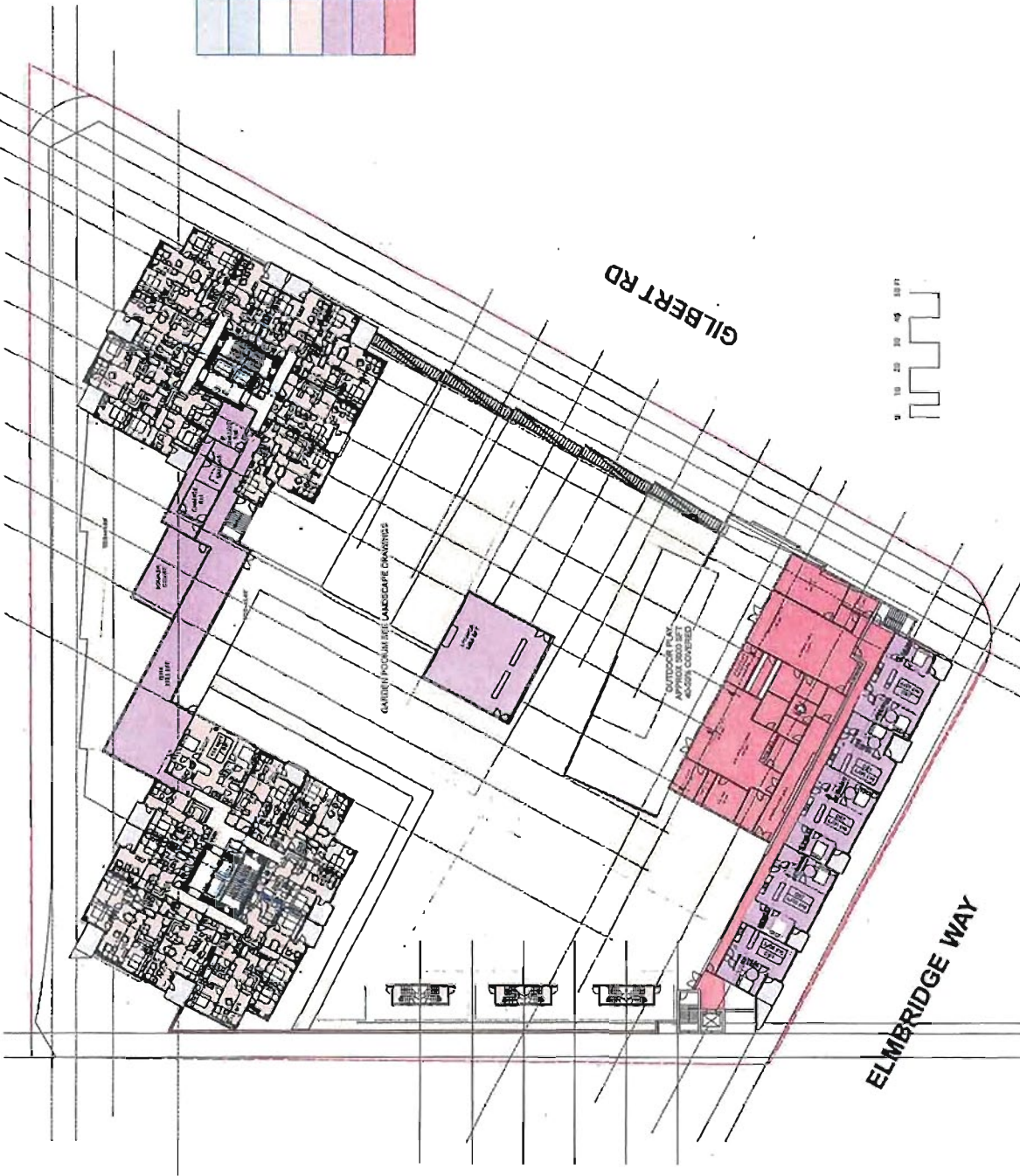
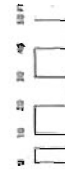
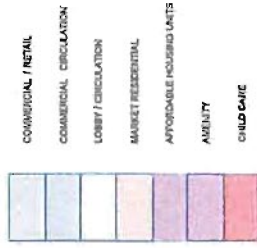


LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELM BRIDGE WAY



LEVEL L5

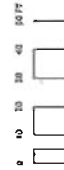
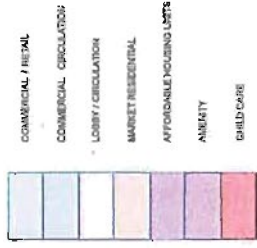
5640 HOLLYBRIDGE
R2-2012-602449
Date OCT 18 2012

LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY

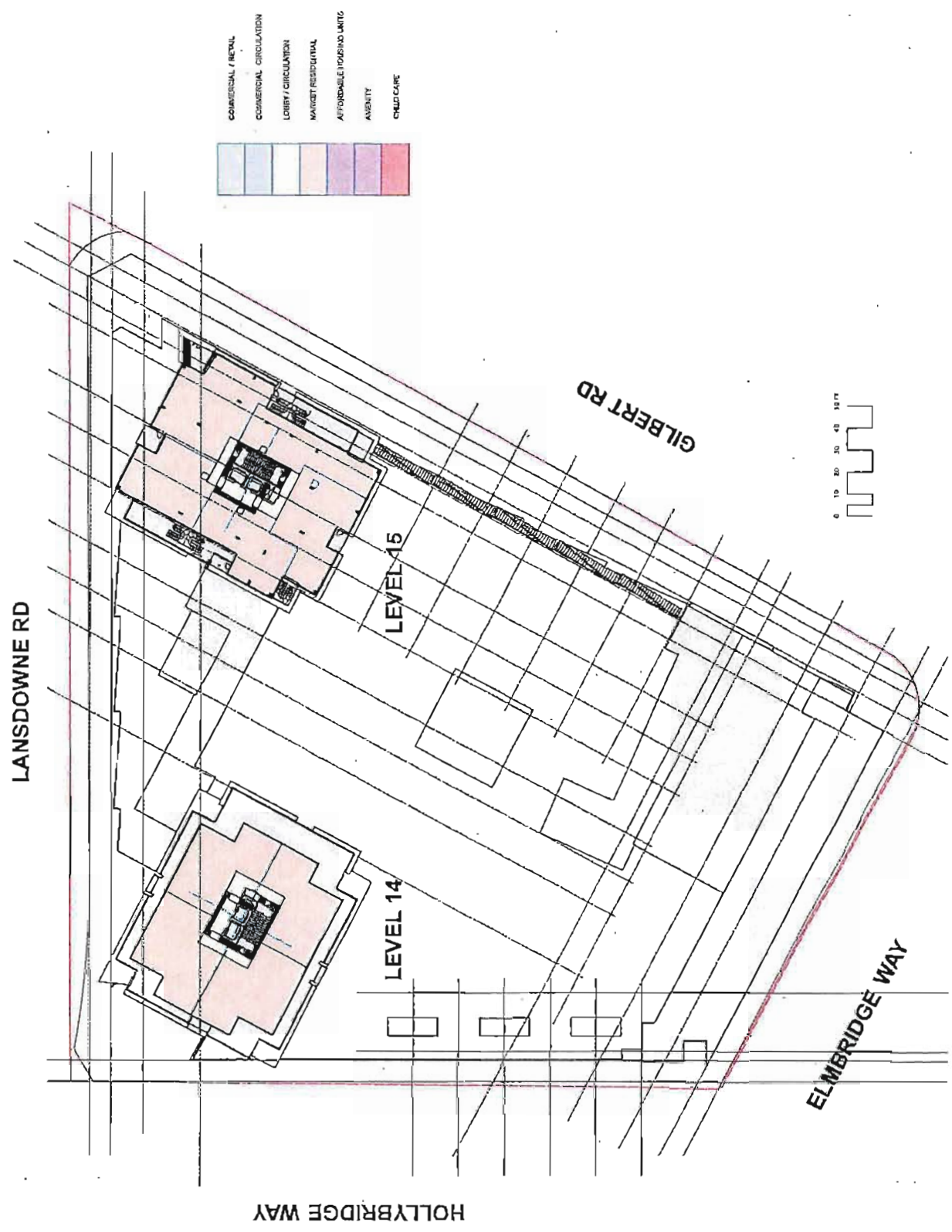


PH - 65



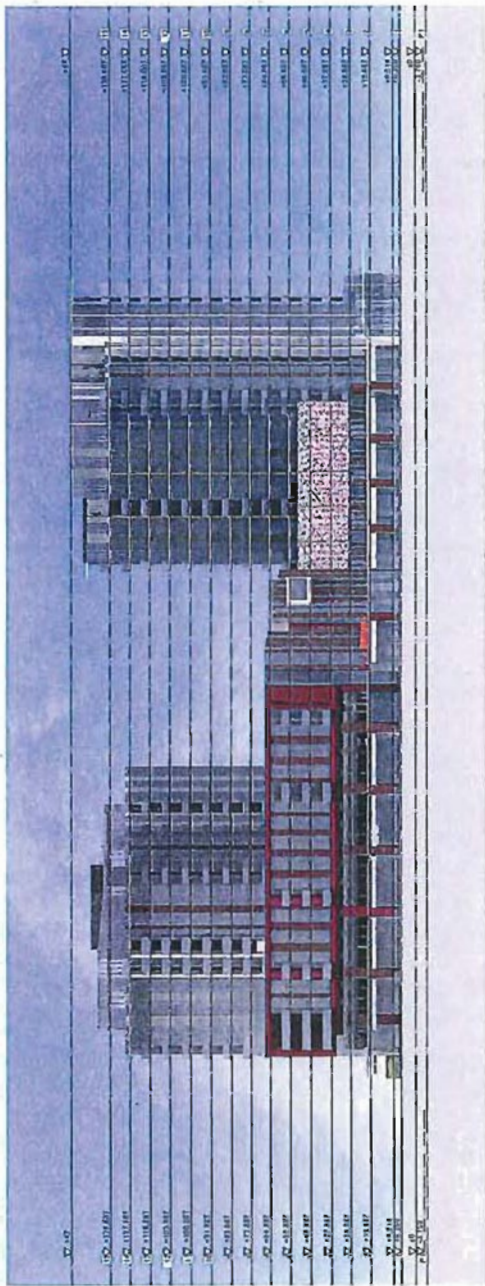
LEVEL L6, L7-L9 SIM

5640 HOLLYBRIDGE
R2-2012-002449
Date OCT 18 2012



LIST OF MATERIALS - 10718

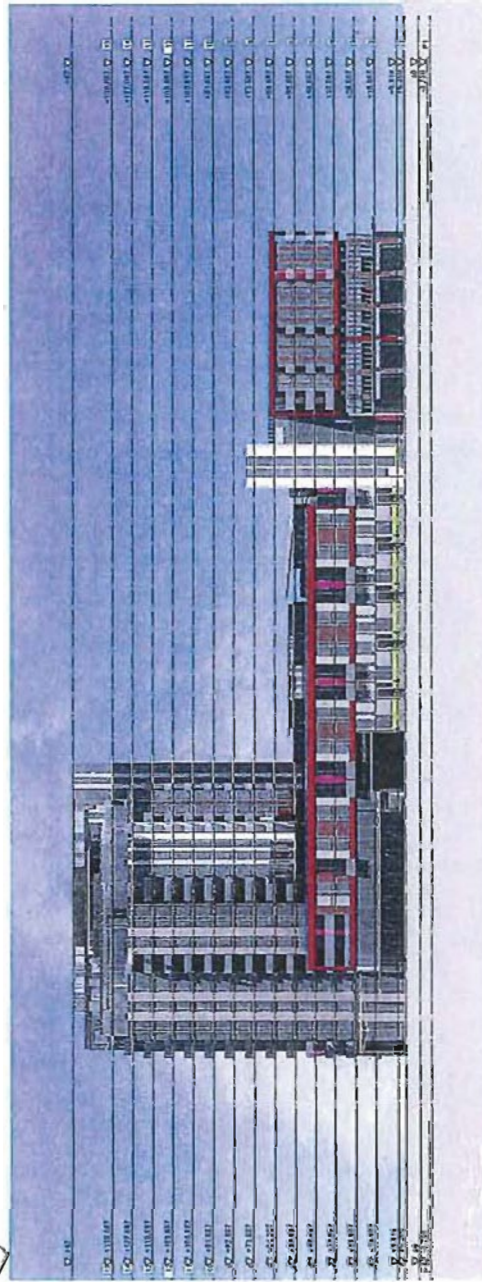
- 1) BRICKWORK
- 2) CONCRETE
- 3) METAL PANELS
- 4) MASSIVE TITANIUM CLADDING
- 5) PERFORATED ALUMINUM SCREEN
- 6) ARCHITECTURAL LOADERS
- 7) ARCHITECTURAL FINISHED CONCRETE



SOUTH ELEVATION



PH - 67



WEST ELEVATION



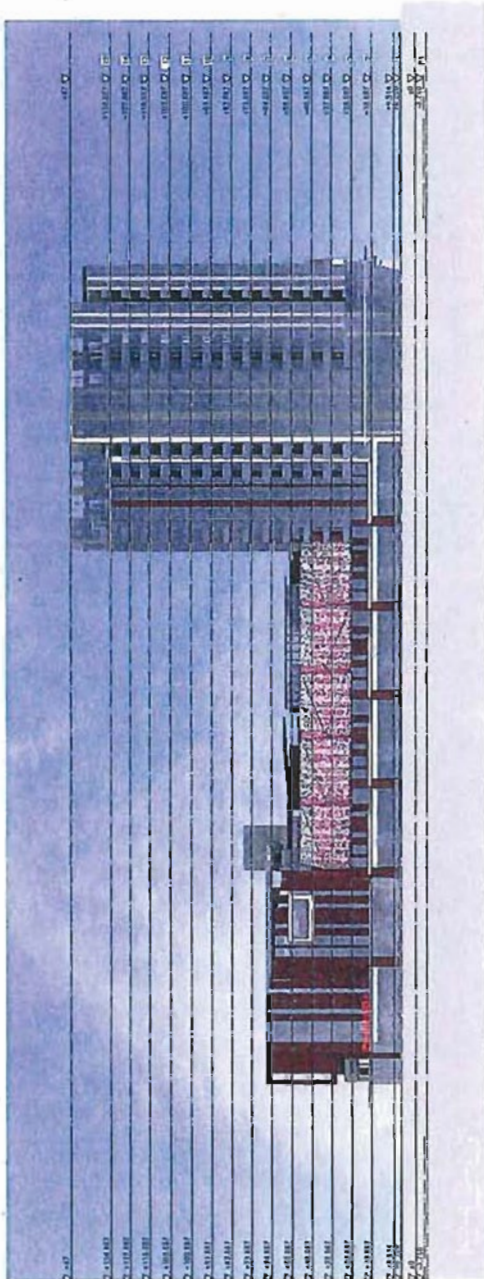
5640 HOLLYBRIDGE
RZ-2012-602449
Date OCT 18 2012

SOUTH AND WEST ELEVATIONS



LIST OF MATERIALS & NOTES

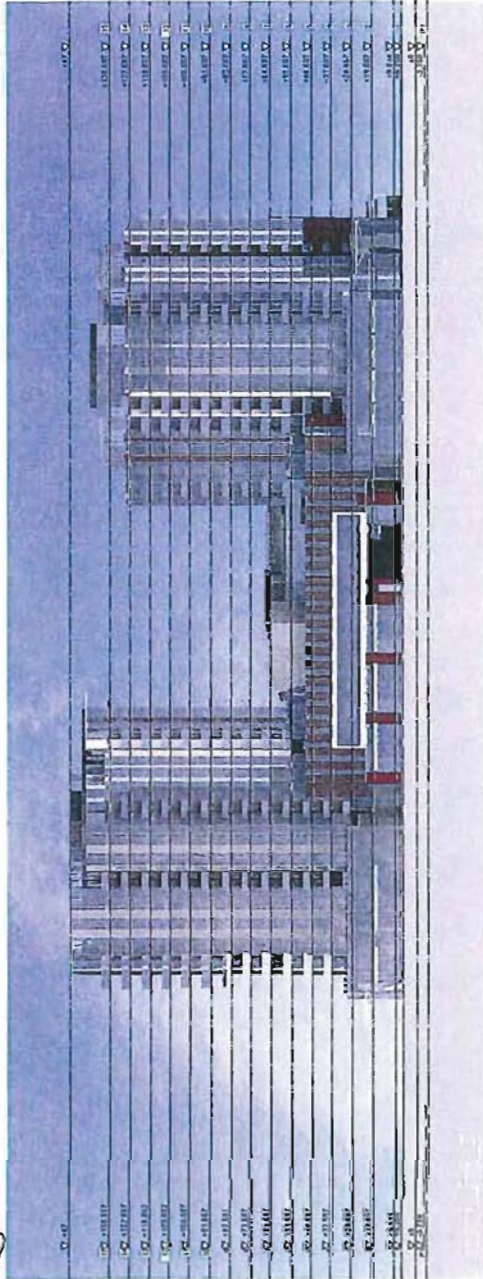
- 1) UNIFORMITY
- 2) CEMENTATION
- 3) METAL PANELS
- 4) SAGGERS / FLOOR CLADDING
- 5) PERFORMED AIR EXHAUST
- 6) ARCHITECTURAL LININGS
- 7) ARCHITECTURAL FINISHED CONCRETE



EAST ELEVATION



PH - 68



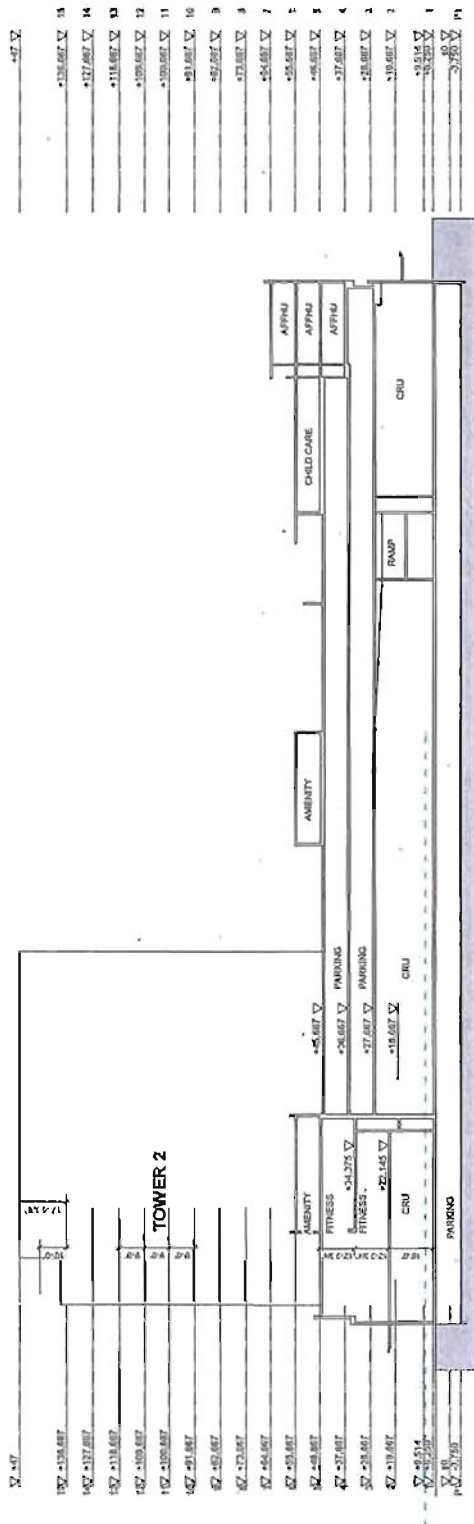
NORTH ELEVATION



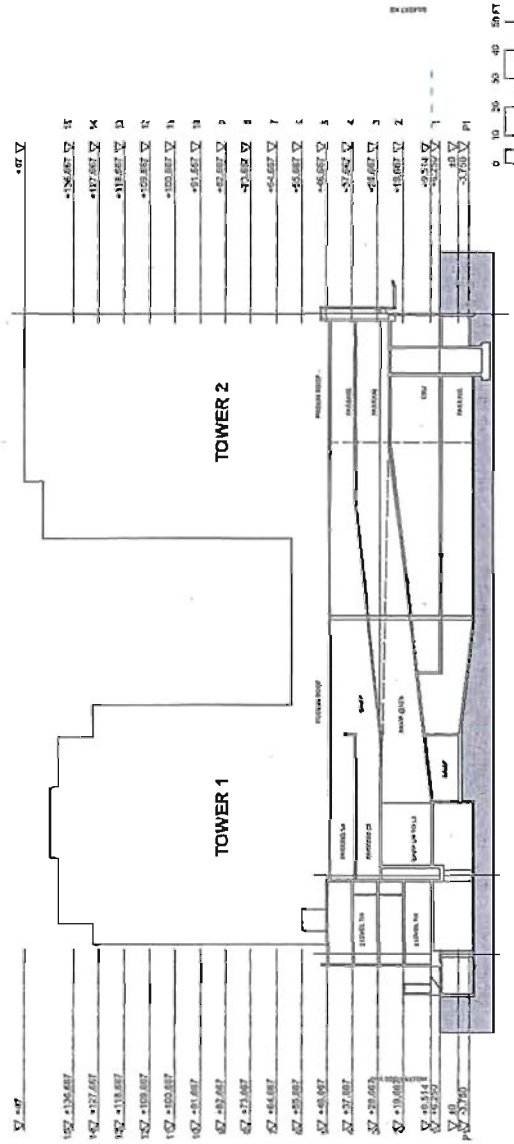
NORTH AND EAST ELEVATIONS

5540 HOLLYBRIDGE
RZ-2012-502443
Date OCT 18 2012





SECTION A-A



SECTION B-B

DRAWN DVH
PROJECT NUMBER 12004

DATE 10 OCTOBER 2012
SCALE 1" = 20'-0"

DOMINANTE DESIGN LTD., LANDSCAPE ARCHITECTS
107-107 West 5th Avenue Vancouver, B.C. V6U 1N5
• 604.681.4311
• 604.681.2227
www.dld.ca

duranteleuk
kp

5640 HOLLYBRIDGE landscape concept - levels 4 + 5

L02

DATE OCTOBER 10, 2012
SCALE 1"=30'-0"

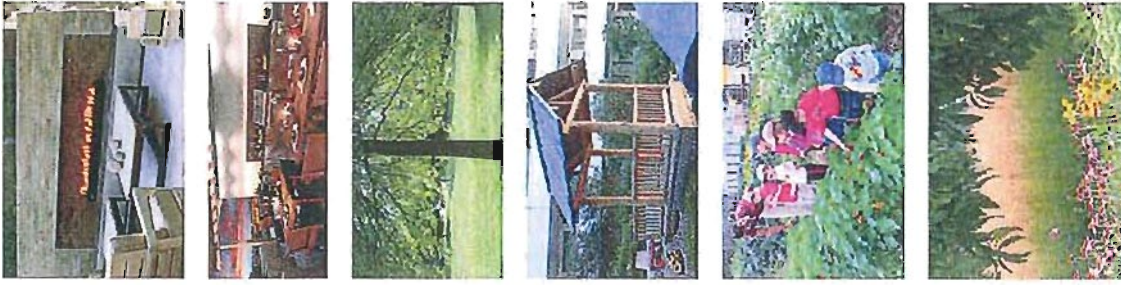
DRAWN JES

PROJECT NUMBER 12004

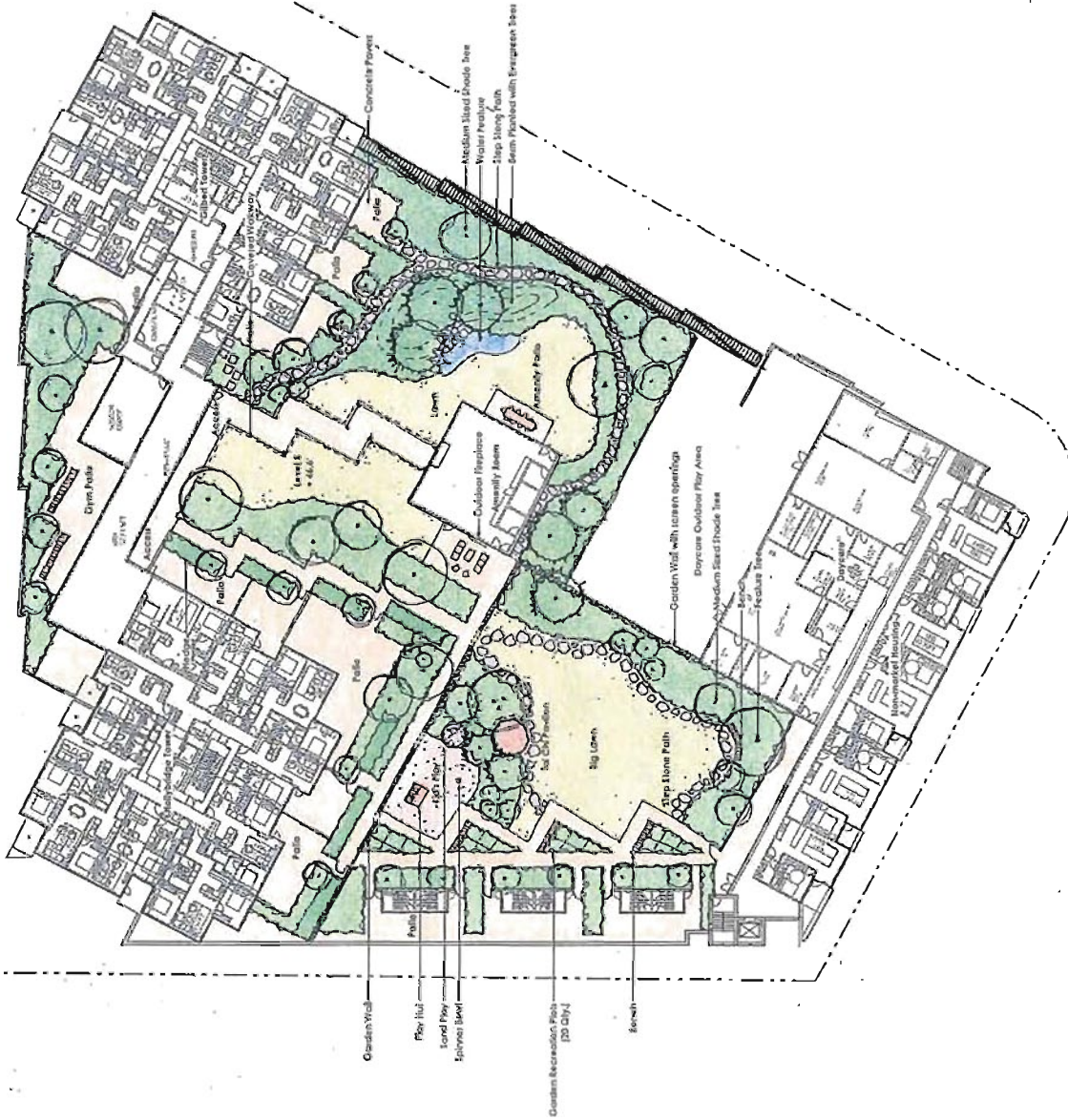
DURANTE KREUK LTD. LANDSCAPE ARCHITECTS
102-103 West 30th Avenue Vancouver, B.C. V6J 1H5
P 604.684.4611
F 604.684.0077
www.durantekreuk.com



PH - 71



Podium Garden



Excerpt from the Minutes from
Advisory Design Panel Meeting

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

Time: 4:00 p.m.

Place: Rm. M.1.003
City of Richmond

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

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

Absent: Thomas Leung
Sherri Han

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

1. MINUTES

It was moved and seconded

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

CARRIED

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

APPLICANT: Cressey Gilbert Developments

PROPERTY LOCATION: 5640 Hollybridge Way

Applicant's Presentation

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

Panel Discussion

Comments from the Panel were as follows:

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

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

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



**City of
Richmond**

Rezoning Considerations

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

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

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

I) Rezoning

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

1. **Subdivision Plan for Development Lot:** A subdivision plan must be prepared to the satisfaction of the City and Approving Officer and registered on title that includes dedication of a strip of road along the full Lansdowne Road frontage between approximately 2.48 m and 2.65 m width including the pavement and curb at the south-west corner of Lansdowne and Gilbert Roads (including all of existing SRW BB1219899, Plan BCP42717) (approximately 319 m²) as generally shown on the Functional Road Plan and Sections in Attachment 1.
2. **Statutory Rights of Way for Public Rights of Passage (SRW):** The Developer granting the following SRWs as shown on Attachment 1 for public rights of passage and other city works such as street light conduits and standards is required as generally shown on Attachment 1:
 - a. A 0.26 m wide strip along the entire Elmbridge Way frontage for sidewalk with City maintenance; and
 - b. A strip between approximately 6.3 and 8.3 m wide along the entire Gilbert Road frontage from the Gilbert Road property line to the building face (to be confirmed by surveyor) for sidewalk and rain garden with clean stormwater sourced from the development site, all with owner maintenance; and street/sidewalk lighting with the maintenance responsibility (City or owner); location and style to the satisfaction of the City and Developer.
3. **Existing Buildings:** The existing buildings located on the Development site must be removed prior to adoption the Zoning Amendment Bylaw. Should these existing buildings not be able to be demolished and the land dedicated as road as identified in section 1 not be provided to the City prior to rezoning adoption, the following apply:
 - a. The Developer registers a subdivision plan that dedicates as road a sufficient area to include and construct the paved portion of the road and curb at the southwest intersection of Gilbert and Lansdowne Roads as shown on Attachment 1 to the satisfaction of the City (including all of existing SRW BB1219899, Plan BCP42717).
 - b. The Developer registers a No-Development Covenant on the development site which prohibits issuance of a building permit to construct any building until:
 - i. The Developer demolishes all of the existing buildings on the site;
 - ii. All of the proposed road dedication along Lansdowne Road as shown on Attachment 1 is dedicated under a subdivision plan registered at the Land Title Office and is transferred to the City by the Developer; and
 - iii. A Servicing Agreement has been entered into by the Developer for all road and engineering works and secured by the Developer to the satisfaction of the City.

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

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

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

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

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

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

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

6. Public Art: City acceptance of the Developer's offer to voluntarily provide \$181,105 to Richmond's public art program (this amount may be adjusted if such building area changes at time of rezoning adoption from 200,203 ft² and commercial area changes from 70,612 ft²). This amount is based on the City Public Art Policy which states that the Developer contribute (based on 2012 rates) at a minimum of \$.76/sq. ft. for residential and \$.41/sq. ft. for commercial floor area. The Developer may develop a Public Art Plan acceptable to the City, prior to zoning adoption, that includes public art to be provided by the Developer valued at a portion of the above amount provided that this art value is secured by a Letter of Credit also received before zoning adoption.

7. Community Planning Program: City acceptance of the Developer's offer to voluntarily contribute \$67,704 towards Richmond's community planning program fund on the basis of \$0.25/ft² of total building area, excluding affordable housing units (this amount may be adjusted if such building area changes at time of rezoning adoption from 270,815 ft²).

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

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

Table 1: Affordable Housing Unit Locations

AFFORDABLE HOUSING UNIT MIX				
2 BD UNITS		@860SFT 1BD UNITS		@583SFT
#	SFT	#	SFT	
L6	3	2590	1	563
L5	3	2580	2	1128
L4	3	2580	2	1126
TOTAL	9	7740	5	2815
TOTAL AREA	10555	1BD		36%
TOTAL UNITS	14	2BD		64%
TARGET	10555			

Table 2: Affordable Housing Target Groups

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

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

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

9. Affordable Housing Airspace Parcel:

a) Affordable Housing Components

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

b) Legal Requirements

i. Construction Covenant

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

ii. Access Easement

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

iii. *Outdoor Amently Easement*

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

iv. *No Occupancy Covenant:*

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

10. Child Care Parcel:

a) *Childcare Components*

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

b) *Access Requirements*

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

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

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

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

A. \$874,000; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A. Transportation Works:

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

B. Engineering Works:

1.) Storm Sewer

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

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

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

2.) Sanitary Sewer

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

Manholes are required at endpoints of upgrade.

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

3.) Water Works

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

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

4.) Streetlighting

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

5.) General

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

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

C. Parks Works:

The approximate 310 m² pocket park on the Hollybridge Road allowance shall include hard and soft landscape elements that will facilitate seating and circulation in addition to the boulevard landscaping and

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

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

II) Development Permit

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

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

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

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

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

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

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

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

III) Building Permit

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

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


Notes:


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

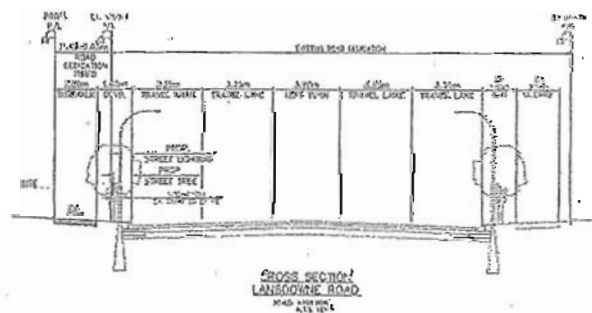
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

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

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


Signed _____


Date _____



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

1. Intent

The child care facility must:

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

2. Development Processes/Considerations

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

3. Facility Description

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

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

- Indoor activity space - 464.5 m² (5,000 ft²) to 511m² (5,500 ft²)
- Outdoor activity space - 464.5 m² (5,000 ft²)

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

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

- h) Environmental and Energy Efficiency - The space must be constructed to meet the greater of LEED Silver equivalent as set under the City Centre Area Plan and the City's High Performance Building Policy.

4. Level of Finish

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

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

5. Tenure

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

6. Legal

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

Attachment 3

5640 Hollybridge Way (Cressey) Rezoning Application

Transportation Servicing Agreement Requirements

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

1. Lansdowne Road

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

2. Lansdowne Road/Hollybridge Way Intersection

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

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

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

3. Hollybridge Way

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

4. Elmbridge Way

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

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

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

5. Gilbert Road

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

6. Traffic Signals

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

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

7. Transit Amenities

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

8. Parking Strategy and TDM Measures to Support Parking Relaxations

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

- a) For non-residential uses, one end-of-trip facility for each gender. The minimum requirements for each facility are: shower, change room, wash basin (with grooming station, counter, mirror and electrical outlets), handicapped accessible toilets and lockers. The end-of-trip facilities are to be accessible to all commercial tenants of each phase of the development.
- b) Provision of electric vehicle and bicycle plug-in services including: (i) For residential uses - 240V service shall be provided for 20% of parking stalls; (ii) For commercial uses - 240V service shall be provided for 10% of parking stalls; and (iii) for bicycle users - 120V service shall be provided for 5% of the total Class 1 bicycle racks or one per bicycle storage compound, whichever is greater. The minimum electric vehicle and bicycle parking service requirements are to include conduits, circuit breakers, and wiring in form acceptable to the City (actual outlets to be provided later by strata owners).
- c) Construction of an interim 2.0 m wide asphalt walkway on the north side of Lansdowne Road between Gilbert Road and Alderbridge Way.

9. Development Vehicle Access

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

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

10. Commercial Parking

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

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

11. Construction Parking and Traffic Management Plan

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

Attachment 4 Street and Park Lighting

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

Attachment 5

Gilbert Greenway Design Principles

(With Applicable Gilbert Road Section for this Project)

Gilbert Road: The Downtown Gateway

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

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

1. Lansdowne Rd. to Westminster Hwy.

East Side

Greenway elements:

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

Landscape:

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

West Side:

Greenway elements:

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

Landscape:

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



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

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

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

P.I.D. 006-096-115

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

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

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>MB</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

TO PLN - JAN 22, 2013

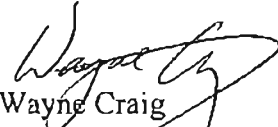
TO CNCL - JAN 28, 2013

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

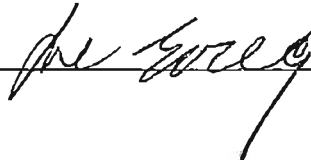
Staff Recommendation

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

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


Wayne Craig
Director of Development

WC:ke

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

Staff Report

Purpose

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

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

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

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

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

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

Background Information to Drive-Through Referral

Zoning Bylaw

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

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

Bylaws to Restrict the Unnecessary Idling of Vehicles

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

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

Development Application Process

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

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

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

City's Community Energy and Emissions Plan

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

Proposed Approach to Drive-Through Referral

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

Background Research

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

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

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

Consultation and Review of Economic Implications

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

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

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

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

"In Stream" Applications Involving a Drive-Through Component

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

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

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

Options to Address the Drive-Through Referral

Option 1 City staff proceed with examining the removal of drive-throughs in the Zoning Bylaw and review the implications of not allowing new drive-through development in Richmond based on the proposed approach outlined in this report.

Option 2 **(RECOMMENDED)** Do not proceed with a review of banning or restricting drive-through development in Richmond.

Rationale for Recommending Option 2

Staff recommend Option 2 for the following reasons:

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

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

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

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

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

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

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

Project Description

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

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

Findings of Fact

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

Surrounding Development

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

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

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

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

Related Policies & Studies

Metro Vancouver Regional Growth Strategy

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

2041 Official Community Plan Land Use Map Amendment

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

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

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

Ironwood Sub-Area Plan – Development Permit Area Map Amendment

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

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

ALR Exclusion

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

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

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

Richmond Public Art Program

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

Flood Plain Covenant

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

Consultation

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

Agricultural Advisory Committee Review of the ALR Exclusion

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

Public Input

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

Staff Comments

Engineering

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

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

Transportation

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

The driveway access for the development site is proposed to be along No. 5 Road that will allow for full vehicle movements to enter and exit the site (i.e., Right In/Out; Left In/Out).

Transportation staff support the implementation of a full movement vehicle driveway as the following related road and frontage upgrades will be completed as part of this development and coordinated with existing transportation infrastructure and driveway accesses servicing surrounding developments:

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

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

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

Proposed Drive-Through Component

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

Ministry of Transportation Referral

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

On-Site Trees

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

Forthcoming Development Permit Application

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

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

Analysis of Rezoning and ALR Exclusion Application

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

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

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

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

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

Financial Impact or Economic Impact

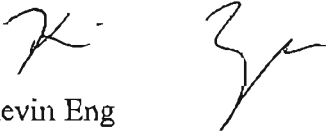
None.

Summary of Report and Staff Recommendations

This report:

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

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



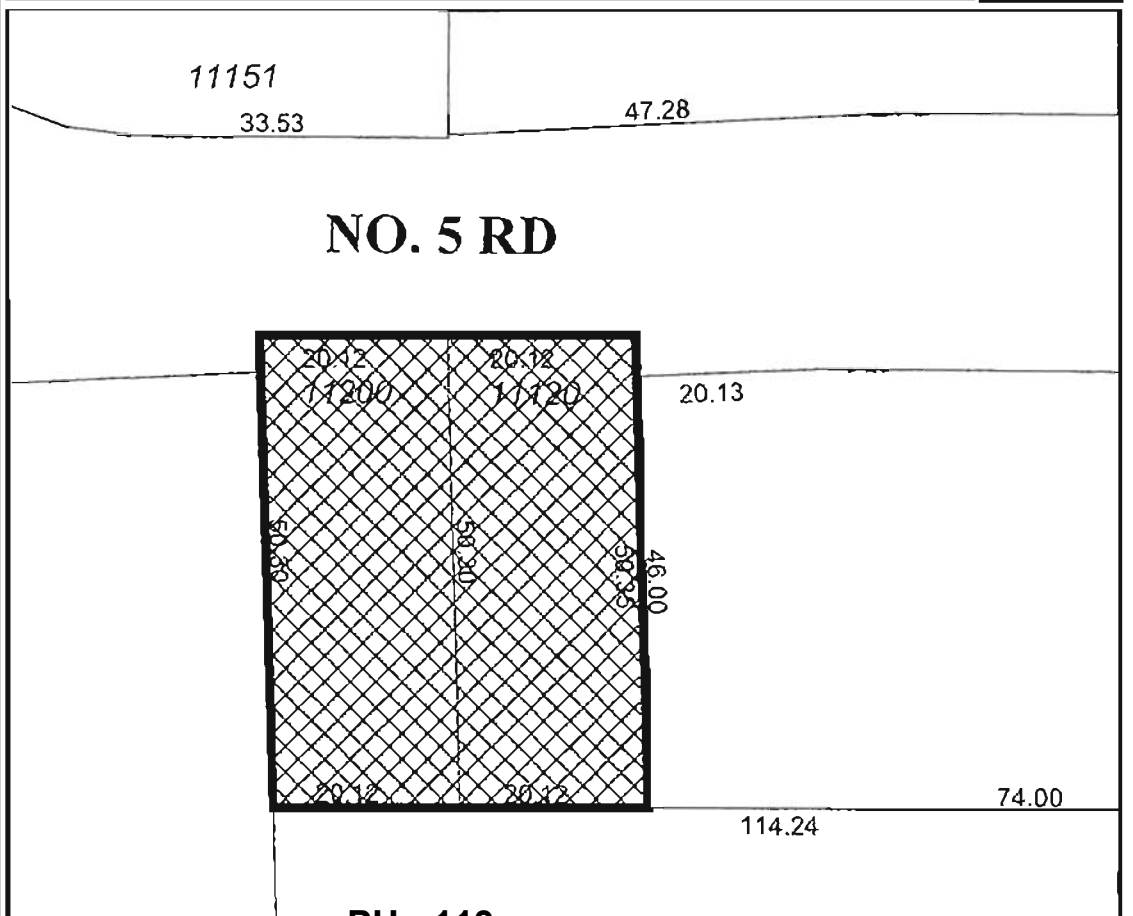
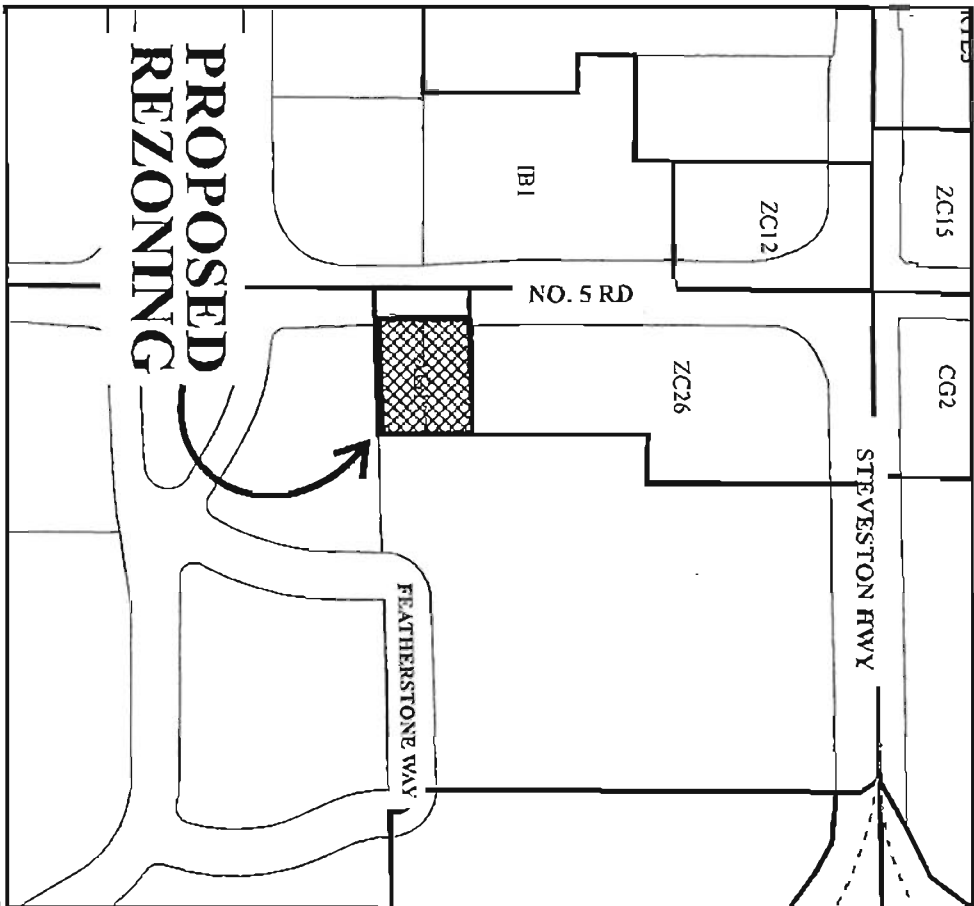
Kevin Eng
Planner I

KE:cas

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



City of Richmond



RZ 10-556878

Original Date: 01/19/11

Revision Date:

Note: Dimensions are in METRES

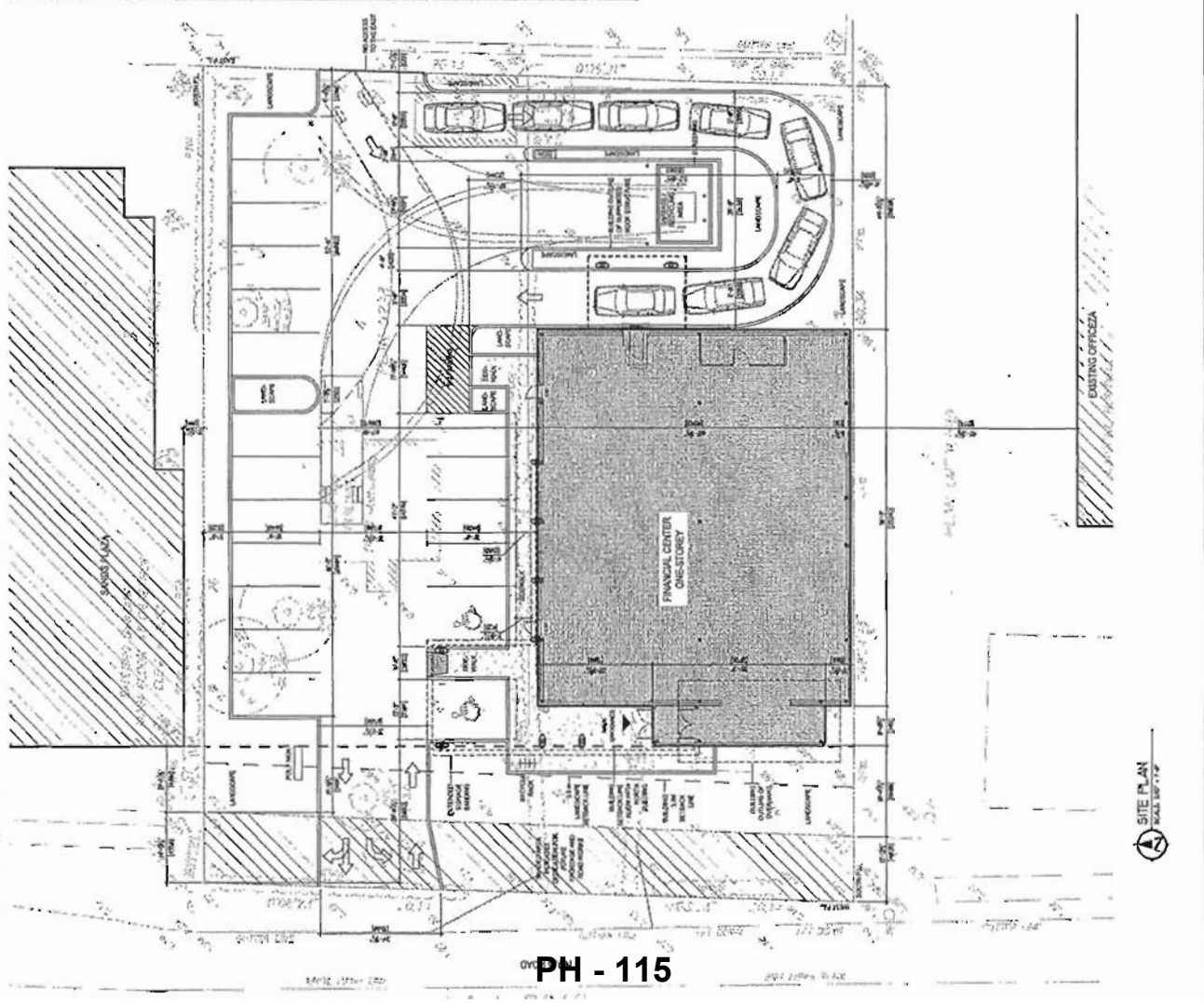
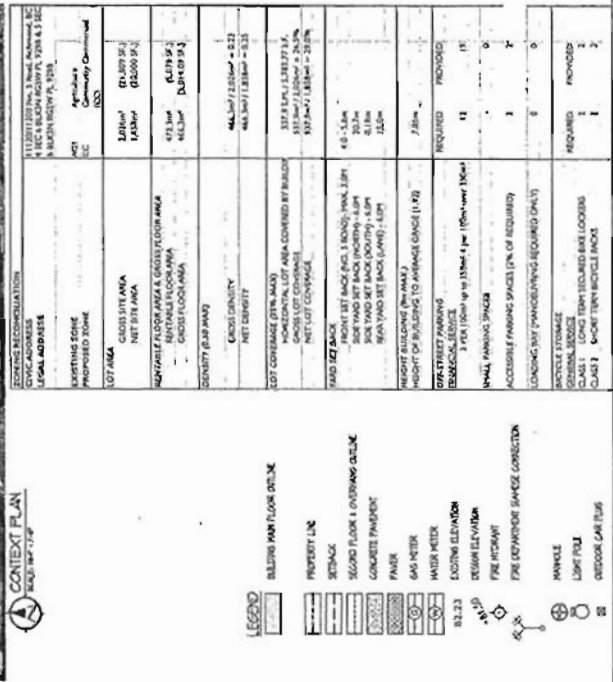


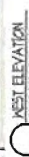
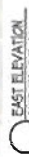
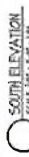
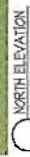
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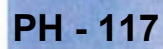
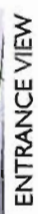
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1. UNLESS SPECIFICALLY INDICATED BY THE ARCHITECT, THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE PREPARATION OF THE FOLLOWING:	
1.01	CONSTRUCTION
1.02	FOUNDATION
1.03	STRUCTURE
1.04	MECHANICAL
1.05	ELECTRICAL
1.06	PLUMBING
1.07	HEATING, VENTILATION & AIR CONDITIONING
1.08	TELEPHONE
1.09	TELEVISION
1.10	DATA
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RZ 10-556878

Attachment 3

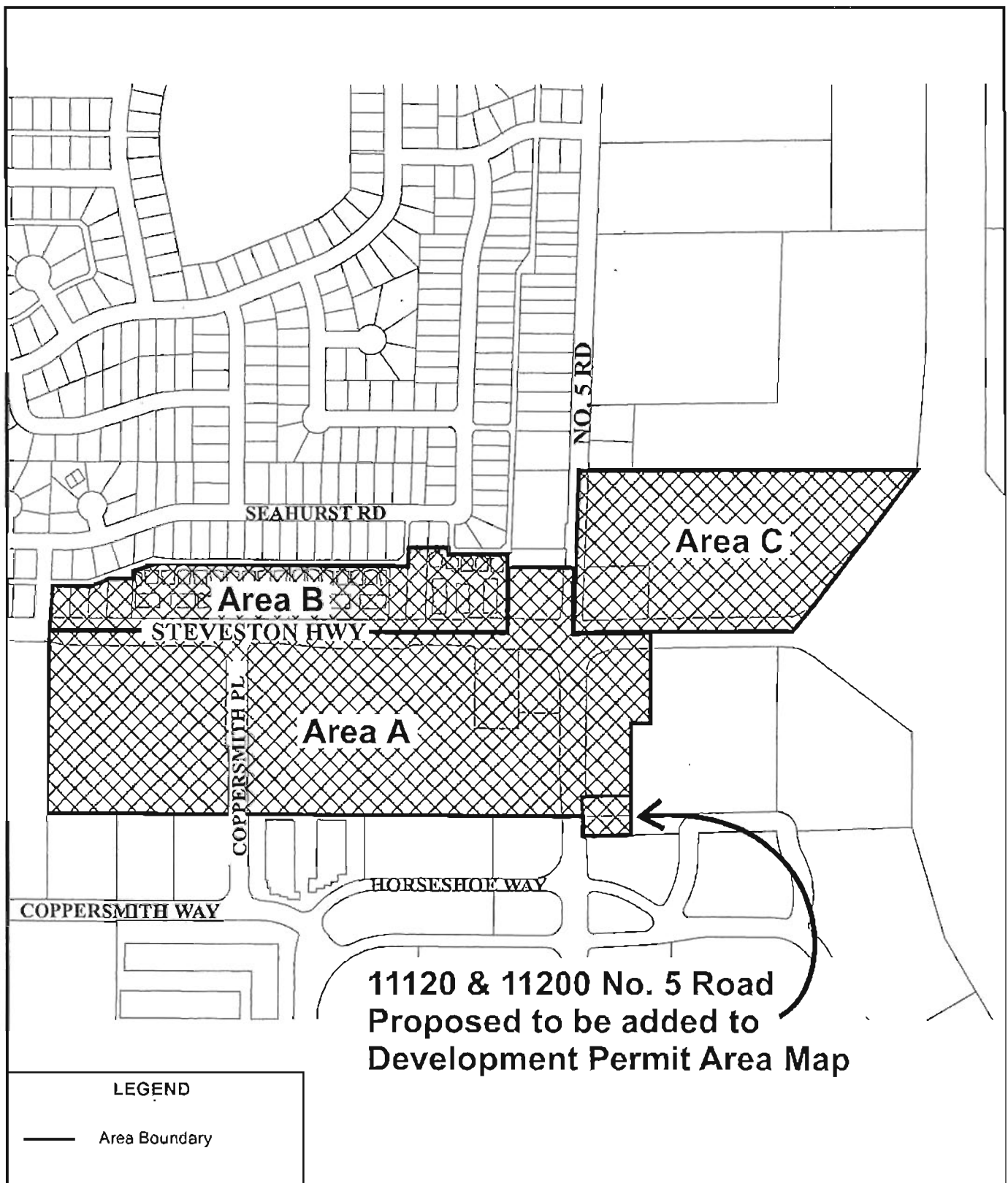
Address: 11120 and 11200 No. 5 Road

Applicant: Everbe Holdings Ltd.

Planning Area(s): Ironwood Sub Area Plan

	Existing	Proposed
Owner:	11120 No. 5 Rd. – 890370 BC Ltd. 11200 No. 5 Rd. – 890370 BC Ltd.	To be determined
Site Size (m²):	11120 No. 5 Rd. – 1012 m ² 11200 No. 5 Rd. – 1101 m ²	Consolidated Lots (Gross) – 2,023 m ² Consolidated Lots (Net after dedication) – 1,848 m ² (approximately)
Land Uses:	Vacant	Commercial financial institution with accessory drive-through and supporting off-street parking
2041 OCP Land Use Map Designation:	Mixed Employment	Commercial
Ironwood Sub-Area Plan – Development Permit Area Map	Subject sites are currently not included in Development Permit Area Map	Include development site into "Area A" of the Ironwood Sub-Area Plan Development Permit Area Map
Zoning:	Agriculture (AG1)	Community Commercial (CC)
Other Designations:	Subject sites are contained in the ALR	Proposed exclusion of both properties from the ALR

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



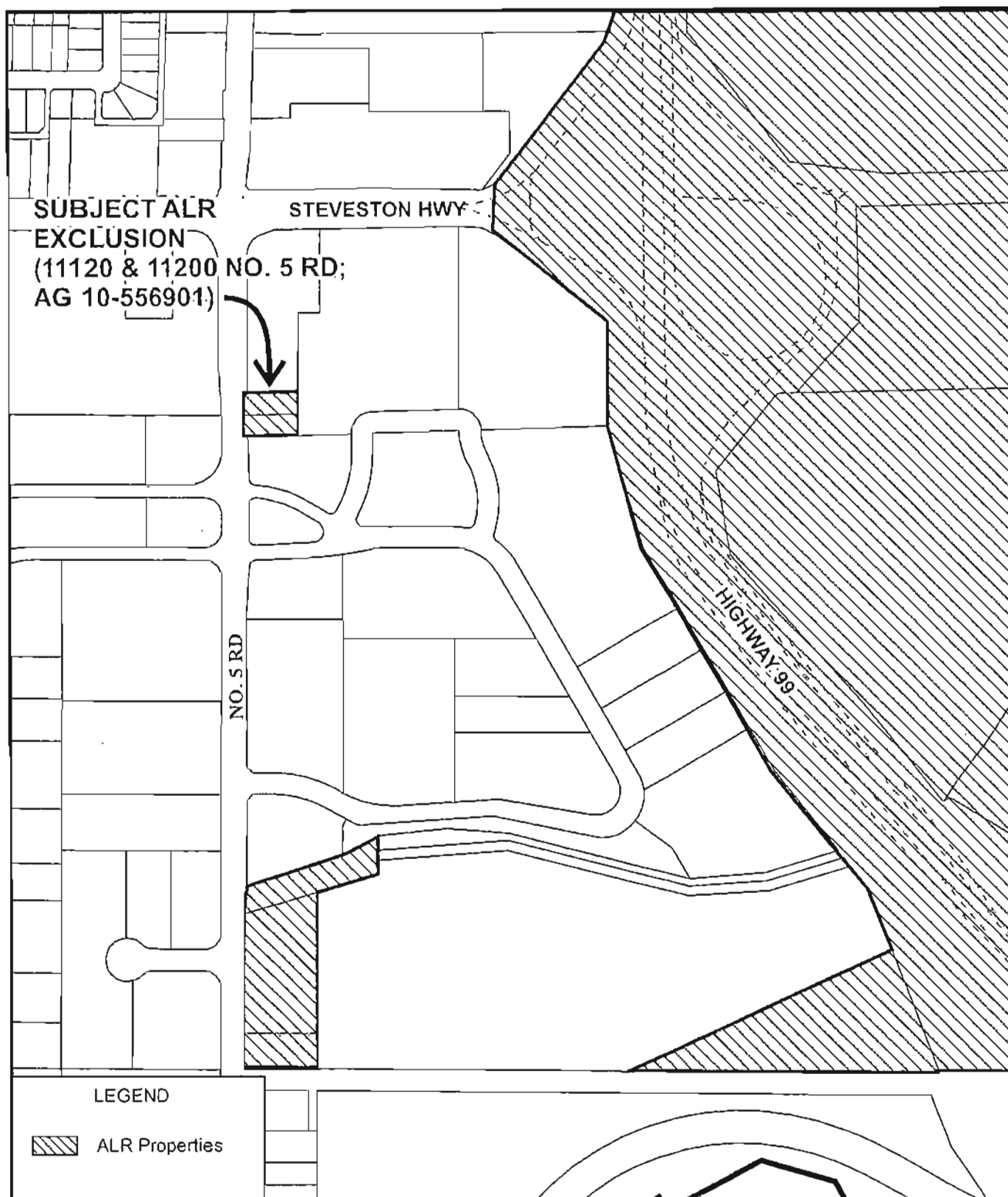
Ironwood Sub-Area Plan -
Proposed Amendment to
Development Permit Area Map

PH - 119

Original Date: 01/07/13

Revision Date: 01/08/13

Note: Dimensions are in METRES



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

PH - 120

Original Date: 01/08/13

Revision Date:

Note: Dimensions are in METRES

Excerpt of Agricultural Advisory Committee Minutes
December 8, 2011

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

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

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

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

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

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

Carried (A. Hamir Opposed)



Address: 11120 and 11200 No. 5 Road

File No.: RZ10-556878

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

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

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

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

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

Note:

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

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

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

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

- Signed Copy on File -

Signed _____

Date _____



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

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

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

P.I.D. 001-946-498

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

P.I.D. 001-946-463

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

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

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

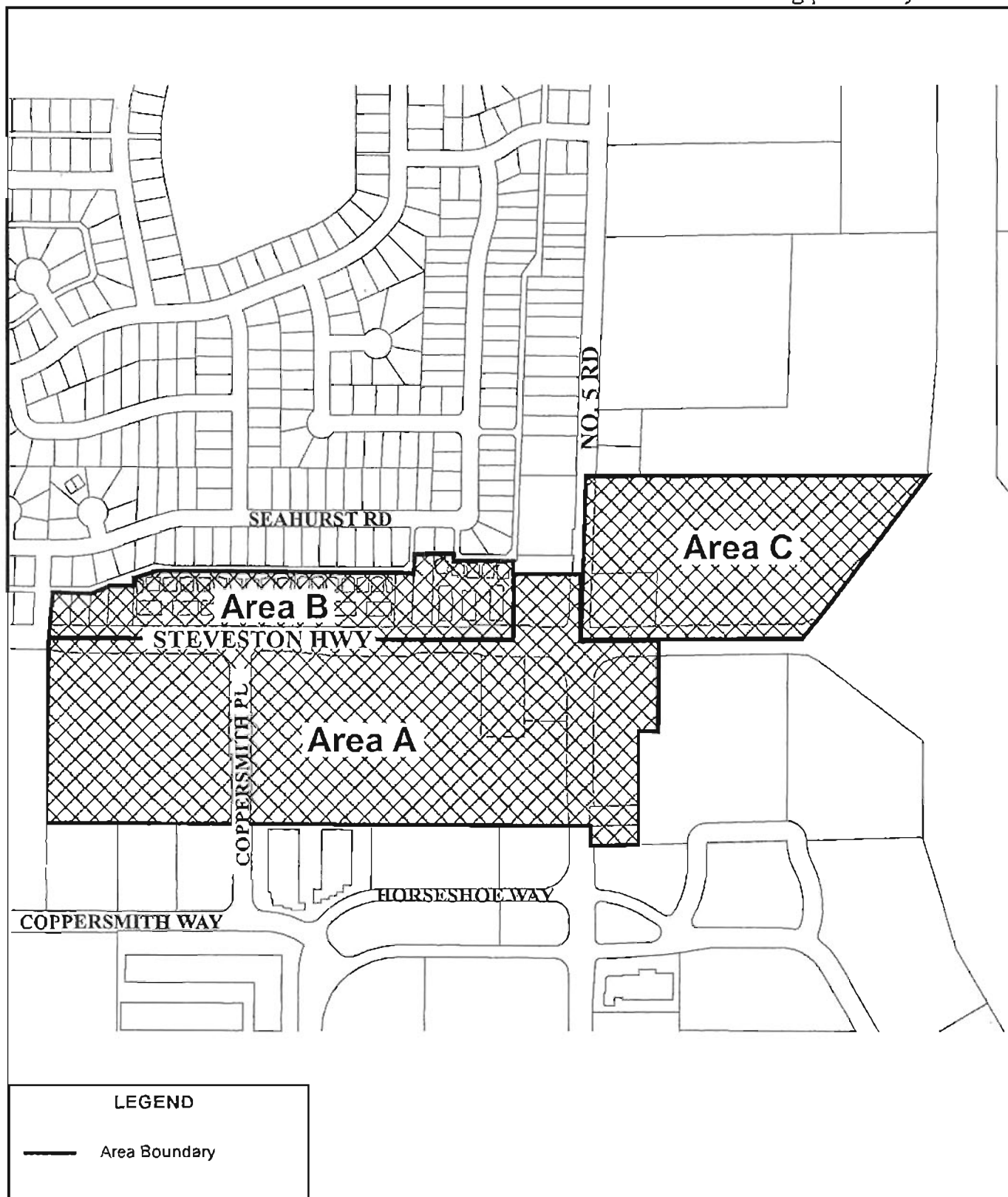
OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

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



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

PH - 125

Original Date: 01/07/13

Revision Date:

Note: Dimensions are in METRES



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

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

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

P.I.D. 001-946-498

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

P.I.D. 001-946-463

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

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8989**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>UB</i>
APPROVED by Director or Solicitor <i>al</i>