



To: Planning Committee **Date:** January 20, 2021
From: Wayne Craig **File:** CP 15-717017
Director, Development
Re: **Proposed Official Community Plan/City Centre Area Plan Amendment,
Lansdowne Shopping Centre Final Master Land Use Plan**

Staff Recommendation

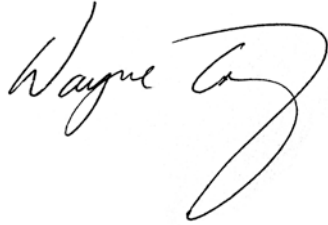
1. That Official Community Plan Amendment Bylaw 10154, which proposes a number of amendments, including:
 - a) In Schedule 1 of Official Community Plan Bylaw 9000, to amend the shape of the designated “Park” and to extend the “Downtown Mixed Use” designation to include a 7,269 m² (78,242 ft²) area on the east side of Hazelbridge Way extension.
 - b) In Schedule 2.10 (City Centre Area Plan) of the Official Community Plan 7100 to:
 - i) Amend the existing land use designations in the Generalized Land Use Map, Specific Land Use Plan: Lansdowne Village (2031), and reference maps throughout the plan for the area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road to:
 - Reflect the proposed Major Park location and distribution; and
 - Amend land use designations to reflect the proposed reorganization of building density and building heights.
 - ii) Amend the Development Permit Special Precinct Key Map to include an area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road and to add new Special Precinct Development Permit Guidelines.
 - iii) Make related minor map, text, page numbering, and table of contents amendments to the City Centre Area Plan.

be introduced and given first reading.

2. That Bylaw 10154, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

- 3. That Bylaw 10154, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.



Wayne Craig
Director, Development

WC:nd
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	<i>all per Soc Enrgy</i>
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

Vanprop Investments Ltd. has applied to the City of Richmond to amend Bylaw 9000, the City's Official Community Plan (OCP) and Bylaw 7100, Schedule 2.10 of the OCP, the City Centre Area Plan (CCAP), for the property at 5300 No. 3 Road. The site is approximately 20.2 hectares (50 acres) in area and is the location of the existing Lansdowne Centre shopping centre (Attachment 1). Based on the size of the subject site and its prominent location at the centre of Lansdowne Village, and the applicant's proposed necessary phased approach to redevelopment over a number of years, staff advised the applicant to prepare a Master Land Use Plan to guide future multi-phased redevelopment of the property.

The scope of the subject application is limited to an OCP/CCAP amendment application only. The developer proposes amendments to the OCP and Schedule 2.10 (City Centre Area Plan) of the OCP to:

- Locate and distribute the 4 hectares (10 acres) of Major Park that the CCAP identifies for the subject site into four distinct yet related public spaces; and
- Reorganize on-site density and building heights while maintaining the density permitted by the approved CCAP. No increase in density over the maximum currently permitted in the CCAP is proposed (Attachment 2).

The subject application is unlike most OCP/CCAP amendment applications, which are usually made in conjunction with a rezoning application. Subject to Council approval of the proposed Master Land Use Plan and associated bylaws and implementation strategy, the applicant would be required to submit individual rezoning and Development Permit applications for each phase of the redevelopment. Should the proposed OCP/CCAP amendment application not proceed, redevelopment of the subject property would be consistent with the existing CCAP.

Conditional to Council approval, the proposed Final Master Land Use Plan would facilitate incremental phased redevelopment of approximately 426,330 m² (4.5 million ft²) of development (approximately 357,432 m² (3.8 million ft²) of residential development and 63,923m² (688,061 ft²) of non-residential development, excluding any potential City-owned amenity space obligations).

Future Incremental Rezoning and Development Permit Applications and Acquisition of Public Benefits

While the OCP sets the vision, in order to realize development as envisioned by the proposed Final Master Land Use Plan, new development would be subject to individual rezoning and Development Permit (DP) applications. Future rezoning applications would be required to comply with *all* City amenity contributions and infrastructure requirements that are in place at the time of future redevelopment, including but not limited to affordable/rental housing, public art, sustainability measures and other amenity requirements adopted by Council.

Council will maintain its discretionary authority to secure amenities and contributions that are up to date at the time of rezoning as well as any new contributions, amenities and off-site works that

may be adopted by Council. This approach ensures that Council retains the ability to apply future amenity contributions as they evolve which may be significant (e.g. Council amended the Affordable Housing (AH) Strategy in 2017 to secure 50% more AH, Council adopted an optional Market Rental Policy in 2018, future sustainability and rental housing initiatives are under consideration).

Key features of the proposed Final Master Land Use Plan, which will be secured at the time of the associated rezoning, include the following:

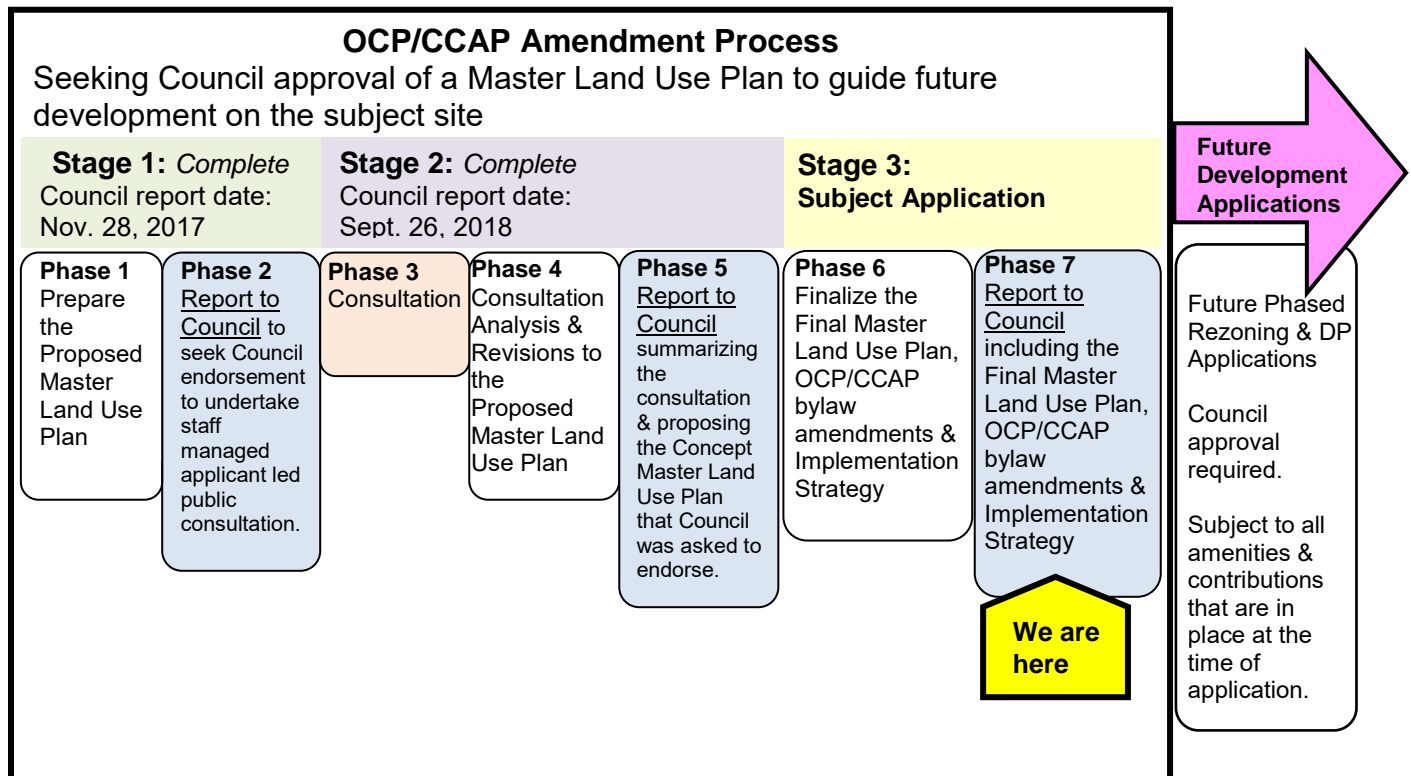
- 4 hectares (10 acres) of Major Park, consistent with the CCAP.
- A minimum 0.85 hectares (2.11 acres) of additional public open space (plaza and green links).
- Three new roads, a mews, expansion of the cycling network, and green connections throughout the site.
- Two on-site mobility hubs, as well as introduction of an interim mobility hub that would be introduced during the proposed first phase of development to maximize transportation options.
- Development of and transfer to the City of two on-site low carbon energy plants, which would enable Lulu Island Energy Company (LIEC) to provide service to the development proposed on the subject site, as well as, service to neighbouring properties in the future.
- New and upgraded utility services, including a new sanitary pump station and provisions to design and construct a rainwater management system to the satisfaction of staff.
- Retention of the existing mall during the initial phases of redevelopment to maintain commercial services within the neighbourhood throughout the phased redevelopment process.
- Special Precinct Development Permit Guidelines to support development principles to create a vibrant mixed-use urban environment.
- Conditional to the developer taking full advantage of the density bonusing provisions in the CCAP, the City would secure up to approximately 4,975 m² (53,550 ft²) of on-site City-owned community amenity space, or an equivalent cash-in-lieu contribution to the satisfaction of the City, which is discussed in detail in the Future Reports and Processes section of this report. The proposed Final Master Land Use Plan identifies a potential location for a City-owned amenity space at the northeast corner of the intersection of Lansdowne Road and No. 3 Road (with convenient access to the Canada Line Station, a proposed Civic Plaza, and Lansdowne Linear Park). A separate Council process will determine whether an on-site amenity space is desired in this location and if so, the intended use of the amenity space.

A later section of this report outlines a range of implementation actions that would be secured as a condition of future rezoning applications or by way of an independent review process.

Development Information

An Application Data Sheet providing details about the proposed Master Land Use Plan is attached (Attachment 3).

Background



Council Approved OCP/CCAP Amendment Application Review Process

On December 11, 2017, Council authorized staff to undertake a three stage OCP/CCAP application review process. Each stage includes a series of steps and an associated report to Council. This report and the attached proposed Final Master Land Use Plan and associated bylaws mark the end of the final stage of the OCP/CCAP amendment application review process. The application review process is structured so that it does not limit Council’s decision making authority for any future rezoning and Development Permit (DP) application related to the subject property. Attachment 4 provides a summary of the completed stages of the Council approved OCP/CCAP amendment application review process.

Stage 3 (current stage)

This report, which includes the proposed “Final Master Land Use Plan” and associated proposed bylaws, marks the end of the established OCP/CCAP amendment review process. Conditional to the subject application receiving third reading, and as a requirement of OCP/CCAP amendment bylaw adoption, the applicant would submit a rezoning application to initiate the first proposed phase of development (Attachment 10). Although redevelopment would be market driven, the applicant anticipates that the redevelopment process will occur over 15 to 20 years.

Site and Surrounding Development

There are currently no residential uses on the subject property. The subject site is occupied by the Lansdowne Centre shopping centre and associated surface parking. The site is located at the centre of the Lansdowne Village in the City Centre, is immediately adjacent to Lansdowne Station, and is

bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road (Attachment 1). The subject site is zoned “Auto-Oriented Commercial (CA)”.

Development surrounding the subject site is as follows:

- To the north, Alderbridge Way and low/mid-rise office, commercial and hotel development, as well as undeveloped properties. Properties in the area are zoned “Auto-Oriented Commercial (CA)”, “Pub & Sales (CP1)”, and “Land Use Contract (LUC) 79 and 40”. The properties are designated “Commercial” in the Official Community Plan (OCP) and “Urban Centre T5 (25 m and 35 m)” and “Village Centre Bonus (VCB)” in the Aberdeen Village Specific Land Use Map of the CCAP.
- To the east, Kwantlen Street and an existing high-rise residential development and Kwantlen Polytechnic University’s (KPU) Richmond Campus. The properties are zoned “Residential/Limited Commercial (RCL1)” and “School and Institutional Use (SI)” respectively. The sites are designated “Mixed Use” and “School” in the OCP and designated “Urban Centre T5 (25 m)” and “Institution” in the Lansdowne Village Specific Land Use Map of the CCAP.
- To the south, existing commercial and residential developments, including a development proposal at 5500 No. 3 Road to permit a 15 storey building with approximately 149 purpose-built market rental housing units, which was granted 3rd reading at the April 20, 2020 Public Hearing (RZ 19-858804, DP 20-896600). The properties are zoned “Downtown Commercial (CDT1)” and “Medium Density Low Rise Apartments (RAM1)”. The properties are designated “Downtown Mixed Use” and “Apartment Residential” in the OCP and “Urban Core T6 (45 m)”, “VCB”, and “General Urban T4 (15 m)” in the Lansdowne Village Specific Land Use Map of the CCAP.
- To the west, new development including:
 - An approved high density mixed-use development (RZ 15-692485, DP 16-740262) that includes 18,720 m² (201,500 ft²) of office and commercial floor area, and 822 residential units including 38 low-end market rental units, and 115 secured market rental units;
 - An approved high density mixed-use development (RZ 17-779262, DP 18-829141) that includes approximately 8,434 m² (90,782 ft²) of office and commercial floor area, 558 m² (6,000 ft²) of City-owned community amenity floor area, and 383 residential units including 20 low-end market rental units; and
 - An existing single storey car rental business.The properties are zoned “High Density Mixed Use (ZMU34) – Lansdowne Village (City Centre)”, “High Density Mixed Use (ZMU38) – Lansdowne Village (City Centre)”, and “Auto-Oriented Commercial (CA)”. The properties are designated “Downtown Mixed Use” and “Park” in the OCP and “Urban Core T6 (45 m)”, “VCB” and “Park” in the Lansdowne Village Specific Land Use Map of the CCAP.

Findings of Fact

Related Policies & Studies

Official Community Plan (OCP)

The Official Community Plan (OCP) designates approximately 20% of the subject site “Park” and the remainder of the property “Downtown Mixed Use” and “Mixed Use”. The subject application proposes to:

- Amend the OCP to reflect the proposed Major Park location and distribution.
- Extend the “Downtown Mixed Use” designation to include a 7,269 m² (78,242 ft²) area on the east side of the proposed extension of Hazelbridge Way to support the existing designation of Hazelbridge Way in this area as a retail high street (Attached Bylaw 10154, Schedule A).

The proposed amendments are consistent with fundamental objectives of the site’s existing OCP designations, including securing 20% of the site as City “Park” and supporting retail and office uses along No. 3 Road, and designated retail high streets.

City Centre Area Plan (CCAP)

The subject site is located at the centre of the Lansdowne Village in the CCAP. The existing land use designations secure a 4 hectare (10 acres) Major Park, and permit mixed-use development throughout the site with the greatest building density and heights supported on the western portion of the site and an eastward transition to lower density and height. The overall density supported by the property’s existing CCAP land use designations is 2.77 Floor Area Ratio (FAR) blended across the site.

Two fundamental amendments to the Lansdowne Village Specific Land Use map are proposed including the following:

1. Proposed Major Park Location and Distribution: To establish the location and distribution of the 4 hectares (10 acres) “Major Park” that the CCAP identifies for the site.
2. Proposed Land Use Reorganization: To reorganize on-site land uses and building heights without increasing the overall blended on-site density of 2.77 FAR, which is supported by the existing CCAP.

The proposed amendments are refinements to the plan, rather than significant modifications, and are consistent with fundamental CCAP objectives to support Transit Oriented Development (TOD) and to create a strong Village Centre by:

- Locating the majority of the “Major Park” within a 5 minute walking distance (400 m) of a Village Centre;
- Supporting the greatest density and building height within a 5 minute walking distance (400 m) of a Village Centre; and
- Increasing the network of vehicle, cycle and pedestrian connections and opportunities to transition between modes of transportation within the City Centre.

Proposed Major Park

The CCAP currently shows a linear east/west oriented 4 hectares (10 acres) Major Park along the southern portion of the site abutting Lansdowne Road. The CCAP amendment application will

facilitate a more desired park location. The proposed Major Park location and distribution is consistent with CCAP objectives to:

1. Maximize the amount of park within a 5 minute walking distance (400 m) from Lansdowne Station. The proposed Major Park location and distribution will increase the amount of park area within a 5 minute walking distance from the Canada Line station by approximately 22% compared to the existing CCAP.
2. Provide urban residents with park spaces to recreate and socialize. The proposed Master Land Use Plan proposes to establish a series of four distinct and well-connected civic park spaces in visually and physically prominent locations that will be designed to encourage a range of active and passive public park uses. The scope of the subject OCP/CCAP amendment is limited to establishing the Major Park location and distribution with consideration of the intended park uses and functions. The intended park spaces are discussed in detail in a subsequent section of this report.

Proposed Land Use Reorganization

The CCAP supports concentrating the greatest building density, mix of land uses and building heights within a 5 minute walking distance (400 m) from a Canada Line station and/or Village Centre. The existing Lansdowne Village Specific Land Use Map delineates the westerly 1/3 of the subject site for high density mixed use high-rise development and designates the easterly 2/3 of the site for a lower gradient of mixed use building density and building heights (Attachment 5). Consistent with overall CCAP objectives, the property owner proposes amendments to the Lansdowne Village Specific Land Use Map to permit high density development and taller buildings within the portion of the site that is within a 5 minute walking distance from Lansdowne Station as summarized in Table 1. Lower density and building heights are proposed on the eastern portion of the subject site (Attached Bylaw 10154, Schedule CC). No increase in density over the maximum currently permitted in the CCAP is proposed.

Table 1: Existing CCAP compared to proposed Master Land Use Plan

	Floor Area Ratio (FAR) and building height	
	Existing CCAP	Proposed Master Land Use Plan
Western 1/3 of subject site (portion of the site located west of Hazelbridge Way extension)	4.0 45 m	3.0 45 m
Central 1/3 of subject site (portion of the site located east of Hazelbridge Way extension and west of Cooney Road extension)	2.0 25 m	3.14 35 m*
Eastern 1/3 of subject site (portion of the site located east of Cooney Road extension)	2.0 25 m	2.1 25 m - 35m*
OVERALL ON-SITE BLENDED DENSITY	2.77 FAR	2.77 FAR

* With provisions for additional building height in accordance with proposed Special Precinct Development Permit Guidelines

The proposed amendment remains consistent with fundamental existing CCAP objectives that include the following:

- 1) Maintain the overall on-site blended density that is supported by the existing CCAP. The proposed overall on-site blended density, over the 20 hectares (50 acres) property, exclusive

of the Major Park and DCC eligible road area, would remain the same as supported by the existing CCAP. No additional density is proposed on the site.

- 2) Preserve the distribution of on-site density that is supported by the existing CCAP. The existing CCAP allocates 76% of the overall supported on-site density to a portion of the subject site that is within a 5 minute walking distance (400 m) from Lansdowne Station. The proposed Master Land Use Plan proposes to maintain 74% of the overall proposed on-site density within a 5 minute waking distance from the Canada Line station.
- 3) Achieve the on-site City-owned amenity space obligations that are intended by the existing CCAP. The CCAP includes density bonusing provisions, which are used to negotiate and secure City-owned amenity spaces that keep pace with growth within the City Centre, including affordable housing, child care, City-owned amenity space, etc. Should the developer utilize the full density bonusing provisions associated with the “Village Centre Bonus (VCB)” and “Urban Core T6” land use designations, approximately 4,975 m² (53,550 ft²) of on-site indoor City-owned amenity space will be secured through the redevelopment process. Should Council decide to forego an on-site amenity space(s), the City will secure an equivalent cash contribution from the developer at the time of rezoning as outlined in Attachment 10.
- 4) Concentrate the greatest building heights within a 5 minute walking distance (400 m) from Lansdowne Station. The proposed Master Land Use Plan is consistent with existing CCAP objectives to establish a gradual transition to lower building heights outside a designated Village Centre, and to achieve a mix of building heights to create a varied skyline and a distinct village character.

OCP Amendment Bylaw 10154

Proposed Official Community Plan Amendment Bylaw 10154, would amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) as follows:

- 1) Amend the Lansdowne Village Specific Land Use Map (Attached Bylaw 10154, Schedule CC). The proposed designations include the following:
 - “Urban Centre T5” (Residential and Mixed Uses) and “Village Centre Bonus (VCB)” on the westerly 1/3 of the subject site. The proposed permitted maximum density is up to 2.0 Floor Area Ratio (FAR), with a provision for optional bonus non-residential density up to 1.0 FAR provided that the conditions of the VCB are addressed. The maximum building height is 47 m geodetic.
 - “Urban Core T6” (Residential and Mixed Uses) on the central 1/3 of the subject site and VCB on a 7,269 m² (78,242 ft²) area abutting Hazelbridge Way extension. The proposed permitted maximum density is 3.0 Floor Area Ratio (FAR). A limited area is designated VCB, which permits optional additional non-residential density, provided the conditions of the VCB are addressed. The maximum building height is 35 m, with provisions for additional height as outlined in the proposed Special Precinct Development Permit Guidelines (and discussed in a subsequent section of this report).

An associated text amendment is proposed to introduce a new sub-category for the Urban Core (T6) designation (“Urban Core T6 (35m)”) to reflect the plan’s intention to allow

increased density while limiting the potential number of tall buildings. Tall buildings are subject to provisions in the proposed Special Precinct Development Permit Guidelines.

- “Urban Centre T5” (Residential and Mixed Uses) and a 6,795 m² (73,140 ft²) area designated “Urban Core T6” on the eastern 1/3 of the site. The maximum building height is 25 m and 35 m respectively with provisions for additional height as outlined in the proposed Special Precinct Development Permit Guidelines; and
 - “Major Park” organized as a series of distinct and well-connected civic park spaces along the southern portion of the site abutting Lansdowne Road and the central area of the site.
- 2) Amend the Generalized Land Use Map (2031) to reflect the proposal to reorganize on-site land uses (Attached Bylaw 10154, Schedule AA).
 - 3) Amend supporting maps that are embedded in the CCAP (Attached Bylaw 10154 and summarized in Attachment 6) and insert clarification text as required to refer to the proposed Special Precinct Development Permit Guidelines for height provisions.

Supporting CCAP amendments are discussed in the Analysis section of this report.

Consultation

Staff reviewed the proposed OCP amendments with consideration of the *Local Government Act* and the City’s OCP Bylaw Preparation Consultation Policy 5043 requirements and developed a community consultation plan, which was approved by Council on December 11, 2017.

The community consultation process and outcomes included:

- Meetings with key stakeholders (Kwantlen Polytechnic University (KPU), Richmond School District No. 38, TransLink, Vancouver Airport Authority);
- An on-site Information Centre, provided by the developer, that was visited by approximately 1,900 people;
- Two public information meetings that were attended by approximately 500 people;
- On-site notification signage regarding the proposed OCP/CCAP amendment; and
- Using the City’s interactive discussion and community engagement website, LetsTalkRichmond.ca to both share information with the public about the Proposed Master Land Use Plan and to collect feedback. 190 on-line feedback form responses were submitted to the City.

The September 26, 2018 report to Council provided a detailed summary of the Council approved community consultation process and the feedback that was received. Stakeholders and the community were generally supportive of the Proposed Master Land Use Plan, with approximately 71% of those who completed a feedback form either supporting or having a neutral opinion of the proposed amendments to the OCP/CCAP.

Staff have maintained ongoing communication regarding the proposed application with key stakeholders and remain available to discuss the project with the public. Since late 2018, staff have received 18 calls from the general public regarding the subject application. Discussion focused on clarifying the scope of the OCP/CCAP application, responding to inquiries related to

the status of the OCP/CCAP amendment review process, and discussing existing land use designations for nearby properties.

Attachment 7 provides a summary of recent discussions with and submissions from stakeholders and other related updates subsequent to the Concept Master Land Use Plan being endorsed by Council in October 2018. Attachment 7 includes a summary of the Long Range Facilities Plan (LRFP) that was adopted by the School Board in June 2019. The subject site is not included as a possible option to accommodate student growth needs to 2033. The incremental phased redevelopment of the site means there are on-going opportunities for the School Board to secure a school site on the subject site to accommodate post 2033 student growth should the School Board determine a school site is warranted. Further, the implementation strategy has been developed to accommodate a school should the School Board pursue a school on the site.

Three TransLink statutory right-of-ways (SRW) are registered on the subject site. A summary of the existing agreements and their locations are provided in Attachment 7. As part of the rezoning review and bylaw adoption process for affected areas of the subject site, the property owner will be required to work with TransLink to amend or discharge the agreements to the City's satisfaction, at no cost to the City. No amendments/discharges to existing agreements that are registered on the subject site are required as a condition of OCP/CCAP amendment bylaw adoption.

During the course of the subject OCP/CCAP amendment review process, the Vancouver Airport Authority (VAA) submitted an application to Transport Canada to enact new Airport Zoning Regulations (AZR) to protect airspace for a possible future parallel south runway, which would limit the maximum height of buildings and structures in specific areas in Richmond's City Centre, including the subject site. As a key stakeholder, the VAA was consulted regarding the subject proposal and the proposed building heights are consistent with the VAA's application to Transport Canada. The developer will be required to confirm that building heights comply with AZR regulations that are in place at the time of redevelopment as part of the standard rezoning and Development Permit review process.

Analysis

Key Planning Objectives and Related Proposed Master Land Use Plan Elements

The proposed Master Land Use Plan is organized around two key elements:

- The desired Major Park location and distribution; and
- Consistency with CCAP objectives to support the greatest density, building height and mix of uses within a 5 minute walking distance (400 m) of a Canada Line station/Village Centre.

In addition, the plan includes supporting elements, some of which are associated with minor OCP/CCAP amendments, which are discussed below. Implementation details are discussed in a subsequent section of this report.

Park Objectives and Major Park Elements

The subject OCP/CCAP amendment proposes to establish the Major Park location and distribution with consideration of the intended park uses and functions while complying with fundamental CCAP objectives to maximize the amount of park area within a 5 minute walking

distance (400 m) of a Village Centre. Four distinct and connected spaces are proposed (Attachment 10, Schedule 4).

- 1) Civic Plaza is proposed at the intersection of Lansdowne Road and No. 3 Road, which is the centre of the City Centre. The space would be designed to facilitate gathering, cultural activities, significant public art and pedestrian circulation. (Size: 0.61 ha (1.51 acres), Event attendance capacity: 2,500 -5,000 people)

The proposed Special Precinct Development Permit Guidelines identify a general location and design objectives for a “Landmark” building that relates to the abutting Civic Plaza and subject site’s significant civic amenities and premier location at the centre of the City Centre. At Council’s discretion, the “Landmark” building may be a City-owned community amenity building or building that includes City-owned community amenity space.

- 2) Lansdowne Linear Park is proposed along the site’s Lansdowne Road frontage. The linear park would be the signature central section of the City’s east/west civic spine and would function as a major pedestrian and cycling connection and an art walk with landscaping that includes mixed resilient plant species. The linear park is a component of a larger linear park network that is being incrementally introduced to connect the Richmond Olympic Oval and waterfront with the Garden City Lands (Size: 0.80 ha (1.98 acres)).
- 3) Centre Park would be entirely located within the portion of the subject site that is within a 5 minute walking distance of Lansdowne Station, within the central third of the subject site, and directly connected to the other Major Park elements. Centre Park would include facilities to accommodate active and passive neighbourhood users, as well as festivals and major events. (Size: 1.9 ha (4.71 acres), Event attendance capacity: 8,600-17,300 people)
- 4) Neighbourhood Plaza, at Lansdowne Road and Kwantlen Road, is intended to provide space for informal gathering and smaller community events. (Size: 0.17 ha (0.42 acre))
- 5) Park Frontage Enhancement Area includes areas identified in the CCAP that facilitate transition between public and private spaces, including balancing a lively public realm with residential expectations related to quiet and enjoyment of personal space. Consistent with the intention of the CCAP, the proposed park frontage enhancement right-of-way areas would abut the Major Park and would be designed in accordance with CCAP guidelines and proposed Special Precinct Development Permit Guidelines to activate these areas while providing sensitive and respectful transitions between public and private spaces. (Size: 0.49 ha (1.23 acres))

Public Open Space Objectives and Public Open Space Elements

Consistent with CCAP objectives to create a green, connected, urban centre that includes plazas and green links, the proposed Master Land Use Plan proposes adjustments and expansion of the pedestrian linkages network and public open space areas outlined in the CCAP to maximize use of and access to the Major Park areas and commercial and transportation nodes, and to increase the overall amount of on-site open space. The obligation to secure these spaces using right-of-way agreements on private properties would be secured as a condition of the proposed OCP/CCAP amendment. A minimum 0.85 hectares (2.11 acres) of public open space would be secured and includes the following spaces (Attachment 10, Schedule 4):

1) Plaza

- a) No. 3 Road Wedge is proposed along the site's No. 3 Road frontage and would extend south toward the proposed Civic Plaza. The plaza would be designed to encourage public gathering along the site's No. 3 Road frontage. The wedge shape would be achieved by requiring buildings to be setback between 8 m and 30 m (26 ft. to 98 ft.) from No. 3 Road. Introducing this plaza space is consistent with the CCAP's designation of the area under and abutting the Canada Line between Aberdeen and Lansdowne Village Centres as a "flexible street festival zone" and the designation of No. 3 Road as a "Great Street". (Area: 0.16 ha (0.42 acre))

2) Green Links

- a) Plaza to Park Connector is a proposed new diagonal green link that would connect Civic Plaza and Centre Park and improve circulation during major events hosted at Centre Park. Plaza to Park Connector would also be a designated secondary retail street that would be closed to motorized traffic and characterized by smaller grain storefronts and design features that prioritize pedestrians. (Area: 0.14 ha (0.23 acre))
- b) North/South Green Link is a proposed broad north/south public connection between Alderbridge Way and Centre Park. The green link would be characterized by its park-like character, inclusion of large trees and spaces for small groups to gather, and accommodation of the Neighbourhood Mobility Hub, which is discussed in detail in a subsequent section of this report. (Area: 0.14 ha (0.36 acre))
- c) Minor Green Links are concentrated east of Cooney Road extension. The proposed Minor Green Links would increase the site's overall permeability and would be designed to encourage pedestrian circulation. (Area: 0.39 ha (0.98 acre))

Building Height Objectives and Building Height Elements

Consistent with CCAP objectives to concentrate the greatest building heights (up to 45 m (147 ft.)) at a designated Village Centre and to achieve a varied, attractive skyline with a diversity of building heights, the applicant proposes the following:

- 1) Transition to lower building heights. The proposed Master Land Use Plan proposes to concentrate the greatest building heights within a 5 minute walking distance (400 m) from Lansdowne Station and transition to lower mid-rise building heights (25 m (82 ft.), approximately 8 storeys) east of the proposed Cooney Road extension (Attached Bylaw 10154, Schedule CC).
- 2) Special Precinct Development Permit Guidelines. The CCAP defines building height that exceeds 25 m (82 ft.) in height as a tower. The proposed guidelines include provisions for tower buildings, including the following (Attached Bylaw 10154, Schedule X):
 - a) Location guidelines. The proposed guidelines intend to limit towers with greater than 35 m (114 ft.) height to locations on the subject site that are generally within a 5 minute walking distance (400 m) from Lansdowne Station.
 - b) Frame park area and significant public open spaces. The proposed guidelines intend to use towers that are greater than 35 m (114 ft.) in height to frame and identify park areas and significant public open spaces.
 - c) Encourage varied tower forms. The proposed guidelines organize towers into two categories:

- i) Towers with a maximum height between 25 m to 35 m (82-114 ft.). These lower tower forms are encouraged to be characterized by stepping massing and varied building articulation.
- ii) Towers with a maximum height between 35 m to 45 m (114-147 ft.). Within this category, the proposed design guidelines include “Feature” towers, which are towers up to 45 m (147 ft.) in height that exhibit unique architectural design and are sited in key locations to draw attention to public gathering spaces and feature park areas. The remaining towers would be consistent with existing CCAP Development Permit guidelines for “signature” Richmond style towers.

Vibrant Retail/Commercial Environment Objectives and Retail/Commercial Elements

The entire subject site is within an approximately 8 minute walking distance from Lansdowne Station. The CCAP supports mixed use development throughout the site to reduce non-work trips and travel outside the neighbourhood, and to support social interactions, community vibrancy and commercial viability.

Consistent with OCP objectives, the subject application proposes to:

- 1) Maintain on-site population serving businesses and minimize impacts on existing businesses. The proposed phasing strategy, which is discussed in a subsequent section of this report, would maintain operation of the existing on-site shopping mall until approximately 56% of the overall projected on-site non-residential floor area is constructed in proposed Phases 1-4 and space is available for existing and/or new commercial uses to locate/relocate to within the newly constructed buildings. Limited demolition of the existing mall is proposed in Phase 2; complete demolition is proposed in Phase 5.
- 2) Encourage non-residential uses within a 5 minute walking distance (400 m) of Lansdowne Station. The proposed Master Land Use Plan would expand the retail street network by designating the proposed Plaza to Park Connector a Pedestrian-Oriented Retail Precincts-Secondary Retail Street and Linkage. It would also support the existing CCAP’s designation of Hazelbridge Way extension as a Pedestrian-Oriented Retail Precincts-High Street by including a limited area along the eastern side of Hazlebridge Way extension as Village Centre Bonus (VCB) designated area and permitting tower development within this area.

Transportation Objectives and Transportation Elements

The CCAP includes objectives to enhance transportation infrastructure and travel options including creating a hierarchy of streets and linkages that support various modes of travel. The plan proposes to establish a tighter circulation grid, favor pedestrians at traffic controlled intersections, and introduce mobility hubs to maximize first-to-last kilometre connectivity.

Consistent with existing CCAP polices, the proposed Master Land Use Plan proposes to (Attachment 8):

- 1) Provide new and improved transportation infrastructure. The plan includes new roads, improvements to surrounding roads and intersections, accommodation of on-street parking for car share services, shops and services, and new on-site vehicle circulation patterns.

- 2) Introduce a new east/west mews. The developer would register right-of-way agreements to introduce a mews that contributes to a finer grain circulation grid. The obligation would be secured as a condition of the OCP/CCAP amendment bylaw adoption. Although the mews would accommodate vehicles, the design would prioritize pedestrians and cyclists (i.e. flanking residential patios, secondary lobby entrances, traffic calming measures, and landscaping opportunities).
- 3) Prioritize pedestrians at key intersections. New and/or enhanced crossing provisions have been identified for future implementation at key intersections as listed in Attachment 8 (i.e. raised crossings, wider design, signalization, special paving for crossings providing connection to Civic Plaza and Centre Park).
- 4) Improve cycling infrastructure. The functional road design for the proposed Cooney Road extension includes an asphalt off-street bike path along both sides of the street. The section of the existing bike lane abutting the site's No. 3 Road frontage would be improved with replacement of the existing rollover curb with a barrier curb to better protect cyclists from moving traffic and to increase the effective width of the bike lane. Lansdowne Linear Park would include a separated two-way bike path.
- 5) Introduce multi-modal hubs. The hubs are transportation nodes that integrate multiple travel options to encourage alternative forms of travel and transition between modes of travel to support a culture of walking, cycling and transit use. Building on the subject property's proximity to Lansdowne Station, the developer would introduce on-site mobility hubs through the associated rezoning and Development Permit review process and would include provisions for the following (Attachment 10, Schedule 5):
 - a) City Scale Mobility Hub. This hub would be located on private property abutting Civic Plaza and Lansdowne Station and would include above and below ground elements to facilitate transportation connections between the subject site and City and regional destinations.
 - b) Neighbourhood Scale Mobility Hub. This hub would be located north of the proposed new East-West Road on private property within a southern portion of the proposed North/South Green Link. The Neighbourhood Scale Mobility Hub would provide neighbourhood oriented mobility options.
 - c) Interim Mobility Hub. This hub would be a temporary hub initiated in Phase 1 and would remain in place until its replacement by the permanent City Scale Neighbourhood Hub in Phase 6.

Mobility hub elements would include but would not be limited to those listed in Attachment 8.

Neighbourhood Character Objectives and Proposed Special Precinct Development Permit Guidelines

Development of the subject site is intended to provide significant public amenities and to establish an animated, mixed use development. Special Precinct Development Permit Guidelines are proposed to achieve the intended balance of vibrant civic and public open spaces, a variety of downtown commercial businesses, urban pedestrian-oriented streets and development that prioritizes pedestrians and efficient transportation options.

To achieve these objectives, the proposed Special Precinct Development Permit Guidelines propose to introduce three character areas that are linked along their southern edge by the Major Park. The proposed guidelines intend to establish the following character areas:

- 1) Station District is the westernmost character area that abuts Lansdowne Station and No. 3 Road. The proposed guidelines intend to establish well defined pedestrian-oriented retail high streets and to encourage commerce, gathering, cultural activities and pedestrian circulation as part of everyday urban life.
- 2) Centre Park Neighbourhood is the central character area and is characterized by residential development and the precinct's major city servicing green space, Centre Park. Proposed Special Precinct Development Permit Guidelines would establish a vibrant and comfortable relationship between ground level uses and abutting Major Park, public open spaces, and streets.
- 3) Kwantlen Neighbourhood is the eastern most character area that extends to Kwantlen Road. The character area is a medium density, primarily residential neighbourhood that would accommodate a network of green links within private developments.

Implementation Strategy

The proposed Implementation Strategy applies a development-led approach to realize the proposed Master Land Use Plan and includes a strategy for the acquisition and development phasing of:

- Major Park and public open spaces;
- Transportation infrastructure, including Transportation Demand Management (TDM) strategies;
- Engineering services;
- District Energy and low carbon energy sources;

The strategy addresses the pace of amenity acquisition and development to meet the needs of new and existing residents.

Legal agreements, as detailed in the attached OCP/CCAP Considerations would secure the developer's obligation to undertake the proposed implementation strategy (Attachment 10). Due to the long projected development timeframe, it is anticipated that minor amendments to the proposed implementation may be proposed as part of future development applications and in response to new and/or updated Council policies and bylaws that apply at the time of application.

Development Phasing

The applicant proposes a multi-phase development strategy that includes seven (7) phases of development (Attachment 10, Schedule 1). The proposed phasing reflects the developer's objectives to incrementally introduce Major Park and amenities, while maintaining operation of the mall until replacement commercial floor area is constructed. It also considers site specific conditions including construction phasing, parking requirements, and leasing commitments.

Redevelopment is proposed to start in the northeast corner of the site with a series of residential developments (proposed Parcel 8, 9, 5, 10, 2) followed by a large mixed use development on a

parcel that abuts No. 3 Road (proposed Parcel 1A-2). The proposed development sequence would proceed around the existing shopping centre until the building is demolished as part of proposed Phase 5 (Attachment 10, Schedule 1).

Development Subdivision

The applicant proposes to subdivide the site generally as indicated in the attached Preliminary Subdivision Plan to create 15 fee simple lots (Attachment 10, Schedule 2). The preliminary subdivision plan includes road dedications as referenced in the attached Preliminary Road Functional Plan, and Major Park as shown in the attached Major Park and Open Space Plan (Attachment 10, Schedule 3 and 4).

As a condition of OCP/CCAP amendment bylaw adoption, the owner will be required to register an agreement to ensure that applications to subdivide are generally consistent with the Preliminary Subdivision Plan. Further, to ensure that legal agreements and business terms associated with the development proposal are realized as intended, the applicant will be required to register a legal agreement that restricts the owner's ability to sell or otherwise transfer a subdivided lot without prior approval from the City (Attachment 10).

Major Park Ownership

In accordance with the existing CCAP, a 4 hectares (10 acres) Major Park will be secured on the subject site via future rezoning applications. The Major Park area (4 hectares (10 acres)) includes:

- 1) City-owned park area (3.54 hectares (8.77 acres)), which includes 607 m² (0.15 acres) of existing City-owned land at the northeast corner of the site and 3.49 hectares (8.62 acres) of City-owned park area that will be acquired through the redevelopment process.
- 2) Park Frontage Enhancement Areas (0.49 hectares (1.23 acres)), these areas will be located on private property and secured as public statutory right-of-way at the time of rezoning. Detailed design of the Park Frontage Enhancement Areas will be undertaken as part of future rezoning and Development Permit applications in consultation with Parks staff and in accordance with the existing CCAP and the proposed Special Precinct Development Permit Guidelines. These areas will be privately owned, maintained and managed.

Major Park Acquisition and Development Phasing

The proposed phased acquisition and development of Major Park and Park Frontage Enhancement Areas considers park space demand needs, as well as the function and appeal of Major Park space in the context of an operating shopping centre that is undergoing phased redevelopment. The objective of the proposed acquisition phasing strategy is to achieve a balance between the percentage of new residents and the percentage of the total area of Major Park area to be provided in order to ensure residents in the larger Lansdowne Village have access to standard park service levels. The percentage of overall Major Park area per development phase relates to the percentage of overall proposed residential occupancy as summarized in Attachment 8.

Portions of Major Park area, including Park Frontage Enhancement Areas will be secured at the time of phased rezoning as:

- Permanent Major Park and/or Park Frontage Enhancement Areas: which includes park areas that are designed, constructed and ownership (fee simple/ROW) secured to its final condition.
- Interim Major Park and/or Park Frontage Enhancement Areas: which includes park areas that are designed and constructed to an interim condition and ownership is either secured to its final condition or will change before the park area is redeveloped to its final condition.

Attachment 8 summarizes the proposed Major Park acquisition and development phasing strategy.

Public Open Space

The proposed Master Land Use Plan includes enhanced pedestrian linkages and an open space network that will introduce No. 3 Road Wedge, Plaza to Park Connector, North/South Green Link, and Minor Green Links (Attachment 10, Schedule 4). As a condition of OCP/CCAP amendment adoption, the developer will register an agreement on title to secure the property owner's obligation to provide public open space within right-of-ways on private properties generally as shown in the Major Park and Public Open Space Plan. Detailed design will be undertaken as part of future rezoning and Development Permit applications in consultation with Parks staff and in accordance with the proposed Special Precinct Development Permit Guidelines. Attachment 8 provides a summary of the proposed public open space areas and the proposed acquisition and development schedule.

Transportation Infrastructure & Alternative Travel Options

The proposed Master Land Use Plan proposes transportation infrastructure and alternative travel options that are consistent with existing CCAP objectives, as discussed in a previous section of this report. The applicant has provided a preliminary road functional plan and a Mobility Hub strategy that includes phased implementation of transportation infrastructure and Transportation Demand Management (TDM) provisions (Attachment 10). Transportation improvements are required prior to occupancy of the first rezoning application in the applicable phase of development or to the satisfaction of staff as determined through the associated rezoning application review process.

The proposed transportation phasing strategy includes permanent and interim elements, which are summarized in Attachment 8. The phasing strategy reflects objectives to improve interim travel options for vehicles, cyclists and pedestrians, address site specific constraints (including maintaining access to commercial services during redevelopment and transitional lot grading), and meets required on-site parking requirements.

In order to help to meet the anticipated public parking demands, including parking for events hosted at Major Park, the developer will register a legal agreement on title to secure the property owner's obligation to provide shared parking that is available for public use. The parking agreements will be based on the findings of a parking implementation assessment/study that will be required as part of the rezoning application review for mixed use development (Attachment 10).

Development Cost Charge (DCC) credits will apply to works included in the DCC program (Cooney Road, Lansdowne Road) and these roads, unlike Hazelbridge Way extension and East-West Road are not eligible for density calculation purposes.

Engineering Servicing

Staff have determined the scope and the phasing of upgrades to the existing services that are to be undertaken by the applicant. Improvements include but are not limited to the following:

- Typical water works, storm sewer and sanitary sewer works, and frontage improvements, including interim and permanent works.
- Replace and upgrade the Alderbridge Sanitary Pump Station, which shall be sited outside Major Park area.
- Design and construct a rainwater management feature within Centre Park to the satisfaction of staff, in addition to incorporating on-site rainwater management provisions on private development sites.

The applicant has provided Preliminary Utility Servicing Plans and Cross Sections (Attachment 10, Schedule 6), to the satisfaction of staff. The engineering servicing acquisition and development strategy includes permanent and interim elements, as summarized in Attachment 8.

District Energy and Low Carbon Energy Sources

The City's OCP and Community Energy and Emissions Plan (CEEP) includes objectives to secure building infrastructure to reduce energy use and greenhouse gas (GHG) emissions. Consistent with these objectives, the applicant will provide an on-site low carbon district energy system capable of supplying at least 70% of each of the subject sites' individual space heating, space cooling, and domestic hot water annual needs from a renewable (non-carbon) energy source. Further, the on-site low carbon district energy system will also have the ability to connect and be serviced by a City District Energy Utility (DEU), at no cost to the City or its DEU service provider the Lulu Island Energy Company (LIEC). The strategy includes provisions to facilitate the expansion of the system to provide service to off-site developments. The low carbon district energy system phasing strategy is summarized in Attachment 9. The proposed servicing strategy was considered and supported by the LIEC Board of Directors in November 2019.

As a condition of OCP/CCAP amendment bylaw adoption, the applicant will be required to undertake to enter into various DEU covenants for each phase and/or sub-phase of development that will obligate the developer to design and construct the low carbon district energy system in accordance with the terms outlined in Attachment 10 prior to the applicable rezoning.

Future Reports and Processes

Subject to adoption of the Final Master Land Use Plan and associated bylaws, Council will receive a series of reports regarding matters that are related to the future redevelopment of the subject site:

- 1) City-owned Amenity Building/Space: The subject OCP/CCAP amendment ensures that City-owned community amenity building/space considerations as currently established in the existing CCAP are retained. Through the proposed OCP/CCAP amendment staff identified a possible location for a consolidated City-owned amenity building/space (i.e. the prominent intersection of No. 3 Road and Lansdowne Road adjacent to the proposed Civic Plaza) should Council decide to pursue a City facility on the site. Conditional to the developer taking full advantage of the CCAP's density bonus provisions, through future rezoning applications, the developer would be obligated to provide the City with on-site City owned amenity or an equivalent cash contribution based on estimated construction value for providing the following:

- The equivalent of up to 1% of residential building area within area designated Urban Core Transect (T6 area) secured for child care space unless otherwise directed by Council. Approximately 1,778 m² (19,138 ft²) of child care space or equivalent value would be secured through development.

In light of the residential and employment density supported within the neighbourhood staff believe there will be a need for child care in the neighbourhood.

- The equivalent of up to 5% of the additional 1.0 FAR permitted for non-residential area (VCB area) secured for either child care space or, another type of community facility if the provision of child care space is not the priority. Approximately 3,196 m² (34,400 ft²) of amenity space or equivalent value would be secured through development.

Through a separate process, staff will prepare a report to review potential uses for the City-owned community amenity building/space. Council may endorse construction and transfer of ownership of the City-owned community amenity building/space or may direct staff to collect an equivalent value contribution in lieu of physical space at the subject site.

As a condition of adoption of the amendment bylaw, the property owner will register an agreement on title to ensure that construction obligations, which would be deferred until Phase 7, are realized. Security for the proportion of City-owned amenity space associated with the subject phase of development will be secured at the time of rezoning in accordance with CCAP density bonusing provisions (Attachment 10).

- 2) District Energy: Amendments to the City Centre District Energy Utility Service Area Bylaw for the subject site will be presented for consideration by Council under separate reports from Sustainability staff.
- 3) Major Park Plan: Prior to the final adoption of the first rezoning application in Phase 1 being considered by Council, Parks Services staff will prepare a Major Park Master Plan for Council's consideration intended to include:
 - Results of community consultation on the proposed park program and facilities;
 - Program priorities and operation models; and
 - A conceptual design framework for the Major Park.

Subsequent reports seeking Council approval for design for portions of Major Park will be undertaken at the time the owner applies to rezone the associated phase of development and the Major Park area is acquired.

- 4) Public Art: As a condition of adoption of the amendment bylaw, the owner will register an agreement on title accepting the obligation to develop a public art plan for the developable portion of the subject site as a condition of adoption of a rezoning bylaw for the first proposed phase of development through a separate process that is led by the Public Art Planner, to the satisfaction of the City.

A public art strategy for Major Park, particularly Civic Plaza and Lansdowne Linear Park, is included in the City Centre Public Art Plan. The plan intends to introduce large scale iconic works, interactive pieces and interesting street furniture in these areas. The site's No. 3 Road frontage is also identified in the plan as a possible location for public art. Installation of public art is subject to the Council process that in place at the time of rezoning.

Financial Impact or Economic Impact

The proposed OCP/CCAP amendment will not result in the City taking ownership of developer contributed assets; therefore there is no Operating Budget Impact (OBI) associated with the proposed OCP/CCAP amendment.

Future rezoning applications will result in the City incrementally taking ownership of developer contributed assets to introduce 4 hectares (10 acres) of Major Park, potential for approximately 4,975 m² (53,550 ft²) of City-owned community amenity building/space (conditional to the developer taking full advantage of the CCAP's density bonus provisions and Council direction to secure construction and transfer ownership of the community amenity building/space), two district energy plants and their associated infrastructure, roadworks, waterworks, storm and sanitary sewers, street lights, street trees, and traffic signals. The anticipated Operating Budget Impact (OBI) for these assets will be further detailed at the time of the associated rezoning.

Conclusion

It is recommended that Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10154 be introduced and given first reading.

The developer approached staff to redevelop the subject site, which is a 20 hectares (50 acres) site at the centre of Lansdowne Village and the location of the existing Lansdowne Centre shopping centre. Based on the size, visual prominence and complexity associated with incrementally redeveloping the subject site while continuing to operate the existing mall during early phases of development, the applicant was advised to develop a master land use plan to guide the phased redevelopment process.

The proposed Final Master Land Use Plan includes amendments to the existing OCP/CCAP that are refinements rather than significant changes. The subject application proposes to amend the OCP and Schedule 2.10 (City Centre Area Plan) of the OCP to permit:

1. Changes to the location and distribution of the 4 hectares (10 acres) Major Park that the CCAP identifies for the subject site to establish four distinct yet related public spaces; and
2. Reorganization of on-site density and building heights while maintaining the overall blended on-site density that is permitted by the existing approved CCAP. No increase in density is proposed.

Supporting amendments (an expanded network of public open spaces, green links, supplementary pedestrian-oriented retail streets, provisions for alternative transportation options, and related features) are proposed, as well as Special Precinct Development Permit Guidelines. The proposed amendments are consistent with fundamental CCAP planning and development priorities for the City Centre that include, but are not limited to:

- Acquiring well located, highly used public parks and community amenities;

- Establishing high density transit villages; and
- Contributing transportation and utility improvements.

On this basis, it is recommended that Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10154, be introduced and given first reading. If the proposed amendment bylaw is not adopted, then future development would proceed consistent with the existing CCAP.



Diana Nikolic, MCIP
Senior Planner/Urban Design

DN:cas

Attachment 1: Location Map

Attachment 2: Final Master Land Use Plan

Attachment 3: Data Sheet

Attachment 4: Summary: Completed Stages of Council Approved OCP/CCAP Amendment Application Review Process

Attachment 5: Existing Specific Land Use Map: Lansdowne Village (2031)

Attachment 6: Summary: Proposed Supporting Map and Minor Text Amendments

Attachment 7: Stakeholder Consultation Summary

Attachment 8: Summary: Acquisition and Development Phasing (including Major Park, Public Open Space, Transportation and Related Infrastructure, On-site Mobility Hub Elements, Engineering Servicing)

Attachment 9: Phasing Summary: District Energy and Low Carbon Energy Sources

Attachment 10: OCP/CCAP Considerations

Schedule 1: Phasing Plan

Schedule 2: Preliminary Subdivision Plan

Schedule 3: Preliminary Road Functional Plan

Schedule 4: Major Park and Public Open Space Plan

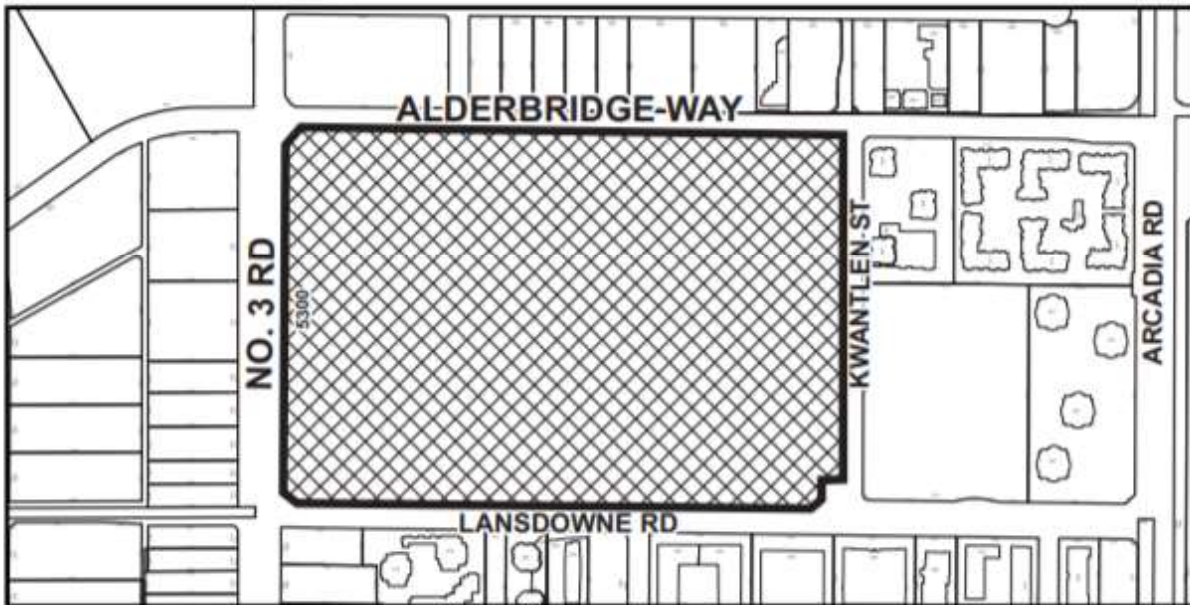
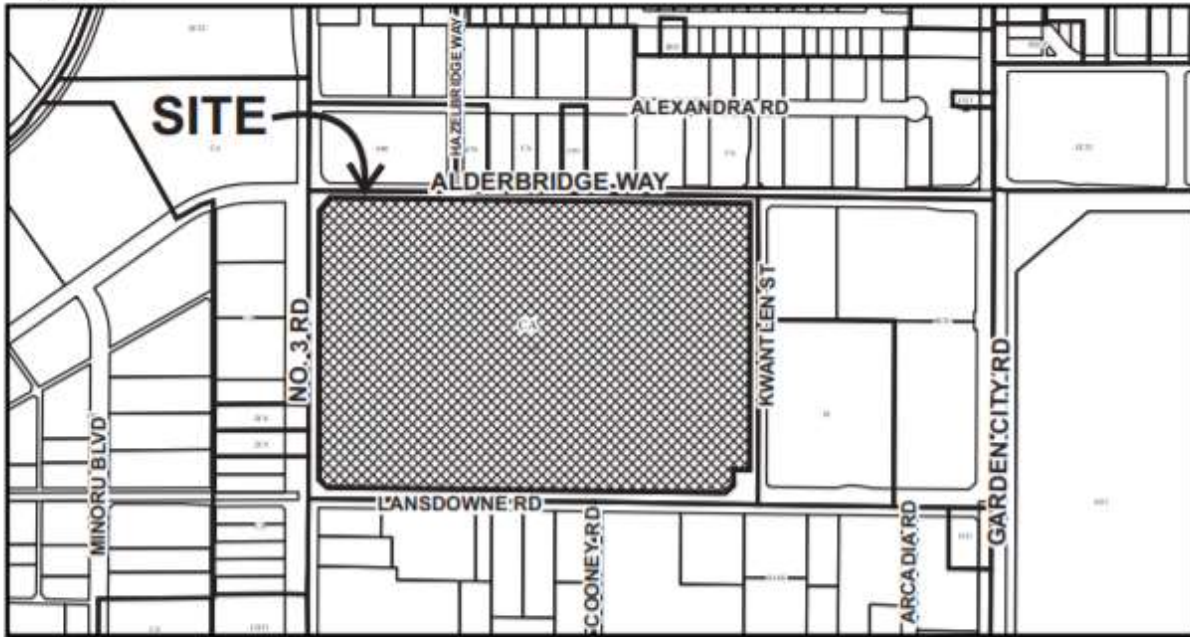
Schedule 5: Mobility Hub Vision

Schedule 6: Preliminary Utility Servicing Plans and Cross Sections

Schedule 7: District Energy Servicing Strategy



City of
Richmond



CP 15-717017

Original Date: 10/04/17

Revision Date: 10/05/17

Note: Dimensions are in METRES



City of
Richmond

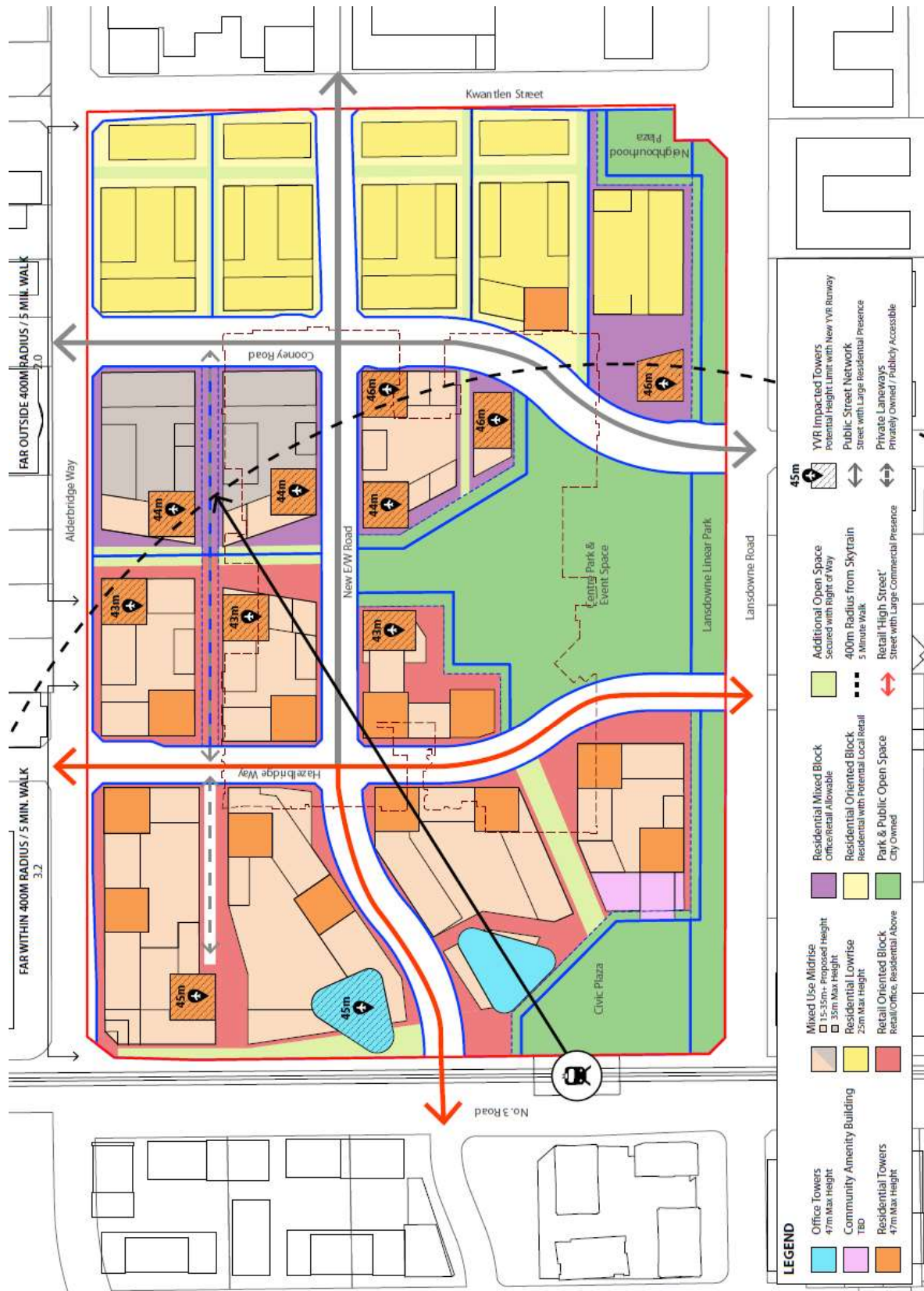


CP 15-717017

Original Date: 10/04/17

Revision Date: 10/05/17

Note: Dimensions are in METRES







OCP

Attachment 3

Address: 5300 No. 3 Road

Applicant: Vanprop Investments Ltd. Inc. No. 270547

Planning Area(s): City Centre Area Plan

	Existing	Proposed
Owner:	Vanprop Investments Ltd. Inc. No. 270547	Vanprop Investments Ltd. Inc. No. 270547
Site Size (m²):	20.21 hectares (49.93 acres)	No change. Road dedications to be secured through incremental rezoning applications.
Land Uses:	Shopping centre	Mixed use
OCP Designation:	Park, Downtown Mixed Use, Mixed Use	Park, Downtown Mixed Use, Mixed Use
Area Plan Designation:	Urban Core T6, Village Centre Bonus, Urban Centre T5, Park	Park, Urban Core T6, Urban Centre T5, Village Centre Bonus
Zoning:	Auto-Oriented Commercial (CA)	Future incremental rezoning applications required to realize Master Land Use Plan
Number of Units:	0	Estimate based on Master Land Use Plan: 4,360
Residential floor area	0	Estimate based on Master Land Use Plan: 357,432 m ² (3.8 million ft ²)
Non-residential floor area:	55,667 m ² (599,195 ft ²)	Approximately: 63,923 m ² (688,061 ft ²) excluding community amenity obligations)
Major Park	4 hectares (10 ac)	4 hectares (10 ac)

On Future Subdivided Lots	Existing CCAP	Proposed Master Land Use Plan	Variance
Floor Area Ratio: Overall blended on-site density	2.77	2.77	none permitted
Height (m):	45 to 25 m	45 to 25 m	none
Urban Core Transect (T6 area) and Village Centre Bonus amenity	Approximately 4,975 m ² (53,550 ft ²) or equivalent value at Council's discretion*	Approximately 4,975 m ² (53,550 ft ²) or equivalent value at Council's discretion*	none

* Conditional to the developer taking full advantage of the CCAP's density bonus provisions, through future rezoning applications.

Summary: Completed Stages of Council Approved OCP/CCAP Amendment Application Review Process

To evaluate the applicant's proposal, a multi-phase development review process was established that includes three reports to Council and sequential updates to the draft Master Land Use Plan including a "Proposed", "Concept" and "Final" Master Land Use Plan. The following provides a summary of the completed stages in the application review process.

Stage 1 - complete

Staff Report: Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Master Land Use Plan – Request to Endorse Applicant Led Public Consultation (November 28, 2017)

On December 11, 2017, Council authorized staff to manage an applicant undertaken community consultation process regarding the first iteration of the site specific land use plan, the "Proposed Master Land Use Plan" for the Lansdowne Centre shopping centre site.

The November 28, 2017, report included:

- An overview of the proposed OCP/CCAP amendments;
- A proposed process to advance the OCP/CCAP amendment application; and
- A recommended community consultation plan that Council was asked to endorse.

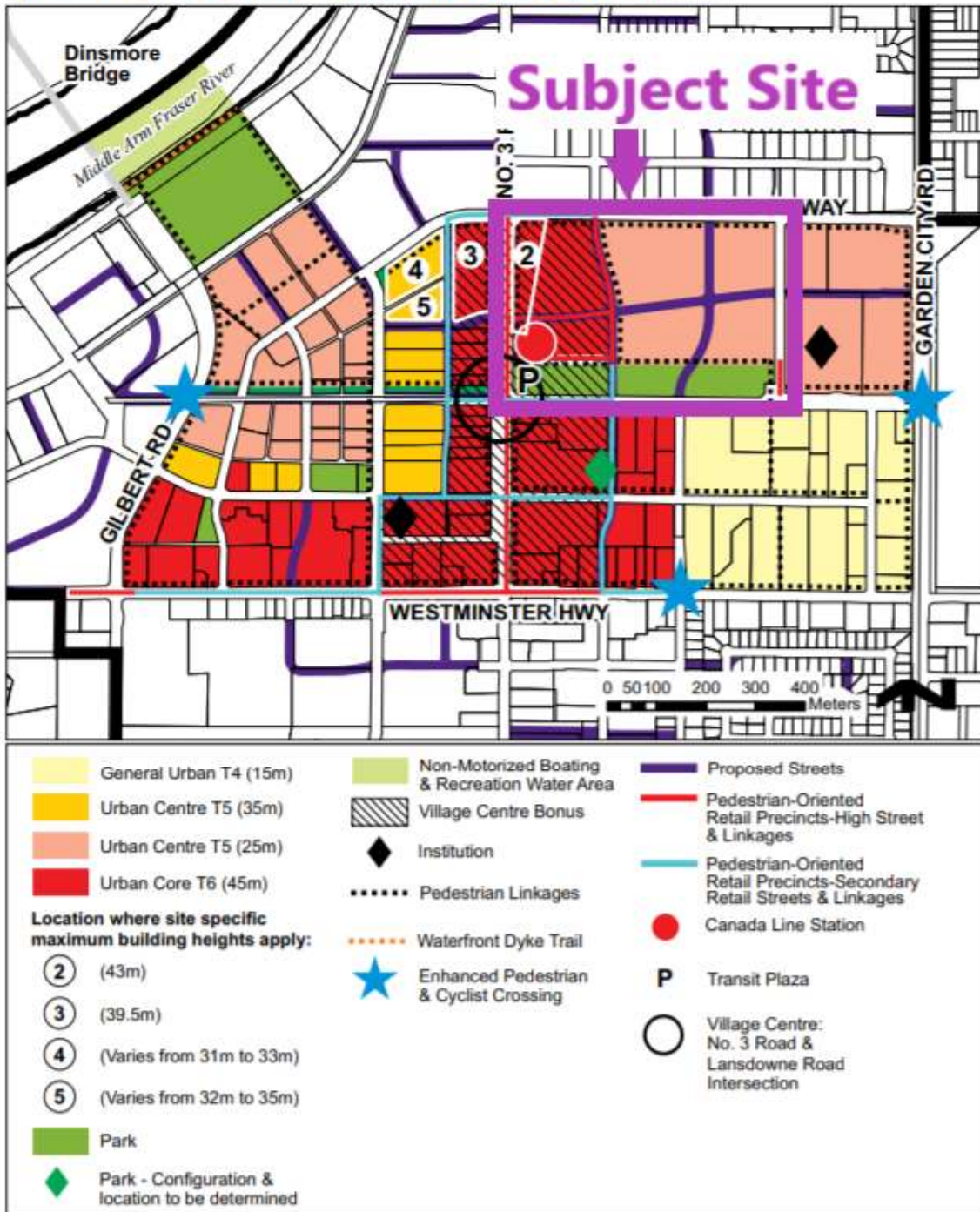
Stage 2 - complete

Staff Report: Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Master Land Use Plan – Public Consultation Summary and Request to Endorse the Concept Master Land Use Plan (September 26, 2018)

On October 9, 2018, Council endorsed the second iteration of the plan, the "Concept Master Land Use Plan" for the Lansdowne Centre shopping centre site to proceed toward finalizing the final version of the plan, the "Final Master Land Use Plan". The September 26, 2018 report included:

- A comprehensive summary of the community consultation process that was supported by Council and a summary of the feedback that was received from stakeholders and the community.
- Refinements to the plan resulting from analysis of the feedback that was received during the community consultation process, as well as items that were identified through the standard review process (i.e. decreasing the heights of some tall buildings, revising building forms to maintain the concentration of building floor area within a 5 minute walking distance (400 m) from Lansdowne Station without increasing the number of proposed tall buildings).

Specific Land Use Map: Lansdowne Village (2031) Bylaw 10020 2019/05/21



Bylaw 10020 2019/05/21 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Summary: Proposed Supporting Map and Minor Text Amendments

Map	Type of Amendment						
	Major Park Shape	Land Use Organization	Public Open Space System	Building Height	Vibrant Retail Environment	Mobility Network	Form and Character
City Centre Neighbourhoods & Village Areas Map (2-6)	●						
Cycling Network Map (2031) (2-38)	●						
Arts & Culture Map (2031) (2-46)	●						
Public Spaces & Places Map (2031) (2-50)	●						
Public Art Opportunities Map (2-51)	●						
Major Parks Map (2-67)	●						
Riverfront Features & Destinations Map (2-91)	●						
Park Frontage Enhancement Areas Map (3-13)	●						
Park & Open Spaces Map (2031) (4-11)	●						
City Centre Framework Map (1-12)	●	●					
City Centre Neighbourhoods & Village Areas Map (2-6)	●	●					
Generalized Land Use Map (2031) (M-3)	●	●					
Specific Land Use Map: Lansdowne Village (2031) (M-14)	●	●		●	●		
Pedestrian Environment Map (2-36)	●		●				

Map	Type of Amendment						
	Major Park Shape	Land Use Organization	Public Open Space System	Building Height	Vibrant Retail Environment	Mobility Network	Form and Character
A Base for Building a Living Landscape Map (2-60)	●		●				
Base Level Parks & Open Space Map (2031) (2-65)	●		●				
Pedestrian Linkages Map (2-71)	●		●				
Designated Green Link & Linear Park Location Map (3-16)	●		●				
Key Commercial Areas Map (2-17)	●				●		
Public Realm Areas Map (2-88)		●			●		
Overlay Boundary – Village Centre Bonus Map (2031) (M-4)		●			●		
Density Bonusing Map (2031) (4-13)		●					
Maximum Building Height Map (2-109) Text amendment: Add: *** after 35 m (115 ft.) **** Increased building height may be permitted subject to Lansdowne Centre (Lansdowne Village) Special Precinct Guidelines”					●		
Tower Spacing & Floorplate Size Map (2-113) Text Amendment: “24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village)					●		

Map	Type of Amendment						
	Major Park Shape	Land Use Organization	Public Open Space System	Building Height	Vibrant Retail Environment	Mobility Network	Form and Character
Special Precinct Design Guidelines”							
Jobs & Business Concept Map (2-13)					●		
Pedestrian-Oriented Retail Precincts Map (2-20)					●		

Stakeholder Consultation Summary

Staff have maintained ongoing communication regarding the application proposal with key stakeholders throughout the application review process. The following table summarizes recent discussions and submissions from stakeholders and other related updates since late 2018. Consultation prior to October 2018 is summarized in the Stage 2 report, *Proposed Official Community Plan/City Centre Area Plan Amendment, Lansdowne Shopping Centre Master Land Use Plan – Public Consultation Summary and Request to Endorse the Concept Master Land Use Plan (September 26, 2018)*.

October 2018 - March 2020 Consultation with Key Stakeholders

Stakeholder	Stakeholder Consultation Updates
Richmond School District No. 38	<ul style="list-style-type: none"> • The School Board adopted a Long Range Facilities Plan (LRFP) in June 2019. The LRFP advises that within the North Central Area, which includes the subject site, anticipated student growth needs to 2033 can be accommodated with permanent additions to existing schools and a new school at Dover Park, which is owned by the School District. • The LRFP references the possibility of a future new school site within the North Central Area of the City Centre as an option to accommodate growth after 2033, subject to demand being substantiated by future demographics. The Lansdowne Centre shopping mall is referenced as a possible location for a new school site to accommodate possible post 2033 demand. • Possible on-site future school locations have been considered, including proposed Parcel 4 and 7, which would abut Centre Park and are proposed in a later phase of development (Phase 5), which corresponds with demolition of the remainder of the mall. • The proposed Master Land Use Plan maintains options for the inclusion of a future school on the site. Phased redevelopment of the site means there are on-going opportunities for the School Board to secure a site in this location. • The School Board, in consultation with the Ministry of Education, will decide whether to pursue acquisition of a school site on the property. • The site’s existing CCAP Urban Core (T6) and Village Centre Bonus (VCB) designations do not include provisions to acquire land/building for the School District. The City administers the collection of School Site Acquisition Charges (SSAC) on all residential development. The money that is collected is distributed to the School District.
TransLink	<ul style="list-style-type: none"> • TransLink is generally supportive of the proposed Master Land Use Plan. • It is understood that accommodation of the HandyDART bay while maintaining access for TransLink service vehicle parking would be revisited during proposed Phase 2. • TransLink is the holder of various statutory rights of ways (SRWs) over limited portions of the subject site. No action is required as part of the proposed OCP/CCAP amendment application. Further action by the developer (discharge and/or modification of existing agreement(s)) would be required in association with adoption of future rezoning bylaws.
Vancouver Airport Authority (YVR)	<ul style="list-style-type: none"> • Vancouver Airport Authority (YVR) staff acknowledge that the building and site layout in the proposed Master Land Use Plan appear to meet the requirements set out in their Airport Zoning Regulations (AZR) application to Transport Canada. • The developer is ultimately responsible for ensuring all structures on the site meet any new AZR requirements.

RICHMOND SCHOOL DISTRICT

Stakeholder Meeting Summary

Meeting Date

20 August 2019

Attendees:

Umur Olcay, Manager of Facilities Planning, Richmond School District SD#38
Joseph Balderston, Facilities Planner, Richmond School District SD#38
Jesse Galicz, Vice President, Development, Vanprop Investments Ltd.
Kim McInnes, Chief Executive Officer, Vanprop Investments Ltd.
Diana Nikolic, Senior Planner, City of Richmond

Meeting Purpose:

On October 9, 2018 Council endorsed the Proposed Master Land Use Plan for the Lansdowne Centre shopping mall site to proceed toward finalizing the Final Master Land Use Plan and associated bylaws for the phased redevelopment of the Lansdowne Center shopping mall site.

The Proposed Master Land Use Plan that was endorsed by Richmond City Council was developed in consultation with stakeholders, including the School District.

Link to report:

https://www.richmond.ca/_shared/assets/_19_LandsdownPlan_CNCL100918_51744.pdf

Consultation with the School District includes:

- Upon receipt of the application, City staff notified the School District with a first, early notification and opportunity to comment regarding the Proposed Master Land Use Plan for phased redevelopment of Lansdowne Centre.
- Meetings with individual School District employees – ongoing.
- January 11, 2018 stakeholder meeting hosted at the Vanprop office at Lansdowne Centre.
- June 18, 2018 stakeholder meeting hosted at the Vanprop office at Lansdowne Centre.
- August 20, 2019 stakeholder meeting hosted at the City of Richmond.

Updates:

Long Range Facilities Plan (LRFP)

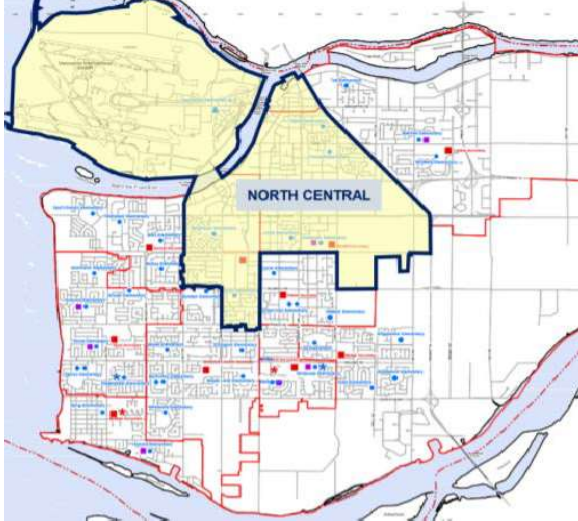
A Long Range Facilities Plan (LRFP) was adopted by the School Board in June 2019

(https://pd.sd38.bc.ca/sites/default/files/SD38_Long_Range_Facilities_Plan_2019.pdf#zoom=100). The School Board approved the report's preferred option to accommodate anticipated student growth needs to 2033 for a northern portion of the City Centre ("North Central" school region) by undertaking permanent additions to existing schools including:

- Four classroom additions to William Cook and T.A. Tomsett;
- Future permanent additions as Samuel Brighthouse, R.C. Talmey; and
- Future second phase additions to William Cook and T.A. Tomsett.

The Board supported option to accommodate growth needs within the North Central School Region also includes a new school at Dover Park, which is owned by the School District. The permanent additions and a new school at Dover Park would provide a total of 1,162 permanent new seats within the North Central area, which would meet the District's estimated needs within the North Central area to 2033.

Image: North Central School Region



The possibility of a future new school site within the North Central area is presented as an option to accommodate growth after 2033, subject to demand being substantiated by future demographics analysis. Within this context, the Lansdowne Centre site is referenced as a possible location for a new school site to accommodate post 2033 demand. The LRF acknowledges that acquiring a new school site is associated with high costs and uncertainty and acquisition of a new school site is not suggested at this time. The Board approved LRF suggests that the School District continue to engage with the City of Richmond and the development community regarding the possibility of accommodating growth needs beyond 2033.

Discussion:

Development application review process status

The applicant provided a general overview of the proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP), which are refinements rather than significant modifications to the existing plans. No additional density is proposed. The proposed density is consistent with the CCAP supported density over the site. The applicant advised that the proposed Final Master Land Use Plan is substantively the same as the Proposed Master Land Use Plan, which was endorsed by Council and was considered by School District staff during previous stakeholder engagement.

The applicant provided information about the current status of the application review process and an update regarding how the Proposed Master Land Use Plan responded to proposed changes to the Airport Zoning Regulations (AZR) for Vancouver International Airport (YVR) that are subject to approval by Transport Canada (i.e. building heights in affected areas were reduced by up to 2 storeys and the associated floor area was accommodated within the affected proposed lot).

Developer's proposed development phasing schedule

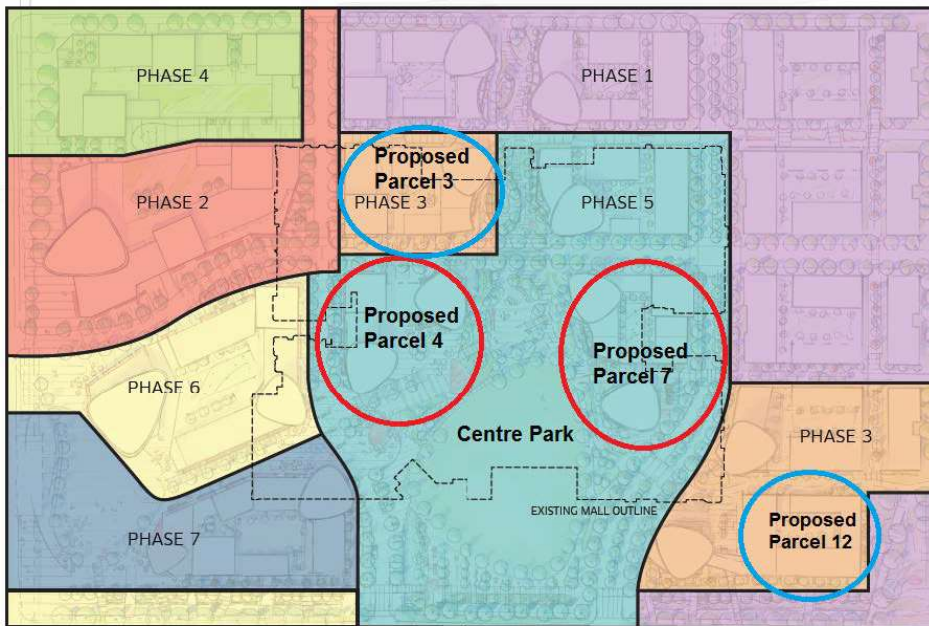
The applicant's intended development phasing schedule has been shared with the School District. The plan includes retention of a portion of the mall during the earlier phases of development. The overall development time frame would be market driven and is estimated to be approximately 20 years.

Reference to a possible new school within the North Central area

In the context of referencing the Lansdowne Centre site as a possible location for a future school to accommodate growth needs after 2033, the LRFPP references a preference to locate a school adjacent to the proposed Centre Park. Both proposed Parcel 4 and 7 abut the proposed Centre Park and both are proposed in a later stage of development (Phase 5), which coincides with demolition of the remainder of the mall. Parcel 4 and 7 are circled in red in the image below.

The applicant prepared a study of preferred locations for a school at the subject site, which was shared at a previous stakeholder meeting and included as Attachment 5 to the October 9, 2018 staff report to Council (https://www.richmond.ca/shared/assets/19_LandsdownPlan_CNCL100918_51744.pdf). The study suggested proposed Parcel 3 or 12 as a possible location for a future school. Proposed Parcel 3 and 12 are both proposed during an earlier phase of development (Phase 3) and are circled in blue in the image below. Although neither parcel abuts the future Centre Park, both parcels would abut publically accessible outdoor space.

Image: Lansdowne Centre Proposed Phasing Strategy



Acquisition of a future school site, which may be limited to securing an air space parcel, either at the Lansdowne Centre site or an alternative location, would be subject to a series of factors including feasibility of acquisition (cost, timing and parcel location) and School Board approval (allocation of funds).

Noting that a new school within the North Central area is identified as a means to accommodate as yet unsubstantiated growth beyond 2033, a new school (or learning centre) may range in size between approximately 2,100 m² for a 200 nominal capacity school and 2,760 m² for a 300 nominal capacity school. The school would be associated with approximately 3,300 m² to 3,400 m² of play field, as well as a children's playground space of approximately 300 m², which may include co-used outdoor area that is located on City owned Park in accordance with the existing use agreement between the School and the School District. Assuming a three storey building, the total land area required would range in size between approximately 700 m² to 920 m² for the building, and additional area or underground space for parking and drop-off.

TRANSLINK

From: Nikolic,Diana

Sent: November 19, 2019 3:58 PM

To: 'Kip, Nathalie' <Nathalie.Kip@Translink.ca>

Cc: Navarra, Jon <Jon.Navarra@Translink.ca>; Forrest, Tessa <Tessa.Forrest@Translink.ca>; Lin, Fred <FLin@richmond.ca>; Hoffard,Grant <GHoffard@richmond.ca>

Subject: RE: TransLink Comments Regarding Draft Mobility Strategy for OCP Amendment at Lansdowne Centre (CP 15-717017)

Greetings Nathalie,

Thank you for TransLink's updated review comments. The following includes a couple clarifications in response to your October 17, 2019 email.

Service Vehicles & HandyDART

Further detailed consideration related to placement of the HandyDART bay and to maintaining simultaneous access to the HandyDART bay and TransLink service vehicle parking would be revisited during Phase 2 when a western portion of the new East/West Road would be secured as a condition of rezoning bylaw adoption.

Bike Lockers

References in the proposed Mobility Hub strategy to bike racks and lockers refer to facilities that would be located on the subject site and provided by the developer as part of future on-site Mobility Hubs. These facilities would be supplementary to the existing off-site TransLink lockers.

Thank you again for your updated comments. Staff look forward to continuing to work toward our common objectives to advocate and improve transportation options and incentives that support alternative transportation.

Regards,

Diana Nikolic, MA (Planning), MCIP, RPP
Senior Planner (Urban Design)
Policy Planning Department
Tel: 604-276-4040
dnikolic@richmond.ca

www.richmond.ca

From: Kip, Nathalie [<mailto:Nathalie.Kip@Translink.ca>]

Sent: Thursday, 17 October 2019 11:53

To: Nikolic,Diana

Cc: Navarra, Jon; Forrest, Tessa

Subject: TransLink Comments Regarding Draft Mobility Strategy for OCP Amendment at Lansdowne Centre (CP 15-717017)

Dear Ms. Nikolic,

Thank you for your letter dated September 9, 2019, and for the opportunity to provide additional input regarding elements of the draft mobility strategy for the Lansdowne Centre redevelopment (CP 15-717017).

Upon review of the referral materials provided, we have the following feedback:

Service Vehicles & HandyDART

Per the HandyDART Bay Concept Plan provided, we understand that the HandyDART bay is proposed to be relocated along the new East-West Road (existing Lansdowne Mall access). If so, that would put the HandyDART bay further away from the Lansdowne Station entrance than it is currently (which is 60m). As previously noted in our letter dated July 4, 2019, this existing 60 metre distance would need to be maintained, at a minimum, in addition to a clear line of sight between the HandyDART operator and their vehicle. Additional passenger elements of the HandyDART Bay such as shelter, seating, tactile pad, etc. are currently not shown on the Concept Plan. As design progresses, it is required that these elements should not conflict with the service vehicle access or stalls.

In regard to service vehicle access, the Concept Plan appears to show the access in conflict with the proposed HandyDART bay/parking stall. Our understanding is that based on this configuration, when a HandyDART vehicle is occupying its bay, it would be blocking access for TransLink/InTransit BC service vehicles. It is necessary for both vehicles to be able to access their stalls and operate independently.

Bike Lockers

Your letter dated September 9, 2019 notes that bike lockers are envisioned within the City-Scale Mobility Hub. We kindly request clarification on whether this includes a proposal to relocate the existing TransLink-owned bike lockers. As the Mobility Hubs are further defined, we would appreciate the opportunity for further input.

Ongoing Collaboration

Thank you again for the opportunity to provide additional feedback on elements of the proposed OCP Amendment at Lansdowne Centre. Please feel free to let me know if you have any questions, or wish to discuss further. We look forward to ongoing collaboration on this Project.

Kind regards,

NATHALIE KIP, LEED Green Associate
Planner, Partner Planning
Transportation & Land Use Planning
T: 778.375.7597 | translink.ca

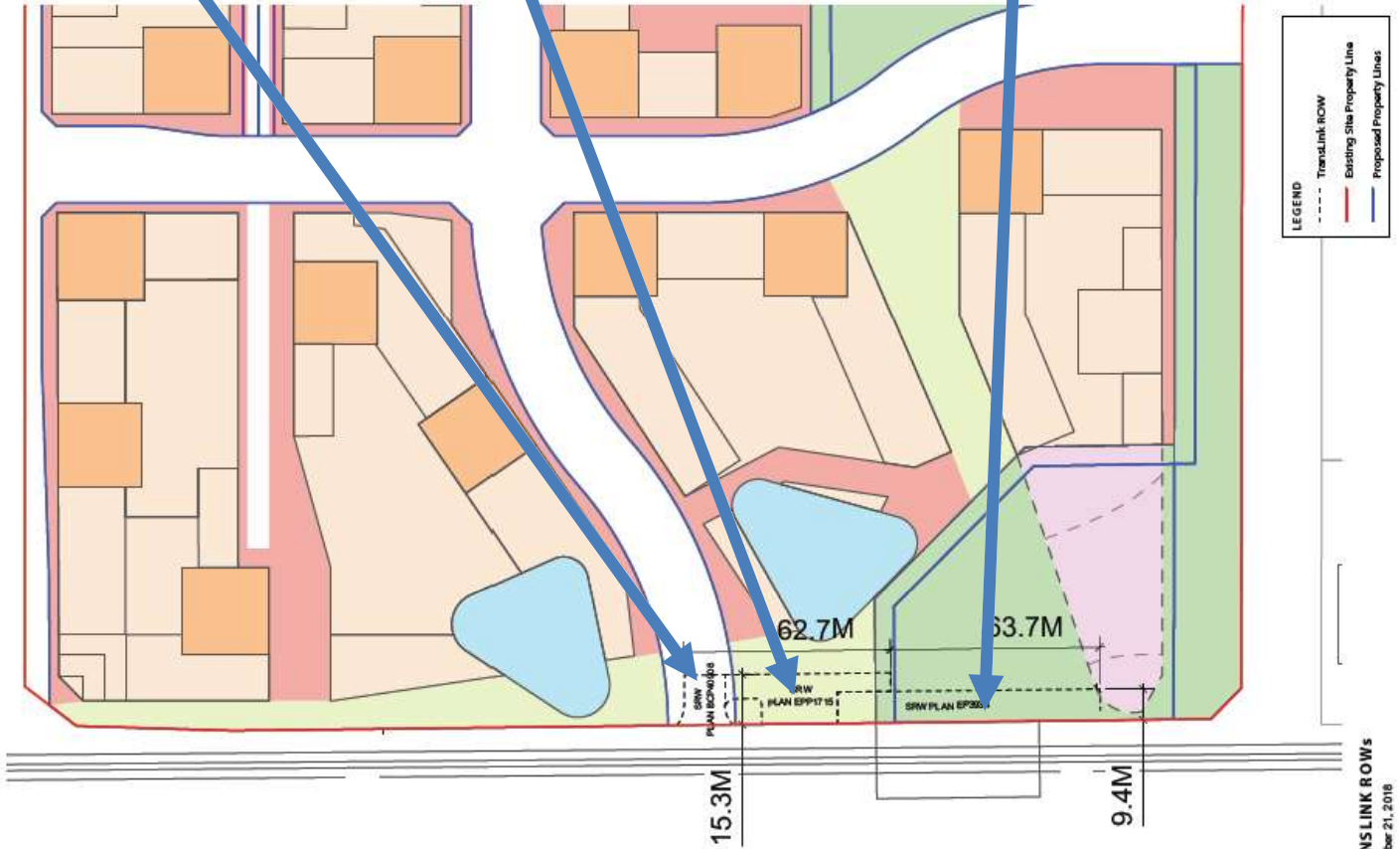
TransLink
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada

Existing TransLink Agreement Summary and Location Plan

SRW BB1096572A (Access Area SRW): The SRW affects a portion of the new East-West Road. Prior to registering the road dedication plan for a portion of the new East-West Road during development of Phase 2, the owner would be required to secure TransLink's consent to register the dedication plan and to expunge the SRW, to the satisfaction of the City and at no cost to the City.

SRW BB1096573 (Passenger Pickup Area SRW): The SRW affects a portion of the new East-West Road, which would be dedicated during proposed Phase 2, and an area that would be secured as public open space as part of development proposed in Phase 6. The agreement provides the owner with the ability to change the SRW area conditional to TransLink, at its discretion, accepting a comparable area. Prior to dedication of the new East-West Road in Phase 2, the owner would be required to secure TransLink's consent to register the dedication plan and either discharge the SRW or secure TransLink's approval to modify the SRW area, to the satisfaction of the City and at no cost to the City.

SRW BA81456 (Guideway and Station SRW): The SRW requires that the owner secures TransLink's prior consent before any construction occurs within proximity of the existing Canada Line station that may affect any part of the transit facility. The SRW encumbers a portion of proposed future Civic Plaza. Ownership of a portion of the ultimate Civic Plaza area would be transferred to the City in proposed Phase 2. Prior to transferring ownership of a 0.43 ha portion of the ultimate Civic Plaza to the City, the owner would be required to secure TransLink's consent to construct the future Civic Plaza works or TransLink's discharge of the SRW, to the satisfaction of the City and at no cost to the City.



YVR

P.O. BOX 44638
YVR DOMESTIC TERMINAL RPO
RICHMOND BC
CANADA V7B 1W2

TELEPHONE 604.276.6500
FACSIMILE 604.276.6505
WWW.YVR.CA

19 November 2019

Ms. Diana Nikolic
Senior Planner (Urban Design)
Policy Planning Department
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

via email: dnikolic@richmond.ca

Dear Ms. Nikolic:

RE: Concept Master Land Use Plan for Lansdowne Centre

Thank you for the opportunity to provide updated comments on the revised Concept Master Land Use Plan for Lansdowne Centre. We understand that the original proposed heights for some buildings on this site, which were consistent with current Airport Zoning Regulations ("AZR"), were decreased to meet the height requirements in our application for new proposed AZR under review and subject to final approval by Transport Canada.

In specific, we understand the revised Concept Master Land Use Plan includes the following changes:

- A reduction in height of on-site buildings that abut No. 3 Road by one storey compared to the existing City Centre Area Plan height designation; and
- A reducing in building height by up to two storeys on the central portion of the site that is bound by the proposed Hazelbridge Way extension and Cooney Road extension.

The building and site layout in the revised Concept Master Land Use Plan appears to meet the requirements set in our AZR application. However, the developer is ultimately responsible for ensuring all structures on the site meet the new proposed AZR requirement and we suggest a certified survey during construction and at completion to ensure this is the case. We are happy to provide any data necessary to assist with this work.

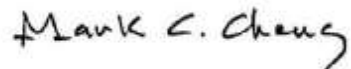


P.O. BOX 44638
YVR DOMESTIC TERMINAL RPO
RICHMOND BC
CANADA V7B 1W2

TELEPHONE 604.276.6500
FACSIMILE 604.276.6505
WWW.YVR.CA

Thank you for the opportunity to comment. Please feel free to contact me at (604) 276-6366 or mark_cheng@yvr.ca should you require additional information.

Sincerely yours,



Mark Christopher Cheng, M.Eng. (mech)
Supervisor Noise Abatement & Air Quality
VANCOUVER AIRPORT AUTHORITY

cc: Don Ehrenholz, VP Engineering and Asset Management – Vancouver Airport Authority
Anne Murray, VP Airline Business Development and Public Affairs – Vancouver Airport Authority



Summary: Acquisition and Development Phasing

MAJOR PARK: ACQUISITION & DEVELOPMENT PHASING STRATEGY

Phase*	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area– secured as ROW areas (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area – secured as ROW (hectares)	Cumulative Total (hectares)
1	Neighbourhood Plaza: 0.17 (0.42 ac) (complete) Eastern Lansdowne Linear Park: 0.24 (0.60 ac)(complete) City owned southeast corner: 0.06 (0.15 ac) (complete)	-		Western Lansdowne Linear Park: 0.27 (0.66 ac) (of total 0.33 (0.81 ac)) Centre Lansdowne Linear Park: 0.16 (0.40 ac) (of total 0.23 (0.57 ac))	0.91 2.23 ac
2		-	Civic Plaza: 0.43 (1.06 ac) (of total 0.61 (1.51 ac))		1.33 3.29 ac
3	-	Neighbourhood Plaza Park Frontage Enhancement Area: 526 m ² (0.13 ac) (complete) Eastern Lansdowne Linear Park Frontage Enhancement Area: 769 m ² (0.19 ac) (complete)		Centre Park: 0.34 (0.84 ac) (of 1.91 (4.71 ac))	1.80 4.45 ac
4	-	-			1.80 4.45 ac
5	Centre Park: 1.57 ha (3.87 ac) expansion to ultimate 1.91 ha (4.71 ac)(complete) Centre Lansdowne Linear Park: 0.07 ha (0.17 ac) expansion to ultimate 0.23 ha (0.57 ac) (complete)	Centre Park, Park Frontage Enhancement Area: 0.22 ha (0.55 ac) (complete)			3.95 9.76 ac

Phase*	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area– secured as ROW areas (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area – secured as ROW (hectares)	Cumulative Total (hectares)
6	Civic Plaza 0.18 (0.45 ac) (expansion to ultimate area 0.61 (1.51 ac) (construction complete in Phase 7) Western Lansdowne Linear Park: 0.06 (0.15 ac) expansion to ultimate 0.33 ha (0.81 ac) (final construction complete in Phase 7)	Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-1): 500 m ² (0.12 ac) (of total Civic Plaza Park Frontage Area: 816 m ² (0.20 ac))			4.05 10.01 ac
7	Civic Plaza: Construction to final condition Western Lansdowne Linear Park to final condition	Western Linear Park Frontage Enhancement Area: 688 m ² (0.17 ac) (complete) Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-2): 316 m ² (0.08 ac) expansion to ultimate 816 m ² (0.20 ac) Civic Plaza Park Frontage Area (complete)			4.05 10.01 ac

*Sub-phasing within proposed Phase 1, 3 and 5 is anticipated. The first rezoning application within an applicable phase of development is required to provide all Major Park area unless otherwise approved by the City

RESIDENTIAL DEVELOPMENT AND MAJOR PARK PHASING SUMMARY

Development Phases	1	2	3	4	5	6	7
% of overall residential development	29%	35%	54%	64%	86%	93%	100%
% of overall Major Park area	22%	33%	45%	45%	90%	96%	100%

PUBLIC OPEN SPACE: ACQUISITION & DEVELOPMENT PHASING STRATEGY and cumulative total (Major Park + Public Open Space)

Phase	Minimum Public Open Space (m ²)	Total cumulative area (m ²)*	TOTAL Public Open Space (hectares) Major Park + Public Open Space
1	North/South Green Link Proposed Parcel 2: 379 m ² Proposed Parcel 5: 379 m ²	3,218 m ² (0.80 ac)	1.22 3.01 ac

Phase	Minimum Public Open Space (m ²)	Total cumulative area (m ²)*	TOTAL Public Open Space (hectares) Major Park + Public Open Space
	<u>Minor Green Links</u> Proposed Parcel 8: 751 m ² Proposed Parcel 9: 700 m ² Proposed Parcel 10: 1,009 m ²		
2	<u>No. 3 Road Wedge</u> Proposed Parcel 1A: 1,380 m ²	4,598 m ² (1.14 ac)	1.79 4.42 ac
3	<u>North/South Green Link</u> Proposed Parcel 3: 364 m ² <u>Minor Green Links</u> Proposed Parcel 11: 1,254 m ²	6,216 m ² (1.53 ac)	2.42 5.98 ac
4	<u>No. 3 Road Wedge</u> Proposed Parcel 1A: 323 m ²	6,539 m ² (1.61 ac)	2.45 6.05 ac
5	<u>North/South Green Link</u> Proposed Parcel 6: 364 m ² Proposed Parcel 7: 405 m ²	7,308 m ² (1.80 ac)	4.39 10.85 ac
6	<u>Plaza to Park Connector</u> Proposed Parcel 1B: 930 m ²	8,238 m ² (2.03 ac)	4.71 11.64 ac
7	<u>Plaza to Park Connector</u> Proposed Parcel 1B: 324 m ²	8,562 m ² (2.11 ac)	4.90 12.11 ac

*Minimum area requirements to be finalized as part of future development application review processes.

TRANSPORTATION AND RELATED INFRASTRUCTURE: ACQUISITION & DEVELOPMENT PHASING STRATEGY

Phase	Permanent Transportation Element	Interim Transportation Element
1	<ul style="list-style-type: none"> No. 3 Road and Alderbridge Way intersection improvements, including new (2nd) left turn bay on Alderbridge Way. New Cooney Road, from Alderbridge Way to east/west mews. Hazelbridge Way extension, from Alderbridge Way to East-West Mews. Kwantlen Street enhancements, from Alderbridge Way to Lansdowne Road, including lay-by parking, intersection turning bays, widening of existing sidewalk along the development frontage, enhanced pedestrian crossing to Kwantlen Polytechnic University. New East-West Mews, from Hazelbridge Way to Cooney Road. New East-West Road between Cooney Road and Kwantlen Street. Pedestrian crossing enhancement on Alderbridge Way at the future North/South Green Link. 	<ul style="list-style-type: none"> Eastern leg of the new East-West Road/Cooney Road. Cooney Road on-site north/south improvements (including sidewalk). Temporary City Mobility Hub elements introduced. New driveway access to Lansdowne Road at the ultimate Hazelbridge Way extension location.

Phase	Permanent Transportation Element	Interim Transportation Element
2	<ul style="list-style-type: none"> Hazelbridge Way extension, from New East/West Road to Alderbridge Way, and enhanced pedestrian crossings. New East-West Road extension, from No. 3 Road to Hazelbridge Way, and enhanced pedestrian crossings. No. 3 Road bike lane upgrades, from Alderbridge Way to Lansdowne Road. 	<ul style="list-style-type: none"> Completion of Temporary City Mobility Hub.
3	<ul style="list-style-type: none"> Lansdowne Road improvements, from Kwantlen Street to Cooney Road, including an off-road cycling path and a sidewalk. 	<ul style="list-style-type: none"> Improvements to internal vehicle circulation pattern aligned with ultimate Cooney Road extension (temporary road standard including a sidewalk connection).
4	-	-
5	<ul style="list-style-type: none"> Hazelbridge Way extension, from new east/west road to Lansdowne Road, including a new Hazelbridge Way and Lansdowne Road intersection, and enhanced pedestrian crossings. Cooney Road extension, from East-West Mews to Lansdowne Road, including ultimate Cooney Road and Lansdowne Road intersection, and enhanced pedestrian crossings. New East-West Road extension, from Cooney Road to Hazelbridge Way, and enhanced pedestrian crossings. Lansdowne Road improvements, from Cooney Road to No. 3 Road, including an off-road cycling path and a sidewalk Neighbourhood Mobility Hub. 	<ul style="list-style-type: none"> Initiate elements of City Mobility Hub
6	<ul style="list-style-type: none"> Replace Interim City Mobility Hub with the Ultimate City Mobility Hub (any supplementary amenities associated with proposed Parcel 1B-2 to be completed in Phase 7) 	-
7	-	-

Note: Priority crossing locations as outlined below noting that additional locations may be identified through subsequent rezoning applications:

- Alderbridge Way/Cooney Road
- Alderbridge Way mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- Hazelbridge Way / East-West Mews
- Cooney Road / East-West Mews
- Kwantlen Street / East-West Road
- Cooney Road / East-West Road
- Hazelbridge Way / East-West Road
- East-West Road mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- East-West Road mid-block pedestrian crossing, between Hazelbridge Way and No. 3 Road
- Cooney Road (2) mid-block pedestrian crossings, between East-West Road and Lansdowne Road
- Hazelbridge Way mid-block pedestrian crossing, between East-West Road and Lansdowne Road
- Lansdowne Road / Hazelbridge Way
- No. 3 Road mid-block pedestrian crossing, between Alderbridge Way and East-West Road

Servicing agreements would be required for all phases, and sub-phases of development as applicable.

SUMMARY OF ON-SITE MOBILITY HUB ELEMENTS

City Scale Mobility Hub	Neighbourhood Scale Mobility Hub	Interim City Scale Mobility Hub
Designated kiss and ride stalls, taxi/ride hailing stalls, cycle racks, lockers and repair facilities, cycle share spaces, HandyDART pick-up/drop off area, car share spaces, Electric Vehicle (EV) plug in spaces, designated accessible parking spaces, ancillary amenities including feature lighting and seating, weather protection, nearby retail amenities and wayfinding elements.	Neighbourhood oriented mobility options including but not limited to cycling amenities (racks, repair, cycle share), on-street taxi/ride hailing pick up/drop off, proximity to bus stops on the Cooney Road extension, seating options, weather protection, feature lighting and wayfinding elements.	Repurpose an area of the existing surface parking area to accommodate cycle amenities, HandyDART pick up/drop off, car share spaces, EV plug-in spaces, taxi/ride hailing spaces, designated accessible parking spaces, seating options, weather protection and wayfinding elements.

ENGINEERING SEVICING: ACQUISITION & DEVELOPMENT PHASING STRATEGY

Phase	Engineering Works
1	<ul style="list-style-type: none"> • Replace cement water main along entire Alderbridge Way frontage of the site, unless a geotechnical assessment proves the water main, or portions of, may remain. • New water mains along Hazelbridge Way and Cooney Road extensions and the new East-West Road. • New water main along Kwantlen Street between Alderbridge Way and Lansdowne Road. • New storm sewers along Hazelbridge Way and Cooney Road extensions and the new East-West Road. • Upgrade existing storm sewer along Kwantlen Street between Alderbridge Way and Lansdowne Road. • Replace and upgrade the Alderbridge Sanitary Pump Station. • New sanitary sewers: <ul style="list-style-type: none"> ○ Kwantlen Street and remove, or fill and abandon existing. ○ New East-West Road. <p>Temporary Engineering Works:</p> <ul style="list-style-type: none"> • Temporary water main loop. • Temporary sanitary sewer along west property line of Parcel 9.
2	<ul style="list-style-type: none"> • New water mains along Hazelbridge Way extension and the new East-West Road and remove temporary Phase 1 works. • Install new storm sewers along Hazelbridge Way extension and the new East-West Road. • Extend sanitary sewer along Hazelbridge Way extension to the intersection of Hazelbridge Way and the new East-West Road.
3 & 4	No additional underground civic works anticipated.
5	<ul style="list-style-type: none"> • Install new water main along new East-West Road. • Extend water main on Hazelbridge Way extension to tie into Lansdowne Road. • Extend water main on Cooney Road extension to tie into Lansdowne Road. • Remove temporary water main along Parcel 9, now Cooney Road extension, and install new water main. • New storm sewer along the new East-West Road extension between Cooney Road and Hazelbridge Way extensions. • Extend storm sewer on Hazelbridge Way extension to Lansdowne Road. • Extend storm sewer on Cooney Road extension to Lansdowne Road. • Construct rainwater management features, to the satisfaction of the City, which includes but is not limited to the following: <ul style="list-style-type: none"> ○ Incorporate and support City’s “Integrated Rainwater Resource Management Strategy” & “Ecological Network Management Strategy” or superseding bylaws. ○ Durable and low maintenance. ○ Maintain public use and enjoyment of Major Park. ○ Provide learning opportunities. ○ Investigate incorporation of treated gray water.

Phase	Engineering Works
	<ul style="list-style-type: none">○ Maximize catchment of rainwater feature.• New sanitary sewer along the new East-West Road extension between Cooney Road and Hazelbridge Way extensions.• Remove temporary sanitary sewer along East-West Mews, and along Parcel 9, now Cooney Road extension.• Extend sanitary sewer along Hazelbridge Way extension to the new East-West Road.
6 & 7	No additional underground civil works anticipated

Note: Servicing Agreements would be required for all phases, and sub-phases of development as applicable. In addition to the engineering works associated with individual incremental phases of development, listed above, general requirements for all phases of development apply and the applicant is required to undertake, at no cost to the City, water works, storm sewer works, sanitary works and frontage improvements to the satisfaction of the City.

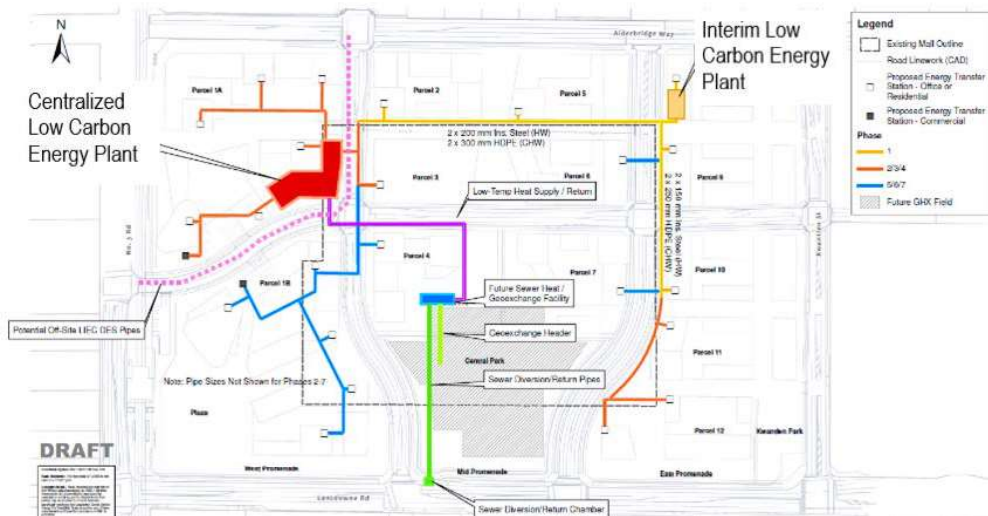
Phasing Summary: District Energy and Low Carbon Energy Sources

The low carbon district energy system would be built in phases and would include the following elements:

- 1) Phase 1: The developer would construct and transfer ownership of an “Interim Low Carbon Energy Plant” to the City or LIEC. The plant would be integrated into a rooftop of a building in the first development on the subject site (proposed Parcel 8). The applicant would design, build and transfer ownership of the low carbon district energy system, including a distribution system and all ancillary components to the City or its service provider, LIEC, prior to building occupancy. The “Interim Low Carbon Energy Plant” would facilitate LIEC’s provision of service to all Phase 1 development at the commencement of the first redevelopment project on the site.

- 2) Phase 2: The developer would construct and transfer ownership of a “Centralized Low Carbon Energy Plant” to the City or LIEC. The plant would be accommodated within a building located on proposed Parcel 1A-2 and would obligate the developer to provide 2,000 m² (21,525 ft²) of space as an air space parcel (ASP) at no cost to the City or LIEC to accommodate low carbon energy infrastructure in accordance with the following conditions:
 - a) To meet the energy demands of the entire subject site (including properties serviced by the “Interim Low Carbon Energy Plant), the developer would design, build and transfer ownership of the low carbon district energy system, including a distribution system and all ancillary components to the City or its service provider LIEC prior to building occupancy, and would provide 1,000 m² (10,765 ft²) of energy plant area to the City as an Air Space Parcel (ASP).
 - b) To facilitate provision of off-site service, the developer would be obligated to accommodate an additional 1,000 m² (10,765 ft²) of space as an air space parcel adjacent to the “Centralized Low Carbon Energy Plant” so that the City can, at its own cost, expand the “Centralized Low Carbon Energy Plant” to service neighboring sites in the future. Expanding the system and providing off-site service would be subject to Council’s approval and is outside the scope of the developer’s obligations.

- 3) Phase 5: Upon demolition of the existing shopping mall, the applicant would work with LIEC and City staff to evaluate the feasibility of integrating an alternative on-site renewable energy source (i.e. geo-exchange, sewer heat recovery, etc.) to service the remaining phases of on-site development (Phase 5-7). The developer would be responsible for all costs associated with servicing the entire subject site, which would include any system that relies upon an alternative energy system.





City of
Richmond

OCP/CCAP Amendment Considerations

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

Address: 5300 No. 3 Road

File No: CP 15-717017

Prior to final adoption of Richmond Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10154, the property owner is required to complete the following:

1. **No Development Covenant:** Registration of a restrictive covenant(s) on title securing that “no rezoning” and “no development” of the subject site, or any portion thereof, is permitted for any change in land use and/or increase in density on the site or any portion thereof, as determined by the City’s discretion, and that issuance of a Development Permit* and/or Building Permit* and/or Servicing Agreement (SA)* is not permitted, in whole or in part, unless and until the property owner undertakes the following to the satisfaction of the City:
 - 1.1. **Phasing:** The order of development phasing shall be generally consistent with the Phasing Plan attached as Schedule 1, and may include provisions for sub-phasing of rezoning, Development Permit and Building Permits within the individual phases. Development phasing is generally consistent with the following:
 - 1.1.1 Development phasing is to proceed as shown in Schedule 1 and in the order listed below. Sub-phasing within Phase 1, Phase 3, and/or Phase 5, will follow the order in which the proposed parcels are listed below:
 - Phase 1 (Parcels 8, 9, 5, 10, 2)
 - Phase 2 (Parcel 1A-2)
 - Phase 3 (Parcel 3, 11, 12)
 - Phase 4 (Parcel 1A-1)
 - Phase 5 (Parcel 6, 4, 7)
 - Phase 6 (Parcel 1B-1)
 - Phase 7 (Parcel 1B-2)
 - a. Development applications for individual development phases and/or proposed sub-phases are to proceed sequentially rather than concurrently, with a development phase and/or sub-phase being completed to the satisfaction of the Director, Development prior to a subsequent development application(s) proceeding.
 - b. Accommodation of changes to the development sequence of sub-phases and/or as part of a larger concurrent development application would be conditional to amenities, infrastructure and services being designed, constructed and transferred to the City in accordance with terms outlined in the No Development covenant and subject to the discretion of the Director, Development and associated affected departments (i.e. Director, Transportation; Director, Engineering; Director, Parks Services).
 - c. For transportation infrastructure and engineering servicing, all associated elements, including but not limited to those referenced within the No Development covenant, are required to be secured to the City’s satisfaction as:
 - i. A condition of rezoning to permit the associated phase of development; or
 - ii. A condition of the first rezoning within a phase of development that includes sub-phasing (i.e. Phase 1, 3, 5) unless otherwise approved by the City.
 - d. For Major Park, all associated elements, including but not limited to those referenced within the Major Park agreement included in the No Development covenant, are to be secured to the City’s satisfaction as:

- i. A condition of rezoning to permit the associated phase of development; or
- ii. A condition of the first rezoning within a phase of development that includes sub-phasing (i.e. Phase 1, 3, 5) unless otherwise specified in the Major Park agreement and subject to verification and approval by the City.
- e. For Public Open Spaces, statutory right-of-ways (SRWs) and associated works are to be secured at the time the subject lot is proposed to be developed, with the exception of a situation where the permanent Public Open Space SRW is shared between parcels or the permanent location is not fixed. In these instances, the property owner is required to establish the Public Open Space area to the satisfaction of the City and may be required to provide a temporary condition to the satisfaction of the City, at no cost to the City.
- f. Any major changes to the Phasing Plan, that are supported by staff and approved by Council, will obligate the property owner to discharge the Phasing agreement and register a new agreement rather than undertaking serial modifications to the Phasing agreement.

1.2. Subdivision: The subject site will be subdivided generally as indicated in the attached Preliminary Subdivision Plan (Schedule 2) to create 15 new fee simple lots, road dedications generally as indicated in the attached Preliminary Road Functional Plan (Schedule 3), and Major Park as shown in the attached Major Park and Public Open Space Plan (Schedule 4) and consistent with the following:

1.2.1. Prior to the first subdivision of the subject site, registration of a section 219 covenant to prohibit the property owner from applying to the City to further increase the overall blended on-site density beyond 2.77 Floor Area Ratio (FAR). Further, the distribution of density shall comply with the following:

- a. Maximum blended density within the area bound by No. 3 Road, Alderbridge Way, Hazelbridge Way extension (to the midpoint of the road), and Lansdowne Road: 3.0 FAR.
- b. Maximum blended density within the area bound by Hazelbridge Way extension (to the midpoint of the road), Alderbridge Way, Cooney Road extension (midpoint of the road), and Lansdowne Road: 3.14 FAR.
- c. Maximum blended density within the area bound by Cooney Road extension (midpoint of the road), Alderbridge Way, Kwantlen Road, and Lansdowne Road: 2.1 FAR.
- d. A minimum of 74% of the blended on-site density of 2.77 FAR shall be located on the portion of the subject site that is within 400 metres of Lansdowne Station.

1.2.2. Hazlebridge Way extension and New East/West Road are included in the calculation of net development site area for the purpose of determining the maximum permitted floor area.

1.3. No Separate Sale: Prior to the first subdivision of the subject site, registration of a legal agreement requiring that any lot resulting from subdivision of 5300 No. 3 Road may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreements and business terms related to financial, legal, development and other obligations assigned to each of the lots as a result of the subject OCP/CCAP amendment are transferred and secured to the satisfaction of the Director, Development; Director, Parks Services; Director, Engineering; and City Solicitor.

1.4. Major Park: A total of 3.99 hectares (9.85 acres) of Major Park is required to be secured and to be generally consistent with the attached Major Park and Public Open Space Plan (Schedule 4) comprised of:

1.4.1. Lands to be transferred to the City (fee simple)

- a. 3.49 hectares (8.62 acres) of Major Park comprised of:
 - i. 0.61 hectares (1.51 acres) for Civic Plaza;
 - ii. 1.91 hectares (4.71 acres) for Centre Park;
 - iii. 0.17 hectares (0.42 acres) for Neighbourhood Plaza;
 - iv. 0.80 hectares (1.98 acres) for Lansdowne Linear Park.
- b. The Major Park areas listed in 1.4.1.a. are designated CCAP "park" and shall be eligible for Development Cost Charges (DCC) credits based on the development's eligible credits that

applies at the time of land transferred, to the satisfaction of the Director, Park Services; Director, Finance; Director, Development and City Solicitor. All costs associated with transfers of land shall be borne by the property owner.

- c. The property owner is responsible for design and construction of both “permanent” and “interim” Major Park area to the satisfaction of the Director, Parks Services and Director, Development and as defined by the CCAP including:
 - i. Public access and safety during the daytime and evening, year round.
 - ii. Design that is inclusive and sustainable (e.g., incorporating Circular Economy principles of durability, reusability, recyclability).
 - iii. Design and construct Civic Plaza to accommodate major events (year round), facilitate gathering, cultural activities, significant public art, informal recreation and major pedestrian circulation routes.
 - iv. Design and construct Centre Park to be adaptable to multiple uses including accommodating major events (seasonally) and informal recreation (year round), having varied edges activated by a range of furnishings and equipment, providing a destination playground, including significant public art, major pedestrian circulation routes and connector cycling routes, and contributing to the City’s ecological network.
 - v. Design and construct Neighbourhood Plaza to facilitate gathering (year round), cultural activities and provide intimate spaces in a garden setting.
 - vi. Design and construct Lansdowne Linear Park to form a broad, tree-lined promenade with separation between pedestrians, cyclists and various forms of micro mobility devices, and provide areas of rest and intimate gathering.

- d. For Major Park area that is secured as “interim” Major Park area, by SRW or as fee simple, prior to the completion of the “permanent” condition “Major Park”, the property owner is responsible for design, construction and maintenance of the interim works, which are to be completed to the satisfaction of the Director, Parks Services and Director, Development. The interim development of a portion of the Civic Plaza will be of a relatively long term duration and shall be secured as a fee simple parcel and designed and constructed to provide services that are similar to the “permanent” condition but with emphasis on the use of modular and reusable materials and construction methods that will facilitate relocation and reuse. The interim development of a portion of Centre Park and Centre and West Lansdowne Linear Park sections will provide neighbourhood park and linear park services as defined by the CCAP that:
 - i. Ensure year round public access and safety during the daytime and evening, year round.
 - ii. Are designed to be inclusive and sustainable (e.g., incorporating Circular Economy principles of durability, reusability, recyclability).
 - iii. Support informal recreation activities (e.g., play, games) and neighbourhood gathering.
 - iv. Provide pedestrian and cycling connections that are enhanced with amenities promoting comfort and utility.
 - v. Add value to the City’s ecological network.
 - vi. Maintenance period to be determined at rezoning at the City’s discretion.

1.4.2.Park Frontage Enhancement Areas Statutory Right-of-Ways (SRWs)

- a. 0.50 hectares (1.24 acres) secured as Park Frontage Enhancement Areas SRWs and secured on private property for public use comprised of approximately:
 - i. 1,504 m² (0.37 acres) abutting edges of Civic Plaza and portion of Western Lansdowne Linear Park (Civic Plaza Park Frontage Enhancement Area: 816 m², Western Lansdowne Linear Park Frontage Enhancement Area: 688 m²) ;
 - ii. 2,200 m² (0.55 acres) abutting edges of Centre Park; and
 - iii. 1,295 m² (0.32 acres) abutting edges of Neighbourhood Plaza and eastern portion of Lansdowne Linear Park (Neighbourhood Plaza Park Frontage Enhancement Area: 526 m², Eastern Lansdowne Linear Park Frontage Enhancement Area: 769 m²).

- b. The Park Frontage Enhancement Areas shall be secured as SRWs, as a condition of the rezoning application for the encumbered phase or sub-phase, as applicable.
- c. The property owner is responsible for design, construction, and maintenance of both “permanent” and “interim” Park Frontage Enhancement Areas to the satisfaction of the Director, Parks Services and Director, Development.

1.4.3. Major Park and Park Frontage Enhancement Areas Acquisition and Development Phasing: As a condition of future rezoning applications, which may include sub-phasing, the Major Park area and/or Park Frontage Enhancement Areas will be secured as either “Permanent” or “Interim” Major Park and/or Park Frontage Enhancement Areas. Major Park and/or Park Frontage Enhancement Areas may be secured in a temporary condition until it is functionally and operationally desirable for the City to accept the Major Park and/or Park Frontage Enhancement Areas in its desired final form and/or ownership. The Major Park and Park Frontage Enhancement Areas phasing strategy includes:

- a. “Permanent” Major Park and/or Park Frontage Enhancement Area(s) including:
 - i. Permanent Major Park area secured as fee simple. Designed, constructed and ownership secured to its final condition.
 - ii. Permanent Park Frontage Enhancement Area(s) secured as SRW. Designed, constructed and tenure secured to its final condition.
- b. “Interim” Major Park and/or Park Frontage Enhancement Area(s) including:
 - i. Interim Major Park area secured as fee simple. Designed and constructed to an interim condition and ownership secured to its final condition.
 - ii. Interim Major Park area secured as SRW. Designed and constructed to an interim condition and ownership to change before the park area is redeveloped to its final condition (SRW to fee simple).
 - iii. Interim Major Park Frontage Enhancement Area(s) secured as ROW. Designed and constructed to an interim condition.

The table below lists the Major Park and Park Frontage Enhancement Area obligations by phase. Prior to the adoption of the first rezoning within an applicable phase of development, the property owner is required to provide all Major Park and Park Frontage Enhancement Area(s) associated with the development phase, unless otherwise approved by the City through the rezoning application review process for the first rezoning within the subject development phase.

Phase	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area(s) – secured as ROW (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area(s) – secured as ROW (hectares)	Cumulative Total (hectares)
1	Neighbourhood Plaza: 0.17 (0.42 ac) (complete) Eastern Lansdowne Linear Park: 0.24 (0.60 ac)(complete) City owned southeast corner: 0.06 (0.15 ac) (complete)	-		Western Lansdowne Linear Park: 0.27 (0.66 ac) (of total 0.33 (0.81 ac)) Centre Lansdowne Linear Park: 0.16 (0.40 ac) (of total 0.23 (0.57 ac))	0.91 2.23 ac
2		-	Civic Plaza: 0.43 (1.06 ac) (of total 0.61 (1.51 ac))		1.33 3.29 ac
3	-	Neighbourhood Plaza Park Frontage Enhancement		Centre Park: 0.34 (0.84 ac) (of 1.91 (4.71 ac))	1.80 4.45 ac

Phase	Permanent Major Park – secured as fee simple parcel (hectares)	Permanent Park Frontage Enhancement Area(s) – secured as ROW (m ² and hectares as noted)	Interim Major Park – secured as fee simple parcel (hectares)	Interim Major Park and/or Park Frontage Enhancement Area(s) – secured as ROW (hectares)	Cumulative Total (hectares)
		Area: 526 m ² (0.13 ac) (complete) Eastern Lansdowne Linear Park Frontage Enhancement Area: 769 m ² (0.19 ac) (complete)			
4	-	-			1.80 4.45 ac
5	Centre Park: 1.57 ha (3.87 ac) expansion to ultimate 1.91 ha (4.71 ac)(complete) Centre Lansdowne Linear Park: 0.07 ha (0.17 ac) expansion to ultimate 0.23 ha (0.57 ac) (complete)	Centre Park, Park Frontage Enhancement Area: 0.22 ha (0.55 ac) (complete)			3.66 9.04 ac
6	Civic Plaza 0.18 (0.45 ac) (expansion to ultimate area 0.61 (1.51 ac) (construction complete in Phase 7) Western Lansdowne Linear Park: 0.06 (0.15 ac) expansion to ultimate 0.33 ha (0.81 ac) (final condition complete in Phase 7)	Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-1): 500 m ² (0.12 ac) (of total Civic Plaza Park Frontage Area: 816 m ² (0.20 ac))			3.95 9.76 ac
7	Civic Plaza: Construction to final condition Western Lansdowne Linear Park: Construction to final condition in Phase 7)	Western Linear Park Frontage Enhancement Area: 688 m ² (0.17 ac) (complete) Civic Plaza Park Frontage Enhancement Area (abutting Parcel 1B-2): 316 m ² (0.08 ac) expansion to ultimate 816 m ² (0.20 ac) Civic Plaza Park Frontage Area) (complete)			4.05 10.01 ac

1.4.4. Major Park and Park Frontage Enhancement Area Statutory Right-of-Ways (permanent and interim):
Registration of SRWs to secure the applicable park areas in the table above as a condition of the first rezoning within the applicable development phase. Each such SRW will be in the City’s applicable standard form and will secure interim public space (in the case of interim Major Park area) and will secure permanent public space (in the case of ultimate Park Frontage Enhancement Areas) to the satisfaction of the City.

1.5. Public Open Spaces (Statutory Right-of-Ways): Registration of SRWs to secure a network of Public Open Spaces on the subject site, generally consistent with the attached Major Park and Public Open Space Plan (Schedule 4).

- a. A minimum of 8,549 m² (0.85 hectares) of Public Open Space secured by was of SRWs on private property is to be secured in tandem with rezoning and/or Development Permit* of the encumbered property, with the exception of situations where the permanent Public Open Space SRW is shared between parcels. In these instances, the property owner may be required to provide an “interim” condition to the satisfaction of the City, at no cost to the City, which is later replaced with a “permanent” condition and SRW, to the satisfaction of the City, at no cost to the City.
- b. The areas listed in the table below are minimum values and are subject to confirmation as part of the detailed development application review processes. The specific location, configuration, design and related terms of the SRW(s) shall be confirmed through the standard rezoning, Development Permit, and Building Permit application review process, Servicing Agreement, and/or other City approval process*, to the satisfaction of the City.

Phase	Minimum Public Open Space (m ²)	Total cumulative area (m ²)
1	<u>North/South Green Link</u> Proposed Parcel 2: 379 m ² Proposed Parcel 5: 379 m ² <u>Minor Green Links</u> Proposed Parcel 8: 751 m ² Proposed Parcel 9: 700 m ² Proposed Parcel10: 1,009 m ²	3,218 m ² (0.80 ac)
2	<u>No. 3 Road Wedge</u> Proposed Parcel 1A: 1,380 m ²	4,598 m ² (1.14 ac)
3	<u>North/South Green Link</u> Proposed Parcel 3: 364 m ² <u>Minor Green Links</u> Proposed Parcel 11: 1,254 m ²	6,216 m ² (1.53 ac)
4	<u>No. 3 Road Wedge</u> Proposed Parcel 1A: 323 m ²	6,539 m ² (1.61 ac)
5	<u>North/South Green Link</u> Proposed Parcel 6: 364 m ² Proposed Parcel 7: 405 m ²	7,308 m ² (1.80 ac)
6	<u>Plaza to Park Connector</u> Proposed Parcel 1B: 930 m ²	8,238 m ² (2.03 ac)
7	<u>Plaza to Park Connector</u> Proposed Parcel 1B: 324 m ²	8,562 m ² (2.11 ac)

- c. Each such Public Open Space SRW would be in the City’s applicable standard form and would secure the provision of public access and open space uses, together with related landscaping and infrastructure to the satisfaction of the City (which may include but may not be limited to bike facilities, street furnishings, street lighting, decorative paving, trees and plant materials, public art, social and mobility features, recreation amenities, innovative storm water management measures, and City utilities).

1.6 Transportation:

The property owner is responsible for the design and construction of the following frontage improvements and transition between these improvements and the existing conditions outside the development site frontage, to the satisfaction of the City.

While the list below provides a general description of the minimum frontage work requirements to the ultimate standards, which are schematically shown in the Preliminary Road Functional Plan (Schedule 3), the exact details and scope of the frontage works to be completed by the property owner will be confirmed through subsequent rezoning applications and associated detailed design, undertaken through the Servicing Agreement (SA)* process, to the satisfaction of the City. Unless otherwise approved by the City, the transportation infrastructure and related improvements will be required as a condition of the first rezoning within a phase of development that includes sub-phasing (i.e. Phase 1, 3, 5).

1.6.1 Road Improvements:

1.6.1.1 Cooney Road, from Alderbridge Way to Lansdowne Road (from west to east):

- a. 2.0 m wide concrete sidewalk
- b. 0.7 m wide buffer strip
- c. 1.9 m wide asphalt bike path
- d. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through the SA process
- e. 0.15 m wide curb and gutter
- f. 6.35 m wide driving surface for two southbound traffic lanes
- g. 3.25 m wide area for: 1) driving surface at intersections for left-turn lanes, or 2) mid-block landscaped/treed medians, or other hardscape improvements as determined through SA process, with curb and gutter on both sides
- h. 6.35 m wide driving surface for two northbound traffic lanes
- i. 0.15 m wide curb and gutter
- j. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process
- k. 1.9 m wide asphalt bike path
- l. 0.7 m wide buffer strip
- m. 2.0 m wide concrete sidewalk

Note: at locations where there is a bus stop, a minimum 3 m wide concrete bus landing pad is to be installed instead of the 1.5m wide boulevard

1.6.1.2 Hazelbridge Way, from Alderbridge Way to Lansdowne Road (from west to east):

- a. 2.0 m wide concrete sidewalk
- b. Varying width (1.5 m – 2 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- c. 0.15 m wide curb and gutter
- d. Varying width (11.7 m – 16.5 m wide) of asphalt surface for on-street parking, one traffic lane in each direction, and/or intersection turning lanes
- e. 0.15 m wide curb and gutter
- f. Varying width (1.5 m – 3.3 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- g. 2.0 m wide concrete sidewalk

1.6.1.3 Alderbridge Way, from Kwantlen Street to No. 3 Road (from north to south):

- a. Maintain two existing eastbound traffic lanes
- b. 0.15 m wide curb and gutter
- c. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process
- d. 2.0 m wide concrete sidewalk
- e. 2.0 m wide greenway

Note: Through subsequent rezoning process, it will be determined if the existing trees along the south side of Alderbridge Way can be retained and the above-noted cross-section for the boulevard, sidewalk and/or greenway will be refined.

1.6.1.4 Lansdowne Road, from Kwantlen Street to No. 3 Road (from south to north):

- a. Maintain existing raised grassed/treed median
- b. 6.4 m wide driving surface for two westbound traffic lanes
- c. 0.15 m wide curb and gutter
- d. 1.5 m wide grassed/treed boulevard or other hardscape improvements as determined through SA process
- e. 3 m wide 2-way asphalt bicycle path
- f. Min. 0.7 m wide buffer strip
- g. Min. 2 m wide sidewalk, which will be located outside the road allowance and be within the park.

Notes:

- Through subsequent rezoning process, it will be determined if the existing trees along the north side of Lansdowne Road can be retained and the above-noted cross-section for the boulevard, bicycle path, buffer strip and sidewalk will need to be refined.
- At locations where there is a bus stop, a minimum 3 m wide concrete bus landing pad is to be installed instead of the 1.5 m wide boulevard.

1.6.1.5 No. 3 Road, from Alderbridge Way to Lansdowne Road (from west to east):

- a. maintain all existing northbound traffic lanes
- b. 0.15 m wide curb and gutter
- c. 0.25 m wide buffer strip
- d. Varying width between 1.3 m (minimum) and 1.8 m (preferred) wide paved raised bike lane
- e. 0.15 m wide barrier curb or equivalent edge treatment to tie to existing sidewalk / boulevard

1.6.1.6 Kwantlen Street, from Alderbridge Way to Lansdowne Road (from west at the new property line to east):

- a. 2.0 m wide concrete sidewalk
- b. Varying width (minimum 1.5 m – 4 m wide) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- c. 0.15 m wide curb and gutter
- d. Varying width of asphalt surface to provide for on-street parking, one traffic lane in each direction, and intersection turning lanes.
- e. Maintain existing / provide a new (where required) 0.15 m wide curb and gutter
- f. Tie to existing boulevard or sidewalk on the east side

Note: Through subsequent rezoning process, it will be determined if the existing trees along the west side of Kwantlen Street can be retained and the above-noted cross-section for the boulevard and/or sidewalk will need to be refined.

1.6.1.7 East-West Road, from Kwantlen Street to No. 3 Road (from south to north):

- a. 2.0 m wide concrete sidewalk
- b. Varying width (minimum 1.5 m) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- c. 0.15 m wide curb and gutter
- d. Varying width (11.9 m – 13.6 m wide) of asphalt surface for on-street parking, one traffic lane in each direction, and/or intersection turning lanes
- e. 0.15 m wide curb and gutter
- f. Varying width (minimum 1.5 m) of grassed/treed boulevard or other hardscape improvements as determined through SA process
- g. 2.0 m wide concrete sidewalk

1.6.1.8 East-West Mews, from Hazelbridge Way to Cooney Road:

- a. Provide a minimum 6.1 m wide driving surface, with a roll-over curb or equivalent and a 1.5 m wide concrete sidewalk with lighting along one or both sides of the mews.

1.6.1.9 Accessible bus shelters and landing pads (minimum 9 m x 3 m) at the following locations:

- a. Lansdowne Road, north side, west of Kwantlen Street
- b. Lansdowne Road, north side, west of Cooney Road
- c. Cooney Road, east side, north of Lansdowne Road
- d. Cooney Road, west side, south of East-West Road
- e. Cooney Road, east side, north of East-West Road

Note: Additional locations may be identified, in consultation with Coast Mountain Bus Company (CMBC), at the time of subsequent rezoning process and associated detailed design (SA) process to the satisfaction of the City.

1.6.2 Intersection Improvements:

In addition to the frontage improvements noted above, the property owner is responsible for the design and construction of the following intersection improvements:

1.6.2.1 General Intersection Upgrades:

- a. Along the development frontages, all intersection and mid-block pedestrian crosswalks (existing or new crossings as identify through subsequent rezoning process to the satisfaction of the City) are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps.

1.6.2.2 Alderbridge Way / No. 3 Road:

- a. Installation of dual left-turn lanes on the westbound approach (by adding a new 3.25 m wide turning lane) with a minimum total storage length of the two lanes at approximately 120 m, while maintaining all other existing traffic lanes.
- b. Provision of dual left-turn lanes on the eastbound approach (by converting widened Alderbridge Way, by others) with a minimum total storage length of the two lanes at approximately 150 m, while maintaining all other existing traffic lanes.

Note: while a portion of the left-turn lanes may be accommodated within the existing medians, a minimum 1.2 m wide median must be maintained on the intersection approaches.

1.6.2.3 Alderbridge Way / Cooney Road:

- a. Installation of a westbound-to-southbound left-turn lane, with a minimum storage length of approximately 40 m, with a portion of the left-turn lane accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.

1.6.2.4 Lansdowne Road / Hazelbridge Way:

- a. Installation of an eastbound-to-northbound left-turn lane, with a minimum storage length of approximately 30 m, and modification to the existing median to allow for left-turn movements to and from Lansdowne Road in the eastbound direction. A portion of the left-turn lane can be accommodated within the existing median while maintaining a minimum 1.2 m wide raised median and all existing traffic lanes.

1.6.3 Traffic Signal Improvements:

1.6.3.1 Upgrade Existing Traffic Signals: With the road and intersection improvements noted in 1.6.1 and 1.6.2, as well as the need to upgrade other existing traffic signals to accommodate enhanced traffic operations, the property owner is to upgrade (as necessary) the following existing traffic signals:

- a. Alderbridge Way/Kwantlen Street
- b. Alderbridge Way/Hazelbridge Way
- c. Alderbridge Way / No. 3 Road
- d. East-West Road / No. 3 Road
- e. Lansdowne Road / Kwantlen Street
- f. Lansdowne Road / Cooney Road
- g. Lansdowne Road / No. 3 Road
- h. Kwantlen Street / existing mall access north of Lansdowne Road (in consultation with Kwantlen Polytechnic University, relocate, as necessary, and upgrade existing traffic signals)

Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

1.6.3.2 Install New Traffic Signal Devices: With the road and intersection improvements noted in 1.6.1, and 1.6.2 new traffic signal devices (i.e., intersection pre-ducting, special x-walk with downward lighting, pedestrian signals, or full traffic signals) will be necessary at the following locations.

- a. Alderbridge Way/Cooney Road
- b. Alderbridge Way mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- c. Hazelbridge Way / East-West Mews
- d. Cooney Road / East-West Mews
- e. Kwantlen Street / East-West Road
- f. Cooney Road / East-West Road
- g. Hazelbridge Way / East-West Road
- h. East-West Road mid-block pedestrian crossing, between Hazelbridge Way and Cooney Road
- i. East-West Road mid-block pedestrian crossing, between Hazelbridge Way and No. 3 Road
- j. Cooney Road (2) mid-block pedestrian crossings, between East-West Road and Lansdowne Road
- k. Hazelbridge Way mid-block pedestrian crossing, between East-West Road and Lansdowne Road
- l. Lansdowne Road / Hazelbridge Way
- m. No. 3 Road mid-block pedestrian crossing, between Alderbridge Way and East-West Road
- n. Other locations identified through subsequent rezoning applications.

The exact traffic signal devices (i.e., intersection pre-ducting, special x-walk with downward lighting, pedestrian signals, or full traffic signals) will be determined with detailed warranted analysis as part of the subsequent rezoning applications and implemented by the property owner to the satisfaction of the City. Any new traffic signal device will include but will not be limited to new signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

1.6.4 Timing for the Off-site Works: In general, the timing of road improvements (Items 1.6.1, 1.6.2 and 1.6.3) are associated with each phase of the development as described below, with details described in the Phasing Study document (Schedule 1) and shown schematically in Schedule 3. The exact details and scope of the frontage works to be completed by the property owner will be confirmed through subsequent rezoning applications and associated detailed design (SA) processes, to the satisfaction of the City.

1.6.4.1 Phase 1:

- a. Alderbridge Way, from Kwantlen Street to No. 3 Road (Items 1.6.1.3, 1.6.2.1, 1.6.2.2, 1.6.2.3, 1.6.3). Note: an interim standard 2 m wide paved walkway, instead of the boulevard and

sidewalk (to ultimate standards), from No. 3 Road to Hazelbridge Way to be constructed in this phase.

- b. Kwantlen Street, from Alderbridge Way to Lansdowne Road (Items 1.6.1.6, 1.6.2.1, 1.6.3).
- c. Cooney Road, from Alderbridge Way to East-West Mews (Items 1.6.1.1, 1.6.2.1, 1.6.2.3, 1.6.3).
- d. Hazelbridge Way, from Alderbridge Way to East-West Mews (Items 1.6.1.2, 1.6.2.1, 1.6.3).
Note: interim standards road improvements on the west side (i.e., one southbound traffic lane and an interim 2 m wide paved walkway) to be constructed in this phase.
- e. East-West Road, from Kwantlen Street to interim Cooney Road (Items 1.6.1.7, 1.6.2.1, 1.6.3).
- f. East-West Mews, from Hazelbridge Way to Cooney Road (Items 1.6.1.8, 1.6.3) to an interim standards with the existing sidewalk along the south side.
- g. Interim driveway off Lansdowne Road, at approximately future Hazelbridge Way intersection, permitting right-in or right-out traffic movements only.

1.6.4.2 Phase 2:

- a. Hazelbridge Way, from Alderbridge Way to East-West Road (Items 1.6.1.2, 1.6.2.1, 1.6.3).
- b. East-West Road, from No. 3 Road to Hazelbridge Way (1.6.1.7, 1.6.2.1, 1.6.3).
- c. No. 3 Road, from Alderbridge Way to Lansdowne Road (Items 1.6.1.5, 1.6.2.1, 1.6.3).
- d. Alderbridge Way, from No. 3 Road to Hazelbridge Way (Items 1.6.1.3, 1.6.2.1, 1.6.3).

1.6.4.3 Phase 3:

- a. Cooney Road, from Lansdowne Road to interim crosswalk to the north (Items 1.6.1.1, 1.6.1.9, 1.6.2.1, 1.6.3). Note: interim standards improvements to provide one traffic lane in each direction. Ultimate boulevard, bike path, and sidewalk to be provided along the east side along the entire length.
- b. Cooney Road, from East-West Road to interim crosswalk to the south (Items 1.6.1.1, 1.6.1.9, 1.6.2.1, 1.6.3). Note: interim standards improvements to provide one traffic lane in each direction and interim 2 m wide sidewalks along both sides along the entire length.
- c. Lansdowne Road, from Kwantlen Street to Cooney Road (Items 1.6.1.4, 1.6.1.9, 1.6.2.1, 1.6.3).

1.6.4.4 Phase 5:

- a. Cooney Road, from Lansdowne Road to East-West Mews (Items 1.6.1.1, 1.6.1.9, 1.6.3).
- b. Hazelbridge Way, from Lansdowne Road to East-West Road (Items 1.6.1.2, 1.6.2.1, 1.6.2.4, 1.6.3).
- c. Lansdowne Road, from No. 3 Road to Cooney Road (Items 1.6.1.4, 1.6.1.9, 1.6.2.1, 1.6.2.4, 1.6.3).
- d. East-West Road, from Kwantlen Street to Hazelbridge Way (Items 1.6.1.7, 1.6.2.1, 1.6.3).
- e. East-West Mews, from Hazelbridge Way to Cooney Road (Items 1.6.1.8, 1.6.3).

1.6.5. Land Dedication & SRW Required: The following road dedications and registration of the following SRWs to be given/registered on a lot-by-lot basis prior to adoption of the rezoning of the applicable development phase or sub-phase in accordance with the timing set out in Section 1.6.4 above, all to the satisfaction of the City. The City agrees that road dedications may occur after adoption of the subject OCP/CCAP Amendment (Bylaw 10154), provided the dedications are consistent with the phasing outlined in the Preliminary Road Functional Plans, are associated with the interim retention of the owner's existing shopping centre, and/or generally consistent with the overall Phasing Agreement.

1.6.5.1 Cooney Road, from Alderbridge Way to Lansdowne Road: generally a 28.45 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street. The width of land dedication is to be increased to 29.95 m at bus stop locations with accessible bus landing pads.

1.6.5.2 Hazelbridge Way:

- a. Lansdowne Road to East-West Road: a 21.3 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the road.
- b. Alderbridge Way to East-West Road: a 21.3 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the road. The width of land dedication is to be increased to 24.3 m just south of Alderbridge Way.

1.6.5.3 Alderbridge Way, from Kwantlen Street to No. 3 Road: a strip of land dedication with a varying width between 3.17 m and 3.23 m along the entire length to accommodate road elements to the back of the proposed sidewalk along the south side of the street. The width of land dedication to be increased to 5.35 m just east of No. 3 Road to accommodate the intersection widening noted in Item 1.6.2.2. Note that the amount of land dedication may need to be refined pending whether the existing trees along the south side of Alderbridge Way will be retained or removed, which will be determined at subsequent rezoning processes with an intent to place the property line at the back of the sidewalk.

1.6.5.4 Lansdowne Road, from Kwantlen Street to No. 3 Road: a strip of land dedication with a varying width between 3.5 m and 3.53 m along the entire length to accommodate road elements to the back of the proposed buffer along the north side of the street. The width of land dedication is to be increased to 5.03 m at bus stop locations with accessible bus landing pads. Note that the amount of land dedication may need to be refined pending whether the existing trees along the north side of Lansdowne Road will be retained or removed, which will be determined at subsequent rezoning processes with an intent to place the property line at the back of the sidewalk.

1.6.5.5 Kwantlen Street, from Alderbridge Way to Lansdowne Road: a strip of land dedication with a varying width along the entire length to accommodate road elements to the back of the proposed sidewalk on the west side of the street. Note that the amount of land dedication may need to be refined pending whether the existing trees along the west side of Kwantlen Street will be retained or removed, which will be determined at subsequent rezoning processes with an intent to place the property line at the back of the sidewalk.

1.6.5.6. East-West Road:

- a. Kwantlen Street to Hazelbridge Way: a 20.9 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street.
- b. No. 3 Road to Hazelbridge Way: a 23.4 m wide strip of land dedication required along the entire length to accommodate road elements to the back of the proposed sidewalks along both sides of the street.

1.6.5.7 Minimum 4m x 4m corner cuts (measured from the new property line or SRW, whichever results in a larger corner cut) required on all corners of intersections where two dedicated roadways intersect.

1.6.5.8. East-West Mews, from Hazelbridge Way to Cooney Road: Registration of a SRW(s) as a condition of the first rezoning in Phase 1 to secure a 9.4 m wide strip of land along the entire length to accommodate to the back of the proposed sidewalks on one or both sides of the mews, and secure the use of such strip to provide an east/west connection between Hazelbridge Way extension and Cooney Road extension for public access. Such SRW(s) will be in the City's applicable standard form, to the satisfaction of the City. The SRW(s) will remain privately owned and maintained.

1.6.6. City Centre Parking & Transportation Demand Management (TDM) Strategy Requirements: For each phase of the development on a lot-by-lot basis, registration of a legal agreement to secure the

property owner’s voluntary commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of satisfying Zoning Bylaw requirements for reducing each development’s required parking rates and permitting a further parking reduction of up to 10% for the provision of TDM measures, as determined to the satisfaction of the Director, Transportation.

Notes:

- Actual parking rates shall be confirmed prior to Development Permit* issuance, on a lot-by-lot basis, to the satisfaction of the Director, Transportation.
- Required parking may be provided collectively (i.e. the required need may be determined and satisfied across two or more lots provided that the affected parking facilities are located no more than 150 m from any building or use being served and use of the parking facilities is secured with legal agreements to the satisfaction of the City.
- In addition to the TDM measures to be determined and provided for each phase of the development on a lot-by-lot basis, the following Mobility Hubs are to be implemented by the property owner

1.6.6.1 Mobility Hubs: The property owner is required to undertake transportation related improvements, including the introduction of a series of Mobility Hubs, which includes but is not limited to the delivery schedule and items outlined in the Mobility Hub Vision (Schedule 5) and listed below

- Mobility Hub 1 (City Scale Hub) within the western portion of the site, with typical elements/features summarized in the Mobility Hub Vision document (Schedule 5). As Mobility Hub 1 will not be provided to ultimate standards until Phase 6, an Interim Mobility Hub 1 is to be provided starting in Phase 1 and to be completed in Phase 2, with the exact timing to be determined through the rezoning application review process for the first sub-phase in Phase 1 and registration of a legal agreement securing Interim Mobility Hub 1 as a condition of the first rezoning in Phase 1, and registration of a legal agreement securing the final Mobility Hub 1 as a condition of the first rezoning in Phase 6, with provisions for supplementary elements to be completed in Phase 7.
- Mobility Hub 2 (Neighbourhood Scale Hub) within the northern central portion of the site, with typical elements/features summarized in the Mobility Hub Vision document (Schedule 5). Exact details to be finalized as part of the subsequent rezoning and Development Permit* process. Registration of a legal agreement is required no later than as a condition of the first rezoning in Phase 3 and will secure provision of Mobility Hub 2 as a condition of the first rezoning in Phase 5.

	Interim Mobility Hub 1 (Interim City Scale Mobility Hub) No rezoning of Phase 1 conditional to registration of legal agreement securing the following:	Mobility Hub 2 (Neighbourhood Scale Mobility Hub) No rezoning of Phase 3 and 5 conditional to registration of legal agreement securing the following:	Mobility Hub 1 (City Scale Mobility Hub) No rezoning of Phase 6 conditional to registration of legal agreement securing the following:
Timing	Interim Mobility Hub 1 would be introduced in Phase 1 and completed in Phase 2. Interim Mobility Hub 1 would remain in place until its replacement by the permanent Mobility Hub 1	Construction of Mobility Hub 2 would commence and be completed in Phase 5. The obligation to design and construct Mobility Hub 2 would be secured as a condition of Phase 3 and Phase 5 rezoning.	Construction of the above and below ground component of the City Scale Mobility Hub to commence and to be generally completed in Phase 6, with any supplementary amenities associated with Proposed Parcel 1B-2 being completed in Phase 7.
Intention	Shared by users of the existing shopping centre and residents of the initial phases of development	Provide neighbourhood oriented mobility options	Above and below ground elements to facilitate transportation connections

	Interim Mobility Hub 1 (Interim City Scale Mobility Hub) No rezoning of Phase 1 conditional to registration of legal agreement securing the following:	Mobility Hub 2 (Neighbourhood Scale Mobility Hub) No rezoning of Phase 3 and 5 conditional to registration of legal agreement securing the following:	Mobility Hub 1 (City Scale Mobility Hub) No rezoning of Phase 6 conditional to registration of legal agreement securing the following:
			between the subject site and the City generally
Location	Private property abutting the future Civic Plaza	North of the proposed new East/West Road on private property and designed to complement the North/South Green Link	Private property abutting the future Civic Plaza
Features include but are not limited to:	Repurpose an area of the existing surface parking area to accommodate cycle amenities, HandyDART pick up/drop off, car share spaces, EV plug-in spaces, taxi/ride hailing spaces, designated accessible parking spaces, seating options, weather protection and wayfinding elements	Neighbourhood oriented mobility options including but not limited to cycling amenities (racks, repair, cycle share), on-street taxi/ride hailing pick up/drop off, proximity to bus stops on the Cooney Road extension, seating options, weather protection, feature lighting and wayfinding elements	Designated kiss and ride stalls, taxi/ride hailing stalls, cycle racks, lockers and repair facilities, cycle share spaces, HandyDART pick-up/drop off area, car share spaces, Electric Vehicle (EV) plug in spaces, designated accessible parking spaces, ancillary amenities including feature lighting and seating, weather protection, nearby retail amenities and wayfinding elements

1.6.7 Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to the noted phases/sub-phases/lots below to limit vehicle access to/from the subject site along City-owned streets, as a condition of the applicable rezoning. Requirements shall be confirmed to the satisfaction of the City, on a lot-by-lot basis, prior to rezoning, Development Permit and Servicing Agreement* issuance.

1.6.7.1 Parcel 1A: Two (2) driveway crossings, including along:

- a. Hazelbridge Way: One (1) driveway crossing at the East-West Mews (permitting right-in or right-out traffic movements only)
- b. East-West Road: One (1) driveway crossing (full traffic movements)

1.6.7.2 Parcel 1B: Three (3) driveway crossings, including along:

- a. Hazelbridge Way: One (1) driveway crossing (full traffic movements)
- b. East-West Road: One (1) driveway crossing (full traffic movements) to on-site parking and one (1) driveway crossing to/from TransLink SRW for maintenance vehicles

1.6.7.3 Parcels 2, 3, 5 and 6: Four (4) driveway crossings, including along:

- a. Hazelbridge Way: One (1) driveway crossing at the East-West Mews (permitting left-out or right-out traffic movements only)
- b. Cooney Road: One (1) driveway crossing at the East-West Mews (permitting left-in or right-in traffic movements only)
- c. East-West Road: Two (2) driveway crossings (full traffic movements)

1.6.7.4 Parcels 4 and 7: Two (2) driveway crossings along East-West Road (full traffic movements)

1.6.7.5 Parcels 8 and 9: One (1) driveway crossing along Kwantlen Street (full traffic movements)

1.6.7.6 Parcels 10, 11, and 12: Two (2) driveway crossings along Kwantlen Street (full traffic movements)

- 1.7 Public Use Parking Agreement: As a condition of future rezoning applications, which may include sub-phasing, the property owner is required to undertake, to the satisfaction of the City:
- a. A Traffic Impact Study
 - b. For mixed use development, a Parking Implementation Assessment/Study that considers parking demand needs for both mixed used development of the subject site and the Major Park.
 - c. Registration of shared parking agreements, as determined by the City's analysis of the outcome of the above studies. Shared parking spaces will be made available for the use of the public, at the sole cost of the property owner, to the satisfaction of the Director, Transportation; Director, Parks Services; and Director, Development. The terms of such legal agreements will include but will not be limited to the following:
 - i. The final number, size(s) and location of the public parking spaces, together with safe, secure pedestrian/vehicular access to/from such spaces, must be to the satisfaction of the City as determined via the applicable transportation studies, undertaken as part of the rezoning and Development Permit* review process.
 - ii. Public use parking spaces secured under this legal agreement(s) shall be available on an hourly basis (i.e. no monthly or longer terms):
 - For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted at Centre Park, Civic Plaza, and/or the community amenity.
 - At a maximum hourly rate equal to the public parking at other City spaces (ex. Richmond Oval, community centre), to the satisfaction of the City.

- 1.8 Engineering Services: Water, sanitary sewer, storm sewer and related improvements will be secured generally as indicated in the attached Preliminary Utility Servicing Plans and Cross Sections (Schedule 6).

1.8.1 Interpreting the Requirements

- a. Servicing agreements will be required to design and construct the following works, via the subsequent rezoning applications. The exact scope of requirements will be confirmed at the rezoning stage for each applicable phase and/or sub-phase.
- b. The requirements have been broken down by phase for convenience based on the property owner's proposed phasing plan. The requirements assume that each phase represents one rezoning. In the case of sequential or partial rezoning applications within an individual phase of development, all requirements are required as a condition of the first rezoning in the phase unless otherwise determined as part of the rezoning application review process.
- c. The attached Preliminary Utility Servicing Plans and Cross Sections are provided for reference. In the case of any conflicts between the servicing plans and the written requirements, the written requirements govern and are subject to updates and revisions as part of the standard rezoning review process, which will also apply to incremental rezoning applications.

1.8.2 General Requirements (All Phases)

1.8.2.1 Water Works:

- a. At property owner's cost, the property owner is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Provide one water service connection for each parcel, complete with meter and meter box. Multiple service connections for one parcel are not permitted.
 - iii. Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.

- iv. Register SRWs for the water meters. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- b. At property owner's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Confirm the sizes for the water main upgrades at the time of each phase's rezoning.

1.8.2.2 Storm Sewer Works:

- a. At property owner's cost, the property owner is required to:
 - i. Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specifically approved in writing by the City's Engineering Department.
 - ii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement* design(s).
- b. At property owner's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.

1.8.2.3 Sanitary Sewer Works:

- a. At the time of each phase's rezoning.
 - i. Install one service connection for each parcel, complete with inspection chamber. Multiple service connections for one parcel are not permitted unless specially approved in writing by the City's Engineering Department.
 - ii. All sanitary service connections that are connected to or flow into the temporary sanitary sewer installed in Phase 1 must be designed so that they can connect to the ultimate sanitary sewer when the temporary sanitary sewer is removed.
- b. At the property owner's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Confirm the sizes for the sanitary sewer upgrades at the time of each phase's rezoning.

1.8.2.4 Frontage Improvements:

- a. At property owner's cost, the property owner is required to:
 - i. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines.
- b. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. The property owner is to coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., SRW dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA* design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m

- Shaw cable kiosk – 1.0 x 1.0 m
- Telus FDH cabinet – 1.1 x 1.0 m
- c. Provide street lighting on all road frontages. Review existing street lighting levels along all road frontages, and upgrade as required.
- d. Complete other frontage improvements as per Transportation requirements.

1.8.2.5 General Items:

- a. At property owner's cost, the property owner is required to:
 - i. Provide, prior to start of site preparation works or within the first Servicing Agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii. Provide a video inspection report of the existing utilities along all frontages prior to start of site preparation works or within the first Servicing Agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and to provide recommendations to retain, replace, or repair the utilities. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the property owner's cost.
 - iii. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the property owner's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - iv. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - v. Submit a proposed strategy at the Building Permit* stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the property owner will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the property owner will be required to enter into a de-watering agreement with the City wherein the property owner will be required to treat the groundwater before discharging it to the City's storm sewer system.
 - vi. Not encroach into any City SRWs or dedicated roads with any proposed trees, retaining walls, or other non-removable structures.
 - vii. Coordinate the Servicing Agreement design for this development with the Servicing Agreement(s) for the adjacent development(s), both existing and in-stream. The property owner's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - Pipe sizes, material and slopes.
 - Location of manholes and fire hydrants.
 - Road grades, high points and low points.
 - Alignment of ultimate and interim curbs.
 - Proposed street lights design.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building

Permit(s)* to the satisfaction of the Director, Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

1.8.3 Phase 1

1.8.3.1 Water Works:

- a. At property owner's cost, the property owner is required to:
 - i. Replace the existing asbestos cement (AC) water main along the entire Alderbridge Way frontage of the development site (i.e. from No. 3 Road to Kwantlen Street) prior to the start of any proposed on-site or off-site works that may impact it, including preloading, de-watering, and other construction and soil preparation works. If the property owner can show via a geotechnical assessment that the AC water main will not be impacted by the proposed onsite and off-site works to the satisfaction of the City, the City can consider reducing the scope of the replacement to just the portions of the water main that will be impacted by the removal of the existing trees planted on or near the water main and the soil compaction for frontage improvements. The geotechnical assessment must be conducted prior to the start of any works that could disturb the water main or within the first Servicing Agreement submission, whichever comes first.
 - ii. Install new water mains along the proposed extensions of Hazelbridge Way, Cooney Road, and the new East-West Road, complete with hydrants per City spacing and a blow-off at any dead-ends.
 - iii. Provide a temporary water main loop along the west property line of Parcel 9 between the new water mains on Cooney Road and the new East-West Road. No water connections or hydrants are permitted to connect to the temporary water main.
 - iv. Register a minimum 6.0 m wide SRW centered on the proposed temporary water main. No privately-owned encroachments are permitted within the right-of-way, including privately-owned utilities, parkades, etc.
 - v. Install a new water main along Kwantlen Street between Alderbridge Way and Lansdowne Road, complete with hydrants per City spacing.

1.8.3.2 Storm Sewer Works:

- a. At property owner's cost, the property owner is required to:
 - i. Perform a capacity analysis to size the proposed storm sewers. The capacity analysis shall include the proposed storm sewers for the entire development site, and direct as much run-off as possible to the proposed rainwater feature in Phase 5.
 - ii. Install new storm sewers along the proposed extensions of Hazelbridge Way, Cooney Road, and the new East-West Road.
 - iii. Upgrade the existing storm sewer along Kwantlen Street between Alderbridge Way and Lansdowne Road. Minimum size shall be 600 mm.

1.8.3.3 Sanitary Sewer Works:

- a. At property owner's cost, the property owner is required to:
 - i. Replace and upgrade the Alderbridge Sanitary Pump Station. The location for the new pump station shall be to the satisfaction of the Director, Engineering. Replacement of the pump station includes, but is not limited to:
 - A new wet well, pumps, and related appurtenances.
 - A new kiosk, underground power supply (i.e. BC Hydro pad-mounted transformer), back-up generator, SCADA antenna, and related appurtenances.
 - A new valve chamber complete with flow meter and related appurtenances and access chambers for the forcemain for maintenance and inspection purposes.

- Register SRW(s) for the pump station, vehicle access/parking, and related structures. The right-of-way(s) shall be on grade and without overhangs.
 - Access to and from the pump station for the City’s maintenance vehicles, and space for the vehicles to park without obstructing pedestrian or vehicle traffic (including space for vehicles to park adjacent to the wet well during pump maintenance).
 - Decommissioning and removal of the existing Alderbridge Sanitary Pump Station after completion of the new station.
- ii. Install new sanitary sewers on Kwantlen Street from the new pump station northward to the south property line of Parcel 8, and southward to the north property line of Parcel 12.
 - iii. Reconnect all existing sanitary connections to the new sanitary sewers.
 - iv. Remove the existing sanitary sewer on Kwantlen Street, or fill and abandon (as appropriate).
 - v. Install a new sanitary sewer along the proposed extension of the new East-West Road.
 - vi. Install a temporary sanitary sewer northward along the west property line of Parcel 9 from the new East-West Road to the East-West Mews private lane, and then westward along the private lane to Hazelbridge Way.
 - vii. Register a minimum 6.0 m-wide SRW centered on the proposed temporary sanitary sewer. No privately-owned encroachments are permitted within the right-of-way, including privately-owned utilities, parkades, etc.

1.8.4 Phase 2

1.8.4.1 Water Works:

- a. At property owner’s cost, the property owner is required to:
 - i. Install new water mains along the proposed extension of Hazelbridge Way and the new East-West Road, tying into the existing water main on Hazelbridge Way installed via Phase 1 and the existing water main on No 3 Road, complete with hydrants per City spacing.
 - ii. Remove the temporary blow-off from the water main on Hazelbridge Way installed via Phase 1.

1.8.4.2 Storm Sewer Works:

- a. At property owner’s cost, the property owner is required to install new storm sewers along the proposed extensions of Hazelbridge Way and the new East-West Road, tying into the existing storm sewer on Hazelbridge Way installed via Phase 1 and the box culvert on No 3 Road via a new manhole.

1.8.4.3 Sanitary Sewer Works:

- a. At property owner’s cost, the property owner is required to extend the sanitary sewer along Hazelbridge Way to the intersection of Hazelbridge Way and the new East-West Road.

1.8.5 Phases 3 & 4

No additional underground civil works are anticipated for Phases 3 or 4, except as required by the “General Requirements (All Phases)” section above.

1.8.6 Phase 5

1.8.6.1 Water Works:

- a. At property owner’s cost, the property owner is required to:
 - i. Install a new water main along the proposed extension of the new East-West Road complete with hydrants per City spacing, connecting between the water mains on Cooney Road and Hazelbridge Way installed via Phases 1 and 2.
 - ii. Extend the water main on Hazelbridge Way to tie into the existing water main on Lansdowne Road, complete with hydrants per City spacing.
 - iii. Extend the water main on Cooney Road to tie into the existing water main on Lansdowne Road, complete with hydrants per City spacing.

- iv. Remove the temporary water main along the interim fire lane along the west property line of Parcel 9 (now Cooney Road), and install a new water main within the roadway at the ultimate alignment.
- v. Discharge the SRW for the temporary water main after the removal of the temporary water main.

1.8.6.2 Storm Sewer Works:

- a. At property owner's cost, the property owner is required to:
 - i. Install a new storm sewer along the proposed extension of the new East-West Road, connecting between the storm sewers on Cooney Road and Hazelbridge Way installed via Phases 1 and 2.
 - ii. Extend the storm sewer on Hazelbridge Way to tie into the box culvert on Lansdowne Road via a new manhole.
 - iii. Extend the storm sewer on Cooney Road to tie into the box culvert on Lansdowne Road via a new manhole.
 - iv. Construct a rainwater management feature within Centre Park, to the satisfaction of the Director, Engineering; Director, Parks Service; and Director, Development. The feature shall:
 - Incorporate and support the goals and strategies of the City's "Integrated Rainwater Resource Management Strategy" and "Ecological Network Management Strategy", or superseding guidelines and/or bylaws.
 - Be durable and low-maintenance, and avoid proprietary parts or expertise to maintain or replace.
 - Be designed so that it does not impede the implementation of the intended program of the park and enhances public use and enjoyment.
 - Provide learning opportunities to park-goers on the benefits of the feature.
 - Investigate opportunities to incorporate treated grey-water from the parcels adjacent to the park.
 - Investigate opportunities to maximizing the catchment of the rainwater feature.

1.8.6.3 Sanitary Sewer Works:

- a. At property owner's cost, the property owner is required to:
 - i. Install a new sanitary sewer along the proposed extension of the new East-West Road, connecting between the sanitary sewers on Cooney Road and Hazelbridge Way installed via Phases 1 and 2.
 - ii. Remove the temporary sanitary sewer along the private lane.
 - iii. Remove the temporary sanitary sewer along the interim fire lane along the west property line of Parcel 9 (now Cooney Road), and install a new sanitary sewer within the roadway at the ultimate alignment.
 - iv. Discharge the SRW for the temporary sanitary sewer after the removal of the temporary sanitary sewer.
 - v. Extend the sanitary sewer along Hazelbridge Way south of the new East-West Road to the service connection location for Parcel 1B (or as needed for service to the park).

1.8.7 Phases 6 & 7

No additional underground civil works are anticipated for Phases 6 or 7, except as required by the "General Requirements (All Phases)" section above.

Notes: As a result of the proposed development, the City will take ownership of property owner-contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$250,000. Due to the long-term phased nature of this development, this amount will be broken down by phase and assigned to operating budgets at the time of the rezoning application for each phase.

1.9 District Energy: Registration of a restrictive covenant and SRW and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to provide an on-site low carbon district energy system capable of supplying at least 70% of each of the subject site's individual space heating, space cooling, and domestic hot water annual needs for all buildings in the development from a renewable (non-carbon) energy source that would also have the ability to connect and be serviced by a City District Energy Utility (DEU), at no cost to the City or its DEU service provider the Lulu Island Energy Company (LIEC), and granting the statutory right-of-way(s) necessary for supplying the DEU services to the building(s). The low carbon district energy system would be built in 2 or more phases located generally as show in Schedule 7, and will be capable of being expanded by the City to provide service to off-site development. The phased requirements to be reflected in the legal agreement(s) registered on the applicable phase or sub-phase are as follows:

1.9.1 Phase 1:

1.9.1.1 Prior to the first rezoning in Phase 1 (proposed Parcel 8), registration of a restrictive covenant and statutory right-of-way and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to design, construct, install, and transfer to the City or LIEC an Interim Low Carbon Energy Plant, to the satisfaction of the City and LIEC, which shall be integrated into the rooftop of a building built in the first sub-phase of Phase 1 and capable of servicing all the buildings in Phase 1.

1.9.2 Phase 2:

1.9.2.1 Prior to the first rezoning in Phase 2, registration of a restrictive covenant and statutory right-of-way and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to:

- a. Design, construct, install, and transfer to the City or LIEC a Centralized Low Carbon Energy Plant, to the satisfaction of the City and LIEC, which shall be constructed and located within a building located on proposed Parcel 1A-2 and capable of servicing all the buildings in all the phases; and
- b. Create and transfer to the City a 2,000 m² airspace parcel containing the constructed Centralized Low Carbon Energy Plant and an additional adjacent 1,000m² of unimproved space. The additional space is provided so that the City may, at its own cost, expand the Centralized Low Carbon Energy Plant to service neighbouring development sites in the future.

1.9.3 Phase 5:

1.9.3.1 Prior to first rezoning in Phase 5, registration of a legal agreement, to the satisfaction of the City, securing the property owner's obligation to work with LIEC and the City to evaluate the feasibility of integrating an alternative on-site renewable energy source (i.e. geo-exchange, sewer heat recovery, etc.) to service the remaining phases of on-site development (Phase 5-7), at the property owner's cost.

1.9.4 All other phases and sub-phases:

1.9.4.1 Prior to rezoning of the applicable phase or sub-phase, registration of the City's standard DEU restrictive covenant and statutory right-of-way and/or alternative legal agreement(s), to the satisfaction of the City, securing the property owner's obligation to design all buildings with the capability to connect to and be serviced by a DEU and a low carbon energy plant, and to connect all buildings to any available DEU or low carbon energy plant as directed by the City and/or LIEC.

1.9.5 Each of the above referenced legal agreements will include, at minimum, the following terms and conditions:

- a. No Building Permit* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director, Engineering.
- b. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site/phase/sub-phase has been adopted by Council prior to the issuance of the first development permit for the subject site/phase/sub-phase, no Building Permit* will be issued for a building on the subject site/phase/sub-phase unless:
 - i. The owner designs, to the satisfaction of the City and LIEC, the applicable Low Carbon Energy Plant, referenced above, to be constructed and installed in the applicable phase or sub-phase, with the capability to connect to and be serviced by a DEU; and
 - ii. The owner enters into an asset transfer agreement with the City and/or LIEC on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plants to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on a date prior to final building inspection permitting occupancy of the first building in the phase or the 1st sub-phase of the phase, as applicable. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plants) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- c. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- d. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i. The building is connected to the DEU;
 - ii. The owner enters into a Service Provider Agreement* for that building with the City and/or LIEC, executed prior to depositing any Strata Plan with Land Title Office and on terms and conditions satisfactory to the City; and
 - iii. Prior to further subdivision of a phase or sub-phase (including Air Space Parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site/phase/sub-phase has been adopted by Council prior to the issuance of the first Development Permit* for the subject site/phase/sub-phase, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. The building is connected to a low carbon energy plant supplied and installed by the property owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and LIEC;
 - iii. The property owner transfers ownership of the low carbon energy plant(s) on the subject site, to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on terms and conditions satisfactory to the City;
 - iv. Prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement* for the building with the City and/or LIEC, on terms and conditions satisfactory to the City; and
 - v. Prior to further subdivision of a phase or sub-phase (including Air Space Parcel subdivision and Strata Plan filing), the property owner grants or acquires, and registers, all additional covenants, statutory right-of-way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or LIEC.

- f. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site/phase/sub-phase has not been adopted by Council prior to the issuance of the Development Permit* for the subject site/phase/sub-phase, no final building inspection permitting occupancy of a building will be granted until:
 - i. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii. The owner grants or acquires any additional statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space Parcel subdivision and Strata Plan filing).
- 1.10. Public Art: Prior to adoption of a rezoning bylaw for the first rezoning on the subject site, a Public Art Plan for the subject site (excluding Major Park area) is required to be undertaken through a separate process led by the Public Art Planner and undertaken by the property owner, and is to be completed to a level deemed acceptable by the Director, Community Social Development and Director, Development.
- 1.11 City-owned Community Amenity Security: A City-owned community amenity building/space and/or an equivalent cash contribution, will be secured in accordance with the following terms, subject to Council approval:
 - a. Prior to each rezoning of any application preceding Phase 7, the property owner will:
 - i. Demonstrate compliance with Urban Core (T6) and Village Centre Bonus density bonusing provisions to the satisfaction of the City. (i.e. Subject to Council approval, approximately 1,778 m² (19,140 ft²) of child care space or cash equivalent associated with area designated Urban Core Transect (T6 area), and approximately 3,196 m² (34,400 ft²) for either child care space or another type of community facility, or cash equivalent associated with development of area designated Village Centre Bonus. The City would secured up to approximately 4,975 m² (53,550 ft²) of City-owned amenity building/space, or cash equivalent.)
 - ii. Provide a security equivalent to the construction value for the proportion of City-owned community amenity building/space associated with the subject rezoning based on construction costs at the time of rezoning, to the satisfaction of the City (Interim City-owned Amenity Security).
 - iii. Enter into a registered or unregistered security agreement with the City to govern the use of the Interim City-owned Amenity Security, to acknowledge that
 - The construction obligations are being deferred until Phase 7, or as otherwise directed by Council, and to allow for such security to be converted and used as partial satisfaction for the security obligations associated with 1.11(b) below or the release of the collected Interim City-owned Amenity Security following the delivery of new security in the full amount required in relation to 1.11(b) below or;
 - At Council's discretion, the Interim City-owned Amenity Security may be allocated toward an off-site City-owned amenity project(s), which would proportionally reduce or remove the property owner's on-site City-owned amenity building/space construction obligations.
 - b. As a condition of rezoning in Phase 7, or as otherwise directed by Council, registration of a legal agreement(s) on title securing the design and construction, and transfer to the City, of City-owned amenity building/space, as well as ancillary space, which may include but is not limited to parking, loading, collection, etc., an associated Project Management fee and/or other terms that are to be established to the satisfaction of the City, at no cost to the City, and provision of security in the amount then required by the City for the construction and delivery of this City-owned amenity building/space.
- 2.0. Submission and processing of a rezoning* application for proposed development within Phase 1 (Parcel 8), completed to a level deemed acceptable by the Director, Development.

NOTE:

* *This requires a separate application.*

- *In the case of discrepancy between metric and imperial references, the metric value shall apply.*
- *Where the Director, 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, Development. All agreements to be registered in the Land Title Office shall, unless the Director, 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, Development. All agreements shall be in a form and content satisfactory to the Director, 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, Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.*
- *Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.*

SIGNED COPY ON FILE

Signed

Date