



City of Richmond

Report to Committee Planning and Development Department

To PLN - NN 62012

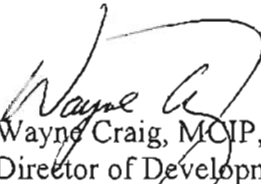
To: Planning Committee **Date:** October 19, 2012

From: Wayne Craig, MCIP, MCSLA
Director of Development **File:** RZ 12-615705

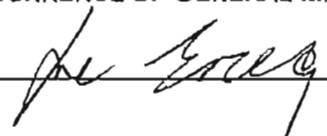
Re: Application by Townline Ventures Granville Avenue Ltd. for Rezoning at 8280 and 8300 Granville Avenue from Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR13) - St Albans (City Centre)

Staff Recommendation

That Bylaw No. 8958, to create a new zoning district "High Rise Apartment (ZHR13) – St Albans (City Centre)" and to rezone 8280 and 8300 Granville Avenue from "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR13) - St Albans (City Centre)", be introduced and given first reading.


Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

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

Staff Report

Origin

Townline Ventures Granville Avenue Ltd., has applied to the City for permission to rezone properties located at 8280 and 8300 Granville Avenue from “Auto-Oriented Commercial (CA)” to High Rise Apartment (ZHR13) - St Albans (City Centre).

This project consists of a 16-storey residential tower with a gross floor area of 10,150.8 m² (109,263 ft²) and net floor area of 9,566.8 m² (102,976 ft²) containing 126 residential units including 7 affordable housing units and 160 parking stalls.

There will be a Servicing Agreement (SA) associated with this proposed rezoning application and the applicant has agreed with the required off-site frontage improvements and site servicing upgrades including the site service connections.

Findings of Fact

This site is designated Urban T5 in the CCAP, which permits high-rise mixed use development. See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Granville Avenue is an older, 3-storey apartment building over parking zoned according to “Land Use Contract 138” and designated Urban Centre T5 (25 m) in the City Centre Area Plan (CCAP) – Brighthouse Village.

To the East: is a 1 and 2-storey retail commercial strip mall located at the corner of Granville Avenue and St Albans Road zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond St Albans Road is a mixed-use commercial/residential tower building with (ZMU2) zoning and designated Urban Centre T5 on the General Land Use Map.

To the South: across a 3.0 m wide partial lane is an older 3-storey apartment building over parking at-grade with zoning according to “Land Use Contract 115” and Urban Centre T4 designation on the General Land Use Map in the CCAP and beyond is Bennett Road are other townhouse residential projects.

To the West: is a 1 and 2-storey retail/commercial building zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond are a series of residential, office and mixed-use tower buildings.

Related Policies & Studies

1. CCAP Policies

- .1 Density: The allowable density on this site can increase from 2.0 to 3.0 FAR provided that a minimum of 5% of the total residential floor area is provided as affordable housing.
- .2 Mixed-Use versus Residential Use: CCAP does not require retail or individual townhouse units along Granville Avenue, provided that the proposed streetscape treatment contributes to an attractive, pedestrian-friendly greenway. While the front yard is constrained by vehicle access/egress and loading requirements, the continuity and landscape character of the greenway is maintained in an acceptable condition.

- .2 Tower Height: CCAP recommends variations in tower height. The proposed tower is the same height as the Duchess and the tower east of St Albans. It is anticipated that there will be a continuous wall of towers along this street in the future, however the applicant has demonstrated that towers can be alternately stepped back from the street to break-up the rhythm of built form along the streetscape. The applicant has also proposed interesting design elements at the top of the building to add variety to the roofscape along Granville Avenue. This is a City Centre location within 1 block of No. 3 Road and high density with taller buildings should be anticipated within this area.
- .3 Tower Spacing: The OCP encourages a tower spacing of 24 m while the CCAP recommends 35 m between towers (above 25 m) within this area. The spacing between towers proposed on the subject site and development concept for the site to the west (consolidated 8240 and 8260 Granville Avenue) is approximately 25 m. However, the applicant has allowed for a staggered placement of future towers, which permits acceptable maintenance of views and privacy.
- .4 Tower Floorplate Size: CCAP recommends a maximum 650 m² floorplate above 25 m. The proposed tower exceeds this recommendation. There are many examples of tower floor plates that exceed this recommendation within the City Centre and the proposed design results in an efficiently floor plan layout given the narrow site. The applicant has proposed vertical art panel/fins along the Granville Avenue streetscape, which increases the apparent height and similarly reduces the apparent width of the tower element.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) since it complies with the OCP and will not generate 50 or more school aged children. This application involves 126 multiple-family housing units.

Public Input

No correspondence has been received from the public on this rezoning application.

Staff Comments

Staff technical review comments are included below. There are no significant concerns.

Analysis

Land Dedications & Statutory Right-of-Ways (SRW's)

1. The applicant has agreed to provide a minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire north property line on Granville Avenue for road and greenway purposes to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. See Transportation comments for specific frontage improvements.
2. The applicant has agreement to provide a 4.5 m wide land dedication for a future lane along the entire south property line for future lane purposes. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. See Transportation comments for specific frontage improvements.

3. See Rezoning Considerations for a complete list of the rezoning requirements.

Land Use & Zoning

1. There is a 3.0 m wide future lane allowance with an existing sanitary sewer along the south property line and a 9.0 m wide lane will ultimately connect No. 3 Road with St. Albans Road along the south side of this property. The preferred vehicle access to the proposed development site is via a lane along the south property line. The intervening property (8360 Granville Avenue) between the subject site and St Albans Road is currently occupied by a 1 to 2-storey retail/commercial building. City staff have requested that the applicant acquire a 4.5 m wide easement across the south portion of 8360 Granville Avenue, which would allow for a 7.5 m wide temporary lane access to the rear (south side) of the subject development site however, the applicant was unsuccessful. Accordingly, this development proposal is proceeding with right-in and right-out access/egress from Granville Avenue.
2. City staff requested that the applicant acquire the property to the west (8260 Granville Avenue) in order to create 3 relatively equal sized lots on the south side of Granville Avenue west of St Albans Road. The applicant has tried to acquire this property and provided verifiable evidence that an attempt has been made but was unsuccessful. Since the rezoning sign was posted, City staff have not received any inquiries from the owner of 8260 Granville Avenue. The applicant has submitted conceptual development plans for the lands to the west of the subject site. These conceptual plans require 8260 and 8240 to consolidate in order to achieve high-rise development. Given the current use of the 8240 Granville Avenue (Value Village), it is anticipated that these properties may not contemplate rezoning for a considerable time.
3. The applicant has provided viable schematic development scenarios for the adjacent properties (8360 Granville Avenue and the consolidated lots 8240 and 8260 Granville Avenue). A copy of these schematic development scenarios is in the application file.

Transportation & Traffic

1. There are bike lanes along this portion of Granville Avenue and this corridor is a designated greenway. The applicant has agreed to provide frontage improvements similar to those recently constructed as part of the 'Centro' development located at 8040 Granville Avenue (near the Granville Avenue and No. 3 Road intersection). Generally, the greenway includes the following components: 1.8 m wide bike lane, 0.15 m curb, 1.5 m wide boulevard, 2 m wide sidewalk and a potential extra 2.0 to 3.5 m wide for greenway improvements such as plantings, street furniture and other beautification elements. A layout of proposed frontage improvements has been provided that illustrates the following:
 - South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,
 - South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,

- South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning, and
 - South from the south side of the walkway, a 2.0 m wide for landscape buffer planting strip where possible to separate the walkway from the proposed development subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning.
2. The applicant has explored a variety of site access/egress options. Staff determined that the most appropriate vehicle access/egress configuration for this site is right-in and -out from Granville Avenue adjacent to the west property line. This would involve a temporary loading layby along the entire road frontage. Large vehicle (WB-17) loading will occur temporarily from the layby along the street but will eventually be relocated to the lane once the rear lane is constructed. Medium vehicle (SU9) loading will remain located in the front yard building setback area permanently. The applicant has provided a separate functional plan for this proposed vehicle access/egress arrangement. The applicant has demonstrated adequate access/egress turning movements for both the large vehicle (WB-17) layby along Granville Avenue as well as the medium vehicle (SU9) loading area in the building setback zone along Granville Avenue. The propose vehicle access/egress for this site will also provide access to/from the adjacent property to the west (the consolidated lots of 8240 and 8260 Granville Avenue).
 3. The applicant has also provided functional plan(s) for the temporary 7.5 m wide and ultimate 9.0 m wide lane including curbs, lighting, sidewalk and paving treatment(s) including a cross section. The interior layout of the parking area anticipates the future connection with the lane via provision of a ramp (within the P1 parking level) that will eventually connect with the future lane, a knock-out panel that can be removed and accommodations for an automatic overhead vehicle door along the lane. All provisions necessary to make the future connection between the parkade and the eventual rear lane have been incorporated into the design of this development proposal, which will require no costs to the strata corporation in the future. However, the proposed right-in and -out access/egress to/from Granville Avenue will remain even after the future lane is constructed.
 4. The applicant has provided the following total parking counts for the proposed development.

Type of Parking Spaces	Required	Proposed	Total
Off-street Parking Spaces: Resident (R) / Visitor (V)	1.2 (R) & 0.2 (V)	135 (R) & 25 (V)	160 including 10% reduction
Parking Spaces: Regular (R) / Small (S) / Accessible (A)	174 including accessible, max. 50% small car spaces	80 (R), 76 (S) & 4 (A)	160 including 10% reduction
Loading Space:	1 large (WB-17) 1 medium (SU9)	1 WB-17 (on-street layby) 1 SU9 (in front yard setback)	1

5. This development requires 174 parking spaces according to the Zoning Bylaw however a 10% reduction of residential parking is allowed provided that the applicant agrees to provide a package of Transportation Demand Management (TDM) measures approved by the Director of Transportation. The applicant proposes 160 parking spaces, which is within the allowable 10% reduction in residential parking subject to the approval of the TDM package.

6. In consideration for the 10% reduction of required parking the applicant has agreed to provide the following Transportation Demand Management (TDM) measures: a \$25,000.00 contributions for a bus shelter in the vicinity of the site, 20% of parking stalls provided with 120 volt, electrical vehicle plug-in charging equipment, an additional 25% of parking stalls pre-ducted for future electrical vehicle plug-in charging equipment, a concrete pad and City Centre bench, a contribution of \$15,300.00 for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection plus the supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection.

Engineering & Servicing

1. Sanitary Upgrades: The applicant has agreed to provide a cash contribution in the amount of \$19,040.00 for the upgrade of the sanitary sewer from STMH2498 to STMH2491, as there is inadequate capacity under the ultimate OCP development scenario.
2. Lane Contribution: The applicant is required to provide a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
3. Layby Reinstatement: The applicant is required to provide a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of the Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

Affordable & Accessible Housing

1. The applicant has agreed to provide 5% of the total gross floor area of the proposed building as affordable housing units. This translates into approximately 507.54 m² (109,263 ft² x 5% equals 5,463.15 ft²) or roughly 7 affordable housing units. The proposed total affordable housing area will be verified as part of the Housing Agreement.
2. As part of the Housing Agreement process, the final proposed floor plan layouts and unit sizes will also be reviewed and compared to the Affordable Housing Strategy (AHS) area unit requirements based on the following unit sizes (i.e., 535 ft² for 1 bedroom units and 860 ft² for 2 bedroom units). Floor plans of all proposed affordable house units have been provided including unit sizes and room dimensions.
3. A mix of units is proposed and scattered throughout the development as recommended by staff including two 1-bedroom units, one 1-bedroom and den unit, one 2-bedroom unit and three 2-bedroom and den units.
4. The applicant confirms that 55 housing units (14 B-type units, 14 E-type units, 13 G-type units and 14 J-type units) will incorporate the basic universal housing features. A detailed floor plan layout of all units that contain basic universal housing features has been submitted including the total floor area for units, individual room areas complete with dimensions.

5. Accessibility to persons with disability will be provided as follows:

- Access to dwelling units will be provided from the road/sidewalk, main entry lobby/elevators, parking levels and every common area point of access or doorway, including main entry suite and 1 accessible bedroom, and bathroom per apartment and have a clearance and width as per the Richmond Zoning Bylaw, Section 4.16 including pre-wiring at suite entry doors for future push button control,
- Lever doors with 3 foot clear openings will be provided for main entry doors with automatic door openers plus the provision of full security with high visibility/lighting at the main entry door with full weather protection,
- Lever type controls will be provided throughout the project for all doors, windows and plumbing fixtures,
- Control, switches and outlets will be provided according to the Richmond Zoning Bylaw, Section 4.16,
- Floor surfaces will be slip resistant and thresholds will meet the accessibility guidelines and the Building Code requirements,
- * Windows will meet the requirements for seating views from the living and bedrooms,
- * Kitchens will meet the requirements for design of counters, shelving and pull out cupboards, under counter knee space and graspable handles,
- Bathroom blocking will be provided for toilet and bathtub wall for future grab bars, and
- Balcony areas will have minimum 1.5 x 1.5 m dimensions and 80 cm clear openings.

Note: Aging-in-place features are typically universal housing features as well. Items with * apply only to basic universal housing features for the units identified above and on the plans.

Urban Design & Site Planning:

1. As previously mentioned, consolidation of the property to the west (8260 Granville Avenue) with the proposed development site was unsuccessful. In addition, the applicant was unsuccessful in securing an easement across the south side of the property to east (8360 Granville Avenue). The site planning implications are that a large vehicle (WB-17) loading layby will be located curbside along Granville Avenue and a medium vehicle (SU9) loading bay will be located in the front yard setback area along Granville Avenue.
2. The applicant has demonstrated in sufficient detail the future development potential of 8240 and 8260 Granville Avenue to the west of the subject site and 8360 to the east of the site addressing road and lane dedications, site access/egress, setbacks, parking/loading layouts, statistical summaries, tower placement, spacing and floorplate size.
3. The applicant has provided the requested 4.5 m wide land dedication along the south property line for a future lane as well as a 4.0 m wide SRW along Granville Avenue to accommodate the frontage improvements including the layby and greenway improvements.
4. The applicant has agreed to provide a cross access easement to share the driveway access/easement for the proposed development on the subject site with the future development of 8260 and 8240 Granville Avenue.

Architectural Form & Character

1. The applicable design guidelines for this proposed development are as follows:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.

The applicant will provide a detailed design guideline compliance statement during the Development Permit application phase.

2. The applicant has proposed building façade improvements along Granville Avenue to enhance the streetscape experience that include a skewed orientation of the tower element to the street, openings in the roofline of the tower, architectural detailing of exposed parkade façades and a frosted glass details for the street fronting amenity area to avoid the need for window coverings. The applicant continues to explore the incorporation of vertical fins within the design of the tower street façade. The proposed façade materials include:

- Pre-finished aluminum frames and guards, clear glazed and coloured spandrel panels,
- Pre-finished metal panels and flashings with some painted architectural concrete, and
- Metal and glass feature canopy and lighting.

The composition and mix of façade material will be further refined and developed during the Development Permit application phase.

3. It is anticipated that this development will proceed well in advance of surrounding redevelopment thus the applicant has proposed enhancements to the exposed podium walls of the parkade including foundation plantings where possible, the introduction of 2 cm deep reveals in the painted architectural concrete walls where the parking podium is visible together with cascading vines over portions of the exposed parkade walls from the roof deck.

Landscape & Open Space Design:

1. There is a discontinuous existing greenway along the south side of Granville Avenue and the conceptual landscape design proposes a jog in the greenway alignment but features enhanced greenway corridor treatment including the extensive use of decorative paving, the use of water, sculpture, planters, seating and other high-quality site furnishings.
2. The proposed landscape design overlaps the vehicle loading area and pedestrian circulation space in the vicinity of the building lobby to create a pedestrian plaza area along the street that will incorporate decorative paving materials throughout this area.
3. The program of outdoor activities on the parking podium roof deck has been expanded and the conceptual landscape design of this area has been refined to add more functionality, complexity and visual interest. The applicant now proposes a flexible landscape design of this common roof deck area to accommodate a greater variety of users including children, seniors, families and a variety of scale spaces to accommodate large and small user groups. Design components include a circular pathway, children's play area, dog run, seating areas, lounging/sunning areas, a barbeque area and high-quality site furnishings and appointments such as benches, lighting and trellis areas that will extend the utility of this amenity space.

4. Further design development of the landscape concept will occur during the Development Permit application phase.

Fire Prevention, Detection and Protection

1. Adequate fire-flow from existing mains will be confirmed at the Servicing Agreement and Building Permit stages. Additional hydrants may be required.
2. Additional and detailed comments will be provided during the Development Permit stage (i.e., detailed information regarding the emergency vehicle staging area, enunciator panel location and fire hydrants).

Sustainability & Public Art

1. Participation in a District Energy Utility (DEU) is not required because there is no DEU currently proposed for this area, however the development proposal incorporates a green roof on top of the parkade structure and cascading vines over portions the exposed parkade walls from the podium roof deck above.
2. The applicant proposes to incorporate a public art component within the development. The applicant will be required to submit a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage. The value of the public art contribution is estimated to be approximately \$79,926.00 (109,263 ft² minus 5,463 ft² for affordable housing x \$0.77/ft²) that includes the 5% of total contribution toward the City's public art administration.

Crime Prevention Through Environmental Design (CPTED):

1. The CPTED features incorporated into the design include the provision of greater visibility and supervision with the introduction of vision glass at the main building entry, parkade entries, in common amenity areas, hallways and access to the roof deck. Alcoves and unattended areas have been minimized and higher intensity lighting will be incorporated.

Refuse & Recycling

1. This development of 126 residential units proposes sufficient space to accommodate the required refuse/recycling container/carts. This proposal assumes private refuse collection but the City would collect recycling items. Adjustments have been made to the refuse/recycling facilities to facilitate more efficient handling of materials.
2. Further design development of the refuse and recycling facilities will be provided at the Development Permit stage including a drawing demonstrating that adequate vehicle manoeuvring space has been provided together with a letter from a private hauler indicating the suitability of these facilities for private collection. In addition, the applicant will also have to demonstrate, at the Development Permit stage, that adequate space for City pick-up of recycling along the Granville Avenue street frontage has been incorporated into the design complete with adequate and convenient space to temporarily store recycling containers adjacent to but off the greenway. City recycling collection would continue to occur along Granville Avenue even after the rear lane is eventually constructed.

Richmond Advisory Design Panel

As directed by senior staff, this rezoning application does not require presentation to the Advisory Design Panel (ADP) as a preliminary submission. However, when this development proposal proceeds to the Development Permit application stage, it must be presented to the ADP as a formal submission complete with all the required submission materials including a high-quality, detailed scale model.

Conclusion

This development will provide an attractive and complementary development along the south side of Granville Avenue in the block east of No. 3 Road and staff supports this rezoning application.

A handwritten signature in blue ink, appearing to read 'Brian Guzzi', is written over the printed name.

Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence



Attachment 1A -- Location Plan

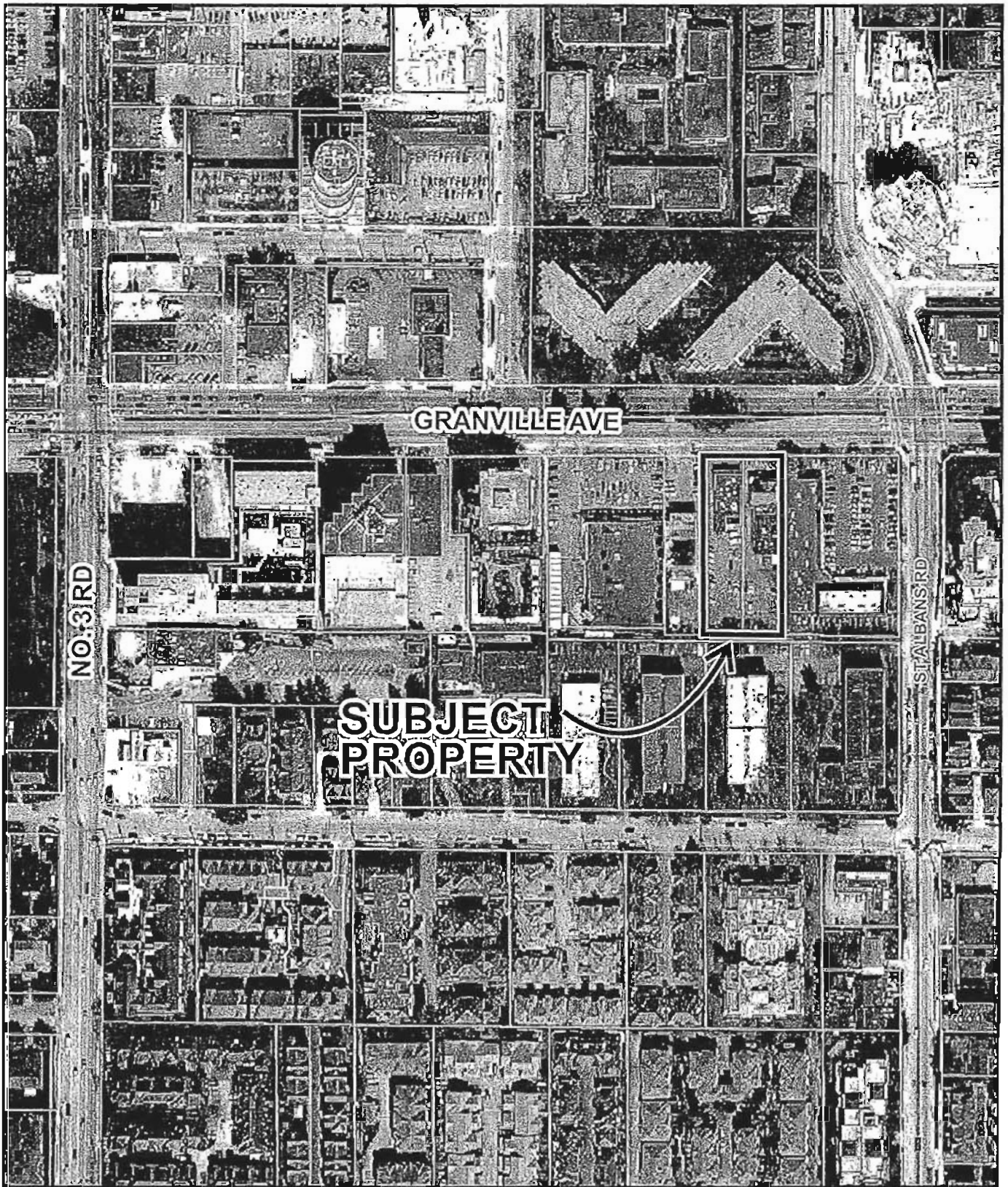
Original Date: 08/08/12

Revision Date:

Note: Dimensions are in METRES

CNCL - 329





RZ 12-615705
Attachment 1B - Air Photo

Original Date: 08/08/12

Amended Date:

Note: Dimensions are in METRES

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RZ 12-615705

Attachment 2

Address: 8280 and 8300 Granville Avenue

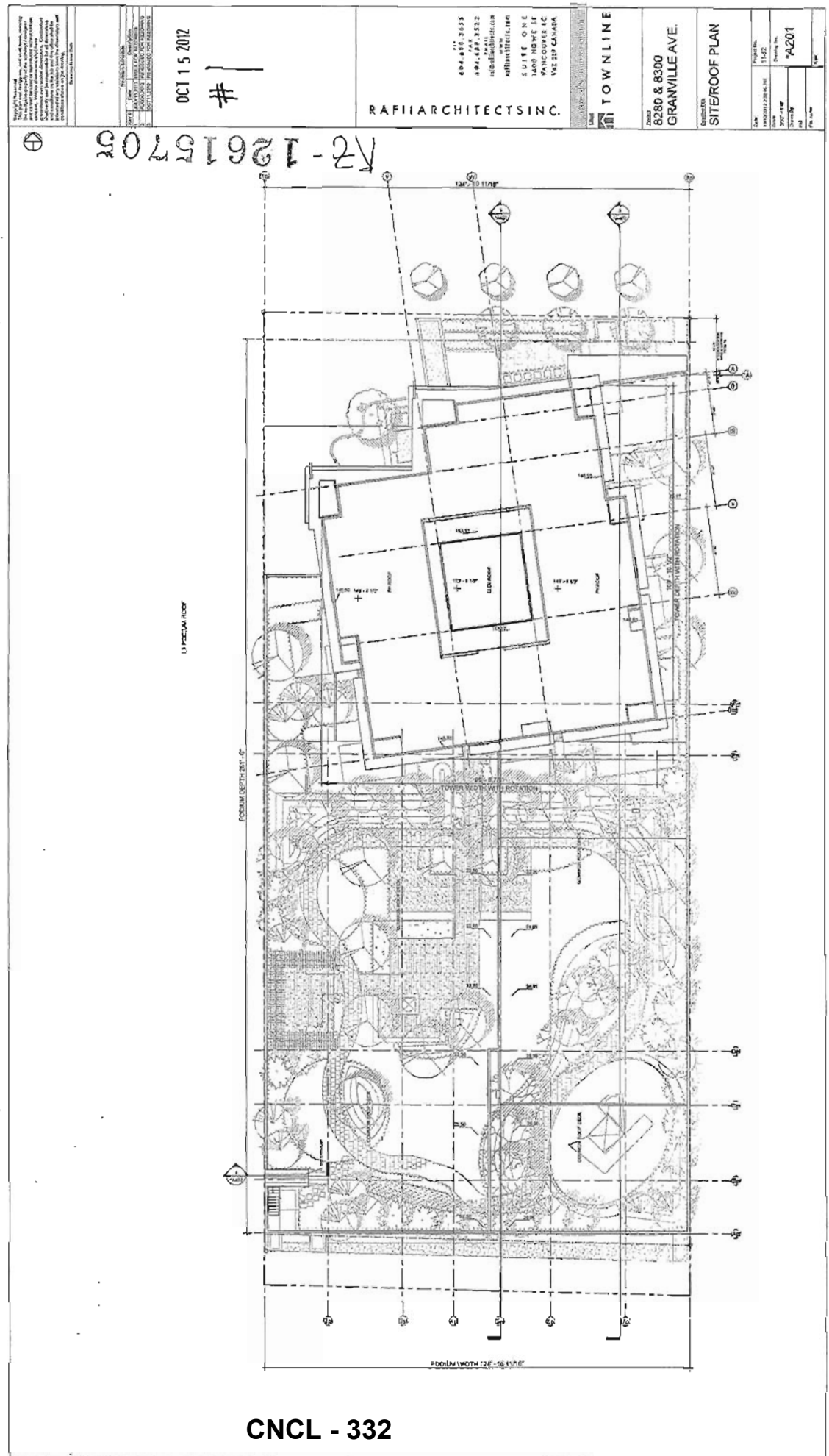
Applicant: Townline Ventures Granville Avenue Ltd.

Planning Area(s): City Centre (St Albans)

	Existing	Proposed
Owner:	Townline Group of Companies	same
Site Size (m ²):	3,325.9 m ² prior to lane dedication	3,154.2 m ² after lane dedication
Land Uses:	Restaurant	High Rise Apartment
OCP Designation:	City Centre (St Albans) – Urban Centre T5	same
Zoning:	Auto-Oriented Commercial (CA)	High Rise Apartment (ZHR13) – St Albans (City Centre)
Number of Units:	none	126 including 7 affordable units
Other Designations:	Not Applicable	same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Gross Floor Area: m ² (ft ²)	-	10,150.9 m ² (109,263 ft ²)	-
Net Floor Area: (m ²) (ft ²)	9,462.6 m ² (101,854.6 ft ²) base	9,732.4 m ² (104,759 ft ²)	none permitted
Floor Area Ratio:	2.0 FAR (Base FAR) +0.1 FAR for Amenity Space Max. 3.0 FAR - Affordable Housing	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	80.7%	none
Setback – Granville Avenue (m):	Min. 3.0 m	5.0 m	none
Setback – Side & Rear Yards (m):	Min. 0.0 m	Min. 0.0 m	none
Height (m):	47.0 m	46.4 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	135 (R) and 25 (V) per unit	none
Off-street Parking Spaces – Total:	174	160 including 10% reduction	none
Class 1 Bicycle Parking Spaces:	158	162	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	166 m ² (1,783 ft ²)	none
Amenity Space – Outdoor:	756 m ² (8,137.5 ft ²)	1,484 m ² (15,980.26 ft ²)	none

Other: Tree replacement compensation required for loss of significant trees.



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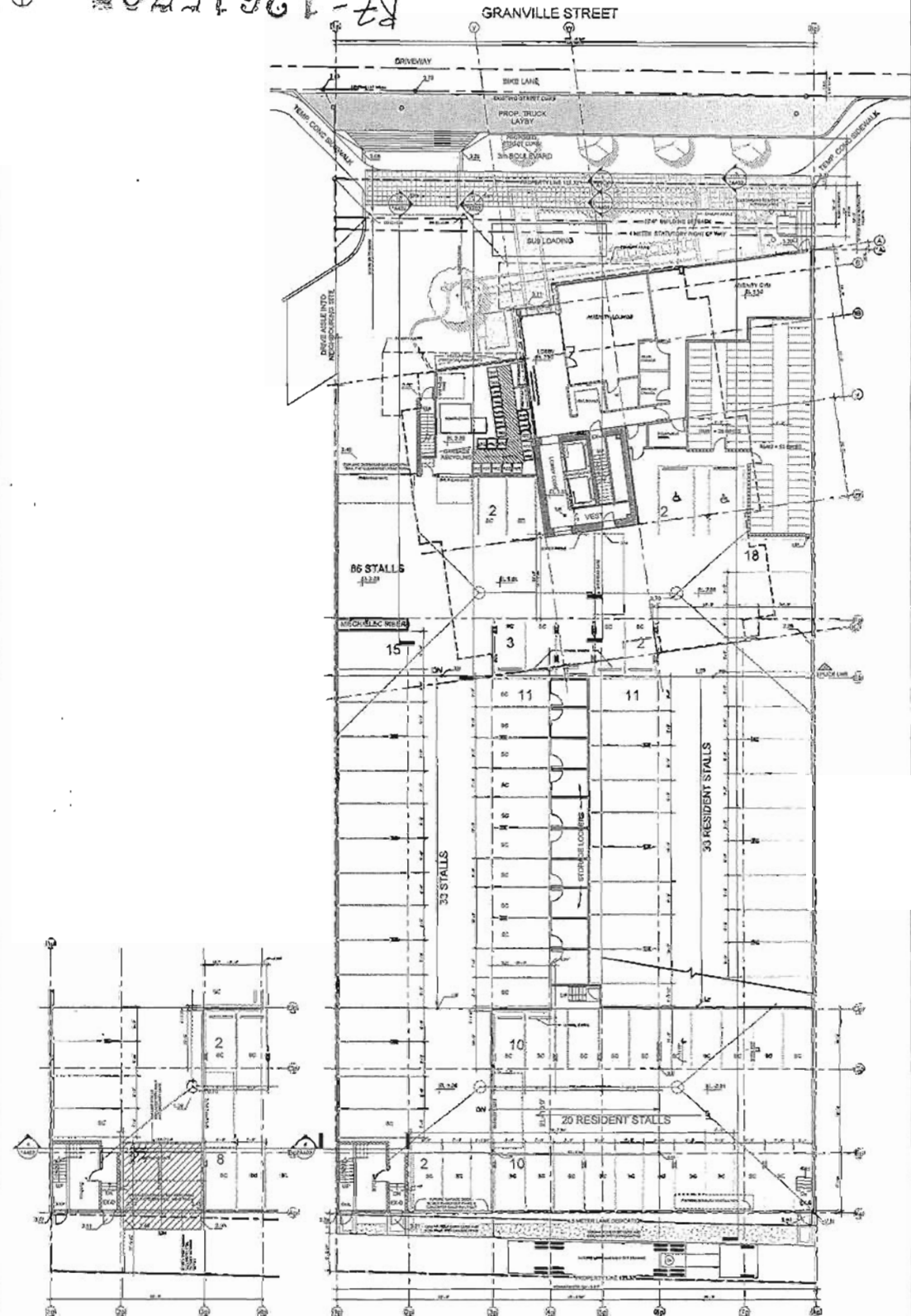
804-466-3655
804-466-3572
info@ediblearrivals.com

SUITE DNE
360P NOWE ST
VANCOUVER BC
V6Z 1R9 CANADA

**8280 & 8300
GRANVILLE AVE.**

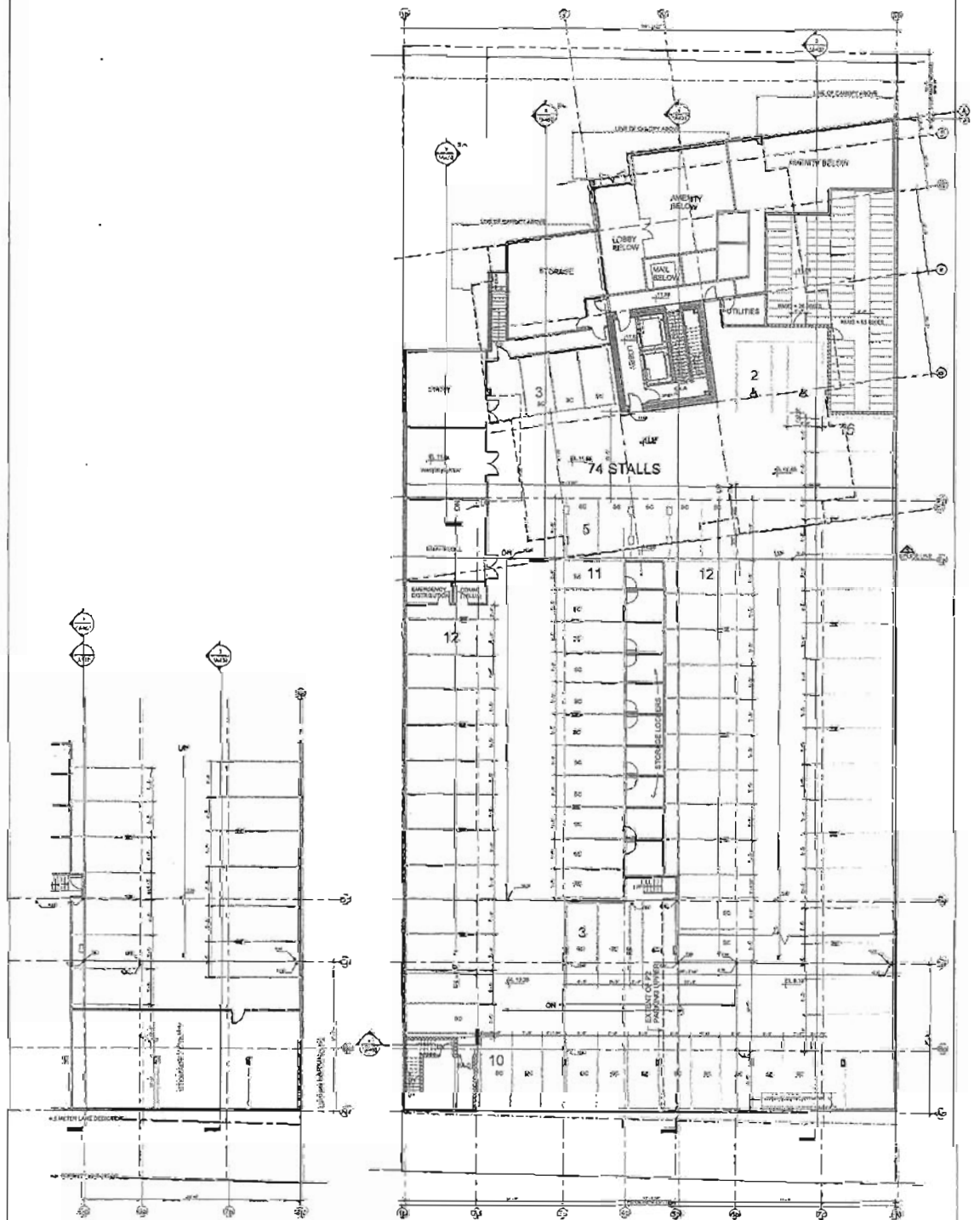
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CSB	Date
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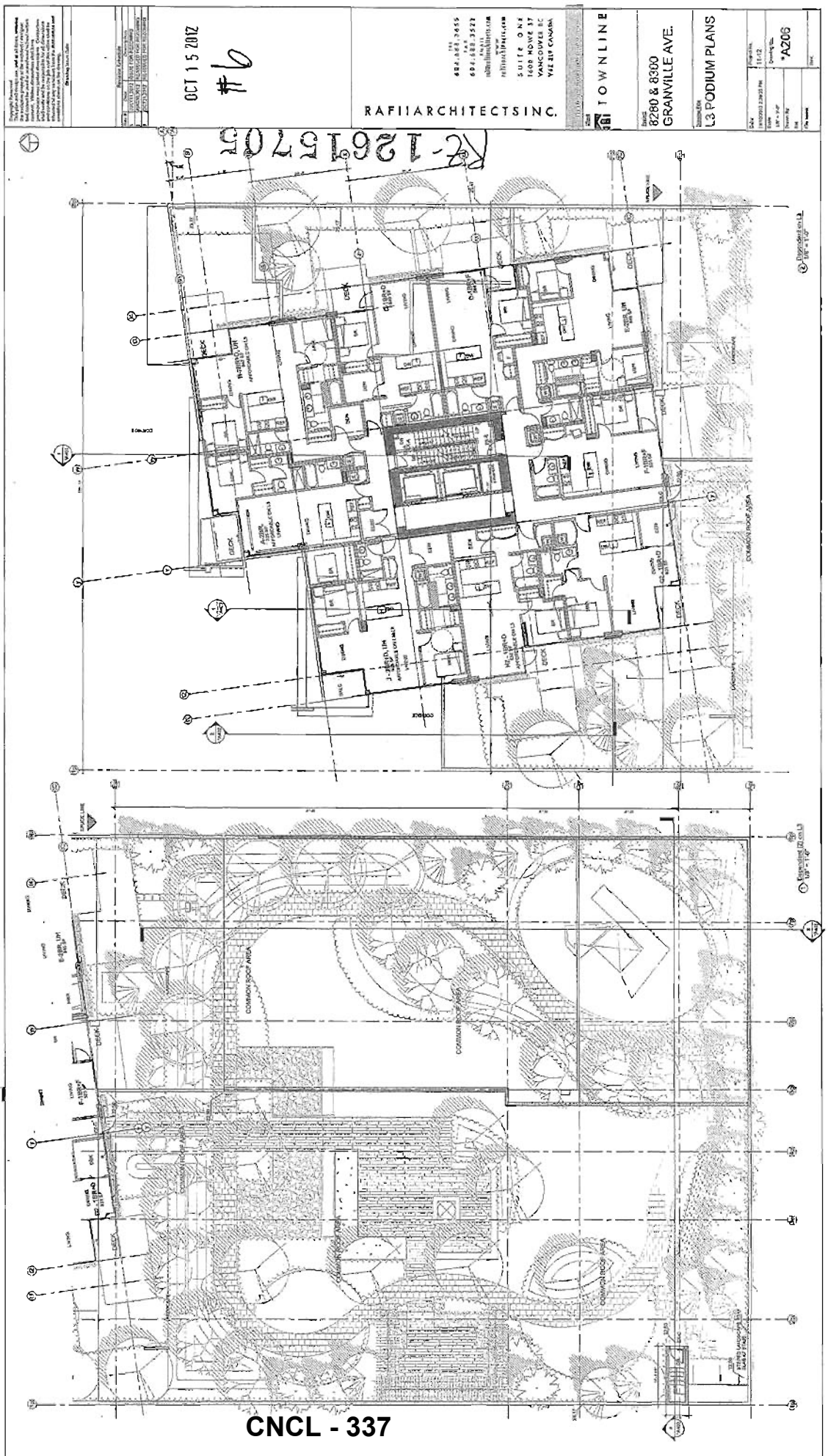
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CNCL - 337

R2-12615705

OCT 15 2012
#6

RAFI ARCHITECTS INC.

484.881.3455
604.881.3422
info@rafi.ca
rafi.ca
SUITE 204
VANCOUVER, BC
V6E 1Y1 CANADA

TOWNLINE

8280 & 8300
GRANVILLE AVE.

L3 PODIUM PLANS

DATE: 10/15/2012
DRAWN BY: J. [illegible]
CHECKED BY: [illegible]
SCALE: 1/8" = 1'-0"
SHEET: *A206

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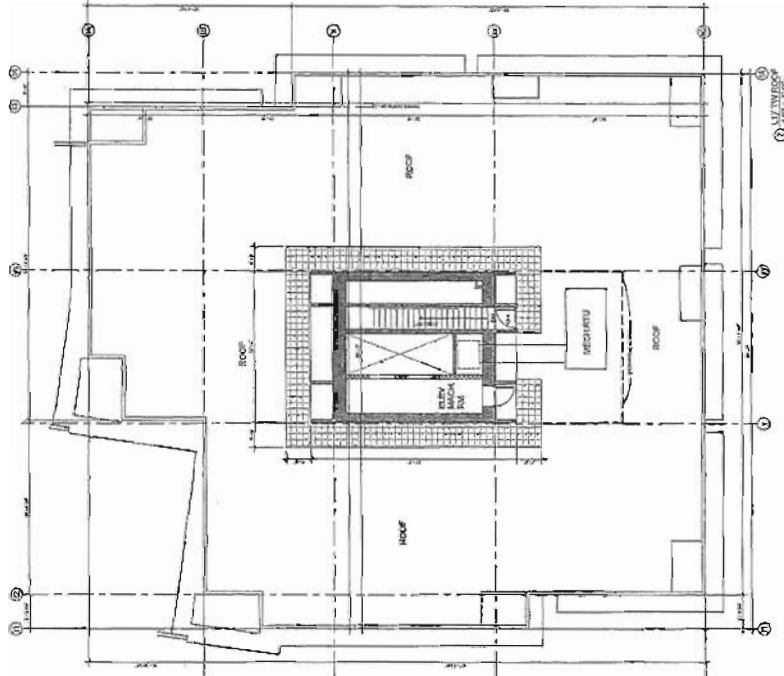
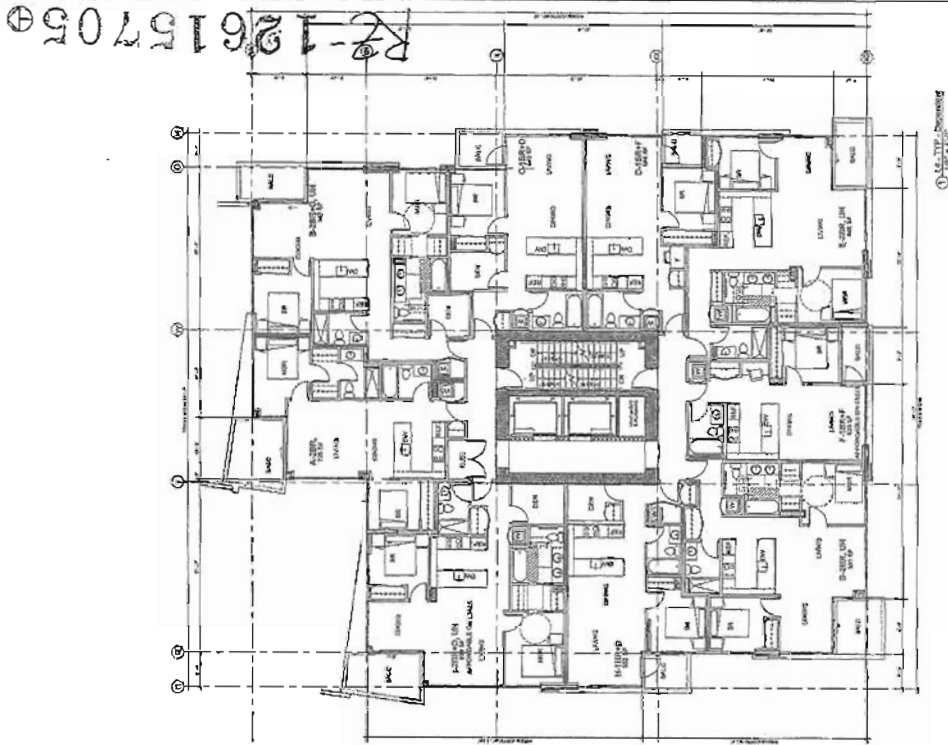
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Project No: A207
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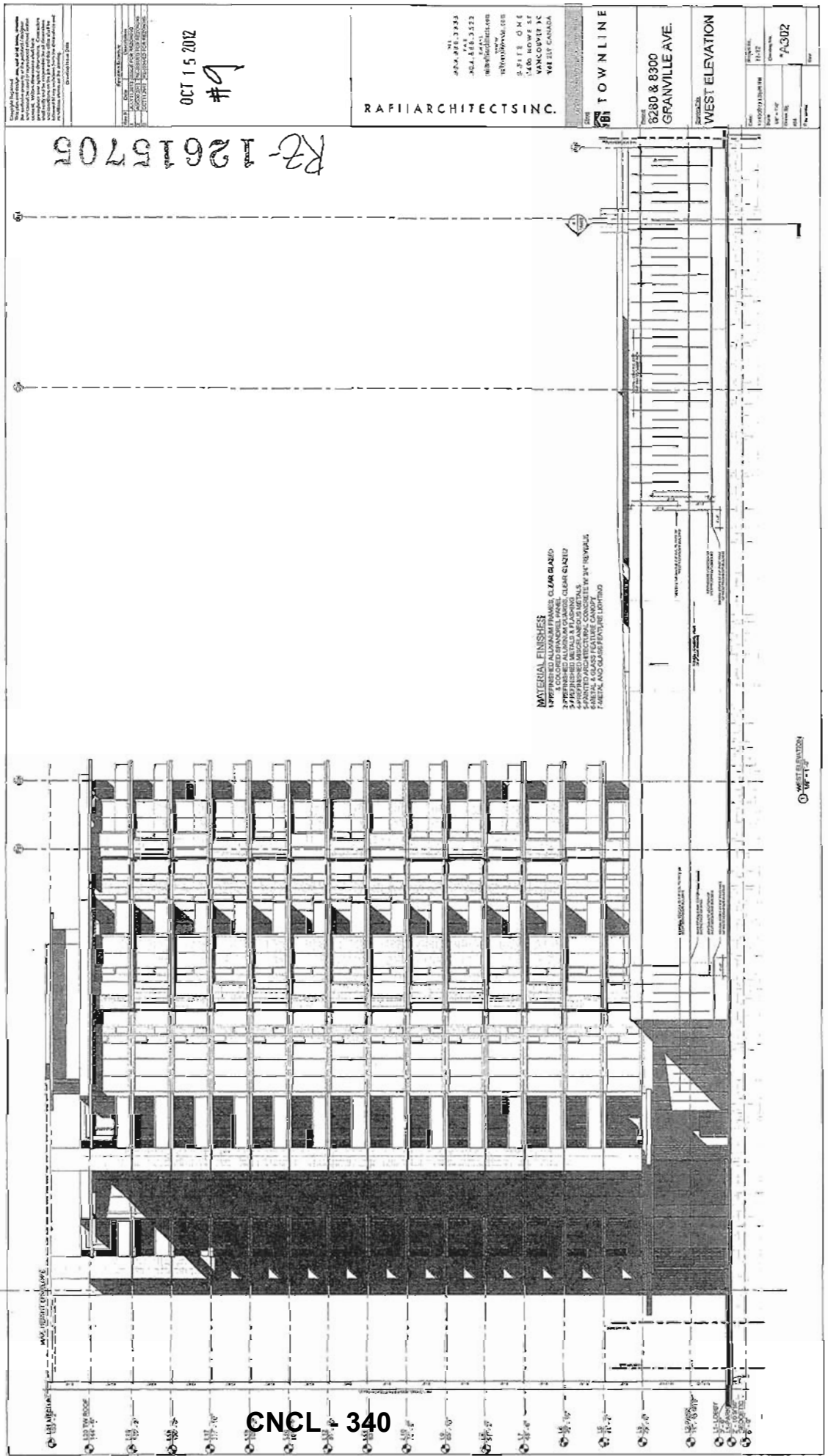
Client: TOWNLINE
Address: 8280 & 8300 GRANVILLE AVE.
Vancouver, BC V6C 3K5
Canada

Architect: RAFI ARCHITECTS INC.
101-1020 14th Avenue
Vancouver, BC V6P 1A1
Canada
Tel: 604-688-3455
Fax: 604-688-3553
Email: info@rafi.ca
Website: www.rafi.ca

Project Manager: SUITE 0-04
1450 HOWE ST.
VANCOUVER BC
V6Z 1S6 CANADA

DATE: OCT 15 2012
#7





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OCT 15 2012
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RAFI ARCHITECTS INC.

7777 4TH AVE. 3RD FL.
VANCOUVER, BC V6P 6K1
TEL: 604.681.3333
WWW.RAFIARCHITECTS.COM
VANCOUVER, BC
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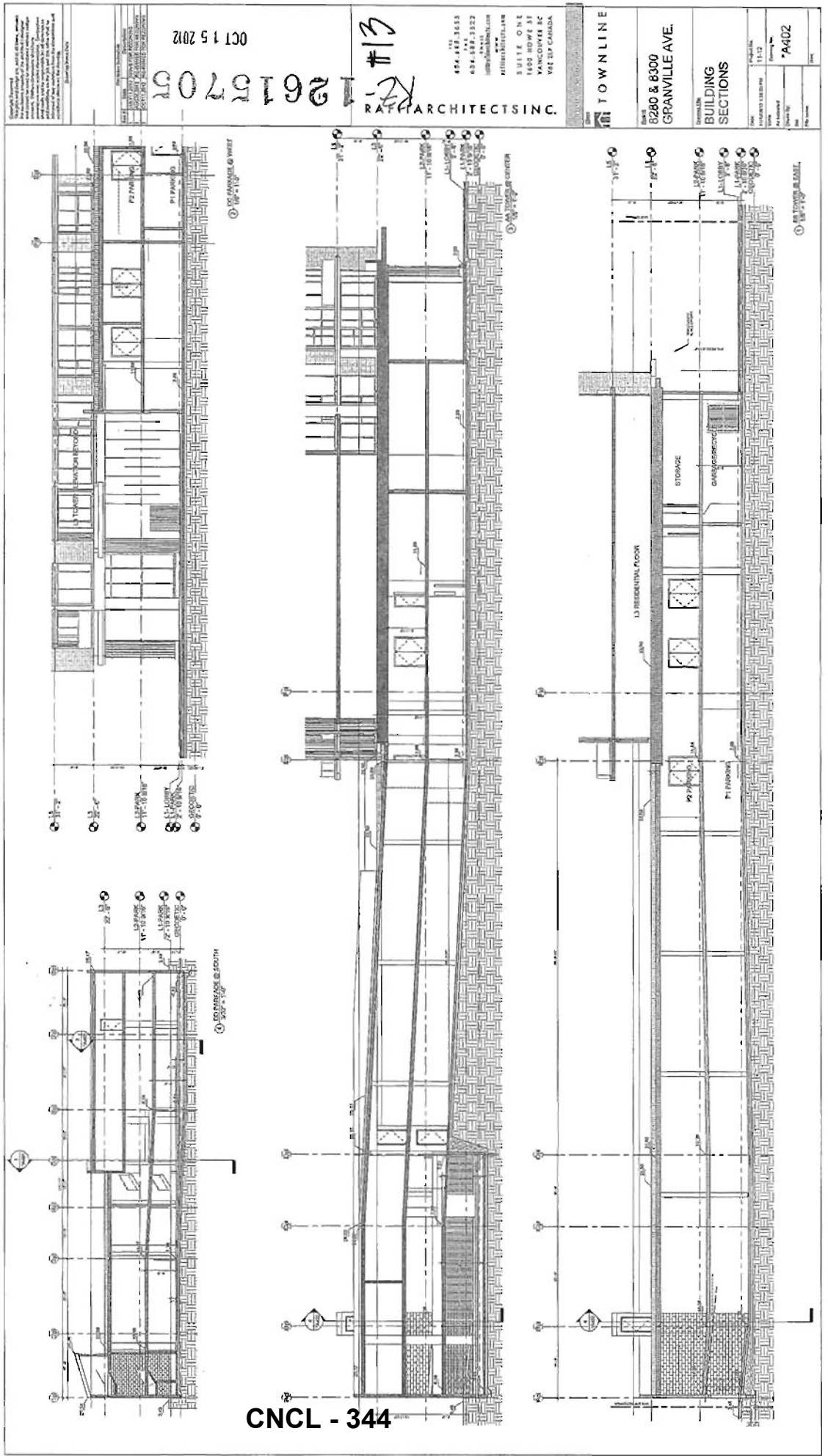
TOWNLINE

8280 & 8300
GRANVILLE AVE.

WEST ELEVATION

MATERIAL FINISHES
1. UNFINISHED ALUMINUM FRAMES, CLEAR GLAZED
2. COLORED GRANITEL PANEL, CLEAR GLAZED
3. POLISHED METAL & FLASHING
4. POLISHED METAL & FLASHING
5. PAINTED ARCHITECTURAL CONCRETE W/ SW. REINFORCING
6. PAINTED ARCHITECTURAL CONCRETE W/ SW. REINFORCING
7. PAINTED ARCHITECTURAL CONCRETE W/ SW. REINFORCING

CNCL 340



CNCL - 344

12615705

RAT ARCHITECTS INC.

434-472-3535

434-472-3522

info@ratarchitects.com

ratarchitects.com

3011 E. 10th AVE

1000 BURNABY BC

V5C 2P7 CANADA

TOWNLINE

8280 & 8300

GRANVILLE AVE.

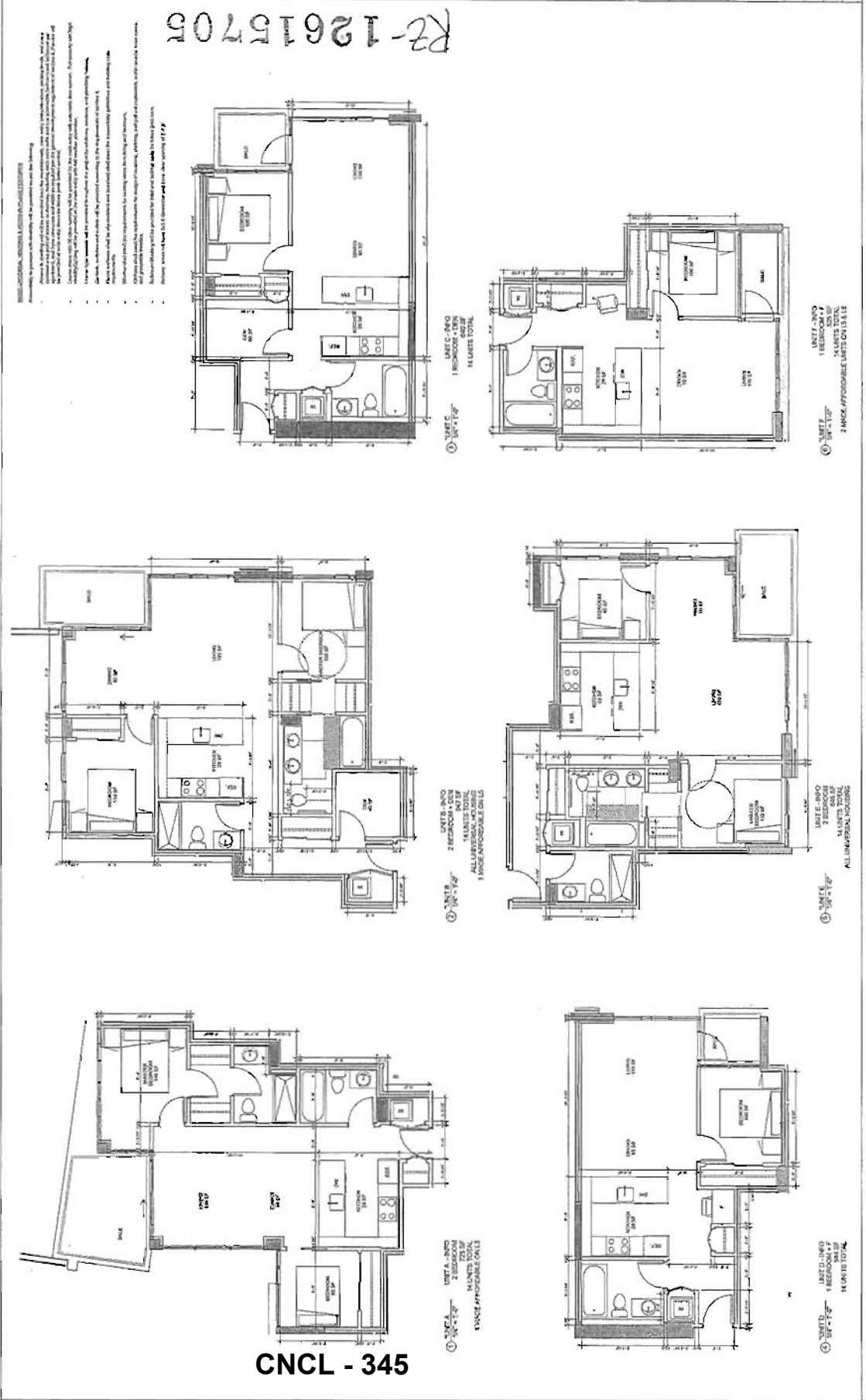
BUILDING SECTIONS

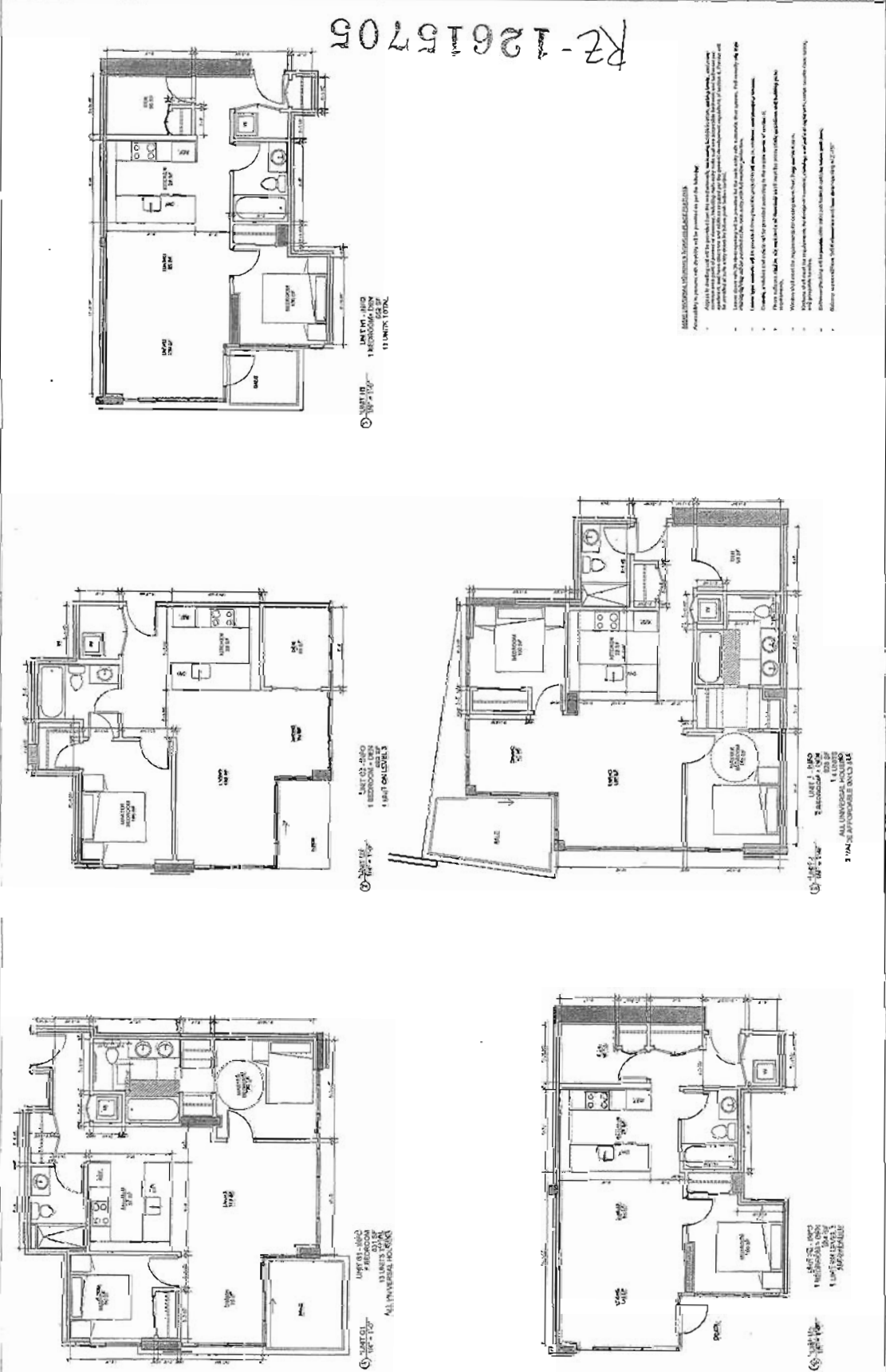
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Project: 12615705

Sheet: A402

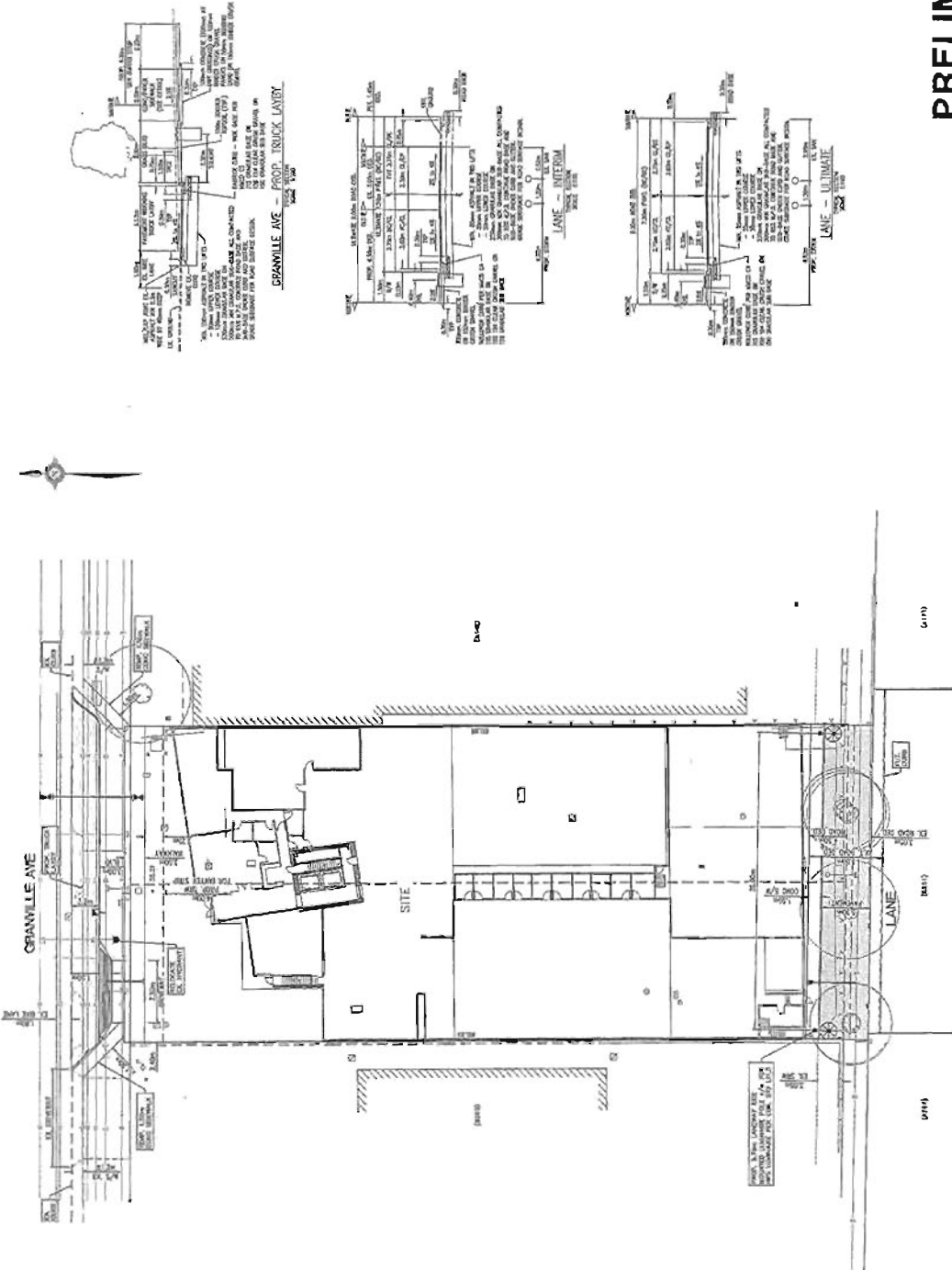
Date: OCT 15 2012





City of Richmond
2011 JUL 1 10:40 AM
RICHMOND, VA 23101

KEYPLAN
8280 and 6300 GRANVILLE AVE
CITY FILE: 8212-615705

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CONSTRUCTION COSTS TO INCREASE FOR ALL OTHER BUILDING TYPES. RESEARCHERS AND ANALYSTS OF THE CONSTRUCTION INDUSTRY HAVE PREDICTED THAT THE PRICE OF CONSTRUCTION MATERIALS WILL INCREASE BY 10% TO 15% IN 1992. THIS PREDICTION IS BASED ON THE FACT THAT THE PRICE OF OIL, WHICH IS USED IN THE PRODUCTION OF MANY CONSTRUCTION MATERIALS, IS EXPECTED TO INCREASE BY 10% TO 15% IN 1992. THIS PREDICTION IS BASED ON THE FACT THAT THE PRICE OF OIL IS EXPECTED TO INCREASE BY 10% TO 15% IN 1992.

TOWNLIN
100-13015 COMMERCE PARKWAY
BIRMINGHAM, BC 35244-2613
1-800-777-0823

CoreGroup
CONSULTANTS
LAND DEVELOPMENT CONSULTANTS
300-3384 PARKWAY EAST
BIRMINGHAM, AL 35203
1-800-368-8877



#720 - 26 Lorne Mews
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@re240.com

OCT 15 2012

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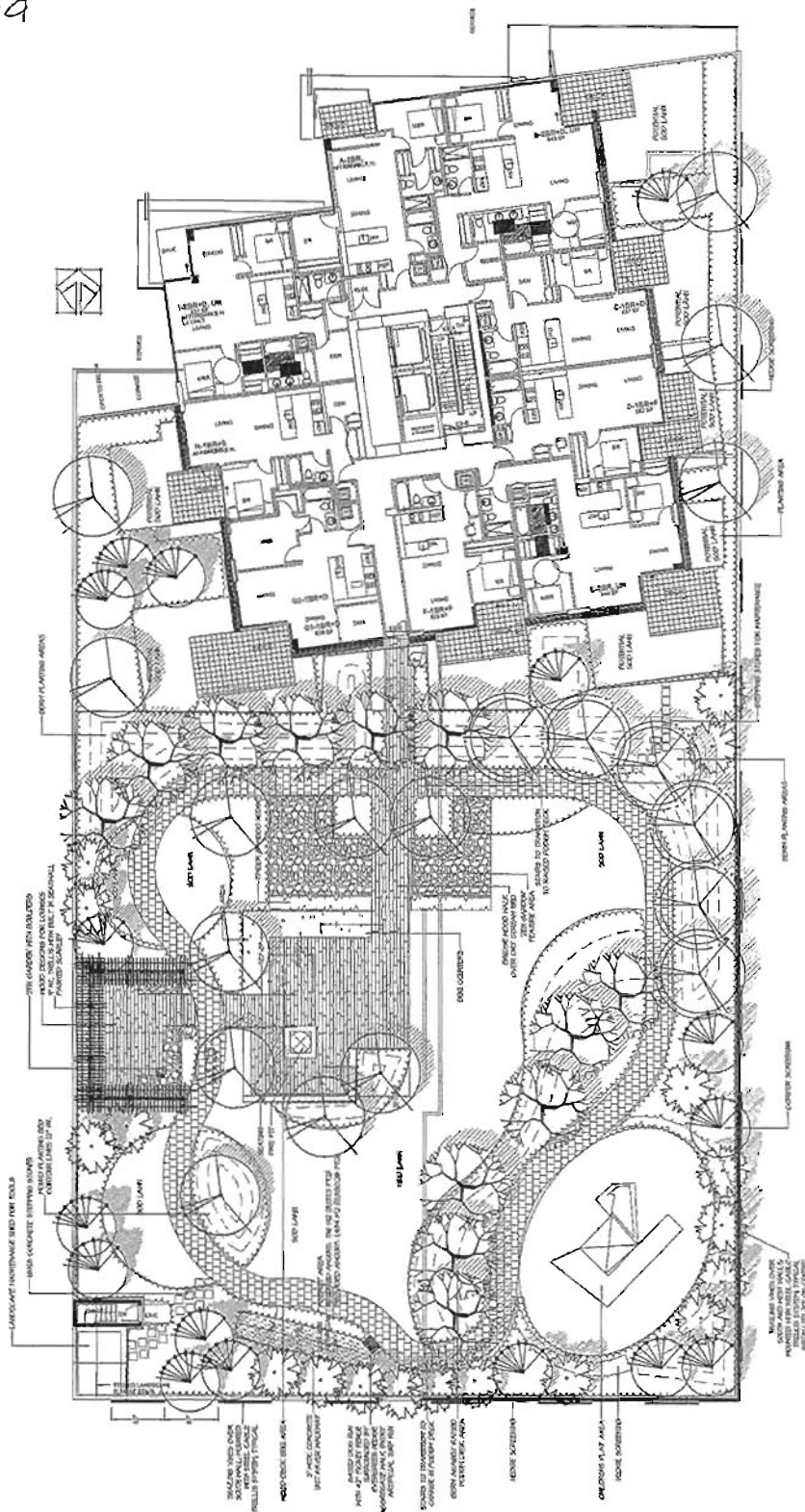
GRANVILLE APARTMENTS
824 600 GRANVILLE AVE
FLEMINGTON, NJ 08520

LANDSCAPE CONCEPT
PODIUM DECK

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ADDRESS	ADDRESS		
CITY	CITY		
STATE	STATE		

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KZ-12615705



CNCL - 351

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2220 35 LORNE AVENUE
VANCOUVER, BRITISH COLUMBIA
V6M 3K7
TEL: 604.553.0044
FAX: 604.553.0045
EMAIL: OFFICE@M2A1.COM

OCT 15 2012
#21.

NO.	DATE	DESCRIPTION	BY
1	10/15/12	CONCEPT PHOTOS	MM
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PROJECT: GRANVILLE APARTMENTS
5800 GRANVILLE AVE
RICHMOND, BC

CONCEPT PHOTOS
PODIUM DECK

DATE: 10/15/12
SCALE: 1" = 10'-0"
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CHECKED BY: MM
DATE: 10/15/12

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OF 2

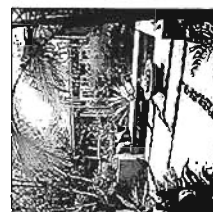
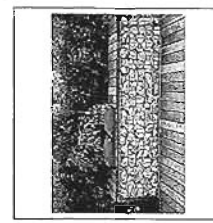
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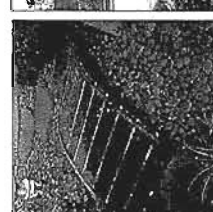
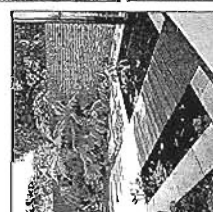


EXTENDING WATER ENTRANCEWAYS

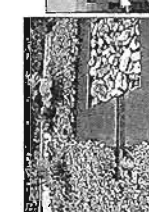


RELAND SOCIAL SPACES

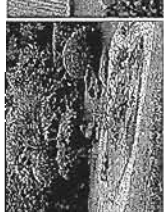
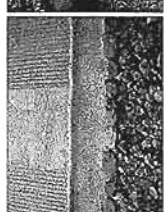
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TRANSITIONAL ENTRANCES



SCULPTED NATURE



CONTRASTING MATERIALS AND FORMS

CNCL - 352



Address: 8280 and 8300 Granville Avenue

File No.: RZ 12-615705

Prior to final adoption of Zoning Amendment Bylaw 8958, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. A 4.5 m wide lane dedication along the entire south property line for the creation of a future lane. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane.
3. A minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire Granville Avenue frontage for road (layby) and greenway purposes, to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. For details regarding the required frontage improvements see the Servicing Agreement requirements below. The maintenance and liability of the entire greenway corridor width including paving and landscape treatment to be the responsibility of the City.
4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
5. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC or a minimum of 300 mm above the highest crown elevation along the Granville Avenue frontage.
6. Registration of a legal agreement on title ensuring that the garages be constructed in such a manner as to allow immediate vehicle access to the lane once it becomes operational.
7. Registration of a legal agreement on title ensuring that the means of a permanent vehicle access/egress to/from Granville Avenue via a right- and right-out only driveway with future vehicle access/egress to/from the lane along the south property line when the lane is eventually constructed.
8. Registration of a cross-access easement that varies in width from a maximum of 9.9 m from the west property line at Granville Avenue and a minimum of 6.0 m wide from the west property line at the parkade vehicle entry, subject to the detailed design and the approval by the Director of Development and/or any other legal agreements as determined necessary by the City over the on-site driveway access between Granville Avenue and the proposed parkade entry in favour of 8260 and 8240 Granville Avenue (as a consolidated future redevelopment site) to the satisfaction and final approval of the Director of Development.
9. Registration of a legal agreement/covenant on title in the Land Title Office for the provision of electric vehicle infrastructure specifying that 20% of parking stalls shall be provided with 120 volt, electrical vehicle plug-in charging equipment and further stipulating that an additional 25% of parking stalls shall be pre-ducted for future electrical vehicle plug-in charging equipment, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
10. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable residential gross floor area minus the affordable housing area equals \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) to the public art fund or the provision of a public art installation on the subject site of equivalent value that is supported by the Public Art Advisory Committee and approved by the City Council.

11. Provision of a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
12. Provision of a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. The interim and ultimate lane designs provided by the applicant will be required to accommodate the WB-17 loading in the future lane.
13. Provision of a cash contribution in the amount of \$25,000.00 for a bus shelter in the vicinity of the site, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
14. Provision of a cash contribution in the amount of \$15,300.00 for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement..
15. Provision of a cash contribution in the amount of \$19,040.00 for the upgrade of the sewer from STMH2498 to STMH2491 as there is inadequate capacity under the ultimate OCP development scenario.
16. Registration of the City's standard Housing Agreement to secure 507.54 m² (5,463.15 ft²) of residential floor area for 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1-bedroom units plus 1-bedroom + den units	3 units	50 m ² (535 ft ²)	\$925.00 per 1-bedroom units	\$37,000.00 or less
2-bedroom units plus 2-bedroom + den units	4 units	80 m ² (860 ft ²)	\$1,137.00 per 1-bedroom units	\$45,500.00 or less

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

17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
18. Enter into a Servicing Agreement* for the design and construction of frontage and site service connection. Works include, but may not be limited to:
 - .1 Frontage Improvement Requirements:
 - .1 Granville Avenue:
 - .1 South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
 - .2 South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,

3. South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
4. South from the south side of the walkway, a 2.0 m wide strip for landscape buffer planting where possible to separate the walkway from the proposed development according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
5. Installation of a minimum 1 City standard bench complete with a concrete pad within the proposed 4.0 m wide SRW along Granville Avenue, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
6. Supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

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

1. Compliance with the appropriate design guidelines to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit including consideration of the following:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.
2. Further architectural and landscape architectural design development of the proposed built form and landscape improvements to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit.
3. Submission of a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage and to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit. The value of the public art contribution is estimated to be approximately \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) that includes the 5% of total contribution toward the City's public art administration.
4. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees;

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

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

Signed

Date



High Rise Apartment (ZHR13) - St Albans (City Centre)

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 19.13 thereof the following:

“19.13 High Rise Apartment (ZHR13) – St Albans (City Centre)

19.13.1 Purpose

The zone provides for **high rise apartment** use.

19.13.2 Permitted Uses

- **housing, apartment**

19.13.3 Secondary Uses

- **boarding and lodging**
- **home business**
- **community care facility, minor**
- **child care**

19.13.4 Permitted Density

1. The maximum **floor area ratio** is 2.0, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 19.13.4.1, the reference to a maximum **floor area ratio** of “2.0” in relation to a **building** used for multiple-family residential purposes is increased to a higher **density** of “3.0” on **sites** zoned ZHR13, if prior to the first occupancy of the **building** the **owner**:
 - a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building area**; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

19.13.5 Permitted Lot Coverage

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

19.13.6 Yards & Setbacks

1. The minimum public **road setback** along the north **property line** is 3.0 m.
2. The minimum **side yard setback** along the east **property line** is 0.0 m.

3. The minimum **side yard setback** along the west **property line** is 0.0 m.
4. The minimum **rear yard setback** along the south **property line** is 0.0 m.

19.13.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** and **structures** is 10.0 m.

19.13.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

19.13.9 Landscaping & Screening

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

19.13.10 On-Site Parking And Loading

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

19.13.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**High Rise Apartment (ZHR13) – St Albans (City Centre)**":

P.I.D. 003-554-619

Parcel "A" (RD43490E) Lot 8 Block "A" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

P.I.D. 004-033-817

Lot 9 Except Part on Reference Plan 6590 Block "A" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

3. This Bylaw is cited as "Richmond Zoning Bylaw 8500 Amendment Bylaw 8958".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS

ADOPTED

MAYOR

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

CORPORATE OFFICER