



To: Development Permit Panel

Date: August 14, 2013

From: Wayne Craig, MCIP
Director of Development

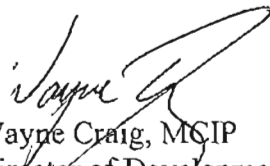
File: DP 10-557521

Re: Application by GBL Architects Group Inc. for a Development Permit at
9500 Cambie Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 135-unit mid rise apartment complex at 9500 Cambie Road on a site zoned "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Increase maximum lot coverage from 45% to 46%.
 - b) Reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building.
 - c) Reduce the minimum width of limited portions of the maneuvering aisles from 6.7 m to 6.1 m.



Wayne Craig, MCIP
Director of Development

SB:blg
Att.

Staff Report

Origin

GBL Architects Group Inc. has applied to the City of Richmond for permission to develop a 135-unit Low Rise apartment complex at 9500 Cambie Road on a site zoned “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”. The development consists of a four-storey building over a single-level parking structure and a total of 135 apartment housing units, including six (6) affordable housing units.

The site is being rezoned from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” for this project under Bylaw 8826 (RZ 10-557519).

A Servicing Agreement is required as a condition of rezoning and will address off-site works including, but not limited to, improvements to Cambie Road, and construction of new roads; May Drive and McKim Way.

Development Information

The proposed development includes a four-storey apartment housing building that rises above a one-storey parking structure with ground oriented residential units along future May Drive and Cambie Road. The parking structure is screened from view from Cambie Road, future May Drive, and future McKim Way with tiered retaining walls and bermed landscaping beds. Access to the parkade and loading /service areas is provided from future McKim Way close to the southwest corner of the site.

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

The subject site is located within Character Area 4 – Medium Density Housing of the Alexandra Neighbourhood (West Cambie). Development surrounding the subject site is as follows:

- To the north: Cambie Road and existing single-family lots, zoned “Single Detached (RS1/B)” and designated Residential (Single Family Only) in the West Cambie Area Plan.
- To the east: Future May Drive and existing single-family lots zoned “Single Detached (RS1/F)” and designated Community Institutional in the Alexandra Neighbourhood Land Use Map. A consolidation of five (5) parcels are included in an active development application to rezone the site to facilitate development of a two-storey assembly hall and associated parking (RZ 04-270168). The two-storey proposal consists of approximately 2,283 m² (24,578 ft²) that includes prayer space, classrooms for religious study, seminars and education sessions, a library, and a nursery, as well as a landscaped surface parking area to accommodate approximately 290 vehicles. The associated Public Hearing occurred in July, 2009 and the applicant is actively working to address all terms associated with the rezoning.
- To the south: Future McKim Way and existing single-family lots zoned “Single Detached (RS1/F),” designated Residential Area 1 (1.50 base FAR) and Community Institutional respectively. The south easterly parcel is included in the active assembly hall proposal (RZ 04-270168) mentioned above.

- To the west: The “Remy” development divided by Stolberg Street. Three (3) six-storey residential buildings over a semi-submerged parking level, and a day care centre will be constructed on the west side of Stolberg Street and three (3) four-storey residential buildings over a semi-submerged parking level, as well as a small commercial retail unit will be introduced on the east side of Stolberg street. The four-storey residential buildings interface with the subject site.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on December 20, 2011. No concerns about rezoning the property were expressed at the Public Hearing.

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage (applicant’s response and/or adjustments made to the design are included in *italics*):

- Design development to the retaining walls fronting Cambie Road and May Drive to minimize the impact of the change in elevation between the street and private patios and entrances –
Landscape design was further refined. The tiered retaining walls, landscaping beds, stairwells and guardrails were revised to soften the grade transition and minimize the extent of visible retaining walls.
- Design development to the retaining walls at the corner of McKim Way and May Drive, which are especially narrow (minimum 0.5 m) due to constraints resulting from the required road dedication and design of the enclosed parking level –
Landscape design was improved as a result of design refinement. The landscaping area at the corner was increased and the treatment of tiered retaining walls and landscaping beds along May Drive was pulled around the corner to McKim Way.
- Design development at the lobby entrance to treat blank wall areas and lobby roof –
Architectural design was further refined with additional windows, green roof treatment and timber and glass canopy structure. The improvements highlight the building entrance on May Drive.
- Consideration of opportunities to maximize diversity of texture, materials, color to further break the building’s long façade –
Architectural design was further refined. A variety of materials, texture and colour is provided along with roofline articulation and a distinctive visual break at the central building entrance. The main building entrance provides a visual break to the long façade along future May Drive with a full four-storey glazed element that is set back from the street and generously wide.
- Consideration of opportunities to establish a strong anchor at the intersection of Cambie Road and May Drive as a gateway into the neighbourhood –
Architectural design was further refined. The building design has been revised to emphasize the gateway location. The corner of the building has been emphasized with increased height, roof tower feature, simplified massing, additional brick cladding, and a different balcony railing treatment.

- Consideration of the location of the children's outdoor play area and outdoor amenity programming based on consideration of the shadow impacts from the adjacent western development (the "Remy") –

Landscape design was further refined. The children's play equipment area has been located centrally in the outdoor amenity area in the location with the greatest separation between the subject building and the neighbouring building to the west. The play area has a visual connection to the indoor amenity area for supervision and is pulled away from semi-private unit patios for the privacy.

- Substantiation of truck turning movements and confirmation from a hauler that the turning radius provided can accommodate collection trucks –

Architectural and landscape designs were further refined, and functionality confirmed. The truck loading space has been relocated to the west side of the parking entrance and the revised turning movements are acceptable to Transportation staff. The garbage and recycling room has been reconfigured and ability to collect has been confirmed by a private hauler. The revisions have also resulted in an improvement to the streetscape with a narrower paved vehicle area and larger landscaping area at the corner.

- Demonstration of separation between tandem parking stalls and regular parking spaces within the enclosed parking level –

Separation will be provided with wheel stops.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)" except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in **bold**)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Increase maximum lot coverage from 45% to 46%.

(Staff supports the proposed variance as it is a direct result of the constraints of developing an orphan lot with significant road dedication requirements. It was identified at rezoning that a lot coverage variance may be needed and no concerns were expressed by the public.)

- 2) Reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building.

(Staff supports the proposed variance as it is a direct result of the increased road dedication requirement at the angled intersection of new May Drive and new McKim Way. The variance also results from the constraints of developing an orphan lot with required set backs from three (3) public road frontages. The variance is limited to two (2) vertical building bays that provide articulation and visual interest at the southwest end of the building.)

- 3) Reduce the minimum width of limited portions of the maneuvering aisles from 6.7 m to 6.1 m.

(Staff supports the proposed variance as it is considered a minor variance and is limited to small portions of the maneuvering aisles within the designated resident area of the parking structure. This variance was identified at rezoning and no concerns were expressed.)

Advisory Design Panel Comments

The Advisory Design Panel supported the proposed development at its February 8, 2012 meeting, subject to the applicant giving consideration to Panel comments. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the February 8, 2012 meeting is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- The proposed development on this narrow orphan site maximizes the development potential of the site while responding to its surrounding built context and road network needs.
- The proposed low rise residential building has a north-south axis and is located as far east as possible, with the single-level parking structure built up against the parking structure of the neighbouring development to the west. This provides for a visually larger open outdoor area interface with the adjacent development to the west.
- The proposed development completes the building frontage character intended for the block defined by Cambie Road, future May Drive, Stolberg Street and future McKim Way.

Urban Design and Site Planning

- Given the constraints of the lot size and configuration of the subject orphan site, the proposed design responds well to the general Urban Design principles in the Development Permit Guidelines of the "West Cambie Area Plan," specific Urban Design objectives identified for the Alexandra Neighbourhood "Character Area 4," and the area character emerging from the "Remy" and other development in the immediate area.
- The proposed development is consistent with low rise residential development, including ground oriented entries to residential unit patios along Cambie Road and future May Drive frontages and a four-storey low rise residential building above a one-level parking structure.
- The parking structure is screened from views from the street by the residential patio entries, tiered retaining walls and landscaping beds. The parking structure access and loading area are located on future McKim Way.
- The residential entry lobby is located on future May Drive.
- The layout of the building is narrow and organized along a north-south axis.
- The proposed development will provide both indoor and outdoor common amenity spaces centrally located on the site, 104.7 m² (1,127 ft²) and 810 m² (8,719 ft²) respectively, which comply with the requirements of the OCP and are easily accessible to all residents in the building.
- Indoor amenity space is centrally located within immediate proximity to the main building entrance on the main floor and facilitates direct access to the common outdoor amenity area.
- The outdoor amenity space is accessible from indoor corridors and the indoor amenity space. Pathways provide direct access to Cambie Road and future McKim Way.

Architectural Form and Character

- The building massing is organized on a north-south axis, located as far east as possible, and is articulated with projecting and recessed bays and balconies. The building proportions and location on the site provide an open space transition and views between the proposed development and the adjacent development to the west. The siting also provides a streetwall along future May Drive that defines the street as a gateway to the Alexandra Neighbourhood from Cambie Road.
- The long facade along future May Drive is visually broken with the lobby entry at the mid-point, enhanced architectural treatment at the corner of Cambie Road and future May Drive, and projecting bay elements along the streetscape.
- The lobby entry is highlighted in a generously wide recessed window wall bay that extends from sidewalk level up to the roofline. The gateway feature is emphasized with a higher tower element roofline, larger and simplified areas of brick, and distinctive aluminum guardrail pattern at the balconies.
- The long facade along the outdoor amenity area is similarly visually broken and articulated with projecting and recessed bays and balconies.
- The rooflines are articulated with tower elements, tied to building bays that anchor the elevation down to the podium level and down to the ground through tiered landscaping beds.
- New boulevards with street trees, landscaping, lobby and patio pedestrian entries along the building's street frontages provide a pedestrian scale and interest to the public realm.
- Materials used in the building include: fibre cement siding and panel cladding, brick, aluminum and glass guardrails, aluminum window wall, vinyl windows, timber and glass canopy, open timber trellises, and asphalt shingles.
- The colour palette includes brick, light beige to medium brown trim and wall areas, white windows, black railings, and asphalt shingles with a mix of brown shades.

Landscape Design and Open Space Design

- Proposed landscaping along the road frontages of the site will provide an attractive public realm. Sidewalks will be provided at the new property lines and street trees will be provided in grass boulevards adjacent to the roadway.
- A landscaped outdoor amenity area is provided on the roof of the single-level parking structure along the west edge of the property. The outdoor amenity space provides opportunities for children's play, gatherings and passive recreation. Pavements and carefully selected planting material arrangements provide a variety of spaces and achieves a sense of residential communal gathering space.
- Children's play is encouraged with play equipment in two (2) separate areas. A play house structure is provided in an area for younger children and a climbing structure is provided in a separate area for school age children. Both areas have a soft resilient surface treatment and benches for adult supervision. The outdoor amenity area also includes open paved areas and lawn areas for flexible play.
- Private patios, which provide opportunities for casual surveillance over the outdoor amenity space, are provided along the east side of this outdoor space. Landscaping beds separate public use areas from the private patios for the units.
- The indoor amenity area is a 104.7 m² (1,127 ft²) room located adjacent to the entry lobby. The room has a strong indoor/outdoor connection to an open paved area in the outdoor amenity space. This arrangement provides flexible accommodation for gatherings.

- Treatment of lower roof areas will be visually attractive to address views from residential units above. Extensive green roof treatment is provided over portions of the lobby, indoor amenity area, and at the south end of the building.
- Seating benches are incorporated into alcoves in the layered planters along future May Drive, adding articulation to the landscaping adjacent to the public sidewalk and encouraging social interaction.

Tree Management

- Tree retention and replacement was addressed in the rezoning staff report.
- 42 on-site trees were identified for removal. No viable on-site trees were identified in the Arborist Report and associated tree plan, which was reviewed at rezoning by the City Tree Preservation Coordinator.
- 92 new trees are proposed to be planted, exceeding the 2:1 replacement requirement. The landscape design includes tree planting throughout the site in the outdoor amenity area and along the Cambie Road, future May Drive, and future McKim Way streetscapes.
- 17 new street trees are proposed in new boulevards along Cambie Road, future May Drive, and future McKim Way. The final number and location of off-site street trees will be finalized through the required Servicing Agreement.
- No trees on City property are affected by the proposal.

Accessibility and Aging-in-Place Features

- All common entries, corridors and the indoor amenity area are designed to address accessibility requirements.
- Of the 135 units proposed, 122 units include basic universal housing features in accordance with the terms of the Zoning Bylaw. The location of units is indicated in the floor plans.

Crime Prevention Through Environmental Design

The proposed design incorporates CPTED design principles. Secure resident parking is provided and separated from visitor parking. Opportunities for casual surveillance are enhanced with:

- The outward orientation of the residential units and outdoor patio spaces toward Cambie Road, future May Drive and future McKim Way.
- The location of the indoor amenity space and outward orientation of west facing units toward the outdoor amenity area and north-south pathway.
- Use of reflective white paint and minimizing the amount of solid walls in the parking level.
- Glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs).
- Incorporation of low-level lighting within the courtyard and along the north-south walkway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.
- Clear and direct views from the street into the building entry lobby.

Transportation

- Road dedication and the requirement to enter into the City’s standard Servicing Agreement (SA) were secured through the rezoning. The development will be providing: frontage improvements along Cambie Road, an extension to McKim Way, and a new May Drive. Producing will be provided at the intersection of Cambie Road and May Drive for a future traffic signal.
- As noted in the rezoning staff report, the adjacent eastern parcel (9560 Cambie Road) is part of a larger active rezoning application (RZ 04-270168) that has received Third Reading. The adjacent development proposal includes the road connection between the future McKim Way and May Drive that is required for the subject development. Provision of a Servicing Agreement for road construction and road dedication or alternative right-of-way are requirements of the associated rezoning to facilitate vehicle access to parking, loading, servicing and emergency vehicles. This will be secured prior to Council consideration of the subject Development Permit. At the time of writing this report, a road dedication plan has been submitted to the City.
- The Transportation Demand Management (TDM) strategy secured through the rezoning includes a voluntary contribution of \$45,000.00 for the installation of a “Special Crosswalk” at the Cambie Road and Stolberg Street intersection. The crosswalk will improve pedestrian access to bus stops located on Cambie Road.
- A total of 179 resident and 25 visitor off-street parking spaces are proposed on-site, which satisfies the bylaw requirement.
- The driveway on future McKim Way provides access to the parking structure, an on-site medium sized loading space, and enclosed garbage and recycling storage.
- Bicycling parking is provided in accordance with the bylaw.
- Registration of a tandem parking covenant was secured through the rezoning to ensure that any two (2) parking spaces provided in a tandem arrangement be allocated to the same unit.

Noise Sensitive Development

- As noted in the rezoning staff report, the subject site is impacted by the OCP Aircraft Noise Sensitive Development (ANSD) Policy. Registration of an aircraft noise sensitive use restrictive covenant was secured through the rezoning.
- This legal agreement requires development to be designed by registered professionals and constructed in a manner that mitigates potential aircraft noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) The ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces, or subsequent updates as they may occur.

- Detailed acoustic evaluation information has been provided by Brown Strachan Associates Consulting Engineers in Acoustics in a report dated October 2, 2012 and sealed by D. Brown, P. Eng. The report has been placed in the Development Permit application file and further documentation will be required at the future Building Permit stage. The approach to provide the required indoor sound levels with windows closed is to incorporate:
 - Glazing upgrade to all windows and exterior doors.
 - Roof upgrade with two (2) layers of drywall over resilient channels to underside of roof structure for all rooms under a roof deck, and all bedrooms on the 4th floor.
 - Wall upgrade with two (2) layers of drywall over resilient channels on exterior framing for bedrooms in some units at the north and south ends of the building (unit types and locations are identified in the acoustic report).
- Detailed information regarding the mechanical ventilation system and compliance with ASHRAE 55 has been provided by SRC Engineering Consultants Ltd. in a report dated December 6, 2012 and sealed by B. Khangura, P. Eng. The report has been placed in the Development Permit application file and further documentation is required at the future Building Permit stage. The approach to provide the required thermal comfort inside all of the apartments with windows closed throughout the year is to incorporate air conditioning using a vertical water source heat pump unit inside each unit. The heat pumps will be connected to the water loop system fed from the district energy system.

Affordable Housing Strategy/Density Bonus

- As noted in the rezoning staff report, the development will provide six (6) on-site Affordable Housing units and will benefit from an affordable housing density bonus provided through the West Cambie Area Plan. Registration of a Housing Agreement was secured through the rezoning. The legal agreement will secure full and unlimited access and use of the indoor amenity space provided on-site.
- The secured Affordable Housing units are located on the ground level, including:
 - Three (3) two-bedroom units fronting onto Cambie Road; and
 - Three (3) one-bedroom units fronting onto future May Drive.

Sustainability

- The proposed development will connect to the Alexandra District Energy Utility (DEU). Registration of a legal agreement was secured through the rezoning.
- The development proposal will also include the following sustainability features:
 - Proximity to bus service
 - Bicycle storage
 - Pedestrian network improvements
 - Green roof treatment reduces heat island effect of parking structure
 - Light pollution reduction
 - Water efficient fixtures and planting
 - Energy efficient equipment, lighting, and controls
 - Construction waste management, including storage and collection of recyclables
 - Use of recycled content, regional materials and rapidly renewable materials
 - Window provided ventilation, daylight and views
 - Indoor air quality management and low-emitting materials

Servicing Capacity

- Servicing capacity was addressed through the rezoning. The required Servicing Agreement includes new services with the construction of new roads May Drive and McKim Way.
- The adjacent western development is constructing sanitary sewer servicing and Cambie Road storm sewer works through their Servicing Agreement (SA 08-434616). The proposed development will be responsible for any latecomer payments associated with eligible latecomer works built via the adjacent development.

Flood Plain Management

The proposal complies with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Plain restrictive covenant specifying the minimum flood construction level (2.6 m geodetic) was secured through the rezoning.

Public Art

The applicant is participating in the City's Public Art strategy by providing a voluntary contribution at a rate of approximately \$0.60 per buildable square foot (e.g. \$65,617.00). The contribution was secured through the rezoning. The applicant is working with the City's Public Art Coordinator to investigate opportunities to install artwork at this gateway to the neighbourhood.

Alexandra's Liveability and Interim Amenity Guidelines

In addition to guidelines regulating design standards within the West Cambie Area Plan-Alexandra Neighbourhood, the provision of an integrated social infrastructure is a requirement of the Area Plan. In accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity), the voluntary contributions were secured through the rezoning towards:

- Childcare facilities at a rate of \$0.60/ft² (e.g. \$65,617.00);
- Community and engineering planning costs at a rate of \$0.07 /ft² (e.g. \$7,655.00); and
- City public realm beautification at a rate of \$0.60/ft² (e.g. \$65,617.00).

Alexandra Neighbourhood Development Agreement

In accordance with the West Cambie Alexandra Neighbourhood Development Agreement, the applicant will be making a contribution of \$1,836.72 per unit (plus applicable interest) towards the total cost of infrastructure upgrades to the neighbourhood. Payment is due prior to the issuance of the Building Permit.

Conclusions

The proposed development responds to the urban design objectives for the Alexandra neighbourhood, proposes an architectural gateway into the neighbourhood, provides a sensitive interface with existing adjacent development to the west, and has successfully addressed the challenges posed by a narrow corner orphan site. Staff recommends approval for the subject development, as the proposal will contribute to the emerging unique character of the West Cambie Alexandra neighbourhood.



Sara Badyal
Planner 2
(604-276-4282)

SB:blg

The following are to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter-of-Credit for landscaping in the amount of \$251,861.63.

Prior to future Building Permit issuance, the developer is required to complete the following:

- Incorporate into Building Permit drawings: sustainable, basic universal housing, affordable housing, and Alexandra District Energy Utility features as determined via the Rezoning and Development Permit processes.
- Submission of sealed acoustic and mechanical engineering reports, along with certification by a registered professional that the Building Permit drawings comply to mitigate aircraft noise and ensure resident comfort.
- Submission of fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.btm>).
- Payment of City wide and supplementary local area DCC for the Alexandra neighbourhood.
- Payment of \$1,836.72 per dwelling unit, plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.
- Payment of latecomer agreement charges associated with eligible latecomer works built via the adjacent western development (Servicing Agreement SA 08-434616).
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit.



DP 10-557521

Attachment 1

Address: 9500 Cambie Road

Applicant: GBL Architects Group Inc.

Owner: 0890784 BC Ltd

Planning Area(s): Alexandra Neighbourhood (West Cambie)

	Existing	Proposed
Site Area:	Formerly 7,943 m ²	5,976.4 m ²
Land Uses:	Single-family	Multi-family
OCP Designation:	Neighbourhood Residential	Complies
Area Plan Designation:	Residential Area 1	Complies
Zoning:	Formerly Single Detached (RS1/F)	Low Rise Apartment (ZLR24)
Number of Units:	1	135

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.7 FAR including Min. 0.066 secured as affordable housing	1.69 FAR including 0.066 secured as affordable housing	None permitted
Lot Coverage:	Max. 45%	46%	1% increase
Setback – Cambie Road: Parking structure	Min. 7 m Min. 3.8 m	Min. 7.2 m 4.5 m	None
Setback – McKim Way: Parking structure	Min. 6 m Min. 3 m	Min. 8.4 m Min. 3.9 m	None
Setback – May Drive: Parking structure	Min. 4 m Min. 3 m	Min. 4.5 m 3.1 m – 3.8 m	None
Setback – Side Yard: Parking structure	Min. 6 m Min. 0 m	Min. 5.6 m 0 m	0.4 m reduction to projecting bay
Height (m):	Max. 20 m	16.2 m	None
Off-street Parking Spaces:	With TDMs	With TDMs	
Resident	174	173	
Affordable Housing	6	6	
Visitors	24	25	None
Accessible	(5)	(5)	
Total	204	204	
Small Car Parking Spaces	Max. 50%	46% (93 spaces)	None
Tandem Parking Spaces	Permitted	33% (68 spaces)	None
Amenity Space – Indoor	Min. 100 m ²	104.7 m ²	None
Amenity Space – Outdoor	Min. 810 m ²	810 m ²	None

Annotated Excerpt from the Minutes from
The Advisory Design Panel Meeting

Wednesday, February 8, 2012 – 4:00 p.m.

4. DP 10-557519 – 135-UNIT 4-STOREY APARTMENT BUILDING OVER PARKING
ARCHITECT: GBL Architects Group Inc.
PROPERTY LOCATION: 9500 Cambie Road

Comments from the Panel were as follows:

- consider combining the two small play areas into a more substantial play area; incorporate natural play features; would make the play area more usable and appealing to children – *Considered. Separate play areas provided for younger and older children to accommodate different interests, abilities and levels of physical activity;*
- like the landscape treatment; appreciate the street level lobby entry; nice solution to the ramp problem;
- handsome-looking building massing and urban presence on the street; pocketing of lobby at street elevation works well; successful from a design perspective;
- concern on the street edge; consider berm planting against the high concrete retaining wall at the base of the building to hide the wall; build up the planting and imbed the stairs in the planting; would be a more successful resolution than stairs protruding up and out of the edge; appreciate the access to the units – *Design improved by lowering the profile of the retaining walls at street entries and more effectively embedding the stair walls into the landscaping. Front planter walls have been deleted allowing for a softening of the May Drive frontage. This allows the stair access walls to blend somewhat into grading and soft landscaping.*
- suggest that Planning discuss with Transportation to address possible loading space along May Drive; consider possibility of having a parallel parking edge or other means of making it a softer and more urban street – *May Drive will be constructed in two phases; with roughly the western half constructed as an interim road through the subject development and the remaining eastern portion through a proposed religious assembly rezoning application to complete the road to its ultimate width. The ultimate design includes parallel parking along both sides of May Drive. A dedicated loading space could be considered in there is a demonstrated need when May Drive is expanded to its ultimate width.*
- agree with comments on the amenity space; don't compartmentalize the long and narrow space; consider having two entry stairs coming up from the basement with trellis-like features between them; would integrate the play area – *Considered. The amenity space has been designed to maximize a sense of openness. An additional trellis/fence structure has been inserted between the two parkade exist stair structures to enhance screening and cohesion to the courtyard elements. Planter walls have been revised to provide an improved connection to McKim Way and screening for the neighbouring holding area.*
- building is long and handsome; will fit and integrate nicely into the neighbourhood;
- corner treatment on May Drive and McKim Way may not be an appropriate response; consider a corner element and ways of addressing a pointed corner, e.g. a raised roof; the corner treatment at Cambie Road is more resolved – *Considered. The treatment of the*

corner at May Drive and Cambie Road is emphasized in a hierarchal design to recognize the entry gateway into the Alexandra neighbourhood.

- add colour to the top of the two flanking bays at the entrance to the building to provide a gateway expression; look at the elevator core which appear backed up against glass – *Considered. A wide recessed bay emphasizes the entry lobby and provides a visual break in the long May Drive elevation. The bay is treated with a unique design and material treatment that is only found at the entry.*
- central element should be as glassy as possible to provide a separation because it is a long building – *Incorporated.*
- patios off the entrances on May Drive need berming and landscaping to soften the edge; looks like an edge of a parkade – *Incorporated.*
- there is no elevator at the south façade of the building; consider proposed location of the elevators to facilitate circulation inside the long building – *Considered. The existing elevator location optimizes access and flow in parking and upper levels.*
- impressed with the project; congratulate the applicant for achieving 1.69 to 1.72 FAR on a long thin site;
- detail and design of the building is nice and appropriate for the neighbourhood; asphalt shingle roofs on the second and third floors may be a bit too weak – *Considered. Asphalt shingles are considered appropriate for the design intent and small areas.*
- corridors above the lobby look terrific;
- renderings show a lot of brick seat walls or staggered retaining walls which are not shown on the model; more attractive at street level than what is displayed in the model;
- suggest that public art be located in the corner of Cambie Road and May Drive as Cambie Road is a busy street and a gateway; will soften the corner and make it more inviting – *Space has been allocated at this location, art work and location to be determined through the Public Art process.*
- inside corners may be very dark along the courtyard side; detriment of a C-shaped building; incorporate privacy screens on the balconies; look at high roofs in the courtyard to allow more sunlight in the corners – *Incorporated. The depth of the overhang has been reduced to allow maximum possible amount of light penetration.*
- nice and cleverly done project; complements the adjacent development; managed to achieve a courtyard feeling despite its narrow site;
- long façade on May Drive is long but pleasant; no need to break it up; check for location of elevator core – *Elevator location considered and discussed above.*
- tower at the corner works well; very tactile; provides variety and change of rhythm in the building;
- successful integration of adaptable and accessible units; all are well done; some units appear to include the potential for wheel-in shower access;
- consider using sliding doors in some washrooms; would provide some usable floor space –
- asphalt shingles used as roof materials are dark; pursuing LEED certification necessitates using reflective and light high albedo roof materials; review the smaller projecting roof elements – *Considered. The asphalt shingle bay roof areas are small, typically face east and will be shaded by trees.*

- drawings are not consistent on the privacy areas and gates around the entrances off the street; appear fully accessible to the street – *The streetscape patios are raised higher than the sidewalk, and are accessed from the street;*
- great presentation materials; great model;
- no problem with façade of the building; rhythmic design along the full length of the building works well;
- concrete wall needs softening, e.g. through terracing or changing of steps – *Design improved at the southwest corner of the site. Terraced retaining walls lowered, landscape buffer increased, and paved area reduced.*

It was moved and seconded

That DP 10-557519 move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 10-557521

To the Holder: GBL ARCHITECTS GROUP INC.
Property Address: 9500 CAMBIE ROAD
Address: C/O PAUL GOODWIN
GBL ARCHITECTS GROUP INC.
140 – 2034 WEST 11TH AVENUE
VANCOUVER, BC V6J 2C9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Increase maximum lot coverage from 45% to 46%.
 - b) Reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building.
 - c) Reduce the minimum width of limited portions of the maneuvering aisles from 6.7 m to 6.1 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #13 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$251,861.63 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Permit

No. DP 10-557521

To the Holder: GBL ARCHITECTS GROUP INC.

Property Address: 9500 CAMBIE ROAD

Address: C/O PAUL GOODWIN
GBL ARCHITECTS GROUP INC.
140 – 2034 WEST 11TH AVENUE
VANCOUVER, BC V6J 2C9

7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

PROJECT DATA

9500 CAMBIE RD 9500 Cambie Rd, Richmond, BC V6X 4K9 604-273-1111	
CLIENT - OWNER 9500 Cambie Condos Inc. 1000-10150 Cambie Rd, Richmond, BC V6X 4K9 Tel: 604-273-1111 Fax: 604-273-1111	
ARCHITECT GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
LANDSCAPE ARCHITECT GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
SUBMITTER GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
ADVISOR GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
TRAILER CONSULTANT GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
DATE 2013	

CONSULTANTS

CLIENT - OWNER 9500 Cambie Condos Inc. 1000-10150 Cambie Rd, Richmond, BC V6X 4K9 Tel: 604-273-1111 Fax: 604-273-1111	
ARCHITECT GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
LANDSCAPE ARCHITECT GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
SUBMITTER GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
ADVISOR GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
TRAILER CONSULTANT GSA Architects Group Inc. 450-2050 Howe Street, Vancouver, BC V6Z 2K6 Tel: 604-278-1100 Fax: 604-278-1100	
DATE 2013	

LOCATION PLAN



Notes:

- Development is required to comply with Noise Sensitive Use Restrictive Covenant registered on Title; including acoustic attenuation and mechanical systems to provide thermal comfort throughout the year. Future Building Permit is required to include sealed acoustic and mechanical engineering reports.
- Off-site works via separate required Servicing Agreement.
- 6 Affordable Housing Units are provided as per required Housing Agreement
- 122 units are provided with Basic Universal Housing Features and are required to comply with Zoning Bylaw 8500 Section 4.16
- Development is required to comply with Alexandra Disaster Energy Utility (DEU) legal agreement registered on Title, including connection to the DEU.
- Sustainability features:
 - Green roof treatment to parking structure, entry lobby, indoor amenity area and south units as per plans
 - Dark sky exterior light fixtures
 - Water efficient - fixtures and planting
 - Energy efficient - equipment, lighting and controls
 - Air quality - indoor air quality management and low-emitting materials.
 - Recycling - secure area for garbage, organics and recycling.
 - Bicycle storage
 - Construction waste management, including storage and collection of recyclables
 - Use of recycled content, regional materials and rapidly renewable materials

Plan I
 DP 10-557521
 Jan 7 2013

A-0.01

9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 PROJECT DATA

9500 CAMBIE RD
 RICHMOND, BC V6X 4K9
 604-273-1111





NOTES:
 1. ALL DIMENSIONS ARE IN METERS
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED

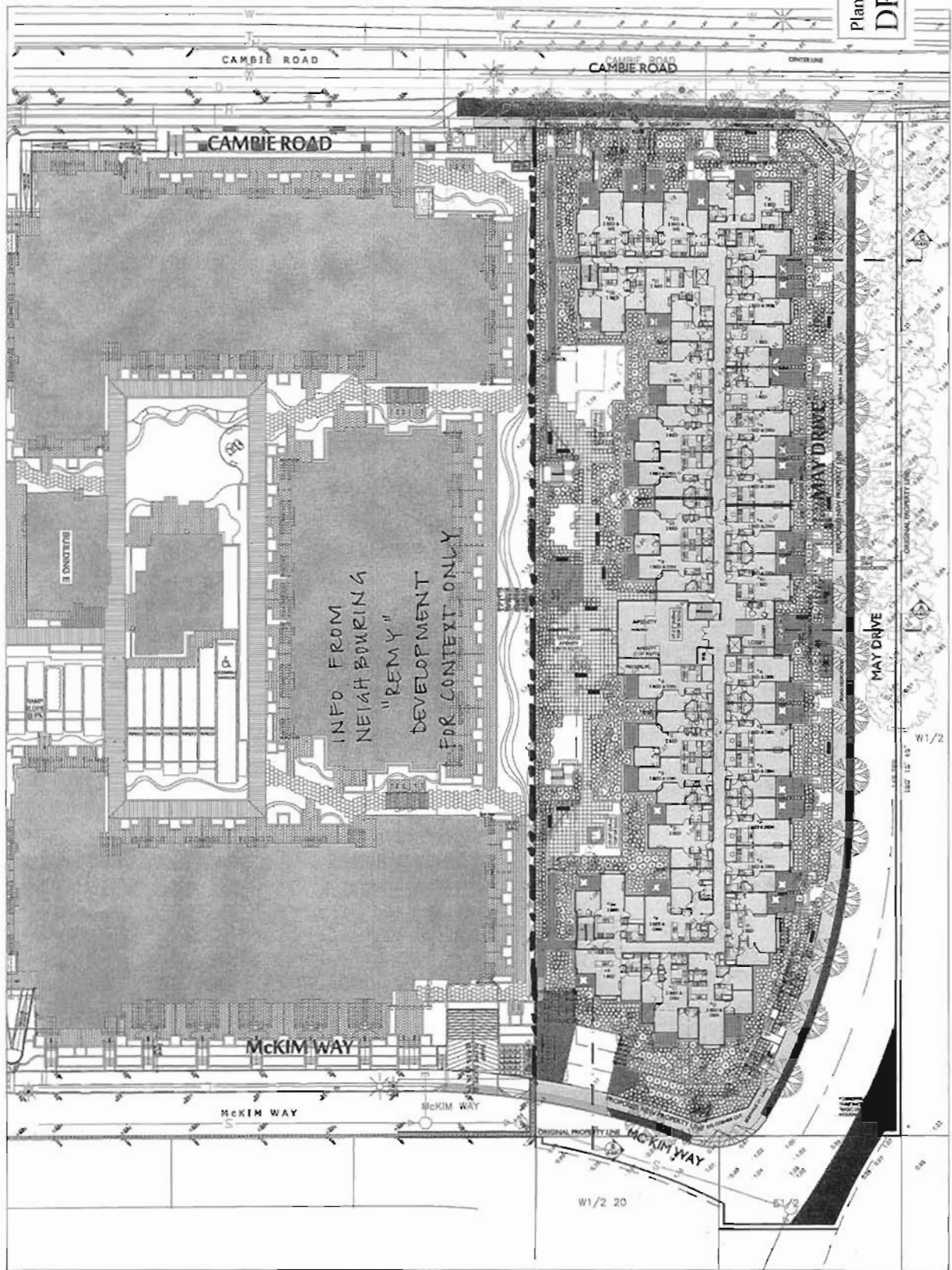


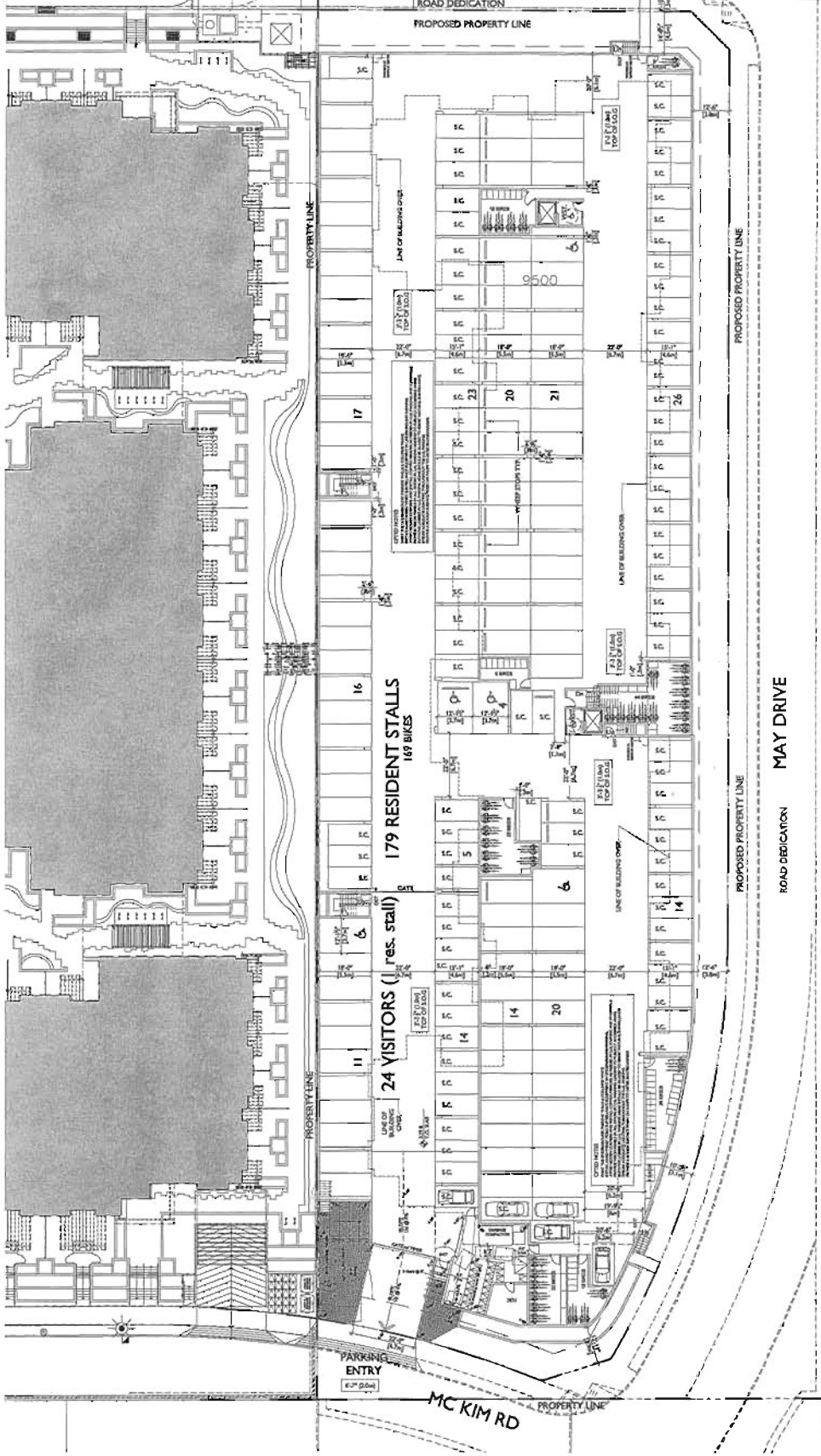
REVISIONS:
 1. 10/15/12: PRELIMINARY
 2. 11/15/12: PRELIMINARY
 3. 12/15/12: PRELIMINARY

9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 SITE PLAN

Plan 2 Jan 7 2013
 DP 10-557521

A-1.00





PARKING Area - 54,385.4

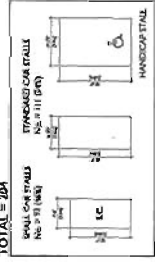
ROAD DEDICATION MAY DRIVE

ROAD DEDICATION

PROPOSED PROPERTY LINE

9500 CAMBIE CONDOS RICHMOND 133 RESIDENTIAL UNITS

PARKING STALL SIZES AND COUNT TOTAL = 204



CLASS I BICYCLE PARKING SIZES AND COUNT TOTAL = 169



Plan 4a Jan 7 2013 DP 10-557521

A-2.01

DEC 18 / 12

179 RESIDENT STALLS 147 BIKES

24 VISITORS (res. stall)

PARKING ENTRY

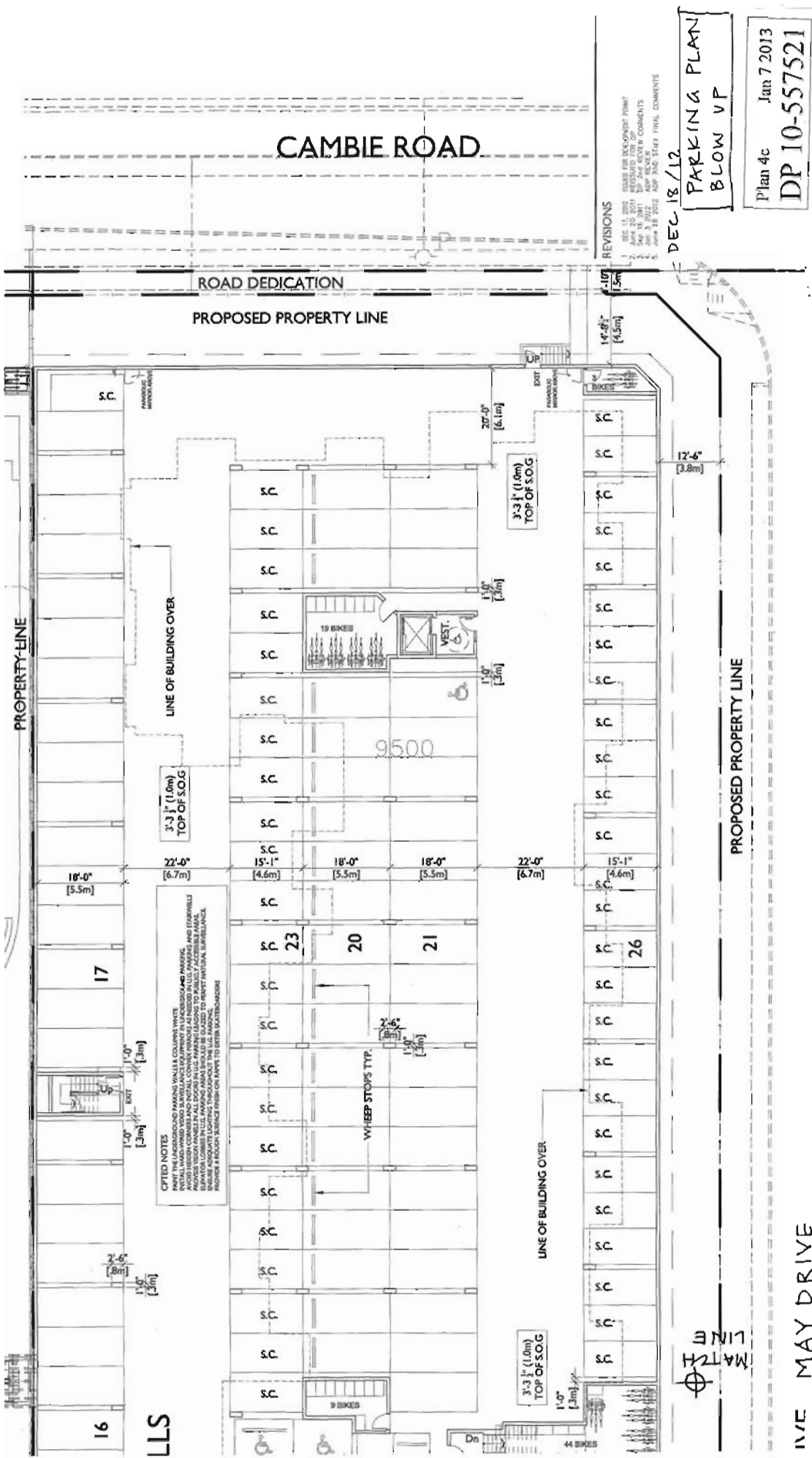
MC KIM RD

CAMBIE ROAD

9500 CAMBIE CONDOS RICHMOND

133 RESIDENTIAL UNITS

PARKING



CAMBIE ROAD

ROAD DEDICATION
PROPOSED PROPERTY LINE

PROPERTY-LINE

PROPOSED PROPERTY LINE

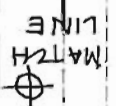
OPTIONAL NOTES
 PROVIDE SIGNAGE FOR PARKING STALLS, INCLUDING: STALL NUMBERS, STALL WIDTHS, STALL LENGTHS, STALL TYPES, AND STALL COLORS. PROVIDE SIGNAGE FOR BIKE PARKING, INCLUDING: BIKE PARKING STALLS, BIKE PARKING TYPES, AND BIKE PARKING COLORS. PROVIDE SIGNAGE FOR BIKE RACKS, INCLUDING: BIKE RACK TYPES, BIKE RACK COLORS, AND BIKE RACK SPACING. PROVIDE SIGNAGE FOR BIKE REPAIR STATIONS, INCLUDING: BIKE REPAIR STATION TYPES, BIKE REPAIR STATION COLORS, AND BIKE REPAIR STATION SPACING. PROVIDE SIGNAGE FOR BIKE STORAGE, INCLUDING: BIKE STORAGE TYPES, BIKE STORAGE COLORS, AND BIKE STORAGE SPACING. PROVIDE SIGNAGE FOR BIKE REPAIR STATIONS, INCLUDING: BIKE REPAIR STATION TYPES, BIKE REPAIR STATION COLORS, AND BIKE REPAIR STATION SPACING. PROVIDE SIGNAGE FOR BIKE STORAGE, INCLUDING: BIKE STORAGE TYPES, BIKE STORAGE COLORS, AND BIKE STORAGE SPACING.

- REVISIONS
1. DEC 11, 2012 REVISION FOR DEVELOPMENT PRINT
 2. APR 20, 2011 REVISION FOR COMMENTS
 3. APR 1, 2011 APP REVIEW
 4. APR 1, 2011 APP REVIEW
 5. APR 18, 2012 APP AND STAFF FINAL COMMENTS

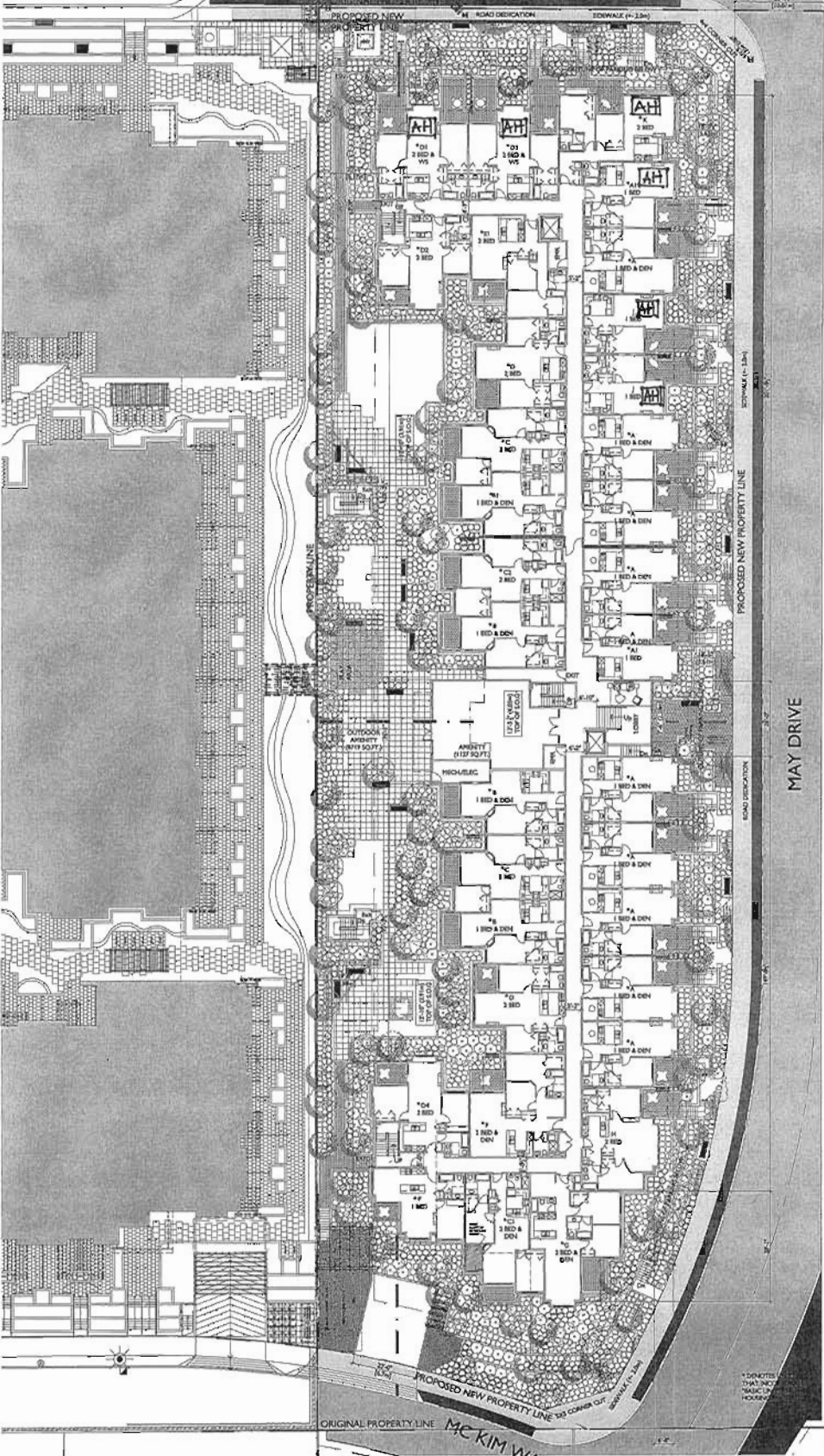
DEC 18 / 12

PARKING PLAN
BLOW UP

Plan 4c Jan 7 2013
DP 10-557521



IVE MAY DRIVE



9500 CAMBIE CONDOS
RICHMOND
13X RESIDENTIAL UNITS
GROUND FLOOR

Plan 5a Jan 16 2013
DP 10-557521

A-3.01

[AH] AFFORDABLE HOUSING UNITS
(6 UNITS)

* SEE PLANS 5b + 5c FOR
LOCATIONS OF GROUND
FLOOR UNITS WITH BASIC
UNIVERSAL HOUSING FEATURES
AS PER ZONING BYLAW 8500
(30 UNITS ON GROUND FLOOR)

GROUND FLOOR
Area - 29,524.5 SF



NOTES:
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

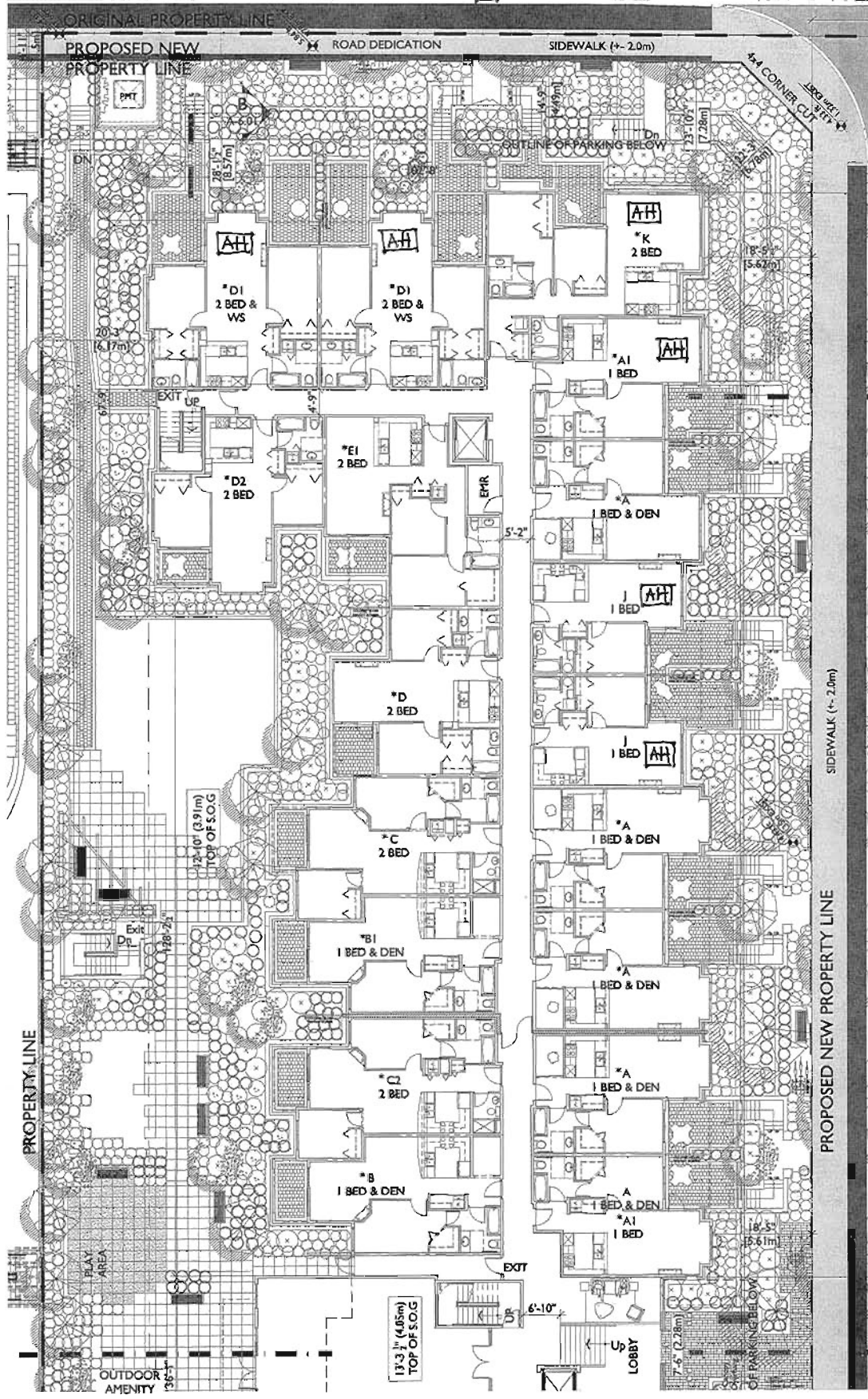


* BASIC UNIVERSAL HOUSING UNITS AS PER ZONING BY LAW B50D
[AH] AFFORDABLE HOUSING UNITS

9500 CAMBIE CONDOS RICHMOND
154 RESIDENTIAL UNITS
GROUND FLOOR
BLW VP

Plan Sc Jan 16 2013
DP 10-557521

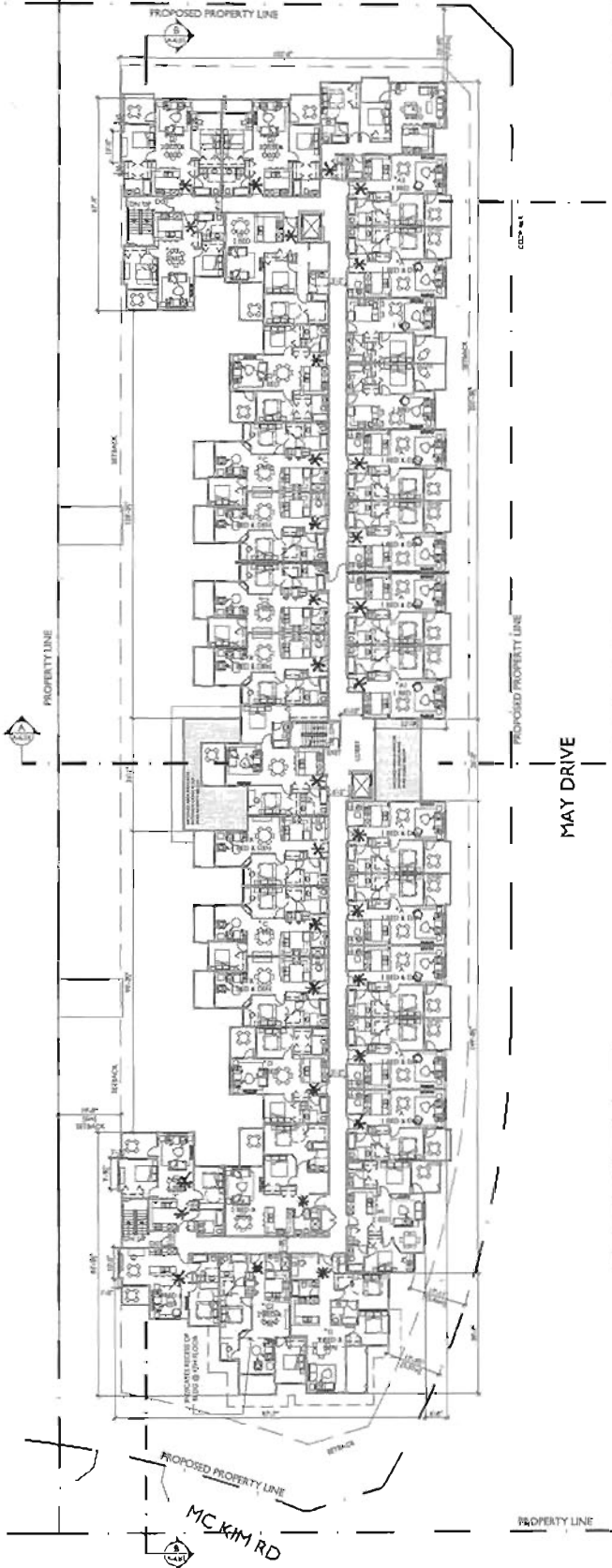
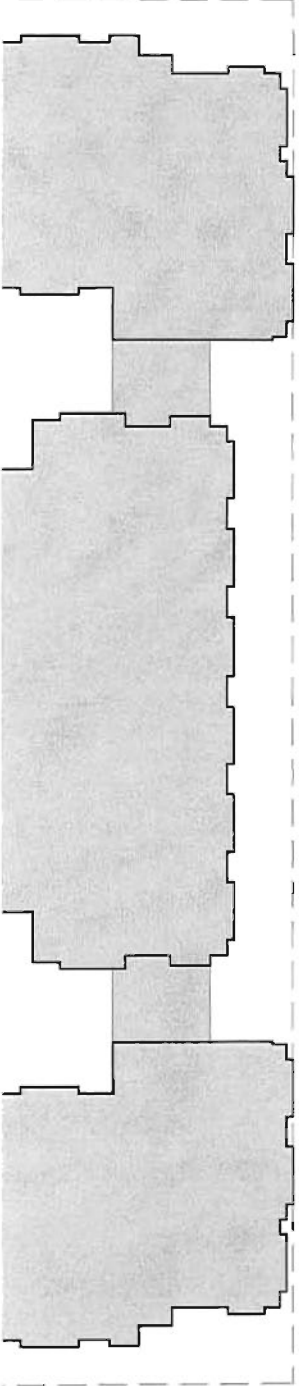
A-3.01b



DRIVE



REGISTERED ARCHITECT



9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

TYPICAL FLOOR

Plan 6 Jan 7 2013
DP 10-557521

A-3.02

MAY DRIVE

FLOOR PLAN FOR 2nd & 3rd FLOOR
Area - 28,542.67 sf

* DENOTES UNITS THAT INCORPORATE "BASIC UNIVERSAL HOUSING FEATURES"

(31 UNITS ON EXCH FLOOR)

*

PROPOSED PROPERTY LINE
MCKIM RD

PROPERTY LINE



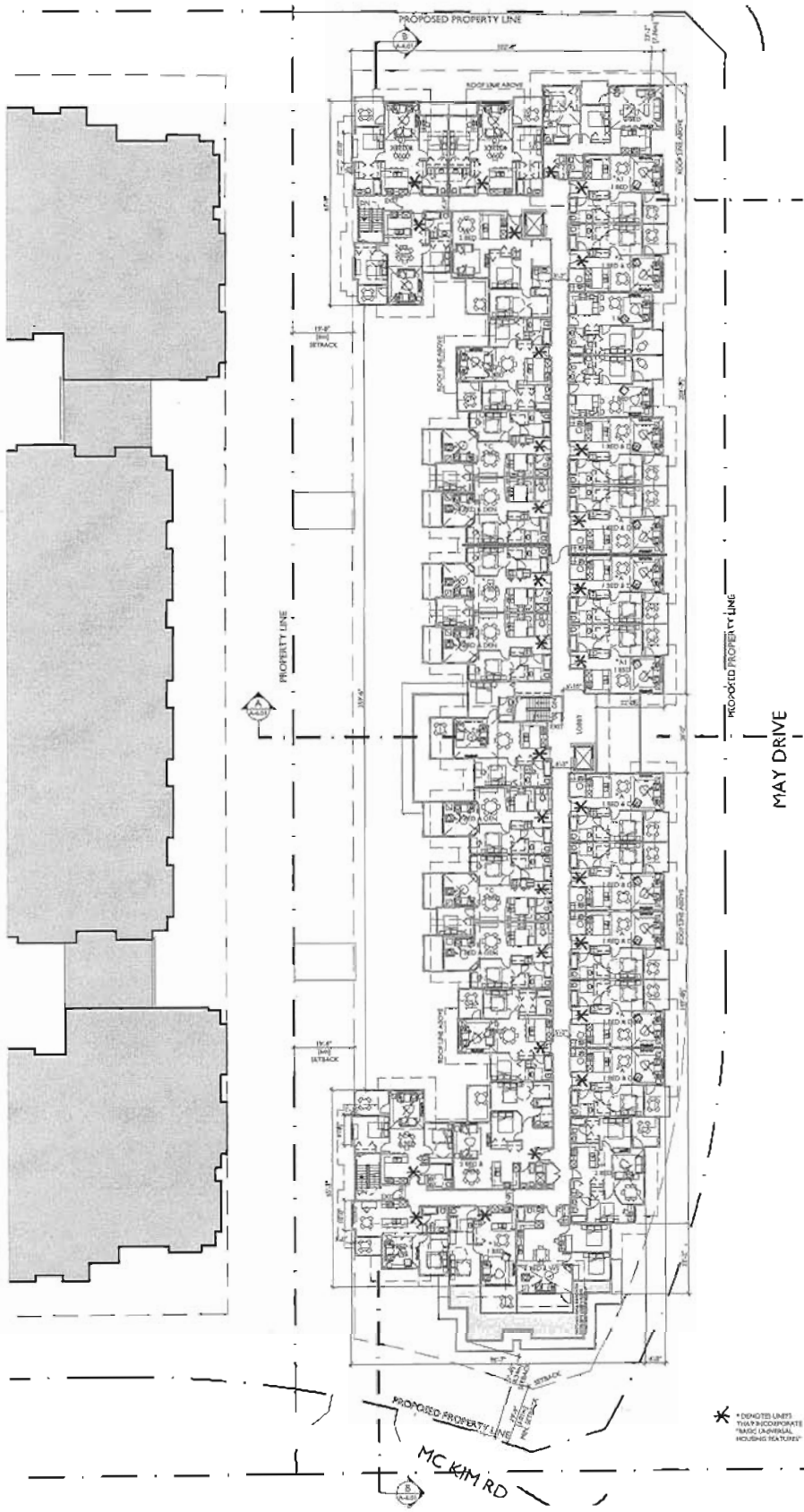
NOTES

REVISIONS

9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
FOURTH FLOOR

Plan 7
Jan 7 2013
DP 10-557521

A-3.03



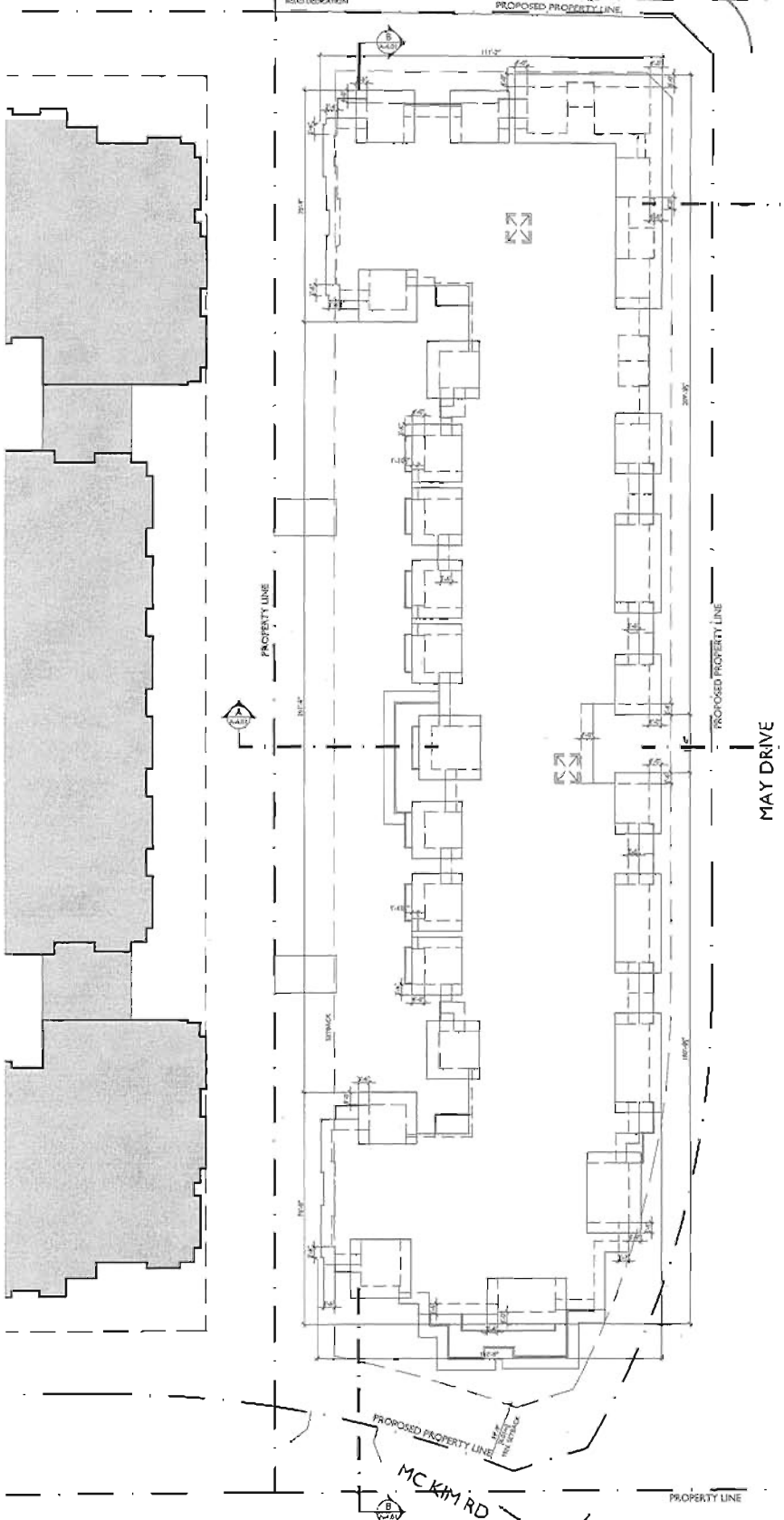
4th FLOOR
Area - 27,989.4 sf

* 30 UNITS WITH
BASIC UNIVERSAL
HOUSING FEATURES

* DENOTES UNITS
THAT INCORPORATE
BASIC UNIVERSAL
HOUSING FEATURES



NOTES
1. SEE SHEET A-3.01 FOR GENERAL NOTES.
2. SEE SHEET A-3.02 FOR GENERAL NOTES.
3. SEE SHEET A-3.03 FOR GENERAL NOTES.
4. SEE SHEET A-3.04 FOR GENERAL NOTES.

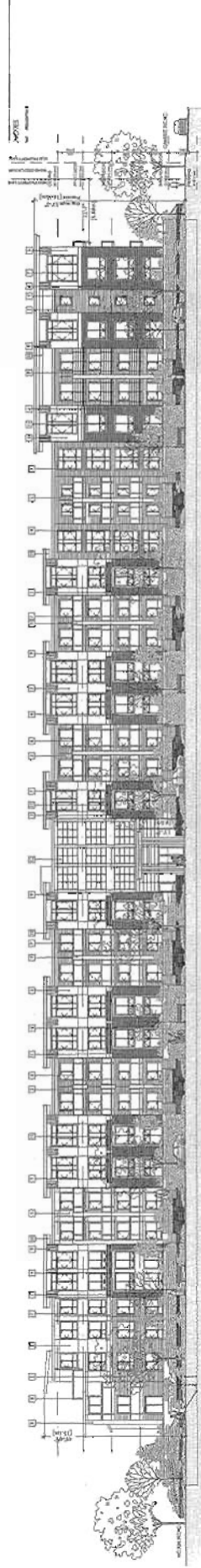


9500 CAMBIE CONDOS
RICHMOND
158 RESIDENTIAL UNITS

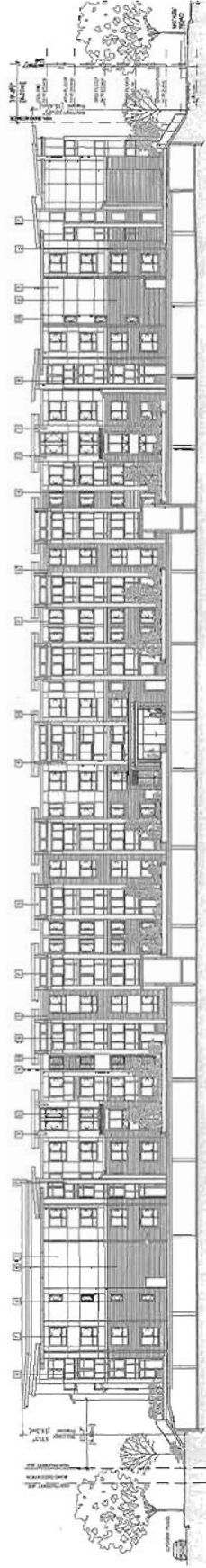
ROOF PLAN

Plan 8 Jan 7 2013
DP 10-557521

A-3.04



① FRONT ELEVATION (EAST (MAY DRIVE))
 Scale: 1/8"=1'-0"



② REAR ELEVATION (WEST)
 Scale: 1/8"=1'-0"

EXHIBIT A
 9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 1/8" = 1'-0"

MATERIAL LEGEND

1	BRICK
2	HARD PLANK 1" HORIZONTAL
3	HARD PANEL (RW-REGLET REVEAL)
4	HARD PANEL, TERN BOARD
5	EXPOSED CONCRETE
6	CLEAR DOUBLE GLAZING
7	VINYL WINDOW FRAMES
8	ALUMINUM & GLASS GUARDRAIL
9	PAINTED BRACKETS, COLUMNS AND FACIAL BOARDS
10	PAINTED BRACKETS
11	BALCONY & SAVE SORTS
12	ASPHALT SINGLE ROOF
13	ALUMINUM WINDOW WALL

9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 ELEVATIONS

Plan 9 Jan 7 2013
 DP 10-557521

A-5.01



138 RESIDENTIAL UNITS
 138 RESIDENTIAL UNITS

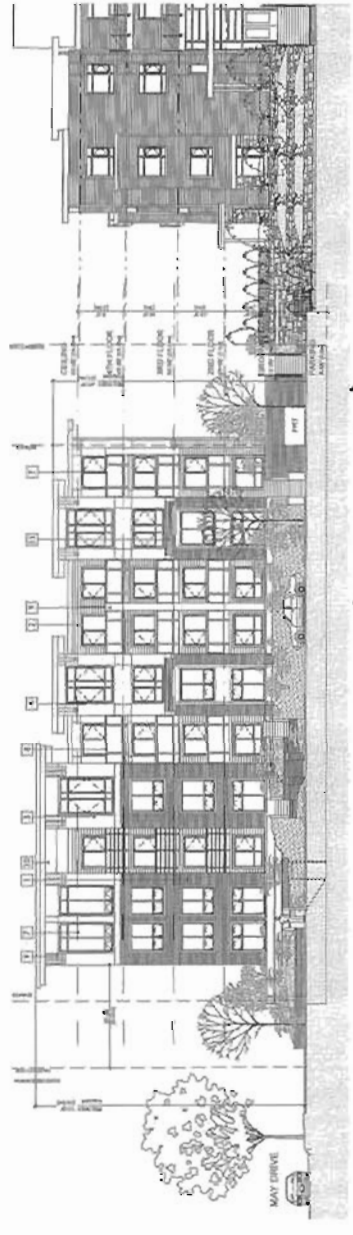
MATERIAL LEGEND

1	BRICK
2	HARDI PLANK 4" HORIZONTAL
3	HARDI PANEL (P/V-REGLET REVEAL)
4	HARDI PANEL TBM BOARD
5	EXPOSED CONCRETE
6	CLEAR DOUBLE GLAZING
7	W/WT WINDOW FRAMES
8	ALUMINUM & GLASS GUARDRAIL
9	PAINTED BRACKETS, COLUMNS AND FACIA BOARDS
10	ALUMINUM BALCONY RAILS
11	BALCONY & LAKE SORTIES
12	ASPHALT SHINGLES ROOF
13	ALUMINUM WINDOW WALL

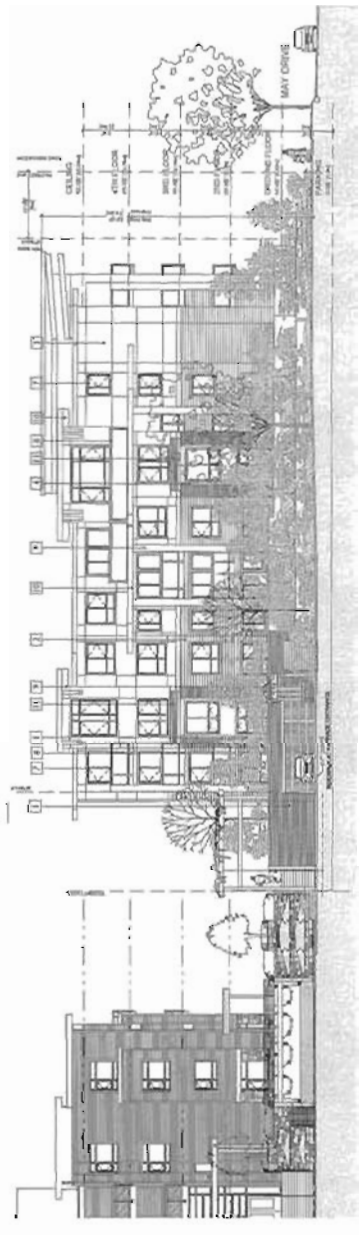
9500 CAMBIE CONDOS
 RICHMOND
 138 RESIDENTIAL UNITS
 ELEVATIONS

Plan 10 Jan 16 2013
 DP 10-557521

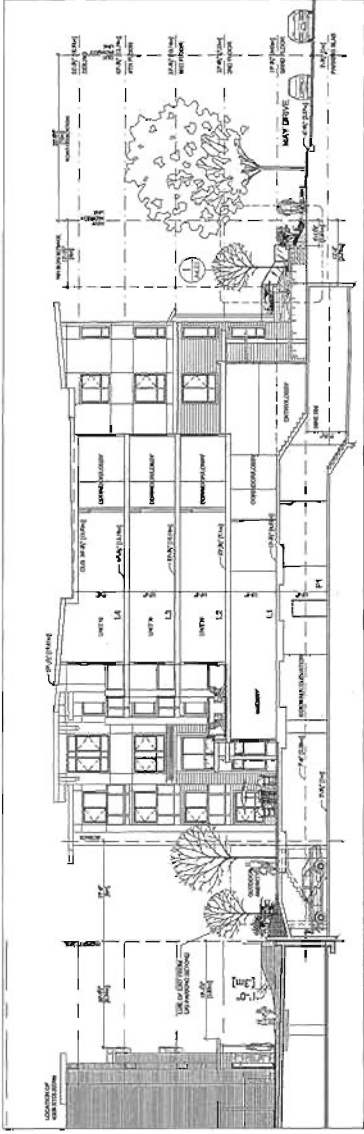
A-5.02



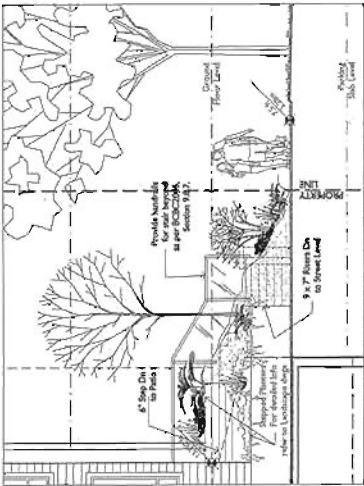
1 SIDE ELEVATION / NORTH (CAMBIE ROAD)



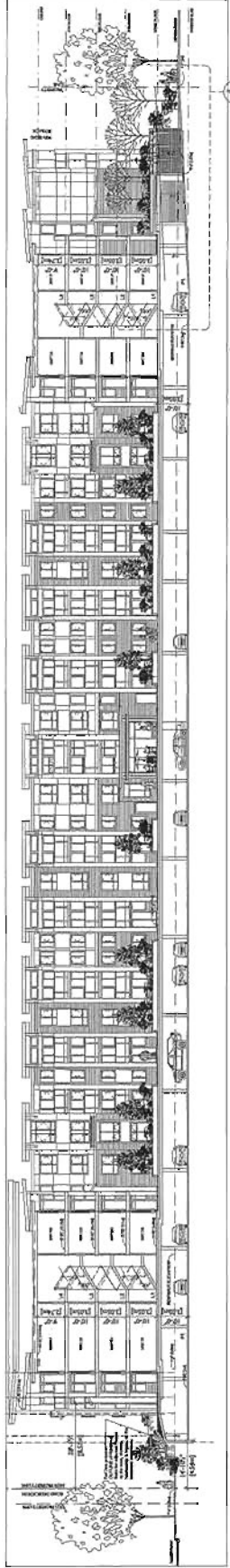
2 SIDE ELEVATION / SOUTH (MCKIM WAY)



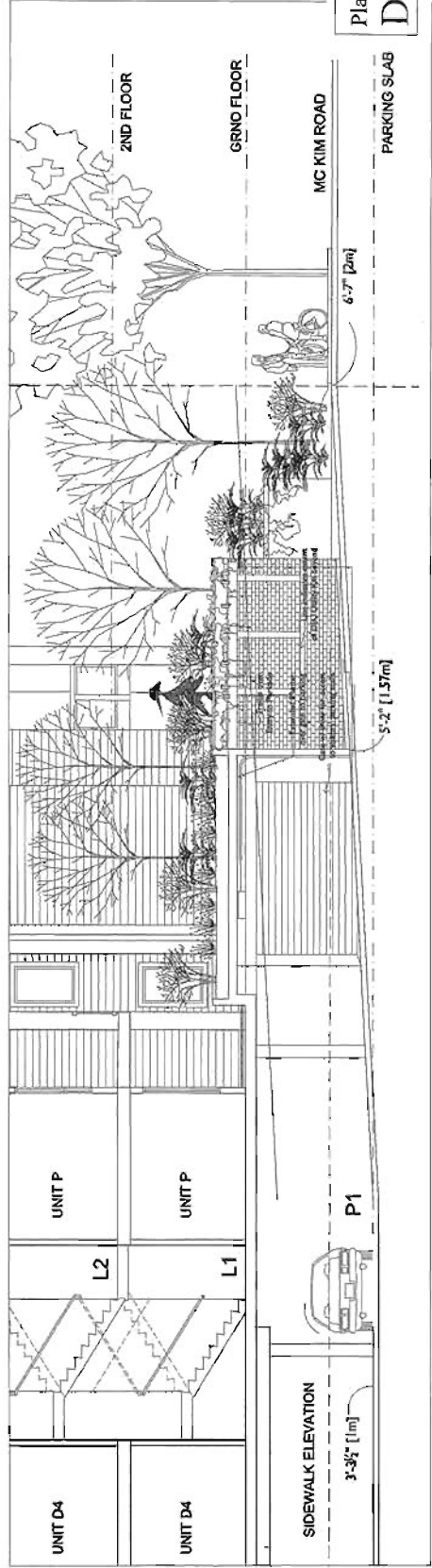
SECTION AA
Scale: 3/32"=1'-0"



SECTION AA - ENLARGED SECTION THROUGH ENTRY STAIR
Scale: 1/8"=1'-0"



SECTION BB
Scale: 1/16"=1'-0"



SECTION BB - ENLARGED RAMP SECTION
Scale: 1/4"=1'-0"

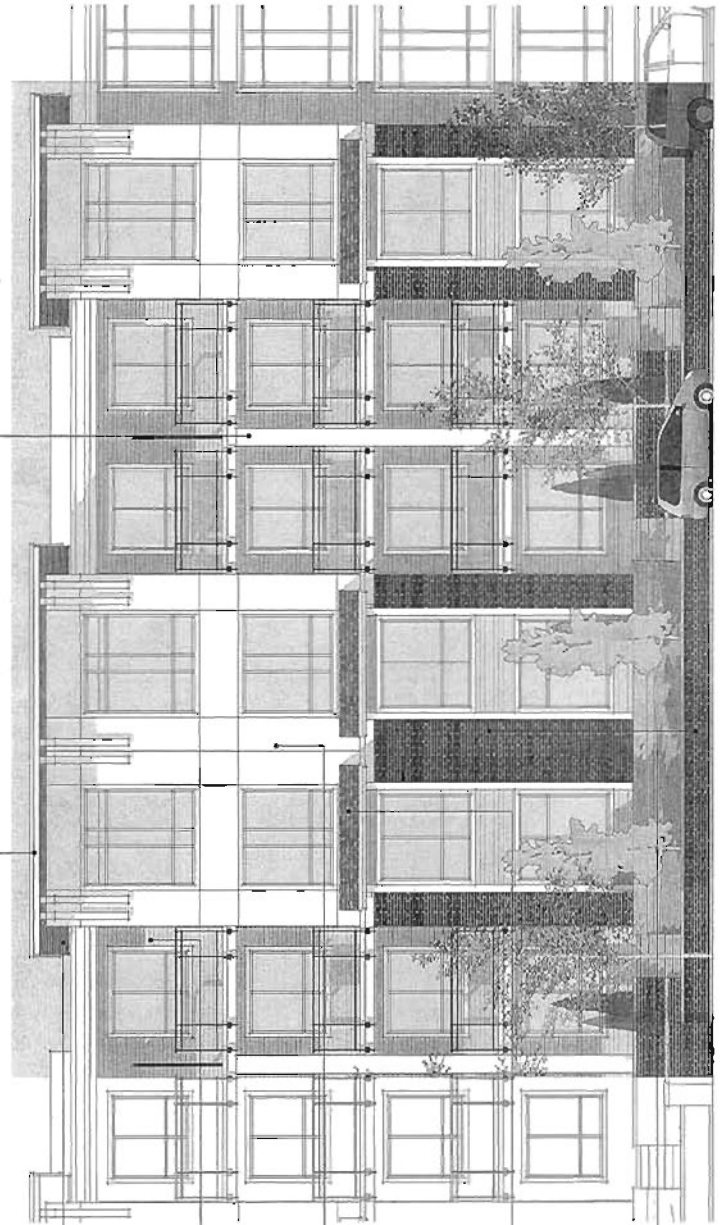
9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
BUILDING SECTIONS

Plan 11 Jan 7 2013
DP 10-557521

A-6.01



NOTES:
 1. SEE ARCHITECTURAL DRAWINGS FOR MATERIAL SCHEDULES AND FINISHES.

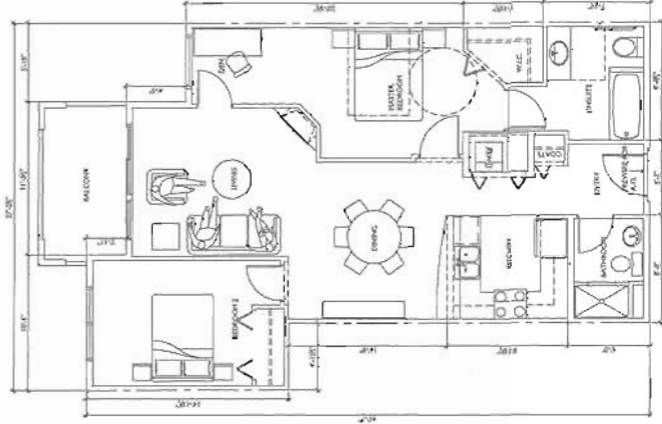


- FASCIA**
NAVAJO BEIGE
- POST**
NAVAJO BEIGE
- SOFFIT**
CEDAR SHINGLE
- WALL PANEL**
NAVAJO BEIGE
- WALL PANEL**
HARDS PANEL SYSTEM
- ROOF**
ASPH/FLT SHINGLES
- BASE STOREY**
BRICK

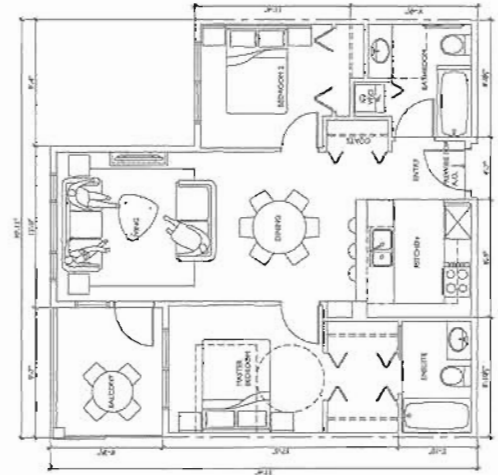
9500 CAMBIE CONDOS
 RICHMOND
 135 APARTMENT UNIT
 MATERIAL

Plan 12 Jan 7 2013
 DP 10-557521

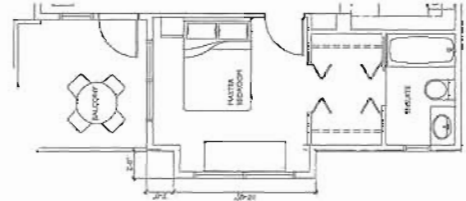
A-0.00



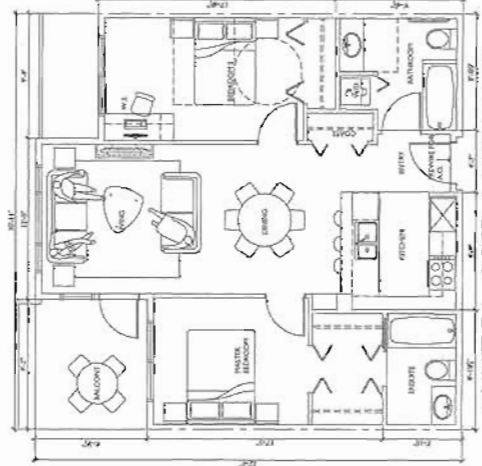
*UNIT C1 - 2 BED, 2 BATH & DEN
923 SQ.FT



*UNIT D - 2 BED & 2 BATH
794 SQ.FT

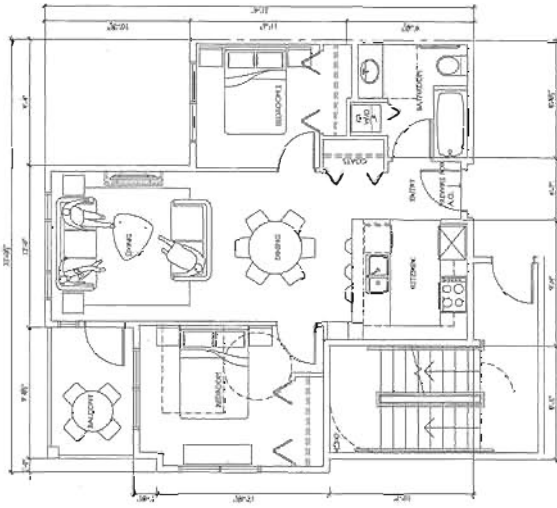


*UNIT D1 - END UNIT,
874 SQ.FT. 4 UNITS

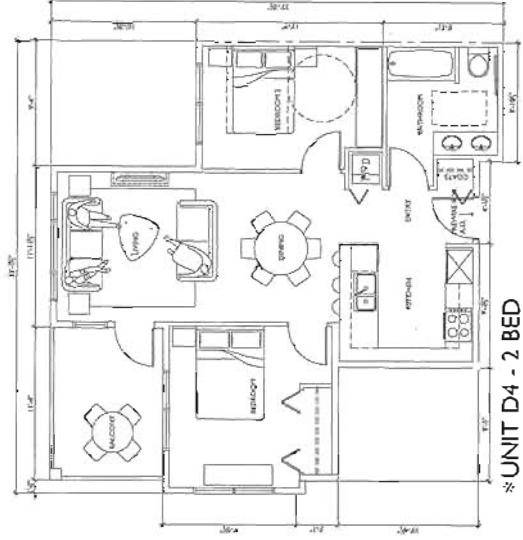


*UNIT D1 - 2 BED, 2 BATH & WS
850 SQ.FT

ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
DIMENSIONS TO FACE ARE SHOWN IN RED.
DIMENSIONS TO CENTERLINE ARE SHOWN IN GREEN.
DIMENSIONS TO FINISH ARE SHOWN IN BLUE.
DIMENSIONS TO EXISTING ARE SHOWN IN BLACK.
DIMENSIONS TO CONCRETE ARE SHOWN IN YELLOW.
DIMENSIONS TO STRUCTURAL CORE ARE SHOWN IN PURPLE.
DIMENSIONS TO MECHANICAL ARE SHOWN IN ORANGE.
DIMENSIONS TO ELECTRICAL ARE SHOWN IN LIGHT BLUE.
DIMENSIONS TO PLUMBING ARE SHOWN IN LIGHT GREEN.
DIMENSIONS TO HVAC ARE SHOWN IN LIGHT PINK.
DIMENSIONS TO FINISH ARE SHOWN IN LIGHT PURPLE.
DIMENSIONS TO EXISTING ARE SHOWN IN BLACK.
DIMENSIONS TO CONCRETE ARE SHOWN IN YELLOW.
DIMENSIONS TO STRUCTURAL CORE ARE SHOWN IN PURPLE.
DIMENSIONS TO MECHANICAL ARE SHOWN IN ORANGE.
DIMENSIONS TO ELECTRICAL ARE SHOWN IN LIGHT BLUE.
DIMENSIONS TO PLUMBING ARE SHOWN IN LIGHT GREEN.
DIMENSIONS TO HVAC ARE SHOWN IN LIGHT PINK.
DIMENSIONS TO FINISH ARE SHOWN IN LIGHT PURPLE.



*UNIT D2 - 2 BED
750 SQ.FT 4 UNITS



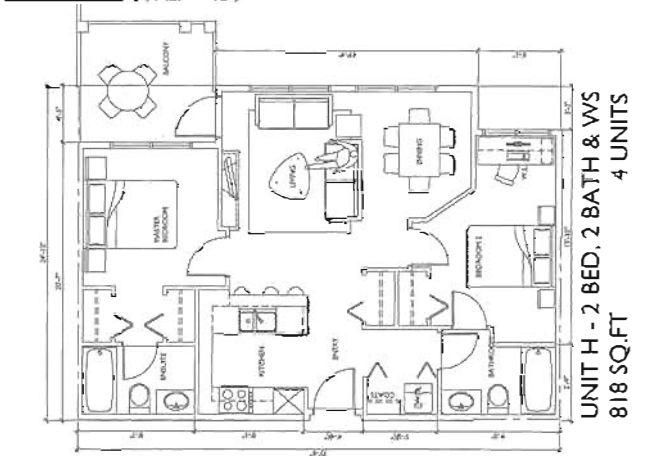
*UNIT D4 - 2 BED
786 SQ.FT 4 UNITS

ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
DIMENSIONS TO FACE ARE SHOWN IN RED.
DIMENSIONS TO CENTERLINE ARE SHOWN IN GREEN.
DIMENSIONS TO FINISH ARE SHOWN IN BLUE.
DIMENSIONS TO EXISTING ARE SHOWN IN BLACK.
DIMENSIONS TO CONCRETE ARE SHOWN IN YELLOW.
DIMENSIONS TO STRUCTURAL CORE ARE SHOWN IN PURPLE.
DIMENSIONS TO MECHANICAL ARE SHOWN IN ORANGE.
DIMENSIONS TO ELECTRICAL ARE SHOWN IN LIGHT BLUE.
DIMENSIONS TO PLUMBING ARE SHOWN IN LIGHT GREEN.
DIMENSIONS TO HVAC ARE SHOWN IN LIGHT PINK.
DIMENSIONS TO FINISH ARE SHOWN IN LIGHT PURPLE.
DIMENSIONS TO EXISTING ARE SHOWN IN BLACK.
DIMENSIONS TO CONCRETE ARE SHOWN IN YELLOW.
DIMENSIONS TO STRUCTURAL CORE ARE SHOWN IN PURPLE.
DIMENSIONS TO MECHANICAL ARE SHOWN IN ORANGE.
DIMENSIONS TO ELECTRICAL ARE SHOWN IN LIGHT BLUE.
DIMENSIONS TO PLUMBING ARE SHOWN IN LIGHT GREEN.
DIMENSIONS TO HVAC ARE SHOWN IN LIGHT PINK.
DIMENSIONS TO FINISH ARE SHOWN IN LIGHT PURPLE.

9500 CAMBIE CONDOS
RICHMOND
RESIDENTIAL UNITS
UNIT PLANS

Plan 13b Jan 7 2013
DP 10-557521

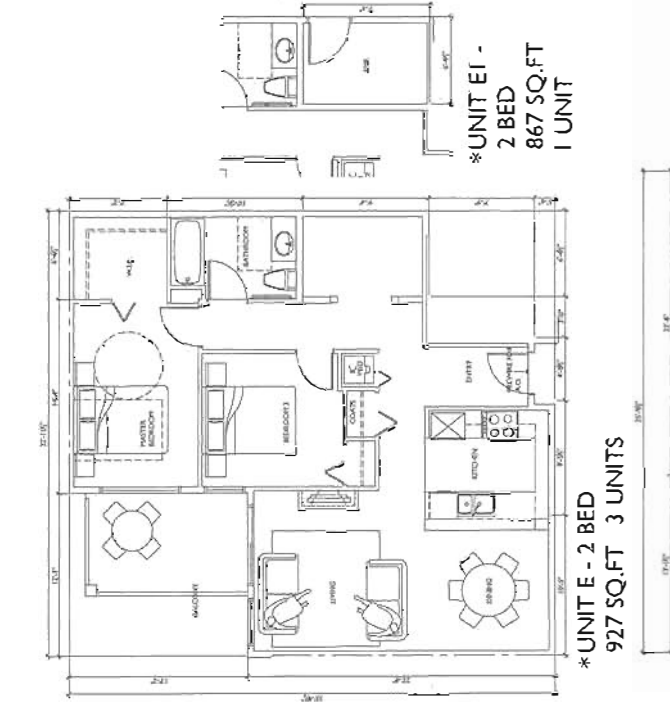
A-4.02



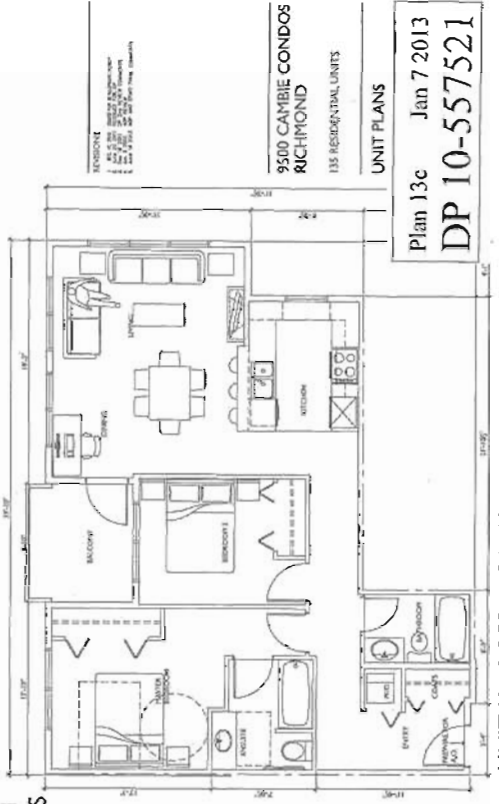
*UNIT H - 2 BED, 2 BATH & WS
818 SQ.FT
4 UNITS



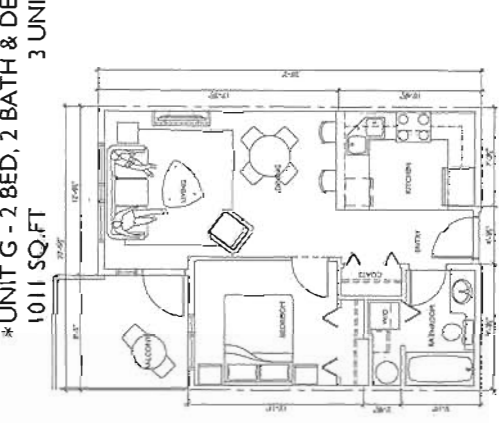
*UNIT G - 2 BED, 2 BATH & DEN
1011 SQ.FT
3 UNITS



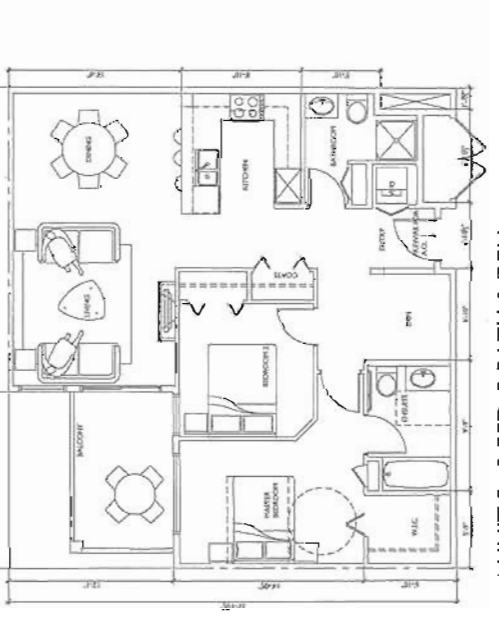
*UNIT E - 2 BED
927 SQ.FT 3 UNITS



*UNIT K - 2 BED, 2 BATH
942 SQ.FT, 4 UNITS



UNIT J - 1 BED
529 SQ.FT, 8 UNITS

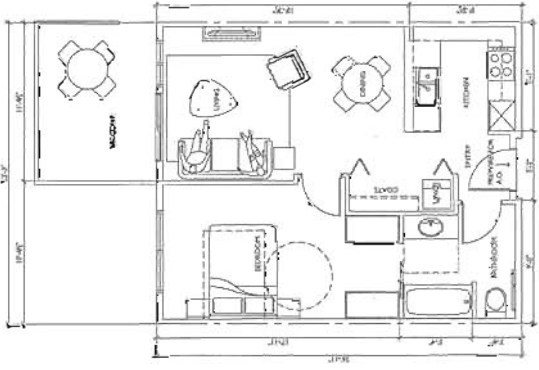


*UNIT F - 2 BED, 2 BATH & DEN
989 SQ.FT 4 UNITS

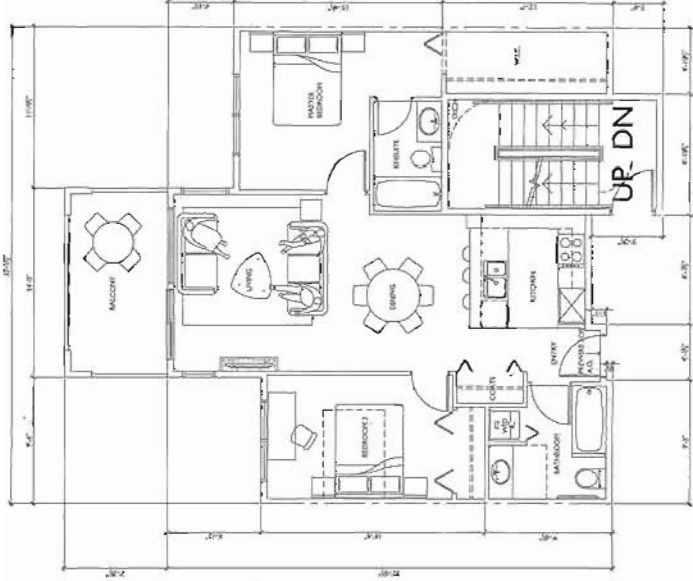
9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
UNIT PLANS
Plan 13c Jan 7 2013
DP 10-557521

STATE OF THE GEORGIA
APPROVAL AUTHORITY
- SEE PAGE A-4.03

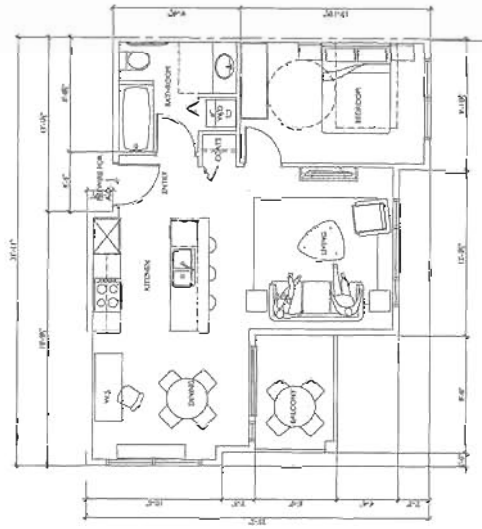
A-4.03



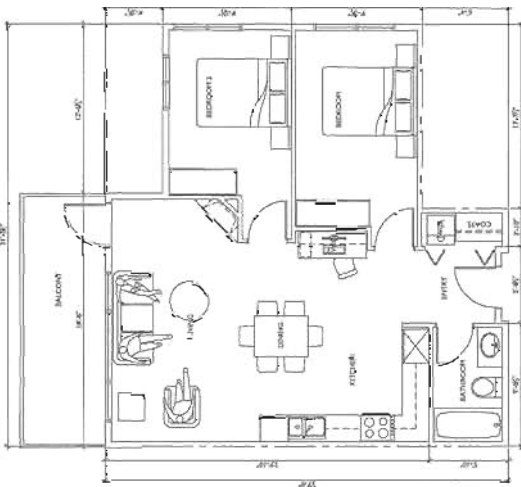
*UNIT L - 1 BED & DEN
 597 SQ.FT
 1 UNIT



*UNIT N - 2 BED & 2 BATH
 921 SQ.FT
 3 UNITS



*UNIT P - 1 BED & WS
 636 SQ.FT
 4 UNITS



*UNIT M - 2 BED & WS
 783 SQ.FT
 1 UNIT