



## City of Richmond

## Report to Committee

To Council - Jun 23, 2008

To Planning - Jun 17, 2008

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development

**Date:** June 4, 2008

RZ 07-366342/

RZ 07-380198

File: 12-8000-20-8397/8395

**Re:** Application by Oris Development (Cambie) Corp. for Rezoning at 9340, 9360 & 9400 Cambie Road from "Single-Family Housing District, Subdivision Area F (R1/F)" and 9420, 9460 & 9480 Cambie Road from "Comprehensive Development District (CD/137)" to "Comprehensive Development District (CD/196)"

### Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 8397, to redesignate 9340, 9360, 9400, 9420, 9460, 9480 Cambie Road from "Residential Area 1 1.5 base FAR (Max. 1.7 FAR with density bonus for affordable housing). Townhouse, Low-rise Apts. (4-storey typical)" to "Residential Area 1A 1.5 base FAR (Max. 1.75 FAR with density bonus for affordable housing). Townhouse, low-rise Apartments (6-storey maximum)" in the Alexandra Neighbourhood Land Use Map to Schedule 2.11A of Official Community Plan Bylaw No. 7100 (West Cambie Area Plan), be introduced and given first reading.
2. That Bylaw No. 8397, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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


3. That Bylaw No. 8397, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

- 4. That Bylaw No. 8395, to create "Comprehensive Development District (CD/196) and to rezone 9340, 9360 & 9400 and 9420, 9460 & 9480 Cambie Road from "Single-Family Housing District, Subdivision Area F (R1/F)" and "Comprehensive Development District (CD/137)" to "Comprehensive Development District (CD/196)", be introduced and given first reading.



Brian J. Jackson, MCIP  
 Director of Development

FM:blg  
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Real Estate Services.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Oris Development (Cambie) Corp. has applied to rezone 9340, 9360 & 9400 Cambie Road from "Single-Family Housing District, Subdivision Area F (R1/F)" and 9420, 9460 & 9480 Cambie Road from "Comprehensive Development District (CD/137)" to "Comprehensive Development District (CD/196)" in order to permit a residential development, including a Day Care Centre as a Community Use space on the site identified in **Attachment 1** and a residential development, including local commercial space, on the site identified in **Attachment 2**.

### Findings of Fact

The proposed development; to be referred as **Cambie I** for the proposal on Area A and **Cambie II** for the proposal on Area B (**Attachment 3**), which are the subject of this report, resulted from a coordinated design effort to achieving the Alexandra Neighbourhood urban design, liveability and complete community objectives envisioned in the West Cambie Area Plan in a comprehensive manner.

A Development Application Data Sheet providing specific details of the proposed developments on each of the subject parcels; **Cambie I** (RZ 07-366342) and **Cambie II** (RZ 07-380198) are attached (**Attachment 4 and Attachment 5**, respectively). The proposed developments closely follow the West Cambie Area Plan land use policies contained in the Richmond Official Community Plan (OCP).

### Project Description

The proposal involves:

**Cambie I:** This proposal includes 251 dwelling units in three (3) six-storey residential buildings over a semi-submerged parking level; a two-level Day Care Centre of approximately 624 m<sup>2</sup> (6,716 ft<sup>2</sup>) with approximately 345 m<sup>2</sup> (3,713 ft<sup>2</sup>) of associated outdoor play areas; and 136.7 m<sup>2</sup> (1,471 ft<sup>2</sup>) of indoor amenity space for the residents.

The residential component of the proposal includes 22 "Affordable Low End Market Rental" units that satisfy the Affordable Housing Strategy requirements for both Cambie I and Cambie II development proposals. These affordable housing units will be secured by a Housing Agreement. The remainder 229 units are also being proposed by the developer as market affordable housing units ("Entry Level Ownership") because of their size and level of finishing; these units will not be covered by a Housing Agreement. Plans and elevations of the proposed Cambie I development are included in **Attachment 6**.

**Cambie II:** This proposal includes (3) four-storey (and loft) residential buildings and townhouse units over a semi-submerged parking level; a small commercial retail unit of approximately 188.00 m<sup>2</sup> (2,023 ft<sup>2</sup>) on the ground floor, and 230.16 m<sup>2</sup> (2,477 ft<sup>2</sup>) of indoor amenity space for residents on the second floor of a two-storey building fronting on Stolberg Street. The proposed development contains 187 dwelling units. Plans and elevations of the proposed Cambie II development are included in **Attachment 7**.

The combined development proposal meets the West Cambie Area Plan, Alexandra Neighbourhood land use overall objectives. The proposed local commercial uses are considered appropriate at the proposed location because of its small size and potential contribution to achieving the complete community objectives of the Plan.

A minor OCP amendment to the Alexandra Neighbourhood Land Use Map is associated with the proposed rezoning to address a slight increase in the overall density (FAR) and building height.

### Site Context

The combined site encompassing these two developments (Cambie I and Cambie II) is located at the north central area of the Alexandra neighbourhood, at the gateway into the neighbourhood from the north, from Cambie Road. The development site is close to public amenities and has easy access to current and future transportation facilities. The immediate context surrounding the development site is as follows:

This site is presently occupied by various single-family homes and greenhouses on three (3) lots zoned "Single-Family Housing District, Subdivision Area F (R1/F)". Immediate context includes:

- North: Across Cambie Road, an established single-family neighbourhood; on various sites zoned "Single-Family Residential District, Subdivision Area B (R1/B)";
- South: A series of large, narrow and deep single-family lots across the proposed new McKim Road; on sites zoned "Single-Family Housing District, Subdivision Area F (R1/F)". These lots are designated Residential Area 1 (townhouse, low-rise apartments) in the Alexandra Quarter Section – West Cambie Area Plan; and
- West: Single-Family houses and greenhouses (further west) on large and small lots fronting on Cambie Road zoned "Single-Family Housing District, Subdivision Area F (R1/F)" which are designated Residential Area 1 (townhouse, low-rise apartments) in the Alexandra Quarter Section – West Cambie Area Plan.
- East: A single-family house on a large and deep site zoned "Single-Family Housing District, Subdivision Area F (R1/F)", which is designated Residential Area 1 (townhouse, low-rise apartments) in the Alexandra Quarter Section – West Cambie Area Plan;

### Related Policies & Studies

Richmond Official Community Plan: The Richmond Official Community Plan (OCP) designates this site as "Neighbourhood Residential" which permits multiple-family housing accompanied by complementary uses such as local commercial, childcare facilities as a community use and home occupation". The proposed land use meets the intent of the designated land use.

West Cambie Area Plan: The two (2) sites are located in the Alexandra Neighbourhood, forming part of the West Cambie Area Plan. The subject site is designated "Residential Area 1" for Multiple-Family Medium Density Housing in the Alexandra Quarter Section - West Cambie Area Plan (**Attachment 8**), and is within Character Area 4 – Medium Density Housing.

“Residential Area 1” allows for a maximum residential density of 1.5 floor area ratio (FAR) which can be increased up to 1.7 FAR if Affordable Housing is provided. The proposed overall 1.74 FAR (32,878.58 m<sup>2</sup> or 353,903 sq.ft.) density for the combined Cambie I (1.96 FAR) and Cambie II (1.52 FAR) site is slightly above the maximum 1.7 density identified in the Plan. This slight increase in density is considered marginal and acceptable in consideration of the public benefits resulting from the provision of 22 affordable housing units (Low End Market Rental Housing), 229 units oriented to the Entry Level Ownership market housing and the Community Day Care facility incorporated in the proposal.

In general, the proposed development also meets the “Character Area – Medium Density Housing” development considerations with respect to minimum lot area, land uses, site coverage, building design, and site and landscaping applicable to the Alexandra Neighbourhood.

The proposed Cambie I (Area A) development includes buildings 24.5 m. high which are above the maximum 20.0 m. height identified for the Alexandra Neighbourhood. This additional height (4.50 m) of the buildings in Cambie I, which resulted from the proposed density increase to support the community amenity objectives, is not expected to have a major shadowing impact on neighbouring property to the west.

In general, the proper balancing of factors such as additional height of the buildings in Cambie I (Area A), the slight overall increase in density, and the proposed commercial use in Cambie II (Area B) will facilitate providing increased open spaces, help to consolidate a complete community by providing housing options and community facilities, and will contribute to balance the economics of providing affordable housing in a non-combustible, concrete building.

Therefore, a minor OCP amendment is being proposed as part of this rezoning to address the slight density increase and overall building height.

It should be pointed out that lot consolidation required for the proposed Cambie II development and the alignment for the proposed future May Drive street to the east of the site will create an orphan parcel of less than the 1.0 ha (2.47 ac.) minimum lot area required to facilitate development as anticipated in the Alexandra Neighbourhood. In order to protect and facilitate full development potential of this orphan parcel, the site planning for Cambie II has provided increased setback for the central building along the east property line. The applicant has submitted a conceptual site development plan for the orphan parcel that demonstrates that its full development potential can be realized based on the same density and building form of the proposed Cambie II (Area B) development.

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Indemnification Covenant on title. In accordance with the City’s current Flood Management Strategy, the Flood Construction Level (FCL) for the Alexandra Neighbourhood is 2.6 m Geological Survey of Canada (GSC). The flood indemnification covenant on title should reference this elevation as the minimum habitable elevation for the subject development.

Affordable Housing Strategy/Density Bonus: The West Cambie Area Plan - Alexandra Neighbourhood includes provisions that support the introduction of affordable housing in the area.

The Plan provides the opportunity for a density bonus in exchange for the provision of on-site affordable housing to help in achieving Richmond’s affordable housing objectives. Developers may increase the permitted density by 0.2 Floor Area Ratio (FAR), which would allow a maximum density of 1.7 FAR and allocate 1/3 of the density bonus area as affordable housing; the remaining 2/3 of the density bonus is intended to compensate for the provision of affordable housing and is considered an acceptable arrangement.

The applicant has elected to provide 22 on-site affordable housing units on Parcel A (Cambie I) to satisfy the requirements generated by both Cambie I and Cambie II developments.

The total area of the affordable housing component provided on Parcel A is more than the 33% of the density bonus to be provided as affordable housing, as required by the West Cambie Area Plan. While the bonus density would require provision of approximately 1,316 m<sup>2</sup> (14,165 ft<sup>2</sup>) allocated to affordable housing, the proposed development includes 1,510 m<sup>2</sup> (16,253 ft<sup>2</sup>), or 38.25 % of the density bonus to meet this requirement. The number of affordable housing units provided represents 5% of the total number of units in the proposal(s).

OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 2 within a designation that permits all aircraft noise sensitive land uses with the exception of new single-family development.

As the site is affected by Airport Noise Contours, the developer will register a covenant prior to final adoption of Zoning Amendment Bylaw 8395 to disclose noise restrictions and to engage a registered professional qualified in acoustics to prepare a report that recommends site-specific acoustic sound insulation measures as part of the Development Permit review process. Issuance of a Development Permit will be conditional to receipt of this report.

The report by the acoustical consultant must either substantiate the provision of air conditioning in the construction of the building or substantiate a suitable alternative as determined by a registered professional, in addition to mechanical ventilation, in the construction of the building in order to maintain the acoustic integrity of the building envelope. This is essential to maintain a highly liveable interior environment when windows are shut, particularly during warm summer months.

The registered professional retained should certify that any required noise insulation measures have been installed according to the report’s recommendations before the building may obtain an Occupancy Permit.

Further, maximum noise levels (decibels) within the dwelling units are expected to be as follows:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

## Consultation

### School District #38

The Richmond OCP Bylaw Preparation Consultation Policy does not require notification of the School District as the proposed OCP amendment represents a very minor increase in the number of dwelling units envisioned in the OCP. However, given the significant size of the project(s), although within the expected number of dwelling units considered in the West Cambie Area Plan, the School District #38 was notified as a courtesy.

Planning staff will continue to provide periodic updates to the School District on the total aggregate new dwelling units in each of the school catchment areas to assist the School District in its long term planning.

## Public Input

Since the rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing, no further external consultation was carried out prior to the preparation of this report. The applicant has forwarded confirmation that a development sign has been posted on the site and staff has not received any objections to date.

The statutory Public Hearing will provide area residents, businesses and property owners with opportunity to comment on the application

## Staff Comments

### Technical Review

Staff Technical Review for Cambie I and Cambie II proposals have identified the need for construction of a new sanitary sewer system to the new ODLIN pump station located at 9288 Odlin Road. The City and the developer are discussing options available to address this issue. A summary of Conditional Rezoning Requirements, as concurred to by the developer outlining the conditions to be addressed prior to finalizing the rezoning and design improvements to the proposal, at Development Permit stage is attached (**Attachment 10**).

### Road Network, Dedications, Transportation and Upgrades.

This development will enhance the existing road network and contribute to the implementation of the Alexandra neighbourhood road network, as envisioned in the West Cambie Area Plan.

The extension of Stolberg Street from Cambie Road to the south, to its intersection with the new McKim Way, will provide an access to the new neighbourhood from the north. The opening of the new east-west McKim Way will allow opening the linkages to Garden City Road on the west and the proposed May Drive on the east.

The proposed development(s) will dedicate a significant amount of land to the City for the purpose of implementing the neighbourhood road network. The developer has agreed to provide the required land to the City including:

- Approximately 1.5 m along the entire Cambie Road edge;
- 20 m required for the new Stolberg Street along the east edge of Cambie I site;
- 10 m required for McKim Way along the south edge of Cambie I site, tapering up to 13.17 m at the west Property Line;

- 10 m required for McKim Way along the south edge of Cambie II site, tapering down to 8.58 m at the east Property Line; and
- 4 m x 4 m corner cuts at the new Cambie Property Line, Stolberg Street and at McKim Way and the Stolberg Street intersections.

In addition, the applicant will enter into a Servicing Agreement for design and construction frontage upgrades along Cambie Road, plus half road construction of McKim Way and full road construction of Stolberg Street. The applicant will be responsible for the design and construction and/or contribution to traffic control and calming measures at the north and south ends of Stolberg and at the entrance point to the development site.

#### Parking and Circulation.

Access to the proposed underground parking level in each of the development sites is provided from the south, from the new McKim Way. Access to the ground floor parking level in Cambie I and to the courtyard commercial parking in Cambie II is provided from the proposed extension of Stolberg Street from Cambie Road to the new McKim Way.

The Cambie I (Area A) proposal provides a total of 325 parking spaces in one (1) underground parking level and at the ground floor level; the Cambie II (Area B) proposal provides for 318 parking spaces, including three (3) accessible parking spaces, in one (1) underground parking level. Six (6) commercial parking spaces and two loading areas are provided at the central courtyard of the development.

The 325 parking spaces provided for the Cambie I (Parcel A) proposal are considered acceptable by Transportation Engineering on the basis that this is an affordable housing type of development and that Transit Oriented Development Measures (TDM) will be provided in association with this development. These measures, to be secured by a legal agreement prior final rezoning approval include:

- 2-zone transit passes for 25% of the residential and affordable housing units for one year;
- provision of on-site bicycle parking as per city's development permit guidelines;
- provision of one (1) on-site end-of-trip facility, including showers, toilets, grooming stations, and clothing lockers for child care employees;
- 3 car co-op vehicles and associated spaces; and
- installation of two (2) fully accessible bus shelters on both sides of Cambie Road at Stolberg Road

#### Servicing Capacity and Upgrades

Utility servicing for this neighbourhood needs a complete upgrade including a sanitary sewer, pump station and force main. As this is a new development area in the city, there are various servicing capacity issues to be addressed in association with the proposed development(s). Servicing aspects to the site/new neighbourhood are to be resolved prior to final adoption of Bylaw No. 8395.



Council, on June 25, 2007 authorized the execution of the "Alexandra Neighbourhood Development Agreement" for the provision of required off-site sanitary and storm sewer utility works. The subject development is required to provide their proportionate share of the costs associated with the execution of the "Alexandra Neighbourhood Development Agreement" prior to connecting the utility works covered by this agreement. The required payment will be calculated and collected prior to issuance of a building permit for the subject development and will include current interest charges as defined by the agreement.

Details related to the completed Engineering Utility Capacity Analysis for each site are provided in **Attachments 11 and 12**, respectively. Specific details on site servicing issues must be resolved as part of the Servicing Agreement prior to final approval of the rezoning.

#### Site Vegetation

A site inspection and evaluation of the trees located on the proposed development site(s) was carried out by the Project Arborist from VanderZalm + Associates Inc. The Arborist report concludes the following:

- There are no City trees adjacent to or affected by the proposed development; and
- There is one (1) protected tree on the Cambie I site, which is to be removed to accommodate the proposed development.

It should be noted that there are no trees on the Cambie II site, as this site is presently used for vehicle storage.

#### Advisory Design Panel Comments

The Advisory Design Panel provided a preliminary review and supported this project at the meeting of May 7, 2008. Design development to incorporate the Panel comments (**Attachment 9**) will be addressed as part of the Development Permit submission.

### **Analysis**

#### **Affordable, Rental and Special Needs Housing**

- The West Cambie Area Plan Implementation Strategy provides for 0.2 FAR. of bonus density when affordable housing is provided on-site, subject to the affordable housing component of the project being a minimum of 1/3 of the density bonus buildable area FAR. The on-site affordable housing component of the combined proposed development meets the requirements of the West Cambie Area Plan.
- In response to the City's commitment to the provision of affordable housing, the developer proposes 22 on-site affordable housing units (Low End Market Rental) in the Cambie I (Area A) proposal. As these units will be built in the second phase of construction of this project, delivery of these units will be secured by a performance bond. A legal agreement will also be registered on Title of the proposed development sites (RZ 07-380198 & RZ 07-366342) to ensure no final building permit inspection (i.e. Occupancy) on the Phase II areas of either project is granted until these affordable housing units are constructed.
- The 22 on-site affordable housing units (Low End Market Rental) will be secured in perpetuity under a Housing Agreement.

The proposed 22 affordable housing units include:

Unit Type	Proposed Unit Size	Min. Unit Size (City AH Strategy)
7 – Studio	40 m <sup>2</sup> (427 ft <sup>2</sup> ) min.	37.16 m <sup>2</sup> (400 ft <sup>2</sup> )
4 - 1 Bedroom units	48 m <sup>2</sup> (514 ft <sup>2</sup> )	49.70 m <sup>2</sup> (535 ft <sup>2</sup> )
9 - 2 Bedroom units	67 m <sup>2</sup> (724 ft <sup>2</sup> ) min.	79.90 m <sup>2</sup> (860 ft <sup>2</sup> )
2 - 3 Bedroom units	83 m <sup>2</sup> (895 ft <sup>2</sup> )	91.00 m <sup>2</sup> (980 ft <sup>2</sup> )

- While the unit sizes do not entirely conform to the Richmond Affordable Housing Strategy, as approved by Council on May 28, 2008 staff supports the proposed unit sizes.
- The other 229 dwelling units included in proposed Cambie I (Area A) development may also be considered affordable housing (Entry Level Ownership market housing) because of their size and level of finishing. It is possible that some of these units might be purchased for rental purposes, therefore contributing to increase the rental pool in the area. These market units, however, will not be covered under the Housing Agreement.

### Child Care Facility

- The City of Richmond's Child Care Policy is included in the Official Community Plan (OCP) and states that access to affordable, flexible, quality childcare is a priority.
- The West Cambie Area Plan assumes that three (3) child care facilities will be required in West Cambie; one (1) City-owned facility and the remaining two (2) to be provided by the private or non-profit sector. The developer has agreed to provide a voluntary contribution toward the provision of one childcare facility at a rate of \$0.60 ft<sup>2</sup> based on maximum floor area ratio in accordance with the West Cambie Area Plan Alexandra Neighbourhood. In the specific case of the proposed Oris Development (Cambie) Corp. developments this contribution would amount to approximately \$212,341.
- The developer is assisting in addressing the need for providing child care facilities in the neighbourhood as a means to achieving a complete community, as envisioned in the West Cambie Area Plan, by including a child care facility of approximately 624.0 m<sup>2</sup> (6,700 ft<sup>2</sup>) and approximately 345 m<sup>2</sup> (3,713 ft<sup>2</sup>) of associated outdoor play areas in the first construction phase of the development in Area A (Cambie I). This facility and ownership will be transferred to the City.
- To bring the child care facility to completion, an arrangement among the City, the Society of Richmond Children's Centres (SRCC) and Oris Development (Cambie) Corp. is being proposed. All parties would financially contribute (e.g., the SRCC would use Provincial Major Capital Funding) to achieve this objective. In return, the City would provide a long-term lease (e.g., 10 years as required by the Province for the use of Major Capital Funding) to the SRCC at a nominal rate. The lease would be based on the City's model lease and will be modified to accommodate the mutual interests of the parties. All parties are working cooperatively to achieve this objective.

- The West Cambie-Alexandra Interim Amenity Guidelines estimate the cost of the City-owned facility to be approximately \$1.8 million. In negotiating the details with the applicant, the City's contribution would be capped at \$1.2 million with funds to be repaid to the developer as available through various sources, including the Society of Richmond Children's Centres (SRCC), the West Cambie developer contributions to the Child Care Development Statutory Fund, Oris Development (Cambie) Corp; and other sources. The final financial and legal arrangement will be determined before the rezoning is approved and will require Council approval.

### **Amenity Space**

- Each one of the proposed developments, Cambie I and Cambie II, will provide both indoor and outdoor amenity space on-site, in compliance with the Official Community Plan (OCP).

### **Cambie I (Area A)**

Indoor amenity space of approximately 176.40 m<sup>2</sup> (1,888 ft<sup>2</sup>) is provided on a two levels building fronting onto the Day Care Centre, across the central landscaped area and access driveway into the site.

- The indoor amenity space is accessed from Stolberg Street, the central landscaped open area and from the outdoor amenity space on top of the parkade deck, on the second floor.
- The large slab over the ground level parkade will be developed as green roof while also providing opportunities for outdoor activities. This outdoor amenity area is directly and easily accessible from the residential buildings around it.
- The central landscaped area at ground level also acts as an open lobby to the residential development and closely relates to the central courtyard provided in the Cambie II development across Stolberg Street.

### **Cambie II (Area B)**

Total indoor amenity space of approximately 230.00 m<sup>2</sup> (2,476 ft.<sup>2</sup>) is provided at three (3) locations: Over the small commercial retail unit at the entrance to the central courtyard from Stolberg Street, and at ground level at the east end of each of the two east-west buildings.

- The central courtyard provided in the Cambie II development will include a combination of soft and hard landscaping. In addition, the commercial parking and loading/unloading area will be paved with coloured decorative pavers to achieve an integrated central open space.
- The courtyard space is proposed as a multi-purpose space that will provide the residents opportunities for a variety of uses that at some special dates may include using the surface commercial parking area.
- This courtyard is accessed from the buildings around via multiple direct pathways that provide residents with easy access to the central open amenity space.
- The central courtyard open space is directly linked to Stolberg Street that is a component of Alexandra Way, the central pedestrian spine/linear park in the neighbourhood.
- A wide pedestrian corridor is proposed as a linkage between the central courtyard in the Cambie II proposal and the organizing landscaped open space at the centre of Cambie I (Parcel A), including the community Day Care Centre.

### **Public Art**

- In response to the City's commitment to the provision of Public Art, the developer proposes to provide a voluntary contribution at a rate of approximately \$0.60 ft<sup>2</sup> based on maximum floor area ratio (FAR) in accordance with the West Cambie Area Plan Alexandra Neighbourhood. The Public Art contribution would therefore be approximately \$212,341.

### **Community and Engineering Planning Costs**

- The developer proposes to provide a voluntary contribution based on a rate of \$0.07 ft<sup>2</sup>, based on maximum floor area ratio (FAR) to assist in paying for community planning and engineering costs to plan community land use, services and infrastructure. The contribution would therefore be approximately \$24,773.95.

### **Barrier-free access**

- The proposed development provides barrier-free access from the street to the various buildings and from the apartment units to the various amenity spaces (outdoor and indoor) included in the proposal.
- Several units in Cambie I and Cambie II developments will be designed (i.e. kitchen and washroom layout) as accessible units. A number of other units in each development that can be also easily converted into accessible units are also proposed. The number and location of accessible units will be finalized through the Development Permit process.
- Further, the applicant will incorporate of measures for aging in place. Features would include backing for grab bars in bathrooms, lever style door handles, tactile numbering of suites, and the like.

### **Proposed Comprehensive Development (CD) Bylaw**

The proposed Comprehensive Development (CD) zone is based on Comprehensive Development District (CD/186) used elsewhere in the Alexandra Neighbourhood to accommodate medium density residential development on this site. The proposed CD Zone includes the following:

- Increases over the base density (1.56 FAR) proposed for Parcel A (Cambie I) up to 1.96 FAR are allowed if affordable housing units are provided in the development and in recognition of large road dedications and inclusion of Public Amenity space in the proposal.
- A lower maximum density (1.52 FAR) is proposed for Parcel B (Cambie II) to achieve an overall maximum density of (1.74 FAR) for the combined Areas A and B; which is only slightly higher than the maximum density (1.7 FAR) identified in Alexandra Neighbourhood/West Cambie Area Plan for this area.
- Slight increases in density are also considered in the proposed CD bylaw for the provision of Community Use, Amenity Space and Public Amenity Space in the proposed development(s).
- Parking requirements in line with Transit Oriented Development in the City Centre, the affordable housing character and proposed features and services of the proposal in Area A (Cambie I) have been considered and acknowledged in the proposed CD Bylaw. A legal agreement for TDM measures is required prior to final approval of the rezoning.

- The proposed Comprehensive Development District (CD/196) is tailored to the comprehensive and unique characteristics of the proposed development and aims to achieving the overall density and character objectives applicable to the Alexandra Neighbourhood. The maximum density permitted under the proposed CD bylaw on the combined site including Area A and Area B (1.74 FAR) (32,878.58 m<sup>2</sup> or 353,903 sq.ft.).
- The maximum base Floor Area Ratio (FAR) in Area A (Cambie I) will be 1.56. This density may increase to a max. Of 1.96 FAR for the provision and priority delivery of an affordable housing component (minimum of 22 units) in the area.
- The proposed 24.5 m (80.38 ft.) high – six-storey apartment buildings, as proposed in Area A (Cambie I) is not expected to impact on adjacent properties as similar type of development height is expected on these sites in the future.
- Building setbacks recognize the building typology being proposed that includes minimum surface parking, which results in parking structure extending to the rear property line in the Cambie II proposal.
- Reduced building setbacks are considered acceptable because the urban design character objectives for this specific area of the Alexandra Neighbourhood that encourage a more urban than suburban character and image, with buildings oriented toward the street with pedestrian access from adjacent sidewalks, including some buildings that visually “hug” the edge of the streets, and in a few cases are built-to property line.

#### **Discharge of Existing Restrictive Covenants Associated with 9420, 9460 and 9480 Cambie Road.**

- There are two existing restrictive covenants registered against title of 9420, 9460 and 9480 related to the existing use of the site as a vehicle storage yard (Charge # BV 208641 & BV 208642). These covenants are to be discharged from the title prior to rezoning adoption.

#### **Preliminary Development Permit Comments**

##### **Urban Design and Site Planning**

The following issues identified by staff and associated recommendations, in combination with the points raised by the Advisory Design Panel, are expected to be addressed at the Development Permit phase.

##### **General**

- Location of buildings on the site have generally addressed the mass and open space relationship with adjacent development and made provisions for adequate interface with future developments on adjacent parcels.
- Further design development required at the interface area between buildings and public street to fully reflect the desirable streetscape and urban environment envisioned by the Alexandra Neighbourhood Character Guidelines.

- Consider increasing the setback to accommodate a wider sidewalk along the north side of McKim Way and west side of Stolberg Street as these sidewalks are considered extensions of Alexandra Way to Cambie Road.
- Architectural reinforcement of the gateway into the neighbourhood from Cambie Road required. Special architectural corner treatment and landscaping to be developed further.
- Development(s) should consider incorporating Public Art to reinforce gateway into the neighbourhood.
- Desirable to provide detail and richer expression of building façades to McKim Way and Cambie Road. Creative disposition of balconies to articulate façades to be explored.

#### **CAMBIE I (Parcel A)**

- Achieving a proper mass transition of east-west buildings toward the west desirable.
- Excessive length of the north-south building to be visually broken in two (2) smaller masses.
- Design development to the interface areas between west parkade wall and adjacent west site.
- Clear entrance sequence to the north and south residential buildings desirable.
- Higher degree of building(s) continuity along Stolberg Street frontage desirable; consider providing a covered area along the street side of the Day Care play area for this purpose.
- Desirable to provide detail and richer expression of building façades to McKim Way and Cambie Road. Creative disposition of balconies to articulate façades to be explored.
- Improved relationship between Day Care entry area and lobby of the north-south building desirable.
- The proposal should include green roofs and/or other sustainable initiatives.

#### **CAMBIE II (Parcel B)**

- Proposed increased setback of the north-south building from east property line will facilitate proper separation and increased open space in future development to take place on the east side.
- Relationship and mass transition toward the south is well achieved by the lower townhouse clusters along the McKim Way.
- Design development to mass relationship between buildings at the northeast and southeast corners of the site to reinforce separation between buildings required.
- Reinforcing the pedestrian character of the central courtyard required. Consider unit pavers.
- Consideration to achieving clear and unobstructed access area and improved entrance sequence to the north and south residential buildings required.
- Achieve softer and gradual transition between sidewalk and buildings.

#### **Alexandra's Liveability and Interim Amenity Guidelines**

- In addition to requiring a high standard of development within the West Cambie Area Plan – Alexandra Neighbourhood, the provision of an integrated social infrastructure is a requirement of the Area Plan. The development proposal responds well to a series of elements of well being and liveability articulated in the liveability guidelines of the Alexandra Neighbourhood by incorporating affordable housing, community facilities and commercial uses as components of this comprehensive development proposal.

**Public Realm Beautification - Alexandra Way**

- The proposal is expected to enhance the public realm with provision of quality materials and careful treatment of parkade retaining walls exposed to views and raised planters alongside the public sidewalk, including wall mounted light fixtures, additional tree planting and wider sidewalk along Stolberg Street and McKim Way, which is the proposed extension of Alexandra Way to Cambie Road.

**Alexandra's Building Sustainability Guidelines**

- Similar to the Liveability Guidelines above, the development proposal is required to respond to the plan's commitment to long-term environmental, financial and social sustainability.
- Leadership on Education and Energy Design (LEED) is an accepted industry standard for developing high performance, sustainable buildings. The applicant does not propose LEED certification of the building; however, the building could include provisions that would permit its designation as a LEED "certified" building (based on obtaining a point value of 26. As a reference, LEED Silver certification requires 33-38 points).
- The applicant has indicated that Geo-exchange heating and cooling will likely be provided in both projects. Energy efficient lighting and appliances will be standard features.
- The applicant intends to incorporate several other sustainable measures, features and materials in the Development Permit application submission.

**Crime Prevention Through Environmental Design (CPTED)**

CPTED principles, and lighting and signage details will be reviewed in association with the Development Permit application.

**General Recommendations**

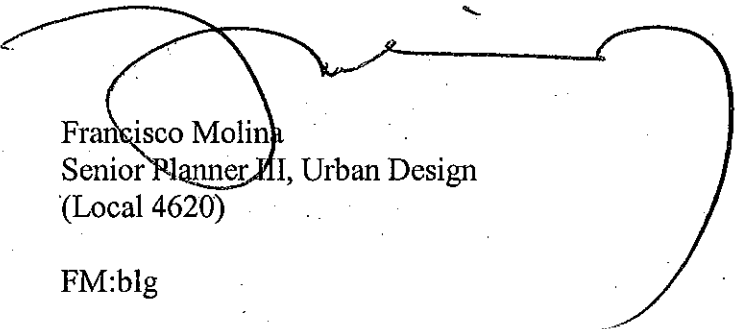
- Use of reflective white paint and minimize amount of solid walls in parking levels.
- Incorporate glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Consider raised curbs to separate vehicles from pedestrian circulation areas around elevator core and improve sight angles and surveillance.
- Identify a clear path from visitor parking area to elevator core.
- Avoid hidden corners and increase visibility toward building lobby/elevator core.
- Indoor and outdoor amenity space to be sited to facilitate passive surveillance.
- Low-level lighting to be considered in the central open areas and courtyard while minimizing the effect of light pollution on adjacent dwelling units.
- Individual unit entries along the perimeter of the site should help to establish a strong street presence and facilitates passive surveillance.

### Financial Impact or Economic Impact

- No additional financial impact above the costs associated with development on this area, as per the West Cambie Area Plan – Alexandra Neighbourhood will result from the proposed development(s), as the costs of design and construction of the required off-site works and services, to permit the area to be developed as planned will be covered via contributions by the developers in the area
- To bring the Child Care facility on Parcel A (Cambie I) to completion, it is proposed to use funds from the Society of Richmond Children's Centres (SRCC); the West Cambie developers contributions to the Child Care Development Statutory Reserve Fund; Oris Development contributions of \$.60 per buildable (FAR) ft<sup>2</sup> (Cambie I and Cambie II) to the Child Care Development Reserve (\$212,341); and other arrangements that will be determined before final approval of the rezoning.

### Conclusion

Staff recommend these applications be approved to proceed. The proposed developments will help the City to achieve the complete community objective envisioned in the West Cambie Plan by incorporating affordable housing, a community facility and small commercial space in a comprehensively planned proposal. The proposed development will contribute to implement the proposed road network for the Alexandra neighbourhood, extend municipal services and introduce a new mid-rise concrete building typology to the area. This is an innovative type of development that aims to achieve the sustainability and liveability goals as set out in the Official Community Plan (OCP).

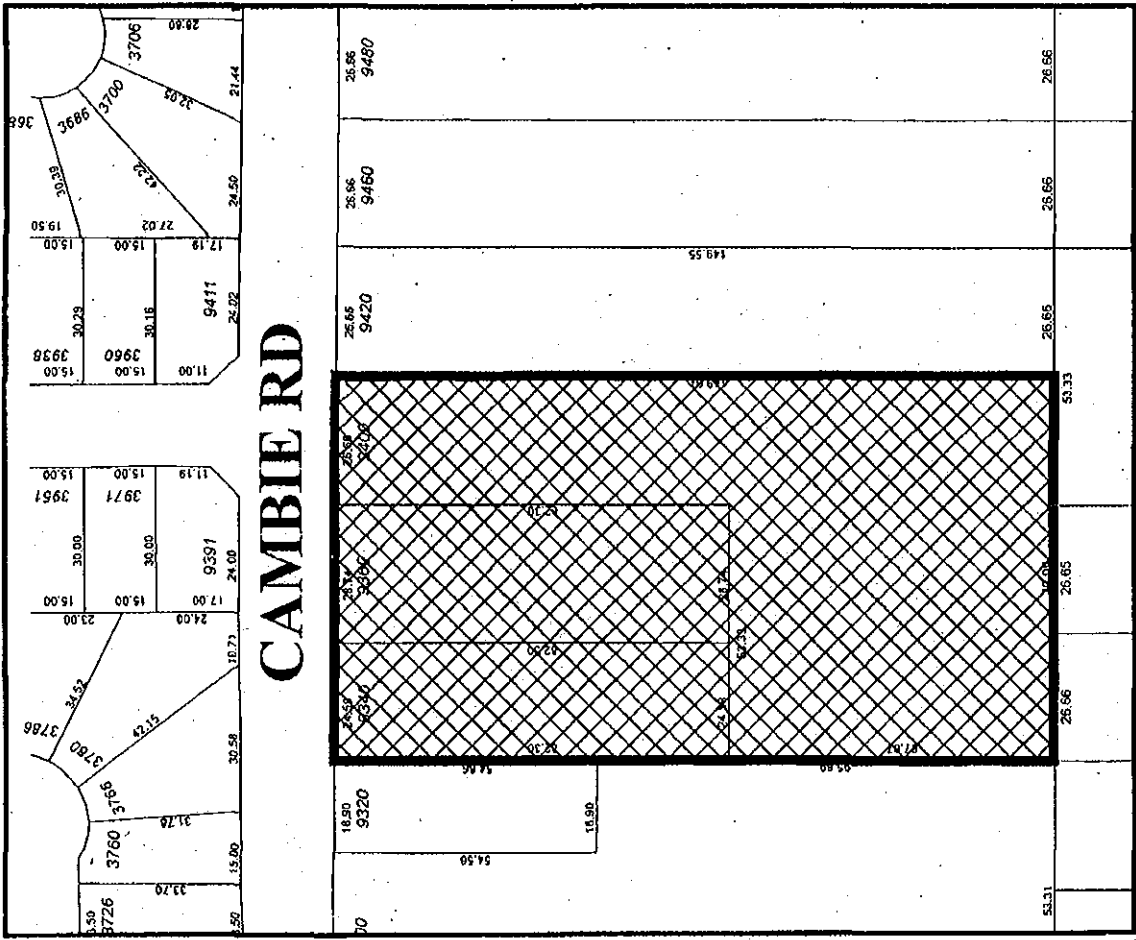


Francisco Molina  
Senior Planner III, Urban Design  
(Local 4620)

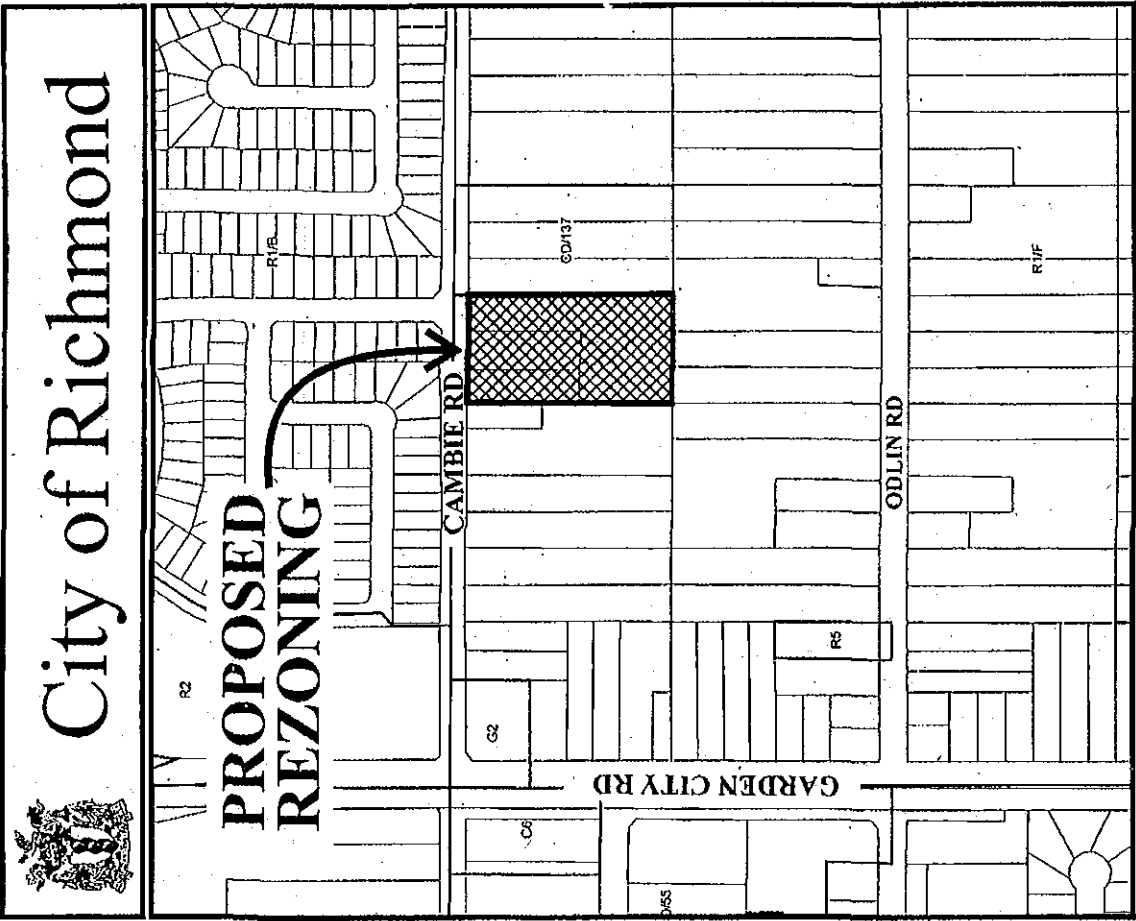
FM:blg

- Attachment 1: Location Map. Area A (Cambie I)
- Attachment 2: Location Map. Area B (Cambie II)
- Attachment 3: Diagram. Combined Sites. Area A and Area B
- Attachment 4: Development Application Data Sheet. Cambie I (Area A)
- Attachment 5: Development Application Data Sheet. Cambie II (Area B)
- Attachment 6: Plans and Elevations. Cambie I
- Attachment 7: Plans and Elevations. Cambie II
- Attachment 8: Alexandra Neighbourhood Concept and Land Use Map
- Attachment 9: Excerpt of Advisory Design Panel Minutes
- Attachment 10: Considerations for Rezoning
- Attachment 11: Letter from Engineering (May 26, 2008)
- Attachment 12: Letter from Engineering (May 27, 2008)

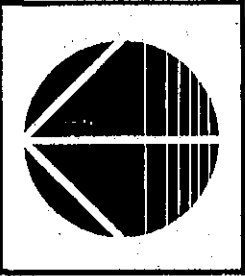


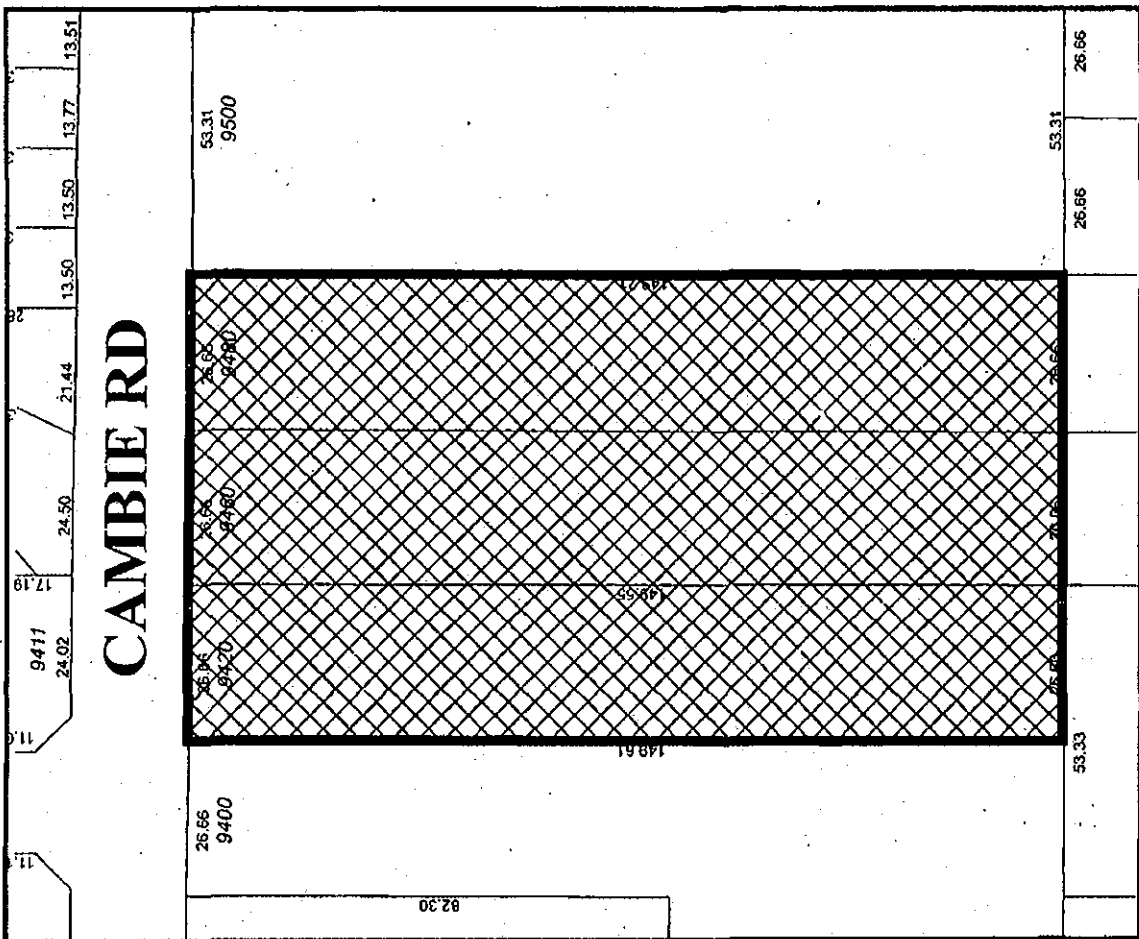


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 Revision Date:  
 Note: Dimensions are in METRES

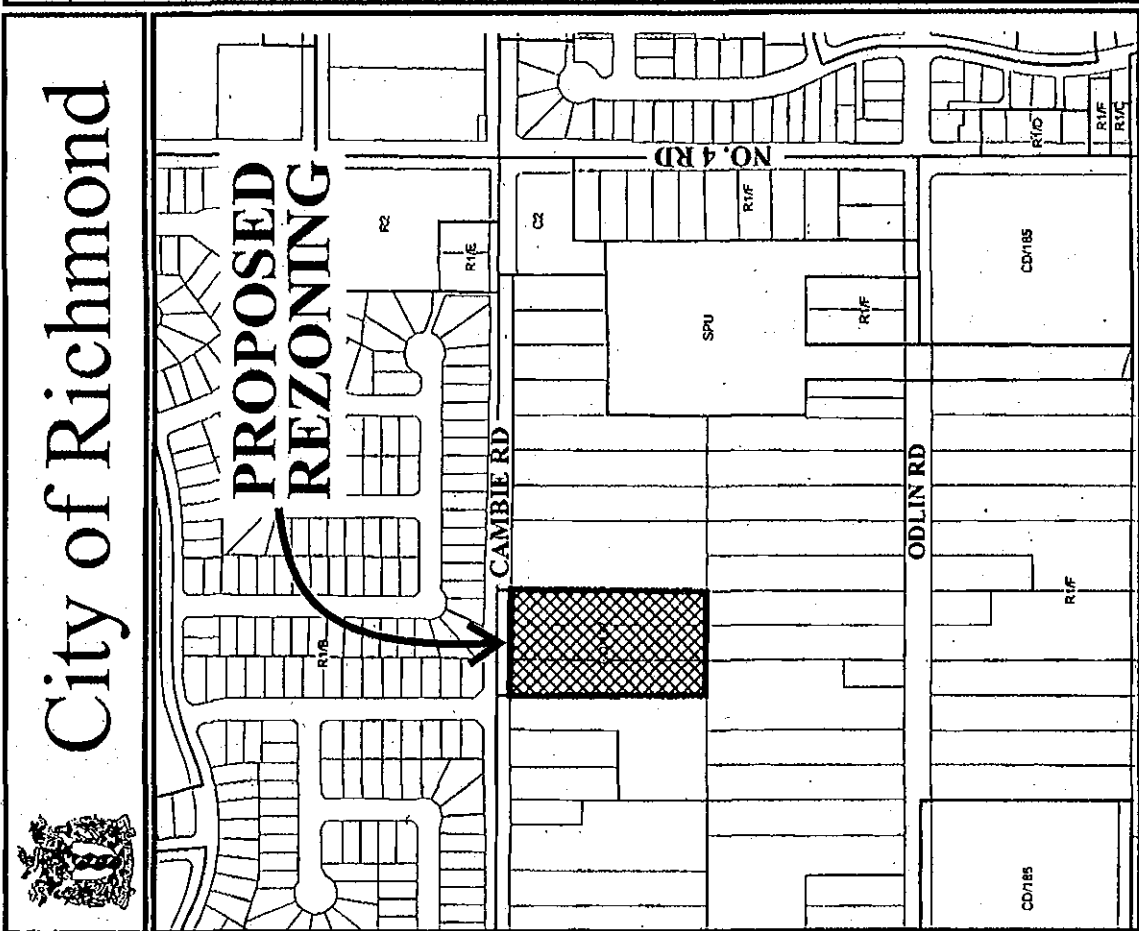


RZ 07-3666342

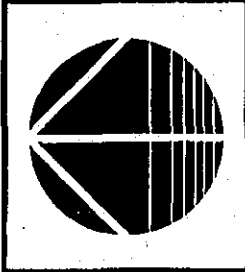




Original Date: 08/03/07  
 Revision Date:  
 Note: Dimensions are in METRES



RZ 07-380198





GARDEN CITY RD

CAMBIERD

SUBJECT PROPERTY

ODLIN RD



**A.** RZ 07-366342  
**B.** RZ 07-380198

Original Date:

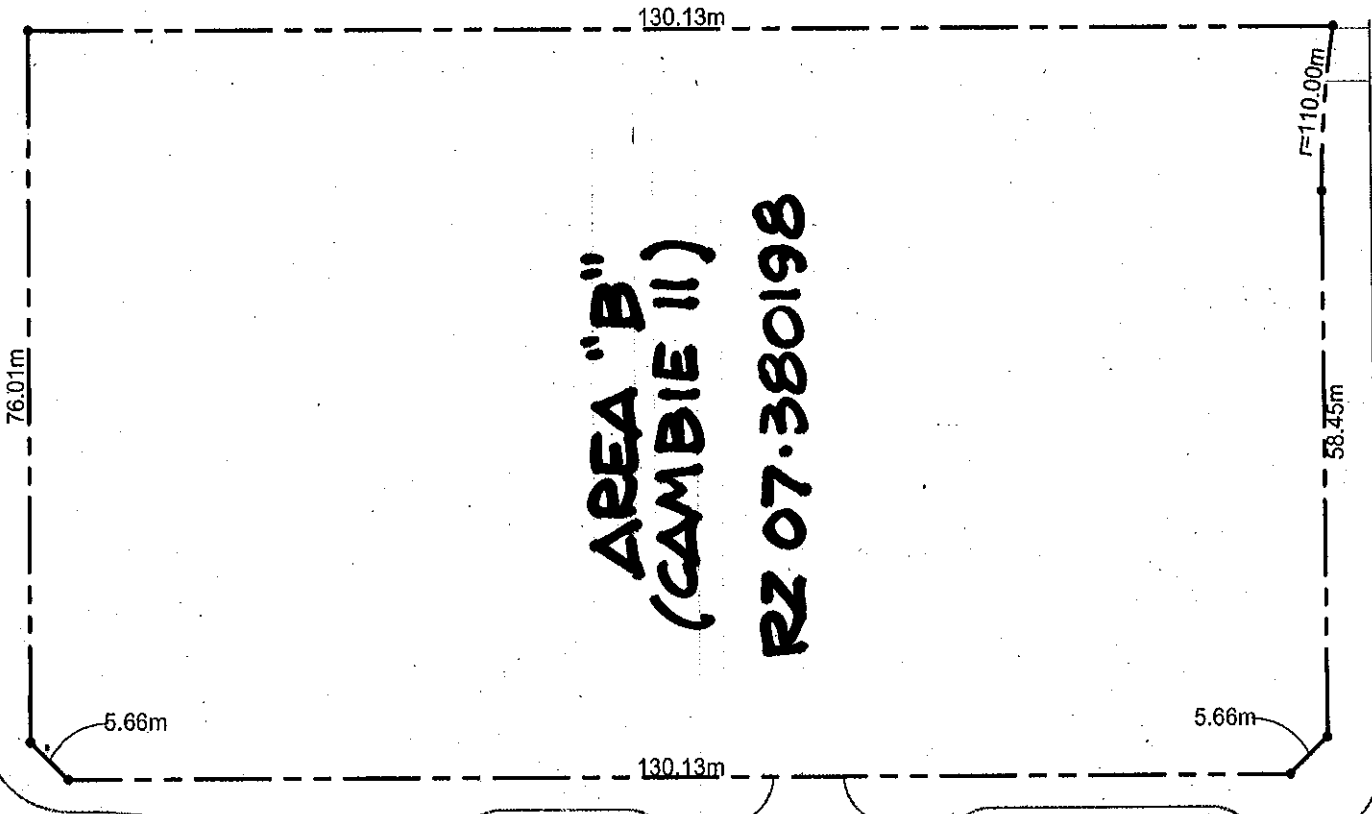
Amended Date:

Note: Dimensions are in METRES

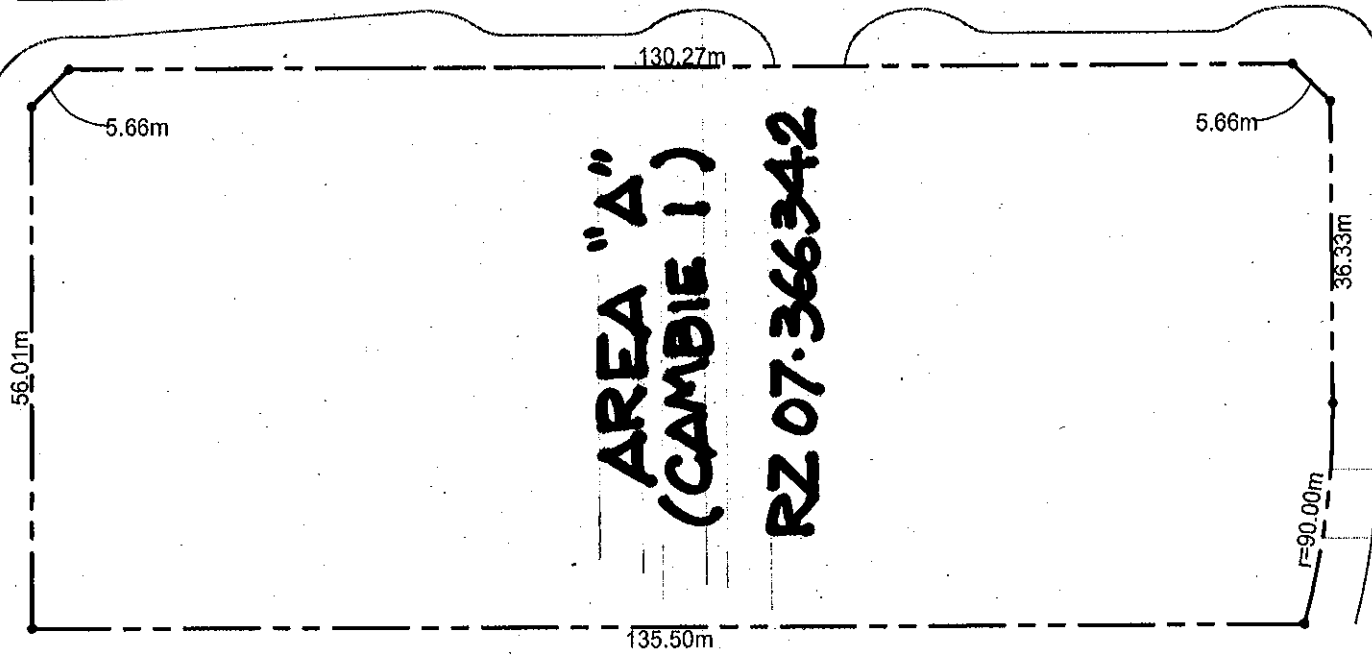
CAMBIE RD.

MCKIM RD.

STOLBERG ST.



**AREA "B"**  
**(CAMBIE II)**  
**RZ 07-380198**



**AREA "A"**  
**(CAMBIE I)**  
**RZ 07-366342**



**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 604-276-4000

**Development Application  
 Data Sheet**  
 Development Applications Department

**RZ 07- 366342**

**Attachment 4**

Address: 9340,9360,9400 Cambie Road

Applicant: Oris Developments Corp(Cambie 1) Owner: Oris Developments Corp(Cambie1)

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

Floor Area Gross: 17,495m<sup>2</sup> Floor Area Net: 16,167.93 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	Gross: 11,990 m <sup>2</sup>	Net: 8,265.42 m <sup>2</sup>
<b>Land Uses:</b>	Residential	Residential
<b>OCP Designation:</b>	Neighbourhood Residential.	Neighbourhood Residential.
<b>Area Plan Designation</b>	Residential. Multiple-Family Medium Density. West	Multiple-Family Residential
<b>Zoning:</b>	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/196)
<b>Number of Units:</b>	2	251 229 market units and 22 affordable housing units

	CD Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.56 (up to 1.96 if affordable housing provided)	1.96	Complies
Lot Coverage:	Max. 65%	65 %	Complies
Setback: Stolberg Street	Min. 2.85 m	2.87 m	Complies
Setback: Cambie Road	Min. 4.5 m	4.64 m	Complies
Setback : McKim Way	Min. 3.0 m	3.00 m	Complies
Setback: Rear Yard: west	Min. 3.0 m	3.20 m	Complies
Height (m):	Max. 24.5 m	24.5 m	Complies
Lot Size:	Min. 1.0 ha	11,982 m <sup>2</sup>	Complies
Off-street Parking Spaces – Regular/Commercial:	343	97 Regular 228 Small Car	Variance required
Off-street Parking Spaces – Accessible:		7	Complies
Total off-street Spaces:	343	325	Complies if TDM

Tandem Parking Spaces		16 (6%)	
Amenity Space – Indoor:	Min. 70 m <sup>2</sup>	176.4 m <sup>2</sup>	
Amenity Space – Day Care		624.12 m <sup>2</sup>	
Amenity Space – Outdoor:	Max. 600 m <sup>2</sup>	±1945 m <sup>2</sup>	



**City of Richmond**  
 6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 604-276-4000

**Development Application  
 Data Sheet**  
 Development Applications Department

**RZ 07-380198** **Attachment 5**

Address: 9340,9360,9400 Cambie Road  
 Applicant: Oris Developments (Cambie) Corp Owner: Oris Developments Corp(Cambie)  
 Planning Area(s): West Cambie Area Plan / Alexandra Neighbourhood  
 Floor Area Gross: 17,293.67m<sup>2</sup> Floor Area Net: 16,710.65 m<sup>2</sup>

<b>Site Area:</b>	Gross: 11,950.00 m <sup>2</sup>	Net: 11,021.90 m <sup>2</sup>
<b>Land Uses:</b>	Residential	Residential
<b>OCP Designation:</b>	Neighbourhood Residential.	Neighbourhood Residential.
<b>Area Plan Designation</b>	Residential. Multiple-Family Medium Density.	Multiple-Family Residential
<b>Zoning:</b>	Comprehensive Development District (CD/137)	Comprehensive Development District (CD/196)
<b>Number of Units:</b>		187 market units

	<b>CD Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	1.52	1.52	Complies
Lot Coverage:	Max. 65%	50 %	Complies
Setback: Stolberg Street	Min. 3.0 m	3.05 m	Complies
Setback: Cambie Road	Min. 4.5 m	8.79 m	Complies
Setback: McKim Way	Min. 3.0 m	3.00 m	Complies
Setback Rear Yard: east	Min. 2.85	5.88 m	Complies
Height (m):	Max. 24.5 m	20.00 m	Complies
Lot Size:	Min. 1.0 ha	11,021.90 m <sup>2</sup>	Complies
Off-street Parking Spaces – Regular/Commercial:	318	318 (incl. 6 commercial)	Complies
Off-street Parking Spaces – Accessible:		3	
Total off-street Spaces:	318	321	Complies
Tandem Parking Spaces		142 (45%)	
Amenity Space – Indoor:	Min. 70 m <sup>2</sup>	230.00 m <sup>2</sup>	Complies
Amenity Space – Outdoor:	Max. 600 m <sup>2</sup>	±1.400 m <sup>2</sup>	Complies

# 9340-9360, 9400 CAMBIE ROAD 6 STOREY MULTIFAMILY RESIDENTIAL DEVELOPMENT, RICHMOND, B.C.

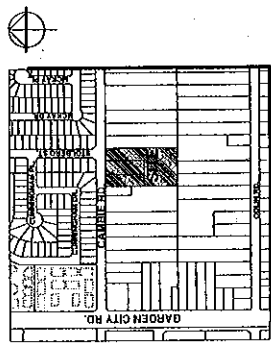
**PROJECT DATA:**

CIVIC ADDRESS: 9340, 9360, 9400 CAMBIE ROAD  
RICHMOND, BRITISH COLUMBIA  
LEGAL ADDRESS: 32 SEC 34 BLKSH R68V.P1, 25359  
61 SEC 34 BLKSH R68V.P1, 50508  
82 SEC 34 BLKSH R68V.P1, 50506  
PARCEL ID: 004-693-745  
003-536-028  
003-536-220  
APPLICANT: ORIS DEVELOPMENTS (CAMBIE 1) CORP.  
ZONING: EXISTING: R1F  
PROPOSED: CD - COMPREHENSIVE DEVELOPMENT

**DRAWING LIST:**

- |                                      |       |                              |                   |
|--------------------------------------|-------|------------------------------|-------------------|
| COVER                                | A-201 | STUDIO UNIT PLANS            | CONCEPT SITE PLAN |
| DEVELOPMENT DATA (METRIC & IMPERIAL) | A-202 | 1 BED UNIT PLANS             | CONCEPT SITE PLAN |
| SURVEY                               | A-203 | 2 BED UNIT PLANS             | LANDSCAPE CONCEPT |
|                                      | A-204 | 2 BED UNIT PLANS             | LANDSCAPE CONCEPT |
|                                      | A-205 | 2 BED/2EN & 3 BED UNIT PLANS |                   |
| MASSING STUDIES                      | A-206 | FAR AREA OVERLAYS            |                   |
|                                      | A-207 | FAR AREA OVERLAYS            |                   |
|                                      | A-208 | FAR AREA OVERLAYS            |                   |
|                                      | A-209 | FAR AREA OVERLAYS            |                   |
| PARKING LEVEL P1 - LEVEL L1 PLAN     | A-301 | STREETSCAPE ELEVATIONS       |                   |
| LEVEL L1 PLAN                        | A-302 | STREETSCAPE ELEVATIONS       |                   |
| LEVEL L1 TO L3 PLAN                  | A-303 | LONGITUDINAL SECTIONS        |                   |
| LEVEL L4 PLAN                        | A-304 | CROSS SECTIONS               |                   |
| MECHANICAL ROOF PLAN                 | A-401 |                              |                   |
|                                      | A-402 |                              |                   |

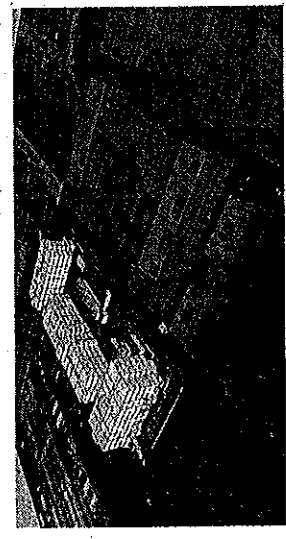
**LOCATION PLAN:**



**DEVELOPMENT DATA (METRIC):**

ZONING:	EXISTING: R1F	PROPOSED: CD	Acres
SITE AREA:	123,059.29 (sq. ft)	11,950.00 (sq. ft)	2.963
GROSS:	-32,228.00	-2,894.08	-4.740
STOLBERG DEDICATION: (20.0m)	-7,955.00	-518.91	-6.054
CAMBIE ROAD DEDICATION: (1.50m)	-6,808.00	-432.48	-6.156
NET SITE AREA:	88,368.29	8,265.42	2.042
FAR EXCLUDING MECH/ELEC, INDOOR AMENITY, DAYCARE, CORRIDOR, MECH/ELEC, LAUNDRY	UNITS	INDOOR AMENITY	TOTAL
	14,107.51	39.64	17,292.34 SQ. M.
GROSS TOTAL:	2,020.78	196.75	-1,144.31 SQ. M.
DEDUCTIONS:	-352.44	624.12	
NET TOTAL:	1,4107.51	39.64	16,167.93 SQ. M.
			1.96 FAR TOTAL

**NORTH WEST VIEW**



**DEVELOPMENT DATA (IMPERIAL):**

ZONING:	EXISTING: R1F	PROPOSED: CD	Acres
SITE AREA:	123,059.29 (sq. ft)	11,950.00 (sq. ft)	2.963
GROSS:	-32,228.00	-2,894.08	-4.740
STOLBERG DEDICATION: (20.0m)	-7,955.00	-518.91	-6.054
CAMBIE ROAD DEDICATION: (1.50m)	-6,808.00	-432.48	-6.156
NET DEDICATION:	88,368.29	8,265.42	2.042
FAR EXCLUDING MECH/ELEC, INDOOR AMENITY, DAYCARE, CORRIDOR, MECH/ELEC, LAUNDRY	UNITS	INDOOR AMENITY	TOTAL
	14,107.51	39.67	148,455.09
GROSS TOTAL:	2,175.15	1,472.00	123,653.92
DEDUCTIONS:	-4,294.52	-1,472.00	
NET TOTAL:	151,852.00	426.57	174,000.17 SQ. FT.
			1.96 FAR TOTAL

PROGRESS DRAWING  
JUNE 2, 2008

RZ 07-366342



9340, 9360, 9400 CAMBIE RD.  
RICHMOND B.C.

Oris Developments  
(Camble 1) Corp.

COVER PAGE

A-001 C



PROGRESS  
DRAWING  
MAY 28, 2008



1	DATE	12/10/07
2	BY	W. J. ...
3	CHKD	...
4	APP'D	...
5	DATE	...
6	BY	...
7	CHKD	...
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14	BY	...
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18	BY	...
19	CHKD	...
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32	APP'D	...
33	DATE	...
34	BY	...
35	CHKD	...
36	APP'D	...
37	DATE	...
38	BY	...
39	CHKD	...
40	APP'D	...



PATRICK O'CONNELL & ASSOCIATES, INC.  
ARCHITECTS  
1000 ...  
RICHMOND, B.C.

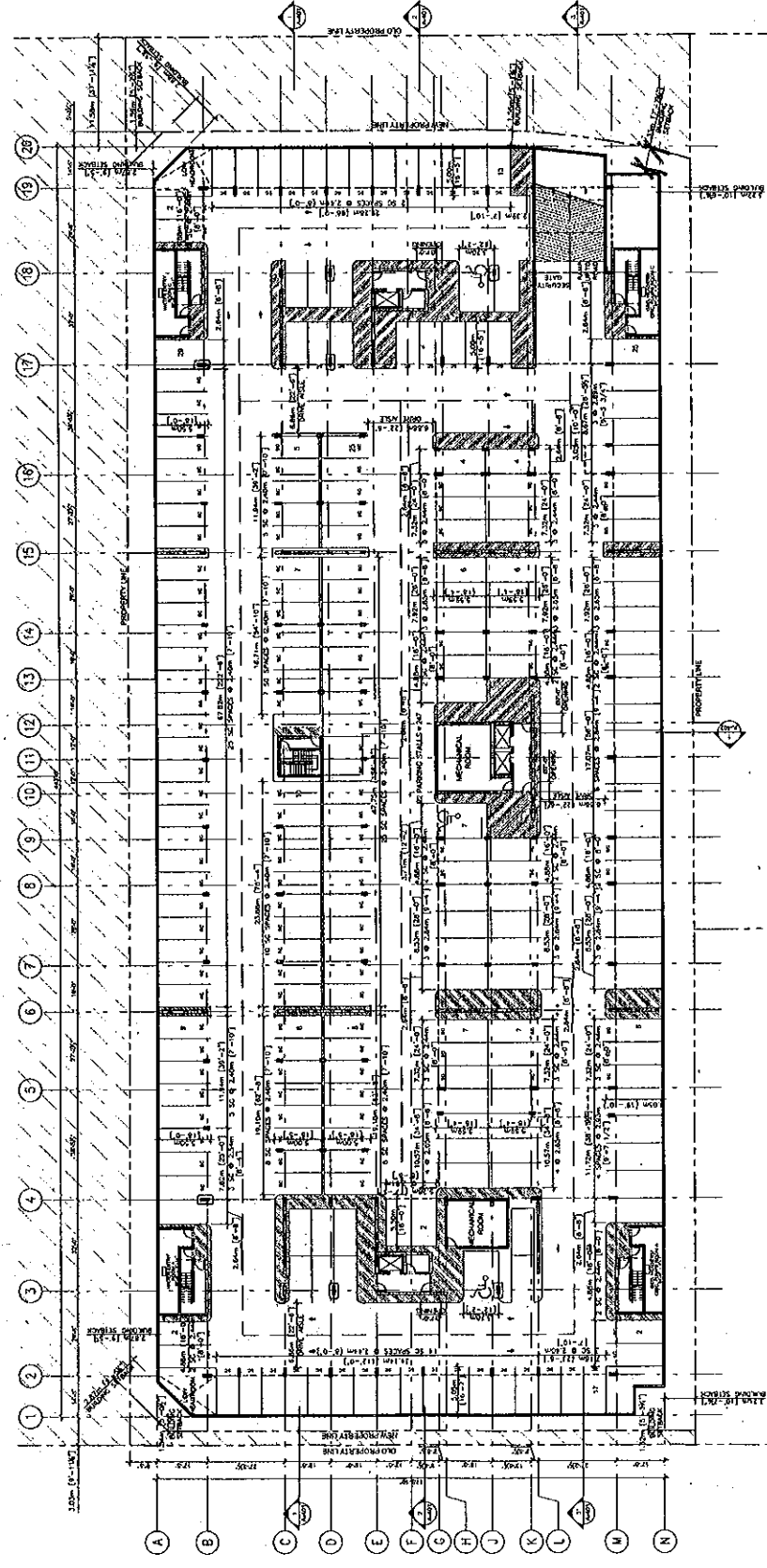
City Developments  
(Cambie) I Corp.

NO.	DATE	DESCRIPTION
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P2 PARKING PLAN

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2 of 11



1 P2 PARKING PLAN  
A-201  
SCALE 1/16"=1'-0"

NOTES:

LEGEND:  
# FLOORABLE UNITS

PROGRESS  
DRAWING  
MAY 28, 2008





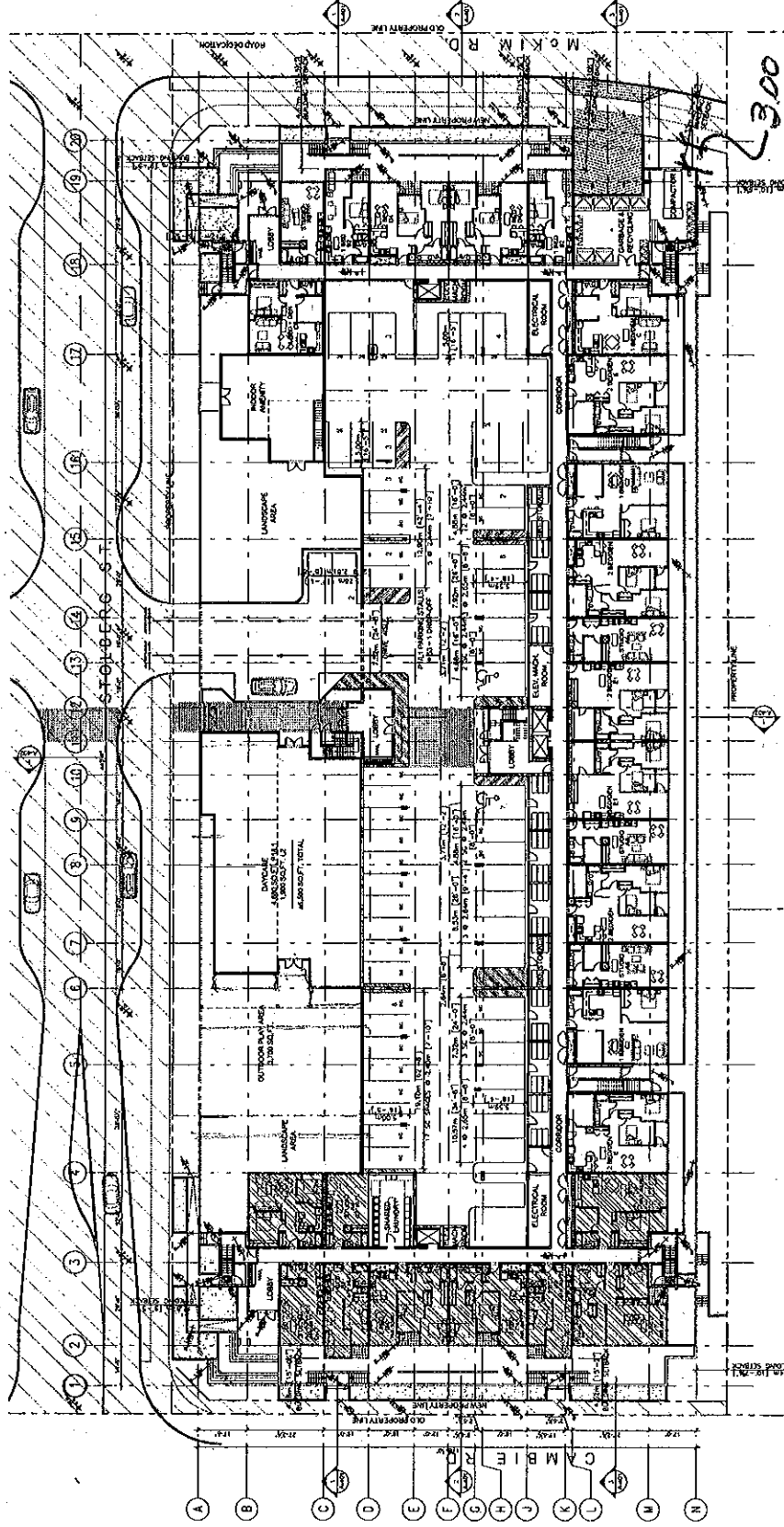

Park  
Development, Inc.  
8940 9600 CAMBIE RD.  
RICHMOND, BC  
V6X 2E5

8940 9600 CAMBIE RD.  
RICHMOND BC  
V6X 2E5


P1 PARKING PLAN  
LEVEL 1 PLAN

A-202 C

11/01/11  
30/11



1 P1 PARKING - LEVEL 1 PLAN  
A-202 SCALE: 1/8"=1'-0"

NOTES

LEGEND AFFORDABLE UNITS

PROGRESS DRAWING MAY 28, 2008



1	PROJECT	NEW RESIDENTIAL
2	OWNER	ONE DEVELOPMENTS
3	DESIGNER	ONE DEVELOPMENTS
4	DATE	MAY 28, 2008
5	SCALE	1/8" = 1'-0"
6	PROJECT NO.	A-203
7	DATE	MAY 28, 2008
8	SCALE	1/8" = 1'-0"
9	PROJECT NO.	A-203
10	DATE	MAY 28, 2008
11	SCALE	1/8" = 1'-0"
12	PROJECT NO.	A-203
13	DATE	MAY 28, 2008
14	SCALE	1/8" = 1'-0"
15	PROJECT NO.	A-203
16	DATE	MAY 28, 2008
17	SCALE	1/8" = 1'-0"
18	PROJECT NO.	A-203
19	DATE	MAY 28, 2008
20	SCALE	1/8" = 1'-0"

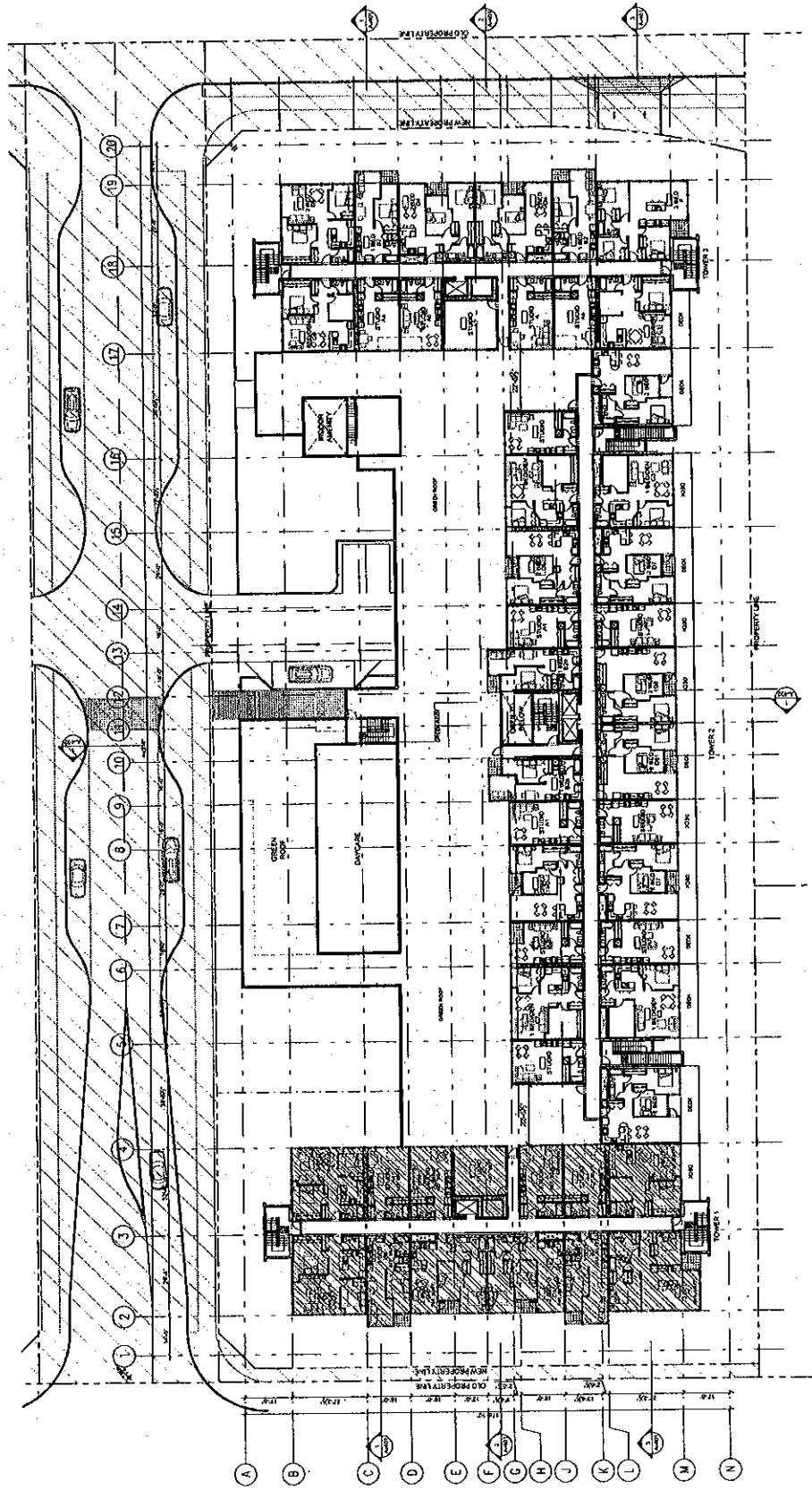
**ONE DEVELOPMENTS**  
 5540, 5560, 5600 CAMBIE RD.  
 RICHMOND B.C.

1	PROJECT	NEW RESIDENTIAL
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3	DESIGNER	ONE DEVELOPMENTS
4	DATE	MAY 28, 2008
5	SCALE	1/8" = 1'-0"
6	PROJECT NO.	A-203
7	DATE	MAY 28, 2008
8	SCALE	1/8" = 1'-0"
9	PROJECT NO.	A-203
10	DATE	MAY 28, 2008
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12	PROJECT NO.	A-203
13	DATE	MAY 28, 2008
14	SCALE	1/8" = 1'-0"
15	PROJECT NO.	A-203
16	DATE	MAY 28, 2008
17	SCALE	1/8" = 1'-0"
18	PROJECT NO.	A-203
19	DATE	MAY 28, 2008
20	SCALE	1/8" = 1'-0"

LEVEL L2 PLAN

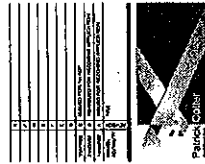
A-203 C

4 of 11



1 LEVEL L2 PLAN  
 SCALE 1/8" = 1'-0"

PROGRESS  
DRAWING  
MAY 28, 2008



NEW 1500 BASE CAMBIE RD.  
RICHMOND S.C.

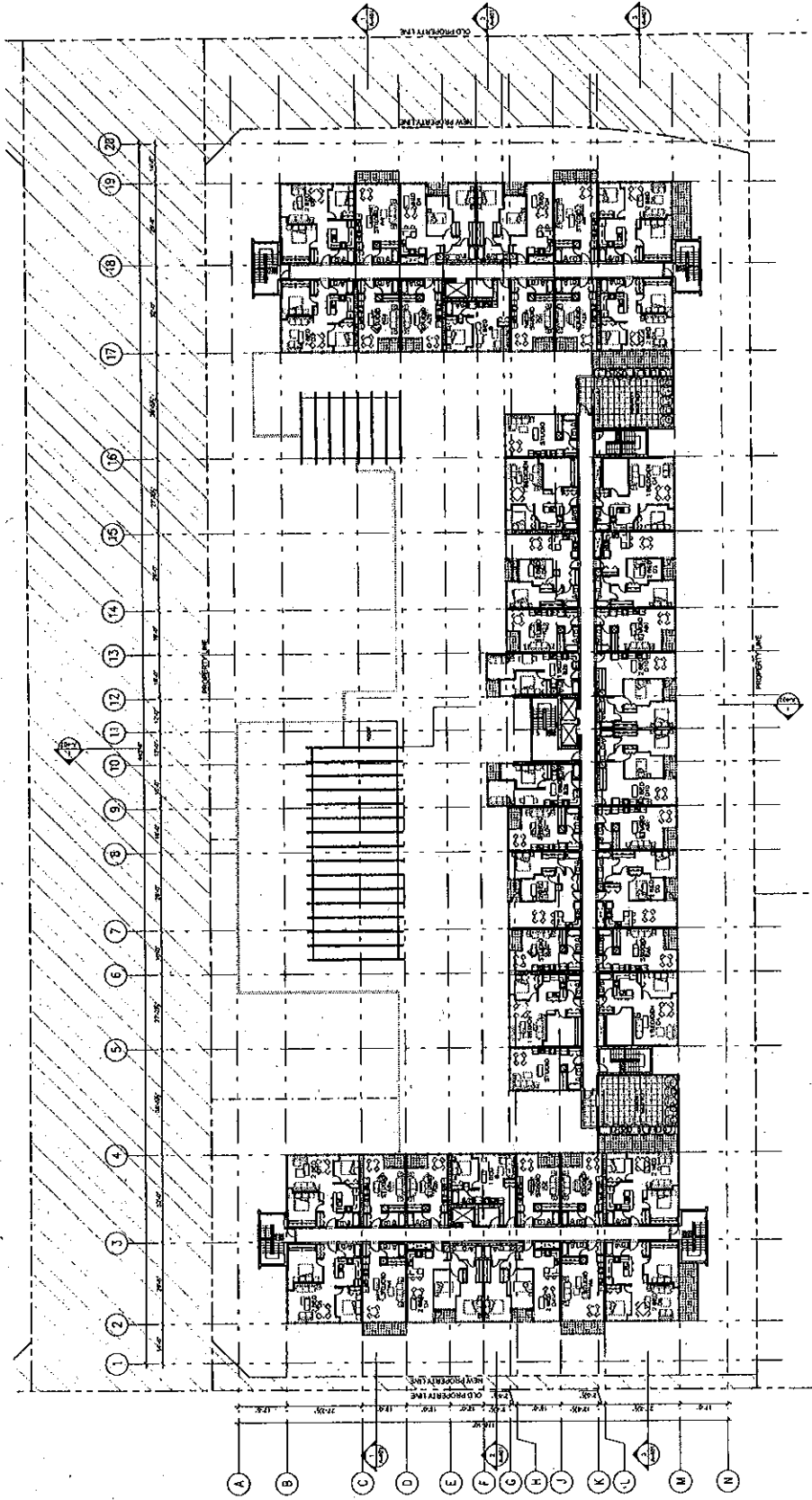
Old Developments  
(Cambie T) Corp.

Table with columns for drawing title, sheet number, and other project details.

LEVEL L3 PLAN

Table with drawing title 'LEVEL L3 PLAN', sheet number 'A-204', and project name 'C'.

11 of 11



1 LEVEL L3  
SCALE: 1/8"=1'-0"

NOTES

PROGRESS  
DRAWING  
MAY 28, 2008



REVISIONS	
NO.	DESCRIPTION



ORIC DEVELOPMENTS  
2015 HUNTERS LANE  
RICHMOND, BC

8615 9500 CHAMBERLAIN RD.  
RICHMOND B.C.

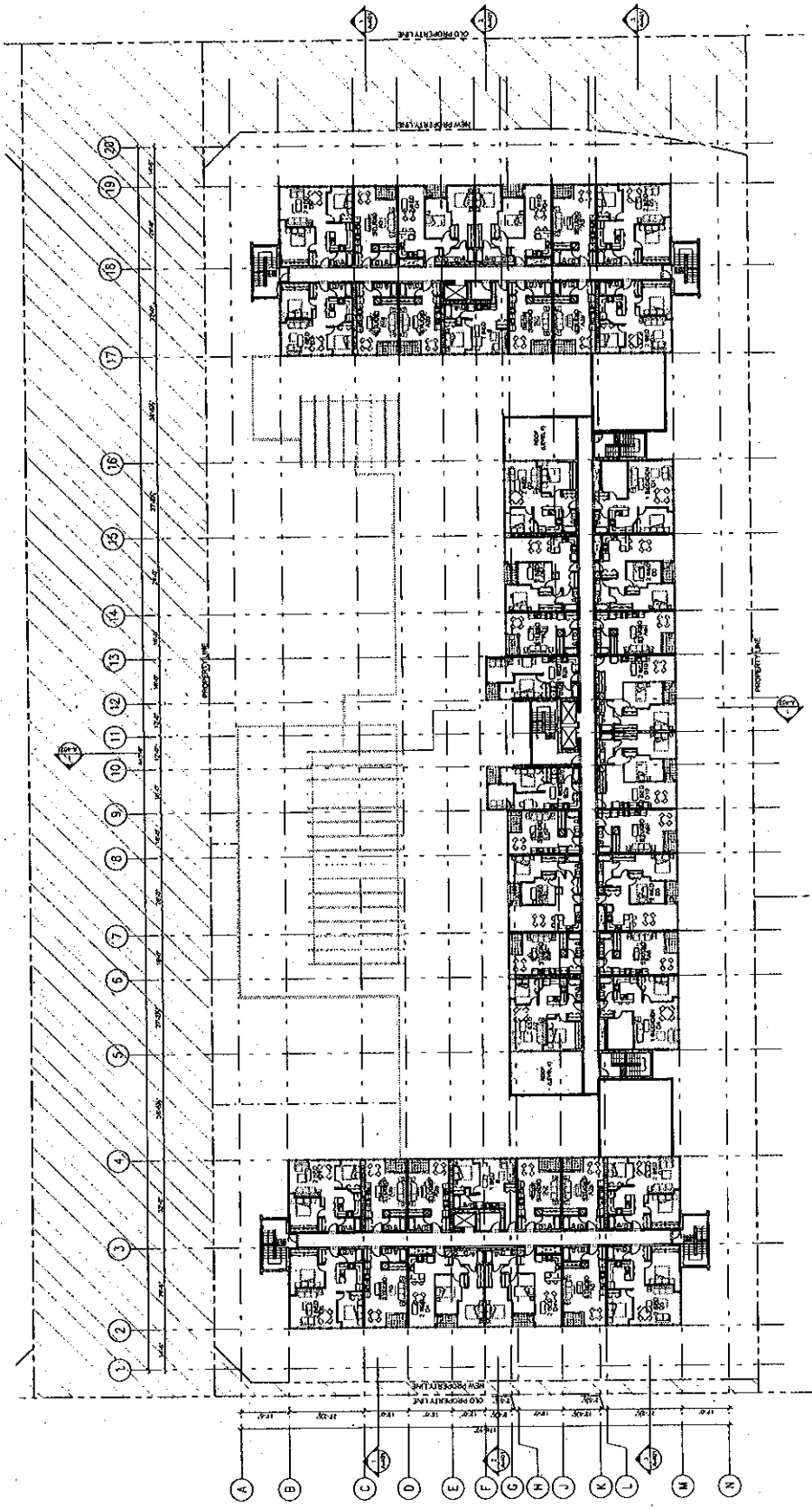
ORIC DEVELOPMENTS  
(Canada) Corp.

Project Name: 8615 9500 Chamberlain Rd.  
Drawing Title: LEVEL L4 TO L5 PLAN  
Drawing No: A-205

Scale: 1/4" = 1'-0"  
Date: MAY 28, 2008

Sheet No. 6 of 11

Level L4 to L5 Plan



1 LEVEL L4 TO L5  
A205 SCALE 1/4" = 1'-0"

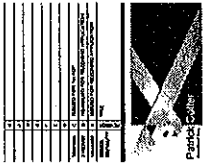
A-205

C

6 of 11

NOTES:

PROGRESS  
DRAWING  
MAY 28, 2008



5540 5900/5900 CAMBIE RD.  
RICHMOND, CA

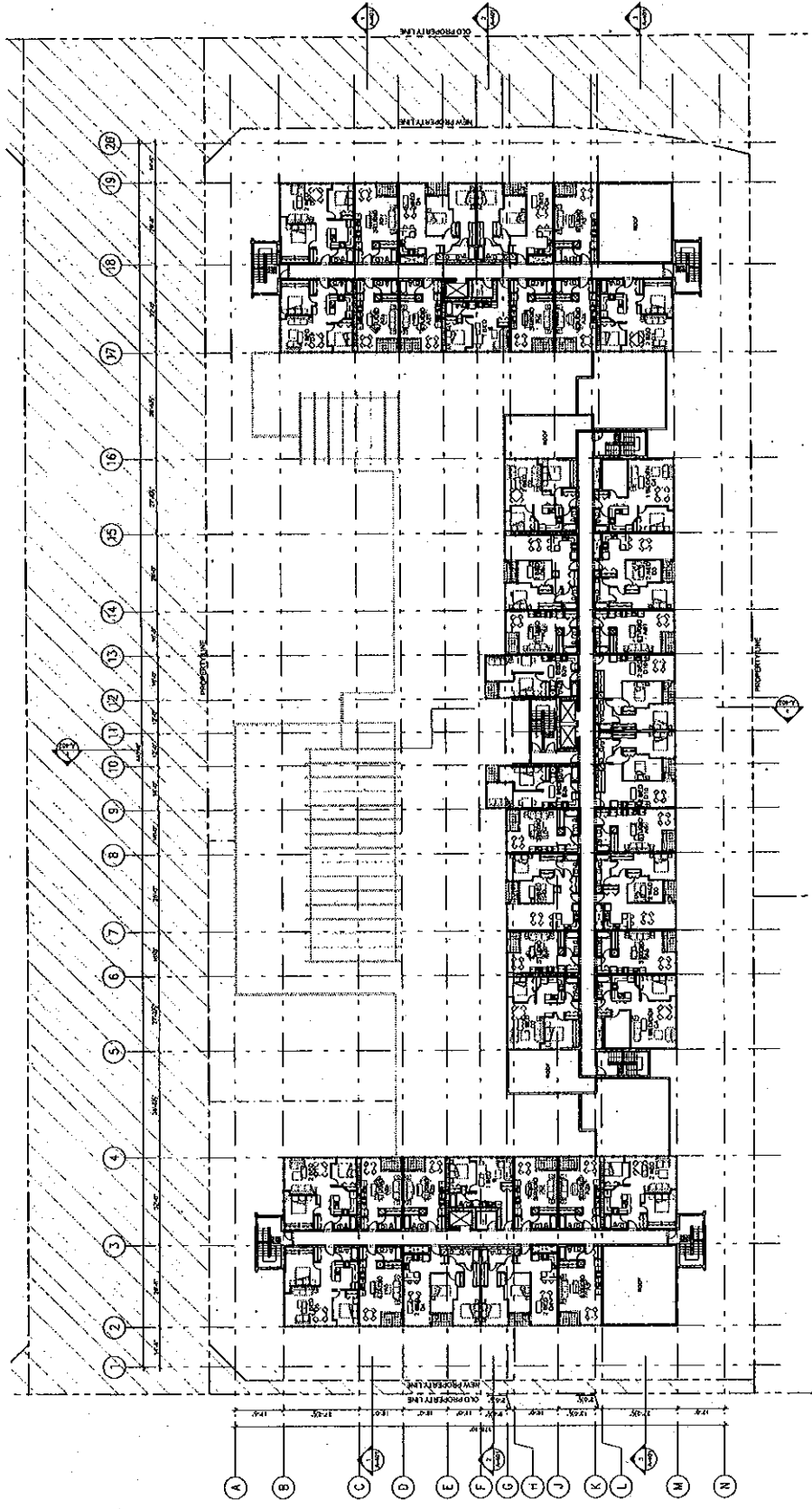
City: Richmond  
County: Contra Costa

DATE	DESCRIPTION

LEVEL L6 PLAN

A-206 C

11 of 11



1 LEVEL L6  
A-206 SCALE: 1/16"=1'-0"

NOTES:

PROGRESS  
DRAWING  
MAY 28, 2008



DATE	11/16/07
BY	J. W. HARRIS
CHECKED	J. W. HARRIS
SCALE	AS SHOWN
PROJECT	CHURCH OF CHRIST
NO.	11
DATE	11/16/07
BY	J. W. HARRIS
CHECKED	J. W. HARRIS
SCALE	AS SHOWN
PROJECT	CHURCH OF CHRIST
NO.	11
DATE	11/16/07
BY	J. W. HARRIS
CHECKED	J. W. HARRIS
SCALE	AS SHOWN
PROJECT	CHURCH OF CHRIST
NO.	11



Patrick Connor  
& Associates, Inc.  
1000 N. W. 10th St.  
Fort Lauderdale, FL 33304  
Tel: (954) 561-1111  
Fax: (954) 561-1112  
www.patrickconnor.com

3340 S.W. 9500 CAMBIE RD.  
ROCKING HILL, SC

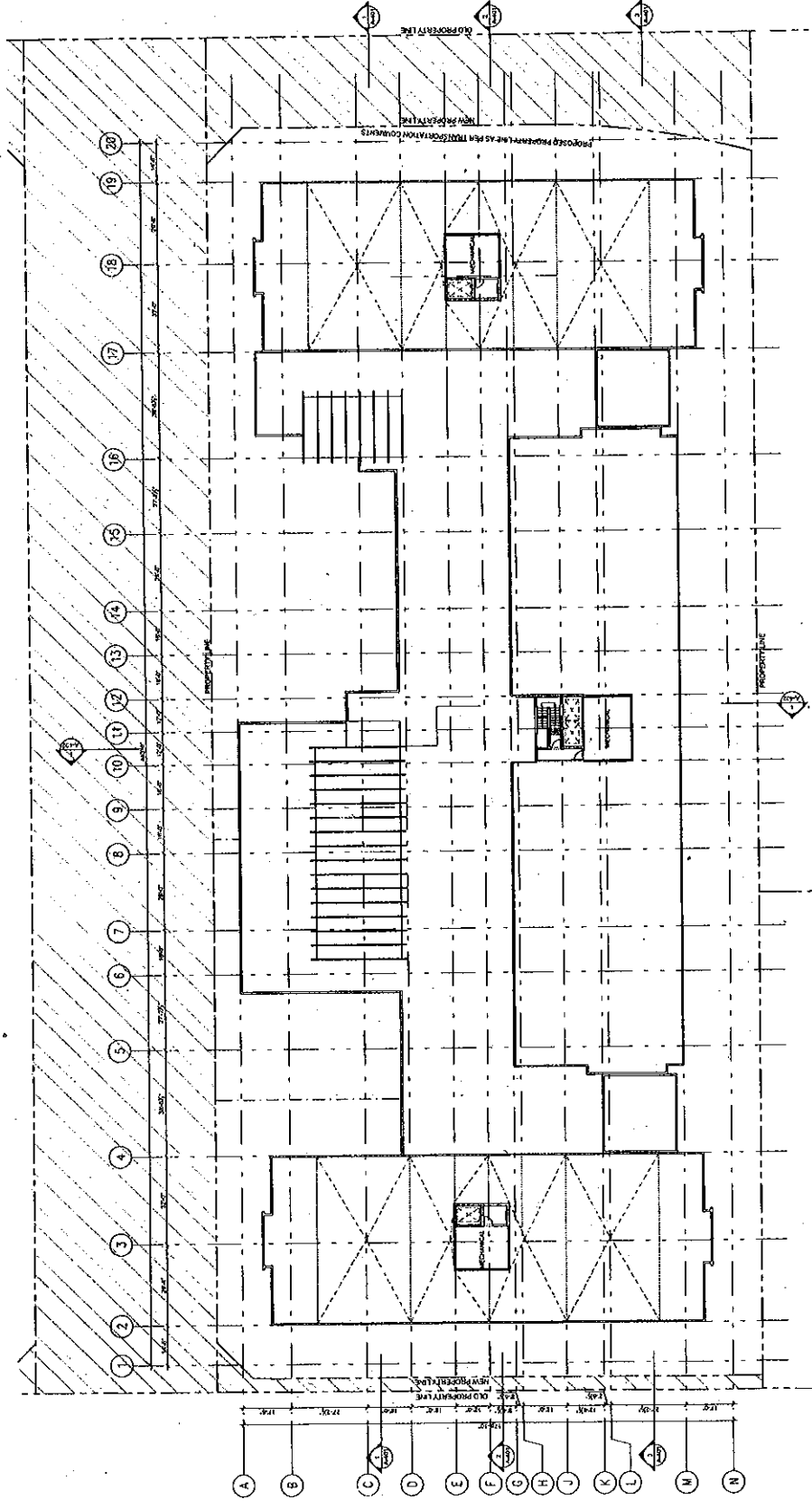
Church of Christ  
Cambie 11 Com.

DATE	11/16/07
BY	J. W. HARRIS
CHECKED	J. W. HARRIS
SCALE	AS SHOWN
PROJECT	CHURCH OF CHRIST
NO.	11
DATE	11/16/07
BY	J. W. HARRIS
CHECKED	J. W. HARRIS
SCALE	AS SHOWN
PROJECT	CHURCH OF CHRIST
NO.	11

ROOF MECHANICAL  
PLAN

A-207 C

11 of 11



1 ROOF MECHANICAL PLAN  
A-207 SCALE: 1/8"=1'-0"

PROGRESS  
DRAWING  
MAY 28, 2008



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----

Parham Construction  
2105 S. W. 147th Ave.  
Suite 200  
Miami, FL 33187  
Tel: (305) 222-1111  
Fax: (305) 222-1112  
www.parhamconstruction.com

3540 S.W. 24th CAMBIE RD.  
RICHMOND B.C.

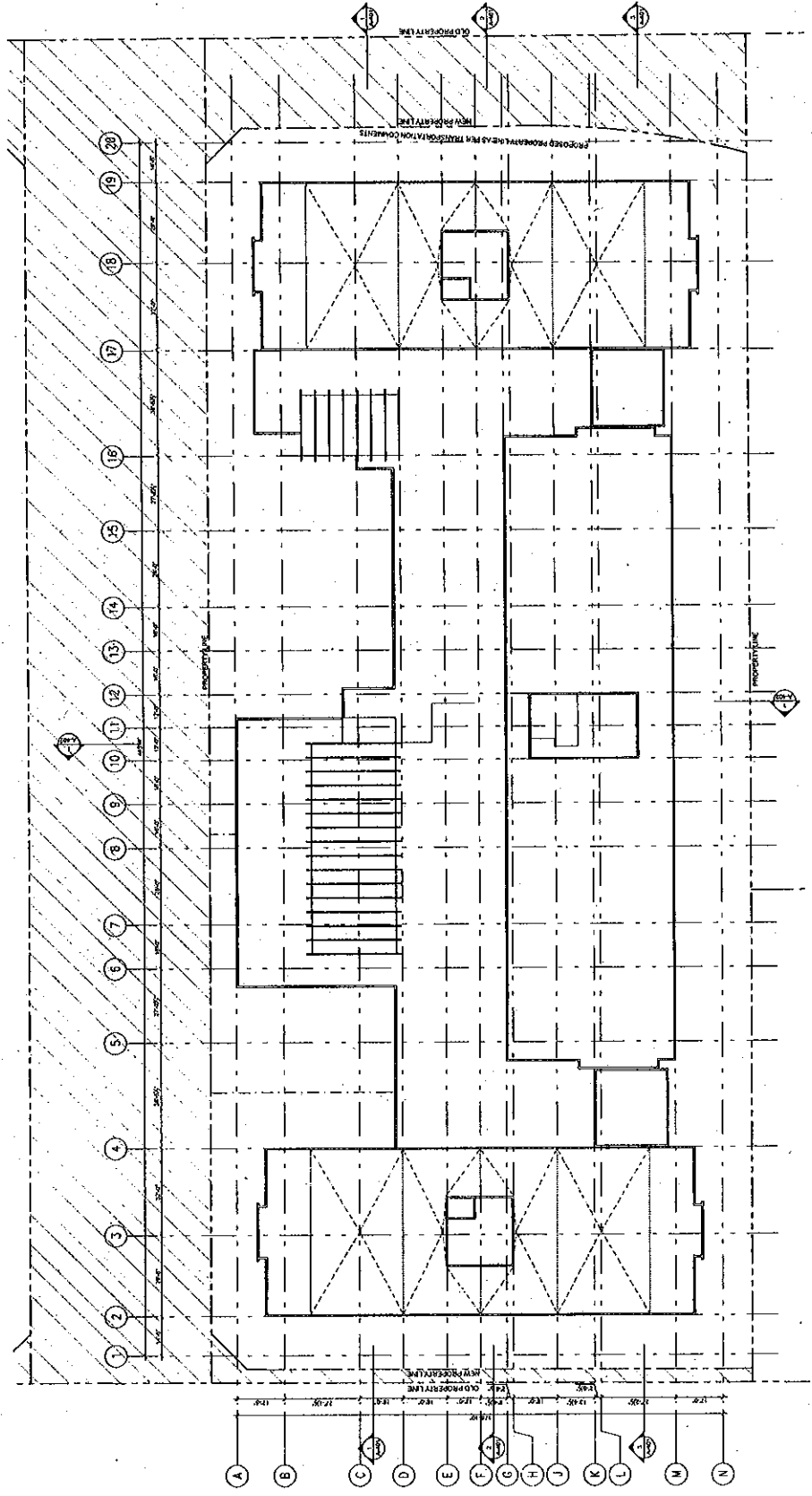
ONE Developments  
(Cambie) Co., Ltd.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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ROOF PLAN

A-208 C

11 of 11



1 ROOF PLAN  
A208 SCALE: 1/16"=1'-0"



- NOTES:
- 1. EXTERIOR FINISHED SCHEDULE
  - 2. CONCRETE EXPOSED WALL WITH METAL PANELS AND CLADDING PANELS
  - 3. EXPOSED CONCRETE WITH METAL CLADDING PANELS
  - 4. AUTOMATIC EXTERIOR FINISH
  - 5. STAINLESS STEEL METAL ROOFING
  - 6. STAINLESS STEEL ROOFING
  - 7. DOUBLE GLAZED LOW E WINDOW WITH METAL FRAMING
  - 8. ALUMINUM FINISHED METAL PANELS
  - 9. ALUMINUM FINISHED METAL PANELS WITH STAINLESS STEEL TRIM
  - 10. METAL CLADDING ON CONCRETE MASONRY
  - 11. STAINLESS STEEL MASONRY
  - 12. STAINLESS STEEL MASONRY WITH METAL CLADDING
  - 13. STAINLESS STEEL MASONRY WITH METAL CLADDING AND STAINLESS STEEL TRIM
  - 14. CONCRETE EXPOSED WALL WITH STAINLESS STEEL TRIM
  - 15. EXTERIOR STAINLESS STEEL TRIM
  - 16. EXTERIOR METAL FINISHED ROOF
  - 17. EXTERIOR FINISHMENT

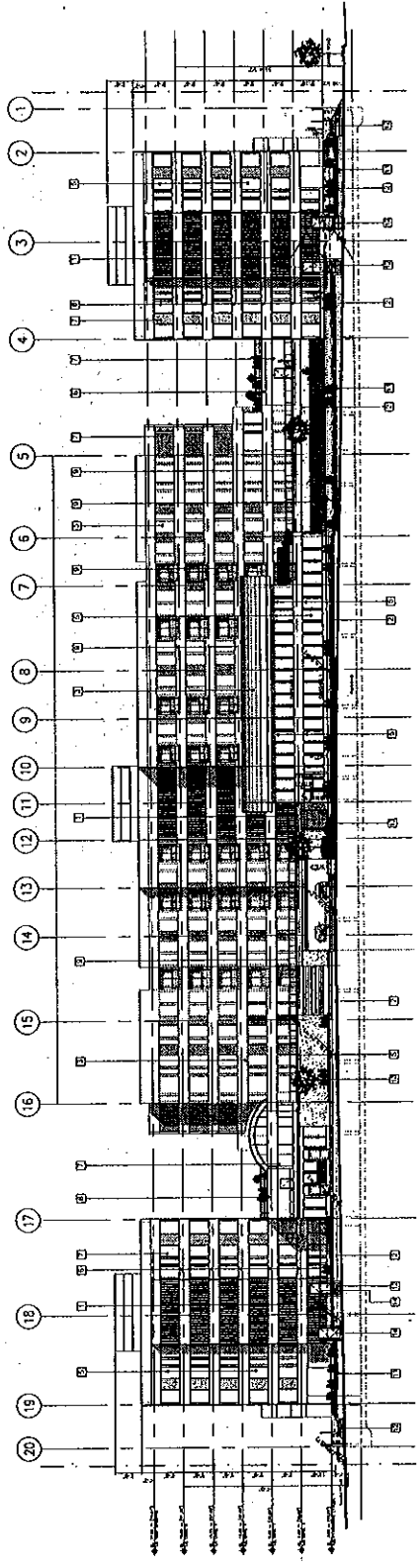
PROGRESS  
DRAWING  
MAY 28, 2008

PRITCHARD & ASSOCIATES, INC.  
1000 WEST 10TH STREET  
RICHMOND, VA 23228  
TEL: (804) 771-1111  
FAX: (804) 771-1112  
WWW.PRITCHARD-VA.COM

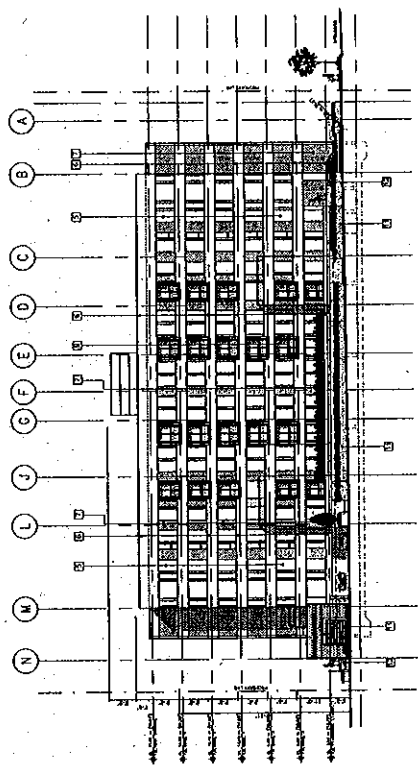
3240 SWS 8400 CAMBIE RD.  
RICHMOND, VA  
C/O: Developments  
(Cambian 1) Corp.

A-301  
C

10 of 11



1 EAST ELEVATION  
ALONG STOLBERG STREET  
SCALE: 1/16"=1'-0"



2 SOUTH ELEVATION  
SCALE: 1/16"=1'-0"

NOTES

- EXTERIOR FINISHES SCHEME
- 1 CONCRETE FINISH WITH METAL TRIM FOR CAMEL TOWER
  - 2 EXTERIOR CONCRETE FINISH WITH GLAZING
  - 3 STAINLESS STEEL METAL CLADDING
  - 4 STAINLESS STEEL METAL CLADDING
  - 5 STAINLESS STEEL METAL CLADDING
  - 6 STAINLESS STEEL METAL CLADDING
  - 7 STAINLESS STEEL METAL CLADDING
  - 8 STAINLESS STEEL METAL CLADDING
  - 9 STAINLESS STEEL METAL CLADDING
  - 10 STAINLESS STEEL METAL CLADDING
  - 11 STAINLESS STEEL METAL CLADDING
  - 12 STAINLESS STEEL METAL CLADDING
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  - 14 STAINLESS STEEL METAL CLADDING
  - 15 STAINLESS STEEL METAL CLADDING
  - 16 STAINLESS STEEL METAL CLADDING
  - 17 STAINLESS STEEL METAL CLADDING
  - 18 STAINLESS STEEL METAL CLADDING
  - 19 STAINLESS STEEL METAL CLADDING
  - 20 STAINLESS STEEL METAL CLADDING

PROGRESS DRAWING  
MAY 28, 2008

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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8040 5960 9400 CAMBIE RD.  
RICHMOND B.C.

One Development  
(Cambie 1) Corp.

Architect:  
Structural Engineer:  
Mechanical Engineer:  
Electrical Engineer:  
Plumbing Engineer:  
Civil Engineer:

DATE:  
BY:  
CHECKED BY:

SCALE:

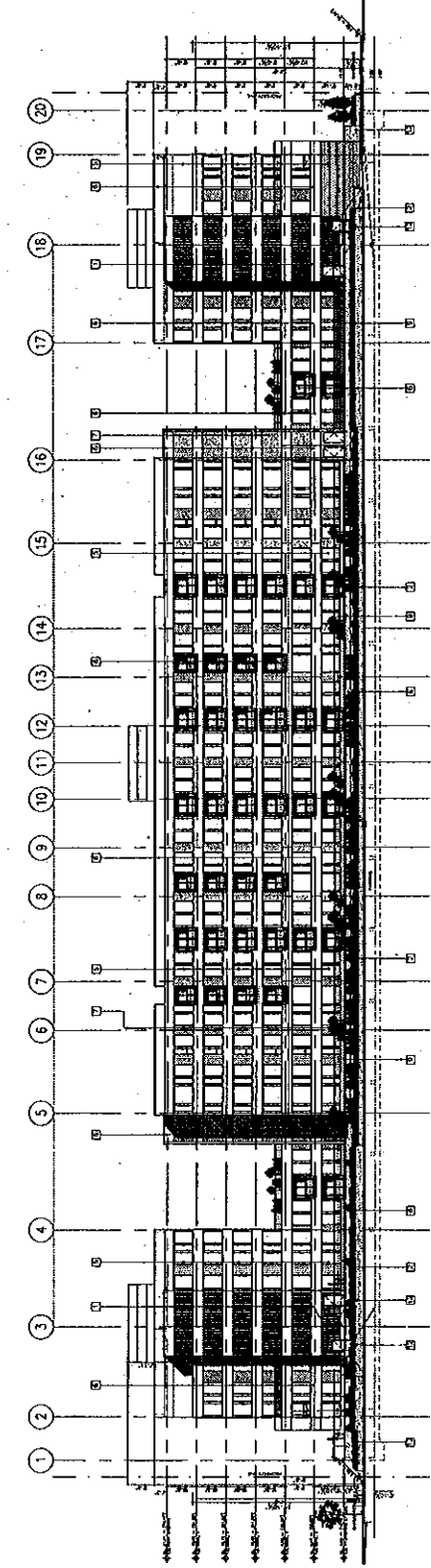
PROJECT NAME:  
SITE NAME:  
DATE:  
BY:  
CHECKED BY:

BUILDING ELEVATIONS

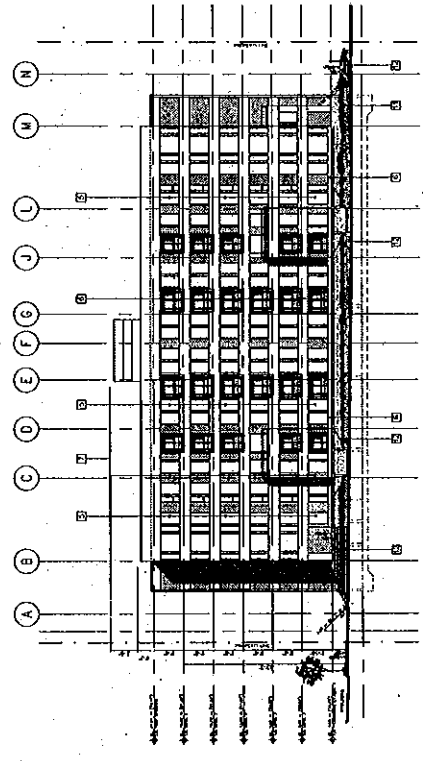
A-302

C

11 of 11



1 WEST ELEVATION  
A302 SCALE: 1/16"=1'-0"



2 NORTH ELEVATION  
A302 SCALE: 1/16"=1'-0"

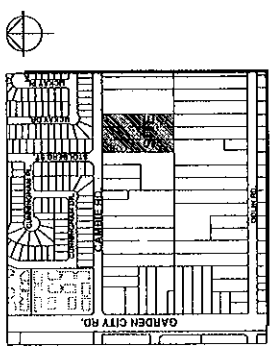
# 9420, 9460, 9480 CAMBIE ROAD MULTIFAMILY RESIDENTIAL DEVELOPMENT, RICHMOND, B.C.

**PROJECT DATA:**

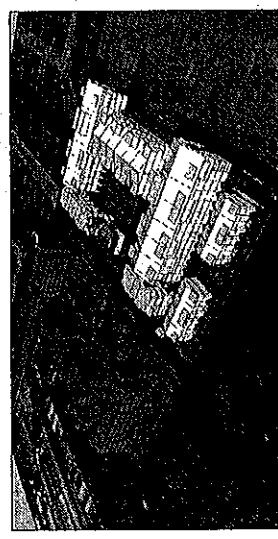
CIVIC ADDRESS: 9420, 9460, 9480 CAMBIE ROAD,  
RICHMOND, BRITISH COLUMBIA  
LEGAL ADDRESS: SEC 34 BLKSN RG26W PL 1224 Lot E/127, Suburban Block A  
SEC 35 BLKSN RG26W PL 1224 Lot W/128, Suburban Block A  
SEC 34 BLKSN RG26W PL 1224 Lot E/128, Suburban Block A  
PARCEL ID: 001-085-279  
052-483-681  
012-009-619  
APPLICANT: PATRICK COTTER ARCHITECT INC.

ZONING: CD137  
EXISTING: CD  
PROPOSED: CD  
DEVELOPMENT TYPE

**LOCATION PLAN:**



**NORTH WEST VIEW**



**DRAWING LIST:**

- COVER
- DEVELOPMENT DATA (METRIC & IMPERIAL)
- SURVEY
- A-102 MASSING STUDIES
- A-201 PARKING LEVEL PLAN
- A-202 LEVEL L1 PLAN
- A-203 LEVEL L2 PLAN
- A-204 LEVEL L3 PLAN
- A-205 LEVEL L4 PLAN
- A-206 LEVEL L4 LOFT PLAN
- A-207 STUDIO & 1 BED UNIT PLANS
- A-208 1 BED UNIT TYPES
- A-209 2 BED UNIT TYPES
- A-210 LOFT UNIT TYPES
- A-211 LOFT UNIT TYPES
- A-255 LOFT UNIT TYPES
- A-256 DEVELOPMENT DATA (METRIC & IMPERIAL)
- A-257 TOWNHOUSE TYPE B PLANS
- A-258 TOWNHOUSE TYPE B & C PLANS
- A-259 TOWNHOUSE TYPE D PLANS
- A-260 MASSING STUDIES
- A-261 FAR AREA OVERLAYS
- A-262 FAR AREA OVERLAYS
- A-263 FAR AREA OVERLAYS
- A-264 BUILDING ELEVATIONS
- A-265 BUILDING SECTIONS
- A-401 CONCRETE SITE PLAN
- A-402 CONCRETE STRUCTURE
- A-403 LANDSCAPE CONCEPT

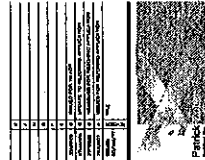
**DEVELOPMENT DATA (METRIC):**

ZONING:	EXISTING: CD137	PROPOSED: CD
SITE AREA:	(sq. ft)	(sq. ft)
GROSS:	128,628.73	11,950.00
CAMBIE ROAD DEDICATION (1.50m)	-1,378.00	-0.032
MCKIM DEDICATION: (10.0m TO 8.6m)	-8,612.00	-0.198
NET SITE AREA:	118,638.73	11,021.90
FAR EXCLUDING MECH./ELEC. AND INDOOR AMENITY:		
UNITS	CORRIDOR	INDOOR COMMERCIAL
GROSS TOTAL:	14,879.35	1,518.39
DEDUCTIONS:	352.87	124.78
NET TOTAL:	14,879.35	1,518.39
TOTAL		
	17,293.67 SQ.M.	17,293.67 SQ.M.
	-853.03 SQ.M.	-853.03 SQ.M.
	16,710.56 SQ.M.	16,710.56 SQ.M.
	1.52 FAR TOTAL	1.52 FAR TOTAL

**DEVELOPMENT DATA (IMPERIAL):**

ZONING:	EXISTING: CD137	PROPOSED: CD
SITE AREA:	(sq. ft)	(sq. m)
GROSS:	128,628.73	11,950.00
CAMBIE ROAD DEDICATION (1.50m)	-1,378.00	-0.032
MCKIM DEDICATION: (10.0m TO 8.6m)	-8,612.00	-0.198
NET SITE AREA:	118,638.73	11,021.90
FAR EXCLUDING MECH./ELEC. AND INDOOR AMENITY:		
UNITS	CORRIDOR	INDOOR COMMERCIAL
GROSS TOTAL:	16,343.77	1,518.39
DEDUCTIONS:	3,798.22	1,343.14
NET TOTAL:	16,343.77	1,518.39
TOTAL		
	186,147.55	186,147.55
	-6,275.64	-6,275.64
	179,871.91	179,871.91
	1.52 FAR TOTAL	1.52 FAR TOTAL

PROGRESS  
DRAWING  
JUNE 2, 2008



Patrick Cotter Architect Inc.  
1000 West 101st Street  
Richmond, BC V6V 2G7  
Tel: (604) 273-1111  
Fax: (604) 273-1112  
www.patrickcotter.com

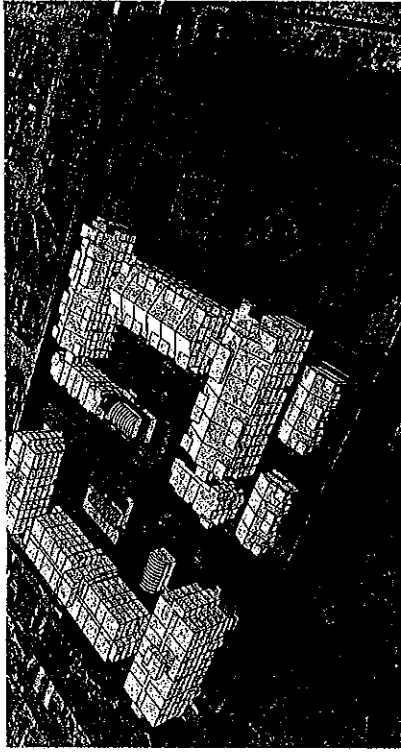
DATE:	2008-06-02
BY:	Patrick Cotter
CHECKED BY:	Patrick Cotter
SCALE:	AS SHOWN
PROJECT:	9420, 9460, 9480 CAMBIE ROAD, RICHMOND B.C.
DRAWING NO.:	CD137
DATE:	2008-06-02
BY:	Patrick Cotter
CHECKED BY:	Patrick Cotter
SCALE:	AS SHOWN
PROJECT:	9420, 9460, 9480 CAMBIE ROAD, RICHMOND B.C.
DRAWING NO.:	CD137

COVER PAGE

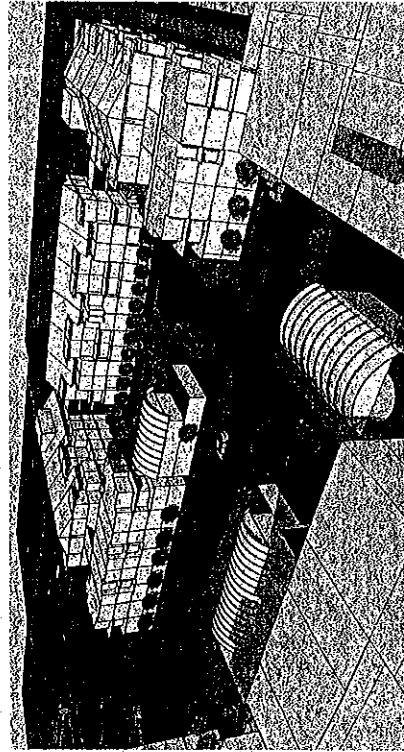
A-001 D

1 of 11

ATTACHMENT 7



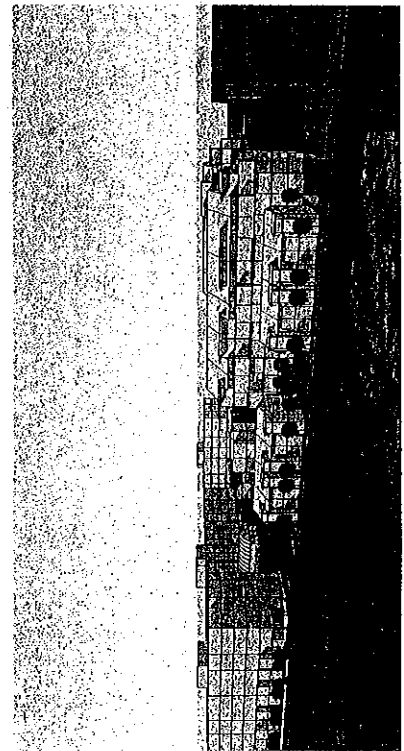
SOUTHEAST VIEW OF CAM 1 AND 2



SOUTHWEST VIEW INTO CAM 2 COURTYARD



NORTHWEST VIEW OF CAM 1 AND 2 FROM CAMBIE ROAD AT STOLBERG



SOUTH ELEVATION OF CAM 2 AT MCKIM ROAD

PROJECT		SUD BROS 1860 CAMBIE RD, RICHMOND B.C.	
DATE		04/20/2011	
DRAWN BY		O&P Developments (Cambie 2) Corp.	
CHECKED BY			
SCALE			
SHEET NO.		A-102	
TOTAL SHEETS		D	

A-102 D

2 of 11

NOTICE



9402 S402 S400 CABLE RD.  
RICHMOND P.C.

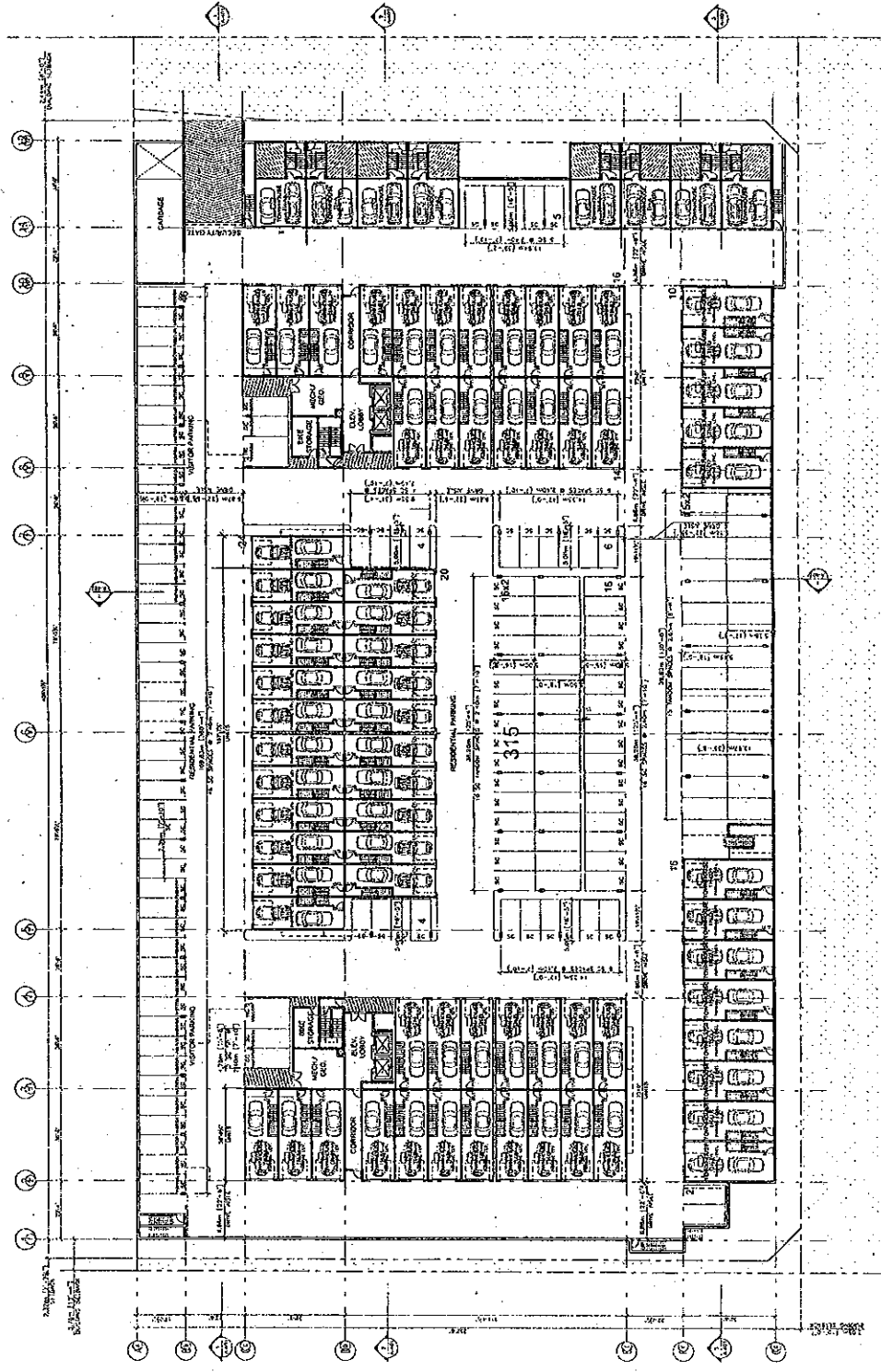
City of Charlottesville  
Cable TV Dept.

DATE	10/1/07
PROJECT	9402 S402 S400 CABLE RD.
DRAWN BY	[Signature]
CHECKED BY	[Signature]
SCALE	AS SHOWN

PARKING PLAN

NO.	D
REV.	A-201

11/20/11



RZ 07-380198

1 PARKING PLAN  
SCALE 1/8" = 1'-0"  
A201

NOTES

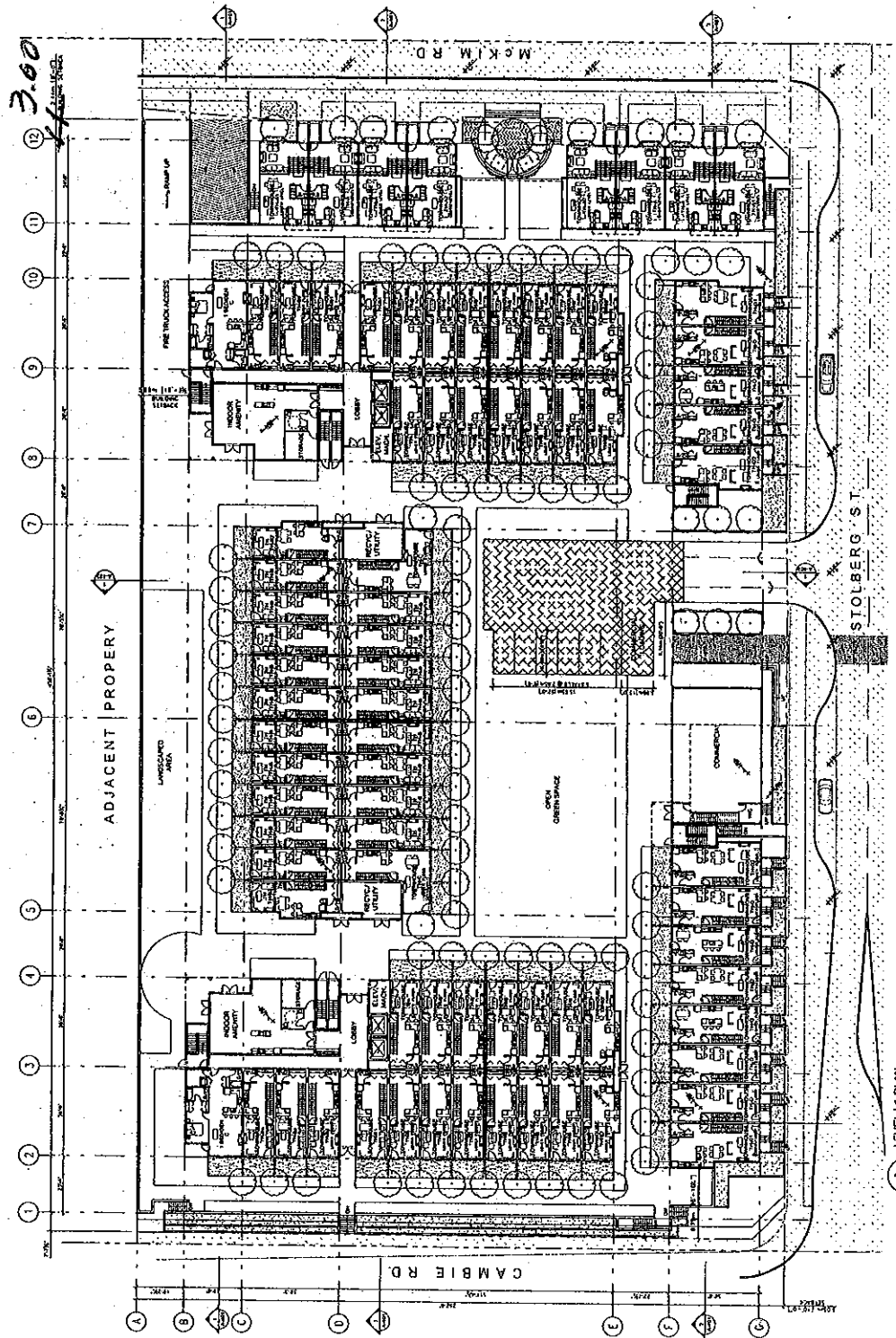


REGISTERED CHARTERED SURVEYORS  
REGISTERED ENGINEERS  
REGISTERED ARCHITECTS  
REGISTERED PLANNERS  
REGISTERED LANDSCAPE ARCHITECTS  
REGISTERED ENVIRONMENTAL ENGINEERS  
REGISTERED ELECTRICAL ENGINEERS  
REGISTERED MECHANICAL ENGINEERS  
REGISTERED CIVIL ENGINEERS  
REGISTERED CHEMICAL ENGINEERS  
REGISTERED METALLURGICAL ENGINEERS  
REGISTERED AERONAUTICAL ENGINEERS  
REGISTERED AGRICULTURAL ENGINEERS  
REGISTERED INDUSTRIAL ENGINEERS  
REGISTERED MINING ENGINEERS  
REGISTERED PETROLEUM ENGINEERS  
REGISTERED TRANSPORTATION ENGINEERS  
REGISTERED WATER RESOURCES ENGINEERS  
REGISTERED ENVIRONMENTAL ENGINEERS  
REGISTERED ENVIRONMENTAL SCIENTISTS  
REGISTERED ENVIRONMENTAL PLANNERS  
REGISTERED ENVIRONMENTAL HEALTH AND SAFETY ENGINEERS  
REGISTERED ENVIRONMENTAL HEALTH AND SAFETY SCIENTISTS  
REGISTERED ENVIRONMENTAL HEALTH AND SAFETY PLANNERS  
REGISTERED ENVIRONMENTAL HEALTH AND SAFETY ENGINEERS  
REGISTERED ENVIRONMENTAL HEALTH AND SAFETY SCIENTISTS  
REGISTERED ENVIRONMENTAL HEALTH AND SAFETY PLANNERS

DATE	10/1/2007
PROJECT	STOLBERG ST. DEVELOPMENT
CLIENT	STOLBERG ST. DEVELOPMENT
DESIGNER	STOLBERG ST. DEVELOPMENT
CHECKER	STOLBERG ST. DEVELOPMENT
APPROVER	STOLBERG ST. DEVELOPMENT
SCALE	1/8" = 1'-0"
SHEET NO.	A-202
TOTAL SHEETS	202
DATE	10/1/2007
PROJECT	STOLBERG ST. DEVELOPMENT
CLIENT	STOLBERG ST. DEVELOPMENT
DESIGNER	STOLBERG ST. DEVELOPMENT
CHECKER	STOLBERG ST. DEVELOPMENT
APPROVER	STOLBERG ST. DEVELOPMENT
SCALE	1/8" = 1'-0"
SHEET NO.	A-202
TOTAL SHEETS	202

LEVEL L1 PLAN  
A-202  
D

4 of 11



RZ 07-380198

LEVEL L1 PLAN  
SCALE 1/8" = 1'-0"

NOTES



REVISIONS

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMITS
2		ISSUED FOR PERMITS
3		ISSUED FOR PERMITS
4		ISSUED FOR PERMITS
5		ISSUED FOR PERMITS
6		ISSUED FOR PERMITS
7		ISSUED FOR PERMITS
8		ISSUED FOR PERMITS
9		ISSUED FOR PERMITS
10		ISSUED FOR PERMITS



1535 BASS AND CUMBER RD.  
RICHMOND B.C.

Site Development  
(Cambie 2) Corp.

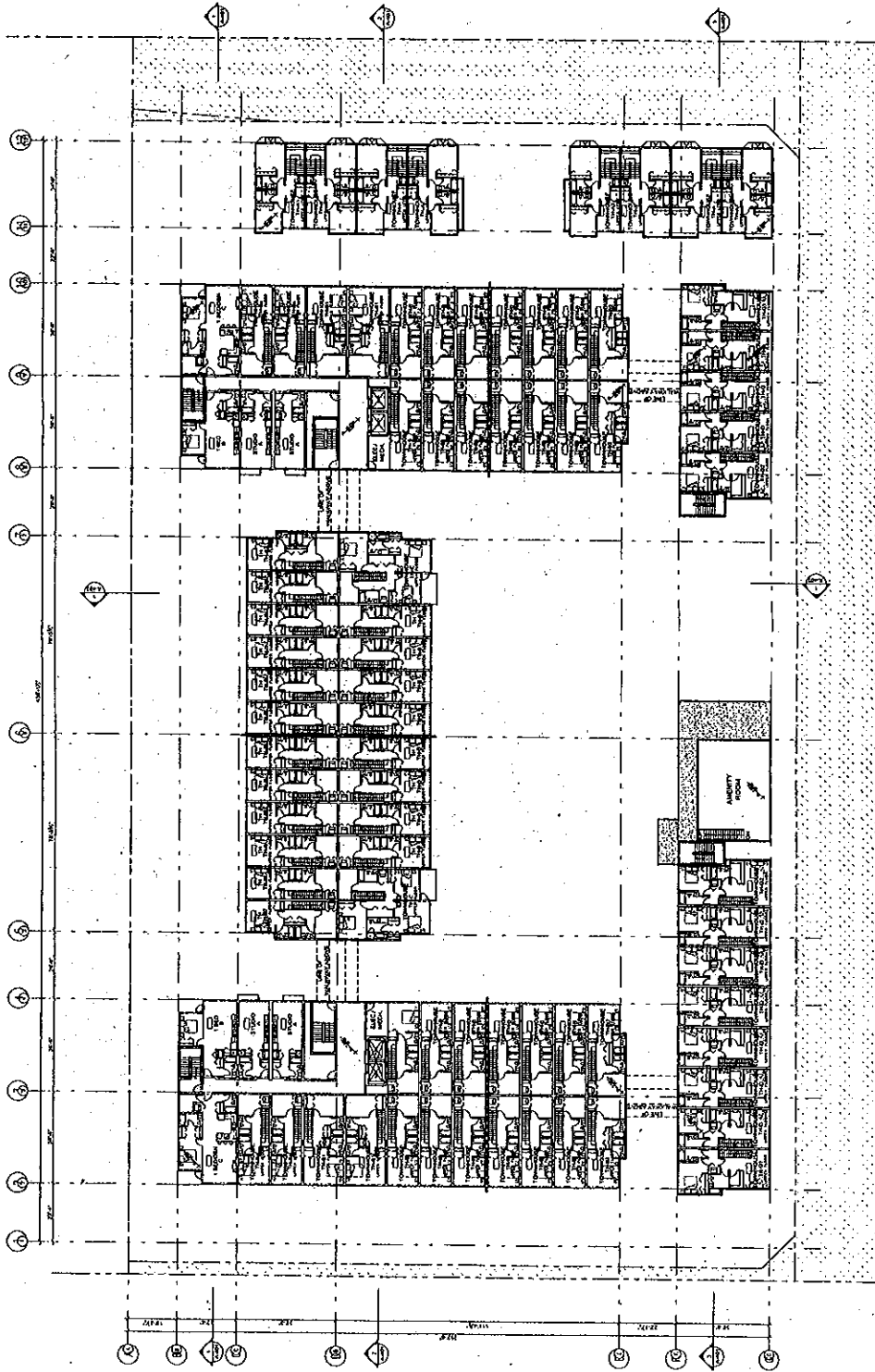
GENERAL NOTES

1.	SEE PERMITTING AGENCIES FOR THE LATEST REGULATIONS AND STANDARDS.
2.	SEE LOCAL ZONING REGULATIONS FOR THE LATEST REGULATIONS AND STANDARDS.
3.	SEE LOCAL MUNICIPAL REGULATIONS FOR THE LATEST REGULATIONS AND STANDARDS.
4.	SEE LOCAL UTILITIES REGULATIONS FOR THE LATEST REGULATIONS AND STANDARDS.

LEVEL 1 PLAN

A-203 D

11 fcs



1 LEVEL 1 PLAN  
SCALE 1/8"=1'-0"

NOTES:

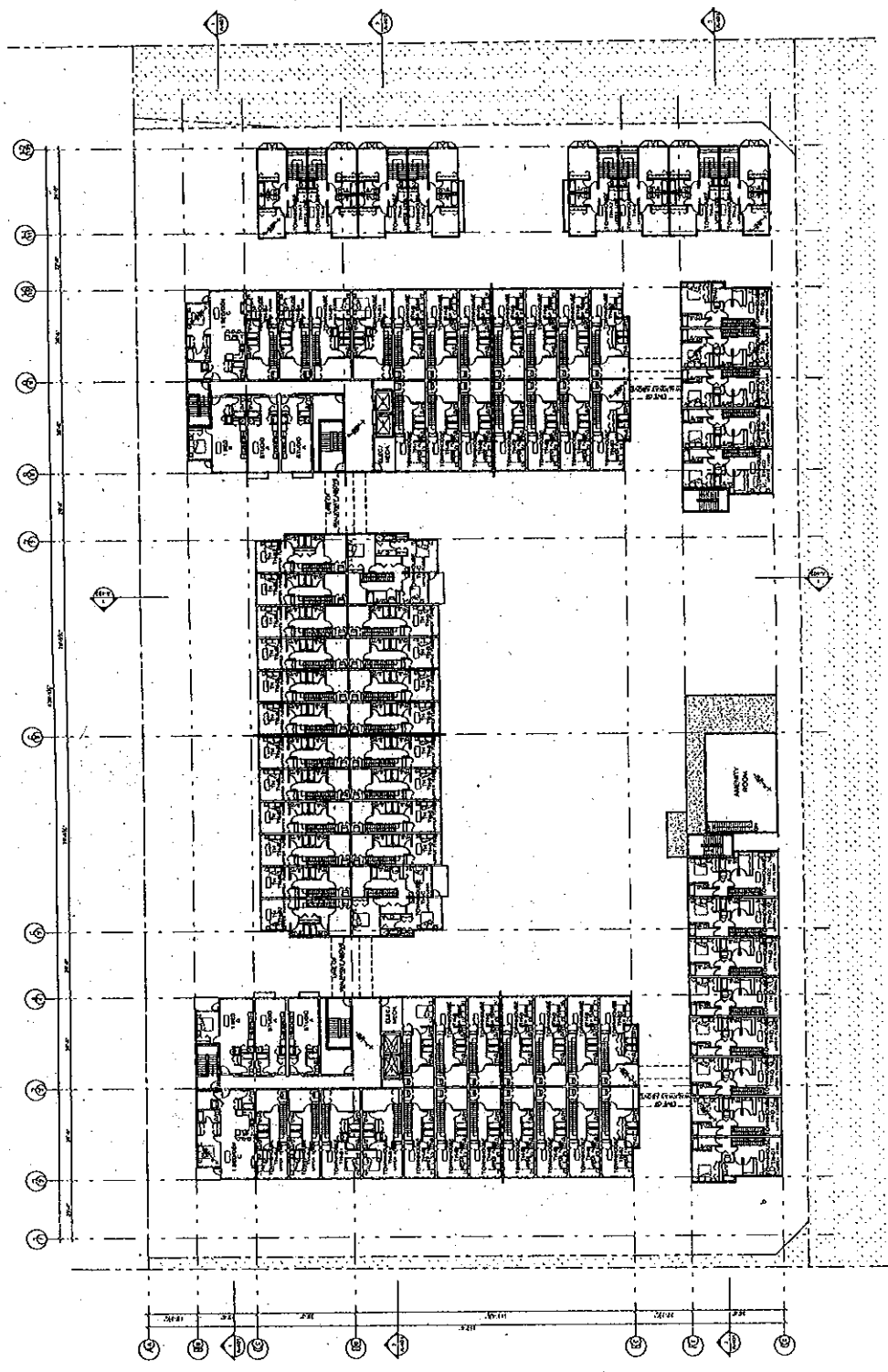


PROJECT	MEYER AND PARTNERS ARCHITECTS
DATE	08/11/11
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
APPROVED BY	...
CLIENT	ONE DEVELOPMENTS (CAMDEN) LTD.
ADDRESS	1234 CAMDEN ROAD, RICHMOND S.E.

LEVEL L2 PLAN

A-203 D

6 of 11



1 LEVEL L2 PLAN  
SCALE: 1/8" = 1'-0"



NOTES:



NO.	DESCRIPTION
1	REVISION
2	REVISION
3	REVISION
4	REVISION
5	REVISION
6	REVISION
7	REVISION
8	REVISION
9	REVISION
10	REVISION
11	REVISION
12	REVISION

PROPOSED  
RICHMOND B.C.

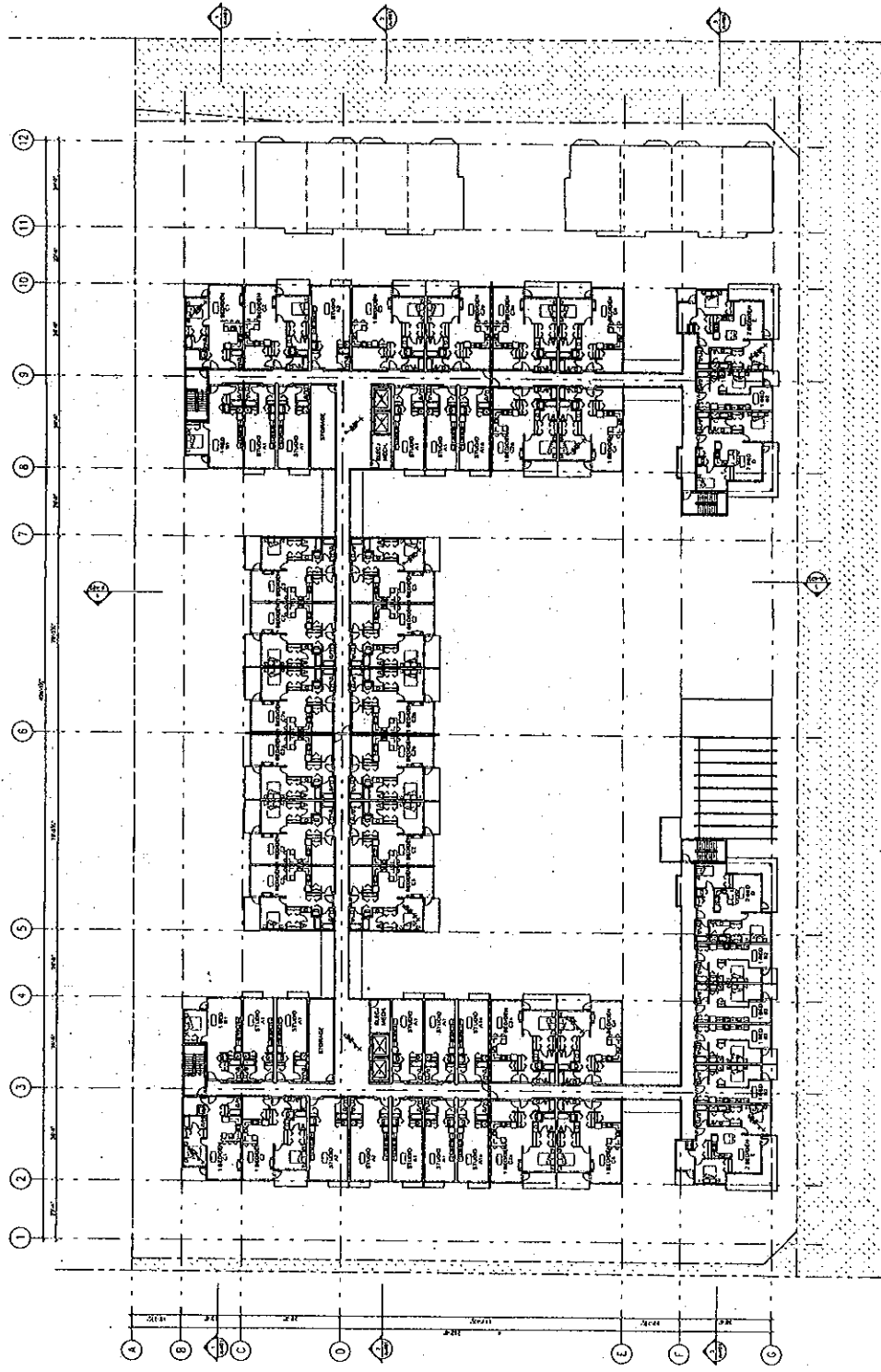
DATE DEVELOPMENTS  
(CHECKED BY)

NO.	DATE	DESCRIPTION

LEVEL L3 PLAN

Project No.	A-204
Sheet No.	D

7 of 11



1 LEVEL L3  
ASB  
SND 1/21/14

NOTES



9420 SHERBROOKE CAVIAR RD.  
RICHMOND H.C.

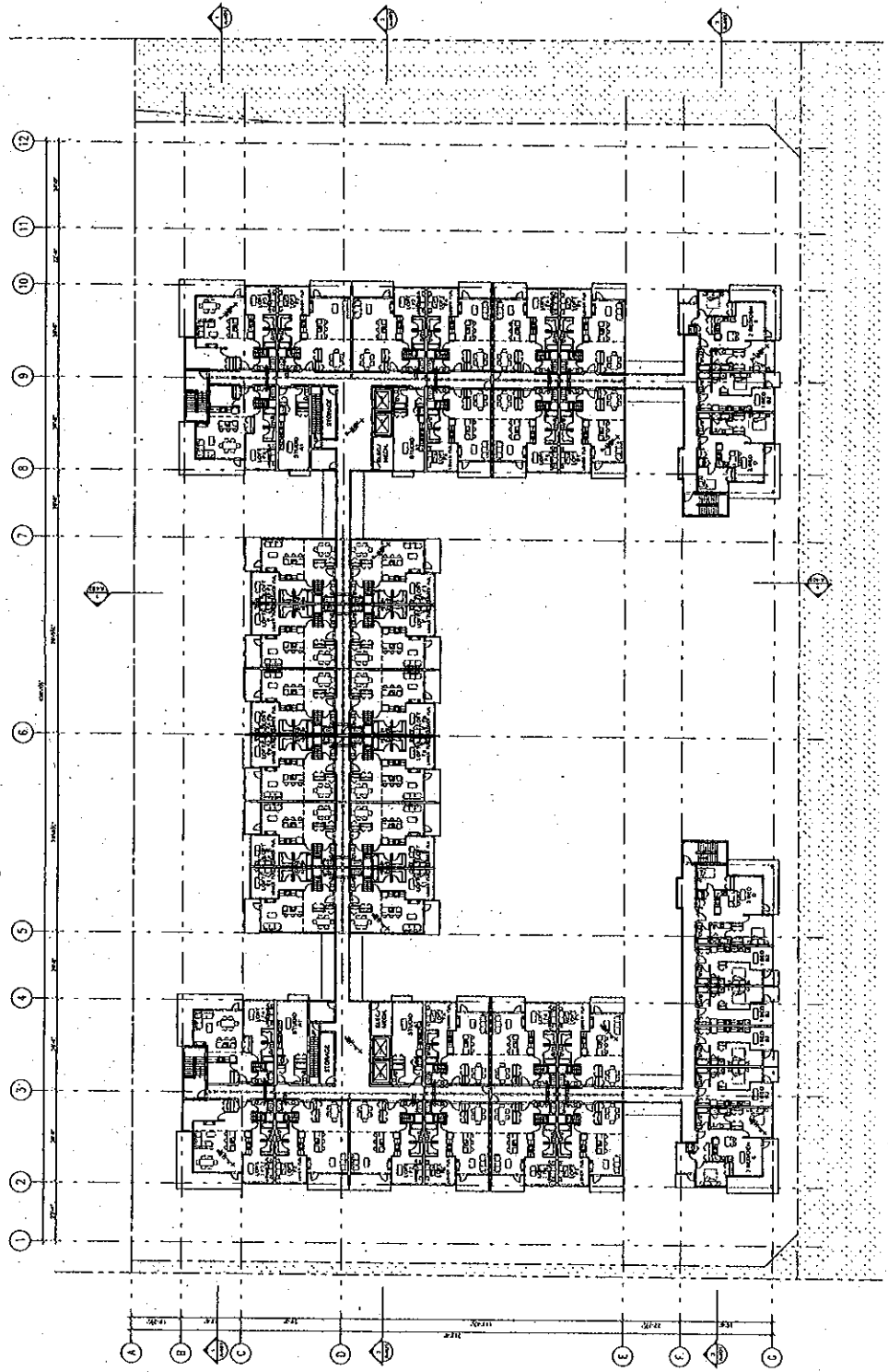
City of Scarborough  
Planning Department  
Case No. 21-001

Project Name	
Client	
Architect	
Engineer	
Scale	
Date	
Sheet No.	
Total Sheets	

LEVEL L4 PLAN

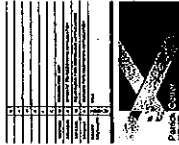
A-205 D

8 of 11



1 LEVEL L4 PLAN  
SCALE: 1/8"=1'-0"

NOTES



PROJECT: 1000 COMMONWEALTH BLVD. DUMBLE RD. RICHMOND, VA. 23220

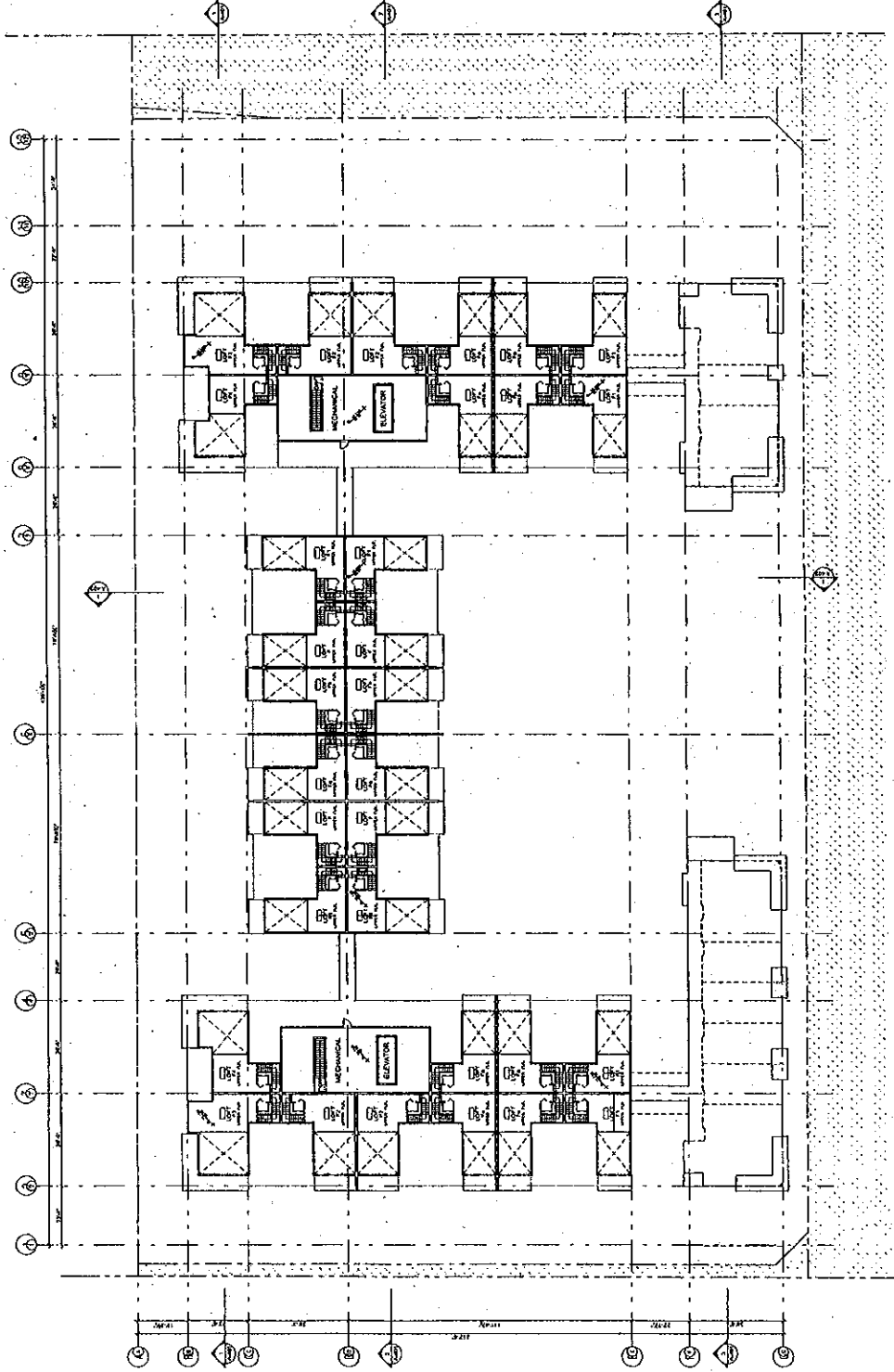
DATE: 01/15/11

NO.	DESCRIPTION
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2	REVISION
3	REVISION
4	REVISION
5	REVISION
6	REVISION
7	REVISION
8	REVISION
9	REVISION
10	REVISION

LEVEL L4 LOFT PLAN

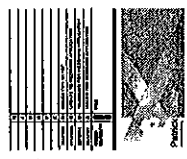
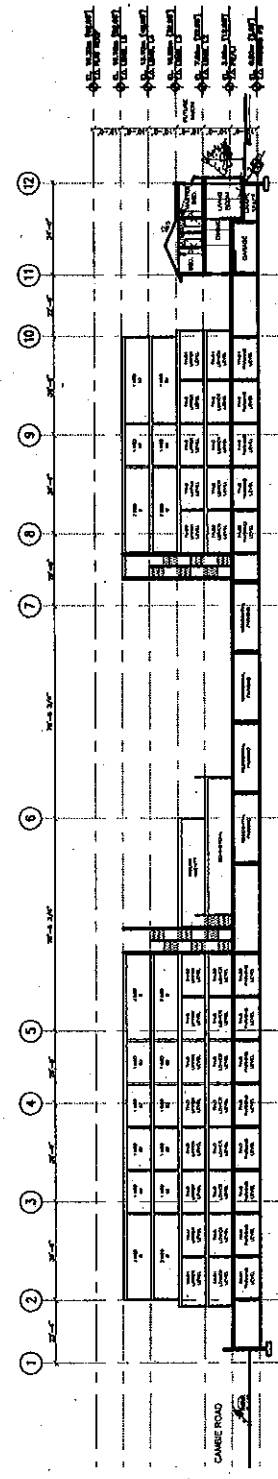
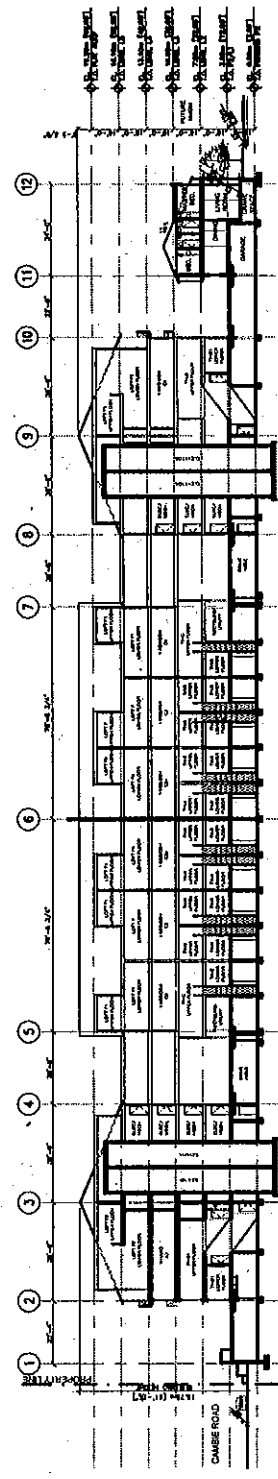
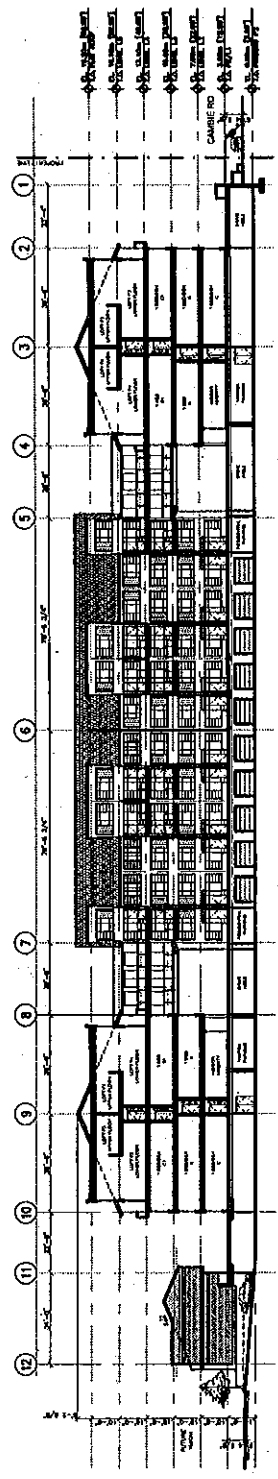
A-206 D

11 of 11



1. LEVEL L4 LOFT PLAN  
A-206 1/15/11

NOTES



ARCHITECT  
REGISTERED PROFESSIONAL ARCHITECT  
RICHMOND, D.C.

ONE Developments  
(Cambie 2) Corp.

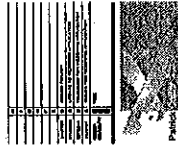
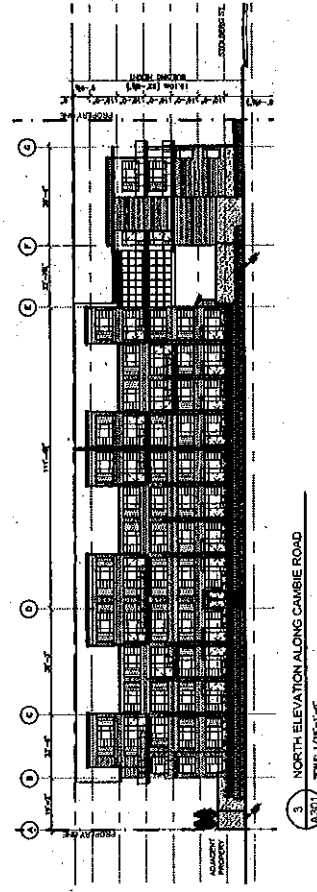
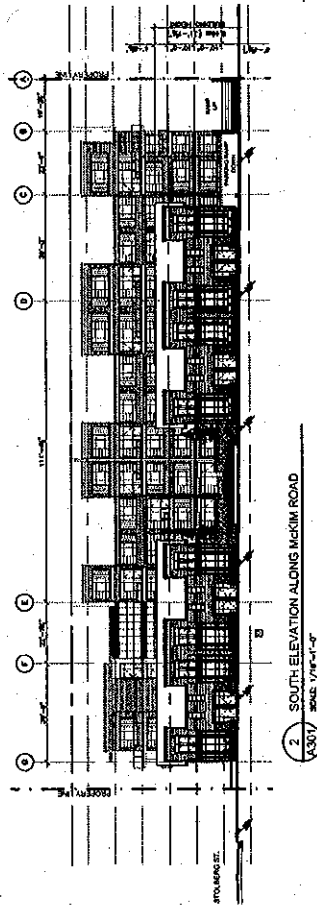
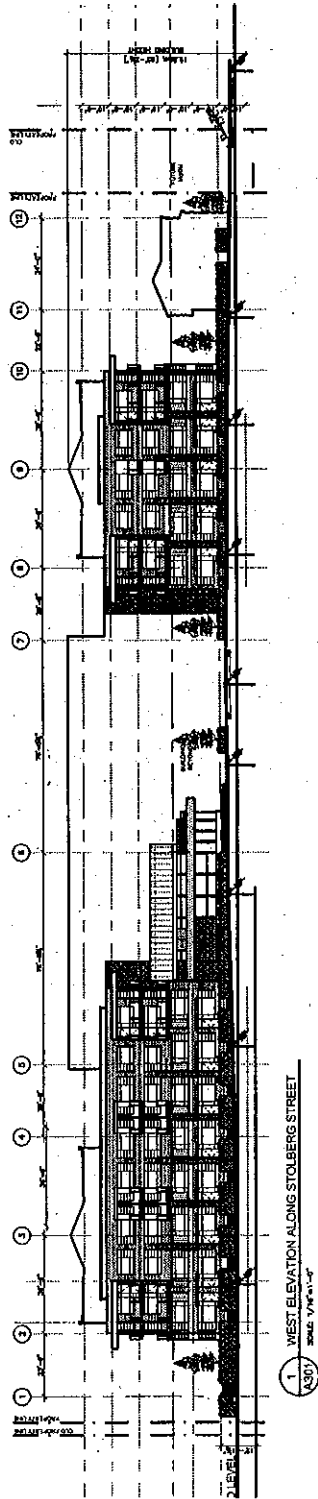
NO.	DATE	DESCRIPTION
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BUILDING SECTIONS

A-401	D
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10 of 11

NOTES



5420 JAGGARD CAMBIE RD.  
RICHMOND B.C.

O&B Development  
(Cambie 2) Corp.

DATE	NOV 14 2012
BY	ARCHITECT
CHECKED BY	ARCHITECT
SCALE	1/8"=1'-0"
PROJECT	CAMBIE 2
SHEET NO.	11
TOTAL SHEETS	11

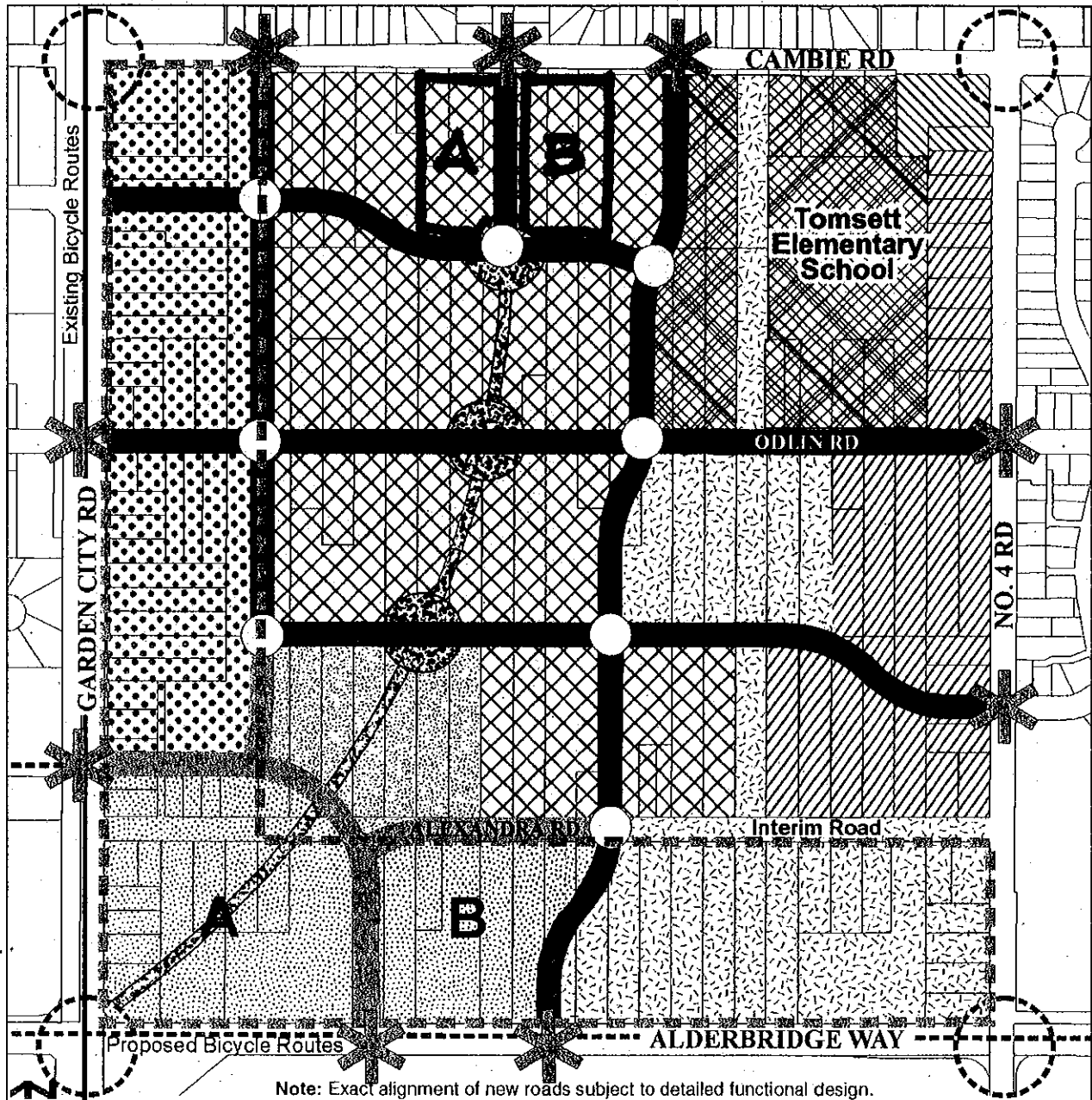
BUILDING  
ELEVATIONS

PROJECT NO.	A-301
DATE	D

11 of 11

City of Richmond

# Alexandra Neighbourhood Land Use Map



	Area of No Housing Affected by Aircraft Noise		Mixed Use: Hotel, office and streetfront retail commercial. <b>Area A:</b> Min. 1.25 FAR up to 2.0. <b>Area B:</b> Large and small floor plate up to 1.0 FAR.		Proposed Roadways
	Business/Office – office over retail FAR up 1.25		Mixed Use: Housing over small floor-plate retail. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		High Street
	Convenience Commercial		Community Institutional		New Traffic Signals
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (4-storey typical)		Park: North Park Way, Central Park, Natural Park, South Parkway		Feature Intersections – details to be developed
	Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses		Alexandra Way (Public Rights of Passage Right-of-way)		Feature Landmarks in combination with Traffic Calming Measures

**Excerpt from the Minutes from  
the Advisory Design Panel Meeting  
May 7, 2008**

**1. REZONING 07-366342 (FORMAL)**

APPLICANT: Oris Development (Cambie) Corp.

PROPERTY LOCATION: 9340 - 9400 Cambie Road

**2. REZONING 07-380198 (FORMAL)**

APPLICANT: Oris Development (Cambie) Corp.

PROPERTY LOCATION: 9420 - 9480 Cambie Road

**Staff Comments**

Mr. Molina reviewed the site context and noted that it was important to review Items 3 and 4 in combination as they are related to each other. Mr. Molina further advised that:

- Item 3 (Cambie 1) – the proposed development includes three six-storey residential buildings over a semi-submerged parking level and a two-level daycare centre with associated outdoor play areas; the proposed 251 unit residential development includes 21 ‘Affordable Low End Market Rental’ units and the remainder will be 230 ‘Entry Level Ownership’ units;
- Item 4 (Cambie 2) – the proposed development includes three five-storey residential buildings over a semi-submerged parking level containing a total 315 parking spaces and approximately 174 m<sup>2</sup> of commercial space fronting Stolberg Street; moreover, the proposed development contains approximately 187 dwelling units that range from 401 sq. ft. studios to 1300 sq. ft. townhouses;
- both proposals include the construction of the extension of Stolberg Street to the south;
- locations of the buildings on the site addressed the mass and open space relationships;
- both proposals require refinement to achieve compatibility and the desirable streetscape and urban environment envisioned by the Alexandra Neighbourhood Character Guidelines;

- carving of the buildings and massing need to be further developed to ensure an appropriate relationship and transition toward future potential development to the west; and
- the neighbourhood gateway at Cambie Road and Stolberg Street requires further architectural and landscape treatment.

### **Applicant's Comments**

Patrick Cotter of Patrick Cotter Architect Inc. gave an overview to the approach to the site and highlighted that (i) the site is bisected by a road; (ii) the intent was to place taller, denser parts of the project along the perimeter of the site and define a central open space; (iii) in order to have a strong street relationship, the proposed project introduced a finer grain of units and building types; (iv) there is public and visitor parking off of Stolberg Street; (v) components at the centre of the proposed project include a daycare facility and an amenity building; (vi) the colour palettes are simple warm and cool black to white and shades of grey; and (vii) two distinct set of materials are proposed for each project: the east side having a stronger residential feel with brick elements, natural cedar siding, and large vinyl clad windows; the west side having a strong presence with accented horizontal bands, ground face concrete blocks, and arcades.

Greg Andrews of Patrick Cotter Architect Inc. advised the following information regarding the proposed projects:

- both sides of the project fully utilize the lowest level as parking structures;
- in order to take traffic away from Cambie Road and Stolberg Street, access to parking for both sites is off an internal street, McKim Road;
- the west project will have a concrete deck above the parking structure to create additional outdoor space and landscaping opportunities; and
- the four-storey building on the east includes an arrangement of lofts and townhouses.

Mark Vanderzalm, Landscape Architect, advised that both sites have grade changes from the perimeter to the interior, thus creating the opportunity to distinguish between public and private space. Mr. Vanderzalm also noted that Stolberg Street is an important pedestrian and vehicular road that links the two projects together; thus, Stolberg Street will be enriched at both ends with decorative paving and a small plaza space that connects the two sites at the centre. Mr. Vanderzalm further advised that:

- the proposed daycare enclosure will touch on details tying into the agricultural history of the site;
- private balconies will be shielded from the daycare outdoor play space with fencing and landscaping;



- the developer is investigating an intensive green roof adjacent to the daycare facility that will have sculptural character when viewed from above;
- the open space on the west is intended to have a campus-like atmosphere with seating; thus, the proposed landscaping includes lots of ground cover, low shrubs, and canopy trees in planters; and
- the proposed plant materials focus on plants that encompass seasonal change and can be planted in large masses in order to create a strong patterned effect.

### **Panel Discussion**

In answer to several questions, the applicant provided the following advice:

- adaptable units have not yet been identified, however guidelines will be followed to ensure ease in making units adaptable;
- standard flowering Magnolias were identified as street trees; however, it was clarified that the type of tree and planting of trees on City property would be at the discretion of the City's Parks Department;
- a traffic study has been conducted and the preliminary review did not express any concerns; and
- the six-storey construction will have a steel frame, metal siding, and ground face blocks.

*Comments from the Panel were as follows:*

- the floor plans indicate L-shaped areas that would lend to becoming adaptable units; the floor plans should initially be usable and not difficult to adapt into a fully accessible unit; concern with exterior grade changes; concern with discontinuing surfaces such as pavers intercepted with lawn;
- the gateway area is an ideal location for public art; confer with Eric Fiss, the City's Public Art Planner early on to avoid 'plop art';
- enjoyed the expression of different looks of Cambie 1 and Cambie 2; massing is overbearing on the west side of Cambie 1 – suggested further enhancing or differentiating it; neutral tones are nice, however in light of the scope of the project, consider colour to bring vitality to the area; concerned with the grade level parking podium and how it will interface with adjacent activities; podium walls need detail; enjoyed the unit design; public access and way-finding needs to be addressed; courtyard scales throughout the project need to be refined; skywalks on Cambie 2 are very unique;

- look at extending the sidewalk at the gateway to the neighbourhood with the same material and change its pattern, colour, or scoring; like the strong move with the arch of the walkway – but otherwise there is a lot of regularity, so have some contrast to create interest; consider relieving the monotonous row of trees; consider adding planting on parkways and boulevards to help define places as pedestrian's; cross-sliding paving panes can be done, but narrow bands of lawn are required; and
- commended the proponents with the package; common buildings need to be developed and described; Cambie Street needs articulation although predominately vehicular; the parkade touches grade and it would be nice to have detail with streetfront conditions and resident access from the podium level down to the street; the language and thematic play of the agriculture heritage was great.

In response to the Panel's comments, the applicant recognized that further design development would be required as the project has progressed very rapidly.

Following the discussion, the Chair summarized points raised, and called for additional input prior to consideration of the ensuing motion.

#### **Panel Decision**

It was moved and seconded

*That RZ 07-366342 and RZ 07-380198 move forward to the Planning Committee, taking into consideration the following comments provided by the Advisory Design Panel:*

1. *identify accessible units;*
2. *design development to the pedestrian walkway slopes on Stolberg Street;*
3. *consider landscape area universal accessibility and access to those areas;*
4. *consider the use of public art in the project and the greater neighbourhood thematic context for public art;*
5. *consider collaborative procurement of the public art;*
6. *design develop the massing on Cambie 1;*
7. *consider bolder ways to articulate the massing on Cambie 1;*
8. *consider the use of vibrant colours in addition to the muted colour pallet;*
9. *design develop the parkade street fronts;*
10. *design develop the public access and way finding system as one enter the developments off of Stolberg Street;*
11. *consider increasing the side courtyard dimensions in Cambie 1 at various locations;*
12. *consider simpler treatments such as sidewalks and walkways rather than stepping*

- stones;
13. *consider some contrast or randomness in landscape development as counterpoint to modern language;*
  14. *design develop tree planting patterns to relieve rows of trees;*
  15. *consider organizing planting axis around landscape features;*
  16. *design develop landscape to articulate pedestrian entry points on Stolberg Street;*
  17. *design develop the massing along Cambie Road and McKim Road;*
  18. *identify the street front sectional relationships between dwelling units and street / sidewalk;*
  19. *consider further development of modernist style to achieve desired result; and*
  20. *consider further design development of common buildings for information.*

**CARRIED**

It was moved and seconded

*That RZ 07-366342 and RZ 07-380198 move forward to the Development Permit Panel with the applications returning to the Advisory Design Panel as information.*

**DEFEATED**

It was moved and seconded

*That RZ 07-366342 and RZ 07-380198 return to the Advisory Design Panel prior to moving onto the Development Permit Panel.*

**CARRIED**

## Rezoning Considerations

**9340, 9360 & 9400 Cambie Road (RZ 07-366342) and  
9420, 9460 & 9480 Cambie Road (RZ 07-380198)**

**RZ 07-366342 & RZ 07-380198**

Prior to final adoption of Zoning Amendment Bylaw 8395, the developer is required to complete the following:

1. Consolidation of all the lots included in RZ 07-366342 to one development parcel (which will require the demolition of the existing dwellings and greenhouse structures).
2. Dedication for roads at the time of consolidation of lots included in RZ 07-366342 as described below:
  - Approximately 1.5m is required along the entire Cambie edge,
  - 20m required for the new Stolberg Street along the east edge and
  - 10m required for McKim Way along the south edge, tapering up to 13.17m at the west Property Line (PL).
  - Corner cuts of 4m x 4m are required at the new Cambie PL and Stolberg plus at McKim Way and Stolberg.
3. Consolidation of all the lots included in RZ 07-380198 to one development parcel.
4. Dedication for roads at the time of consolidation of lots included in RZ 07-380198 as described below:
  - Approximately 1.5m is required along the entire Cambie edge and
  - 10m required for McKim Way along the south edge, tapering down to 8.58m at the east Property Line (PL).
  - Corner cuts of 4m x 4m are required at the new Cambie PL and Stolberg plus at McKim Way and Stolberg.
5. The developer entering into legal agreements with the City for the provision of child care facility under RZ 07-366342. This legal agreement will ensure the provision of:
  - Approximately 624 m<sup>2</sup> of indoor space for a child care facility. This space shall be provided to a serviced shell finishing level to the satisfaction of the Director of Development and Manager, Real Estate Services;
  - Approximately 345 m<sup>2</sup> of outdoor play area provided at a finishing level to the satisfaction of the Director of Development and Manager, Real Estate Services;
  - Transfer ownership of the indoor child care facility and associated outdoor play area to the City as a fee simple air space parcel or alternative fee simple ownership to the satisfaction of the Director of Development and Manager, Real Estate Services;
  - The purchase price and other terms and conditions associated with the provision of this child care facility are to be determined to the satisfaction of the Director of Development and Manager, Real Estate Services and brought to Council for approval.
6. Registration of an Aircraft Noise Sensitive Use Covenant on title of both development sites.
7. Registration of a Flood Plain Covenant on title of both development sites referencing the minimum habitable elevation for the area, which is 2.6 m. (GSC)

8. Registration of a Housing Agreement in perpetuity with the City of Richmond to secure the 22 "Affordable Low End Market Rental" units included in the development covered under RZ 07-366342. The 22 affordable units include:
  - 7 – Studio units of a minimum 40 m<sup>2</sup> (427 ft<sup>2</sup>) in area
  - 4 - 1 Bedroom units of a minimum 48 m<sup>2</sup> (514 ft<sup>2</sup>) in area
  - 9 - 2 Bedroom units of a minimum 67 m<sup>2</sup> (724 ft<sup>2</sup>.) in area
  - 2 - 3 Bedroom units of a minimum 83 m<sup>2</sup> (895 ft<sup>2</sup>) in area

This agreement will be based on the City's Standard Housing Agreement, included in the Zoning Bylaw, with such amendments as may be acceptable to the Director of Development and the Manager, Real Estate Services. The Housing Agreement to be registered on title of the site of proposed development under RZ 07-366342.

9. Registration of a Legal Agreement on Title indicating no final Building Permit Inspection (i.e. Occupancy) will be granted on the buildings associated with phase one of construction for development under RZ 07-366342 and RZ 07-380198 until the child care facility is constructed to the satisfaction of the Director of Development and Manager, Real Estate Services.
10. Registration of a Legal Agreement on Title indicating no final Building Permit Inspection (i.e. Occupancy) will be granted on the buildings associated with phase two of construction for development under RZ 07-366342 and RZ 07-380198 until the 22 affordable housing units are constructed to the satisfaction of the Director of Development and Manager, Real Estate Services.
11. The developer to provide the City with a performance bond, amount to be determined in accordance with the West Cambie Area Plan affordable housing policy, to secure delivery of the affordable housing units in Phase II of construction of the development covered under RZ 07-366342
12. The developer entering into a legal agreement with the City for the provision of TDM measures in association with the proposed development under RZ 07-366342. These measures include:
  - provision of 2-zone transit passes for 25% of the residential and affordable housing units for one year;
  - provision of on-site bicycle parking as per city's development permit guidelines;
  - provision of one (1) on-site end-of-trip facility, including showers, toilets, grooming stations, and clothing lockers for child care employees;
  - 3 car co-op vehicles and associated spaces; and
  - installation of two fully accessible bus shelters on both sides of Cambie Road at Stolberg Road
13. City acceptance of the developer's offer to voluntarily contribute \$212,341 towards the provision of Childcare facilities and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution;
14. City acceptance of voluntary contribution of \$24,773.95 toward community and engineering planning costs and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution;

15. City acceptance of the developer's offer to voluntarily contribute \$212,341 to Public Art and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution;
16. Process Development Permit\* applications for each site to a satisfactory level as determined by the Director of Development;
17. Discharge of Restrictive Covenants (Charge #'s BV 208641 and BV 208642) from title of 9420, 9460 and 9480 Cambie Road.
18. Enter into a Servicing Agreement\* associated with RZ 07-366342 for the design and construction of frontage upgrades along Cambie plus half road construction of McKim Way and full road construction of Stolberg Street. Works include, but are not limited to:
  - Cambie Road: Factoring in the Road Dedication requirements required along Cambie, identified in (2), a new edge is required to be constructed along the entire Cambie frontage. Works include, but are not limited to, a new 1.5m concrete sidewalk at the new South PL, with a 1.5m grass and treed boulevard (tree species to be determined), with the new curb and gutter established to create the new 16.7m travel portion of Cambie. The existing davit arm street lighting is to be relocated into the new boulevard. As will be required by all to properties fronting Cambie, the pole line across this frontage must be undergrounded; the developer and their consultants are to work directly with the utility companies (BC Hydro, Telus etc), to achieve this. Traffic signal preducting is required at Cambie & Stolberg intersection. Our Transportation Department has identified the realigned lane widths for Cambie Road in a separate document. The transition from the new to the existing road will involve the consultants dealing directly with the our Transportation Dept as part of the SA process.
  - Stolberg Street: This new Road must be raised to a minimum 2.0m geodetic elevation. The works to be constructed include, but are not limited to, a centered 11.2m road, while on both sides there is a 0.15m wide curb and gutter, a 1.5m grass and treed boulevard and a 2m concrete sidewalk at the PL. The streetlights for all internal West Cambie streets are to be Type I luminaires (Spec L12.5), powder coated black and spaced tighter to ensure pedestrian safety. The tree species is to be determined but with a minimum 8cm diameter calliper. Water and storm sewer mains are required along Stolberg; exact sizing and offsets to be determined.
  - McKim Way: This ½ Road, also required to be a minimum of 2.0m geodetic, will have a grade differential along its (interim) south edge; some type of interim standard needs to be implemented. The preferred (ultimate) cross section is a 2m sidewalk at the PL, with a 1.5 grass and treed boulevard (species to be determined), curb and gutter with a minimum 6m asphalt travel surface with a minimum 1m gravel should on the south edge. This adds up to 10.65m with no allowance for lock blocks or other slope control options. An interim design option includes the ultimate 2m concrete sidewalk with an interim minimal grass strip (0.6m+/-) including Type I streetlights, an asphalt curb and gutter and with an asphalt swale (low point) about where the ultimate curb line will be placed. The Engineering consultant must show interim and ultimate cross sections for McKim Way as part of the design package.

- Service Connections: Service connections for the development site are to be included in the SA design drawings set.
  - Water, Storm and Sanitary Sewer Upgrades: Identified in the Capacity Analysis results, storm sewer upgrades are required from Manhole D5 to Manhole D2. Also identified (with corridor options, as indicated in the letter from Engineering to the developer dated May 26, 2008 (**Attachment 11**)), the sanitary sewer will need to be extended to pick up gravity service to the south along Odlin Road. The results of all three analysis, must also be presented with the SA design set.
  - **DCC Credits**: DCC Roads credits will apply to the costs of the lands and works identified along Stolberg Street, required to be designed and constructed via the Servicing Agreement (SA). The DCC credits only apply against the DCC's payable.
19. Enter into a Servicing Agreement\* associated with RZ 07-380198 for the design and construction of frontage upgrades along Cambie plus half road construction of McKim Way. Works include, but are not limited to:
- Cambie Road: Factoring in the Road Dedication requirements required along Cambie, identified in (2), a new edge is required to be constructed along the entire Cambie frontage. Works include, but are not limited to, a new 1.5m concrete sidewalk at the new South PL, with a 1.5m grass and treed boulevard (tree species to be determined), with the new curb and gutter established to create the new 16.7m travel portion of Cambie. The existing davit arm street lighting is to be relocated into the new boulevard. As will be required by all to properties fronting Cambie, the pole line across this frontage must be undergrounded; the developer and their consultants are to work directly with the utility companies (BC Hydro, Telus etc), to achieve this. The southeast corner of the Cambie/Stolberg intersection requires traffic signal preducting. Our Transportation Department has identified the realigned lane widths for Cambie Road in a separate document. The transition from the new to the existing road will involve the consultants dealing directly with our Transportation Dept as part of the SA process.
  - McKim Way: This ½ Road, is required to be a minimum of 2.0m geodetic, will have a grade differential along its (interim) south edge; some type of interim standard needs to be implemented. The preferred (ultimate) cross section is a 2m sidewalk at the PL, with a 1.5 grass and treed boulevard (species to be determined), curb and gutter with a minimum 6m asphalt travel surface with a minimum 1m gravel should on the south edge. This adds up to 10.65m with no allowance for lock blocks or other slope control options. An interim design option includes the ultimate 2m concrete sidewalk with an interim minimal grass strip (0.6m+/-) including Type I streetlights, an asphalt curb and gutter and with an asphalt swale (low point) about where the ultimate curb line will be placed. The Engineering consultant must show interim and ultimate cross sections for McKim Way as part of the design package.
  - Service Connections: Service connections for the development site are to be included in the SA design drawings set.
  - Water, Storm and Sanitary Sewer Upgrades: Identified in the Capacity Analysis results, storm sewer upgrades are required from Manhole D5 to Manhole D2. Also identified (with corridor options identified in letter from Engineering to the

developer dated May 27, 2008 (**Attachment 12**), the sanitary sewer will need to be extended to pick up gravity service to the south along Odlin Road. The results of all three analyses must also be presented with the SA design set.

- **DCC Credits:** DCC Roads credits will apply to the costs of the lands and works identified along Stolberg Street, required to be designed and constructed via the Servicing Agreement (SA). The DCC credits only apply against the DCC's payable.

\* Note: This requires a separate application.

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Signed

Date

Prior to Building Permit\* issuance the following issues need addressing:

- The subject developments providing their proportionate share of the costs and applicable interest charges associated with the execution of the "Alexandra Neighbourhood Development Agreement" prior to connecting the utility works covered by this agreement.
- 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.





City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1  
Telephone (604) 276-4000  
www.cityrichmond.bc.ca

May 26, 2008  
File: 10-6060-01/2008-Vol 01

Engineering  
Telephone: 604-276-4289  
Fax: 604-276-4197

H.Y. Engineering Ltd.  
#200 - 9128 - 152 St.  
Surrey, B.C.  
V3R 4E7

Dear Mr. Yip, P.Eng.:

**Re: 9340/60 & 9400 Cambie Road  
RZ 07-366342 / Oris Development (Cambie) Corp.**

The City has reviewed your storm and sanitary analyses and letter and makes the following comments:

**Storm**

- 1) According to your "Existing + In Stream + Proposed Development" calculations and comments, there is insufficient capacity within the existing storm sewer system, along the frontage and downstream from your development.
- 2) According to your analysis in 'Table No. 2', an upgrade is necessary from manhole D5 to manhole D2, in order to prevent the storm sewer flows surcharging to the surface.
- 3) The City agrees with your recommendation and requests that your development upgrades these storm sewer pipe sections to accommodate your development.

**Sanitary**

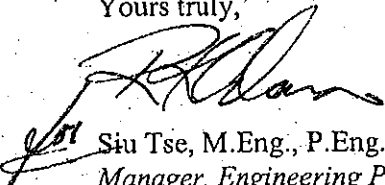
- 1) According to your "Existing + In Stream + Proposed Development" calculations and comments, your development will have to build a new sanitary sewer system to the new ODLIN pump station located at 9288 Odlin Road.
- 2) The City offers the three following options for your consideration:
  - A) The sanitary sewer will flow east along McKim Way to May Drive then south on May Drive to Odlin Road and connect to the proposed sanitary gravity sewer that has been approved through another development. Your development will have to obtain the SRW across one of the property owners and possibly cost share with the Ismaili Temple. With this option, the developer will be

required to pay a cash contribution for the upgrade of the Odlin Road gravity sewer as the developer is using the capacity in the pipe that was not meant for their use. The contribution will only be a proportionate amount and the developer will not be required to construct the upgrade on Odlin as it has ample capacity at this time, Or;

- B) The sanitary sewer will flow west along McKim Way to Dubbert Street then south on Dubbert Street to Odlin Road and connect to the sanitary gravity sewer that has been approved through another development. This will require the developer to secure land and/or a SRW., Or;
- C) The sanitary sewer will flow west along McKim Way to the green way then south on the green way to Odlin Road and connect to the sanitary gravity sewer that has been approved through another development. This is a temporary set-up and will require the developer to pay a proportionate cash contribution towards the construction of the permanent sewer along Dubbert and McKim (as per option 2). At such time as the permanent sewer is built, the temporary sewer will be abandoned.

If you have any further questions regarding these issues, please call me at 276-4075 or Reg Adams at 276-4022.

Yours truly,

  
Siu Tse, M.Eng., P.Eng.  
Manager, Engineering Planning

ST:ra

pc: Daña Westermark; Fax: 604-241-4687  
Erland Carlson, Engineering Technician, Development & Contract Operations  
Francisco Molina, Senior Planner III, Urban Design  
Bill Jones, AScT, Supervisor, Infrastructure Planning

**City of Richmond**

6911 No.3 Road, Richmond, BC V6Y 2C1  
Telephone (604) 276-4000  
www.city.richmond.bc.ca

May 27, 2008  
File: 10-6060-01/2008-Vol 01

**Engineering**  
Telephone: 604-276-4289  
Fax: 604-276-4197

H.Y. Engineering Ltd.  
#200 - 9128 - 152 St.  
Surrey, B.C.  
V3R 4E7

Dear Mr. Yip, P.Eng.:

**Re: 9420 / 60 / 80 Cambie Road  
RZ 07-380198 / Oris Development (Cambie) Corp.**

The City has reviewed your storm and sanitary analyses and letter and makes the following comments:

**Storm**

- 1) According to your "Existing + In Stream + Proposed Development" calculations and comments, there is insufficient capacity within the existing storm sewer system, along the frontage and downstream from your development.
- 2) According to your analysis in 'Table No. 2', an upgrade is necessary from manhole D5 to manhole D2, in order to prevent the storm sewer flows surcharging to the surface.
- 3) The City agrees with your recommendation and requests that your development upgrades these storm sewer pipe sections to accommodate your development.

**Sanitary**

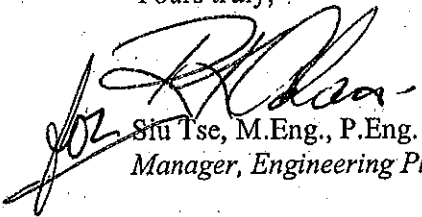
- 1) According to your "Existing + In Stream + Proposed Development" calculations and comments, your development will have to build a new sanitary sewer system to the new ODLIN pump station located at 9288 Odlin Road.
- 2) The City offers the three following options for your consideration:
  - A) The sanitary sewer will flow east along McKim Way to May Drive then south on May Drive to Odlin Road and connect to the proposed sanitary gravity sewer that has been approved through another development. Your development will have to obtain the SRW across one of the property owners and possibly cost share with the Ismaili Temple. With this option, the developer will be

required to pay a cash contribution for the upgrade of the Odlin Road gravity sewer as the developer is using the capacity in the pipe that was not meant for their use. The contribution will only be a proportionate amount and the developer will not be required to construct the upgrade on Odlin as it has ample capacity at this time, Or;

- B) The sanitary sewer will flow west along McKim Way to Dubbert Street then south on Dubbert Street to Odlin Road and connect to the sanitary gravity sewer that has been approved through another development. This will require the developer to secure land and/or a SRW., Or;
- C) The sanitary sewer will flow west along McKim Way to the green way then south on the green way to Odlin Road and connect to the sanitary gravity sewer that has been approved through another development. This is a temporary set-up and will require the developer to pay a proportionate cash contribution towards the construction of the permanent sewer along Dubbert and McKim (as per option 2). At such time as the permanent sewer is built, the temporary sewer will be abandoned.

If you have any further questions regarding these issues, please call me at 276-4075 or Reg Adams at 276-4022.

Yours truly,



Siu Tse, M.Eng., P.Eng.  
Manager, Engineering Planning

ST:ra

pc: Dana Westermarck; Fax: 604-241-4687  
Erland Carlson, Engineering Technician, Development & Contract Operations  
Francisco Molina, Senior Planner III, Urban Design  
Bill Jones, AScT, Supervisor, Infrastructure Planning



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8397 (RZ 07-366342 & RZ 07-380198)  
9340/9360/9400 & 9420/9460/9480 Cambie Rd**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in the Alexandra Neighbourhood Land Use Map to Schedule 2.11A of Official Community Plan Bylaw No. 7100 (West Cambie Area Plan), thereof of the following area and by designating it "Residential Area 1A 1.5 base FAR (Max. 1.75 FAR with density bonus for affordable housing). Townhouse, low-rise Apts. (6-storey maximum)".

004-869-745

Lot 32 Section 34 Block 5 North Range 6 West New Westminster District Plan 25359

003-526-828

Lot 61 Section 34 Block 5 North Range 6 West New Westminster District Plan 50506

003-536-220

Lot 62 Section 34 Block 5 North Range 6 West New Westminster District Plan 50506

001-035-479

The East Half of Lot 7 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

003-483-681

West Half Lot 8 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

012-030-619

East Half Lot 8 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

- 2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8397”**.

FIRST READING

JUN 23 2008

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>hl</i>
APPROVED by Manager or Solicitor <i>R</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw No. 8395 (RZ 07-366342 & RZ 07-380198)  
9340/9360/9400 & 9420/9460/9480 Cambie Rd.**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 291.196 thereof the following:

**291.196 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/196)**

The intent of this zoning district is to accommodate medium density multiple-family residential, community uses and limited retail trade in the Alexandra Neighbourhood (Section 34-5-6).

**291.196.1 PERMITTED USES**

**RESIDENTIAL;** limited to **Townhouses** and **Multi-Family Dwellings**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES, BUILDINGS & STRUCTURES**, but excluding **secondary suites**.

In the area identified as "B" on Diagram 1, Section 291.196.2.05, the following use is permitted in addition to those listed above:

**RETAIL TRADE & SERVICES**, limited to a maximum **gross leaseable floor area** of 200 m<sup>2</sup> (2,153 ft<sup>2</sup>).

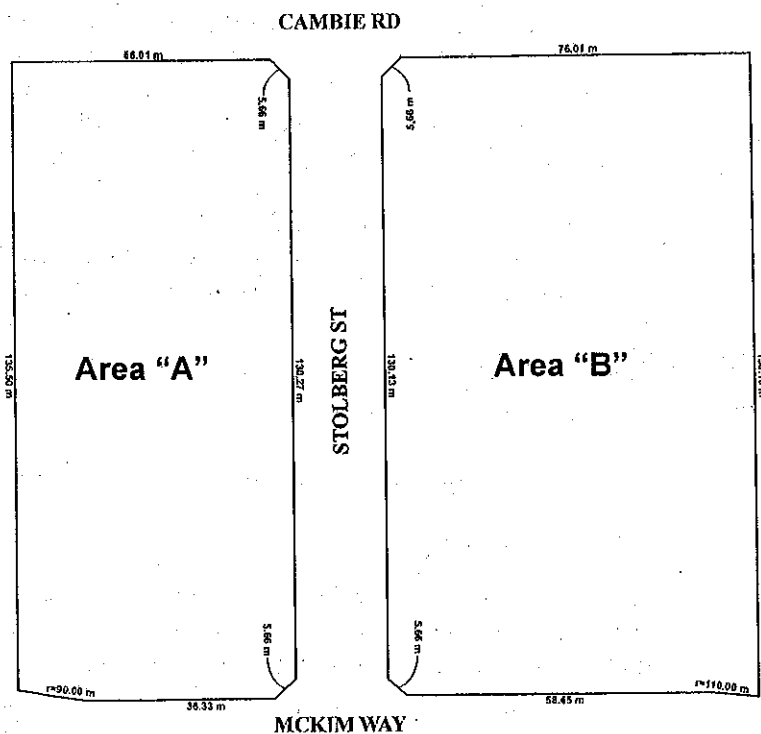
**291.196.2 PERMITTED DENSITY**

- .01 Subject to subsection .04 herein, in the area identified as "A" on Diagram 1, Section 291.196.2.05, the maximum **Floor Area Ratio** shall be "1.56"; plus
  - a) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**;
  - b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Public Amenity Space**;
  - c) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Community Use**.

- .02 Despite section 291.196.2.01, the reference to "1.56" in relation to the maximum **Floor Area Ratio** is increased to the higher density of "1.96" if the owner provides not less than:
- a) **22 affordable housing units** and the owner has entered into a **housing agreement** with the City and registered the **housing agreement** against the title of the lot, and filed a notice in the **Land Title Office**.
- .03 Subject to subsection .04 herein, in the area identified as "B" on Diagram 1, Section 291.196.2.05, the maximum **Floor Area Ratio** shall be "1.52"; plus
- a) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**;
  - b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Public Amenity Space**;
- .04 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
- a) portions of a **building** that are **used** for off-street parking and loading purposes; unenclosed balconies; covered walkways; bicycle storage areas or garbage & recycling facilities;
  - b) elevator shafts and common stairwells above ground floor level;
  - c) mechanical and electrical rooms, provided that the total floor area of these facilities does not exceed 400 m<sup>2</sup> (4,230 ft<sup>2</sup>) per lot.



.05 Diagram 1



.06 The maximum combined **Floor Area Ratio** for areas "A" and "B" identified on Diagram 1, Section 291.196.2.05 shall be "1.74".

**291.196.3 MAXIMUM LOT COVERAGE:**

.01 Maximum Lot Coverage: 65%

**291.196.4 MINIMUM SETBACKS FROM PROPERTY LINES**

.01 **Public Road Setbacks:**

- a) Stolberg Street: 2.85 m (9.4 ft.);
- b) Cambie Road: 4.5 m (14.4 ft.);
- c) McKim Way: 3.0 m (10 ft.);
- d) A parking **structure** may project into the **public road** setback but shall be no closer to a property line abutting a **public road** than 1.5 m (5 ft). Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the City.

.02 **Side & Rear Yards:** 3.2 m (10.5 ft.).

- a) A parking **structure** may project into the **side & rear yard** setback but shall be no closer to a property line than 3.0 m (10 ft). Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the City.
- b) Despite Section 191.196.02(a) the minimum east **side yard** setback for a parking **structure** in the area identified as "B" on Diagram 1, Section 291.196.2.05 shall be 0 m (0 ft.).

**291.196.5 MAXIMUM HEIGHTS**

.01 **Buildings:** 24.0 m (78.7ft.).

.02 **Accessory Building & Structures:** 10.0 m. (32.8 ft.).

**291.196.6 OFF-STREET PARKING**

.01 In the area identified as "A" on Diagram 1, Section 291.196.2.05, off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw EXCEPT THAT:

a) Off-street parking shall be provided at the rate of:

Residential Use	Minimum number of Parking Spaces Required per Dwelling Unit	
	For Residents	For Visitors
<b>Multi-Family Dwellings</b>	1.17	0.18
<b>Affordable Housing Units</b>	0.81	0.18

Use	Minimum number of Parking Spaces
<b>Child Care</b>	i. 0.675 spaces per employee ii. 0.9 spaces for each 10 children in care

- b) Required parking spaces for **residential** use visitors and **child care** may be shared.
- c) A maximum of 70% of the total required parking stalls may be provided as small car spaces.

.02 In the area identified as "B" on Diagram 1, Section 291.196.2.05, off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw EXCEPT THAT:

a) Off-street parking shall be provided at the rate of:

Residential Use	Minimum number of Parking Spaces Required per Dwelling Unit	
	For Residents	For Visitors
Townhouses	1.5	0.2
Multi-Family Dwellings	1.5	0.2

b) Required parking spaces for residential use visitors and retail trade & services may be shared

.03 Where two parking spaces are intended to be used by the residents of a single dwelling unit, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle;

**291.196.7 SIGNAGE**

.01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "High-Density Residential District (R4)".

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/196)**:

004-869-745

Lot 32 Section 34 Block 5 North Range 6 West New Westminster District Plan 25359

003-526-828

Lot 61 Section 34 Block 5 North Range 6 West New Westminster District Plan 50506

003-536-220

Lot 62 Section 34 Block 5 North Range 6 West New Westminster District Plan 50506

001-035-479

The East Half of Lot 7 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

003-483-681

West Half Lot 8 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

012-030-619

East Half Lot 8 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

- 3. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw No. 8395**".

FIRST READING

JUN 23 2008

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

MINISTRY OF TRANSPORTATION APPROVAL

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept <i>kl</i>
APPROVED for legality by Solicitor <i>D</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER