



City of Richmond
Planning and Development Department

To Council - June 22, 2009

To: Planning Comm. Tues. June 16/09

Report to Committee

To: Planning Committee

Date: June 3, 2009

From: Brian J. Jackson
Director of Development

File: RZ 04-270168

12-8060-20-8501

Re: Application by FNDA Architecture Inc. for Rezoning at 9560, 9580 Cambie Road and 9531, 9551, 9571 Odlin Road from Single-Family Housing District, Subdivision Area F (R1/F) to Assembly District (ASY)

Staff Recommendation

That Bylaw No. 8501, for the rezoning of 9560, 9580 Cambie Road and 9531, 9551, 9571 Odlin Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Assembly District (ASY)", be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:dcB
Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

FNDA ARCHITECTURE INC. have applied to rezone 9560, 9580 Cambie Road and 9531, 9551, 9571 Odlin Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Assembly District (ASY) in order to develop a proposed assembly hall on the subject properties (**Attachment 4**). The property is proposed for a new Richmond Ismaili Muslim Jamatkhana.

Project Overview

The development proposal involves the consolidation of 5 properties totalling approximately 4.17 acres to support the construction of a two storey assembly hall of approximately 24,578 sq. ft. and accommodate up to 291 vehicles. The proposed facility is intended to serve the Ismaili Muslim population in Richmond who have been operating out of a leased premises for over 25 years.

This new facility is intended to meet the needs of the local Muslim community in terms of the provision of prayer space, religious education classes and for seminars and educational sessions. The assembly building will include a 5,500 sq. ft. prayer hall that has been oriented toward Mecca and a social hall on the first level. The second level will support nine class rooms for religious study, a library and a nursery. Outside are three outdoor courtyards adjacent to the building that will serve as gathering places and informal educational use.

The project is being designed with a strong emphasis on sustainability and the Architects have indicated that they intend to make a submission for LEED status. Natural ventilation is being incorporated where possible and all the court yards will utilize permeable paving. The use of swales are being considered to allow water to percolate into landscaped areas. Both the building and the overall site are ringed with generous landscaping to soften views across the site and enhance its appearance.

Several off-site improvements will arise from this rezoning application including:

- Land dedications and partial design and construction of a new road (May Drive) between Cambie Rd. and Odlin Rd.;
- Provision of a 3.0 m wide Right of Way for the future construction of a sanitary sewer along Cambie Rd.;
- Contribution of \$30,476.72 toward the Alexandra Neighbourhood development Agreement;
- Frontage improvements (sidewalk, landscaped boulevard, curbs, lighting etc.) along Cambie Rd., Odlin Rd. and May Drive.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**). Site and building plans are provided in **Attachment 4**.

Under the Local Government Act, institutional uses are not required to obtain a development permit. The proponent has, however, voluntarily presented their plans to Richmond's Advisory

Design Panel for review and comment. The minutes from the ADP meeting, the Panel's recommendations and the proponent's responses have been included in **Attachment 5**.

Surrounding Development

- To the North: single family residential lots zoned Single-Family Housing District (R1/B) (12m wide lots) (north side of Cambie Road);
- To the immediate east, are two adjacent deep single-family lots currently zoned Single-Family Housing District (R1/F) (18m wide lots) which are proposed to become a greenway park with a pedestrian trail under the Alexandra Neighbourhood Land Use Map. Further east is Tomsett Elementary School and four single family lots fronting Cambie Road. Both the school and these four lots are designated as Community Institutional under the Alexandra map (see **Attachment 2**);
- To the immediate south, are more large single-family residential lots zoned Single-Family Housing District (R1/F). The Alexandra Neighbourhood Land Use Map designates these lots for future park. Similar sized lots to the south-west of the subject property are currently under rezoning and development permit applications (RZ 08-408104/DP 08-432218) for redevelopment to a 4-storey multi-family condominium development with 228 units; and,
- To the west, are deep single-family residential lots zoned either Single-Family Housing District (R1/F) or Comprehensive Development District (CD/137). CD/137 permits the outdoor storage of new cars and trucks. These latter properties are currently under development applications (RZ 07-380198 and DP 08-43155) for construction of a mixed use residential and commercial development with 79 townhouses, 108 condominiums and 1,700 sq. ft. of commercial space. Under the Alexandra Neighbourhood Land Use Map lots to the west will become townhouse and low-rise apartments (4 storey typical). A new road ("May Drive") is planned along the western property boundary of the subject lots.

Related Policies & Studies

Official Community Plan

The Ismaili Muslim Community initially held an information meeting on September 9th, 2004 to inform and obtain feedback from residents and businesses in the area about their proposal. In 2005/06, a detailed land use study with community input was undertaken by the City for the Alexandra Neighbourhood as part of the West Cambie Area Plan review. As a result of these consultations, the subject properties were designated for "Community Institutional" use under the Alexandra Neighbourhood Land Use Map (see **Attachment 2**).

The proposed assembly hall use is in compliance with the Official Community Plan and the West Cambie Area Plan, both of which designate the subject site for Community Institutional uses.

The Alexandra Neighbourhood Land Use Map also shows the approximate alignment of the proposed new road (May Drive) along the western side of the subject properties and the future park running between Cambie Rd. and Odlin Rd. along the eastern side of the subject properties. The proposed development has been designed to respond to each of these land use elements.

Public Input

Staff have received several calls regarding the project. All of these have been focused on the status of the project. Several developers working in the area have also made enquiries about the project – again regarding its status.

Advisory Design Panel Review

The development proposal was presented to the Advisory Design Panel at their meeting of March 18, 2009, and was well received. Panel members were pleased with the size and design of the building and felt that it would be a good fit for the developing neighbourhood. Panel members made a number of recommendations encouraging aspects such as the incorporation of art elements into gates and signage for the site, integrating disable seating with general seating, diversifying landscaping elements, encouraging sustainability features into the design.

The Panel moved that the application proceed to the Planning Committee upon taking into consideration the Panel's recommendations. Both the Panel's recommendations and the proponent's responses to the recommendations are provided in **Attachment 5**. Staff's assessment is that the proponent has been able to sufficiently address the Panel's recommendations in the revised plans submitted for this rezoning application.

Staff Comments

Fit Within the Alexandra Neighbourhood

As is evident by the development activity of surrounding development, the Alexandra Neighbourhood is undergoing significant change. The applicant has attempted to respond to this context by designing a facility which will fit with and complement this new neighbourhood context. In preparing for their presentation to the Advisory Design Panel the proponents addressed a number of key issues, such as views from street, views along entrances to the site, control of stray lighting from the two storey structure, provision of appropriate vegetative screening to neighbouring lots and the adjacent streets, and ensuring accessibility to the facility by providing extra handicapped parking stalls near the building entrances and a wheelchair ramp to the future trail connection along the east side of the building, etc.

Density and Form of Development

For the size of the site, both the floor area ratio (FAR) and site coverage are well below the Bylaw maximums. The building is situated in the southern half of the land assemblage and meets all required setbacks and height restrictions.

The building utilizes coated architectural concrete interspersed with generous use of lightly tinted glazing and stained wood trim to create an attractive building façade.

As a facility oriented to serving the Muslim community throughout Richmond, the provision of parking is a priority for the owners. The site design incorporates significant landscaping throughout the parking area to avoid the appearance of a sea of asphalt while still maintaining sufficient parking for the facility's needs and thereby minimizing any disturbance to the surrounding neighbours.

Tree Preservation

An Arborist's report on the condition of both on-site and off-site trees was submitted for this development project. All of the 63 on-site trees and two hedge rows reviewed by the Arborist were rated as either in very poor or poor condition and not suitable for retention due to pre-existing defects (see Tree Inventory and List in **Attachment 4**). A number of off-site trees were also rated in the report as being in very poor or poor condition and were also recommended for removal. Twenty three trees located on a neighbouring property to the west will be impacted by the road construction for May Drive. Prior to construction of May Drive the proponent will be required to secure the removal of these trees or, alternatively arrange an acceptable interim option for their retention pending the full construction of May Drive.

The Arborist's report has been reviewed by the City's Tree Preservation Coordinator who agrees with the assessment and recommendations for the trees on site. Three neighbouring trees (#415, 416, 417) along the eastern property line were found to be in good condition and will require a minimum of 3.66m of root protection onto the development site. The rezoning conditions include a requirement that prior to building permit, the proponent demonstrate to the satisfaction of the Tree Preservation Coordinator how these three trees will be successfully retained.

Installation of boulevard trees will be addressed through the servicing agreement.

Landscaping Plan

The project's landscaping plans fully satisfy the OCP requirement for a minimum of 2 for 1 replacement planting for bylaw sized trees removed with 250 trees proposed for installation on-site. Both trees and shrubs are located around the entire perimeter of the site and around the building itself. Planting strips large enough to accommodate both trees and shrubs are also located at various sites throughout the parking area. The proponents have indicated that with the aid of their community members they anticipate adding even more vegetation to the site over time.

Should the applicant wish to begin site preparation work after third reading of the Rezoning Bylaw but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit 100% of the landscape security to ensure the replacement planting is provided.

Flood Management

The Assembly Hall has been designed in accordance with the required Flood Construction Level of 2.6m GSC. Portions of the site are proposed to be raised to gradually bring the site grade up to the ground floor of the building with a comfortable transition. Where necessary, ramps have been provided to accommodate disabled access across any grade changes. Registration of a flood plain covenant on title is required as a condition of Rezoning.

Vehicle Access and Transportation

Vehicle Access to the site will occur via a new road to be called May Drive. As an interim state, this development will dedicated and constructed portions of May Drive (a northern leg and a southern leg) which will provide access to the subject property from both the north and the south. The balance of May Drive will be completed once the adjacent properties to the west of the

subject site redevelop. Due to the configuration of the adjacent lots, only pedestrian and utility connections will be made between the southern leg and the northern leg of the partially constructed May Drive in the interim state. A right of way will be secured for the interim pedestrian/utility connection as a condition of rezoning. Both the interim and final states are shown in the Conceptual Development Plans (**Attachment 4**).

Road dedications are also being provided along the site's frontage with Cambie Road to allow for widening of the road and appropriate corner cuts. An additional right of way is also being provided for a future sanitary sewer line along Cambie Road.

The site will have three vehicle accesses all off the future May Drive. All three accesses have vehicle stacking areas to ensure safe ingress/egress to and from the site. On site, parking is provided for 291 vehicles including 9 accessible parking stalls. The provided parking exceeds the parking requirements under the Zoning Bylaw.

West Cambie Supplementary Development Cost Charges and Neighbourhood Development Agreement

In order to advance development in the West Cambie area the Alexandra Neighbourhood Development Agreement was developed to provide necessary infrastructure works in the West Cambie. Subsequent developers in the area are required to make contributions at a prescribed rate. As a beneficiary of the infrastructure the Ismaili Jamatkhana development will be required to contribute to this at the Building Permit application stage of their project. Details are provided in the Rezoning Conditions in **Attachment 6**.

West Cambie Amenity Contributions

The "West Cambie-Alexandra Interim Amenity Guidelines" establishes guidelines for voluntary developer contributions for certain non-DCC and other community amenities. For this development, voluntary contributions would be sought for Community and Engineering Planning Costs (\$.07 / building square foot – i.e. \$1,720.46), Child Care (\$.60 / building square foot – i.e. \$14,746.80) and City Beautification (\$.60 / building square foot – i.e. \$14,746.80).

Aircraft Noise

The subject site is within Area 2 which permits All Aircraft Noise Sensitive Land Uses (Except New Single Family). Other than advising the proponent of the aircraft noise considerations, there are no specific requirements for this development related to aircraft noise.

Servicing Agreement

A servicing agreement for the design and construction of frontage upgrades along Cambie and Odlin plus half road new construction of May Drive is a requirement of the rezoning approval for this project. Provision will be made within this agreement for the interim condition that permits the frontage sidewalk along May Drive and any required utilities to cross into the subject property until such time that 9500 Cambie Rd. is redeveloped and the full road right of way can be completed.

Some of the key elements that will be addressed via the servicing agreement include:

- Partial design and construction of a new road (May Drive) between Cambie Rd. and Odlin Rd;
- Frontage improvements (sidewalk, landscaped boulevard, curbs, lighting etc.) along Cambie Rd., Odlin Rd. and May Drive;
- Any water, storm and sanitary sewer upgrades which may be required via the Capacity Analysis that will be submitted with the Servicing Agreement application.

Analysis

In terms of the rezoning analysis, no significant concerns have been identified through the technical review. The voluntary submission to the Advisory Design Panel by the proponent has assisted in refining the proposal to ensure that accessibility concerns, material choices, landscaping plant selections and other design elements address both the site/proponent's needs and the community's needs.

Parking provisions, including accessible spaces and loading bay provisions, fully meet or exceed the Bylaw provisions. Transportation staff have concurred with the provision of Class 2 bicycle stalls only for this site.

Financial Impact or Economic Impact

None

Conclusion

Staff are recommending support for the Rezoning of 9560, 9580 Cambie Road and 9531, 9551, 9571 Odlin Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Assembly District (ASY)" as the rezoning application has satisfactorily addressed the technical requirements for this site and provided sufficient progress on the design elements to confidently suggest that this project will both fit with, and enhance the Alexandra Neighbourhood.



David Brownlee
Planner 2

DCB:cas

Attachment 1: Location Map

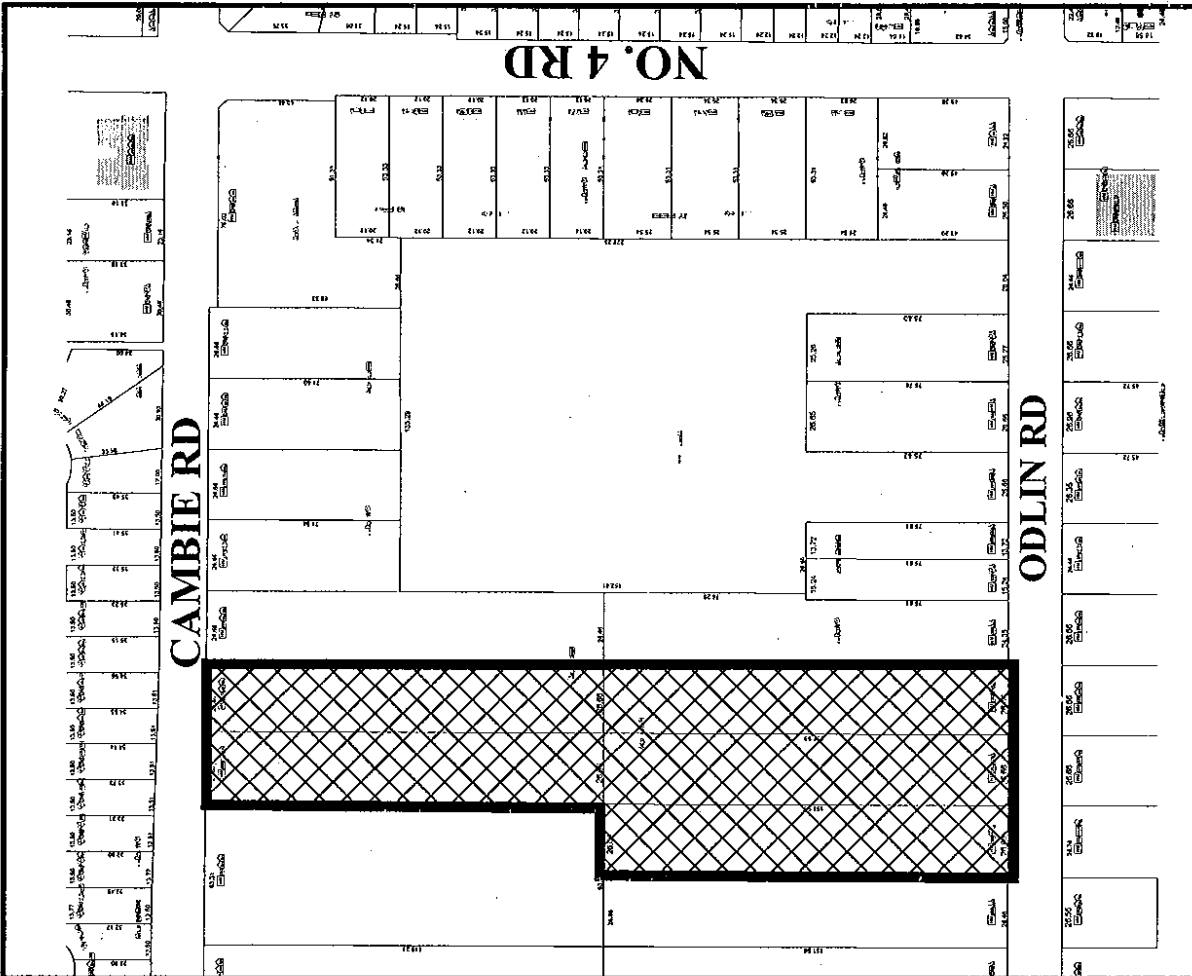
Attachment 2: Alexandra Neighbourhood Land Use Map

Attachment 3: Development Application Data Sheet

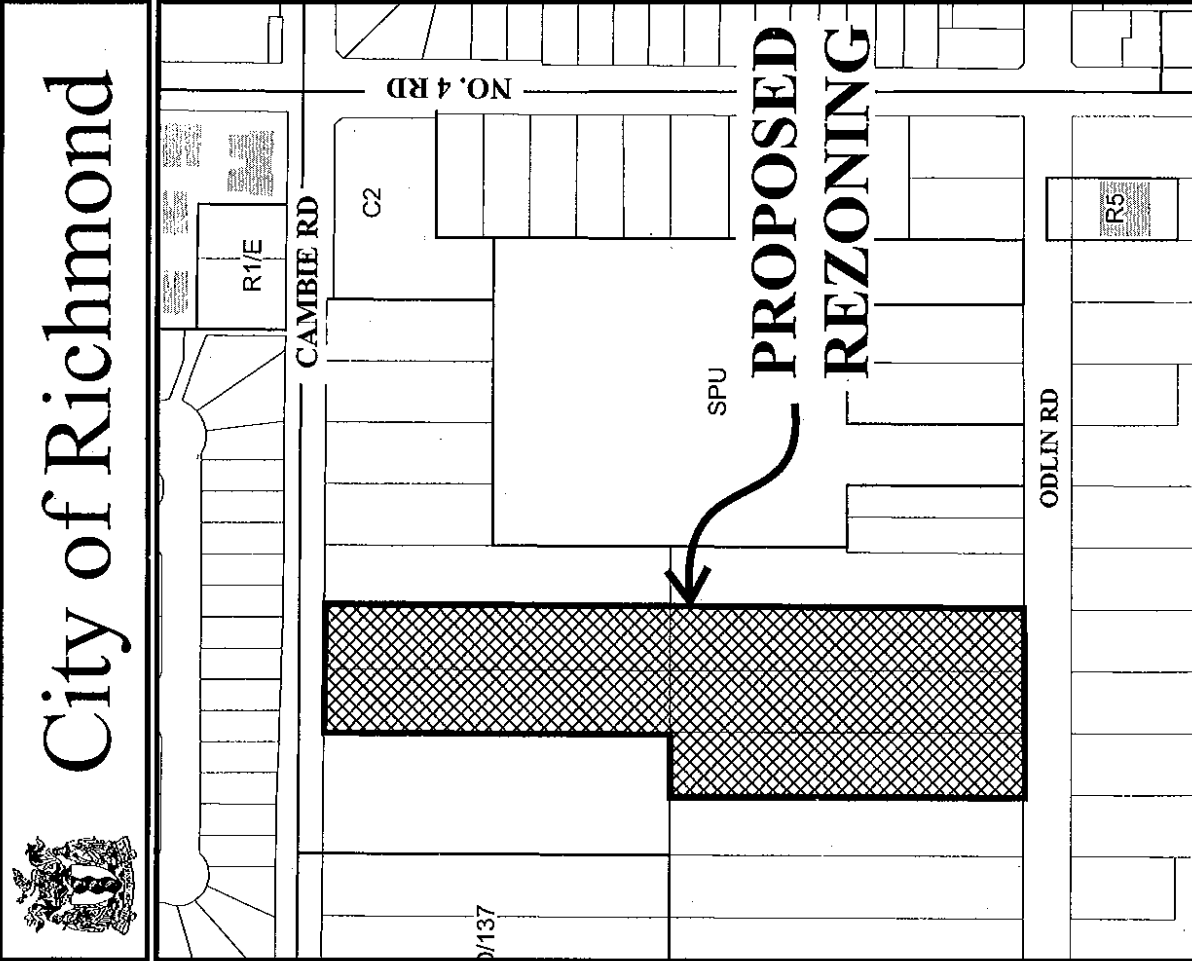
Attachment 4: Conceptual Development Plans and Tree Inventory

Attachment 5: ADP Minutes and Recommendations and the Proponent's Responses

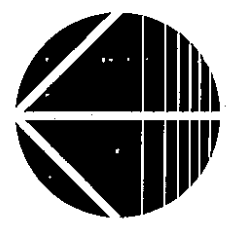
Attachment 6: Rezoning Considerations Concurrence

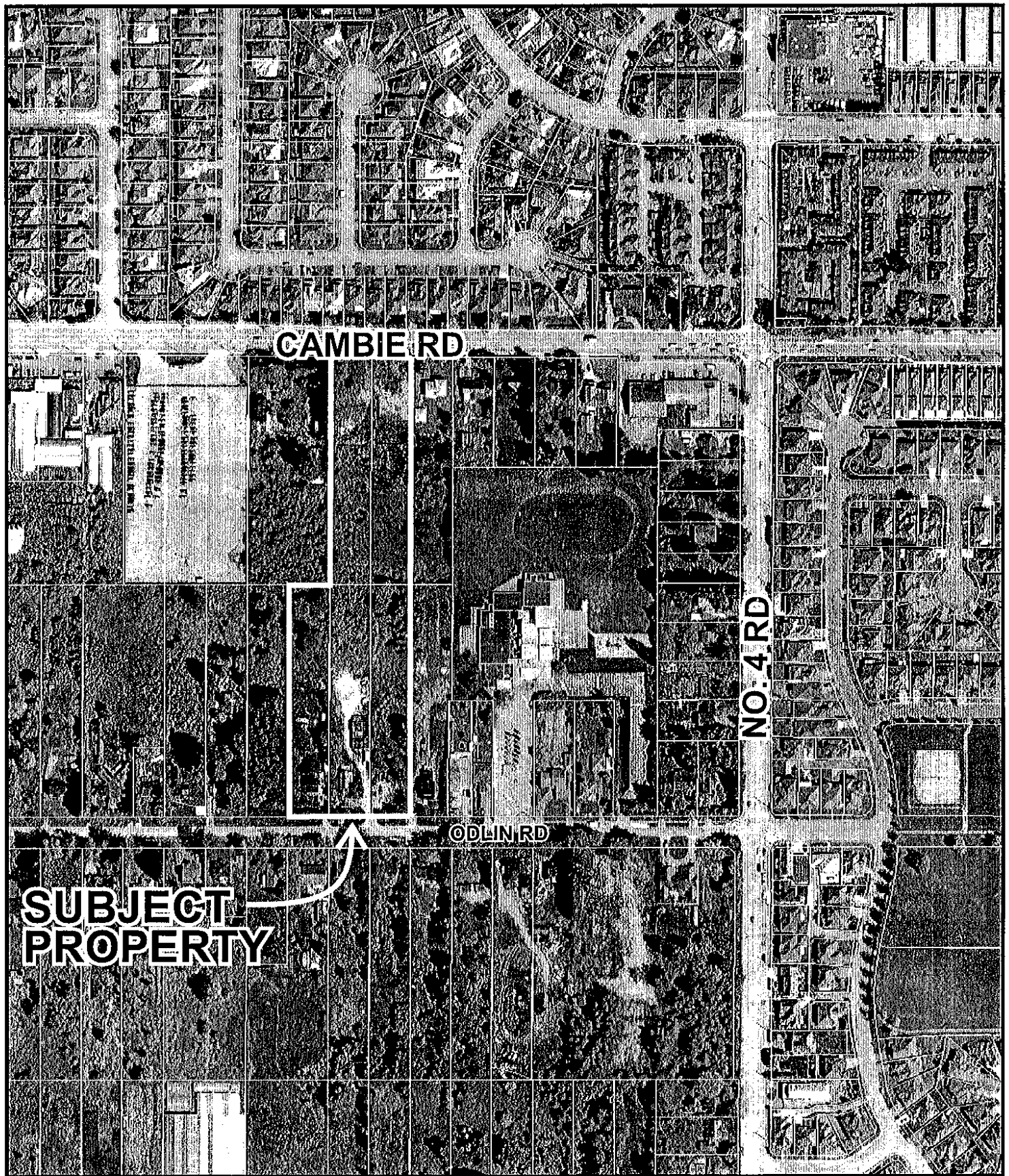


Original Date: 05/17/04
 Revision Date: 01/23/08
 Note: Dimensions are in METRES



RZ 04-270168





CAMBIE RD

NO. 4 RD

ODLIN RD

**SUBJECT
PROPERTY**



RZ 04-270168

Original Date: 01/23/08

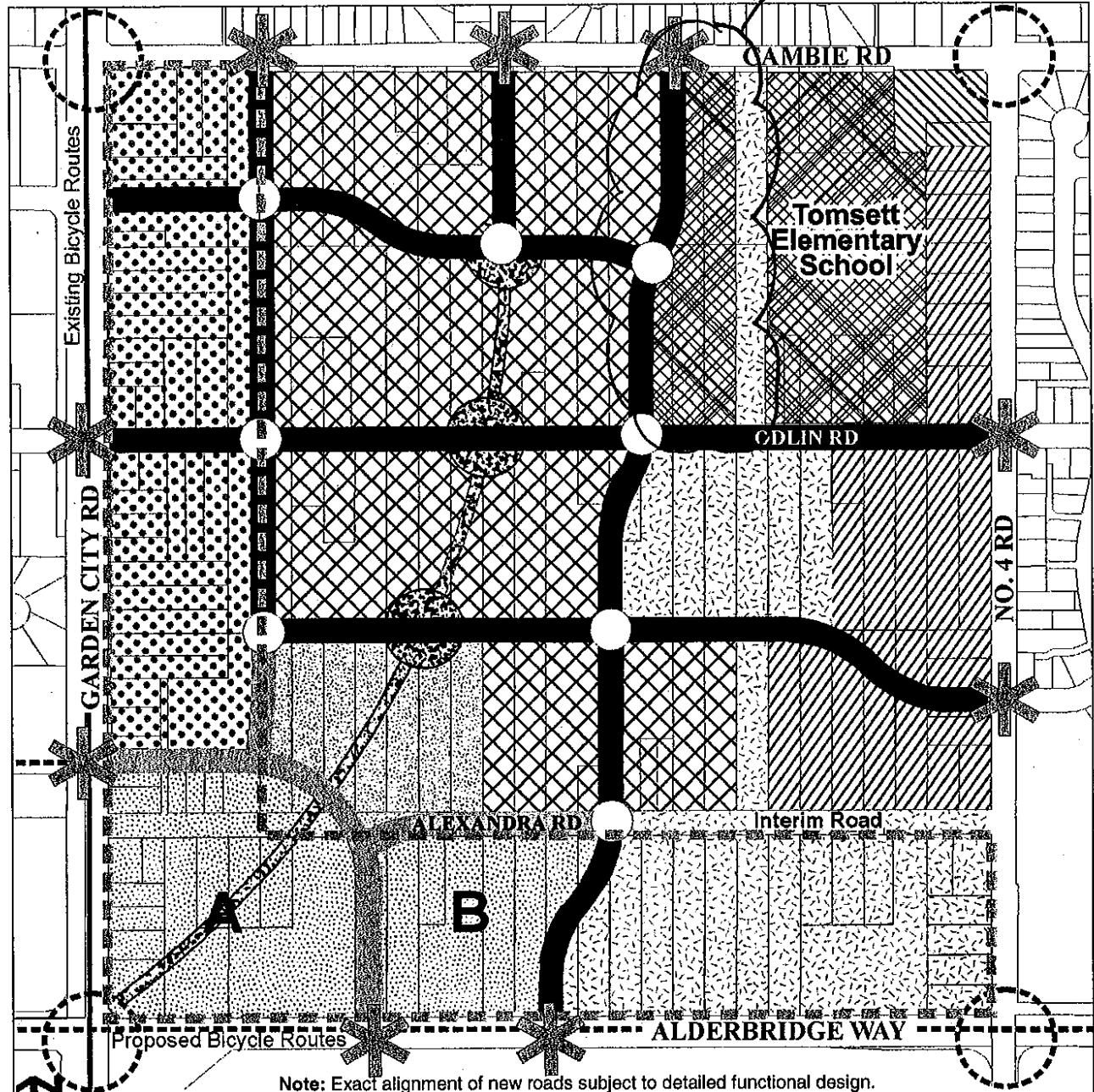
Amended Date:

Note: Dimensions are in METRES

City of Richmond

Alexandra Neighbourhood Land Use Map

Subject Properties



Note: Exact alignment of new roads subject to detailed functional design.

Area of No Housing Affected by Aircraft Noise	Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area 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



City of Richmond

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

**Development Application
 Data Sheet**

RZ 04-270168

Attachment 3

Address: 9560, 9580 Cambie Road and 9531, 9551, 9571 Odlin Road

Applicant: FNDA Architecture Inc.

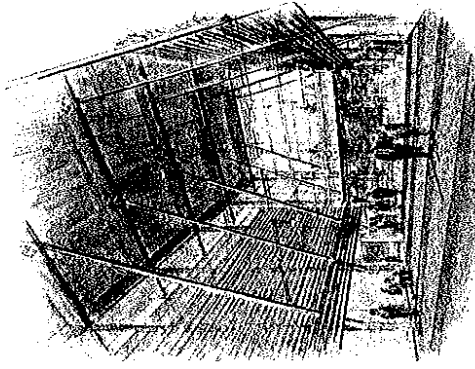
Planning Area(s): West Cambie

	Existing	Proposed
Owner:	Aga Khan Foundation of Canada	Same
Site Size (m²):	20,082.4 m ²	Land Dedications: 3,195.4 m ² Net Site: 16,887.0 m ²
Land Uses:	Single Family Residential	Assembly
OCP Designation:	Community Institutional	Same
Area Plan Designation:	Community Institutional	Same
Zoning:	Single Family Housing District F (R1/F)	Assembly District (ASY)
Min. Flood Construction Elev.	2.6m GSC Building Min.	Same
Other Designations:	Aircraft Noise Sensitive Area 2 (High Aircraft Noise Area)	Same

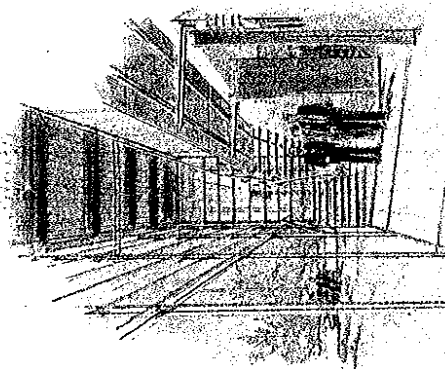
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.50	0.14	none permitted
Lot Coverage – Building:	Max. 35%	11%	none
Lot Size (min. dimensions):	N/A m ²	20,082.35 m ² gross 16,887.0 m ² net of dedications	none
Road Setback (m):	Min. 6 m	6+ m Min.	none
Setback – Side & Rear Yards (m):	Min. 7.5 m	Min. 7.5 m	none
Building Height (m):	12 m	9.45 m	none
Off-street Parking Spaces:	229 (10 stalls/100 m ² gross bldg area) of which 161 must be full sized	291 stalls (incl: 168 full size spaces (Interim condition will provide 289 stalls)	none
Accessible Parking Spaces:	6 stalls	9 stalls	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Loading Spaces:	1 medium stall	1 medium stall	none

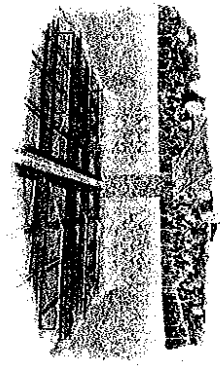
Other: Tree replacement compensation required for loss of significant trees. Arborist's report submitted.



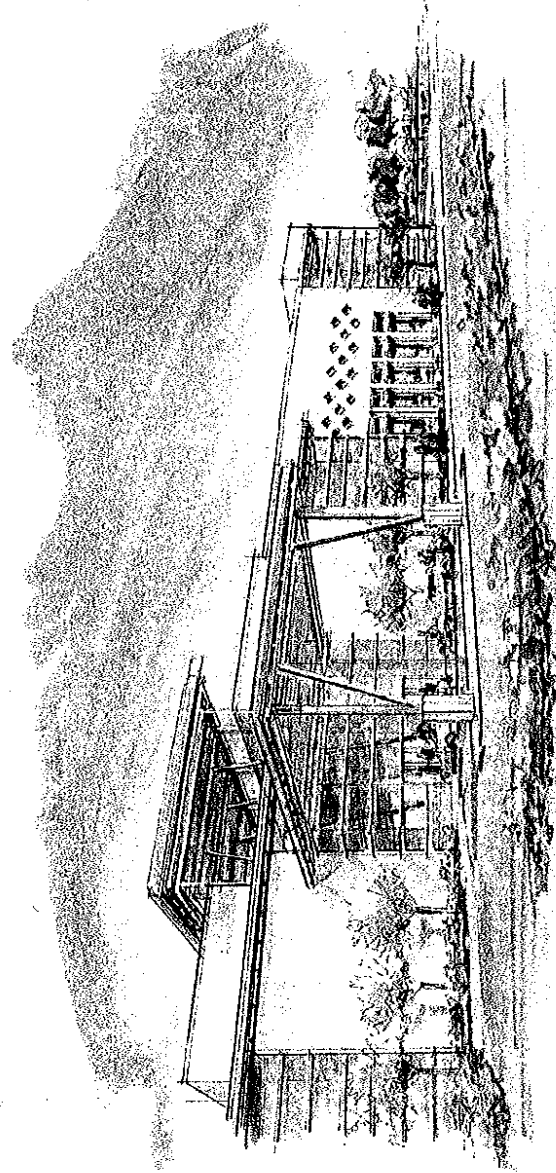
Foyer and Entrance



Interior looking towards Social Hall



Prayer Hall

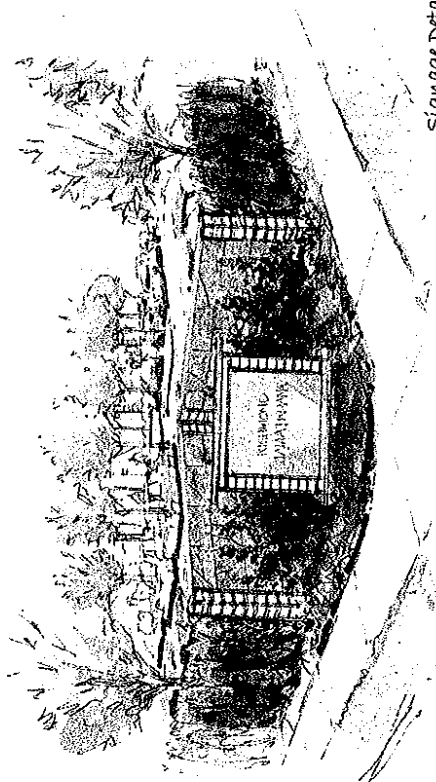


Exterior Front View

Richmond Ismaili Jamatkhana

Re-Zoning Application Drawings: RZ 04-270168, Plan 0A

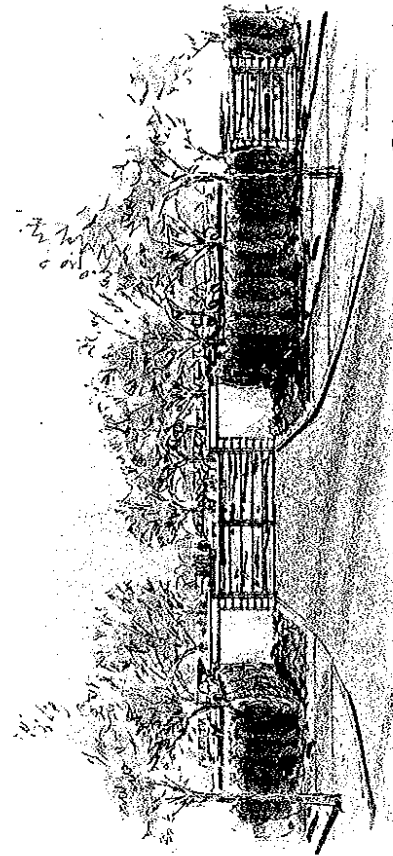




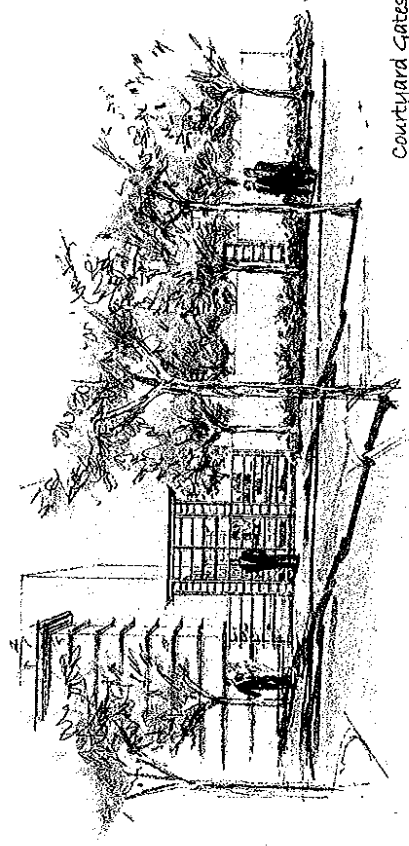
Signage Detail



Pedestrian Entrance



Entrance Gates

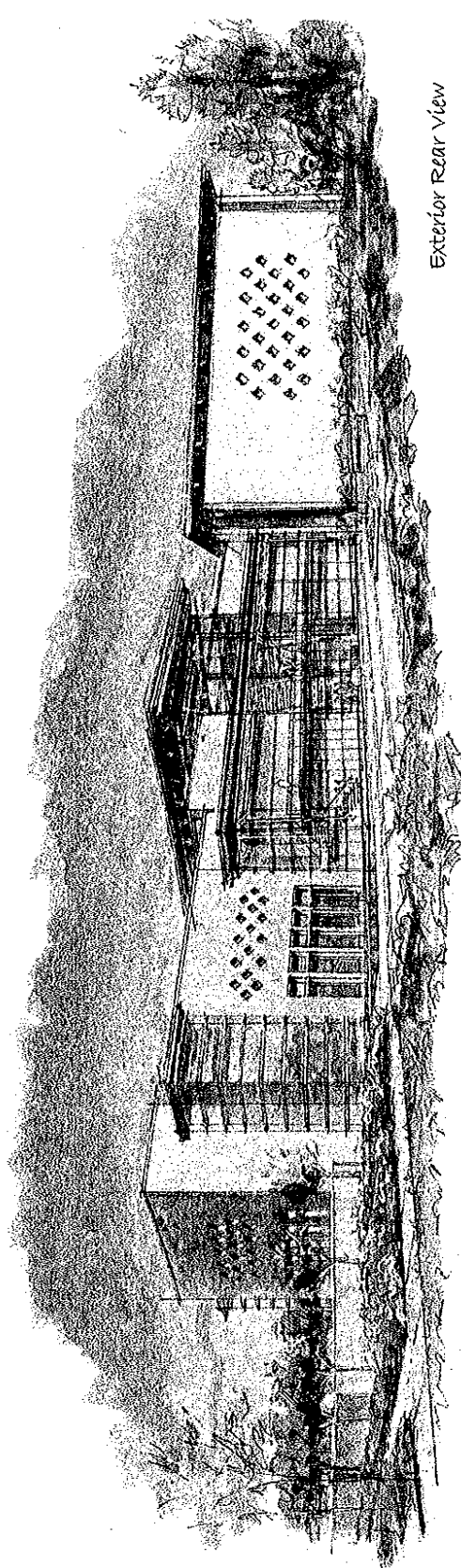


Courtyard Gates

Richmond Ismaili Jamatkhana

Re-Zoning Application Drawings: RZ. 04-270168, Plan 0b

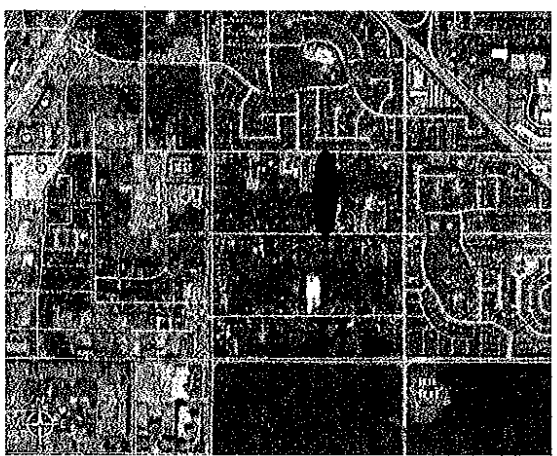




Exterior Rear View

Richmond Ismaili Jamatkhana

Re-Zoning Application Drawings: RZ 04-270168, Plan 0c



Location Plan

ARCHITECTURAL DRAWINGS

- Plan 01 - Cover, Renderings
- Plan 02 - Renderings
- Plan 03 - Project Standards, Location Plan
- Plan 04 - A1.1 Site Plan/Parking Plan, Interior Site
- Plan 05 - Landscape Plan L1
- Plan 06 - Landscape Plan L2
- Plan 07 - Landscape Plan L3
- Plan 08 - Landscape Plan L4
- Plan 09 - A2.1 Elevations
- Plan 10 - A2.2 Ground Floor Plan
- Plan 11 - A2.3 Second Floor Plan
- Plan 12 - A2.4 Sections

Proposed Building Gross Floor Areas

Ground Floor	4,700 s.m. (14,298 s.f.)
Second Floor	282 s.m. (8,280 s.f.)
Total G.F.A.	4,982 s.m. (14,578 s.f.)

Flood Plain By-Law

Building Elevation to be 2.0 m (6.56 feet).
All elevations to conform with Flood Plain By-Law.

Legal Description

Lot 10, 19 and 20 Blocks A, Section 34
Block 3, Quarter Range 6 West New Westminster
District Plan 1224

Civic Address (existing)

4550 & 5550 Cambie Road,
Gross-Jones & 5574 Cullen Road, Richmond B.C.

Zoning

Existing Zoning - R2F, Residential
Proposed Zoning - A21, Assembly District

Size Area, Density, & Lot Coverage

Net Site Area (not incl. dedications)	16,887,008 s.m.
Land dedications (way rd. & Cambie)	3,155,546 s.m.
Total Site Area (incl. dedications)	20,042,554 s.m.
Max. Floor Area Ratio (0.5 x 16,887)	8,443.5 s.m. 69%
Proposed F.A.R.	2,285 s.m. 14%
Max. Lot Coverage (0.35 x 16,887)	5,910.45 s.m. 28%
Proposed Lot Coverage	1,889 s.m. 11%

Building Envelope Setbacks

Rear Setbacks	Required: 6.0 m	Provided: > 6.0 m
Sideyard Setback	Required: 3.0 m	Provided: 7.5 m

On-Site Parking Setbacks

Rear Setbacks	Required: 3.0 m	Provided: 3.0 m
Sideyard Setback	Required: 1.9 m	Provided: 1.9 m

Building Height

Building Height	Maximum: 12m	Proposed: 9.45m (31 ft.)
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Parking Summary

Required parking - 10 spaces for 14,100 s.m. (4,376 s.f.) of bldg. gross area.
 Parking provided - 204 spaces (24,578 / 120 s.p. x 1.2)
 Total full size spaces - 204 spaces (129 x 70%)
 Total full size spaces - 166 (incl. 9 accessible stalls)
 Total accessible spaces - 6 (291 x 2%)
 Loading bay provided - 1 medium, 3.0 m x 3.1 m

Final Parking Provided	159	128	9	Total
Interim Parking Provided	159	128	9	296

Bicycle Parking

Class 2 Spaces Required - 28 spaces (0.78 per 100 s.m. = 0.78 x 352.8)
 Class 2 Spaces Provided - 28 spaces

Stall Size Small Car Accessible Total
 150 121 3

Additional parking provided
 150 121 3

SECTION 1 - DRIVE FRONT OF BUILDING

PLAN #1B - SITE PLAN - INTERIM CONDITION

Parking Statistics

- Maximum aisle width: 7.5 m (24' 7 1/4") minimum
- Stall size parking space: 5.2 m (17' 0 1/2") x 2.35 m (7' 8 1/4") min.
- Small car space: 5 m (16' 4 1/4") x 2.24 m (7' 4 1/4") min.
- Accessible space: 5.5 m (18' 0 1/2") x 2.27 m (7' 5 1/2") min.
- Fire Truck Turning radius: 12 m (39' 4")

All parking to comply with Section 400, Off-Street Parking & Loading By-Law.
 Refer to Cover Sheet for breakdown of required and provided parking.

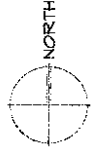
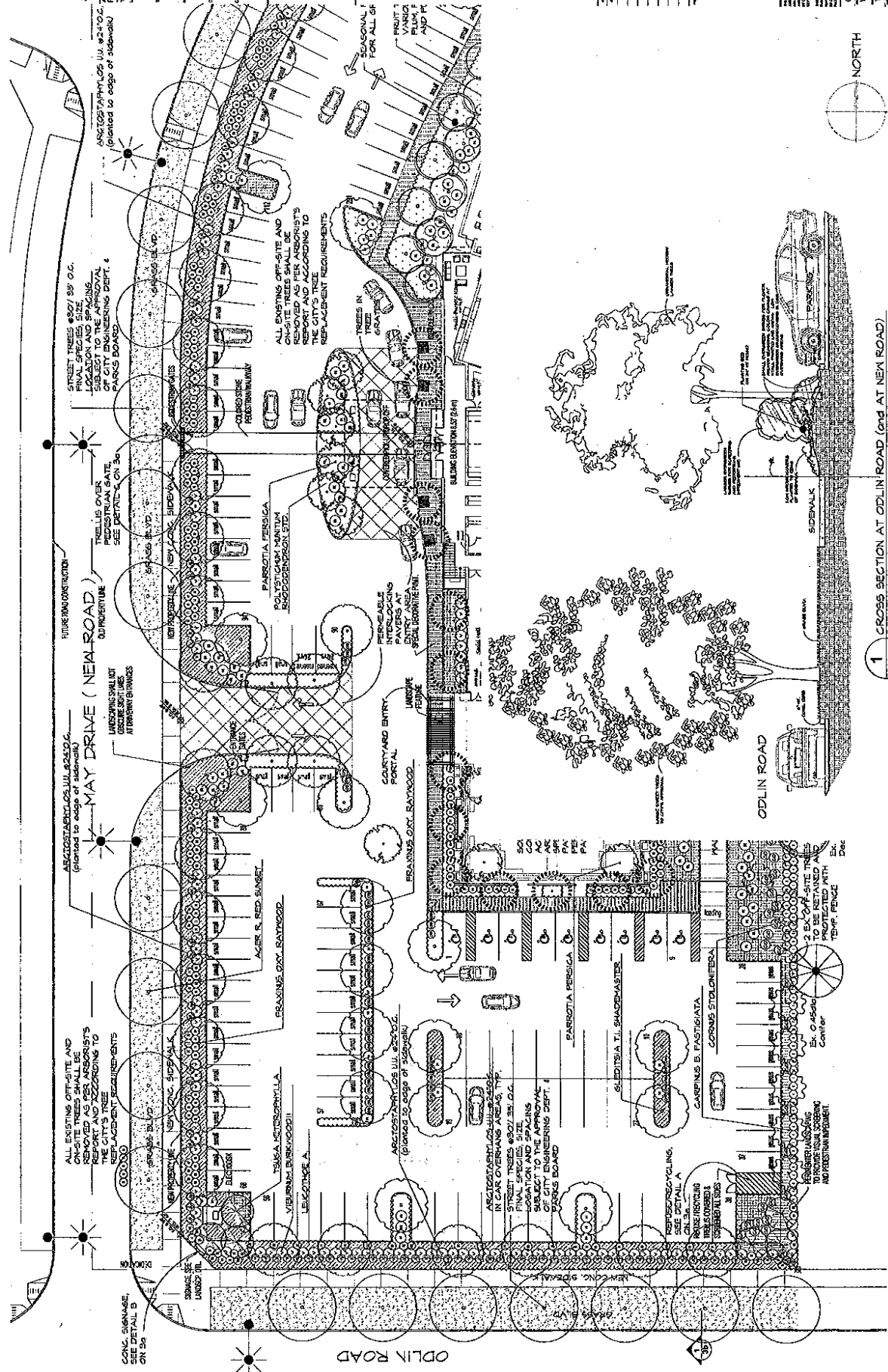
Final parking provided
 150 121 3

Stall Size Small Car Accessible Total
 150 121 3

Additional parking provided
 150 121 3

PLAN #2 - PARKING PLAN (FINAL & INTERIM)

RZ 04-270168 PLAN #1 - SITE PLAN / PLAN #2 - PARKING PLAN (FINAL & INTERIM)



1 CROSS SECTION AT ODLIN ROAD (END AT NEW ROAD)
3b SCALE: 1/4" = 1'-0"

FRED LIU & ASSOCIATES, INC.
 2050 SULLY ROAD, RICHMOND, B.C.
 TEL: (604) 271-1541
 FAX: (604) 271-1550

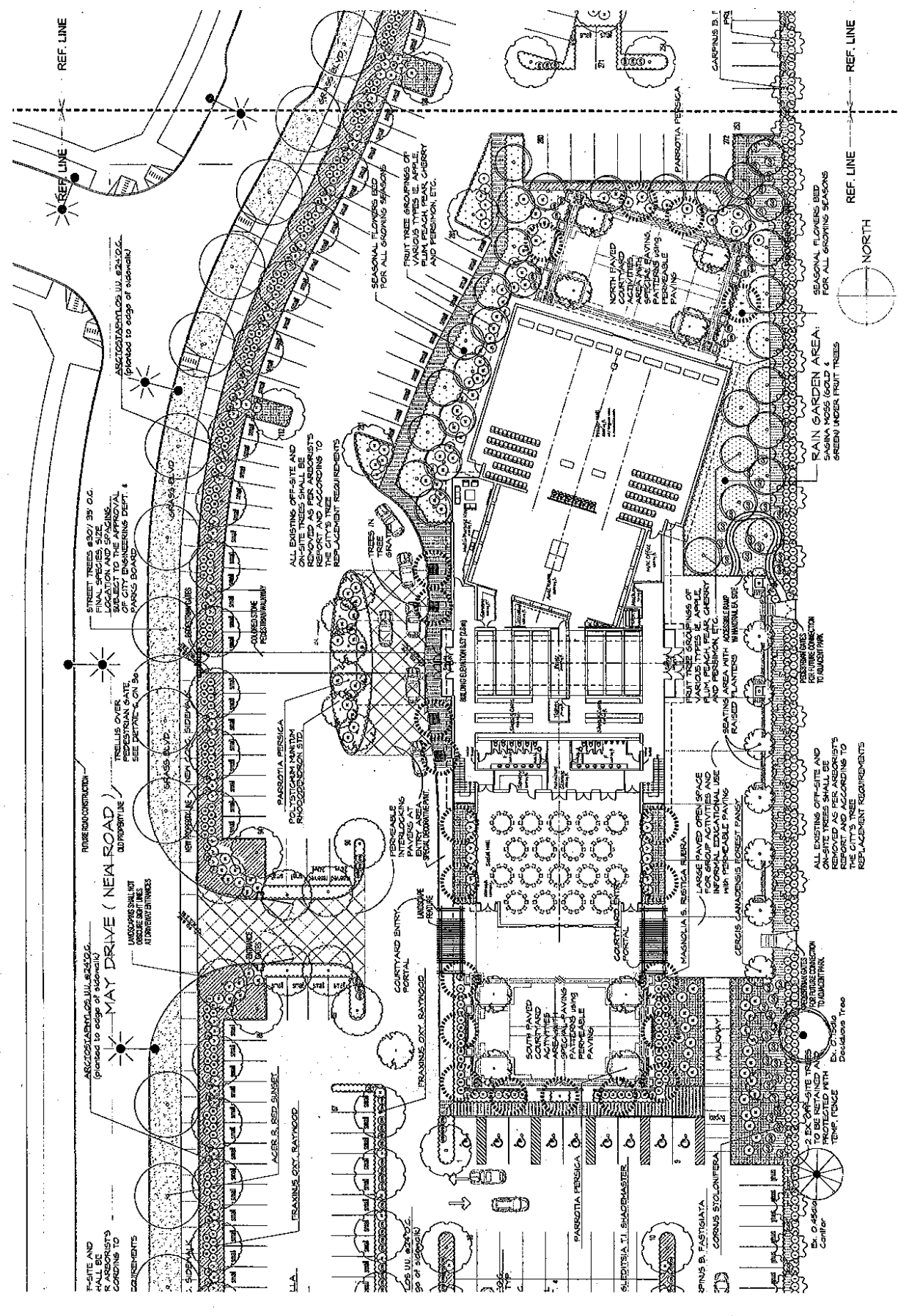
LANDSCAPE SITE PLAN
 PROJECT NO. 15-41

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/27/11
2	ISSUED FOR PERMITS	10/27/11
3	ISSUED FOR PERMITS	10/27/11
4	ISSUED FOR PERMITS	10/27/11

30
 OCT. 2011
 REF. LINE

30
 OCT. 2011
 REF. LINE

RICHMOND JAMATHAMA
 RICHMOND, VA
 LANDSCAPE SITE /
 PLANTING PLAN - Main



30
 OCT. 2011
 REF. LINE



30
 OCT. 2011
 REF. LINE

30
 OCT. 2011
 REF. LINE

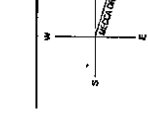
30
 OCT. 2011
 REF. LINE

30
 OCT. 2011
 REF. LINE

FRED LIU & ASSOCIATES, INC.
 RICHMOND, VA
 2000 Sandstone Avenue, Charlottesville, VA 22902
 TEL: (629) 271-7541

DATE	NOV 1988
BY	...
PROJECT	...
CLIENT	...
SCALE	...

NO.	DESCRIPTION
1	...
2	...
3	...
4	...
5	...



DATE	NOV 1988
BY	...
PROJECT	...
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SCALE	...

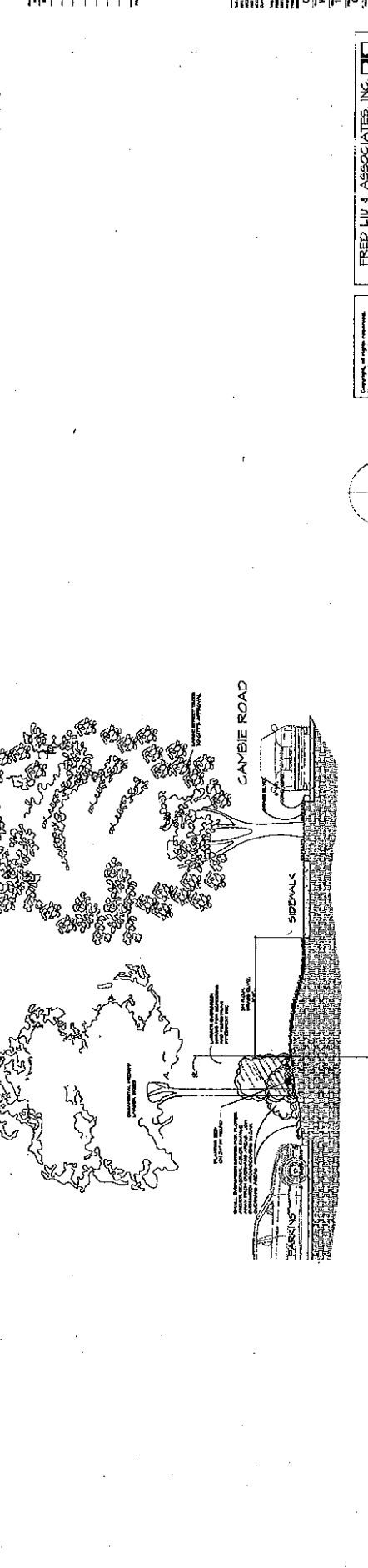
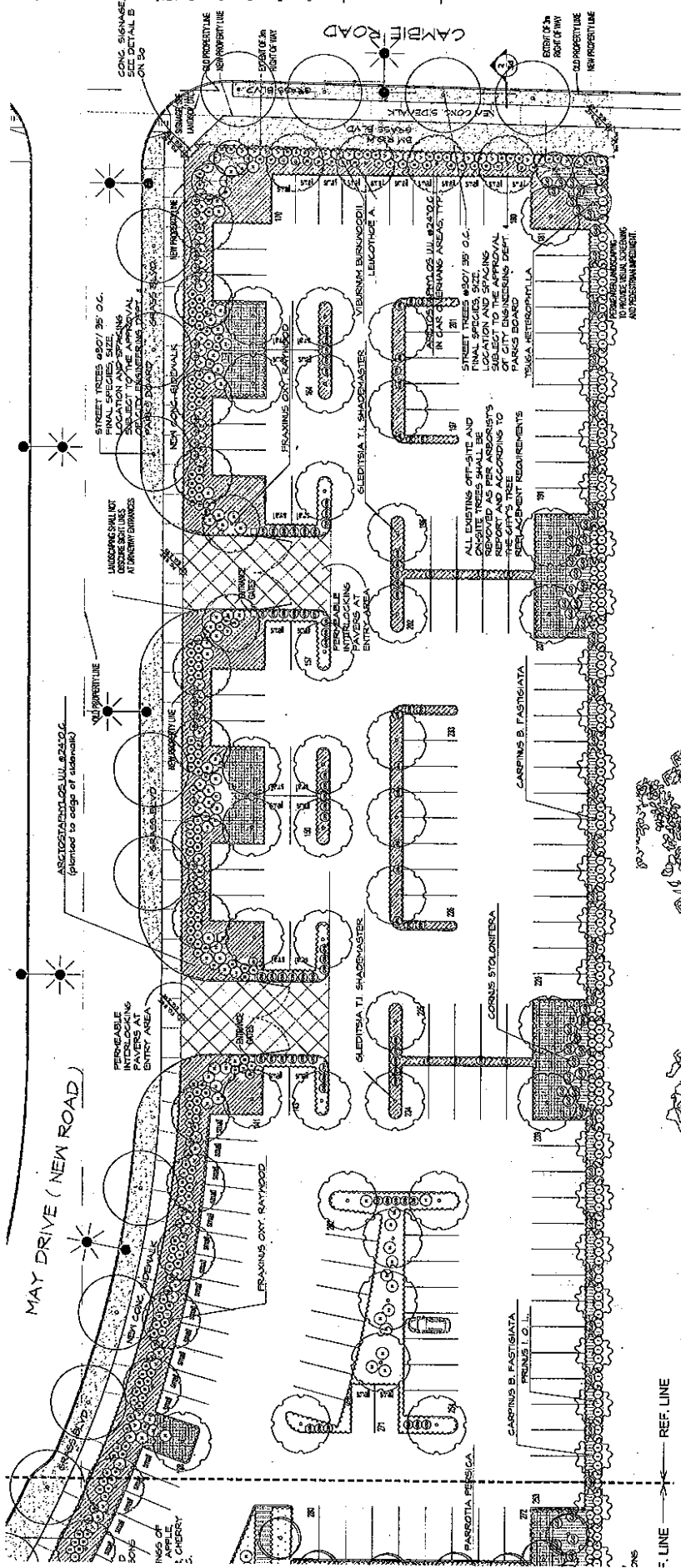
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FRED LIU & ASSOCIATES, INC.
 BC/CLA CSLA ASLA
 2060 Sutorro Avenue Vancouver BC V6P 3E3
 TEL: (604) 271-7541 FAX: 604-271-7685

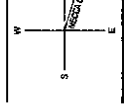
NORTH

2 CROSS SECTION AT CAMBIE ROAD
 SCALE: 1/4" = 1'-0"

FNDA

PROJECT NO. 1000000000
 DATE: 10/15/08
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN

PROJ. NO. 1000000000
 DATE: 10/15/08
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN



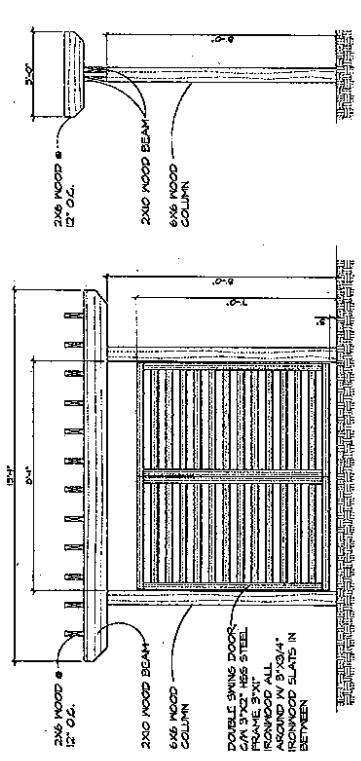
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2	REVISED PER COMMENTS	10/20/08	J.B.B.
3	REVISED PER COMMENTS	11/10/08	J.B.B.
4	REVISED PER COMMENTS	11/10/08	J.B.B.
5	REVISED PER COMMENTS	11/10/08	J.B.B.

DATE: 10/15/08
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN

PROJ. NO. 1000000000
 DATE: 10/15/08
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN

FRED LIU & ASSOCIATES, INC.
 BOEVA CONSULTANTS
 2000 Scarborough Avenue, Vancouver, BC V6P 2L5
 TEL: (604) 327-1794

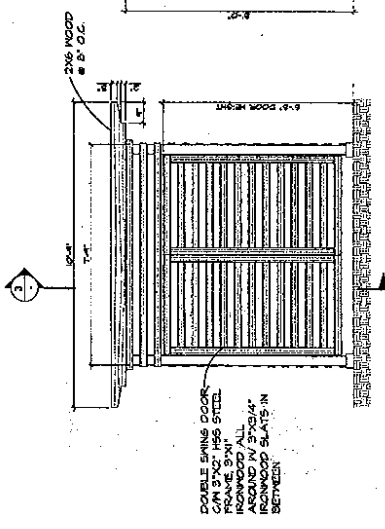
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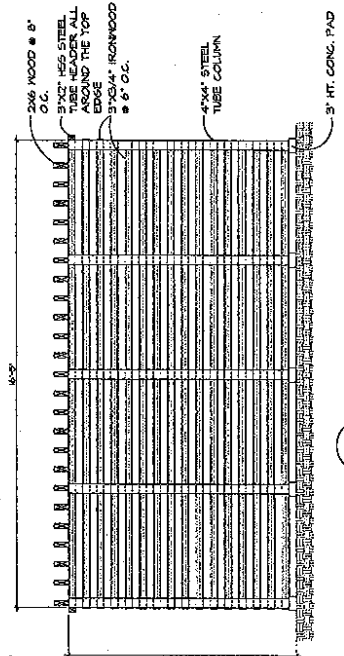
FRONT ELEVATION

C MAN GATE
 SCALE: 1/2" = 1'-0"

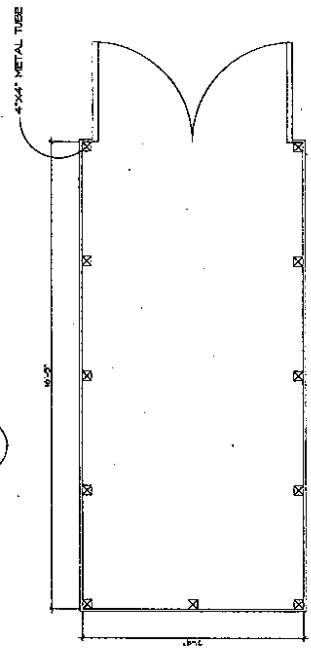
SIDE ELEVATION



FRONT ELEVATION
 SCALE: 1/2" = 1'-0"



3 CROSS SECTION
 SCALE: 1/2" = 1'-0"



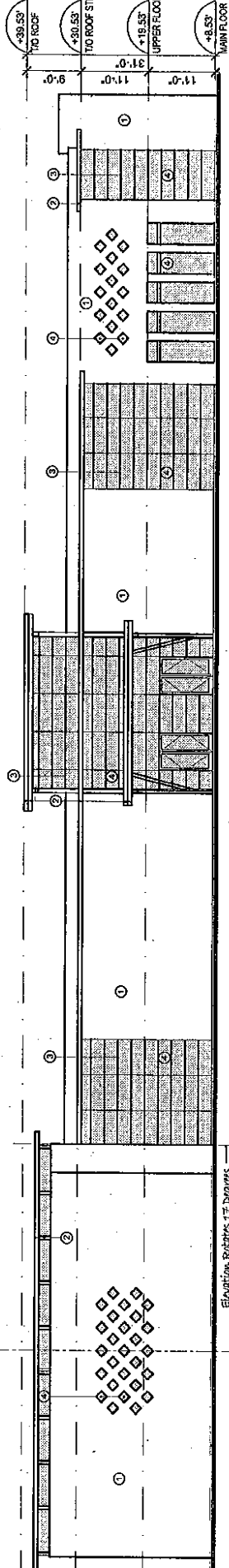
FLOOR PLAN
 SCALE: 1/2" = 1'-0"

A REPAIR/RECYCLING DETAIL
 SCALE: 1/2" = 1'-0"

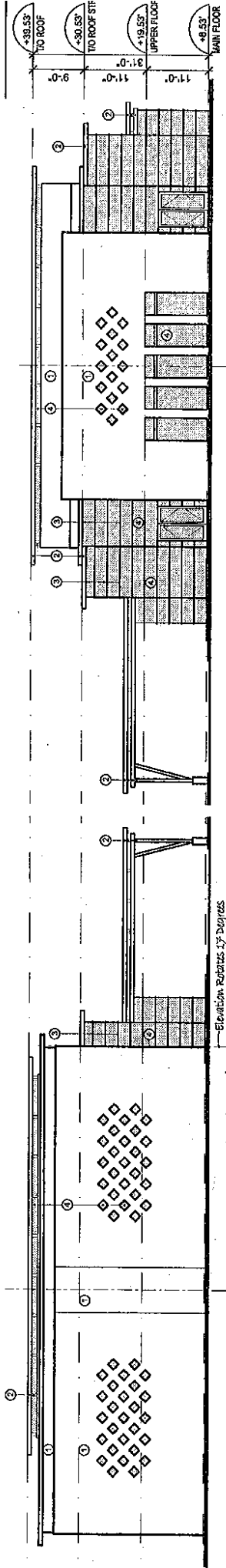


3e

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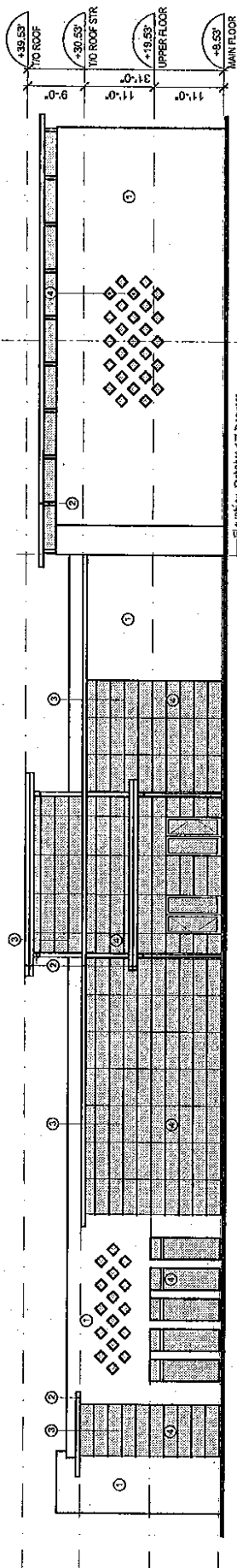
West Elevation



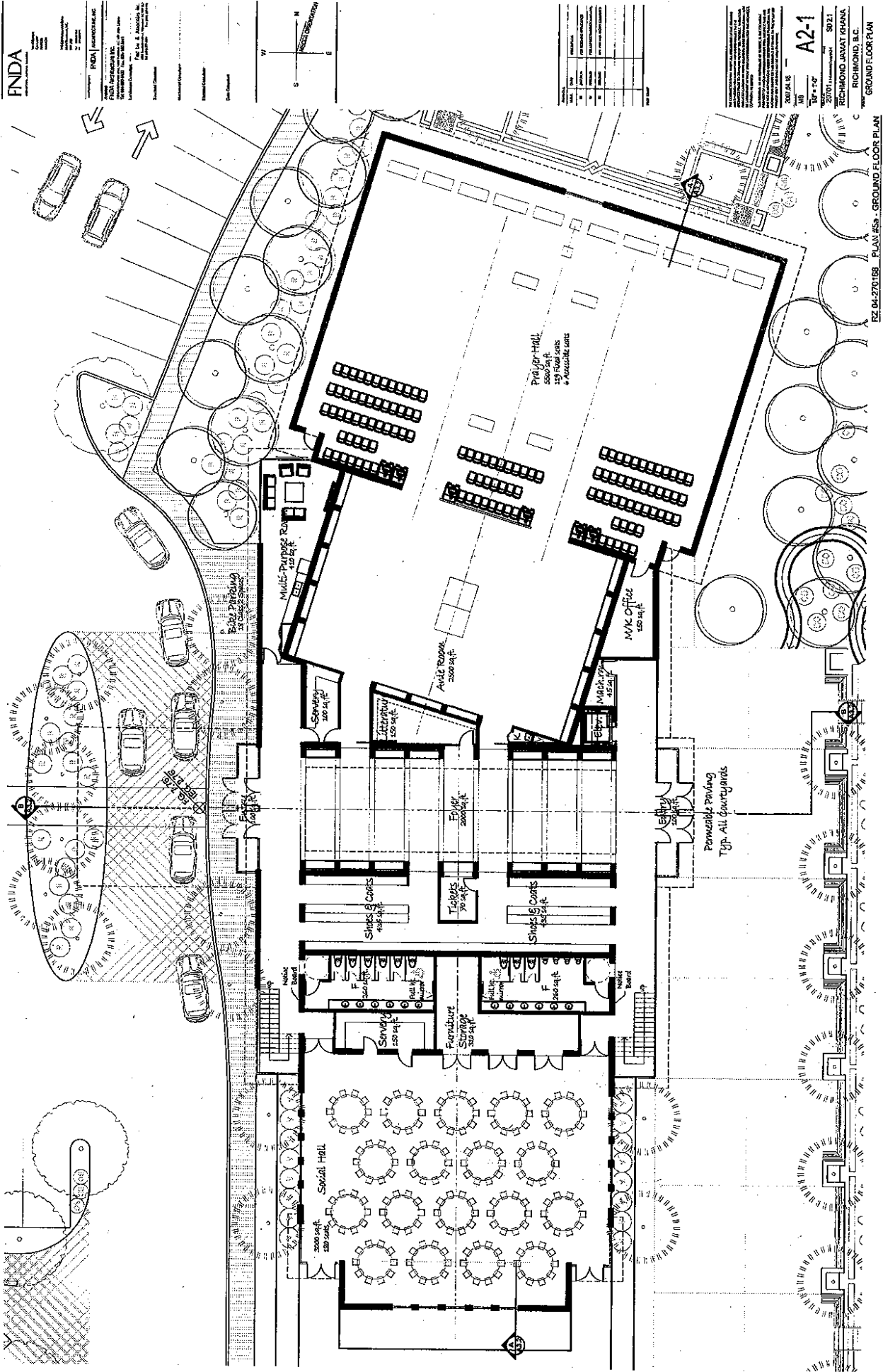
South Elevation

North Elevation

- Materials**
- ① Castal Architectural Concrete
 - ② Stained Wood Finish
 - ③ Anodized Aluminum Window Frames
 - ④ Lightly Tinted Glass

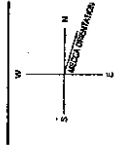


East Elevation



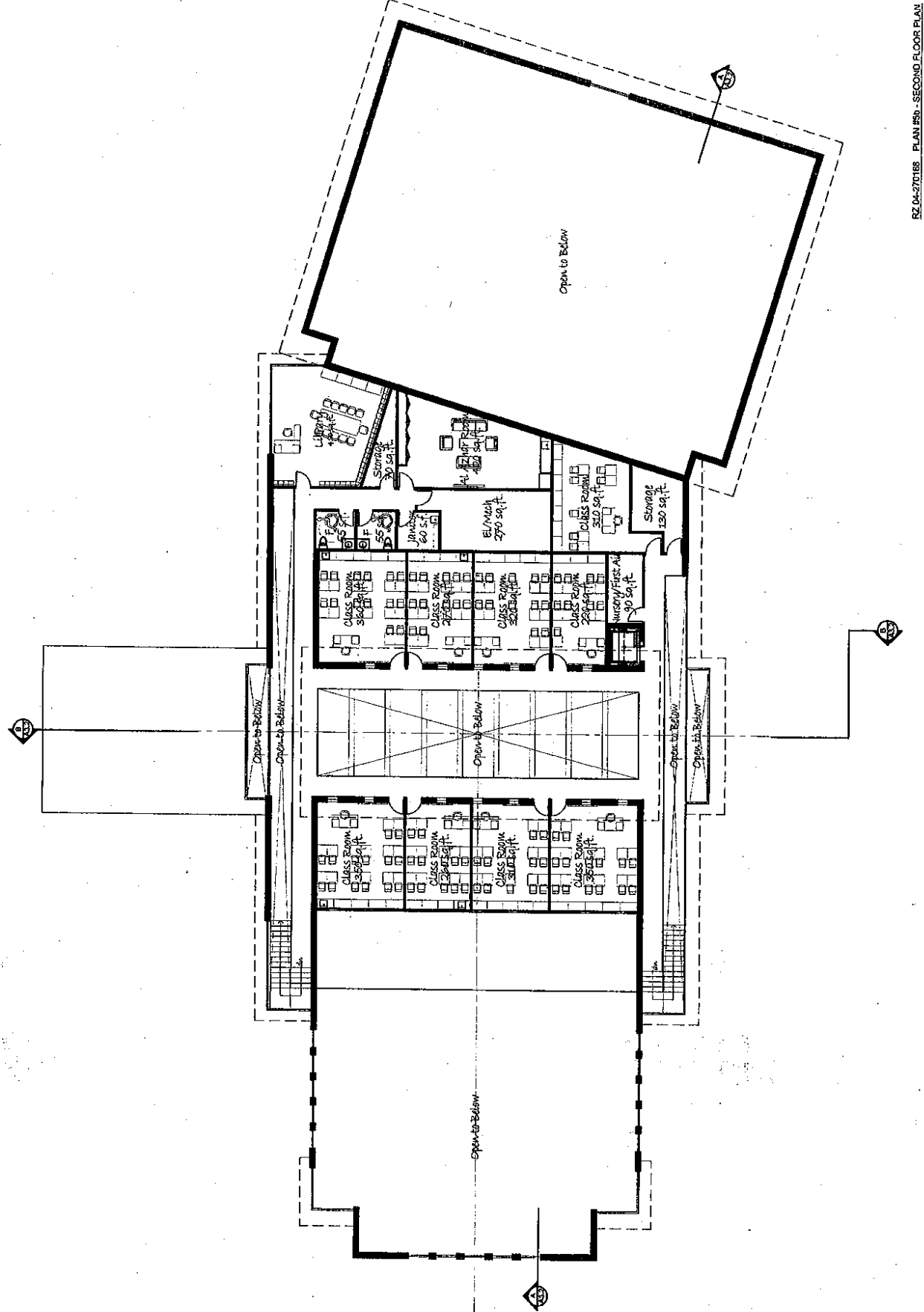
PROJECT: FNDA - RICHMOND, VA
 ARCHITECT: FNDA ARCHITECTURE, INC.
 1000 FORT MONROE BLVD.
 RICHMOND, VA 23291
 PHONE: (804) 647-1111
 FAX: (804) 647-1112
 PROJECT NO.: 201001
 DATE: 04/27/18

DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 04/27/18

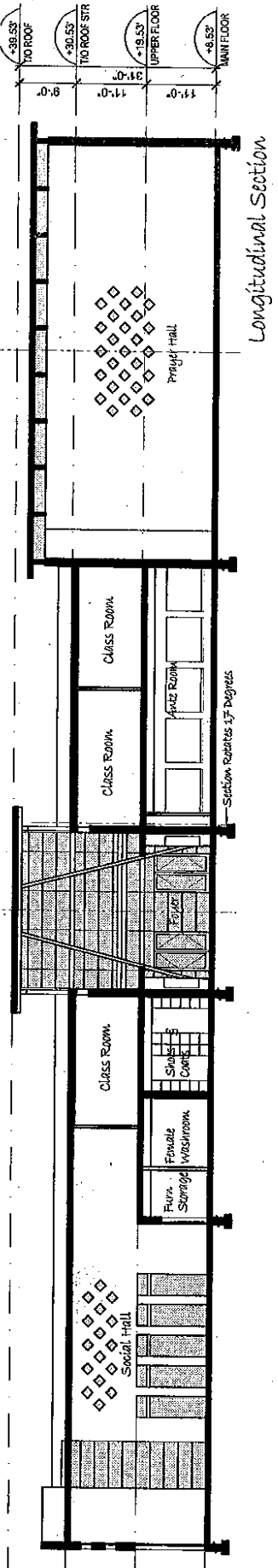


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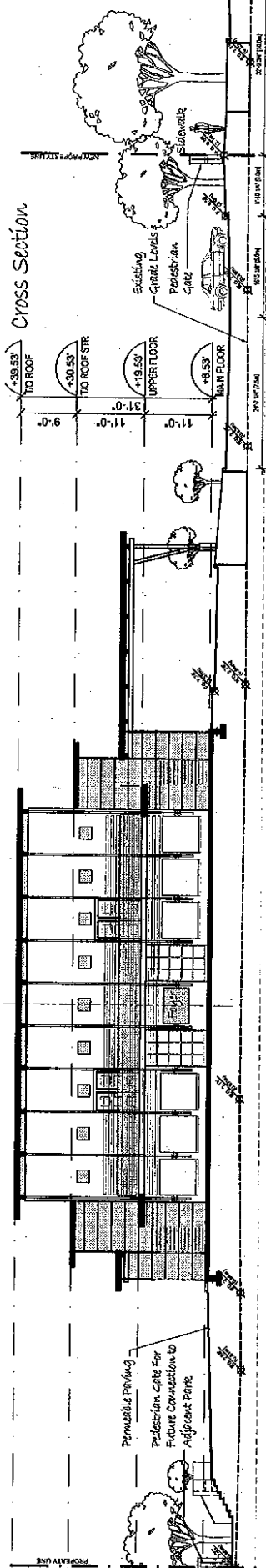
SHEET NO. A2-2
 OF 11
 RICHMOND, VIRGINIA
 RICHMOND, VA 23291
 RICHMOND, VA
 SECOND FLOOR PLAN



RZ-04-270188 PLAN #50 - SECOND FLOOR PLAN



Longitudinal Section



Cross Section

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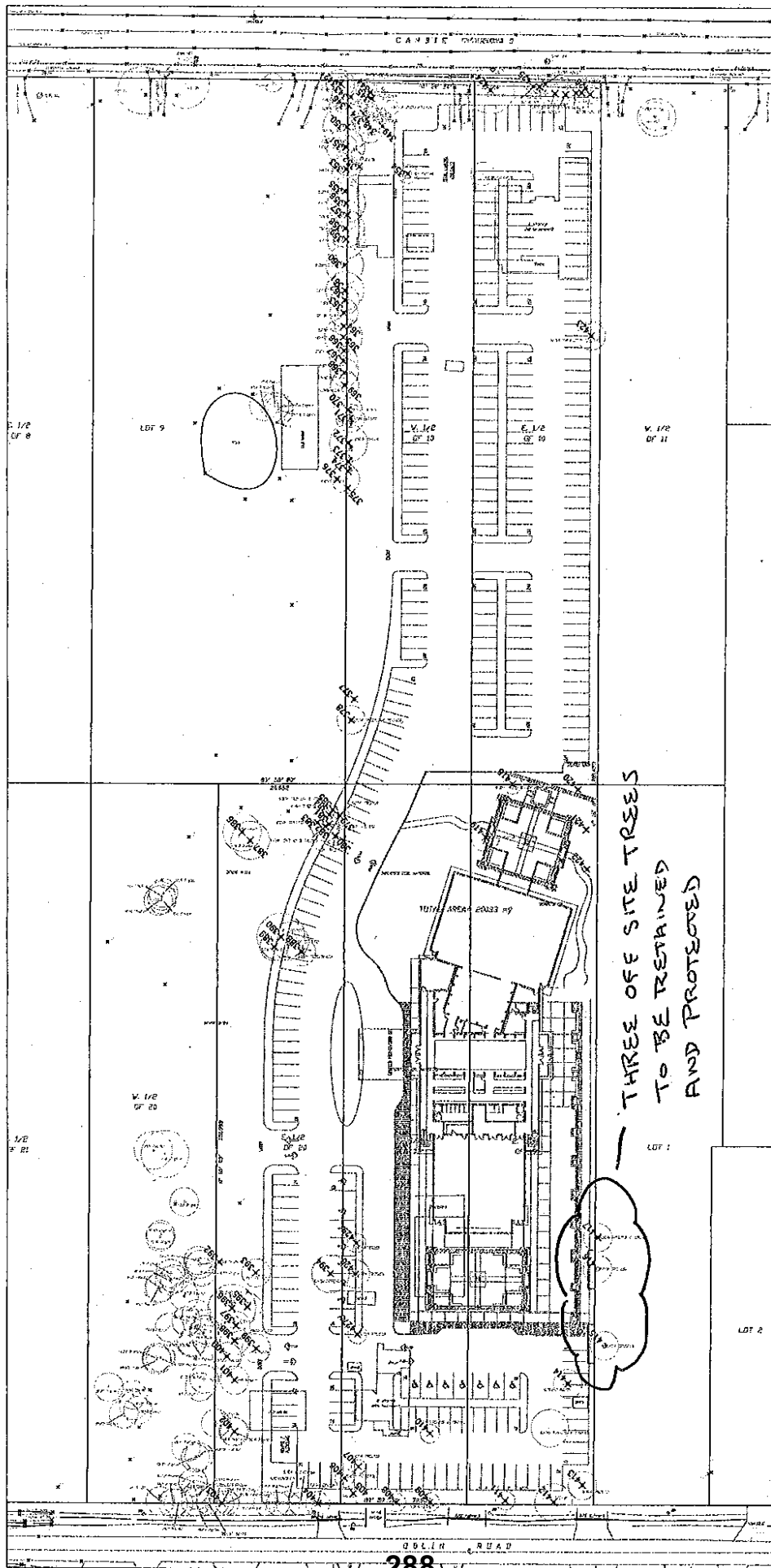
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RICHMOND JAMAT KFA
RICHMOND, B.C.

SECTIONS

TREE INVENTORY



NOTE: ALL ON-SITE TREES PROPOSED TO BE REMOVED

TREE INVENTORY LIST

NOTE:

Trees are tagged in the field for identification

Tree numbers refer to the tree assessment plan prepared by Arbortech. Tree locations provided by surveyor.

Dbh denotes the diameter of the trunk, measured in cm at 1.4 m above grade.

Condition Rating scale: Very Poor, Poor, Fair, Good

Treatment	Tree Tag	Dbh	Species	Condition	Notes
TREES:					
Remove off-site	342	65	Black Cottonwood	Very poor	The main stem and scaffold limbs have been previously headed at 4m for Hydro line clearance
Remove	343	46	Western redcedar	Very poor	This tree has been previously topped at 10m high and the south side has pruned to stubs for Hydro clearance.
Remove	344	30	Western redcedar	Very poor	Excessively headed at 6m.
Remove	345	40	Western redcedar	Very poor	Multi stems at the 6m high union, previously headed.
Remove	346	90	Western redcedar	Poor	Previously topped, tree has full crown and the top stem union is not visible from the ground.
Remove	347	30	Western redcedar	Poor	The main trunk sweeps from the base and is kinked. Over all crown is suppressed.
Remove	348	30+40	Western redcedar	Poor	The main trunk sweeps from the base and is kinked. Over all crown is suppressed.
Remove	349	25+15	Western redcedar	Poor	The main trunk sweeps from the base and is kinked. Over all crown is suppressed.
Remove off-site	350	75	Western redcedar	Poor	Previously topped, tree has full crown and the top stem union is not visible from the ground.
Remove off-site	351	65	Western redcedar	Poor	Previously topped, tree has full crown and the top stem union is not visible from the ground, there is 18cm diameter subdominant leader attached to the main stem.
Remove	352	55	Western redcedar	Poor	Previously topped, tree has full crown and the top stem union is not visible from the ground.
Remove off-site	353	53	Western redcedar	Poor	Previously topped, tree has full crown and the top stem union is not visible from the ground.
Remove	354	Multi	Western redcedar	Very poor	Previously headed 3m and the crown has been sheared into compact bushy form.
Remove off-site	355	44	Western redcedar	Very poor	The crown is sparse and thinning from top down, previously topped and multiple leaders at 10m above grade.

TREE INVENTORY LIST

Treatment	Tree Tag	Dbh	Species	Condition	Notes
Remove off-site	356	72	Western redcedar	Very poor	The crown is sparse and thinning from top down, previously topped and multiple leaders at 10m above grade.
Remove straddles Property line	357	49	Western redcedar	Very poor	The crown is sparse and thinning from top down, previously topped and multiple leaders at 10m above grade.
Remove off-site	358	51	Western redcedar	Very poor	The crown is sparse and thinning from top down, previously topped and multiple leaders at 10m above grade.
Remove off-site	359	65	Western redcedar	Very poor	The crown is sparse and thinning from top down, previously topped and multiple leaders at 10m above grade.
Remove off-site	360	67	Western redcedar	Very poor	The crown is sparse and thinning from top down, previously topped and multiple leaders at 10m above grade.
Remove off-site	361	60	Western redcedar	Very poor	The top is dead and the tree appears to be dying from the top down.
Remove off-site	362	65	Western redcedar	Very poor	The top is dead and the tree appears to be dying from the top down.
Remove off-site	363	65	Western redcedar	Very poor	The top is dead and the tree appears to be dying from the top down.
Remove off-site	364	40	Western redcedar	Very poor	This tree is mostly dead.
Remove off-site	365	75	Western redcedar	Very poor	This tree is mostly dead.
Remove off-site	366	26	Western redcedar	Hazardous	This tree is dead.
Remove off-site	367	57	Western redcedar	Very poor	This tree is mostly dead.
Remove off-site	368	50	Western redcedar	Very poor	This tree is mostly dead.
Remove off-site	369	55	Western redcedar	Hazardous	This tree is dead.
Remove	370	50	Western redcedar	Very poor	The crown is sparse and thinning from top down, appears to be dying from the top down.
Remove	371	45	Western redcedar	Very poor	This tree is mostly dead.
Remove	372	75	Western redcedar	Very poor	This tree is mostly dead.
Remove	373	20+18	Cherry	Very poor	The crown is infested with ivy.
Remove	374	30	Western redcedar	Very poor	Severe lean and kink to the east.
Remove	375	15x4	Hawthorn	Very poor	Crown is severely suppressed by the cedar trees.
Remove off-site	376	35	Bitter Cherry	Hazardous	Dead 10m high snag tree. (Hazardous)
Remove	377	25+15			Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	378	Multi	Bitter Cherry	Very poor	
Remove	378	Multi	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	379	25	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.

TREE INVENTORY LIST

Treatment	Tree Tag	Dbh	Species	Condition	Notes
Remove	380	25	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	381	25	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	382	45	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	383	25	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	384	40	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	385	35	Bitter Cherry	Very poor	Spindly form, infected with bacterial blight, lower 3m covered in brambles.
Remove	386	Multi	Hazelnut	Very poor	These are clusters comprised of multiple stems.
Remove	387	Multi	Hazelnut	Very poor	These are clusters comprised of multiple stems.
Remove	388	20	Bitter Cherry	Very poor	High % of dieback throughout the crown, infected with bacterial blight and canker, surrounded by heavy brambles.
Remove	389	35	Bitter Cherry	Very poor	High % of dieback throughout the crown, infected with bacterial blight and canker, surrounded by heavy brambles.
Remove	390	Multi	Bitter Cherry	Very poor	High % of dieback throughout the crown, infected with bacterial blight and canker, surrounded by heavy brambles.
Remove	391	35	Bitter Cherry	Very poor	High % of dieback throughout the crown, infected with bacterial blight and canker, surrounded by heavy brambles.
Remove	392	Multi	Bitter Cherry	Very poor	Multiple stems at the basal union, spindly stems.
Remove	393	Multi	Bitter Cherry	Very poor	Multiple stems joined at the cracked stem union, 35% dieback, infected with bacterial blight.
Remove	394	25x2	Bitter Cherry	Very poor	Multiple stemmed tree, infected with bacterial canker.
Remove	395	30	Bitter Cherry	Very poor	Suppressed and one sided.
Remove	396	20x2	European Birch	Very poor	The top is dead and the twin leaders join at the base.
Remove	397	Multi	Norway Maple	Very poor	Multi stems at 0.5m high union with visible cracks extending downward.
Remove	398	31	European Birch	Very poor	Mostly dead - high crown.
Remove	399	40	Plum	Poor	One sided crown to the east.
Remove	400	30	Bitter Cherry	Very poor	Spindly form with limited crown.

TREE INVENTORY LIST

Treatment	Tree Tag	Dbh	Species	Condition	Notes
Remove	401	30	European Birch	Poor	The very tops are dead and the overall crown is approximately 35% dead.
Remove	402	40+30	Lawson Cypress	Very poor	Twin leaders at the basal union, with visible cracks. There are broken scaffold limbs and several brown patches throughout the crown.
Remove	405	Multi	Portuguese Laurel	Poor	Headed at 5m in height and multi at base.
Remove	406	10x6	Pyramid cedar	Very poor	Headed and falling apart.
Remove	407	20	Cherry	Hazardous	This tree is dead.
Remove	408	40	Blue spruce	Very poor	Both trees have been headed at 6m for hydro clearance and the crowns are asymmetric to the south.
Remove	409	40	Blue spruce	Very poor	Both trees have been headed at 6m for hydro clearance and the crowns are asymmetric to the south.
Remove	410	30x2	Cherry	Very poor	Twin leaders at the basal union, with visible cracks into the stem union.
Remove	411	4x20	Holly	Very poor	Headed to 4m above grade.
Remove	412	68	Western redcedar	Very poor	This tree has been headed at several times for the hydro clearance.
Remove	413	75	Weep Willow	Poor	The crown is comprised of end weighted scaffold limbs.
Remove	414	45x2	Cherry	Very poor	The crown has been headed at 4m with major decay visible at the heading wounds.
Retain off-site	415	45	Western redcedar	Fair	This tree has recently been topped within 2m of the original top. Full and healthy crown.
Retain off-site	416	75	Chestnut	Fair	
Remove	417	65+40	Chestnut	Very Poor	Twin leaders joined at the basal union, the west leader is sweeping over the work site.
Remove	418	20x4	Mountain Ash	Very poor	Multi stemmed tree with gall infection, and heavy brambles growing around the tree.
Remove	419	35+20	Hawthorn	Very poor	Suppressed and infected with bacterial blight..
Remove	420	Multi	Plum	Very poor	Mostly dead.
Remove	421	Multi	Plum	Very poor	Mostly dead.
Remove	422	Multi	Plum	Very poor	Mostly dead.
Remove	423	60	Cherry	Very poor	This tree has failed and is growing almost parallel to the ground, there is large crack.
Remove	424	60	Decodara Cedar	Very poor	This tree has been previously topped at 4m and 6m high for Hydro line clearance, marned scaffold limbs.
Remove	427	45	English Oak	Poor	This tree is covered in ivy, and appears to have been topped and now has is comprised of multiple small diameter tops.

TREE INVENTORY LIST

Treatment	Tree Tag	Dbh	Species	Condition	Notes
Remove	428	90	Weep Willow	Poor	The lower crown is covered infested with ivy, can't see the quality of the stem unions.
Remove	429	25+10	Bitter Cherry	Very poor	The majority of the tree is covered infested in ivy and the crown is asymmetric.
HEDGES:					
Remove	403 - 404	VAR	Holly (hedge)	Very poor	The crowns have been raised to 3m approximately above grade, the to two thirds of the hedge has been headed back for hydro line clearance.
Remove	425-426	Multi	Holly (hedge)	Very poor	This hedge is comprised of many small diameter stems. Infected with bacterial blight and Phytophthora ilicis, infested with leaf miner.

**EXCERPT FROM THE MINUTES FROM
THE DESIGN PANEL MEETING**

Wednesday March 18, 2009 – 4:00 p.m.

Rm. M.1.003

RICHMOND CITY HALL

1. REZONING 04-270168 – ISMAILI JAMATKHANA TEMPLE 26,614 SQ.FT. AND 295 PARKING STALLS

APPLICANT: FNDA Architecture Inc.

PROPERTY LOCATION: 9560/9580 Cambie Road and 9531/9551/9571 Odlin Road

Planner Diana Nikolic presented the site context and provided background information related to the subject sites in lieu of Planner David Brownlee who was unable to attend.

Panel Discussion

Comments from the Panel were as follows:

- *pleased to see this project come forward and to see how small the building is in comparison to the size of the lot; the signage could be more artistic in order to avoid bringing in outside works of art; the porte-cochère should not be a concern as often this area is only utilized by those unable to walk or during special events such as weddings;*
- *this neighbourhood has lots of public art, there seems to be no appropriate area on this site for public art and the building's design includes feature that are significant to the membership; thus, art could be integrated into other structures such as the entrance gates;*
- *those with disabilities may be more comfortable if their seating arrangement is more inclusive in the prayer hall;*

- *the architect has addressed staff comments and concerns well, the building is well designed; believe that there is opportunity to showcase culture through art, particularly through integration with the site signage; LEED and sustainability initiatives are very worthwhile and should be pursued; pursue opportunities to have more permeable site coverage; parking exceeds the bylaw requirements, consider opportunities to reduce the number of parking stalls;*
- *echoed the Panel's comment in regards to signage and art; should investigate digital controls for mechanical systems; openings to allow fresh air into the building;*
- *consider introducing a variety of tree species in parking area as a way to distinguish drive aisle and parking blocks; it would also help define way finding and increases plant diversity; there are a lot of magnolias around the building, consider a reduction in order to make them more distinctive; concerned with signage and the large wall behind it – the wall could be replaced with solid plants; the trees in grates at the front entrance obstruct views; reduce the impact of the blank wall by incorporating foundation planting without reducing the amount of pedestrian movement; consider incorporating rain gardens as a feature to the landscaping; consider setting back entrances from the street; encourage to replace lawn with plant material and planting up to the sidewalk/property line; permeable surface treatment of the porte-cochère is solely decorative as it is covered; and*
- *echoed the Panel's comment in regards to the aesthetic appearance of the building; maximize opportunity associated with signage at the corners of the lot; the parking area could utilize the medians to drain storm water if the area had a slight downgrade; encouraged greater resolution of the courtyard spaces through simple angles, lesser treatment, and extension of building materials as the area is repetitive; suggested eliminating parking stalls at key locations such as the front entrance.*

Panel Decision

It was moved and seconded

That RZ 04-270168 move forward to the Planning Committee taking into consideration the following comments of the Advisory Design Panel:

1. *explore the possibility of integrating artful elements in gates and signage at the perimeter of the site;*
2. *consider the design of the prayer hall to break up the aisle in order integrate disabled seating with general seating;*

3. *develop or explore opportunities to (i) promote sustainable use, such as reduction of parking, addition of landscaping, (ii) digitally control mechanical systems in particular air and temperature controls of interior spaces; and (iii) utilize natural ventilation;*
4. *consider (i) greater diversity of tree species, paying particular attention to the number of magnolias; (ii) reconsider trees in grates adjacent to the porte-cochère area and parking area; (iii) rain gardens to capture rain off roof; and (iv) replacing lawn with plant material up to the sidewalk/property line;*
5. *consider increasing permeability of the parking area and landscape areas; and*
6. *explore the treatment of the north courtyard space, and the elements of the courtyard wall in order to provide a more cloistered space and further separation from the parking lot.*

CARRIED

May 13, 2009

City of Richmond,
 Planning and Development Department
 6911 No. 3 Road,
 Richmond BC, V6Y 2C1



FNDA Architecture Inc.

ARCHITECTURE • PLANNING • INTERIORS

Dear Mr. David Brownlee:

Re: Advisory Design Panel and Staff Comments, April 1, 2009
9560/9580 Cambie and 9531/9551/9571 Odlin Road

Further to your letter dated April 1, 2009,

That RZ 04-270168 move forward to the Planning Committee taking into consideration the following comments of the Advisory Design Panel:

- 1 explore the possibility of integrating artful elements in gates and signage at the perimeter of the site;

We will be accommodating this request during Design Development stage. Gates will be of moderate proportion, and will be mostly transparent.

- 2 consider the design of the prayer hall to break up the aisle in order integrate disabled seating with general seating;

We have revised our floor plan accordingly, please refer to 'Plan 5a - Main Floor'.

- 3 develop or explore opportunities to (i) promote sustainable use, such as reduction of parking, addition of landscaping, (ii) digitally control mechanical systems in particular air and temperature controls of interior spaces; and (iii) utilize natural ventilation;

(i) While we are hopeful that Jamatkhana members will carpool and use public transportation, the current situation with existing Jamatkhanas is that parking is often not sufficient and sometimes spills over off site. The proposed total parking of 291 stalls is already less than the 300 stalls requested in the Owner's design program. For these reasons we feel it is best to accommodate all parking on site.

(ii) We expect that having digitally controlled mechanical systems will provide substantial operational cost savings, therefore we plan to set this out as a requirement for our Consultant's design.

(iii) We will look to provide natural ventilation wherever possible.

Farouk Noormohamed
 MRAIC MAIBC

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 V7P 3R9

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 Fax: 604/990-5441
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 www.fnndesign.com

- 4 consider (i) greater diversity of tree species, paying particular attention to the number of magnolias; (ii) reconsider trees in grates adjacent to the porte-cochère area and parking area; (iii) rain gardens to capture rain off roof; and (iv) replacing lawn with plant material up to the sidewalk/property line;

The landscape design has been revised to reduce the number of Magnolia trees and replaced with two other types flowering trees; After much review, it was decided that due to the relatively narrow sidewalk, the tree grates adjacent to the porte-cochere are necessary to protect those trees at this high traffic area; Rain Gardens are now indicated in the areas east of the building with appropriate plant materials such as Sagina moss and native plants. All narrow strips of grass areas along May drive and Odlin road have been replaced with more low compact shrubs and evergreen groundcovers planted right up to the edge of sidewalk. After much review, it was decided to maintain the grass along Cambie road because of the size of the planting bed and the width of the 3m wide ROW at that location.

- 5 consider increasing permeability of the parking area and landscape areas; and

All courtyard areas will have permeable paving. We will consider having permeable paving at the car parking areas adjacent to the courtyards, budget permitting. We will also have our consultant propose a site drainage design that will incorporate swales to allow water to percolate into the soft landscape areas.

- 6 explore the treatment of the north courtyard space, and the elements of the courtyard wall in order to provide a more cloistered space and further separation from the parking lot.

The comments of the design panel will be taken into account as we go into detail design stage. The idea of walled courtyards is very much a part of the tradition of Islamic architecture and as such will blend seamlessly into the overall design concept.

We greatly appreciate all of the Design Panels' comments and look forward to developing a design focal point for the City of Richmond that will serve as a model within the community.

Please contact the undersigned if any further information or clarification is required.

Yours truly,

Farouk Noormohamed
Principal, FNDA Architecture Inc.

C.c. - Owner - Mr. Amin Alidina
Fred Liu & Associates - Mr. Fred Liu
FNDA - Mr. Michel Brunet

FNDA

FNDA Architecture Inc.

ARCHITECTURE • PLANNING • INTERIORS

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Rezoning Considerations
9560, 9580 Cambie Road and 9531, 9551, 9571 Odlin Road
RZ 04-270168

Prior to final adoption of Zoning Amendment Bylaw 8501, the developer is required to complete the following:

1. Road dedications as detailed in the Dev Apps-Engineering Technical Review Comments dated July 18, 2008 (REDMS 2352826) to provide for partial development of May Drive, corner cuts at the new intersections with Odlin Rd. and also with Cambie Road, as well as the widening of Cambie Road along the frontage of the subject properties. The ultimate road dedication requirements may vary according to the ultimate functional road designs approved by the director of Transportation through the Servicing Agreement.
2. The granting of a 3.0m wide Sanitary Sewer right-of-way along the Cambie Road frontage property line, if required.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Registration on title of an interim Public Right of Passage and Utility Right of Way to permit continuous pedestrian and utility access connecting the northern and southern portions of May Drive.
5. Registration of an aircraft noise covenant on title.
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6m GSC.
7. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to final adoption of the rezoning bylaw or any construction activities, including building demolition, occurring onsite.
8. Receipt of a Letter of Credit for landscaping in the amount of **\$49,156.00**. The amount is based on the total floor area, including areas which may be exempt from floor area ratio (F.A.R.) calculations (i.e. based upon a gross area of 24,578 sq.ft.).
9. Voluntary contributions for Community and Engineering Planning Costs (\$.07 / building square foot), Child Care (\$.60 / building square foot) and City Beautification (\$.60 / building square foot). These calculations will be based upon the actual building square footage.
10. Enter into a Servicing Agreement* for the design and construction of frontage upgrades along Cambie and Odlin plus half road new construction of May Drive. Works include, but are not limited to:
 - General Issues: A Benkelman beam test or other method approved by our Engineering Dept, is required, to determine the strength of Odlin Road. Should the road "fail", then full road construction is required, but likewise, if the road is okay, then only road widening is required with appropriate overlays as determined by the developer's engineer. (For context, the two Polygon applications – Meridian Gate & Hennessy Green – frontages on Odlin both "failed", and full new road bases as appropriate are being constructed via their SA process.)
 - Cambie Road: Factoring in the Road Dedication requirements along Cambie, identified in the Dev Apps-Engineering Technical Review Comments dated July 18, 2008 (REDMS 2352826), a new edge is required to be constructed along the

entire Cambie frontage. Works include, but are not limited to, a new 2m 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. Transportation Dept has identified the realigned lane widths for Cambie Road in a separate document. The transition from the new to the existing will involve the new May Drive intersection at the west edge. Exact details for the transition at the east edge need to be resolved directly with Transportation Dept as part of the SA process.

- Odlin Road: The ultimate width of Odlin is to be 8.5m, with the road raised to a minimum 2.0m geodetic elevation. Because of the grade change (raising Odlin approximately 0.4 to 0.5m from existing), a 2/3 road cross-section upgrading is required to allow for transitions for safe vehicular travel. The maximum transition grades are at a 6% slope. Frontage upgrades are required up to the edge of the relocated driveway (i.e., approximately half) of 9611 Odlin, which is the future North Park Way greenway. The full magnitude of the off-sites may be offset somewhat as Polygon has applied to rezone 9420-9500 Odlin, so there should be some overlap in Odlin Road upgrades between these two projects. The works to be constructed include, but are not limited to, a 2m concrete sidewalk at the north property line, creation of a 4.817m grass and treed boulevard, curb and gutter and construction of a minimum 6.1m of road improvements and a minimum 1m shoulder to be designed to TAC standards, to meet the existing surface. The tree species is to be 7cm calliper Common Catalpa trees. 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 200mm diameter PVC watermain being established via SA07-365375 (Polygon's Hennessy Green) may need to be extended from 9671 Odlin, west to the west edge of this site at the established 8.47m offset from the North PL. This is to be determine via the capacity analysis process. The capacity analysis review will determine whether the existing 600mm diameter storm sewer, which commences opposite 9631 Odlin and drains east to No 4 Road is large enough to meet the new needs of this neighbourhood. At the very least, this storm system is to be extended west, to the west edge of this frontage at a minimum 600mm. For the sanitary sewer, a capped stub from the newly installed gravity system is in the immediate vicinity of where May Drive connects to Odlin Road, plus two other stubs, which could be used for service tie-ins. See the Building Permit section below regarding the "Alexandra Neighbourhood Development Agreement" compensation requirements.
- May Drive: This ½ Road will be two separate sections, as the Road tapers at the existing common PL between Odlin and Cambie. There is another proposed new road coming in from the west (McKim Drive), which does not touch any of this development site. Ultimately, May Drive north of McKim will have an 11.2m travel surface, whereas south of McKim it will be 8.5m. There will be grade

differential between May Drive at the adjacent lands at 9500 Cambie and 9511 Odlin, some type of interim standard will be necessary 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 shoulder on the west edge. This adds up to 10.65m with no allowance for lock blocks or other slope control options. This interim design 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. Under this 10m interim road, watermain, storm and sanitary sewer systems are to be installed. Both the water and sanitary will need to tie through from Odlin to Cambie, so Utility ROW's will be required through the proposed parking lot to bridge these services, where the road continuity currently ends. The Engineering consultant must show interim and ultimate cross sections for both portions of May Drive as part of the design package. Traffic calming should be implemented or at least design when the ultimate road is built (this should be discussed with Transportation Dept), at the Odlin intersection:

Prior to construction of May Drive the proponent will be required to secure the removal of 23 trees located on the neighbouring property (northern half of the site along the west property line) or, alternatively arrange an acceptable interim option as determined with input from an Arborist for their retention pending the full construction of May Drive.

- May Drive/Cambie Road Traffic Signal: A traffic signal design and its construction may be required at this intersection subject to Transportation Staff review via the forthcoming SA process for this project. Should it be deemed that a signal is warranted, the design and construction would be included in this same SA. If a traffic signal were deemed unnecessary at this time, signal preducting would be required at this location to allow for future signalization of this intersection. The process to determine if a signal is warranted may identify other options for ensuring traffic and pedestrian safety.
- Service Connections: Service connections for the development site are to be included in the SA design drawings set.
- Water, Storm and Sanitary Sewer Upgrades: Any water, storm and sanitary sewer upgrades which may be required via the Capacity Analysis process are to be included via this SA process. At the very minimum, the results of the analysis must be presented as part of the SA design set.

Prior to Building Permit Issuance the following will be required:

- 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.

- To demonstrate to the satisfaction of the Tree Preservation Coordinator how three trees (#415,416, 417 in the submitted tree list) located along the eastern property line will be successfully retained.
- Payment of \$30,476.72 for this site's portion of the Alexandra Neighbourhood Development Agreement based upon \$1.24/sq.ft. and a gross building floor area of 24,578 sq.ft. as per plans dated May 2, 2009.
- Payment of West Cambie Supplementary Development Cost Charges.

Note:

* This requires a separate application.

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8501 (RZ 04-270168)
9560, 9580 CAMBIE ROAD AND 9531, 9551, 9571 ODLIN ROAD**

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

- 1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the existing zoning designation of the following areas and by designating them **ASSEMBLY DISTRICT (ASY)**:

P.I.D. 003-606-163
West Half Lot 10 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 003-550-028
East Half Lot 10 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 004-870-581
East Half Lot 20 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 000-948-837
West Half Lot 19 Block A Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 003-666-379
East Half Lot 19 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

- 2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8501**".

FIRST READING

JUN 22 2009

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER CONDITIONS SATISFIED

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

ADOPTED

MAYOR

CORPORATE OFFICER