



To: Planning Committee  
From: Wayne Craig  
Director, Development

Date: August 19, 2019  
File: RZ 18-807620

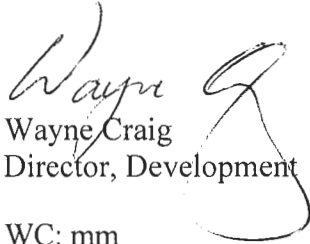
Re: **Application by GBL Architects to Amend Schedule 2.11A of Official Community Bylaw 7100 (West Cambie Area Plan), Create the “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” Zone, and Rezone the Site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”**

### Staff Recommendations

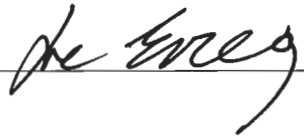
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006 to amend Schedule 2.11A (West Cambie Area Plan) to amend the “Alexandra Neighbourhood Open Space System Map”, the “Alexandra Neighbourhood Character Area Map” and the “Character Area 1 – Mixed Use Employment-Residential Alexandra Map” to include a pedestrian and bicycle connection between Garden City Road and Dubbert Street, be introduced and given First Reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in conjunction with:
  - a. The City’s Financial and Capital Program; and
  - b. The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said programs and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.

3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 to create the “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)”, be introduced and given First Reading.

  
Wayne Craig  
Director, Development

WC: mm  
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
District Energy	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

GBL Architects has applied to the City of Richmond for permission to rezone a 12,691 m<sup>2</sup> (3.14 acre) site at 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road from “Single Detached (RS1/F)” to “Mixed Use Employment- Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)” (Attachment 1). The 12,691 m<sup>2</sup> (3.14 acre) gross site area includes the 10,856 m<sup>2</sup> (2.68 acres) development site, 336 m<sup>2</sup> (3,617 ft<sup>2</sup>) to be subdivided and transferred to the City and 1,499 m<sup>2</sup> (16,135 ft<sup>2</sup>) to be provided as road dedication to widen Dubbert Street.

The proposed rezoning would permit the development of a four-storey commercial building fronting Garden City Road and two five-storey residential buildings facing Odlin Road and Dubbert Street, all over a common parkade.

The proposed development will contain approximately 174 residential units including nine Affordable Housing units, 15 Modest Market Rent Controlled units and 17 Market Rental units as discussed further below in this report. Details on the proposed rental housing is provided within the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”. The total net area of the proposed project is approximately 21,032 m<sup>2</sup> (226,386 ft<sup>2</sup>) of which 5,821 m<sup>2</sup> (62,656 ft<sup>2</sup>) is located within the commercial building that has been designed to accommodate a range of employment uses.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

#### Subject Site Existing Housing Profile

The existing six lots each included a single family dwelling, all of which have been demolished. One of the single family dwellings had a secondary suite.

### Surrounding Development

- To the North: Across Odlin Road, single family dwellings and a duplex on lots respectively zoned “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan.
- To the South: Single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “Mixed Use Employment-Residential” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.
- To the East: Dubbert Street and a four-storey apartment project on a site zoned “Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)” and designated

“Residential Area 1” on the Alexandra Neighbourhood Land Use Map in the West Cambie Area Plan.

- To the West: Garden City Road and single family dwellings on lots zoned “Single Detached (RS1/F)” and designated “General Urban T4 (25m)” on the Aberdeen Village Specific Land Use Map and “Industrial Reserve: Limited Commercial” within the City Centre Area Plan.

### **Related Policies & Studies**

#### Official Community Plan/West Cambie Area Plan – Schedule 2.11.A

##### *Official Community Plan*

The Official Community Plan (OCP) designates the subject site as “Mixed Use”. The proposed rezoning is consistent with this designation. Section 3.3 of the OCP also encourages the development of Market Rental units and allows for up to a 0.10 FAR density bonus for projects such as the one proposed. Consistent with the OCP, this proposal includes a 0.08 FAR density bonus associated with the proposed Market Rental units.

##### *West Cambie Area Plan*

The subject site is designated “Mixed Use Employment-Residential” in the Alexandra Neighbourhood Land Use Map of the West Cambie Area Plan (Attachment 3). The Area Plan requires that 0.52 FAR of the total floor area proposed be comprised of only employment/commercial uses, and allows for up to a 1.28 FAR density bonus for residential uses subject to the provision of Affordable Housing units, Modest Market Rent Controlled units, and Market Rental units (for a maximum total of 1.80 FAR). Consistent with the Area Plan, this proposal includes:

- a 0.52 FAR base density for employment/commercial uses; and,
- a 1.28 FAR density bonus for residential apartments, of which:
  - 5% of the residential floor space is for Affordable Housing units;
  - 7.5% of the residential space is for Modest Market Rent Controlled units; and,
  - 2.5% of the residential floor space is for Market Rental units (note: this is separate from and in addition to the above-noted 0.08 FAR density bonus permitted by the OCP).

A description of the three rental tenures is provided in the section entitled “Zoning Bylaw Amendment with Affordable and Market Rental Housing”.

In summary, the total density proposed with this project is 1.88 FAR, consistent with both the OCP and the West Cambie Area Plan.

#### West Cambie Area Plan Amendment

This application includes proposed amendments to the West Cambie Area Plan to add a pedestrian and bicycle connection between Garden City Road and Dubbert Street under OCP Amendment Bylaw 10006 (see Attachment 4). The pathway and landscaping would have an ultimate 10 m (32.8 ft.) wide Statutory Right-of-Way (SRW) of which 5.0 m (16.4 ft.) will be

provided on the subject development site and a further 5.0 m (16.4 ft.) to be provided by the future development to the south. This is further described under the “Vehicle and Pedestrian Access” section below in this report.

### Zoning Bylaw Amendment with Affordable and Market Rental Housing

Zoning Amendment Bylaw 9999 proposes to create and rezone the site to a new site-specific zone, "Mixed Use Employment-Residential (ZMU41) - Alexandra Neighbourhood (West Cambie)". It includes density bonuses consistent with the affordable housing and market rental housing policies within the OCP and West Cambie Area Plan.

The proposed ZMU41 zone provides for the following:

- There is 0.52 FAR base density that permits only employment uses including office, retail, restaurant, and a range of commercial and public services.
- A density bonus of 1.28 FAR under the West Cambie Area Plan for residential uses plus the 0.08 FAR Market Rental Bonus under the OCP provided that 41 rental units are provided in the following rental tenures:
  - Nine Affordable Housing (Low-End Market Rental) units comprising 5% of the residential floor space is provided as required under the Area Plan.
  - 15 Modest Market Rent Controlled units comprising 7.5% of the residential floor space being provided as rental housing units required under the Area Plan.
  - 17 Market Rental Units comprising 8.3% of the total residential floor space of which 2.5% is provided as required under the Area Plan and 0.08 FAR or 5.8% of the total residential floor area being provided as required under the OCP Market Rental policy.

Over 40% of each of the above unit tenure types are comprised of family-friendly units (i.e., two-bedroom or larger), specifically: 77% of the Affordable Housing units; 46% of the Modest Market Rent Controlled units; and 58% of the Market Rental units. Overall, 68% of the units in this proposal consist of family-friendly units.

Separate housing agreements and covenants are required to be registered on Title for the Affordable Housing units and the Modest Rent Controlled units. The legal agreements for the Affordable Housing units and the Modest Rent Controlled units will provide that:

- Occupants of the units enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces at no additional cost.
- The units in each tenure type be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the Housing Agreement shall apply in perpetuity.
- No parking fees are charged to residents of the units.

In addition to the above-noted common terms of the agreements, the housing agreement for the nine Affordable Housing units ensures that City-wide Low-End Market Rental (LEMR) rates

apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	2	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less
Two bedroom	4	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less
Three bedroom	3	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less

In addition to the above-noted common terms of the agreements, the housing agreement for the 15 Modest Rent Controlled Rental units ensures that the West Cambie Council Policy 5004 rates apply in the following table. Subject to Council approval, the maximum monthly rents and annual household incomes may be increased annually based on the Consumer Price index. It should be noted that this is the first project in West Cambie to implement West Cambie Modest Rent Controlled Rental Council Policy No. 5004.

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent	Total Maximum Household Income
One bedroom	8	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$750	\$38,000 or less
Two bedroom	4	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,100	\$46,500 or less
Three bedroom	3	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,400	\$57,500 or less

A Market Rental Agreement and covenant are required to be registered on Title for the Market Rental units, which will provide that:

- Occupants of the units may access and use of all on-site indoor and outdoor amenity spaces.
- No fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant). This provision will allow for separate sale of two groups of rental units within the two residential buildings to facilitate ease of management and development phasing.
- Basic Universal Housing features shall be provided in all of the units.
- The terms of the market rental agreement shall apply in perpetuity.

There will be no restriction on tenant incomes or rental rates for the Market Rental units.

There will also be registration of a covenant and/or other legal agreements to ensure that the building with the employment/commercial uses be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses as required under the West Cambie Area Plan.

## Other Policies, Strategies & Bylaws

### *Floodplain Management Implementation Strategy*

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Given this, there is a requirement for registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m.

### *Aircraft Noise Sensitive Development Policy*

The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Policy. The proposed rezoning is consistent with this policy. Registration of an aircraft noise covenant is required prior to rezoning adoption. This will require that project be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces.

### *Mixed-use Noise Covenant*

There will be registration of a legal agreement on title identifying the development as mixed-use, and specifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces. Furthermore, the commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated from penetrating into residential uses.

## **Public Consultation**

Rezoning signs have been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning signs on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

The table below clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

<b>Stakeholder</b>	<b>Referral Comment (No Referral necessary)</b>
BC Land Reserve Co.	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond School Board	No referral necessary, as the proposed amendment would generate less than 50 school aged children (typically around 295 multiple-family housing units).
The Board of Metro Vancouver	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment pertains to a pedestrian walkway only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
TransLink	No referral necessary, as no transportation road network changes are proposed, and the proposed amendment pertains to a pedestrian walkway only.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
<b>Stakeholder</b>	<b>Referral Comment (No Referral necessary)</b>
Community Groups and Neighbours	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment pertains to a pedestrian walkway only.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

**School District**

This application was not referred to School District No. 38 (Richmond) because the proposed OCP amendment to add a walkway does not change the amount residential floor area permitted. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, OCP amendments are only referred to the School District if they involve a density increase which generates more than 50 school aged children (e.g., typically around 295 multiple family housing units).



## Analysis

### Built Form and Architectural Character

The proposed development will consist of three modern-style, low-rise buildings including one commercial (retail/office) building and two residential buildings constructed on top of a common parkade (Attachment 5). The commercial building will face Garden City Road and is proposed to be four storeys in height. The larger of the two residential buildings will be five storeys in height along Odlin Road and four to five storeys along Dubbert Street. The smaller residential building will face Dubbert Street and is proposed to be five storeys in height.

The parkade is situated as low as possible within approximately 0.30 m (1.0 ft.) of the water table and can only be partially located below the existing grade. By lowering the parkade as much as possible, the grade difference between the main floor of the two residential buildings in relation to Odlin Road and Dubbert Street is limited to between 1.5 m (5.0 ft.) to 1.7 m (5.6 ft.) with stepped with landscaping along the street frontages. The ground floor of the commercial building has been able to be lowered down to street level fronting Garden City Road due to no parkade being located beneath this section of the building.

A grade separation of approximately 2.9 m (9.4 ft.) would exist between the main floor of the buildings to the existing grade on the remaining adjacent single-family lots to the west. For this site, the applicant has demonstrated that a five-storey, 1.8 FAR mixed-use development consistent with the West Cambie Area Plan could be developed should a rezoning application be submitted for this site.

### Subdivision and Transfer of Lot to the City

As a condition of this rezoning application, the owner will subdivide and transfer to the City a 336 m<sup>2</sup> (3,617 ft<sup>2</sup>) portion of land, located adjacent to and south of the development site. This parcel is intended to be consolidated with the anticipated land assembly to the south.

### Transportation and Site Access

#### *Vehicle and Pedestrian Access*

The vehicle access for the proposed surface parking lot for the commercial building is to be provided by a driveway leading from Odlin Road. There is one driveway from Dubbert Street leading to the parkade beneath the two residential buildings (Attachment 5). There will be a Statutory Right of Way (SRW) registered on Title to allow the driveway from Odlin Road to provide a connection to the above-noted site to the west at such time that it is re-developed in the future.

Vehicle and pedestrian access from Dubbert Street will be improved with a 2.0 m (6.6 ft.) sidewalk on the west side, 11.2 m (36.7 ft.) wide driving surface and a 2.25 m (7.4 ft.) wide grassed boulevard. A 10.0 m (32.8 ft.) wide road dedication and corner cut at the intersection of Dubbert Street and Odlin Road will be provided to enable the frontage improvements.

There will also be an east-west pathway within a 5.0 m (16.4 ft.) wide SRW to be registered on Title of the development site that will provide a public pedestrian and bicycle connection between Garden City Road and Dubbert Street along the southern edge of the site. The SRW will

provide for public access for this pathway within the subject site and will be widened to 10.0 m (32.8 ft.) when a development is constructed to the south, and will be maintained by the subject developments. The inclusion of this pathway is facilitated by the proposed OCP amendment to the pathway network shown within the West Cambie Area Plan.

### *Parking*

There will be a total of 224 resident and 164 commercial parking spaces. There will be a minimum of 32 residential visitor parking spaces shared with the commercial parking spaces. A covenant will be registered on Title that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit.

The proposed project includes 62 tandem resident parking spaces or 28% of the required residential parking spaces. A legal agreement will be registered on Title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

The proposed parking is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The proposed TDM measures include:

- Monthly bus passes (2-zone) offered to: 25% of market strata units (34 units); 50% of Market Rental units (9 units); and 100% of both the Affordable Housing units and Modest Rent-Controlled units (24 units) for one year. The contribution will be secured through a covenant registered on Title or other legal agreement.
- A bicycle end-of-trip facility for the commercial building and bicycle repair/maintenance stations for each of the two residential buildings secured by a restrictive registered on Title.
- Road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (90 m to Odlin Road and 170 m to Alexandra Road), that includes road widening to provide a separate 1.8 m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

Based on the size of the development, there is one medium (SU9) loading space provided for residential uses and two medium (SU9) spaces for the commercial uses. The standard Zoning Bylaw requirement for one large (WB17) commercial loading space is proposed to not be included for this development based on the findings of the Traffic Impact and Parking Study and is supported by Transportation staff. Thus, the proposed ZMU41 zone does not require a large (WB17) commercial loading space for this development.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 49 bylaw-sized trees on the subject property, eight (8) trees on neighbouring properties to west and one (1) tree currently on City property (Attachment 6).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments below:

- Five (5) trees located on the site will be retained due to their good condition and being located on the lot to be transferred to the City and outside of the development site. (See tree nos. 21 to 25 in the tree plan in Attachment 6).
- The applicant intends to remove 44 on-site trees, of which:
  - 34 trees are in poor condition due to their tree structure, leaning angle or previous topping, and thus are required to be removed.
  - 10 trees are in good condition but are proposed to be removed due to the nature of the soils in the area, required excavation of the site for the proposed building and the widening of Dubbert Street. (See tree nos. 1, 5, 8, 9, 32 to 36 and 47) in the tree plan in Attachment 6).
- There is removal of one tree (tree no. ci061) from City property within the existing Odlin Road allowance which is in good condition but needs to be removed for the proposed road works.
- Eight trees on neighbouring properties are to be retained at the time of development of the subject site. The applicant has submitted a tree protection plan showing the trees to be retained (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to submit to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones.

#### *Tree Retention*

There are five trees proposed to be retained at the time of development of the subject site that are located within the lot proposed to be transferred to the City. Long-term retention of these trees would be assessed as part of the anticipated future rezoning of the site to the south. These trees include three Silver Birch, one Black Pine and one Cottonwood. A Tree Survival Security of \$35,000.00 for these trees will be provided and retained by the City for a period of three years after occupancy of the project.

#### *Tree Replacement*

In compensation for the 44 trees proposed to be removed, the OCP 2:1 replacement ratio would require a total of 88 replacement trees to be included within the final Development Permit landscape plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057.

### Basic Universal Housing Units

All Affordable, Modest Rent Controlled and Market Rental units (a total of 41 units) will meet the Basic Universal Housing provisions within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.

### West Cambie Area Plan Contributions

This West Cambie Area Plan requires that following contributions be made to the City prior zoning adoption:

- Childcare contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to the City childcare reserve fund.
- West Cambie Area Plan Beatification contribution of \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie.
- West Cambie Area Plan Planning Costs contribution of \$0.08 per buildable square foot (e.g. \$17,147.10) to assist with paying for community and engineering planning costs within West Cambie.

The above amounts are based on the proposed development design with the final amounts to be based on the Development Permit plans.

### Public Art Contribution

The applicant will be making a contribution of approximately \$194,146.00 to the City's Public Art Reserve Fund. The applicant may choose to make a cash contribution for City-wide public art or to provide public art on-site through the Developer Public Art process. If the artwork is to be provided on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan to be reviewed by the City's Public Art Advisory Committee.

### Renewable Energy and Sustainability Requirements

The subject site is within the Alexandra District Energy Utility (ADEU) and connection to the utility will be required for this development. The rezoning considerations include requirements for the registration of legal agreements ensuring that the building is designed with the capability to connect and be serviced by the utility and ensuring that the service connection will be made prior to occupancy.

The applicant has also submitted a letter indicating their intent to meet the sustainability requirements set out in the OCP and the applicable sections of Richmond's BC Energy Step Code.

### Amenity Space

The proposed development provides 116 m<sup>2</sup> (1,250 ft<sup>2</sup>) of common indoor amenity space on the second level of the northerly residential building. The preliminary landscape plans also include approximately 1,399 m<sup>2</sup> (15,059 ft<sup>2</sup>) of common outdoor amenity space, of which 536 m<sup>2</sup> (5,770 ft<sup>2</sup>)

will be outdoor play area which will accommodate play equipment within the final Development Permit plans. These amenity areas exceed the OCP Development Permit guidelines. There will be registration of an easement and other legal agreements to ensure that residents of each residential building will have access to the common indoor amenity space and common outdoor amenity spaces.

### Site Servicing and Frontage Improvements

The applicant will be required to enter into a Servicing Agreement that includes the design and construction of the following works:

#### *Frontage Improvements*

- Along the Dubbert Street frontage: Road widening to provide a 2.25 m (7.4 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the west side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Odlin Road frontage to Garden City Road: Road widening to provide a 2.5 m (8.2 ft.) wide grassed/treed boulevard and a 2.0 m (6.6 ft.) wide sidewalk on the south side of the road, and a 11.2 m (36.7 ft.) wide driving surface.
- Along the Garden City Road frontage of the site: Work includes the revision of the width of the two existing northbound traffic lanes to 3.5 m (11.5 ft.) each, and construction of a 1.5 m (5.0 ft.) wide grassed/treed boulevard, a 2.0 m (6.6 ft.) wide asphalt bike path, a 1.35 m (4.4 ft.) wide buffer strip with pedestrian lighting and a 2.0 m (6.6 ft.) wide sidewalk. The works will extend 30 m (98.4 ft.) north and south outside the limit of the development frontage.
- Further works that include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50 m (164 ft.) to Garden City Road, that includes road widening to provide a parking lane, and an interim 1.5 m wide paved sidewalk.
- Upgrade of the existing traffic signal at the Garden City Road/Odlin Road intersection to accommodate the road widening noted above which includes Accessible Pedestrian Signals and illuminated street signs.
- TDM works that include road improvements outside the development frontage on the east side of Garden City Road for a distance of approximately 260 m (853 ft.) (with 90 m (295 ft.) to Odlin Road and 170 m (558 ft.) to Alexandra Road), that includes road widening to provide a separate 1.8 m (6.0 ft.) wide bike lane and a 1.5 m (5.0 ft.) wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane.

#### *Servicing Works*

- Installation of approximately 167 m (580 ft.) of new 200 mm diameter watermain along the proposed development's Dubbert Street frontage.
- Installation of fire hydrants as required by the City standards along the development road frontages.
- Installation of a new watermain to replace the existing watermain along the east side of Garden City Road may be required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing watermain.

- Possible replacement of the existing storm sewer on the Dubbert Street frontage.
- Construction of approximately 85 m (108 ft.) of 200 mm diameter sanitary line from 9080 Odlin Road to the intersection of Odlin Road and Dubbert Street.
- Provision of street lighting along the Garden City Road, Odlin Road and Dubbert Street frontages.
- Removal or placement underground of the existing private utility overhead lines (e.g. BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to 9211 Odlin Road.

Prior to issuance of the Building Permit, the applicant will be required to pay latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.

### Development Permit Review

At the forthcoming Development Permit stage, design elements to be further addressed include:

- Providing detailed designs of the parkade walls and landscaping around the perimeter of the project.
- A detailed review of the façade materials and colours.
- Providing detailed landscape plans with the required number of replacement trees and plant lists.
- Providing additional landscaping specifications for the outdoor amenity and children's play areas.

### **Financial Impact**

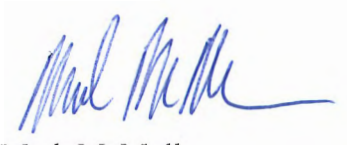
As a result of the proposed development, the City will take ownership of developer contributed assets including roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$10,500.00. This will be considered as part of the City's 2020 Operating Budget.

### **Conclusion**

The proposed 174-unit mixed use development is the first development to be considered under the "Mixed Use Employment-Residential Neighbourhood Residential" designation within the West Cambie Area Plan. The project includes 17 Market Rental units, 15 Modest Rent-Controlled units and nine Affordable Housing units for a total of 41 rental units.

The development will also provide a new pedestrian and bicycle connection between Garden City Road and Dubbert Street.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9999 and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006, be introduced and given first readings.



Mark McMullen  
Senior Coordinator – Major Projects

MM:rg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: West Cambie Area Plan Alexandra Neighbourhood Land Use Map

Attachment 4: Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

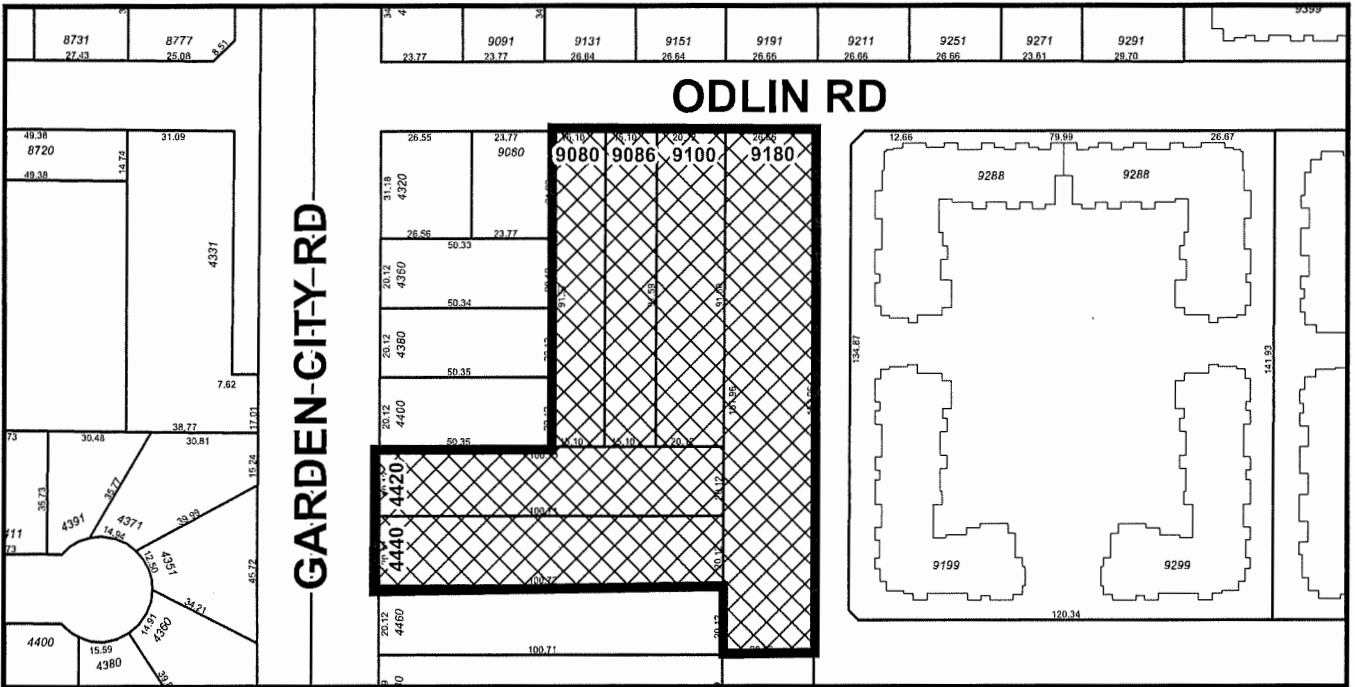
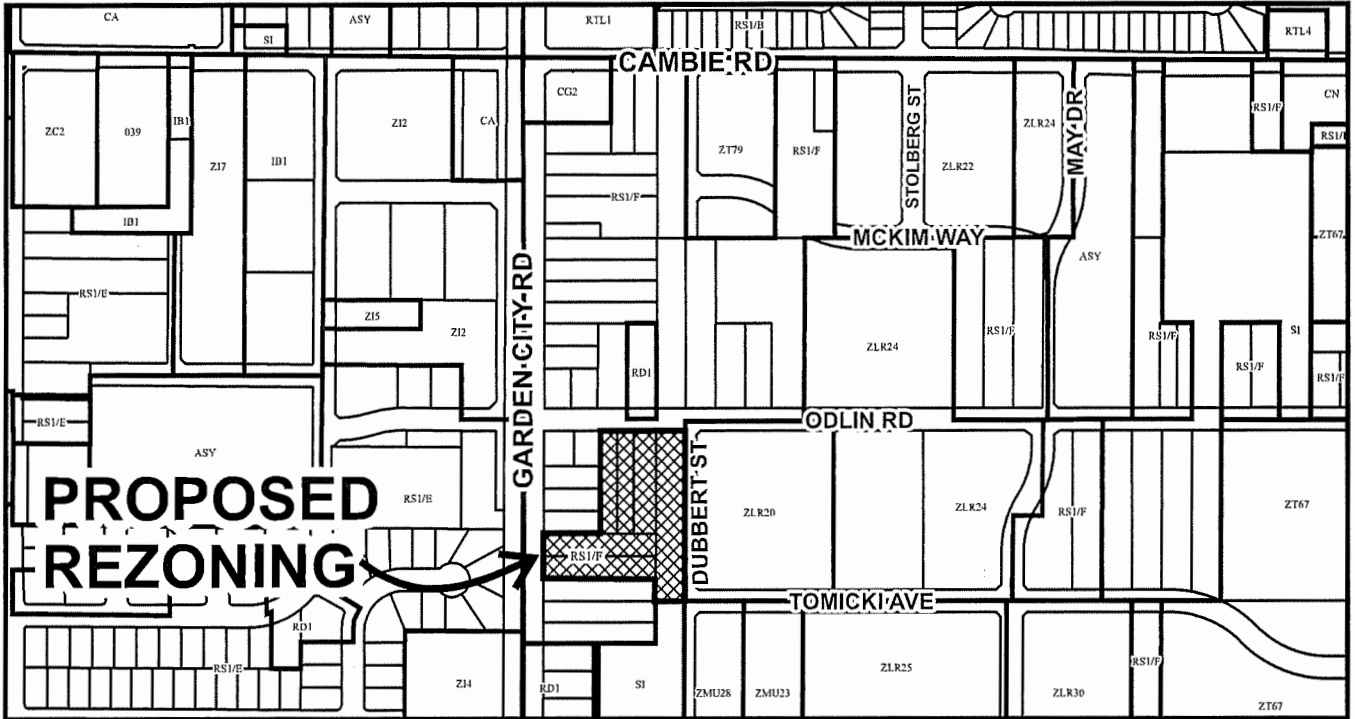
Attachment 5: Conceptual Development Plans

Attachment 6: Tree Preservation Plan

Attachment 7: Rezoning Considerations



City of  
Richmond



RZ 18-807620

Original Date: 03/01/18

Revision Date: 07/31/19

Note: Dimensions are in METRES





# City of Richmond



RZ 18-807620

Original Date: 03/01/18

Revision Date: 07/31/19

Note: Dimensions are in METRES

PLN - 44



**RZ 18-807620** **Attachment 2**

Address: 9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road

Applicant: GBL Architects

Planning Area(s): West Cambie – Alexandra Neighbourhood (Schedule 2.11 A)

	Existing	Proposed
<b>Owner:</b>	1074971 BC Ltd.	1074971 BC Ltd.
<b>Site Size (m<sup>2</sup>):</b>	12,691 m <sup>2</sup>	12,691 m <sup>2</sup> including: 10,856 m <sup>2</sup> development site 1,499 m <sup>2</sup> road dedication 336m <sup>2</sup> to be transferred to the City
<b>Land Uses:</b>	Single-Family Residential	Apartment Residential and Commercial
<b>OCP Designation:</b>	Mixed Use	Mixed Use
<b>Area Plan Designation:</b>	Mixed Use Employment -Residential	Mixed Use Employment -Residential
<b>Zoning:</b>	RS1/F	ZMU41
<b>Number of Units:</b>	Six lots with single-family detached dwellings (now demolished)	174 apartment units

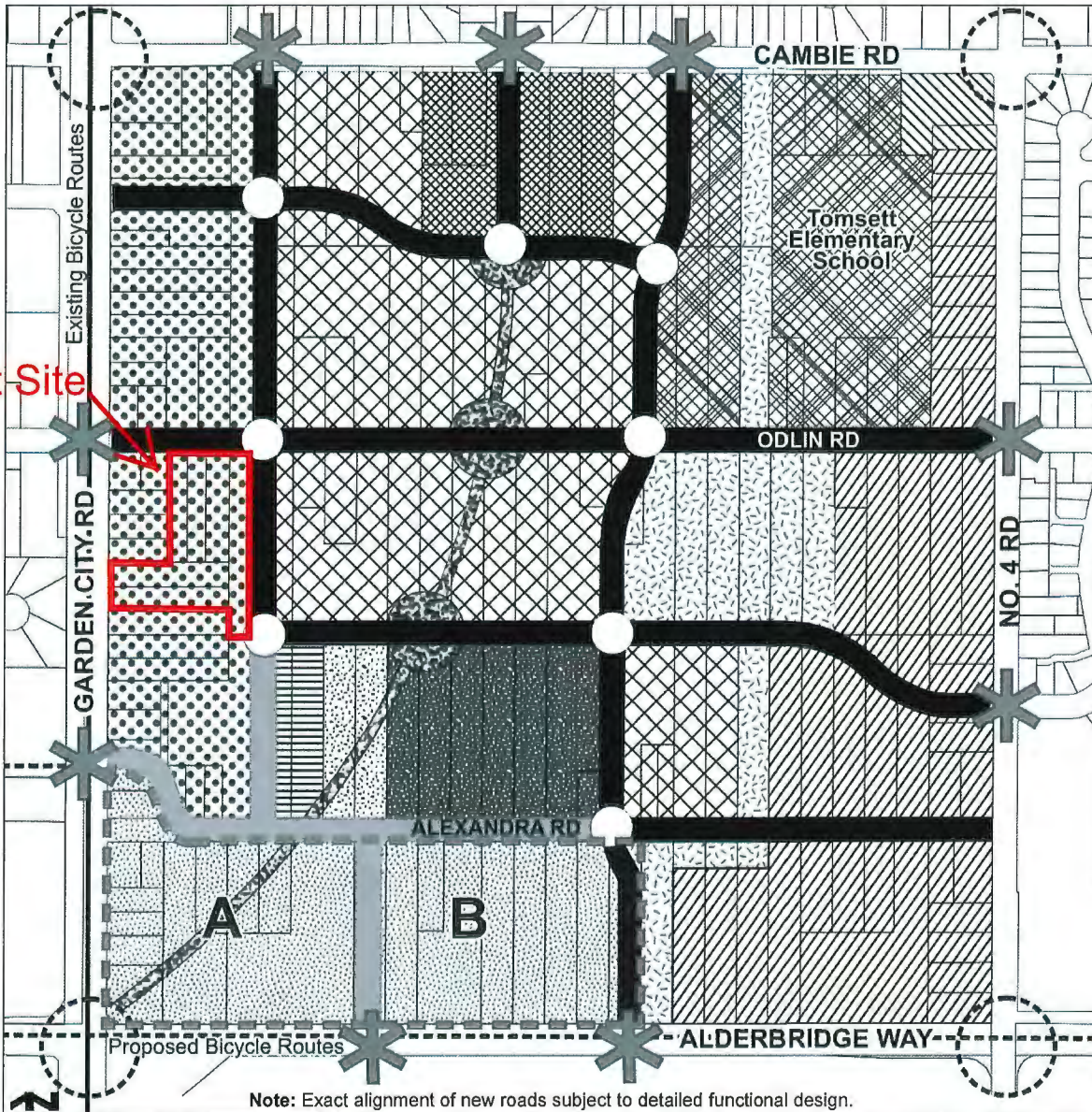
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.8 FAR under Area Plan & 0.08 FAR under OCP Market Rental Policy	Total 1.88 FAR per Area Plan & OCP Market Rental Policy	none permitted
Lot Coverage (% of lot area):	Max. 55%	52%	none
Lot Size:	Min. 10,000 m <sup>2</sup> for development lot	10,856 m <sup>2</sup> for development lot	none
Lot Dimensions (m):	Min. lot width is 35.0 m and min. lot depth is 110.0 m for the development lot	Min. lot width is 40.2 m and min. lot depth is 117.4 m for the development lot	none
Setbacks (m):	North (Odlin Rd): 3.5 m North (Interior): 3.0 m East (Dubbert St): 4.5 m West (Interior): 14.5 m West (Garden City): 1.5 m South (Interior): 5.0 m	North (Odlin Rd): 3.7 m North (Interior): 3.0 m East (Dubbert St): 4.6 m West (Interior): 14.8 m West (Garden City): 1.7 m South (Interior): 7.2 m	none
Height (m):	Buildings facing Garden City Rd: 23 m Buildings facing Odlin Rd & Dubbert Rd: 20 m	Buildings facing Garden City Rd: 21.9 m Buildings facing Odlin Rd & Dubbert Rd: 19.2 m	none
Off-street Parking Spaces –Residential (R) / Visitor (V) (Shared w/Commercial):	224 (R) 32 (V)	228 (R) 32 (V)	none
Off-Street Parking Spaces – Total Commercial and Office	Min. 161	164	none
Tandem Parking Spaces:	Max. 50% (112) of required spaces	28% (62) of required spaces	none
Amenity Space – Indoor:	Min. 100 m <sup>2</sup>	116 m <sup>2</sup>	none
Amenity Space – Outdoor:	Min. 1,068 m <sup>2</sup>	1,399 m <sup>2</sup>	none

**PLN - 45**

City of Richmond

# Alexandra Neighbourhood Land Use Map

Bylaw 9121  
2015/06/15



Area of No Housing Affected by Aircraft Noise	Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing)	New Traffic Signals
Mixed Use Employment – Residential (Minimum 0.52 FAR Employment space) - base FAR of 0.52 (Maximum 1.8 FAR, subject to Section 8.2.1.)	Residential Mixed Use • a mix of low to medium density residential with low to medium density residential over retail or live/work uses. Max. 1.25 FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).	Community Institutional	Feature Intersections - details to be developed
Convenience Commercial	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, South Park Way	Feature Landmarks in Combination with Traffic Calming Measures
Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).	Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR	Alexandra Way (Public Rights of Passage Right-of-way)	
Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (6-storey maximum).	Proposed Roadways	High Street	

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Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

Proposed Map Amendments Associated with OCP Amendment Bylaw 10006

City of Richmond

**Alexandra Neighbourhood Character Areas Map** Bylaw 9121  
2015/06/15

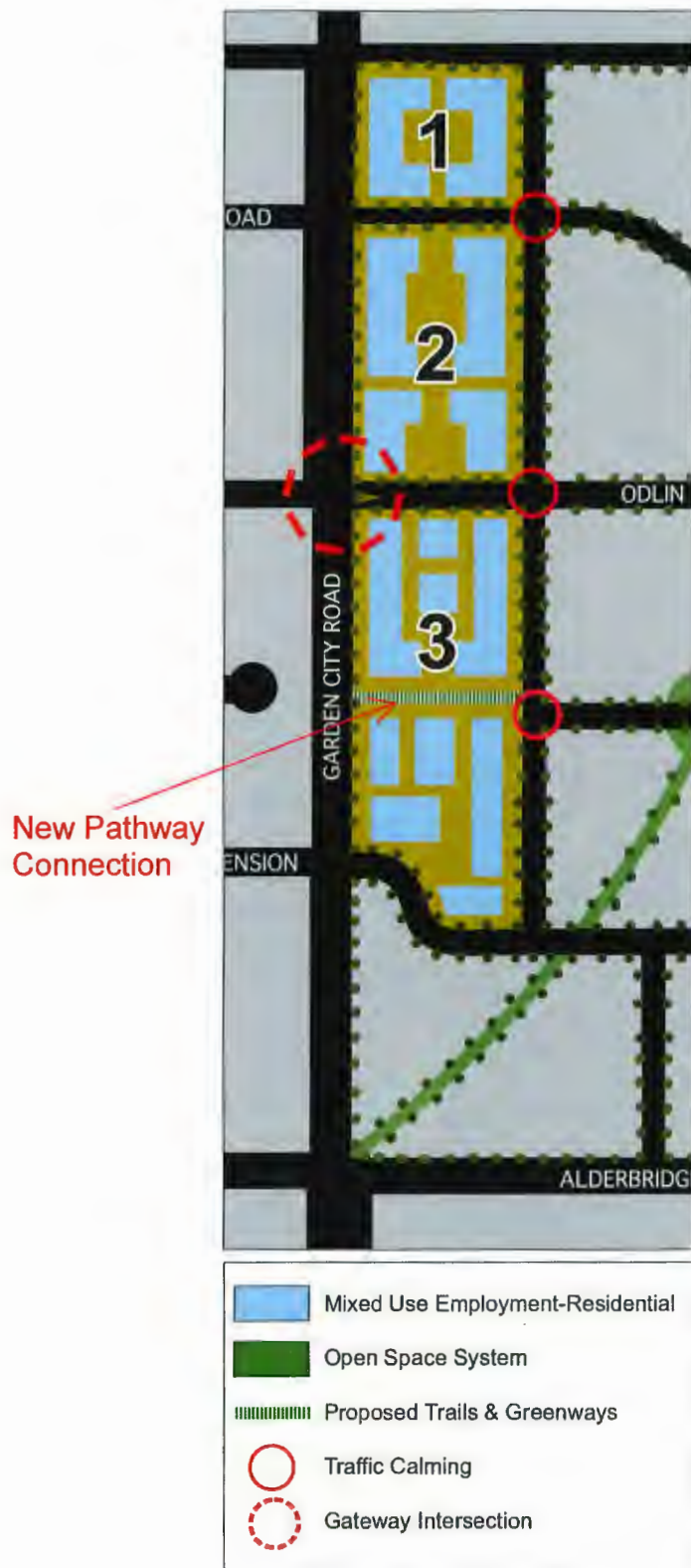


LEGEND					
	Mixed Use Employment-Residential		Low Density Housing		Proposed Trails & Greenways
	Mixed Use (Retail/Office/Hotel)		Mixed Use: • a mix of low to medium density residential with low to medium density residential over retail or live/work uses.		Existing Cycle Routes
	The High Street		Open Space System		Proposed Cycle Routes
	Medium Density Housing		Traffic Calming		Gateway Intersection

The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on Figures 3 through 8.

New Pathway Connection





A-0.00 COVER  
 A-0.01 STATISTICS  
 A-0.02 CONTEXT  
 A-0.03A SURVEY  
 A-0.03B SURVEY  
 A-0.03C SURVEY  
 A-0.04 SHADOW ANALYSIS  
 A-0.05 DESIGN RATIONALE  
 A-1.01 SITE PLAN  
 A-1.02 SITE PLAN - WITH ADJACENT SITE  
 A-2.01A LEVEL P1 - BICYCLE ROOMS W/ ACCESS  
 A-2.01B LEVEL P1 - NORTH  
 A-2.01C LEVEL P1 - NORTH  
 A-2.01D LEVEL P1 - SOUTH  
 A-2.01E LEVEL P1 - SOUTH  
 A-3.01B WASTE MANAGEM. OVERLAY PLAN  
 A-3.01C LEVEL 1 - NORTH  
 A-3.01D LEVEL 1 - SOUTH  
 A-3.02A LEVEL 2  
 A-3.02B LEVEL 2 - NORTH  
 A-3.02C LEVEL 2 - SOUTH  
 A-3.03A LEVEL 3  
 A-3.03B LEVEL 3 - NORTH  
 A-3.03C LEVEL 3 - SOUTH  
 A-3.04A LEVEL 4  
 A-3.04B LEVEL 4 - NORTH  
 A-3.04C LEVEL 4 - SOUTH  
 A-3.05A LEVEL 5  
 A-3.05B LEVEL 5 - NORTH  
 A-3.05C LEVEL 5 - SOUTH  
 A-3.06A ROOF - NORTH  
 A-3.06B ROOF - NORTH  
 A-3.06C ROOF - SOUTH  
 A-4.01 ELEVATIONS  
 A-4.02 ELEVATIONS  
 A-4.03 SECTIONS  
 A-4.04 SECTIONS  
 A-4.05 3D VIEWS - RESIDENTIAL  
 A-4.06 3D VIEWS - RESIDENTIAL  
 A-4.07 3D VIEWS - OFFICE  
 A-4.08A PAR - P1  
 A-4.08B PAR - P1 - NORTH  
 A-4.08C PAR - P1 - SOUTH  
 A-4.09A PAR - L1  
 A-4.09B PAR - L1 - NORTH  
 A-4.09C PAR - L1 - SOUTH  
 A-4.09D PAR - L2  
 A-4.09E PAR - L2 - NORTH  
 A-4.09F PAR - L2 - SOUTH  
 A-4.09G PAR - L3  
 A-4.09H PAR - L3 - NORTH  
 A-4.09I PAR - L3 - SOUTH  
 A-4.09J PAR - L4  
 A-4.09K PAR - L4 - NORTH  
 A-4.09L PAR - L4 - SOUTH  
 A-4.09M PAR - L5  
 A-4.09N PAR - L5 - NORTH  
 A-4.09O PAR - L5 - SOUTH  
 A-4.09P PAR - ROOF  
 A-4.09Q PAR - ROOF - NORTH  
 A-4.09R PAR - ROOF - SOUTH  
 A-10.01 STATISTICS - ADJACENT SITE  
 A-11.01 PAR - ADJACENT SITE  
 A-11.02 PAR - L1 - ADJACENT SITE  
 A-11.03 PAR - L2 - ADJACENT SITE  
 A-11.04 PAR - L3 - ADJACENT SITE  
 A-11.05 PAR - L4 - ADJACENT SITE  
 A-11.06 PAR - L5 - ADJACENT SITE  
 A-11.07 PAR - ROOF - ADJACENT SITE  
 A-11.08 SECTION

9080 ODLIN RD

REZONING APPLICATION - RESUBMISSION - 04.04.2019





■ GBL BOWEN, INC.  
 1100 W. 10TH ST., SUITE 100  
 WASHINGTON, DC 20004  
 TEL: (202) 462-1100 FAX: (202) 462-1101  
 WWW.GBLBOWEN.COM

NOTES

JUL-19

CHARACTER AREA 1- MIXED USE EMPLOYMENT-RESIDENTIAL

ADDRESS: 9080 ODLIN ROAD  
 OCP DESIGNATION

HEIGHT ALLOWED 6 ST.(65.6 ft)  
 PROPOSED 5 ST.(65.6 ft)

SITE AREA 120,443 sq ft  
 NET SITE AREA (not including 335 sq ft dedication to City) 116,851 sq ft

LOT COVERAGE 53%

F.A.R. PROPOSED	AREA (SF)	RATIO	F.A.R.	AREA ALLOWED	FAR ALLOWED
RESIDENTIAL	62,656	28%	0.52	62,641	0.52
MARKET RENTAL BONUS (up to 0.1 FAR)	154,186	68%	1.28	154,193	1.28
TOTAL	216,842	4%	0.08	216,834	0.10
TOTAL	226,385	1.88	1.88	226,980	1.90

RESIDENTIAL F.A.R. REQUIREMENTS	AREA REQUIRED (SF)	AREA PROPOSED (SF)
5% OF RESIDENTIAL F.A.R.	7,709.6	7,740.1
7.5% OF RESIDENTIAL F.A.R.	11,564.4	11,654.4
2.5% OF RESIDENTIAL F.A.R.	3,854.8	3,856.82
15% OF RESIDENTIAL F.A.R.	23,129.9	23,271.32
MARKET RENTAL BONUS (up to 0.1 FAR)	12,044.30	9,542.78

RESIDENTIAL	RETAIL	OFFICE	OFFICE GLA	AMENITY	SERVICE ROOM EXCLUSIONS	RETAIL/OFFICE EXCLUSIONS	GROSS AREA	RESIDENTIAL FAR	RET-OFF-FAR
L1	27,114	13,167	1,808	-	-805	-2,779	42,091	23,532	14,975
L2	38,558	-	-	-1,248	-	-1,058	38,558	34,252	15,894
L3	38,558	-	16,246	15,848	-	-353	54,404	37,500	15,894
L4	30,002	-	16,246	15,848	-	-353	54,404	37,500	15,894
L5	918	93	217	-	-730	-372	1,127	28,944	15,894
TOTAL SF	172,710	13,260	50,783	47,545	-1,248	-1,182	237,742	143,729	62,656

INDOOR AMENITY SPACE:	REQUIRED (SF)	PROPOSED (SF)
1.076 sq ft (100sq ft) per 40 units or more	1,076	1,248
65 sq ft (60sq ft) outdoor amenity space per residential unit	11,310	15,059
32 sq ft (30sq ft) outdoor play area per residential unit	5,568	5,770

RESIDENTIAL UNIT MIX - MARKET	1B	2B	3B	3B - BUH	AREA
L1	8	7	6	3	17,378.4
L2	11	18	10	39	32,428.0
L3	15	18	9	42	34,168.8
L4	15	18	9	42	34,168.8
L5	6	13	11	30	26,193.4
TOTAL	55	74	45	174	146,937.0
TOTAL	32%	43%	26%	30%	-

RESIDENTIAL UNIT MIX - AFFORDABLE	1B - BUH	2B - BUH	3B - BUH	COUNT	AREA
L1	1	4	3	6	7,173.9
L2	1	-	-	1	866.2
L3	-	-	-	-	-
L4	-	-	-	-	-
L5	-	-	-	-	-
TOTAL	2	4	3	9	7,740.1
TOTAL	22%	44%	33%	33%	-

RESIDENTIAL UNIT MIX - MARKET RENTAL	1B - BUH	2B - BUH	3B - BUH	COUNT	AREA
L1	7	3	3	13	10,294.5
L2	1	1	2	2	1,451.9
L3	-	-	-	-	-
L4	-	-	-	-	-
L5	-	-	-	-	-
TOTAL	8	4	3	15	11,656.4
TOTAL	53%	27%	20%	26%	-

PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL - MARKET RENTAL AND MODEST MARKET RENTAL UNITS (ZBL 7.7.2.1)	200	200
1.5 PER APARTMENT UNIT	-20.0	-20.0
10% REDUCTION (TDM)	180	180
TOTAL	180	180
RESIDENTIAL - MARKET RENTAL AND MODEST MARKET RENTAL UNITS (ZBL 7.7.2.1)	38	38
1.2 PER APARTMENT UNIT	-3.8	-3.8
10% REDUCTION (TDM)	35	35
TOTAL	35	35
RESIDENTIAL - AFFORDABLE HOUSING UNITS (ZBL 7.7.2.1)	9.0	9.0
1 PER UNIT	-8.7	-8.7
10% REDUCTION (TDM)	7	7
TOTAL	7	7
TOTAL RESIDENTIAL PARKING STALLS	224	228
HC STALLS (min. 2% of total parking stalls required)	4	4
SMALL CARS (max. 50% of total parking stalls allowed)	112	110
TANDEM ARRANGEMENT (max. 50% of total parking stalls allowed)	112	62
COMMERCIAL (ZBL 7.7.2.3)	11	11
3 PER 1076 SF UP TO 3747 SF	35	35
4 PER 1076 SF ABOVE 3747 SF	-3	-3
10% REDUCTION (TDM)	-	-
RESIDENTIAL VISITOR (0.2 PER UNIT (SHARED W/ COMM))	#REF!	#REF!
TOTAL COMMERCIAL	42	44
HC STALLS (min. 2% of total parking stalls required)	1	2
OFFICE (ZBL 7.7.2.3)	133	133
3 PER 1076 SF	13	13
10% REDUCTION (TDM)	119	120
TOTAL OFFICE	119	120
HC STALLS (min. 2% of total parking stalls required)	2	2
TOTAL	385	392

BICYCLE PARKING CALCULATION	REQUIRED	PROVIDED
RESIDENTIAL (ZBL 7.14.5.1)	218	233
CLASS 1 1.25 PER DWELLING UNIT	35	36
CLASS 2 0.2 PER DWELLING UNIT	382	249
TOTAL RESIDENTIAL	72	35
VERTICAL SPACES - maximum 33% of total CLASS 1	16	40
RETAIL AND OFFICE (ZBL 7.14.5.1)	16	40
CLASS 1 0.27 PER 100 sq ft (1076.4 sq ft)	24	24
CLASS 2 0.4 PER 100 sq ft (1076.4 sq ft)	40	44
TOTAL RETAIL	5	-
VERTICAL SPACES - maximum 33% of total CLASS 1	2	-
TOTAL BICYCLE STALLS	292	333

LOADING CALCULATION	REQUIRED	PROVIDED
NON-RESIDENTIAL USES (ZBL 7.13.6.2)	1	2
LARGE SIZE:	1	1
1 per 53,820 sq ft above 20,021 sq ft	1	1
TOTAL	1	1
MEDIUM SIZE:	1	1
1 per 20,021 sq ft	1	1
1 per 53,820 sq ft above 20,021 sq ft	2	2
TOTAL	2	2
RESIDENTIAL USE (ZBL 7.13.6.1)	1	1
MEDIUM SIZE:	1	1
Number of dwelling units: 81 to 240	1	1
TOTAL	1	1

9080 ODLIN ROAD

STATISTICS

DATE 6/10/2019 10:54 AM  
 DRAWN BY DE  
 CHECKED BY DE  
 SCALE  
 JOB NUMBER 1554

A-0.01



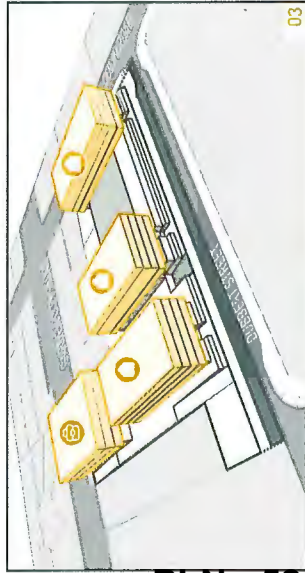
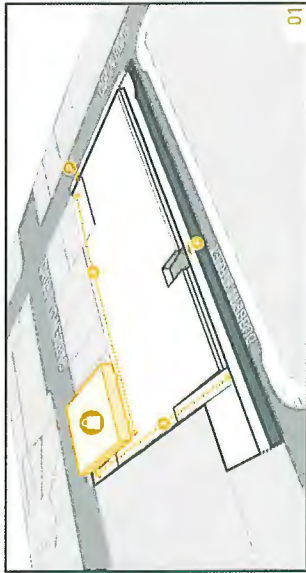
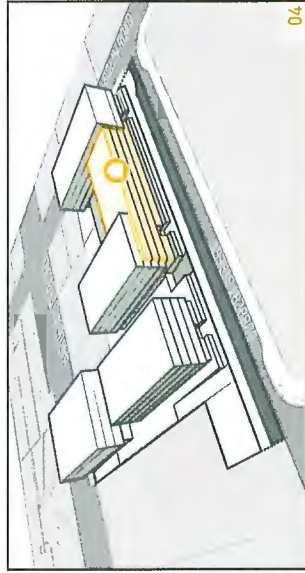
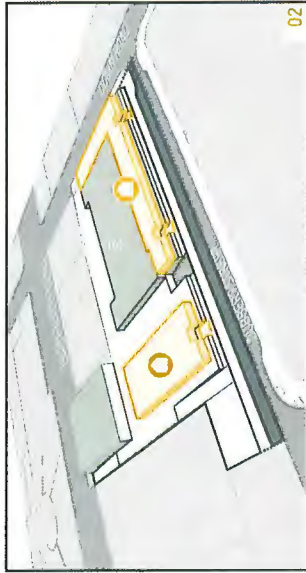
REVISIONS

No.	Date	Description

9080 ODUN ROAD

DESIGN RATIONALE

DATE: 11/20/14  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: [Scale]  
 JOB NUMBER: 1654



PLN - 52

INTENT

The intent of this mixed use development is to build a 4, 5-story employment office and two 5-story residential mass. The overall development, comprising 174 residential units (24 of which designed to affordable units standards and 17 designated to market rental), office and commercial space, will be served by a half level below grade parking structure, a surface retail parking and a parcel covered residential parking at L1. These medium size lodging steps located at L1 will be servicing all the users with one of them dedicated to the residential use and two to the office and commercial component.

The proposed development consists of 62,656 sq ft (0.52 FPM) employment, 156,196 sq ft (1.28 FPM) residential component and a bonus 7,428 sq ft of market rental housing (0.08 FPM) of maximum GLI 100. Allowed, for a combined overall density of 1.38 FPM. The residential component includes 174 units (140 of affordable housing, 11,028 sq ft) and 17 units of market rental housing (1,028 sq ft) for a total of 191 units (157,224 sq ft) at a density of 1.38 FPM. The office and commercial component includes 174,000 sq ft of office and commercial space (1.28 FPM) at a density of 1.28 FPM. A common private outdoor amenity of approximately 8,800 sq ft located at L1, one of approximately 8,800 sq ft located at L2 in association with 1,258 sq ft of internet amenity space and additional 3,115 sq ft are provided at L1.

FORM OF DEVELOPMENT

The building form responds to the complex site form and to the different needs of the functional components. The office and retail component is located along Garden City Road while the residential component faces Odun Road and Dubbert Street.

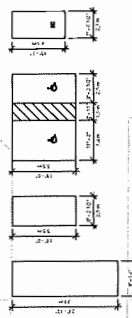
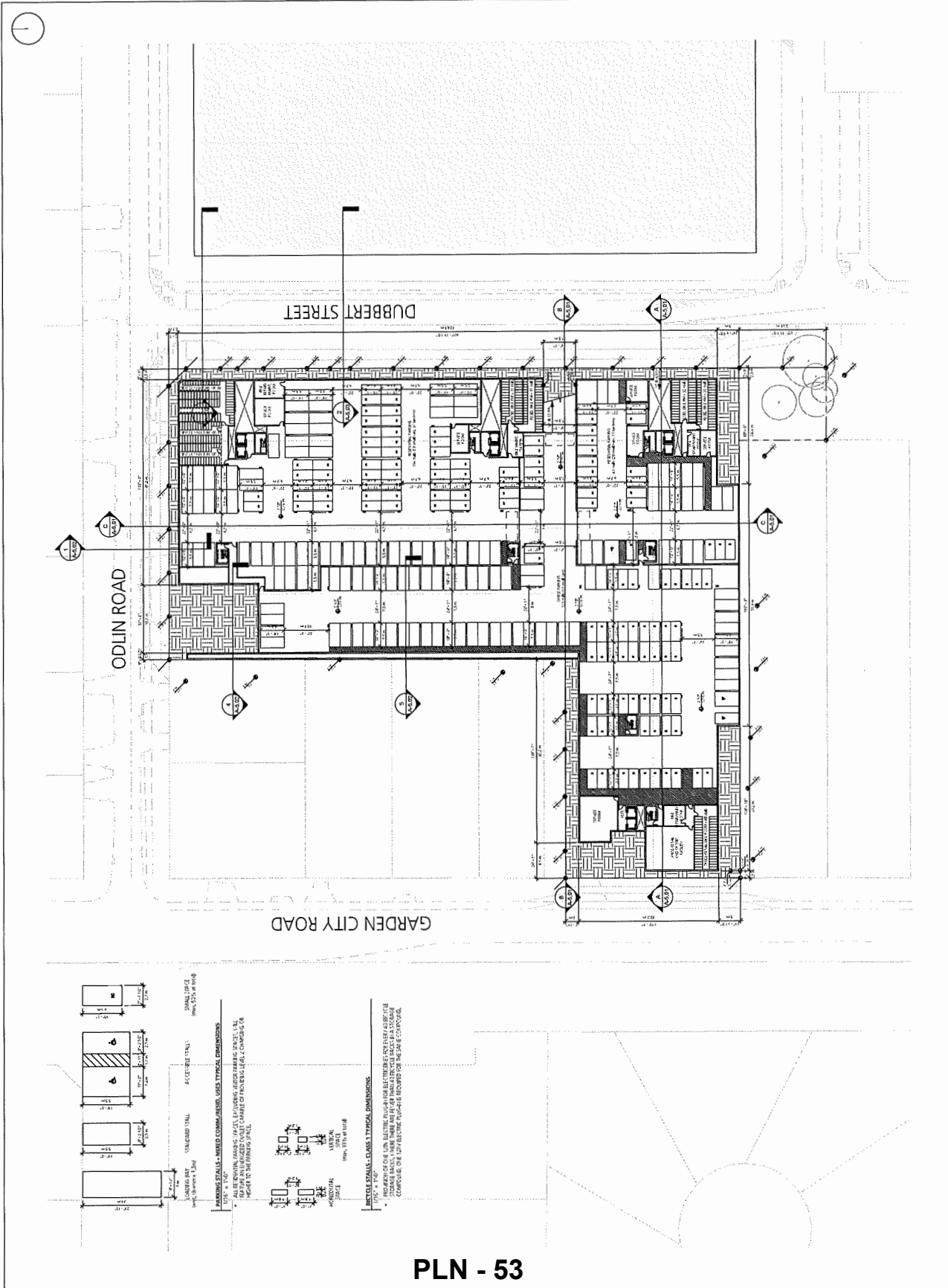
A retail base with access from Garden City Road is sited by one main pedestrian connection to the South through the site, creating a link between Garden City Road and Dubbert Street and providing access to the commercial space from the residential part of the neighborhood, and a second one to the North. Another main pedestrian connection, provides direct access from Odun Road and

links the site in the North-South direction, parallel to the vehicle aisle serving the retail surface parking, which animating the edge between the site and the adjacent urban lots. The driveway access to the below grade parking structure is located mid-block along Dubbert Street to minimize the traffic impact on the closest street intersections.

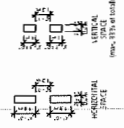
The ground oriented residential base is split in response to the pedestrian paths and driveway access, providing a large landscaped area at L1 which breaks the continuity of the residential frontage along Odun Road as well as Dubbert Street. All accesses to residential parking structure are provided along Dubbert Street, which has a more residential character.

The office volume above the retail base and the three main residential volumes emphasize the Garden City Road-Dubbert Street connection with their West-East orientation. At the same time, they maximize their residential exposure towards private and public outdoor spaces within the site as well as mediate the interaction with the neighbouring sites to the East with their linear balconies. A lower residential volume is positioned to link two of the three residential main volumes, one of which is set back, to define a 4 stories Dubbert Street frontage. Reducing the impact along the residential street, it provides animation to the streetscape with its variation in height and different elevation treatment.

The intervention provides a separation of functions addressing the nature of the streets surrounding the site and mediating the transition between the employment area along Garden City Road and the residential neighbourhoods to the East. It grants permeability through the site with a pedestrian friendly public realm and an extensive ground oriented residential frontage.



**PARKING STALLS - MINIMUM CLEARANCE DIMENSIONS**  
 ALL DIMENSIONS SHOWN IN FEET, DECIMALS AND FRACTIONS. DIMENSIONS SHALL BE MEASURED TO THE CENTERLINE OF THE STALL, UNLESS OTHERWISE NOTED.  
 DIMENSIONS SHALL BE MEASURED TO THE CENTERLINE OF THE STALL, UNLESS OTHERWISE NOTED.



**MINIMUM CLEARANCE DIMENSIONS**  
 ALL DIMENSIONS SHOWN IN FEET, DECIMALS AND FRACTIONS. DIMENSIONS SHALL BE MEASURED TO THE CENTERLINE OF THE STALL, UNLESS OTHERWISE NOTED.  
 DIMENSIONS SHALL BE MEASURED TO THE CENTERLINE OF THE STALL, UNLESS OTHERWISE NOTED.

PLN - 53

**REVISIONS**

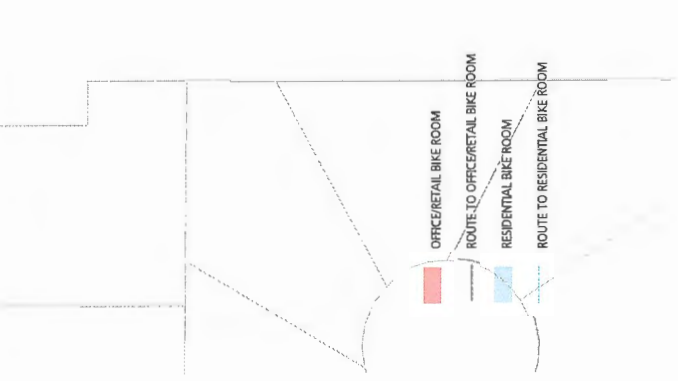
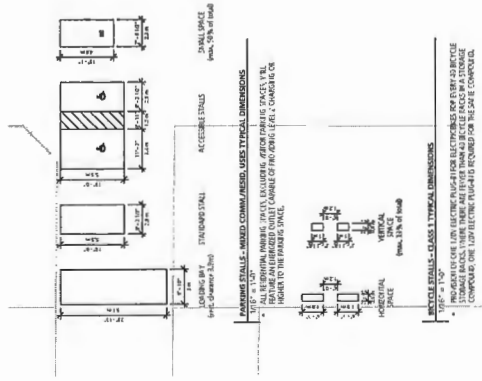
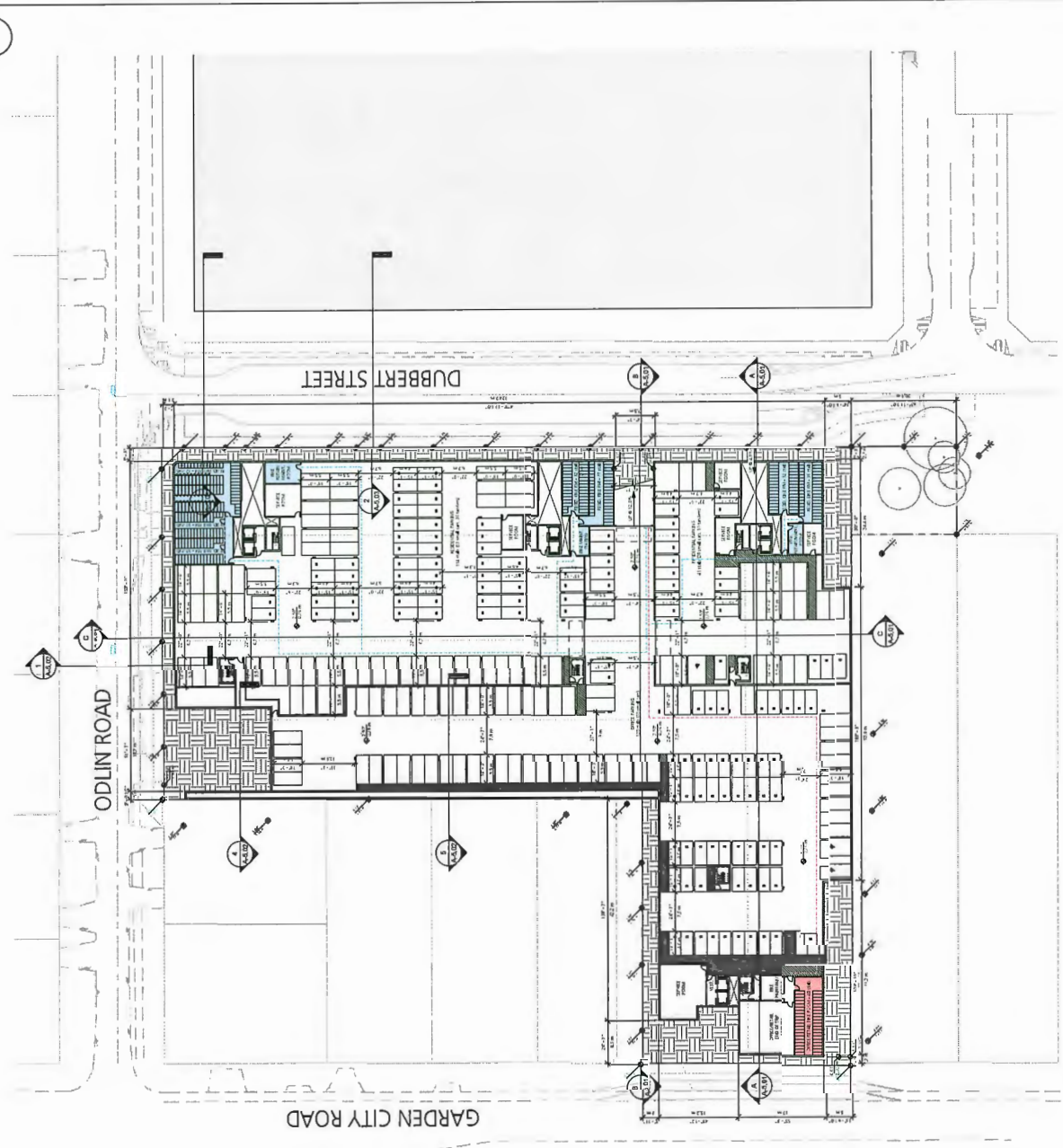
No.	Date	Description

9080 ODLIN ROAD

**LEVEL P1 - BICYCLE ROOMS W/ ACCESS**

DATE: 6/15/2019 11:54:50 AM  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 SCALE: [Blank]  
 JOB NUMBER: 1654

**A-2.01B**



### NOTES

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

4. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

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## 55 - NLN GARDEN CITY ROAD

ODLIN ROAD

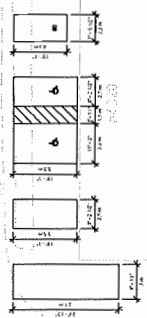
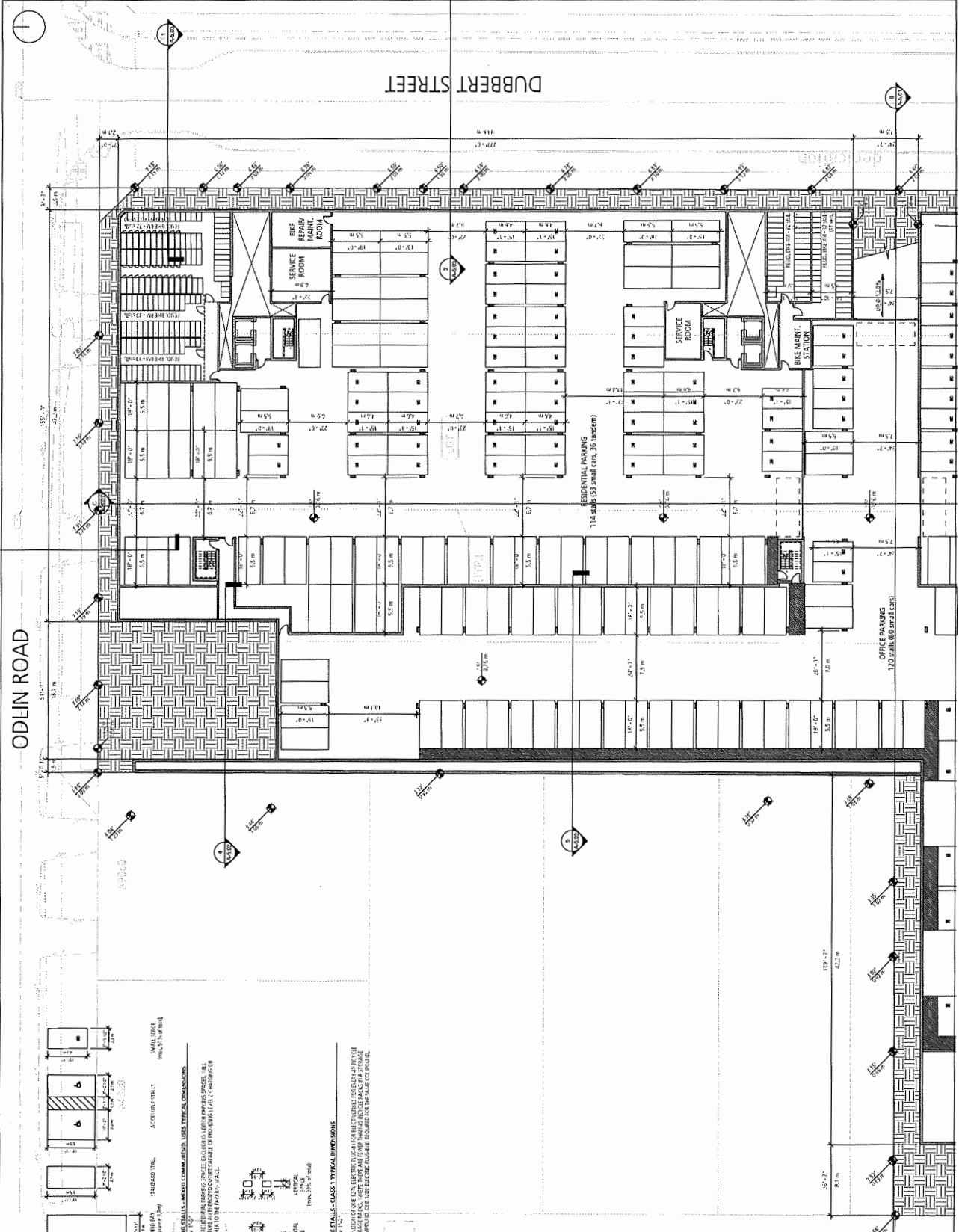
DUBBERT STREET

9080 ODLIN ROAD

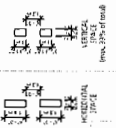
LEVEL P1 - NORTH

DATE: 6/26/19 11:54 AM  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: 1/8" = 1'-0"  
JOB NUMBER: 1654

A-2.01C



MARKING DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS  
1/8" = 1'-0"



BIKE REPAIR MAINT. ROOM  
BIKE MAINT. STATION  
SERVICE ROOM  
1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

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CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

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CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

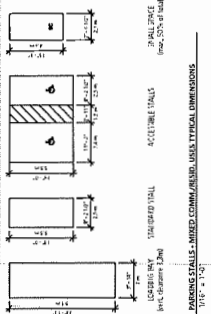
ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FINISH SURFACE UNLESS OTHERWISE NOTED.

CONSTRUCTION DETAILS - WOOD COMM. MEMO. USED TYPICAL DIMENSIONS

1/8" = 1'-0"

**NOTES**

PARKING STALLS - MIXED COMM./RESIDUAL UNITS TYPICAL DIMENSIONS  
 THIS = 1'10"



ALL RESERVING PARKING SPACES INCLUDE VEHICLE PARKING SPACES, ALL  
 DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY, UNLESS OTHERWISE  
 NOTED TO THE CONTRARY.

BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"



BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"

ALL RESERVING PARKING SPACES INCLUDE VEHICLE PARKING SPACES, ALL  
 DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY, UNLESS OTHERWISE  
 NOTED TO THE CONTRARY.

BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"



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 THIS = 1'10"

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BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"



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 THIS = 1'10"

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BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"



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 THIS = 1'10"

ALL RESERVING PARKING SPACES INCLUDE VEHICLE PARKING SPACES, ALL  
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 NOTED TO THE CONTRARY.

BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"



BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"

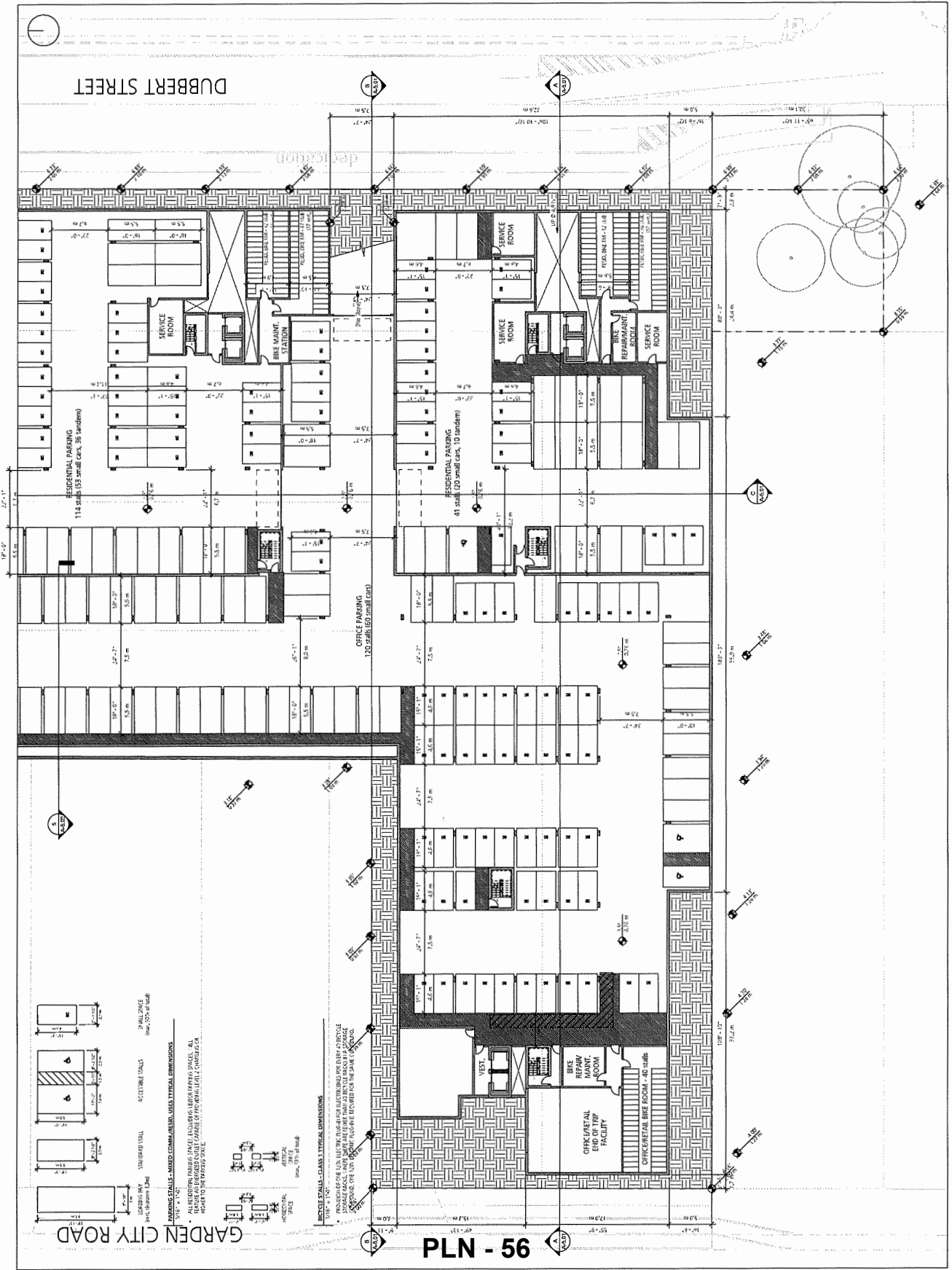
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 DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY, UNLESS OTHERWISE  
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BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"



BICYCLE STALLS - CLASS 1 TYPICAL DIMENSIONS  
 THIS = 1'10"

ALL RESERVING PARKING SPACES INCLUDE VEHICLE PARKING SPACES, ALL  
 DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY, UNLESS OTHERWISE  
 NOTED TO THE CONTRARY.



**PLN - 56**

**REVISIONS**

No.	Date	Description

9080 ODLIN ROAD

LEVEL P1 - SOUTH

DATE: 8/25/2011 5:45 AM  
 DRAWN BY: JACALE  
 CHECKED BY: JACALE  
 JOB NUMBER: 1654

**A-2.01D**

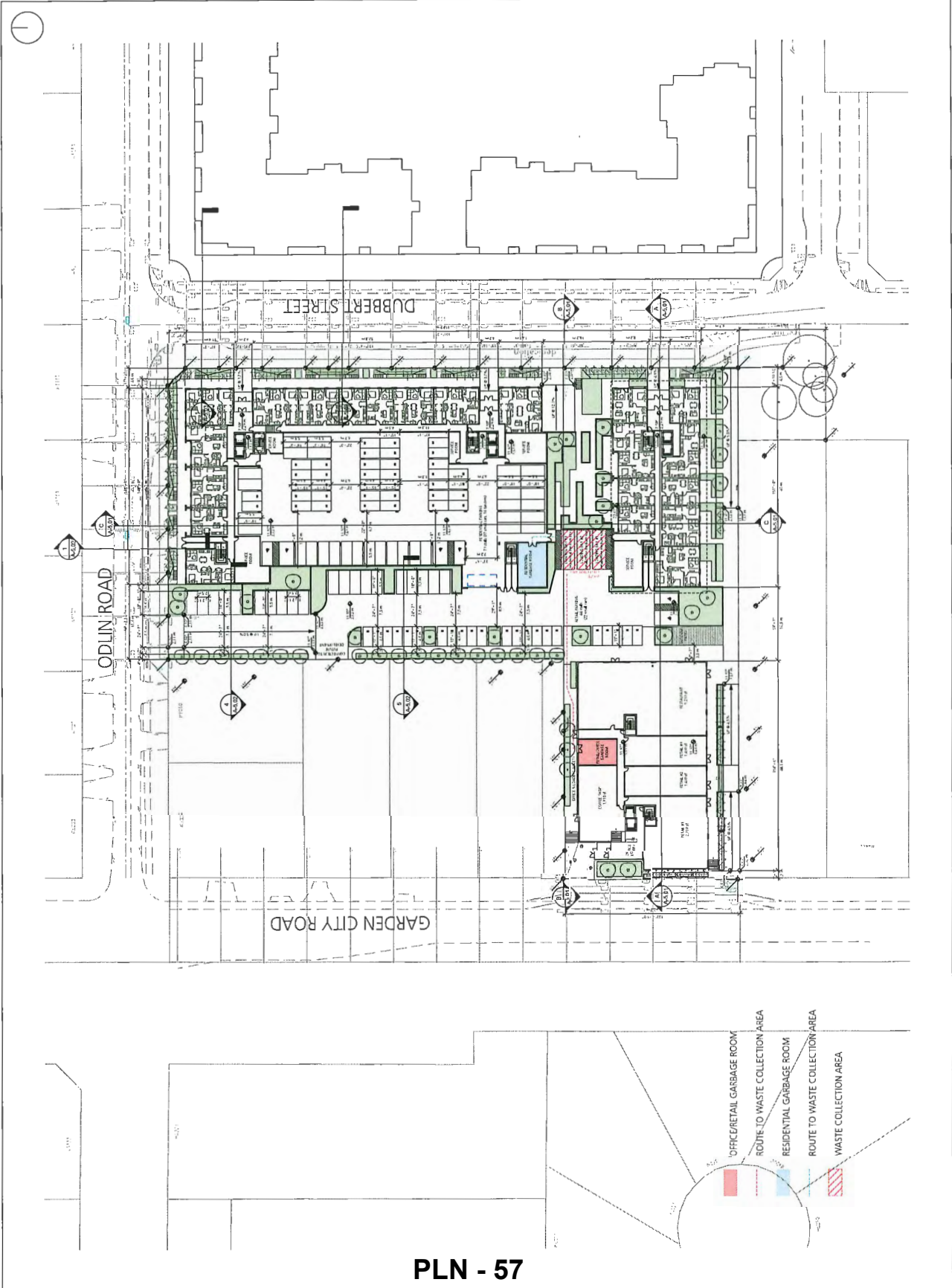
REV	Date	Description

9080 ODLIN ROAD

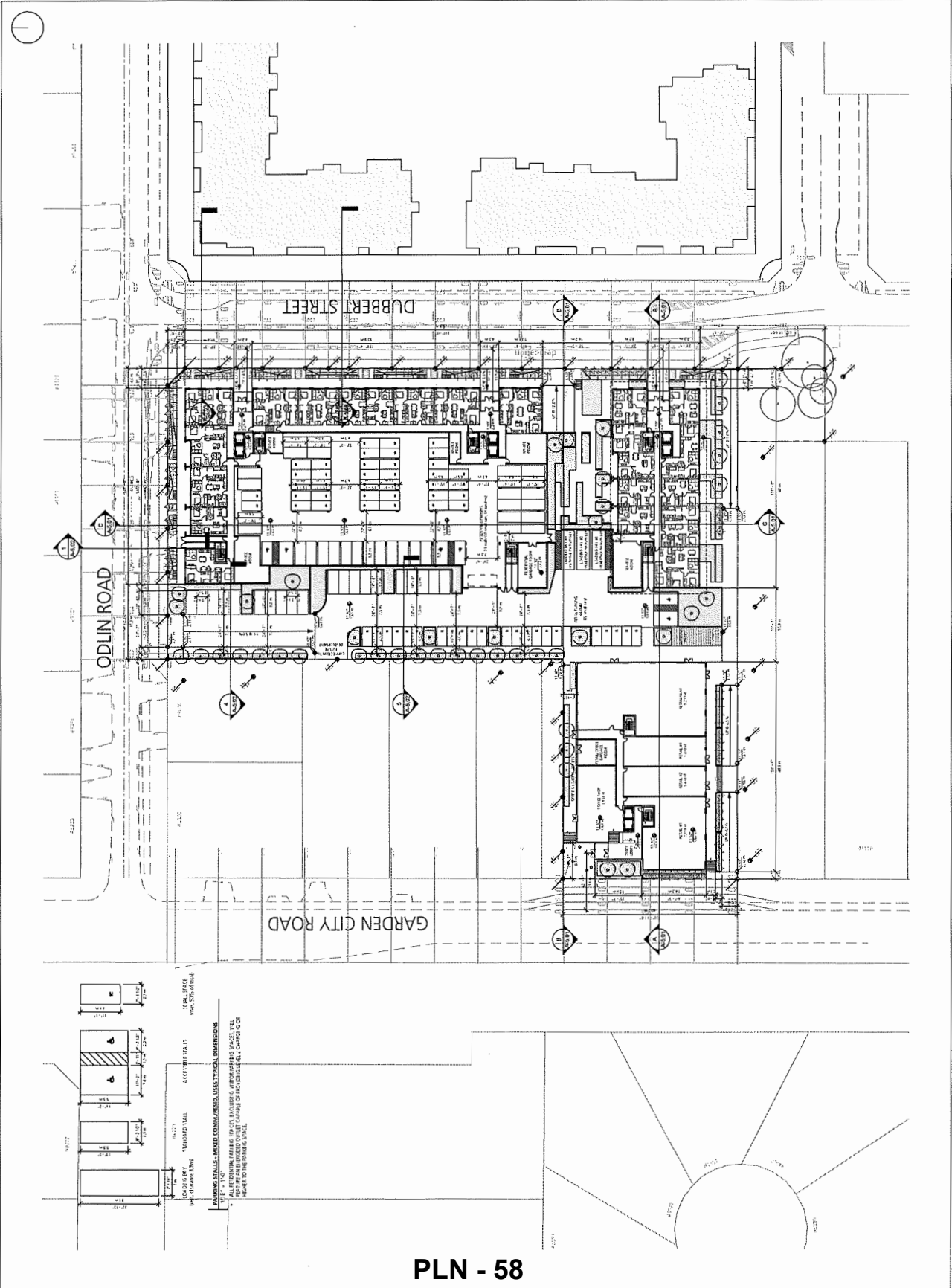
**WASTE MANAGEMENT  
 OVERLAY PLAN**

DATE: 04/20/11 11:44 AM  
 DRAWN BY: RF  
 CHECKED BY: CK  
 SCALE: AS SHOWN  
 JOB NUMBER: 1654

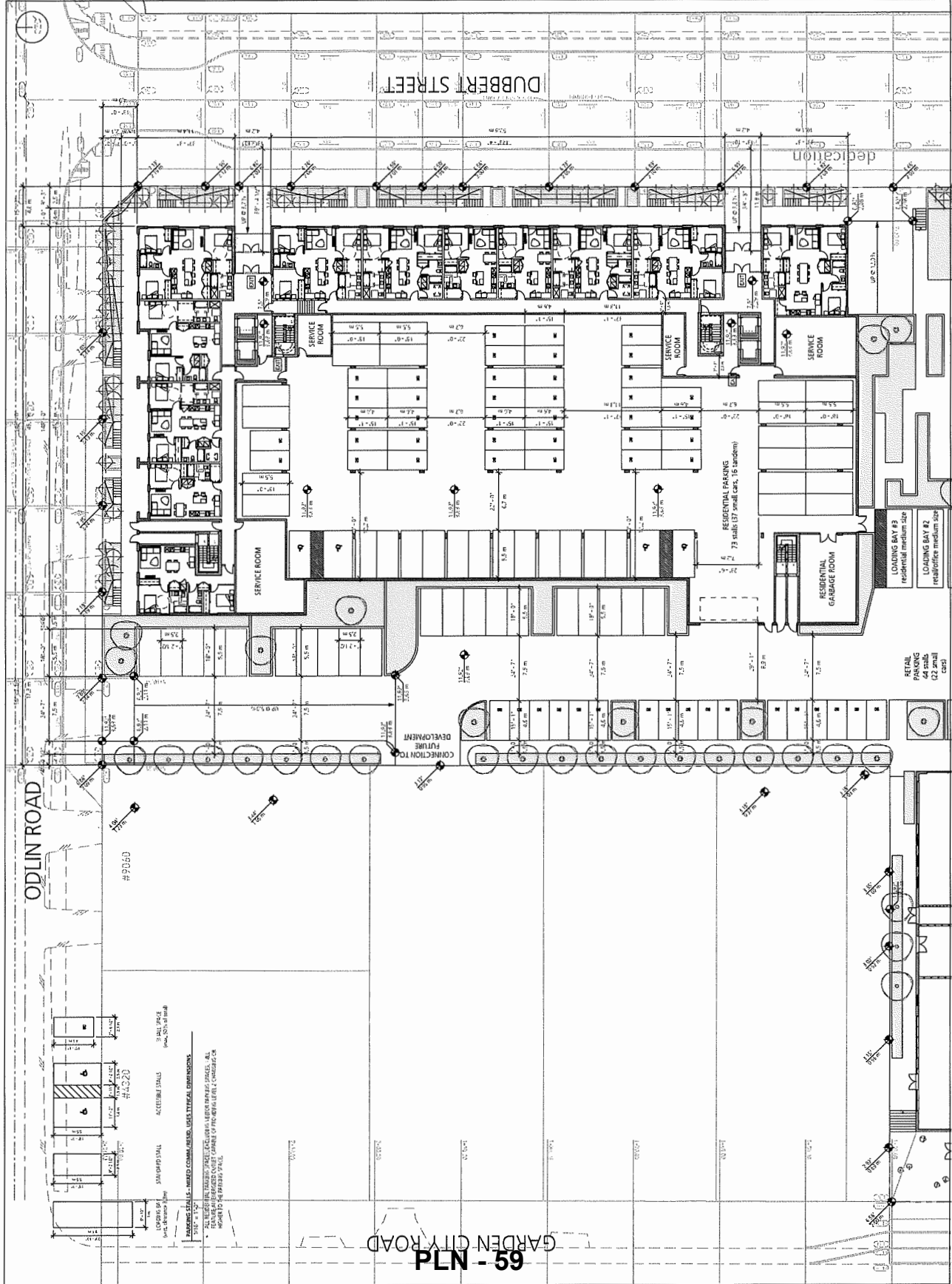
**A-3.01B**



**PLN - 57**



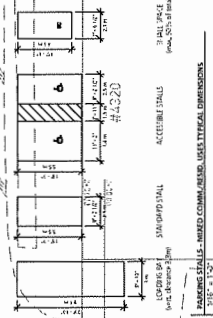
**PLN - 58**



ODLIN ROAD

GARDEN CITY ROAD

69 - 59



PARKING STALLS - MIXED COMMERCIAL, UNITS, TYPICAL DIMENSIONS:  
 \* ALL REVISIONS TO THIS PLAN SHALL BE SHOWN IN RED.  
 \*\* ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
 \*\*\* ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.



# igb

IGB ARCHITECTS, PLLC  
 101 WEST 10TH STREET, SUITE 200  
 DENVER, CO 80202  
 TEL: (303) 733-1111  
 FAX: (303) 733-1234

### NOTES

1. ALL EXISTING DIMENSIONS TO FACE UNLESS NOTED OTHERWISE.  
 2. DIMENSIONS TO FACE UNLESS NOTED OTHERWISE.  
 3. DIMENSIONS TO CENTER UNLESS NOTED OTHERWISE.  
 4. DIMENSIONS TO SURFACE UNLESS NOTED OTHERWISE.  
 5. DIMENSIONS TO FINISH UNLESS NOTED OTHERWISE.

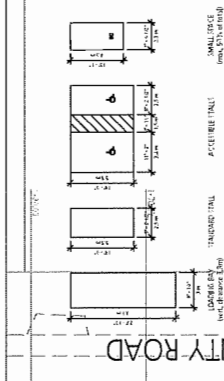
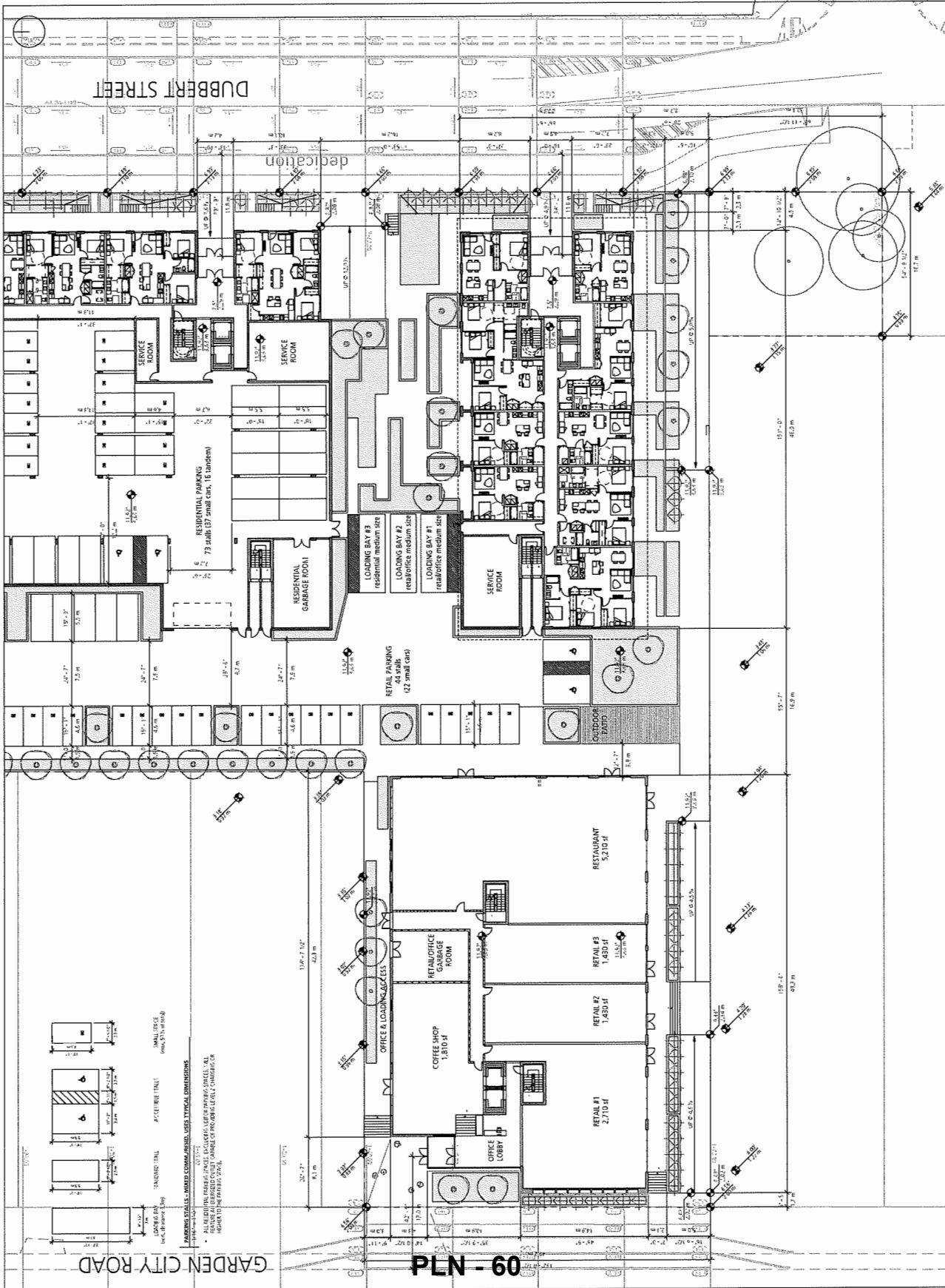
NO.	DATE	DESCRIPTION

9080 ODLIN ROAD

LEVEL 1 - SOUTH

DATE: 01/28/2014 11:53:30 AM  
 DRAWN BY: RF  
 CHECKED BY: DE  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

**A-3.01D**



**PARKING SYMBOLS - MINIMUM CLEARANCE HEIGHTS, TYPICAL DIMENSIONS**  
 TRUCKING TRAILER: 18'-0" x 7'-0"  
 PICKUP TRUCK: 16'-0" x 6'-0"  
 SMALL TRUCK: 14'-0" x 6'-0"  
 CAR: 12'-0" x 6'-0"

**09 - PLN**

GARDEN CITY ROAD

REVISIONS

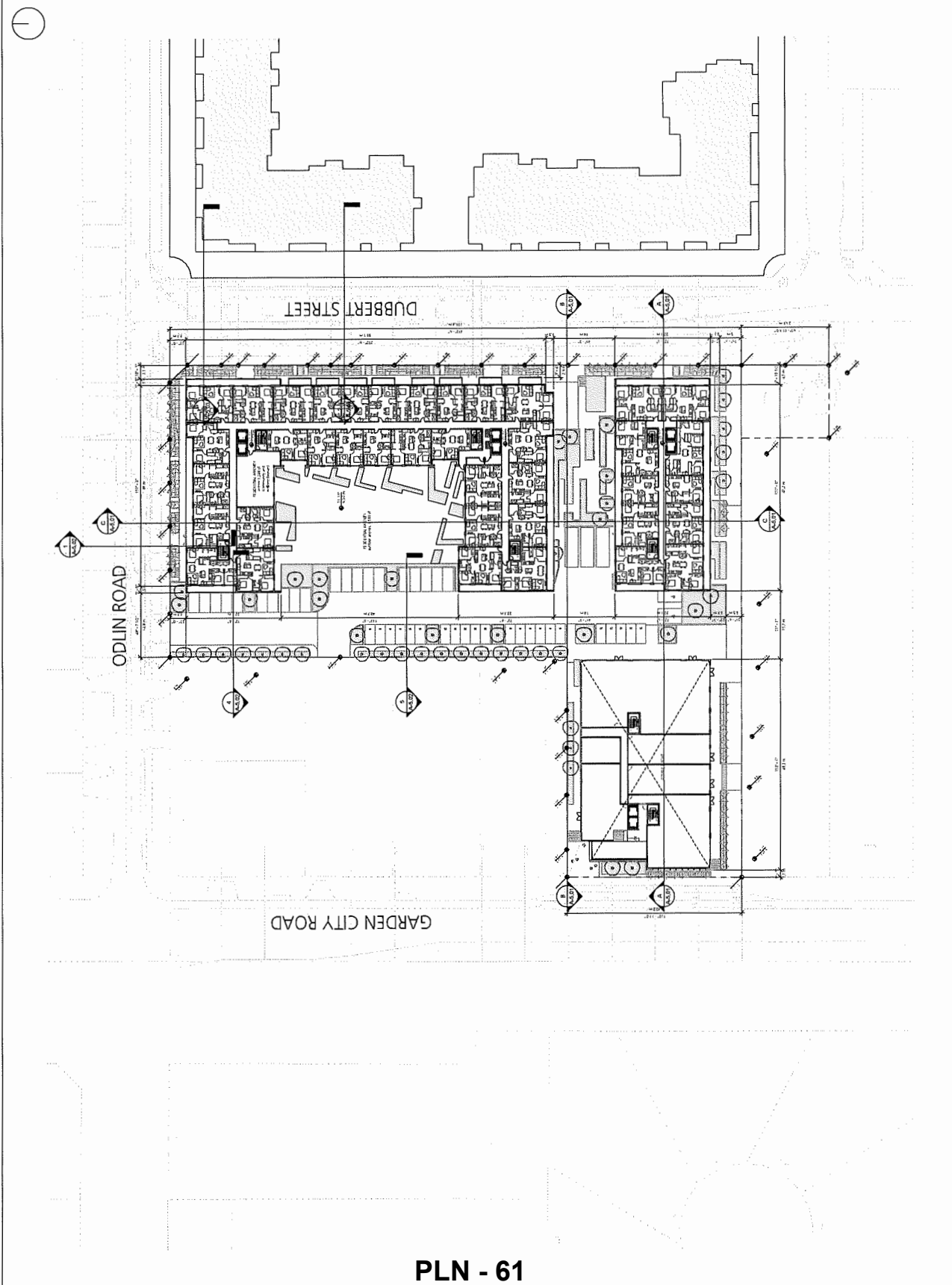
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9080 ODLIN ROAD

LEVEL 2

DATE: 02/20/18 11:51:38 AM  
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 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

**A-3.02A**



**PLN - 61**

REVISED	Date	Description

9080 ODLIN ROAD

LEVEL 2 - NORTH

DATE: 04/20/19 11:55:59 AM  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

A-3.02B



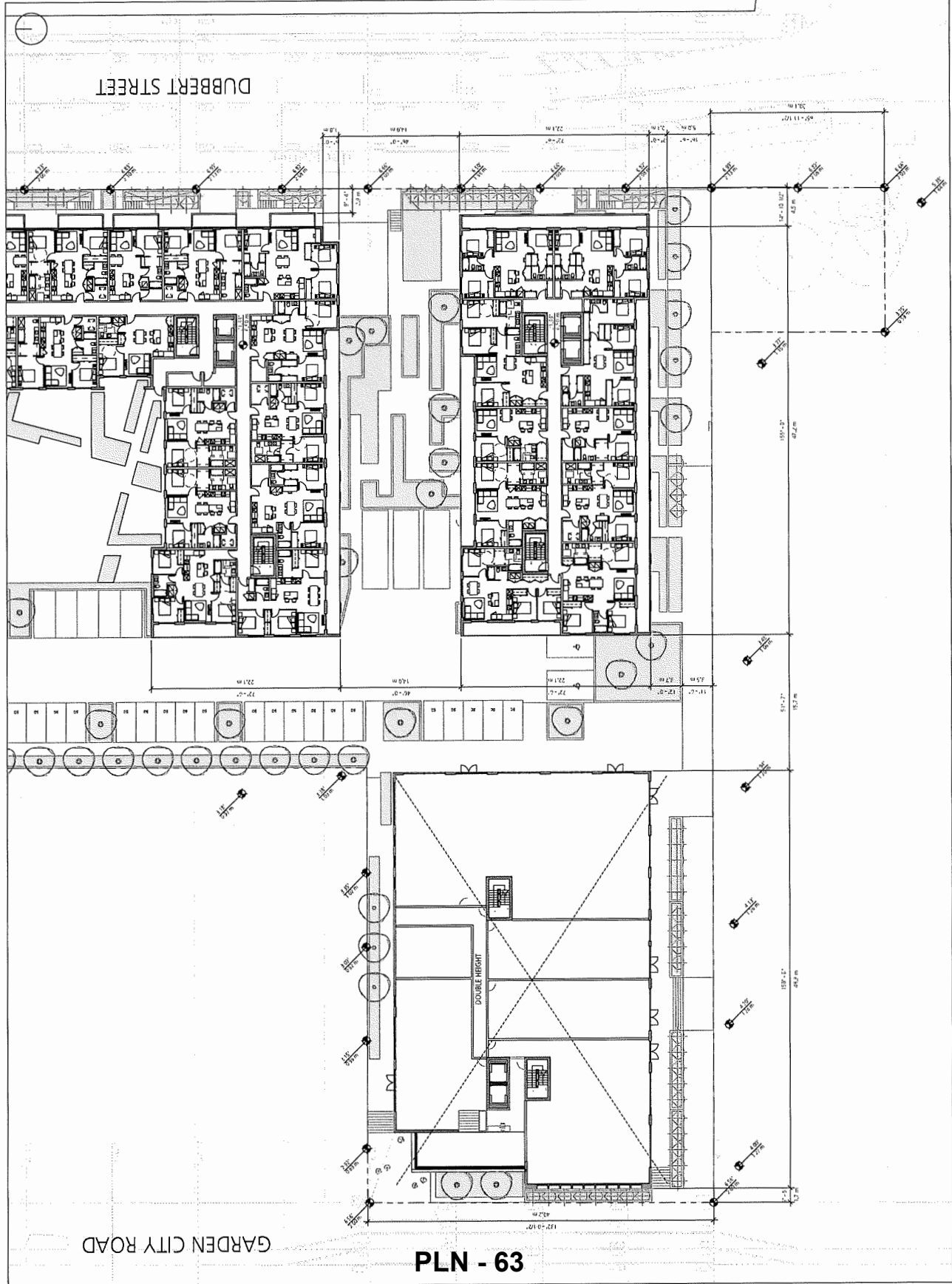
REVISIONS	No.	Date	Description

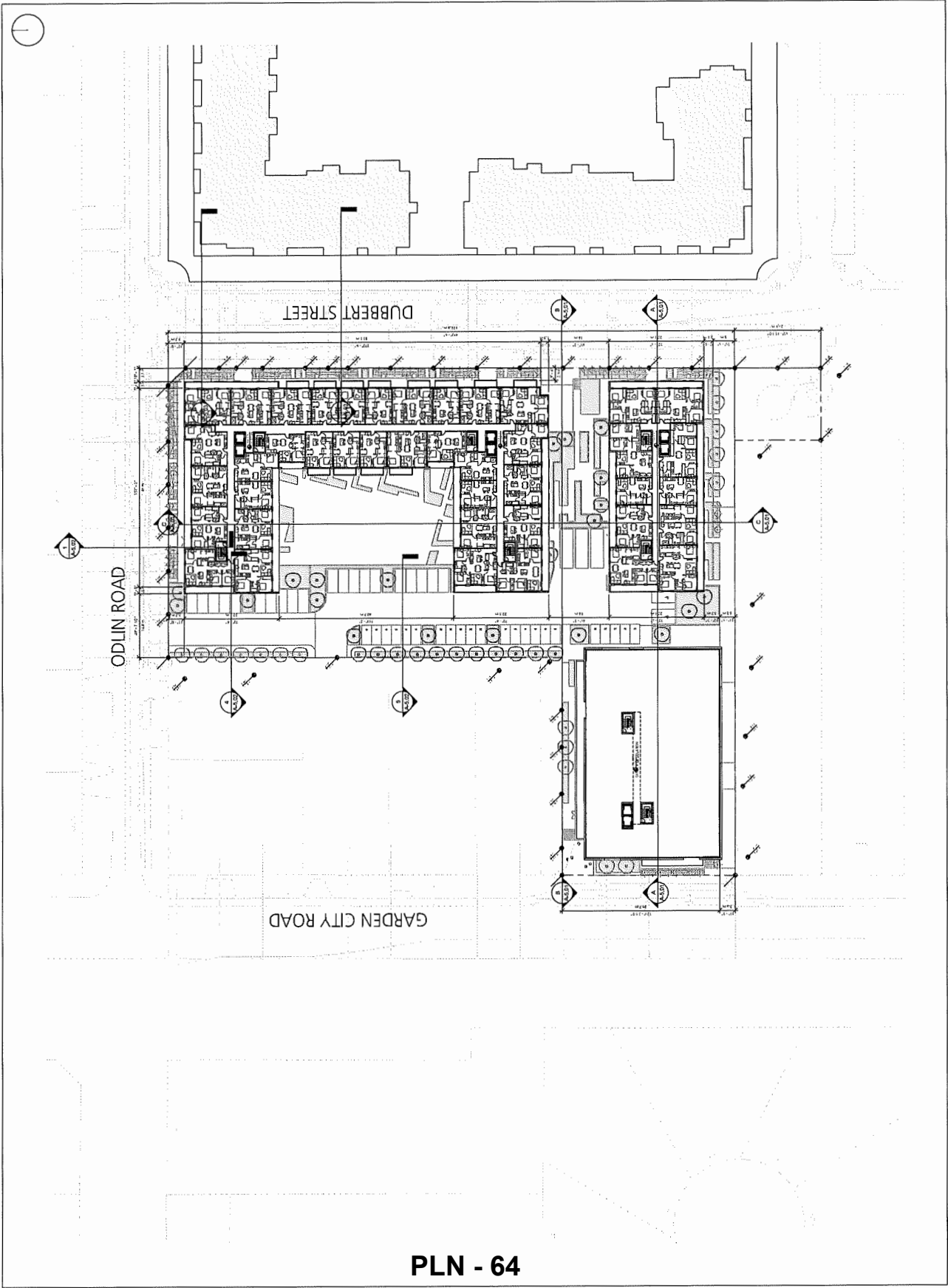
9080 ODLIN ROAD

LEVEL 2 - SOUTH

DATE: 04/02/11 11:58 AM  
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 CHECKED BY: DE  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

A-3.02C





PLN - 64

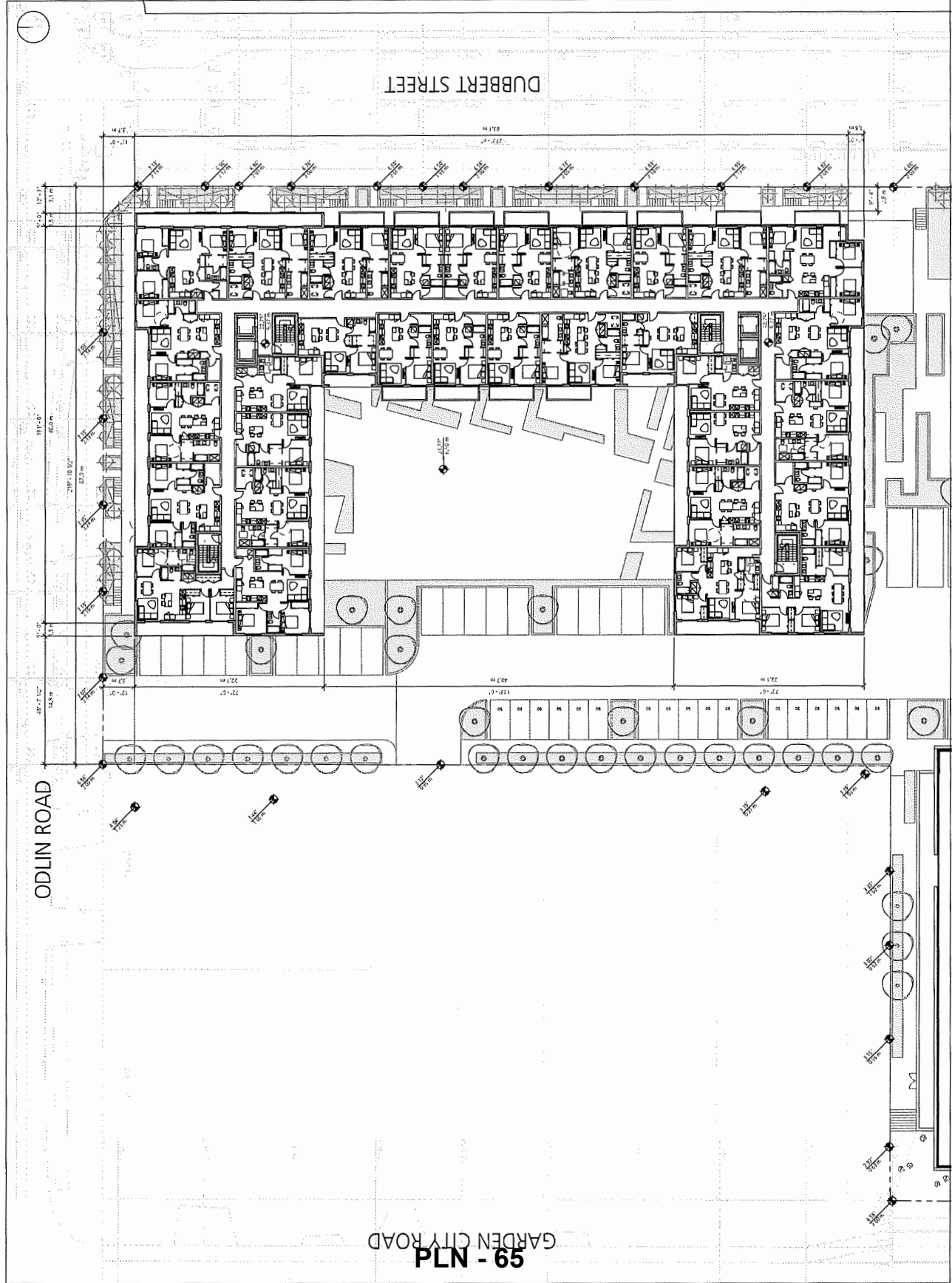
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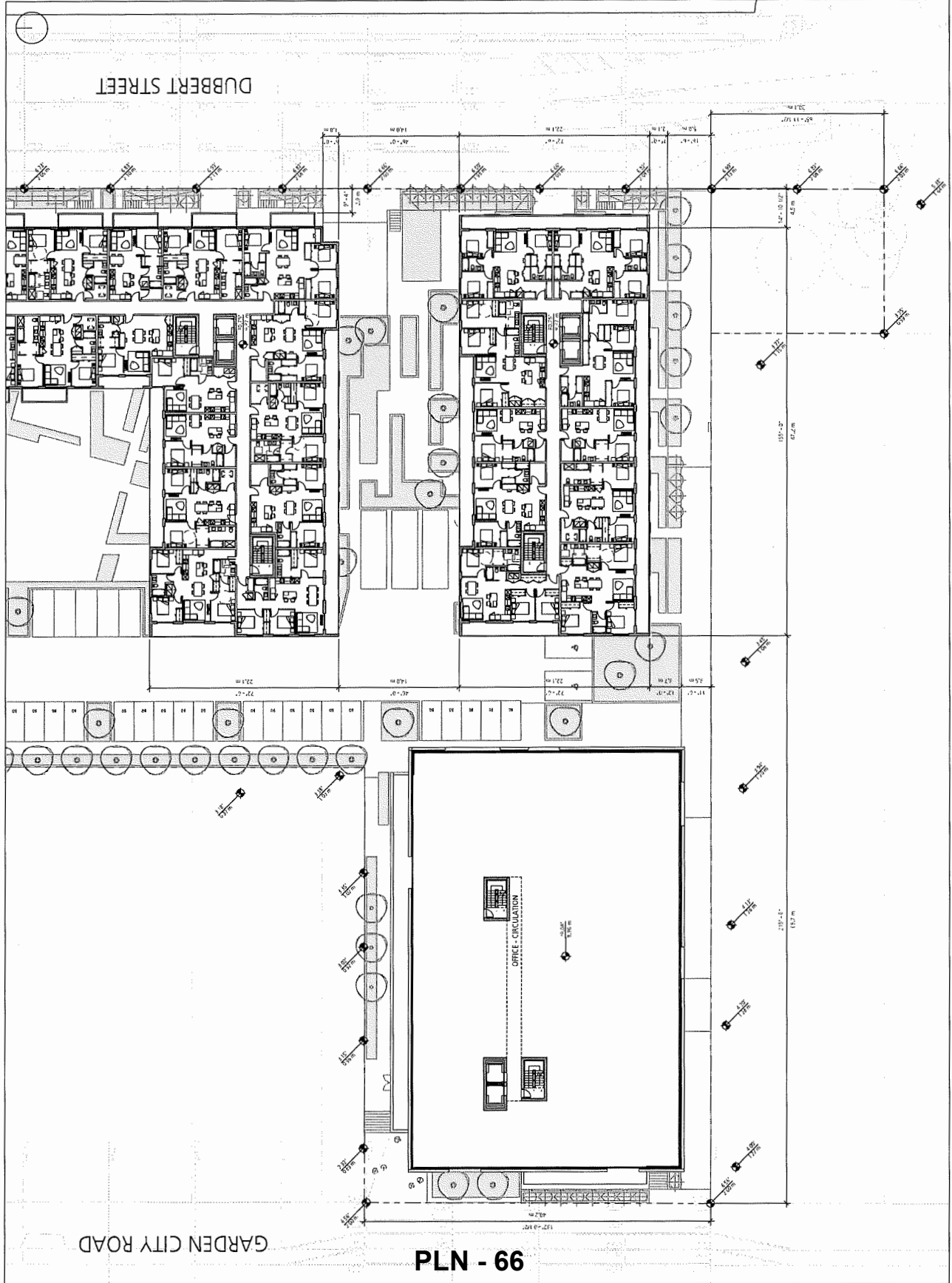
9080 ODLIN ROAD

LEVEL 3 - NORTH

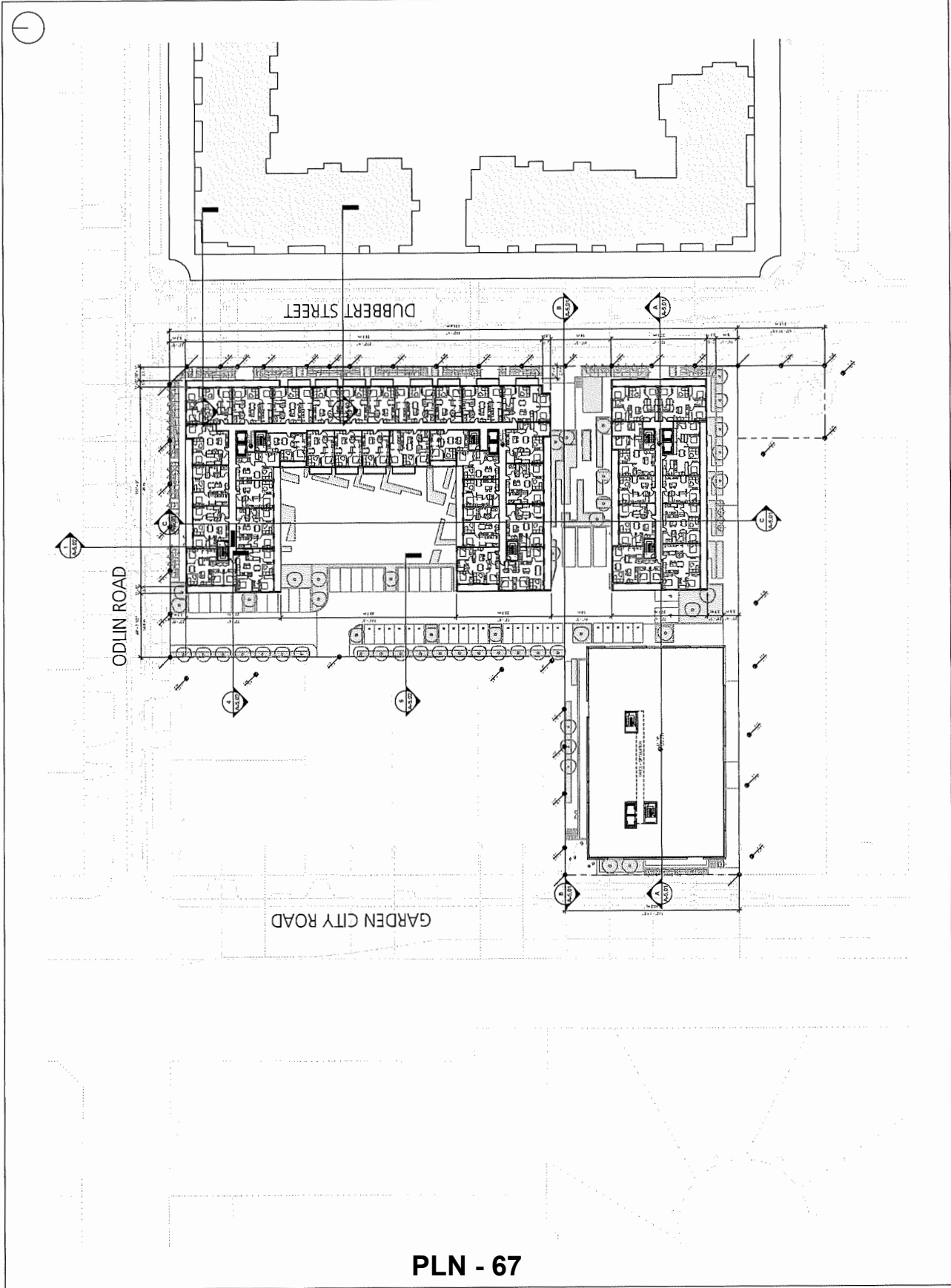
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 JOB NUMBER: 1654

A-3.03B





99 - PLN





**NOTES**

**REVISIONS**

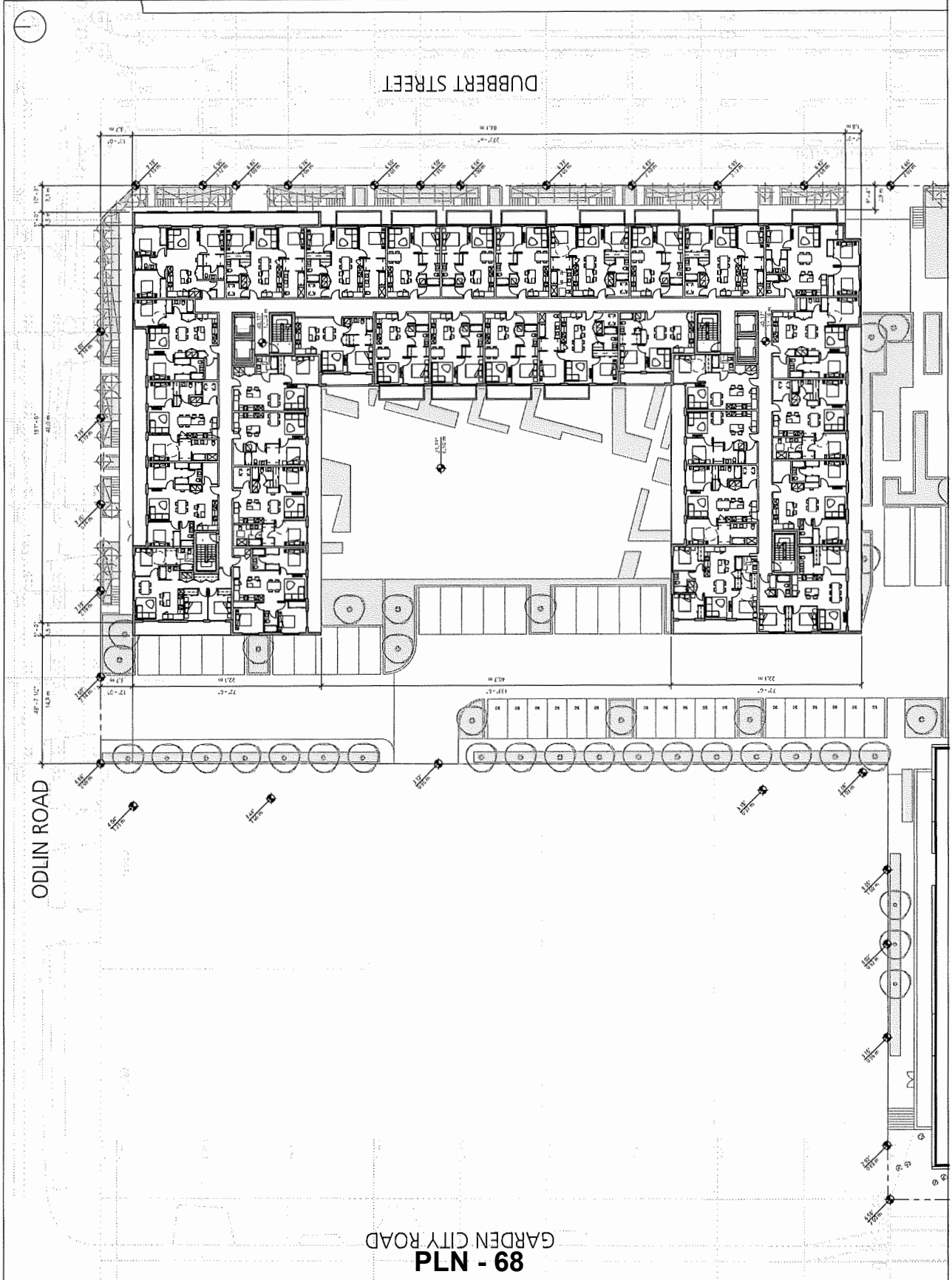
No.	Date	Description

9080 ODLIN ROAD

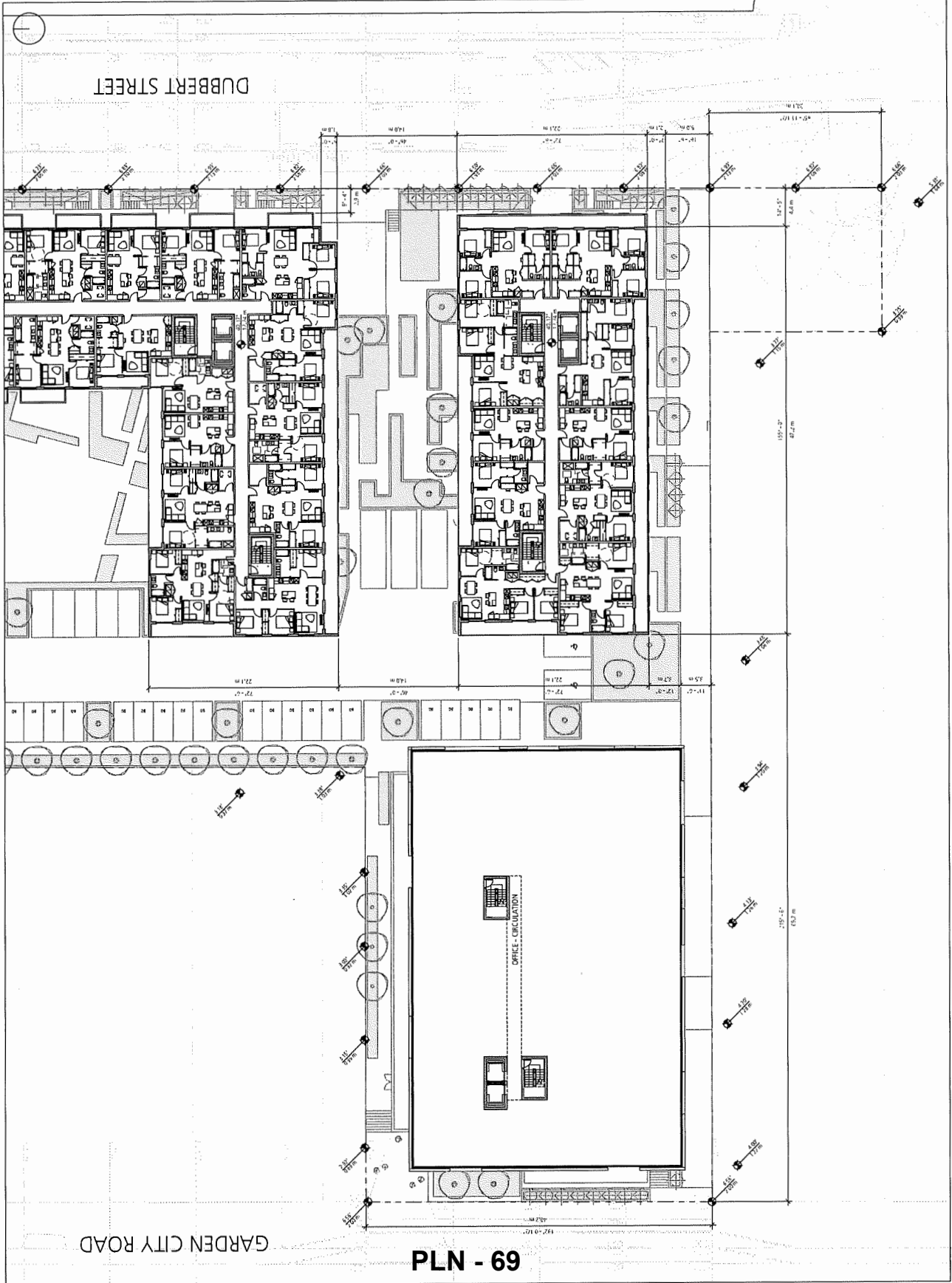
LEVEL 4 - NORTH

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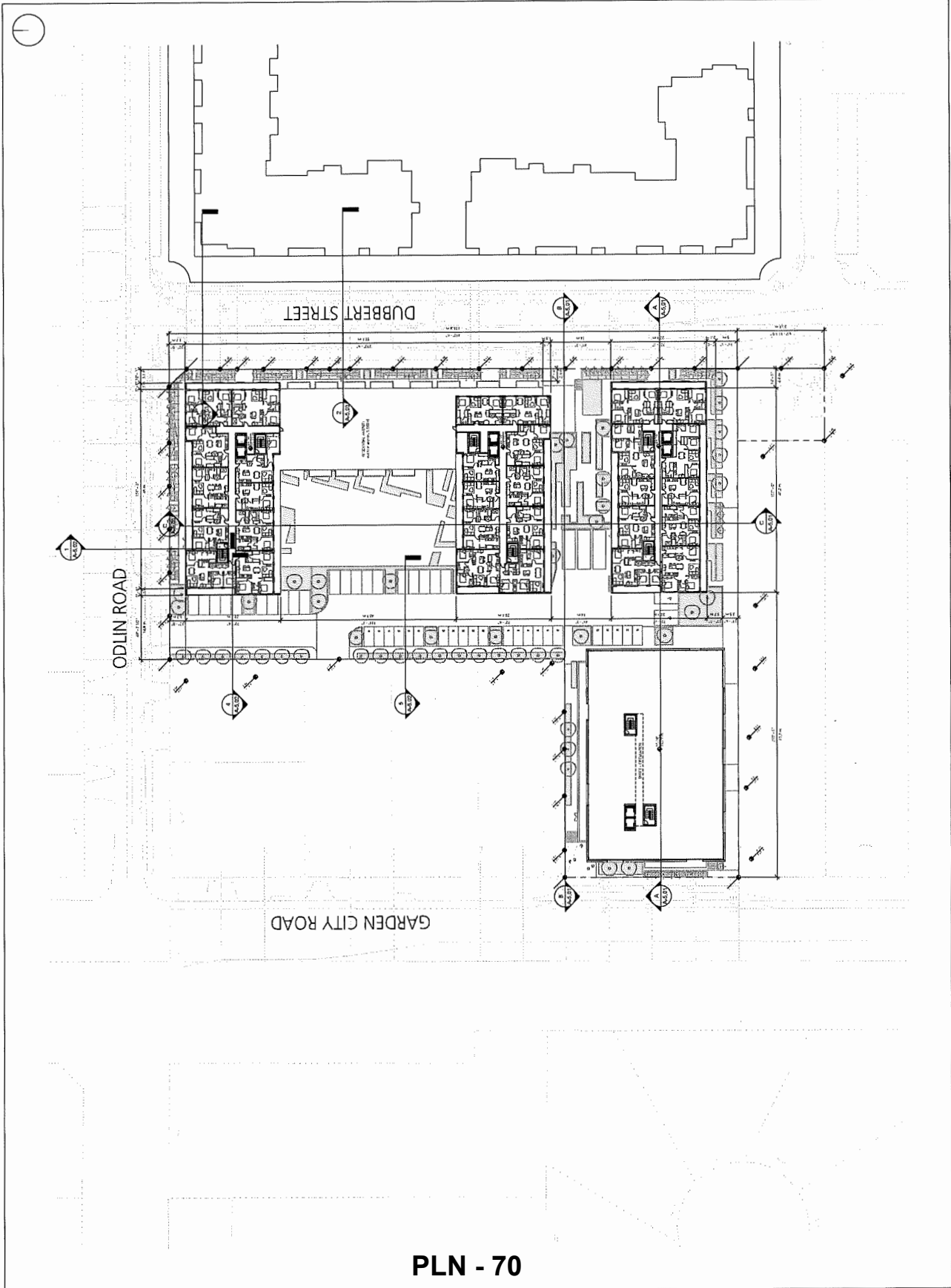
**A-3.04B**



89 - 1LN - GARDEN CITY ROAD



69 - PLN



PLN - 70

REVISIONS

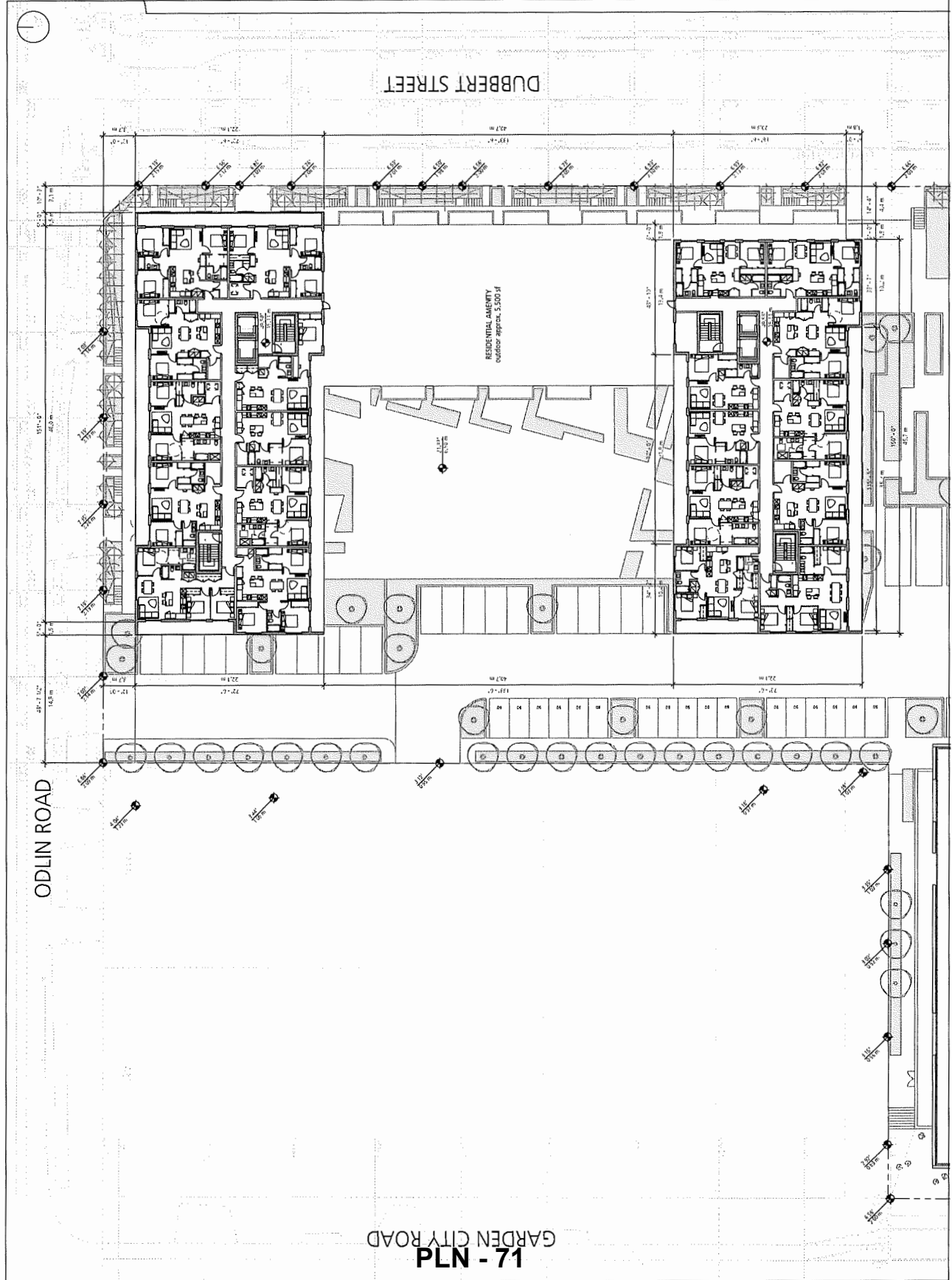
No. Date Description

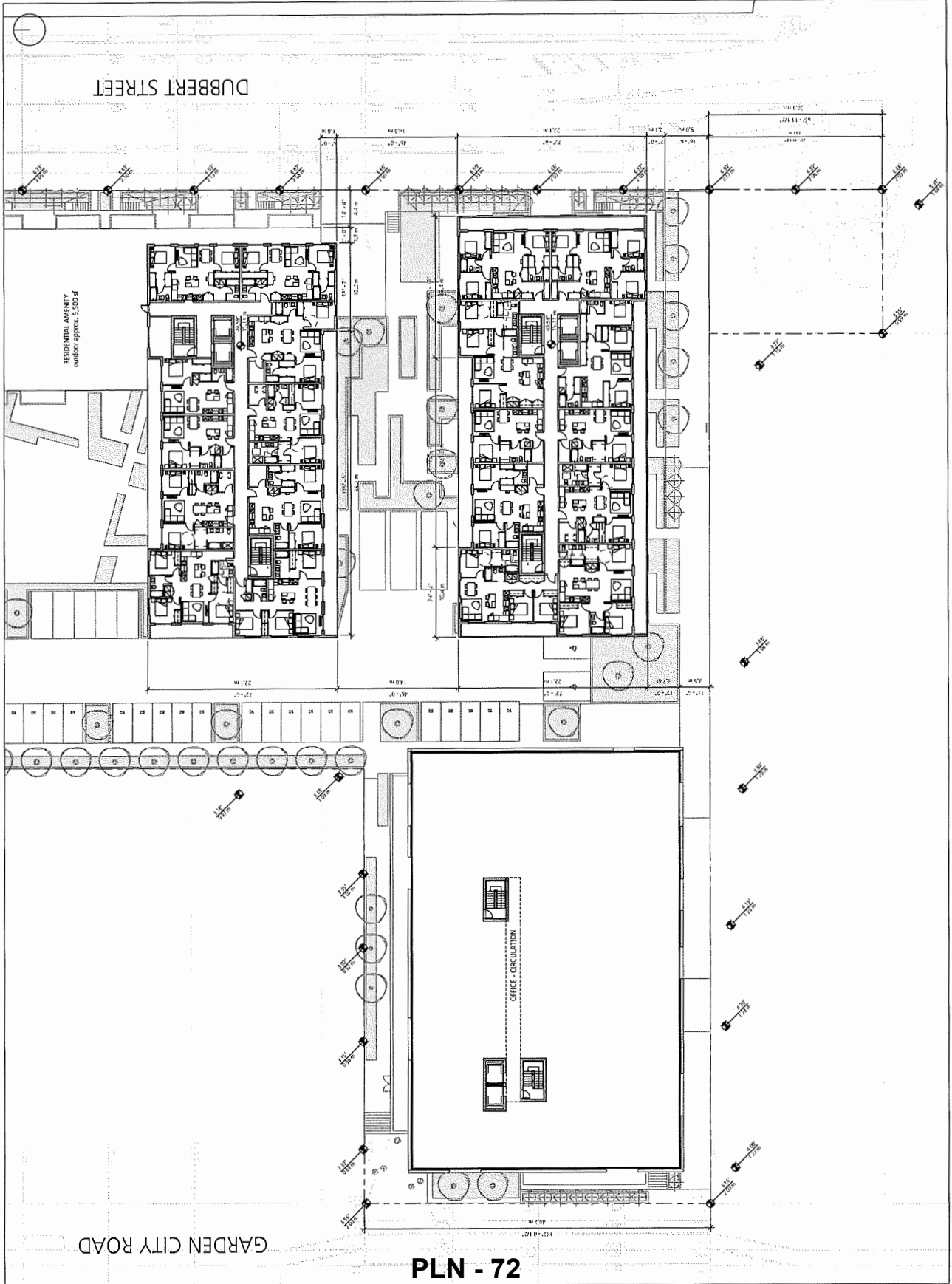
9080 ODLIN ROAD

LEVEL 5 - NORTH

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 JOB NUMBER: 1654

A-3.05B





PLN - 72

REVISIONS

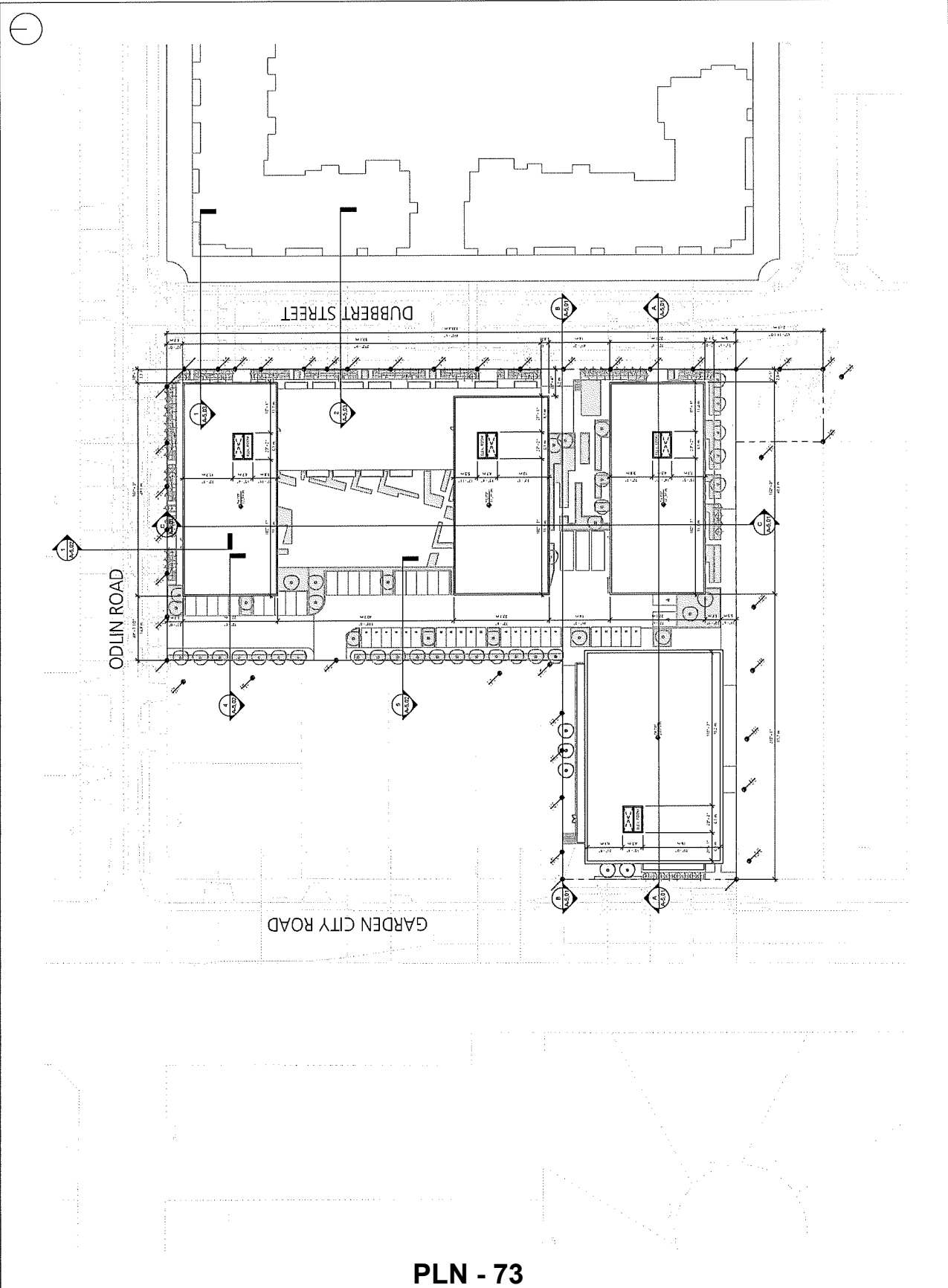
No. Date Description

9080 ODLIN ROAD

ROOF

DATE: 02/20/2014  
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 CHECKED BY: J.A.M.  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

A-3.06A



NOTES

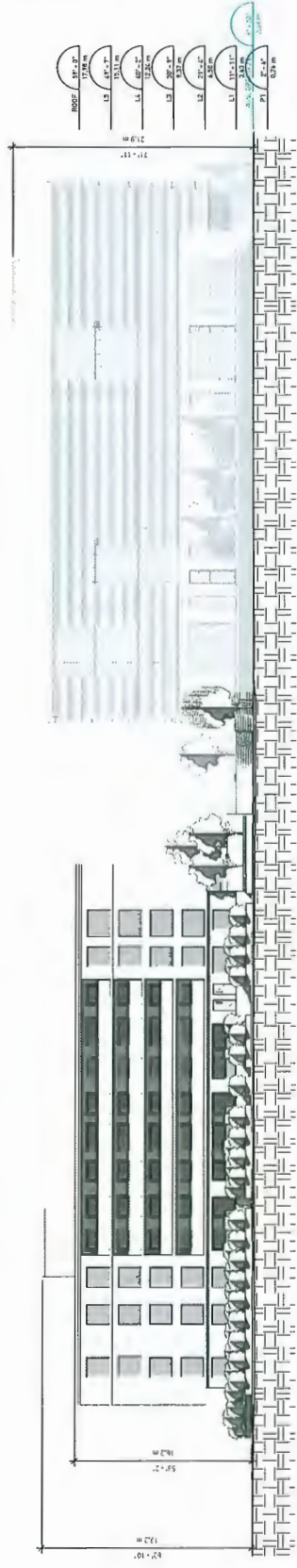
REV	DATE	DESCRIPTION

9080 ODLIN ROAD

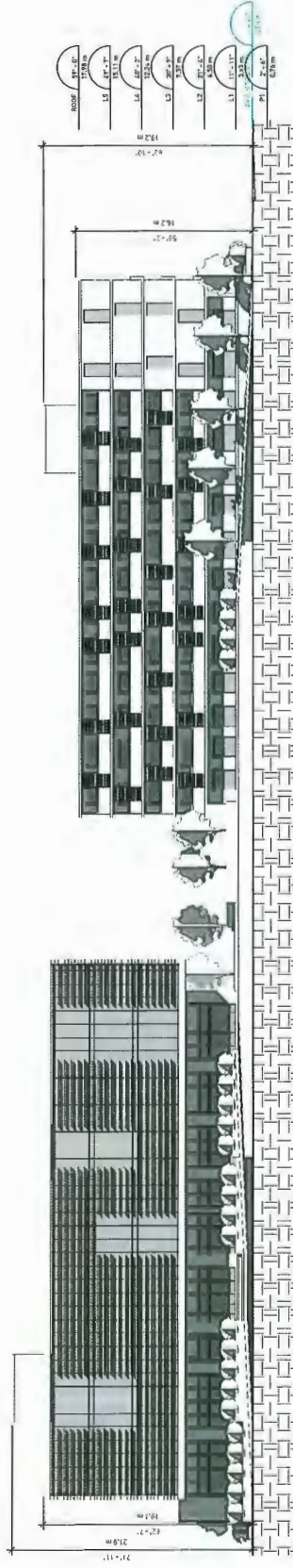
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 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

A-4.01



North Elevation  
1/8" = 1'-0"



South Elevation  
1/8" = 1'-0"



GBL ARCHITECTS, INC.  
 1715 WEST 10TH AVENUE  
 SUITE 1000 DENVER, CO 80202  
 TEL: 303.733.1100  
 WWW.GBLARCHITECTS.COM

NOTES

REVISIONS

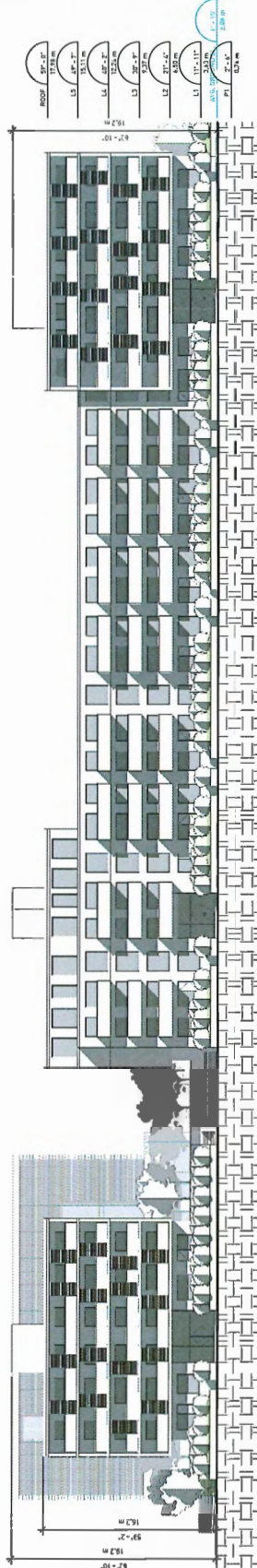
No.	Date	Description

9080 ODLIN ROAD

ELEVATIONS

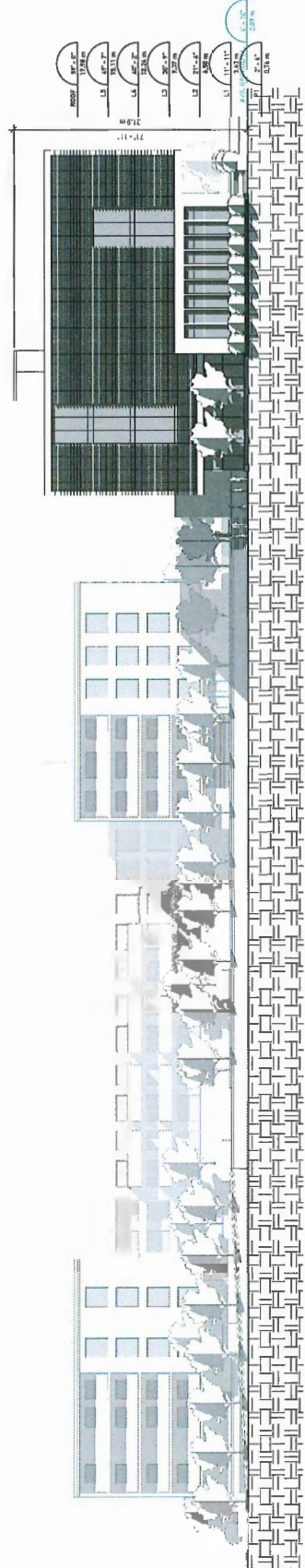
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 CHECKED BY: [Name]  
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 JOB NUMBER: 1654

A-4.02



Level Elevation  
1/8" = 1'-0"

PLN - 75



Level Elevation  
1/8" = 1'-0"



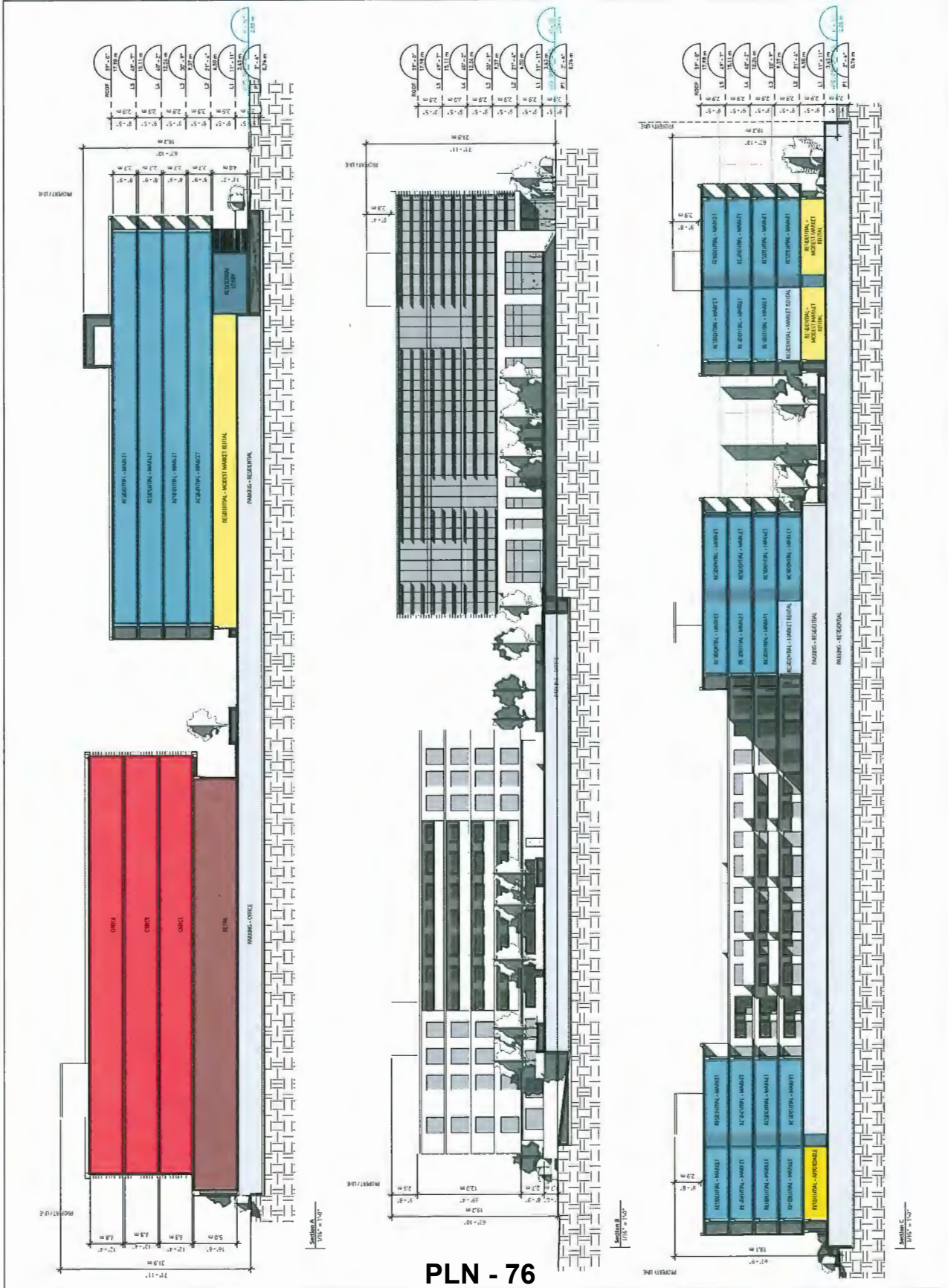
REV	DATE	DESCRIPTION

9080 ODLIN ROAD

SECTIONS

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 JOB NUMBER: 1654

A-5.01



PLN - 76

REVISIONS

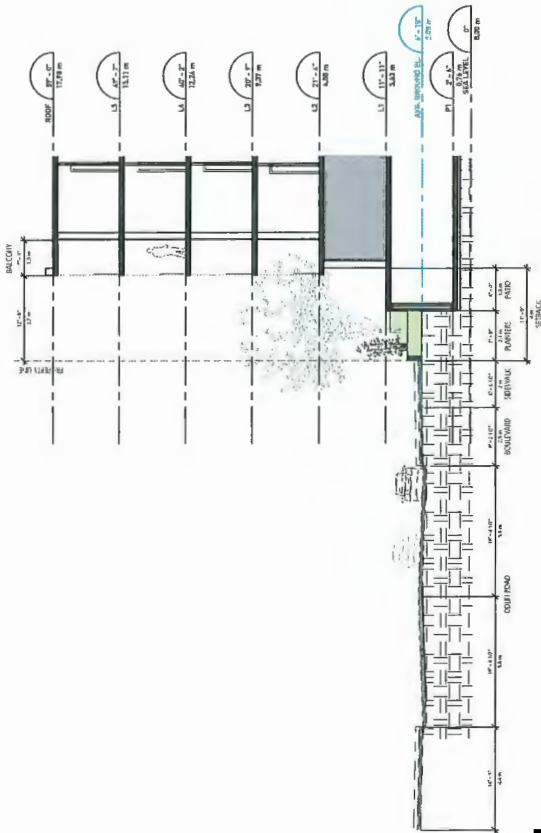
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9080 ODLIN ROAD

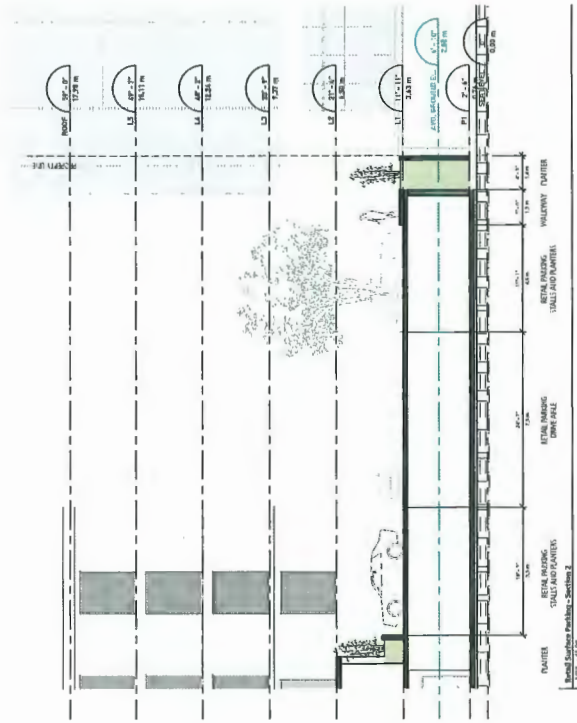
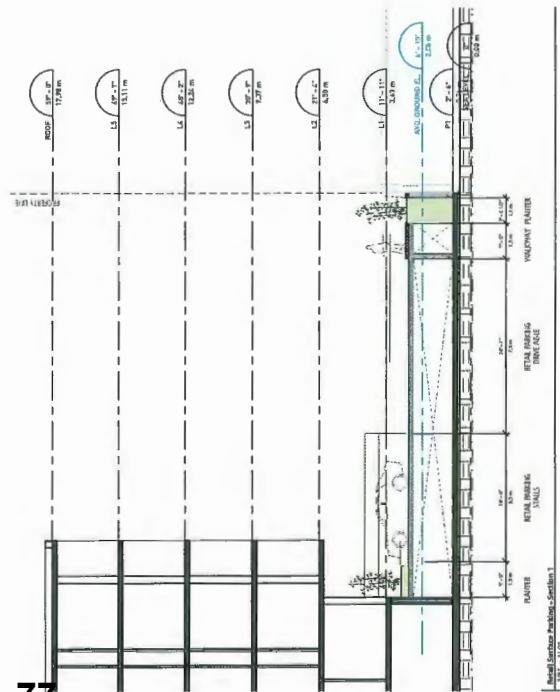
SECTIONS

DATE: 6/25/2019 11:55 AM  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1654

A-5.02



PLN - 77





GELBROOK INC.  
 171, 187th St.  
 MADEIRA CANYON POSTED MAIL BOX 238  
 171, 187th St. MADEIRA CANYON POSTED MAIL BOX 238  
 94039

NOTES

REVISIONS

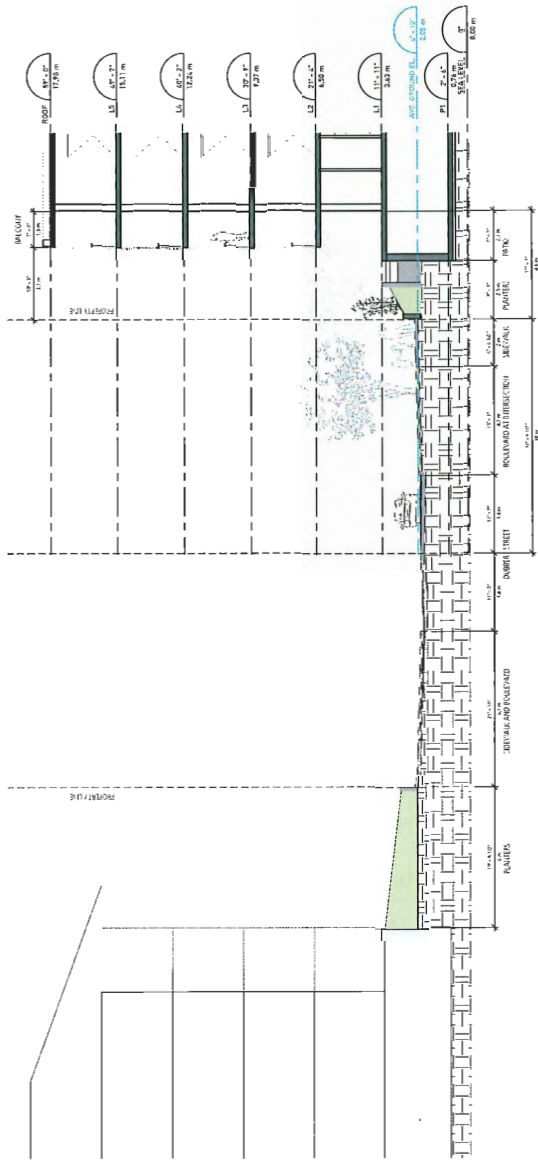
No.	Date	Description

9080 ODJIN ROAD

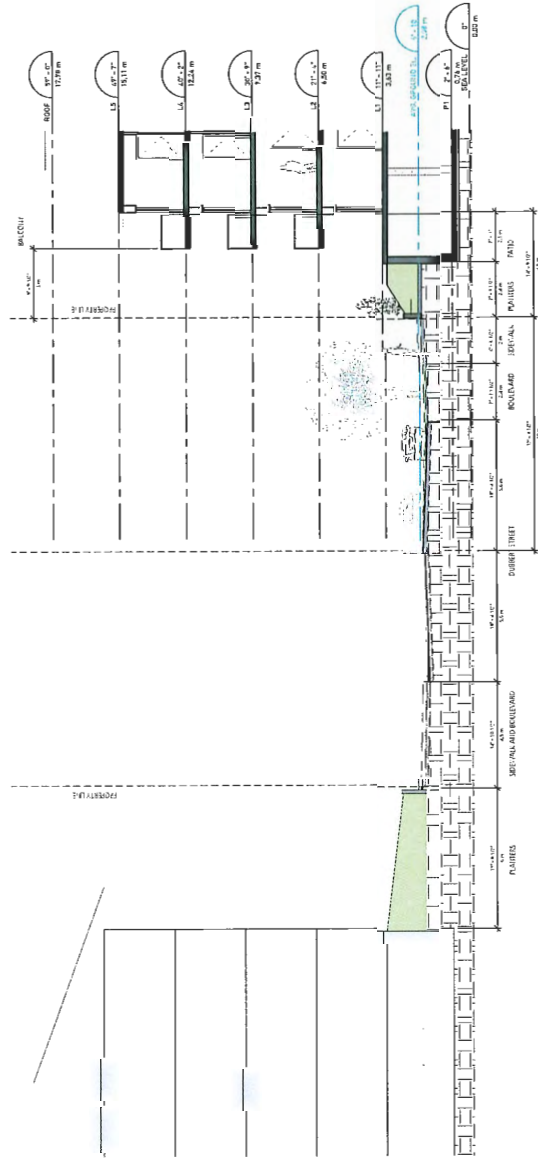
SECTIONS

DATE	6/21/2018 11:58 AM AM
DRAWN BY	BP
CHECKED BY	1/6/17/2017
JOB NUMBER	1654

A-5.03



Dubborn Street - Section 1  
 1/8" = 1'-0"



Dubborn Street - Section 2  
 1/8" = 1'-0"

NOTES

REVISIONS

No.	Date	Description

9080 ODLIN ROAD

3D VIEWS -  
 RESIDENTIAL

DATE	6/25/2019 11:08:19 AM
DRAWN BY	DE
CHECKED BY	DE
SCALE	1:50
JOB NUMBER	1654

A-6.01



BRICK

CEMENTITIOUS PANEL

SOLAR SCREEN

METAL LOUVERS

3D view 1 - view of the Residential building from Dubbert Street at Tomicki Street intersection

REVISIONS

No.	Date	Description

9080 ODLIN ROAD

3D VIEWS -  
RESIDENTIAL

DATE: 6/22/2019 11:58:19 AM  
 DRAWN BY: Author  
 CHECKED BY: Checker  
 SCALE: 1/8"=1'-0"  
 JOB NUMBER: 1654

A-6.02

BRICK

CEMENTITIOUS PANEL

SOLAR SCREEN



3D view 2 - view of the Residential building from Dubbert Street at parkade entrance

REVISIONS

No.	Date	Description

9080 ODLIN ROAD

3D VIEWS - OFFICE

DATE: 02/20/19 11:58:42 AM  
 DRAWN BY: RP  
 CHECKED BY: DE  
 SCALE: 1:50  
 JOB NUMBER: 1654

**A-6.03**



**PLN - 81**

3D view 3 - view of the Retail/Office building from Garden City Road at office lobby entrance



**LEGEND**

- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH ON THE ADJACENT SITE
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (PLAY ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 L2 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE EXISTING 5 TREES TO BE RETAINED

**NOTE:**

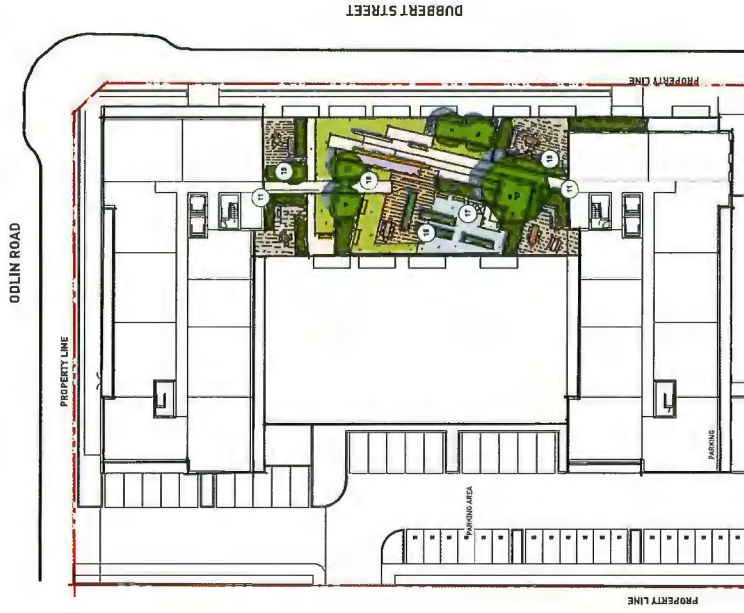
TREES REPLACEMENT AT 2:1 RATIO REQUIRED BY OCCP



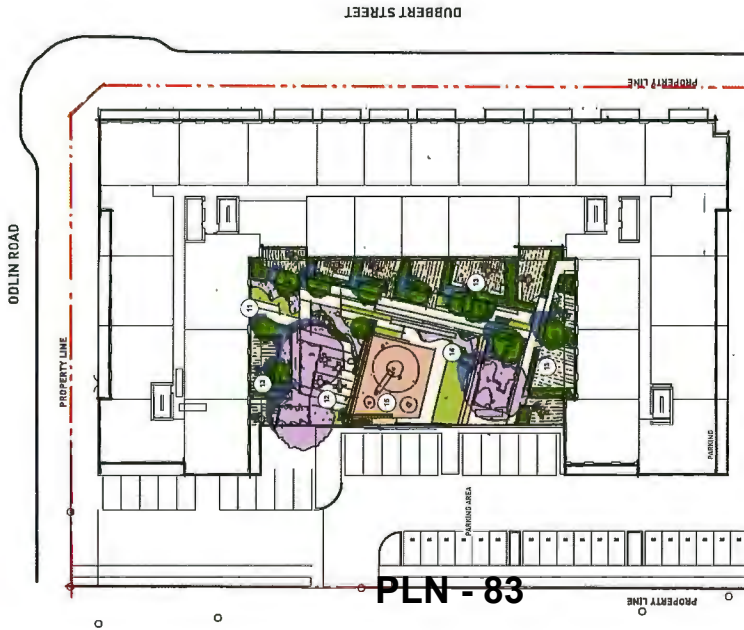
INFORMAL CHILDREN'S PLAY PERSPECTIVE

**LEGEND**

- 1 LOBBY ACCESS WITH SPECIAL PAVING/BENCH/BIKE RACKS
- 2 ACCESS POINT WITH STAIRS
- 3 INFORMAL CHILDREN PLAY
- 4 PUBLIC PEDESTRIAN PATH
- 5 PUBLIC CYCLE PATH
- 6 L1 BACK LANE WITH SPECIAL PAVING
- 7 PEDESTRIAN PATH
- 8 L1 GREEN BUFFER
- 9 L1 UNIT PATIO WITH EVERGREEN HEDGE (FLAT ACCESS)
- 10 L1 UNIT PATIO WITH EVERGREEN HEDGE (STAIR ACCESS)
- 11 COMMON ACCESS FROM BUILDING INTERIOR
- 12 OUTDOOR DECK WITH WARM TONE PAVERS AND TABLES AND CHAIRS
- 13 L2 UNIT PATIO WITH EVERGREEN HEDGE
- 14 L2 FLOWER BED AND SEAT WALL
- 15 L2 PLAYGROUND WITH PLAY STRUCTURE AND WOOD FIBER SURFACE
- 16 L5 URBAN AGRICULTURE
- 17 L5 SEATING BENCHES WITH COMPOST BIN
- 18 L5 GARDEN WITH PLANTING AND TREES
- 19 L5 UNIT PATIO WITH EVERGREEN HEDGE

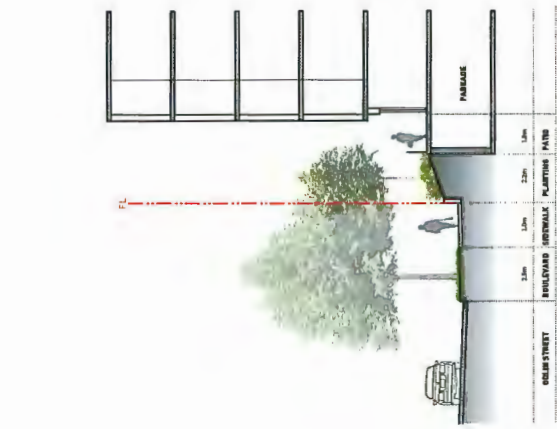


LEVEL 5 LANDSCAPE PLAN

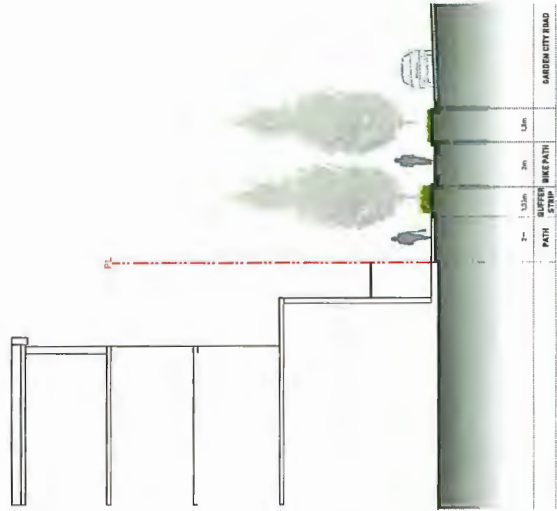


LEVEL 2 LANDSCAPE PLAN

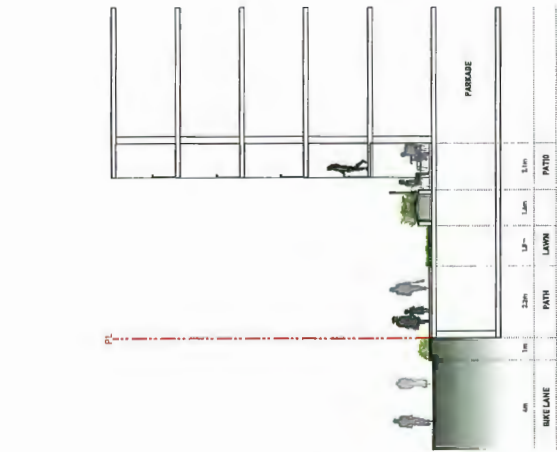




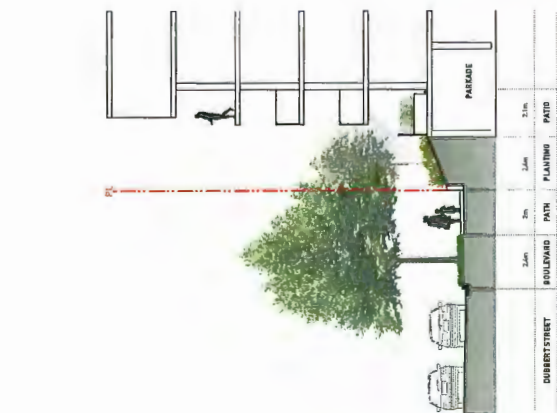
SECTION D



SECTION C

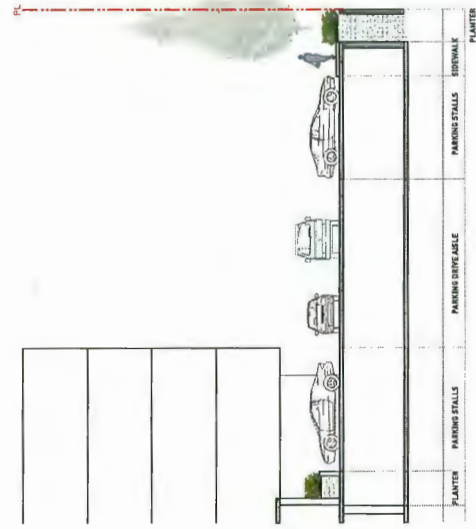


SECTION B

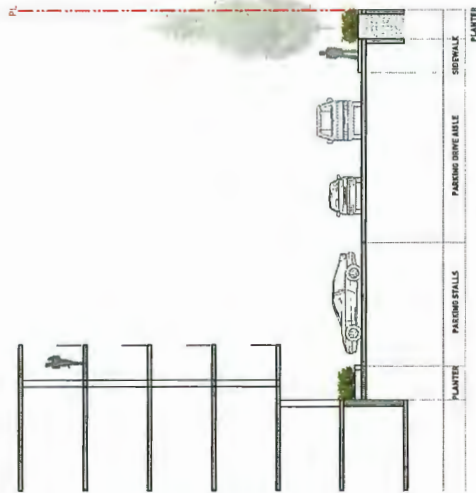


SECTION A

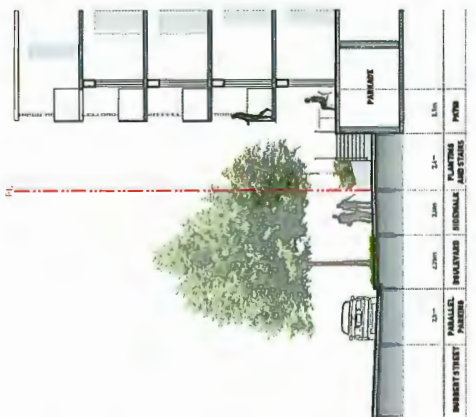
PLN - 84



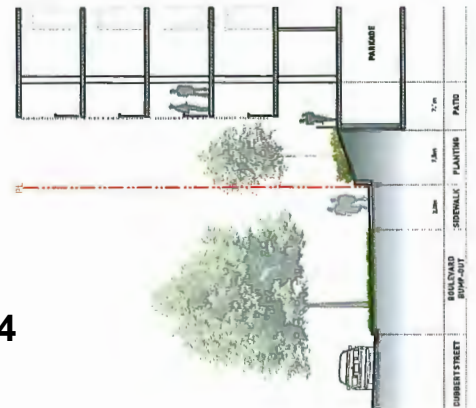
SECTION H



SECTION G

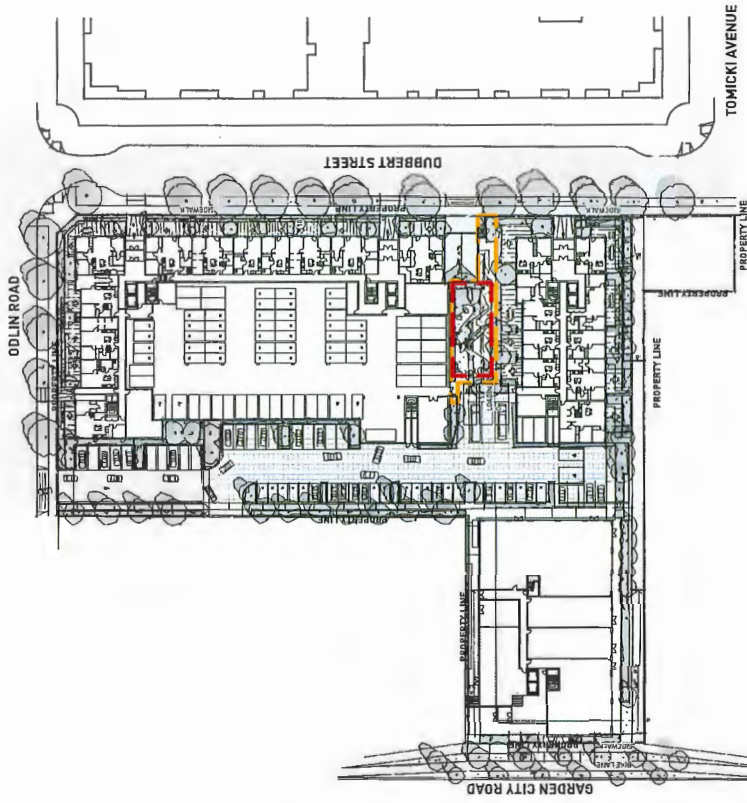


SECTION F



SECTION E

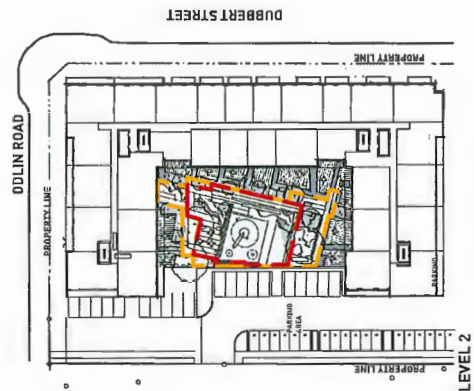




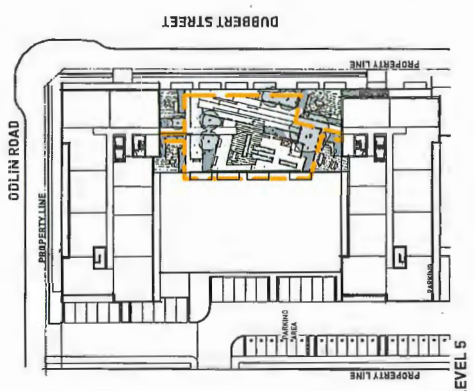
LEVEL 1

	LEVEL 1	LEVEL 2	LEVEL 5	TOTAL
OUTDOOR AMENITY SPACE	295 SQM	564 SQM	540 SQM	1,399 SQM
FACILITATE CHILDREN'S PLAY	180 SQM	356 SQM	N/A	536 SQM

REQUIRED FACILITATE CHILDREN'S PLAY AREA: 825 SQM  
 BASED ON 175 UNITS AS PER ARCHITECTURAL STATISTICS, 3 SQM PER UNIT AS PER OCP



LEVEL 2



LEVEL 5

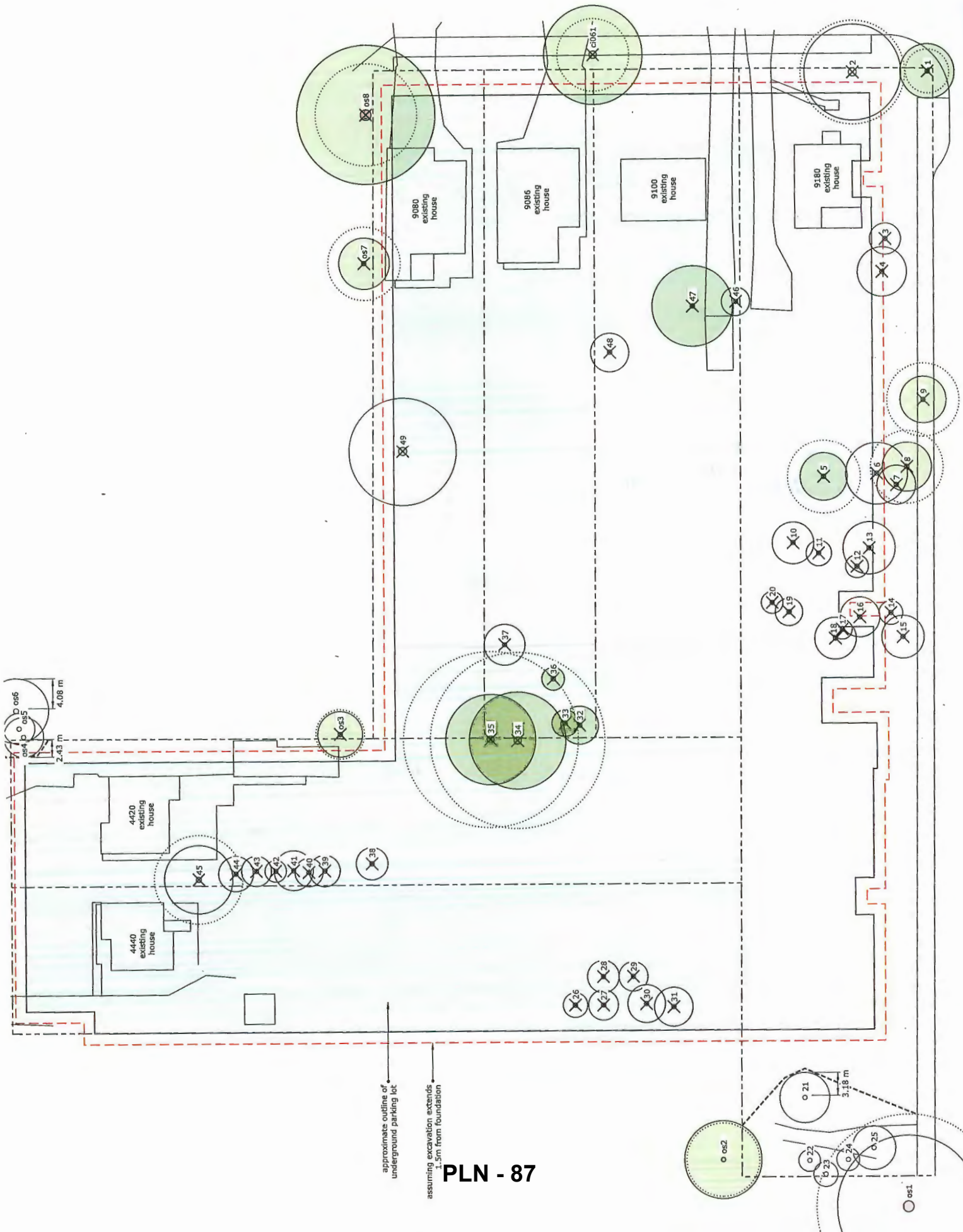
PLN - 85





ODLIN ROAD

DUBBERT STREET



approximate outline of underground parking lot  
assuming excavation extends 1.5m from foundation

PLN - 87



**Address:** 9080, 9086, 9100, 9180 Odlin Road, 4420, 4440 Garden City Road **File No.:** RZ 18-807620

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9999, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 10006.
2. **Subdivision:** Registration of a subdivision plan for the subject site as generally as shown in the sketch plan (Schedule 1) that: (1) consolidates the existing lots; (2) provides road dedication with a width of approx. 10 m and 4m x 4m corner cut with an approx. area of 2213 m<sup>2</sup> to widen Dubbert Street; (3) creates a development lot with an approx. area of 10,856 m<sup>2</sup>; and (4) create a lot with an approx. area of 335.6 m<sup>2</sup> to be transferred to the City. The plan is subject to final dimensions established by a BCLS surveyor prepared on the basis of the functional road plan completed to the satisfaction of the City.
3. **City Lot:** Transfer of the approx. 335.6 m<sup>2</sup> fee simple remainder lot to the City, free and clear of charges to the satisfaction of the City.
4. **Greenway/Pathway Statutory Right-of-Way :** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a public greenway/pathway between Dubbert Street and Garden City Road, with a width of approx. 5.0 m from the southern edge of the site shown on Schedule 1, providing for:
  - a) design and construction, at owner's cost;
  - b) maintenance and repair, at owner's cost;
  - c) public access for pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
  - d) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
  - e) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;
  - f) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
  - g) three-dimensional survey plan and other plans as determined by the City.
5. **Shared Driveway Statutory Right-of-Way:** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing a shared driveway access from Odlin Road along the west edge of the side of the development lot, with a width of approx. 10.2 m and an area of approx. 412.5 m<sup>2</sup> as shown on Schedule 1, providing for:
  - a) design and construction, at owner's cost;
  - b) maintenance and repair, at owner's cost;
  - c) public access for vehicles, pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
  - c) an adequate below grade structure to support all Statutory Right-of-Way(s) functions, including possible use by emergency services vehicles;
  - d) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;

Initial: \_\_\_\_\_

- e) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design; and
  - f) three-dimensional survey plan and other plans as determined by the City.
6. **On-site Tree Survival Security:** Submission of a Tree Survival Security to the City in the amount of \$35,000 for the 5 on-site trees to be retained as identified by tag nos. 21 to 25 in the arborist report prepared by Woodbridge Tree Consulting Arborists Ltd dated February 6, 2018; with the security retained by the City for a period of three years after occupancy of the project.
  7. **On-Site Tree Protection:** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
  8. **On-Site Replacement Trees:** Submission of an on-site landscape plan for the subject project site that includes at least 88 replacement trees based on a ratio of at least 2:1 to compensate for the 44 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will be required to provide \$500 to the City's Tree Compensation Fund for each and any number of trees short of the required 88 replacement trees included within the Development Permit landscape plans.
  9. **Off-Site Trees:** City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the removal of one tree (tag no. ci061) within the Odlin Road allowance with proceeds to be used for the planting of replacement trees within the City.
  10. **Flood Construction Level:** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC.
  11. **Aircraft Noise:** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.
  12. **Mixed-Use Noise:** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

Commercial use are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.

13. **West Cambie Area Plan (WCAP) Childcare:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to the City's child care fund (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1<sup>st</sup> after that date, the rate will increase to \$0.80.
14. **West Cambie Area Plan (WCAP) Beatification:** City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$162,997.20) to assist in paying for City beautification works in West Cambie (based on the proposed FAR). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1<sup>st</sup> after that date, the rate will increase to \$0.80.

15. **West Cambie Area Plan (WCAP) Planning Costs:** City acceptance of the developer’s offer to voluntarily contribute \$0.08 per buildable square foot (e.g. \$17,147.10) to assist in playing for community and engineering planning costs (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). This rate is applicable if the rezoning receives 1st reading prior to February 28, 2020; if the rezoning receives 1st after that date, the rate will remain at \$0.08.
16. **Public Art:** City acceptance of the developer’s offer to voluntarily contribute \$0.87 per buildable square foot of residential use and \$0.46 per buildable square foot of commercial use (e.g. \$194,146.48 ) to the Public Art Program Reserve (based on the proposed FAR with City-Wide Market Rental exempted as per page 3-18, policy f) of OCP). The developer may choose to make a cash contribution to the City for City-wide public art or to provide public art on-site in consultation with City Public Art staff. The developer may request a split of its contribution between both i) a monetary contribution to the Public Art Program Reserve; and ii) provision of artwork, provided the combined value of the monetary contribution and the artwork is equal to or greater than the project’s public art contribution. If the artwork is to be on the site, a legal agreement will be required to be registered on Title and the developer to submit a completed Public Art Plan prepared by a qualified public art consultant for review by City staff and the Richmond Public Art Advisory Committee. The public art consultant is to review the Alexandra Neighbourhood Public Art Plan for additional information.
17. **Affordable Housing Units (City-Wide Low End Market Rental Rates):** Entering into the City’s standard Housing Agreement and registration of a covenant to:
- Secure 9 affordable housing units, the combined habitable floor area of which shall comprise at least 5% for 716 m<sup>2</sup> of the subject development’s total residential building area.
  - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
  - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
  - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
  - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	2	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less
Two bedroom	4	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less
Three bedroom	3	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less

1. Denotes 2017 amounts adopted by Council on July 24, 2017.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

- Ensure that no parking fees are charged to residents of the units.

18. **Modest Rent Controlled Units (West Cambie Council Policy 5004 Rates):** Entering into a Housing Agreement and registration of a covenant to:
- Secure 15 modest rent controlled rental housing units, the combined habitable floor area of which shall comprise at least 1,074 m<sup>2</sup> or 7.5% of the subject development’s total residential building area.
  - Ensure occupants of the units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
  - Require that the units be maintained under a single ownership or prohibit the separate sale of less than all the units if created as separate strata lots.
  - Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.
  - The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent (1) (2)	Total Maximum Household Income (1) (2)
One bedroom	8	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$750	\$38,000 or less
Two bedroom	4	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,100	\$46,500 or less
Three bedroom	3	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,400	\$57,500 or less

1. As per Policy 5004 adopted by Council on June 15, 2015.

2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

g) Ensure that no parking fees are charged to residents of the units.

19. **Market Rental Housing Units:** Entering into a housing agreement and registration of a covenant to:

- a) Secure 17 market rental housing units, the combined habitable floor area of which shall comprise at least 1,245 m<sup>2</sup> or approx. 8.3% of the of the subject development's total residential building area. (This amount is based on 2.5% of the total residential floor area as per the West Cambie Plan plus 0.08 FAR as per the OCP Market Rental Policy)
- b) Ensure occupants of the units subject to the housing agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
- c) Require that no fewer than eight units in a building be maintained under a single ownership (within a single airspace parcel or in strata lots bound by a no-separate sale covenant).
- d) Ensure Basic Universal Housing features shall be provided in a minimum of 100% of the units.

The terms of the housing agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units
One bedroom	7
Two bedroom	6
Three bedroom	4

20. **Tandem Parking:** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

21. **Commercial & Visitor Parking Non-Assignment Covenant:** Registration of a covenant that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

22. **Transit Passes:** Voluntary contribution of the following Transportation Demand Management (TDM) measures to be secured with a covenant and/or legal agreement with a provision that a security for the value of the following Bus Passes be held until they are provided to the strata unit owners and rental unit occupants as follows: Monthly bus pass (2-zone): Bus passes offered to: 25% of market strata units (34 units); 50% of market rental units (9 units); and 100% of the affordable and modest rent-controlled units (24 units) for one year.

23. **Bicycle End of Trip & Repair Facilities:** Registration of a legal agreement on title ensuring bicycle repair rooms are provided in each of the residential buildings and end of trip bicycle facilities within office/retail building within the Development Permit Plans and prior to Building Permit issuance.

24. **District Energy Utility:** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
- b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on



terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;

- c) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
  - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
  - iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
  - iv. the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
25. **Energy Step Code:** As a Development Permit application has not been received prior to the City's adoption of the Energy Step Code on July 16, 2018, the developer is advised that the project is subject to the Energy Step Code.
26. **Indoor and Outdoor Amenity Space:** The registration of an easement and/or other legal agreements to ensure that residents of each residential building will have access to the indoor amenity space and outdoor amenity space irrespective of the Air Space Parcel Subdivision or Phased Strata approach taken.
27. **Employment Uses:** The registration of a covenant and/or other legal agreements to ensure that the building with the employment uses (including office and retail uses) be granted occupancy prior to or concurrent with the occupancy of the buildings with the residential apartment uses.
28. **Development Permit:** The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
29. **Servicing Agreement:** Enter into a Servicing Agreement\* for the design and construction of the Engineering and Transportation works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the Engineering, Transportation and Parks works in Schedule 3.

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

1. **Acoustical Report:** Complete an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan pertaining to the Aircraft Noise Sensitive Area Policy and Noise Bylaw requirements pertaining to mixed-use developments. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. **Accessible Housing Measures:** Include notations on the Development Permit Plans demonstrating at least 41 units (all Affordable, Modest Rent Controlled and Market Rental units) will meet the Basic Universal Housing provisions and as requested for calculation of density within Zoning Bylaw 8500. The remaining units within the buildings will include Ageing-In-Place elements as provided within the Official Community Plan.
3. **Air Space Parcel Subdivision and/or Phased Strata:** The developer is to confirm the approach to Air Space Parcel Subdivision and/or Phased Strata to ensure the project can be constructed as required under the zoning and the BC Building Code.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Payment of the City-Wide DCC and Supplementary Local Area DCC for the Alexandra Area under Bylaw 9499 in addition to the Greater Vancouver Sewerage and Drainage District Levies and Richmond School Site Acquisition Charges.
4. Payment of latecomer agreement charges for residential units and commercial floor space, plus applicable interest, under the Alexandra/West Cambie Latecomer Agreement.
5. As may be required by the City and Approving Officer, the developer is to submit a Building Code Analysis addressing the phasing of the construction to the satisfaction of the City, receive approval or approval-in-principal of the Phased Strata Declaration from the Approving Officer and Air Space Parcel Subdivision Application, and register any covenants, easements or other documents required to facilitate the Phased Strata and/or Air Space Parcel Subdivision and the phasing of construction as determined by the City and Approving Officer.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

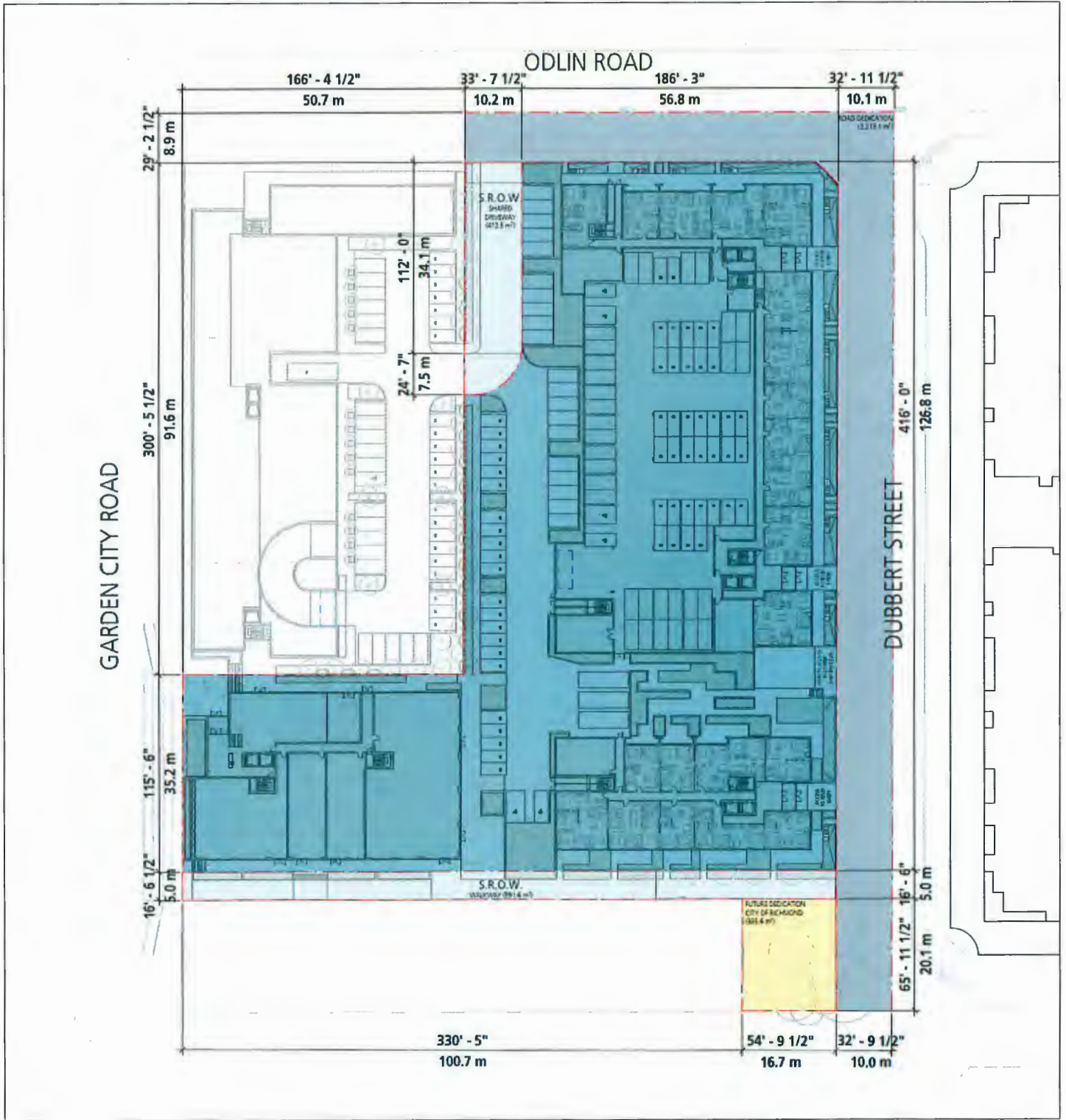
Signed \_\_\_\_\_

Date \_\_\_\_\_

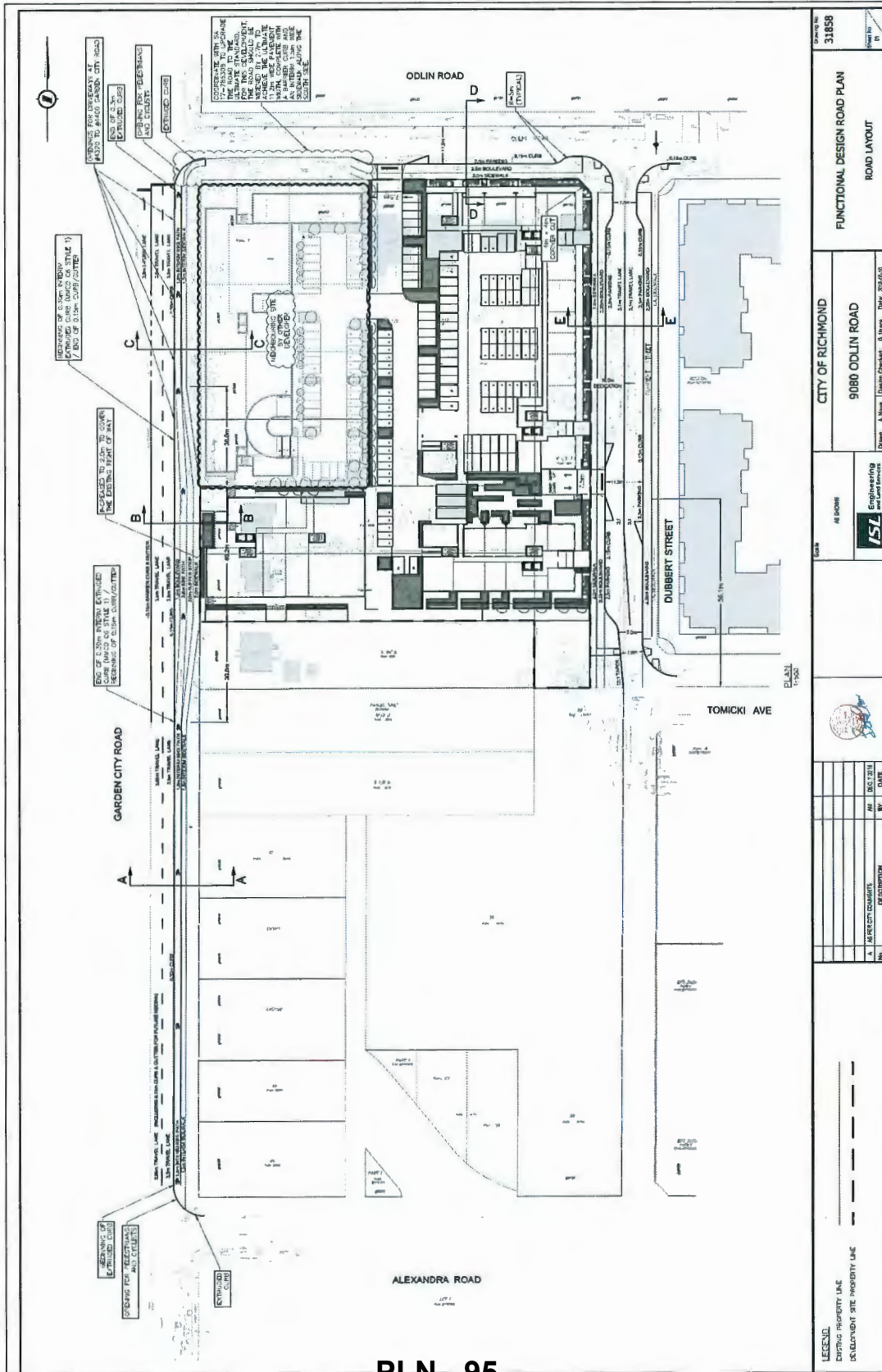
**PLN - 93**

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Schedule 1  
Subdivision Sketch Plan



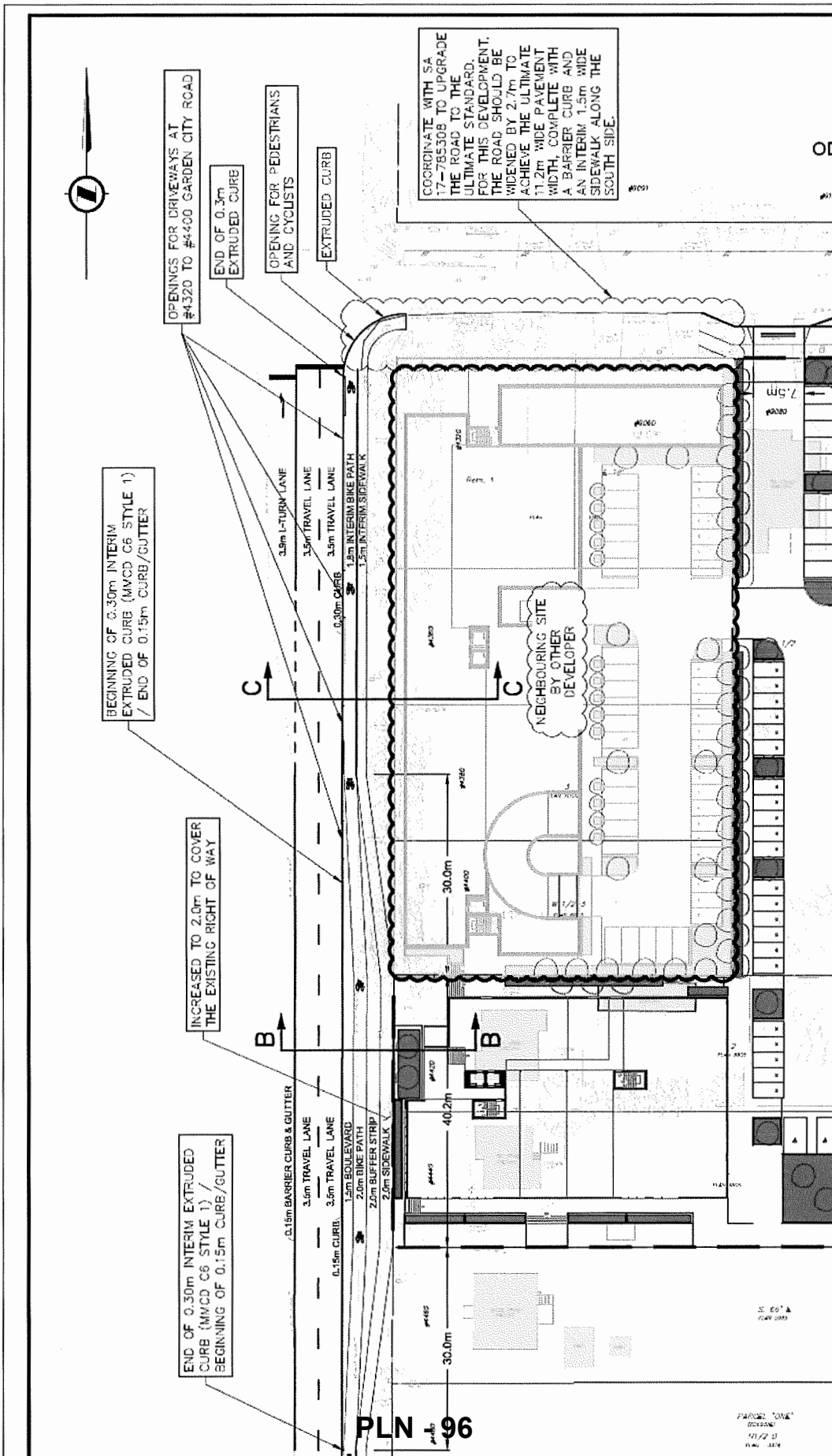
## Schedule 2 Function Road Plan and TDM Works

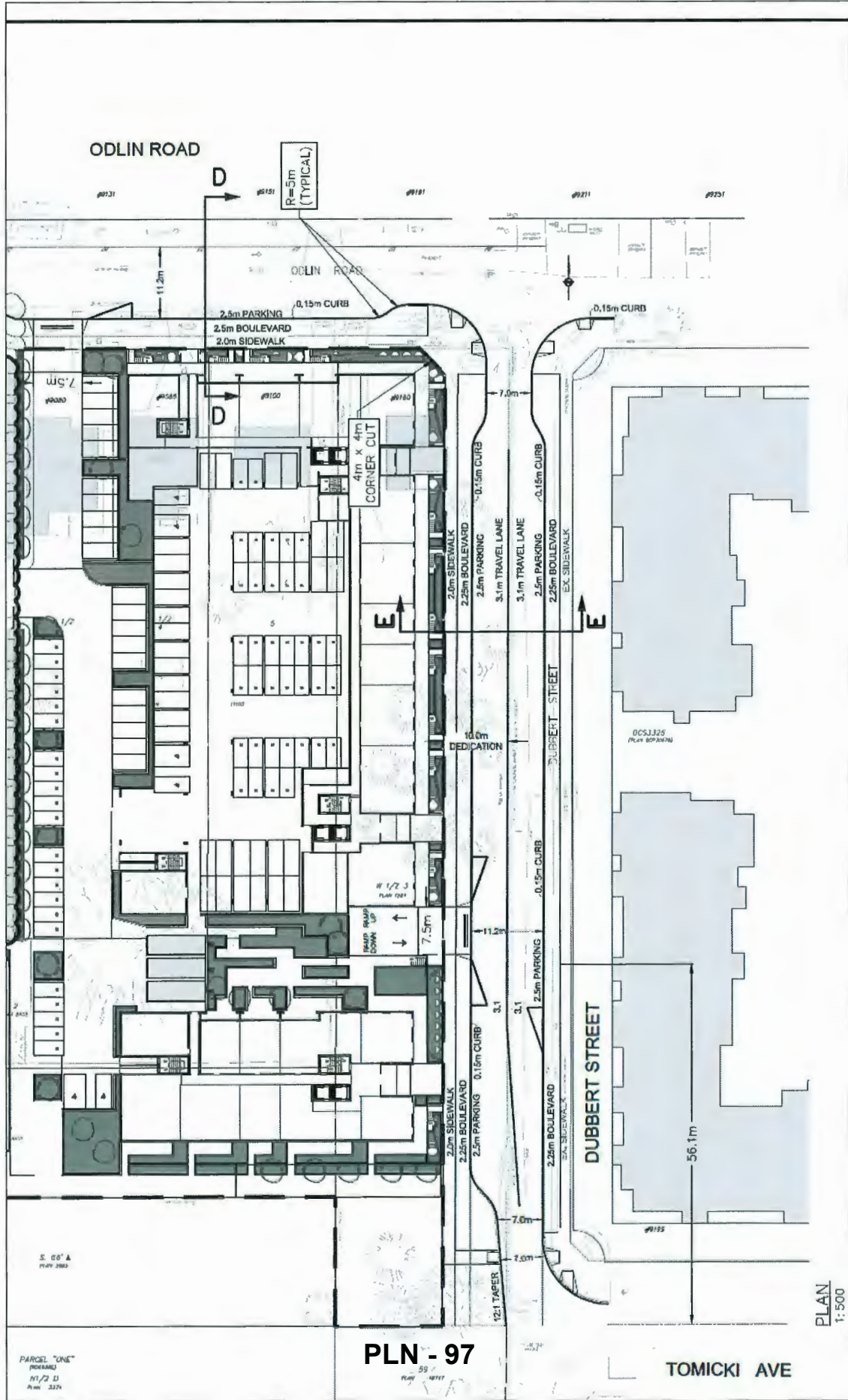


PLN - 95

<p>Drawn by: <b>31858</b></p>	<p><b>CITY OF RICHMOND</b></p> <p><b>9080 ODLIN ROAD</b></p>	<p>Project No: <b>31858</b></p> <p>Date: <b>2016.03</b></p>									
<p><b>FUNCTIONAL DESIGN ROAD PLAN</b></p> <p><b>ROAD LAYOUT</b></p>											
<p><b>ISL</b></p> <p>Infrastructure Solutions Limited</p>											
<p><b>LEGEND:</b></p> <p>EXISTING PROPERTY LINE</p> <p>RESUBMIT SITE PROPERTY LINE</p>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>REVISION/CHANGES</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			NO.	REVISION/CHANGES	DATE						
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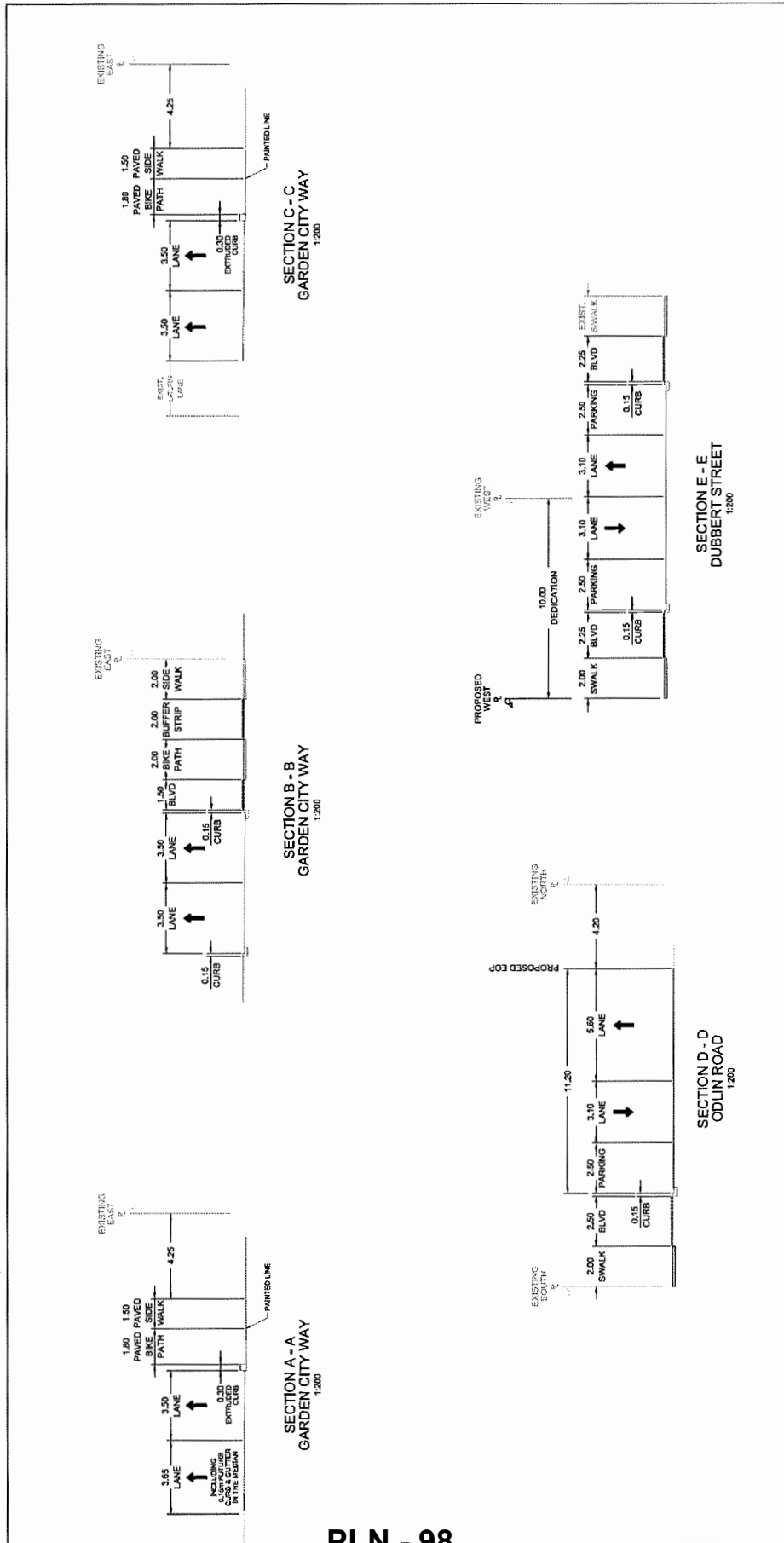




PLN - 97

PLAN  
1:500

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PLN - 98

Initial: \_\_\_\_\_

**Schedule 3**  
**Servicing Agreement Works**

**A. Engineering Servicing Works**

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Engineering as follows:

- **Water Works:**
  - Using the OCP Model, there is 640 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 4400 Garden City Road and 391 L/s available at 20 psi residual at the hydrant located at the frontage of 9151 Odlin Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
  - At the developer's costs, the developer is required to:
    - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
    - Installation of a new watermain to replace the existing AC watermain along the east side of garden City Road (within the Garden City roadway) is required to address impact of soil densification and/or preload works and impact of required frontage improvements to the existing AC watermain. The replacement may extend to 30 meters north and south outside the limit of the development frontage (to cover the transition of the frontage improvements to existing edge of asphalt).
    - Install approximately 167 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's Dubbert Street frontage. The new watermain shall be tied-in to the existing watermain along Tomicki Avenue and Odlin Road.
    - Install a water service connection off of the new water main along Dubbert Street, complete with water meter. The meter will be located on site and shall be part of the on-site Mechanical design.
  - At the Developer's cost, the City will:
    - Complete cutting at main and capping of all existing water service connections and tie-in of all proposed works to existing City water infrastructures.



- **Storm Sewer Works:**

- At the developer's costs, the developer is required to:
  - Cut, cap, and remove all existing storm service connections and inspection chambers located at the frontages along Garden City Road and Odlin Road.
  - Video inspect the existing storm sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the storm sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
  - If existing storm sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.
  - If the existing storm sewer at Dubbert Street will require replacement, the new storm sewer shall be placed at an alignment with adequate clearance from the existing sanitary sewer and proposed watermain.
  - Install a new storm service connection, complete with an Inspection Chamber off of the existing 900 mm storm sewer along Odlin Road to service the proposed development.
- At the Developer's cost, the City will:
  - Cut and cap at main all existing storm service connections.
  - Remove all existing inspection chambers and storm service leads and dispose offsite.
  - Complete all required storm sewer tie-ins.

- **Sanitary Sewer Works:**

- Provide approximately 85 meters of 200mm diameter sanitary line from the west property line in 9080 Odlin Street and tie-in to the existing manhole SMH51174 at the intersection of Odlin Street and Dubbert Street., complete with new manholes spaced as per City Standard.
  - Install a sanitary service connection, complete with an Inspection Chamber, off of the new 200mm diameter sanitary line placed in the Odlin Street frontage of the property.
  - Video inspect the existing sanitary sewer along Dubbert Street before the start of site preparation works (e.g., soil densification, pre-load, excavation, dewatering, etc.) and after the removal of the lock block walls that support the interim Dubbert Street. If the sanitary sewer is impacted then the developer shall be responsible for its replacement through the servicing agreement process.
  - If existing sanitary sewer is impacted by lock block removal, or roadway construction it must be relocated or replaced.
- At the Developer's cost, the City will:
    - Cut and cap at main all existing sanitary service connections to the proposed site.
    - Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
    - Complete all required sanitary sewer service connections and tie-ins.

- **Frontage Improvements:**

- At the developer's costs, the developer is required to:
    - Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
    - Provide street lighting along Garden City Road, Odlin Road and Dubbert Street frontages. Ensure that existing and new lighting does not impede upon frontage requirements.
    - Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along Odlin Road from Garden City Road to the pole fronting 9211 Odlin Road. The developer is required to coordinate with the private utility companies.
    - Pre-duct for future hydro, telephone and cable utilities along all Garden City Road, Odlin Road, and Dubbert Street frontages.
    - Coordinate with BC Hydro (Transmission), prior to start of soil densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Garden City Road frontage. A geotechnical assessment on the impact of the site densification and pre-load to the existing transmission poles may be required.
    - Confirm with BC Hydro (Transmission) whether the clearance between the proposed building and the existing BC Hydro transmission lines are acceptable.
    - Provide, prior to start of site preparation works, a geotechnical assessment of pre-load, soil densification, foundation excavation and dewatering impacts on the existing AC watermain along the Garden City Road property line, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Garden City roadway, etc.) shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
    - Video inspections of adjacent sewer mains along Odlin Road and Garden City Road to confirm its condition are required prior to start of soil densification and pre-load and after pre-load removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.
    - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development permit design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
-

- BC Hydro Vista - Confirm SRW dimensions with BC Hydro
  - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro
  - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro
  - Street light kiosk – Approximately 2mW X 1.5m (deep)
  - Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
  - Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
  - Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
  - Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
- **General Items:**
    - The Developer is required to:
      - Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
      - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.

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## **B. Transportation Works**

Under the Servicing Agreement, the developer is responsible for the design and construction of the following Transportation works as generally shown in Schedule 2 and as follows:

- a) Along the Dubbert Street frontage: road widening to provide (from the existing sidewalk along the east side of street):
- 2.25m wide grassed/treed boulevard
  - 0.15m wide curb and gutter
  - 11.2m wide driving surface
  - 0.15m wide curb and gutter
  - 2.25m wide grassed/treed boulevard
  - 2m wide sidewalk.

Note: Dedicated land and road construction eligible for Alexandra Area DCC credits.

- b) Along the Odlin Road frontage to Garden City Road: coordinate the works to be completed via. SA 17-785308, road widening to provide (from north to south):
- 11.2m wide driving surface
  - 0.15m wide curb and gutter
  - 2.5m wide grassed/treed boulevard
  - 2m wide sidewalk
  - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

## **PLN - 102**

Note: Works not eligible for Roads DCC credits.

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- c) Along the Garden City Road frontage of the site, complete the following (from west to east):
- 0.15m wide curb and gutter along the east edge of the centre median
  - Revise (reduce) width of the two existing northbound traffic lanes to 3.5m each
  - 0.15m wide curb and gutter
  - 1.5m wide grassed/treed boulevard
  - 2m wide asphalt bike path
  - 1.35m wide buffer strip, complete with pedestrian lighting
  - 2.0m wide sidewalk
  - The above cross-section should be maintained 30m north and south outside the limit of the development frontage to allow for proper tie-in's.
  - The works also include road improvements outside the development frontage on the south side of Odlin Road for a distance of approximately 50m (to Garden City Road), that includes road widening to provide a parking lane, and an interim 1.5m wide paved sidewalk.

Note: Works not eligible for Roads DCC credits.

- d) TDM Off-Site Works on Garden City Road, complete the following interim sidewalk and off-road bicycle track along the east side:
- Total frontage of retrofit work: Approximately 260m (170m south to Alexandra Road plus 90m north to Odlin Road). Extent of work: Revise the width of two northbound lanes to 3.5m each and install an extruded curb along the edge of the northbound traffic lane, that includes widening the existing pavement to provide a separate 1.8m wide bike lane and a 1.5m wide paved sidewalk behind an extruded curb along the edge of the northbound traffic lane..
- e) Intersection Upgrades:
- Upgrade of the existing traffic signal at Garden City Road/Odlin Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

Note: Works not eligible for Roads DCC credits.

### **C. Greenway Works**

Under the Servicing Agreement, the developer is responsible for the design and construction of a pedestrian and bicycle pathway within the required 5.0m wide SRW along southern edge of the property to the satisfaction of the Senior Manager, Parks which includes:

- a) Design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants) coordinated with the Development Permit plans;
- b) The inclusion of a 3.2m wide hard-surfaced pathway and a 1.8 m wide grass/landscape strip on the north side of the SRW;
- c) Adequate below grade structure to support all functions, including possible use by emergency services vehicles; and
- d) Provision of a decorative metal fence along the southern property line.



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9999 (RZ 18-807620)  
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 20.41 thereof the following:

**“20.41 Mixed Use Employment-Residential (ZMU41) – Alexandra Neighbourhood  
(West Cambie)**

**20.41.1 Purpose**

The **zone** provides for medium density, mixed-use, employment-residential apartment **development** with a **density bonus** for the construction of additional **market rental units, modest rent controlled units and affordable units**, and other limited supporting and accessory uses.

**20.41.2 Permitted Uses**

- animal grooming
- broadcasting studio
- child care
- education, commercial
- education, university
- government service
- health service, minor
- housing, apartment
- library and exhibit
- religious assembly
- retail, convenience
- retail, general
- restaurant
- service, business support
- service, financial
- service, personal
- studio
- veterinary service

**20.41.3 Secondary Uses**

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

#### 20.41.4 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a **site area** of 11,191 m<sup>2</sup>.
2. The maximum **floor area ratio** is 0.52 with up an additional 0.10 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.41.4.2, the reference to “0.52” is increased to a higher **floor area ratio** of “1.88” if the **owner**:
  - a. provides on the **development site uses** other than **housing, apartment**, having a combined **floor area** of no less than 0.52 **floor area ratio** or 5,821 m<sup>2</sup>, whichever is greater;
  - b. provides on the **development site** no less than 9 **affordable housing units** having a combined **floor area** of at least 716 m<sup>2</sup>;
  - c. provides on the **development site** no less than 15 **modest rent controlled units** having a combined **floor area** of at least 1,074 m<sup>2</sup>;
  - d. provides on the **development site** no less than 17 **market rental units** having a combined **floor area** of at least 1,245 m<sup>2</sup>;
  - e. enters into a **housing agreement** with the **City** for the **affordable housing units** and the **modest rent controlled units** and registers the **housing agreement** against the title of the **development site**, and files a notice in the Land Title Office; and
  - f. enters into a **market rental agreement** with the **City** for the **market rental units** and registers it against the title of the **development site**.
4. Notwithstanding Section 20.41.4.3, the maximum **floor area ratio** for the **development site** shall be 1.94 provided that the **owner** has created a new **lot** with an area not less than 336 m<sup>2</sup> adjacent to and south of the **development site** outside of the **development site** and that the **owner** has transferred this new **lot** to the **City**.

#### 20.41.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 55% for **buildings**.

#### 20.41.6 Yards & Setbacks

1. The minimum **building setback** is:
  - a. 3.5 m from the north **lot line** on Odlin Road;

- b. 3.0 m from the north interior **lot line**;
  - c. 4.5 m from the east **lot line** on Dubbert Street;
  - d. 14.5 m from the west interior **lot line**.
  - e. 1.5 m from the west **lot line** on Garden City Road.
  - f. 5.0 m from the south **lot line**.
2. Notwithstanding Section 20.41.6.1, the following setbacks apply:
    - a. A parking **structure** may project into the **lot line setbacks** to a minimum of 1.0 m from to Odlin Road and Dubbert Street, into the **setbacks** to the west interior **lot line** and north interior **lot line** to a minimum of 0.0 m provided that such projections are landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**; and
    - b. Entry stairs may have a **setback** of 0.0 m provided the stairs are within a Development Permit approved by the City

#### **20.41.7 Permitted Heights**

1. The maximum **height** for a **building** fronting the west **lot line** on Garden City Road is 23 m.
2. The maximum **height** for a **building** fronting the east **lot line** on Dubbert Road or the north **lot line** on Odlin Road is 20 m.
3. The maximum **height** for **accessory buildings** and **structures** is 9.0 m.

#### **20.41.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements with the exception of the **development site**.
2. The minimum **lot width** is 35.0 m and minimum **lot depth** is 110.0 m for the **development site**.
3. The minimum **lot area** for the **development site** is 10,000 m<sup>2</sup>.

#### **20.41.9 Landscaping & Screening**

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

**20.41.10 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0 with the exception that requirement for one large (WB17) loading space be not applicable.

**20.41.11 Residential Rental Tenure**

1. For the purposes of this zone, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** that includes a **modest rent controlled unit** or an **affordable housing unit**, in accordance with a **housing agreement** registered on title or a **market rental unit** in accordance with a **market rental agreement** registered on title, and governed by a tenancy agreement that is subject to the *Residential Tenancy Act (BC)*, as may be amended or replaced from time to time.
2. For the purposes of this zone, **modest rent controlled unit** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** under a housing agreement as provided for in the West Cambie Area Plan.
3. A minimum of 41 **dwelling units** shall be **residential rental tenure**.

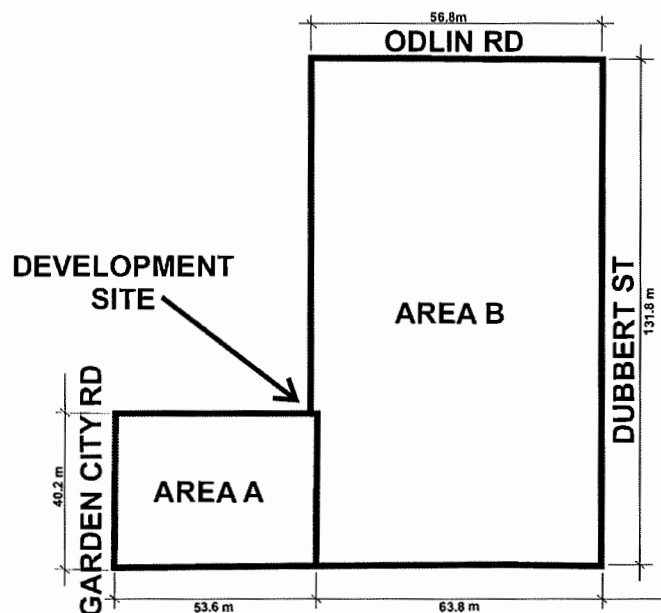
**20.41.12 Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. A maximum **site** area of 11,191 m<sup>2</sup> shall be used for calculation of **density** on the **development site**.
3. Notwithstanding Section 20.41.2, only the following uses are permitted in Area A as shown on Figure 1:
  - a) **animal grooming**
  - b) **broadcasting studio**
  - c) **child care**
  - d) **education, commercial**
  - e) **education, university**
  - f) **government service**
  - g) **health service, minor**
  - h) **library and exhibit**
  - i) **religious assembly**
  - j) **retail, convenience**
  - k) **retail, general**
  - l) **restaurant**
  - m) **service, business support**
  - n) **service, financial**
  - o) **service, personal**
  - p) **studio**



## q) veterinary service

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and designating it **MIXED USE EMPLOYMENT-RESIDENTIAL (ZMU41) ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**:

P.I.D. 003-903-222

WEST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-607-169

EAST HALF LOT 4 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 009-453-253

LOT 5 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER DISTRICT PLAN 11100

P.I.D. 000-904-449  
WEST HALF LOT 3 BLOCK "B" SECTION 34 BLOCK 5 NORTH RANGE 6  
NEW WESTMINSTER DISTRICT PLAN 1224

P.I.D. 010-141-235  
LOT 2 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER  
DISTRICT PLAN 8805

P.I.D. 011-363-053  
LOT 1 SECTION 34 BLOCK 5 NORTH RANGE 6 NEW WESTMINSTER  
DISTRICT PLAN 8805

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9999**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



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**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 10006 (RZ 18-807620)  
9080, 9086, 9100, 9180 Odlin Road and 4420, 4440 Garden City Road**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.11A [West Cambie Area Plan] by:
  - a) Adding a new policy c) in Section 5.3 [Connections], Objective 1 [Design and implement pedestrian and cyclist connections within the West Cambie area] as follows:
    - “c) Provide a pedestrian and bicycle connection generally between Garden City Road and Dubbert Street. The connection will be:
      - Acquired through the development process and maintained through operating agreements between the City and the landowners;
      - Provided by a privately-owned, publicly accessible (POPA) right-of-way;
      - Approximately 10 metres in total width, shared between adjoining development sites; and
      - Designed to include a combination of soft and hard landscaping treatments.”
  - b) replacing the “Alexandra Neighbourhood Open Space System Map” shown in Section 5.3 [Connections] with the map shown in Schedule A attached to and forming part of this bylaw.
  - c) replacing the “Alexandra Neighbourhood Character Areas Map” shown in Section 8.2 [Alexandra’s Character Areas], with the map shown in Schedule B attached to and forming part of this bylaw.
  - d) replacing the “Character Area 1 – Mixed Use Employment-Residential Map” shown in Section 8.2.1 [Character Area 1 – Mixed Use Employment Residential] with the map shown in Schedule C attached to and forming part of this bylaw.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10006**”.

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

\_\_\_\_\_  
MAYOR

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













Schedule A



Schedule B



**LEGEND**

 1 Mixed Use Employment-Residential	 5 Low Density Housing	 Proposed Trails & Greenways	 Gateway Intersection
 2 Mixed Use (Retail/Office/Hotel)	 Mixed Use: • a mix of low to medium density residential with low to medium density residential over retail or live/work uses.	 Existing Cycle Routes	The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on Figures 3 through 8.
 3 The High Street	 Open Space System	 Proposed Cycle Routes	
 4 Medium Density Housing		 Traffic Calming	

Schedule C

