



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, November 22, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

- PLN-5** *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, November 8, 2011.*



NEXT COMMITTEE MEETING DATE

Wednesday, December 7, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

- PLN-11** 1. **APPLICATION BY KEVIN SANDHU FOR REZONING AT 10511 NO.1 ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**
(File Ref. No. 12-8060-20-8827, **RZ** 11-589493) (REDMS No. 3387030)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PLN-11** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No.8827, for the rezoning of 10511 No.1 Road from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, be introduced and given first reading.



- PLN-23 2. APPLICATION BY KNS ENTERPRISES LTD. FOR REZONING AT 9040 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8835, **RZ 11-583027**) (REDMS No. 3394959)

TO VIEW eREPORT CLICK HERE

See Page **PLN-23** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8835, for the rezoning of 9040 Railway Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



- PLN-39 3. GBL ARCHITECTS INC. HAS APPLIED TO THE CITY OF RICHMOND FOR A TEXT AMENDMENT TO THE LOW RISE APARTMENT (ZLR24) ZONE AND PERMISSION TO REZONE 9500 CAMBIE ROAD FROM SINGLE DETACHED (RS1/F) TO LOW RISE APARTMENT (ZLR24) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE) IN ORDER TO PERMIT A FOUR (4) STOREY RESIDENTIAL DEVELOPMENT CONSISTING OF APPROXIMATELY 135 UNITS**

(File Ref. No. 12-8060-20-8826, **RZ 10-557519**) (REDMS No. 3177518)

TO VIEW eREPORT CLICK HERE

See Page **PLN-39** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8826 to amend the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” Zone for the rezoning of 9500 Cambie Road from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” be introduced and given first reading.



Planning Committee Agenda – Tuesday, November 22, 2011

Pg. # ITEM

PLN-85 4. REVISED ACE TERMS OF REFERENCE

(File Ref. No.) (REDMS No. 3397500)

TO VIEW EREPORT CLICK HERE

See Page **PLN-85** of the Planning agenda for full hardcopy report

Designated Speakers: Terry Crowe and David Johnson

STAFF RECOMMENDATION

That the revised Advisory Committee on the Environment (ACE) Terms of Reference to amend Section 8 (d), to reduce the meeting quorum requirement from eight (8) to seven (7) members, be approved, as per the General Manager, Planning and Development Department report dated November 9, 2011.

☐

5. MANAGER'S REPORT

ADJOURNMENT

☐

Planning Committee Agenda – Tuesday, November 22, 2011

Pg. #	ITEM
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Planning Committee

Date: Tuesday, November 8, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Sue Halsey-Brandt
Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, October 4, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 22, 2011, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY AMPAR VENTURES LTD. FOR REZONING AT 9451/9491/9511/9531/9551 BRIDGEPORT ROAD AND 9440/9460/9480 BECKWITH ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (RS1/F) AND SCHOOL AND INSTITUTIONAL USE (SI) TO LIGHT-INDUSTRIAL, OFFICE AND HOTEL (ZI10) – BRIDGEPORT VILLAGE (CITY CENTRE)**
(File Ref. No. 12-8060-20-8767/8764, RZ 10-539048) (REDMS No. 3205526)

Brian J. Jackson, Director of Development, advised that the proposed phased, mixed-use development, consisting of two hotel towers, and a 12-storey business centre, is sited between Bridgeport Road and Beckwith Road, east of the Highway 99 viaduct/Oak Street Bridge.

Planning Committee

Tuesday, November 8, 2011

Mr. Jackson further commented that the proposed development's quality is better than anticipated by staff when they finalized the City Centre Area Plan (CCAP). Also, the business centre includes 120,000 square feet of office space, thereby leading to substantial employment uses.

Mr. Jackson concluded his remarks by stating that one nine-storey hotel tower is Phase One, followed by the construction of the business centre as Phase Two, and Phase Three will be the construction of the 11-storey hotel tower.

Discussion ensued between staff and Committee and in particular on:

- the owner of the single family residence of 9520 Beckwith Road is not willing to sell his property, or move from his property, but he is satisfied with plans to minimize the impact of the proposed development on his property, including a tall Cedar hedge along the shared property line;
- the City does not require commercial/industrial building applicants to contribute to affordable housing or child care funds, but the applicant has responded to all CCAP requirements, including provision of a public art component;
- the public art contribution covers three separate projects, and one of those is the creation of a signature element on the roofscape, as well as night lighting on the side of the towers;
- access and egress opportunities including a ramp access to and from Highway 99, a new north-south lane connecting Bridgeport Road with Beckwith Road, and an existing statutory right-of-way; and
- the current status of a proposed Philippine Community Centre which is the subject of a current rezoning application, sited to the west of the proposed development's parkade.

In response to a request from Committee, Architect Martin Brookner, IBI Group, used a model to provided details of design elements.

In response to a comment regarding the effort the applicant will expend on marketing the hotel as well as available office space, Mr. Brookner stated that the applicant is forward thinking, and the phased build-out of the site is one way to meet occupancy expectations.

In response to a query, advice was provided that all hotel rooms are for commercial use, not strata/residential use.

Planning Committee

Tuesday, November 8, 2011

It was moved and seconded

- (1) *That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading;*
- (2) *That Bylaw No. 8767, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.*

CARRIED

2. **0901551 BC LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) IN ORDER TO CREATE 9 SINGLE FAMILY LOTS.**

(File Ref. No. 12-8060-20-8805/8816, RZ 11-562929) (REDMS No. 3248590)

A brief discussion took place between staff and Committee, and staff advised that the existing wood fence and hedge that separate the proposed development site from neighbouring sites, provides sufficient screening for privacy purpose.

In response to a query regarding the current rates a developer is required to submit for the City’s affordable housing program, for each square foot of developed space, Mr. Jackson advised that staff, at the direction of Council, is undertaking a review of that question, and will report back.

Planning Committee

Tuesday, November 8, 2011

It was moved and seconded

- (1) *That Bylaw 8816 for the text amendment of Permitted Density section of the "Single Detached (ZS14) – South McLennan (City Centre)" zone, be introduced and given first reading.*
- (2) *That Bylaw No. 8805, for the rezoning of 7331 Bridge Street and 9571 General Currie Road "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.*

CARRIED

3. **APPLICATION BY AJIT THALIWAL FOR REZONING AT 10391 FINLAYSON DRIVE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS1/B)**

(File Ref. No. 12-8060-20-8822, RZ 11-588990) (REDMS No. 3367097)

It was moved and seconded

That Bylaw No. 8822, for the rezoning of 10391 Finlayson Drive from "Single Detached (RS1/D)" to "Single Detached (RS1/B)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY RAJ DHALIWAL FOR REZONING AT 10020 AQUILA ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**

(File Ref. No. 12-8060-20-8824, RZ 11-585027) (REDMS No. 3373251)

It was moved and seconded

That Bylaw No. 8824, for the rezoning of 10020 Aquila Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

CARRIED

5. **HOUSING AGREEMENT (CONCORD MONET PROJECT GP LTD.) BYLAW NO. 8828 - TO SECURE AFFORDABLE HOUSING UNITS LOCATED IN 9099 COOK ROAD**

(File Ref. No. 08-057-05) (REDMS No. 3390859)

In response to a query, Dena Kae Beno, Affordable Housing Coordinator, advised that the staff report features information on two townhouse units, a variety of housing form that is not typically featured in Housing Agreement bylaws.

In response to a further query, Ms. Beno stated that staff is currently reviewing its Affordable Housing program to determine: (i) rates; (ii) analysis of the reserve funds; and (iii) estimating housing needs for Richmond. Further, staff will bring forward a report on the Affordable Housing program review in the first quarter of 2012.

Planning Committee

Tuesday, November 8, 2011

It was moved and seconded

That Bylaw No. 8828 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8828 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 10-557918.

CARRIED

6. MANAGER'S REPORT

No Manager's Reports were given, but a comment by Committee regarding the need for public restrooms at the Brighthouse Station of the CanadaLine, led to a brief discussion between staff and Committee.

Staff advised that a development permit application for the bus mall had been received and that as part of the application process, staff will work with the applicant to look at all the components inherent in the need for restrooms for the public, not just for bus drivers, before the report would go to a Development Permit Panel meeting.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:33 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, November 8, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 21, 2011
File: RZ 11-589493
Re: Application by Kevin Sandhu for Rezoning at 10511 No.1 Road from Single Detached (RS1/E) to Coach Houses (RCH)

Staff Recommendation

That Bylaw No.8827, for the rezoning of 10511 No.1 Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Mr. Kevin Sandhu has applied to the City of Richmond for permission to rezone 10511 No. 1 Road (**Attachment 1**) from “Single Detached (RS1/E)” to “Coach Houses (RCH)” to permit the property to be subdivided into two (2) residential lots, each with a principal dwelling and coach house above a garage, with vehicle access from the existing rear lane (**Attachment 1**).

Findings of Fact

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

Surrounding Development

The subject property is located on the west side of No. 1 Road, between Springfield Drive and Shuswap Avenue. This block of No. 1 Road consists primarily of older single-family dwellings on lots zoned “Single Detached (RS1/E)” with rezoning and subdivision potential.

To the north, are single detached dwellings zoned “Single Detached (RS1/E)”;

To the south, are two (2) single detached lots recently rezoned (RZ 07-380230) to “Coach Houses (RCH)”;

To the east across, No. 1 Road, are smaller single detached dwellings under Land Use Contract 148; and

To the west along Sorrel Drive are single detached dwellings zoned “Single Detached (RS1/E)”.

Related Policies & Studies

OCP Designation

The Official Community Plan’s (OCP) Generalized Land Use Map designation for this property is “Neighbourhood Residential”, and the Specific Land Use Map designation is “Low-Density Residential”. This redevelopment proposal is consistent with these designations.

Lane Establishment and Arterial Road Redevelopment Policies

The rezoning application complies with the City’s Lane Establishment and Arterial Road Redevelopment Policies, as it is a coach house development proposal with access to an operational lane. All lots on the west side of No. 1 Road within this block have similar development potential due to the existing lane system.

Lot Size Policy

The subject property is not located within a Lot Size Policy area.

Staff CommentsTree Preservation

The site survey (**Attachment 3**) submitted by the applicant indicates that there are no bylaw-sized trees located on the subject property. However, there is one (1) bylaw-sized tree (Tree #1) located within 2 m of the subject property on the neighbouring property to the north at 10491 No.1 Road.

As Tree #1 is potentially in conflict with the proposed building envelope of future Lot A, the applicant has received authorization (on file) from the owners of 10491 No. 1 Road for its removal. The applicant is to apply for a Tree Removal Permit for Tree #1 at Building Permit stage. Tree protection fencing for Tree #1 must be provided according to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping of the future lots is completed or a Tree Removal Permit is granted.

Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain four (4) trees [two (2) trees per future lot] (minimum 6 cm deciduous calliper/2.5 m coniferous height).

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, for the two (2) future lots along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that two (2) replacement trees are planted and maintained on each lot, and that the front yard of the future lots will be enhanced.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to and from the subject site is not permitted in accordance with Bylaw 7222. Access to the site at future development stage is to be from the existing rear lane only.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

This rezoning application to permit a subdivision to create two (2) lots, each with a principal single-family dwelling and accessory coach house above a garage, conforms to the Affordable Housing Strategy.

Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

Subdivision

At future subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Analysis

All the relevant technical issues can be addressed. The rezoning application also complies with the Lane Establishment and Arterial Road Redevelopment Policies, as it is a coach house development on an arterial road where an existing municipal lane is fully operational. The future lots will have vehicle access to the laneway with no access being permitted onto No. 1 Road.

Conclusion

The rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots, each with a single detached dwelling and coach house above a garage, with vehicle access to the existing rear lane. This development complies with all applicable land use designations and policies contained within the Official Community Plan (OCP).

The list of rezoning considerations is included as **Attachment 4**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommend that the proposed development be approved.



Erika Syvokas
Planning Technician
(604-276-4108)

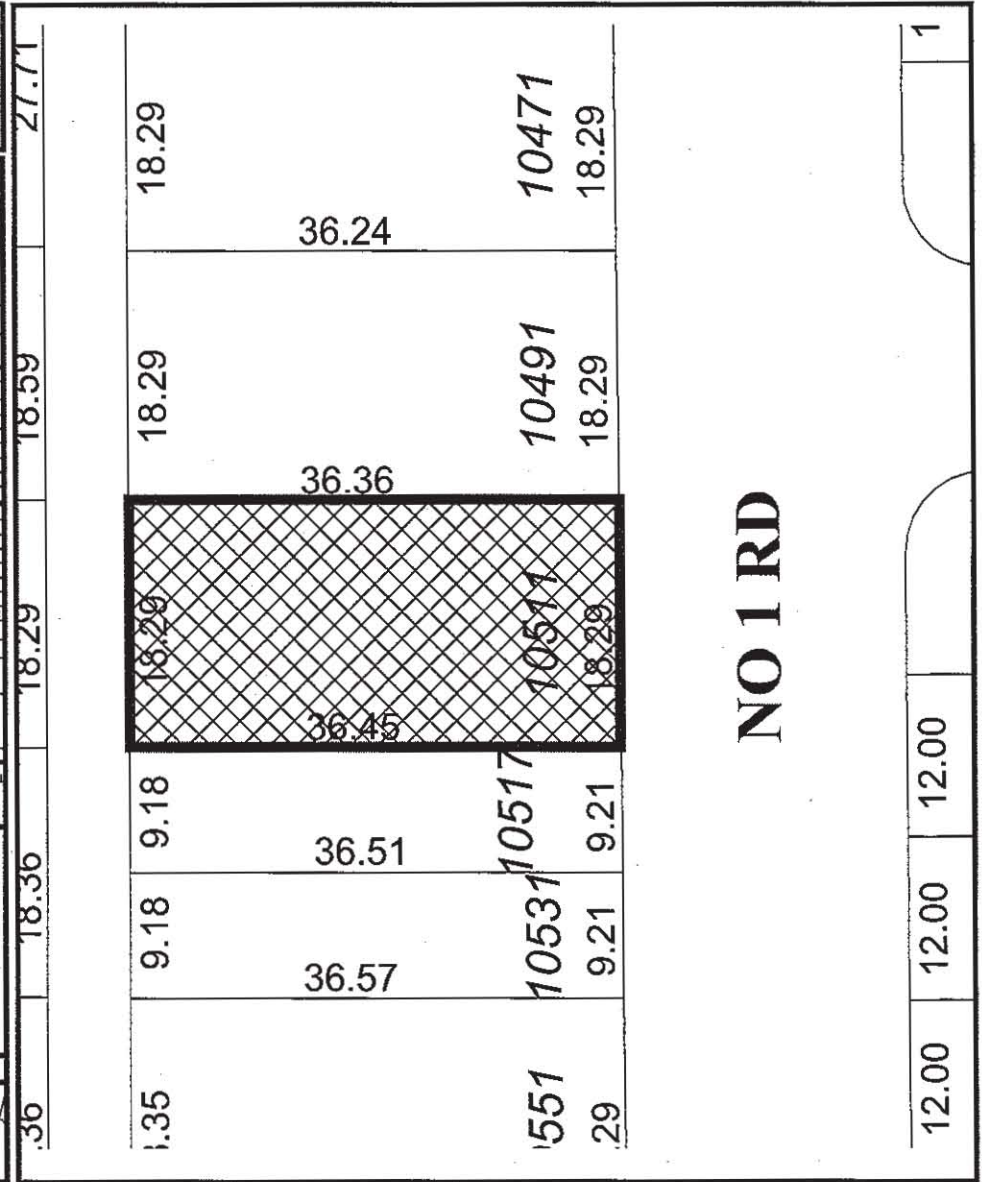
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- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey
- Attachment 4: Rezoning Considerations Concurrence



City of Richmond

PROPOSED REZONING



RZ 11-589493

Original Date: 09/20/11

Revision Date: 09/20/11

Note: Dimensions are in METRES



RZ 11-589493

PLN - 16

Original Date: 09/20/11

Amended Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11-589493

Attachment 2

Address: 10511 No.1 Road

Applicant: Kevin Sandhu

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Kevin Sandhu	To be determined
Site Size (m²):	666 m ²	Two (2) lots, 332.7 m ² and 333.3 m ²
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map Designation – "Neighbourhood Residential" Specific Land Use Map Designation – "Low-Density Residential" 	No change
Area Plan Designation:	None	No change
702 Policy Designation:	None	No change
Zoning:	RS1/E	RCH
Other Designations:	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit rezoning and subdivision to compact lots along the west side of this section of No. 1 Road	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 including the single detached dwelling and coach house	Max. 0.6 including the single detached dwelling and coach house	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m ²	Two lots, each approx. 328 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	<ul style="list-style-type: none"> • Single Detached Housing – Max 2.5 storeys • Garage with Coach House – Max 2 storeys or 7.4 m, whichever is less 	<ul style="list-style-type: none"> • Single Detached Housing – Max 2.5 storeys • Garage with Coach House – Max 2 storeys or 7.4 m, whichever is less 	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	Single Detached Housing – 2 spaces Coach House – 1 space Total per lot = 3 spaces	Single Detached Housing – 2 spaces Coach House – 1 space Total per lot = 3 spaces	none

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

Rezoning Considerations

10511 No.1 Road

RZ 11-589493

Prior to final adoption of Zoning Amendment Bylaw 8827, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees; and
 - Include the required four (4) replacement trees [two (2) per future lot] with a minimum size height of 6 cm deciduous calliper/2.5 m coniferous height.
2. Registration of a Flood Indemnity Covenant on Title.

At demolition* stage, the applicant will be required to:

- Install Tree Protection Fencing for Tree #1 located on the adjacent property to the north (10491 No. 1 Road) according to City standard.

At subdivision* stage, the applicant will be required to:

- Pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

At Building Permit* stage, the applicant will be required to:

- Obtain a Tree Removal Permit for Tree #1 located on the adjacent property to the north (10491 No. 1 Road).

Note:

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

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

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

[Signed original on file]

Signed _____

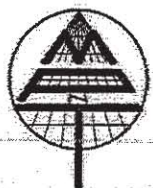
Date _____

SURVEY PLAN SHOWING PROPOSED SUBDIVISION OF LOT 479 SECTION 34 BLOCK 4 NORTH RANGE 7 WEST NWD PLAN 40616

PID: 004-041-305

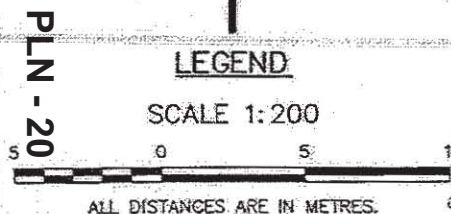
CIVIC ADDRESS:

#10511 NO. 1 ROAD
RICHMOND, B.C.



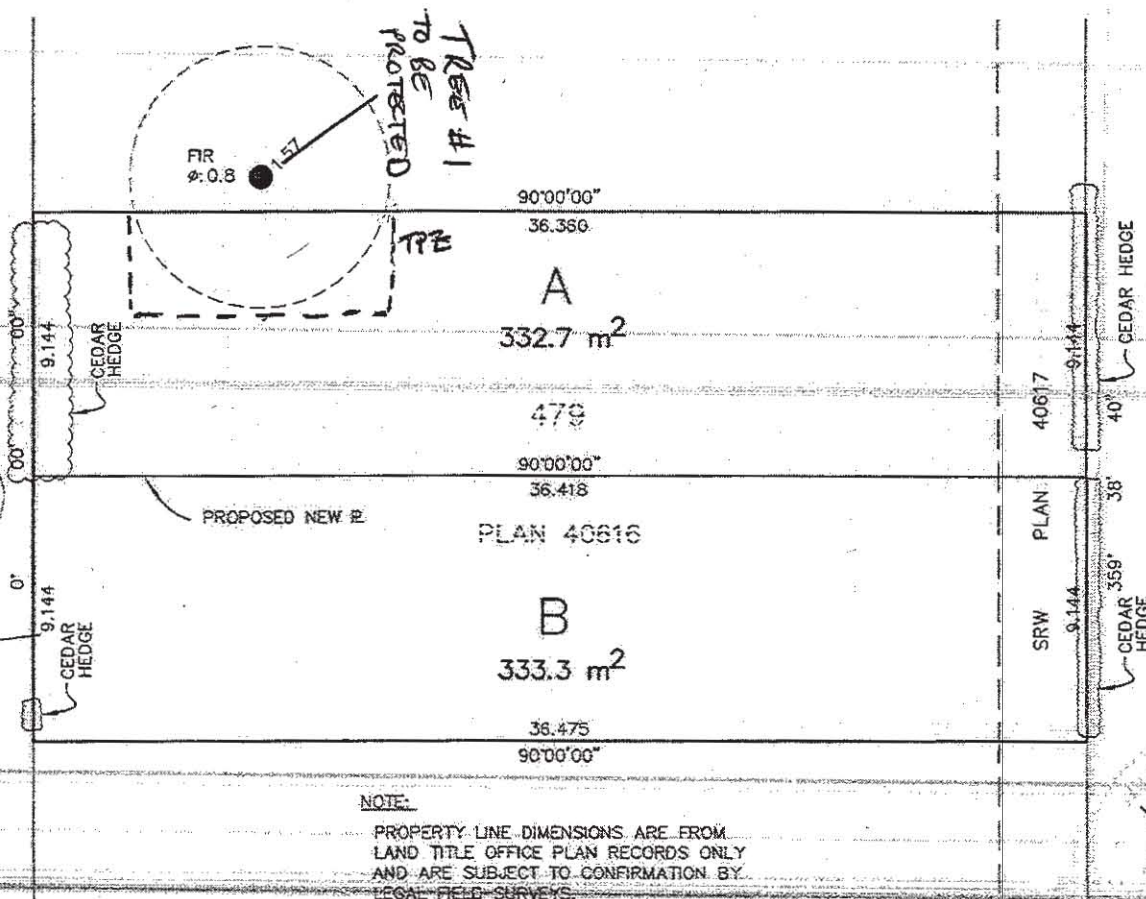
LEGEND

SCALE 1:200



LANE

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C.
V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CADFILE: 16805-001-SKETCH-001.DWG



NOTE:

PROPERTY LINE DIMENSIONS ARE FROM
LAND TITLE OFFICE PLAN RECORDS ONLY
AND ARE SUBJECT TO CONFIRMATION BY
LEGAL FIELD SURVEYS

ELEVATIONS ARE TO CITY OF RICHMOND GEODETIC DATUM.

SEPTEMBER 6, 2011
AUGUST 18, 2011

R-11-16805-SKETCH-1

CLIENT REF.: KEVIN SANDHU



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8827 (RZ 11-589493)
10511 NO. 1 ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COACH HOUSES (RCH)**.

P.I.D. 004-041-305

Lot 479 Section 34 Block 4 North Range 7 West New Westminster District Plan 40616

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8827"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: October 31, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-583027

Re: **Application by KNS Enterprises Ltd. for Rezoning at 9040 Railway Avenue
from Single Detached (RS1/E) to Single Detached (RS2/B)**

Staff Recommendation

1. That Bylaw No. 8835, for the rezoning of 9040 Railway Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B) ", be introduced and given First Reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

KNS Enterprises Ltd. has applied to the City of Richmond for permission to rezone 9040 Railway Avenue (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/B) in order to permit the property to be subdivided into two (2) single family lots with vehicle access from a rear lane extension (**Attachment 2**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

To the north: Existing single-family lots zoned Single Detached (RS1/E);
To the east: Single-family dwellings on large lots zoned Single Detached (RS1/E);
To the south: Newer single-family dwellings on lots zoned Single Detached (RS1/B); and
To the west: Across Railway Avenue, a linear railway right-of-way, an unopened road, with a low-density townhouse complex beyond that on a lot under Land Use Contract 009 at 4900 Francis Road.

Related Policies & Studies

Lane Establishment and Arterial Road Redevelopment Policy

The subject application is consistent with the City's Lane Establishment and Arterial Road Redevelopment Policy, which encourage single-family development with lane access along arterial roads. The proposed development would extend an existing municipal lane off Maple Road.

Affordable Housing

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant is proposing to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suites are built to the satisfaction of the City in accordance with the Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection is to be granted until the secondary suites are constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is a condition of rezoning. This agreement will be discharged from Title on the one (1) lot where the secondary suites are not required by the Affordable Housing Strategy after the requirements are satisfied, at the initiation of the applicant.

Should the applicants change their mind about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00 per square foot of total building area of the single detached developments (i.e. \$4,736).

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Tree Preservation

A Tree Survey and a Certified Arborist's report were submitted in support of the application; nine (9) trees were identified and assessed:

- one (1) bylaw-sized tree on the subject property;
- one (1) tree on the adjacent property to the east (5060 Francis Road); AND
- seven (7) bylaw-sized trees on the City boulevard in front of the site.

On Site Tree:

The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the Arborist's recommendations to remove the 59 cm Norway spruce located on site. A significant portion of the top of the tree had died back and has been removed due to inevitable failure. Site observation revealed the tree continues to die back (dead branches below the old topping point) and the remainder of the tree is showing symptoms of stress and/or decline - chlorotic patches with canopy.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) and the size requirements for replacement tree in the Tree Protection Bylaw No. 8057, two (2) replacement trees at 9 cm calliper or 5.0 m in height are required.

Neighbouring Tree:

The applicant has agreed to protect a Cherry tree located on the adjacent property to the east at 5060 Francis Road. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation that the existing fence along the east property is sufficient to protect the root zone and the canopy could be cut back to the fence line without a negative impact (see Tree Retention Plan in **Attachment 4**).

City Trees:

Parks Operations staff have determined that the seven (7) bylaw-sized trees on the City boulevard in front of the subject site be protected and the grade on the boulevard be maintained as it is right now. In order to ensure that the street trees will not be damaged during construction, tree protection fencing must be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone must be submitted prior to final adoption of the rezoning bylaw. Furthermore, as a condition of rezoning, the applicant is required to submit a \$9,100 Tree Survival Security. The City will retain 50% of the security until Final Inspection of the Building Permits of the affected future lots are issued. The City will retain the remaining 50% of the security for an additional two (2) years after the Final Inspection of the Building Permits to ensure that the protected tree has survived.

Landscaping

Council Policy 5032 encourages property owners to plant a minimum of two (2) trees per lot in recognition of the benefits of urban trees (minimum 6 cm calliper deciduous or 3 m high conifer). The applicant has agreed to plant and maintain an additional two (2) trees (a total of four (4) trees including the required replacement trees) on the future lots (2 trees per future lot).

In order to ensure that the proposed replacement trees will be planted and that the front yards of the future lots will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy and include four (4) new trees (in a mix of coniferous and deciduous). If replacement trees cannot be accommodated on-site, cash-in-lieu (\$500/tree) for off-site planting would be required.

Site Servicing

No servicing concerns. As a condition of rezoning, the developer is required to dedicate a 6 m lane along the entire east property line of the site for proposed lane extension.

At future subdivision stage, the developer is required to enter into a standard Servicing Agreement for the design & construction of a lane extension along the entire east property line of the site. The proposed lane is to include (but not limited to) storm sewer, sand/gravel base, roll over concrete curb and gutter (both sides), asphalt pavement, and lane lighting. Design should also include water, storm and sanitary service connections for each proposed lot and the removal of the existing driveway crossing on Railway Avenue.

Vehicle Access

Direct vehicular access from the subject site to Railway Avenue will not be permitted in accordance with Residential Lot (Vehicular) Access Regulation (Bylaw No. 7222). Vehicle access is to be from the proposed rear lane only. Removal of the existing driveway letdowns to the site along Railway Avenue and reinstatement of the sidewalk will be addressed as part of the Servicing Agreement application. Transportation staff recommends that the driveway for the future northern lot be situated along its new south property line to provide a hammerhead for vehicle turnaround (see Proposed Subdivision Plan in **Attachment 2**). As a condition to rezoning, a 2.5 m wide by 5.5 m deep Public Rights-of-Passage Right-of-Way on the driveway to allow for this hammerhead is required.

Subdivision

At future subdivision stage, the developer will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs. Servicing costs will be determined via the Servicing Agreement.

Analysis

This is a relatively straightforward redevelopment proposal. It is noted that an existing municipal laneway exists to the south, and from this perspective, the proposed development would result in a consistent layout. The future lots will have vehicle access to the laneway with no access being permitted onto Railway Avenue. All the relevant technical issues have been addressed and it is noted that the application conforms to the Lane Establishment and Arterial Road Redevelopment Policies.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots (approximately 12.59 m wide) with vehicle access to a lane extension. This rezoning application complies with all applicable land use designations and policies contained within the Official Community Plan (OCP). The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed acceptance on file). On this basis, staff recommends support of the application.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

Attachments:

Attachment 1: Location Map

Attachment 2: Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations



City of Richmond

**PROPOSED
REZONING**

PLN - 29

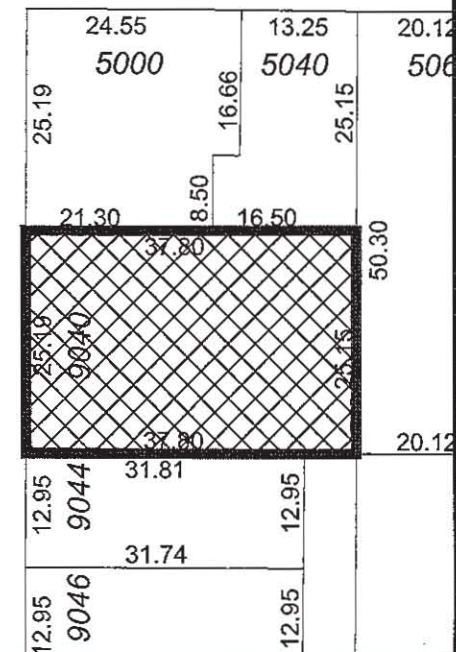
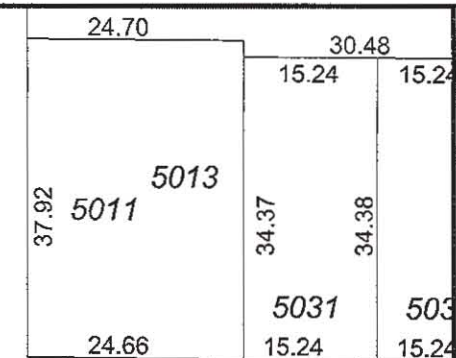
RAILWAY AVE

FRANCIS RD

MAPLE RD

RAILWAY AVE

FRANCIS RD



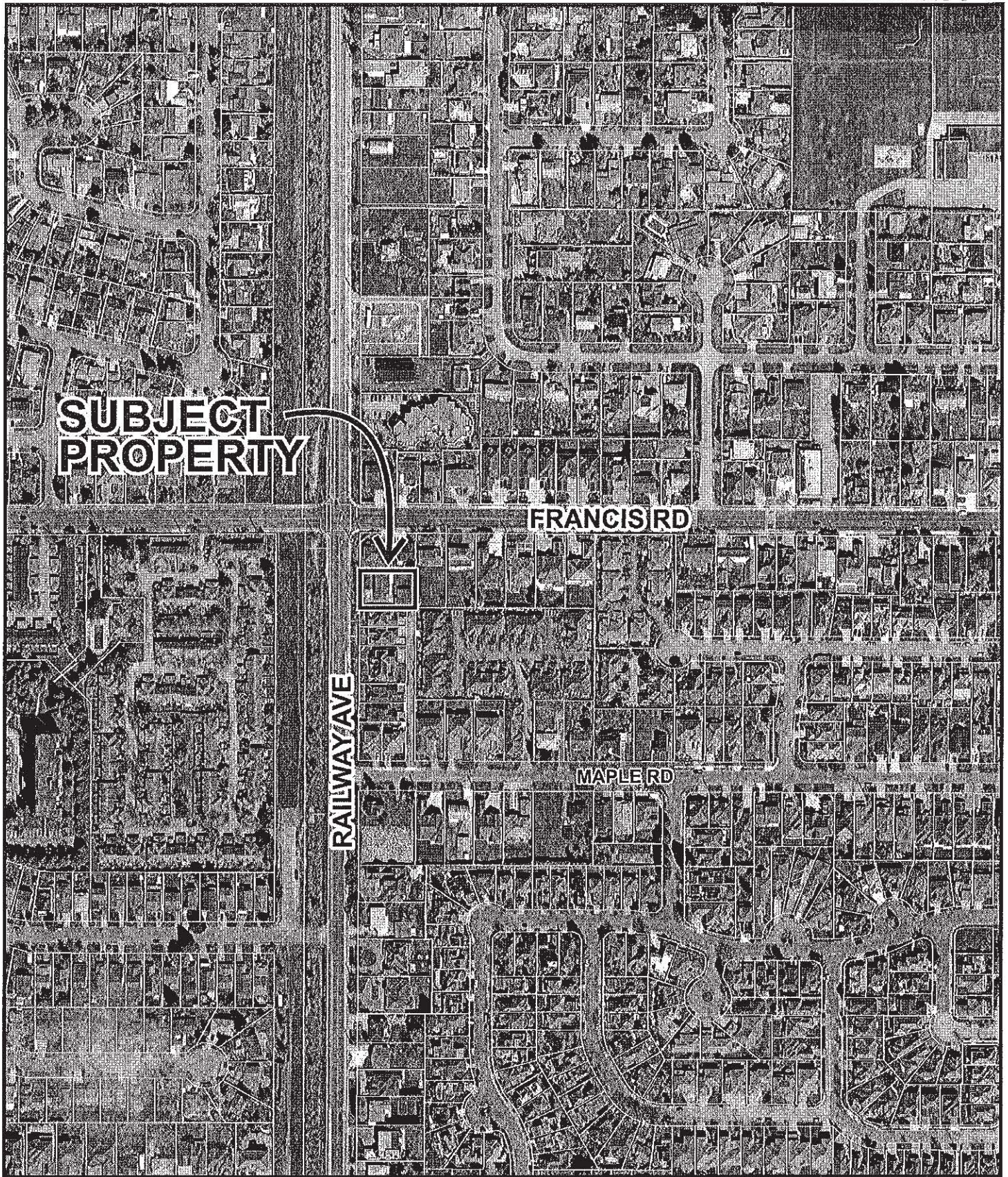
RZ 11-583027

Original Date: 07/20/11

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1



RZ 11-583027

PLN - 30

Original Date: 07/20/11

Amended Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION AND PROPOSED STATUTORY RIGHT OF WAY OF SOUTH HALF LOT 7 SECTION 25 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 16796

#9040 RAILWAY AVENUE,
RICHMOND, B.C.
P.I.D 010-226-150



PLAN-34

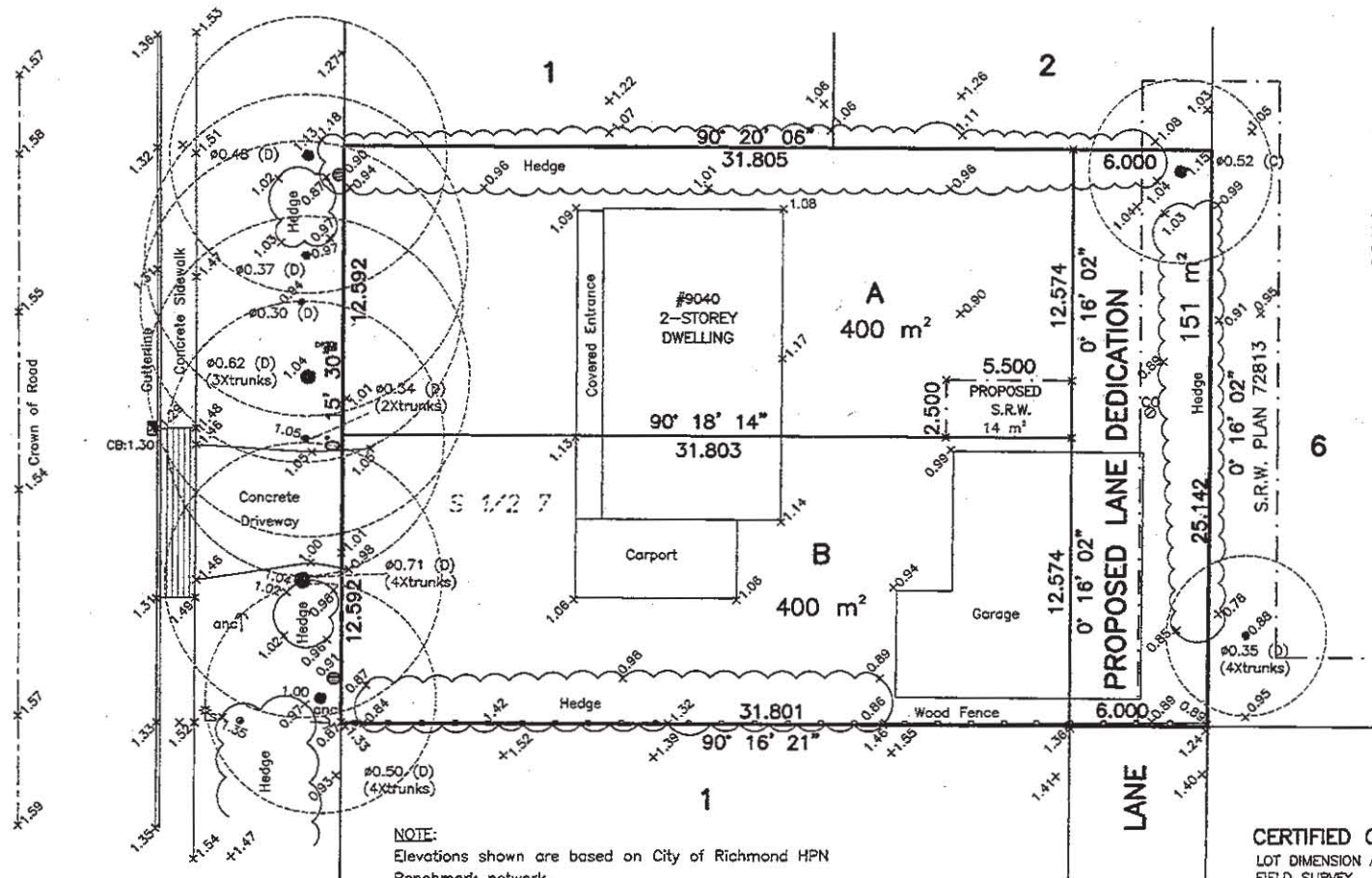
Legend:

- denotes coniferous
- denotes deciduous
- denotes power pole
- anc denotes guy-wire anchor
- denotes catch basin
- denotes water meter
- denotes water valve
- CO denotes cleanout
- LS denotes lamp standard

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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4485
FB-182 P93-96
Drawn By: TH

DWG No. 4485-TOPO-02

RAILWAY AVENUE



NOTE:
Elevations shown are based on City of Richmond HPN
Benchmark network.
Benchmark: HPN #205, Control Monument 77H4827
Located at CL Railway Ave & Garry St
Elevation = 1.044 metres

SCALE: 1:200
0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.

NOVEMBER 2nd, 2011

TOPOGRAPHIC INFORMATION SHOWN ON THIS DRAWING WAS SURVEYED ON MAY 26th, 2011.



City of Richmond

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

Development Application Data Sheet

RZ 11-583027

Attachment 3

Address: 9040 Railway Avenue

Applicant: KNS Enterprises Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Thomas & Valinda Wolfram	To be determined
Site Size (m²):	955 m ² (10,280 ft ²)	approximately 400 m ² (4,306 ft ²)
Land Uses:	One (1) single-family residential dwelling	Two (2) single-family residential dwellings
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	N/A	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	One (1)	Two (2)
Other Designations:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road due to the proposed extension of an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	6 m Min.	6 m Min.	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	360 m ²	400 m ²	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



Notes:

1. This plot is based on a topographic and two land-use surveys provided by the owners. Registered Fifth Columbia Land Services (RLS) and legend drawings provided by the owner's Engineer (P. Smith) and/or Surveyor (C. Smith).
2. This plot is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plot. Please refer to the original plans for these features.

Rezoning Considerations

**9040 Railway Avenue
RZ 11-583027**

Prior to final adoption of Zoning Amendment Bylaw 8835, the developer is required to complete the following:

1. Dedication of 6.0 m of property along the entire east property line of 9040 Railway Avenue for proposed lane extension.
2. The granting of a 2.5 m wide by 5.5 m deep Public Rights-of-Passage Right-of-Way to allow for a hammerhead to be located along the south property line of the future northern lot.
3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,736) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

4. Registration of a flood indemnity covenant on Title.
5. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees; and
 - include four (4) replacement/new trees with the following minimum sizes:

No. of Replacement/New Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Trees
2	6 cm		3.0 m
2	9 cm		5.0 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

6. 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 on the adjacent property to the east (5060 Francis Road) and on the City boulevard in front of the site. 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.
7. Submission of a Tree Survival Security to the City in the amount of \$9,100 for the seven (7) City trees on the boulevard along Railway Avenue. 50% of the security will be released at Final Inspection of the Building Permits of the affected future lots and 50% of the security will be release two (2) years after final inspection of the Building Permits in order to ensure that the tree has survived.

At future subdivision stage, the developer will be required to:

1. Enter into a standard Servicing Agreement for the design & construction of a lane extension along the entire east property line of the site. The proposed lane is to include (but not limited to) storm sewer, sand/gravel base, roll over concrete curb and gutter (both sides), asphalt pavement, and lane lighting. Design should also include water, storm and sanitary service connections for each proposed lot and the removal of the existing driveway crossing on Railway Avenue.
2. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8835 (RZ 11-583027)
9040 RAILWAY AVENUE**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/B)**.

P.I.D. 010-226-150

South Half Lot 7 Section 25 Block 4 North Range 7 West New Westminster District Plan 16796

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8835"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 11, 2011
File: RZ 10-557519
Re: **GBL Architects Inc. has applied to the City of Richmond for a text amendment to the Low Rise Apartment (ZLR24) zone and permission to rezone 9500 Cambie Road from Single Detached (RS1/F) to Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) in order to permit a four (4) storey residential development consisting of approximately 135 units**

Staff Recommendations

That Bylaw No. 8826 to amend the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” Zone for the rezoning of 9500 Cambie Road from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

DN:blg

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Att.

Staff Report

Origin

GBL Architects Inc., on behalf of 0890784 BC Ltd., has applied to the City of Richmond to rezone 9500 Cambie Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Low Rise apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” to permit development of approximately 135 units, including six (6) affordable housing units over a parking structure (**Attachment 2**).

An amendment to the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” zone to reference setbacks along Cambie Road is associated with the subject application. At the time the zone was drafted, active development was not occurring along Cambie Road; therefore, an appropriate setback was not established.

Findings of Fact

The subject application is in the Alexandra Neighbourhood within the West Cambie Area Plan and conforms to the building typology envisaged for the site.

The adjacent western site consists of a large consolidation that includes residential, commercial, day care and community use space. The eastern adjacent site is in the process of rezoning to permit assembly use.

The subject application has managed to accommodate the density on-site in a building form that is responsive to the area plan design guidelines despite being constrained in terms of lot size and geometry, as well as substantial road dedication requirements.

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

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

Surrounding Development

To the North: Cambie Road and existing single-family lots zoned “Single Detached (RS1/B)” and designated Residential (Single Family Only) in the West Cambie Area Plan.

To the East: Future May Drive and existing single-family lots zoned “Single Detached (RS1/F)” and designated Community Institutional in the Alexandra Neighbourhood Land Use Map. A consolidation of five (5) parcels are included in an active development application to rezone the site to facilitate development of a two-storey assembly hall and associated parking intended to serve the Ismaili Muslim population in Richmond (RZ 04-270168). The two-storey structure consists of approximately 2,283 m² (24,578 ft²) that includes prayer space, classrooms for religious study, seminars and education sessions, a library, and a nursery, as well as a landscaped surface parking area to accommodate approximately 290 vehicles. The associated Public Hearing occurred in July 2009 and the applicant is actively working to address all terms associated with the rezoning.

To the South: Future McKim Way and existing single-family lots zoned “Single Detached (RS1/F)” and designated Residential Area 1 (1.50 base FAR) and Community Institutional respectively. The south easterly parcel is included in the active assembly hall proposal (RZ 04-270168).

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

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated “Neighbourhood Residential” in the Official Community Plan (OCP). The proposed land use and density are consistent with the plan.

West Cambie Area Plan - Alexandra Neighbourhood

The subject site is designated “Residential Area 1” in the West Cambie Area Plan - Alexandra Neighbourhood (**Attachment 4**), and is within Character Area 4 – Medium Density Housing. The proposal complies with the intended land use.

Character Area 4 – Medium Density Housing specifies a minimum lot area requirement of 1.0 ha (2.47 ac). Due to earlier development patterns in the immediate neighbourhood and the then property owner’s disinterest in development, it was understood that the subject site would be developed on its own. The western adjacent “Remy” development was required to demonstrate the feasibility of achieving the target density on the subject site.

The property has since been sold and the applicant has demonstrated that the proposed use, building form, and density are consistent with the parameters outlined in the Official Community Plan (OCP) and the West Cambie Area Plan – Alexandra Neighbourhood.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation that permits all aircraft noise sensitive land uses with the exception of new single-family development. As the site is affected by Airport Noise Contours, the development is required to register a covenant to disclose noise restrictions prior to final adoption of the rezoning bylaw.

Further, the applicant is required to retain a registered professional qualified in acoustics to prepare a report that recommends site-specific acoustic sound insulation measures as part of the associated Development Permit review process. This report must either substantiate the provision of air conditioning in the construction of the building or a suitable alternative as determined by the registered professional. In addition to the mechanical ventilation, the report is to consider construction practices to maintain the acoustic integrity of the building envelope and achieve a highly liveable interior environment when windows are shut, particularly during summer months.

The applicant is required to retain a registered professional who is qualified in the design and installation of an air condition, or an alternative cooling system that meets the ASHRAE 55-2004 standard, or subsequent updates as they may occur. Further, the retained registered professional is to certify that any required noise insulation measures have been installed according to the report's recommendations before the building may obtain an Occupancy Permit. Maximum noise levels (decibels) within the dwelling units must be as follows:

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

Affordable Housing Strategy/Density Bonus

The West Cambie Area Plan includes specific provisions that establish a density bonus opportunity in exchange for the provision of on-site affordable housing units. The subject site's "Residential Area 1" designation includes provisions to permit additional density provided a predetermined ratio of the density bonus is secured as affordable housing units.

Conditional to securing 1/3 of the 0.2 Floor Area Ratio (FAR) density bonus area as affordable housing units, the density for area designated "Residential Area 1" may increase from 1.5 to 1.7 FAR. The remaining 2/3 of the additional density may be marketed without conditions to contribute toward the financing of the affordable housing units.

Of the 135 units proposed on-site, six (6) affordable housing units are proposed. The following have been identified as future affordable housing units:

- Three (3) two-bedroom units located on the ground level fronting Cambie Road and at the corner of Cambie Road and May Drive; and
- Three (3) one-bedroom units on the ground level fronting May Drive.

Attachment 5 indicates the location of affordable housing units within the proposed development.

To secure affordable housing units within the proposed development, the applicant is required to enter into a Housing Agreement prior to final adoption of the rezoning bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. A report will be drafted by the Affordable Housing Coordinator, with a bylaw and associated Housing Agreement attached. To secure the affordable housing units, the following terms, among others, will be articulated in the Housing Agreement.

Housing Agreement Terms

Rental Rate	\$875 for one-bedroom units for an eligible tenant having an annual income of \$35,000 or less \$1,063 for two-bedroom units for an eligible tenant having an annual income of \$42,500 or less Including provision for income adjustment at the date of adoption
Ownership	The Housing Agreement is to establish terms for block ownership of the affordable housing units
Duration of Agreement	Perpetuity
Allocation of Floor Area	Ground floor apartment units

# of bedrooms	unit floor area
2 (x2)	78.9 m ² (850 ft ²)
2	87.5 m ² (942 ft ²)
1	55.9 m ² (602 ft ²)
1 (x2)	49.1 m ² (529 ft ²)

The size of the units proposed are generally in accordance with the terms of the Affordable Housing Strategy. Provision of two-bedroom units is supported as multi-room dwellings are the most desired unit typology and respond to the affordable housing needs of families within the City.

The legal agreement will secure full and unlimited access and use of the indoor amenity space provided on-site for all occupants of the rental units.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Plain restrictive covenant specifying the minimum flood construction level (2.6 m geodetic) is required prior to rezoning bylaw adoption.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because the proposed development complies with the OCP.

Public Input

Since the rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing, no further external consultation was carried out prior to the preparation of this report. The applicant has forwarded confirmation that a development sign has been posted on the site.

Staff have not received any telephone calls or received any submissions from the public regarding the proposed development.

Staff Comments

Background

- The applicant proposes to develop a four-story apartment building consisting of approximately 135 units, including six (6) low-end of market rental units, over a parking level (**Attachment 2**).
- Both the use and building typology proposed are supported by the West Cambie Area Plan – Alexandra Neighbourhood. The primary challenge associated with the proposal is achieving the site's potential density due to the limited size of the site.
- The net site area, after required road dedications, is approximately 0.59 ha (1.47 acres) or 5,976 m² (64,331 ft²), which is less than the 1.0 ha (2.47 acres) minimum consolidation requirement referenced in the West Cambie Area Plan.
- Development of the subject site, despite the total area of the lot, is supported based on factors that precluded the site's ability to consolidate a larger development site.

- The eastern adjacent assembly development proposal (RZ 04-270168) had secured a fixed consolidation and was in the review process prior to the development and adoption of the West Cambie Area Plan.
- At the time that the western adjacent development (the “Remy”) was considered by the City, the owner of the subject site was not interested in consolidating and pursuing development of the site. As part of the “Remy” project review process, the applicant was required to demonstrate that the development potential of the subject site would be retained despite its site area. Further, the design of “Remy” included a minimum 6.8 m (22 ft.) building setback from the east property line to secure separation between the developments.
- The proposed amendment to the “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” zone consists of adding references to setbacks along Cambie Road. The existing zone does not reference setback requirements along Cambie Road and the proposed additions are required to facilitate development along the site’s Cambie Road frontage.

Alexandra’s Liveability and Interim Amenity Guidelines

In addition to guidelines regulating design standards within the West Cambie Area Plan-Alexandra Neighbourhood, the provision of an integrated social infrastructure is a requirement of the Area Plan. The plan requires development proposals to respond to elements of well-being and liveability articulated in the guidelines.

Childcare

The City of Richmond’s Child Care Policy is included in the Official Community Plan (OCP); access to affordable, flexible, quality childcare is a priority. In response, the developer proposes a voluntary contribution toward the provision of childcare facilities at a rate of \$0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity).

Public Art

In response to the City’s commitment to the provision of Public Art, the applicant will provide a voluntary contribution at a rate of approximately \$0.60/ft² based on the maximum permitted FAR in accordance with the program’s terms (\$65,617.00). The feasibility of the contribution amount being used to facilitate on-site provision of public art will be further considered in association with the associated Development Permit review process (DP 10-557521).

Community and Engineering Planning Costs

To assist in paying for community planning and engineering costs to plan community land use, services and infrastructure, the developer proposes to provide a voluntary contribution based on a rate of \$0.07 /ft² based on maximum FAR (\$7,655.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines).

City Public Realm Beautification

To assist in paying for City beautification works, such as High Street landscaping, public realm, walkways, plazas, and feature landscaping, the developer proposes to provide a voluntary contribution based on a rate of \$0.60/ft² based on maximum FAR (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines).

Alexandra's Building Sustainability Guidelines

Similar to the Liveability Guidelines articulated above, the applicant has incorporated a response to the plan's commitment to long-term environmental sustainability.

District Energy Utility (DEU)

The City encourages the implementation of environmentally responsible services. The Alexandra area of the West Cambie neighbourhood has been identified by the City for the introduction of a District Energy Utility (DEU). Staff are actively implementing the DEU for the area and the applicant has agreed to design the building to permit connection to the City operated DEU once the service is available in accordance with the Alexandra District Energy Utility Bylaw (No. 8641).

Registration of legal agreements regarding the developer's commitment to connect to the Alexandra DEU, including the operation of and use of the DEU and all associated obligations and agreements, as required by the Director of Engineering, is required prior to rezoning bylaw adoption.

Sustainability

- **Attachment 6** was provided by the applicant and references the sustainability features that are being considered for incorporation into the project.
- The list includes, but is not limited to provisions to include water and energy efficiency, recycled materials and conscientious waste management, low emitting materials and other measures to maximize indoor environmental quality levels.

Technical Review**Road Dedications, Contributions, Transportation & Upgrades**

The following conditions must be addressed prior to adoption of the rezoning bylaw (**Attachment 8**):

Road dedications

- The applicant is required to enter into the City's standard Servicing Agreement (SA) to design and construct frontage improvements and to provide associated land dedication along Cambie Road and the new (north-south) May Drive and (east-west) McKim Way. The cross section details are articulated in Attachment 7.
- Although the adjacent eastern parcel (9560 Cambie Road) is part of a larger active rezoning application (RZ 04-270168) that has Third Reading, it is still possible that the subject application may proceed more rapidly. In this scenario, the applicant is required to secure a road connection between the future McKim Way and May Drive, which requires a right-of-way from the adjacent properties.
- As part of the subject development application, the following must be secured:
 - a. 2 m wide sidewalk;
 - b. boulevard;
 - c. curb/gutter;
 - d. minimum 6 m wide asphalt driving surface to accommodate two-way traffic; and
 - e. 1 m shoulder.
- If the right-of-way to achieve a connection between McKim Way and May Drive cannot be secured by the applicant, the applicant must provide vehicle turning templates confirming the following movements can be accommodated:

- a. Loading vehicles accessing/egressing the loading space;
 - b. Demonstration that functional two-way traffic can be accommodated;
 - c. Demonstration that vehicles can turn around at the south end termination of May Drive; and
 - d. Minimum 2 m wide sidewalk must be provided along the entire frontage, including the southeast corner of the site where the width is constrained.
- Section 219 Covenant BB1931248 and Statutory Right of Way BB1931249 Plan BCP 47360 (public utility purpose) is to be discharged subject to confirmation that the area is entirely within the required road dedication.
- In addition, land dedication is required for the following corner cuts:
 - a. a 4 m x 4 m corner cut (measured from the new property lines) on the northeast corner of the site at the intersection of Cambie Road and May Drive; and
 - b. a 5 m x 5 m corner cut (measured from the new property lines) on the southeast corner of the site at the intersection of McKim Way and May Drive.
- Preducting at the intersection of Cambie Road and May Drive for a traffic signal is required.
- Confirmation of Ministry of Transportation and Infrastructure concurrence is required as a condition of rezoning bylaw adoption.

Parking & Transportation Demand Management

- A total of 179 resident and 25 visitor off-street parking stalls are proposed on-site, which satisfies the bylaw requirement based on consideration of a supportable Transportation Demand Management (TDM) strategy.
- Based on recommendations made by the applicant's Transportation Engineer, a voluntary \$45,000.00 contribution from the developer will facilitate the introduction of a "Special Crosswalk".
- The "Special Crosswalk" will include zebra stripes, signage, overhead illumination and pedestrian activated flashing yellow lights installed across Cambie Road on the west approach of the intersection with Stolberg Street in order to improve pedestrian access to bus stops located on Cambie Road.
- Garbage and recycling collection facilities are located adjacent to an on-site medium sized (9.1 m x 3 m) loading space that is accommodated within close proximity to the McKim Way frontage. These facilities are located adjacent to the parkade vehicle entrance.
- Bicycling parking is provided in accordance with the bylaw.

Servicing Capacity & Upgrades

- Based on the sanitary analysis provided for review, the proposed site requires a 250 mm diameter sanitary main along proposed McKim Way and a 300 mm diameter sanitary main on proposed May Drive. The existing sanitary system extending to the Odlin West Pump Station has been demonstrated to have adequate capacity to service the proposed site.
- As the sanitary main improvements are planned to be constructed by the adjacent western development (the "Remy") under Servicing Agreement (SA) 08-434616, the proposed development will be responsible for any latecomer payments associated with eligible latecomer works built via the adjacent development. If the works outlined in SA 08-434616 do not proceed, the subject development will be required to construct the improvements. The sanitary sewer capacity analysis calculations must be included on the SA design drawings.
- Storm drainage analysis is not required. Latecomer charges apply to the Cambie Road storm sewer. Storm sewer is required in the May Drive and McKim Way frontages and sizing calculations are required as part of the SA.

- Water analysis is not required; however, water main requirements are required along the entire May Drive and McKim Way frontage. In addition, fire flow calculations confirming adequate flow are required at the Building Permit stage.

Alexandra Neighbourhood Development Agreement

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

Analysis

Proposed Amendment to Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) Zone

- References to Cambie Road setback requirements are proposed to be inserted into the existing Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) zone in order to accommodate development at the subject site.
- At the time the ZLR24 zone was drafted, the subject area was not being actively developed; therefore, provisions for setbacks along Cambie Road were not referenced in the bylaw.
- The ZLR24 zone has facilitated housing developments in the neighbourhood with a similar character and the proposal complies with the intent, use, density, setbacks, height and other requirements of the ZLR24 zone.
- The ZLR24 Zone is proposed to be amended to include the following references to setback requirements along Cambie Road:
 - Cambie Road minimum public road setback: 7 m
 - Common entry features and unenclosed balconies located along the Cambie Road frontage may project into the public road setback for a maximum distance of: 2.5 m
 - A parking structure along the Cambie Road frontage may project into the public road setback, provided it is appropriately screened as specified by a Development Permit, but shall be no closer than: 3.8 m
- The setbacks proposed are appropriate for the context and proposed residential use. Additionally, the setbacks are greater than the setbacks required by the Low Rise Apartment (ZLR22)-Alexandra Neighbourhood (West Cambie) zone applied to the western adjacent mixed use development (the “Remy”).

Tree Retention and Replacement

- The applicant has submitted an Arborist Report and associated tree plan, which has been reviewed by the City Tree Preservation Coordinator. There are no valuable or viable trees located on this property.
- On-site trees have been assessed as high risk due to proximity to targets within the site or on surrounding lands due to pre-existing defects, or have been assessed as suffering from advanced health decline and/or significant structural defects in addition to conflicting with the development pattern.

Tree Review Synopsis

Tree Location	# of trees	Retention/Removal	Compensation
On-site: Hedgerow	31	There are no valuable or viable trees located on this property. On-site trees have been assessed as high risk considering their proximity to residential uses within the site or on surrounding lands due to pre-existing defects, and/or are suffering from advanced health decline or significant structural defects. In addition, trees conflict with the proposed site plan which is residential units above a level of parking.	Replacement planting at a ratio of 2:1 for the removal of on-site trees in accordance with the OCP.
Along Cambie frontage	5		
Additional on-site trees	6		
Joint ownership with eastern adjacent property, 9560 Cambie Road	5	Trees were previously topped and are identified for removal in the Arborist Report.	A Letter of Authorization is required from the adjacent property owner in order to remove these trees.*

- Landscape details, demonstrating the introduction of a minimum of 84 trees on-site in accordance with the 2:1 replacement requirement, will be further evaluated and a landscaping Letter of Credit will be secured in association with the Development Permit.
- If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or will be required to plant replacement trees on City-owned property in an alternate location.
- The applicant has responded to the terms outlined to facilitate removal of on-site trees in advance of rezoning bylaw adoption and subsequent to successful Public Hearing.
 - The number of on-site trees to be removed has been reviewed and accepted by the City Tree Preservation Officer;
 - The development site plan is generally acceptable and will be further articulated in association with the Development Permit;
 - An active Development Permit (DP 10-557521) is in process on the subject site;
 - A preliminary landscape plan (**Attachment 2**) has been submitted to the City for consideration and will be improved upon in association with the Development Permit review process; and
 - A landscape security is required prior to issuance of the Tree Removal Permit. The security is based on the number of on-site trees identified for removal at a 2 to 1 replacement ratio ($42 \times (2 \times \$500) = \$42,000$).
- No trees on City property are affected by the proposal.

Amenity Space

- The proposed development will provide both indoor and outdoor common amenity spaces on-site, 104.7 m^2 ($1,127 \text{ ft}^2$) and 810 m^2 ($8,719 \text{ ft}^2$) respectively, which comply with the requirements of the OCP.
- Indoor amenity space is centrally located within immediate proximity to the main building entrance on the main floor and facilitates direct access to the common outdoor amenity area. Programming details associated with this space will be developed in association with the Development Permit (DP 10-557521).

* In the case that ownership of trees is contested, an updated survey plan indicating the diameter of the trunk and the specific location of the tree in relation to the property will be required to determine percentage of ownership.

- The outdoor amenity space is accessible both via the indoor amenity space and pathways with direct access to Cambie Road and McKim Way. The Development Permit review process will undertake further design development of the outdoor space and will include review of the proposed location and programming of the children's play area. The review process will be informed by a shadow study that includes consideration of the impact of the adjacent western property (the "Remy") and how to minimize the affect of building shadows on outdoor programming.

Basic Universal Housing Features

- Dwelling units that provide all the accessibility provisions listed in Section 4.16 of the Zoning Bylaw are permitted a maximum per unit exemption of 1.86 m² (20 ft²) per unit to compensate for the additional costs associated with the construction. The exemption is intended to support the inclusion of aging in place provisions and to facilitate ready access, use and occupancy by persons with mobility challenges.
- Of the 135 units proposed, 122 units include basic universal housing features in accordance with the terms of the Zoning Bylaw. The location of units are indicated in Attachment 6.
- The provisions include specifications related to:
 - building access;
 - manoeuvring space and corridor width specifications;
 - floor surface conditions; and
 - bedroom, bathroom, kitchen, and patio design terms.

Crime Prevention Through Environmental Design (CPTED)

- The outward orientation of the residential units and outdoor patio spaces create opportunity for passive surveillance.
- The location of the indoor amenity space and orientation of west facing units similarly create opportunities for passive surveillance of the outdoor amenity area and north-south pathway.
- CPTED principles will be further reviewed as part of the Development Permit review process. Recommendations include:
 - Use of reflective white paint and minimizing the amount of solid walls in the parking levels;
 - Labelling of glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs); and
 - Incorporation of low-level lighting within the courtyard and along the north-south walkway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

Proposed Development Permit (DP 10-557521)

- The proposed building design will be reviewed by the Advisory Design Panel (ADP) as part of the Development Permit review process. The Panel's comments will be considered in association with the following comments from staff, which identify items highlighted for further discussion and/or design development. The review process will consider:
 - Further review and design development of the retaining walls fronting roads to minimize the impact of the change in elevation between the street and private patios and entrances. The target change in grade is between 1.2-1.5 m (4 – 5 ft.); however, the impact of the combination of the minimum flood construction level (2.6 m geodetic) within this neighbourhood, the elevation of the adjacent road, and the limited space for grade transition will be considered as part of the detailed

review process. The applicant is required to substantiate the proposed changes in elevation on the plans by providing detailed elevations and sections;

- The height and design of retaining walls at the corner of McKim Way and May Drive requires further design development. The transition area in this location is especially narrow (minimum 0.5 m) due to constraints resulting from the required road dedication and design of the enclosed parking level;
- Design development at the lobby entrance to treat blank walls with variation in material and/or color and to investigate options for the treatment of the lobby roof to maximize opportunity to green the overlook condition and contribute to establishing a distinctive break in the building that marks the main entrance.
- Consideration of opportunities to maximize diversity of texture, materials, color to further break the building's long façade.
- The intersection of Cambie Road and May Drive is a gateway into the neighbourhood. Due to its significant visibility, further opportunity to establish a strong anchor at this corner will be considered (inclusion of public art, further roof parapet development, infusion of color/unique material palette);
- Consideration of the location of the children's outdoor play area and outdoor amenity programming based on consideration of the shadow impacts from the adjacent western development (the "Remy");
- Substantiation of truck turning movements and confirmation from a hauler that the turning radius provided can accommodate collection trucks; and
- Demonstration of separation between tandem parking stalls and regular parking spaces within the enclosed parking level.

Potential Future Development Variance Permit

- The development proposal accommodates the proposed density, responds to the West Cambie Area Plan design guidelines, and generally exceeds the minimum setback requirements despite a limited total site area. The standard minimum lot area required for medium density residential development within the West Cambie Area Plan is 1.0 ha (2.46 acres); however, the proposed development is supported on the basis of the orphaned lot's demonstration that the proposed density can be accommodated on the 0.59 ha (1.5 acres) site while responding to the terms in the West Cambie Area Plan.
- As a result of its restricted site size, a variance to permit a 1% increase in lot coverage may be associated with the DP (DP10-557521), as well as a minor variance to the permitted drive aisle width in specific locations within the parkade, which will be considered in detail as part of the Development Permit review process.

Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

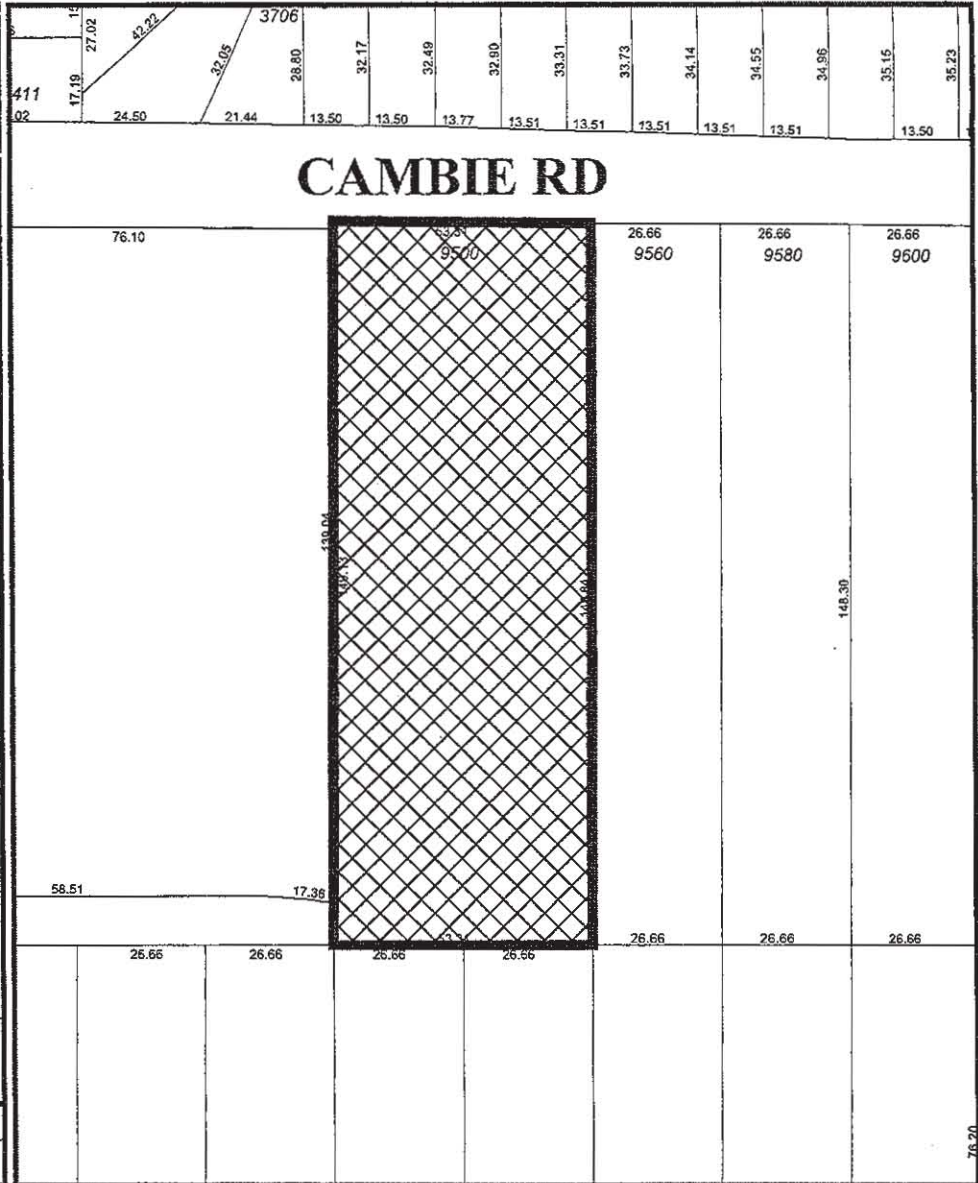
The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its immediate context and to the West Cambie Area Plan design guidelines. Further, the development will comply with the City's DEU policy for the Alexandra neighbourhood and will connect to the City's DEU system. Based on the proposal's accommodation of the proposed mass and density on-site, in addition to the project's comprehensive response to City policies and guidelines for the neighbourhood, staff recommend that the proposed development be approved to proceed.



Diana Nikolic, MCIP
Planner II (Urban Design)
DN:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Site Location within Alexandra Neighbourhood
- Attachment 5: Location of Affordable Housing Units
- Attachment 6: Sustainability Checklist (provided by applicant)
- Attachment 7: Location of Units with Basic Universal Housing Features
- Attachment 8: Rezoning Considerations



RZ 10-557519

Original Date: 01/14/11

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1



RZ 10-557519

PLN - 53

Original Date: 01/14/11

Revision Date:

Note: Dimensions are in METRES

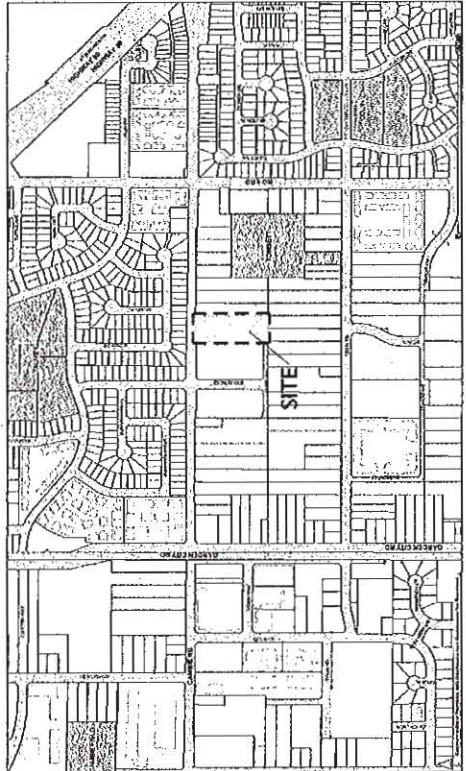


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PROJECT CONTEXT 2	NO SCALE
PROJECT CONTEXT 3	NO SCALE
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UNIT PLANS	1/8" = 1'-0"
TYPICAL FLOOR	1/8" = 1'-0"
FOURTH FLOOR	1/8" = 1'-0"
ROOF PLAN	1/8" = 1'-0"
UNIT PLANS	1/8" = 1'-0"
UNIT PLANS	1/8" = 1'-0"
ELEVATIONS	1/8" = 1'-0"
SECTIONS	N.T.S.
MATERIALS & BUILDING VIEWS	N.T.S.
FAR OVERLAY - GROUND FLOOR	1/8" = 1'-0"
FAR OVERLAY - SECOND FLOOR	1/8" = 1'-0"
FAR OVERLAY - THIRD FLOOR	1/8" = 1'-0"
FAR OVERLAY - FOURTH FLOOR	1/8" = 1'-0"

DRAWING LIST

PROJECT DATA	NO SCALE
PROJECT CONTEXT 1	NO SCALE
PROJECT CONTEXT 2	NO SCALE
PROJECT CONTEXT 3	NO SCALE
SITE SURVEY	1" = 20'
UNIT PLANS	1/8" = 1'-0"
TYPICAL FLOOR	1/8" = 1'-0"
FOURTH FLOOR	1/8" = 1'-0"
ROOF PLAN	1/8" = 1'-0"
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MATERIALS & BUILDING VIEWS	N.T.S.
FAR OVERLAY - GROUND FLOOR	1/8" = 1'-0"
FAR OVERLAY - SECOND FLOOR	1/8" = 1'-0"
FAR OVERLAY - THIRD FLOOR	1/8" = 1'-0"
FAR OVERLAY - FOURTH FLOOR	1/8" = 1'-0"

PROJECT DATA



LOCATION PLAN

CONTACT LIST	CLIENT - OWNER
ARCHITECT	John D. Smith Smith & Associates, Inc. 1000 N. 1st St., Suite 100 Richmond, VA 23219 Tel: (804) 771-1111 Fax: (804) 771-1112
LANDSCAPE ARCHITECT	Paul G. Smith Smith & Associates, Inc. 1000 N. 1st St., Suite 100 Richmond, VA 23219 Tel: (804) 771-1111 Fax: (804) 771-1112
SURVEYOR	A.C. Smith & Associates 1000 N. 1st St., Suite 100 Richmond, VA 23219 Tel: (804) 771-1111 Fax: (804) 771-1112
ARCHITECT	John D. Smith Smith & Associates, Inc. 1000 N. 1st St., Suite 100 Richmond, VA 23219 Tel: (804) 771-1111 Fax: (804) 771-1112
TRAFFIC CONSULTANT	John D. Smith Smith & Associates, Inc. 1000 N. 1st St., Suite 100 Richmond, VA 23219 Tel: (804) 771-1111 Fax: (804) 771-1112
CIVIL ENGINEER	John D. Smith Smith & Associates, Inc. 1000 N. 1st St., Suite 100 Richmond, VA 23219 Tel: (804) 771-1111 Fax: (804) 771-1112

CONSULTANTS

9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

PROJECT DATA

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CHECKED BY	JP
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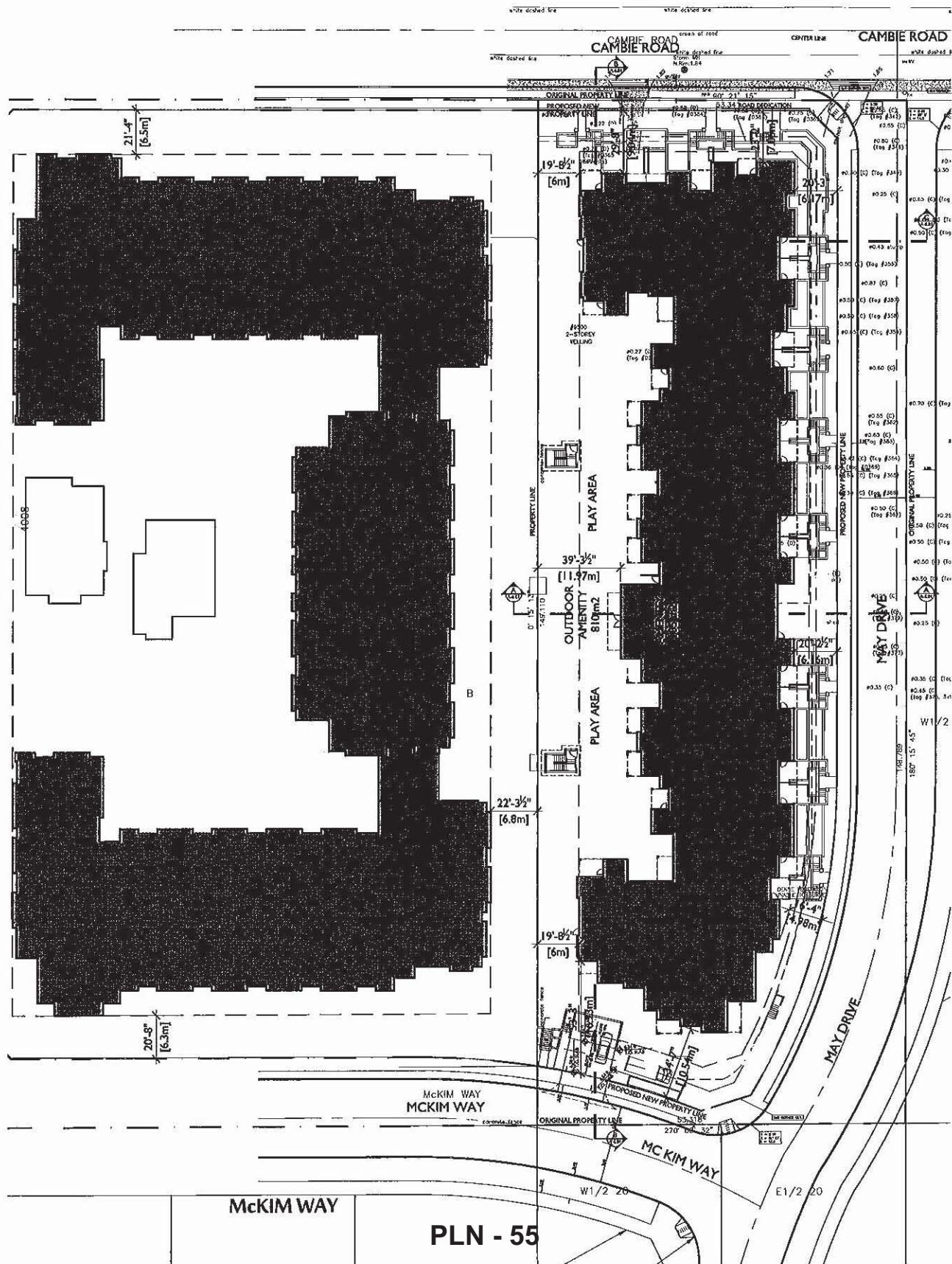
**9500 CAMBIE CONDOS
RICHMOND**

135 RESIDENTIAL UNITS

SITE PLAN

DATE 3 DEC 2018
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SHEET NUMBER 1031

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NOTES
 1. SEE SHEET 1031



REVISIONS
 1. SEE SHEET 1031
 2. SEE SHEET 1031

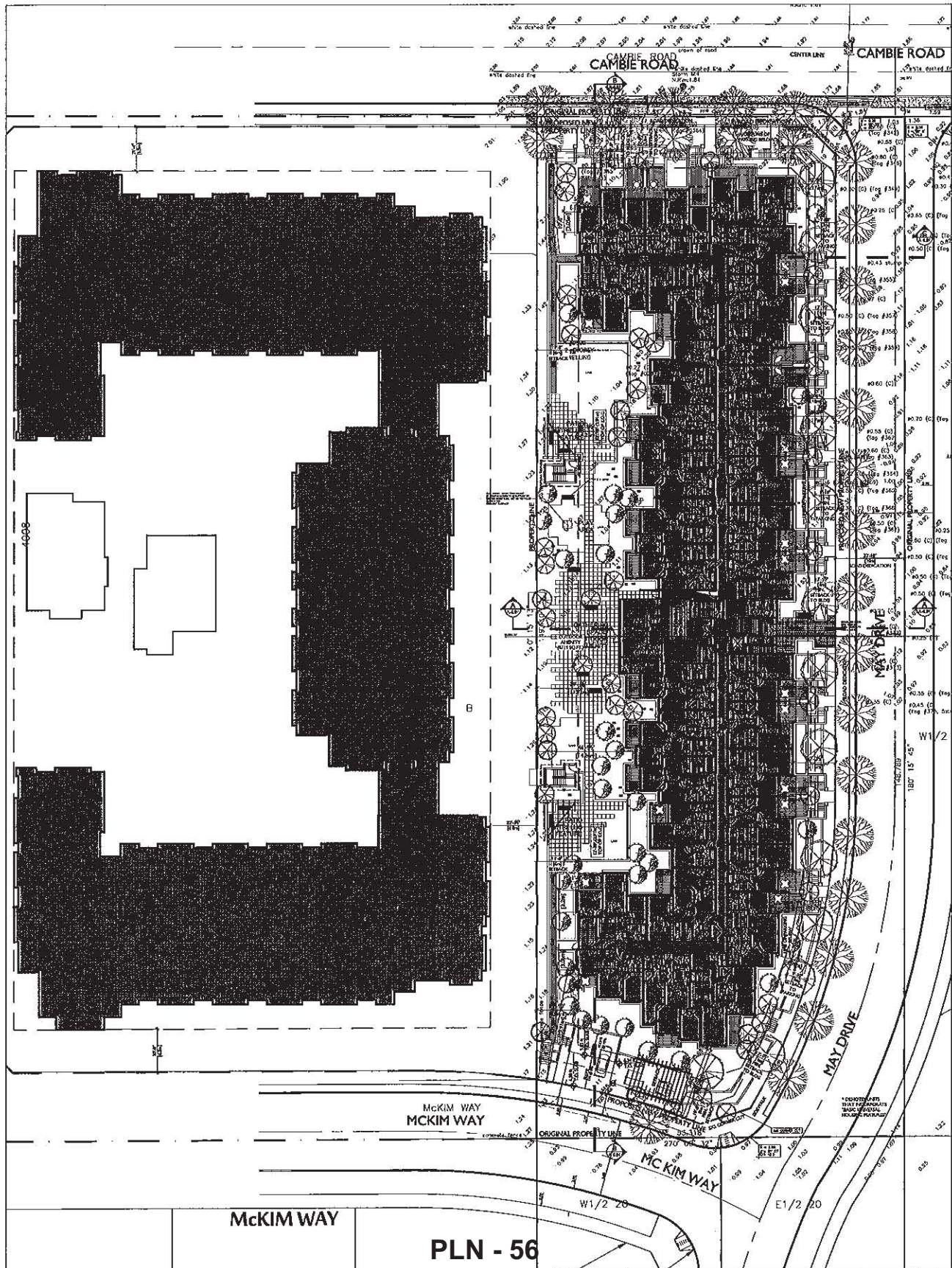
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 RICHMOND

135 RESIDENTIAL UNITS

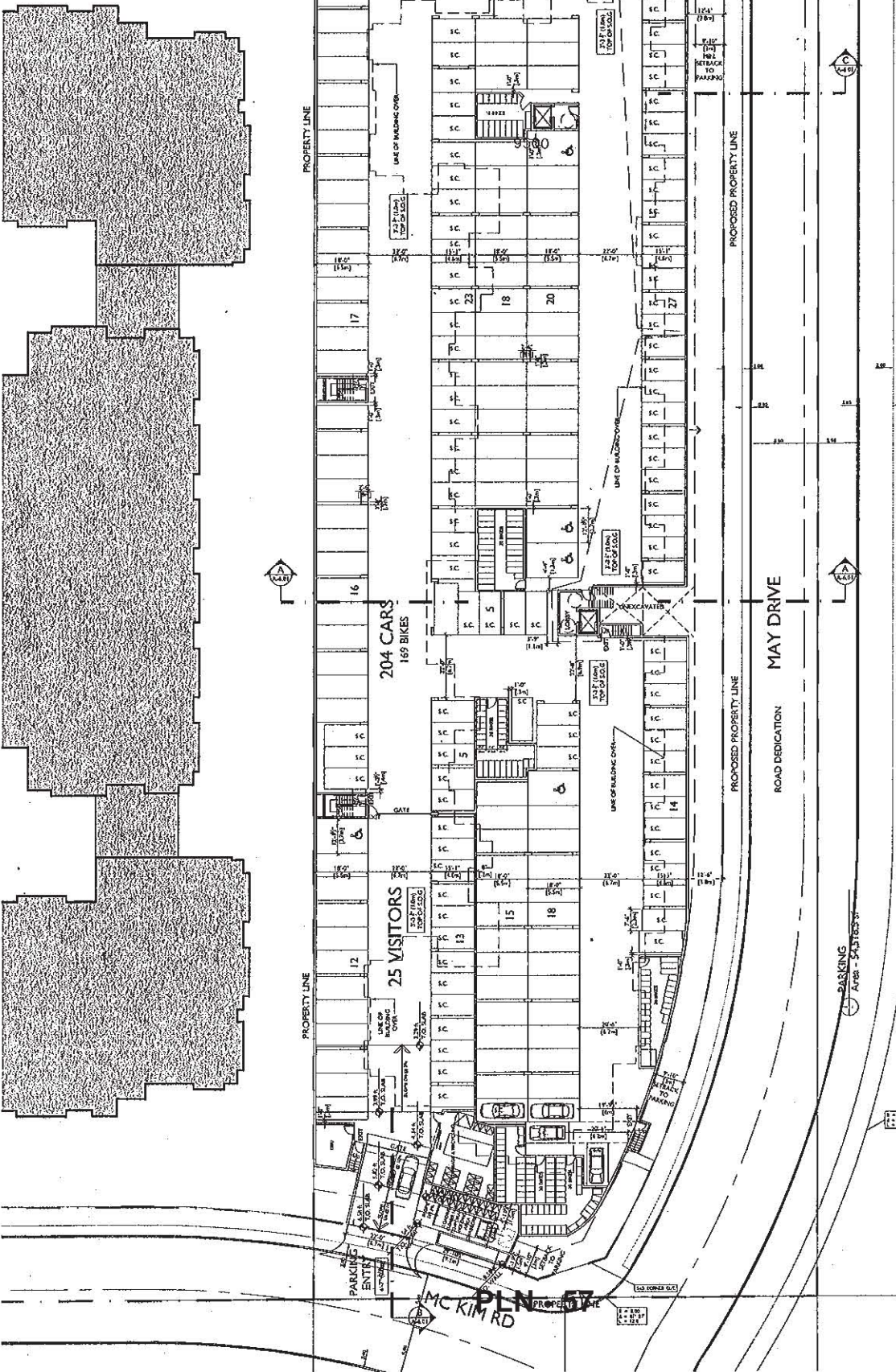
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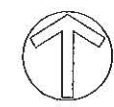


NOTE:
 1. SEE SHEET A-2.01 FOR
 GENERAL NOTES AND
 SPECIFICATIONS.



PARKING STALL SIZES AND COUNT

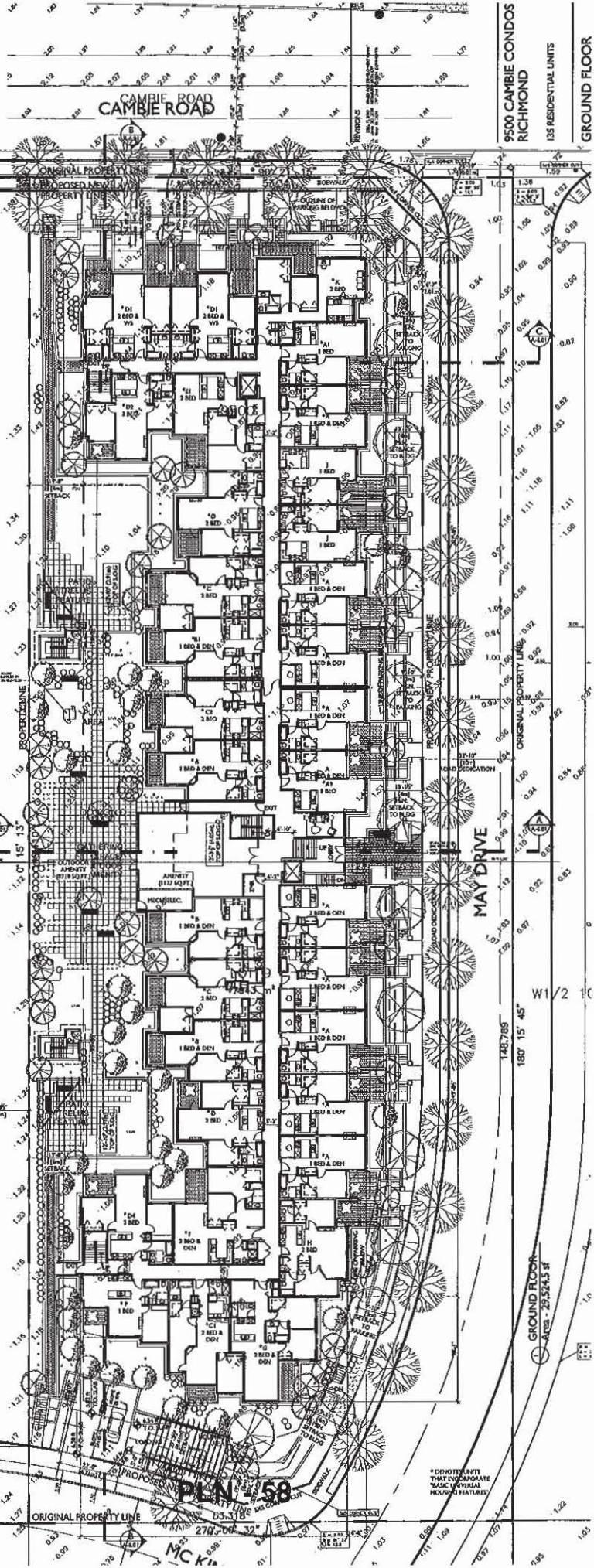
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STANDARD CAR STALLS	100 (87%)	1
HANDICAP STALL	100 (87%)	1



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**9500 CAMBIE CONDOS
 RICHMOND**
 135 RESIDENTIAL UNITS
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 PROJECT: 1031

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McKIM WAY

PLAN 58

* ODDITY UNIT
 THAT OVERLOOKS
 "BACK" INTERNAL
 HALLWAY FEATURES

GROUND FLOOR
 AREA: 25,524.5 sq ft



NOTES

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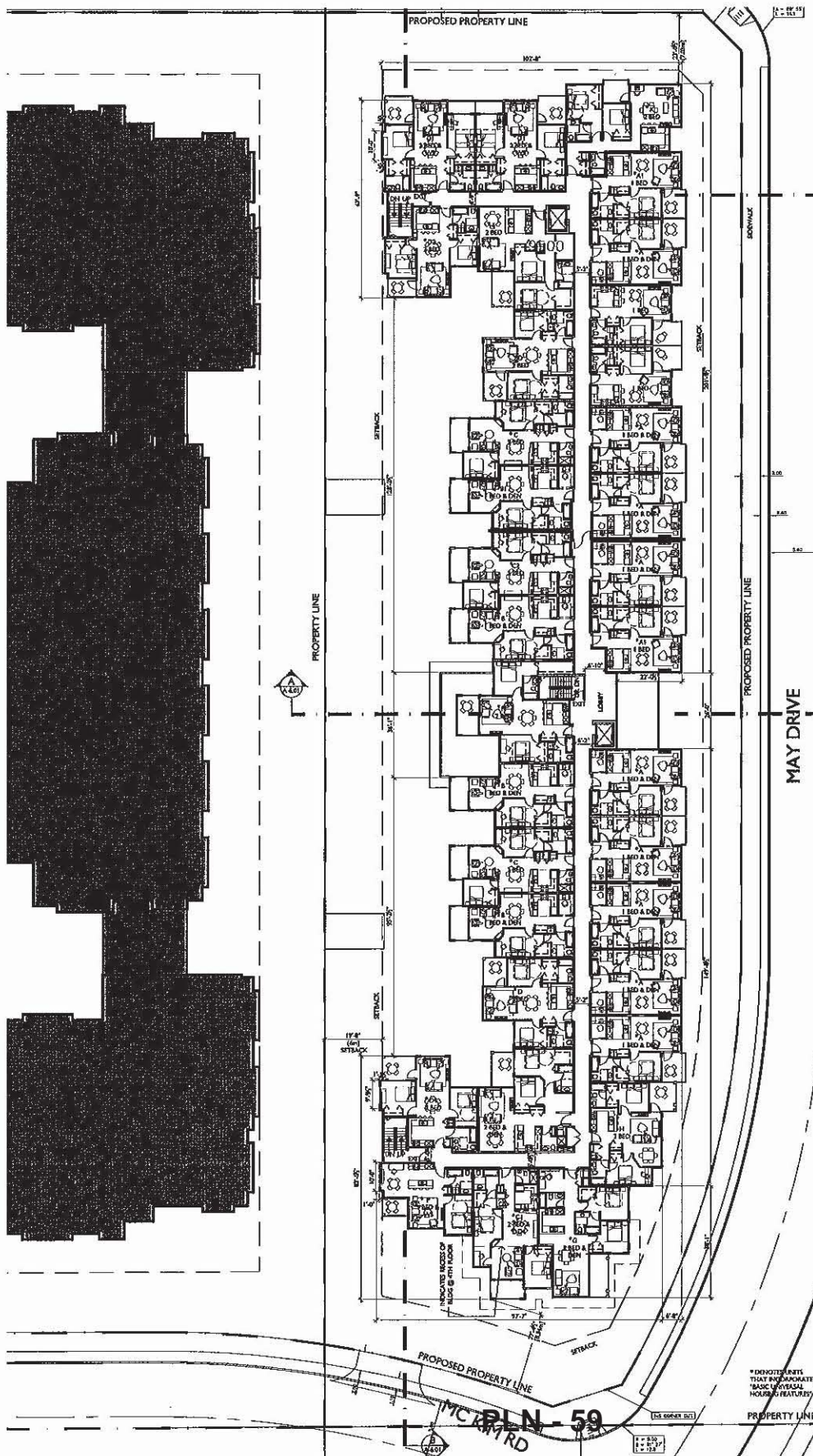
**9500 CAMBIE CONDOS
RICHMOND**

135 RESIDENTIAL UNITS

TYPICAL FLOOR

DATE 21 OCT 2019
DRAWN BY JPS
CHECKED BY
SCALE 1/4" = 1'-0"
SHEET NUMBER 1031

A-3.02



① FLOOR PLAN FOR 2nd & 3rd FLOOR
② Area - 28,542.67 sf

NOTES
 NO. 10000000

REVISIONS
 1. 100-10000 17TH AVENUE
 2. 100-10000 17TH AVENUE
 3. 100-10000 17TH AVENUE

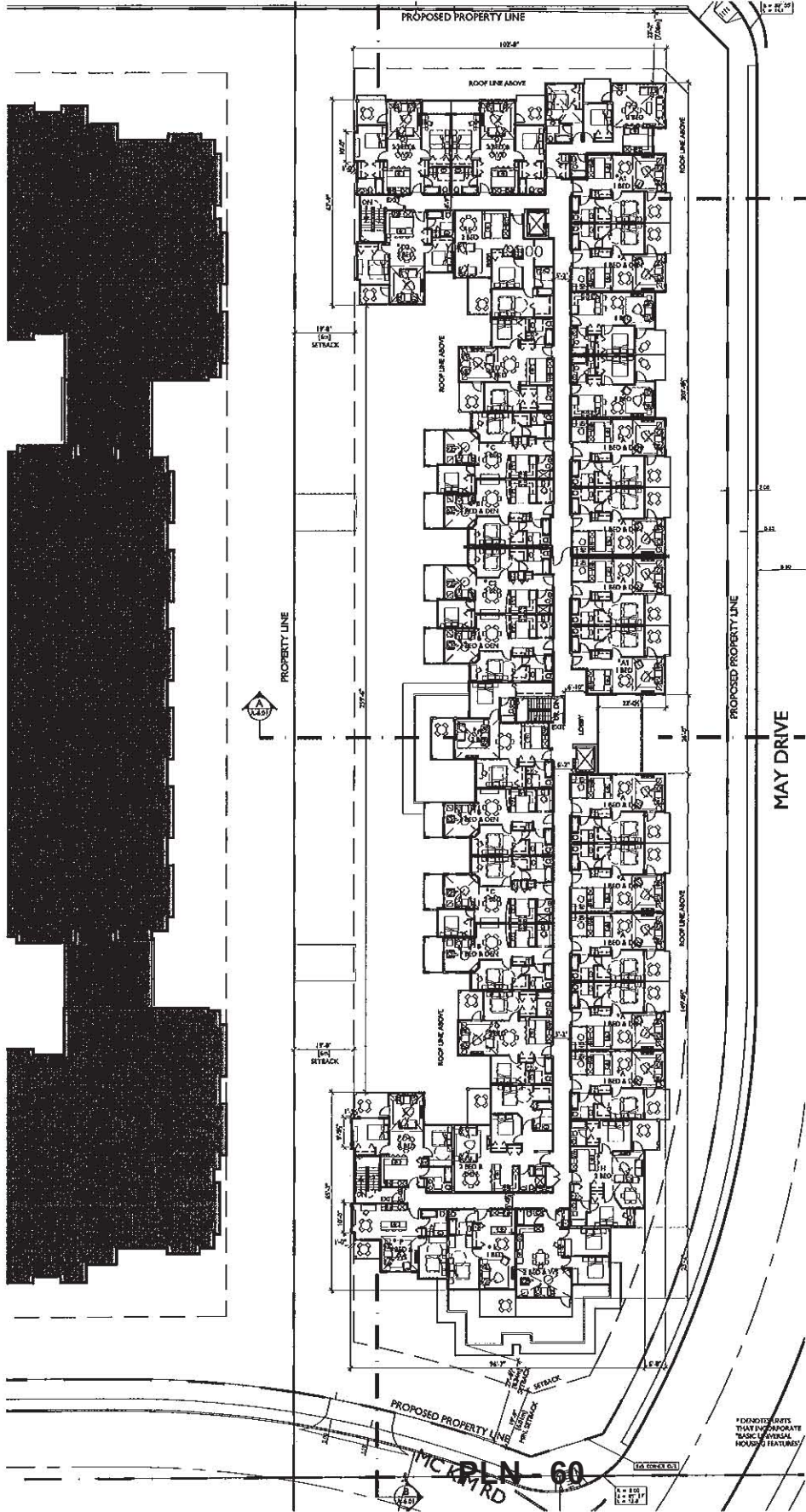
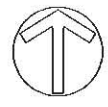
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

FOURTH FLOOR

DATE	21 OCT 2010
DRAWN BY	PC
CHECKED BY	100-10000 17TH AVENUE
SCALE	1/8" = 1'-0"
JOB NUMBER	1031

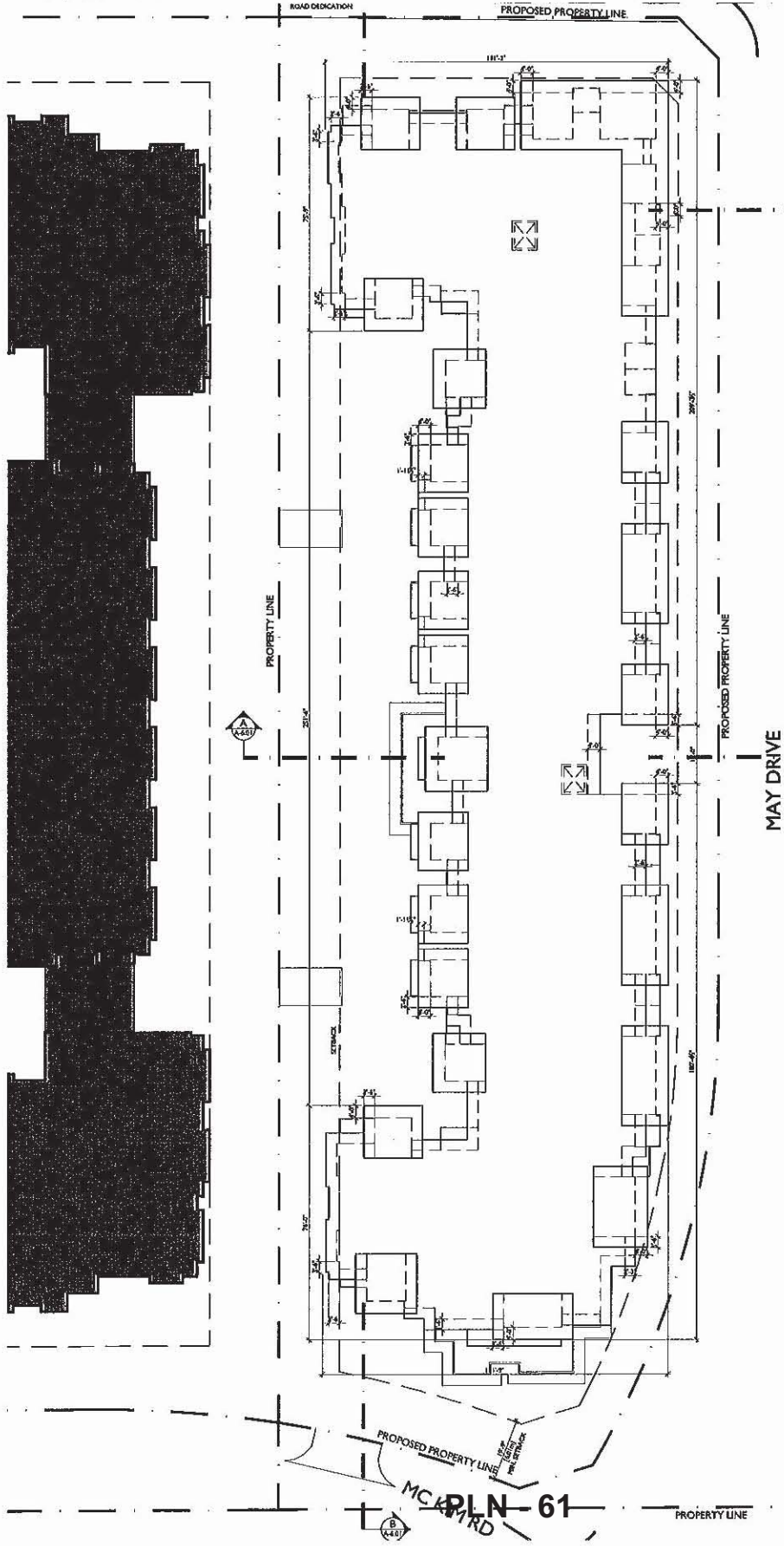
A-3.03



4th FLOOR
 Area - 27,989.4 sf

* DENOTES SMTH
 THAT INCORPORATE
 BASIC GENERAL
 HOUSING FEATURES

NOTES
 1. SEE SHEET 61 FOR SITE PLAN
 2. SEE SHEET 62 FOR FLOOR PLAN

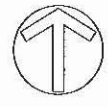


9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

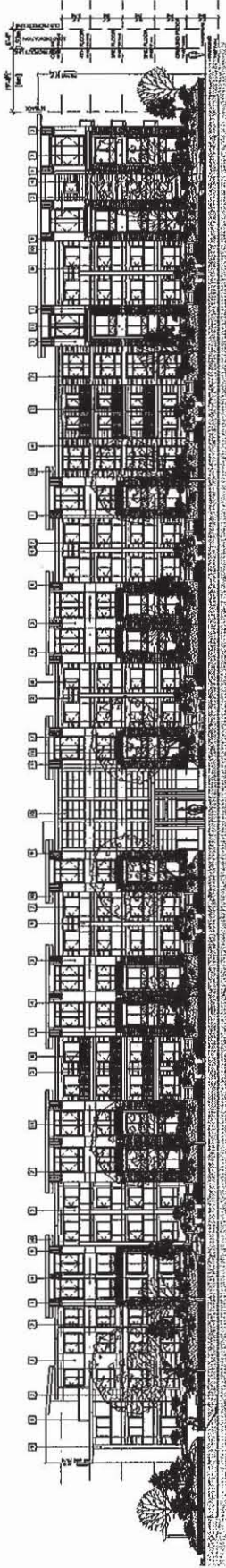
ROOF PLAN

DATE	11.03.2018
DRAWN BY	PS
CHECKED BY	MM
SCALE	1/8" = 1'-0"
JOHNSON	1031

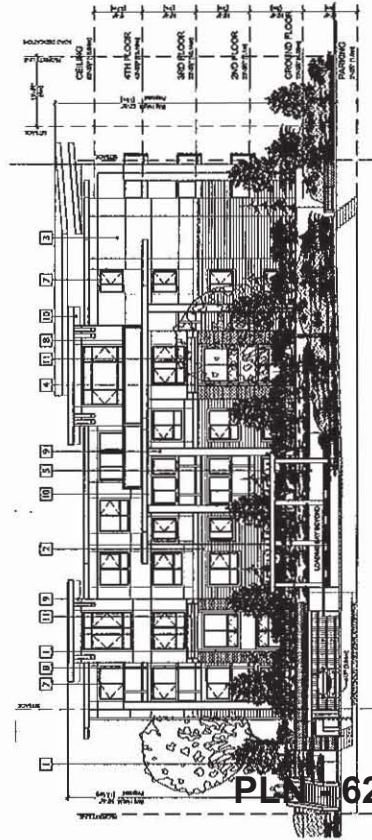


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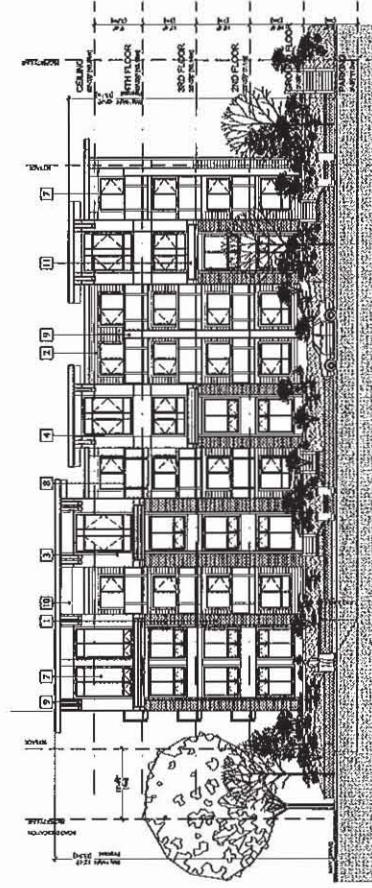
MCARD 61



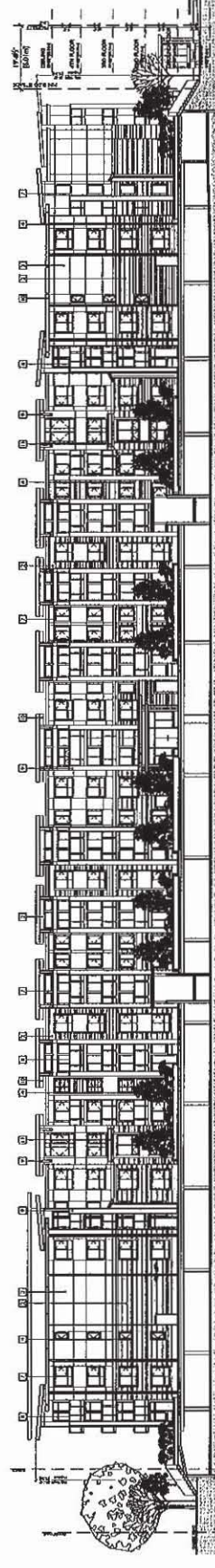
1 FRONT ELEVATION / EAST
 Scale: 1/16"=1'-0"



2 SIDE ELEVATION / SOUTH
 Scale: 1/32"=1'-0"



3 SIDE ELEVATION / NORTH
 Scale: 1/32"=1'-0"



4 REAR ELEVATION / WEST
 Scale: 1/16"=1'-0"

MATERIAL LEGEND

- 1 BRICK
- 2 HARDI PLANK & HORIZONTAL
- 3 HARDI PANEL (RY-REGLET REVEAL)
- 4 HARDI PANEL TRIM BOARD
- 5 EXPOSED CONCRETE
- 6 CLEAR DOUBLE GLAZING
- 7 VINYL WINDOW FRAMES
- 8 ALUMINUM & GLASS GUARDRAIL
- 9 PAINTED BRACKETS, COLUMNS AND FACIA BOARDS
- 10 BALCONY & LAVER SORTS
- 11 ASPHALT SHINGLES ROOF
- 12 ALUMINUM WINDOW WALL

REVISED 10/20/2010
 1. 10/20/2010
 2. 10/20/2010

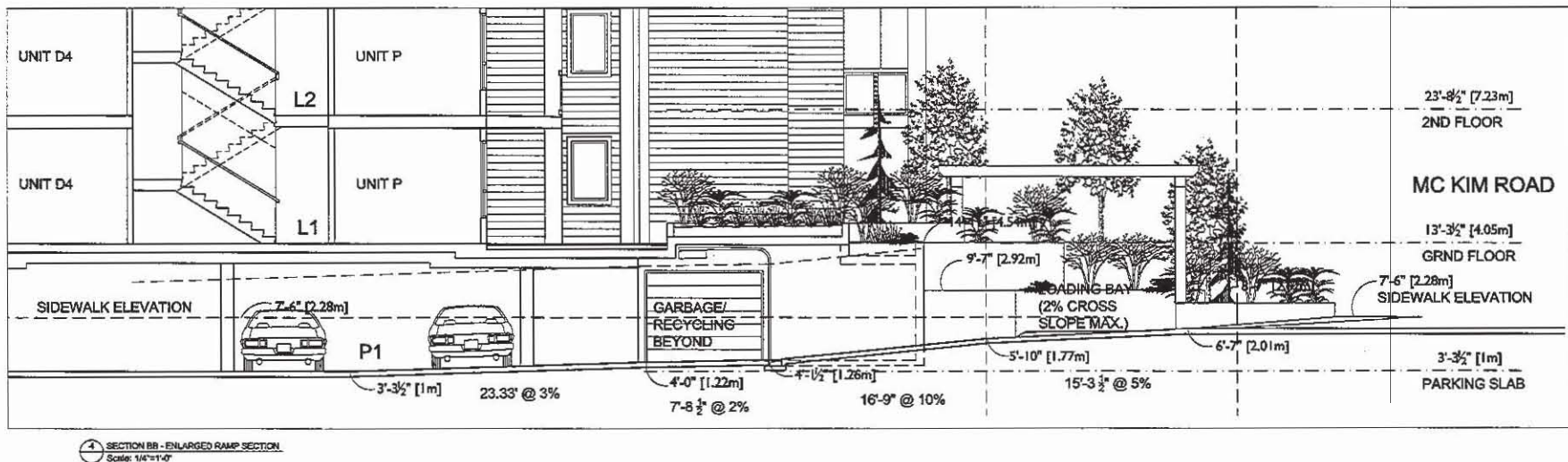
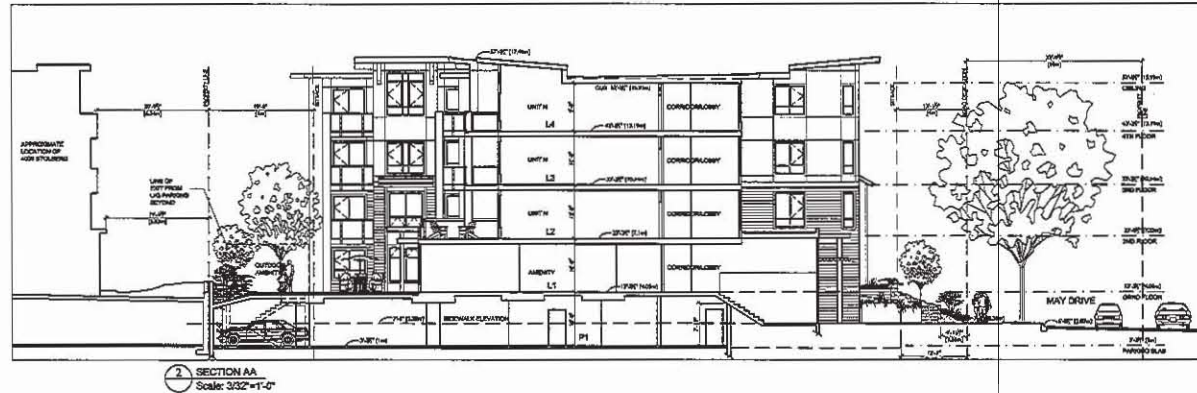
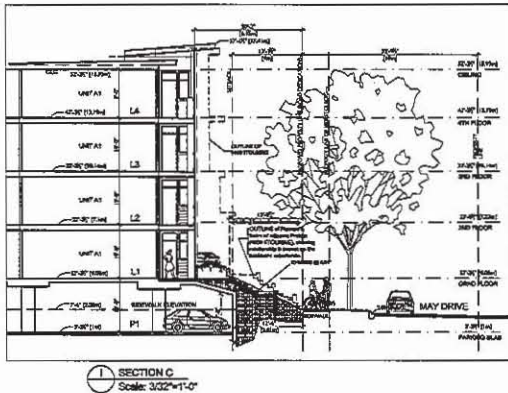
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

ELEVATIONS

DATE: 21 OCT 2010
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/16"=1'-0"
 SHEET: 1031
 JOB NUMBER: [Number]

A-5.01



NOTES
1. SEE ARCHITECT'S SITE PLAN FOR LOCATION OF THIS SECTION

REVISIONS
1. CORRECTED UNIT COUNTS
2. CORRECTED UNIT COUNTS
3. CORRECTED UNIT COUNTS

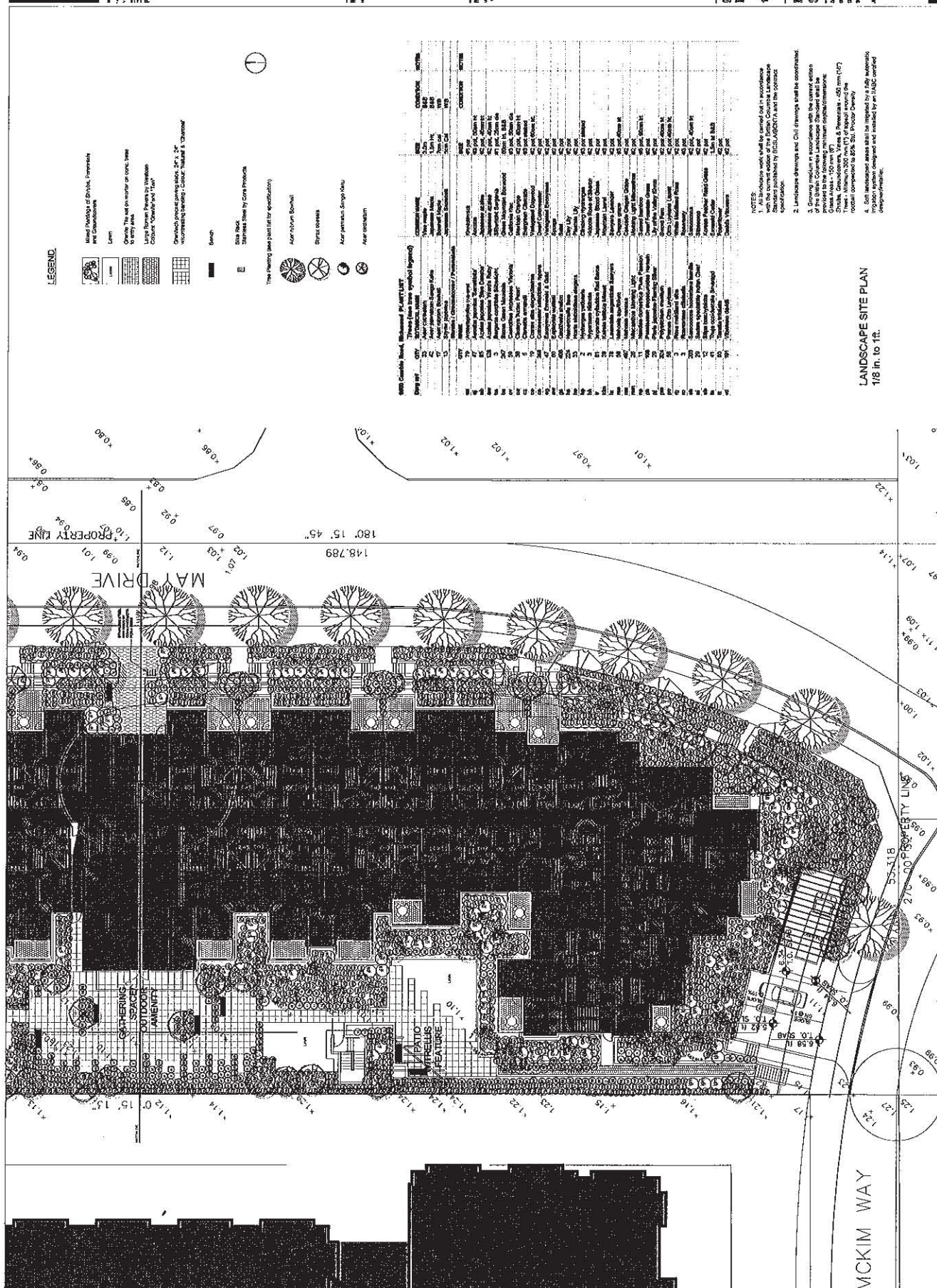
9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

BUILDING SECTIONS

DATE: NOV 2010
DRAWN BY: BN
CHECKED BY: MC
SCALE: 1/4"=1'-0"
JOB NUMBER: 1031

A-6.01





Tree Planting (see plan for specifications)

Acer rubrum Bow Hill

Group means are in Parenthesis Value

[illegible]

3.5m
 1.5m
 1.5m

Primary use

Unit Cost

... ..

STAYING POWER The company's 1997 sales of \$1.1 billion were up 10% from 1996, and its 1997 operating profit of \$100 million was up 10% from 1996. The company's 1997 operating profit margin was 9.1%, up from 8.2% in 1996. The company's 1997 operating profit margin was 9.1%, up from 8.2% in 1996.

100 pot, 40cm Ht
100 pot, 40cm Ht

Continued

281
282

State of Member	State of Member	State of Member	State of Member
Alabama	Alabama	Alabama	Alabama
Alaska	Alaska	Alaska	Alaska
Arizona	Arizona	Arizona	Arizona
Arkansas	Arkansas	Arkansas	Arkansas
California	California	California	California
Colorado	Colorado	Colorado	Colorado
Connecticut	Connecticut	Connecticut	Connecticut
Delaware	Delaware	Delaware	Delaware
District of Columbia	District of Columbia	District of Columbia	District of Columbia
Florida	Florida	Florida	Florida
Georgia	Georgia	Georgia	Georgia
Hawaii	Hawaii	Hawaii	Hawaii
Idaho	Idaho	Idaho	Idaho
Illinois	Illinois	Illinois	Illinois
Indiana	Indiana	Indiana	Indiana
Iowa	Iowa	Iowa	Iowa
Kansas	Kansas	Kansas	Kansas
Kentucky	Kentucky	Kentucky	Kentucky
Louisiana	Louisiana	Louisiana	Louisiana
Maine	Maine	Maine	Maine
Maryland	Maryland	Maryland	Maryland
Massachusetts	Massachusetts	Massachusetts	Massachusetts
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Oklahoma	Oklahoma	Oklahoma	Oklahoma
Oregon	Oregon	Oregon	Oregon
Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania
Rhode Island	Rhode Island	Rhode Island	Rhode Island
South Carolina	South Carolina	South Carolina	South Carolina
South Dakota	South Dakota	South Dakota	South Dakota
Tennessee	Tennessee	Tennessee	Tennessee
Texas	Texas	Texas	Texas
Vermont	Vermont	Vermont	Vermont
Virginia	Virginia	Virginia	Virginia
Washington	Washington	Washington	Washington
West Virginia	West Virginia	West Virginia	West Virginia
Wisconsin	Wisconsin	Wisconsin	Wisconsin
Wyoming	Wyoming	Wyoming	Wyoming

group	ed pot, atom int	ed pot
in January	100	100

Light Micrographs

92 pot
95 pot, 90cm Ht.

7mm

Any

Feather Ring Crane 12 Oct
1 Jan 1949

Viburnum 20

Sc. pot. 20

NOTES:
1. All landscape work shall be carried

Standard published by ACS and CEN/A specification.

2. Landscape drawings and Card draw

provided to the following minimum depth:
Gravel Area = 150 mm (6")

Trees - Minimum 300 mm (1") of topdressed rootball compacted to 85% Std. Proctor.

4. Soft landscaped areas shall be irrigated with perfused water by means of irrigation system designed and installed.

NOTES:

1. All laboratory work should be carried out in accordance with the current edition of the British Columbia Landcare Standard published by the British Columbia Landcare Standard by BCSEAG/NTA and the contract specification.
2. Landscape drawings and Civil drawings shall be coordinated.
3. Growing medium in accordance with the current edition of the British Columbia Landcare Standard shall be provided to the following minimum depths/requirements:
 - Shrub - 50 mm
 - Small Tree - 100 mm
 - Large Tree & Pinnacle - 450 mm (18")Shrubs - Minimum 200 mm (8") of topsoil around the rootball compacted to 95% Std. Proctor Density
4. Soft landscaped areas shall be irrigated by a fully automatic system and should be supplied by an 11.500 litre per minute pump.

LANDSCAPE SITE PLAN
1/8 in. to 1ftLANDSCAPE SITE PLAN
1/8 in. to 1ft



© 2004 gBL ARCHITECTS INC.
440-2500 WEST 10TH AVENUE
VANCOUVER, BC CANADA V6J 1K9
TELEPHONE 607-781-1234
FACSIMILE 607-781-5879

BASIC UNIVERSAL HOUSING FEATURES - NOTES
* DIRECTLY UNITS THAT INCORPORATE
BASIC UNIVERSAL HOUSING FEATURES

NOTES
1. SEE DRAWINGS FOR DIMENSIONS AND FINISHES.
2. SEE DRAWINGS FOR DIMENSIONS AND FINISHES.
3. SEE DRAWINGS FOR DIMENSIONS AND FINISHES.
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100. SEE DRAWINGS FOR DIMENSIONS AND FINISHES.

REVISIONS
1. SEE DRAWINGS FOR DIMENSIONS AND FINISHES.
2. SEE DRAWINGS FOR DIMENSIONS AND FINISHES.

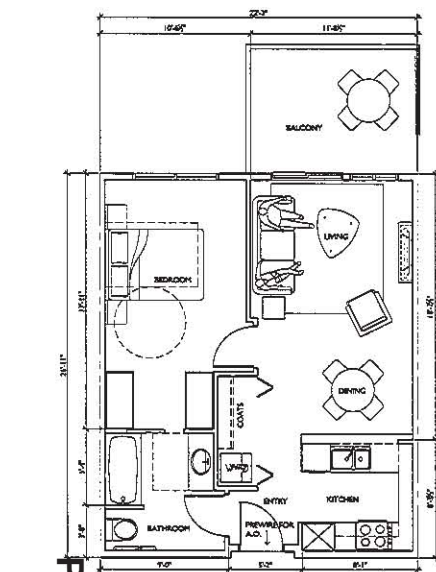
9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

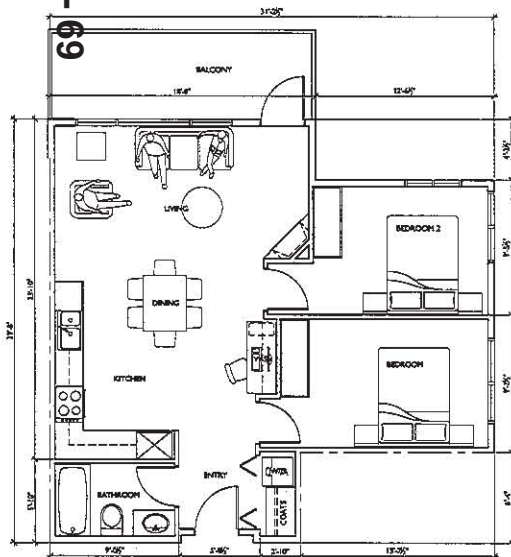
UNIT PLANS

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CHECKED BY HG
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JOB NUMBER 1031

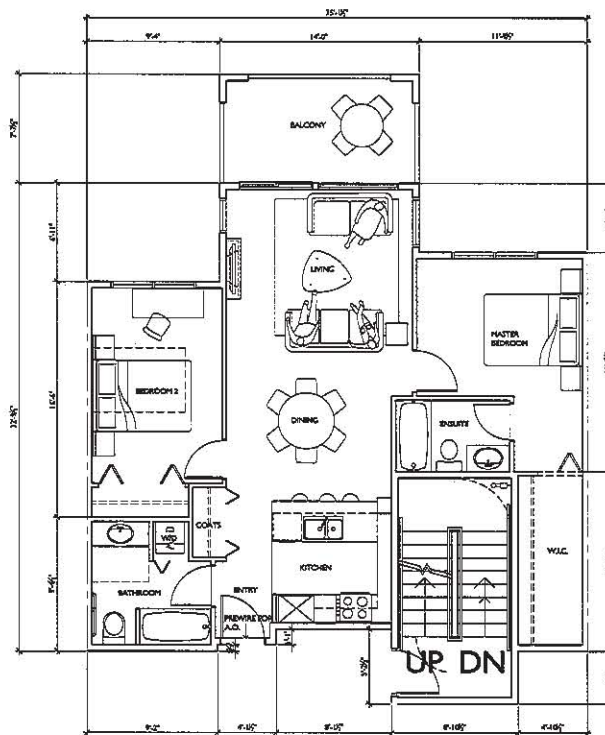
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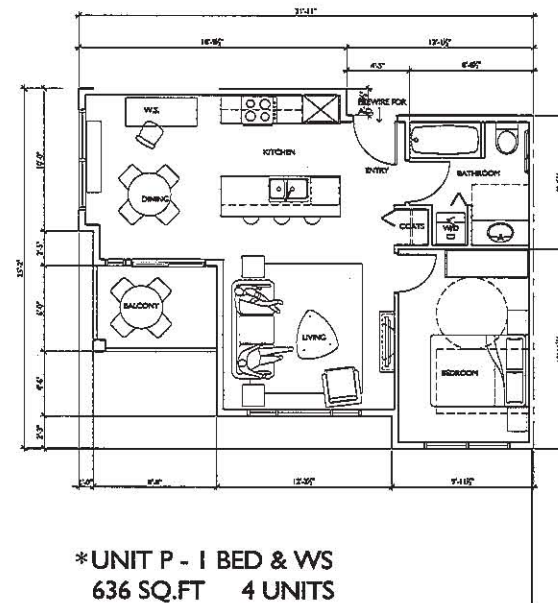
***UNIT L - 1 BED & DEN**
597 SQ.FT 1 UNIT



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



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



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



City of Richmond

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

Development Application Data Sheet

RZ 10-557519

Attachment 3

Address: 9500 Cambie Road

Applicant: GBL Architects Inc.

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

	Existing	Proposed
Owner:	0890784 BC Ltd	0890784 BC Ltd
Site Size (m²):	7943 m2 (85,501 ft ²)	5976.4 m2 (64,331 ft ²)
Land Uses:	single family	multi-family
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Residential Area 1	Residential Area 1
Zoning:	Single Detached (RS1/F)	Low Rise Apartment (ZLR24)
Number of Units:	1	135

On Future Subdivided Lots	Low Rise Apartment (ZLR24) Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.5 FAR may be increased to 1.7 FAR provided 0.066 FAR is secured as affordable housing.	1.69 FAR, which includes 0.0672 FAR to be secured as affordable housing	none permitted
Lot Coverage – Building:	Max. 45%	47.6%	variance required in association with DP
Lot Size (min. dimensions):	n/a	n/a	none
Road Setback – Cambie Road (m):	7.0 m; however, entry features and unenclosed balconies may project a maximum 2.5 m, parking structure may project but shall be no closer than 3.8 m	building: 7.0 m unenclosed balconies projections: 2.2 m parkade: 3.8 m	none

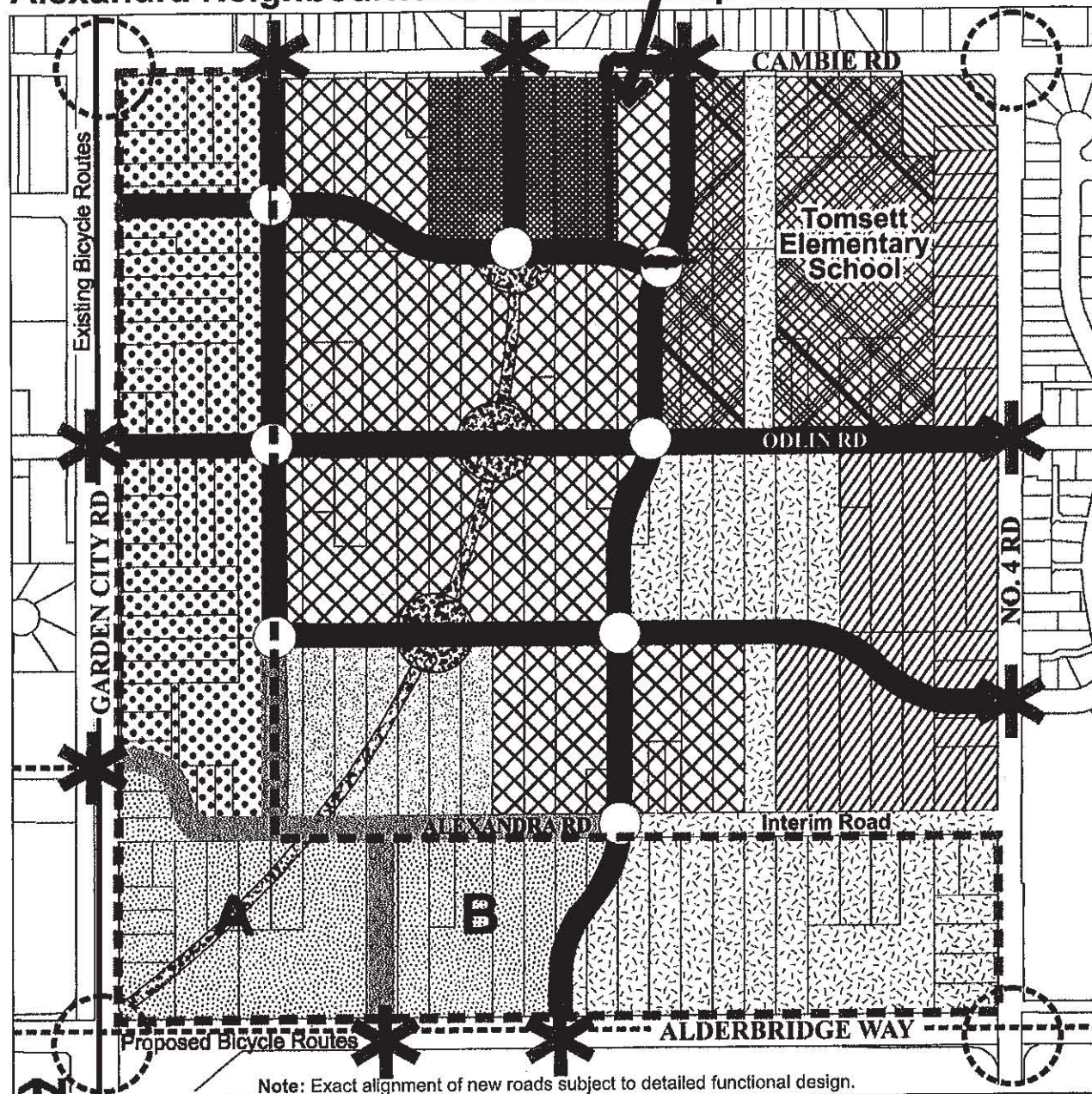
On Future Subdivided Lots	Low Rise Apartment (ZLR24) Bylaw Requirement	Proposed	Variance
Road Setback – McKim Way (m):	6.0 m; however, entry features and unenclosed balconies may project a maximum 1.0 m, parking structure may project but shall be no closer than 3.0 m	building: 10.5 m unenclosed balcony projection: n/a parkade: 3.0 m	none
Road Setback May Drive (m)	4.0 m; however, entry features and unenclosed balconies may project a maximum 1.0 m, parking structure may project but shall be no closer than 3.0	building: 4.9 m unenclosed balcony projection: 1.0 m parkade: 3.0 m	none
Side Yard	6.0 m Parking may projecting into the side yard	6.0 m; however, building projections are proposed and will be associated with a variance at the DP stage Parking: 0 m	future variance for suitable building projections (DP stage)
Height (m):	20 m	16 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	194 resident, 6 affordable housing stalls, and 27 visitor stalls	179 resident including 6 affordable housing stalls and 25 visitor parking stalls, which takes advantage of a bylaw permitted relaxation of total parking stalls in lieu of a comprehensive TDM strategy approved by the City Transportation Engineering Department	none. TDM strategy supported by Transportation Engineering
Tandem Parking Spaces:	permitted	32 tandem parking spaces providing a total of 64 parking spaces	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	104.76 m ² (1,127 ft ²)	none
Amenity Space – Outdoor:	810 m ² (8,718.7 ft ²)	810 m ² (8,719 ft ²)	none

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

SUBJECT SITE

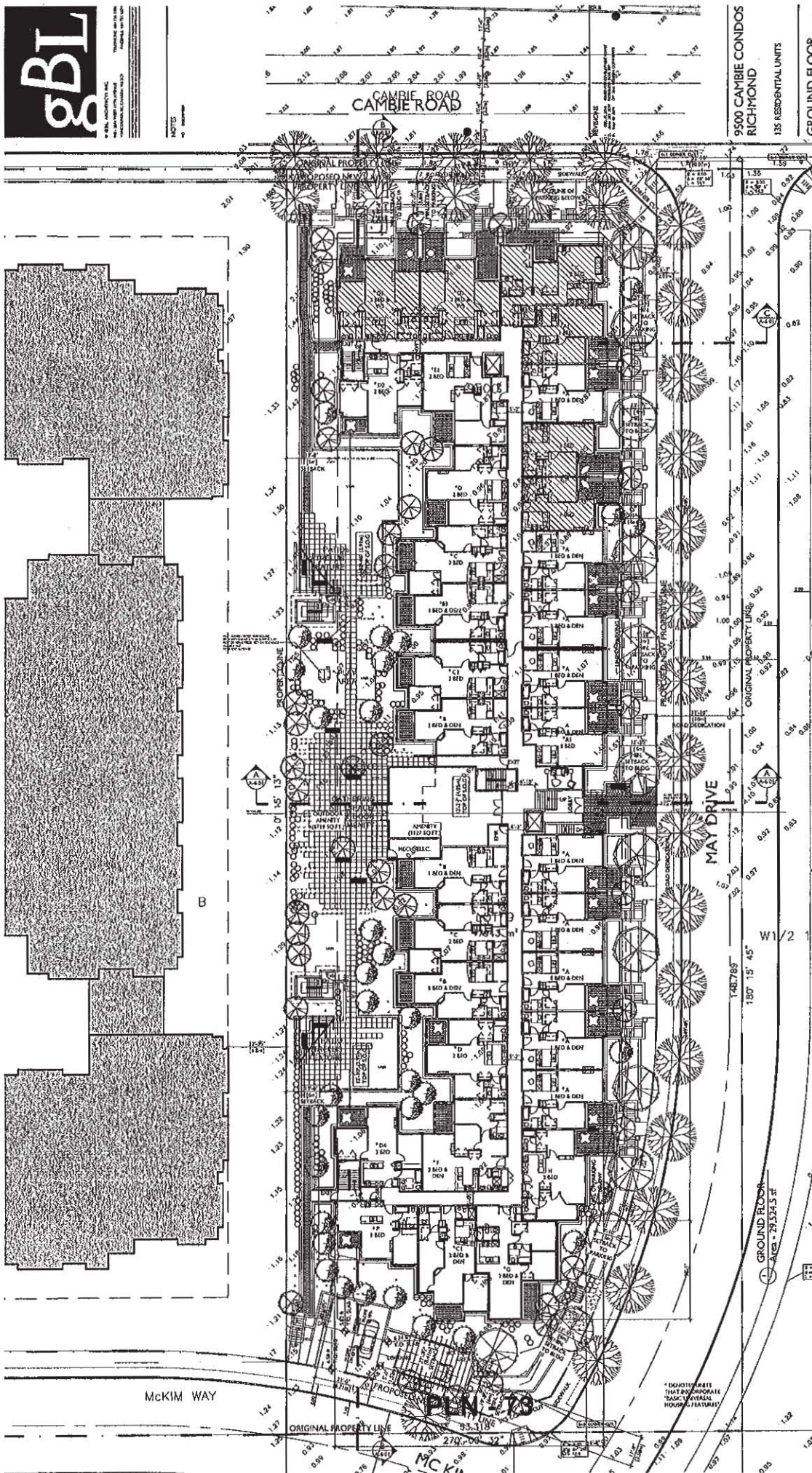
City of Richmond

Alexandra Neighbourhood Land Use Map

Bylaw 8757
2011/06/20

	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.		Park: North Park Way, Central Park, Natural Park, South Parkway
	Business/Office – office over retail FAR up 1.25		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.		Alexandra Way (Public Rights of Passage Right-of-way)
	Convenience Commercial		Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential.		Proposed Roadways
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).		1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		High Street
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).		Community Institutional		New Traffic Signals
					Feature Intersections – details to be developed
					Feature Landmarks in combination with Traffic Calming Measures

Also refer to Section 8.4.5 – Alexandra District Energy Unit 72 regarding district energy density bonusing policies.





LEED 2009 for New Construction and Major Renovation

Project Checklist

9500 Cambie Condos; LEED EQUIVALENCY SUSTAINABILITY CHECKLIST
CONSIDER ALL POINTS MARKED AS 'YES' TO BE POSSIBLE POINTS; POINTS MARKED AS '?' COULD BE POSSIBLE TO ACHIEVE AS WELL. Oct/14/2011

18 6 2 Sustainable Sites Possible Points 26

Y	N	?			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
1			Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
1			Credit 5.1	Site Development—Protect or Restore Habitat	1
1			Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
1			Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
1			Credit 8	Light Pollution Reduction	1

4 2 4 Water Efficiency Possible Points 10

Y	N	?			
Y			Prereq 1	Water Use Reduction—20% Reduction	
2			Credit 1	Water Efficient Landscaping	2 to 4
2			Credit 2	Innovative Wastewater Technologies	2
2			Credit 3	Water Use Reduction	2 to 4

6 24 5 Energy and Atmosphere Possible Points 35

Y	N	?			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
19			Credit 1	Optimize Energy Performance	1 to 19
4			Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
3			Credit 5	Measurement and Verification	3
2			Credit 6	Green Power	2

9 3 2 Materials and Resources Possible Points 14

Y	N	?			
Y			Prereq 1	Storage and Collection of Recyclables	
3			Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
1			Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
1			Credit 2	Construction Waste Management	1 to 2
2			Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	N	?			
2			Credit 4	Recycled Content	1 to 2
1			Credit 5	Regional Materials	1 to 2
1			Credit 6	Rapidly Renewable Materials	1
1			Credit 7	Certified Wood	1

11 4 Indoor Environmental Quality Possible Points 15

Y	N	?			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
1			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
1			Credit 7.1	Thermal Comfort—Design	1
1			Credit 7.2	Thermal Comfort—Verification	1
1			Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

2 4 Innovation and Design Process Possible Points 6

Y	N	?			
1			Credit 1.1	Innovation in Design: Specific Title	1
1			Credit 1.2	Innovation in Design: Specific Title	1
1			Credit 1.3	Innovation in Design: Specific Title	1
1			Credit 1.4	Innovation in Design: Specific Title	1
1			Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1

4 Regional Priority Credits Possible Points 4

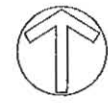
Y	N	?			
1			Credit 1.1	Regional Priority: Specific Credit	1
1			Credit 1.2	Regional Priority: Specific Credit	1
1			Credit 1.3	Regional Priority: Specific Credit	1
1			Credit 1.4	Regional Priority: Specific Credit	1

50 39 21 Total Possible Points 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

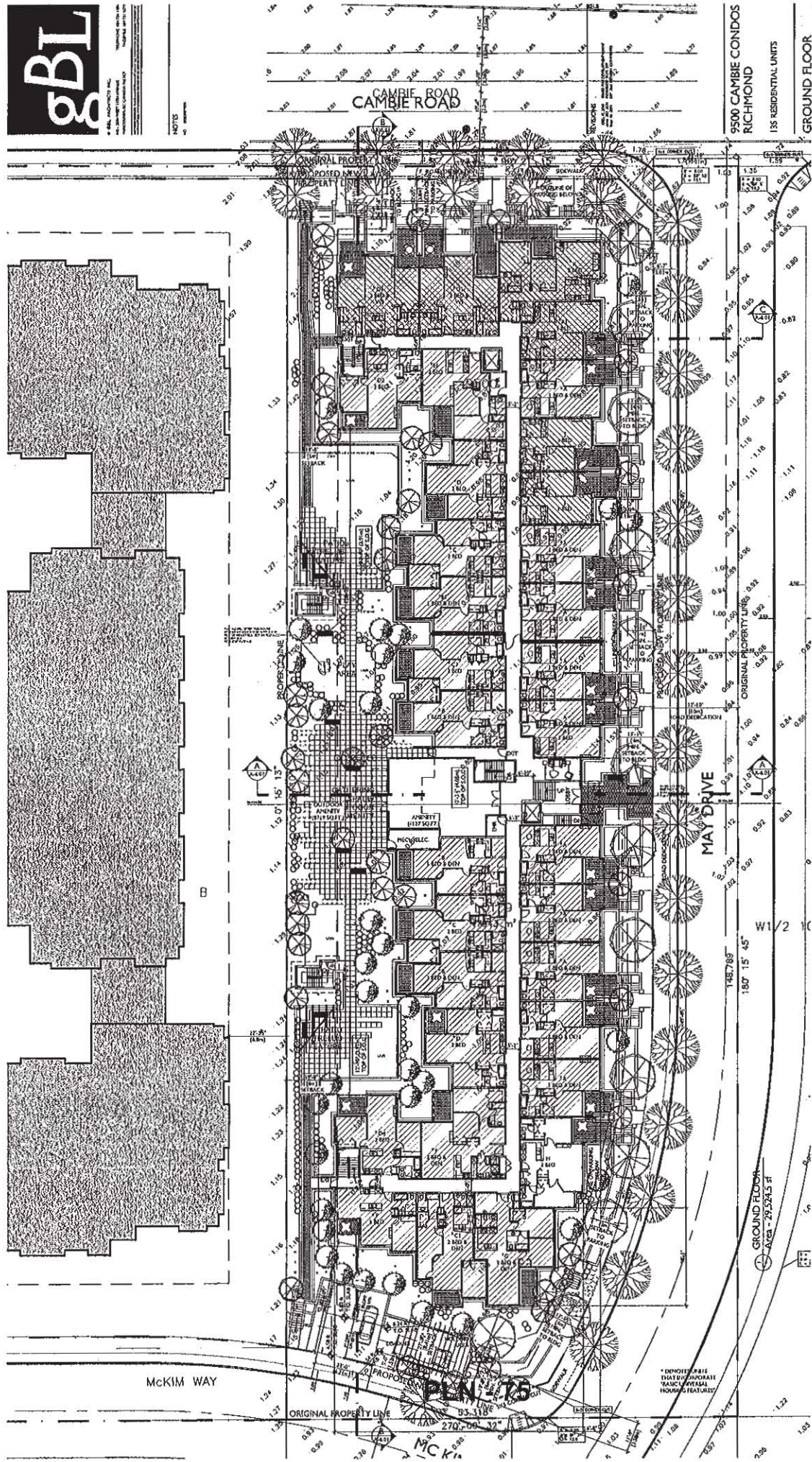
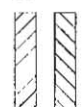
A-3.01

DATE	12 OCT 2016
DRAWN BY	NS
CHECKED BY	NS
SCALE	1/8" = 1'-0"
PROJECT	1031



9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
GROUND FLOOR

BASIC UNIVERSAL HOUSING UNITS
AFFORDABLE HOUSING UNITS



gBL
G. BLUMBERG & ASSOCIATES, INC.
ARCHITECTS
1000 WEST 10TH AVENUE, SUITE 100
VANCOUVER, BC V6H 1T6
TEL: 604-681-1111
WWW.GBLARCHITECTS.COM

NOTES
1. SEE EXHIBIT A-3.01 FOR UNIT LAYOUTS

McKIM WAY

ORIGINAL PROPERTY LINE
270.00' 32"

* DIMENSIONS DO NOT INCLUDE BASIC UTILITY HOUSING FEATURES

NOTES

REVISIONS

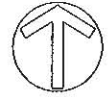
9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

TYPICAL FLOOR

DATE: 21 OCT 2004
DRAWN BY: JPL
CHECKED BY: JPL
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1031

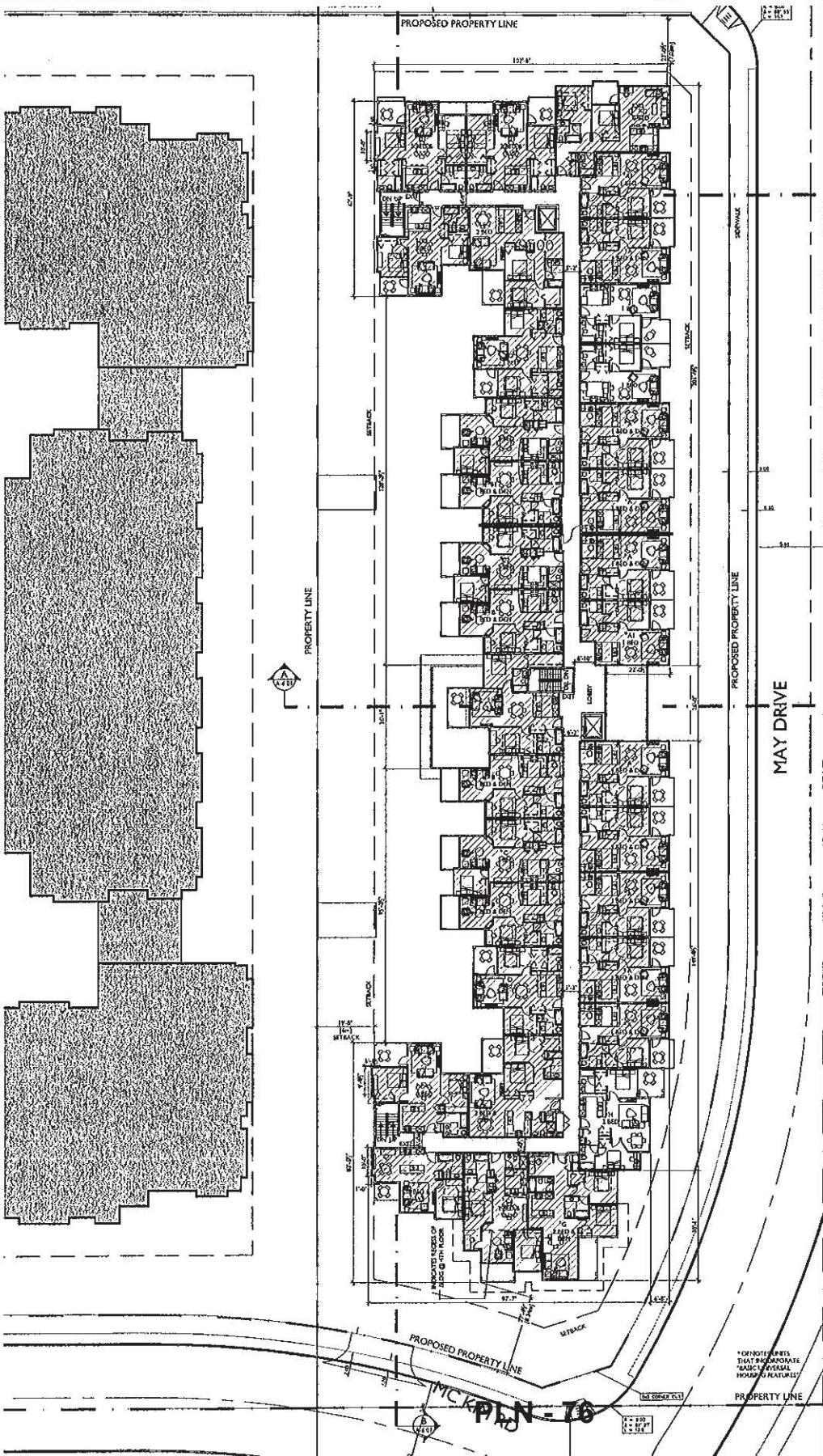
A-3.02



BASIC UNIVERSAL HOUSING UNITS



FLOOR PLAN FOR 2nd & 3rd FLOOR
Area - 23,542.67 sq ft



NOTE
 1. SEE SHEET 1001 FOR GENERAL NOTES.

REVISIONS
 1. SEE SHEET 1001 FOR GENERAL NOTES.
 2. SEE SHEET 1001 FOR GENERAL NOTES.

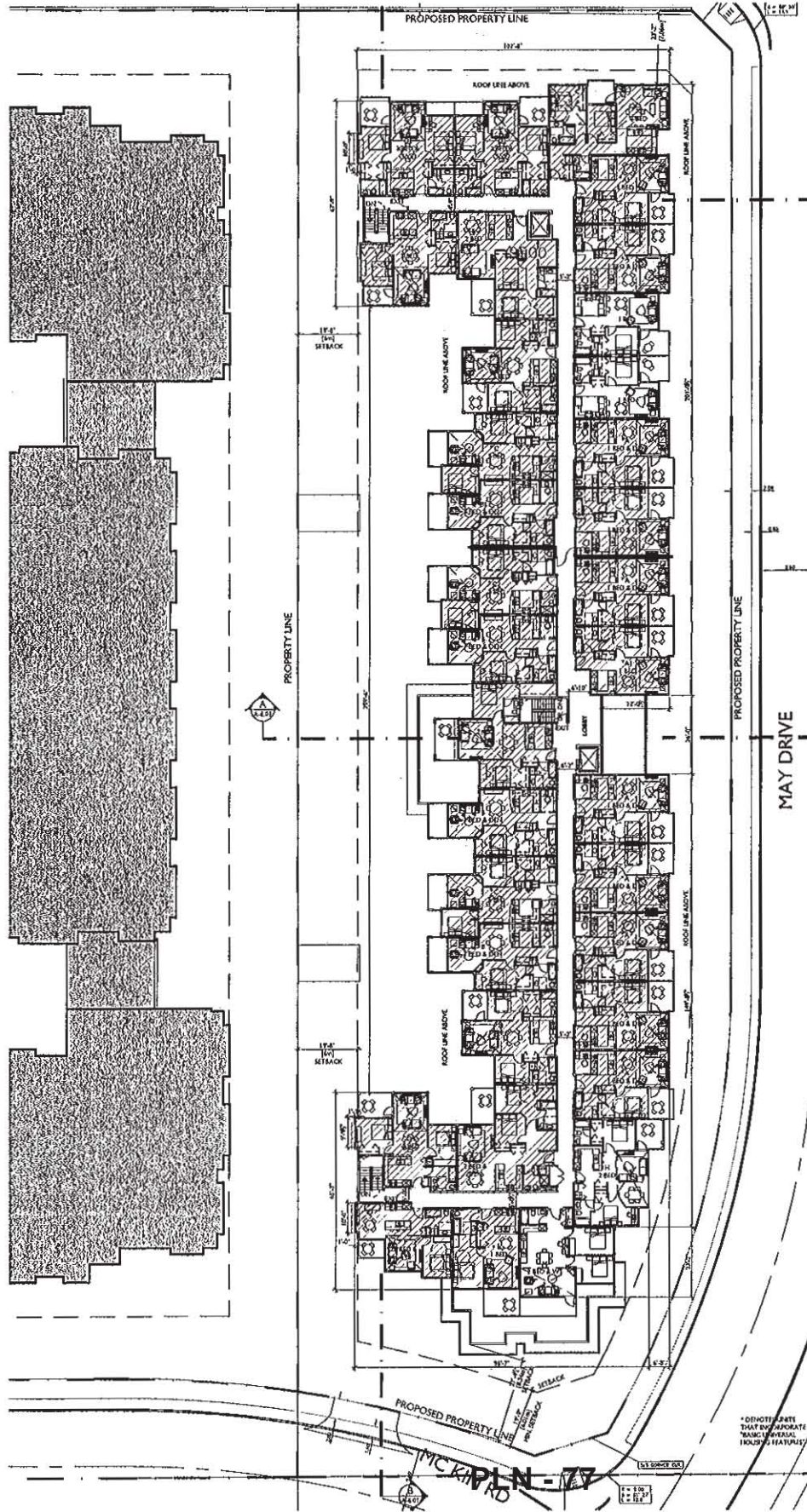
9500 CAMBIE CONDOS
 RICHMOND

135 RESIDENTIAL UNITS

FOURTH FLOOR

DATE: 11/07/08
 DRAWN BY: JCL
 CHECKED BY: JCL
 JOB NUMBER: 1031

A-3.03



4th FLOOR
 Area = 27,589.4 sq ft

BASIC UNIVERSAL HOUSING UNITS



*DENOTES AREAS THAT ARE APPLICABLE TO BASIC UNIVERSAL HOUSING FEATURES

Rezoning Considerations
9500 Cambie Road
RZ 10-557519

Prior to final adoption of Zoning Amendment Bylaw 8826, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval;
2. Land dedication along Cambie Road and the new (north-south) May Drive and (east-west) McKim Way to accommodate the cross sections as outlined in Item #16. The exact dedication required is to be confirmed once the applicant completes the function design and submits it to the City for review and approval as part of the Servicing Agreement (SA) review process;
3. Land dedication for the following corner cuts
 - a 4 m x 4 m corner cut (measured from the new property lines) on the northeast corner of the site at the intersection of Cambie Road and May Drive; and
 - a 5 m x 5 m corner cut (measured from the new property lines) on the southeast corner of the site at the intersection of McKim Way and May Drive;
4. Registration of an aircraft noise sensitive use covenant on title;
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC;
6. City acceptance of the developer's offer to voluntarily contribute \$ 45,000.00 to facilitate the introduction of a "Special Crosswalk" that is part of a Transportation Demand Management strategy;
7. City acceptance of the developer's offer to voluntarily contribute to childcare \$ 0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity);
8. City acceptance of the developer's offer to voluntarily contribute to public art \$ 0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy;
9. City acceptance of the developer's offer to voluntarily contribute to community and engineering planning costs \$ 0.07/ft² based on the maximum floor area ratio (FAR) (\$7,655.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity);
10. City acceptance of the developer's offer to voluntarily contribute to City public realm beautification \$ 0.60/ft² based on the maximum floor area ratio (FAR) (\$65,617.00) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity);

11. Registration of the City's standard Housing Agreement to secure six (6) affordable housing units, the combined habitable floor area of which shall comprise at least 0.066 of the total maximum Floor Area Ratio (FAR) of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
2 bedroom	2	78.9 m ² (850 ft ²)	\$1,063	\$42,500 or less
2 bedroom	1	87.5 m ² (942 ft ²)	\$1,063	\$42,500 or less
1 bedroom	1	55.9 m ² (602 ft ²)	\$875	\$35,000 or less
1 bedroom	2	78.9 m ² (850 ft ²)	\$875	\$35,000 or less

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

12. 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;
13. Section 219 Covenant BB1931248 and Statutory Right of Way BB1931249 Plan BCP 47360 (public utility purpose) is to be discharged subject to confirmation that the area is entirely within the required road dedication;
14. Registration of a legal agreement(s) regarding the developer's commitment to connect to the West Cambie District Energy Utility (DEU), including the operation of and use of the DEU and all associated obligations and agreement as determined by the Director of Engineering;
15. Process a Development Permit application to a satisfactory level as determined by the Director of Development, which includes substantiating tree replacement at a 2:1 ratio or otherwise complying with the requirements of tree replacement as required by the Official Community Plan (OCP); and
16. Enter into the City's standard Servicing Agreement (SA) to design and construct frontage improvements and to provide associated land dedication along Cambie Road and the new (north-south) May Drive and (east-west) McKim Way including:
- Cambie Road to accommodate the following cross-sections (measured from the existing curb/gutter along the north side of Cambie Road):
 - 3.5 m wide westbound through lane
 - 3.2 m wide westbound through lane
 - 3.3 m wide westbound left-turn lane
 - 3.2 m wide eastbound through lane
 - 3.5 m wide eastbound through lane
 - 0.15 m wide curb/gutter
 - 1.5 m wide boulevard; and
 - 2 m wide sidewalk
 - New (north-south) May Drive and (east-west) McKim Way roads. As per the West Cambie Area Plan, a new (east-west) McKim Way road along the southern property line and a new (north-south) May Drive road along the entire eastern property line are required. May Drive, including construction and land, is identified on the West Cambie Area DCC program and is therefore eligible for

DCC credits. The exact value will be determined as part of the SA process. The developer is responsible for road construction within the road dedication and must include:

- 2 m wide sidewalk;
- boulevard, curb/gutter;
- minimum 6 m wide asphalt driving surface; and
- 1 m shoulder

The exact dedications required for Cambie Road, May Drive and McKim Way is required to be confirmed once the applicant completes the functional design and submits it to the City for review and approval. In addition, the applicant must provide vehicle turning templates confirming a connection between McKim Way and May Drive that accommodates the following movements:

- loading vehicles accessing/egressing the loading space;
 - demonstration that functional two-way traffic can be accommodated; and
 - demonstration that vehicles can turn around at the south end termination of May Drive.
- c. Predicting at the intersection of Cambie Road and May Drive for a traffic signal is required; and
- d. Appropriate pipe sizing is to be confirmed through the SA and any required upgrades are to be undertaken for the following:
- Water main along the entire McKim Way and May Drive frontage; and
 - Storm main along the entire McKim Way and May Drive frontage.
- e. The proposed development will be responsible for sanitary and drainage latecomer payments associated with eligible latecomer works built via the adjacent development under Servicing Agreement (SA) 08-434616.

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

1. Submit a report and recommendations prepared by a person trained in acoustics, which is to the satisfaction of the City and demonstrates that the noise levels comply with permitted maximums. 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 noise levels (decibels) within the dwelling units must be as follows:

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

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 Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570;
2. Fire flow calculations based on the Fire Underwrite Survey confirming adequate available flow is required at the Building Permit stage;
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes;
4. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails;
5. Certification by a registered professional that any required noise insulation measures may be installed according to recommendations in the required acoustic report;
6. Payment of the City wide DCC and Supplementary Local Area DCC for the Alexandra neighbourhood;
7. Payment of the \$1,836.72 per dwelling unit, plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement;
8. Payment of latecomer agreement charges associated with eligible latecomer works built via the adjacent western development (Servicing Agreement (SA) 08-434616);
9. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* ***This requires a separate application.***

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed

necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Signed (original on file)

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8826 (RZ10-557519)
9500 CAMBIE ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following new text into the Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie) subsection 18.24.6:
 - i. “1.e) 7.0 m from Cambie Road”;
 - ii. “2.e) 2.5 m on Cambie Road”; and
 - iii. “3.e) 3.8 m to Cambie Road”.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW RISE APARTMENT (ZLR24) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**.

P.I.D. 004-065-999
Lot 9 Block “A” Section 34 Block 5 North Range 6 West New Westminster District Plan 1224
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8826**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee

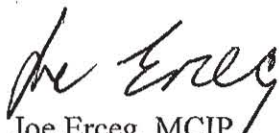
To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning and Development
Re: **REVISED ACE TERMS OF REFERENCE**

Date: November 9, 2011

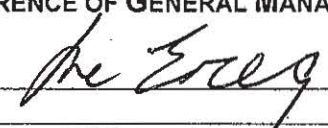
File:

Staff Recommendation

That the revised Advisory Committee on the Environment (ACE) Terms of Reference to amend Section 8 (d), to reduce the meeting quorum requirement from eight (8) to seven (7) members, be approved, as per the General Manager, Planning and Development Department report dated November 9, 2011.


Joe Erceg, MCIP
General Manager, Planning and Development
(604-276-4083)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

The purpose of this report is to recommend changing the Terms of Reference for the Advisory Committee on the Environment (ACE) to reduce the quorum requirement from eight to seven members. At the October 19, 2011 meeting of ACE, the Committee voted to have its Terms of Reference changed to reduced the required quorum from the current eight to seven members.

The purpose of this report is to: outline the member composition of ACE, identify recent changes to the composition of ACE and the impact of those changes, and recommend reducing ACE's quorum requirement.

Analysis

ACE is a Council appointed committee of fourteen (14) voting members who advises Richmond City Council on environmental issues. Of the 14 ACE members, 13 are appointed directly to ACE with one voting member who is the City's citizen representative on the YVR Environmental Advisory Committee (YVR EAC).

One year ago, ACE had one more member for a total of 15 voting members. This member was the City's citizen representative on the YVR Aeronautical Noise Management Committee (YVR ANMC). In 2010, in response to the Richmond Airport Noise Citizens Advisory Task Force (RANCATF) report, Council directed this member to report directly to the City's General Purposes Committee at least twice a year. On November 22, 2010, Council revised ACE's Terms of Reference which removed the City's citizen representative to the YVR ANMC without changing the quorum which remained at eight voting members.

Over the past year, ACE has had increasing difficulty in achieving quorum which has resulted in several meeting cancellations and late meeting start times. To facilitate achieving quorum, ACE has requested reducing the ACE quorum requirement from eight to seven members.


Recommendation: Staff agree with ACE and recommend approval of the proposed revised ACE Terms of Reference to reduce ACE's quorum requirement from eight to seven members, see **Attachment 1** - page 5, section 8 (d).

Financial Impact


None

Conclusion

At their October 19, 2011 meeting, the Advisory Committee on the Environment (ACE) asked to have their Terms of Reference amended to reduce the number of voting members from eight to seven, to make achieving quorum easier. This report recommends the change.



David Johnson
Planner 2
(4193)
DJ:cas



Terry Crowe
Manager, Policy Planning
(4139)

ATTACHMENT 1

November 9, 2011

Proposed Revisions To the ACE Terms of Reference

**Richmond Advisory Committee on the Environment (ACE)
Terms of Reference**

Revised November __, 2011



**Advisory Committee on the Environment (ACE)
Revised Terms of Reference**

1. Purpose

These terms of reference shall apply to the "Advisory Committee on the Environment" (ACE).

2. Name:

The community-based advisory committee shall be called the "Advisory Committee on the Environment" (ACE).

3. Mandate:

ACE shall:

- provide advice (e.g., information, options and recommendations) to City Council on environmental issues of concern to the community
- provide advice to Council to assist in:
 - developing a vision for a sustainable environment in Richmond
 - determining appropriate goals, objectives, policies and guiding principles to achieve a sustainable environment.
 - Note: "The State of Environment Report" and the "Richmond Official Community Plan" are the two main City documents for articulating this vision.
- generate independent and credible information on key environmental issues
- anticipate and advise Council and staff of potential problems and opportunities for environmental sustainability
- review and monitor the existing situation and trends to identify environmental concerns
Note: One of ACE's primary tools for doing so will be the "State of the Environment Report".
- work with City staff to encourage and co-ordinate public participation in the identification and development of solutions to environmental issues.
- help enhance public awareness of environmental issues.
- provide environmental information to the Agricultural Advisory Committee (AAC).
- represent the City on the Vancouver International Airport Authority (YVRAA):
 - Environmental Advisory Committee

4. City Councillor Liaison To ACE

There shall be one Councillor Liaison to ACE.

5. Composition

- ACE shall be comprised of up to 13 citizen members.
- An additional member will sit as an Alternate to the YVRAA Environmental Advisory Committee and

Members of the ACE shall:

- reflect a broad cross-section of Richmond citizens.
- be, either Richmond residents, or non-residents who demonstrate an interest in and commitment to environmental issues in Richmond.
- be appointed on the basis of their availability, experience and the expertise which they can bring to the work of ACE and not as formal representatives of particular organizations.
- not have a conflict of interest with Council or ACE and should advise the members when a potential conflict may exist on a specific issue and recuse themselves for the duration of the discussions on the issue to which they have declared a conflict of interest.
- represent knowledge, experience and perspectives of various sectors including:
 - agriculture;
 - fishing;
 - aquatic ecology;
 - terrestrial ecology;
 - health and the human environment;
 - environmental mitigation;
 - business;
 - communications;
 - community planning;
 - students;
 - the community-at-large.

6. Selection

a) Recruiting

- The selection of 14 ACE members shall be according to Council policy and procedures. (e.g., The City Clerk's office will place appropriate public advertisements in the press and media to ask for volunteers to:
 - ACE (13 positions), and
 - the Vancouver International Airport (YVRAA):
 - Environmental Advisory Committee (1 position & 1 alternate who will share one ACE membership), and
- To achieve a viable ACE committee, ACE members and staff may encourage:
 - individuals to apply to ACE, and
 - applicants from particular groups, organizations, or sectors (e.g., Kwantlen College, UBC).
- Staff may place additional advertisements in other media (e.g., university & college media).

b) Appointing

- I. ACE appointments shall be made by City Council.
- II. ACE Members on the Vancouver International Airport (YVRAA):
 - Environmental Advisory Committee.

- i. General Appointment
 - Council shall determine the City's appointments to the Vancouver International Airport Environmental Advisory Committee (1 person), and;
 - Once appointed by Council, the City's representatives to the Vancouver International Airport Environmental Advisory Committee, and shall automatically be full members of ACE with voting privileges.
 - ii. Alternate to City YVRAA Appointment
 - Council may appoint an alternate representative to the YVRAA Environmental Advisory Committee.
- III. ACE Representative to the Agricultural Advisory Committee (AAC)
The ACE Committee members may select a representative to sit on the Agricultural Advisory Committee.

7. Term:

General – 2 Year Terms

Normally, ACE members shall be appointed for 2-year terms. When the need arises to fill a vacant position should a member resign

Rotating Membership

ACE shall have rotating membership as follows:

Group 1:

- *Total: 7 ACE members*
- *Period: from January 1, 2002, to December 31, 2004*
- *Composition:*
 - *6 basic ACE members*

Group 2:

- *Total: 7 ACE members*
- *Period: from January 1, 2003, to December 31, 2005*
- *Composition:*
 - *6 basic ACE members*
 - *1 ACE member who is appointed by Council to the YVRAA Environmental Advisory Committee.*

Subsequent appointments are to be made for two year terms. The ACE appointed representative to the Agricultural Advisory Committee may be drawn from *either Group 1 or Group 2*. The actual number of members in the two groups may be periodically adjusted in order to reasonably maintain the overall number of members.

8. Operation and Process

a) Authority

ACE:

- shall address environmental issues referred by City Council

- may prepare information, options and recommendations for City Council
- may recommend, steps for addressing environmental issues which:
 - ACE deems a priority, or
 - have been identified as a significant public concern
- shall have access to all publicly accessible information available to Council that relates to the environment
- may request staff to undertake work regarding particular environmental concerns, subject to City staff workload and priorities
- may request that any specific environmental policy initiative to be considered by Council be referred to ACE for timely review and comment prior to a final decision by Council
- may make recommendations regarding its terms of reference.

b) Accountability

I. Basic

ACE shall:

- be accountable to Council
- produce annual reports, work programs, budgets and other reports for Council
- be required to disclose the nature of their interests and involvement in Richmond to identify any potential conflict of interest.

II. YVRAAEAC Committee Representatives

The City's representatives on YVRAAEAC committees shall:

- co-ordinate their activities with ACE prior to and after each YVRAA committee meeting
- report to Council through ACE.

III. Agricultural Advisory Committee Representatives (AAC)

The City's representatives on AAC committees shall:

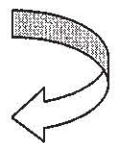
- co-ordinate their activities with ACE prior to and after each AAC committee meeting
- report to and through ACE.

c) Communication

- ACE members shall normally communicate through the staff liaison, to Planning Committee and then to Council.
- Council may ask ACE (and vice versa) to make presentations to Council directly.
- ACE may communicate regularly with the public.
- ACE meetings shall be open to the public.

d) Decision-Making Process

- Members of ACE shall:
 - follow Council decision making policy and procedures
 - meet regularly, at least eight times annually
 - **ensure a quorum of at least 7 appointed ACE members exists for any recommendations or decisions made by the Committee.**



- normally make decisions on a consensus basis.
- Where ACE recommendations are brought forward on a basis other than consensus, the submission of minority ACE member opinions shall be permitted.
- Alternate member to the YVRAAEAC committee or the AAC committee shall have voting privileges only when the appointed representative is unable to fulfill his/her obligations.

9. Resources

ACE shall prepare and submit:

- For the Year Just Completed;
 - an annual report
 - a financial statement
- For the Upcoming Year
 - a proposed work program
 - a proposed budget.

ACE shall incur expenses only for Council authorized items, and City policy and procedures shall be followed.

ACE may draw upon external consultants and volunteers to assist in fulfilling its mandate, provided that any expenditure can be accommodated within the approved ACE budget.

Richmond City Council shall review ACE's annual budget submission and provide funding based on City budgetary priorities.

10. Implementation

ACE shall implement a Council approved work program and fulfil its mandate incrementally as tasks are matched by available resources, and as skills, knowledge and experience develop.

a) Setting Environmental Goals, Objectives and Policies

ACE shall provide advice to City Council on appropriate goals, objectives and objectives for the achievement of a sustainable environment; for example, ACE may provide advice to Council and staff which assists in:

- developing a vision for a sustainable environment in Richmond; and
- determining appropriate goals, policies, objectives and guiding principles to achieve a Sustainable Environment.
- Note: The State of Environment Report and Richmond Official Community Plan are the two main City documents for articulating this vision.

b) Environmental Data Gathering, Information Exchange and Research

ACE shall gather information on environmental issues and provide Council and the public with credible, independent information, options and recommendations on key issues of concern, for example ACE may:

- invite information, opinions, options and recommendations from independent sources,
such as consultants, academics, industry, business, community groups and environmental organizations
- convene public forums on environmental issues
- make recommendations to Council regarding the necessity for reports and studies on particular environmental issues.

Having participated in creating a State of the Environment Report for Richmond, ACE shall:

- continue to assist in regular updates of this report; and
- will recommend to Council appropriate programs for preparing such updates.

c) Environmental Issue Response Co-ordination

ACE shall co-ordinate public responses to significant environmental issues, for example:

- receive referrals from Council for the consideration of significant environmental issues
- invite submissions from individuals, groups and organizations
- respond through recommendations and proposals to Council
- establish task forces or sub-committees to address key issues of concern in detail as required
- initiate and co-ordinate additional environmental management measures and initiatives;

In the longer term, the ACE may make recommendations to City Council on a wider range of environmental issues and co-ordinate additional measures or initiatives as required, for example:

- recommend priorities for managing environmental issues;
- recommend long term strategies for environmental protection, sustainability, conservation and mitigation;
- suggest processes for facilitation, assisted negotiations (mediation) or other forms of dispute resolution where a significant dispute or conflict is a component of an environmental issue which is brought to its attention.

d) Environmental Policy Review

ACE shall identify environmental issues and evaluate if they are adequately or appropriately addressed by the policies, programs and practices of the City of Richmond.

ACE may, for example:

- collect and submit evidence of environmental problems or foregone environmental opportunities which would be addressed by a change in City or agency policies, programs and practices,
- present evidence and reasoned arguments on potential future environmental problems or opportunities that could be addressed by changes in City or agency policies, programs and practices.

In the longer term, ACE may recommend to Council a periodic review of policies, programs and practices that affect the environment and propose terms of reference for such reviews.