

### **Public Hearing Agenda**

Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Monday, January 18, 2021 – 7 p.m.

Council Chambers, 1<sup>st</sup> Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1

### **OPENING STATEMENT**

### Page

1. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10218 (RZ 18-818420)

(File Ref. No. 12-8060-20-010218; RZ 18-818420) (REDMS No. 6544384 v. 5; 6561063; 6555915)

### **PH-3**

### See Page PH-3 for full report

**Location:** 8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus

portion of the Spires Road road allowance.

**Applicant:** Flat Architecture Inc.

**Purpose:** To rezone the subject property from "Single Detached (RS1/E)" to

"Parking Structure Townhouses (RTP4)", to permit development of 22 townhouse units and two secondary suites with a common

parking structure access via Spires Road.

First Reading: December 7, 2020

### **Order of Business:**

- 1. Presentation from the applicant.
- 2. Acknowledgement of written submissions received by the City Clerk since first reading.
- 3. Submissions from the floor.

		Public Hearir	ng Agenda – Monday, January 18, 2021
Page			
		Council Consid	leration:
			second and third readings of Richmond Zoning Bylaw 8500, nt Bylaw 10218.
	2.	RICHMOND ZO 835042)	NING BYLAW 8500, AMENDMENT BYLAW 10219 (RZ 18-
		(File Ref. No. 12-806)	0-20-010219; RZ 18-835042) (REDMS No. 6457608 v. 4; 3186793; 6461489)
PH-51			See Page PH-51 for full report
		Location:	9300 and 9320 Cambie Road
		Applicant:	Westmark Developments (Camosun) Ltd.
		Purpose:	To rezone the subject property from "Single Detached (RS1/F)" to a new site specific zone titled "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)", to permit development of a five-storey multi-family apartment building over a parking structure accessed via McKim Way.
		First Reading:	December 7, 2020
		Order of Busine	ess:
		1. Presentation	on from the applicant.
		2. Acknowled since first in	dgement of written submissions received by the City Clerk reading.
		3. Submission	ns from the floor.
		Council Consid	leration:
			second and third readings of Richmond Zoning Bylaw 8500, nt Bylaw 10219.
А	.DJO	URNMENT	



### **Report to Committee**

**To:** General Purposes Committee **Date:** November 9, 2020

From: Wayne Craig File: RZ 18-818420

Director, Development

Re: Application by Flat Architecture Inc. for Rezoning at 8951 and 8971 Spires Road,

8991 Spires Gate, and the Surplus Portion of the Spires Road Road Allowance from the "Single Detached (RS1/E)" Zone to the "Parking Structure Townhouses

(RTP4)" Zone

### **Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, for the rezoning of 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance from the "Single Detached (RS1/E)" zone to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given First Reading.

Wayne Craig

Director, Development

(604-247-4654)

WC:el Att. 8

	REPORT CONCURRE	ENCE
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services Affordable Housing Engineering Transportation	고 고 고	pe Erceg

### **Staff Report**

### Origin

Flat Architecture Inc., on the behalf of 0924206 BC Ltd. (Incorporation number: BC0924206; Directors: Brian R. Purcell, John Young, Dexter Young, Michael Young and Eric Sen Hang Yung), has applied to the City of Richmond for permission to rezone 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance (Attachment 1) from the "Single Detached (RS1/E)" zone to the "Parking Structure Townhouses (RTP4)" zone in order to permit the development of 22 townhouse units and two secondary suites with a common parking structure accesses via Spires Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

A Servicing Agreement will be required for this development to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the storm sewer and sanitary sewer, as well as service connections.

### **Findings of Fact**

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

### Subject Site Existing Housing Profile

The site currently contains three single-family homes, which will be demolished. The applicant has advised that all of the three houses on-site are rented out; and there are no suites in the houses.

### **Surrounding Development**

The Spires Road Neighbourhood is identified in the City Centre Area Plan (CCAP) as an area intended to transition from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures.

- To the North: Across Spires Gate, Single-family homes on lots zoned "Single Detached (RS1/E)", which are designated as Park under the City Centre Area Plan.
- To the South: A recently approved 64 unit high density townhouse development (RZ 17-766525 & DP 18-829140) on a lot zoned "Parking Structure Townhouses (RTP4)". This townhouse development at 8888 Spires Road is currently under construction.
- To the East: Across Spires Road, single-family homes on lots zoned "Single Detached (RS1/E)", which are designated for high density townhouses under the City Centre Area Plan.
- To the West: A 19-unit townhouse development (with a common parking structure), on a lot zoned "Town Housing (ZT46) South McLennan and Brighouse Village (City Centre)".

### **Related Policies & Studies**

### Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is "Neighbourhood Residential". This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in "Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial", which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with a common parking structure generally complies with the CCAP Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines and form and character will take place at the Development Permit stage of the process.

The subject development site is surrounded by properties with development potential subject to the CCAP. Registration of a legal agreement on title is required before final adoption of the rezoning bylaw, stipulating that the residential development is subject to potential impacts due to other development that may be approved within the City Centre, including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring this information be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

The proposed rezoning is subject to a community planning implementation strategy contribution for future community planning initiatives. The applicant proposes to make a cash contribution at the current rate of \$0.30 per buildable square foot, for a total contribution of \$8,013.52 prior to final adoption of the rezoning bylaw.

### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At the Development Permit stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

### **Energy Step Code**

The developer has committed to design the subject development to meet the City's Step Code requirements (i.e., Step 3). A commitment letter is presented as Attachment 5. Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

### Affordable Housing Strategy

In addition to the provision of two secondary suites on site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance with the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$8.50 per buildable square foot as per the Strategy, for a contribution of \$227,049.62.

### Public Art Program Policy

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2017 rate) to the City's Public Art Reserve fund; for a total contribution in the amount of \$22,704.96.

### **Public Consultation**

Two rezoning signs have been installed on the subject property (one on each road frontage). Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

### **Analysis**

### Road Closure

A new narrower 16.0 m wide road cross-section for the Spires Road Neighbourhood has been established for the area to better support the development of high density townhouses with parking structures - the form of development specifically envisioned for this area in the City Centre Area Plan. This new road cross-section has already been applied to two high density townhouse development projects along Spires Road since 2019.

Based on the new road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance adjacent to the frontage of the subject development site has been identified for road closure (Attachment 6). The area, which is approx. 119.5 m<sup>2</sup> (1,286.3 ft<sup>2</sup>), is surplus to Engineering and Transportation needs.

Prior to rezoning bylaw adoption, the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Director, Real Estate Services.

### **Road Dedication**

For the provision of the future north-south lane parallel to Cooney Road, a 4.0 m road dedication is required along the entire west property line of the subject site. A similar lane dedication has already been provided at the adjacent townhouse development to the south. In addition, a 4.0 m x 4.0 m corner cut road dedication is required at the northeast corner of the subject site (southwest corner of the Spires Gate/Spires Road intersection), and a 3.0 m x 3.0 m corner cut road dedication is required at the northwest corner of the subject site (southeast corner of the Spires Gate/north-south lane intersection).

### **Existing Legal Encumbrances**

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing west property lines of the subject development site for an existing sanitary sewer line. This area will be transferred to the City as part of the lane dedication mentioned above.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 19 bylaw-sized trees and one hedge row on the subject development site.

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

- A 28cm caliper Japanese Maple tree (specifically tag# 469) located on the development site along the Spires Road frontage has an asymmetrical crown, and decay in the main stem. This tree should be removed and replaced.
- 18 trees (specifically tag# 462, 463, 464, 465, 466, 467, 469, 472, 473, 475, 476, 477, 478, 479, 480, 481, 482, 483) located on the development site are either dead or dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.

• A hedgerow (tag# 470) located on-site has been historically topped and as a result has developed decay pockets and weakly attached secondary branch growth that is prone to failure. This hedgerow is not a good candidate for retention and should be removed and replaced.

### Tree Replacement

The applicant wishes to remove 19 on-site trees; a Tree Management Plan is included in this report (Attachment 7). The 2:1 replacement ratio would require a total of 38 replacement trees for the removal of 19 trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 30 new trees on-site and provide cashin-lieu for the remaining trees. Staff will work with the applicant to explore the opportunity to include additional replacement trees on site at the Development Permit stage. The size and species of replacement trees will also be reviewed in detail through Development Permit and overall landscape design. The applicant has agreed to provide a voluntary contribution of \$6,000 (\$750/tree) to the City's Tree Compensation Fund in lieu of planting the remaining eight replacement trees should they not be accommodated on the site.

### Tree Protection

All trees on neighbouring properties are to be retained and protected. Prior to final adoption of the rezoning bylaw, the applicant is required to submit to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.

Prior to demolition of the existing dwellings on the subject development site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### Built Form and Architectural Character

The applicant proposes to consolidate the three properties and the surplus road frontage of these properties into one development parcel, with a total net site area of 2,068 m<sup>2</sup> (22,260 ft<sup>2</sup>). The proposal is to build a high density, ground-oriented, four-storey townhouse project on the consolidated lot at a density of 1.2 floor area ratio (FAR).

The development will contain 22 units. Two single-level Basic Universal Housing units at grade, 18 three-storey units on the podium, and two four-storey units each with a two-bedroom secondary suite. The Basic Universal Housing units and secondary suites will have street level entry with direct pedestrian access to Spires Road or Spires Gate; these homes will also have direct access to the parking area. All other units will have their main unit entry located on the podium level. Dwelling sizes are ranging from 78 m² (839 ft²) to 175 m² (1,884 ft²). All of the units will have private outdoor areas at grade, on the elevated podium overtop the parking structure, and/or on the top floor oriented towards the internal courtyard.

Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in the four-storey units fronting Spires Road (see Attachment 2). The sizes of these units range from 169 m<sup>2</sup> (1,819 ft<sup>2</sup>) to 175 m<sup>2</sup> (1,884 ft<sup>2</sup>), and the sizes of these two-bedroom secondary suites range from approximately 61 m<sup>2</sup> (660 ft<sup>2</sup>) to 67 m<sup>2</sup> (722 ft<sup>2</sup>). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on title, stating that no Building Permit inspection granting occupancy will be completed 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, is required prior to final adoption of the rezoning bylaw.

### **Amenity Space**

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. Based on the rate identified in the OCP (i.e., \$1,769 per unit for the first 19 units, plus \$3,538 per unit for the 20<sup>th</sup> to 22<sup>nd</sup> unit), the total cash contribution required for the 22-unit townhouse development is \$44,225.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces at 398 m² (4,284 ft²) exceeds the minimum requirements under the Official Community Plan (OCP) of 6 m² (64.5 ft²) of outdoor space per unit plus 10% of the net site area (i.e., 338.8 m² or 3,646 ft²). Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

### Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Spires Road, providing access to the parking structure proposed on-site. One loading area is proposed on-site at the entry driveway.

To enhance pedestrian circulation within the Spires Road Neighbourhood, the following walkways will be secured prior to final adoption:

- A 1.5 m wide statutory right-of-way (SRW) along the entire south property line for future pedestrian connection between Spires Road and the future back lane.
- A 1.5 m wide SRW along the entire west property line for pedestrian circulation along the future back lane.

### Vehicle and Bicycle Parking On-site

The proposal will feature 22 units with a total of 27 resident parking spaces and five visitor parking spaces, which comply with bylaw requirements for this neighbourhood. Ten resident parking spaces will be in a tandem arrangement (37% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that:

- Where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.
- Conversion of any of the tandem parking areas into habitable space is prohibited.

In addition, the proposal will feature two Basic Universal Housing units; an accessible parking stall will be provided for each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 33 bicycle parking spaces on-site, which meets the bylaw requirements. All visitor bicycle parking spaces will be provided by the entry to the parking structure. All residential bicycle parking spaces will be provided within a bike storage room within the parking structure. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- Conversion of the proposed bike storage room in this development into habitable space or general storage area is prohibited.
- The bike storage room must remain available for shared common use and for the sole purpose of bicycle storage.

### Variance Requested

The proposed development is generally in compliance with the "Parking Structure Townhouses (RTP4)" zone except for the lot size. A variance to reduce the minimum lot size from 2,400 m<sup>2</sup> (25,833 ft<sup>2</sup>) to 2,000 m<sup>2</sup> (21,527 ft<sup>2</sup>) is being requested as part of the proposed development. Staff support this variance since the subject site is an orphaned site located between Spires Gate to the north and a recently approved townhouse development to the south. There is no opportunity for the developer to acquire additional property to meet the minimum lot size requirement.

### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's Standard Servicing Agreement to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the storm sewer and sanitary sewer, as well as service connections (see Attachment 8 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicant is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

### <u>Design Review and Future Development Permit Considerations</u>

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the site plan to ensure all the aboveground private utility infrastructure improvements required as part of this development will be located on site and screened from street view.
- Refinement of the proposed building elevations facing public streets and future lane to provide additional articulations; detailed review of façade materials and colors.
- Refinement of the proposed site plan and site grading to ensure appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the tree replacement scheme to provide additional replacement trees on-site.
- Refinement of landscape design, including the size and configuration of the outdoor amenity spaces and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of Basic Universal Housing/convertible units.
- Review of the sustainability strategy for the development proposal.

Additional issues may be identified as part of the Development Permit application review process.

### **Financial Impact or Economic Impact**

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact (OBI) for the ongoing maintenance of these assets is \$5,000.00. This will be considered as part of the 2020 Operating Budget.

To facilitate the narrowing of Spires Road and Cook Crescent as well as the subject rezoning application proposal, the applicant proposes to purchase a portion of the Spires Road road allowance for inclusion in the applicant's development site. The total approximate area of City lands proposed to be sold and included in the development site is 119.5 m² (1,286.3 ft²). As identified in the attached rezoning considerations (Attachment 8), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms subject to Council approval.

### Conclusion

The proposed 22-unit townhouse development is consistent with the Official Community Plan (OCP) and the City Centre Area Plan (CCAP). Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 8; which has been agreed to by the applicant (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, be introduced and given First Reading.

Edwin Lee

Planner 2

(604-276-4121)

EL:blg

### Attachments:

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Specific Land Use Map: Brighouse Village (2031)

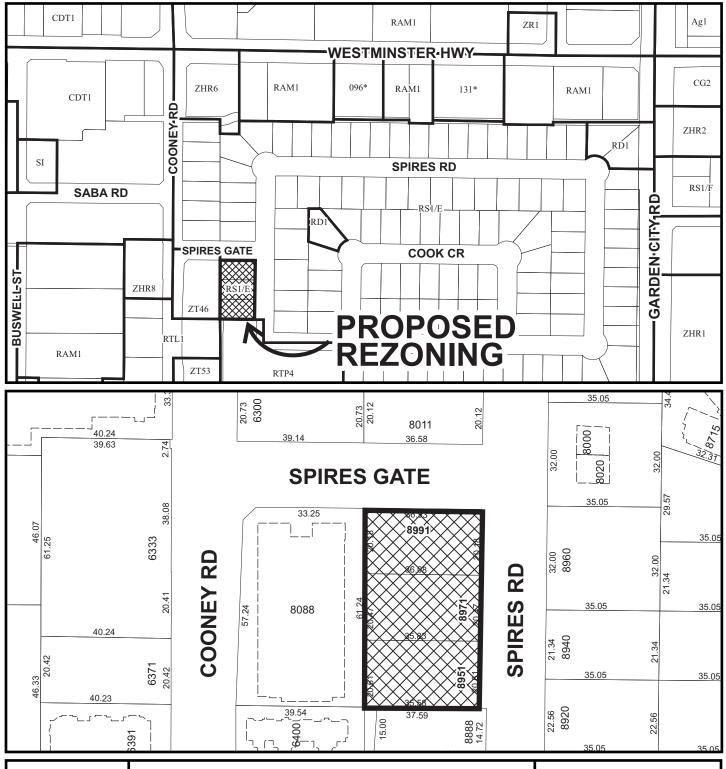
Attachment 5: Letter from Developer regarding Step Code Requirements

Attachment 6: Proposed Road Closure Plan

Attachment 7: Tree Management Plan

**Attachment 8: Rezoning Considerations** 







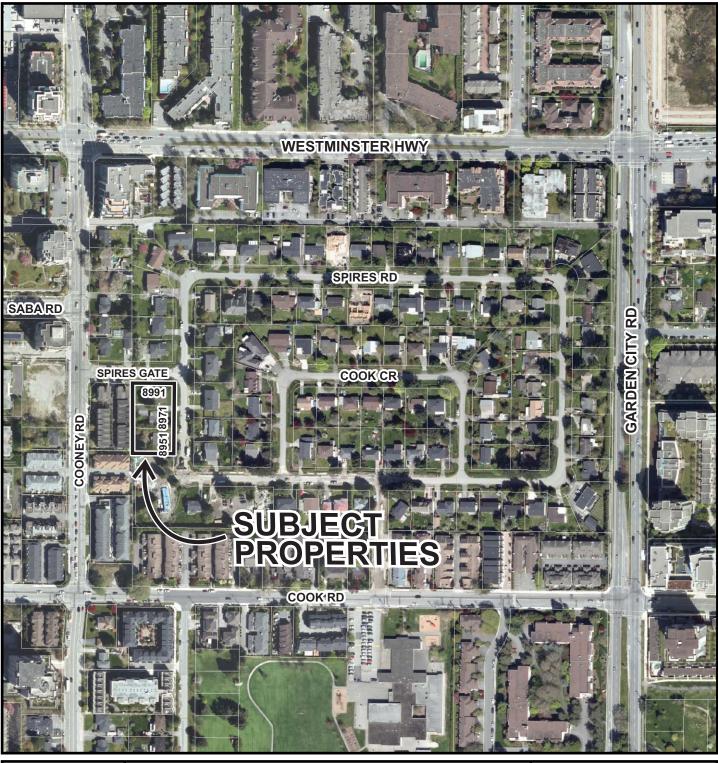
RZ 18-818420

Original Date: 01/16/18

Revision Date: 11/02/20

Note: Dimensions are in METRES





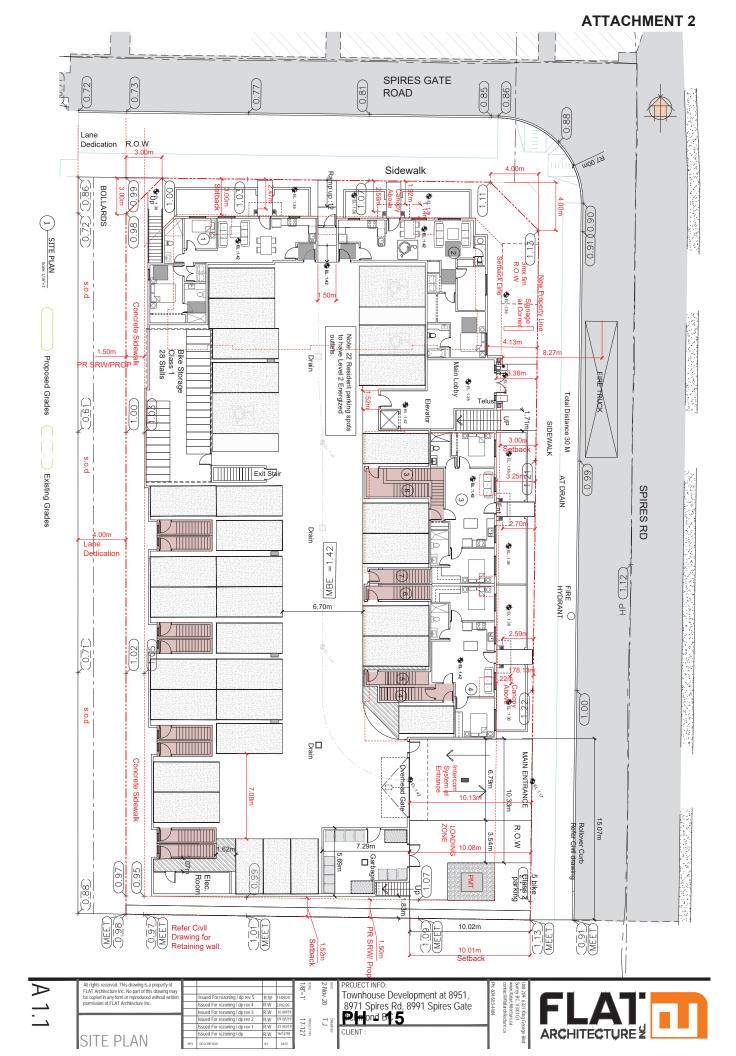


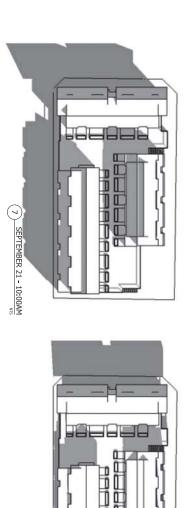
RZ 18-818420

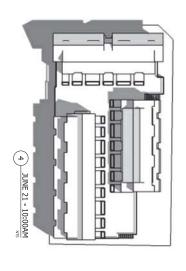
Original Date: 04/16/18

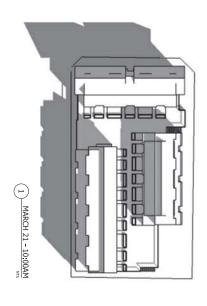
Revision Date: 11/02/20

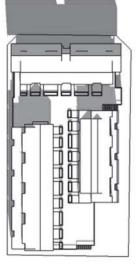
Note: Dimensions are in METRES

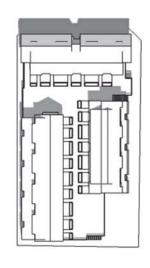




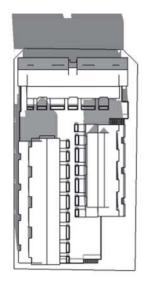


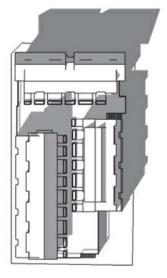


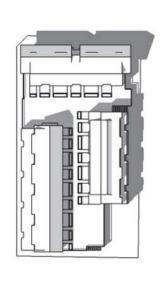


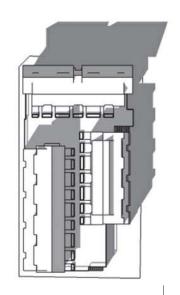


5 JUNE 21 - 12:00PM









9 SEPTEMBER 21 - 2:00PM

8 SEPTEMBER 21 - 12:00PM

17-127

6 JUNE 21 - 2:00PM

2020-10-08 M.M.

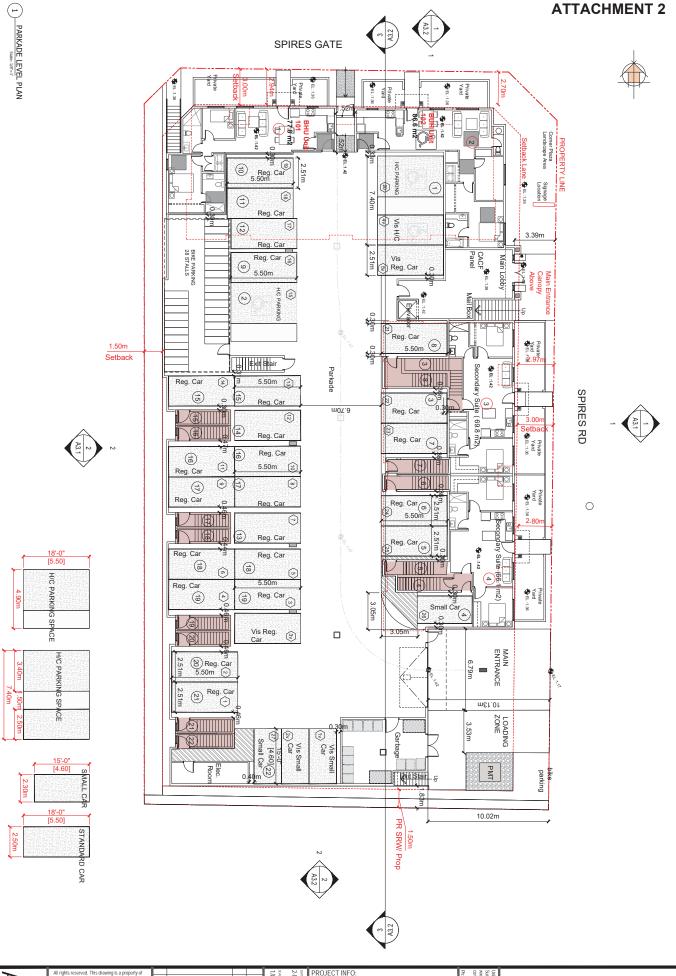
PROJECT INFO:
Townhouse Development at 8951
8971 Spires Rd, 8991 Spires Gate
Report B

lt 209-6321 King George Blvd rrey BC, V3X 1G1 w.flatarchitecture.ca htact@flatarchitecture.ca

3 MARCH 21 - 2:00PM

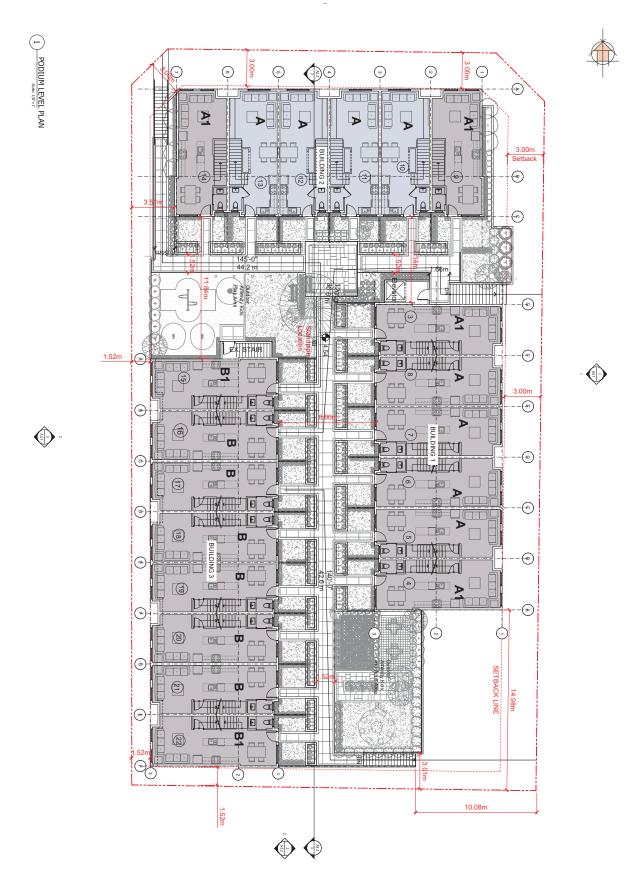
2 MARCH 21 - 12:00PM





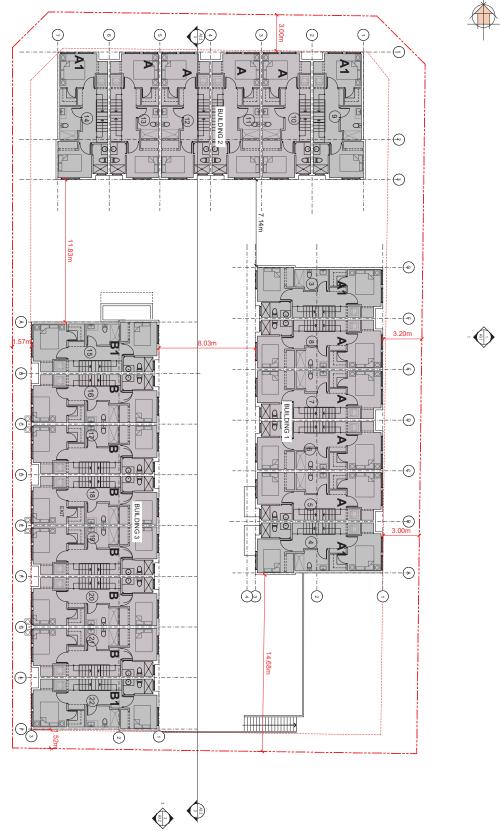






A 2.2





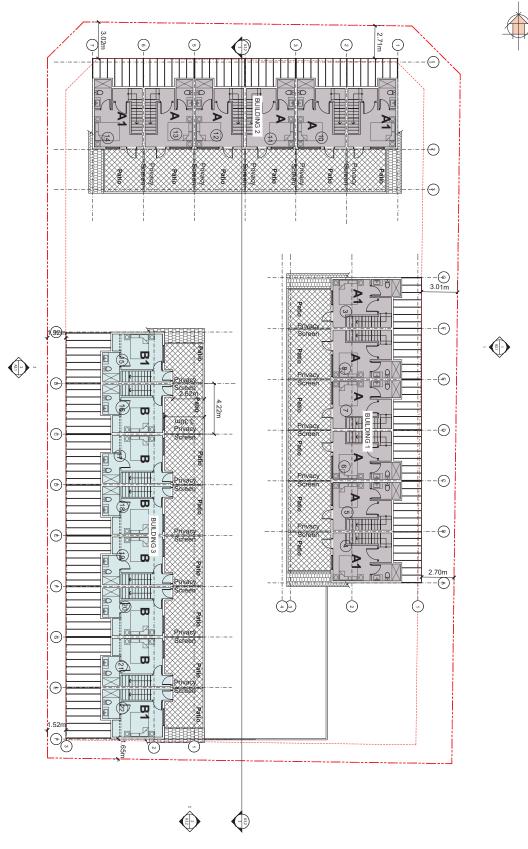


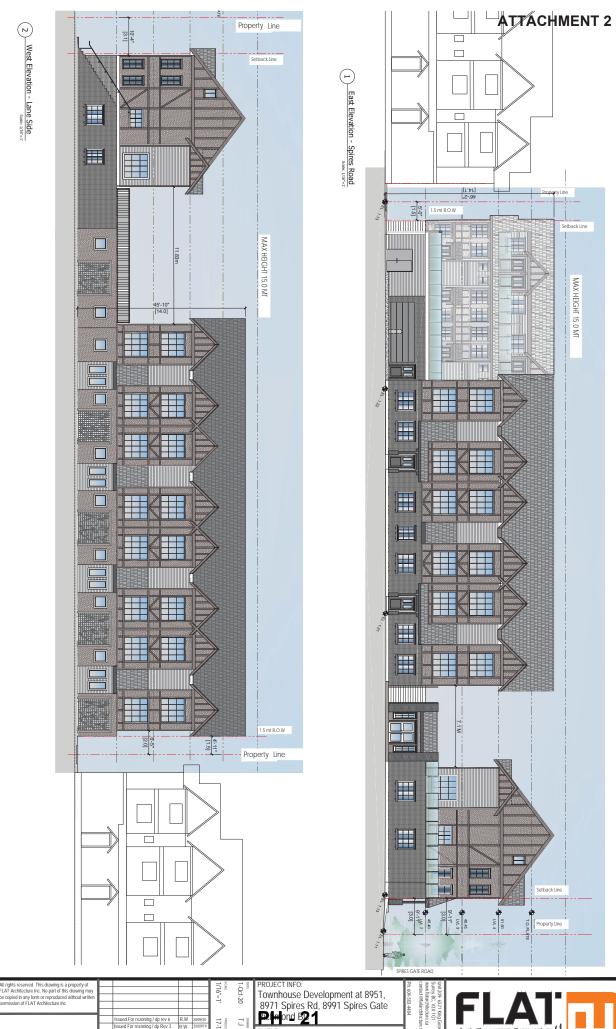
**(**) ...



17-127 L







 $\overline{\triangleright}$ 

Elevations

17-127

Townhouse Development at 8951, 8971 Spires Rd, 8991 Spires Gate



A 3.2 17-127 T.J Elevations

PROJECT INFO:
Townhouse Development at 8951,
8971 Spires Rd, 8991 Spires Gate
Page 100 B2 2
CLIENT:



### **ATTACHMENT 2** 49'-1" 9'-10" 45.40 [3.0] LVL2 8'-3" \(\sqrt{2.5}\)

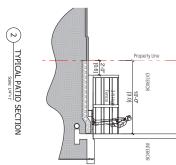
MAX HEIGHT 15.0 MT

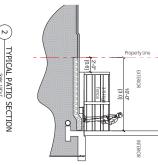
35'-1" [10.7]

Ħ

42'-4" [12.9]

1.5 mt R.O.W











Concrete Finish

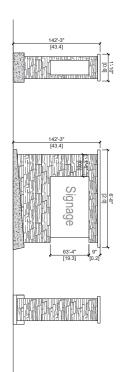
Ledge Stone Black Rundell Stucco Finish

6" Fibre Cement siding Hardie plank siding ( Dark Gray

Brick Grey Clinker by Mora Bricks







All rights reserved. This drawing is a property of FLAT Architecture Inc. No part of this drawing may be copied in any form or reproduced without writte permission of FLAT Architecture Inc. Elevations

Podium Level Elevations

1-Oct-20 17-127 L.T.

PROJECT INFO:
Townhouse Development at 8951,
8971 Spires Rd, 8991 Spires Gate
Page 100 B23
CLIENT:





All rights reserved. This drawing is a property of FLAT Architecture Inc. No part of this drawing may be copied in any form or reproduced without written permission of FLAT Architecture Inc.

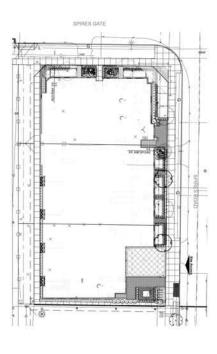
Streetscape

17-127

PROJECT INFO:
Townhouse Development at 8951,
8971 Spires Rd, 8991 Spires Gate
Prod 624.
CLIENT:



### **ATTACHMENT 2**







2 SOME PROPOSED PLANTS

### KEY PLAN

# COMPLETE PROJECT PLANT LIST (Detailed Planting Layout on Dwg. L6 & L7)

Recommended Trees

Recor	nmende	Recommended Shrubs				Zecol	Recommended frees	d liees
ō	Quantity	Lafin Name	Common Name	Scheduled Size	Notes	5	Quantity	Latin Name
Aka	39	Akebia guinata	Chocolate vine	#3 pot staked		Ac.o.	13	Acer circinatum
2.55	4	Arctostaphylos uva-ursi "Vancouver Joc Vancouver Jade Kinnikinick	a Vandouver Jade Kinnikinick	#1 por		Agri	*	Acer priseum
72	6	Bergenia cordifola	Heartleaf Bergenia			Ac.Pf	-	Acer palmatum
calm	9	Calamagrastis x acultibra 'Karl Foerster Karl Foerster Feather Reed Grass	y Karl Foerster Feather Reed Grass	#2 po!		4.06	N	Acer palmatum 'Oshio-Beni
Com. J.	N	Camella japonica	Japanese Camella	3.0m ht.		A.Rub	N	Acernonm Red Sunter
20	21	Echinacea Rosita	Purple coneflower Rasita (dwarf)	#1 pot		Am.N	9	Amelanchier laevis
E.Rod	9	Escalania Red Bif	Red Bf Escalania	#3 pot		C.Not	ы	Corunus nuttalli 'National'
HI.BOG	8	Helictotrichon sempervirens	Blue Cot Grass	#1 pot				
ATH	78	Hemerocalls x 'Lemon Yellow' or vars	Lemon Yellow Dayliy	#1 pof				
ž	29	Heuchera vara	Corol bells	#1 pot				
Ŧ	¥	Hibitous syriacus "Lucy"	Lucy Rose Of Sharon	15 31 71				
HBO	39	Hosta x Blue Angel	Blue Angel Plantain Lity	#1 por				
吉	39	Hosta x Patriot	Patriot Plantain Lily	#3 pot				
ίαν	39	Lavendula vars	Lavender	#1 pot				
L.Dn	17	Ligularia dentata 'Brit Marie Crawford' Brit Marie Crawford Ligularia	Brit Marie Crawford Liguratio	#1 pot				
MAQ	10	Mahonia aquafolium	Oregon grapw	#3 pot				
PILHO	33	Pennisetum alopecuroides 'Hamein'	Hamein Dward Fountain Grass	#2 pot				
PO	22	Pennisetum orientale	Oriental Fountain Grass	#3 pot				
Po,m	a	Polystichum munitum	swordtern	#2 pot				
Rh.Go	U	Rhododendron Gumpo Pink	Pink Gumpa Azalea	#7 pot				
W.148	12	Rhododendron Vulcan	Red Rhadodendran	#7 pot				
R.Sang	œ	Ribet sanguineum King Edward VIII	King Edward Vil Rowering Currant	#3 pot				
×	0	Rudbeckla fulgida var. fulgida	Orange Coneflower	#1 pot				
SLN	a	Salk purpurea "Nana"	Dwarf Arctic Blue Leaf Willow	#3 pot				
16	27	Sarcococcaruscitolia	Fragrant Sarcacocca	#3 pot				
2	60	Skimmia japonica	Japanese Skimmia	#2 po!				
ž×.	175	Taxus sp	Yew, hedge variety	159.1				
Smgd.	108	Thuja occidentalis "Smaraga"	Emerald Cedar	2.5 m, ht.				
vo.th	43	Vaccinium ovatum Thunderbird"	evergreen huckleberry	#3 pot				
	5							

### **GENERAL NOTES**

All materials and workmanship to CLS Standards, latest edition. Soil depths and subgrade preparation, soil quality and plant sizes to meet or exceed that standard.

Plant sizes in this list are specified according to the BC Landscape Standard's listest edition. Container sizes are specified as per "CNA" Standard's. B0th plant is one and conclaimer size are the minimum acceptable sizes. The installies are arborished to search in active plant material available to the Landscape Architect for optional reviews at the source of supply-Area of search to include Lower Maintand and Fleaser Vallery. Substitutions must obtain written approval from the Landscape Architect prior to making any substitutions to specified material. Unapproved substitutions will be rejected-Allow a minimum of fine working days prior to delivery for respect substitutions are subject to the Landscape Standard.

	Tree Pits	Shrub Areas	Ground Cover Areas	Lawn areas	
(around	300mm	450mm	450mm	300mm	

Notes

whering medium hall have physical and democial properties as described in the standards for Countraess, social, the areas over studiums where the medium shall conform to the regionizements for wheel 1 applications Processing of missing of the growing medium shall be done off-site using a mediumshall secretary process. Proposed growing off the growing medium shall be done off-site using a mediumshall secretary process. Proposed growing stiffen shall be tested by a recognized shortest process. The contractic shall guarantee that the soil submitted for testing is ample empresentative of the soil to be used at the site.

On-Site or imported soils shall satisfy the requirements of the standards for growing medium. Soils shall be virtually free from subsoil, wood including woody plant parts, weed or reproducive parts of the weeds, plant pathogenic organisms, undo maintial, stones over Chirm, and foreign objects.

All planting beds shall receive min. 50mm bark mulch.

The contractor shall maintain clean working conditions, remove all refuse and debris and present the clean condition upon completion of all works. site in a safe and

Plant species and varieties may not be substituted without the approval of the Landscape architect

All wood fences to be cedar, with one coat of clear penetrating preservative

Shert Title Kev Plan	Owner	8951, 8971 Spires Rd, 8991 Spires Gate
Reviewed By RD	Drawn By SD	Total Sneets 8
Status Rezoning	Checked By RD	Sheet No.

City of Richmond

ARCHITECTURE PANEL INC. 103, 15505 Marine Drive, Whiterock, BC | 6047831450 |

Displaying and the design are and at all times ments the accularies thy of Design Praint in card carnot be used without the Lundsdape bed's written consent Contracts as exponsible for writtention of all nacing whereast and other datum on desarrings. Any discappancies to be and immediately to the Lundsdape Architect. Any danger made without the scape Architect's written or consent shall be the contributor's own exponentially scape Architect's written or consent shall be the contributor's soft exposure of scape Architect's written or consent shall be the contributor's soft exposure of scape Architect's written or consent shall be the contributor's soft exposure or scape Architect's written or consent shall be the contributor's soft exposure or scape Architect's written or consent shall be the contributor's soft exposure or scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out of the scape of the scape Architect's written or consent shall be set out the scape of the scape Architect's written or scape of the scape of the scape Architect's written or scape of the scape Architect's written or scape of the scap

Key Plan

## **Design Rationale and Summary**

Being an infill development among a mix of other townhouse complexes and rapidly eveolving residential lots, the contextual treatment demands sensitivity and appropriate placement of elements.

We are proposing a relatively simple mix of surfaces and their configuration owing to a very small scale of such surfaces such as pathways to the units and the driveways. We have chosen to limit or selection to 2 or 3 chef finishes and resrved a more complex rierarchy of surfaces for the deck level.

The planting on the bouleward edges has been very candully configured with some matching trees of the surrounding boulewardscape and what might me contextually appropriate with scale and wastable right of way. Similarly, being cognizant of the space requirements for the deck level planting, we have chosen to limit the trees and place the built up planties to the perimeter where possible for structural reasons. The trees selected for the internal layout are small and relatively less in number.

This development is amidst a rapidly changing area where a number of developments have sprung up in the past few years our design concept advocates a sensitive scheme that merges with the general transformation of the area.

The multi-user nature of the residential development demands privacy for the various units and their accessible spaces the element used to define these spaces (private patios from one another) are emerald oddar (thuja occidentalis smaragp) and Taxus. These columnar hedge plants are used in tandem with smaller hedging material such as the Spirarea and the flowering perennials to allow for multiple layers of textural relief.

The outdoor amenty has been designed with a linear two zone concept. The main constituents are the Social receivational area and a playground. The social area has been augmented with an outdoor kitchen and sustainable elements like the garden plots. These are placed with raised planters c'w spout and work bench for the residents use at the deck level.

Further, we have proposed use of native plants requiring lower water intake and offering trees that encourage bird habitat such as the 'Bitter Cherry' twards the lane.

substitute Substitutions are subject to the Landscape Standard.

All plant material must be provided from the certified "Disease Free" nursery. All plant material must conform the latest edition of the "SC Landscape Standard Provide certification upon request. All landscaping and landscape materials to conform to the latest edition of the CLS standards.

This growing medium depths over prepared subgrade shall be:

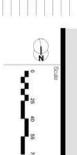
Lawn areas:

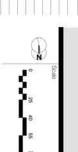
300mm

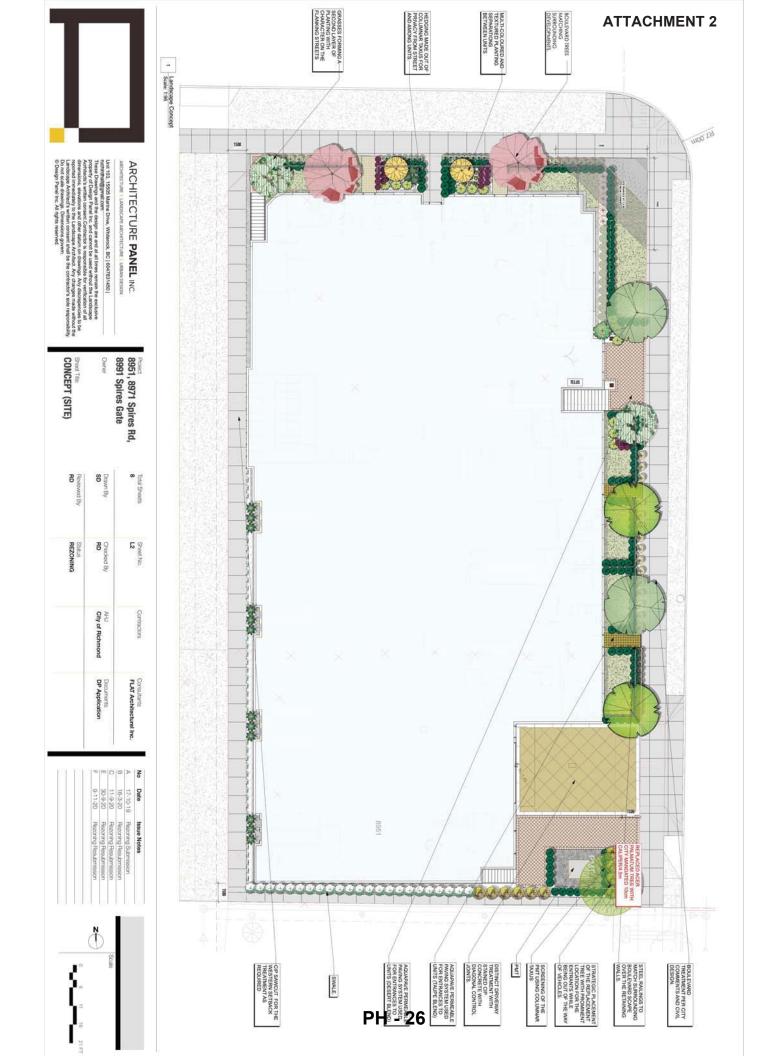
Ground Cover Areas:

450mm

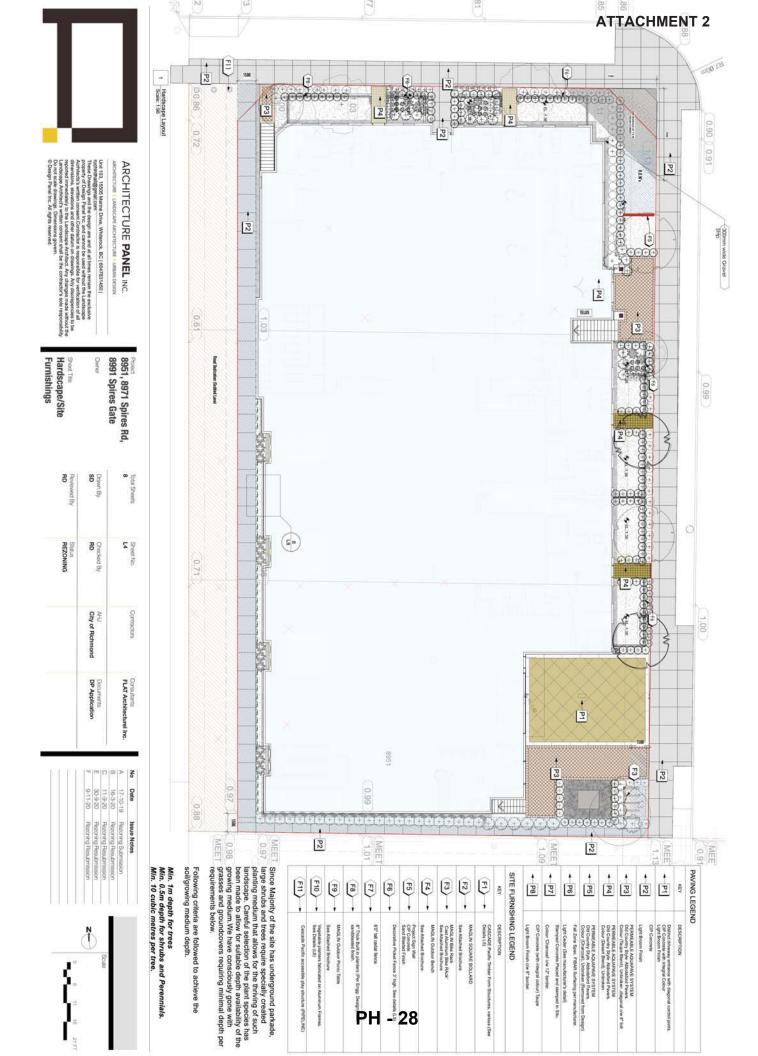
All plant material to be warranteed for one year from date of substantial completion

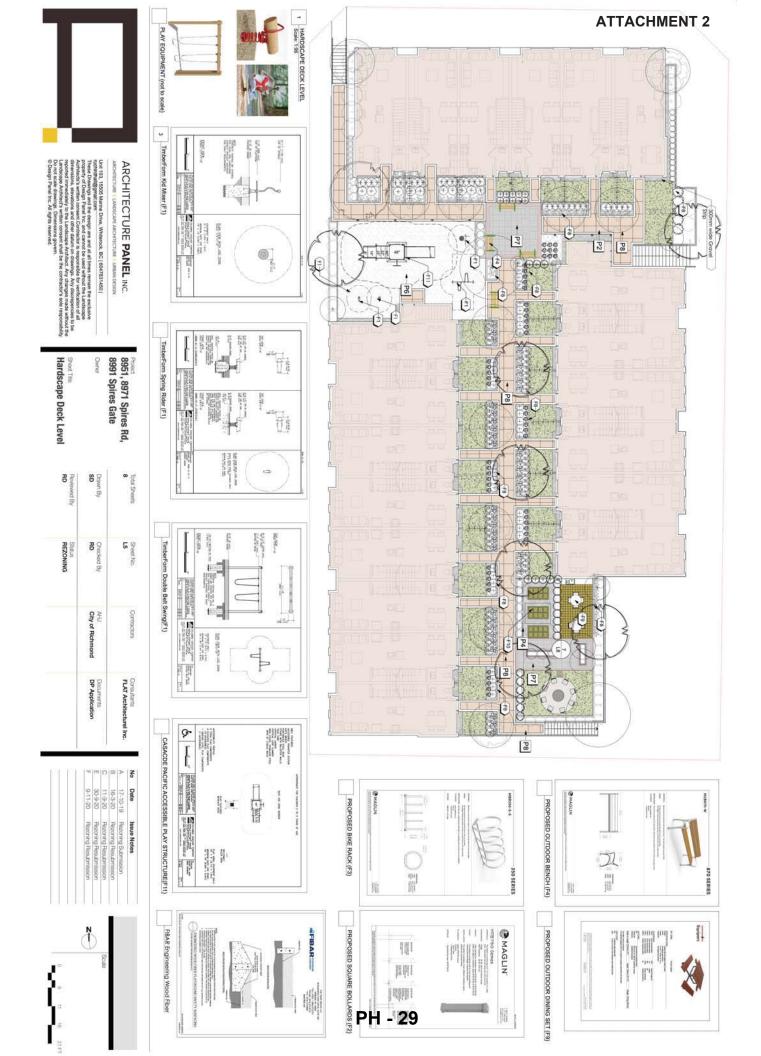


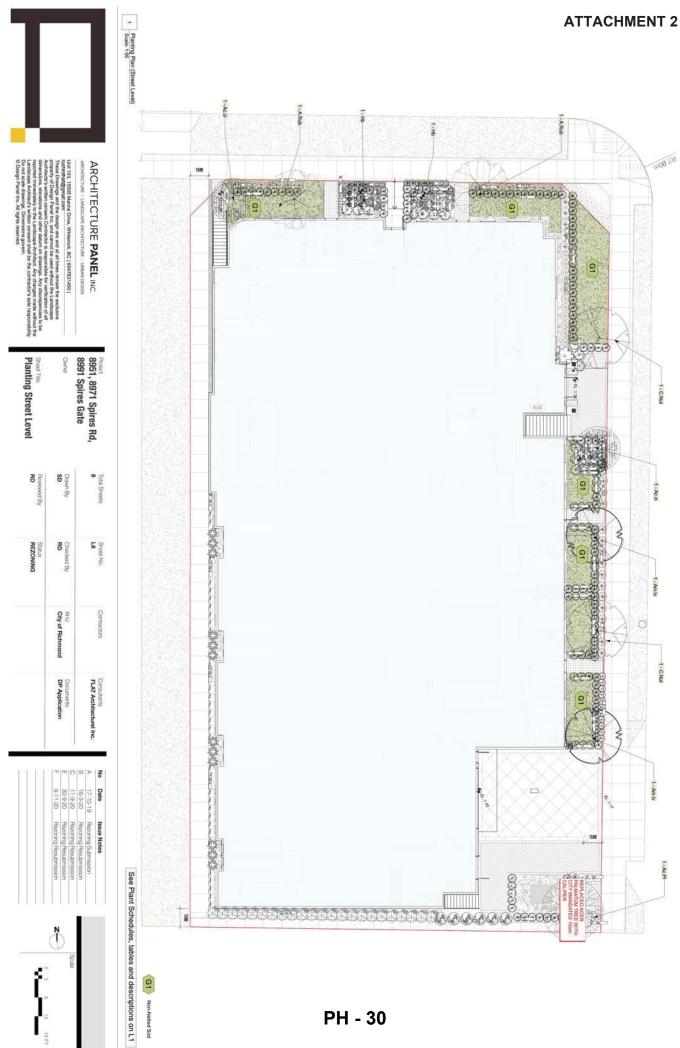














1 Planting Plan (Deck Level) Scale: 1:96

1-Ac.d 1-Ac.d 1-Agri

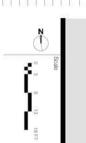
ARCHITECTURE PANEL INC.

Unit 103, 1500 Marine Dine, Whitenock, BC | 6047831450 | unbrieflaggmati Come . These Dinaviga and the design are and at all times remain the exclusive property of Design Penal hic, and cannot be used without the Laddscape . Activises is written consent Contractor is responsible for werlication of all dimensions, elevations and collection contraction, and contraction is the second penal of the contractor of the contractor is the Laddscape of the contractor in the contractor of soils responsibility. Landscape Architects will be contractor of the contractor of soils responsibility to not seeked framework a Dimensions operation.

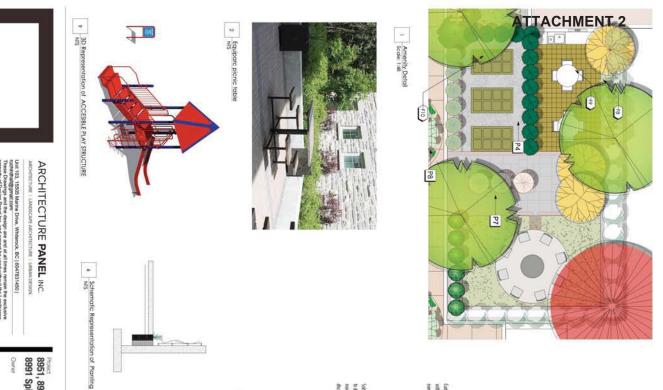
Planting Deck Level

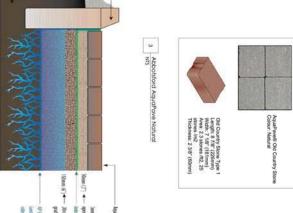
8951, 8971 Spires Rd, 8991 Spires Gate SD Prawn By SD Roviewed RD

	19906 MOIGS
A 17-10-19 Re	Rezoning Submission
	Rezoning Resubmission
C 11-9-20 Re	Rezoning Resubmission
30-9-20 FM	Rezoning Resubmission
9-11-20 Fa	Rezoning Resubmission

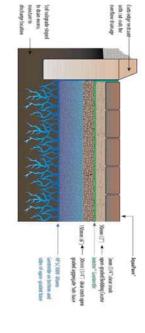


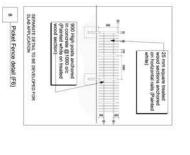






Abbotsford AquaPave Taupe Blend





















Unit 103, 15505 Marine Driva. Whatenock, BCI (8 northward@pmail.com. These Drawapp and the design are and stall it in Properly of Desigh Farel Inc. and cannot be a properly of Desigh Farel Inc. and cannot cannot design a design and deriversation, servation consell Contractor is responsed in the contractor of the data for the contractor of the contracto	ARCHITECTURE PAN
--	------------------

8991 Spires Gate	8951, 8971 Spires Rd,

Amenity/Details

Rovinwood By RD	Drawn By SD	Total Sheets 8
Status	Checked By	Sheet No.
	AHJ City of Richmond	Contractors
	Documents REZONING	Consultants Architecture Panel Inc.

Date         Issue Notes           17-10-19         Racoring Submission           16-3-20         Racoring Resubmission           11-9-20         Racoring Resubmission           30-9-20         Racoring Resubmission           9-11-20         Racoring Resubmission
subm subm subm
ion ion



### **Development Application Data Sheet**

**Development Applications Department** 

RZ 18-818420 Attachment 3

8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires

Address: Road road allowance

Applicant: Flat Architecture Inc.

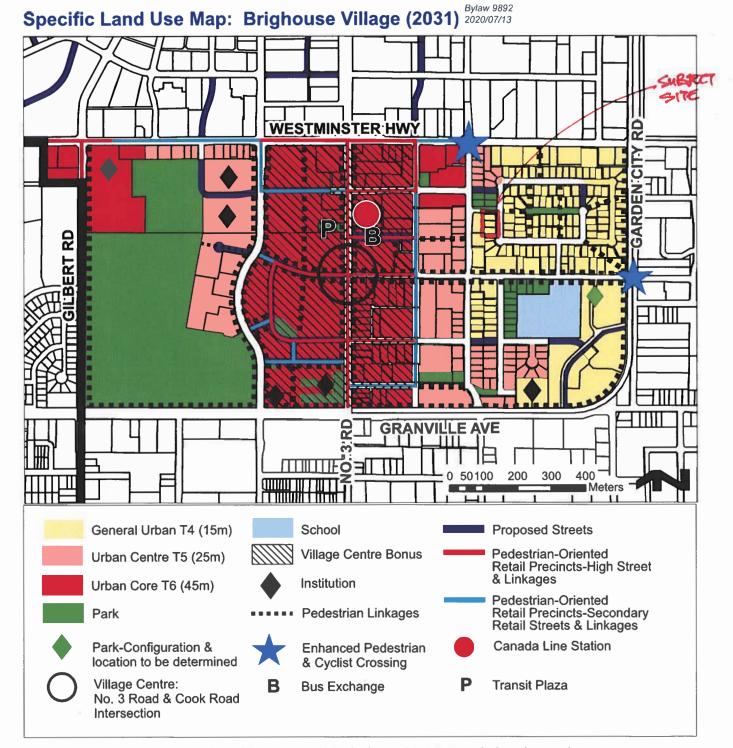
Planning Area(s): City Centre

	Existing	Proposed
Owner:	0924206 BC Ltd.	No Change
Site Size (m²):	2,326.2 m <sup>2</sup>	2,068.0 m <sup>2</sup>
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	City Centre Area Plan: General Urban T4	No Change
	Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial	
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)
Number of Units:	3	22
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.20	none permitted
Lot Coverage – Building:	Max. 50%	46.4%	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80.0%	none
Lot Coverage – Landscaping:	Min. 20%	25.3%	none
Setback – Front Yard - Spires Gate (m):	Min. 3.0 m	3.0 m	none
Setback – Exterior Side Yard – East – Spires Road (m):	Min. 3.0 m	3.0 m	none
Setback – Interior Side Yard - West (future lane) (m):	Min. 1.5 m	1.5 m	none
Setback – Rear - South (m):	Min. 1.5 m	1.5 m	none
Height (m):	Max. 15.0 m (4 storeys)	14.1 m (4 storeys)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Depth:	Min. 30.0 m	61.22 m	none
Site Area:	Min. 2,400 m <sup>2</sup>	2,068 m²	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	1.2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	27 (R) and 5 (V)	27 (R) and 5 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (27 x Max. 50% = 13)	10	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (32 x Max. 50% = 16)	1	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (32 x 2% = 1 spaces)	3	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.27 (Class 1) and 0.22 (Class 2) per unit	none
Off-street Parking Spaces – Total:	28 (Class 1) and 5 (Class 2)	28 (Class 1) and 5 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m² or Cash-in- lieu	Cash-in-lieu	none

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



Bylaw 10020 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.





Unit 209, 6321 King George Blvd Surrey BC V3X 1G1 Ph: 604-445-8124

rajinder@flatarchitecture.ca

### 22 Unit Development at 8951, 8971 Spires RD, 8991 Spires Gate Richmond BC

This letter is to confirm that the proposed development at address mentioned above will meet the energy efficiency requirements at Building permit application stage. Please consider this letter as assurance that proposed development to meet Step 3 code requirements (if required) per zoning bylaw for building permit application

Rejinder Warraich Architect, AIBCr

Principal

Unit 209, 6321 King George Blvd

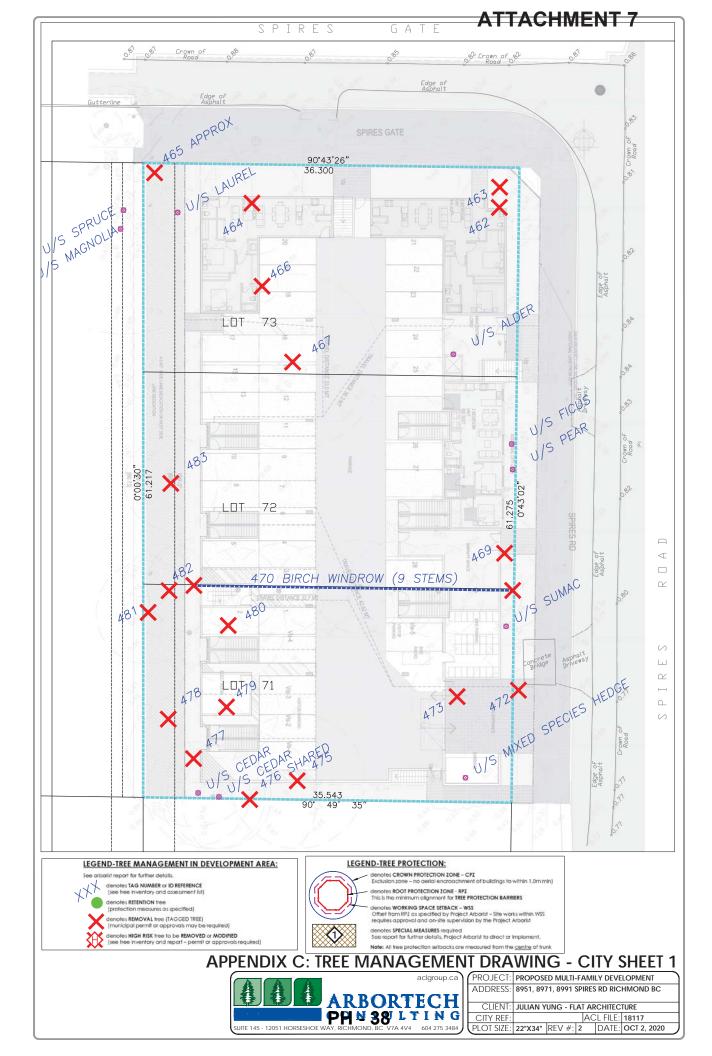
Surrey, BC V3X 1G1

Ph: 604-503-4484

Cell: 604-445-8124

rajinder@flatarchitecture.ca

www.flatarchitecture.ca



### **ATTACHMENT 7 Condensed Tree Inventory and Assessment Data:** Dbh Tree Type **Priority** Action Tag# Spr Loc 462 48 NIL Cherry 5.5 1.5 REMOVE On 40 5 NIL 463 Cherry 1.5 On REMOVE 464 30 Blue spruce 11 1.5 On NIL REMOVE 465 24 Cherry 3 1 On NIL **REMOVE** 466 33 White poplar 2.2 1 On NIL REMOVE 467 78 Deodar cedar 20 4 On 2 REMOVE 28 Japanese maple 7 2 469 On NIL REMOVE European birch 1 470 41 4.5 On NIL REMOVE 58 Cherry 6 2 NIL 472 On REMOVE 473 54 Cherry 6 2 NIL On REMOVE 475 67 European birch 14 3 NIL On REMOVE European birch 1.5 NIL 476 62 14 **SHARED** REMOVE 477 55 Western redcedar 18 2 On 2 REMOVE 478 European birch On NIL REMOVE 479 Bitter cherry 3 NIL 33 11 On REMOVE Bitter cherry NIL 480 37 On REMOVE Bitter cherry 481 28 On NIL REMOVE 482 27 Bitter cherry On NIL REMOVE Cascara buckthorn 483 36 6 1.5 On NIL REMOVE

### **SUGGESTED PLANT LIST: REPLACEMENT TREES**

Please use botanical name when ordering.

Current aboricultural best management practices and BCSLA/BCLNA standards apply to; quality, root ball, health, form, handling, planting, guying/staking and establishment care.

,		annig arra cotabilerini err er	
CODE	QTY Size	BOTANICAL NAME	COMMON NAME
BROADLEA	F - SMALL TO MEDIUM S	SCALE:	
AG	6cm C	Acer griseum	Paperbark maple
ARRS	6cm C	Acer rubrum 'Red Sunset'	Red Sunset maple
DI	6cm C	Davidia involucrata	Dove tree
FSD	6cm C	Fagus sylvatica 'Dawyck'	Dawyck beech
SP	6cm C	Stewartia pseudocamellia	Japanese stewartia
CC	3.5m H	Cercis canadensis	Redbud
MGR	6cm C	Magnolia grandiflora	Southern magnolia (evergreen)
SJ	6cm C	Styrax japonicus	Japanese snowbell
EVERGREEN - SMALL SCALE:			
APC	3.5m H	Abies procera 'Glauca'	Noble fir
PO	3.5m H	Picea omorika	Serbian spruce

### APPENDIX C: TREE MANAGEMENT DRAWING - CITY SHEET 2



PROJECT:	PROPOSE	D MULTI-	-FAM	ILY DEVE	LOPMENT
ADDRESS:	8951, 897	71, 8991	SPIRE	S RD RIC	HMOND BC
CLIENT:	JULIAN Y	UNG - FL	AT AI	RCHITEC	TURE
CITY REF:			AC	CL FILE:	18117
PLOT SIZE:	22"X34"	REV #:	2	DATE:	OCT 2, 2020
	ADDRESS: CLIENT: CITY REF:	ADDRESS: 8951, 897  CLIENT: JULIAN Y  CITY REF:	ADDRESS: 8951, 8971, 8991 S CLIENT: JULIAN YUNG - FL CITY REF:	ADDRESS: 8951, 8971, 8991 SPIRES  CLIENT: JULIAN YUNG - FLAT AI  CITY REF: AC	

### **ATTACHMENT 8**



### **Rezoning Considerations**

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

File No.: RZ 18-818420

**Address:** 8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, the developer is required to complete the following:

- 1. Council approval of the road closure bylaw for a portion of Spires Road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- 2. Consolidation of all the lots and the portion of Spires Road mentioned above into one development parcel (which will require the demolition of the existing dwellings).
- 3. 4.0 m lane dedication along the entire west property line for the provision of the future north-south lane parallel to Cooney Road
- 4. A 4.0 m x 4.0 m corner cut road dedication at the northeast corner of the subject site (southwest corner of the Spires Gate / Spires Road intersection).
- 5. A 3.0 m x 3.0 m corner cut road dedication at the northwest corner of the subject site (southeast corner of the Spires Gate / north-south lane intersection).
- 6. Granting of a 1.5 m wide statutory right-of-way across the site's lane frontage (west property line) for the construction of a concrete/asphalt sidewalk/walkway. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. No fence is allowed to be installed within or along this SRW area except permitted by the City. The owners are responsible for all maintenance of improvements, including but not limited to the concrete/asphalt sidewalk/walkway, landscaping, signage and lighting installed within the SRW, and are responsible for all liability of SRW areas. The owners are also responsible for maintenance and liability of the lane dedication area (sodded) to the west of the site until the lane has become operational.
- 7. Granting of a 1.5 m wide statutory right-of-way along the entire south property line for the construction of a walkway. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design. No fence is allowed to be installed within or along this SRW area except permitted by the City. The owners are responsible for all maintenance of improvements, including but not limited to the walkway, landscaping, signage and lighting installed within the SRW, and are responsible for all liability of SRW areas.
- 8. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 9. Registration of an aircraft noise sensitive use covenant on title.
- 10. Registration of a flood indemnity covenant on title.

Initial:	

- 11. Registration of a legal agreements on Title ensuring that:
  - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
  - b) The secondary suites cannot be stratified or otherwise held under separate title.
- 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. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 14. Registration of a legal agreement on title ensuring that a parking stall, with dimensions and arrangements/configurations in accordance to the accessible space requirements in Richmond Zoning Bylaw 8500, will be assigned to each of the basic universal housing units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
- 15. Registration of a legal agreement on title ensuring that:
  - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
  - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
  - c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
- 16. Registration of a legal agreement on title ensuring that:
  - a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
  - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
- 17. 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 neighbouring properties. 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.
- 18. City acceptance of the developer's voluntary contribution in the amount of \$8,013.52 (i.e. \$0.30/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 19. City acceptance of the developer's offer to voluntarily contribute \$8.5 per buildable square foot (e.g. \$227.049.62) to the City's affordable housing fund.
- 20. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$22.704.96) to the City's public art fund.
- 21. City acceptance of the developer's offer to voluntarily contribute \$6,000.00 to the City's Tree Compensation Fund for the planting of eight replacement trees within the City. If additional replacement trees (over and beyond the 30 replacement trees as proposed at the rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$750 per additional replacement trees to be planted on-site.
- 22. Contribution of \$44,225.00 in-lieu of on-site indoor amenity space.
- 23. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 24. Enter into a Servicing Agreement\* for the design and construction of frontage improvement works along the site frontages. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

F

### Water Works:

a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s

PH - 41	Initial:

- b. At the developer's cost, the City is to:
  - i. Install one new water service connection off of the proposed 200mm water main (that will be built through the City's Capital project along Spires Road) complete with meter and meter chamber in a right of way which will be provided by the developer. The dimensions and location of the right of way shall be finalized through the servicing agreement process.
  - ii. Cut and cap all existing water service connections at main off of the existing 150mm AC water main.
  - iii. Relocate the existing fire hydrant at Spires Gate as required by the proposed frontage improvements and install a new hydrant at Spires Road to comply with the City's maximum hydrant spacing of 75m for multi-family areas. Fire department approval is required for all fire hydrant relocations.

### Storm Sewer Works:

- a. At the developer's cost, the Developer is required to:
  - i. Install a new 750mm diameter storm sewer at Spires Road with an approximate length of 90 meters. Tiein to the south shall be to the new manhole at the bend at Spires Road that will be built through the City's Capital project. An appropriately sized manhole is required at the intersection of Spires Road and Spires Gate at the north end. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
  - ii. Infill the ditches along the west and east sides of Spires Road to accommodate frontage improvements and road widening as required by Transportation Department.
  - iii. Install a new 1050mm diameter storm sewer at Spires Gate with an approximate length of 55 meters. Tiein to the east shall be to the new manhole at the intersection of Spires Road and Spires Gate. An appropriately sized manhole is required at the west end of the new 1050mm diameter storm sewer. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
  - iv. Install new 600mm storm sewers from the new manhole at the west end of the new 1050mm diameter storm sewer to existing manhole STMH6107 at the north side and existing manhole STMH138677 at the south side of Spires Gate. Manholes STMH6107 and STMH138677 shall be removed and replaced with the correct size manholes to accommodate the tie-ins of the new 600mm diameter storm sewers.
  - v. Coordinate with Telus to relocate the existing Telus kiosk that may conflict with the required storm sewer tie-in at the frontage of 8088 Spires Gate.
  - vi. Infill the ditch along the south side of Spires Gate to accommodate road widening and frontage improvements.
  - vii. Install lane drainage (200mm diameter) along the entire west property lines complete with manholes as per Engineering specifications then tie-in to the new 1050mm diameter storm sewer at Spires Gate via a new manhole.
- b. At the Developers cost, the City is to:
  - i. Install a new storm sewer service connection complete with inspection chamber connecting to the new 1050mm storm sewer along Spires Gate.
- c. Prior to any site preparation work (e.g. preload) on the site, the developer shall:
  - i. Obtain full approval of the Servicing Agreement design and complete construction of all drainage works included in the Servicing Agreement to the City's acceptance; or
  - ii. Submit a site preparation plan and survey to the satisfaction of the Engineering Department to demonstrate that the proposed works will not impact the existing drainage infrastructure.

### Sanitary Sewer Works:

- a. At the developer's costs, the Developer is required to:
  - i. Install a new 200mm diameter sanitary sewer with an approximate length of 46 meters from a new manhole that shall tie-in to the existing sanitary sewer which crosses Spires Gate to a new manhole at the junction of Spires Gate and Spires Road.

PH - 42 Initial: \_\_\_\_\_

- ii. Install a new 250mm diameter sanitary sewer with an approximate length of 95 meters from the new manhole at the junction of Spires Gate and Spires Road going south to the new manhole that will be built through the City's Capital project at the bend at Spires Road.
- iii. If the proposed 250mm sanitary main on east-west aligned Spires Road that will be built through the City's Capital project is not in service or not installed at the time of connection, the developer will be required to construct a temporary sanitary connection from the site to the existing 200mm sanitary main that crosses the east-west aligned Spires Road between 8780 & 8760 Spires Road. Tie-in to the existing sanitary main shall be via a new manhole. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
- iv. Install a new sanitary service connection complete with a 1050mm diameter manhole at the southeast corner of the proposed development connecting to the proposed 250mm diameter sanitary main along Spires Road. A 3m wide by 3m deep utility right of way is required to contain the new 1050mm diameter manhole at the southeast corner of the proposed site.
- v. Design the proposed development to accommodate future access, maintenance, repair or replacement of the existing sanitary sewer along the west property line of the proposed development without impact to the development site, to the satisfaction of the City.
- vi. Provide a pre and post pre-load and construction surveys and CCTV of the existing sanitary sewer along the west property line. Any damage to be repaired and any required replacement shall be done at the Developer's sole cost.
- vii. Ensure that the existing sanitary sewer along the west property line remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.
- viii. Ensure no soil fill or building encroaches into the existing sanitary right of way along the west property line.
- ix. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the rezoning staff report and the development process design review.
  - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the west PL) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the edge of the existing sanitary main as recommended by a professional geotechnical engineer.
  - That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the existing sanitary main along the west property line. Impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing sanitary main needs to be determined by the Geotechnical Engineer. If the existing sanitary main will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done prior to start of the site preparation works at developer's cost.
- b. At the developers cost, the City is to:
  - i. Cut and cap at main all existing connections and remove inspection chambers along the west property line.

### Frontage Improvements:

a. A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Gate and Spires Road frontages.

### b. Spires Road Development Frontage Improvements

- i. <u>Road works and behind-the-curb frontage improvements</u> Spires Road along the entire frontage of the subject development is to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The following are the road and behind-the-curb frontage improvement cross-section elements to be designed and constructed by the Developer. The existing ditch is to be filled to accommodate these frontage improvements.
  - Existing west property line of the road right-of-way along development frontage.
  - 2.05 m wide landscaped boulevard with street trees. (The Spires Road right-of-way is planned to be reduced from a width of 20.1 m to 16.0 m. The 2.05 m wide boulevard may become surplus City land and available for disposition).
  - 2.0 m wide concrete sidewalk.
  - 1.5 m wide landscaped boulevard with street trees.
  - 0.15 m wide curb.
  - 8.7 m wide pavement.
  - (Note: For the edge of pavement treatment along the north side of the subject site's frontage, refer to Section b (ii) below for details).

### ii. Road widening considerations

- <u>Scope of work</u> The existing pavement is to be widened to 8.7 m to provide two traffic lanes and one parking lane.
- <u>Design standards</u> The Developer is required to design the complete road cross-section of the fronting road, between the property lines of the road right-of-way, per TAC and City Engineering Design Specifications.
- Edge of pavement and frontage treatments (east side of Spires Road) The design is to include the edge of pavement and other frontage treatments along the east side of the subject site's Spires Road frontage. The design must show that the widened pavement can be supported structurally. Pavement support solutions may include in-filling existing ditches. Concrete barriers or other physical aboveground protection elements are not considered appropriate solutions.
- <u>Neighbourhood consultation</u> The Developer is to consult area residents along the east side of the subject site's frontage regarding changes to their driveways and other frontage treatments.
- Road Functional design The road functional design plans prepared as part of the rezoning application is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detailed design process. Refer to Section g below for details regarding road functional design requirements.
- <u>Approval</u> All road design and any required design changes are to be approved by Transportation and Engineering staff.
- iii. Pavement transition works Spires Road south of the subject site, as part of the redevelopment of 8888 Spires Road, will be widened. In the event that the timing of the subject site is in advance of the southerly development, the road works described above will need to include tie-in taper sections (20:1) to transition to meet the existing pavement to the south. At the north end of the subject site, similar tie-in taper sections are required across the Spires Road / Spires Gate intersection.
- iv. Existing driveways along the Spires Road site frontage All existing driveways along the Spires Road development frontage are to be closed permanently. The Developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described under Section b(i) above.
- v. Existing driveways along the opposite side of the Spires Road site frontage All existing driveways along the opposite side of the Spires Road development frontage are to be kept during and post construction. Consultation and co-ordination with adjacent property owners would be required if their driveways are altered as part of the proposed road works.
- vi. New development driveway Construct a new driveway to the site at the Spires Road development frontage. These design standards are to be followed: 6.7 m wide at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard. The full 6.7 m wide driveway is to be maintained for a distance of 10.0 m (depth of the on-site loading area) measured from the fronting

PH - 44 Initial: \_\_\_\_\_

property line. The site plan is to show the driveway configuration with dimensions. The driveway and the east-west drive aisle are to have rollover curb and gutter at the edges of pavement.

- vii. Truck access to on-site loading area
  - <u>Design standards</u> A separate on-site loading area and truck access, located immediately to the south of the proposed driveway, is to be provided. These design standards are to be followed:
    - o Minimum 3.25 m wide rollover curb measured from the south edge of the driveway flare.
    - o 10.0 m minimum depth measured from the property line.
    - o Paved hard surface is required for the entire truck loading area (3.25 m x 10.0 m). The section of the boulevard fronting the loading area can have a grass rete surface.
    - O Back-in truck access only with on-site signage to prohibit back-out movements.
    - (Note: Confirm with Waste Management if these standards are adequate to accommodate garbage/recycling pick-up).
  - <u>Location of loading area</u> The driveway to the site and the truck access are to be placed at these locations and in this sequence:
    - South property line.
    - Waste/recycle collection area.
    - o Truck access / loading area.
    - Driveway to the site.
- viii. <u>Parks consultation</u> Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- ix. <u>Engineering consultation</u> Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.
- x. <u>Design and construction standards</u> All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.
- c. Spires Gate Development Frontage Improvements
  - i. Road works and behind-the-curb frontage improvements Spires Gate has a 20.1 m wide road right-of-way. Along the entire Spires Gate development frontage, the roadway is to be widened to provide 4.5 m wide pavement (measured from the center line of the road to the south curb). The following are the road and behind-the-curb frontage improvement cross-section elements to be designed and constructed by the Developer. Any existing ditch is to be filled to accommodate these frontage improvements.
    - existing south property line of the road right-of-way along development frontage;
    - 2.0 m wide concrete sidewalk:
    - 3.38 m wide landscaped boulevard with street trees;
    - 0.15 m wide curb:
    - 4.5 wide pavement (measured between the center line of the road and the south curb);
    - (Note: The road widening works are to be consistent with those identified and built as part of the rezoning requirements for 8088 Cooney Road, SA 03-239211. The behind-the-curb frontage improvements for the subject site shall conform to standards outlined in the City Centre Plan and as outlined above).
  - ii. <u>Frontage improvement transition works</u> The road works are to include any required tie-in sections to existing pavement, including those across the Spires Road / Spires Gate intersection. The behind-the-curb frontage improvements are to transition to meet those constructed as part of the redevelopment of 8088 Cooney Road to the west.
  - iii. Existing driveways along the Spires Gate frontage All existing driveways along the Spires Gate development frontage are to be closed permanently. The Developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described under Section c(i) above.
  - iv. <u>Parks consultation</u> Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
  - v. <u>Engineering consultation</u> Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.

Initial:	

vi. <u>Design and construction standards</u> - All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.

### d. Road Works – Spires Gate / Spires Road Intersection

- i. <u>Intersection widening</u> Complete pavement widening and curb/gutter works around the southwest corner of the intersection to meet the new edges of pavement and curb/gutter to the west and south.
- ii. <u>Pavement transition works</u> –The road widening of Spires Road at the site frontage is to include a transition section (20:1 taper) at the west side of the Spires Road/Spires Gate intersection.
- iii. <u>Curb return radius</u> The minimum intersection corner curb return radius is to be set at 5.5 m. The final design corner return radius is to be determined through the road functional plan exercise taking into consideration emergency vehicle and truck movements.
- iv. Wheelchair access Wheelchair ramps at the southwest corner of the intersection are to be provided.

### e. Walkways

- i. North-south walkway The Developer is to bear the cost of the asphalt surface walkway construction:
  - The elevation of this walkway is to take into consideration the elevation of the future lane and is to be confirmed with Engineering.
  - As part of the SA detailed design process, the Developer is to specify on-site lighting proposed along the walkway for staff's review.
  - Fence is not required or allowed between the on-site 1.5 m wide walkway along the site's new west property line and the lane dedication.
  - The lane dedication area is to be sodded and maintained by the site's strata council.
- ii. <u>East-west walkway</u> A 1.5 m wide SRW/PROP is required across the south property line of the site. (A similar 1.5 m wide SRW/PROP has been secured from the adjacent site to the south). The SRW/PROP is required for the construction of a walkway. The Developer is required to construct a walkway over the total 3.0 m wide SRW/PROP. The cross-section is to consist of a 1.5 m wide asphalt concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.

### f. Lane Treatments

- i. The Developer is responsible for the full costs of the interim lane treatment and maintenance.
- ii. The lane dedication area is to be sodded.
- iii. The lane dedication area is to be maintained by the site's strata. The maintenance is to be included in the Servicing Agreement and is to continue for two years upon completion of the required works.
- iv. Fence is not required or allowed between the 1.5 m wide walkway along the site' new west property line and the lane dedication. A Restrictive Covenant registered on Title is required as part of the DP process to prohibit the installation of any fence along the site's west property line.
- v. At the north end (Spires Gate) of the lane, provide removable bollards, chains, or other security measures to restrict vehicle access. Such security measures must be removed when the lane becomes operational. The requirement for removing the security measures is to be made part of the SRW registered for the adjacent walkway. Confirm with Engineering on the exact lane access restriction requirements.

### g. Road Functional Design Plans

The Developer is required to submit road functional design plans to show the road works and behind-the-curb frontage improvements described under Sections b to f above. The functional plans are to be approved by Transportation and Engineering.

- i. Road functional design considerations
  - All road works are to be designed to meet City Engineering Design Specifications and TAC standards.
  - Road functional plans are required for all development frontages including Spires Road, Spires Gate, Spires Road/Spires Gate intersection, and peripheral sidewalk/walkways.
  - Full road and frontage improvement cross-sections (interim and ultimate) including edge of pavement treatments along the opposite side of the subject site's fronting roads. In particular, refer to Section b (ii) above for details on edge of pavement and other frontage treatments along the east side of the subject site's Spires Road development frontage.
  - Provide 20:1 taper sections to tie-in the widened section of Spires Road and Spires Gate to the existing roadways.
  - The maximum cross slope for the boulevard and sidewalk is to be set at 2%.

minum.	Initial:	

- The center line of the widened pavement is to follow the existing Spires Road and Spires Gate center lines.
- Traffic signage and pavement marking.
- ii. <u>Engineering consultation</u> As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements.
  - Vertical alignment The elevation of the centre line of Spires Road and Cook Gate along the
    development frontage is to take into considerations drainage requirements and to ensure there is no
    conflict with district energy equipment and other underground utilities.
  - Horizontal alignment Consult Engineering to confirm that all underground utilities can be accommodated within the proposed road cross-sections.
- iii. <u>Approval</u> The road functional design plans prepared as part of the rezoning application is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detailed design process. All road design and any required design changes are to be approved by Transportation and Engineering
- h. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
  - i. To underground service lines and overhead utility lines for the proposed development along Spires Road and Spires Gate, at the Developer's cost.
    - Review the existing street lighting levels along Spires Gate and Spires Road frontages and upgrade lighting along the developments frontage.
  - ii. To provide underground private utility service lines for the proposed development along Spires Road and Spires Gate frontages, at the Developer's cost. The private utility companies (e.g., BC Hydro, Telus and Shaw) may require right of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road and Spires Gate frontages. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies and the servicing plan showing such transition shall be included in the development process design review. The purpose of this is to ensure that all private utility above ground cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting streets are determined and the required rights of ways are secured via the Development Permit process.
    - To coordinate the removal of the existing overhead lines along the west property line.
    - To maintain BC Hydro and private communication services to the neighbouring properties that are connected to the existing rear yard overhead system if the rear yard overhead system is going to be removed when the new underground services are provided along the fronting streets.
    - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
      - o BC Hydro PMT 4mW X 5m (deep)
      - o BC Hydro LPT 3.5mW X 3.5m (deep)
      - Street light kiosk 1.5mW X 1.5m (deep)
      - o Traffic signal kiosk 2mW X 1.5m (deep)
      - o Traffic signal UPS 1mW X 1m (deep)
      - O Shaw cable kiosk 1mW X 1m (deep) show possible location in functional plan

PH - 47

- o Telus FDH cabinet 1.1mW X 1m (deep) show possible location in functional plan
- Above ground hydro and telephone kiosks must not be placed within any frontage works area
  including sidewalk and boulevards. On-site SRW's or dedications are to be secured for the placement
  of this equipment.
- Any above-grade transformer or kiosk that may be required to facilitate transition from rear yard overhead lines to new underground lines at the development's frontages shall be incorporated into the building design and installed in the development site within a private utility right-of-way. The developer is required to coordinate with private utility companies, prior to DP issuance, to confirm whether transformers or kiosks will be required. Alternatively, the developer may explore the possibility of avoiding the need for above-grade transformers with private utility companies as long as service to neighbouring properties facing Cooney Road can be maintained.

### General Items:

- a. At the developers cost, the Developer is required to:
  - i. Building encroachment and permanent structures such as trees and patios etc. will not be permitted inside rear yard sanitary SRW. Please note fence along west property line should be a standard wooden fence
  - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

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

### Prior to a Development Permit\* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing on site around all trees to be retained on adjacent properties prior to any construction activities, including building demolition, occurring on-site.

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

- 1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.

PH - 48

Initial:
----------

4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

### Note:

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

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

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

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

Signed	Date

6561063 PH - 49





### Richmond Zoning Bylaw 8500 Amendment Bylaw 10218 (RZ 18-818420) 8671, 8691, 8711 and 8731 Spires Road and the Surplus Portion of the Spires Road and Cook Crescent Road Allowance

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 "PARKING STRUCTURE TOWNHOUSES
	(RTP4)".

P.I.D. 003-988-040

Lot 71 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 003-859-371

Lot 72 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-472-860

Lot 73 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

and a closed portion of Spire Road dedicated by Plan 21489, Sections 9 and 10, Block 4 North Range 6 West New Westminster District as shown in Reference Plan EPP 106425.

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10218".

FIRST READING	DEC 0 7 2020	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
OTHER CONDITIONS SATISFIED		
ADOPTED		***************************************
MAYOR	CORPORATE OFFICER	



### **Report to Committee**

To:

Planning Committee

Date:

November 9, 2020

From:

Wayne Craig

File:

RZ 18-835042

Re:

Director, Development

Application by Westmark Developments (Camosun) Ltd. for Rezoning at 9300

and 9320 Cambie Road from the "Single Detached (RS1/F)" Zone to the "Low

Rise Apartment (ZLR43)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10219 to create the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, and to rezone 9300 and 9320 Cambie Road from the "Single Detached (RS1/F)" zone to the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, be introduced and given first reading.

Wayne Craig

Director, Development

(604-247-4625)

WC:el Att. 8

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing	✓	pe Erceg	

### **Staff Report**

### Origin

Westmark Developments (Camosun) Ltd. (Incorporation number: BC1017998; Directors: Harmel Singh Bains and Ravjot Singh Bains) has applied to the City of Richmond for permission to rezone 9300 and 9320 Cambie Road (Attachment 1) from the "Single Detached (RS1/F)" zone to a new site specific zone; "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)", in order to develop a five-storey multi-family apartment building over a parking structure.

### **Project Description**

The site would be bisected to accommodate the east-west extension of McKim Way. The northern section of the site is proposed to be developed into a residential building containing approximately 128 apartment units including five affordable housing units. The southern section would be developed into a private outdoor amenity space. The site's context in the Alexandra Neighbourhood Land Use Map is shown in Attachment 2. Conceptual Development Plans are provided in Attachment 3.

The project is required to connect to the City's District Energy Utility. A Servicing Agreement will be required for this development for new fire hydrants, watermain and storm sewer upgrades, frontage improvements along Cambie Road, full road construction of McKim Way, and greenway extension. The Servicing Agreement requirements are included in the Rezoning Considerations (Attachment 4).

### **Findings of Fact**

A Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 5.

### Subject Site Existing Housing Profile

9300 Cambie Road is currently vacant and 9320 Cambie Road has an existing house on the property. The applicant has advised that there is no secondary suite in the house, and the house is currently tenanted.

### **Surrounding Development**

The subject site is located on the south side of Cambie Road approximately centred between Dubbert Street to the west and Stolberg Street to the east. The site is in the Alexandra Neighbourhood of the West Cambie Planning Area.

To the North: Across Cambie Road, lots zoned "Single Detached (RS1/B)" that back onto

Cambie Road.

To the South: Across McKim Road, two low-rise residential apartment complexes (four to six

storeys) on site specific zones.

To the East: A six-storey residential apartment block with a day care centre on a site specific

zone.

To the West: A recent completed three-storey townhouse development on a site specific zone.

### **Related Policies & Studies**

### Official Community Plan

The Official Community Plan (OCP) land use designation is "Apartment Residential (APT)" which supports multiple family housing in the form of townhouses and apartment building forms. The proposed five-storey apartment development complies with the Official Community Plan (OCP).

### West Cambie Area Plan

The subject site is designated "Residential Area 1" in the West Cambie Area Plan - Alexandra Neighbourhood (Attachment 2), and is within "Character Area 4 – Medium Density Housing" which permits street-oriented townhouses and apartments. The proposal complies with the intended land use.

Character Area 4 - Medium Density Housing

"Character Area 4 – Medium Density Housing" specifies a minimum lot area requirement of 1.0 ha (2.47 ac). The subject site does not meet the minimum lot area requirement as it is an orphaned lot; all adjacent properties have been redeveloped into townhouses or apartments.

The permitted base density at the subject site is 1.50 floor area ratio (FAR), and the density may be increased to a maximum of 1.70 FAR provided that built affordable housing units with a total floor area equals to 1/3 of the density bonus are included in the development. The proposed development includes five built affordable housing units with a total floor area of 449 m² (4,834 ft²), which is equal to 1/3 of the density bonus of 0.2 FAR, is consistent with the West Cambie Area Plan's Affordable Housing Policies and the City's Affordable Housing Strategy. More detailed discussion on affordable housing is provided in the Staff Comment section below.

Character Area 4 permits building height up to six storeys, provided that no additional overshadowing of neighbouring properties occurs and increased outdoor amenity space is provided.

- The massing of the proposed five-storey building is designed to minimize the impact on the adjacent developments to the east and west:
  - A central portion of the proposed building is pulled away from adjacent six-storey building to the east, which provides more building separation between direct-facing units, thus improving unit overlook privacy for both buildings, as well as reducing shadowing in both directions.
  - o A larger building setback from the west property line is proposed to reduce shadowing of the three-storey townhouses to the west.
  - o A Shadow Analysis is provided in Attachment 6.
- The extra building height also contributes to the provision of a large outdoor amenity space on the western portion of the site. The proposed outdoor amenity space on site, including the area on the south side of McKim Way, is approximately 1,146 m<sup>2</sup> (12,338 ft<sup>2</sup>), which is approximately 49% more outdoor amenity space than required under the Official Community Plan (i.e., 768 m<sup>2</sup> or 8,266 ft<sup>2</sup>).

• The overall common outdoor space proposed on site is approximately 2,766 m<sup>2</sup> (29,781 ft<sup>2</sup>), which is approximately 41% of the net site area.

Accordingly, the proposal complies with the height conditions outlined in the West Cambie Area Plan Character Area 4.

Developer Contributions - Public Amenities

In compliance with section 9.3.2 of the West Cambie Area Plan the City will accept required developer contributions as follows:

- Child Care: \$7.75 per m<sup>2</sup> (\$0.72 per ft<sup>2</sup>) estimated at \$88,756.20 based on the submission.
- City Beautification: \$7.75 per m<sup>2</sup> (\$0.72 per ft<sup>2</sup>) estimated at \$88,756.20 based on the submission.
- Community and Engineering Planning Costs: \$0.86 per m<sup>2</sup> (\$0.08 per ft<sup>2</sup>) estimated at \$9,861.80 based on the submission.

These contributions have been included in the Rezoning Considerations (Attachment 4).

### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

### Aircraft Noise Sensitive Areas Policy

The subject site is located within a "high aircraft noise area" as defined under the Official Community Plan (OCP). Registration on title of a restrictive covenant, plus the submission of an Acoustic Report as prepared by a qualified professional and the incorporation of noise mitigation measures into the construction. The development will need to be designed to meet CMHC guidelines for interior noise levels and ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standards for interior living.

### Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2018's rate) at the proposed development to the City's Public Art Reserve fund; for a total contribution in the amount of \$100,509.10. The amount is based on 118,246 ft<sup>2</sup> net floor area (excluding Affordable Housing) at \$0.85/ft<sup>2</sup>.

### **Public Consultation**

Two rezoning signs have been installed on the subject property (one facing Cambie Road and one facing McKim Way). Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the Local Government Act.

### **Analysis**

### **Built Form and Architectural Character**

The proposed development is a five-storey building constructed on top of a single-level, half-storey sunken, concrete parkade. The proposal provides a transition between the 6-storey apartment block to the east and the three-storey townhouse complex to the west. The top floor (fifth floor) will be stepped back at both the north and south ends to lower the frontage building street walls to four-storey tall. While the main (central) mass of the building is shifted away from the west property line to provide better sunlight penetration opportunities to the townhouse units to the west; an ample building to building separation with the apartment building to the east is proposed.

The project proposes a contemporary architectural style featuring strong horizontal floor and roof lines with stacked balconies creating a vertical visual rhythm. Some portion of the roof would be raised to add ceiling height to the top floor living areas, while creating visually interesting roof lines.

The parking structure is proposed to be screened from view from Cambie Road and McKim Way with tiered retaining walls and bermed landscaping beds. Access to the parkade and loading/service areas would be provided from McKim Way at the southwest corner of the site. The interior courtyard is proposed to be accessible from the apartment building as well as stairways connecting to both McKim Way and Cambie Road.

The preliminary design is consistent with West Cambie Area Plan's Medium Density Housing (Character Area 4) and compatible with developments in the surrounding area.

### **Existing Legal Encumbrances**

There are existing Statutory Right-of-Ways (SRWs) on-site for existing sanitary sewer lines and future district energy utility (DEU) corridors. The existing SRW located within the required McKim Way road dedication alignment may be discharged from the title of the subject site with the dedication of McKim Way.

### Road Dedication and Site Access

Road dedication along the site's Cambie Road frontage is required to accommodate frontage improvement works. This dedication will start at a width of approximately 3.5 m at the west property line and taper down to approximately 1.5 m at the east property line. In addition, a 20 m wide road dedication is required to accommodate the east-west extension of McKim Way through the site.

No vehicular access off Cambie Road will be allowed. The vehicle parkade entrance is proposed to be located at the southwest corner of the apartment block, on the north side of McKim Way. One loading space will be provided. No vehicle access is proposed to the private outdoor amenity space on the south side of McKim Way.

The City has received preliminary approval for the rezoning by the Ministry of Transportation and Infrastructure (MOTI) for this project. The Rezoning Considerations include a requirement of final approval by MOTI prior to adoption of the Rezoning Bylaw.

### Vehicle and Bicycle Parking On-site

The conceptual design plans (Attachment 3) provide for 171 resident parking spaces, 24 visitor parking spaces, and one medium size loading space. The proposed number of parking spaces is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The following TDM measures are to be secured through registration of a legal agreement on title prior to final adoption of the rezoning bylaw:

- Provision of monthly transit passes (2-zone for one year) to 25% of the market units and 100% of affordable units.
- Provision of a bicycling maintenance and repair room in the development.
- Provision of 120V electric plug-ins for electric bikes; one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in will be provided for each compound).
- Allocate a minimum of two parking spaces within the residential visitor pool of parking
  for car-share vehicles, with SROW registered in perpetuity to ensure such a space is
  publicly accessible. The car-share space is to be equipped with an electric vehicle (EV)
  quick-charge (240 V) charging station for the exclusive use of car-share vehicles parked
  in the required car-share space.
- Provision of a bench along each of the two street frontages of the development (or equivalent cash contribution of \$4,000 in total);
- Voluntary cash contribution of \$15,000 toward the construction of multi-modal wayfinding signs in the West Cambie area; and
- Voluntary cash contribution of \$2,500 towards cycling-related infrastructures in the West Cambie area.

A total of 28 resident parking spaces will be in a tandem arrangement, which is permitted under the provision in the Parking and Loading section of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

Regarding the provision of bicycle spaces, the conceptual plans include 166 Class 1 spaces and 26 Class 2 spaces, which exceed the bylaw requirements. All the Class 1 spaces will be contained in bicycle storage rooms in the parking structure with a maximum of 40 bicycle spaces per room, which is in compliance with provisions of Zoning Bylaw 8500. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- Conversion of any of the bicycle storage room in this development into habitable space or general storage area is prohibited.
- All of the bicycle parking storage rooms must remain available for shared common use and for the sole purpose of bicycle storage.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 22 bylaw-sized trees, as well as one street tree on City property and three trees located within the road dedication areas.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Three bylaw-sized trees (specifically tag# 507, 508, 509) located within the required road dedication area are in poor condition and in conflict with the frontage improvement works along Cambie Road. These trees should be removed.
- One City tree (specifically tag# 754) is identified in poor condition and is in conflict with the required frontage improvement works along Cambie Road. This tree should be removed.
- Three bylaw-sized trees located on the development site (specifically tag# 755, 756, 757), are identified in poor condition and are in conflict with the proposed building footprint. These trees should be removed and replaced.
- Two Cedar hedgerows (specifically tag# 511 and 512, comprised of 27 trees, in which 19 of them are bylaw-sized trees) located on the development site, are in good condition but fall within the middle of the proposed building envelope. These trees should be removed and the bylaw-sized trees should be replaced.

A Tree Management Plan is presented in Attachment 7.

### Tree Replacement and Compensation

A cash compensation in the amount of \$4,550 to Parks Division's Tree Compensation Fund is required for the removal of the four trees located along the Cambie Road frontage.

The 2:1 replacement ratio would require a total of 44 replacement trees for the removal of 22 bylaw-sized trees on site. The conceptual development plans (Attachment 3) include the planting of 70 new trees on-site. The size and species of replacement trees will be reviewed in detail through the Development Permit and overall landscape design.

### Affordable Housing Strategy

The rezoning application seeks a density of 1.70 including a density bonus of 0.2 FAR with the provision of affordable housing, secured by the City's standard Housing Agreement. Under the West Cambie Area Plan, 1/3 of the density bonus of 0.2 FAR (i.e., approximately 449 m²/4,834 ft²) must be provided for affordable housing. The conceptual development plans indicate that an area of approximately 452.5 m² (4,870 ft²) of floor space is proposed to be allocated for affordable housing creating a total of five affordable units. The proposed unit types and sizes are shown in the table below:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size	Maximum Monthly Unit Rent**	Total Maximum Household Income**
2	2BR	69 m² (741 ft²)	69.1 m <sup>2</sup> (744 ft <sup>2</sup> )	\$1,218	\$46,800 or less
3	3BR	91 m² (980 ft²)	106.7 m <sup>2</sup> (1,149 ft <sup>2</sup> )	\$1,480	\$58,050 or less
Total: 5			Total: 452.5 m <sup>2</sup> (4,870 ft <sup>2</sup> )		

<sup>\*\*</sup> May be adjusted periodically as provided for under adopted City Policy.

The proposed unit types and sizes have been reviewed and supported by Affordable Housing staff. All proposed affordable housing units meet the minimum floor space requirements as outlined in the Affordable Housing Strategy (AHS). It is also noted that all affordable housing units are designed to meet the Basic Universal Housing (BUH) standards.

### Sustainability and Renewable Energy

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

The developer has committed to design the subject development to meet the City's Step Code requirements (i.e., Step 3). A commitment letter is presented as Attachment 8. Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

### **Amenity Space**

The proposed "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone provides for additional 0.1 FAR provided that it is used entirely for amenity space. The conceptual development plans include 515 m<sup>2</sup> (5,536 ft<sup>2</sup>) of indoor amenity, which will meet the minimum requirements in the Official Community Plan (OCP). The proposed indoor amenity includes a multi-purpose room, a fitness room, and library on the main floor, as well as five study lounges (one on each floor).

The outdoor amenity courtyard covers approximately 853 m<sup>2</sup> (9,183 ft<sup>2</sup>) on top of the parking structure and will contain an open lawn area, a picnic & BBQ area, table tennis tables, and approximately 384 m<sup>2</sup> (4,137 ft<sup>2</sup>) of children's play area. The size of the children's play area complies with the Official Community Plan Policies and is proposed to include a variety of play structures.

The southern section of the site (i.e., the triangular parcel on south side of McKim Way) will be developed as a private outdoor amenity space, which will be maintained by the future strata of the proposed apartment block on the northern section of the site. Taking maintenance, security and liability concerns into considerations the developer is proposing to develop this area into an open area with garden plots for the exclusive use of the residents in the apartment block. Detailed design will be reviewed as part of the Development Permit application.

### **Greenway Extension**

Located to the southeast of the triangular parcel is an existing greenway developed as part of the adjacent low-rise apartment developments to the south at 9388 McKim Way and 9233 Odlin Road. The developer is required to extend the 10 m wide greenway north to McKim Way. Prior to final adoption of the rezoning bylaw, the developer is required to register a PROP (Public-Right-of-Passage) SRW (Statutory Right-of-Way) over the greenway extension area on the south side of McKim Way, and enter into a Servicing Agreement for the design and construction of this greenway extension.

### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct McKim Way through the site, frontage beautification works on the site's Cambie Road road frontage, as well as water and storm sewer upgrades and service connections (see Attachment 4 for details). All works are at the client's sole cost (i.e., no credits apply).

Prior to Building Permit Issuance payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood will be required. The payment will be based on \$7.56 per ft<sup>2</sup> net buildable (estimated at \$931,940.10).

The developer is also required to pay Development Cost Charges (DCC's) (City & Metro Vancouver), TransLink DCC's, School Site Acquisition Charge and Address Assignment Fee.

### Latecomer Agreement

The proposed development is within the Alexandra Neighbourhood Development Agreement area and is therefore subject to a latecomer charge (\$1,836.72) for each unit constructed plus applicable interest in accordance with that agreement, which must be paid prior to Building Permit issuance.

### **Development Permit**

A Development Permit processed to a satisfactory level for the proposed development is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines, City bylaws and policies.
- Refinement of the site plan to ensure all the above-ground utility infrastructure improvements for this development proposal will be located at the appropriate location and screened from street view.
- Ensure the site grade of the outdoor amenity space on the parking podium will match or set at a lower elevation than the private yard spaces of the existing townhouse units to the west.
- Review of retaining wall designs and minimize proposed retaining wall height where possible.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Refinement of the children's play area; ensure that the play equipment design includes "realistic" fall zones.
- Review of the design of the private outdoor amenity area on the south side of McKim Way.
- Review of aging-in-place features in all units and the designs of BUH units.
- Review of roof design; confirm rooftop mechanical equipment, if any, are screen from the ground and from surrounding buildings to prevent diminishment of both the architectural character and the skyline.
- Review of a sustainability strategy for the development proposal.
- Verify that non-monetary TDM measures are incorporated into the design.

Additional issues may be identified as part of the Development Permit application review process.

### **Financial Impact or Economic Impact**

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets \$5,000.00. This will be considered as part of the 2022 Operating Budget.

### Conclusion

The proposed rezoning is to accommodate approximately 128 residential apartment units, including five on-site affordable housing units within a five-storey wood framed apartment buildings over a common parking podium. The proposal generally conforms to the Official Community Plan (OCP), the West Cambie Area Plan and the Alexandra Neighbourhood Land Use Map designations. The conceptual development plans attached are generally consistent with all applicable OCP design guidelines, and would be further refined in the Development Application review process.

The list of Rezoning Considerations, which must be completed by the applicant prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10219, is included in Attachment 4.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10219, to create the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, and to rezone 9300 and 9320 Cambie Road from the "Single Detached (RS1/F)" to the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, be introduced and given first reading.

---

Edwin Lee Planner 2 (604-276-4121)

EL:blg

### Attachments:

Attachment 1: Location Map

Attachment 2: Alexandra Neighbourhood Land Use Map

Attachment 3: Conceptual Development Plans

Attachment 4: Rezoning Considerations

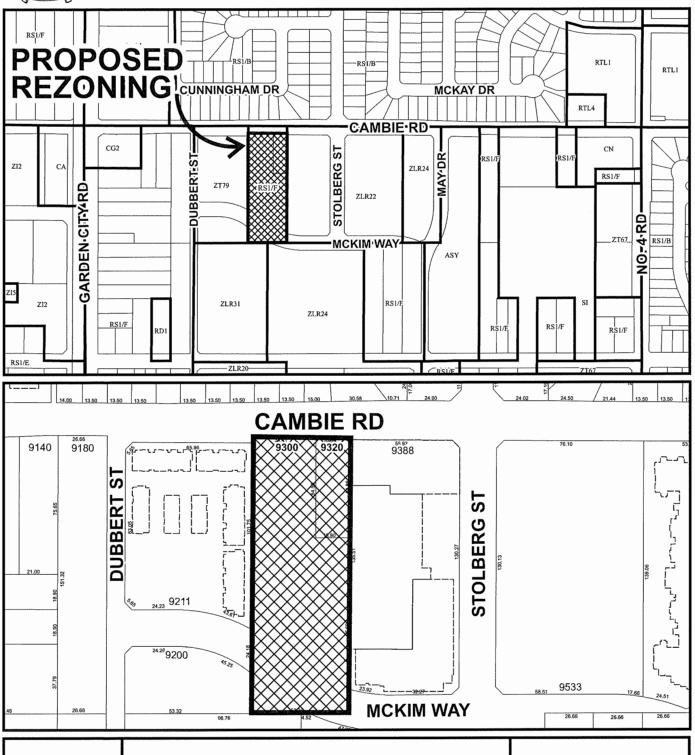
Attachment 5: Development Application Data Sheet

Attachment 6: Shadow Analysis

Attachment 7: Tree Management Plan

Attachment 8: Letter from Developer regarding Step Code Requirements







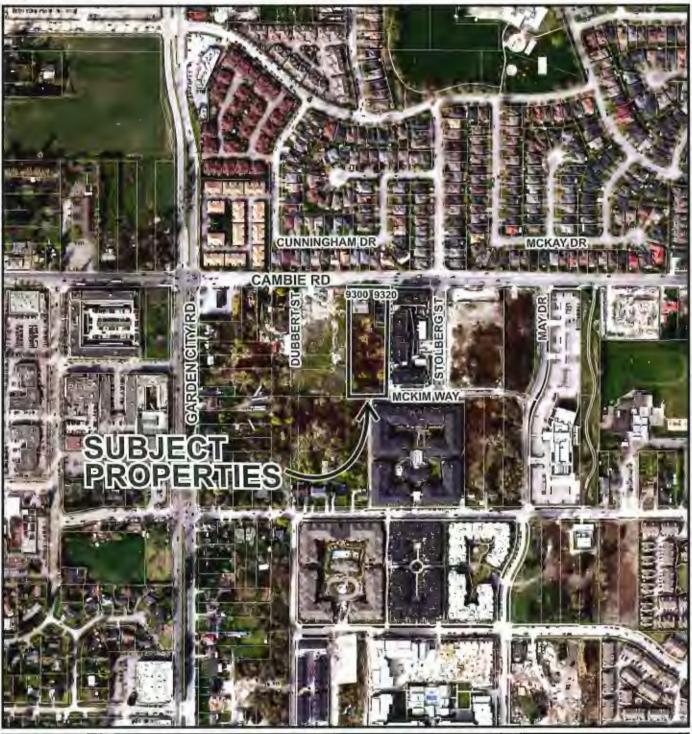
RZ 18-835042

Original Date: 09/13/18

Revision Date: 11/04/20

Note: Dimensions are in METRES







RZ 18-835042

Original Date: 09/13/18

Revision Date:

Note: Dimensions are in METRES

City of Richmond

### Alexandra Neighbourhood Land Use Map **Bylaw 9121** 2015/06/15 **CAMBIE RD** Routes Bicycle Existing **ODLIN RD** RD CITY. GARDEN ALEXANDRA RD Proposed Bicycle Routes - ALDERBRIDGE WAY-Note: Exact alignment of new roads subject to detailed functional design. Area of No Housing Affected by Aircraft Noise Residential Area 2 0.65 base FAR (Max 0.75 FAR with density bonusing for affordable housing) 2 & 3-storey Townhouses Mixed Use: Mixed Use: - abutting the High Street, medium density residential over relast, - not abutting the High Street medium density residential 1.25 base FAR Building heights low to mid-rise (Max 1.50 FAR with density bonusing for affordable housing) Mixed Use Employment - Residential (Minimum 0 52 FAR Employment space) - base FAR of 0.52 (Maximum 1.8 FAR, subject to Section 8 2 1 ) Residential Mixed Use Convenience Commercial a mix of low to medium density residential with low to medium density residential over retail or Residential Area 1 1.50 base FAR (Max 1.70 FAR with density bonusing for affordable housing) Townhouse. Community Institutional Inve/work uses Max. 1.25 FAR Building heights to to mid-rise (Max. 1.50 FAR with density bonusing for affordable **New Traffic Signals** Park: North Park Way, Central Feature Intersections low-rise Apls (4-storey typical) Park, South Park Way Residential Area 1A 1.50 base FAR (Max 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apis. (6-storey maximum) details to be developed Alexandra Way (Public Rights of Passage Right-of-way) Mixed Use: Hotel office and streetfront retail commercial Area A: Min 0.60 FAR up to 2.0 Feature Landmarks in Combination with Traffic Calming Measures Area B: Large and small floor plate up to 1 0 FAR **Proposed Roadways** Residential Area 1B 1.68 base FAR (Max 1.68 FAR with density bonusing for affordable housing) (6-storey maximum) High Street

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

# REZONING APPLICATION RZ-18-835042 - OCTOBER 30, 2020

OCT 30, 2020 Re-iseved for AZ 7

SEP 25, 2020 Re-second for RZ 8 JUL 23, 2020 Re-essued for RZ 5 Mar 20, 2020 Re-leaued for RZ 4 Aug 20, 2019 Re-issued for RZ 3

## 128-UNIT MID-RISE MULTI-FAMILY DEVELOPMENT

Feb 07, 2019 Pre- Fire & BLDG discu CONSULTANTS Mar 27, 2019 Re-issued for RZ 2



Architect CONTACTS  Architecture inc.  222. High Additional Control Co
--

ATTACHMENT 3

PROJECT NO.

10046CQ

10046CQ

10046CQ

A Need

OCT 32, 2020

10040A 8T

OFFICIAL BY

OFFI

OFF

INTERFACE:
Suite 271
11500 Carelle Road
Carrona WX XXX
Carrona WX XXX
F MA EXT 1148
F POR EXT 1148
WWW. Interioral Interioral Conference Com-

128-Unit Mid-Rise Mulil-Family Development S000.8, 9320 Camble Road Ristmond, B.C.

WING LIST HTECHDAL CONTECTURAL
ARCHITECTURAL AR

												_		_^	-	T/	10	LIN/	ΙΕΝ	IT
	72	922	973	922	+2	523	7.7	DG decus		on human are laborated from eight of the second from eight of the second from eight of the eight		Erre, com	b but		1	1/	10	ATIO		
	-traued for	-based for I	- secured for	-traued for	- based for	- drawed for I	History for	P. Pre & BL		referration also may be a self- tion and priving the control of the transferration of the transferration of the transferration of the transferration of the control of the transferration of the transferra	R Road	1162 1146 monerable	id-Rise ly Develo Cambia Re					INFORM		
VISIONS	T 30, 2020 R	T 07, 2020 B.	P 25, 2020 A	. 23, 2020 Fu	720, 2020 B	20, 2018 A	r 27, 2019 Pu	07, 2018 P.	NSIATANTS	tempos and other on the weepline of the weepline of the weepline of the weepline of the con- month of the con- traction and month frequency and month on the referency of the late of the referency of the referency of the referency of the referency of the late of the referency of the referency of the referency of the referency of the late of the referency of the referency of the referency of the late of the referency of the referency of the referency of the late of the referency of the referency of the referency of the late of the referency of the referency of the referency of the referency of the late of the referency of the refe	Sults 230 11390 Camb Richmond B	TO STATE OF	28-Unit M Aulti-Fami 300 & 8320 Admont, 8	QUECT NO.	BOANCIC	a Noted	ار ما د	NC EET TITLE PROJECT		AWING
8	8	8	8	3	4	Į.	1	2	8	414 VET 2442 M		9 FF # 18		E.	- 5	3 - 3	e s	2 2 2 1		8

## THE OFFICE AND ADDRESS OF THE OFFICE ADDRESS OF THE OFFICE AND ADDRESS OF THE OFFICE ADDRESS OF THE OFFICE AND ADDRESS OF THE OFFICE ADDRESS OF THE OF SITE INFORMATION / PROJECT DESCRIPTION CYAC ADDRESS LEGAL DESCRIPTION

02-U 942 4 4 4 4 UNIT MIX SUMMARY 84-D 81 651 1 82 720 1 ROOM UNIT FAR TYPE TYPE SF E3-U 1015 E3-U 1015 E4 1092 E5 1280 28738 600 678 678 2 4 5 2 X X 5883

Zoning Bylaw No. 8500

**ZONING SUMMARY** 

FAR MIX		PERMITTED / REQUIRED	PROJECT SPECIFICS (PROPOSED)
SF	LOT ZONING	RS1 / F (EUSTING)	SITE-SPECIFIC ZONE (TBD)
950	USES	MEDIUM DENSITY HOUSING (OCP.)	MID-RISE MULTI-FAMILY RESIDENTIAL
2516	DENSITY (MAX)	1.50 FAR (BASE MOT HSG) = 10,105.05 M2	1.50 FAR (BASE MKT HSG) = 10,105.05 M2
1746		+0.2 (1/3 ALH = 0.007 = 448.1 M2 MIN) &	+ 0.007 ALH (452.5 MZ)
		COS MALI - U. 133 - DIGLE ME MANA)	+ U.131 MAN (660.43 MA)
2004		TOTAL ALCOWARIE MAX FAR:	TOTAL PROPOSED FAR:
720		>>1.7 FAR = 11,452.4 M2 [123,273 SF]	>>1,818 FAR = 11437.8 M2 [123,116 FT <sup>2</sup> ]
2022		+ 0.1 INTERIOR AMENITY = 673.7 NZ MAX	+ 0.0763 INTERIOR AMENITY* 514.3 M <sup>2</sup>
16140	LOT COVERAGE	40% MAXIMUM	39.8% (2,678.6 M² / 8,736.7 M²)
32604	MIN BUILDING SETBACKS	7.5 M (ACCIGN WAY); 4.0 M (CAMBIE ROAD)	7.5 M (MCX0M WAY), 4.0 M (CAMBIE ROAD)
2751		4.0 M MIN AT INTERIOR LOT LINES	4.0 M MIN AT INTERIOR LOT LINES
10 CASES 20 THE	MIN PARKADE SETBACKS	7.5 M (MCKIM WAY); 2.0 M (CAMBIE ROAD)	7.5 M (MCKUM WAY), 2.0 M (CAMBIE ROAD)
16740		0.9 M (MEST), 1.2 M (EAST)	0.9 M (WEST), 1.2 M (EAST)
3766	STAIR SETBACKS	1.5 M MINIMUM AT PUBLIC ROAD	1.5 M AT PUBLIC ROAD
42401 18.7%	BUILDING HEIGHT MAX.	6 STOREYS	19.5 M, 5 STOREYS OVER BSMT PARKADE
3045	Į,	2.9 M GSC (PER OCP)	26M CSC
4196	PARKING	195 SPACES (AFTER 10% TDM REDUX)	195 SPACES = 1.523 SP/UNIT
1280		* R: 186 SP * 1.5 PER 123 MICT UNITS	* 162 RESID MARKET UNITS
1376		* R. 5 SP = 1.0 PER 5 ANLI UNITS	* S RESID AFFORDABLE UNITS
162/1 10.976		<ul> <li>V. 24 SP = 0.2 PER 128 RESID UNITS</li> </ul>	*24 VISITOR (INCLUDE 2 CAR SHARE)
18,194 100%	_		*4 ACCESSIBLE
	AMENITY SPACE (14.4 5.D)	100 MZ INDOOR AMEN'TY MIN.	514.3 MZ = 0.0783 FAR (INDOOR)
		8 MPUNET (788 M²) OUTDOOR, INCL.	BAB IN (OUTDOOR) INCLUDES
	_	3 MPUNT (384 MP) CHILDREN'S PLAY	384 M²
		(MIN 384 M <sup>2</sup> , MAX 600 M <sup>2</sup> )	
AVERAGE		8 M <sup>2</sup> PRIVATE OUTDOOR SPACE	6.3 M² MIN PER UNIT
	AFFORDABLE LEMR	449.1 Nº MINIMUM*	452.5 MF (5 UNITS, 2 x 28R, 3 x 38R)*
2.15 M	HOUSING (ALH) UNITS	- ONE THERD OF 0.2 BONUS FAR	* SEE SUMMARY TABLE
		= 0.0668667 FAR	* ALL ALH UNITS ARE ALSO BUH UNITS
3.75 M		* TO BE BUILT, # UNITS EXCEED 80	
	BASIC UNIVERSAL	10% (PER OCP GUIDELINES)	289%
20614	HOUSING (BURY) UNITS	TARGET 85% OF ALL LEMR UNITS	= 37 UNITS OUT OF 128 UNITS TOTAL
K-45 M			

SOUTH EAST 2.00

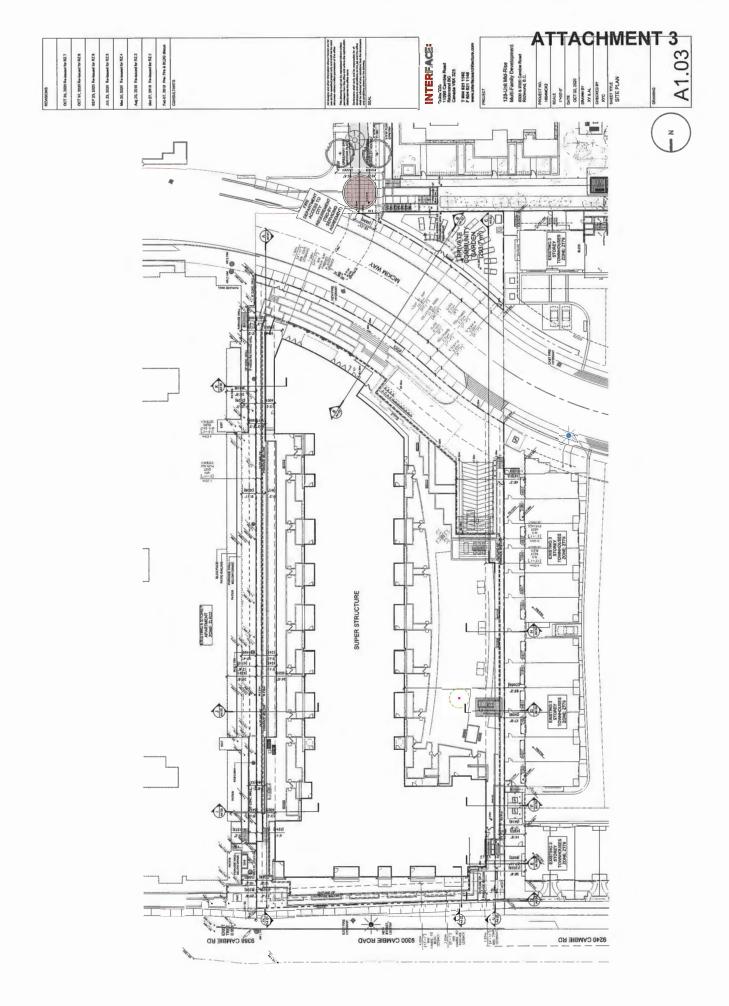
EAST 193

DENSITY AND KOLSING MIX. THE CO-DIGHTING THE SUBJECT SITE AS RESIDENTIAL AREA ! PERMETING A BASE ! SO FAR TO A MAX.1: THE TROMBOUSE LOWHING APTS) WITH CENSITY BRINISMS FOR ALM HINTS MEPORDUSE.

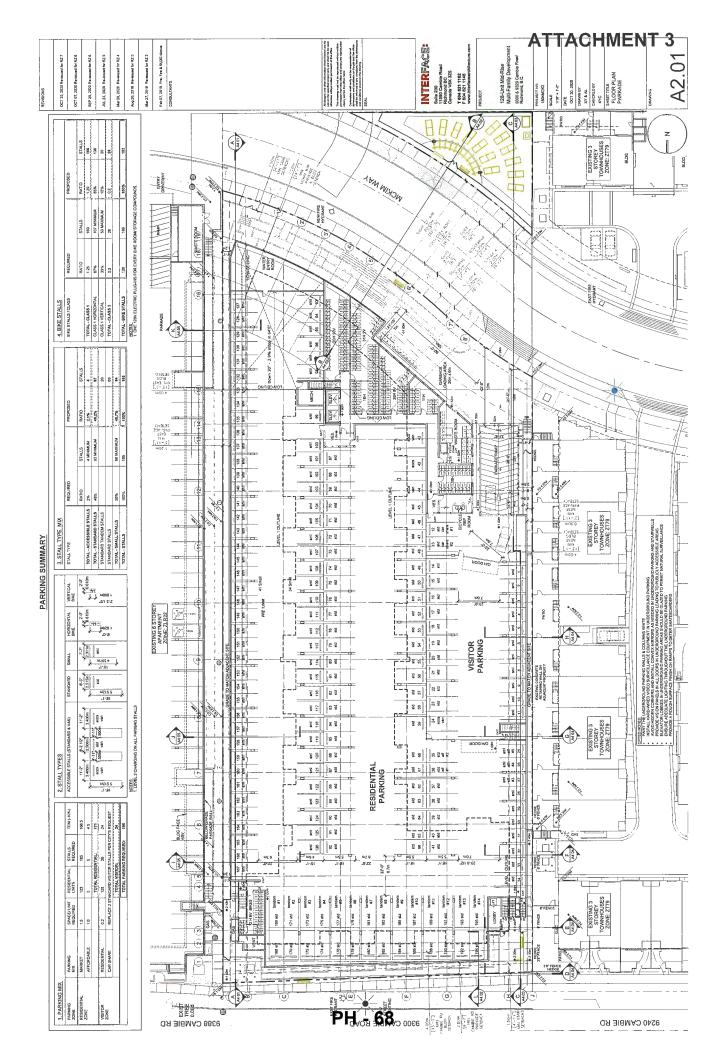
LEVELS	GROSS	EXEMPTIONS	NET	NET (FAR)
п	2 BSS 3 M2 (27,463 SF)	349.9 MZ (3,768 SF)	2,203.4 142	2,203.4 NZ (23,717 SF)
12	2,554 8 M2 (27,408 SF)	122.2 WZ (1,316.SF)	2,432.4 H2	2,432.4 M2 (26,182 SF)
13	2,554.6 M2 (27,406 SF)	122.2 M2 (1,318 SF)	2,432.4 M2	(28,182 SF)
14	2,554.6 M2 (27,498 SF)	122.2 MZ (1,316 SF)	2,432.4 M2	2,432.4 M2 (28,182 SF)
51	2,025.8 M2 (21,805 SF)	88.5 MZ (952 SF)	1937.3 M2	R37.3 M2 (20,853.5F)
TOTALS	12,242.9 M2 (131,782 SF.)	805 0 MZ (8,696 SF)	11,437 9 M2	11,437 9 M2 (123,118 SF)

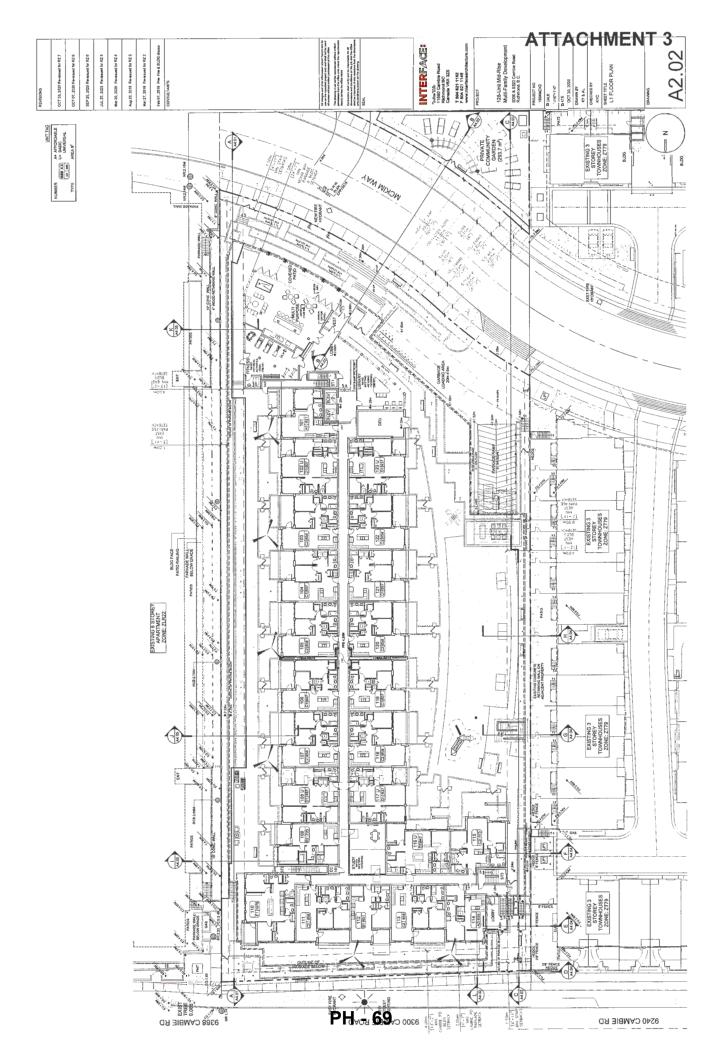
	H.		•									SUNTS	404.0 M2		EAREG	24	200	25	200	DN.	9	M2
	HUH		•	•	•	•	•	•	•	•		37 UNITS	0,104.0 ms		TOTAL AREA REQ	7.56 MZ	100	100	4.85	4 55	23.01	49 22 M2
	AREA	80.0 M2	97.5 M2	87.0 M2	87.0 M2	87.5 M2	87.0 M2	87.0 M2	94.3 M2	97.5 M2	85.4 M2				PER BIN	142	7	200	27	Q.	12	
	MIN AREA RED	60 M2	2M 16		,					,				MMARY	AREA REQ PER BIN	1.28 N.2	10.0	700	0.97 MZ	4.88	7.67	
	ROOM	28	38	2B+D	SB+D	28.0	28+0	ZB+0	38	38	2			T SU	5	Г		_	_			
AR	TYPE	õ	2	5	ŏ	8	6	ŏ	23	53	2	1		AEN	NO. OF BINS		,		N/S	-	0	
DAM PURPLE	UNITS	N	n	N/I	×n	4	w)	'n	n	***	4			4GEN	2				_			
BUH & ALH SUMMARY	UNIT NUMBER	104,121	224, 324, 424,	102, 202, 302, 402, 502	108, 208, 308, 408, 508	116, 216, 316, 418	117, 217, 317, 417, 512	123, 223, 323, 423, 518	214, 314, 414	519	225, 325, 425, 520	TOTAL		WASTE MANAGEMENT SUMMARY		MIXED CONTAINERS	METON DAGE	GI ASS	FOCD SCHAPS	CARDBOARD	GARBAGE	

ATION PLAN	PARCELING DIAGRAM	Site Area Summulay  Site Area Summany  Consisted are a Summulay  Site Area Summany  Consisted are a Summulay  Consisted ar	SOUTH PL 60° 59° 32"
OCATION PLAN	SITE PARCELING DIA		



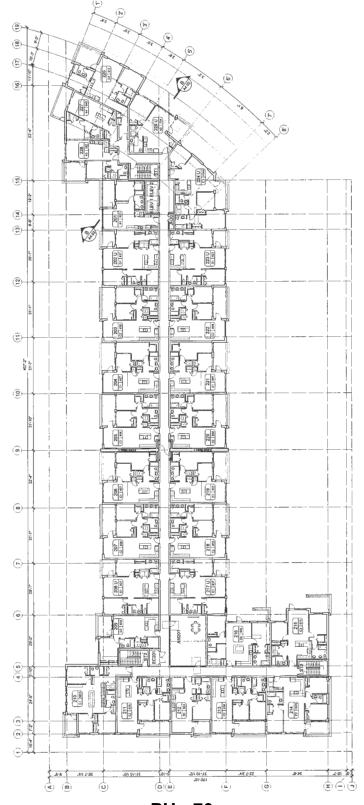
PH - 67





		ATTACHMENT 3
PROSEDSIS.  CCT. AL 2009 because for ECT.  CCT. AL 2009 because for ECT.  SCO. BL. TOST for because for ECT.  SCO. BL. TOST for because for ECT.  May 22, 2009 for because for ECT.  CONSULTABILITY.	in any order	128-Unit Mod Rise Mod San
الا		

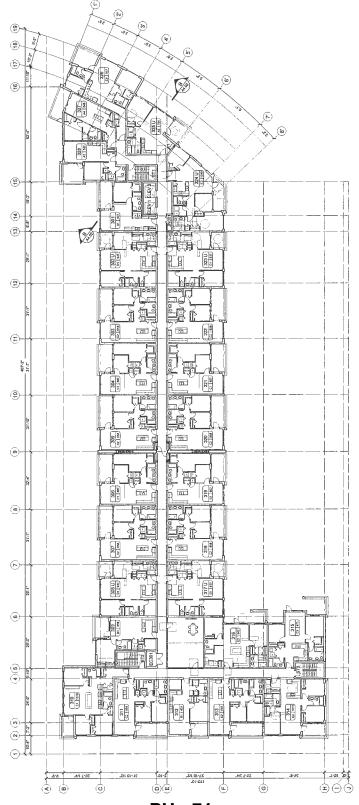




PH - 70

								Α ⊐	TACHME	NT 2
REVISIONS	8 8	25, 2020 Re-lesued for 23, 2020 Re-les	20, 2020 Re-lesued	2019 Re-istured for R	Feb 07.2018 Pre-Free BUDG decar	A things continued to the continued to t	INTERFACE:  Control Titol Cardia Road  Titol Cardia Road  Town With Its  West Jittle  West Jittl	128-Unit Mid-Rise Multi-Family Development spot a 3300 Camber Road Richmand, B.C Roulect NO.	SCALE  SCALE  ONT  ONT  ONT  ONT  ONT  ONT  ONT  ON	A2.04 6
	SE A	7								

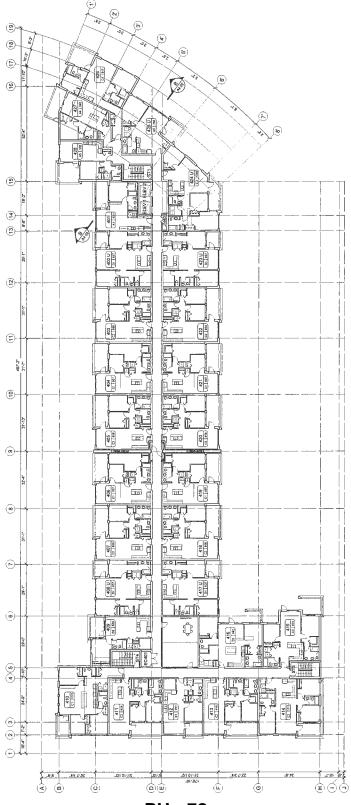




PH - 71

		ATTACHMENT 3
16 17.7   16 17.7   16 17.7   17.7	ACE:	ALIAUNIENI 3
100016 10, 2020 Resistent 10, 2020 Resistent 23, 23, 2020 Resistent 24, 2020 Resistent 25, 2020 Resistent 26, 2020 Resistent 27, 2010 Resistent 27, 2010 Resistent 27, 2010 Resistent	The control of the co	Per September 1188  Per Se
	\$\$\$ \$\$\$ \$\$\$\$ \$	2 + 1 2

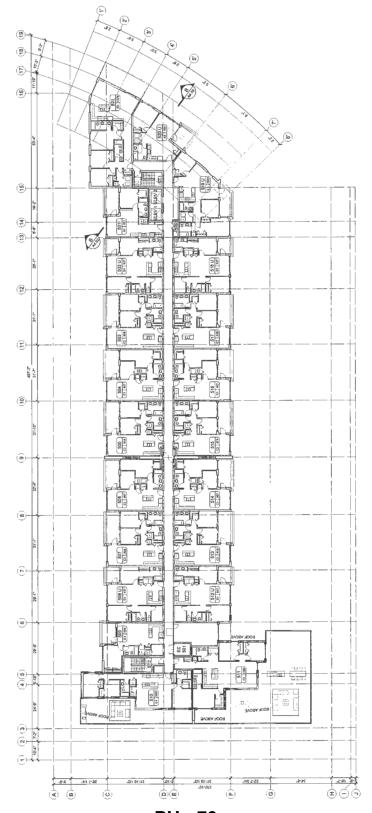




PH - 72



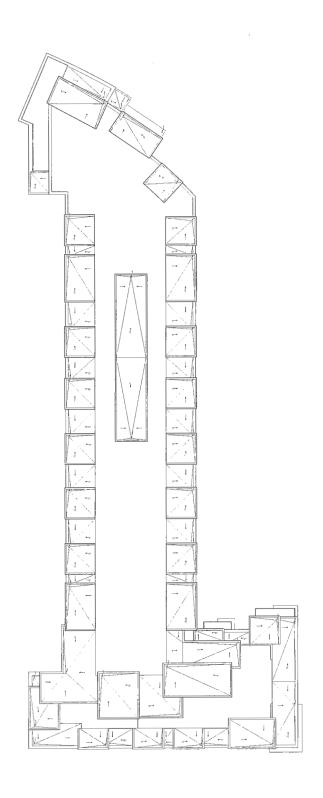




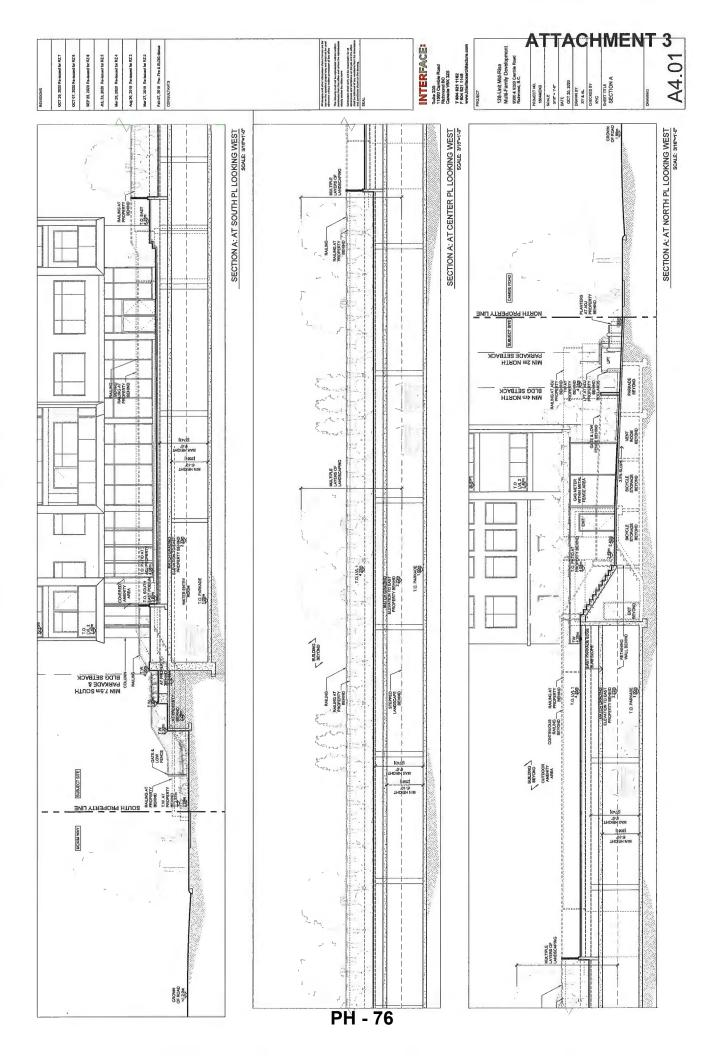
PH - 73

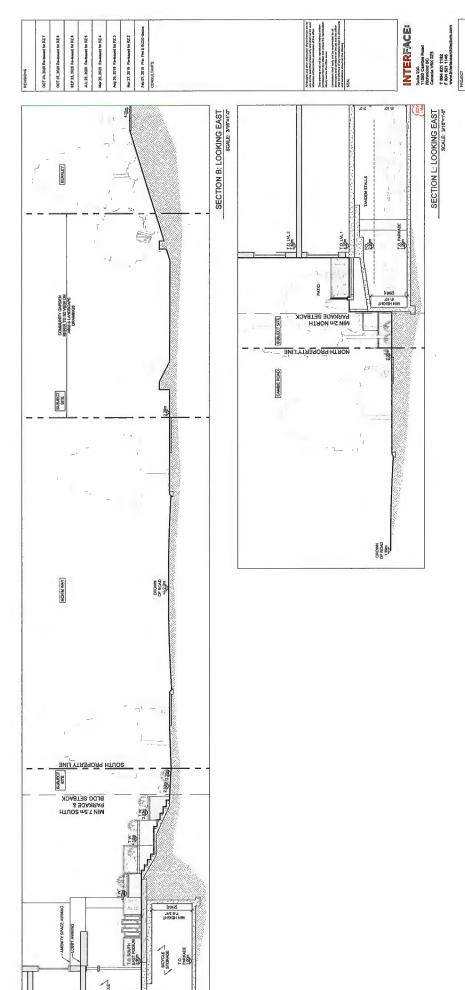
_												۸-	TTACHN	IENT	<del></del>
REVISIONS	OCT 30, 2020 Re-second for RZ 7	OCT 07, 2020 Re-usuad for RZ 6	SEP 25, 2020 Re-listuad for RZ 8	JUL 23, 2920 Re-saued for RZ 5	Mer 20, 2020 Re-issued for RZ 4	Aug 20, 2019 Re-based for RZ, 3	Mer 27, 2019 Re-issued for RZ 2	Feb 07, 2010 Pre- Fire & BLDG dutout	ODISILATIVITS  THE PROPERTY OF	INTERPACE:  ***********************************	12B-Unit Mid-Rise Multi-Family Development 9300 & 8230 Cembe Road Richmont, B.C.	PROJECT NO. 1804NCIC	SOULE  TOTAL  TO	DAMMC	A2.07
_															





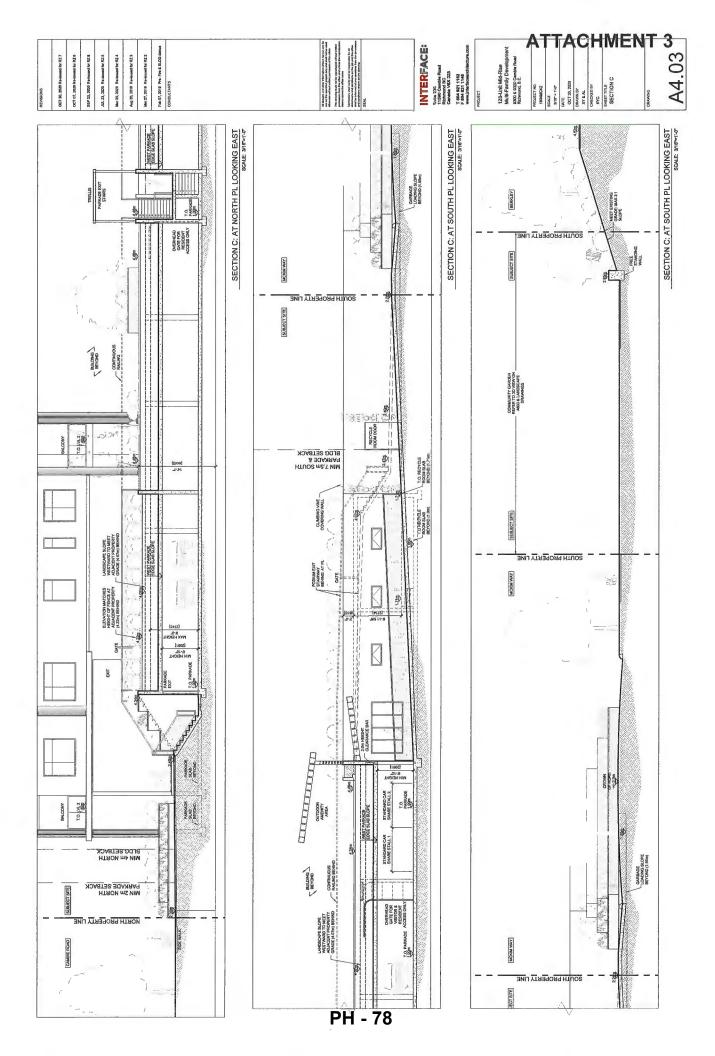


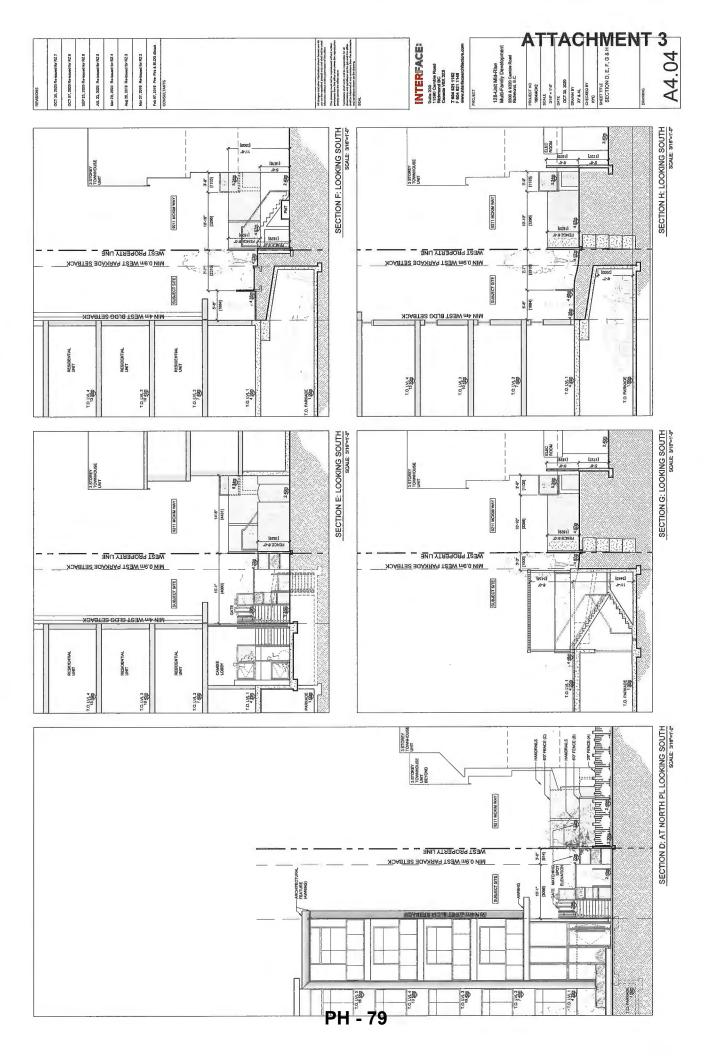




**ATTACHMENT 3** 

128-Unit Mid-Rise Mutti-Family Developme 6000 & 9220 Camble Road Richmond, B.C. A4.02









PH - 81

MONITORIONA

OCT. 23, 2000 the absorbed to 12, 2

OCT. 23, 2000 the absorbed to 12, 2

And 23, 2010 the absorbed to 12, 3

And 23, 2011 the absorbed to 12, 3

And 23, 2011 the absorbed to 12, 3

And 24, 2011 the absorbed to 12, 3

And 24, 2011 the absorbed to 12, 3

And 25, 2014 th

















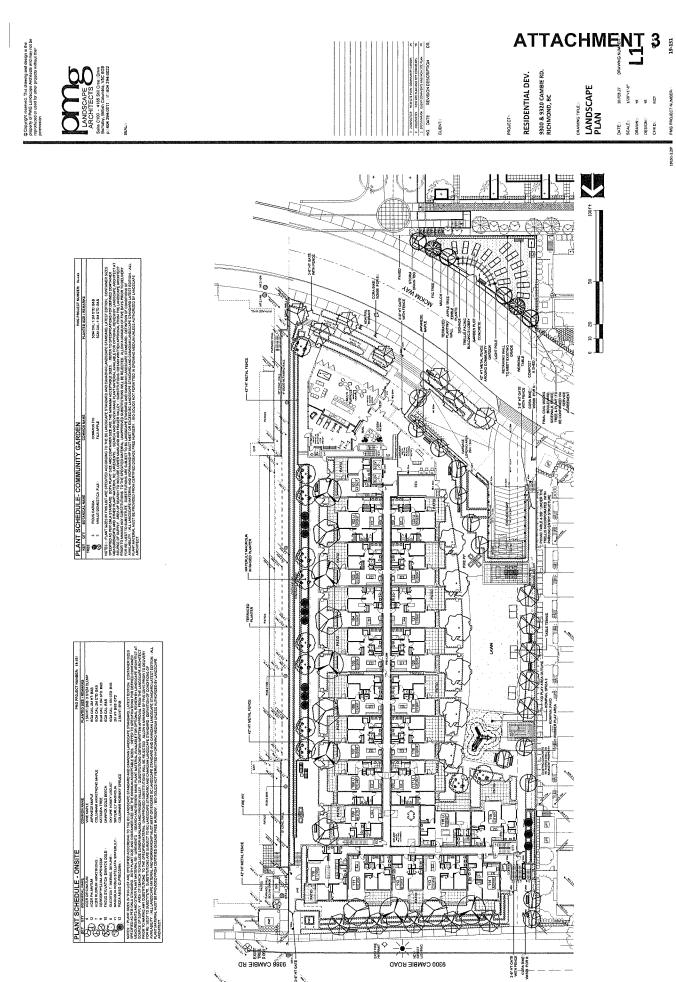




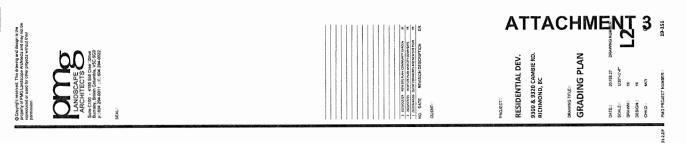


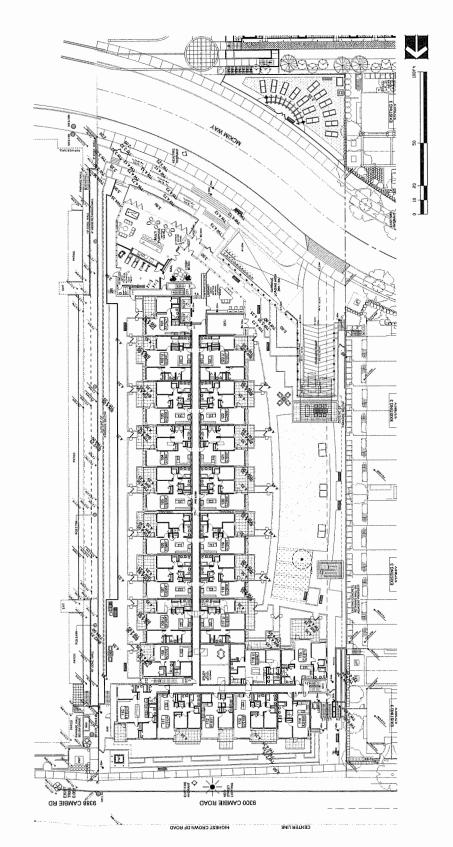


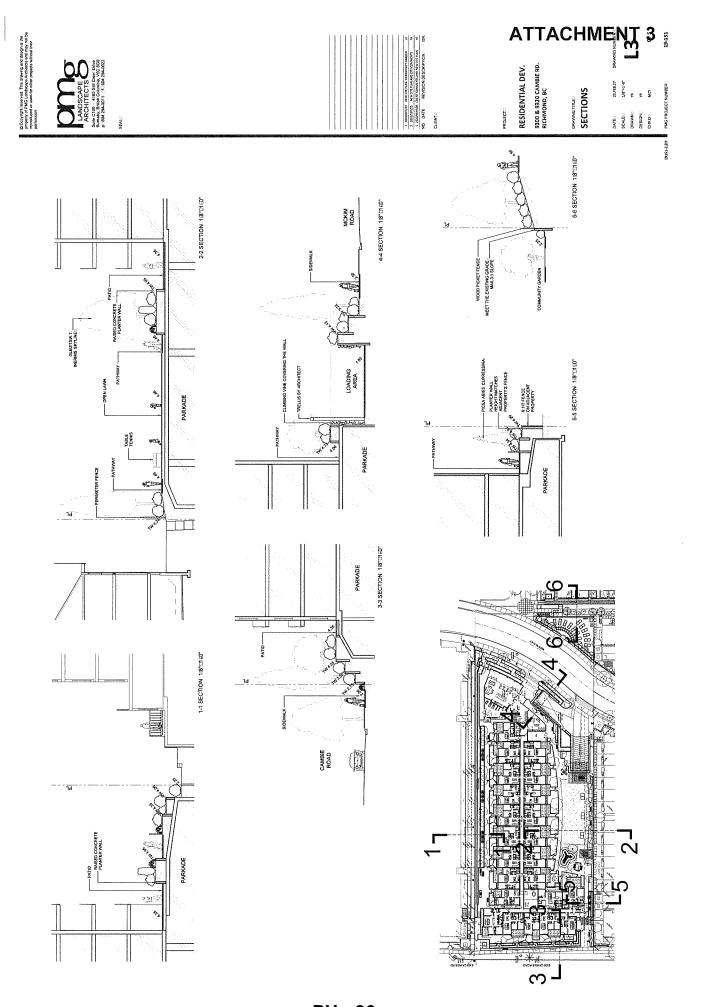


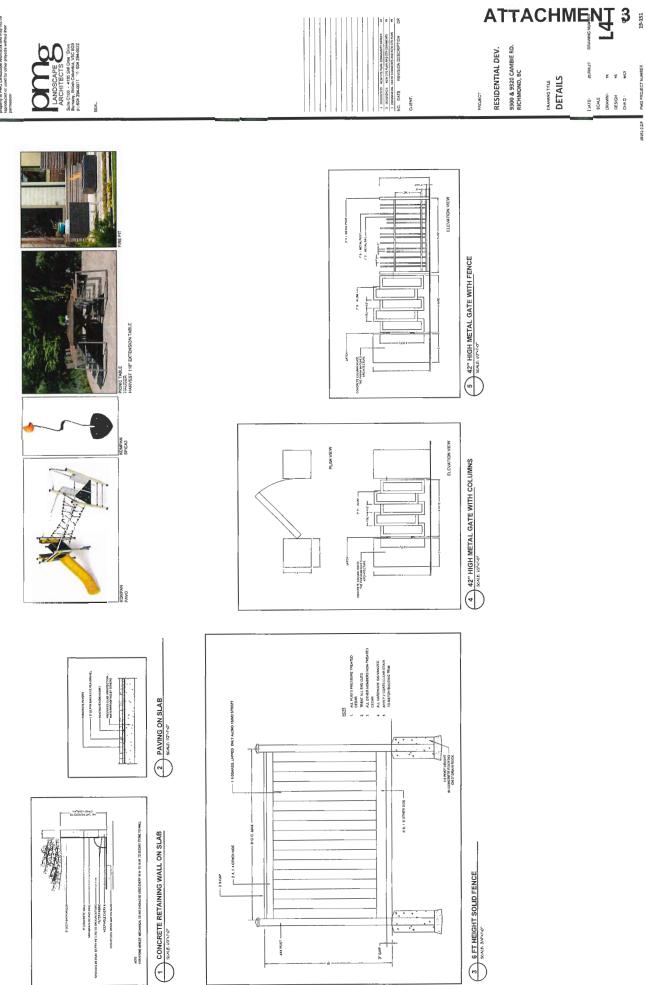


PH - 84









9300 & 9320 CAMBIE RD. RICHMOND, BC

DETAILS

SCALE : DRAWN: DESIGN: CHKD :

PH - 87

File No.: RZ 18-835042



## **Rezoning Considerations**

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9300 and 9320 Cambie Road

# Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10219, the developer is required to complete the following:

- 1. Provincial Ministry of Transportation & Infrastructure Approval.
- 2. A road dedication along the entire Cambie Road frontage to accommodate the road design described under the Servicing Agreement section below. This road dedication will start at a width of approximately 3.5 at the west property line and taper down to approximately 1.5 m at the east property line. Exact width is to be confirmed with survey information to be submitted by the applicant.
- 3. A 20 m wide road dedication to accommodate the development of a new east-west road (McKim Way) through the site as described under the Servicing Agreement section below.
- 4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwelling(s)). Portion of the site located to the south of McKim Way must be hooked to the portion of the site located to the north of McKim Way and the site is not allowed to be subdivided into two individual parcels.
- Discharge of Statutory Right of Way (Utilities) Covenant CA 6479925 and utilities SRW CA6479926 (Plan EPP 75519).
- 6. Granting of a statutory right-of-way with public right of passage (PROP) over the northeast corner of the portion of the site located south of McKim Way for the purposes of a greenway extension. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the construction, maintenance and liability will be the responsibility of the developer and future strata. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.
- 7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
- 8. Registration of an aircraft noise sensitive use covenant on title. Languages should be included in the legal document that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
  - a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility	45 decibels
rooms	15 decises

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 9. Registration of the City's standard Housing Agreement to secure five affordable housing units, the combined habitable floor area of which shall comprise at least 1/3 of the density bonus of 0.2 FAR as outlined in the West Cambie Area Plan. 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**
2BR	2	69 m² (741 ft²)	\$1,218	\$46,800 or less
3BR	3	91 m² (980 ft²)	\$1,480	\$58,050 or less

<sup>\*</sup> May be adjusted periodically as provided for under adopted City policy.

- 10. Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
  - b) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC).
  - c) If a DEU is available for connection, and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless and until:
    - i. the building is connected to the DEU;
    - ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
    - iii. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
  - d) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
    - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
    - ii. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing); and
    - iii. The owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
- 11. 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.
- 12. Registration of a legal agreement on title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
  - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
  - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
  - c) The required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
- 13. Registration of a legal agreement on title ensuring that:
  - a) conversion of any of the bicycle parking storage rooms into habitable space or general storage area is prohibited; and
  - b) all of the bicycle parking storage rooms are available for shared common use and for the sole purpose of bicycle storage.
- 14. The applicant shall provide the following TDM measures to support the 10% vehicle parking rate reduction for the residential uses:
  - a) Registration of a legal agreement on Title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
    - i. Provide 1 year of two-zone compass cards for 25% of the market units and 100% of affordable units;

- ii. extend the program, should it not be fully subscribed within one year, until the equivalent of the costs of the full one year transit pass program has been exhausted;
- iii. provide for administration by TransLink or a management company on behalf of the strata council;
- iv. notify the residents of the availability of the transit pass program;
- v. indicate the availability and method of accessing the transit program in sales/rental contracts; and
- vi. submit a Letter of Credit prior to Development Permit issuance to secure the owner's commitment to provide the transit passes based on 110% of transit pass costs (including 100% for transit pass purchases and 10% for future transit pass cost increases and administration). The remaining funds in the LOC will be released to the Owner/Developer when the 2-zone one year transit pass program is fully subscribed.
- b) Registration of a legal agreement on Title to ensure provision of a bicycling maintenance and repair room in the development, including the following terms:
  - i. the required bicycling maintenance and repair room is available for the common use of residents to this development;
  - ii. selling, leasing, assigning, or designating any of the required bicycling maintenance and repair room to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
  - iii. conversion of the required bicycling maintenance and repair room into habitable space or storage space is prohibited.
- c) Registration of a legal agreement on Title to ensure provision of 120V electric plug-ins for electric bikes, one for every 40 bicycle storage racks. If there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in shall be provided for each compound.
- d) Registration of a restrictive covenant and statutory right of way on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to provide car share space to a car share operator or the City, the terms of which shall be generally as follows:
  - i. A minimum of two car share parking spaces, along with pedestrian and vehicular access, designed, constructed, equipped and maintained by the owner, at the owner's cost. The car share space is:
    - Located on-site and provision of space to maneuver on-site;
    - Designated to be safe, convenient and universally accessible;
    - Provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit process;
    - Provided with one EV quick-charge (240 volt) charging station for the exclusive use of car-share vehicles parked in the required car-share spaces; and
    - Accessible to all intended users (e.g. general public, car share operator personnel and car share operator members) at no added cost 365 days a year for a time period equalling the lengthiest combination of standard business hours and standard operating hours of local rapid transit.
  - ii. Registration of a public right of passage statutory right of way, in favour of the City, to secure the car share spaces and the vehicular and pedestrian accesses, subject to the final dimensions established by the surveyor and to the satisfaction of the Director of Transportation, including provisions for:
    - The owner's ability to close a portion of the right of way to public access to facilitate maintenance or repairs to the right of way, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
    - Maintenance at the sole cost of the owner except as may be negotiated through a private agreement with the car share provider; and
    - Building encroachment below finished grade (e.g. below grade parking structure).
  - iii. In the event that the car share parking spaces are not operated for car share purposes as intended (e.g. operator's contract is terminated or expires), control is transferred to the City, at no cost to the City, with the understanding that the City, at its sole discretion, without penalty or cost, shall determine how the parking spaces shall be used going forward.

Initia	l:	

- e) Provision of a bench along each of the two street frontages of the development (or equivalent cash contribution of \$4,000 in total);
- f) Voluntary cash contribution of \$15,000 toward the construction of multi-modal wayfinding signs in the West Cambie area; and
- g) Voluntary cash contribution of \$2,500 towards cycling-related infrastructures in the West Cambie area.
- 15. City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$88,756.20) to the City's child care fund.
- 16. City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$88,756.20) to the City's beautification fund.
- 17. City acceptance of the developer's offer to voluntarily contribute \$0.08 per buildable square foot (e.g. \$9,861.80) to community and engineering planning costs, as set out in the West Cambie Area Plan.
- 18. City acceptance of the developer's voluntary contribution in the amount of \$100,672.30 (i.e., \$0.85/ft2 of buildable area excluding affordable housing) to the City's public art fund.
- 19. City acceptance of the developer's offer to voluntarily contribute \$4,550.00 to Parks Division's Tree Compensation Fund for the removal of eleven trees located on the city's boulevard in front of the site and within the required road dedication areas.
  - Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicants.
- 20. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 21. Enter into a Servicing Agreement\* for the design and construction of frontage improvements along Cambie Road, a new east-west road (McKim Way) through the site (including a new fire hydrant), a new publicly accessible green space on the south side of McKim Way, as well as water and storm sewer upgrades and service connections. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

#### Water Works:

- Using the OCP Model, there is 357 L/s of water available at a 20 psi residual at the Cambie Road frontage and 260 L/s of water available at 20psi along the McKim way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s. The Developer is required to:
  - 1. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
  - 2. Existing fire hydrants along McKim Way are over 100m apart; therefore a new hydrant is to be installed in a central location of the properties' McKim Way frontage.
  - 3. Install approximately 60m of new 200mm PVC watermain along future McKim Way frontage and tie-in to the watermain on either side of property.
  - 4. Provide right of way for water meter, exact dimensions and location of the right of way shall be finalized at the servicing agreement process.
- At the Developer's cost, the City will:
  - 1. Cut and cap at the main the existing water service connections at the Cambie Rd frontage.
  - 2. Install a new water service connection at McKim Way frontage, complete with water meter and meter chamber in a right-of-way onsite which will be provided by the developer

Y * . * *	
Initial	•
шциал	. •

### Storm Sewer Works:

- The Developer is required to:
  - 1. Upgrade the existing 450mm storm sewer to a 600mm PVC pipe along the proposed site's Cambie Road frontage. Tie in to existing manholes on either side; remove the existing manhole centered in front of lot 9300 Cambie Rd. and dispose of properly.
  - 2. Install a new 600mm storm sewer along the proposed site's entire McKim Way frontage and tie-in to the adjacent storm sewers. Manhole placement shall be as per City's Engineering specifications.

### Sanitary Sewer Works:

 At Developer's cost, the City is to install a new sanitary service lateral connected to the manhole on the eastern side of property complete with inspection chamber.

### Frontage Improvements:

- The Developer is required to:
  - 1. Pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - 2. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
    - o BC Hydro PMT 4mW X 5m (deep)
    - o BC Hydro LPT 3.5mW X 3.5m (deep)
    - Street light kiosk 1.5mW X 1.5m (deep)
    - Traffic signal kiosk 1mW X 1m (deep)
    - o Traffic signal UPS 2mW X 1.5m (deep)
    - Shaw cable kiosk 1mW X 1m (deep) show possible location in functional plan
    - Telus FDH cabinet 1.1mW X 1m (deep) show possible location in functional plan
  - 3. Design and construct the frontage improvements, and the associated land dedication, as noted below:
    - i. Cambie Road:
      - a. Land dedication to accommodate the following ultimate road cross-sections (measured from the existing curb/gutter along the north side of Cambie Road):
        - o 3.5m wide westbound through lane
        - o 3.2m wide westbound through lane
        - o 3.3m wide left-turn lane
        - o 3.2m wide eastbound through lane
        - 3.5m wide eastbound through lane
        - o 0.15m wide curb/gutter
        - 1.5m wide boulevard
        - 2m wide sidewalk

Note: Subject to the functional design and detailed survey to be prepared by the developer, it is estimated that the above would require a strip of land along the Cambie Road frontage, measuring at approximately 3.5m at the western limit and tapers to approximately 1.5m at the eastern limit of the site.

Initial:	_		
	In	itial	٠.

- b. Design and construct road improvements along the Cambie Road frontage to an interim road standard which includes a new 2m wide sidewalk at the new property line, a treed/grassed landscaped boulevard between the new sidewalk and the existing curb/gutter.
- ii. New east/west road (McKim Way) through the site:
  - a. Require 20m wide land dedication.
  - b. Full road construction to a collector road standard, including an 11.2m wide pavement, and on both sides of the street, 2m wide sidewalk, 1.5m wide boulevard and 0.15m wide curb/gutter.
- 4. Provide street lighting along the Cambie Road and McKim Way frontages of the proposed site.

### Publicly Accessible Greenway Extension:

• The Developer is required to design and construct the Publicly Accessible Greenway Extension to the satisfactory to the Parks Department. The purpose of the greenway extension is to connect the existing greenway developed as part of the "Berkeley" development to the south at 9213 and 9233 Odlin Road directly north to McKim Way.

### General Items:

- The Developer is required to:
  - 1. Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations.
  - 2. Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

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

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

- 1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood based on \$7.56 per ft<sup>2</sup>.
- 4. Payment of the latecomer multifamily dwelling unit per unit charge (\$1,836.72) plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.

Initial:	
-	

6457608 PH - 93

5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

#### Note:

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

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

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

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

to perform a survey and ensur	re that development activities are in compliance	with all relevant legislation.
Signed	Date	



# **Development Application Data Sheet**

**Development Applications Department** 

RZ 18-835042 Attachment 5

Address: 9300 and 9320 Cambie Road

Applicant: Westmark Developments (Camosun) Ltd.

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

	Existing	Proposed
Owner:	Westmark Developments (Camosun) Ltd.	No Change
Site Size (m²):	8,019.5 m <sup>2</sup>	6,736.7 m <sup>2</sup>
Land Uses:	Residential	No Change
OCP Designation:	Apartment Residential	No Change
Area Plan Designation:	Residential Area 1. 1.50 base FAR (Max. 1.7 FAR with density bonusing for affordable housing). Townhouse, low-rise Apartments (4-storey typical).	No Change
Zoning:	Single Detached (RS1/F)	"Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)"
Number of Units:	Two vacant lots	128 apartment units
Other Designations:	n/a	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 1.7 FAR with affordable housing plus up to 0.1 FAR for amenity.	1.7 FAR with five affordable housing units plus 0.08 FAR for amenity	None permitted
Lot Coverage (% of lot area):	Max. 40%	40%	None
Setback – Cambie Road: (Building/Parking structure)	Min. 4.0 m / 2.0 m	4.0 m / 2.0 m	None
Setback – McKim Way: (Building/Parking structure)	Min. 7.5 m / 7.5 m	7.5 m / 7.5 m	None
Setback – Side Yard (east): (Building/Parking structure)	Min. 4.0 m / 1.2 m	4.0 m / 1.2 m	None
Setback – Side Yard (west): (Building/Parking structure)	Min. 4.0m / 0.9 m	4.0m / 0.9 m	None
Height (m):	Max. 19.5 m (5 storeys)	19.5 m (5 storeys)	None
Lot Size:	Min. 6,700 m <sup>2</sup>	6,736.7 m²	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance	
Off-street Parking Spaces – Residential:	1.5 (Apartment Housing) + 1.0 (Affordable Housing) = 171 with TDM	171 with TDM	Rate reduction included in the zone schedule	
Off-street Parking Spaces – Visitor:	0.2 (V) per unit = 24 with TDM	24	None	
Off-street Parking Spaces – Total:	195	195	None	
Tandem Parking Spaces:	Permitted	28	None	
Small Car Parking Spaces:	Max. 50% when 31 or more spaces are provided on-site (195 x Max. 50% = 97)	94	None	
Accessible Parking Spaces:	Min. 2% when 11 or more spaces are required (195 x 2% = 4 spaces)	4	None	
Bicycle Parking Spaces – Class 1:	1.25/unit = 160	166	None	
Bicycle Parking Spaces – Class 2:	0.2/unit = 26	26	None	
Bicycle Spaces (totals)	186	192	None	
Amenity Space – Indoor:	Min. 100 m <sup>2</sup>	514.3 m²	None	

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

			ATTACHMEN	TC
TOT 10, 2000 Re-based for RZ 7  OCT 10, 2000 Re-based for RZ 8  SEP 11, 2000 Re-based for RZ 8  AL 20, 2000 Re-based for RZ 8  Mar 21, 2010 Re-based for RZ 8  Mar 21, 2010 Re-based for RZ 3  Mar 21, 2010 Re-based for RZ 3  Feb 21, 2010 Per Pre 8 M2D decan  COMMALYMER	A common process of the common process of th	INTERFACE:  Out 20  Illed Consels ford  Consels of Victoria  Consels of Victoria  Test RT 1142  Feed RT 1142  Feed RT 1143  Feed RT 1143	1.23-Link Mid-Riee Mulls-Family Development Roots as 500 Carlos Road Roots as 500 Carlos Root Roots Anna Root Roots as 500 Carlos Root Roots Anna Root Root Root Root Root Root Root Root	A8.01















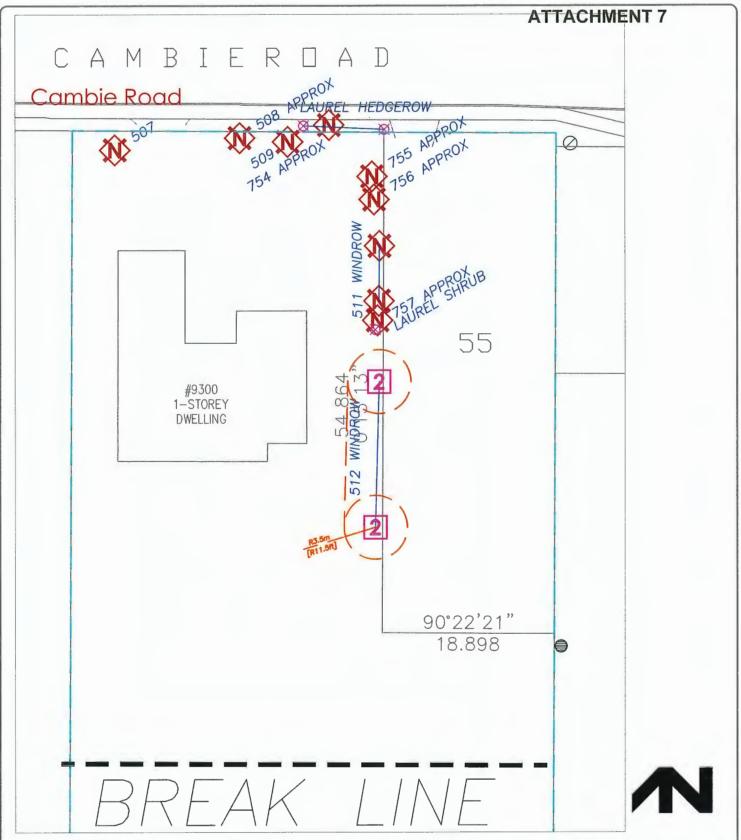
Г								9	1 st 15		-	AT	TACHME	NT 6	
	und for RZ 7	awd for RZ 6	ased for RZ 6	used for RZ 5	ued for RZ 4	und for FZ 3	amd for RZ 2	h & BLDC do	the control of the co	FACE	Rise Developmen nbis Road		UDYG 18	5	1
VISIONS	T 30, 2020 Re-ts	T 07, 2020 Re-bu	P 25, 2020 Re-la	L 23, 2020 Re-bi	r 20, 2020 Re-bi	20, 2019 Re-bi	r 27, 2019 Re-hu	NSULTANTS	when the property of the prope	INTER Sule 20 11500 Cambe Richmond BC Canada Votx 37 T 64 E21 114E WWW.Littlefores	128-Unit Mid- Kulii-Family I 2300 & 9220 Ce Romord, B.C.	OJECT NO. BOMICICZ ALE	TE CT 00, 2020 WAN BY TA AL ECKED BY TY TO THE ECKED BY TY THE ECKED BY TY	SWING C	X
æ	8	8	8	3	3	ş	298	¥ 8	 Sag TES 2525 M	■ %±52 +F≱ 8	~ 2 at	# = S	2 2 2 2 X 2 X 2 X 2 X 2 X 2 X 2 X 2 X 2	E C	_







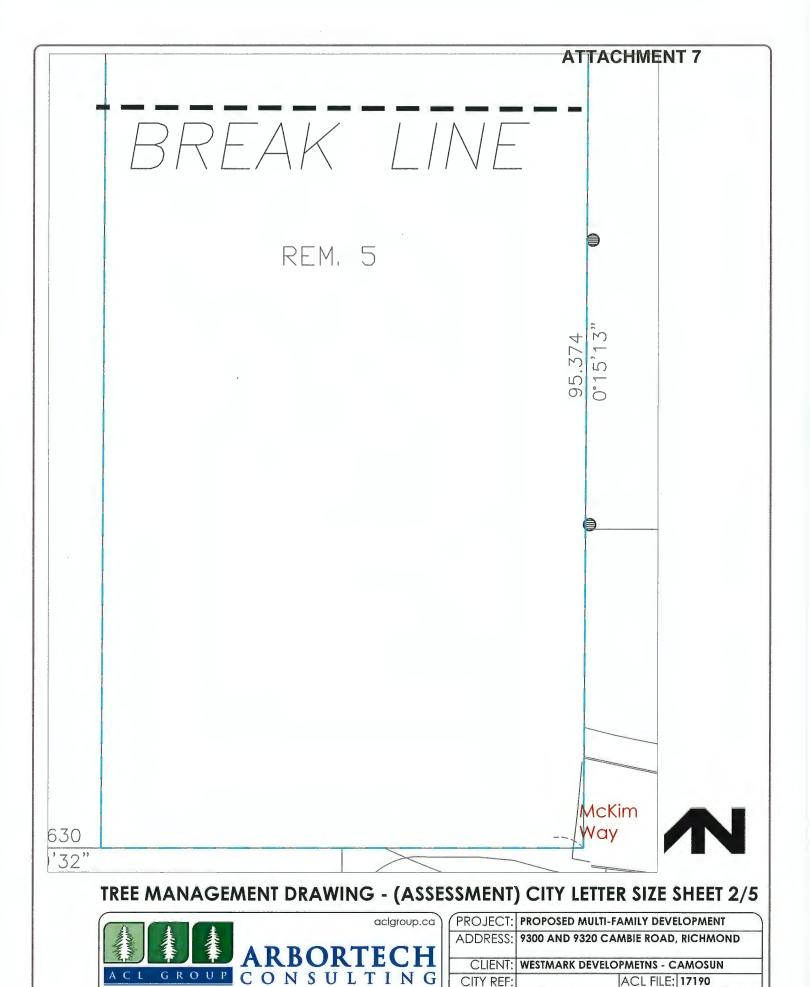




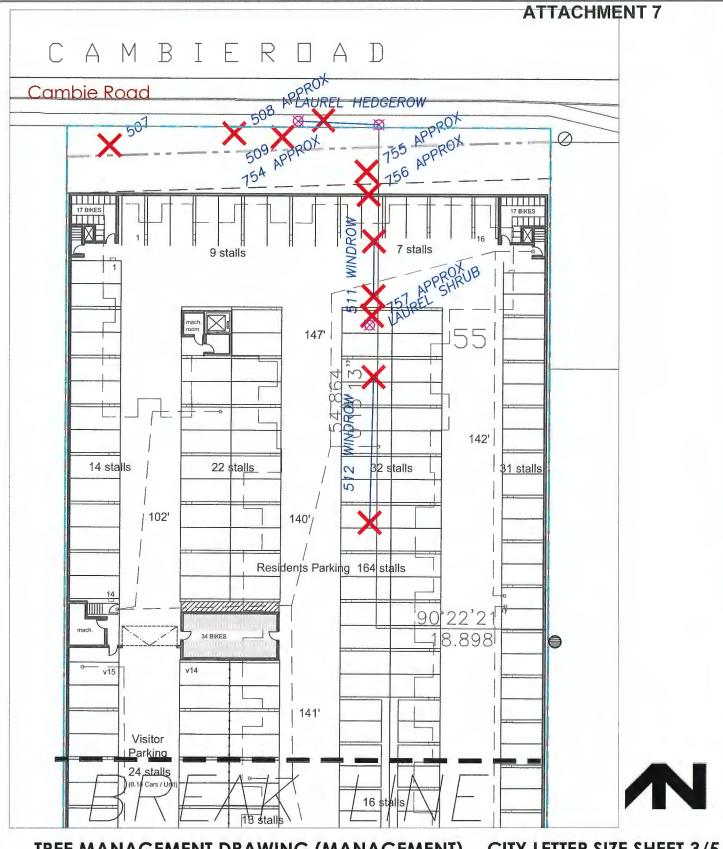
# TREE MANAGEMENT DRAWING (ASSESSMENT) CITY LETTER SIZE SHEET 1/5



(										
PROJECT:	PROPOSED MULTI-FAMILY DEVELOPMENT									
ADDRESS:	9300 AND 9320 CAMBIE ROAD, RICHMOND									
	WESTMARK DEVELOPMENS - CAMOSIIN									
CLIENT	WESTMARK DEVELOPMETHS - CAMOSUN									
	WESTMARK DEVELOPMETNS - CAMOSUN									
CITY REF:										



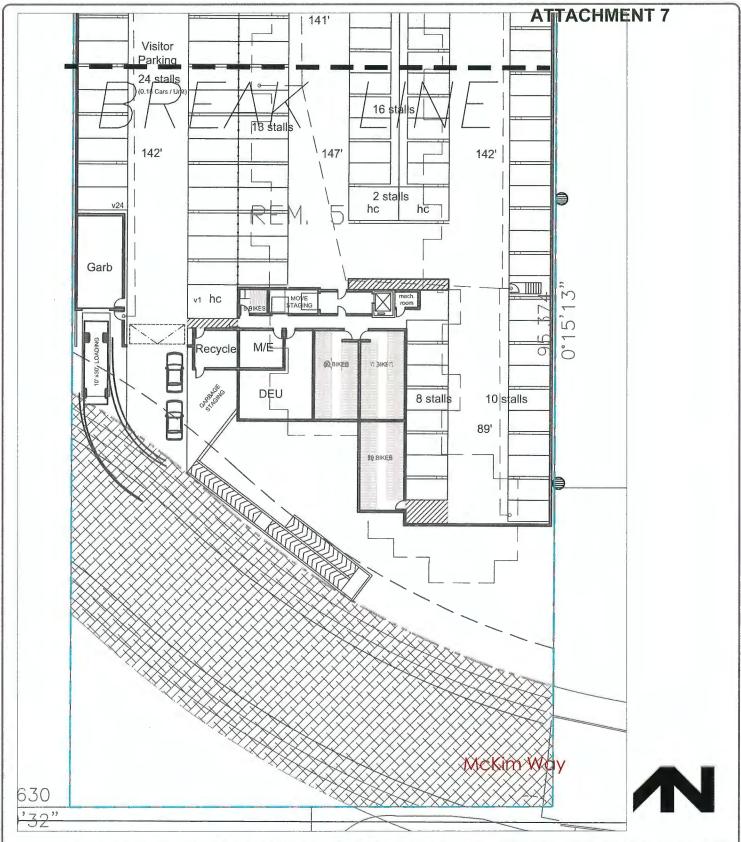
604 275 3484 PH - 100 PLOT SIZE: 11"X17" REV #: 2



# TREE MANAGEMENT DRAWING (MANAGEMENT) - CITY LETTER SIZE SHEET 3/5



PROJECT:	PROPOSI	ED MU	LTI-	FAM	ILY DEVE	LOPMENT				
ADDRESS:	9300 AND 9320 CAMBIE ROAD, RICHMOND									
CLIENT:	WESTMA	WESTMARK DEVELOPMETNS - CAMOSUN								
CITY REF:	ACL FILE: 17190									
PLOT SIZE:	11"X17"	REV	#:	2	DATE:	NOV 6, 2020				



# TREE MANAGEMENT DRAWING (MANAGEMENT) - CITY LETTER SIZE SHEET 4/5



PROJECT:	PROPOS	ED MI	JLTI	-F	ΔΜΙ	LY DEVE	LOPMENT			
ADDRESS:	9300 AND 9320 CAMBIE ROAD, RICHMOND									
CLIENT:	WESTMA	WESTMARK DEVELOPMETNS - CAMOSUN								
PLOT SIZE:	11"X17"	REV	#:	2		DATE:	NOV 6, 2020	_		
	ADDRESS: CLIENT: CITY REF;	ADDRESS: 9300 AN CLIENT: WESTMA CITY REF:	ADDRESS: 9300 AND 932  CLIENT: WESTMARK DE  CITY REF:	ADDRESS: 9300 AND 9320 C  CLIENT: WESTMARK DEVEL  CITY REF:	ADDRESS: 9300 AND 9320 CAR CLIENT: WESTMARK DEVELO CITY REF:	ADDRESS: 9300 AND 9320 CAMBI  CLIENT: WESTMARK DEVELOPMI  CITY REF: AC	ADDRESS: 9300 AND 9320 CAMBIE ROAD  CLIENT: WESTMARK DEVELOPMETNS - C  CITY REF: ACL FILE:	PROJECT: PROPOSED MULTI-FAMILY DEVELOPMENT ADDRESS: 9300 AND 9320 CAMBIE ROAD, RICHMOND  CLIENT: WESTMARK DEVELOPMETNS - CAMOSUN CITY REF: ACL FILE: 17190 PLOT SIZE: 11"X17" REV #: 2 DATE: NOV 6, 2020		

PH - 102





November 6, 2020

City of Richmond 6911 No.3 Road Richmond, BC V6Y 2C1 Attn: Edwin Lee, Planner 2

Edwin:

Re: 9300/9320 Cambie Road - Confirming Energy Step Code 3 Compliance

We are applying for a Rezoning to permit a 128-unit, 5-storey, multi-family development at the subject address [RZ18-835402].

After reviewing the current bylaws and discussing with Nicholas Heap today, we can confirm that this project will be required to comply with **Energy Step Code Level 3**, as well as being connected to the West Cambie District Energy Utility.

As the Architect & Coordinating Registered Professional (CRP) for this project, I am confident that the proposed building design will be able to meet the Energy Step Code when we apply for BP.

We expect to be applying for a Building Permit next year in 2021.

Respectfully,

Ken Chow, Architect AIBC

igan Chow.

Cc: Harmel Bains, Westmark Developments Ltd.
Rav Bains, Westmark Developments Ltd.



### Richmond Zoning Bylaw 8500 Amendment Bylaw 10219 (RZ 18-835042) 9300 and 9320 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 as Section 18.43 thereof the following:

"18.43 Low Rise Apartment (ZLR43) - Alexandra Neighbourhood (West Cambie)

### 18.43.1 Purpose

The **zone** provides for medium density residential apartment **development** with a **density bonus** for the construction of affordable housing.

### 18.43.2 Permitted Uses

• housing, apartment

### 18.43.3 Secondary Uses

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

### 18.43.4 Permitted Density

- 1. The maximum **floor area ratio** is 1.50, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
- 2. Notwithstanding Section 18.43.4.1, the reference to "1.50" is increased to a higher **density** of "1.70" if, prior to first occupancy of a **building**, the **owner**:
  - a) Provides on the **lot** not less than five **affordable housing units** having a combined **habitable space** of at least 1/3 of the "0.2" **floor area density bonus**; and
  - b) Enters into a **housing agreement** for the **affordable housing units** with the **City** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

### 18.43.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 40% for **buildings**.

Bylaw 10219 Page 2

#### 18.43.6 Yards & Setbacks

- 1. The minimum public **road setback** is:
  - a. 4.0 m from Cambie Road; and
  - b. 7.5 m from McKim Way.
- 2. The minimum side yard is 4.0 m.
- 3. Notwithstanding Sections 18.43.6 .1 and 18.43.6.2, a parking **structure** may project into the Cambie Road **road setback** or the **property line setback** provided that such encroachment is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**, but no closer than:
  - a. 2.0 m to a **lot line abutting** Cambie Road;
  - b. 1.2 m to the east side lot line; and
  - c. 0.9 m to the west side lot line

### 18.43.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 19.5 m and 5 habitable **storeys**.
- 2. The maximum height for accessory buildings and structures is 9.0 m.

#### 18.43.8 Subdivision Provisions/Minimum Lot Size

- 1. There are no minimum lot width or lot depth requirements.
- 2. The minimum **lot size** is  $6700 \text{ m}^2$ .

### 18.43.9 Landscaping & Screening

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

### 18.43.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

### 18.43.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

Bylaw 10219 Page 3

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 (ZLR43) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)".

P.I.D. 004-916-301

Lot 5 Except: Plan 45079, Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 000-579-769

Lot 55 Section 34 Block 5 North Range 6 West New Westminster District Plan 45079

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10219".

FIRST READING	DEC 0 7 2020	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director or Solicitor
THIRD READING	CANADA CONTRACTOR CONT	13
OTHER CONDITIONS SATISFIED	· · · · · · · · · · · · · · · · · · ·	
ADOPTED	MARKANIAN AND AND AND AND AND AND AND AND AND A	
MANOD	CORPORATE OFFICER	
MAYOR	CORTORATE OFFICER	